

REPORT

Proposed 65-Bed Care Home at Coldharbour Road, Gravesend, Kent

Transport Statement

Client: Frontier Estates Limited

Reference: PC3574-RHD-ZZ-XX-RP-R-0002

Status: P01.3/S3

Date: 17 November 2022

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1 Introduction

1.1 Overview

This Transport Statement (TS) has been prepared by Royal HaskoningDHV (RHDHV) on behalf of Frontier Estates Limited, to consider the highways and transportation implications for a proposed 65-bed care home (Use Class C2) development, at Coldharbour Road, Gravesend, Kent, DA11 8NT (the 'Site').

The application Site was occupied by the former Battle of Britain public house until 2016, but is now vacant.

The Site is located approximately 2.3 kilometres (km) to the south-west of Gravesend town centre. Gravesend railway station is located approximately 2.3km to the north-east of the Site. Ebbsfleet International station is located approximately 3.4km to the northwest of the Site. Northfleet station is also located approximately 3.3km to the north-west of the Site.

The area surrounding the Site is predominately residential in nature. The Site is bound by Coldharbour Road to the west, New House Lane to the north, residential dwellings to the south, and Shears Green Infant School to the east.

A Site location plan is presented within **Insert 1.1**.

Insert 1.1: Site Location Plan



The local planning authority is Gravesham Borough Council (GBC), and the local highway authority is Kent County Council (KCC).

This TS will consider the proposed development in the context of national, regional and local transport and land use planning policy and guidance.

1.2 Planning History

The Site was formally occupied by the Battle of Britain public house until it was demolished in 2016. Vehicular access to car parking (circa 30 spaces) was provided from Coldharbour Lane close to its junction with New House Lane.

Subsequently, the Site was the subject of a successful planning application for residential development (planning reference: 20171245), which was consented in December 2020. Specifically, the application sought the *“Construction of 20 residential units comprising 6 x three bedroom houses; 9 x two bedroom flats; and 5 x one bedroom flats; laying out of access road, provision of 32 car parking spaces, refuse and cycle storage, private and communal gardens, and construction of vehicular access onto New House Lane.”*

The consented development sought vehicular access from New House Lane, as illustrated in **Insert 1.2**.

Insert 1.2: Consented Site Access Arrangement



The Site's consented development sought vehicular access in a location where the highway is at a different level than the road. While the level difference between the Site and the highway varies along the length of New House Lane, in the vicinity of the site's consented access the level difference is circa 2.2 metres (m). **Insert 1.3** below illustrates the site's frontage from New House Lane.

Insert 1.3: New House Lane Site Frontage

The location of the proposed Site access would be similar to the consented scheme, being accessed from New House Lane approximately 60m to the east of the junction with Coldharbour Road. The proposed care home would provide a reduced level of car parking, from 32 spaces to 27 spaces, when compared to the consented scheme.

1.3 Pre-Application Discussions

The development proposal has been subject to pre-application discussions with KCC. A pre-application Transport Report was submitted to KCC on 16th June 2022. KCC has provided a written response, dated 7th July 2022, which is attached within **Appendix A**. This TS will seek to address the comments provided by KCC.

1.4 Report Structure

This TS will provide consideration of the Site's accessibility by sustainable modes, Site access and servicing strategy, review of the Site's potential trip generation, and an assessment of the potential car parking demand of the proposed development.

The TS is divided into seven sections, summarised as follows.

- **Section 2** provides an overview of national, regional and local 'transport and land use' planning policy relevant to the proposed development.
- **Section 3** describes the existing highway layout in the vicinity of the development Site.
- **Section 4** provides a summary of the Site's accessibility by non-car modes of travel,
- **Section 5** summarises the proposed development scheme.
- **Section 6** quantifies the development Site's trip generation, through a vehicle trip assessment from surveys of comparable sites, extracted from the TRICS database.
- Finally, **Section 7** provides a summary and conclusion to this document.

2 Policy Review

2.1 National Policy

National Planning Policy Framework (July 2021)

The National Planning Policy Framework (NPPF) is defined as being the document that “sets out the Government’s planning policies for England and how these should be applied”.

With regard to transport considerations for new developments, the NPPF states that “all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”. This should also take into account that:

- a) “Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- d) 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.”

With respect to planning decisions based on transport considerations, at paragraph 111 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.”

Within this context, the NPPF requires that development applications should:

- a) “Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – facilitate access to high-quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) Allow for efficient delivery of goods, and access by services and emergency vehicles; and
- e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

2.2 Regional Policy

Kent County Council Local Transport Plan

The Kent County Council Local Transport Plan 4 (LTP4) sets out the strategy and policy framework for transport for the borough up to 2031. The transport ambition for Kent, as stated in the LTP, is *'to deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported.'*

To realise the region's transport ambition by 2031, five overarching policies have been identified in the LTP to deliver specific outcomes as follows:

- **Economic growth and minimised congestion:** Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population;
- **Affordable and accessible door-to-door journeys:** Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services;
- **Safer travel:** Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks;
- **Enhanced environment:** Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment; and
- **Better health and wellbeing:** Provide and promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.'

The LTP4 concludes that the highway authority will liaise closely with local district council partners to ensure that the transport priorities use the latest forecasts for housing and population growth.

Kent Vehicle Parking Standards – Supplementary Planning Guidance SPG 4 (2006)

The purpose of Kent Vehicle Parking Standards SPG is to supplement the policies and proposals of development plans. This SPG was adopted by KCC in July 2006 and the guidance applies to 12 boroughs, including Gravesham Council.

Table 2.1 outlines the maximum vehicle parking standards outlined within the SPG document for Use Class C3 land uses.

Table 2.1: Kent – Land Use Class C2 - Vehicle Parking Standards (Maximum)

Land Use	Car Parking Provision	Goods Vehicle
Nursing/Residential Care Homes	1 space per resident staff + 1 space per 2 other staff. 1 space per 6 beds or residents	Minimum of 1 space for an Ambulance

It is further stated that *'Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway'* and *'Sufficient ambulance bays and/or parking should be provided to meet the operational needs of the development.'*

Table 2.2 outlines the minimum cycle parking standards outlined within the SPG document for Use Class C2 land uses.

Table 2.2: Kent – Land Use Class C2 – Cycle Parking Standards (Minimum)

Land Use	Cycle Parking Provision
Hospitals & other residential institutions offering a level of care	1 space per 10 beds

With regard to motorcycle parking, it is stated that as a minimum standard for non-residential developments 1 space + 1 space for every 20 car parking spaces is provided.

Kent Design Guide (2000)

This Kent Design Guide (KDG), published in 2000, provides the criteria necessary for assessing planning applications and *'It will help building designers, engineers, planners and developers achieve high standards of design and construction; and it will provide planning committee members and officers with the tools to refuse consent for poor design.'*

With regard to refuse collection, the KDG states that *'Waste collection and recycling points should normally not be more than 25 metres from the edge of the carriageway, with a preference to locate them as close as possible to the publicly-maintained road for convenient collection. The carry distance for larger bins used for flats should be considerably less.'*

With regards to emergency vehicle access, KDG states *'The Fire Brigade must be able to manoeuvre its equipment and appliances to suitable positions adjacent to any premises and, in the case of dwellings, suitable access maintained for firefighting to within 45 metres of all dwellings. Closer access may be required by The Building Regulations 1991 Approved Document B5). The maximum reversing distance for fire engines is normally 20 metres.'*

It is noted that Site access and car parking design at the Site would adhere to the guidance set out within the KDG.

2.3 Local Policy

Gravesham Local Plan Core Strategy (2014)

The Gravesham Local Plan Core Strategy, adopted in 2014, is the main document in the Gravesham Local Plan. The role of the document includes setting out the long-term vision for the future of the borough and guides *'the amount, type, location and detailed design of future development and provide a consistent basis against which we can decide planning applications.'*

Chapter five of the Local Plan document outlines a number of key relevant thematic policies, which relate to borough-wide visions and spatial objectives. Chapter 5.5 outlines Transport policy within the borough's Local Plan:

- *'locate new mixed use development in areas with best access to services and facilities which minimise the need to travel, particularly by car;*

- *improve the local economy to reduce the need for out-commuting. This can also have an impact on air quality;*
- *support and where possible provide alternatives to help support a modal shift away from car based transport, e.g. improve public transport including bus, train, cycling and walking provision, and increase the use of water based transport; and*
- *ameliorate the implications of additional traffic for air quality.'*

Within Chapter five of the Local Plan, Policy CS11: Transport states that:

- *'New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development.'*
- *Sufficient parking in new development will be provided in accordance with adopted parking standards which will reflect the availability of alternative means of transport and accessibility to services and facilities.'*

Within Policy CS11 of the Local Plan document, improvements to walking and cycling infrastructure is a key priority:

'The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate. These should provide improved access to Gravesend Town Centre and Ebbsfleet and to other services and facilities in the Borough. In particular, the Council will seek the provision of pedestrian and cycle links between Northfleet and Ebbsfleet stations and along the River Thames, as part of the proposed Thames Estuary Path.'

Furthermore, Policy CS19: Development and Design Principles also states that *'car parking will be well related to the development it serves'* and *'New development will be designed in an inclusive way to be accessible to all members of the community'*.

3 Site and Surroundings

3.1 Overview

The Site is located to the south of Gravesend town centre, within a predominately residential area. The Site is bound by Coldharbour Road to the west, New House Lane to the north, residential dwellings to the south, and Shears Green Infant School to the east.

The application Site was previously occupied by the former Battle of Britain public house until 2016 but is now vacant. The proposed Site is located approximately 2.3km to the south-west of Gravesend town centre.

Gravesend railway station is located approximately 2.3km to the north-east of the Site. Ebbsfleet International station is located approximately 3.4km to the northwest of the Site. Northfleet station is also located approximately 3.3km to the north-west of the Site.

The Site is currently served by a vehicular access junction located along Coldharbour Road, located approximately 20m to the south of the junction with New House Lane. An existing stepped pedestrian access is located along New House Lane, approximately 40m to the east of the junction with Coldharbour Road.

It is observed that along the New House Lane Site frontage there is a change in elevation of circa 2.2m, between the carriageway and the Site.

A Site location plan is presented within **Insert 1.1**.

