

Appendix 6 – Stage 1 Road Safety Audit



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ROMA CAPITAL

STAGE 1 ROAD SAFETY AUDIT

Access Arrangements

Barham Court Farm

Barham

Kent

FINAL

October 2021

Project Title: STAGE 1 ROAD SAFETY AUDIT
BARHAM COURT FARM BARHAM KENT
Client: ROMA CAPITAL

This document has been issued and amended as follows:

Rev	Issue	Prepared by	Reviewed by	Approved by	Date
1.0	Draft	M Chamberlain	E Parry	M Chamberlain	15/10/21
1.0	Final	M Chamberlain	E Parry	M Chamberlain	17/10/21

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1 INTRODUCTION

1.1 Scheme Description

This report results from a Stage 1 Road Safety Audit carried out on the proposed access arrangements associated with a residential development of 22 dwellings at Barham Court Farm, The Street, Barham, Kent.

The works consist of a simple priority junction to serve the development from The Street and a new access utilising the existing field access on Valley Road which will also incorporate a footway leading from the development and an uncontrolled pedestrian crossing.

This Audit has been carried out on the instruction of Roma Capital.

The Audit Team membership was as follows: -

- ☐ Audit Team Leader: Matt Chamberlain BSc (Hons) FIHE MCIHT MSoRSA HE RSA CERT COMP
- ☐ Audit Team Member: Ed Parry MCIHT

This report is presented based upon the Stage 1 Audit checklists contained in **Appendix B** of **DMRB GG119**. The team has examined and reported only on the road safety implications of the completed scheme and has not examined or verified the compliance of the layout to any other criteria, in accordance with **GG119**.

A visit to the site was made on **Thursday 14th October 2021** between 10.00 and 10.45 hours when the weather was fine, and the road surface was dry.

Traffic conditions were light at the time of the site visit.

Collision data supplied in the accompanying Transport Statement for the most recent five-year period shows no injury collisions in the vicinity of the proposed accesses.

Proposed trip generation from the same Statement shows estimated 28 movements in the morning peak and 24 in the evening of which 12 are cars in each period.

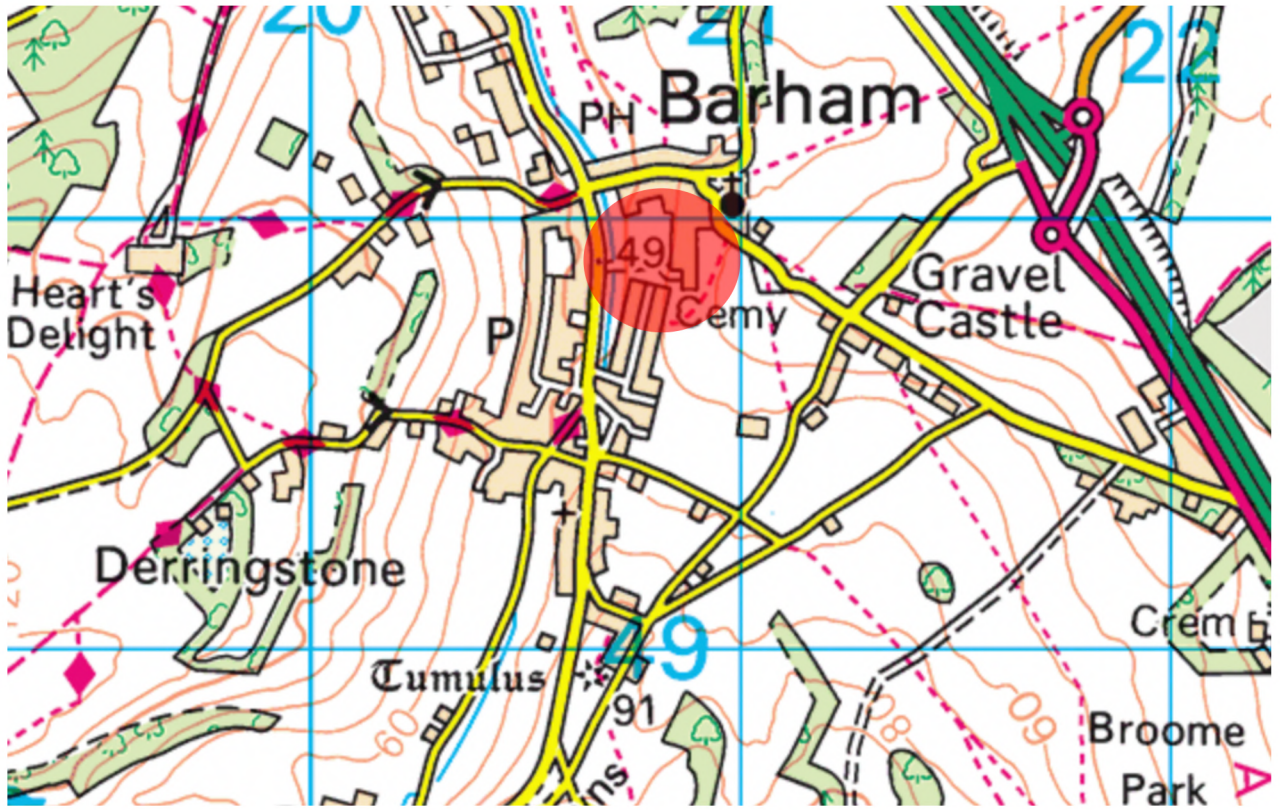
No Departures from Standard have been submitted to the Audit Team.

