

TRANSPORT STATEMENT
PROPOSED MIXED-USE DEVELOPMENT
ESTATE HOUSE, 2 PEMBROKE ROAD,
SEVENOAKS, TN13 1XR
REF: 23/229/10A, OCTOBER 2023

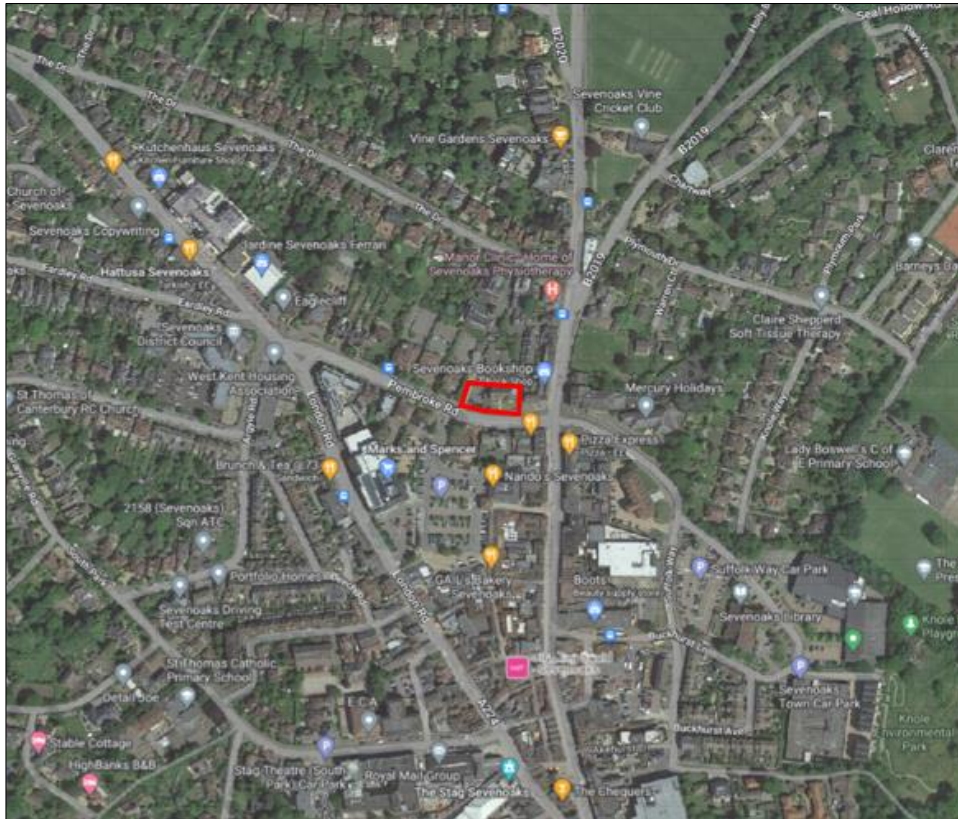
1.0 Introduction

- 1.1 Magna Transport Planning Ltd have been appointed BY Wetton Cleaning Services Ltd to prepare this Transport Statement (TS) in relation to the proposed conversion and extension of the existing building known as Estate House at 2 Pembroke Road, Sevenoaks, Kent, TN13 1XR.
- 1.2 This TS has been prepared in accordance with the Department for Transport's (DfT) Overarching principles on Travel Plans, Transport Assessments and Statements, the National Planning Policy Framework (2023), Sevenoaks Local Plan and Kent Design Guide.
- 1.3 The purpose of this report is to describe the proposed scheme in terms of parking and traffic impact. The report concludes that the proposed development will not have any severe traffic impact on the local road network.

2.0 Site and Local Highway Network

- 2.1 Estate House (the site) has a frontage on Pembroke Road, adjacent to the junction with High Street. The site is located within Sevenoaks Town Centre.
- 2.2 The site location is shown in Figure 2A (on next page).

Figure 2A Site Location in Wider Context



- 2.3 Estate House is detached building currently used as an office with a total floor area including plant/storage of 583.2 sqm across three floors including basement.
- 2.4 There are a total of 19 car parking spaces, made up of 13 angled car parking spaces along the site's northern boundary and six on the western side of the building.
- 2.5 The site is bound by Pembroke Road to the south, commercial/office buildings to the west, residential dwellings to the north and mixed-use development to the east (fronting High Street/Pembroke Road junction).
- 2.6 As such, the site is surrounded by a variety of commercial and residential properties, varying from large houses, entirely flatted blocks, entirely commercial units and buildings with a mixture of commercial units and flats.
- 2.7 There are a number of public car parks in the close proximity to the site, including Bligh's Meadow Car Park accessed via Pembroke Road, opposite the site. Further car parks are located on London Road within 200 metres from the site and Suffolk Way Car Park located within 300 metres from the site.
- 2.8 The site location in its local context is shown in Figure 2B (on next page).

Figure 2B Site Location in Local Context



- 2.9 The site is accessed via Pembroke Road. This access is in the form of dropped kerbs and it is located along the site's western boundary. This access is shared with the residential development (1-4 Pembroke Mews) located to the immediate north of the site.
- 2.10 Pembroke Road is a single carriageway street with a 30 mph speed limit. It runs in northwest-southeast direction. In the southeast direction, it connects to High Street at a signal junction, at a distance of approximately 70 metres from the site access. To the northwest, Pembroke Road connects to the A224 London Road at a signal junction, at a distance of approximately 150 metres from the site access.
- 2.11 High Street is a primary route through Sevenoaks town centre that provides frontage access to a number of retail and commercial developments.
- 2.12 The interrogation of Crashmap website has revealed that there have been no collisions recorded during the latest three-year period at or in the vicinity of the site access. This would suggest that there are no known highway safety issues that need to be addressed as part of this planning application.