3.2 Local Highway Network

Coldharbour Road

Coldharbour Road is a two-way single carriageway road with a north-west to south-east alignment, connecting with Wrotham Road to the south and Old Perry Street / Hall Road / Earl Road to the north.

Coldharbour Road is a local distributor road, which provides access to several residential streets and commercial land uses. Coldharbour Road is subject to a 30 miles per hour (mph) speed limit in the vicinity of the Site.

In the vicinity of the Site, the carriageway is subject to double yellow line Traffic Regulation Order (TRO) restrictions, preventing any waiting at any time.

Footways and streetlighting are present along both sides of the carriageway, in the vicinity of the Site. The nearest pedestrian crossing is located along Site frontage, approximately 50m to the south of the junction with New House Lane. At this location, a pelican crossing is provided, equipped with dropped kerbs and tactile paving.

New House Lane

New House Lane is a two-way single carriageway road, with an east-west alignment, connecting with Coldharbour Road to the west and Wrotham Road to the east.

New House Lane is a local distributor road, which provides access to several local residential streets. A segregated access road is located parallel main carriageway along New House Lane, which provides to access and parking for residential dwellings along the north side of the carriageway.

New House Lane is subject to a 30mph speed limit in the vicinity of the Site.

In the vicinity of the Site, a footway is provided on the northern side of New House Lane only, while street lighting is present along both sides of the carriageway.

A pedestrian crossing, equipped with dropped kerbs and tactile paving is also located approximately 60m to the east of the Site. An informal pedestrian crossing, incorporating a pedestrian refuge island, is also provided at New House Road's junction with Coldharbour Lane.

3.3 Automatic Traffic Count Survey

A seven-day ATC traffic survey was undertaken to record traffic flow volumes and speeds along New House Lane, in the vicinity of the proposed Site access. The ATC survey was undertaken from Tuesday 9th August 2022 to Monday 15th August 2022. The primary purpose of the survey was to establish vehicle speed which would inform site access visibility splays.

Two separate ATC survey sites have been undertaken, to the south-west and north-east of the Site's proposed access junction. As established within the consented application for the Site, traffic would be moving slowly as it approaches the Site access junction from the west, having navigated the junction with Coldharbour Road. From the east, traffic approaches the Site in free-flow conditions.

A summary of the survey results, with regard to vehicle speed and volume, is presented in **Table 3.1**.

Table 3.1: Summary of ATC Traffic Surveys on New House Lane

ATC Location	Time Range	South-westbound			North-eastbound		
		Traffic Volume	85 th Percentile Speed (mph)	Mean Speed (mph)	Traffic Volume	85 th Percentile Speed (mph)	Mean Speed (mph)
South-western ATC Site (North-east bound traffic)	Five-Day Weekday Average	3104	27.4	22.8	3383	26.4	23.0
	Seven-Day Average	3021	27.4	22.8	3208	26.4	23.1
	Highest recorded daily average 85th percentile speed (North-eastbound) (Thursday 11 th August) = 26.6mph						
North-eastern ATC Site (South-west bound traffic)	Five-Day Weekday Average	3114	38.7	29.9	3427	35.5	27.8
	Seven-Day Average	3030	38.9	30.1	3244	35.7	28.0
	Highest recorded daily average 85th percentile speed (South-westbound) (Sunday 14 th August) = 39.2mph						

The ATC survey indicates that the seven-day 85th percentile vehicle speed for north-eastbound traffic at the south-western survey site was 26.4mph. The seven-day 85th percentile speed for south-westbound traffic at the north-eastern survey site was 38.9mph.

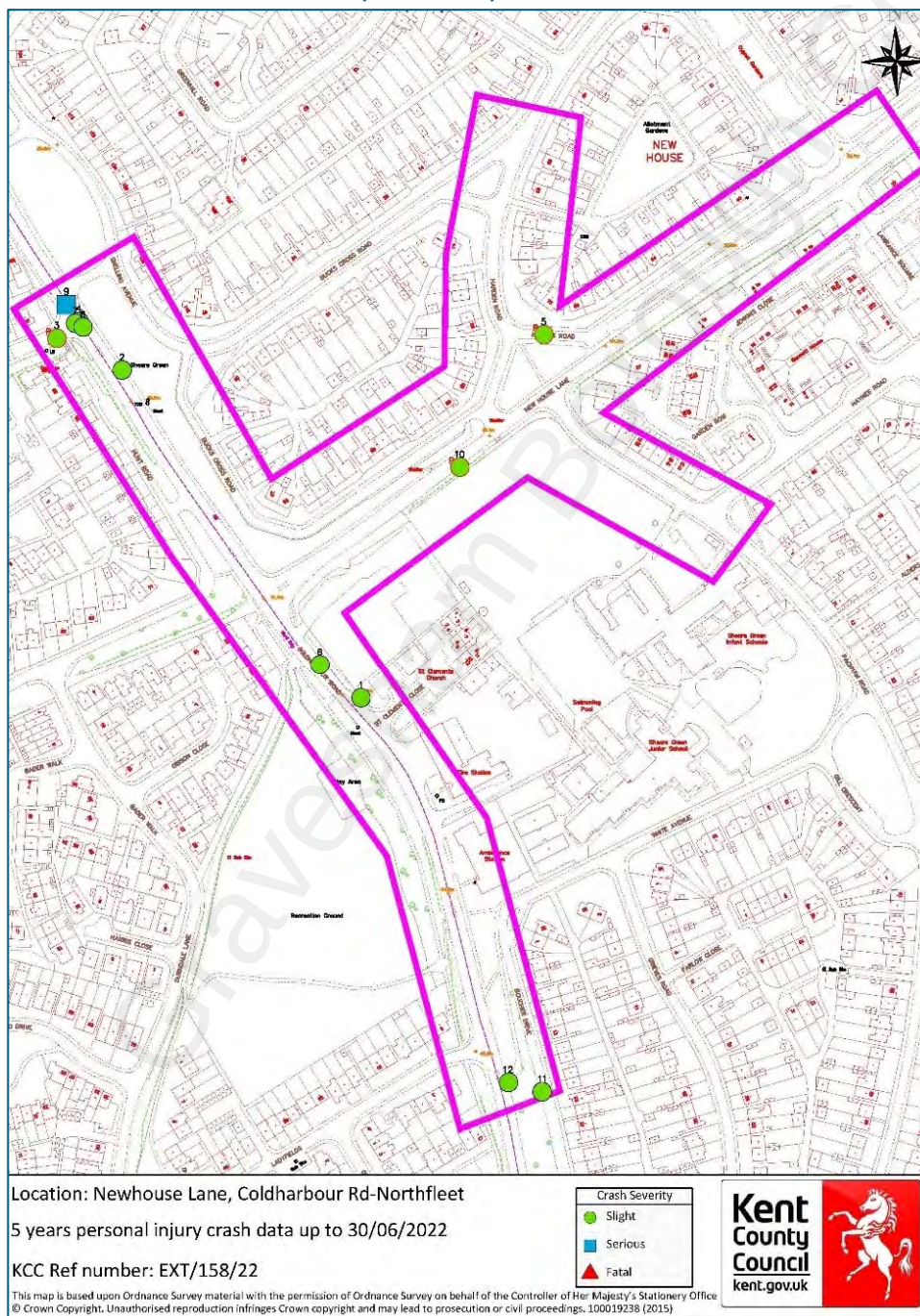
The highest recorded daily 85th percentile speed for south-westbound traffic, from the north-eastern survey site, was recorded on Sunday 14th August, at 39.2mph. For north-eastbound traffic, the highest daily average 85th percentile speed was 26.6mph.

3.4 Collision Data Review

To establish whether there are any inherent safety issues on the local highway network in the vicinity of the Site, a review of collision data has been undertaken. Data was obtained from the KCC for the most recently available five-year period, up to 30/06/2022.

Personal Injury Collision (PIC) data has been obtained from KCC for the study area defined within the plan in **Appendix B**. The study area includes an approximate 400m length from the proposed Site access. The study area and the PIC locations are detailed in **Insert 3.1**.

Insert 3.1: PIC Location Plan (2017-2022)



A total of 12 PICs were recorded within the study area, of which 11 incidents were recorded as 'slight' and one 'serious' in severity. No fatalities were recorded within the study area during the period of assessment. The detailed report summary for the PIC data provided by KCC is contained in **Appendix B**.