1.2 Approach

The following drawings and documents were submitted to the Audit Team for review:

- Transport Statement Barham Court Farm – Considine Sept 2021 Report No.4613-TS
- 4613-CON-00-XX-DR-TP-0001 Proposed Site Accesses

1.3 Scheme Location



2 PROBLEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

Following a review of the information submitted and a site visit, the Audit Team have not identified any road safety problems associated with these access arrangements at this stage of Audit.

4 AUDIT TEAM STATEMENT

I certify that this audit has been carried out in accordance with DMRD GG119.

Audit Team Leader

Name: Matt Chamberlain

Signed:



Dated: 17/10/2021

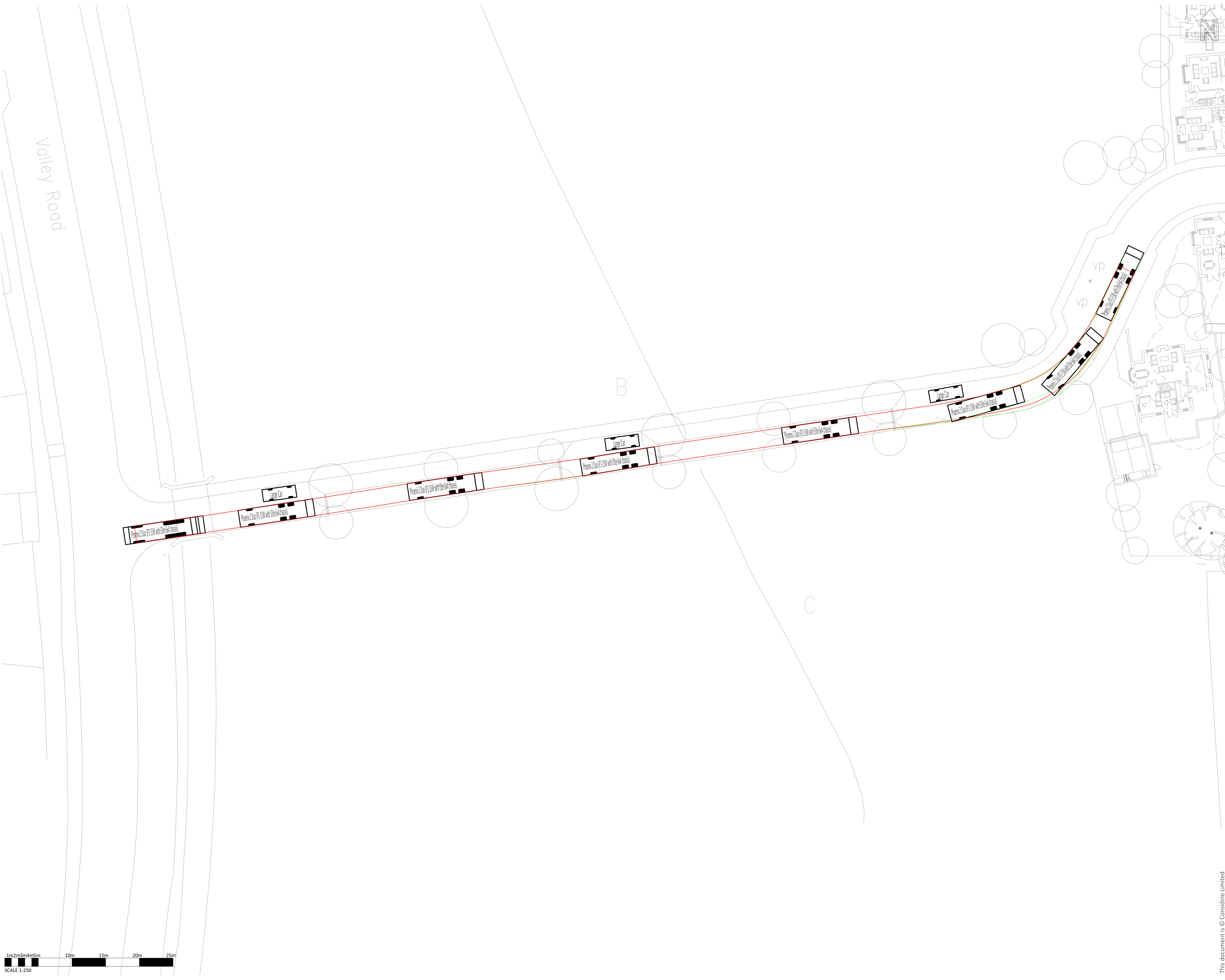
Audit Team Member

Name: Ed Parry

Signed:



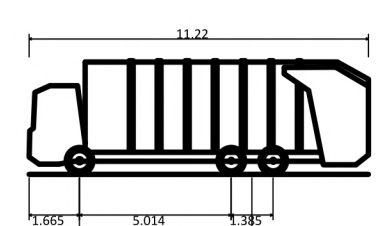
Appendix 7 – Vehicle Swept Path Plans



