



**ST JAMES HOUSE,
6-8 OVERCLIFFE,
GRAVESEND, DA11 0HJ**

**Proposed Change of Use from Class E
Commercial to Class F1 School**

**Transport Statement
On behalf of Tower Group
Developments Ltd**

June 2025

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Project: St James House, 6-8 Overcliffe, Gravesend, DA11 0HJ
Proposed Change of Use from Class E Commercial to Class F1 School

Client: Tower Group Developments Ltd

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1 INTRODUCTION

- 1.1** Crosby Transport Planning Limited is instructed by Tower Group Developments Ltd (the “Applicant”) to prepare this Transport Statement in respect of their Prior Approval application for a change of use at St James House, 6-8 Overcliffe, Gravesend, Kent DA11 0HJ, situated within Gravesham Borough Council (Gravesham BC).
- 1.2** The application site is situated within the proximity of Gravesend town centre within a mixed-use area. St James House presently comprises a three-storey building, with lower ground floor level and associated surface level car parking to the front and rear of the building accessed directly from the site frontage onto the A226 Overcliffe.
- 1.3** The application (reference GB/20250293) was submitted in March 2025 and relates to a change of use of all floors of the building from circa 840sqm GIA of commercial space (use class E), to state-funded school (use class F1) pursuant to Schedule 2, Part 3 of Class T of the current Permitted Development rights (reference ‘*Statutory Instruments, 2015 No. 596, The Town and Country Planning (General Permitted Development) (England)*’ as amended (the GPDO).
- 1.4** The intended occupier is Pierview Academy, a state-funded independent special school. However the proposed change of use would permit occupancy by any state-funded school operator.
- 1.5** Kent County Council, as local Highway Authority, has commented that “*a detailed Transport Statement providing staff and pupil numbers, parking demand and dropping off facilities should be provided in order that a full assessment of transport impact may be made*”. Also, the submission of a Travel Plan has been suggested.

- 1.6** Class T of the GPDO states at paragraph A.3 – *“(1) Development is permitted by Class T subject to the following conditions - ... (b) before beginning development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the planning authority will be required as to - (i) transport and highways impacts of the development, ... and the provisions of paragraph W (prior approval) of this Part apply in relation to that application”*.
- 1.7** Paragraph W.5 of the GPDO requires the local authority to consider whether *“the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site”*. If the local authority considers this to be the case, paragraph W.5(b) states that they must consult *“the local highway authority, where the increase or change relates to traffic entering or leaving a classified road or proposed highway, except where the local planning authority is the local highway authority”*.
- 1.8** Paragraph W.10(b) stipulates that the local authority must, when determining an application for Prior Approval, have regard to the National Planning Policy Framework (NPPF, December 2024) *“so far as is relevant to the subject matter of the prior approval, as if the application were a planning application”*.
- 1.9** In relation to transport impacts, paragraph 116 of the NPPF 2024 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 scenarios”*.
- 1.10** Paragraph W.13 of the GPDO states that the local planning authority may grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

1.11 This report considers the transport and highways implications of the proposed change of use in terms of accessibility, staff and pupil demand, parking provision, access and traffic generation in order to assist Gravesham BC in their determination of whether *“the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site”*.

1.12 This report is set out as follows:-

- Section 2 describes the site location and the surrounding highway network;
- Section 3 describes the accessibility of the site by non-car modes of travel;
- Section 4 provides details of the proposals, including access and parking;
- Section 5 discusses the likely trip generation of the proposal compared to the existing use; and
- Section 6 provides a summary and conclusion to the report.

2 SITE LOCATION AND SURROUNDING HIGHWAY NETWORK

Site Location and Use

- 2.1** St James House is located at 6–8 Overcliffe in Gravesend, within a mixed-use area a short distance to the west of Gravesend town centre. The building is mid-rise, in Class E office use, although presently vacant and is accessed directly from the A226 Overcliffe which is a main arterial route through the town.
- 2.2** The context of the site in relation to the local transport network and Gravesend town centre is shown in **Figure 2.1** below.