Table 3.2: Personal Injury Collision (PIC) Summary

Location	Date	Time	Severity	Mode	Road Surface	Weather	Manoeuvres
Coldharbour Road JW Clements Close	30/11/2017	19:50	Slight	Motorcycle and Cyclist	Dry	Fine	'V2 was cycling up Coldharbour Rd and heard a motorbike come up behind, D2 was then pushed off the road into the railings on the side of the road'
Coldharbour Road JW Dene Holm Road	20/12/2018	09:45	Slight	Bus/Coach	Dry	Fine	'Bus pulled out of Dene Holm Road and pulled up in a safe position on Coldharbour Road when V1 drove into rear of bus.'
Coldharbour Road JW Dene Holm Road	25/02/2019	08:40	Slight	Pedestrian	Frost/Ice	Fine	'It is believed that C1 ran out across the road as V1 turned right into Dene Holm Road from Coldharbour Road at approximately 10-15 mph.'
Coldharbour Road JW Dene Holm Road	24/12/2019	14:28	Slight	Car	Dry	Fine	'V1 has been waiting to turn right into Dene Holm Road. V2 has flashed their lights and V1 has turned but V2 did not stop and has collided with the side of V1.'
Coldharbour Road JW Harden Road	30/01/2020	08:40	Slight	Pedestrian	Dry	Fine	'C1 crossed Harden Road from V1's offside, which allegedly suddenly appeared due to excessive speed and struck C1 in the middle of the road. D1 verbally abused C1 before driving off.'
Coldharbour Road JW New House Lane	07/05/2021	17:23	Slight	Goods Vehicle	Dry	Fine	'Police observed V1 and attempted to carry out a routine stop check. V1 failed to stop and initial pursuit was authorised. V1 was travelled north on Coldharbour Lane and approaching traffic on wrong side of carriageway. V3 and V4 attempted to avoid V1 but V1 collided with V3, causing V3 to spin into V4. D1 made off on foot but was detained and arrested.'
Coldharbour Road JW Dene Holm Road	15/07/2021	15:27	Slight	E-Scooter	Dry	Fine	'V1 has been stationary at the junction of Dene Holm Rd, intending to pull out onto Coldharbour Rd. V1 appears to have not seen V2 and has pulled out which has caused V2 to collide with the rear driver's side wheel arch.'
Coldharbour Road JW Dene Holm Road	25/08/2021	23:45	Slight	Car	Dry	Fine	'V1 was travelling on Dene Holm Road towards Coldharbour Road when V2 came round junction from Coldharbour Road and there was a minor collision. V1 then continued across the junction and collided with the street lamp, carried on over the grass area onto Snelling Avenue and collided with V3 on the driveway of 142. V2 did not stop, V1 did not initially stop.'
Coldharbour Road JW Dene Holm Road	21/10/2021	17:10	Serious	Motorcycle	Dry	Fine	'V1 exited Dene Holm Road, turning left onto Coldharbour Road. Then performed a U- turn around 10 metres after turning. Rode through traffic with V2 on their left-hand side and V3 on right hand side. V1 hit V2 on the window screen, bounced off and hit v3 before landing on the ground.'
Coldharbour Road JW Harden Road	11/02/2022	14:46	Slight	Pedestrian	Dry	Fine	'V1 was positioned behind another car and a bus on New House Lane. The vehicle behind the bus performed an overtake and V1 followed behind when C1 ran out in front of the bus and was struck by V1.'
Boucher Drive, South of Ladyfields	12/03/2022	10:35	Slight	Motorcycle / Goods Vehicle	Dry	Fine	'V2 was parked on Boucher Drive when R1 collided with the front of it before fleeing the scene. (No gender, age or postcode for V2).'
Coldharbour Road, South of Ladyfields	24/03/2022	02:50	Slight	Car	Dry	Fine	'V1 has collided with island, rebounded into tree on nearside of Coldharbour Road.'

The PIC data does not indicate any collision clusters within the study area associated with pedestrians or cyclists and the data set does not indicate a common cause for the collisions involving vulnerable users. No 'serious' or 'fatal' incidents were recorded within the study area involving pedestrians or cyclists.

There are no observable collision trends that point to defects in the design of the highway that can be directly linked to negatively affecting highway safety.

Given the broad study area, it is not considered that an accident rate of 12 incidents over five years would be indicative of any inherent road safety deficiency in the assessed road network. In view of the scale and nature of the proposed development, it is considered that traffic associated with the development will not have a foreseeable adverse impact on road safety conditions.

Gravesham Borough Council

4 Accessibility by Non-Car Modes of Travel

4.1 Preface

This section considers the current opportunities to access the Site by sustainable means of travel. Travel opportunities on foot, by cycle, bus and train are considered in the context of the Site.

4.2 Accessibility by Walking

A walking distance of 2km is the maximum desirable commuting distance, as stated by the Chartered Institute of Highways and Transportation (CIHT).

The Department for Transport 'Walking and Cycling Statistics, England 2019' publication indicates that the average walk distance within England for all journey purposes is 1.31 km. Given this is an average, for some, it will be acceptable to walk more than 1.31km.

A summary of the local facilities within a walking distance of the Site is provided in **Table 4.1**.

Table 4.1: Summary of Local Amenities and Facilities

Amenity	Name	Distance
Ambulance Station	Thameside Ambulance Station	220m
GP Surgery	The Shrubbery Surgery	1000m
Pharmacy	Penders Chemist	950m
Place of Worship	Saint Clement's Catholic Church	160m
Place of Worship	St Marys Church of England	1100m
Post Office	Painters Ash Post Office	900m
School	Shears Green Infant School	280m
School	Shears Green Junior School	500m
Supermarket	Morrisons	900m
Supermarket	Lidl	850m

A walk catchment plan is presented within **Appendix C** which indicates areas that can be accessed within a 1km and 2km walking distance of the Site.

In the vicinity of the Site, there are pedestrian footways provided on both sides of the carriageway on Coldharbour Road. There is an informal crossing located at the junction of Coldharbour Road and New House Lane, with a pedestrian refuge and dropped kerbs.

There is a pelican crossing located along the Site's Coldharbour Road Site frontage, approximately 20m to the north of the junction with St Clements Close.

There is a footway located along the northern side of New House Lane, in the vicinity of the Site. An informal crossing provided with dropped kerbs and tactile paving is present approximately 70m to the northeast of the Site.

4.3 Accessibility by Cycle

The National Travel Survey (NTS) 2019 identifies that the average length for cycle journeys in England is 3.375 miles (5.4km). It should be noted that 5.4km represents the average distance for cycle journeys and as such some people will be prepared to cycle further distances. All of the facilities identified in **Table 4.1** are within an acceptable cycle distance of the Site.

A cycle catchment plan is included within **Appendix D** which indicates the areas that can be accessed within a 3km and 5km cycle distance of the Site. The plan illustrates the Site's location with respect to local cycle routes.

National Cycle Route (NCR) 177 is accessible from Hog Lane, approximately 900m to the west of the Site. The route connects with Northfleet to the northwest and Strood to the southeast.

NCR 1 is also accessible from Thames Way, approximately 1.4km to the north of the Site. This is a long-distance cycle route which connects with Dover to the southeast and Colchester to the northeast. This route also provides a connection towards Central London, via the Isle of Dogs and Mile End.

4.4 Accessibility by Bus

The Chartered Institute of Highways and Transportation (CIHT) document "Planning for Walking" (March 2015) indicates that for bus stops in residential areas, a distance of 400m has traditionally been regarded as the desirable maximum walking distance.

The nearest bus stops to the Site are located on New House Lane, located approximately 35m (eastbound services) and 80m (westbound services) to the northeast. Additional bus stops are located on Coldharbour Road and Dene Holm Road, approximately 280m south and 270m northwest of the Site, respectively.

Table 4.2 provides a summary of the frequency of locally accessible bus services. A plan indicating bus service routes for regular services (no.'s 305, 481, and 483) in the vicinity of the Site is presented within **Appendix E**.

Table 4.2: Summary of Local Amenities and Facilities

Location	Bus number	Route	First bus	Last bus	Weekday Peak Frequency	Saturday Frequency	Sunday Frequency
New House Lane	305	Vigo – Meopham – Gravesend – Northfleet	07:30	N/A	One per day	N/A	N/A
		Northfleet – Gravesend – Meopham - Vigo	14:00	N/A	One per day	N/A	N/A
	481	Riverview Park – Denton – Gravesend – Perry Street – Northfleet – Ebbsfleet International – Swanscombe – Bluewater Bus Station	05:52	22:07	1-2ph	1-2ph	1ph
		Bluewater Bus Station – Swanscombe – Ebbsfleet International – Northfleet – Perry Street – Gravesend – Milton – Riverview Park	07:05	22:00	1-2ph	1-2ph	1ph
Coldharbour Road	483	Gravesend – Kings Farm – Gravesend Barrack Row – Perry Street - Northfleet – Ebbsfleet International – Bluewater Bus Station	06:18	22:20	2ph	2ph	1-2ph
		Bluewater Bus Station – Ebbsfleet International – Northfleet – Perry Street – Gravesend Barrack Row – Kings Farm - Gravesend	06:56	22:20	2ph	2ph	1-2ph
	735	Gravesend – Milton – Denton – Riverview Park – Kings Farm – Singlewell – Bexley- Canary Wharf – Aldgate Station – Fenchurch Street – Cannon Street Station – Blackfriars Station - Temple	05:55	07:10	3 per day	N/A	N/A
		Embankment – Temple – Cannon Street – Tower Hill – Canary Wharf – Bexley – Northfleet – Perry Street – Singlewell – Gravesend – Riverview Park – Chalk – Shorne – Higham – Denton – Milton - Gravesend	16:55	18:15	2 per day	N/A	N/A
	736	Lower Higham – Higham – Chalk – Denton – Gravesend – Northfleet – Bexley – Canary Wharf – Aldgate Station – Fenchurch Street – Cannon Street Station – Blackfriars Station - Temple	06:10	06:38	2 per day	N/A	N/A
		Embankment – Temple – Cannon Street Station – Tower Hill – Canary Wharf – Bexley – Northfleet – Gravesend – Kings Farm – Denton – Chalk – Higham – Lower Higham	16:48	17:23	2 per day	N/A	N/A

Source: bustimes.org, accessed 25/04/22

4.5 Accessibility by Rail

The nearest station is at Gravesend, which is located approximately 2.3km to the north of the Site. Gravesend station is served by Thameslink and Southeastern railway lines and can be accessed within a 27-minute walk and 7-minute cycle from the Site.

The Thameslink service provides direct connections to Rainham (Kent) and St Alban's City, while the Southeastern railway connection provides direct connections to St Pancras International, London Charing Cross, Ramsgate and Faversham. Southeastern operates the High Speed 1 (HS1) service, which provides direct connections to St Pancras International within an approximate 23-minute journey time.

Gravesend station is accessible from the Site by bus routes 481 and 483 (a one-minute walk to the Packham Road bus stop on New House Lane, which is served by the 481 or a two-minute walk to the Ladyfields bus stop on Coldharbour Road). It takes approximately 11 minutes to travel to Gravesend station on bus service 483 from Coldharbour Road and 15 minutes from New House Lane on bus service 481.

Ebbsfleet International station is located approximately 3.4km to the north-west of the Site. Ebbsfleet International station is currently served by Southeastern, providing direct connections to destinations including St Pancras International, Ashford International, Dover Priory, Faversham, Margate, Sandwich and Ramsgate. Southeastern operates the HS1 service, which provides direct connections to St Pancras International within an approximate 19-minute journey time.

Ebbsfleet International station is also served by Eurostar services, connecting to European cities such as Paris, Brussels, and Lille. It is noted that due to the impact of Covid-19 pandemic, Eurostar services will not serve Ebbsfleet International station until the end of 2022 at the earliest¹.

The Ebbsfleet International station can be accessed within an 11-minute cycle of the Site or 15-minute journey by bus. Bus routes 481 and 483 serve Ebbsfleet International station (a one-minute walk to the Packham Road bus stop on New House Lane, which is served by the 481 or a two-minute walk to the Ladyfields bus stop on Coldharbour Road).

