



Proposed Demolition of Existing Garages and
Subsequent Residential Development
The Russets, Strand Close, Meopham, DA13
0HB

Transport Statement

For

Frankham Projects Ltd

Document Control Sheet

Proposed Demolition of Existing Garages and Subsequent Residential Development
The Russets, Strand Close, Meopham, DA13 0HB
Frankham Projects Ltd

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Frankham Projects Ltd to accompany a planning application for the demolition of 29 existing garages prior to the subsequent construction of a 2-storey block of flats containing 5 dwellings at The Russets, Strand Close, Meopham, DA13 0HB (herein referred to as 'the site'). The proposed dwellings would be affordable/local authority properties. This report will consider the highways and transportation aspects of the proposed development.
- 1.2 The site is located within Hook Green, a residential neighbourhood of Meopham. The site is located to the western extent of Hook Green, approximately 1.1 kilometres north of Meopham village centre. The site is located within a residential area with good accessibility to public transport provisions. The site is located within the administrative boundaries of Gravesham Borough Council (GBC) and Kent County Council (KCC).
- 1.3 The site is currently occupied by 29 garages. It is proposed that the existing garages are demolished prior to the subsequent construction of a 2-storey block of flats providing 5 dwellings.
- 1.4 This Transport Statement has been prepared having regard to relevant guidance. In summary, this report demonstrates that:
- ▶ The proposals accord with national, regional, and local policies relevant to transport;
 - ▶ The site is accessible via sustainable transport methods;
 - ▶ Safe and suitable access to the site can be achieved by all users;
 - ▶ Appropriate parking provision for both cars and cycles would be provided;
 - ▶ The proposals include appropriate provision for servicing activity; and,
 - ▶ The levels of traffic associated to the proposals would not lead to any harm to the existing operation and free-flow of traffic on the adjoining highway network.
- 1.5 Following this introduction, this Transport Statement is structured as follows:
- ▶ Section 2 outlines the national and local policies which are considered to be relevant to the transportation aspects of the application;
 - ▶ Section 3 details the existing conditions of the site and the surrounding area;
 - ▶ Section 4 describes the development proposals for the site;
 - ▶ Section 5 provides a summary of the existing car parking demand and ability to accommodate predicted vehicle ownership at the site;
 - ▶ Section 6 demonstrates the predicted trip generation associated to the site; and,
 - ▶ Section 7 summarises the key findings and conclusions of this Transport Statement.

2.0 Policy Context

Overview

- 2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set out the context for the development proposals are as follows:

- ▶ National Planning Policy Framework – December 2024; and,
- ▶ Gravesham Local Plan Core Strategy – September 2014.

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied.

- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 9 of the NPPF states that it is necessary to focus on local context when planning policy and decisions are being made.

- 2.4 Paragraph 109 states:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

- 2.5 Paragraph 110 discusses the need for a site to be located in an area which encourages sustainable travel for a variety of reasons and to actively manage development for sustainable patterns of growth. The key planning point surrounding Paragraph 109 is as follows:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."

- 2.6 Paragraph 112 states:

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

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*

- d) *local car ownership levels; and,*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.7 Paragraph 113 states:

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

2.8 Paragraph 115 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *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 Model Design Code; and,*
- d) *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 through a vision-led approach."*

2.9 This is followed by Paragraph 116 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, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.10 Paragraph 117 contextualises that applications for development should:

- a) *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Gravesham Borough Local Plan Core Strategy

2.11 The Gravesham Borough Local Plan Core Strategy sets out the policy guidance for development within the administrative boundary of Gravesham Borough Council. The key planning policy related to highways and transport is set out below.

2.12 Policy CS11: Transport states:

"5.5.38 New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development.

5.5.39 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.

5.5.40 The Council will support proposals which improve public transport provision and facilities in the Borough. In particular, it will:

- seek to maintain and expand, where justified, segregation lanes for Fastrack and existing bus priority measures elsewhere;*
- require Key Sites to include provision for buses;*
- support the development of transport hubs at Gravesend Town Centre and Ebbsfleet (in Dartford Borough Council area) to provide high quality interchange facilities between bus, rail, walking and cycling; and*
- Ensure an adequate supply of public car parking.*

5.5.41 The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate. These should provide improved access to Gravesend Town Centre and Ebbsfleet and to other services and facilities in the Borough. In particular, the Council will seek the provision of pedestrian and cycle links between Northfleet and Ebbsfleet stations and along the River Thames, as part of the proposed Thames Estuary Path.

5.5.42 Land required for the possible future extension of Crossrail and to protect the High Speed 1 (HS1) railway is safeguarded on the Policies Map and proposals that would prejudice these will be refused.

5.5.43 The Council will support proposals which improve the efficiency of freight transport and provide opportunities for alternatives to road transport where possible. The Council will safeguard wharves, as shown on the Policies Map, subject to the provisions of paragraph 5.1.36 of Policy CS07 (Economy, Employment and Skills).

5.5.44 The Council will support proposals which facilitate the use of the River Thames for passenger transport and enable cruise liners to visit the Borough."

3.0 Baseline Conditions

Overview

- 3.1 To put the site into context, a detailed review of the surrounding area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with the accessibility of the site by different modes of transport.

Site Details

- 3.2 The site is located within Hook Green, a residential neighbourhood of Meopham. The site is located to the western extent of Hook Green, approximately 1.1 kilometres north of Meopham village centre. The site is located within a residential area with good accessibility to public transport provisions. The location of the site is illustrated below in Figure 3.1.

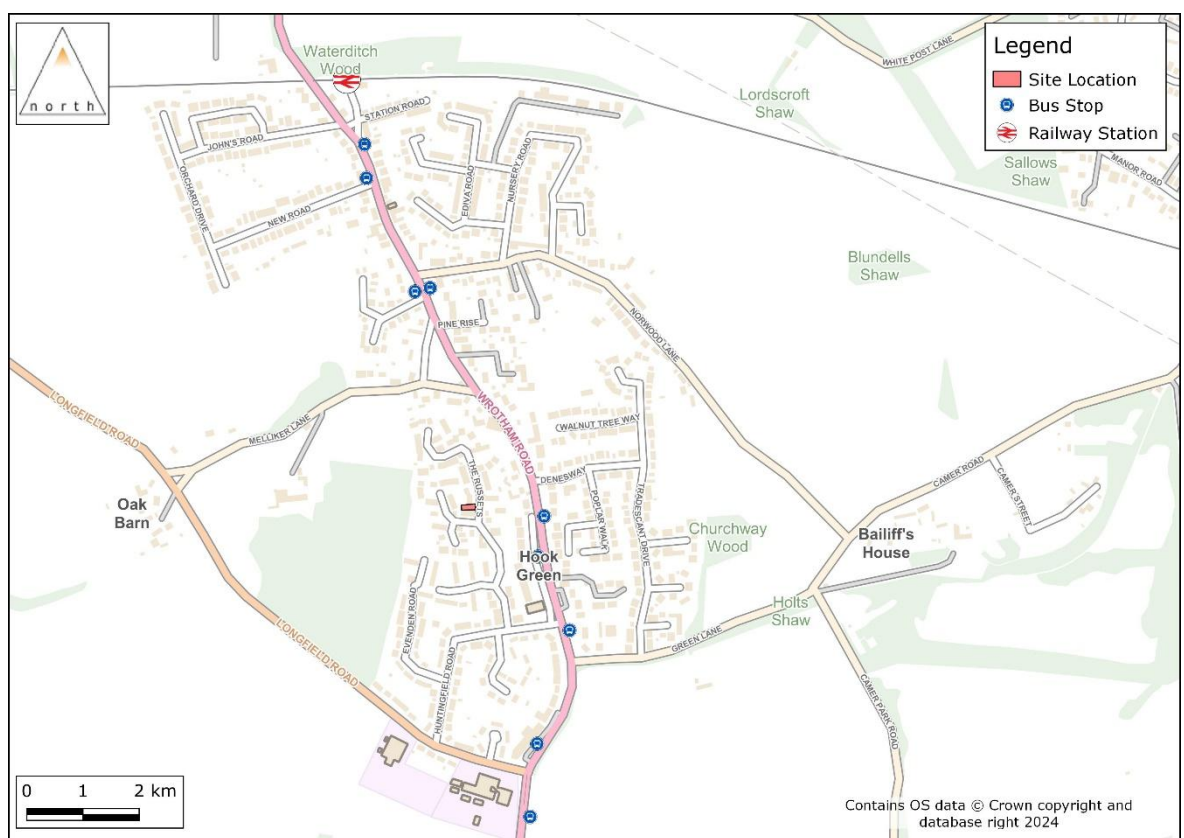


Figure 3.1: Site Location

Existing Highway Network

- 3.3 The Russets is a two-way, single carriageway, cul-de-sac road, aligned to a north-south axis. The Russets is subject to a 30mph speed limit. To the south, The Russets provides a connection to Strand Close and subsequently to Huntingfield Road for onward access to the A227. The A227 provides a subsequent route north towards the A2 and Gravesend town centre or south towards Meopham, the A20, and the M20 for connections to the wider highway network.

