Proposed Residential Development
Culls Farm, Dean Street, Maidstone

Transport Statement

For

Williams Group Ltd

motion

Document Control Sheet

Proposed Residential Development

Culls Farm, Dean Street, Maidstone

Williams Group Ltd

This document has been issued and amended as follows:

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20/08/2020	1st Issue	JE	DM
09/10/2020	Final	JE	DM
21/01/2021	Final V2	JE	DM

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1.0 Introduction

1.1 This Transport Statement (TS) has been prepared on behalf of Williams Group Ltd to accompany a planning application for the construction of 10 dwellings and 195 sqm of office space at Culls Farm, Dean Street, Maidstone.

1.2 The site is situated some 3.5 kilometres south of Maidstone, within the administrative boundaries of Maidstone Borough Council (MBC) and Kent County Council (KCC). The site is located to west of Dean Street, a single-track road subject to a 30 miles per hour (mph) speed limit, which leads north towards Maidstone. The site is currently occupied by a car show room and MOT garage alongside associated ancillary office space. It is proposed that vehicular access to the site will remain via the existing access junction onto Dean Street.

1.3 A pre-application meeting was held with KCC highways in January 2019, which was met positively. The pre-application advice confirmed that a Transport Statement would be required for a planning submission and that a refuse vehicle would need turning facilities.

1.4 Car parking will be provided in accordance with the relevant local standards and the development will make provision for cycle parking in accordance with current standards. It is therefore considered that future residents will be encouraged to make use of this important mode of transport.

1.5 This report has been prepared in accordance with current best practice guidance and demonstrates that:

- The proposals accord with national and local policies relevant to transport;
- Safe and suitable access to the site can be achieved from Dean Street;
- The redevelopment of the site will lead to a reduction in overall trips; and
- Measures are proposed to mitigate the sites location and maximise trips by modes of transport other than the private car.

1.6 Following this introduction, the Transport Statement is split into 6 sections as follows:

- Section 2 outlines the transport planning policies that are considered to be pertinent to this application;
- Section 3 reviews the accessibility of the site by all modes of transport and identifies the local facilities in the vicinity of the site;
- Section 4 provides an overview of the proposed development together with details of the access and servicing strategies that will be adopted;
- Section 5 assesses the vehicular trip generating potential of the proposed development;
- Section 6 outlines measures to promote sustainable travel; and
- Section 7 summarises and concludes this report.

2.0 Policy Context

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) was published in July 2018 and updated in June 2019 and sets out the Government's planning policies for England and how they are expected to be applied. The document sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development. It also indicates that planning decisions should have regard to local circumstances. In promoting sustainable transport, the document identifies at paragraph 103 that:

"The planning system should actively manage patterns of growth…."

2.2 However, the paragraph further recognises that:

"… opportunities to maximise sustainable transport solutions will vary between urban and rural areas."

2.3 With regard to car parking, the NPPF does not refer to maximum or minimum car parking standards for new development, and instead promotes a flexible approach to car parking provision having regard to the accessibility of a development by non-car modes, local car ownership and the need to ensure adequate provision for 'plug-in' and other ultra-low emission vehicles. Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport."

2.4 With regard to transport and development, paragraph 108 of the NPPF states that:

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

- *Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.5 Paragraph 109 continues to state:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe."

Maidstone Borough Council Local Plan

2.6 Policy SP 23 of the MBC Local Plan relates to sustainable transport and states that:

"1. Working in partnership with Kent County Council (the local highway authority), Highways England, infrastructure providers and public transport operators, the Borough Council will manage any negotiations and agreements regarding schemes for mitigating the impact of development where appropriate on the local and strategic road networks and facilitate the delivery of transport improvements to support the growth proposed by the local plan. An Integrated Transport Strategy adopted in September 2016 has the aim of facilitating economic prosperity and improving accessibility and modal shift across the borough and to Maidstone town centre, in order to promote the town as a regionally important transport hub.

2. In doing so, the council and its partners will:

i. Ensure the transport system supports the growth projected by Maidstone's local plan and facilitates economic prosperity;

ii. Deliver modal shift through managing demand on the transport network through enhanced public transport and the continued Park and Ride services and walking and cycling improvements;

iii. Improve highway network capacity and function at key locations and junctions across the borough;

iv. Manage parking provision in the town centre and the wider borough to ensure it is fair and proportionate and supports demand management;

v. Improve transport choice across the borough and seek to influence travel behaviour;

vi. Protect and enhance public rights of way;

vii. Deliver strategic and public transport links to and from Maidstone, including increased bus service frequency along the radial routes into the town centre and its railway stations, particularly in the morning and evening peak travel times;

viii. Work with landowners and public transport operators to secure the provision of a new bus interchange facility that is more accessible, user-friendly and fit for purpose;

ix. Work with service providers to improve bus links to the rural service centres and larger villages, including route options and frequency;

x. Improve strategic links to Maidstone across the county and to wider destinations such as London;

xi. Ensure the transport network provides inclusive access for all users; and

xii. Address the air quality impact of transport. 3. Within the bus and hackney carriage corridors, as defined on the policies map, the council and the highway authority will develop preference measures to improve journey times and reliability and make public transport more attractive, particularly on park and ride routes and the radial routes into the town centre. Such measures will include:

i. Bus priority measures along radial routes including bus prioritisation at junctions;

ii. Prioritisation of sustainable transport modes along radial routes; and/or

iii. Enhanced waiting and access facilities and information systems for passengers, including people with disabilities.

The Infrastructure Delivery Plan will support the implementation of the local plan and outlines how and when necessary infrastructure schemes will be delivered."

Parking Standards

2.1 The vehicular and cycle parking standards within the borough are contained within Appendix B of the Local Plan and for the county as a whole within Kent Design Guide Review: Interim Guidance Note 3. Both documents require the same parking provision.