Table 4.3 provides a summary of the direct rail services available from Gravesend station and Ebbsfleet International station.

¹ <https://www.eurostar.com/uk-en/travel-info/stations/ebbsfleet-international>

Table 4.3: Summary of Rail Services

Station	Operator	Destination	First Train	Last Train	Frequency (per hour - ph)			
					AM Peak	PM Peak	Sat	Sun
Gravesend	Thameslink	Rainham (Kent)	05:13	23:48	3ph	3ph	3ph	3ph
		St Albans City	04:59	20:29	1ph	1ph	2ph	0ph
	Southeastern	St Pancras International	04:59	22:42	4ph	3ph	3ph	2ph
		London Charing Cross	04:30	22:18	2ph	3ph	2ph	2ph
		Ramsgate	07:48	22:48	1ph	1ph	1ph	1ph
		Faversham	07:48	22:48	1ph	1ph	1ph	1ph
Ebbsfleet International	Southeastern	St Pancras International	06:02	23:35	3ph	3ph	3ph	3ph
		Ashford International	06:55	23:55	2ph	2ph	2ph	2ph
		Dover Priory	06:55	23:55	1ph	2ph	1ph	1ph
		Faversham	06:43	22:43	2ph	2ph	1ph	1ph
		Margate	07:30	23:30	2ph	1ph	2ph	1ph
		Sandwich	08:52	18:25	1ph	1ph	0ph	0ph
		Ramsgate	07:30	23:30	3ph	1ph	2ph	1ph

4.6 Summary

The local pedestrian and cycle networks provide connections to multiple local amenities and residential streets, providing good opportunities for residents, staff and visitors to travel to and from the Site on foot or by bike.

The nearest bus stops to the Site are located on New House Lane, approximately 80m to the north-east of the Site. Additional bus stops are located on Coldharbour Road and Dene Holm Road, approximately 280m south and 270m northwest of the Site, respectively.

The nearest railway station is Gravesend station, which is located approximately 2.3km to the north of the Site. The railway station can be accessed within a 27-minute walk, a 7-minute cycle or a 15-minute bus journey. The station is served by the Thameslink and Southeastern services.

Ebbsfleet International station is located approximately 3.4km from the Site and can be accessed within an 11-minute cycle or 15-minute bus journey. This station is currently served by the Southeastern services.

5 Proposed Development

5.1 Overview

The development proposal seeks to provide a 65-bedroom care home (Use Class C2) over 3-storeys, with associated access, parking and landscaping. The care home would be designed to cater for a range of care needs including end of life, nursing and specialist dementia care.

It is proposed that the Site would be supported by a total 27 car parking spaces, including two spaces designated for blue badge holders. In addition, space would be provided in which an ambulance can park.

A minimum of seven cycle parking spaces would be required on-site to meet the adopted minimum standards, as outlined within **Table 2.2**. This requirement would be met with the provision of four Sheffield stands, amounting to eight cycle parking spaces.

Due to the nature of the development, which is likely to accommodate residents with an average age in excess of 75, the on-site car parking spaces will be largely used by staff and visitors to the Site. The development would not accommodate any resident staff.

The number of staff anticipated to be present on-site during a daytime shift at the proposed care home is based upon a typical ratio of one staff member per three beds. This is therefore anticipated that up to 22 staff day-time staff present on-site at any one time.

The proposed development layout is indicated within the architect's layout plan provided in **Appendix F**.

5.2 Proposed Access Strategy

A new vehicular Site access would be provided from New House Road, approximately 60m east of the junction with Coldharbour Road. The access would be close to, but to the east of the site's consented access arrangement (refer to **Insert 1.2**).

The Site is currently served by an existing vehicular access junction located along Coldharbour Road, located approximately 20m to the south of the junction with New House Lane. This access would be removed and the footway reinstated as part of the development proposals. Further details are contained within **Section 5.8**.

The proposed vehicular Site access to the care home would accommodate staff, visitors and deliveries to the care home. The Site's access would be provided with a gradient of 1 in 10.

The Site's access would be provided with visibility splays that align with surveyed vehicle speeds along New House Lane.

A traffic speed survey was commissioned on the site frontage, in the vicinity of the existing access. The survey took the form of an ATC survey. The survey was undertaken for one week, which commenced on the 9th August 2022. The results of the survey are summarised in **Section 3.3**.

The ATC survey established that the highest daily 85th percentile speed of traffic travelling eastbound along New House Lane was 26.6mph measured over seven-days (Thursday 11th August); this equates to a speed of 42.8kph. The highest daily 85th percentile speed of traffic travelling westbound (Sunday 14th August) was measured at 39.2mph (63.1kph).

With regard to the calculation of stopping sight distance (SSD), which influences the requirements for driver visibility, Manual for Streets (MfS) 2 refers to the driver reaction time and deceleration rates for design speeds of 60kph and below and above 60kph. For speeds at or under 60kph MfS2 values are applied, and for speeds above 60kph values contained within the Design Manual for Roads and Bridges, Volume 6, Section 1, 'Highway Link Design' are applied.

Based on the above, and with reference to 85th percentile vehicle speeds on New House Lane, the proposed Site access would require a 77m SSD to the east and a 37m SSD to the west, respectively. When a bonnet length of 2.4m is applied to these SSD values, drivers exiting the Site onto New House Lane should be provided with visibility of 79m to the east and 39m to the west.

The Site access visibility splay has the potential to be impacted on by the embankment between the highway and the Site (although it is noted that no mitigation for this was proposed in association with the Site's consented development). It is proposed that the embankment would be cut back and a retaining wall provided, with a footway created along the site frontage. The provision of a footway would enable the visibility splay to be provided, unimpeded. This footway could continue to the east in front of the neighbouring property to connect with the existing footway on the southern side of New House Lane and the local bus stop. The proposed footway would be secured as part of a Section 278 agreement (or alternative agreement under the Highways Act) with KCC.

Drawing PC3574-RHD-GE-SW-DR-R-0001 attached within **Appendix G**, demonstrates that visibility splays can be achieved at the proposed Site access junction, in accordance with MfS 2 and surveyed 85th percentile traffic speeds along New House Lane.

Pedestrian Access

Pedestrian access to the Site would be provided from New House Lane and Coldharbour Lane, with an internal footpath connecting the two points of access. The access points would provide routes to local bus stops and the development's primary pedestrian entrance.

Due to the level difference between New House Land and the Site, the pedestrian access from New House Lane would be stepped. The pedestrian access from Coldharbour Lane would provide a step free route to the care home's pedestrian entrance.

There is currently no footway present along the Site's New House Lane frontage. To the east of the Site access junction with new House Lane, it is proposed that a new footway would be provided along the southern side of the carriageway, connecting the Site access with the existing footway and bus stop to the east of the Site. The bus stop and the existing footway along the southern side of New House Lane are presented in **Insert 5.1**.

Insert 5.1: New House Lane Bus Stop (Existing) – Looking west towards the Site



As part of the development proposals a new section of footway and an informal crossing, provided with dropped kerbs and tactile paving, would be provided to the west of the Site access junction, along the southern side of the New House Lane carriageway. This would connect the Site with the existing footway along the northern side of New House Lane. The informal crossing would be secured as part of a Section 278 agreement (or alternative agreement under the Highways Act) with KCC.

A drawing presenting the proposed access and pedestrian crossing is presented within **Appendix G**.

5.3 Car Parking

The development proposals would be supported by a total of 27 car parking spaces, including two designated blue badge holder spaces. An additional space would be provided for use by an ambulance.

All car parking at the Site would adhere to dimensions outlined within Appendix B of the Kent Vehicle Parking Standards SPG document. KCC's maximum parking standards are summarised in **Table 2.1**.

The proposed level of parking provision would serve to provide flexibility in accommodating the additional staff demand associated with dementia care and is sufficient to accommodate additional demand over and above the recognised peak periods, such as that occurring during shift changeover times.

A parking accumulation assessment is carried out in **Section 6** of this report, to further assess the suitability of the proposed quantum of car parking in relation to the number of trips expected to be generated by the proposed development once fully operational.

5.4 Cycle Parking

With regard to cycle parking standards, the Kent Vehicle Parking Standards SPG document states that Hospitals and other residential institutions offering a level of care should be provided with a minimum cycle parking provision of 1 space per 10 beds.

Based on the provision of a 65-bed care home, this would equate to a minimum provision of seven cycle parking spaces. In accordance with the adopted standards, the development will provide four Sheffield stands (eight cycle parking spaces) for use by staff and visitors. The Sheffield stands would be provided in a covered, secure and well-lit area adjacent to the main entrance of the care home building.

5.5 Motorcycle Parking

The Kent Vehicle Parking Standards SPG recommends that provision is made for motorcycle parking. **Section 6** of this report identifies that peak car parking demand would be within the capacity of the proposed car park and on this basis, some car parking spaces would remain available for use by motorcycles.

It is not, therefore, proposed that dedicated spaces are provided for use by motorcycles. Providing parking that can be used by a car or motorcycle means spaces can be used flexibly, catering for any potential fluctuation in demand.

5.6 Ambulance Accessibility

The Site would be able to accommodate the movement of an ambulance so that the vehicle could enter and exit in a forward gear. A dedicated ambulance bay is proposed on-site, in the vicinity of the care home's pedestrian entrance.

5.7 Delivery and Servicing

Delivery and servicing for the proposed care home will take place within the curtilage of the Site, with access provided from New House Lane.

The refuse store is located to the west of the main entrance to the care home. The store is conveniently located for access to a waiting refuse vehicle.

All vehicles, including a large refuse lorry (11.2m in length) would be able to access and exit the Site in a forward gear. Deliveries to the Site would likely involve the following:

- Groceries (i.e. bread, milk, local produce);
- Prescription Medication; and
- Toiletries

Bread, milk and local produce will require daily deliveries to the service delivery yard located within close proximity of the kitchen. It is anticipated that deliveries would typically be undertaken by transit vans or a 7.5t box van.

Laundry is likely to be undertaken in-house and is unlikely to generate any service vehicle trips.

