

Client:

Lownie Investments

Project:

**22-25 New Road
Gravesend
(Full Application)**

Transport Statement

July 2022

REPORT CONTROL

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1 INTRODUCTION

- 1.1 Lownie Investments has commissioned Pulsar to prepare a Transport Statement in support of a planning application for the conversion of an existing large residential unit into six separate units.

Background

- 1.2 The Local Planning Authority is Gravesham Borough Council, while the Local Highway Authority is Kent County Council.
- 1.3 The site is located at 22-25 New Road, within Gravesend Town Centre, approximately 190m north of Gravesend Station.
- 1.4 The existing building is a five-storey building including two retail units on the ground floor, fronting New Road, Gravesend. One residential unit is included within the building which spans the first, second and third floors. Office space also spans the first, second and third floors, while the majority of the floor space on the first floor is used as a dentist surgery. The fourth floor currently includes storage space associated with the 3rd floor offices.
- 1.5 A prior approval application was approved in May 2022 for the conversion of the existing office and dentist surgery space to a residential development consisting of 8 dwellings. This Transport Statement has been prepared, with consideration of the prior approval application, for the conversion of the existing residential unit, spanning the first, second and third floors.

Proposed Development

- 1.6 The Applicant seeks to submit a planning application for the conversion of the existing residential unit to six residential units (all one-person studio flats). The proposed development will be car free, however six cycle parking spaces will be provided, with one allocated to each unit. The proposed layout is shown on the architect's plans in **Appendix A**.
- 1.7 The Transport Statement is structured as follows:
- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
 - **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
 - **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.

- **Section 5: Trip Generation** – A review of the likely number of trips to be generated by the proposed development.
- **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

2 EXISTING CONDITIONS

2.1 This section describes existing conditions at the site in relation to transport.

Site Location

2.2 The site is located at 22-25 New Road, Gravesend, DA11 0AA. It is currently largely surrounded by commercial development, given New Road acts as a main pedestrianised road through Gravesend Town Centre.

2.3 The site includes retail units on the ground floor which front New Road. The main access to the upper floors is via a door between the two retail units, also fronting New Road. The refuse stores and servicing yards for the St George's Shopping Centre are located to the north of the site. Access from the rear can be gained to the northwest of the site, which leads to the western access of St George's Shopping Centre.

2.4 **Figure 1** shows the site location plan.

Figure 1 Site Location Plan



Accessibility

- 2.5 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

- 2.6 The topography in the area is generally flat which is good for walking and cycling activity.
- 2.7 New Road is part of the Gravesend town centre pedestrian zone, with no vehicles permitted between 10am and 6pm (with access only at other times) to the east of Garrick Street. This provides a safe and convenient access to the site for pedestrians and cyclists.
- 2.8 Garrick Street, to the west of the site, and New Road to the west of Garrick Street provide footways on both sides of the carriageway. To the south, zebra crossings are provided across Garrick Street and Clive Road, adjacent to the junction with Barrack Row. This provides safe access to Gravesend Station from the site.
- 2.9 All footways in the vicinity of the site are wide and provided on both sides of the carriageway, with all amenities in the local area safely and conveniently accessible.
- 2.10 There are some cycle parking facilities provided on New Road, within the pedestrianised zone, including Sheffield stands outside the Tesco store approximately 20m to the west of the site.
- 2.11 Given the town centre location, the site is within comfortable walking distance of a plethora of amenities.

Public Transport

- 2.12 Three bus stops are provided on Garrick Street, approximately 90m southwest of the site. All three stops provide sheltered seating and timetable information. From here there are several accessible bus services, providing services to destinations including Bluewater Bus Station, Dartford, Ebbsfleet and Swanscombe. All stops are provided on the eastern side of Garrick Street, given it is a one-way street, so all stops are accessible from the site without the need for crossing the carriageway. Further information on the accessible bus services is provided in **Table 2.1**.