2.2 The minimum parking standard for residential uses in areas classes as suburban edge/village/rural is as follows:

- Two-bedroom house – 1.5 car spaces;
- Three-bedroom house – 2 car spaces; and
- Four-bedroom house – 2 car spaces.

2.3 It is noted that garages are not included within the parking provision and that 0.2 on-street visitor spaces should be provided per house.

2.4 In addition, a minimum of one cycle parking space should be provided per bedroom, as per KCC's vehicle and parking standards (adopted July 2006).

2.5 The 2006 guidance document also contains non-residential parking standards, allowing for up to one car parking space per 20sqm for B1 office uses. Cycle standards for office use are minimum, and require a minimum of two spaces.

Summary

2.6 The NPPF and local policy recognise that opportunities to maximise sustainable transport solutions vary from urban to rural areas and that car parking provision should be flexible and determined by local factors. The next section of this report provides further information on the site and surrounding area and information on the proposals subject of this TS are set out in Section 4.

3.0 Baseline Conditions

Overview

3.1 This section provides information on the site and surrounding area, including a review of the local highway network and opportunities to access the site by more sustainable forms of travel.

The Application Site

3.2 The site is located on land to the west of Dean Street, to the south of Maidstone within the administrative boundaries of MBC and KCC. The site is situated some 3.5 kilometres south of Maidstone. The location of the site in relation to the local area and highway network is shown in the figure below.

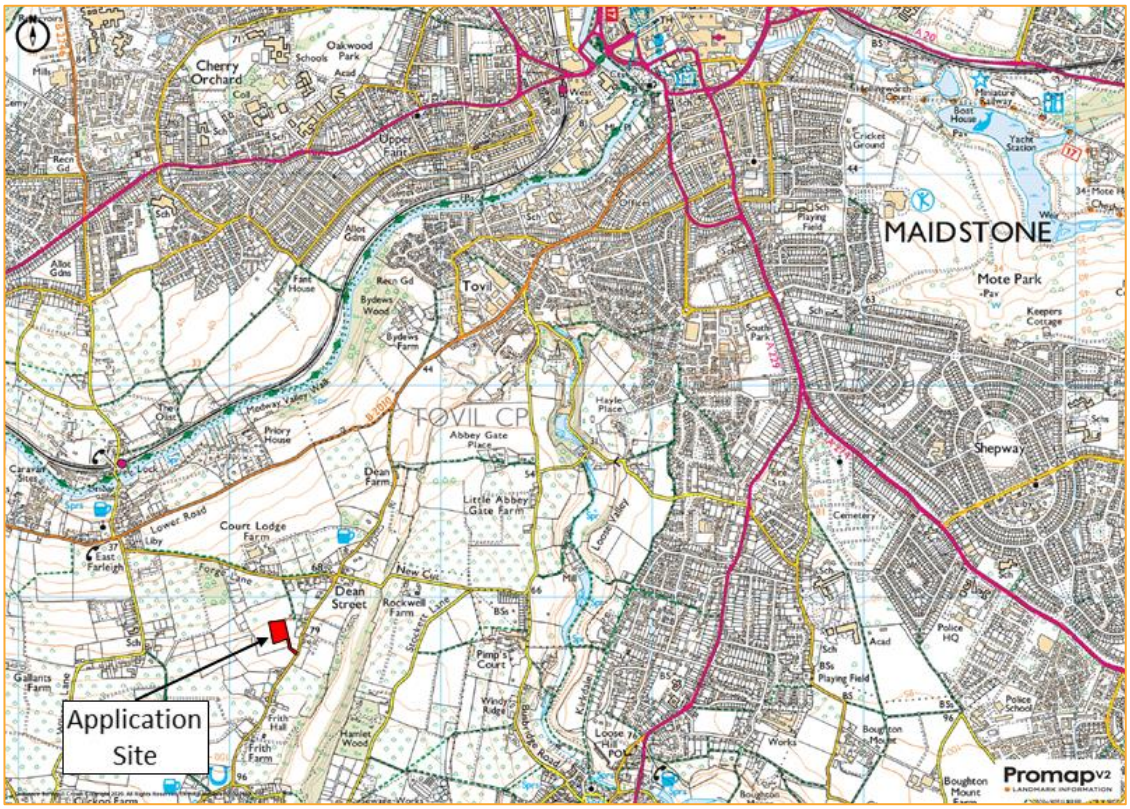

Figure 3.1: Site Location Plan

3.3 The site is currently occupied by a car show room and MOT garage, with associated ancillary office space. Access to the site is via an existing priority junction onto Dean Street.

Highway Network

3.4 Dean Street is a single-track road subject to a 30 mph speed limit. Approximately 1.3 kilometres to the north, Dean Street merges with the B2010 leading through Tovil into central Maidstone. In turn the B2010 connects to the A229, which runs north to Rochester via junction 6 of the M20 and south into more rural areas of Kent. To the south, Dean connects to the B2163 and other local roads giving access to nearby villages. The B2163 leads east to junction 7 of the M20 and west to the A26, which connects Maidstone to Newhaven via Tunbridge Wells.

Sustainable Transport Accessibility

Overview

3.5 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- Most people will walk to a destination that is less than one mile (circa 1.6 kilometres) - Planning for Walking, 2015;
- 800 metres is not considered the maximum walking distance for pedestrians: walking can replace short car trips, particularly those under 2 kilometres – Manual for Streets, 2007;
- The bicycle is a potential mode of transport for all journeys under five miles (circa 8 kilometres) - Planning for Cycling, 2015; and
- Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations - Planning for Walking, 2015.

3.6 It is acknowledged that there are limited opportunities to travel to the site by more sustainable forms of transport. However, the following paragraphs provide further information on access to the site on-foot, by cycle and public transport as well as further information on local services and facilities.

