



78C HIGH STREET, TONBRIDGE

TRANSPORT STATEMENT


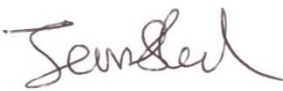

April 2021

McCarthy Stone

RETIREMENT LIVING DEVELOPMENT
78C HIGH STREET
TONBRIDGE

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

Document No:		047.0078/TS/1	
Status:	Original	Copy No:	
	Name	Signature	Date
Prepared by:	Martha Woodley		April 2021
Checked by:	James Rand		April 2021
Approved by:	Harry Cross		April 2021

Revision Record

Rev.	Date	By	Summary of Changes	Chkd	Aprvd

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**RETIREMENT LIVING DEVELOPMENT
78C HIGH SREET
TONBRIDGE**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of McCarthy Stone to support a full application to replace part of the existing retail store and adjacent car park at 78c High Street, Tonbridge with a 36-unit Retirement Living (RL) development. The approximate site location is shown in **Figure 1**.

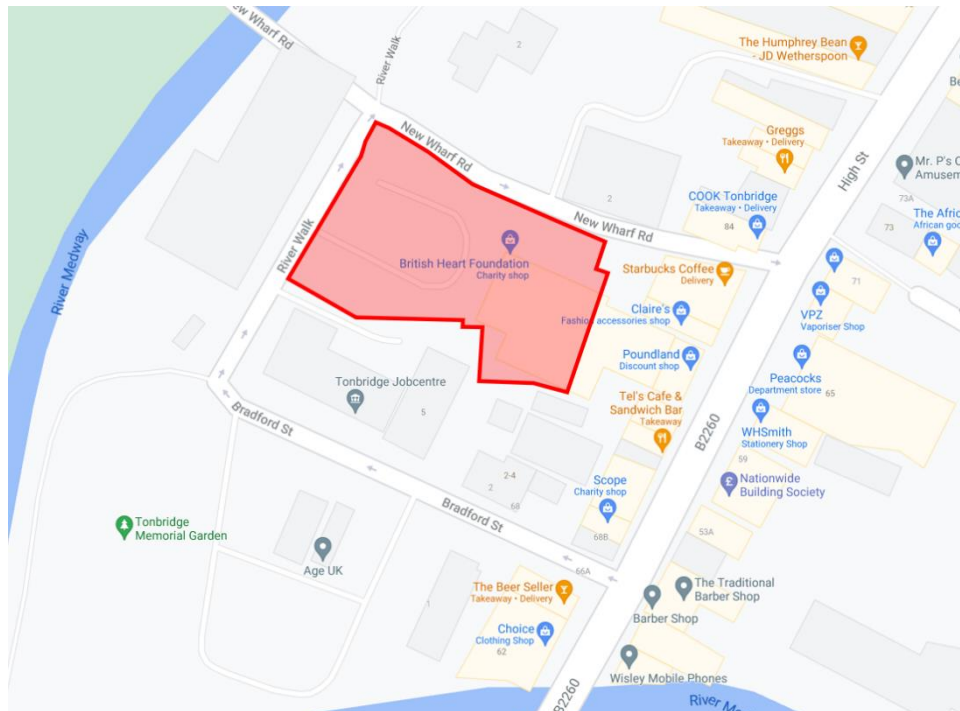


Figure 1: Approximate Site Location

- 1.2 Planning permission was granted in October 2020 for the development of a 70-bedroom hotel and 10 residential units on the rear car park with the retention of the existing retail unit (App Ref: 20/01122/FL). The principle of development and the loss of the existing car park has therefore already been established in this location.
- 1.3 This TS reviews the existing site conditions and site accessibility before outlining the development proposals, access arrangement, parking strategy and the number of trips likely to be generated by the development in order to determine the overall impact of the proposed development on highways safety and the operation of the local road network.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The existing site comprises a two-storey retail building, currently occupied by Poundland, and a private Pay & Display Car Park. The site is bordered by High Street to the east, Tonbridge Jobcentre to the south, River Walk to the west and New Wharf Road to the north. The existing site conditions are shown in **Photographs 1 and 2**.



Photograph 1: Existing Retail Servicing Bay



Photograph 2: Existing Car Park

- 2.2 The existing car park is accessed via a vehicle crossover on River Walk along the site's western boundary. On New Wharf Road, a separate access and egress serve the existing retail store servicing area.

Local Road Network

- 2.3 Bradford Street, River Walk, New Wharf Road and High Street (B2260) provide a route around the proposed development site. Bradford Street, River Walk and New Wharf Road are subject to one-way traffic restrictions, with westbound travel permitted along Bradford Street, northbound travel permitted along River Walk and eastbound travel permitted along New Wharf Road. Bradford Street and New Wharf Road join the High Street approximately 90m apart. The two junctions are shown in **Photographs 3 and 4**.



Photograph 3: Bradford Street / High Street Junction



Photograph 4: New Wharf Road / High Street Junction

- 2.4 The route around the site is subject to a 20mph speed limit and with the exception of disabled permit holders parking bays on Bradford Street and River Walk, the route is subject to parking restrictions on either side of the carriageway. The existing conditions along the local road network are shown in **Photographs 5 and 6**.



Photograph 5: Existing Conditions on River Walk



Photograph 6: Existing Conditions on New Wharf Road

- 2.5 High Street (B2260) is a single carriageway road with an approximate north to south alignment within the vicinity of the site. Along the site frontage 'loading only' bays are provided on either side of the carriageway. The existing conditions along the site frontage are shown in **Photograph 7**.



Photograph 7: Existing Site Frontage on High Street (B2260)

- 2.6 Approximately 600m south of the site, the B2260 connects with the A26 at the Pembury Road roundabout, which subsequently connects the site with the A21.

Pedestrian / Cyclist Network

- 2.7 The pedestrian and cyclist infrastructure within the vicinity of the site presents an excellent opportunity to create a sustainable development. Pedestrian footways are present along either side of Bradford Street and River Walk providing a continuous route towards the High Street. The existing footways are shown in **Photographs 8** and **9**.



Photograph 8: Footways along Bradford Street



Photograph 9: Footways along River Walk

- 2.8 Pedestrian footways are provided along either side of New Wharf Road within the vicinity of the site frontage. Approximately 20m west of the New Wharf Road/ High Street junction, the footways along New Wharf Road terminate and the carriageway becomes a shared surface delineated by a change in surface material and raised approach. The exiting conditions along New Wharf Road are shown in **Photographs 10** and **11**.