Swept path analysis of the proposed delivery and servicing access arrangements are provided in **Appendix H**. The swept path analysis demonstrates that a 11.2m refuse vehicle, a 7.5t box van, and a fire tender are able to access and egress the Site in a forward gear.

Deliveries would be scheduled and managed by an on-site representative, such as a Care Home Facilities Manager. In the unlikely event of two delivery vehicles arriving at the Site within the same time period, there is sufficient turning and manoeuvring space within the car park, internal road and delivery bay area to ensure that deliveries and servicing vehicle trips can be managed and processed efficiently in a timely manner.

5.8 Proposed Reinstatement of Footway

There is an existing bellmouth access junction associated with the previous land use at the Site. The access is located to the west of the Site boundary, along Coldharbour Road. It is proposed that the existing access junction would be closed to facilitate the delivery of the development proposals, with the footway reinstated. It is envisaged that the highways works would be secure within a Section 278 agreement (or alternative agreement under the Highways Act).

6 Trip Generation

6.1 Preface

This section of the report details the trip generation exercise undertaken to support the application. **Appendix I** provides the supporting calculations and TRICS output.

The Site was formerly occupied by the Battle of Britain public house until it was demolished in 2016. Vehicular access to car parking (c. 30 spaces) was provided from Coldharbour Lane close to its junction with New House Lane.

Subsequently, the Site was the subject of a successful planning application for residential development (planning reference: 20171245) which was consented in December 2020. Specifically, the application sought the *“Construction of 20 residential units comprising 6 x three bedroom houses; 9 x two bedroom flats; and 5 x one bedroom flats; laying out of access road, provision of 32 car parking spaces, refuse and cycle storage, private and communal gardens, and construction of vehicular access onto New House Lane.”*

A Transport Statement was submitted as part of the consented planning application (ref: 20171245), which provides a forecast of potential travel demand associated with the previously approved residential development, as well as for the previous public house land use. The proposed travel demand for former public house and consented residential development are presented in **Section 6.2** and **Section 6.3**, respectively.

6.2 Former Public House Lane Use Trip Attraction

The estimated travel demand associated with the former Battle of Britain public house was assessed within the TS submitted as part of the consented planning application (ref: 20171245). The results of this assessment are presented in **Table 6.1**.

Table 6.1: Former Battle of Britain Public House - Travel Demand (Total Vehicles)

Peak Period	Arrivals (Trip Rate – per 100sqm)	Arrivals (Traffic Attraction)	Departures (Trip Rate – per 100sqm)	Departures (Traffic Attraction)	Total (Traffic Attraction)
AM Peak (08:00-09:00)	0.000	0	0.000	0	0
PM Peak (17:00-18:00)	4.360	17	2.898	12	29

The estimated travel demand for the former public house land use equates to zero vehicle trips in the traditional AM peak period (08:00-09:00) and 29 two-way trips during the traditional PM peak period (17:00-18:00).

6.3 Consented Residential Traffic Generation

The anticipated travel demand associated with the consented residential development was provided within the TS submitted as part of the approved planning application (ref: 20171245). The results of this assessment are presented in **Table 6.2**.

Table 6.2: Consented Residential Development- Travel Demand (Total Vehicles)

Residential Dwelling	Peak Period	Arrivals (Trip Rate – per 100sqm)	Arrivals (Traffic Generation)	Departures (Trip Rate – per 100sqm)	Departures (Traffic Generation)	Total (Two-Way Trips)
Houses (no.6)	AM Peak (08:00-09:00)	0.101	1	0.299	2	3
	PM Peak (17:00-18:00)	0.277	2	0.119	1	3
Apartments (no.14)	AM Peak (08:00-09:00)	0.061	1	0.177	3	4
	PM Peak (17:00-18:00)	0.154	3	0.096	1	4

The forecast travel demand for the consented residential development equates to seven two-way vehicle trips in the traditional AM peak period (08:00-09:00) and seven two-way vehicle trips in the traditional PM peak period (17:00-18:00).

6.4 Proposed Care Home Travel Demand

The assessment makes use of data contained within the TRICS v7.9.1 database. The TRICS system allows its users to establish potential levels of travel demand for new development by utilising travel survey datasets for existing developments. In this case, 'multi-modal' datasets under the heading 'Care Home (Elderly Residential)' have been referred to, based on the following search criteria:

- Land Use Class 05F Health - Care Home (Elderly Residential),
- Exclusion of Sites in Ireland and Greater London,
- Sites with up to 100 bedrooms,
- Sites in town centre locations excluded.

The TRICS land use definition for '05F Health – Care Home' states that 'A care home in a residential setting where a number of older people live, usually in single rooms, with access to on-site care services.' Staff might also help with cleaning and providing meals. While staff are sometimes based on-site, no staff will be resident on-site within the proposed development.

The resulting residential care home multi-modal trip generation for the traditional weekday AM (08:00 – 09:00) and PM peak (17:00-18:00) periods of travel demand, and over a 14-hour day (07:00-21:00) is presented in **Table 6.3**. The full TRICS dataset and calculations are provided in **Appendix I**.

Table 6.3: Proposed Development (65-Bed Care Home) Travel Demand (Weekday)

Mode of Travel	Weekday 08:00-09:00			Weekday 17:00-18:00			Weekday 07:00-21:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Vehicles									
Cars	2	1	4	2	3	5	38	40	78
Taxis	0	0	0	1	0	1	3	3	6
LGVs	0	0	0	0	1	2	7	7	15
OGVs	0	0	0	0	0	0	1	1	2
PSVs	0	0	0	0	0	0	0	0	0
Total Vehicles	2	1	4	3	5	8	49	51	100
People									
Vehicle Occupants	3	1	4	4	6	10	62	63	125
Pedestrians	2	2	4	1	2	2	24	25	49
Cyclists	0	0	0	0	0	1	2	2	4
Public Transport Users	2	0	2	0	1	1	8	7	15
Total People	7	3	10	5	9	14	96	97	193

The proposed care home development is anticipated to generate four two-way vehicle trips in the traditional weekday AM peak hour of travel demand and eight two-way vehicle trips in the traditional weekday PM peak hour. This equates to one vehicle movement, on average, every 7½ to 15 minutes during the weekday AM and PM peak hours.

Over a day (07:00-21:00), a two-way total of 100 two-way vehicle movements to/from the Site are forecast (49 arrivals and 51 departures).

To provide a complete assessment associated with travel demand at the Site over the course of a week, a multi-modal trip generation assessment has been undertaken for a weekend, with the following time periods considered in **Table 6.4**:

- AM (08:00 – 09:00);
- PM (17:00-18:00); and
- (07:00-21:00).

The assessment has established that the travel demand to and from the Care Home is lower during the weekend that would be the case on a weekday.

Table 6.4: Proposed Development (65-Bed Care Home) Travel Demand (Weekend)

Mode of Travel	Weekend 08:00-09:00			Weekend 17:00-18:00			Weekend 07:00-21:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Vehicles									
Cars	1	1	2	1	6	7	32	36	68
Taxis	0	0	0	0	0	1	3	3	5
LGVs	1	0	1	0	0	0	2	2	4
OGVs	0	0	0	0	0	0	0	0	0
PSVs	0	0	0	0	0	0	0	0	0
Total Vehicles	3	1	4	2	6	8	38	42	81
People									
Vehicle Occupants	4	2	6	2	8	10	49	55	104
Pedestrians	0	0	0	0	1	1	16	17	33
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	1	0	1	0	0	0	14	13	27
Total People	6	2	7	3	9	11	81	87	167

6.5 Servicing Vehicle Trip Attraction

In terms of servicing and delivery vehicle movements, the TRICS assessment presented within **Table 6.3** suggests the Site would attract a total of eight vehicle arrivals over the course of an average weekday (07:00-21:00).

The majority of servicing and delivery trips would be undertaken by light goods vehicles (LGV) (seven arrivals, seven departures). For refuse collection a larger heavy goods vehicle (HGV) would be anticipated. It is forecast the Site would attract one two-way HGV trip over the course of an average weekday (07:00-21:00).

6.6 Net Traffic Impact

The trip attraction assessments associated with the Site's former, consented and proposed land uses allows the net change in total vehicle trips in the associated weekday AM and PM peaks periods of traffic demand to be estimated. This assessment is presented in **Table 6.5**.

Table 6.5: Net Traffic Impact – Total Vehicle Trips

Mode of Travel	AM Peak			PM Peak		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Former Public House	0	0	0	17	12	29
Consented Residential Development	2	5	7	5	2	7
Proposed Care Home Development	3	1	4	3	5	8
Net Difference (between the consented and proposed developments)	1	-4	-3	-2	3	1

In summary, **Table 6.5** demonstrates that the proposed development would result in a similar level of travel demand to the Site's consented residential development. The proposed development would generate overall -3 and +1 total vehicle trips in the AM and PM peak hours respectively.

6.7 Car Parking Assessment

To establish whether the level of car parking provision is sufficient to cater for the demands of the development, a car parking accumulation assessment has been undertaken. **Table 6.6** details the forecasted parking accumulation, as calculated from car arrival / departure data using the TRICS data (as presented in **Appendix I**).

Table 6.6: Car Parking Assessment – 27 Car Parking Spaces

Time Period	Arrivals	Departures	Occupied Spaces	% Occupied
Initial	-	-	7	24%
07:00-08:00	3	2	7	26%
08:00-09:00	2	1	8	30%
09:00-10:00	4	2	10	36%
10:00-11:00	4	2	11	40%
11:00-12:00	3	4	10	36%
12:00-13:00	3	2	10	38%
13:00-14:00	5	2	13	50%
14:00-15:00	3	5	12	43%
15:00-16:00	3	4	10	38%
16:00-17:00	2	5	6	24%
17:00-18:00	2	3	5	20%
18:00-19:00	2	1	6	20%
19:00-20:00	2	2	5	20%
20:00-21:00	2	2	5	19%

Based on the trip rates generated for cars, the assessment establishes that up to 13 cars can be expected to park at any one time in association with the development and this equates to 50% of the proposed car parking capacity during peak demand. It is recognised that this assessment may not take account of brief periods during shift changeover times when staff arrive on-site before the previous shift is finished.