Figure 2.1: Site Location

- 2.3** As the site is located within the proximity of Gravesend town centre, the surrounding area comprises a mix of retail, commercial and residential development. The pedestrianised section of New Road, which forms a key part of the primary retail core of Gravesend is located a direct 250 metre (4 minutes) walk to the east of the site and offers numerous retail and food-retail opportunities. Gravesend train station is a 400 metre walk distance (6 minutes) to the southeast of the site.
- 2.4** Within the vicinity of the site, Overcliffe is a two-way single carriageway road with footways and street lighting along both sides. To the west of the site, on-street parking bays are provided along the northern (eastbound) side of the road which provide pay and display parking between 8am-630pm on Mondays to Saturdays. To the east of the site, the eastbound lane tapers to provide an eastbound bus lane and bus stop as part of a signalised bus priority gate in advance of the left-in/left-out priority junction with Stuart Road.
- 2.5** The westbound bus stop is located directly in front of the site. Elsewhere parking and waiting along Overcliffe is comprehensively controlled with double yellow line restrictions.
- 2.6** Vehicular access to the site is by way of two dropped kerb crossover accesses located either side of the westbound bus stop. The accesses lead to an area of unmarked hardstanding at the front of the building which is used for car parking. Along the western side of the building is a gated undercroft access which leads to a parking area to the rear.

3 ACCESSIBILITY BY NON-CAR MODES

Walking and Cycling

- 3.1** The site is located within an established built-up, edge of town centre location surrounded by a vast array of retail, commercial and residential properties and therefore benefits from extensive pedestrian infrastructure in the locality. There are few barriers to walking, with footways, dropped kerbs and street lighting along Overcliffe connecting to the wider pedestrian network.
- 3.2** The width of the footway along Overcliffe in the vicinity of the site frontage is a comfortable 2.0 metres. The footway opposite is 3.0 metres in width. For pedestrians routing from the site to the east towards the town centre, the footway continues to the New Road/Darnley Road/Bath Street signalised junction, where at-grade, signalised crossings across all arms are provided.
- 3.3** From this signalised junction, New Road continues for a further 50 metres to the town centre Pedestrian Zone where vehicular access is prohibited between 10am-8pm.
- 3.4** The Chartered Institution of Highways and Transportation (CIHT) guidance document 'Planning for Walking' (2015) states that *"walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800m)."* The guidance also notes that people will walk further for more powerful services; 400 metres for bus stops in residential areas and up to 800 metres for railway stations.
- 3.5** The Guidance suggests approximately 80% of journeys shorter than 1 mile (1.6 km) are made wholly on foot, with traditional compact town layouts characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres).
- 3.6** With assumed walking speeds of 1.4 m/s (from paragraph 3.30 of IHT Guidelines), the table below summarises the suggested walking distances and times for each category.

	Walking Distance (m)		Walking Time (mins)	
	Commuting, Walking to School, Recreation	Other, Non-Commuter Journeys	Commuting, Walking to School, Recreation	Other, Non-Commuter Journeys
Desirable	500	400	6	5
Acceptable	100	800	12	10
Preferred Maximum	2,000	1,200	25	15