Walking and Cycling

3.7 Dean Street has no footway and therefore pedestrians would at present walk within the carriageway. The nearest footway is some 1.7 kilometres to the north on the B2010, which leads north from the northern end of Dean Street towards central Maidstone and to two supermarkets located approximately 2 kilometres from the site. There are also some footways within East Farleigh leading to the railway station, which is approximately 1.8 kilometres walking/cycling distance from the site.

3.8 It is considered unlikely that people will choose to travel by foot as whilst there are amenities within a two kilometre walk distance from the site, the lack of footway on Dean Street makes walking unattractive.

3.9 The nearest public right of way in the vicinity of the site is Footpath KM39, as shown on Figure 3.2 below which leads west from Dean Street connecting to the wider footpath and bridleway network leading towards East Farleigh.

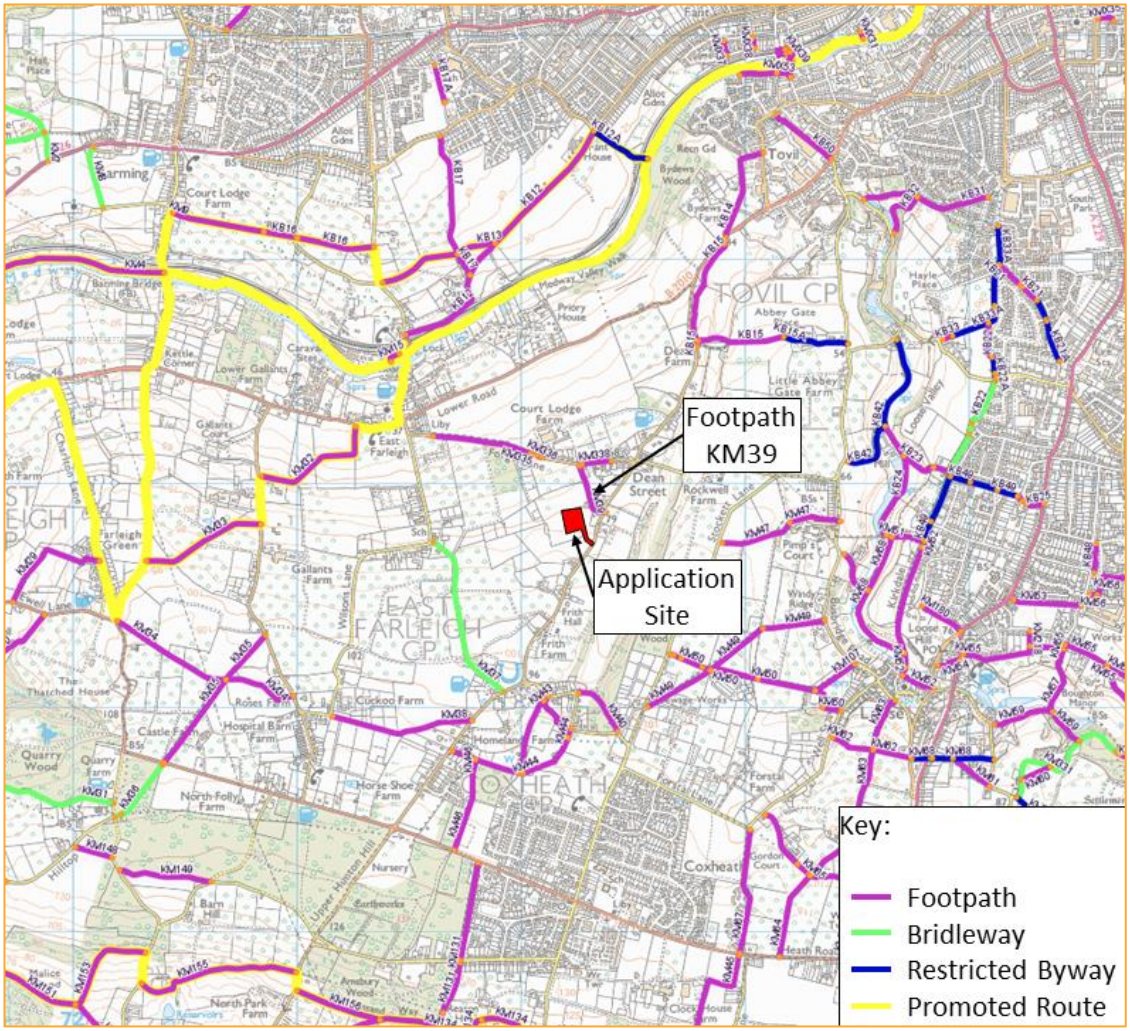

Figure 3.2: Public Rights of Way in the Vicinity of the Site

3.10 The local highway network is generally flat and therefore considered suitable for cycling. Within five kilometres cycle distance, future residents are able to reach Maidstone town centre and the village centres of East Farleigh, Coxheath, Loose and East Barming, as well as East Farleigh, Maidstone West, Maidstone East and Maidstone Barracks railway stations.

Public Transport

3.11 East Farleigh Railway Station is located circa 1.8 kilometres north-west of the site. The station benefits from 10 sheltered spaces for cycle parking. There is also a car park to the north of the station with 37 spaces. Services from East Farleigh operate between Strood and Tonbridge. The table below provides a summary of the destinations and approximate frequency of these rail services.

Destination	Route	Approximate Frequency		
		Mon-Fri Peak	Sat	Sun
Strood	East Farleigh – Maidstone West – Maidstone Barracks – Aylesford – New Hythe – Snodland – Halling – Cuxton	Hourly	Hourly	Hourly
Tonbridge	East Farleigh – Wateringbury – Yalding – Beltring – Paddock Wood	Hourly	Hourly	Hourly

Table 3.1 - Rail Services from East Farleigh

3.12 Maidstone East Railway Station is located 4.9 kilometres cycle distance to the north of the site and offers services to destinations such as central London, Bromley, Ashford and Canterbury. The station benefits from 40 cycle parking spaces and a 516-space car park.