Table 2.1 Accessible Bus Services: Typical Frequencies (Mins)

No.	Route	Week	Sat	Sun
190	Chatham Waterfront Bus Station – Chatham Railway Station – Rochester – Higham – Denton – Gravesend	20	20	60
306/308	Bluewater Bus Station – Swanscombe – Northfleet – Gravesend – Meopham – Wrotham – Sevenoaks Bus Station	90	90	N/A

No.	Route	Week	Sat	Sun
455	Gravesend – Singlewell	3 per day	2 per day	N/A
481	Riverview Park – Denton – Gravesend – Northfleet – Ebbsfleet International Station – Swanscombe – Bluewater Bus Station	30	35	60
483	Gravesend – Kings Farm – Gravesend – Northfleet – Ebbsfleet International Station – Bluewater Bus Station	30	30	30
489	Gravesend – Southfleet – Longfield – New Ash Green	90	120	120
480 Sapphire	Dartford Station – Horns Cross – Swanscombe – Northfleet – Gravesend – Denton – Riverview Park – Valley Drive	30	60	60
490 Sapphire	Bluewater Bus Station – Swanscombe – Northfleet – Gravesend – Denton – Valley Drive	30	60	N/A
AZ Fastrack	Gravesend – Ebbsfleet International Station – Swanscombe – Greenhithe – Dartford – Dartford Station	30	30	30
B Fastrack	Gravesend – Ebbsfleet International Station – Swanscombe – Ingress Park – Greenhithe – Bluewater Bus Station – Dartford – Temple Hill	10	10	20

2.13 Gravesend Station is located approximately 190m to the south of the site and is served by Southeastern Railway and Thameslink services. Southeastern offer a half-hourly service to London Charing Cross which offers direct connections to destinations including Dartford, Sidcup and London Bridge en route to Charing Cross. Thameslink offer half-hourly services towards Gillingham and Luton, which offers connections to destinations including Rochester, Abbey Wood, London Blackfriars, City Thameslink, London St Pancras International and St Albans City.

2.14 Gravesend Station includes cycle parking for up to 280 bicycles in the form of lockers and wheel racks. All platforms are provided with step free access for the mobility impaired.

Local Highway Network

2.15 As noted above, New Road forms part of the pedestrian zone within Gravesend town centre. Therefore, no vehicles are allowed on New Road to the east of Garrick Street between 10am and 6pm, and vehicles are only permitted here outside these times for access. The section of New Road to the west of this only permits buses and access between 10am and 6pm. On-street bays are provided on both sides of the carriageway in this location, however the bays on the southern side are for loading only and the northern bays are only permitted for taxis.

2.16 Garrick Street, New Road, Darnley Road and Barrack Road form an effective gyratory in a clockwise direction. Darnley Road, leading to Bath Street to the north, provides one-way access in a northbound direction. New Road, to the west of Darnley Road, accommodates traffic in both directions.

- 2.17 All roads in the vicinity of the site that permit traffic are subject to a 30mph speed limit.

Summary

- 2.18 The site is located in Gravesend town centre, in close proximity to a multitude of amenities. Residents at the site would have access to numerous public transport services. As such, the site can easily be accessed through a variety of non-car modes.

3 POLICY REVIEW

Introduction

- 3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The revised NPPF was published in July 2018 (and recently updated in July 2021) and sets out the Government's planning policies for England and how these are expected to be applied. It replaces the previous document published in March 2012.
- 3.3 The NPPF reiterates that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a **presumption in favour of sustainable development***".
- 3.4 Section 9 deals with promoting sustainable transport. Paragraph 104 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*
- 3.5 Paragraph 105 states that the planning system should actively manage patterns of growth in support of the above objectives.
- 3.6 Paragraph 110 states that in assessing specific applications for development, the following should be ensured:
- "appropriate opportunities to promote sustainable transport modes can be – or have been – taken up given the type of development and its location;*

Safe and suitable access to the site can be achieved for all users;

The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Mode Design Code; and

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.7 Paragraph 111 goes on to state:

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."