Table 3.1: IHT Suggested Walking Distances and Times

3.7 A 2km isochrone catchment from the site is set out **Figure 3.1**.

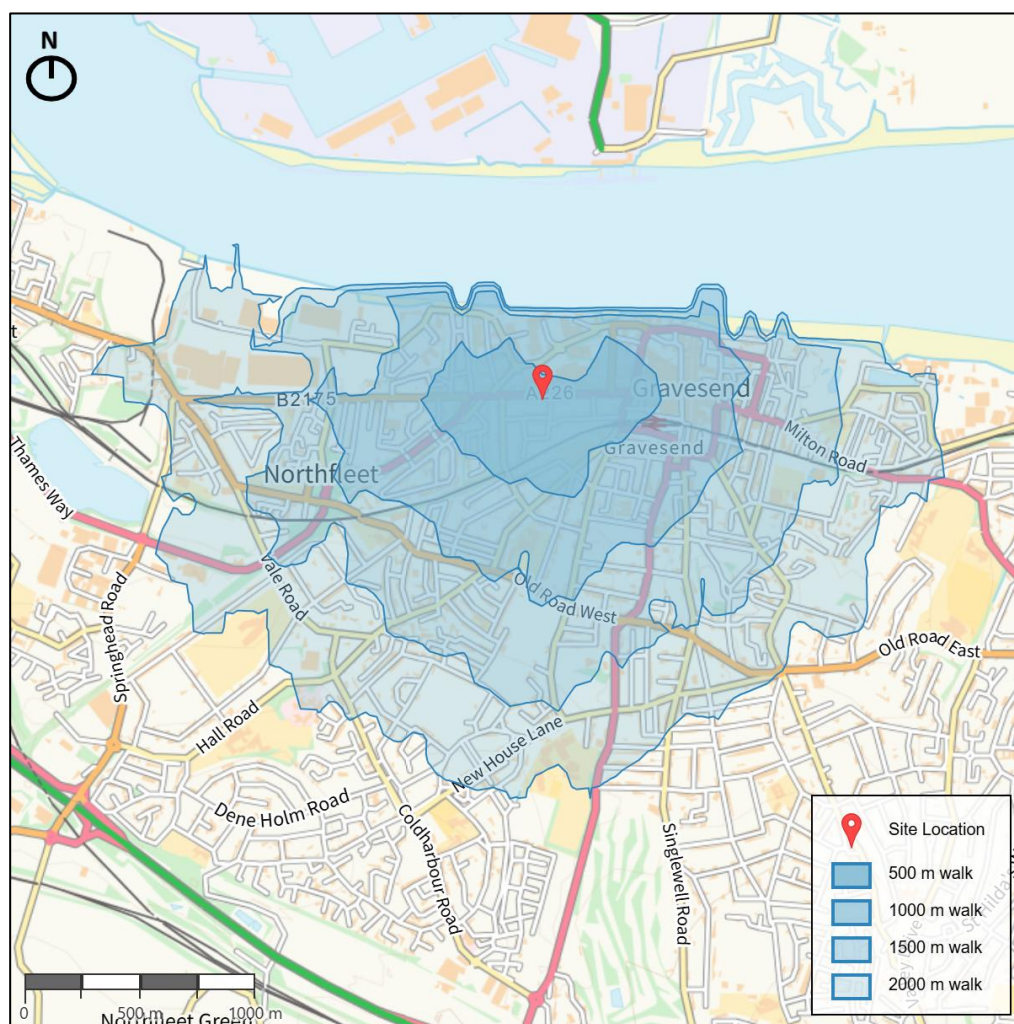


Figure 3.1: Walk Isochrones Source: Ordnance Survey, Interline Isochrones

3.8 At a local level and in the context of a 2km walk distance and average walk speed of 1.4 metres per second, the location of the site in relation to the surrounding land uses shows that it is well placed with regard to the existing mix of services, facilities and public transport.

3.9 It is generally considered that cycling can be deemed an acceptable mode of travel for journeys up to 20 minutes (5km).

3.10 **Figure 3.2** below shows the cycling isochrone for a 20-minute cycle journey / 5km catchment.