Photograph 10: Footways along New Wharf Road



Photograph 11: Change in surface along New Wharf Road

- 2.9 On the High Street itself, pedestrian footways are of generous width and provide continuous routes towards local services and facilities. Approximately 25m north of the New Wharf Road / High Street junction, a signalised crossing provides a safe and convenient point for pedestrians to cross the carriageway. The existing pedestrian infrastructure along High Street is shown in **Photographs 12** and **13**.



Photograph 12: Footways along High Street



Photograph 13: Signal Crossing on High Street

- 2.10 At the north-west corner of the site River Walk becomes a traffic-free route which runs alongside the River Medway and joins the High Street further to the north. The route provides sufficient space for cyclists and pedestrians to coexist providing an off-road route conducive to active modes of travel. The existing conditions along River Walk are shown in **Photographs 14** and **15**. There are also numerous pedestrian & cyclist routes to the west into Tonbridge Park.



Photograph 14: Access to River Walk
Footway/Cycleway



Photograph 15: Conditions along River Walk
Footway/Cycleway

Public Transport

- 2.11 The site is situated in close proximity to a number of bus stops including the 'High Street' bus stops situated approximately 150-200m south of the site and the 'Castle' bus stops situated approximately 200m to the north. There are a significant number of frequent bus services that provide connections to nearby towns throughout the week, and it is considered that this presents a very good opportunity to encourage sustainable travel for staff, residents and visitors.
- 2.12 Furthermore, Tonbridge Railway Station is located approximately 400m south of the site, accessible via a 5-minute walk or 1-minute cycle. Situated on the South Eastern Main Line, the station provides regular services towards destinations including Redhill, Tunbridge Wells, Sandwich, Hastings, London Charing Cross and Ramsgate.
- 2.13 Tonbridge Station benefits from a manned ticket office, ticket machines, customer help points, ramps for train access, step free access coverage and 220 cycle storage spaces.

Local Facilities

- 2.14 Given the proximity of the site to Tonbridge High Street, a wide range of facilities and amenities are within a short walking distance. This includes supermarkets, a post office, library, restaurants, retail, pharmacies and medical facilities. As such, residents could feasibly live in this location without access to a car.
- 2.15 There are also a number of public car parks in the vicinity of the site, notably including on Bradford Street. This car park provides c. 50 – 60 spaces and has a maximum stay of 4 hours, with a charging period of 8am-6pm Monday to Saturday.

PIA Data

- 2.16 In order to assess the safety and operation of the local road network, Personal Injury Accident (PIA) data has been obtained for the most recent five-year period available (2016-2020). Patterns in the data can be assessed with regards to the frequency, proximity and severity of the incidents that have occurred. The accidents recorded within the vicinity of the site are shown in **Figure 2**.

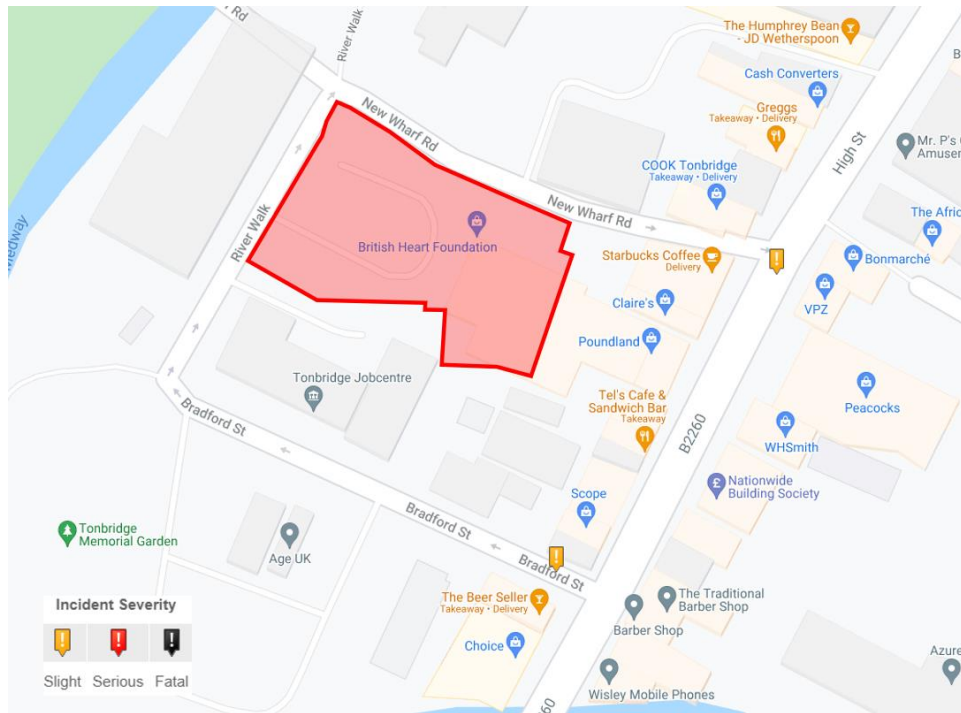


Figure 2: PIA Data (2016-2020)

2.17 The PIA data indicates that over a five-year period there have been two accidents within the vicinity of the site, both of which were 'slight' in terms of their incident severity. The two incidents occurred at different locations with neither occurring within the immediate vicinity of the site or the proposed access points. Furthermore, the proposed development will result in fewer trips on the highway network than the consented scheme and as such, the PIA data is not considered to indicate any specific highways issue that would worsen as a result of the proposed retirement development.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed Retirement Living (RL) development comprises 36 apartments with access taken via New Wharf Road. The accommodation schedule is summarised in **Table 1** and a copy of the proposed site layout is attached within **Appendix A**.

Unit Type	Quantity
1 Bedroom Apartment	20
2 Bedroom Apartment	16
Total	36

Table 1: Accommodation Schedule

- 3.2 McCarthy Stone provide a unique range of accommodation which does not fall neatly within typical retirement or elderly residential sites in terms of trends and requirements for highway considerations including parking demand and traffic impact. McCarthy Stone's RL developments have the following characteristics:

- Designed to accommodate elderly persons who live a relatively independent lifestyle;
- Average age of entry: 78 years old;
- Consist of individual apartments with communal lounge and gardens; and
- 1 full-time member of staff (House Manager).