Road Safety Review

- 3.4 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the site has been acquired from Collision Plot

for the most recently available 10-year period (January 2014 – December 2023). This review has demonstrated that there have been 0 incidents reported within the vicinity of the site during this period.

Accessibility of the Site by Non-Car Modes

- 3.5 Planning policy dictates the need for development sites to be accessible by sustainable travel methods, with a particular focus placed on the accessibility of a site by active travel methods. As a result, a review has been undertaken surrounding the accessibility of the site by active travel and wider sustainable transport methods.

Accessibility on Foot

- 3.6 The site is accessible via local footway provisions on both sides of the road which are supplemented with street lighting and dropped kerbs at crossing points. Due to the residential nature of the surrounding area, the local footway network provides connections to local residential roads and to the A227. Approximately 50 metres north of the junction between Huntingfield Road and the A227, a pedestrian refuge crossing island with dropped kerbs and tactile paving is provided allowing pedestrian access to both sides of the A227.

Accessibility by Cycle

- 3.7 Although no on-street cycle infrastructure is provided within the immediate area surrounding the site, the low speed limit and residential nature of the surrounding area ensures that the local highway network can be deemed suitable for cycling.

Accessibility by Bus

- 3.8 The closest bus stop to the site is located approximately 270 metres south-east of the site, equivalent to a 4-minute walk. The local bus stop provisions are provided with a flagpole containing timetable information, seating, and a bus shelter. The local bus stops are served by the 34, 226, 306, 308, 416, 418R, 418W, 695, Meopham1, and VIGO1 bus services. A summary of these local bus services is set out below in Table 3.1.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
34	Meopham – Hook Green – New Barn – Southfleet – Ebbsfleet – Castle Hill – Swanscombe – Greenhithe – Waterstone Park – Horns Cross – Dartford	School bus service		
223	Gravesend – Istead Rise – Meopham – Hook Green – Culverstone – Wrotham – West Kingsdown – Ightham Common – Ivy Hatch – Shipbourne Church – Tonbridge	School bus service		
306	Gravesend – Istead Rise – Meopham – Hook Green – Culverstone Green – Vigo	2 services a day	No service	No service
308	Gravesend – Northfleet – Istead Rise – Meopham – Hook Green – Culverstone Green – Vigo – Wrotham – Borough Green – Ightham – Seal – Sevenoaks	7 services a day	6 services a day	No service
416	Meopham – Sole Street – Cobham – Shorne – Gravesend	6 services a day	3 services a day	No service
418R/418W	New Ash Green – Longfield – Istead Rise – Meopham – Hook Green – Culverstone Green – Vigo – Wrotham	School bus service		
695	Istead Rise – Meopham – Hook Green – Cobham – Earl Estate – Strood – Rochester	School bus service		
Meopham1	Kings Farm – Denton – Milton – Gravesend – Istead Rise – Meopham – Hook Green	School bus service		
Vigo1	Vigo – Culverstone Green – Meopham – Hook Green – Istead Rise – Gravesend – Milton – Denton	School bus service		

Table 3.1: Local Bus Services

- 3.9 Table 3.1 demonstrates that there is a selection of local bus services which provide future residents with access to wider amenities, employment opportunities, and onward connections via sustainable transport methods. In addition, the abundance of school bus services ensures that any school age future residents would have access to a wide range of educational amenities.

Accessibility by Rail

- 3.10 The closest railway station to the site is Meopham railway station, located approximately 1.3 kilometres north of the site, equivalent to a 17-minute walk, 9-minute journey via public transport, or 4-minute cycle. Meopham railway station is served by the Southeastern railway network and benefits from 167 car parking spaces and 20 sheltered cycle parking spaces. A summary of the direct rail services accessible from Meopham railway station is set out below in Table 3.2.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
London Victoria	Meopham – Longfield – Bromley South – London Victoria	1 every hour	1 every hour	1 every hour
London Victoria	Meopham – Longfield – Farningham Road – Swanley – St Mary Cray – Bromley South – Denmark Hill – London Victoria	1 every hour	1 every hour	1 every hour
Dover Priory	Meopham – Rochester – Chatham – Gillingham (Kent) – Rainham (Kent) – Newington – Sittingbourne – Teynham – Faversham – Selling – Canterbury East – Bekesbourne – Adisham – Aylesham – Snowdown – Shepherds Well – Kearsney (Kent) – Dover Priory	1 every hour	1 every hour	1 every hour
Gillingham (Kent)	Meopham – Sole Street – Rochester – Chatham – Gillingham (Kent)	1 every hour	1 every hour	1 every hour

Table 3.2: Direct Rail Services

- 3.11 Table 3.2 demonstrates that future residents would have access to a wide selection of rail services including to central London. These rail services would provide future residents with access to wider amenities, employment opportunities, and onward sustainable travel services.

Summary

- 3.12 The above review has demonstrated that the site is located within an accessible location and that there is no pre-existing highways safety concern in the area surrounding the site.

4.0 Development Proposals

- 4.1 The following section provides details of how the site is to be developed along with details of the site access and servicing requirements. The proposals seek planning permission for the demolition of the existing 29 garages prior to the construction of a 2-storey block of flats containing 5 flats. It is proposed that all of the proposed dwellings are 2-bedroom dwellings. The proposed site layout plan is attached within **Appendix A**.
- 4.2 Of the existing 29 garages, 18 of the garages are currently let. Of the let garages, 5 of these are let to a residents with a postcode within the immediate surrounding area. The remaining 13 garages are let to a postcode outside of the local area. Whilst it is likely that all of the garages will be used for general storage, to ensure that a robust assessment is undertaken, it is assumed that the local postcode garages are used to store a vehicle. An assessment to demonstrate that the displaced parking can be accommodated on the surrounding highway network is set out in Section 5 of this Transport Statement.

Access Arrangements

- 4.3 The site benefits from an existing vehicle crossover from The Russets. It is proposed that access to the site is achieved via this existing crossover but that the internal area is amended to suit the needs of the proposals.
- 4.4 The proposed development would not result in a significant intensification of vehicular movements at the site access. When this is coupled with the lack of incidents reported, as demonstrated within Section 3 of this Transport Statement, it can be deemed that the existing access is appropriate for use within the scope of the proposed development.

Parking Provision

- 4.5 The parking standards for the proposed development are set out within the KCC Parking Standards, adopted in January 2025. KCC standards are set based on the location of a site. The site is located within the KCC designation of 'Suburban'. The standards for the site are set out below in Table 4.1.

Number of Bedrooms	Car Parking Provision	Cycle Parking Provision
1 & 2 bedroom flats	1 space per unit	1 space per bedroom

Table 4.1: KCC Parking Standards

Car Parking Provision

- 4.6 It is proposed that 5 car parking spaces are provided at the site ensuring accordance with KCC parking standards. One of the spaces at the site is accompanied by an appropriate sized hatched area, in accordance with KCC guidance, ensuring that an accessible bay is provided at the site. A swept path analysis of a private car utilising the proposed parking spaces is attached within **Appendix B**.

Cycle Parking Provision

- 4.7 It is proposed that 10 long-stay cycle parking spaces would be provided at the site within a secure and sheltered cycle store. This ensures accordance with KCC standards. The cycle store would include provision for electric cycles to ensure that future residents are provided with appropriate electric cycle infrastructure. In addition, it is proposed that a Sheffield stand, providing 2 visitor cycle parking spaces, is provided adjacent to the building entrance in order to meet potential future visitor demands.

Servicing and Emergency Access

- 4.8 All servicing of the site would occur on street. Vehicles would stop in an appropriate location within the vicinity of the site access in order to service the site in an effective and efficient manner. This is the existing servicing strategy for neighbouring dwellings. The proposed refuse store is located within 15

metres of the highway ensuring accordance with GBC's 'Planning Guidance on Waste Collection Requirements' document.

Summary

- 4.9 The above review has demonstrated that the existing access arrangement at the site would continue to be utilised with internal improvements proposed. The proposed vehicular and cycle parking would be in accordance with relevant standards with it also proposed that all servicing of the site would occur on street.

5.0 Parking Beat Survey

- 5.1 In order to demonstrate the proposed development would not have a detrimental impact on the local car parking provision, a parking beat survey has been undertaken. This section will set out the predicted vehicle ownership for the proposed development and the ability for this to be accommodated within the local on street provision.

Car Parking Demand

- 5.2 As set out within Section 4, to ensure a robust assessment of the loss of garages is undertaken, it is assumed that 5 of the existing let garages are utilised for car parking purposes. In addition to this, to ensure that there is no excess future resident demand, a review of vehicle ownership data from the 2021 Census has been undertaken for flats within the E02005066 ward, the ward the site is located within. The vehicle ownership modal split and the number of dwellings that relates to at the site is demonstrated below in Table 5.1.

Number of Cars or Vans	Percentage Split	Number of Dwellings
No cars or vans	26%	1
1 car or van	54%	3
2 or more cars or vans	20%	1
Total	100%	5

Table 5.1: Vehicle Ownership Data

- 5.3 Table 5.1 demonstrates that 1 dwelling would have no vehicles associated to it, that 3 dwellings would have a single vehicle associated to it, and that 1 dwelling would have 2 or more vehicles associated to it. This equates to a predicted 5 vehicles at the site which can be accommodated within the proposed car parking provision.
- 5.4 As a result, only the displaced 5 vehicles, associated to the existing garage use, need to be accommodated within the local on street parking provision.