3.0 Accessibility

- 3.1 The site is located in a mature urban environment with a good level of pedestrian infrastructure in the footways on both sides of Pembroke Road and High Street, which are likely to be the two main streets on the pedestrian desire lines associated with the proposed development.
- 3.2 The signal junction of High Street with Pembroke Road has demand controlled pedestrian crossings on all four arms, thus providing a safe facility for pedestrians to cross the junction.
- 3.3 High Street has good footway infrastructure with appropriate crossing facilities thus providing a good pedestrian link between the site and the retail and commercial uses within town centre.
- 3.4 As such, the footways infrastructure in the local road network provides adequate pedestrian links to a number of local services and facilities including town centre, public transport and schools:
- Bus stops on Pembroke Road and High Street (well within 150 metres from the site);
 - Sevenoaks Bus Station (at 300 metres southeast of the site);
 - Sevenoaks Railway Station (at 850 metres northwest of the site);
 - Sevenoaks Town Centre and all the retail and high street style shops that it offers (from less than 100 metres from the site);
 - Lady Boswell's CoE Primary School (at 600 metres east of the site);
 - Oakley Nursery and Preschool (at 500 metres south of the site);
 - St Thomas Catholic Primary School (at 550 metres southwest of the site);
 - Sevenoaks School (at 1.1 kilometres south of the site);
 - Sevenoaks School Park Grange (at one kilometre south of the site);
 - Aisher House Sevenoaks's School (at 1.2 kilometres south of the site);
 - Knole Park (at 1.7 kilometres southeast of the site);
- 3.5 The Chartered Institute of Highways and Transportation's (CIHT) "Planning for Walking" document (2015) states that majority of the trips shorter than one mile (or 1.6 kilometres) are wholly on foot. The location of the site is therefore very sustainable, with key destinations such as railway stations, bus stops, schools, town centre and medical centre located well within the acceptable walking distance.

- 3.6 There are bus stops located on Pembroke Road (northwestbound bus stop) at a distance of 70 metres west of the site access (or approximately one-minute walk from the site). There are outbound bus stops on High Street, the closest one is located at a distance of 150 metres northeast of the site (or less than three-minute walk from the site).
- 3.7 In addition to these bus stops, Sevenoaks Bus Station is located at a walking distance of 300 metres southeast of the site (within five-minute walk) on Buckhurst Lane (off High Street)
- 3.8 These bus stops and Bus Station provide regular services to locations such as Westerham (Route No. 1), Riverhead (Route No. 8), Tonbridge (Route No. 5), Tunbridge Wells (Route No. 40), Noah's Ark (Route No. 6), Gravesend (Route No. 308).
- 3.9 Sevenoaks Railway Station is located at a distance of 850 metres northwest of the site (or 13-minute walk) provides regular services to London, Hastings and Ashford International.
- 3.10 In transport planning terms, the site is located in a sustainable location with a propensity to encouraging residents, staff and visitors to travel sustainably, thereby reducing reliance on private car use, especially for shorter trips.

4.0 Proposed Development

The Proposal

- 4.1 The application seeks permission for the conversion and extension of the existing building to provide a mixed-use development as follows:
- 3 x commercial units with a total floor area of 278 sqm
 - 8 x residential flats (of which 3 are 1-bedroom flats and 5 are 2-bed flats)

4.2 The commercial units are most likely to be in office use, given the existing use of the site.

4.3 The proposed site plan is provided in Appendix 1.

Access Arrangements

- 4.4 The existing site access points will be retained. This access meets the visibility splay requirement of 2.4 metres x 43 metres to the northwest.
- 4.5 It is proposed to trim any low lying branches and overgrowing hedging to the east of site access over 600mm in height, in order to achieve visibility splay of 2.4 metres x 43 metres to the southeast. This splay is shown to the middle of the carriageway of Pembroke Road. This

is considered to be acceptable given the presence of kerbed signal island on Pembroke Road approach to High Street junction.

4.6 The plan showing visibility splays is shown in Appendix 2.

Car Parking

4.7 Out of the existing 13 car parking spaces along the site's northern boundary, 10 spaces will be retained; and three removed to accommodate proposed extension along the northeastern part of the site.

4.8 The existing seven car parking spaces along the western side of the existing building will be removed to make way for the proposed extension along the western part of the building.

4.9 Two new spaces will be provided.

4.10 Overall, the proposed development will provide a total of 12 car parking spaces, made up of 10 retained spaces along the site's northern boundary and two new spaces adjacent to the site access. The two new car parking spaces have been tracked using a 4.8 metres long car in Appendix 3.

4.11 Out of the 12 car parking spaces, eight could be allocated to the residential element and the remaining four to be commercial element.

4.12 KCC's car parking standards for sites within town centres are follows:

- Residential = 1 space per unit
- Commercial (Office) = maximum 1 space per 20 sqm (for staff)

4.13 The proposed development comprising 278 sqm of office space and eight residential flats could therefore be provided with a maximum of 22 car parking spaces.

4.14 The proposal to provide 12 car parking spaces is therefore within the maximum standards and commensurate to the sustainable location of the site; in terms of a good pedestrian infrastructure with a number of key destinations within acceptable walking distance facilities of the site as well as presence of frequent bus services to a number of local areas within Kent. Also, to note is that the streets in the vicinity of the site are characterised by parking restrictions (double yellow lines). This would prevent any potential parking overspill on these streets, thus enforcing a downward pressure on car ownership of the proposed development.

4.15 As stated within KCC's parking standards:

Within town centre locations with good accessibility to public transport, it should be encouraged for visitors to use non-car modes or existing public car parks.

4.16 The car parking provision is therefore considered to be acceptable.

4.17 The visitors to the development will be encouraged to use the existing public car parks located within 300 metres from the site.

4.18 Each car parking space allocated to the residential flat will have an active electric vehicle charging point (EVCP).

4.19 Out of the four car parking spaces allocated to the commercial element, one space will have an active EVCP and the remaining three will have a passive provision.

4.20 The electric vehicle charging provision is in accordance with the KCC's parking standards.

Cycle Parking

4.21 The residential element will be provided with a total of eight cycle parking spaces within a secure and covered cycle store located on the ground floor at the northeastern part of the building. This is in accordance with the KCC's cycle parking standards.

4.22 Three cycle stands (i.e., six spaces) will be provided for the commercial element at the front of the building along the southern elevation. This exceeds KCC's cycle parking standards.

4.23 The cycle parking provision demonstrates the Applicant's commitment to sustainable transport and alternatives other than travel by private car to and from the site.

Deliveries

4.24 On a day to day basis, the deliveries would be made by transit vans. A swept path assessment using long wheel base transit van is provided in Appendix 4. This shows that the layout is designed to accommodate delivery vehicles.

Refuse Collection

4.25 The residential and commercial elements will be provided with separate bin stores. These are located on the northeastern part of the building.

4.26 The Management Company will be appointed who will be responsible for managing the waste collection. The staff at the Management Company will transport the bins from the respective bin stores to the temporary bin collection point located adjacent to the site access on the days of collection as shown in Appendix 2.