3.8 NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment.

National Planning Practice Guidance (NPPG), 2014

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

Regional Policy

Kent County Council: Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031

3.12 Kent's Local Transport Plan identifies their transport priorities for the county required to support growth. It sets out policies to deliver strategic outcomes for transport and is accompanied by implementation plans and a methodology for prioritising funding.

3.13 The five policies leading from the outcomes for the Local Transport Plan are as follows:

- *Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population;*
- *Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services;*
- *Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks;*
- *Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment; and*
- *Provide and promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.*

3.14 The document sets out the transport priorities for Gravesham, namely:

- *Congestion relief associated with new developments;*
- *Cross-river links by ferry to Thurrock;*
- *Improved link between Northfleet and Ebbsfleet stations;*
- *Expansion of the Fastrack bus network;*
- *Increasing highway capacity: A226 Thames Way dualling, Rathmore Link Road, Springhead Bridge;*
- *Crossrail extension to Ebbsfleet;*
- *Gravesend transport interchange;*
- *Walking and cycling links in urban Gravesend;*
- *Enhancement to A2 junctions in Gravesham to cope with proposed development; and*
- *Public transport service improvements in the borough.*

Kent Design Guide Review Interim Guidance Note 3: Residential Parking (2008)

3.15 This note outlines the parking standards and parking design guidance for residential developments across the county. This is an update from the Supplementary Planning

Guidance outlined below. The document incorporates the updated car parking standards for residential developments, however it states that cycle parking standards are unaffected.

- 3.16 For city and town centre locations, the note states that a maximum of 1 car parking space should be provided per unit for one and two bedroom flats. City and town centre locations are defined as having on-street controls preventing all (or all long stay) parking.
- 3.17 The guidance also states: *'reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land'*. It also goes on to state that there is an opportunity to *'provide a range of sustainable solutions, including developments with low or even zero parking provisions'*.

Kent and Medway Structure Plan 2006, Supplementary Planning Guidance (SPG) 4: Kent Vehicle Parking Standards

- 3.18 This guidance sets out the car and cycle parking standards for developments of all uses across the county. The car parking standards for residential developments were updated in the Interim Guidance Note 3, as outlined above.
- 3.19 The cycle parking standards for flats are stated as 1 space per unit. The standards go on to state that *'cycle parking provision should be provided within the curtilage of the residential dwelling. Parking provision should be provided as a secure communal facility where a suitable alternative is not available'*.

Local Policy

Gravesham Local Plan Core Strategy 2014

- 3.20 This Core Strategy sets out the Council's long term spatial vision for the Borough. It outlines the strategic objectives for the Borough based on the characteristics of the area and the key issues to be addressed. It also sets out a delivery strategy for achieving the objectives and identifies the areas where major change is likely to take place.
- 3.21 The Core Strategy seeks to:
- *Locate new mixed use development in areas with best access to services and facilities which minimise the need to travel, particularly by car;*
 - *Improve the local economy to reduce the need for out-commuting. This can also have an impact on air quality;*
 - *Support and where possible provide alternatives to help support a modal shift away from car based transport, e.g. improve public transport including bus, train, cycling and walking provision, and increase the use of water based transport; and*

- *Ameliorate the implications of additional traffic for air quality.*

3.22 Policy CS11 relates to Transport and includes the following:

'New developments should mitigate their impact on the highway and public transport networks as required. Sufficient parking in new development will be provided in accordance with adopted parking standards which will reflect the availability of alternative means of transport and accessibility to services and facilities.'

3.23 With reference to walking and cycling, the Core Strategy also states *'it is important to ensure that walking and cycling is the first choice of transport for people for short journeys in the Borough for functional (e.g. work, school) and leisure purposes as they are the most sustainable forms of transport. This helps to reduce congestion and improve air quality. It also makes a significant contribution to the health and well-being of the Borough's residents, workers and visitors'.*

Summary

3.24 The focus of transport and land use planning policy is on the development of sustainable travel measures and the encouragement of development proposals which widen the accessibility of sustainable travel to site attendees and the wider community. The site is situated in a very accessible location and further information is provided later in this report which details the transport infrastructure proposed for the site.