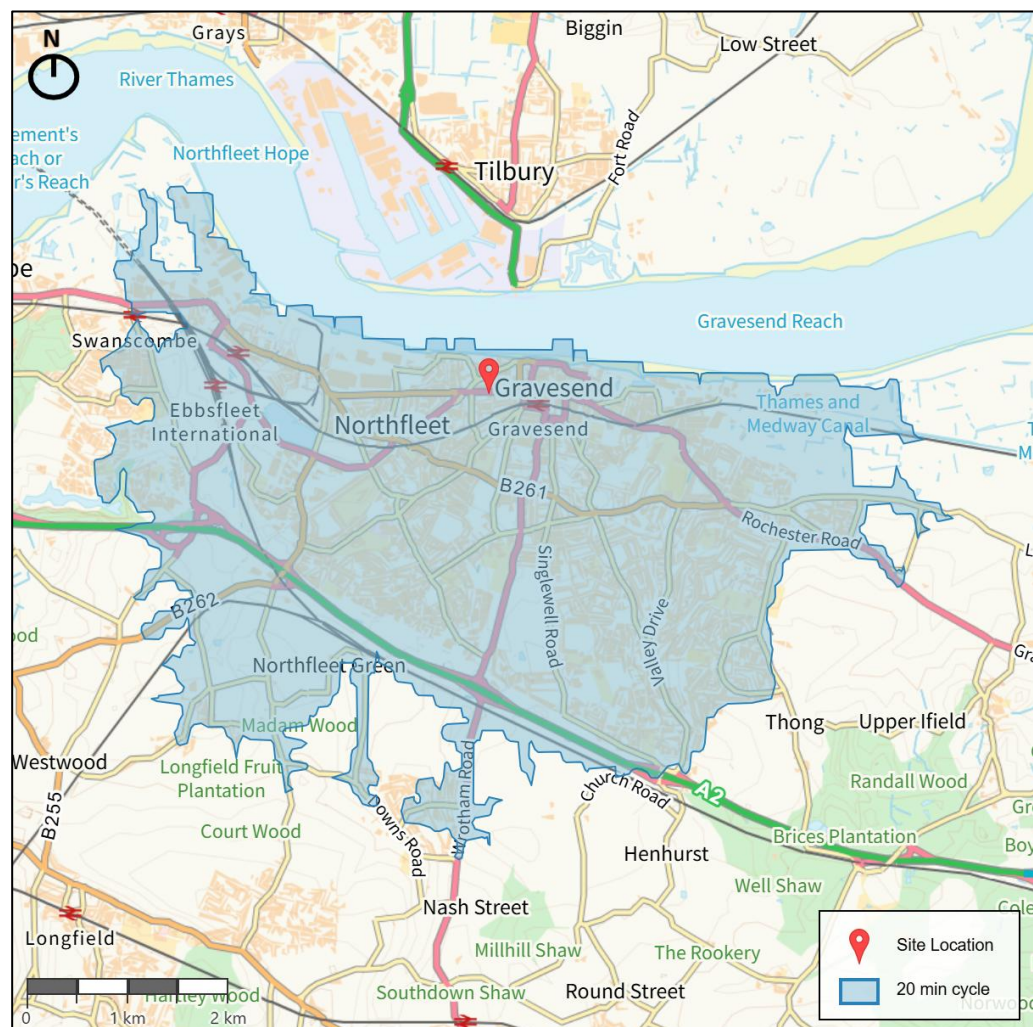


Figure 3.2: 20-minute / 5km Cycle Isochrone Source: Ordnance Survey, Interline Isochrones

Public Transport

- 3.11** As stated earlier, the nearest bus stop (Stop 'Y') to the site is located on Overcliffe directly in front of the site for westbound services. The bus stop (Stop 'X') for eastbound services is located on the opposite side of Overcliffe, within a 60 metre walk distance of the site.
- 3.12** Further bus stops (Stops 'A', 'B', 'C', 'D', 'E', 'F' and 'G') within a 260-400 metre walk distance of the site are located on Garrick Street, Barrack Row and Clive Road to the north of Gravesend railway station.
- 3.13** There are some 21 frequent and regular daily bus services that are accessible from these nearby bus stops including the 'AZ fastrack', 'B fastrack' services and 480 service which each operate with 5-6 services per hour.
- 3.14** The local bus services provide routes to many key local destinations including Dartford, Temple Hill, Swanscombe, Castle Hill, Chatham, Higham, Rochester, Bluewater, Northfleet, Ash Green, Meopham, Cliffe, Ebbsfleet Valley and Ebbsfleet International Rail Station.
- 3.15** Gravesend railway station is accessible within a 400 metre walk distance to the southeast of the site. Services are operated by Southeastern and Thameslink. During a typical off-peak weekday hour, there are 2 services to London St Pancras, 2 services to London Charing Cross, 2 services to London Victoria, 2 services to Luton, 2 services to Rainham and one service each to Faversham and Ramsgate. The typical journey times to London St Pancras, London Charing Cross and London Victoria are 23 minutes, 62 minutes and 65 minutes respectively.