DO NOT SCALE THIS DRAWING. ALL SETTING OUT TO ARCHITECT'S DETAILS AND DRAWINGS

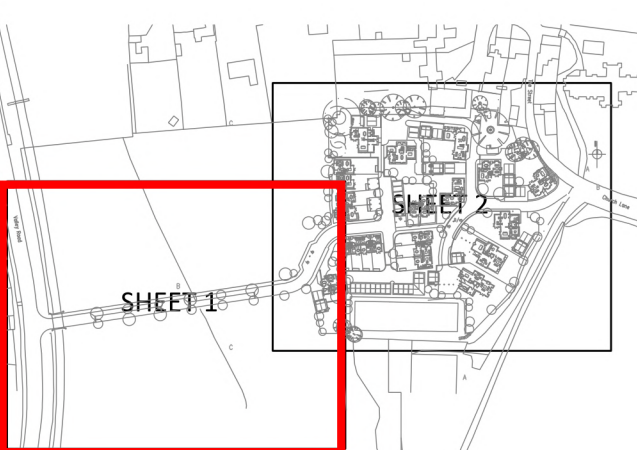
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWING ISSUES AND THE SPECIFICATION.

- Notes:**
- G1. All building materials, components and workmanship to comply with the appropriate public health acts, building regulations, british standards and codes of practice and the appropriate manufacturer's recommendations.
 - G2. For all specialist work see relevant drawings.
 - G3. Any discrepancies, errors or omissions to be reported to the project co-ordinator for further instructions before commencement of works.
 - G4. The Engineer is not responsible for dimensions, except where shown on his drawings. All setting out information, dimensions, etc, shall be calculated from the Architect's drawings.