4 THE PROPOSED DEVELOPMENT

- 4.1 This section of the report provides a description of the proposed development with a focus on transport infrastructure. **Appendix A** contains the architect's layout.
- 4.2 The proposed development will comprise six residential units and six cycle parking spaces. The proposed development will remain car free, as existing. All six residential units will be one person studio flats, replacing the existing six-bedroom unit.

Pedestrian Access

- 4.3 The main pedestrian access will be maintained from New Road, via the existing door between the two retail units on the ground floor.
- 4.4 A secondary access to the rear will also be retained. This leads between an access in the western side of St George's Shopping Centre and the rear of the property. This access will continue to be securely locked prohibiting use by the general public.

Servicing

- 4.5 It is expected that the proposed development will be typically serviced by refuse vehicles, home food and non-food deliveries and infrequent servicing. The existing residential unit takes deliveries from New Road, via the ground floor access between the two existing retail units. Refuse collections are also undertaken from New Road, however refuse is taken from the rear of the development and carried to the carriageway. This will be undertaken by a management company for the six proposed residential units. It is proposed that the existing refuse and servicing strategy is maintained for the new proposed residential units.

Vehicle Parking

- 4.6 As noted above, it is proposed that the site will remain car free, as existing. Given the site is located within Gravesend town centre there are a large number of amenities within a comfortable walking distance and therefore a car free development is considered appropriate in this location. Moreover, there is a very high level of access to public transport from the site: several bus services are available within 90m of the site and Gravesend Station is a 190m walk to the south. It is also noted in KCC guidance that car-free developments are '*encouraged in support of demand management and the most efficient use of land*'.

Cycles

- 4.7 The development will provide a total of six cycle parking spaces for the six residential units, one space allocated to each unit as per local cycle parking standards. Cycle parking will be located at the rear of the residential building (refer to Architect's drawing in **Appendix A**). This provides convenient access to the rear entrance of the

site. All cycle parking for the development will be covered, secure and safely accessible.

Gravesham Borough Council

5 TRIP ASSESSMENT

5.1 This section considers the likely number of trips that the development is forecast to generate.

Residential Trip Rates & Trip Generation

5.2 The TRICS database was also utilised to obtain a trip rate for the existing and proposed development. TRICS category '03 Residential – C Flats Privately Owned' was applied to the whole development, along with the following criteria:

- All England areas, except Greater London;
- Sites between 6 and 100 dwellings;
- Town Centre locations; and
- January 2010 to June 2021 surveys.

5.3 It is noted that the existing development contains 6 bedrooms, and therefore likely generates more trips than a 'privately owned flat'. However, a similar trip rate has been maintained for the existing and proposed uses to give a 'worst case' in terms of net trip generation.

5.4 The parameters above produced 2 similar sites from the TRICS database from which to generate a person trip rate. **Table 5.1** below sets out the trip rates derived from TRICS and the corresponding number of net trips estimated. The relevant TRICS outputs are included in **Appendix B**.

Table 5.3 Residential Trip Rates & Trip Generation: All Modes

Period	Trip Rates (per unit)			Proposed Trip Generation (Net: 5 Units)		
	In	Out	Total	In	Out	Total
08:00 – 09:00	0.133	0.417	0.550	1	2	3
17:00 – 18:00	0.533	0.350	0.883	3	2	4
07:00 – 19:00	2.734	2.799	5.533	14	14	28