4.27 The temporary bin collection point is within 10 metres from the public highway. The refuse collection vehicles (for both residential and commercial elements) will stop on Pembroke Road, as per the existing situation, whereby the majority of the existing residential and commercial developments on Pembroke Road have their waste collected directly from the street. The staff will transport the empty bins back to their respective bin stores immediately after the waste has been collected.

5.0 Traffic Impact Assessment

5.1 The traffic impact assessment has been undertaken by comparing trip generation associated with the existing site operations (i.e., 583.2 sqm of office use) with the trip generation associated with the proposed development (i.e., 278 sqm of office use + eight flats).

5.2 TRICS database has been interrogated to estimate these trip generations. The site is town centre and edge of town centre within TRICS have been used for both office and residential elements. The TRICS reports are provided in Appendices 5 and 6 (for offices and flats respectively) and the trip generation during typical weekday AM and PM peak hours (i.e., 08:00-09:00 and 17:00-18:00) for the existing and proposed developments are summarised in Tables 5A and 5B for existing and proposed developments respectively.

Table 5A Trip Generation - Existing Site Operations

Peak Hours	Trip Rates		Trips		
	In	Out	In	Out	Two-way
08:00 – 09:00	2.136	0.251	12	1	13
17:00 – 18:00	0.168	1.131	1	7	8

5.3 Table 5A shows that the existing site operations have a potential to generate between eight and 13 two-way vehicular trips during typical weekday peak hours.

Table 5B Trip Generation - Proposed Development

Uses	Peak Hours	Trip Rates		Trips		
		In	Out	In	Out	Two-way
Commercial (278 sqm)	08:00 – 09:00	2.136	0.251	6	1	7
	17:00 – 18:00	0.168	1.131	0	3	3
Residential (8 flats)	08:00 – 09:00	0.098	0.147	1	1	2
	17:00 – 18:00	0.154	0.140	1	1	2
Combined	08:00 – 09:00	-	-	7	2	9
	17:00 – 18:00	-	-	1	4	5

5.4 Table 5B shows that the proposed development has a potential to generate between five and nine two-way vehicular trips during typical weekday peak hours.

5.5 The net change in trip generation is provided in Table 5C.

Table 5C Net Change in Traffic

Peak Hours	Existing Development		Proposed Development		Net Change in Traffic		
	In	Out	In	Out	In	Out	Two-way
08:00 – 09:00	12	1	7	2	-5	+1	-4
17:00 – 18:00	1	7	1	4	0	-3	-3

5.6 Table 5C shows that the proposed development will result in a net reduction in trip generation during typical weekday peak hours when compared to the existing site operations. The proposed development will therefore have no adverse residual traffic impact on the local road network.

6.0 Summary

6.1 The site is located in a sustainable location with good accessibility by non-car modes of transport. As a result, the residents, staff and visitors have realistic alternatives to private cars.

6.2 The site access is considered to be safe and suitable for use. Further improvement to the visibility splays to the east of the site access could be made by simply trimming back any hedging over 600mm in height and any low lying branches. However, given that the proposed development is likely to generate less traffic when compared to the proposed development, there is no technical requirement to improve the site access; especially given that there are no known highway safety issues at the access that need to be addressed as part of this planning application.

6.3 The overall car parking provision of 12 spaces along with EVCP provision accords with the KCC's car parking standards.

6.4 The car parking provision is commensurate to the sustainable location of the site; in terms of a good pedestrian infrastructure with a number of key destinations within acceptable walking distance facilities of the site as well as presence of frequent bus services to a number of local areas within Kent. Also, to note is that the streets in the vicinity of the site are characterised by parking restrictions (double yellow lines). This would prevent any potential parking overspill on these streets, thus enforcing a downward pressure on car ownership of the proposed development.

- 6.5 The visitors to the development will be encouraged to use the existing public car parks located within 300 metres from the site.
- 6.6 The cycle parking provision for both residential and commercial elements exceed KCC's cycle parking standards. The cycle parking provision demonstrates the Applicant's commitment to sustainable transport and alternatives other than travel by private car to and from the site.
- 6.7 A temporary bin collection point is provided adjacent to the site access within 10 metres from the public highway. The Management Company will be responsible for transporting bins from the respective bin stores to this collection point on the days of collection. The refuse collection vehicles would stop on Pembroke Road to collect bins.
- 6.8 This is no different to the existing situation whereby the majority of the existing residential and commercial developments on Pembroke Road have their waste collected directly from the street.
- 6.9 The proposed development represents a reduction in trip generation when compared to the existing development. This is demonstrated by a TRICS assessment.
- 6.10 It should also be noted that the existing development has a total of 19 car parking spaces, whilst the proposed development has 12 car parking spaces. Amongst other things, availability of on-site car parking is a measure of vehicular trip generation. The proposed reduction in car parking spaces (which is demonstrated within this report as being commensurate to the scale and type of proposed development and sustainable location of the site) will also have a positive impact on the quantum of trip generation.
- 6.11 Paragraph 111 of the NPPF states that:
- Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.***
- 6.12 In summary, this TS demonstrates that the proposed development will not have any adverse traffic impact on the local road network. Hence, there are no highways reasons to refuse this planning application.