Access Arrangement

- 3.3 The proposed development would be accessed from New Wharf Road, with a separate access and egress to/from the undercroft parking area. The access/egress would each measure 4m in width, and the one-way nature of the entry and exit arrangement would be made clear to drivers through signage and road markings. Given this proposed arrangement, the access and egress are of suitable width to accommodate the vehicles that will need to enter/exit the site. A vehicle tracking drawing showing this is attached in **Appendix B**. The three existing bellmouths on New Wharf Road/River Walk will be reinstated as footway.
- 3.4 Visibility has been assessed from the proposed egress from the site. In accordance with the 20mph speed limit, a 2.4m x 25m visibility splay is achievable to the nearside kerb, looking left upon exit from the site. In addition, 2m x 2m pedestrian visibility splays are available from the egress, as shown in **Appendix B**.
- 3.5 Separate pedestrian access is provided to the site from the corner of New Wharf Road and River Walk, where the main entrance is located. A number of further pedestrian entrances to the building are also provided in stairwells, at the refuse store and at the mobility buggy store.

- 3.6 As outlined above, the nature of New Wharf Road changes on approach to High Street, such that there are no dedicated pedestrian facilities. As shown by a review of the accident record, this has not resulted in unsafe highway conditions. Residents of the proposed development will be encouraged to use the alternative pedestrian routes to/from the High Street, via both Bradford Street and River Walk.

Parking Provision

- 3.7 Tonbridge and Malling Borough Council (TMBC)'s emerging Local Plan includes Policy LP42 on Parking Standards. Residential and non-residential standards are provided as a starting point, but the policy also acknowledges that the council will take account of local circumstances. Although the proposals fall within use class C3, they are age restricted and the residential standards are not considered to be directly applicable to the proposed development. The most applicable standards are therefore "sheltered accommodation."
- 3.8 These mirror the standards in Kent Vehicle Parking Standards Supplementary Guidance 4 (July 2006), which are also referred to by the TMBC adopted Local Development Framework. A summary of the standards and the subsequent requirements for the proposed development are outlined in **Table 2**.

Unit Type	Standard	36 Units
Sheltered Accommodation	1 space per resident warden + 1 space per 2 units	18 car parking spaces
	1 cycle space per 5 units	7 cycle parking spaces

Table 2: Vehicle Parking Standards

- 3.9 McCarthy Stone have also undertaken parking surveys at their existing developments to better understand their residents' needs and to inform the development of future schemes, such as this one. The research summary is attached as **Appendix C** and shows that the average parking demand is 0.45 spaces per unit for residents, and 0.1 spaces per unit for visitors. The total demand of 0.55 spaces per apartment therefore equates to 20 spaces for the 36 units.
- 3.10 The proposed scheme provides 27 undercroft car parking spaces, which should therefore be sufficient to meet all anticipated demand. The parking spaces all measure 2.5m x 5.0m in accordance with Kent's SPG and have 6m reversing distance behind them. Vehicle tracking for a selection of parking spaces is shown in **Appendix D**.

- 3.11 The aforementioned research into previous McCarthy Stone schemes also shows that 0.0289 bicycles and 0.079 mobility buggies are owned per apartment. For the 36 unit development, 1 bicycle and 3 buggies are likely to be owned by residents. Whilst residents can store buggies within their apartments, a communal store is also provided at ground floor level. This shows that there is sufficient space for at least 5 buggies, and this secured, covered area can also be used for cycle storage.
- 3.12 The principle of the loss of the private car park has been established by the previous consent, and thus no further assessment on this has been undertaken.

Refuse / Servicing

- 3.13 A refuse store has been provided at ground floor level, fronting onto River Walk, adjacent to the public highway. The relevant bin carry distance requirements are therefore complied with. Given the low traffic volumes, the width and alignment of the carriageway, as well as the one-way nature of the road, it is suggested that on-street refuse collection & also deliveries would be appropriate. Based on site observations, this would also be in keeping with current behaviour.
- 3.14 The retained retail floorspace will be serviced from the loading bay on High Street. As the GFA will be significantly reduced, deliveries will likely be via smaller vehicles than at present and thus this arrangement should be acceptable.
- 3.15 All parts of the building are within 45m of the public highway and the building regulation requirements in relation to fire access are therefore met.

4. TRIP GENERATION

4.1 The existing & consented site uses generate a significant number of vehicle trips. The Transport Statement Addendum associated with the consented hotel & residential scheme (20/01122/FL) estimated that the hotel use alone would generate 15 trips in the AM peak, 13 trips in the PM peak. The original Transport Statement also predicted there would be 91 vehicle trips across the day.

4.2 In order to understand how many trips the proposed development is likely to generate, the national TRICS database has been consulted using the parameters outlined below:

- Use Class 'Residential' and sub-category 'Retirement Flats';
- Sites in England and Wales (excluding Greater London);
- Weekday Surveys Only;
- Parameter of 0-70 units; and
- Sites in Town Centre and Edge of Town Centre Locations.

4.3 A summary of the results is provided in **Table 3** with a copy of the full outputs attached in **Appendix E**.

TRICS (V.7.7.3)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 Hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate (per unit)	0.060	0.060	0.120	0.040	0.054	0.094	1.395
36 Units	2	2	4	1	2	3	50

Table 3: Proposed Development Trip Generation

4.4 Based on the TRICS assessment, the proposed development is anticipated to generate in the order of 50 trips across a 12-hour day including 4 trips in the AM peak and 3 in the PM peak. A comparison between the number of trips generated by the consented and proposed schemes on site is shown in **Table 4**.

	AM Peak	PM Peak	Daily Total
Consented Scheme	15	13	91
Proposed Scheme	4	3	50
Net	-11	-10	-41

Table 4: Net Trip Generation

4.5 The proposed development will generate fewer trips than the previously consented scheme on the site and should therefore be considered acceptable in terms of its impact upon the capacity of the local road network.