3.13 The nearest bus stops are located on Dean Street at the staggered crossroads with Forge Lane and New Cut, circa 500 metres north of the site, which is approximately a 6-minute walk. Both stops are provided with a flag and timetable information and offer services 25 and 26. The table below provides a summary of the destinations and approximate frequency of these routes.

Service		Approximate Frequency (in each direction)		
		Monday-Friday	Saturday	Sunday
25	Yalding – Benover – Laddingford – Yalding – Hunton – Gallants Lane – Dean Street – Tovil – Maidstone	Five buses per day	Three buses per day	No service
26	Yalding – Benover – Laddingford – Yalding – Hunton – Dean Street – Tovil – Maidstone	One bus per day	One bus per day	No service

Table 3.2 - Bus Services from Nearest Bus Stops

3.14 It is acknowledged that the lack of footway, distance to bus stops and infrequent services mean this mode is unlikely to be used by future residents. Based on the above however, there is a real opportunity to make use of rail services combined with cycle trips. Measures to encourage cycling by future residents is set out in Section 6.

Access to Local Amenities

3.15 There are numerous amenities located within villages and towns surrounding the proposed development. These include:

- Bower Grove School (3.5km);
- Coxheath Primary School (2.0km);
- East Farleigh Primary School (1.8km);
- Five Acre Wood School (3.9km);
- Lidl (2.2km);
- Londis (2.2km);
- Loose Primary School (3.2km);
- Maidstone Hospital (4.1km);
- MidKent College Maidstone Campus (4.3km);
- New Line Learning Academy (3.9km);

- Oakwood Park Grammar School (4.3km);
- Sainsbury's Local (3.1km);
- St Augustine Academy (4.3km);
- Tesco Superstore (2.0km);
- The Heathside Centre (2.4km); and
- The Orchard Medical Centre (2.4km).

3.16 All of the above could be accessed within an acceptable cycle distance, meaning that the sites location does not need to be a barrier for residents accessing local amenities by modes other than the private car.

Road Safety

3.17 A review of personal injury collisions (PICs) in the vicinity of the existing access has been undertaken using data from crashmap.co.uk. This review shows that there are two recorded incidents in the last five years within 100 metres of the junction, as shown on Figure 3.3.

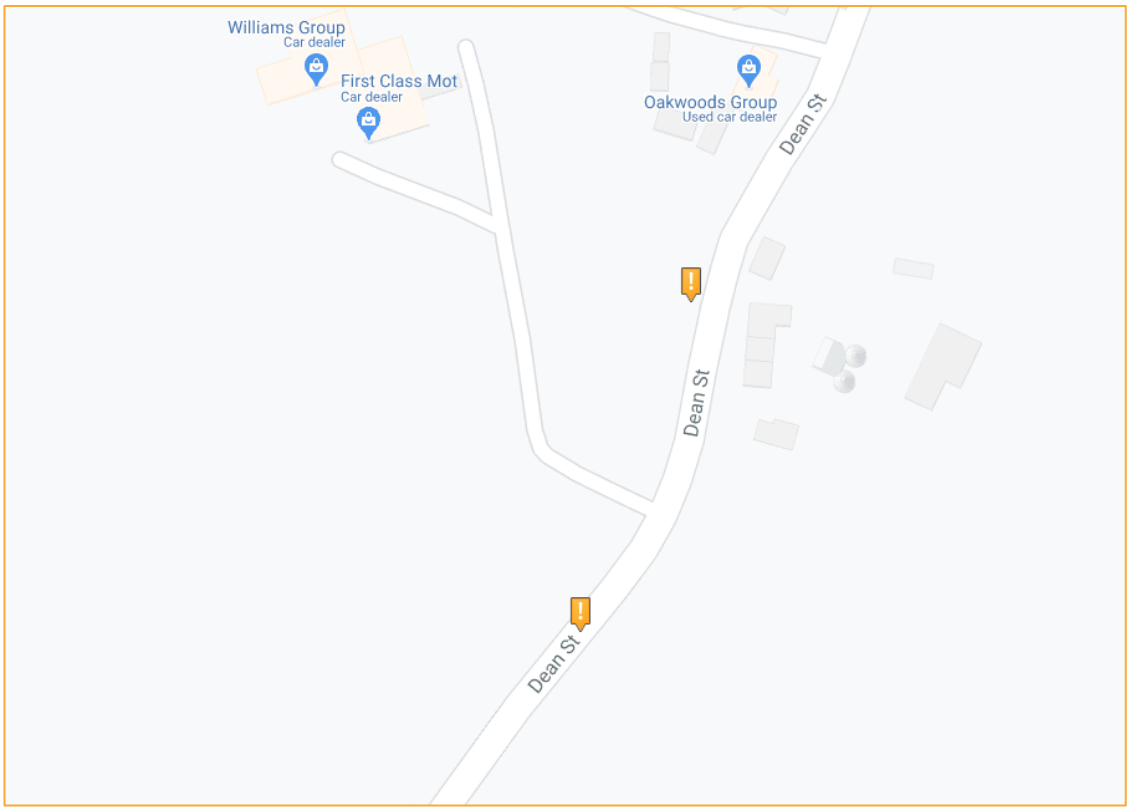

Figure 3.3: Personal Injury Collisions in the Vicinity of the Site Access Junction

3.18 Both collisions led to 'slight' injuries. The incident to the south occurred on 10th September 2015 approximately 45 metres from the site access and the incident to the north occurred on 17th September 2015 approximately 65 metres from the site access. Both incidents took place at the upper limit of the five year period.

3.19 Given the severity of the injuries, speed limit of Dean Street and distance from the junction it is considered that there are no highway safety issues associated with the site access junction itself.

Summary

3.20 This section identifies that opportunities to travel to the site by more sustainable forms of travel are limited, with trips by rail representing the most likely travel mode. TP measures will be introduced to promote cycle trips, particularly to the railway station and local amenities.