Appendix 1. PROPOSED SITE PLAN

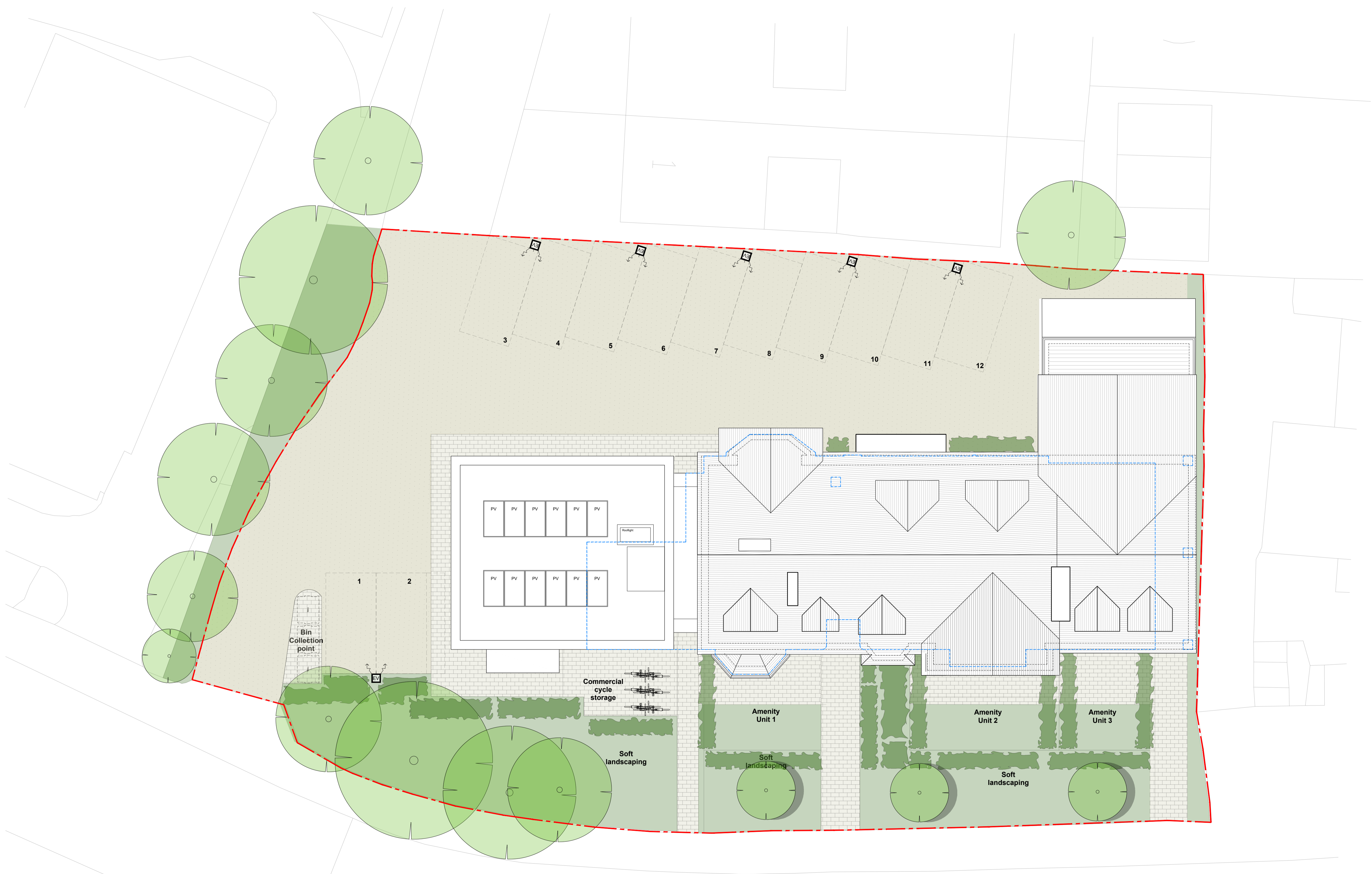
For construction purposes do not scale from this drawing
Use figured dimensions only
If in doubt ask

All dimensions to be checked on site

Work to be carried out in accordance with by-laws and regulations of local authorities and statutory undertakers

notes

- KEY**
- - - - - Application Boundary (0.13 Ha)
 - - - - - Outline of Existing Property
 - Outline of Existing Trees
 - Outline of Proposed Trees
 - Double EV charging point



DRAFT

REV	DESCRIPTION	DR / CH	DATE
	Estate House, 2 Pembroke Road Sevenoaks, Kent, TN13 1XR		
Proposed Site Plan			

Scale @ A1	1:100
Created	JULY 2023
Drawn By	AF
Checked By	SM
Purpose of Issue	PLANNING

OPEN architecture

OPEN architecture	Architecture
	Building Surveying
	Project Management
	Interior Design

1 PLAN
Proposed Site Plan
SCALE 1: 100

SCALE 1:200
0m 2 4 10 20

Anton House
South Park
Sevenoaks / Kent / TN13 1EB

www.openarc.co.uk
T +44 01732 779580
F +44 01732 741316

Job Reference Drawing Number Rev
21502 P150 -

Appendix 2. ACCESS ARRANGEMENTS



Rev	Date	Description	Drm	Chk	App
A	17.08.23	UPDATED LAYOUT	KI	AP	AP
-	31.07.23	ORIGINAL ISSUE			