The above analysis is considered to be a reasonable forecast for the purposes of this study as the sites assessed in TRICS would also have staff shifts similar to that of the proposed scheme. The parking provision associated with the care home is sufficient and appropriate to meet the anticipated parking demand.

7 Summary and Conclusion

7.1 Summary

This Transport Statement (TS) has been prepared by Royal HaskoningDHV (RHDHV) on behalf of Frontier Estates Limited, to consider the highways and transportation implications for a proposed 65-bed care home (Use Class C2) development, at Coldharbour Road, Gravesend, Kent, DA11 8NT (the 'Site').

The application Site was previously occupied by the former Battle of Britain public house until 2016, but is now vacant. The proposed Site is located approximately 2.3km to the south-west of Gravesend town centre.

Gravesend railway station is located approximately 2.3km to the north-east of the Site. Ebbsfleet International station is located approximately 3.4km to the northwest of the Site. Northfleet station is also located approximately 3.3km to the north-west of the Site.

The area surrounding the Site is predominately residential in nature. The Site is bound by Coldharbour Road to the west, New House Lane to the north, residential dwellings to the south, and Shears Green Infant School to the east.

The Site was the subject of a successful planning application (Ref: 20171245) submitted in 2017 and permitted in 2020, comprised of 20 residential dwellings.

The local pedestrian and cycle networks provide connections to multiple local amenities and residential streets, providing good opportunities for residents, staff and visitors to travel to and from the Site on foot or by bike.

The nearest bus stops to the Site are located on New House Lane, approximately 80m to the north-east of the Site. Additional bus stops are located on Coldharbour Road and Dene Holm Road, approximately 280m south and 270m northwest of the Site, respectively.

The nearest railway station is Gravesend station, which is located approximately 2.3km to the north of the Site. Ebbsfleet International station is located approximately 3.4km from the Site.

The PIC data does not indicate any collision clusters within the study area associated with pedestrians or cyclists and the data set does not indicate a common cause for the collisions involving vulnerable users. Therefore, in view of the scale and nature of the proposed development, it is considered that traffic associated with the development will not have a foreseeable adverse impact on road safety conditions.

As part of the development proposals, a new Site access junction would be provided to the north of the development Site boundary, along New House Lane, approximately 60m east of the junction with Coldharbour Road. The access junction would connect to a new footway to be provided to the north-east, which in turn would connect with the New House Lane's existing footway and bus stops.

The introduction of a footway on New House Lane would enable the Site access visibility splays to be provided, in accordance with the requirements of Manual for Streets.

Pedestrian access to the Site would be provided from New Hose Lane and Coldharbour Road. The pedestrian access from Coldharbour Road would be step free.

It is proposed that a total of 27 car parking spaces would be provided on-site, including two blue badge holder spaces. In addition, space would be provided in which an ambulance can park.

In accordance with the adopted standards, the development will provide eight cycle parking spaces for use by staff and visitors.

The proposed care home development is anticipated to generate four two-way vehicle trips in the traditional weekday AM peak hour of travel demand and eight two-way vehicle trips in the traditional weekday PM peak hour. This equates to one vehicle movement, on average, every 7½ to 15 minutes during the weekday AM and PM peak hours.

Over a day (07:00-21:00), a two-way total of 100 two-way vehicle movements to/from the Site are forecast (49 arrivals and 51 departures).

The proposed development travel demand would be comparable to that of the Site's previously consented development.

In terms of servicing and delivery vehicle movements, it is anticipated that the Site would attract a total of eight vehicle arrivals over the course of an average weekday (07:00-21:00).

Based on the trip rates generated for cars, the assessment establishes that up to 13 cars can be expected to park at any one time in association with the development and this equates to 50% of the proposed car parking capacity during peak demand. It is recognised that this assessment may not take account of brief periods during shift changeover times when staff arrive on-site before the previous shift is finished.

7.2 Conclusion

The development's trip attraction is low and will not result in a material impact on the operation of the highway network.

Paragraph 111 of the National Planning Policy Guidance 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.'* In this case, the development would not result in a severe impact on the operation of the local transport network.

Appendix A – KCC Pre-Application Response

Gravesham Borough Council



Mr A Ward
Royal HaskoninDHV
2 Abbey Gardens
Great College Street
London
SW1P 3NL

Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181

Date: 7 July 2022

Our Ref:

Application - PAP/2022/31

Location - Coldharbour Lane, Gravesend

Proposal - Land at Coldharbour Lane, Gravesend, Kent, DA11 8NT
(Formally occupied by the Battle of Britain public house)

I refer to your request for highways pre-application advice dated 16th June 2022 which was accompanied by a pre-application Transport Report dated 18th May 2022.

I have now had the opportunity to study your report and found that it covers all of the issues that would need to be included in a Transport Statement that would support a planning application. I consider that the content is robust in its approach and have the following comments to make (references given refer to paragraph numbers in your report):

1. (2.3) Preferably the 5-year crash data should be obtained from KCC (crashdata@kent.gov.uk) since it is likely to be more up-to-date.
2. (2.4.1) It is agreed that the site is located at a reasonable walking distance from most facilities.
3. (2.5) It would be helpful to include a plan of nearby cycle routes or, identifying roads which are suitable for cycling - particularly to the town centre and Gravesend / Ebbsfleet stations.
4. (2.6) It is agreed that the site location has easy access to bus services to a number of destinations. Again, a plan to show the location of bus stops would be of benefit.
5. (3.2) The location of the access onto New House Lane is acceptable although if possible the maximum gradient should be reduced from 1:10 to 1:15 in view of the fact that the building will be occupied by more elderly residents. The site layout indicates that in order to access New House Lane direct (and to some bus stops) a flight of steps needs to be negotiated. If possible these steps should be supplemented by a ramp with a maximum gradient of 1:15. It is likely that some residents would otherwise choose to walk in the road.
6. (3.2) The traffic speed surveys taken from the consented application go back to 2017. For robustness, I would prefer to see an up-to-date speed survey undertaken in New House Lane and the visibility splays adjusted accordingly (up or down).
7. (3.2) The footpath link from the site access to the bus stop to the north alongside New House Lane is an essential link. For information regarding the extent of the public highway you should contact KCC's Highway Definitions Team for a definitive answer (highwaydefinitionsearches@kent.gov.uk)
8. (3.3) Refer to Item 5 above regarding pedestrian access to New House Lane.
9. (3.4) It is agreed that it is important for the existing vehicle access to Coldharbour Road be removed and the footway reinstated.

10. (3.5) The parking provision of 27 parking spaces, including 2 disabled spaces is acceptable and accords with the current Kent Parking Standards (SPG4) although it should be noted that revised standards are currently emerging but the requirements for this Use Class are unchanged other than there is no longer a maximum or minimum. If the planning application is delayed then it is possible that new parking standards may apply.
11. (3.5.1) An ambulance space of appropriate size should be permanently dedicated for that purpose, not just when required.
12. (3.6) The cycle parking needs to be weatherproof and secure. Also parking for adaptive cycles and mobility scooters needs to be provided.
13. (4.1) Whilst the trip generation figures are acceptable for this location, it would be helpful if a comparison is made between the proposed use and both the previous public house use and the new consented use. Figures should be available in the documents for the consented use. Weekend use should also be included for robustness even if the numbers are low.
14. A Travel Plan will be required for this development. An outline TP should be submitted with the planning application and I would request a Condition that a full Travel Plan be submitted and approved if consent is granted.

Overall, provided the above issues are addressed, I would be unlikely to raise an objection to this application on highway grounds, but I cannot guarantee that.

I hope that the above is helpful. If you have any queries on my comments, or anything else, please contact me.

Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have

been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Yours Faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.

Appendix B – Personal Injury Collision Data

Gravesham Borough Council

Date: 31-August-2022

Time: 08:15:30

Title: **Newhouse Lane,Coldharbour Rd-Northfleet**

Requested output:**D - Print Crash Report**

Date: 31-August-2022

Accident Date BETWEEN '01-Jul-2017' AND '30-Jun-2022'

There were 12 reported crashes resulting in injury

D-PRINT CRASH REPORT

31-Aug-2022

08:15:30

Newhouse Lane,Coldharbour Rd-Northfleet
Accident Date BETWEEN '01-Jul-2017' AND '30-Jun-2022'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No C364 Grid 563649E Section 019 Ref 172221N	SLIGHT	30/11/2017	5	19:50	DRK STL	Dry	Fine			M/C P/C
	C364, COLDHARBOUR RD J/W ST CLEMENTS CLOSE, NORTHFLEET.								Gravesham		
	V2 was cycling up Coldharbour Rd and heard a motorbike come up behind, D2 was then pushed off of the road into the railings on the side of the road. Injuries were sustained, details from V1 were not obtained, possible CCTV in area.						Veh1, m/cycle unknown cc, N -> S Veh2, pedal cycle, NW -> SE			Casualties 1 Vehicles 2	
2	Road No C364 Grid 563521E Section 015 Ref 172397N	SLIGHT	20/12/2018	5	09:45	L	Dry	Fine			PSV
	C364, COLDHARBOUR RD NEAR JN WITH DENE HOLM RD, NORTHFLEET.								Gravesham		
	BUS PULLED OUT OF DENE HOLM RD AND PULLED UP IN A SAFE POSITION ON COLDHARBOUR RD WHEN V1 DROVE INTO REAR OF BUS.						Veh1, car, NW -> SE Veh2, bus or coach, P -> P			Casualties 1 Vehicles 2	
3	Road No U Grid 563486E Section 001 Ref 172414N	SLIGHT	25/02/2019	2	08:40	L	Frost/Ice	Fine	SE	S.VEH R.TURN	
	DENE HOLM RD J/W C364 COLDHARBOUR RD, GRAVESEND								Gravesham		PED
	IT IS BELIEVED THAT C1 RAN OUT ACROSS THE ROAD AS V1 TURNED RIGHT INTO DENE HOLM RD FROM COLDHARBOUR RD AT APPROXIMATELY 10-15 MPH.						Veh1, car, NW -> SW			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