*Arithmetic discrepancies due to rounding of numbers

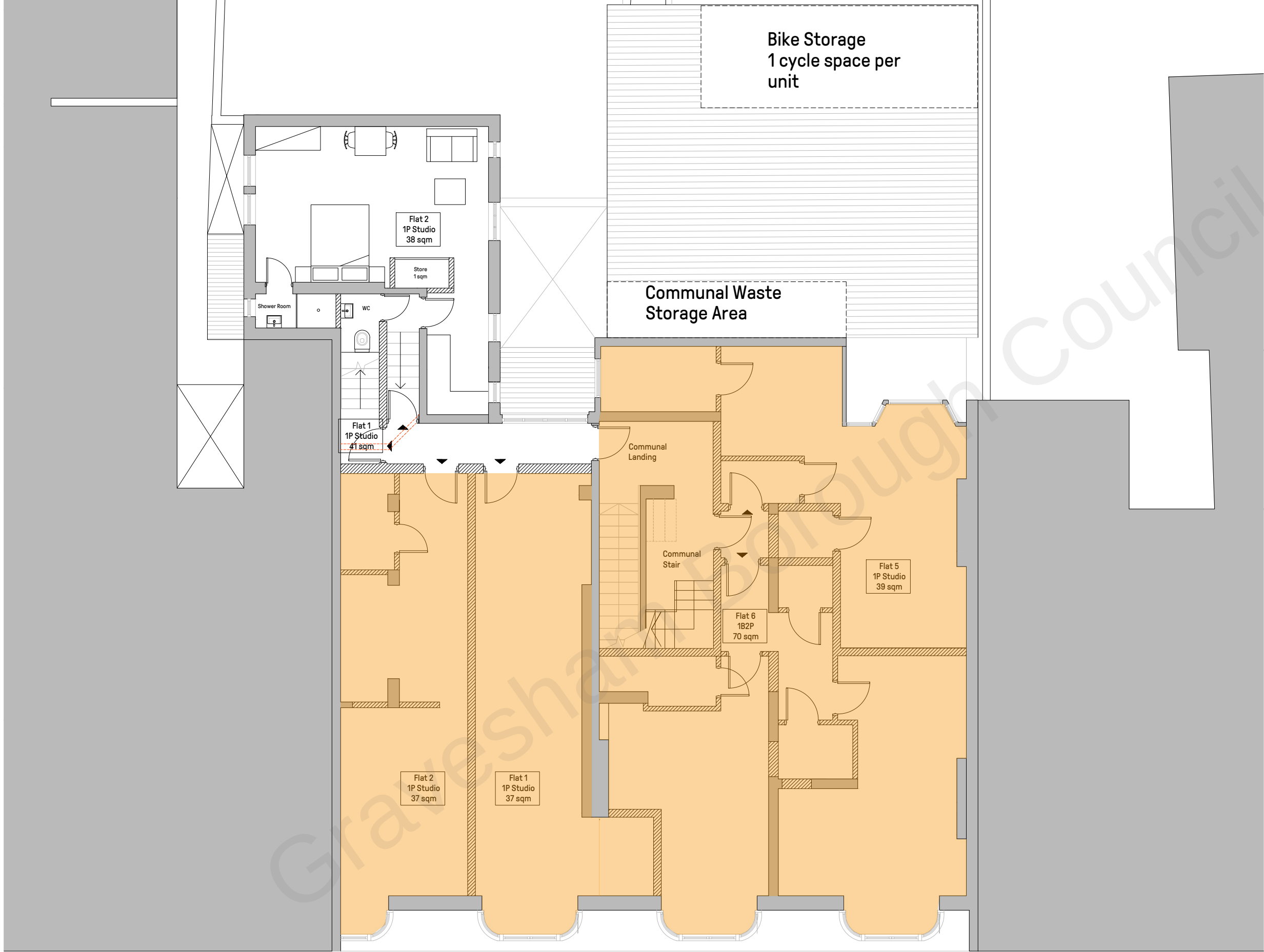
5.5 The proposed development is expected to generate 3 additional two-way person trips during 08:00 to 09:00 and 4 additional two-way person trips during 17:00 to 18:00. Across the twelve-hour period, 07:00 to 19:00, the development will be expected to generate approximately 28 additional two-way person trips. This will have an insignificant impact on the transport network.