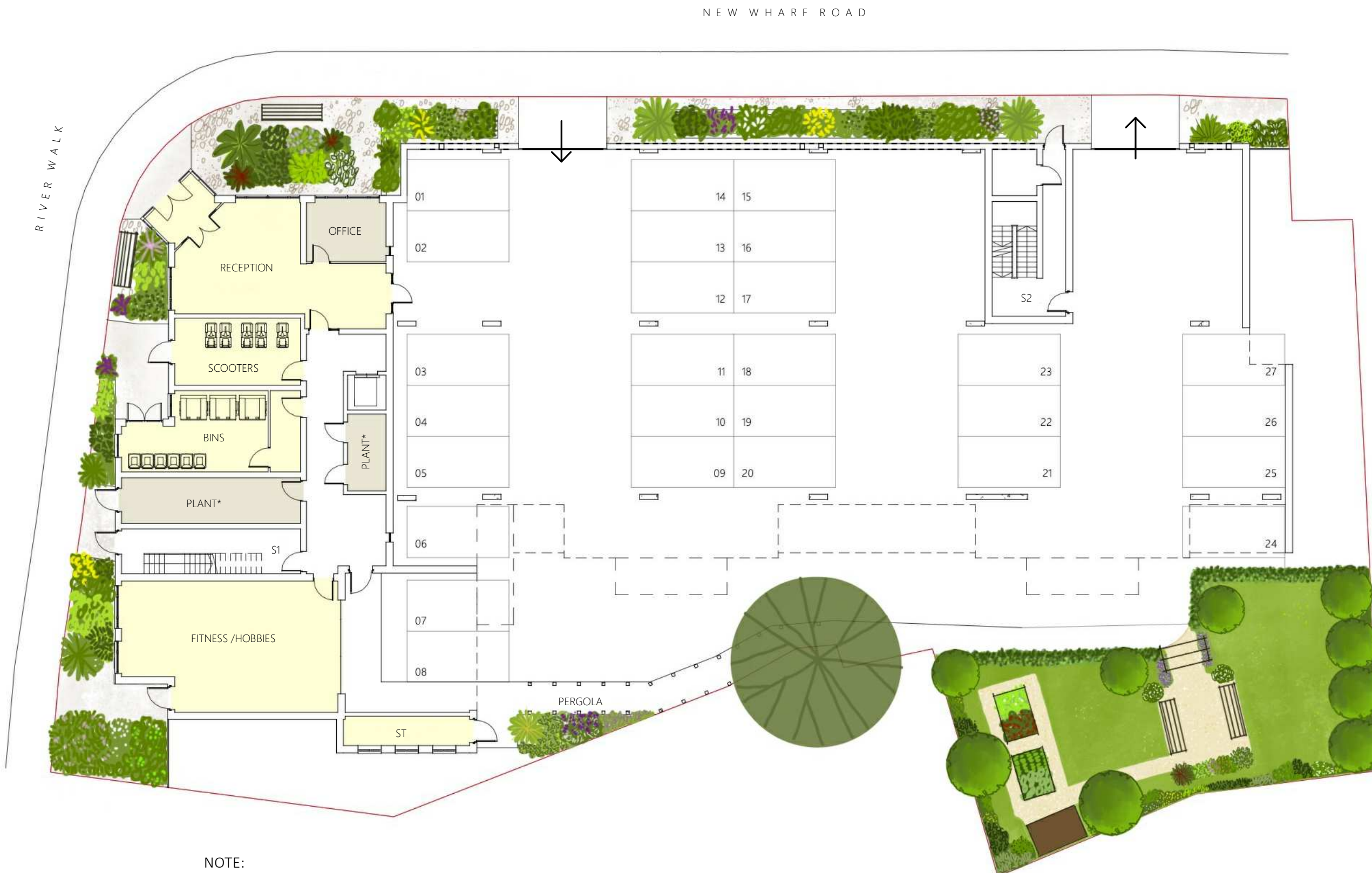
4.6 This assessment does not take into account any reduction in trips arising from the reduction in size of the retail floor space, and thus is considered to be robust.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of McCarthy Stone, to support a planning application for 36 Retirement Living units at 78c High Street, Tonbridge. The site is currently occupied by retail floorspace and an adjacent car park, and benefits from an existing consent for a 70 bedroom hotel and 10 residential units (app ref 20/01122/FL).
- 5.2 The site is bordered by River Walk and New Wharf Road on its western and northern boundaries respectively. The site is considered to be in a highly sustainable location, with a wide range of facilities and amenities within walking distance, including a significant number of frequent bus services. Tonbridge train station is also within 400m of the site, and residents, staff and visitors would therefore have a good choice of transport modes.
- 5.3 An assessment of the personal injury accident record shows that there are no highway safety concerns that would worsen as a result of the proposals or pose a threat to future site users. This is particularly the case because of the reduction in vehicle trips compared to the consented scheme.
- 5.4 The proposed development would be accessed from New Wharf Road, with a separate access and egress to/from the undercroft parking area. The access/egress would each measure 4m in width, and the one-way nature of the entry and exit arrangement would be made clear to drivers through signage and road markings. The existing bellmouths will be reinstated as footway.
- 5.5 Visibility has been assessed from the proposed egress from the site. In accordance with the 20mph speed limit, a 2.4m x 25m visibility splay is achievable to the nearside kerb, looking left upon exit from the site. In addition, 2m x 2m pedestrian visibility splays are available from the egress.
- 5.6 27 parking spaces have been provided for 36 retirement living units. Based on the most relevant parking standards and research into existing McCarthy Stone developments, this will be sufficient to accommodate all resident, visitor and staff demand on site, such that no overspill parking would occur. In addition, mobility buggy and cycle parking is provided within the building in a secure area.
- 5.7 Refuse and servicing for the development will occur on-street, which should be acceptable taking into account the low traffic volumes, the width and alignment of the carriageway, and the one-way nature of the road. The proposed development will generate fewer vehicle trips than the consented scheme and thus the impact on the highway network should be acceptable.
- 5.8 We would therefore encourage the local planning and highway authorities to look favourably upon this application.

Appendix A

- REVISIONS:
- A 02/11/20: FIRST ISSUE
 - B 08/11/20: PARKING LAYOUT REVISED TO ADD GARDEN AREA
 - C 19/11/20: ACCESS MOVED TO NORTH, PARKING REVISED, STRUCTURE UPDATED
 - D 02/12/20: ENTRANCE REVISED, LANDSCAPING ADDED FOLLOWING PRE-APP
 - E 04/03/21: BLDG MOVED WEST, PARKING LAYOUT & ENTRANCE REVISED, PERGOLA ADDED