Client

Project
2 PEMBROKE ROAD,
SEVENOAKS

Drawing Title
PROPOSED SITE ACCESS
VISIBILITY SPLAYS

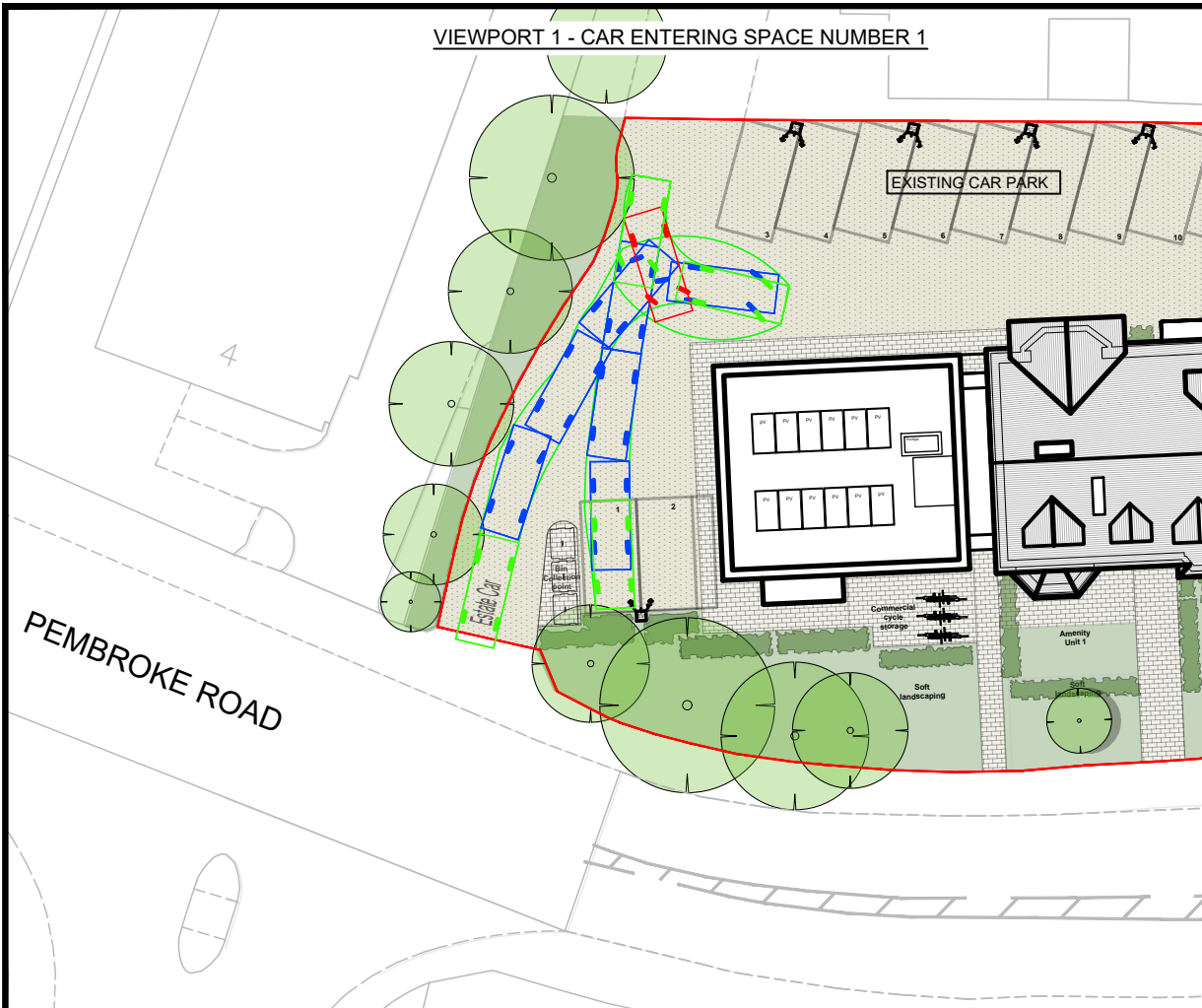
Drawing Status
FOR INFORMATION

Drawn KI	Designed	Date JULY 2023	Scale NTS	Size A3
Drawing No. 23-229-SK01				Rev A