6 SUMMARY & CONCLUSIONS

- 6.1 Lownie Investments has commissioned Pulsar to prepare a Transport Statement to support the planning application for development at 22-25 New Road, Gravesend, DA11 0AA.
- 6.2 The proposals involve the conversion of the existing residential unit to six residential units. The development is proposed to remain car free, however six secure and sheltered cycle parking spaces (allocated at one per unit) are proposed for residents to encourage active travel patterns. Access to the site is proposed to remain as existing.
- 6.3 A car free development is considered appropriate in this location, given it is situated within Gravesend town centre, and is aligned with KCC guidance. There are ample amenities and facilities available within very close proximity to the site allowing residents to undertake the vast majority of day to day activities on foot or bike.
- 6.4 The site also benefits from very close access to public transport. Residents and visitors will be able to utilise the close proximity to bus and rail services which, in combination, provides access to destinations such as Dartford, Ebbsfleet, Gillingham and central London.
- 6.5 A trip generation assessment was undertaken, which shows that the net impact of the proposed development is expected to be negligible.
- 6.6 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:
- Opportunities for sustainable transport modes have been taken up;
 - Safe and suitable access to the site can be achieved by all people; and
 - The impact of the development is not severe.
- 6.7 In conclusion, and on the basis of the above, the proposed development should not be refused on transport grounds. The cumulative residual transport impacts of the proposal would be negligible. The proposal would comply with national and local policy.

APPENDIX A – ARCHITECT’S LAYOUT

Gravesham Borough Council

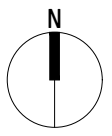


- Do not scale from this drawing, except for planning purposes.
- Check all dimensions on site.
- Subject to survey.
- Subject to site inspection.
- Site boundary lines are indicative only.

KEY:

- Boundary
- Existing Walls
- Proposed Walls
- Existing Residential (Not Part of this application)

Rev	Date	By	Description
Revision Schedule			



project
22-25 NEW ROAD
GRAVESEND
DA11 0AA

title
PROPOSED FIRST FLOOR PLAN

sheet number
050311

drawing status
FULL PLANNING

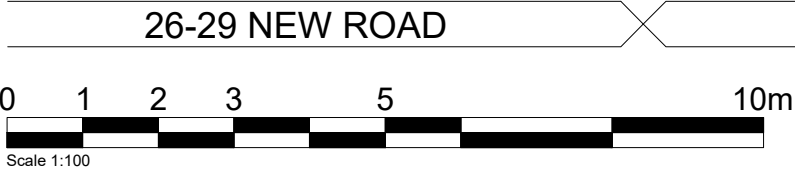
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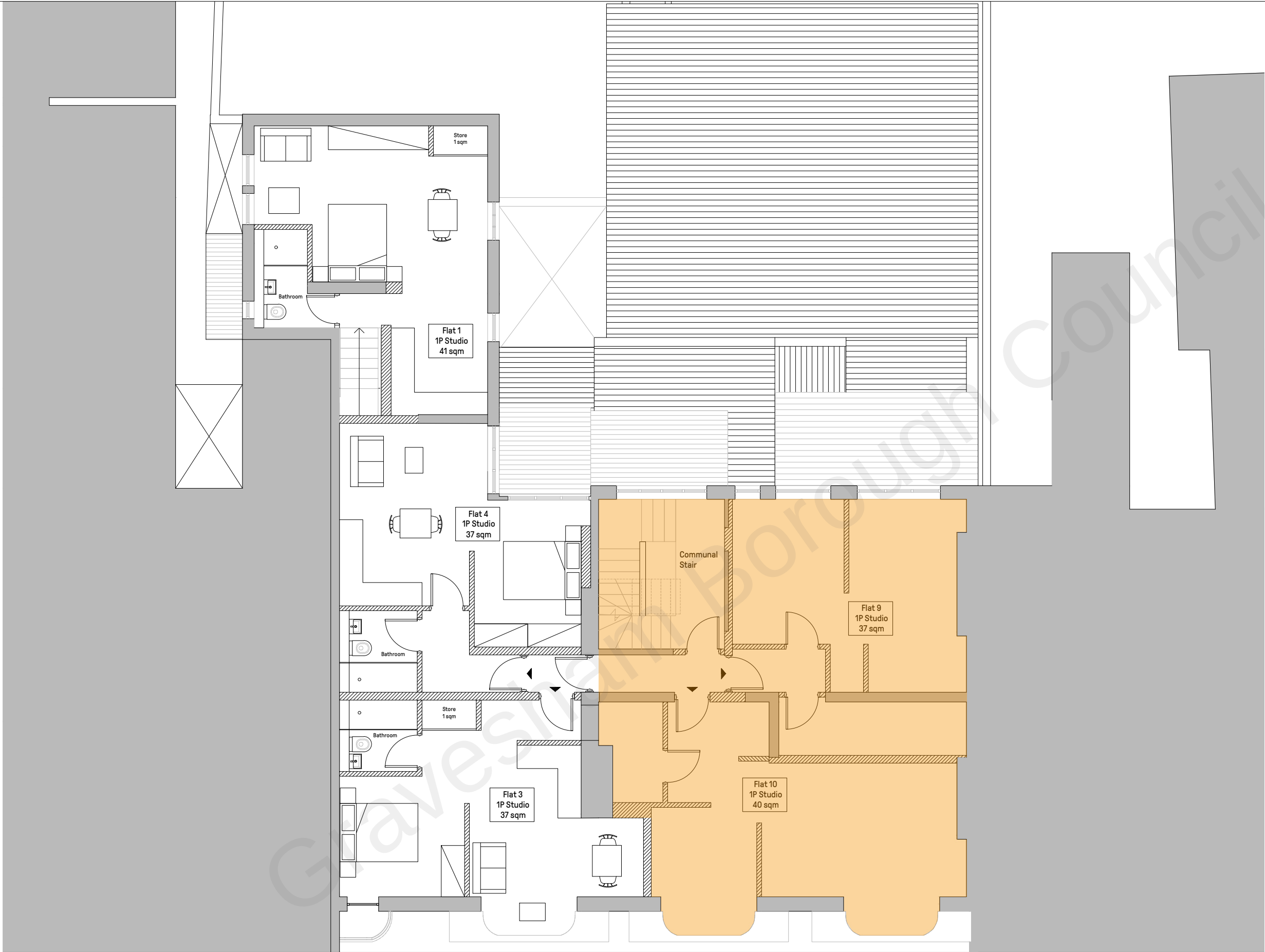
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project no.	drawing number	revision	
12126	CGL-XX-01-DR-A-050311-		
originator-zone-level -type -role - sheet number			