NOTE:
* All plant and services are to be flood resilient and above flood level

0 10 20 30 40 50mm
FULL SIZE @ A3

ROSEMARY WHITE
DESIGN
rosemary@rawwhite-design.co.uk 07988 404168

Tonbridge RL
New Wharf Road

Plan L0

STAGE 02 Preliminary

1:200 @ A3

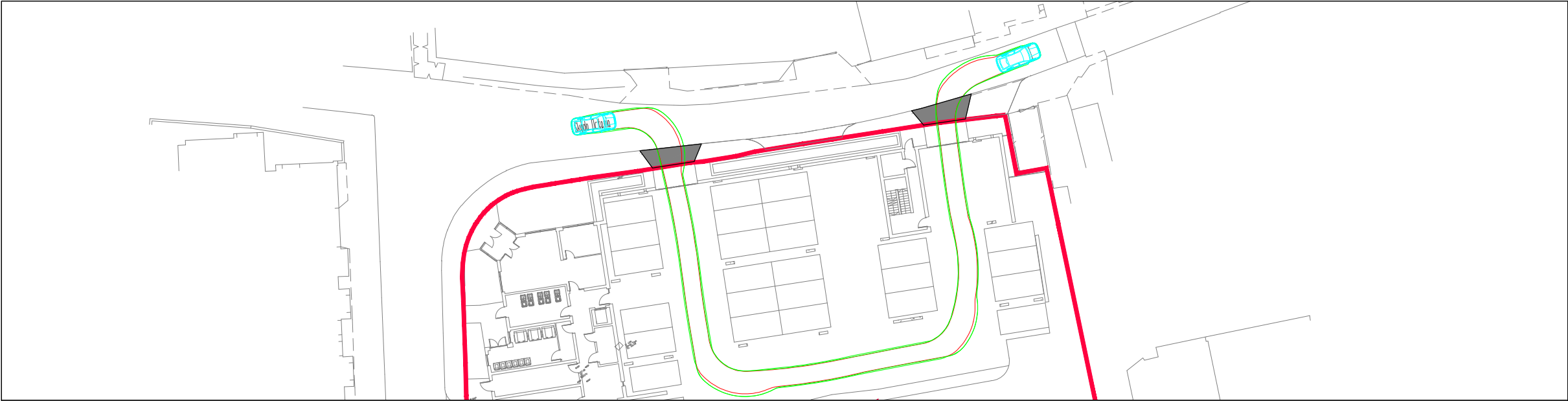
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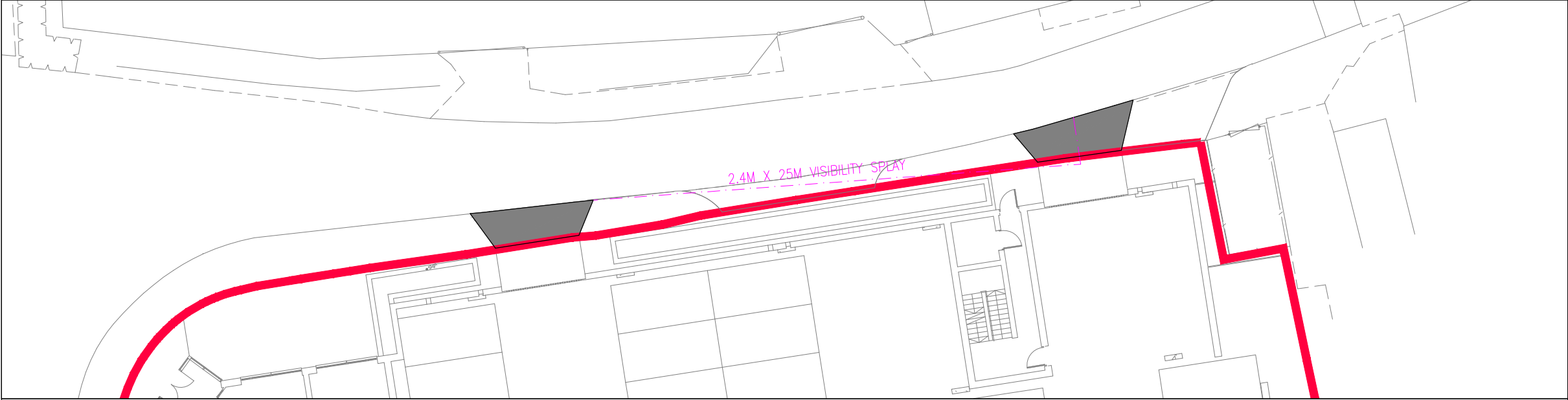
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RWD REF: 9147-MR21-20116-B

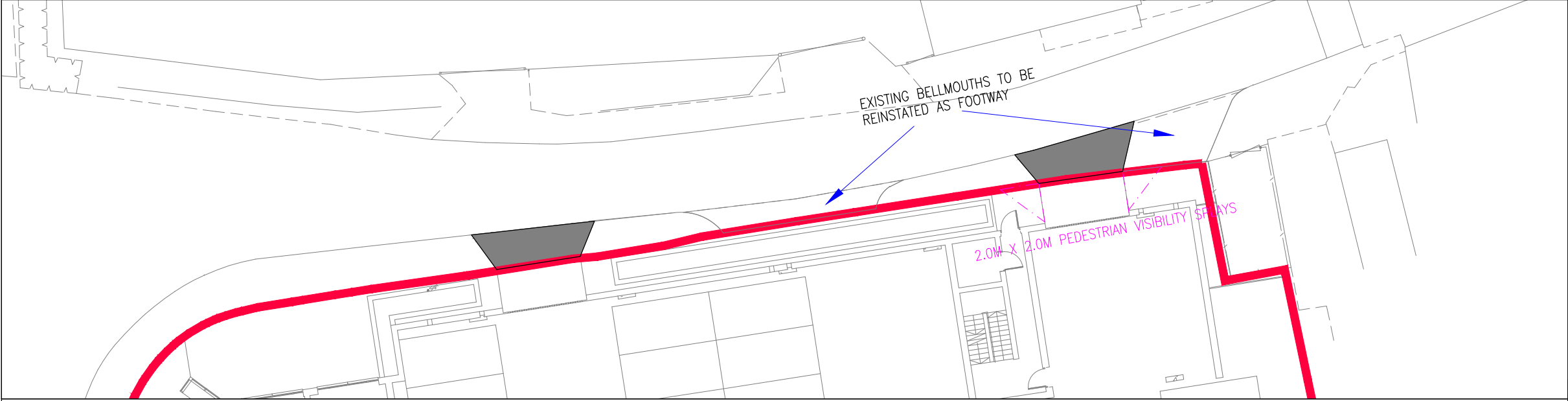
Appendix B



ACCESS TRACKING (1:500)



2.4M X 25M VISIBILITY SPLAY (1:250)

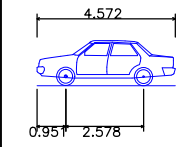


2.0M X 2.0M PEDESTRIAN VISIBILITY SPLAY (1:250)

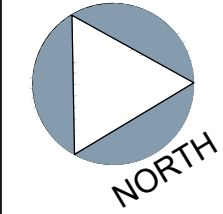
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VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



A	REVISED LAYOUT	30.04.21	JR	HC
Rev	Description	Date	By	Chkd

Project Name 78C HIGH STREET, TONBRIDGE	Title PROPOSED ACCESS ARRANGEMENT	 Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com	Client McCARTHY STONE <i>Life, well lived</i>	Checked By JR	Checked Date 26.11.20	Scale AS SHOWN (AT A3 SIZE)
Project Phase PRELIMINARY				Drawn By MW	Drawn Date 26.11.20	Client Drawing No. - PBA Drawing No. 047.0078.001 Revision A

Appendix C

Retirement Living Summary

'Retirement Living' Developments

'Retirement Living' developments are designed to accommodate elderly persons who require limited support to allow them to live a relatively independent life. It consists of individual apartments for the residents, but includes communal facilities such as resident lounges, communal laundry and guest suite where friends or relatives can stay when visiting a resident.