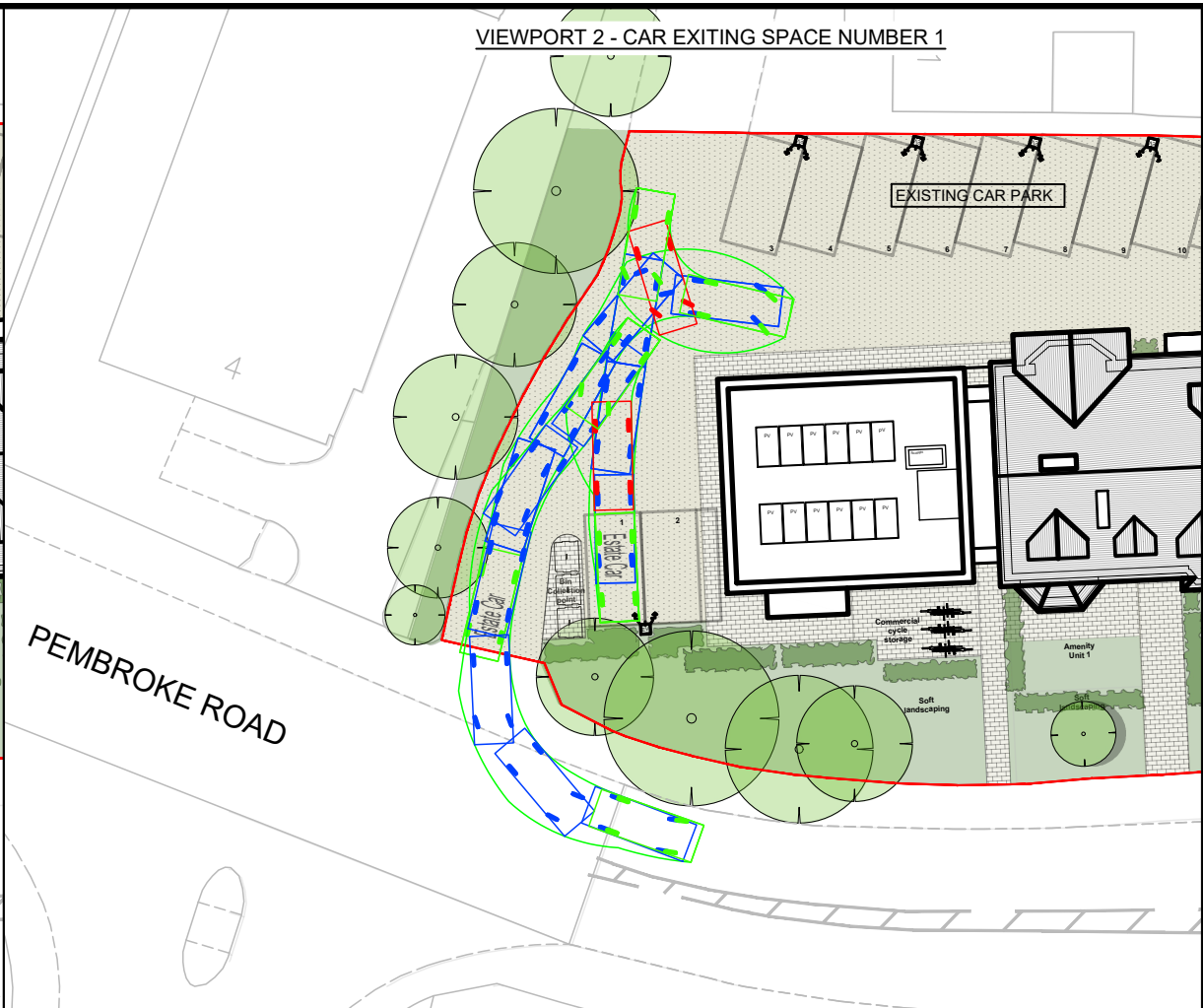
PLOT DATE: 17 August 2023 11:01:33

Appendix 3. SWEPT PATH – LARGE CAR

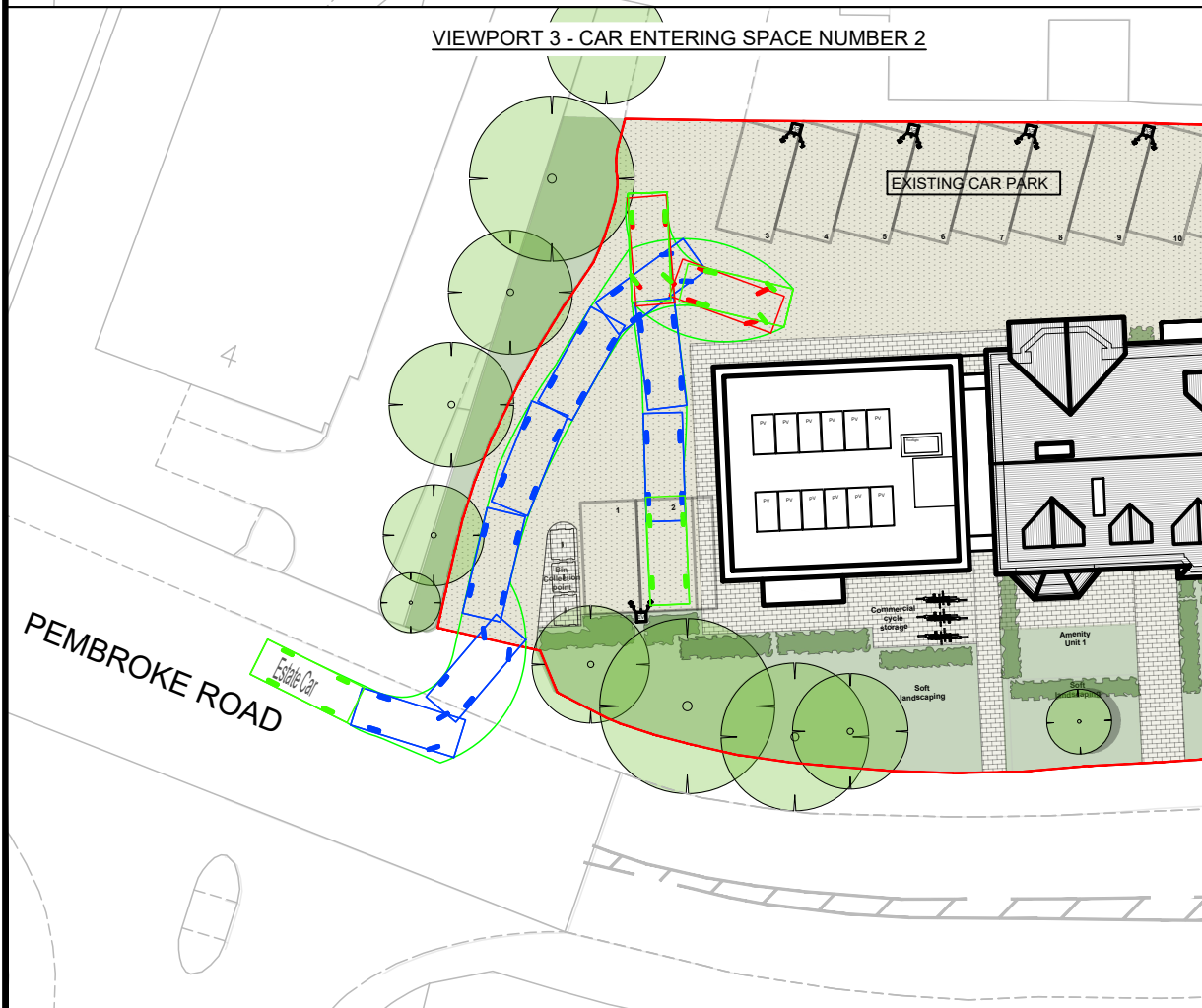
VIEWPORT 1 - CAR ENTERING SPACE NUMBER 1