Parking Beat Survey

- 5.5 A parking beat survey was undertaken utilising the Lambeth Methodology guidance. Two overnight residential surveys were undertaken on Wednesday 19th June 2024 at 04:35 and on Thursday 20th June 2024 at 04:30 in accordance with the Lambeth Methodology guidance. The guidance requires a 200-metre distance from an identified location to be surveyed. Where the 200-metre boundary occurs part way along a street, the survey area is extended or shortened to the nearest junction. When a parking provision exceeds 85% capacity, it is deemed to have breached the threshold for which a parking provision is deemed 'stressed'.
- 5.6 The survey area has been designed to extend 200 metres from the site, with the 200-metre radius comprising:
- ▶ The Russets;
 - ▶ The Medlars;
 - ▶ The Pippins;
 - ▶ Strand Close; and,
 - ▶ Huntingfield Road.
- 5.7 The number of existing parking spaces in the survey area were identified from on-street observations and site measurements as part of the analysis. For the purposes of calculating parking stress, it is

assumed that each vehicle takes up an average kerb space of 5 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5 metres. Physical bays have been divided into 5 metre intervals and rounded to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5 metres or along vehicles crossovers, have been eliminated from the available kerb space, in accordance with the guidance. Within the survey area, there are no parking restrictions in effect.

Survey Results and Analysis

- 5.8 The overnight parking survey results, including plans of the observed parking locations, are included for reference within **Appendix C**. The results indicate that there are 113 unrestricted car parking spaces available for use within the study area. The average car parking occupancy across both days is set out below in Table 5.2.

Street Name	Parking Demand		
	Spaces	Used	% Stress
The Russets	35	8	23%
The Medlars	3	2	67%
The Pippins	16	2	13%
Strand Close	39	33	85%
Huntingfield Road	20	8	40%
Total	113	53	47%
*Numbers may not add due to rounding			

Table 5.2: Parking Beat Survey Results

- 5.9 Table 5.2 demonstrates that there is an existing parking occupancy of 47% within the area surrounding the site. The increased demand of 5 vehicles would increase the parking stress to 51% which is below the 85% threshold in which a parking provision would be deemed 'stressed'.
- 5.10 On this basis, it is considered that the demolition of the existing garages would not have a detrimental impact on the parking availability upon the surrounding local highway network.

6.0 Trip Generation

- 6.1 This section outlines the level of movements that are likely to be generated by the proposed development. When assessing the impacts, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements.
- 6.2 In order to recognise the impact of the proposed development compared to the existing use of the site, a review of the existing total vehicle movements compared to the proposed predicted total vehicle movements is undertaken within this section.

Existing Use

- 6.3 Due to there being no comparable dataset within the TRCIS database for vehicle movements associated to garage storage units, a first principles assessment has been undertaken. It is commonly accepted that garages have movements associated to them. As the assumption within this Transport Statement relates to vehicles being parked within 5 garages let to local postcodes, it can be understood that these vehicles would be utilised for residential parking.
- 6.4 As such, it is expected that these vehicles will primarily be used for commuting purposes which would generate a departure trip in the morning peak and an arrival trip during the evening peak for each garage. As such, over the course of a day it can be expected that each garage will generate 1 arrival trip and 1 departure trip.
- 6.5 Based on these assumptions, the predicted total vehicle movements associated to the existing garage use of the site is set out below in Table 6.1.

Method of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Movements	0	5	5	0	5	5
*Numbers may not add due to rounding						

Table 6.1: Existing Garages Predicted Trip Generation

- 6.6 Table 6.1 demonstrates that it is predicted that there are 5 total vehicle movements during the morning and evening peak periods. It is predicted that there will be 10 total vehicle movements associated to the existing use over the course of a typical weekday.

Proposed Use

- 6.7 In order to calculate the predicted total vehicle movements associated to the proposed development, the TRICS database has been utilised with the following dataset '03 Residential – D Affordable/Local Authority Flats' with the following criteria:
- ▶ Sites Located in England excluding Greater London;
 - ▶ 'Suburban Area', 'Edge of Town', and 'Neighbourhood Centre' locations; and,
 - ▶ Sites with 1-50 dwellings present.
- 6.8 The filtering of sites is deemed acceptable because the location and size of the site. In addition to this general filtering, as part of a vision led approach, the individual sites have been scrutinised to ensure that they hold similar characteristics to the development site.

- 6.9 The filtering undertaken identified 2 sites with similar characteristics. The predicted total vehicle movements associated to the proposed dwellings is set out below in Table 6.2. The full TRICS output data is attached within [Appendix D](#).

Method of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Trip Rate	0.027	0.108	0.054	0.054	1.242	1.269
Total Vehicle Movements	0	1	0	0	6	6
*Numbers may not add due to rounding						

Table 6.2: Proposed Development Predicted Movements

- 6.10 Table 6.2 demonstrates the predicted total vehicle movements for the proposed flats. During the morning peak, it is predicted that there would be 1 departure movement associated to the site. During the evening peak, it is predicted that there would be 0 total vehicle movements associated to the site. Over the course of a typical weekday, it is predicted that there would be 12 total vehicle movements associated to the site. These predicted vehicle movements are not substantial and would not result in the proposed development having a detrimental impact on the operation of the local highway network.

Net Change

- 6.11 In order to understand the impact of the proposed development on the local highway network compared to the existing use, a comparison between the existing and proposed predicted total vehicle movements is set out below in Table 6.3.

Method of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Movements – Existing Use	0	5	5	0	5	5
Total Vehicle Movements – Proposed Use	0	1	0	0	6	6
Net Change	0	-4	-5	0	+1	+1

Table 6.3: Predicted Total Vehicle Movements Net Change

- 6.12 Table 6.3 demonstrates that it is predicted that there would be a decrease of 4 total vehicle movements in both the morning and evening peak periods. Over the course of a typical weekday, it is predicted that there would be an increase of 2 total vehicle movements. As such, it can be considered that the proposed development would result in a negligible increase in vehicular movements and would not act to have a detrimental impact on the operation of the local highway network.

7.0 Summary and Conclusion

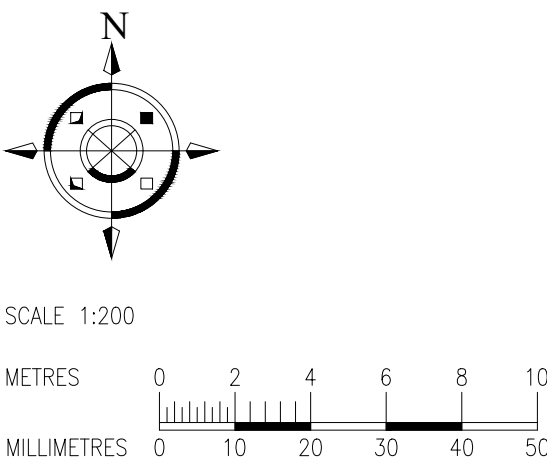
- 7.1 This Transport Statement has been prepared on behalf of Frankham Projects Ltd to accompany a planning application for the demolition of 29 existing garages prior to the subsequent construction of a 2-storey block of flats containing 5 dwellings at The Russets, Strand Close, Meopham, DA13 0HB.
- 7.2 In summary, this Transport Statement has demonstrated the following:
- ▶ That the proposed development is located within a sustainable location with appropriate accessibility to sustainable and active travel infrastructure;
 - ▶ That the existing access arrangements would be widened to accommodate the proposed development;
 - ▶ That the car and cycle parking proposed at the site is in accordance with KCC standards;
 - ▶ That servicing would occur on street as is the existing arrangement for neighbouring dwellings;
 - ▶ That the loss of the garages and associated displaced parking would not have a detrimental impact on the operation of local on street parking provision; and,
 - ▶ That the predicted total vehicle movements associated to the site are not substantial and would not result in there being a detrimental impact had on the operation of the local highway network.
- 7.3 On the basis of the above review, the proposed development is considered to meet with national and local policy criteria. As such, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Site Layout Plan



PROPOSED SITE GROUND FLOOR PLAN



LEGEND

- original demise
- building
- carriageway
- pavement
- Existing Trees
- Proposed Trees

ALL DIMENSIONS, LEVELS AND CLEARANCES TO BE CHECKED ON SITE PRIOR TO WORKS COMMENCING

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NOTES

H	09/12/25	GG	GG	OM	Updated to client comments
Rev	Date	By	Chk	Apr	Comment

BRINGING IDEAS TO LIFE	
Frankham Projects Limited E: enquire@frankham.com www.frankhamprojects.com	
SIDCUP OFFICE Irene House Five Arches Business Park Maidstone Road Sidcup, Kent DA14 5AE T: 020 8309 7777	OXFORD OFFICE Citibase Oxford New Barclay House 234 Botley Road Oxfordshire OX2 6HP T: 01865 322500
LONDON OFFICE Third Floor Baird House 15-17 St Cross Street London EC3N 8JW T: 020 7653 0790	STEVENAGE OFFICE Suite 1.27, Second Floor Kings Court Business Centre London Road, Stevenage Hertfordshire SG1 2NG T:020 3714 7063