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 2.530m
Min Body Ground Clearance 0.305m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

Key
Vehicle Body
Vehicle Wheels



Key Plan

PO2	Site Layout Updated.	AM	MJS	09.11.21
PO1	Preliminary Issue.	AM	JEM	05.08.21

Rev	Amendment	Drn	Chk	Date
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Client:
ROMA CAPITAL GROUP

Project:
**THE STREET
BARHAM**

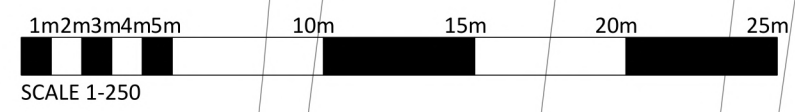
Drawing Title:
**INTERNAL SITE VEHICLE TRACKING
SHEET 1 OF 2**

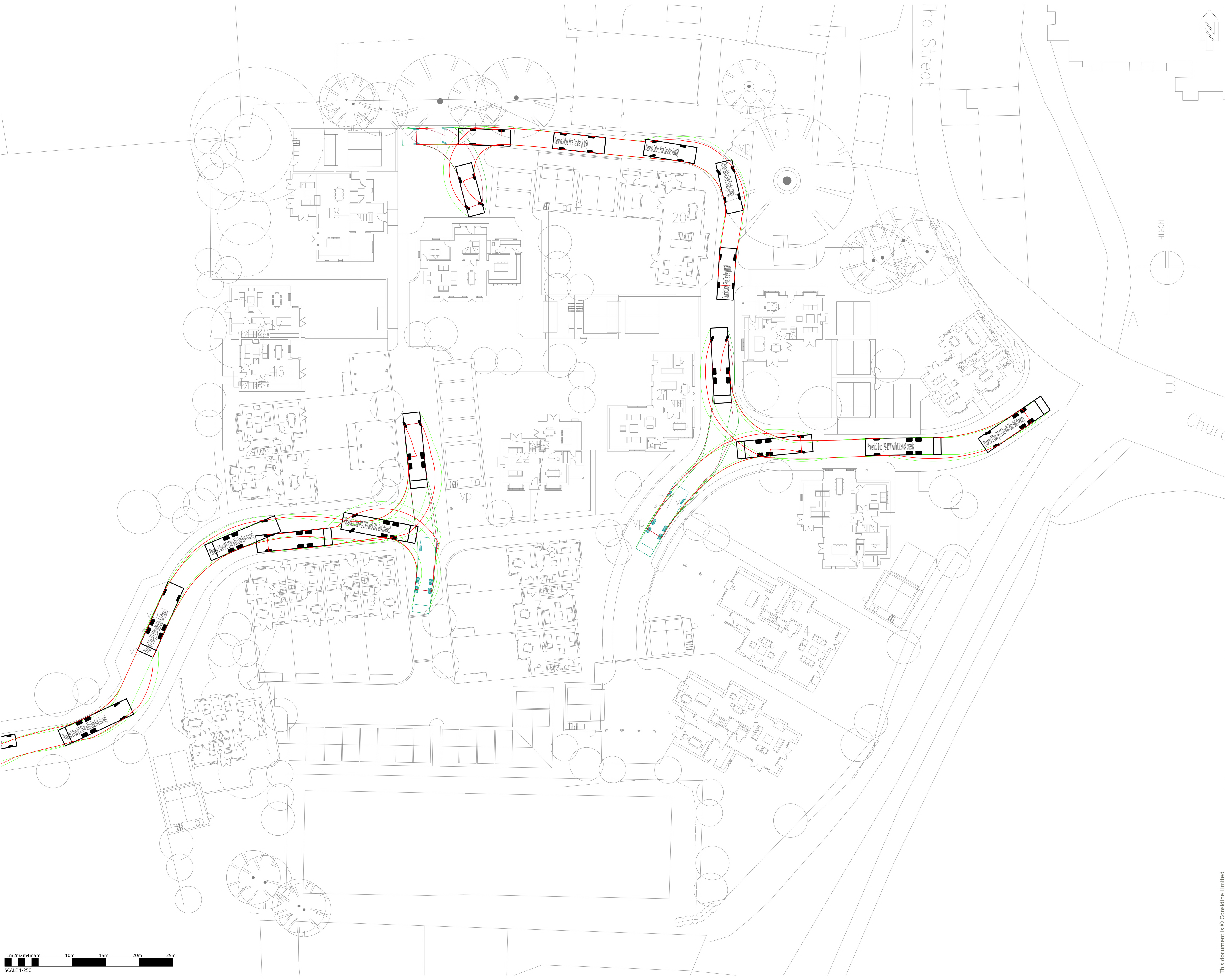
considine ref	drawn by	date	drawing scales	original paper size
4613	AM	AUG' 21	1:250@A1	A1