Summary

- 3.16** The site is situated within a highly accessible, urban location close to public transport services and town centre amenities and is consequently considered to be very well connected by non-car modes of travel, meaning future users including staff may not be reliant on the use of a private vehicle for typical day-to-day journeys.

4 PROPOSALS

- 4.1** The proposals are for the change of use of the entirety of the class E commercial use building from circa 840sqm GIA to a class F1 state-funded school, with internal modifications only. There are no proposed changes to the building's footprint or external access arrangements. The internal alterations will involve adapting the existing office layout into a functional educational facility including classrooms, science laboratory, administrative offices, dining room, welfare facilities and support spaces.
- 4.2** Pierview Academy is the proposed operator for the site, although if approved, the premises could lawfully accommodate another state-funded school. Pierview Academy is an established independent Special Educational Needs (SEN) school that presently operates at another site in Gravesend (postcode DA12 2AR) to the east of the town centre. The school focuses on small class sizes, tailored learning plans and individual support, ensuring that pupils receive both academic and emotional guidance suited to their needs.
- 4.3** If approved, the proposals will allow Pierview Academy to increase its overall capacity, enhance the learning environment and provide improved support to pupils.

Pupil and Staff Numbers

- 4.4** The proposed use will create a well-organised and functional facility suitable for accommodating the specific needs of pupils with SEN.
- 4.5** Initially, the school will start off with 5-10 pupils only and 6-8 staff members. Within 5 years of first occupation, the expectancy is that the site will accommodate its capacity of 30 pupils and 12 staff members.
- 4.6** School hours will be 08:30hrs to 15:30hrs, Monday to Friday.

Access and Car Parking Provision

4.7 The existing and proposed plans are shown within the drawings which accompany the application. For ease of reference, an extract from the proposed site layout plan (reference Sanaa Designs dwg PL-01/6-8OC/SD104) is shown below in **Figure 4.1** (it should be noted that the Lower Ground Floor level is shown).