31-Aug-2022
08:15:30

Newhouse Lane,Coldharbour Rd-Northfleet
Accident Date BETWEEN '01-Jul-2017' AND '30-Jun-2022'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No C364 Grid 563498E Section 015 Ref 172423N	SLIGHT	24/12/2019	3	14:28	L	Dry	Fine		R.TURN	
	C364, COLDHARBOUR RD J/W DENE HOLM RD, NORTHFLEET.									Gravesham	
	V1 HAS BEEN WAITING TO TURN RIGHT INTO DENE HOLM RD. V2 HAS FLASHED THEIR LIGHTS AND V1 HAS TURNED BUT V2 DID NOT STOP AND HAS COLLIDED WITH THE SIDE OF V1. V1 DETAILS CONFIRMED ON PNC.						Veh1, car, NW -> W Veh2, car, SE -> NW			Casualties 1 Vehicles 2	
5	Road No U Grid 563747E Section 001 Ref 172416N	SLIGHT	30/01/2020	5	08:40	L	Dry	Fine	S	S.VEH	
	HARDEN RD, GRAVESEND (MAPPED TO COORDS)									Gravesham	PED
	C1 crossed Harden Rd from V1's offside, which allegedly suddenly appeared due to excessive speed, and struck C1 in the middle of the road. D1 verbally abused C1 before driving off.						Veh1, car, W -> E			Casualties 1 Vehicles 1	
6	Road No C364 Grid 563627E Section 018 Ref 172239N	SLIGHT	07/05/2021	6	17:23	L	Dry	Fine			GV
	C364 COLDHARBOUR RD, NORTHFLEET (MAPPED TO COORDS)									Gravesham	
	Police observed V1 and attempted to carry out a routine stop check. V1 failed to stop and initial pursuit was authorised. V1 was travelled north on Coldharbour Lane and approaching traffic on wrong side of carriageway. V3 and V4 attempted to avoid V1 but V1 collided with V3, causing V3 to spin into V4. D1 made off on foot but was detained and arrested.						Veh1, goods < 3.5t, SE -> NW Veh2, car, SE -> NW Veh3, car, NW -> SE Veh4, car, NW -> SE			Casualties 1 Vehicles 4	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

31-Aug-2022

08:15:30

Newhouse Lane,Coldharbour Rd-Northfleet
Accident Date BETWEEN '01-Jul-2017' AND '30-Jun-2022'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No C364 Grid 563496E Section 015 Ref 172422N	SLIGHT	15/07/2021	5	15:27	L	Dry	Fine			
	C364, COLDHARBOUR RD J/W DENE HOLM RD, NORTHFLEET.										Gravesham
	V1 has been stationary at the junction of Dene Holm Rd, intending to pull out onto Coldharbour Rd. V1 appears to have not seen V2 and has pulled out which has caused V2 to collide with the rear driver's side wheel arch.						Veh1, car, W -> NW Veh2, E Scooter, NW -> SE			Casualties 1 Vehicles 2	
8	Road No C364 Grid 563500E Section 015 Ref 172420N	SLIGHT	25/08/2021	4	23:45	DRK STL	Dry	Fine			
	C364, COLDHARBOUR RD J/W DENE HOLM RD, GRAVESEND.										Gravesham
	V1 was travelling on DENE HOLM RD towards COLDHARBOUR RD when V2 came round junction from COLDHARBOUR RD and there was a minor collision. V1 then continued across the junction and collided with the street lamp, carried on over the grass area onto SNELLING AVE and collided with V3 on the driveway of 142. V2 did not stop, V1 did not initially stop.						Veh1, car, W -> E Veh2, car, S -> W Veh3, car, P -> P			Casualties 1 Vehicles 3	
9	Road No U Grid 563491E Section 001 Ref 172432N	SERIOUS	21/10/2021	5	17:10	L	Dry	Fine			M/C
	COLDHARBOUR RD J/W DENE HOLM RD, GRAVESEND										Gravesham
	V1 EXITED DENE HOLM RD, TURNING LEFT ONTO COLDHARBOUR RD. THEN PERFORMED A U TURN AROUND 10 METRES AFTER TURNING. RODE THROUGH TRAFFIC WITH V2 ON THEIR LEFT HAND SIDE AND V3 ON RIGHT HAND SIDE. V1 HIT V2 ON THE WINDOWSCREEN, BOUNCED OFF AND HIT V3 BEFORE LANDING ON THE GROUND.						Veh1, m/cycle 125 - 500cc, SE -> SE Veh2, car, NW -> SE Veh3, car, SE -> NW			Casualties 1 Vehicles 3	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

31-Aug-2022

08:15:30

Newhouse Lane,Coldharbour Rd-Northfleet
Accident Date BETWEEN '01-Jul-2017' AND '30-Jun-2022'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No C365 Grid 563702E Section Ref 172345N	SLIGHT	11/02/2022	6	14:46	L	Dry	Fine	SE	S.VEH	
	C365 NEW HOUSE LANE J/W HARDEN RD, GRAVESEND								Gravesham		PED
	V1 was positioned behind another car and a bus on New House Lane. The vehicle behind the bus performed an overtake and V1 followed behind when C1 ran out in front of the bus and was struck by V1.						Veh1, car, SW -> N			Casualties 1 Vehicles 1	
11	Road No U Grid 563746E Section Ref 172010N	SLIGHT	12/03/2022	7	10:35	L	Dry	Fine			GVM/C
	BOUCHER DRIVE, GRAVESEND (MAPPED TO COORDS)								Gravesham		
	V2 was parked on Boucher Drive when R1 collided with the front of it before fleeing the scene. (No gender, age or postcode for V2).						Veh1, m/cycle unknown cc, SE -> NW Veh2, goods < 3.5t, P -> P			Casualties 1 Vehicles 2	
12	Road No U Grid 563728E Section Ref 172015N	SLIGHT	24/03/2022	5	02:50	DRK STL	Dry	Fine		S.VEH	
	COLDHARBOUR RD, NORTHFLEET (MAPPED TO COORDS)								Gravesham		
	V1 has collided with island, rebounded into tree on nearside of COLDHARBOUR RD.						Veh1, car, NW -> SE			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

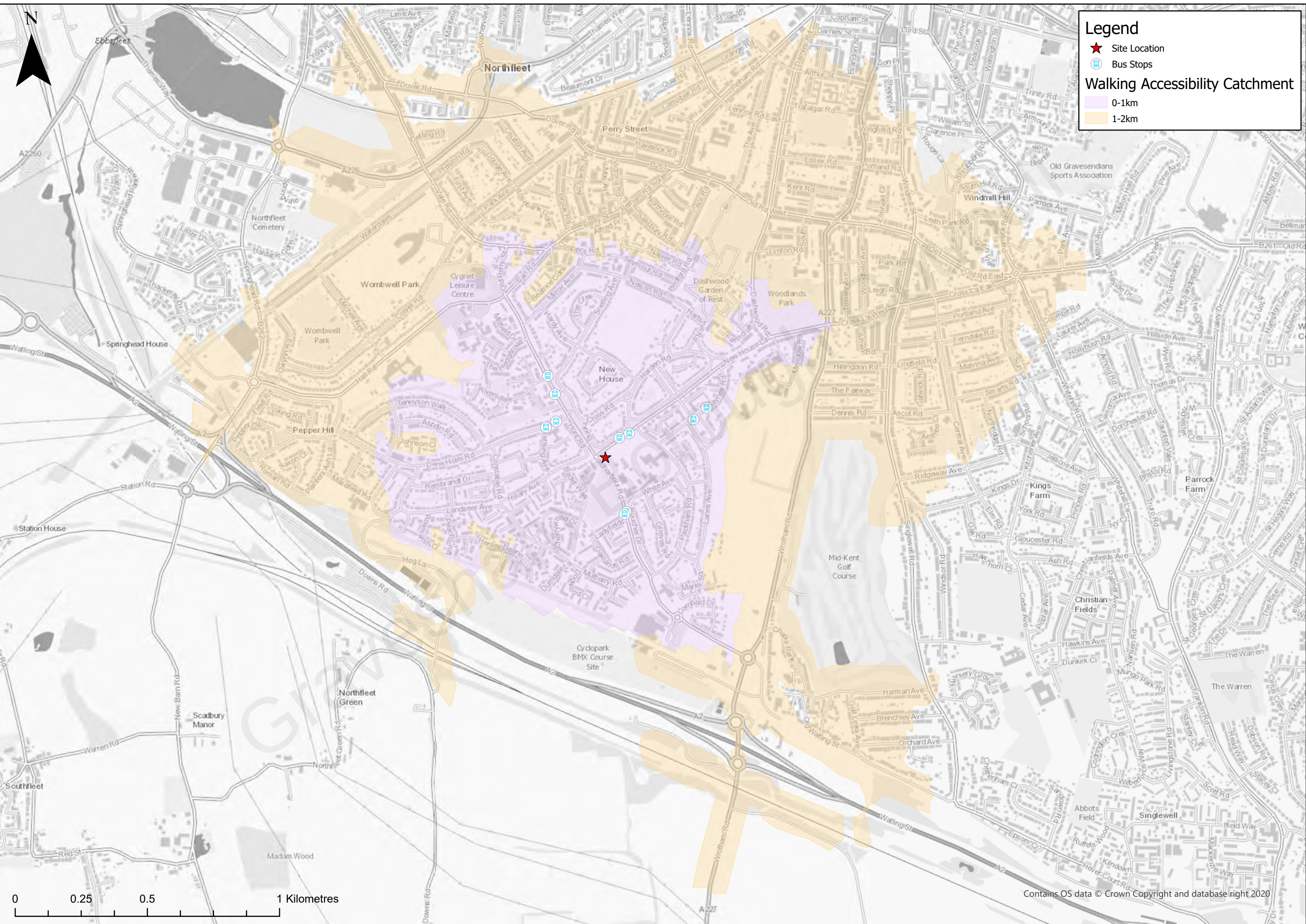
+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