Client:

Project Title:

GARAGE SITES
PLOT 48

Drawing Title:

Proposed Site Ground Floor Plan

Status:

PRELIMINARY ISSUE

Drawn By:	Designed By:	Checked By:	Approved By:
GG	GG	DB	OM

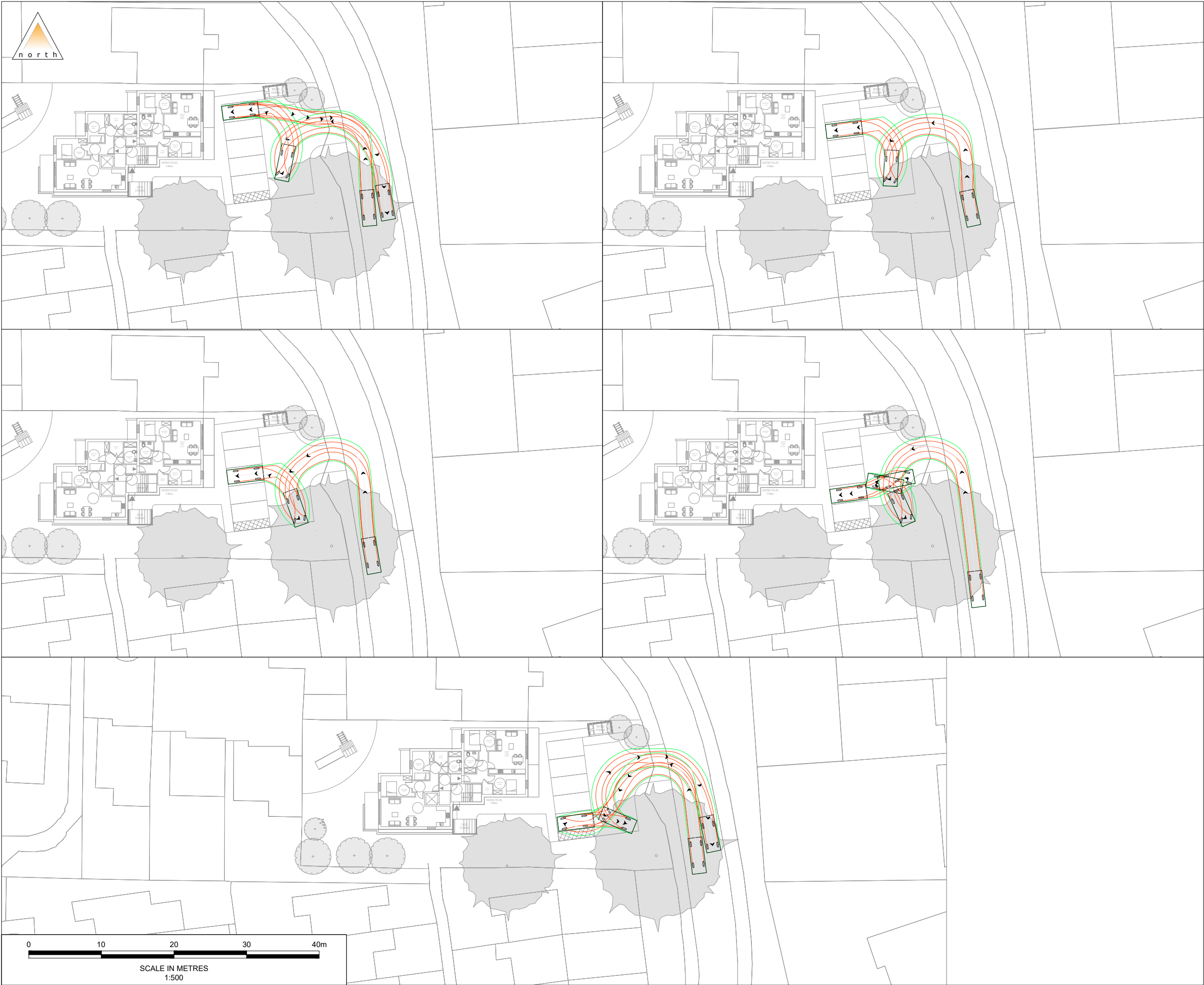
Original Issue Date:	Scale @ A1:
07/01/2023	1:200

Job No/ File Ref		Originator	Zone	Level
1455_48		FCG	XX	XX
Type	Discipline	Number	Suitability	Revision
DR	B	110	XX	H

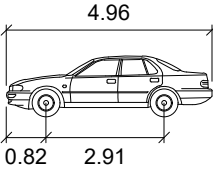
Appendix B

Swept Path Analysis

C:\Users\eford\Motion\StaffSite - Fpgra2 2405028\Drawings\2405028-03B [Site 48].dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on survey information supplied by Frankham Projects Limited and OS mapping. Motion cannot guarantee the accuracy of the data provided.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Jaguar XF Saloon

	metres
Width	: 1.94
Track	: 1.60
Lock to Lock Time	: 4.0
Steering Angle	: 35.0

B	Updated Layout	EF	DM	DM	12/12/2025
A	Parking Position Moved	EF	DM	DM	28/10/2025
-	First Issue	EF	DM	DM	23/10/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:
Frankham Projects Limited

Project:
The Russets, Strand Close, Meopham,
DA13 0HB

Title:
Swept Path Analysis - Private Car

Scale: 1:500 (@ A3)

Drawing:
2405028-TK06

Revision:
B

Appendix C

Parking Beat Survey Results

STRAND CLOSE / THE RUSSETS, MEOPHAM
GRAVESEND DA13 0HH.

PARKING STRESS SURVEY

RESULTS

SURVEY LOCATION PLAN

PARKING RESTRICTION PLANS

PARKED VEHICLE LOCATION PLANS

JUNE 2024

LAMBETH METHODOLOGY



BENCHMARK DATA COLLECTION

STRAND CLOSE / THE RUSSETS, DA13 0HH - PARKING STRESS SURVEY - WEDNESDAY 19/06/2024 - 04:35

UNRESTRICTED PARKING AREA					
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF PARKING SPACES (5 m)	NUMBER OF VEHICLES PARKED	PARKING STRESS %
THE RUSSETS	539.7	204.6	35	7	20
THE MEDLARS	77.6	21.4	3	2	67
THE PIPPINS	315.6	89.2	16	2	13
STRAND CLOSE	392	175.9	39	33	85
HUNTINGFIELD ROAD	269.6	109.5	20	7	35
TOTAL	1594.5	600.6	113	51	45

GARAGE BLOCK LOCKED, OCCUPANCY = 0

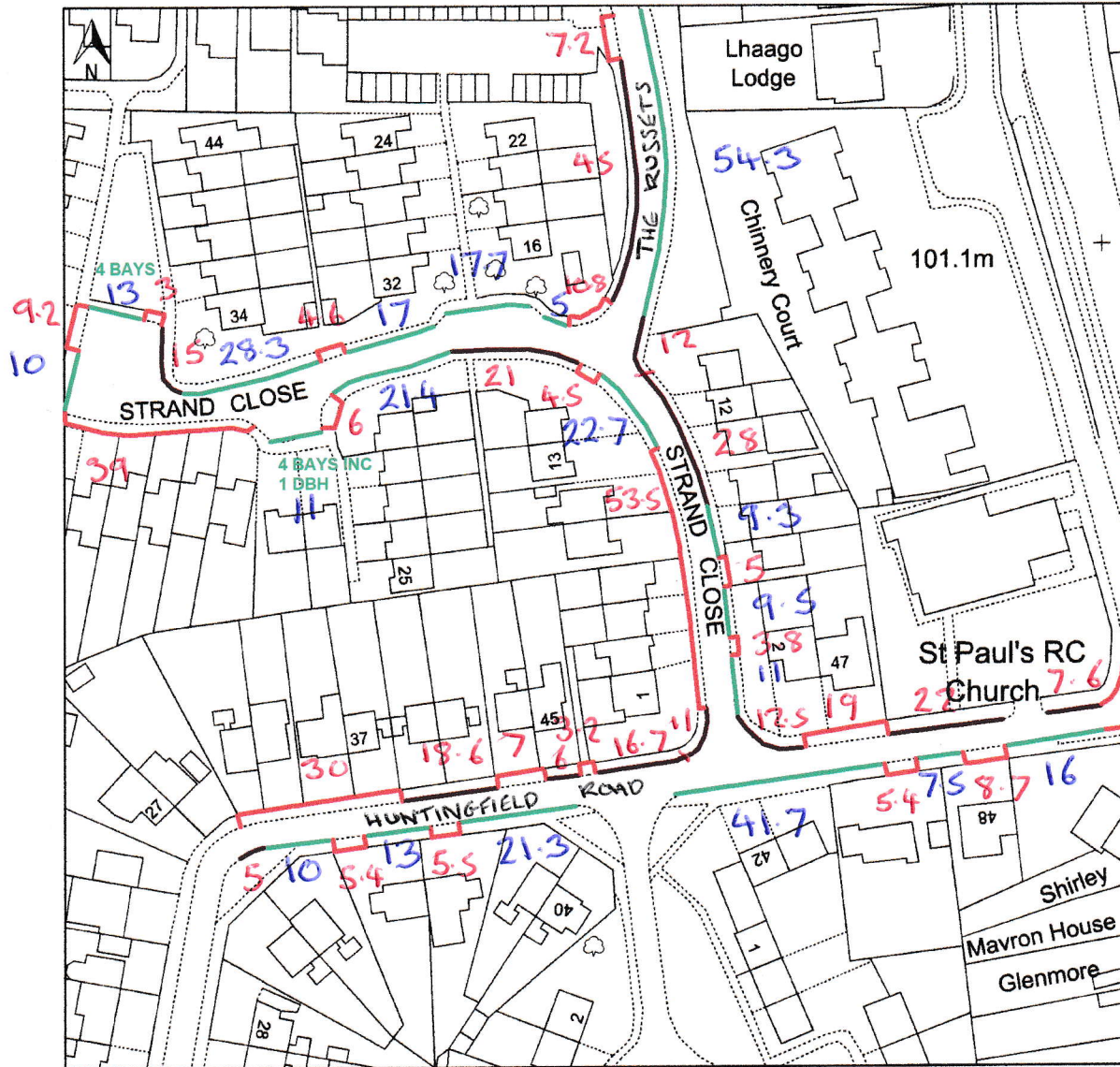
STRAND CLOSE / THE RUSSETS, DA13 0HH - PARKING STRESS SURVEY - THURSDAY 20/06/2024 - 04:30