4.0 Development Proposals

Overview

4.1 The planning application seeks permission to demolish the car show room and replace it with 195 sqm of office space (use class B1a) and 10 dwellings (use class C3). The accommodation schedule is detailed in Table 4.1. The remainder of this section provides information on the proposed access, parking and servicing arrangements.

Unit Type	Number of Dwellings
2 Bed House	3
3 Bed House	4
4 Bed House	3
Total	**10**

Table 4.1: Accommodation Schedule

Access Arrangements

4.2 Access to the site is proposed to remain via the existing access off Dean Street. The drawing in **Appendix A** demonstrates that a visibility splay of 2.4 metres by 43 metres to the south is achievable, according to Manual for Streets guidance for 30 mph roads, but a splay of only 2.4 metres by 14 metres is achievable to the north. As there are currently no highway safety issues associated with the use of the access junction and it is shown in Section 5 of this TS that the number of vehicles using the access is likely to decrease, it is considered that there are no highway safety issues associated with its continued use. An existing sign for the current car show room would need to be removed to achieve the visibility to the south and any vegetation overhanging the public highway within these splays will be trimmed back in perpetuity.

4.3 The access drive from Dean Street is proposed as a shared surface route and will accommodate two-way vehicle movement in the vicinity of the access junction. Localised narrowing internally will assist in controlling vehicle speeds.

Parking Provision

4.4 Each house will be provided with two allocated car parking spaces in line with the minimum MBC and KCC standards set out in Section 2 of this report. Each four-bed unit will also be provided with a garage, although whilst this may help ease any parking demand, garages are not included within the provision. Five visitor spaces will be provided for the ten houses, which is greater than the required 0.2 per dwellings. However, the provision seeks to strike a balance between providing too much parking so as to discourage unsustainable travel and ensure sufficient parking is provided on site.

4.5 The office use will be provided with seven car parking spaces, two of which are for disabled users. Based on a floorspace of 195sqm, this is within the maximum standards set out in Section 2.

4.6 Cycle parking for the 10 houses is provided in the form of a secure cycle shed in the back garden and, to serve the office, four cycle parking spaces will be located in front of the building in the form of two Sheffield stands.

4.7 Two cycle stands capable of accommodating four cycles will be provided to the front of the building, which is in excess of the standards set out in Section 2.

Servicing and Refuse Arrangements

4.8 Bin stores and separate collection areas are provided for five of the residential units, with residents of the other five units wheeling their bins to the roadside on collection day. For the office, a communal bin store is located at ground floor level. It is proposed that refuse collection can take place from outside the dwellings and office on-street. Each bin store is within 30 metres of the dwelling entrance as well as a 25 metre walk distance for bin collection personnel. In this regard, it is considered appropriate provision is made for refuse collection based on recommended maximum carry-distances set out in the Department for Transport's 'Manual for Streets' (March 2007).

4.9 Swept path analysis in **Appendix B** demonstrates the ability of a refuse vehicle to enter the site access, drive around the site and exit onto Dean Street in a forward gear.

5.0 Traffic Generation and Impact

Existing Site

5.1 Likely vehicle movements associated with the existing car show room have been calculated with reference to the TRICS Database with the following parameters:

- Land use – Car show rooms;
- Regions – England (excluding Greater London);
- Date range – from 01/01/12 to present;
- Gross floor area – 500 sqm - 2,500 sqm;
- Selected Days – Weekdays; and
- Selected Locations – Edge of Town.

5.2 Full TRICS output for car show rooms is included at **Appendix C**. The output of this analysis is detailed in the table below based on the existing 1,120 sqm floor area.

Time Period	Trip Rate (per 100 sqm)		Traffic Generation (1,120 sqm)	
	Arrivals	Departures	Arrivals	Departures
Weekday AM Peak Hour (08:00–09:00)	1.138	0.310	13	3
Weekday PM Peak Hour (17:00–18:00)	0.543	0.983	6	11
Weekday Daily (07:00-19:00)	9.425	9.116	106	102

Table 5.1: Trip Rates (Car Show Rooms) & Traffic Generation (1,120 sqm)

5.3 The above table shows that the existing car show room is likely to produce 16 two-way trips in the weekday morning peak hour, 17 two-way trips in the weekday evening peak hour and 208 movements across the average weekday daily profile. A comparison to the proposed residential and office elements is set out within the following paragraphs.

Proposed Development

5.4 Likely vehicle movements associated with the proposals have again been calculated with reference to the TRICS Database.

Proposed Dwellings

5.5 The proposed dwellings have been assessed with the following parameters:

- Land use – Residential (houses privately owned);
- Regions – England (excluding Greater London);
- Date range – 01/01/12 to present;
- Number of Dwellings – 6-25;
- Selected Days – Weekdays; and
- Selected Locations – Edge of Town.

5.6 Full TRICS output for the residential development is included at **Appendix D**. The output of the residential analysis is detailed in the table below.

Time Period	Trip Rate (per dwelling)		Traffic Generation (10 dwellings)	
	Arrivals	Departures	Arrivals	Departures
Weekday AM Peak Hour (08:00–09:00)	0.087	0.338	1	3
Weekday PM Peak Hour (17:00–18:00)	0.388	0.163	4	2
Weekday Daily (07:00-19:00)	2.138	2.203	21	22

Table 5.2: Trip Rates (Houses Privately Owned) & Traffic Generation (10 Dwellings)

5.7 The above table shows that the proposed houses are likely to produce four two-way trips in the weekday morning peak hour, six two-way trips in the weekday evening peak hour and 43 movements across the average weekday daily profile.

Proposed Office Space

5.8 The proposed office has been assessed with the following parameters:

- Land use – Employment (office);
- Regions – England (excluding Greater London);
- Date range – 01/01/12 to present;
- Gross floor area – up to 1,500 sqm;
- Selected Days – Weekdays; and
- Selected Locations – Edge of Town.