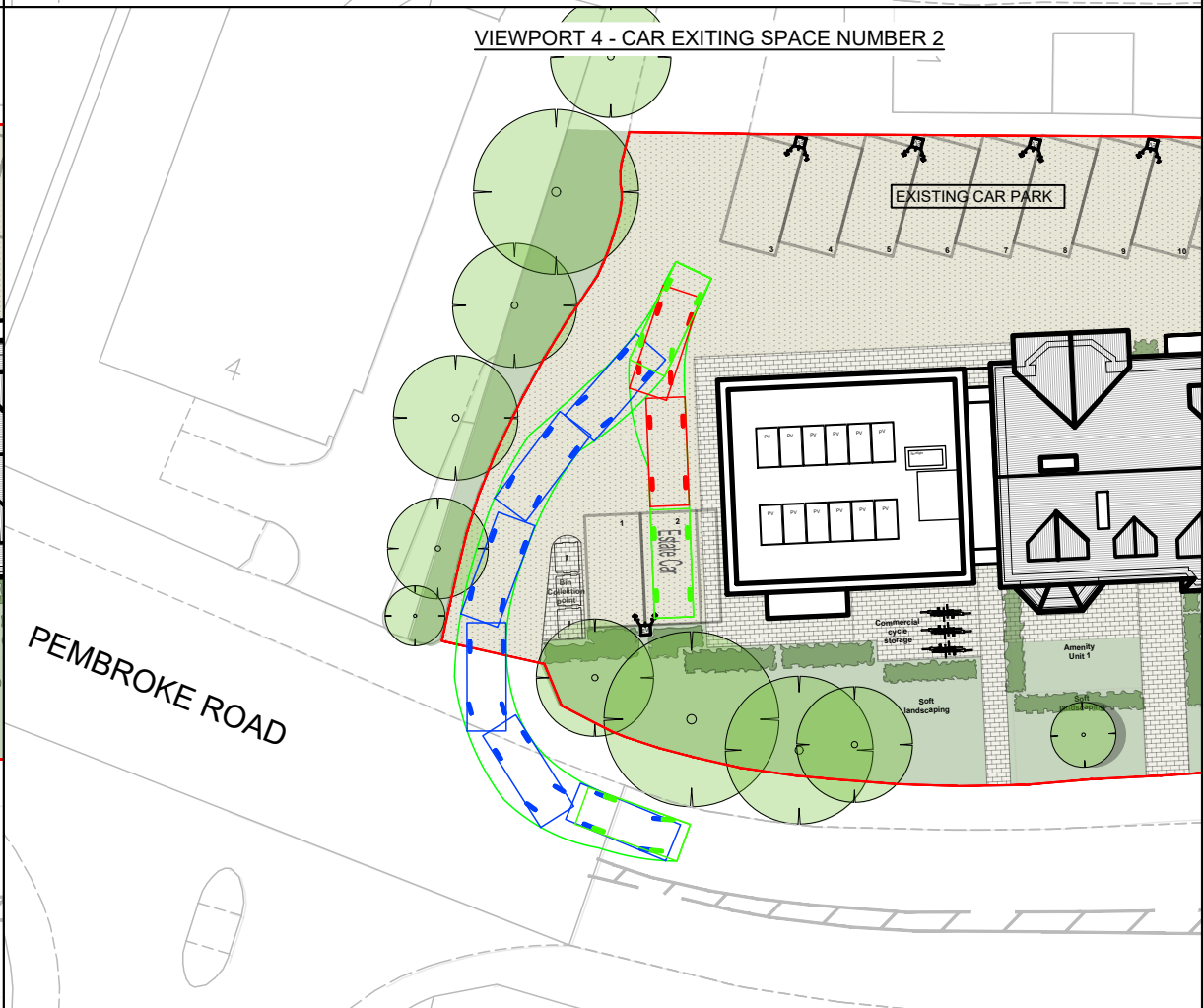
VIEWPORT 2 - CAR EXITING SPACE NUMBER 1



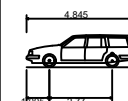
VIEWPORT 3 - CAR ENTERING SPACE NUMBER 2



VIEWPORT 4 - CAR EXITING SPACE NUMBER 2



VEHICLE PROFILES:



Estate Car	4.845m
Overall Length	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.665m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

Rev	Date	Description	Drm	Chk	App
A	17.08.23	UPDATED LAYOUT	KI	AP	AP
-	31.07.23	ORIGINAL ISSUE			



Client

Project
2 PEMBROKE ROAD,
SEVENOAKS

Drawing Title
SWEPT PATH ANALYSIS
PROPOSED PARKING BAYS

Drawing Status
FOR INFORMATION

Drawn KI	Designed	Date JULY 2023	Scale NTS	Size A3
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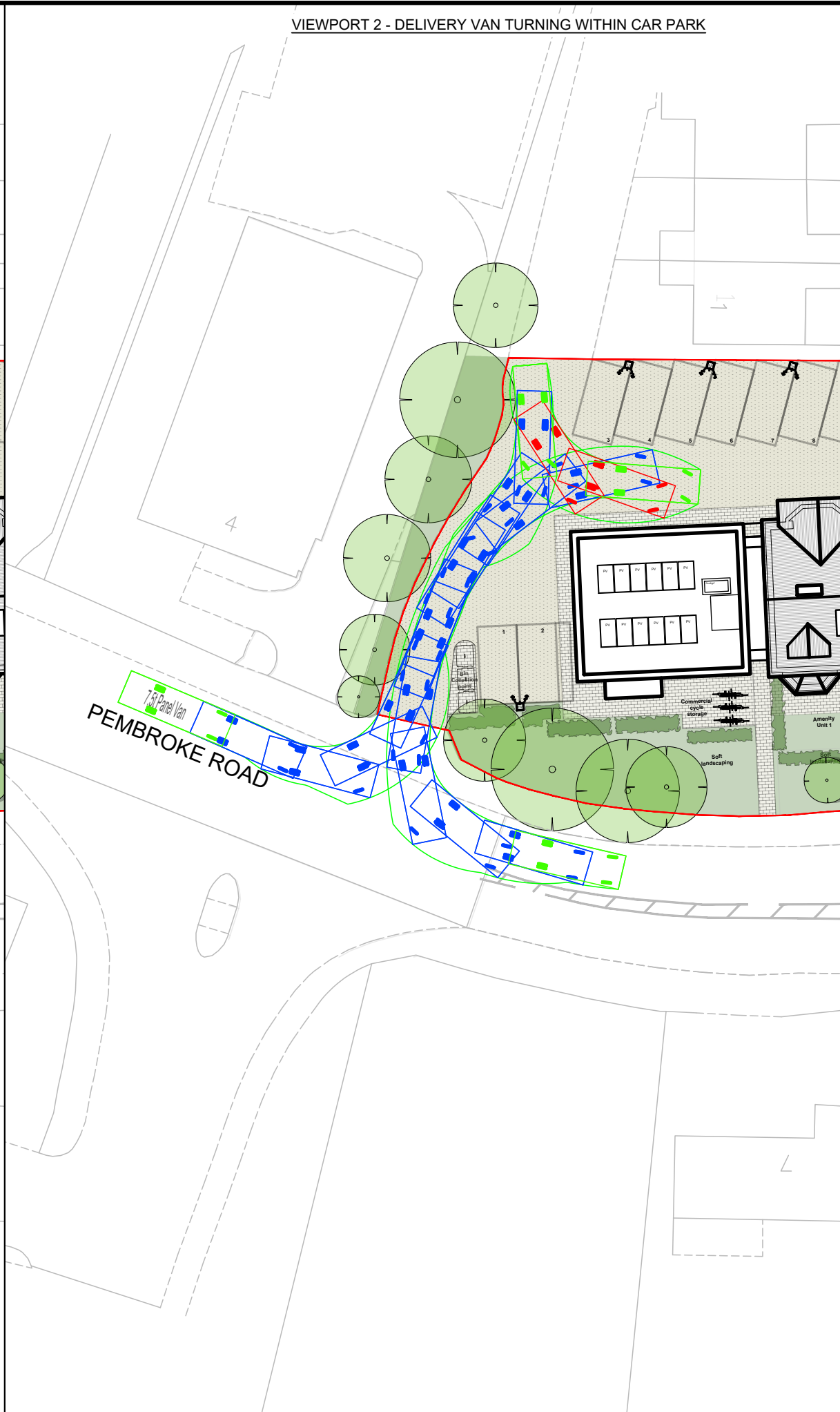
Drawing No. 23-229-TR02	Rev A
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Appendix 4. SWEPT PATH – DELIVERY VAN

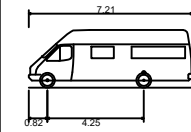
VIEWPORT 1 - ON-STREET REFUSE COLLECTION & LOCATION OF BIN COLLECTION POINT



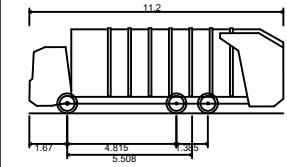
VIEWPORT 2 - DELIVERY VAN TURNING WITHIN CAR PARK



VEHICLE PROFILES:



7.5t Panel Van
 Overall Length 7.210m
 Overall Width 2.192m
 Overall Body Height 2.544m
 Min Body Ground Clearance 0.316m
 Track Width 1.865m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