UNRESTRICTED PARKING AREA					
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF PARKING SPACES (5 m)	NUMBER OF VEHICLES PARKED	PARKING STRESS %
THE RUSSETS	539.7	204.6	35	8	23
THE MEDLARS	77.6	21.4	3	2	67
THE PIPPINS	315.6	89.2	16	1	6
STRAND CLOSE	392	175.9	39	33	85
HUNTINGFIELD ROAD	269.6	109.5	20	9	45
TOTAL	1594.5	600.6	113	53	47

GARAGE BLOCK LOCKED, OCCUPANCY = 0



GARAGE BLOCK LOCKED



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0100031673 Created using Plans by Emapsite

0m 20m 40m 60m 80m 100m

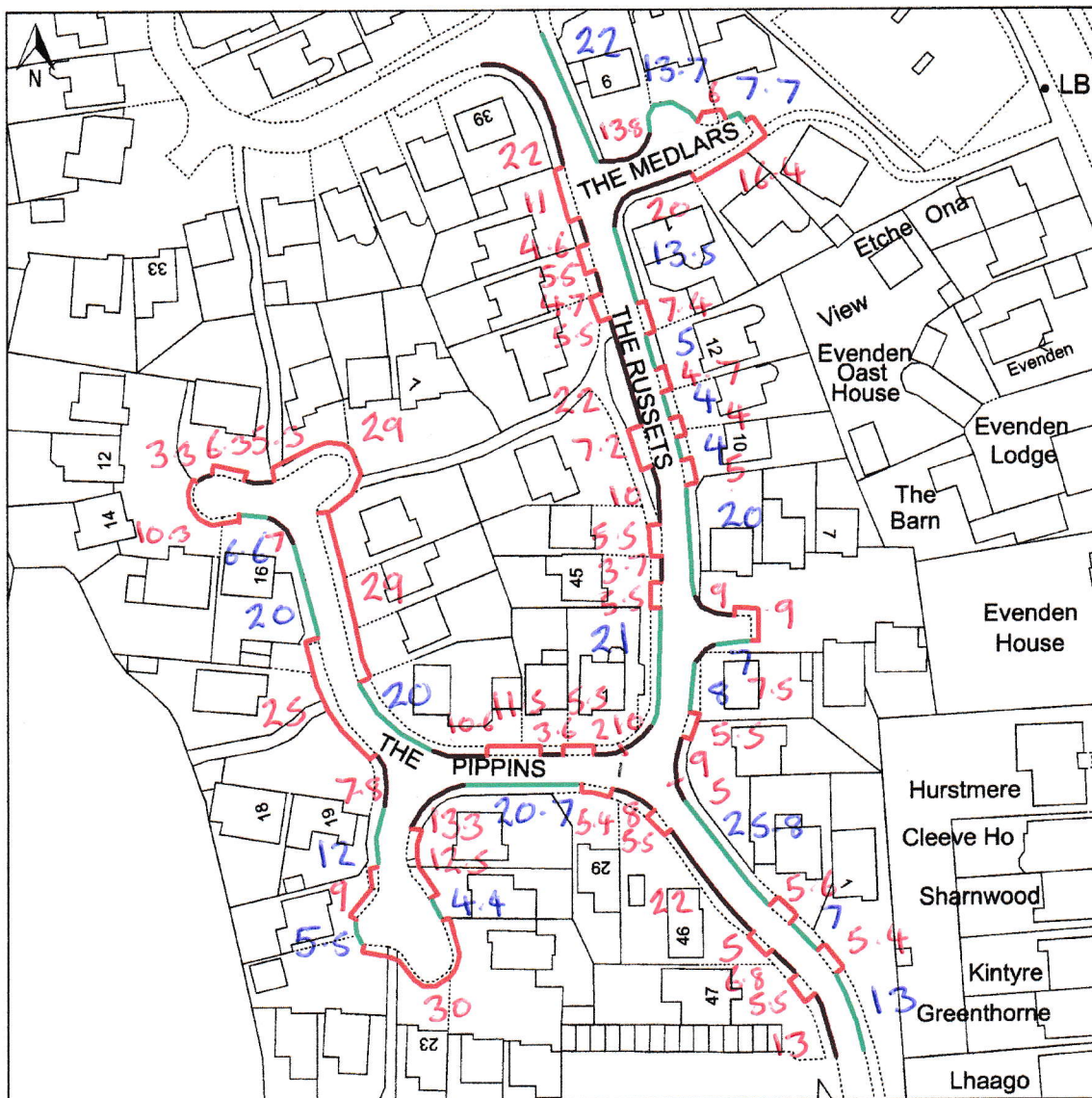
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- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- └─┘ DROPPED KERB

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKING RESTRICTIONS



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0100031673 Created using Plans by Emapsite

0m 20m 40m 60m 80m 100m

Scale: 1:1250

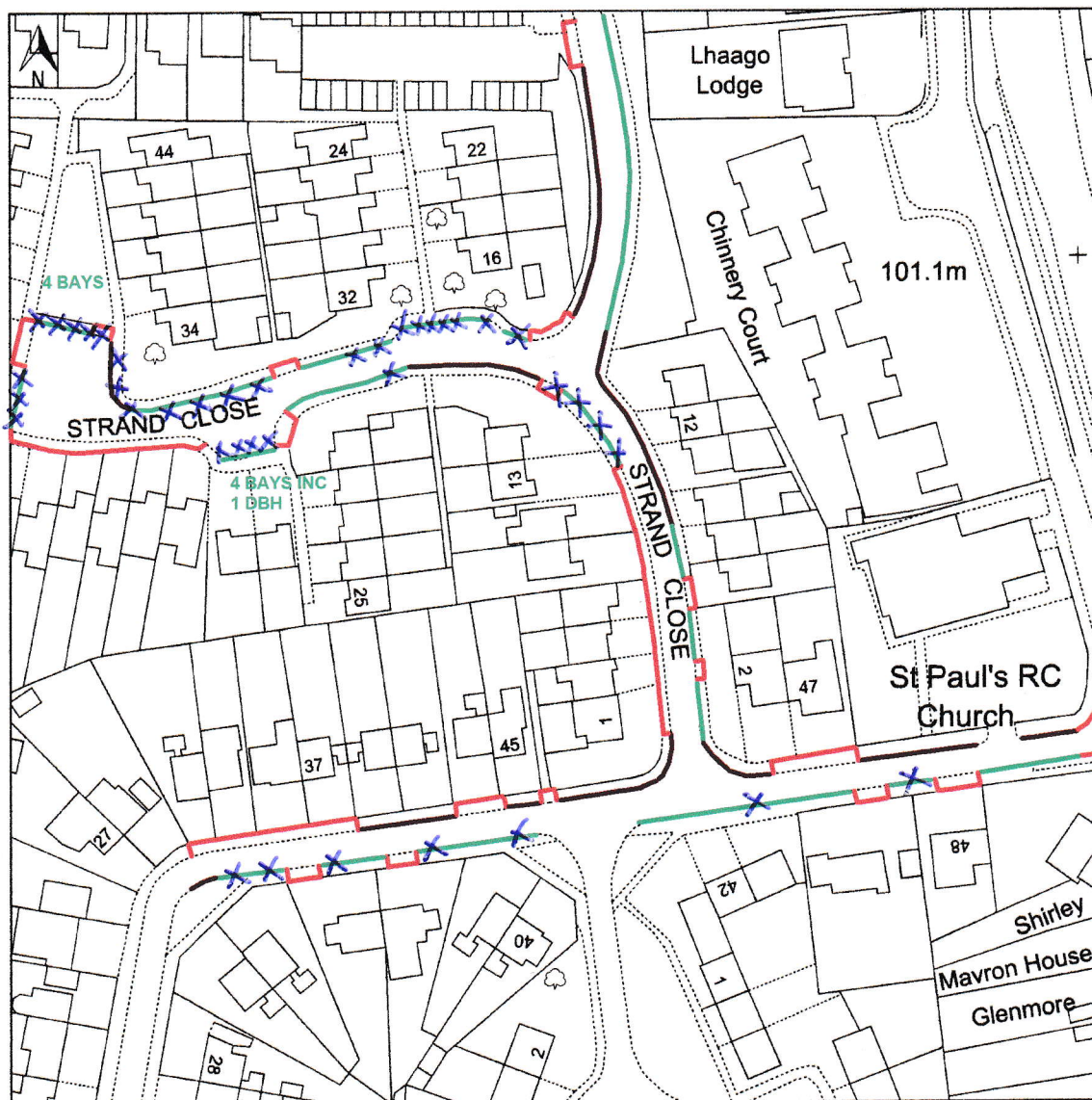
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- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- └─┘ DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKING RESTRICTIONS