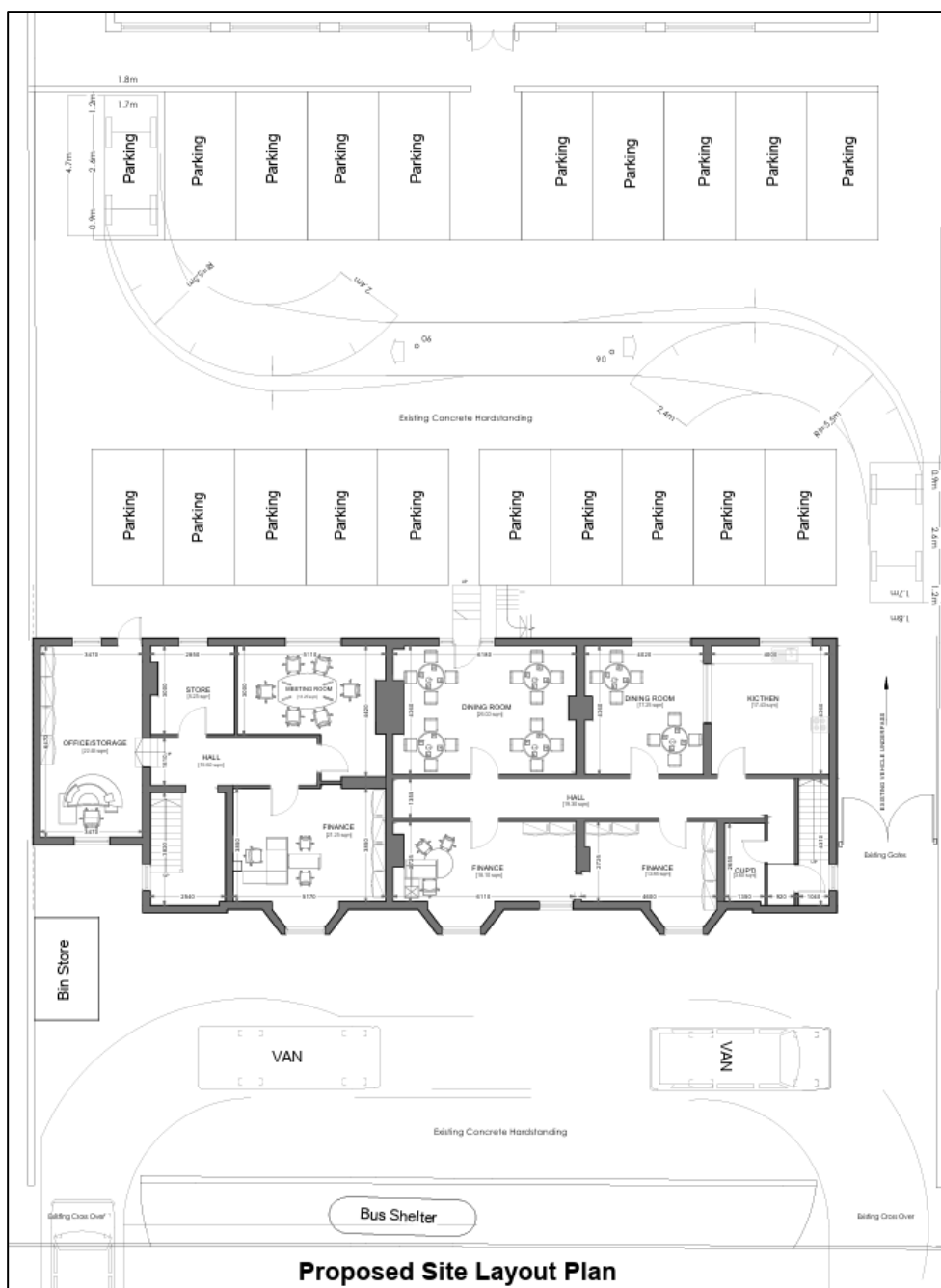


Figure 4.1: Proposed Site Layout Plan Extract

- 4.8** The rear, gated car parking area presently has capacity for circa 20 cars. This area will remain unchanged and will be more than sufficient to accommodate the anticipated parking demands of staff and occasional visitors.
- 4.9** The area of hard standing to the front of the building will be used for dropping off and picking up of pupils as well as accommodating typical daily delivery vehicles such as 3.5t vans. Signs will be erected on the frontage wall to inform drivers of the in/out arrangements.
- 4.10** It has been established at Appeal that the application of standards and development plan policies is not a Prior Approval consideration as it does not demonstrate or substantiate an impact in respect of transport and highways matters. With reference to the locally-adopted Kent County Council Parking Standards (January 2025), a primary or secondary school requires *1 space per staff + 10%*. This equates to 14 spaces (rounded up).
- 4.11** It is evident therefore that the existing level of car parking would be in excess of locally-adopted school car parking standards, however such a level of car parking provision would not lead to any adverse highways impacts and hence could not be a reason for refusal under the requirements of Class T, Part 3 of Schedule 2 of the GPDO.
- 4.12** Bins will be stored in front of the building along the eastern boundary within 10 metres of the carriageway edge. This will enable a convenient, step-free access between the bin store and a refuse vehicle at the kerbside during collection times.

Cycle Parking

- 4.13** For Prior Approval applications for a change of use under the GPDO, it is established at Appeal that the provision of cycle parking relates to convenience only, rather than relating to an impact on traffic in the vicinity of the site. However, the Applicant wishes to encourage travel by non-car modes for staff and so cycle storage in the form of a Sheffield stand shall be provided within the gated parking area to the rear of the building. This will provide capacity for two bicycles, i.e. 1 space per 6 staff. Any long-stay visitors would also be able to use the secure cycle parking area.

5 TRIP GENERATION

5.1 Class T of the GPDO (paragraph W.5), requires the local authority to consider whether *“the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site”*.

5.2 In order to determine whether the proposal would be likely to result in a material increase in traffic onto the highway network in the vicinity of the site, the TRICS 7.11.4 database has been interrogated to derive trip rate information for the existing land use.

Existing Office Use

5.3 The following search parameters have been applied for the 02-Employment/A-Office TRICS analysis (in order to ensure a minimum sample size of five sites is obtained):-

- Regions: England excluding Greater London.
- Location Type: Edge of Town Centre.
- GFA: up to 1,000sqm.
- Days: Weekdays only.