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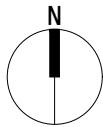


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KEY:

- Boundary
- Existing Walls
- Proposed Walls
- Existing Residential (Not Part of this application)

Rev	Date	By	Description
Revision Schedule			



project
22-25 NEW ROAD
GRAVESEND
DA11 0AA

title
PROPOSED SECOND FLOOR PLAN

sheet number
050312

drawing status
FULL PLANNING

contract no. client ref.

scale	date	drawn by	checked by
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project no.	drawing number	revision	
12126	CGL-XX-02-DR-A-050312-	originator-zone-level-type-role-sheet number	



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26-29 NEW ROAD 22-25 NEW ROAD 20-21 NEW ROAD





- Do not scale from this drawing, except for planning purposes.

- Check all dimensions on site.

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- Site boundary lines are indicative only.

KEY:

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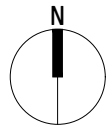
Boundary

Existing Walls

Proposed Walls

Existing Residential
(Not Part of this application)

Rev	Date	By	Description
Revision Schedule			



project

22-25 NEW ROAD
GRAVESEND
DA11 0AA

title

PROPOSED THIRD FLOOR PLAN

sheet number

050313

drawing status

FULL PLANNING

contract no.

client ref.

scale

1 : 100

date

NOV 21

drawn by

DR

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CG

project no.