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0100031673 Created using Plans by Emapsite

0m 20m 40m 60m 80m 100m

Scale: 1:1250

Paper Size: A4

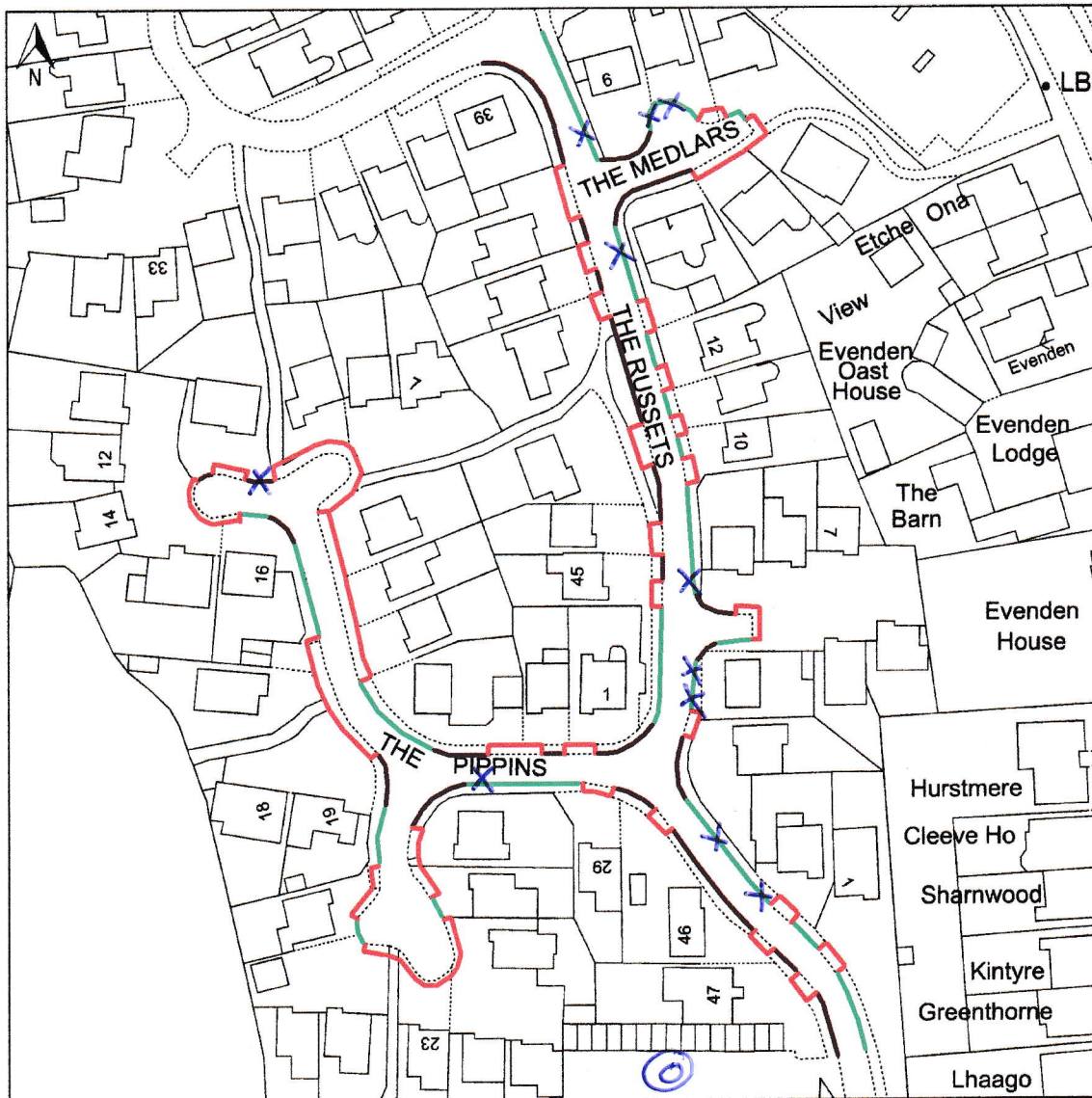
- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 19/06/2024 - 04:35



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0100031673 Created using Plans by Emapsite

0m 20m 40m 60m 80m 100m

Scale: 1:1250

Paper Size: A4

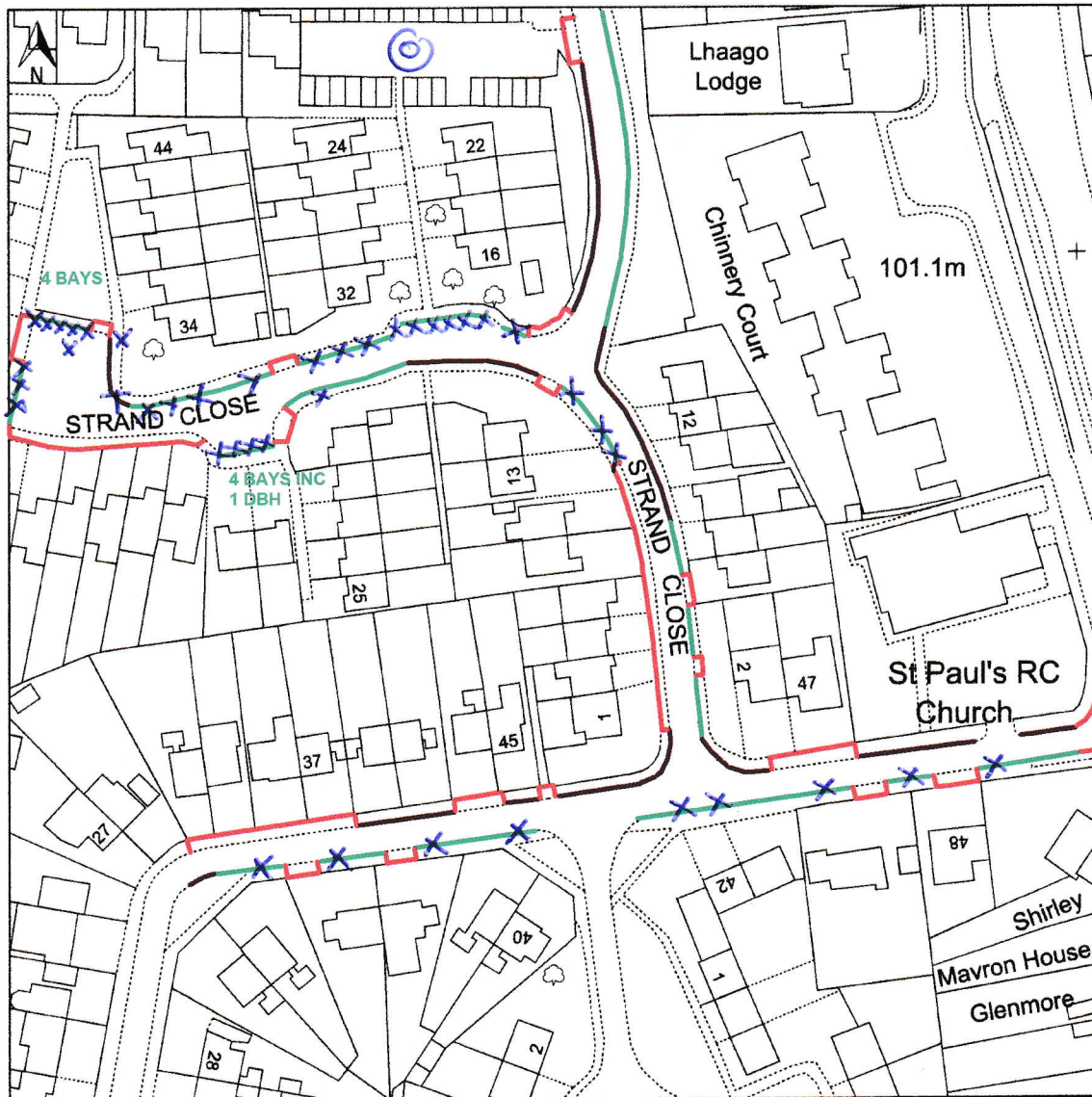
- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- └─┘ DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 19/06/2024 - 04:35



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0100031673 Created using Plans by Emapsite