The sites are minimally staffed with only a house manager on duty during office hours, and an alarm call system is in place for residents to call for help in an emergency outside of office hours.

In 2015/2016, resident questionnaires were handed out at 9 developments and traffic surveys were carried out at 7 developments in order to understand the needs of McCarthy & Stone residents and to better inform the design of future schemes.

1. Apartment Occupancy

Occupancy per Apartment Size

Room Type	'Retirement Occupancy Apartment	Rate	Living' per
1 bedroom	1.22		
2 bedroom	1.51		
Combined	1.32		

2. Resident Characteristics

Age of Entry to Developments

	'Retirement Living'
Average Age of Entry	78.1

Cycle Ownership

Vehicle	'Retirement Living' Ownership Rate per apartment
Bicycle	0.0289
Wheelchair	0.008
Buggy	0.079

3. Parking Requirements

Vehicle Parking Demand per Apartment

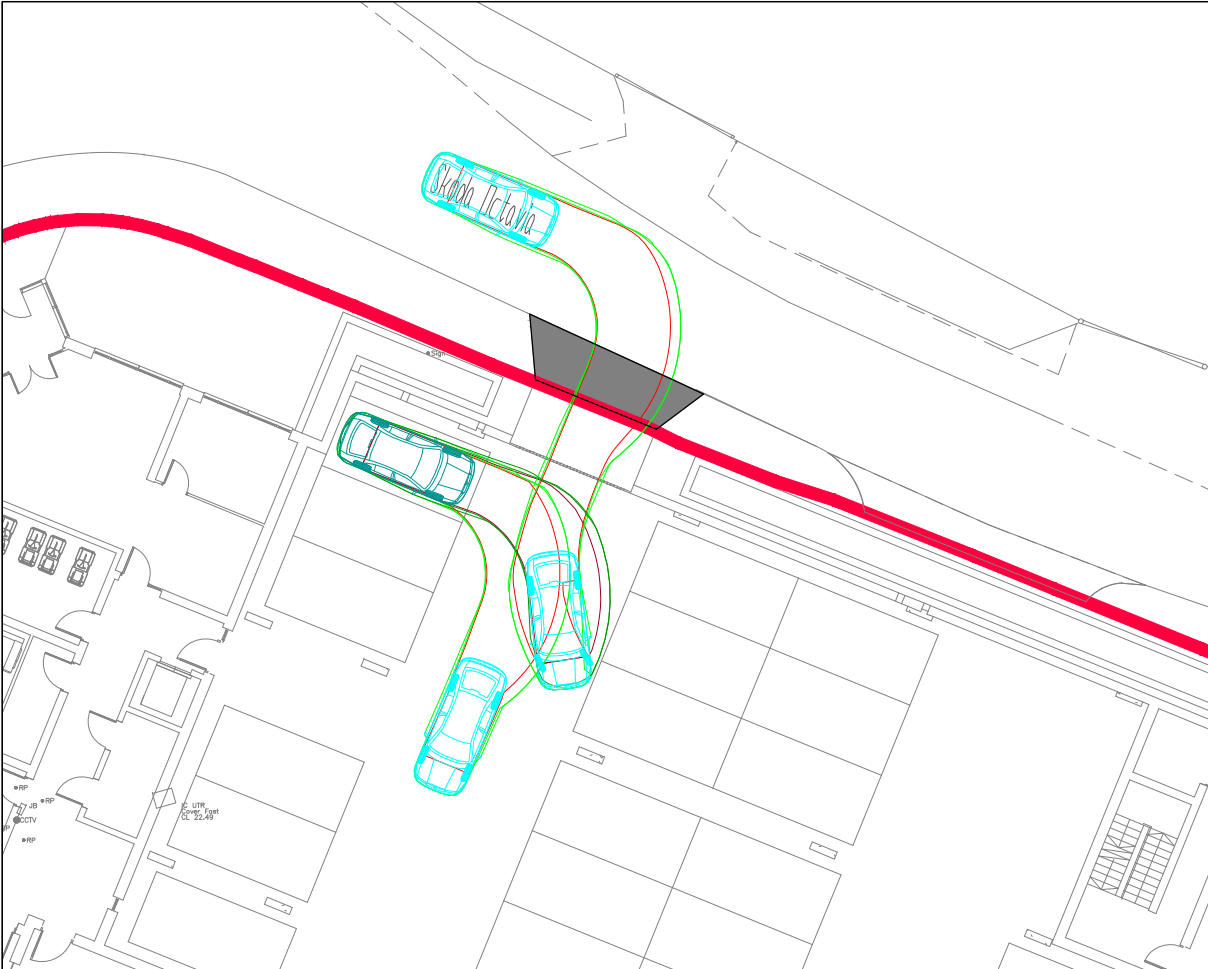
Scenario	'Retirement Living' Parking Demand Rate per Apartment
Residents (Based on 33% of units being 2 bedroom)	0.45
Visitors	0.1
Total	0.55