12126

drawing number

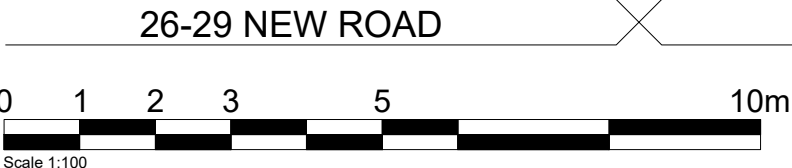
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revision



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APPENDIX B – TRICS OUTPUT

Gravesham Borough Council

Pulsar Transport Planning Underwood Row London

Licence No: 805401

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-100 DWELLS	
Actual Trip Rate Calculation Parameter Range	20-40 DWELLS	
Date Range	Minimum: 01/01/10	Maximum: 23/06/21
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	
Days of the week selected	Thursday	1
	Friday	1
Main Location Types selected	Town Centre	2
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	2
Population <5 Mile ranges selected	75,001 to 100,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	2

Calculation Reference: AUDIT-805401-220119-0124

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	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: 20 to 40 (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: 01/01/10 to 23/06/21

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:

Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
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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:

Built-Up Zone	2
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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 2 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:

25,001 to 50,000 2 days

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

Population within 5 miles:

75,001 to 100,000 1 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

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

Travel Plan:

No 2 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 2 days

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

LIST OF SITES relevant to selection parameters

Site(1): CB-03-C-01
Development Name: BLOCK OF FLATS
Location: CARLISLE
Postcode: CA1 1SR
Main Location Type: Town Centre
Sub-Location Type: Built-Up Zone
PTAL: n/a

Site area: 0.21 hect
No of Dwellings: 40
Housing density: 667
Total Bedrooms: 80
Survey Date: 12/06/14
Survey Day: Thursday
Parking Spaces: 43

Site(2): GM-03-C-03
Development Name: BLOCK OF FLATS
Location: MANCHESTER
Postcode: M1 3QF
Main Location Type: Town Centre
Sub-Location Type: Built-Up Zone
PTAL: n/a

Site area: 0.05 hect
No of Dwellings: 20
Housing density: 400
Total Bedrooms: 30
Survey Date: 14/10/11
Survey Day: Friday
Parking Spaces: 14

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): 3.05

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	30	0.050	2	30	0.117	2	30	0.167
08:00 - 09:00	2	30	0.067	2	30	0.133	2	30	0.200
09:00 - 10:00	2	30	0.033	2	30	0.033	2	30	0.066
10:00 - 11:00	2	30	0.050	2	30	0.067	2	30	0.117
11:00 - 12:00	2	30	0.050	2	30	0.050	2	30	0.100
12:00 - 13:00	2	30	0.033	2	30	0.017	2	30	0.050
13:00 - 14:00	2	30	0.100	2	30	0.100	2	30	0.200
14:00 - 15:00	2	30	0.033	2	30	0.050	2	30	0.083
15:00 - 16:00	2	30	0.033	2	30	0.033	2	30	0.066
16:00 - 17:00	2	30	0.200	2	30	0.067	2	30	0.267
17:00 - 18:00	2	30	0.117	2	30	0.133	2	30	0.250
18:00 - 19:00	2	30	0.150	2	30	0.100	2	30	0.250
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.916			0.900			1.816

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:	20 - 40 (units:)
Survey date range:	01/01/10 - 23/06/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.05

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	30	0.050	2	30	0.233	2	30	0.283
08:00 - 09:00	2	30	0.133	2	30	0.417	2	30	0.550
09:00 - 10:00	2	30	0.067	2	30	0.117	2	30	0.184
10:00 - 11:00	2	30	0.133	2	30	0.233	2	30	0.366
11:00 - 12:00	2	30	0.150	2	30	0.333	2	30	0.483
12:00 - 13:00	2	30	0.133	2	30	0.183	2	30	0.316
13:00 - 14:00	2	30	0.267	2	30	0.283	2	30	0.550
14:00 - 15:00	2	30	0.267	2	30	0.150	2	30	0.417
15:00 - 16:00	2	30	0.167	2	30	0.183	2	30	0.350
16:00 - 17:00	2	30	0.467	2	30	0.200	2	30	0.667
17:00 - 18:00	2	30	0.533	2	30	0.350	2	30	0.883
18:00 - 19:00	2	30	0.367	2	30	0.117	2	30	0.484
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.734			2.799			5.533

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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