0m 20m 40m 60m 80m 100m

Scale: 1:1250

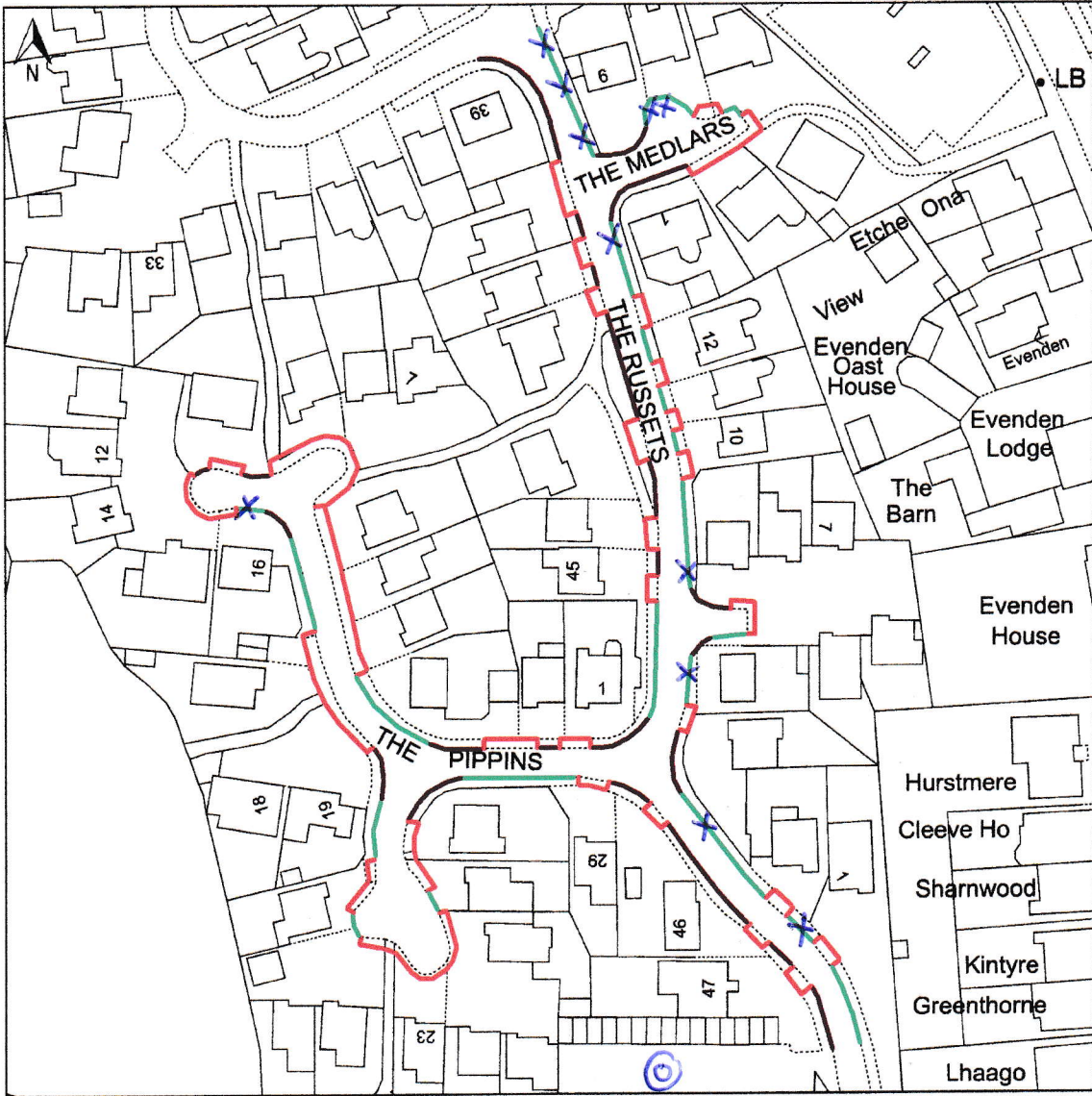
Paper Size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

THURSDAY 20/06/2024 - 04:30



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0100031673 Created using Plans by Emapsite

0m 20m 40m 60m 80m 100m

Scale: 1:1250

Paper Size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- └─┐ DROPPED KERB

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

THURSDAY 20/06/2024 - 04:30

Appendix D

TRICS Output Data

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Filtering Summary:

Land Use: 03/D RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY FLATS

Selected Trip Rate Calculation Parameter Range: 6 - 50 DWELLS

Actual Trip Rate Calculation Parameter Range: 6 - 467 DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 09/04/2024

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 2564 4300

Days of the week selected:

Thursday	1
Wednesday	1

Main Location Types selected:

Suburban Area (PPS6 Out of Centre)	2
------------------------------------	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicles Included	2
-----------------------------	---

Population <1 Mile ranges selected:

25,001 to 50,000	1
5,001 to 10,000	1

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Population <5 Mile ranges selected:

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

Car Ownership <5 Mile ranges selected:

1.1 to 1.5	2
------------	---

PTAL Rating:

No PTAL Present	2
-----------------	---

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: D - AFFORDABLE/LOCAL AUTHORITY FLATS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST	
	GS	GLOUCESTERSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SE	SHEFFIELD
		1 day

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

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

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:	DWELLS
Actual Range:	6 to 467 (units:DWELLS)
Range Selected by User:	6 to 50 (units:DWELLS)
Parking Spaces Range:	0 - 399

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 09/04/24

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
Wednesday	1 days

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

Selected survey types:	
Manual count	2
Direction ATC Count	0

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

Selected Locations:	
Suburban Area (PPS6 Out of Centre)	2 days

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

Selected Location Sub Categories:	
Residential Zone	2 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	2 days

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Secondary Filtering Selection:

Use Class:

C3	2 surveys
----	-----------

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

Population within 500m Range:

532 - 12619

Population within 1 mile:

25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys
------------	-----------

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.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 surveys
----	-----------

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 surveys
-----------------	-----------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

LIST OF SITES relevant to selection parameters:

Site 1:	GS-03-D-02	Site area:	0.26 hect
Development Name:	BLOCKS OF FLATS	Number of dwellings:	27 DWELLS
Location:	CHELTENHAM SPA	Housing density:	103.85
Postcode:	GL51 7BT	Total Bedrooms:	41.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	04/05/2023
		Survey Day:	Thursday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	SE-03-D-01	Site area:	0.1 hect
Development Name:	BLOCK OF FLATS	Number of dwellings:	10 DWELLS
Location:	SHEFFIELD	Housing density:	100.00
Postcode:	S9 1SF	Total Bedrooms:	10.00
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/06/2023
		Survey Day:	Wednesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
GS-03-D-01	04-05-2023	Non-Comparable Site

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.054	0.189	0.243
08:00-09:00	2	18	0.027	0.108	0.135
09:00-10:00	2	18	0.135	0.081	0.216
10:00-11:00	2	18	0.081	0.135	0.216
11:00-12:00	2	18	0.081	0.054	0.135
12:00-13:00	2	18	0.054	0.108	0.162
13:00-14:00	2	18	0.162	0.189	0.351
14:00-15:00	2	18	0.108	0.108	0.216
15:00-16:00	2	18	0.081	0.054	0.135
16:00-17:00	2	18	0.270	0.108	0.378
17:00-18:00	2	18	0.054	0.054	0.108
18:00-19:00	2	18	0.135	0.081	0.216
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.242	1.269	2.511

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	04/05/2023 - 21/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.027	0.351	0.378
08:00-09:00	2	18	0.108	0.351	0.459
09:00-10:00	2	18	0.351	0.216	0.567
10:00-11:00	2	18	0.135	0.216	0.351
11:00-12:00	2	18	0.189	0.216	0.405
12:00-13:00	2	18	0.541	0.486	1.027
13:00-14:00	2	18	0.243	0.378	0.621
14:00-15:00	2	18	0.486	0.324	0.810
15:00-16:00	2	18	0.216	0.297	0.513
16:00-17:00	2	18	0.378	0.162	0.540
17:00-18:00	2	18	0.243	0.108	0.351
18:00-19:00	2	18	0.270	0.270	0.540
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.187	3.375	6.562

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	04/05/2023 - 21/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.000	0.000	0.000
08:00-09:00	2	18	0.000	0.000	0.000
09:00-10:00	2	18	0.000	0.000	0.000
10:00-11:00	2	18	0.000	0.027	0.027
11:00-12:00	2	18	0.000	0.000	0.000
12:00-13:00	2	18	0.027	0.000	0.027
13:00-14:00	2	18	0.000	0.000	0.000
14:00-15:00	2	18	0.000	0.000	0.000
15:00-16:00	2	18	0.000	0.000	0.000
16:00-17:00	2	18	0.000	0.000	0.000
17:00-18:00	2	18	0.000	0.000	0.000
18:00-19:00	2	18	0.027	0.000	0.027
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.054	0.027	0.081