drawing reference :	project	originator	volume	level	type	role	number
4613-CON-	00	-XX-	DR-	C-	1870		

status :	status description :
SO	SUITABLE FOR INFORMATION
revision :	revision status :
PO2	PRELIMINARY

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DO NOT SCALE THIS DRAWING. ALL SETTING OUT TO ARCHITECT'S DETAILS AND DRAWINGS

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWING ISSUES AND THE SPECIFICATION.

- Notes:**
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 - G2. For all specialist work see relevant drawings.
 - G3. Any discrepancies, errors or omissions to be reported to the project co-ordinator for further instructions before commencement of works.
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Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

Key

- Vehicle Body
- Vehicle Wheels

Key Plan

P02	Site Layout Updated.	AM	MJS	09.11.21
P01	Preliminary Issue.	AM	JEM	05.08.21
Rev	Amendment	Drn	Chk	Date

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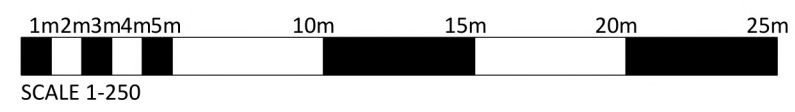
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www.considine.co.uk

Client:
ROMA CAPITAL GROUP

Project:
**THE STREET
BARHAM**

Drawing Title:
**INTERNAL SITE VEHICLE TRACKING
SHEET 2 OF 2**

considine ref		drawn by	date	drawing scales	original paper size	
4613		AM	AUG' 21	1:250@A1	A1	
drawing reference :						
project		originator	volume	level	type	role number
4613 - CON - 00 - XX - DR - C - 1871						
status :		status description :				
S0		SUITABLE FOR INFORMATION				
revision :		revision status :				
P02		PRELIMINARY				



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Appendix 8 – TRICS Data

Calculation Reference: AUDIT-661801-210906-0908

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	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: 38 to 85 (units:)
 Range Selected by User: 10 to 100 (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: 01/01/13 to 19/11/19

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

Selected survey days:

Tuesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 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:

Neighbourhood Centre (PPS6 Local 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:

Village	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 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	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	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD		
	IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
2	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD		
	KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
3	SM-03-A-02	MIXED HOUSES	SOMERSET
	HYDE LANE		
	NEAR TAUNTON		
	CREECH SAINT MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	42	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
4	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE		
	NEAR TAUNTON		
	CREECH ST MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	41	
	Survey date: TUESDAY	25/09/18	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
IW-03-A-01	Isle of Wight
WM-03-A-04	Less than 3 beds pre unit on average
WS-03-A-07	Bungalows