Rev	Date	Description	Drm	Chk	App
A	17.08.23	UPDATED LAYOUT	KI	AP	AP
-	31.07.23	ORIGINAL ISSUE			



Client

Project
 2 PEMBROKE ROAD,
 SEVENOAKS

Drawing Title
 SWEPT PATH ANALYSIS
 DELIVERY&SERVICING

Drawing Status
FOR INFORMATION

Drawn KI	Designed	Date JULY 2023	Scale NTS	Size A3
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Drawing No. 23-229-TR01	Rev A
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PLOT DATE: 17 August 2023 11:01:53

Appendix 5. TRICS: OFFICES

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
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	NY NORTH YORKSHIRE	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: 118 to 830 (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: 01/01/15 to 23/11/22

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	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
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	2
Built-Up Zone	3
High Street	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	3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 6 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

Population within 1 mile:

5,001 to 10,000 1 days

20,001 to 25,000 2 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:

50,001 to 75,000 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 3 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 6 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 6 days

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 <i>Survey date: WEDNESDAY 04/07/18</i>		<i>Survey Type: MANUAL</i>
2	BR-02-A-03 COLSTON STREET BRISTOL	ARCHITECTS	BRISTOL CITY
	Town Centre Built-Up Zone Total Gross floor area: 118 sqm <i>Survey date: MONDAY 15/11/21</i>		<i>Survey Type: MANUAL</i>
3	KS-02-A-01 BRADFORD ROAD CLECKHEATON	INSURANCE COMPANY	KIRKLEES
	Town Centre High Street Total Gross floor area: 442 sqm <i>Survey date: FRIDAY 23/09/16</i>		<i>Survey Type: MANUAL</i>
4	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS	NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: 178 sqm <i>Survey date: THURSDAY 04/10/18</i>		<i>Survey Type: MANUAL</i>
5	WK-02-A-02 WHITEHALL ROAD RUGBY	OFFICES	WARWICKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area: 540 sqm <i>Survey date: MONDAY 14/11/22</i>		<i>Survey Type: MANUAL</i>
6	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 <i>Survey date: TUESDAY 17/05/22</i>		<i>Survey Type: MANUAL</i>

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CU-02-A-02	excessive parking
DY-02-A-02	excessive parking
NF-02-A-02	excessive parking

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	4	442	0.396	4	442	0.000	4	442	0.396
08:00 - 09:00	6	398	2.136	6	398	0.251	6	398	2.387
09:00 - 10:00	6	398	1.466	6	398	1.298	6	398	2.764
10:00 - 11:00	6	398	0.921	6	398	0.796	6	398	1.717
11:00 - 12:00	6	398	0.586	6	398	0.586	6	398	1.172
12:00 - 13:00	6	398	0.503	6	398	0.921	6	398	1.424
13:00 - 14:00	6	398	0.586	6	398	0.544	6	398	1.130
14:00 - 15:00	6	398	0.754	6	398	0.712	6	398	1.466
15:00 - 16:00	6	398	0.293	6	398	0.670	6	398	0.963
16:00 - 17:00	6	398	0.335	6	398	1.047	6	398	1.382
17:00 - 18:00	6	398	0.168	6	398	1.131	6	398	1.299
18:00 - 19:00	4	442	0.057	4	442	0.000	4	442	0.057
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.201			7.956			16.157

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:	118 - 830 (units: sqm)
Survey date date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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.

Appendix 6. TRICS: FLATS

Calculation Reference: AUDIT-213601-230731-0741

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
08	NORTH WEST	
	BB BLACKBURN WITH DARWEN	1 days
09	NORTH	
	TW TYNE & WEAR	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: 15 to 83 (units:)
 Range Selected by User: 14 to 280 (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: 01/01/00 to 13/05/22

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	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 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:

Edge of Town Centre	3
---------------------	---

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	3
------------------	---

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	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 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@.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

25,001 to 50,000 2 days

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

Population within 5 miles:

75,001 to 100,000 1 days

125,001 to 250,000 1 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 1 days

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

Travel Plan:

No 3 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 3 days

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

LIST OF SITES relevant to selection parameters

1	BB-03-B-01 BILLINGE STREET BLACKBURN	SEMI DETACHED/TERRACED		BLACKBURN WITH DARWEN
	Edge of Town Centre Residential Zone Total No of Dwellings:		15	
	<i>Survey date: MONDAY</i>		<i>10/06/13</i>	<i>Survey Type: MANUAL</i>
2	NF-03-B-01 NELSON ROAD NORTH GREAT YARMOUTH	TERRACED HOUSES		NORFOLK
	Edge of Town Centre Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>13/09/17</i>	<i>Survey Type: MANUAL</i>
3	TW-03-B-01 SCEPTRE STREET NEWCASTLE UPON TYNE	TERRACED HOUSES		TYNE & WEAR
	Edge of Town Centre Residential Zone Total No of Dwellings:		83	
	<i>Survey date: THURSDAY</i>		<i>18/10/18</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 8 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	3	48	0.014	0.112	3	48	0.056	0.448	3	48	0.070	0.560
08:00 - 09:00	3	48	0.098	0.783	3	48	0.147	1.175	3	48	0.245	1.958
09:00 - 10:00	3	48	0.098	0.783	3	48	0.112	0.895	3	48	0.210	1.678
10:00 - 11:00	3	48	0.098	0.783	3	48	0.084	0.671	3	48	0.182	1.454
11:00 - 12:00	3	48	0.112	0.895	3	48	0.105	0.839	3	48	0.217	1.734
12:00 - 13:00	3	48	0.119	0.951	3	48	0.147	1.175	3	48	0.266	2.126
13:00 - 14:00	3	48	0.063	0.503	3	48	0.091	0.727	3	48	0.154	1.230
14:00 - 15:00	3	48	0.133	1.063	3	48	0.182	1.455	3	48	0.315	2.518
15:00 - 16:00	3	48	0.196	1.566	3	48	0.189	1.510	3	48	0.385	3.076
16:00 - 17:00	3	48	0.126	1.007	3	48	0.084	0.671	3	48	0.210	1.678
17:00 - 18:00	3	48	0.154	1.231	3	48	0.140	1.119	3	48	0.294	2.350
18:00 - 19:00	3	48	0.105	0.839	3	48	0.084	0.671	3	48	0.189	1.510
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.316	10.516			1.421	11.356			2.737	21.872

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: 15 - 83 (units:)
 Survey date range: 01/01/00 - 13/05/22
 Number of weekdays (Monday-Friday): 3
 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.