5.4 The peak hour and daily trip rates extrapolated from the TRICS 7.11.4 analysis are summarised in Table 5.1 along with the vehicle trip analysis. The TRICS 7.11.4 output is contained in full within **Appendix A**.

	Class E Office Use (trips/100sqm)			Existing Office (840sqm) Vehicle Trips		
	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Peak Hour (08:00-09:00)	2.688	0.377	3.065	23	3	26
PM Peak Hour (17:00-18:00)	0.401	1.863	2.264	3	16	19
Daily (07:00-19:00)	8.140	8.080	16.220	68	68	136

Table 5.1: Summary of TRICS Vehicle Trip Rate Analysis

Proposed Educational Use

- 5.5** For the proposed use, there is insufficient data within the TRICS 7.11.4 database in order to derive meaningful results. This is due to the specialist and relatively small scale nature of the proposed school. Therefore, a first-principles approach is considered appropriate.
- 5.6** There will be up to 12 staff on site when fully operational. The majority of staff will arrive before pupils arrive, specifically between 07:30-08:15hrs and it can be assumed that the majority will travel by car.
- 5.7** The majority of staff will then depart after the pupils have left the school, typically between 16:00-17:00hrs, therefore prior to the typical network PM peak hour of 17:00-18:00hrs.
- 5.8** By virtue of the specialist nature of the school, pupils will travel from a wide catchment area. All pupils are expected to travel by car with the vast majority (circa 80%) travelling by taxis that are provided and managed by their local authority.
- 5.9** Pupil arrivals will be between 08:15-08:30hrs. For safeguarding and security reasons, pupils will be escorted from the taxis/cars to their classrooms by teachers.

5.10 The school day will finish at 15:30hrs. Pupil pick-ups will be staggered between 15:30-16:00hrs, with 5-minute slots pre-arranged for up to six taxis/cars at a time. This will ensure taxis and cars arrive steadily during the pick-up time, minimising any peak impacts on the adjacent highway network.

5.11 In summary, the typical school weekday activity will be as follows:

Time (hrs)	No. of People	Description	Transport	Arriving or Leaving
07:30-08:15	12	Staff	12 cars maximum	Arriving
08:15-08:30	30	Pupils	30 taxis/cars	Arriving & Leaving
08:30-15:30	1-3	Occasional Deliveries throughout the day	3 vans	Arriving & Leaving
15:30-16:00	30	Pupils	30 taxis/cars	Arriving & Leaving
16:00-17:00	12	Staff	12 cars maximum	Leaving

Table 5.2: Summary of Typical School Weekday Movements

5.12 Assuming that each taxi/car dropping off or picking up equates to an arrival and departure, evidently we can expect a peak of 60 movements during the peak periods. In total, over the course of a typical school day, Table 5.2 indicates that there would be up to some 75 vehicle arrivals and 75 vehicle departures per day, i.e. 150 vehicle movements.

5.13 Comparing to the existing office use, we can therefore expect the change of use to lead to a very minor increase in vehicle numbers when the school is fully operational. However, notably during the typically busier PM peak hour, the proposed school will not be generating any vehicle movements.

5.14 Consequently, the change of use would not result in a *material increase or change in the character of traffic in the vicinity of the site*.

Mitigation

- 5.15** Notwithstanding the negligible transport impact of the proposed change of use, the proposed school is not of sufficient size or scale for a Travel Plan to be meaningful or effective. However, Travel Plan-style measures are to be incorporated into the proposals including cycle parking for staff, lockers and shower and changing facilities for staff.