5.9 Full TRICS output for the residential development is included at **Appendix E**. The output of the residential analysis is detailed in the table below.

Time Period	Trip Rate (per 100 sqm)		Traffic Generation (195 sqm)	
	Arrivals	Departures	Arrivals	Departures
Weekday AM Peak Hour (08:00–09:00)	3.122	0.289	6	1
Weekday PM Peak Hour (17:00–18:00)	0.000	1.966	0	4
Weekday Daily (07:00-19:00)	9.045	9.673	18	19

Table 5.3: Trip Rates (Offices) & Traffic Generation (195 sqm)

5.10 The above table shows that the proposed office floorspace is likely to produce seven two-way trips in the weekday morning peak hour, four two-way trips in the weekday evening peak hour and 37 movements across the average weekday daily profile.

Net Change

5.11 The below table summarises the net change in vehicular movements as a result of the proposed development.

Time Period	Two-Way Trips		
	AM Peak	PM Peak	Daily
Existing Car Show Room	16	17	208
Proposed Dwellings	4	6	43
Proposed Office Space	7	4	37
NET CHANGE	**-5**	**-7**	**-128**

Table 5.4: Net Change in Vehicular Trips Due to Proposed Development

5.12 Table 5.4 shows that the proposed development will generate a reduction of five vehicular movements during the weekday morning peak hour, seven vehicular movements in the weekday evening peak hour and 128 vehicular movements across the daily profile.

5.13 This overall reduction in traffic shows that the proposed development is more sustainable in transport terms than the existing site on the basis that fewer people will be required to travel to the site by private car. It also shows that it will not negatively impact on the free-flow of traffic on Dean Street, or the safety of the access junction.

5.14 Indeed, with the measures proposed as part of the proposal to encourage more sustainable travel it is possible that the site will attract even fewer trips by private car with an increase in trips by more sustainable modes.

Summary

5.15 This section considers vehicle movements linked with the proposal and concludes that the proposals are unlikely to interfere with the operation or free-flow of traffic on Dean Street, and offer an improvement in sustainability terms when compared to the current usage by showing a reduction in traffic flow to the site.

6.0 Measure to Promote Sustainable Travel

Overview

6.1 This section provides information on measures that are designed to ensure that travel patterns at the application site promote sustainable travel where possible. This will include measures to assist cycling and a consideration of potential footway improvements.

Cycle Measures

6.2 It is acknowledged that the site is in an inaccessible location for walking and bus services; however, there is potential to make use of cycle trips as the key sustainable mode of travel from the site. This could be especially pertinent if combined with rail services, which are relatively frequent and within close proximity of the site for cyclists. There are also local amenities that can comfortably be accessed by cycle.

6.3 In order to encourage residents of the development to cycle to local amenities, including East Farleigh and Maidstone East Railway Stations, residents will be provided with £100 vouchers (per dwelling) to assist towards the cost of purchasing new bicycles. This is considered a reasonable amount, and could allow residents to purchase a bike. This could for example include children attending local schools.

Footway Improvements

6.4 As noted previously, a key barrier to improving sustainable travel from the site is the lack of a footway along Dean Street. It is noted that there are a number of obstructions (fencing, private drives, lampposts/signs and vegetation) to any potential footway construction. There is therefore insufficient width adjoining the carriageway to provide a continuous footway within highway land.

6.5 On this basis, the focus of any mitigation measures should be in respect of increasing the potential for cycle trips to and from the site.

Summary

6.6 In order to improve the sustainability of the site, emphasis will be placed on encouraging cycling as East Farleigh Railway Station and amenities are easily accessible by bike, with the option to cycle to Maidstone town centre and Maidstone East Railway Station slightly further afield also available. This will be achieved by providing cycle vouchers to residents of the development.

6.7 Consideration has been given to potential footway improvement works although there are numerous constraints to providing a footway which make it unfeasible.

7.0 Summary and Conclusions

7.1 This Transport Statement has been prepared on behalf of Williams Group Ltd to accompany a planning application for the construction of 10 dwellings and 195 sqm of office space at Culls Farm, Dean Street, Maidstone.

7.2 The site is situated some 3.5 kilometres south of Maidstone, within the administrative boundaries of MBC and KCC. The site is located to west of Dean Street, a single-track road subject to a 30 miles per hour (mph) speed limit, which leads north towards Maidstone. The site is currently occupied by a car show room and MOT facility, alongside associated ancillary office space. It is proposed that vehicular access to the site will remain via the existing point off Dean Street.

7.3 In summary, this report demonstrates that:

- The proposals accord with national and local policies relevant to transport;
- Safe and suitable access to the site can be achieved via the existing point off Dean Street;
- The proposals will make appropriate provision for car parking having regard to adopted local parking standards;
- Appropriate provision is made for servicing, having regard to relevant design guidance;
- The proposals will result in a reduction in traffic flow on the surrounding highway when compared to the existing use; and
- Appropriate mitigation and travel planning measures will be adopted to encourage sustainable travel to and from the site. This will include cycle vouchers to encourage the purchase of bicycles by residents.