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	04/05/2023 - 21/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.000	0.000	0.000
08:00-09:00	2	18	0.000	0.000	0.000
09:00-10:00	2	18	0.000	0.000	0.000
10:00-11:00	2	18	0.000	0.000	0.000
11:00-12:00	2	18	0.000	0.000	0.000
12:00-13:00	2	18	0.000	0.000	0.000
13:00-14:00	2	18	0.000	0.000	0.000
14:00-15:00	2	18	0.000	0.000	0.000
15:00-16:00	2	18	0.000	0.000	0.000
16:00-17:00	2	18	0.000	0.000	0.000
17:00-18:00	2	18	0.000	0.000	0.000
18:00-19:00	2	18	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.000	0.000	0.000
08:00-09:00	2	18	0.000	0.000	0.000
09:00-10:00	2	18	0.000	0.000	0.000
10:00-11:00	2	18	0.027	0.000	0.027
11:00-12:00	2	18	0.000	0.027	0.027
12:00-13:00	2	18	0.000	0.000	0.000
13:00-14:00	2	18	0.000	0.000	0.000
14:00-15:00	2	18	0.000	0.000	0.000
15:00-16:00	2	18	0.000	0.000	0.000
16:00-17:00	2	18	0.000	0.000	0.000
17:00-18:00	2	18	0.000	0.000	0.000
18:00-19:00	2	18	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.027	0.027	0.054

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	04/05/2023 - 04/05/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Taxis

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.000	0.000	0.000
08:00-09:00	2	18	0.000	0.000	0.000
09:00-10:00	2	18	0.000	0.000	0.000
10:00-11:00	2	18	0.000	0.000	0.000
11:00-12:00	2	18	0.000	0.000	0.000
12:00-13:00	2	18	0.000	0.000	0.000
13:00-14:00	2	18	0.000	0.000	0.000
14:00-15:00	2	18	0.000	0.000	0.000
15:00-16:00	2	18	0.000	0.000	0.000
16:00-17:00	2	18	0.000	0.000	0.000
17:00-18:00	2	18	0.000	0.000	0.000
18:00-19:00	2	18	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.027	0.081	0.108
08:00-09:00	2	18	0.027	0.108	0.135
09:00-10:00	2	18	0.135	0.081	0.216
10:00-11:00	2	18	0.027	0.108	0.135
11:00-12:00	2	18	0.027	0.000	0.027
12:00-13:00	2	18	0.027	0.054	0.081
13:00-14:00	2	18	0.108	0.108	0.216
14:00-15:00	2	18	0.081	0.081	0.162
15:00-16:00	2	18	0.081	0.054	0.135
16:00-17:00	2	18	0.189	0.081	0.270
17:00-18:00	2	18	0.054	0.054	0.108
18:00-19:00	2	18	0.108	0.081	0.189
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.891	0.891	1.782

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	04/05/2023 - 21/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.027	0.108	0.135
08:00-09:00	2	18	0.000	0.000	0.000
09:00-10:00	2	18	0.000	0.000	0.000
10:00-11:00	2	18	0.027	0.027	0.054
11:00-12:00	2	18	0.054	0.027	0.081
12:00-13:00	2	18	0.000	0.027	0.027
13:00-14:00	2	18	0.054	0.054	0.108
14:00-15:00	2	18	0.000	0.027	0.027
15:00-16:00	2	18	0.000	0.000	0.000
16:00-17:00	2	18	0.081	0.027	0.108
17:00-18:00	2	18	0.000	0.000	0.000
18:00-19:00	2	18	0.027	0.000	0.027
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.270	0.297	0.567

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	04/05/2023 - 21/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.000	0.000	0.000
08:00-09:00	2	18	0.000	0.000	0.000
09:00-10:00	2	18	0.000	0.000	0.000
10:00-11:00	2	18	0.000	0.000	0.000
11:00-12:00	2	18	0.000	0.000	0.000
12:00-13:00	2	18	0.027	0.027	0.054
13:00-14:00	2	18	0.000	0.027	0.027
14:00-15:00	2	18	0.027	0.000	0.027
15:00-16:00	2	18	0.000	0.000	0.000
16:00-17:00	2	18	0.000	0.000	0.000
17:00-18:00	2	18	0.000	0.000	0.000
18:00-19:00	2	18	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.054	0.054	0.108

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	21/06/2023 - 21/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Servicing Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.000	0.000	0.000
08:00-09:00	2	18	0.000	0.000	0.000
09:00-10:00	2	18	0.000	0.000	0.000
10:00-11:00	2	18	0.054	0.027	0.081
11:00-12:00	2	18	0.054	0.054	0.108
12:00-13:00	2	18	0.000	0.027	0.027
13:00-14:00	2	18	0.054	0.054	0.108
14:00-15:00	2	18	0.000	0.000	0.000
15:00-16:00	2	18	0.000	0.000	0.000
16:00-17:00	2	18	0.000	0.000	0.000
17:00-18:00	2	18	0.000	0.000	0.000
18:00-19:00	2	18	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.162	0.162	0.324

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	04/05/2023 - 21/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.027	0.216	0.243
08:00-09:00	2	18	0.054	0.189	0.243
09:00-10:00	2	18	0.162	0.081	0.243
10:00-11:00	2	18	0.081	0.135	0.216
11:00-12:00	2	18	0.108	0.054	0.162
12:00-13:00	2	18	0.054	0.135	0.189
13:00-14:00	2	18	0.243	0.216	0.459
14:00-15:00	2	18	0.162	0.189	0.351
15:00-16:00	2	18	0.108	0.081	0.189
16:00-17:00	2	18	0.351	0.135	0.486
17:00-18:00	2	18	0.054	0.054	0.108
18:00-19:00	2	18	0.135	0.108	0.243
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.539	1.593	3.132

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	04/05/2023 - 21/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.000	0.108	0.108
08:00-09:00	2	18	0.054	0.081	0.135
09:00-10:00	2	18	0.189	0.135	0.324
10:00-11:00	2	18	0.054	0.027	0.081
11:00-12:00	2	18	0.027	0.162	0.189
12:00-13:00	2	18	0.432	0.297	0.729
13:00-14:00	2	18	0.000	0.162	0.162
14:00-15:00	2	18	0.297	0.135	0.432
15:00-16:00	2	18	0.108	0.189	0.297
16:00-17:00	2	18	0.000	0.027	0.027
17:00-18:00	2	18	0.135	0.054	0.189
18:00-19:00	2	18	0.108	0.162	0.270
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.404	1.539	2.943

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	04/05/2023 - 21/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.000	0.027	0.027
08:00-09:00	2	18	0.000	0.081	0.081
09:00-10:00	2	18	0.000	0.000	0.000
10:00-11:00	2	18	0.000	0.027	0.027
11:00-12:00	2	18	0.054	0.000	0.054
12:00-13:00	2	18	0.027	0.054	0.081
13:00-14:00	2	18	0.000	0.000	0.000
14:00-15:00	2	18	0.027	0.000	0.027
15:00-16:00	2	18	0.000	0.000	0.000
16:00-17:00	2	18	0.027	0.000	0.027
17:00-18:00	2	18	0.027	0.000	0.027
18:00-19:00	2	18	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.162	0.189	0.351

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:	6 - 50 (units: DWELLS)
Survey date date range:	04/05/2023 - 21/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.000	0.027	0.027
08:00-09:00	2	18	0.000	0.081	0.081
09:00-10:00	2	18	0.000	0.000	0.000
10:00-11:00	2	18	0.000	0.027	0.027
11:00-12:00	2	18	0.054	0.000	0.054
12:00-13:00	2	18	0.027	0.054	0.081
13:00-14:00	2	18	0.000	0.000	0.000
14:00-15:00	2	18	0.027	0.000	0.027
15:00-16:00	2	18	0.000	0.000	0.000
16:00-17:00	2	18	0.027	0.000	0.027
17:00-18:00	2	18	0.027	0.000	0.027
18:00-19:00	2	18	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.162	0.189	0.351

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:	6 - 50 (units: DWELLS)
Survey date date range:	04/05/2023 - 21/06/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Coach Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.000	0.000	0.000
08:00-09:00	2	18	0.000	0.000	0.000
09:00-10:00	2	18	0.000	0.000	0.000
10:00-11:00	2	18	0.000	0.000	0.000
11:00-12:00	2	18	0.000	0.000	0.000
12:00-13:00	2	18	0.000	0.000	0.000
13:00-14:00	2	18	0.000	0.000	0.000
14:00-15:00	2	18	0.000	0.000	0.000
15:00-16:00	2	18	0.000	0.000	0.000
16:00-17:00	2	18	0.000	0.000	0.000
17:00-18:00	2	18	0.000	0.000	0.000
18:00-19:00	2	18	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	18	0.000	0.000	0.000
08:00-09:00	2	18	0.000	0.000	0.000
09:00-10:00	2	18	0.000	0.000	0.000
10:00-11:00	2	18	0.000	0.000	0.000
11:00-12:00	2	18	0.000	0.000	0.000
12:00-13:00	2	18	0.000	0.000	0.000
13:00-14:00	2	18	0.000	0.000	0.000
14:00-15:00	2	18	0.000	0.000	0.000
15:00-16:00	2	18	0.000	0.000	0.000
16:00-17:00	2	18	0.000	0.000	0.000
17:00-18:00	2	18	0.000	0.000	0.000
18:00-19:00	2	18	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: 3ee40f45-7796-4aa2-9985-c74d5e071dbe

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.