6 SUMMARY AND CONCLUSIONS

- 6.1** Crosby Transport Planning Limited has been instructed by Tower Group Developments to prepare this Transport Statement in respect of their Prior Approval application for a change of use at St James House, 6-8 Overcliffe, Gravesend, Kent DA11 0HJ, situated within Gravesham Borough Council.
- 6.2** This report has considered the transport and highways effects of the proposed change of use of the building from 840sqm GIA of commercial space (use class E), to state-funded school (use class F1) pursuant to Schedule 2, Part 3 of Class T of the GPDO.
- 6.3** Section 2 described the location of the site in the context of its proximity to the town centre and Section 3 described the accessibility of the site by non-car modes of travel and advised that the site is situated within a highly accessible, urban location close to pedestrian and public transport links and town centre amenities. Consequently the site is considered to have excellent connections by non-car modes of travel meaning future staff may not be reliant on the use of a private vehicle for typical day-to-day journeys.
- 6.4** Section 4 provided details of the proposals from which it was demonstrated that there would be sufficient car parking on site for the proposed school, with cycle parking and refuse storage areas to be provided.
- 6.5** Section 5 considered the likely change in vehicular trip generation levels as a result of the change of use and concluded that there would not be a material increase in traffic flows to and from the site. Appropriate and proportionate Travel Plan-style mitigation measures were also set out.

6.6 It has therefore been demonstrated that the proposed change of use would not have a material impact upon the safety and operation of the adjoining highway network. Consequently it is concluded that the proposal would be entirely acceptable on transport and highways grounds and would not give rise to a *‘material increase or a material change in the character of traffic in the vicinity of the site’* and hence meets the criteria set out under Schedule 2, Part 3 of Class T of the GPDO.

Appendix A:

TRICS Output – Existing Office Use

Calculation Reference: AUDIT-302901-250604-0603

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 178 to 925 (units: sqm)
Range Selected by User: 118 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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:

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
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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:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
Built-Up Zone	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	7 days
-----------	--------

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

No	7 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BH-02-A-05 ROMAN ROAD HOVE	OFFICES		BRIGHTON & HOVE
	Edge of Town Centre Residential Zone Total Gross floor area:		280 sqm	
	Survey date: WEDNESDAY		04/07/18	Survey Type: MANUAL
2	CU-02-A-02 PORT ROAD CARLISLE	OFFICE		CUMBERLAND
	Edge of Town Centre Industrial Zone Total Gross floor area:		925 sqm	
	Survey date: FRIDAY		24/06/16	Survey Type: MANUAL
3	DY-02-A-02 PRIME PARKWAY DERBY	REAL ESTATE DEVELOPERS		DERBY
	Edge of Town Centre No Sub Category Total Gross floor area:		594 sqm	
	Survey date: THURSDAY		21/10/21	Survey Type: MANUAL
4	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS		NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area:		894 sqm	
	Survey date: MONDAY		11/09/17	Survey Type: MANUAL
5	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area:		178 sqm	
	Survey date: THURSDAY		04/10/18	Survey Type: MANUAL
6	WK-02-A-02 WHITEHALL ROAD RUGBY	OFFICES		WARWICKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		540 sqm	
	Survey date: MONDAY		14/11/22	Survey Type: MANUAL
7	WS-02-A-05 NORTH STREET WORTHING	SOCIAL HOUSING COMPANY		WEST SUSSEX
	Edge of Town Centre Built-Up Zone Total Gross floor area:		830 sqm	
	Survey date: TUESDAY		17/05/22	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	677	0.615	6	677	0.025	6	677	0.640
08:00 - 09:00	7	606	2.688	7	606	0.377	7	606	3.065
09:00 - 10:00	7	606	1.179	7	606	0.920	7	606	2.099
10:00 - 11:00	7	606	0.519	7	606	0.495	7	606	1.014
11:00 - 12:00	7	606	0.401	7	606	0.519	7	606	0.920
12:00 - 13:00	7	606	0.448	7	606	1.037	7	606	1.485
13:00 - 14:00	7	606	0.943	7	606	0.707	7	606	1.650
14:00 - 15:00	7	606	0.377	7	606	0.424	7	606	0.801
15:00 - 16:00	7	606	0.236	7	606	0.519	7	606	0.755
16:00 - 17:00	7	606	0.259	7	606	0.825	7	606	1.084
17:00 - 18:00	7	606	0.401	7	606	1.863	7	606	2.264
18:00 - 19:00	6	677	0.074	6	677	0.369	6	677	0.443
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.140			8.080			16.220

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

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

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Parameter summary

Trip rate parameter range selected:	178 - 925 (units: sqm)
Survey date range:	01/01/16 - 28/06/24
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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