7.4 On the basis of the above, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Proposed Access Arrangement and Visibility Splays

north

2.4m by 14m visibility splay
(taken to a point 1m into the
carriageway)

Speed hump

DEAN STREET

83.6m

2.4m by 43m visibility splay

Legend

Site Boundary

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Cull Farm, Dean Street, Maidstone

Title:
Proposed Access Arrangement and Visibility Splays

Scale: 1:250 (@ A3)

Notes:

Drawing:
2004056-01

Revision:
A

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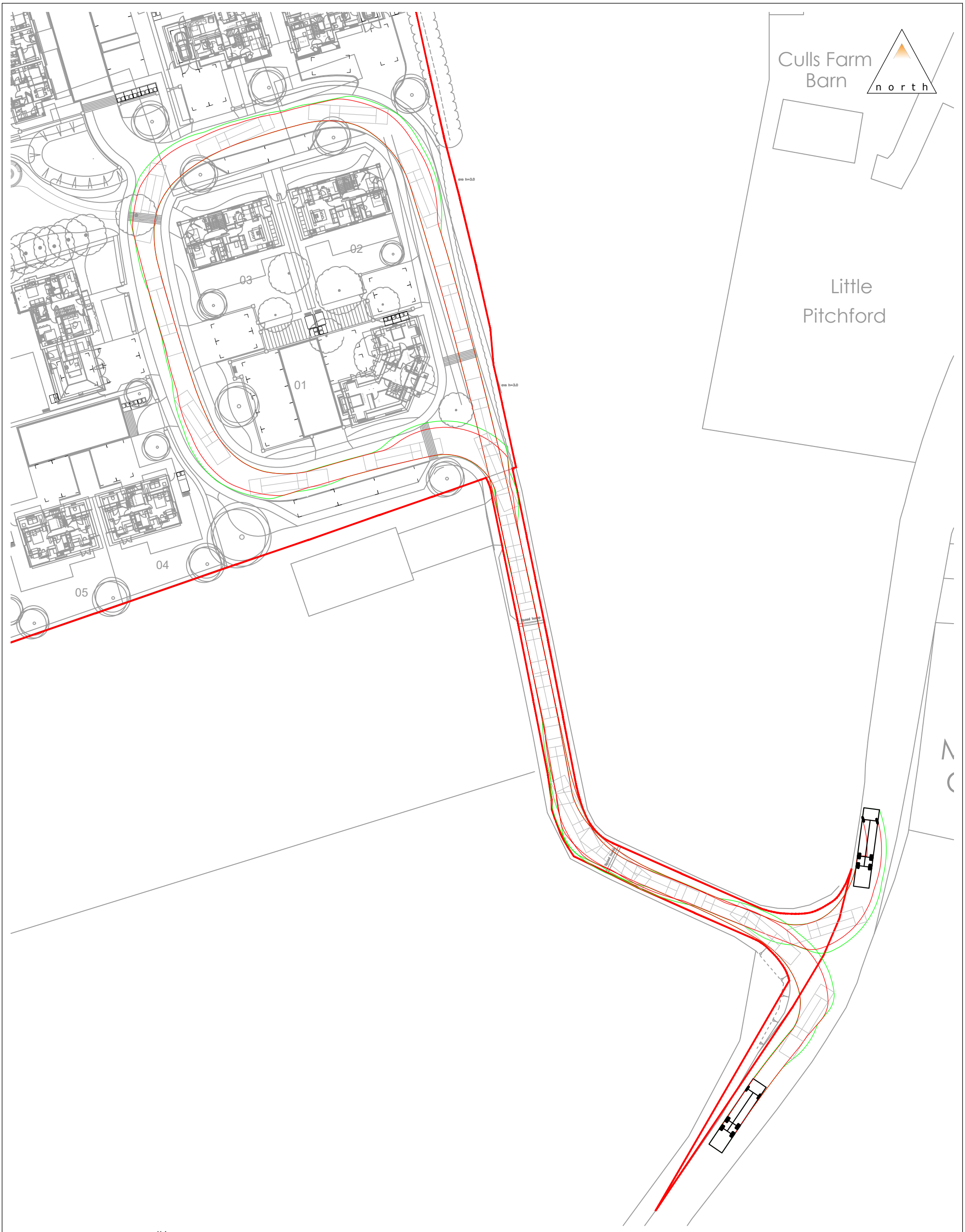
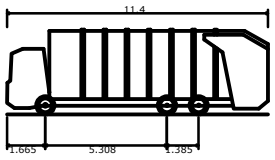
Appendix B

Swept Path Analysis





KCC 11.4m Refuse Vehicle

Overall Length	11.400m
Overall Width	2.250m
Overall Body Height	3.707m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.950m

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Cull Farm, Dean Street, Maidstone

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:500 (@ A3)

Notes:
Site Boundary

Drawing:
2004056-TK01

Revision:
C

C:\Users\joeearp\Motion\StaffSite - TP Projects\redean 2004056\Drawings\2004056-TK01C.dwg

Appendix C

TRICS Output – Car Show Rooms

Calculation Reference: AUDIT-734001-200817-0827

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	WS	WEST SUSSEX	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 500 to 2160 (units: sqm)
Range Selected by User: 500 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 29/11/17

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
Tuesday	1 days
Wednesday	2 days
Friday	2 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 undertaking using machines.

Selected Locations:

Edge of Town	6

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	4
Development Zone	1
Residential 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:

A1	6 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 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	6 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 CB-14-A-03 PEUGEOT CUMBRIA
GILWILLY ROAD
PENRITH
GILWILLY IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 11/06/14 Survey Type: MANUAL

2 CH-14-A-01 EVANS HALSHAW FORD CHESHIRE
STADIUM WAY
CHESTER
SEALAND IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 1050 sqm
Survey date: WEDNESDAY 12/11/14 Survey Type: MANUAL

3 EX-14-A-02 KIA ESSEX
BRAINTREE ROAD
BRAINTREE

Edge of Town
Development Zone
Total Gross floor area: 1275 sqm
Survey date: FRIDAY 08/07/16 Survey Type: MANUAL

4 LE-14-A-05 HONDA LEICESTERSHIRE
45-49 COVENTRY ROAD
LEICESTER
NARBOROUGH
Edge of Town
Industrial Zone
Total Gross floor area: 1300 sqm
Survey date: TUESDAY 04/11/14 Survey Type: MANUAL

5 NY-14-A-04 LAND ROVER NORTH YORKSHIRE
HUTTON BANK
RIPON

Edge of Town
Industrial Zone
Total Gross floor area: 2160 sqm
Survey date: MONDAY 23/09/13 Survey Type: MANUAL