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 22 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	4	52	0.083	1.816	4	52	0.359	7.903	4	52	0.442	9.719
08:00 - 09:00	4	52	0.189	4.165	4	52	0.369	8.117	4	52	0.558	12.282
09:00 - 10:00	4	52	0.160	3.524	4	52	0.204	4.485	4	52	0.364	8.009
10:00 - 11:00	4	52	0.117	2.563	4	52	0.155	3.417	4	52	0.272	5.980
11:00 - 12:00	4	52	0.117	2.563	4	52	0.155	3.417	4	52	0.272	5.980
12:00 - 13:00	4	52	0.136	2.990	4	52	0.180	3.951	4	52	0.316	6.941
13:00 - 14:00	4	52	0.175	3.845	4	52	0.150	3.311	4	52	0.325	7.156
14:00 - 15:00	4	52	0.199	4.379	4	52	0.180	3.951	4	52	0.379	8.330
15:00 - 16:00	4	52	0.223	4.913	4	52	0.141	3.097	4	52	0.364	8.010
16:00 - 17:00	4	52	0.243	5.340	4	52	0.199	4.379	4	52	0.442	9.719
17:00 - 18:00	4	52	0.383	8.437	4	52	0.170	3.738	4	52	0.553	12.175
18:00 - 19:00	4	52	0.296	6.515	4	52	0.165	3.631	4	52	0.461	10.146
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.321	51.050			2.427	53.397			4.748	104.447

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:	38 - 85 (units:)
Survey date range:	01/01/13 - 19/11/19
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:	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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Considine Limited Ashford Road Maidstone

Licence No: 661801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 22 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	4	52	0.000	0.000	4	52	0.015	0.320	4	52	0.015	0.320
08:00 - 09:00	4	52	0.015	0.320	4	52	0.044	0.961	4	52	0.059	1.281
09:00 - 10:00	4	52	0.000	0.000	4	52	0.019	0.427	4	52	0.019	0.427
10:00 - 11:00	4	52	0.010	0.214	4	52	0.000	0.000	4	52	0.010	0.214
11:00 - 12:00	4	52	0.000	0.000	4	52	0.010	0.214	4	52	0.010	0.214
12:00 - 13:00	4	52	0.015	0.320	4	52	0.000	0.000	4	52	0.015	0.320
13:00 - 14:00	4	52	0.000	0.000	4	52	0.000	0.000	4	52	0.000	0.000
14:00 - 15:00	4	52	0.015	0.320	4	52	0.000	0.000	4	52	0.015	0.320
15:00 - 16:00	4	52	0.024	0.534	4	52	0.015	0.320	4	52	0.039	0.854
16:00 - 17:00	4	52	0.029	0.641	4	52	0.005	0.107	4	52	0.034	0.748
17:00 - 18:00	4	52	0.024	0.534	4	52	0.049	1.068	4	52	0.073	1.602
18:00 - 19:00	4	52	0.024	0.534	4	52	0.010	0.214	4	52	0.034	0.748
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.156	3.417			0.167	3.631			0.323	7.048

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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 22 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	4	52	0.024	0.534	4	52	0.063	1.388	4	52	0.087	1.922
08:00 - 09:00	4	52	0.097	2.136	4	52	0.330	7.262	4	52	0.427	9.398
09:00 - 10:00	4	52	0.150	3.311	4	52	0.063	1.388	4	52	0.213	4.699
10:00 - 11:00	4	52	0.019	0.427	4	52	0.044	0.961	4	52	0.063	1.388
11:00 - 12:00	4	52	0.029	0.641	4	52	0.058	1.282	4	52	0.087	1.923
12:00 - 13:00	4	52	0.083	1.816	4	52	0.083	1.816	4	52	0.166	3.632
13:00 - 14:00	4	52	0.044	0.961	4	52	0.024	0.534	4	52	0.068	1.495
14:00 - 15:00	4	52	0.029	0.641	4	52	0.039	0.854	4	52	0.068	1.495
15:00 - 16:00	4	52	0.267	5.874	4	52	0.146	3.204	4	52	0.413	9.078
16:00 - 17:00	4	52	0.049	1.068	4	52	0.053	1.175	4	52	0.102	2.243
17:00 - 18:00	4	52	0.102	2.243	4	52	0.063	1.388	4	52	0.165	3.631
18:00 - 19:00	4	52	0.058	1.282	4	52	0.053	1.175	4	52	0.111	2.457
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.951	20.934			1.019	22.427			1.970	43.361

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

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Considine Limited Ashford Road Maidstone