4. Trip Generation

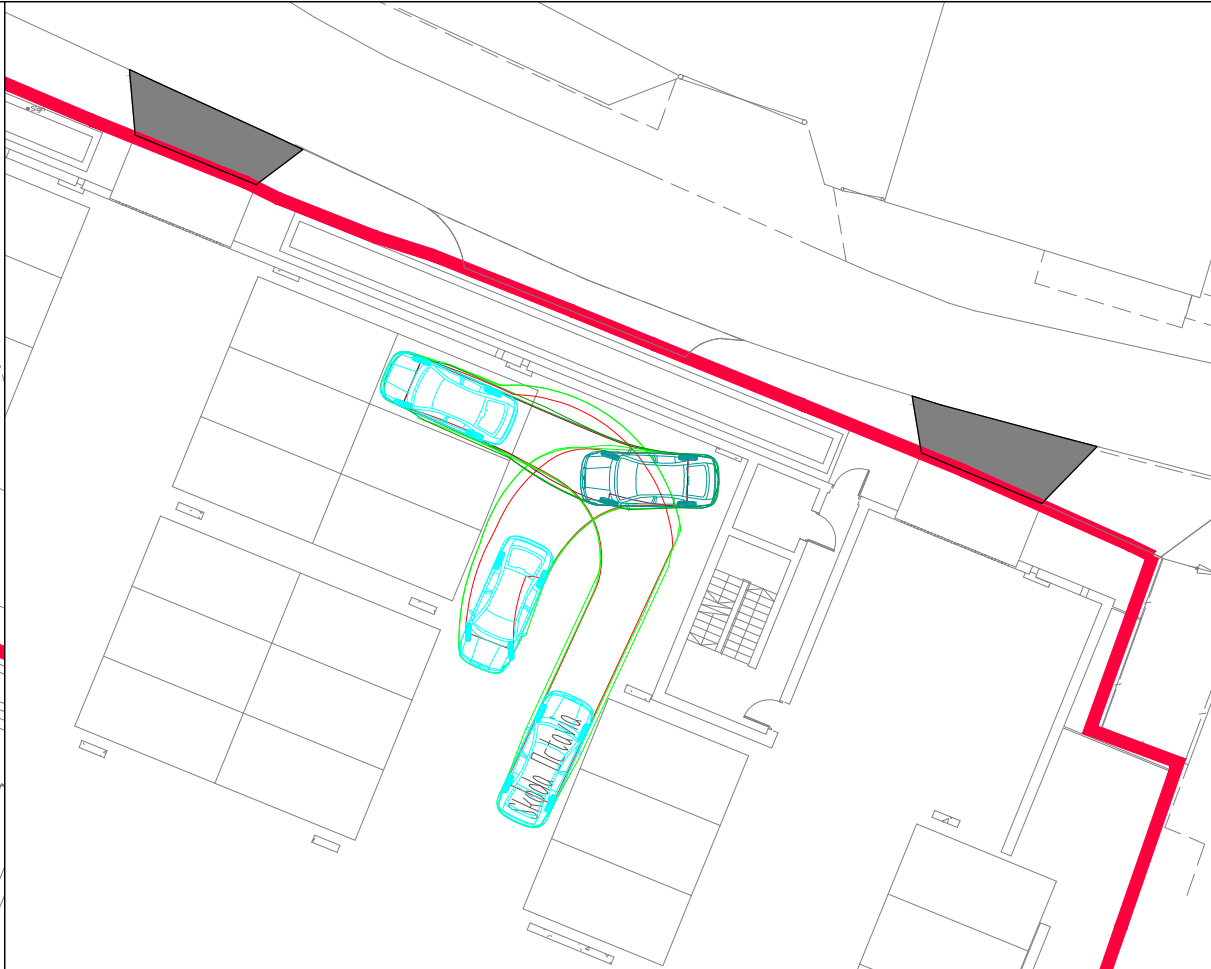
Vehicle Trip Rate per Apartment

	'Retirement Living'
Daily Trip Rate	1.55
AM (0800-0900)	0.06
PM (1700-1800)	0.08

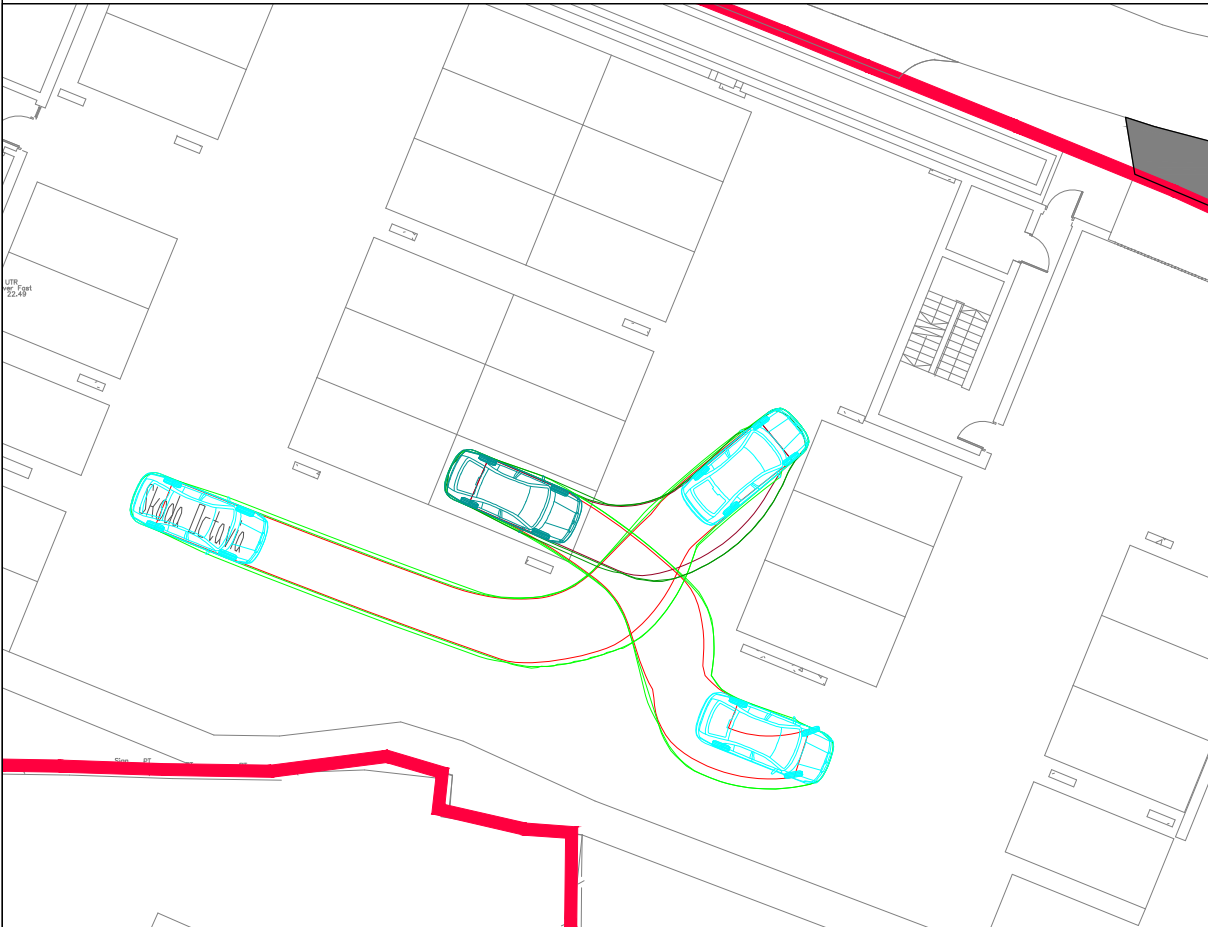
Appendix D



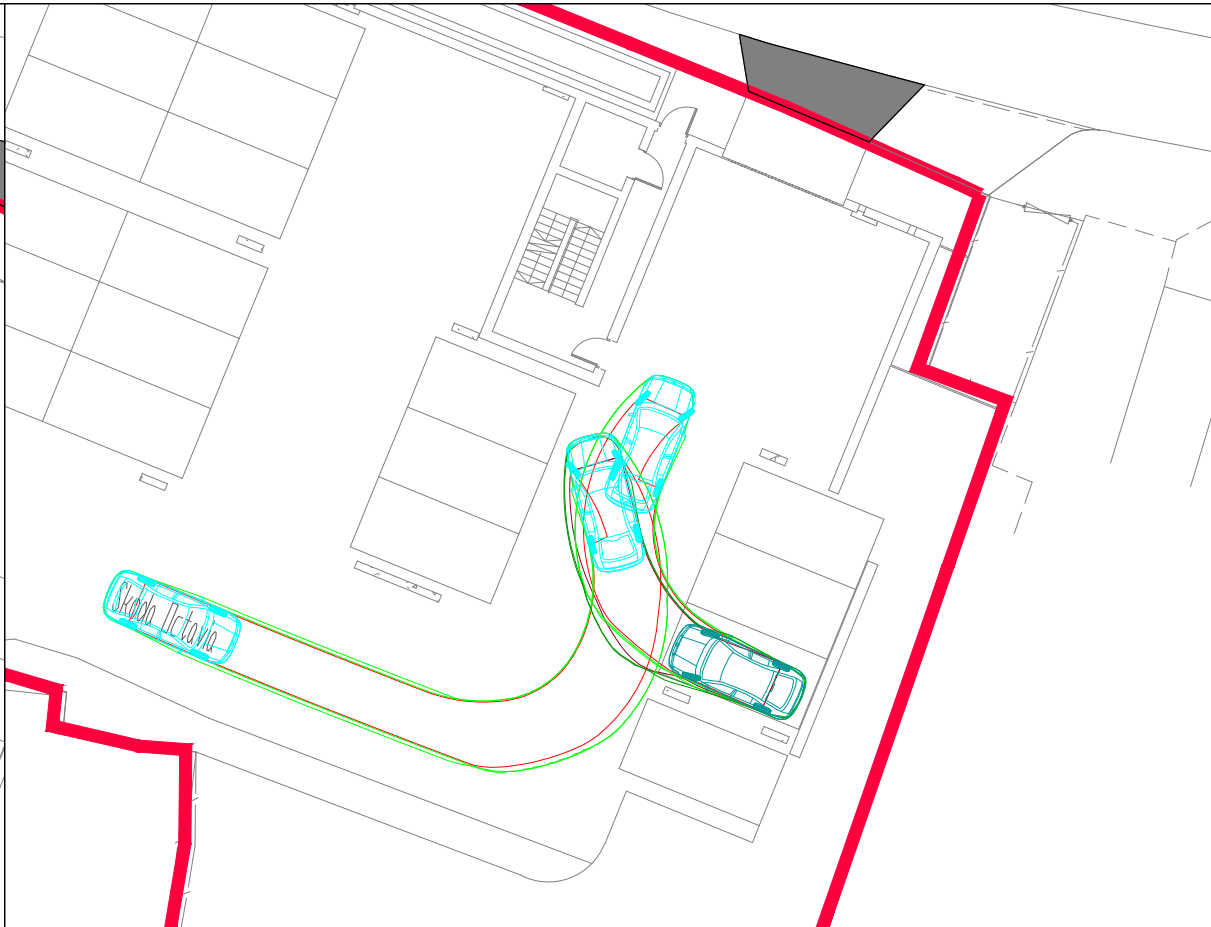
TRACKING 1



TRACKING 2



TRACKING 3

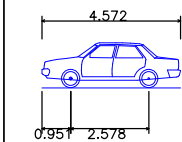


TRACKING 4

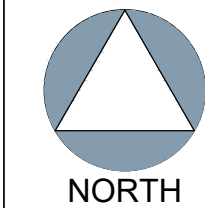
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Rev	Description	Date	By	Chkd
-	-	--/--	--	--

Project Name 78C HIGH STREET, TONBRIDGE	Title CAR PARK TRACKING	 <p>paulbasham associates</p> <p>Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com</p>	Client McCARTHY STONE <i>Life, well lived</i>	Checked By HC	Checked Date 30.04.21	Scale 1:250 (AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By JR	Drawn Date 30.04.21	Client Drawing No. -	PBA Drawing No. 047.0078.002	Revision -

Appendix E

Calculation Reference: AUDIT-247601-201125-1114

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 17 to 38 (units:)
 Range Selected by User: 0 to 70 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 20/11/19

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	4

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	4
Built-Up Zone	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.

Secondary Filtering selection:

Use Class:

C3

5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000

1 days

25,001 to 50,000

4 days

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

Population within 5 miles:

75,001 to 100,000

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:

0.5 or Less

2 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:

Yes

1 days

No

4 days

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

PTAL Rating:

No PTAL Present

5 days

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	30	0.000	5	30	0.013	5	30	0.013
08:00 - 09:00	5	30	0.060	5	30	0.060	5	30	0.120
09:00 - 10:00	5	30	0.107	5	30	0.121	5	30	0.228
10:00 - 11:00	5	30	0.060	5	30	0.074	5	30	0.134
11:00 - 12:00	5	30	0.067	5	30	0.067	5	30	0.134
12:00 - 13:00	5	30	0.054	5	30	0.047	5	30	0.101
13:00 - 14:00	5	30	0.087	5	30	0.081	5	30	0.168
14:00 - 15:00	5	30	0.074	5	30	0.081	5	30	0.155
15:00 - 16:00	5	30	0.040	5	30	0.027	5	30	0.067
16:00 - 17:00	5	30	0.067	5	30	0.013	5	30	0.080
17:00 - 18:00	5	30	0.040	5	30	0.054	5	30	0.094
18:00 - 19:00	5	30	0.047	5	30	0.054	5	30	0.101
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.703			0.692			1.395

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:	17 - 38 (units:)
Survey date range:	01/01/12 - 20/11/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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