6 WS-14-A-03 FORD WEST SUSSEX
BROUGHAM ROAD
WORTHING

Edge of Town
Residential Zone
Total Gross floor area: 1450 sqm
Survey date: FRIDAY 17/10/14 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 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1289	0.465	6	1289	0.052	6	1289	0.517
08:00 - 09:00	6	1289	1.138	6	1289	0.310	6	1289	1.448
09:00 - 10:00	6	1289	0.866	6	1289	0.866	6	1289	1.732
10:00 - 11:00	6	1289	0.944	6	1289	0.763	6	1289	1.707
11:00 - 12:00	6	1289	1.047	6	1289	0.905	6	1289	1.952
12:00 - 13:00	6	1289	0.957	6	1289	0.931	6	1289	1.888
13:00 - 14:00	6	1289	0.776	6	1289	0.763	6	1289	1.539
14:00 - 15:00	6	1289	0.944	6	1289	1.125	6	1289	2.069
15:00 - 16:00	6	1289	0.698	6	1289	0.789	6	1289	1.487
16:00 - 17:00	6	1289	0.905	6	1289	1.008	6	1289	1.913
17:00 - 18:00	6	1289	0.543	6	1289	0.983	6	1289	1.526
18:00 - 19:00	6	1289	0.142	6	1289	0.621	6	1289	0.763
19:00 - 20:00	1	1050	0.000	1	1050	0.857	1	1050	0.857
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.425			9.973			19.398

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.*

Parameter summary

Trip rate parameter range selected:	500 - 2160 (units: sqm)
Survey date date range:	01/01/12 - 29/11/17
Number of weekdays (Monday-Friday):	6
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 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 D

TRICS Output – Houses Privately Owned

Calculation Reference: AUDIT-734001-200817-0859

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	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: 16 to 24 (units:)
Range Selected by User: 6 to 25 (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 25/09/19

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:

Monday	1 days
Wednesday	2 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	1 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	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

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	4 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 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	4 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	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	4 days

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY 24/11/14 Survey Type: MANUAL

2 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY 12/09/18 Survey Type: DIRECTIONAL ATC COUNT

3 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

4 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY 22/05/14 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	20	0.138	4	20	0.325	4	20	0.463
08:00 - 09:00	4	20	0.087	4	20	0.338	4	20	0.425
09:00 - 10:00	4	20	0.125	4	20	0.175	4	20	0.300
10:00 - 11:00	4	20	0.150	4	20	0.150	4	20	0.300
11:00 - 12:00	4	20	0.125	4	20	0.100	4	20	0.225
12:00 - 13:00	4	20	0.100	4	20	0.125	4	20	0.225
13:00 - 14:00	4	20	0.138	4	20	0.138	4	20	0.276
14:00 - 15:00	4	20	0.150	4	20	0.163	4	20	0.313
15:00 - 16:00	4	20	0.212	4	20	0.188	4	20	0.400
16:00 - 17:00	4	20	0.200	4	20	0.175	4	20	0.375
17:00 - 18:00	4	20	0.388	4	20	0.163	4	20	0.551
18:00 - 19:00	4	20	0.325	4	20	0.163	4	20	0.488
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.138			2.203			4.341

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.*

Parameter summary

Trip rate parameter range selected:	16 - 24 (units:)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	4
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 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 E

TRICS Output – Offices

Calculation Reference: AUDIT-734001-200818-0805

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST 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: 500 to 1230 (units: sqm)
Range Selected by User: 178 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

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	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2

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:

Commercial Zone	1
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.

Secondary Filtering selection:

Use Class:

B1	2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

125,001 to 250,000	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	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	*13/11/19*	*Survey Type: MANUAL*
2	WY-02-A-05 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Total Gross floor area:	OFFICES 1230 sqm	WEST YORKSHIRE
	Survey date: TUESDAY	*23/05/17*	*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
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	865	0.405	2	865	0.058	2	865	0.463
07:30 - 08:00	2	865	0.578	2	865	0.000	2	865	0.578
08:00 - 08:30	2	865	1.908	2	865	0.116	2	865	2.024
08:30 - 09:00	2	865	1.214	2	865	0.173	2	865	1.387
09:00 - 09:30	2	865	0.809	2	865	0.116	2	865	0.925
09:30 - 10:00	2	865	0.116	2	865	0.058	2	865	0.174
10:00 - 10:30	2	865	0.289	2	865	0.116	2	865	0.405
10:30 - 11:00	2	865	0.347	2	865	0.000	2	865	0.347
11:00 - 11:30	2	865	0.116	2	865	0.116	2	865	0.232
11:30 - 12:00	2	865	0.173	2	865	0.462	2	865	0.635
12:00 - 12:30	2	865	0.405	2	865	0.578	2	865	0.983
12:30 - 13:00	2	865	0.462	2	865	0.925	2	865	1.387
13:00 - 13:30	2	865	0.520	2	865	0.116	2	865	0.636
13:30 - 14:00	2	865	0.462	2	865	0.289	2	865	0.751
14:00 - 14:30	2	865	0.058	2	865	0.058	2	865	0.116
14:30 - 15:00	2	865	0.173	2	865	0.173	2	865	0.346
15:00 - 15:30	2	865	0.405	2	865	0.289	2	865	0.694
15:30 - 16:00	2	865	0.000	2	865	0.347	2	865	0.347
16:00 - 16:30	2	865	0.058	2	865	0.520	2	865	0.578
16:30 - 17:00	2	865	0.347	2	865	2.197	2	865	2.544
17:00 - 17:30	2	865	0.000	2	865	1.272	2	865	1.272
17:30 - 18:00	2	865	0.000	2	865	0.694	2	865	0.694
18:00 - 18:30	1	500	0.200	1	500	1.000	1	500	1.200
18:30 - 19:00	1	500	0.000	1	500	0.000	1	500	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.045			9.673			18.718

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.*

Parameter summary

Trip rate parameter range selected:	500 - 1230 (units: sqm)
Survey date date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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