Licence No: 661801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 22 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	4	52	0.000	0.000	4	52	0.029	0.641	4	52	0.029	0.641
08:00 - 09:00	4	52	0.000	0.000	4	52	0.019	0.427	4	52	0.019	0.427
09:00 - 10:00	4	52	0.000	0.000	4	52	0.005	0.107	4	52	0.005	0.107
10:00 - 11:00	4	52	0.005	0.107	4	52	0.005	0.107	4	52	0.010	0.214
11:00 - 12:00	4	52	0.005	0.107	4	52	0.005	0.107	4	52	0.010	0.214
12:00 - 13:00	4	52	0.000	0.000	4	52	0.000	0.000	4	52	0.000	0.000
13:00 - 14:00	4	52	0.000	0.000	4	52	0.000	0.000	4	52	0.000	0.000
14:00 - 15:00	4	52	0.005	0.107	4	52	0.000	0.000	4	52	0.005	0.107
15:00 - 16:00	4	52	0.049	1.068	4	52	0.024	0.534	4	52	0.073	1.602
16:00 - 17:00	4	52	0.019	0.427	4	52	0.005	0.107	4	52	0.024	0.534
17:00 - 18:00	4	52	0.034	0.748	4	52	0.029	0.641	4	52	0.063	1.389
18:00 - 19:00	4	52	0.034	0.748	4	52	0.000	0.000	4	52	0.034	0.748
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.151	3.312			0.121	2.671			0.272	5.983

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.

Considine Limited Ashford Road Maidstone

Licence No: 661801

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 22 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	4	52	0.121	2.670	4	52	0.553	12.175	4	52	0.674	14.845
08:00 - 09:00	4	52	0.345	7.583	4	52	0.942	20.718	4	52	1.287	28.301
09:00 - 10:00	4	52	0.340	7.476	4	52	0.359	7.903	4	52	0.699	15.379
10:00 - 11:00	4	52	0.189	4.165	4	52	0.257	5.660	4	52	0.446	9.825
11:00 - 12:00	4	52	0.170	3.738	4	52	0.248	5.447	4	52	0.418	9.185
12:00 - 13:00	4	52	0.282	6.194	4	52	0.350	7.689	4	52	0.632	13.883
13:00 - 14:00	4	52	0.248	5.447	4	52	0.184	4.058	4	52	0.432	9.505
14:00 - 15:00	4	52	0.306	6.728	4	52	0.282	6.194	4	52	0.588	12.922
15:00 - 16:00	4	52	0.680	14.951	4	52	0.379	8.330	4	52	1.059	23.281
16:00 - 17:00	4	52	0.437	9.612	4	52	0.330	7.262	4	52	0.767	16.874
17:00 - 18:00	4	52	0.718	15.806	4	52	0.379	8.330	4	52	1.097	24.136
18:00 - 19:00	4	52	0.510	11.214	4	52	0.316	6.942	4	52	0.826	18.156
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			4.346	95.584			4.579	100.708			8.925	196.292

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.

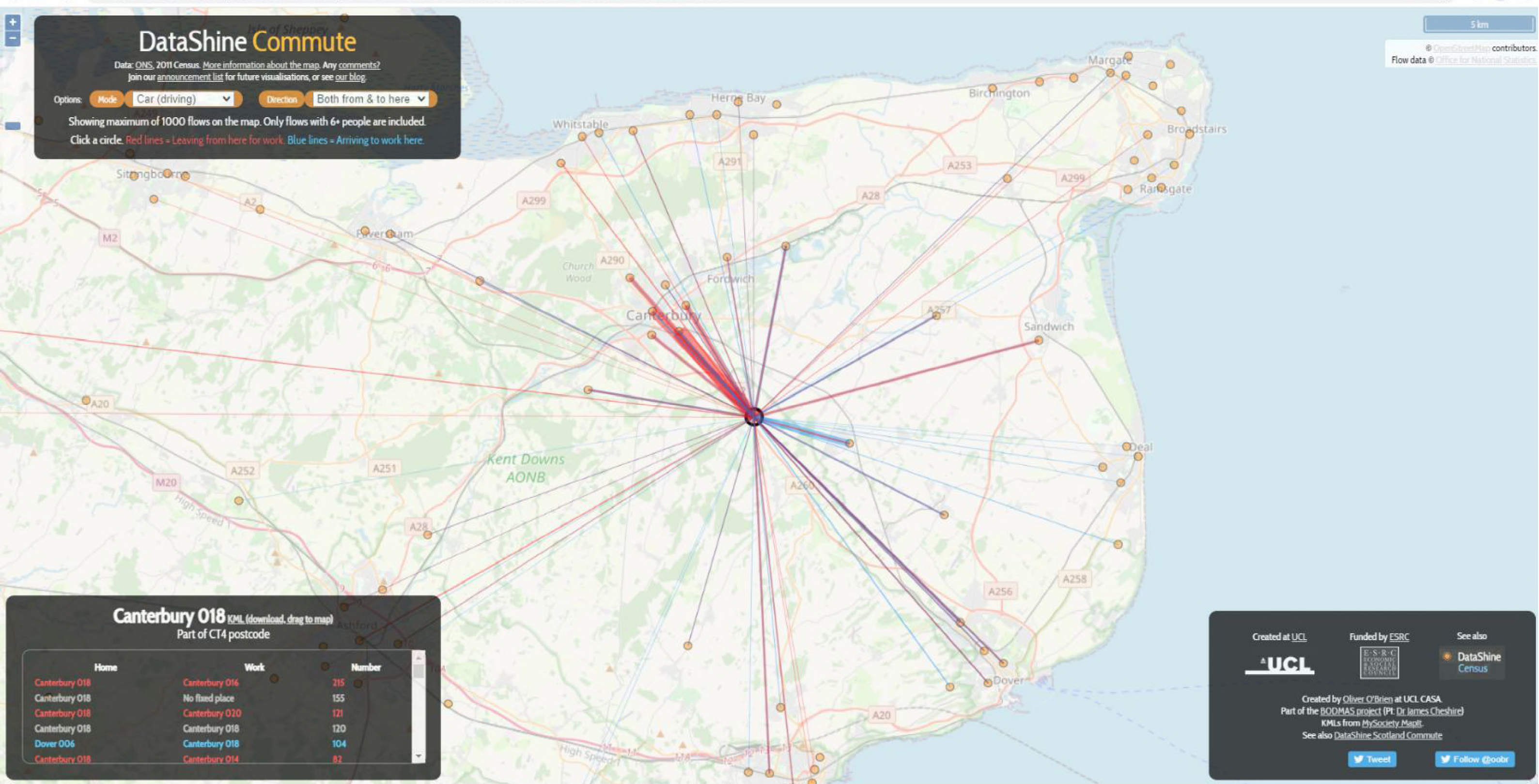
Appendix 9 – Census Data

DataShine Commute

Data: ONS, 2011 Census. [More information about the map.](#) [Any comments?](#)
Join our [announcement list](#) for future visualisations, or see [our blog](#).

Options: Mode **Car (driving)** Direction **Both from & to here**

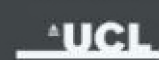
Showing maximum of 1000 flows on the map. Only flows with 6+ people are included.
Click a circle. Red lines = Leaving from here for work. Blue lines = Arriving to work here.



Canterbury 018 KML (download, drag to map) Part of CT4 postcode

Home	Work	Number
Canterbury 018	Canterbury 016	215
Canterbury 018	No fixed place	155
Canterbury 018	Canterbury 020	121
Canterbury 018	Canterbury 018	120
Dover 006	Canterbury 018	104
Canterbury 018	Canterbury 014	82

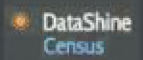
Created at UCL



Funded by ESRC



See also



Created by Oliver O'Brien at UCL CASA.
Part of the BODMAS project (PI: Dr James Cheshire)
KMLs from [MySociety MapIt](#).
See also [DataShine Scotland Commute](#)

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