Appendix C – Walk Accessibility Plan

Gravesham Borough Council



Legend

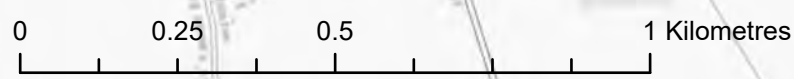
 Site Location

 Bus Stops

Walking Accessibility Catchment

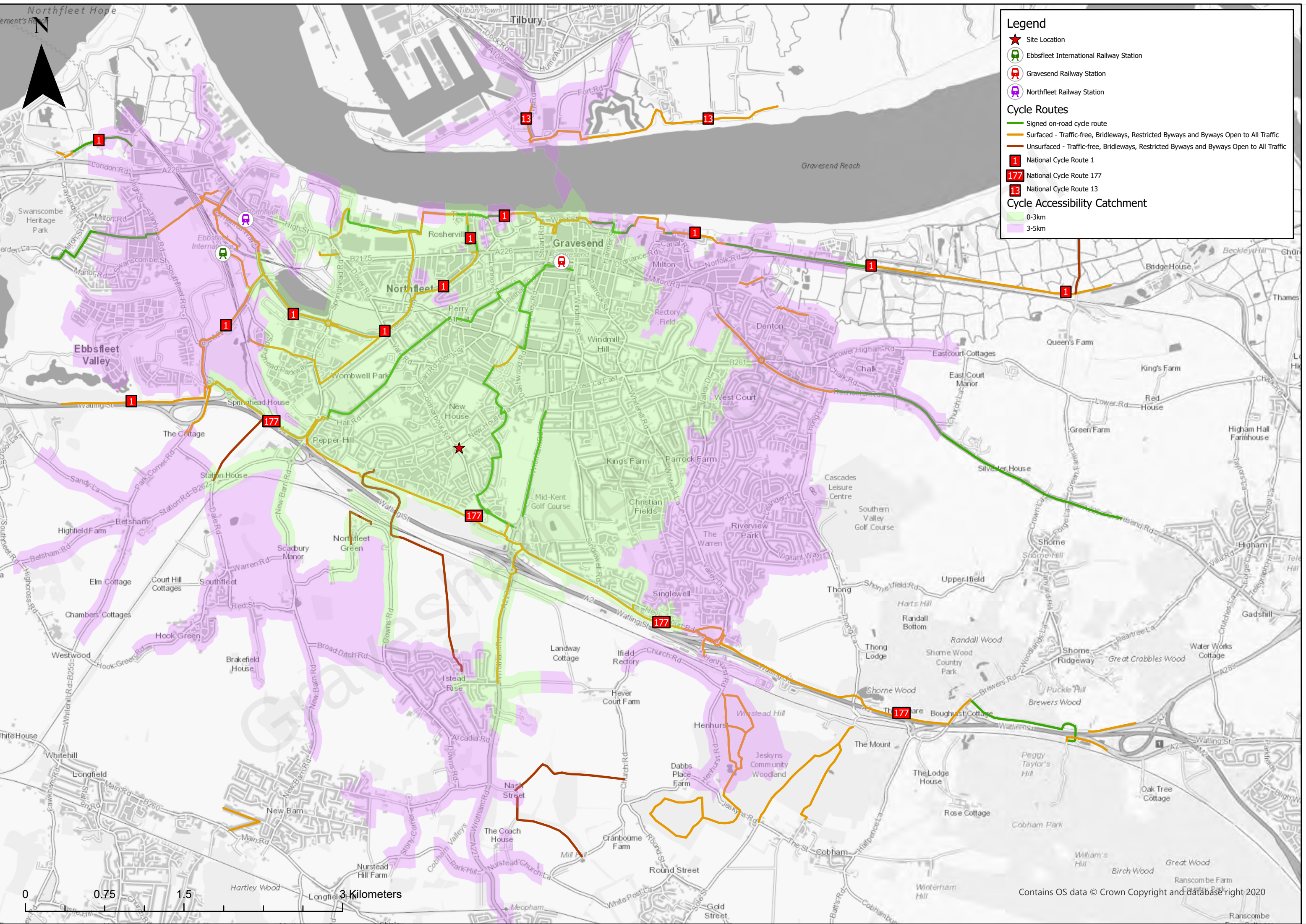
 0-1km

 1-2km



Appendix D – Cycle Accessibility Plan

Gravesham Borough Council



Legend

- ★ Site Location
- 🚆 Ebbsfleet International Railway Station
- 🚆 Gravesend Railway Station
- 🚆 Northfleet Railway Station

Cycle Routes

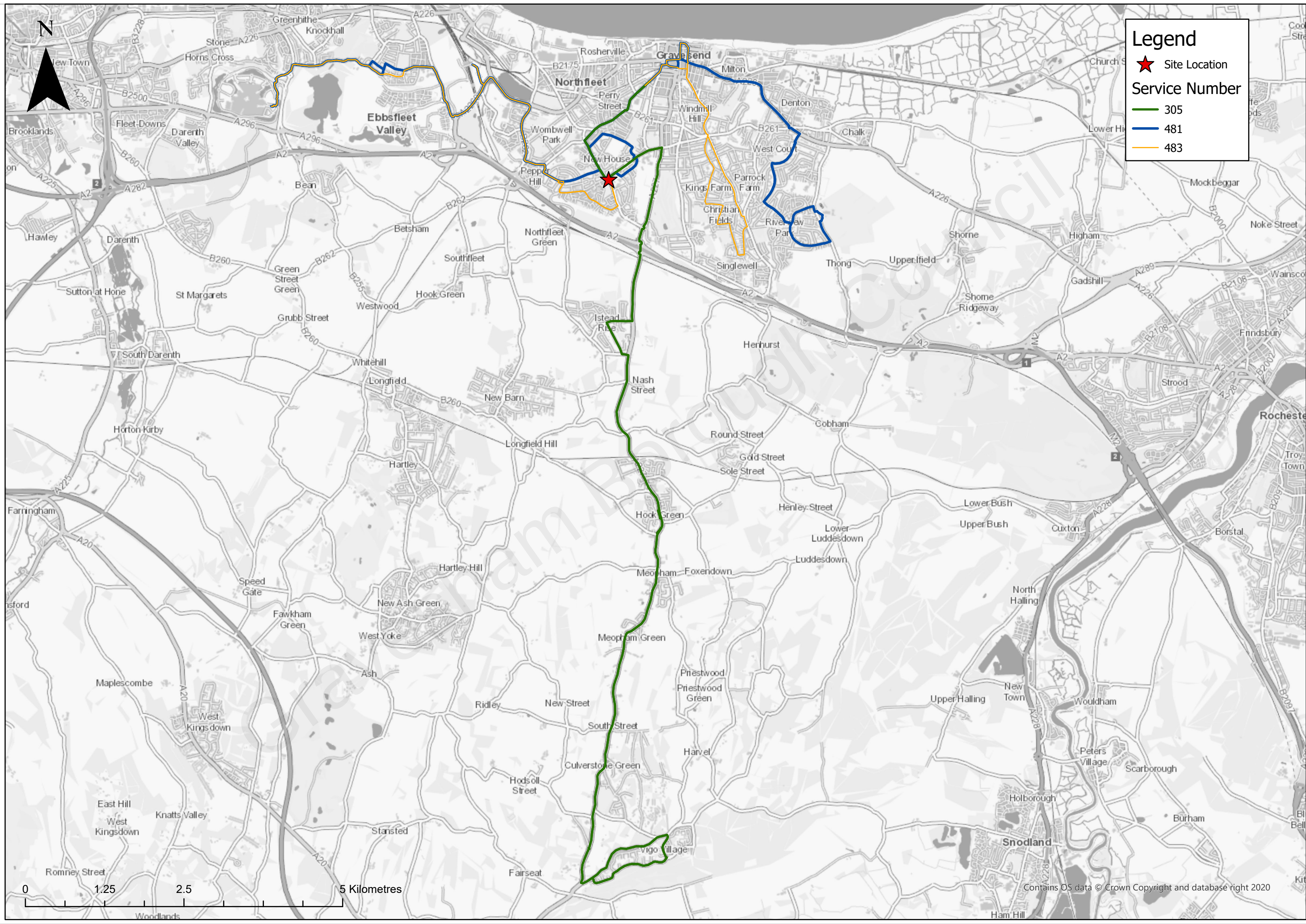
- Signed on-road cycle route
- Surfaced - Traffic-free, Bridleways, Restricted Byways and Byways Open to All Traffic
- Unsurfaced - Traffic-free, Bridleways, Restricted Byways and Byways Open to All Traffic
- 1 National Cycle Route 1
- 177 National Cycle Route 177
- 13 National Cycle Route 13

Cycle Accessibility Catchment

- 0-3km
- 3-5km

Appendix E – Bus Route Plan (Regular Services)

Gravesham Borough Council



Legend

- ★ Site Location
- 305
- 481
- 483

Appendix F – Architect's Layout Plans

Gravesham Borough Council



NOTES

All dimensions are in millimetres unless stated otherwise.

Drawings are not to be scaled for Construction purposes.

This drawing is to be read in conjunction with all other relevant drawings and specifications.

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PH	15/11/22	Ambulance Bay adjusted	SL	AP
PS	14/11/22	Ambulance bay footpath	SL	AP
PS	15/11/22	Parking adjusted	SL	AP
PT	20/08/22	Bin store and cycle stands added	SL	AP
PE	19/08/22	Red Line Amended	SL	AP
Rev	Date	Description	Drawn	Checked
			By	By

HARRIS IRWIN
architects

Aske Stables, Aske, Richmond,
North Yorkshire, DL10 5HG
t: 01748 826675
e: enquiries@harrisirwin.com
w: www.harrisirwin.com

Project:
Project Name
Former Battle of Britain Site,
Coldharbour Road,
Gravesend, DA11 8NT
Client: Frontier Estates

Drawing Title:
Proposed Site Plan

For Planning Submission

Rev Project Number: 3172
Scale: 1:200
Sheet: S3

Project: 3172 - HIA - ZZ - XX - DR - A - 0102

0m 4m 8m 12m 16m 20m

SCALE 1:200 @ A1

Appendix G – Visibility Splay

Gravesham Borough Council

DO NOT SCALE



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EXISTING EMBANKMENT CUT BACK TO PROVIDE A PROPOSED 2M FOOTWAY, CONNECTING THE SITE WITH THE EXISTING FOOTWAY ALONG THE SOUTHERN SIDE OF NEW HOUSE LANE.

KEY

-  VISIBILITY SPLAY TO BE KEPT CLEAR OF OBSTRUCTION.
-  VISIBILITY SPLAYS OF 2.4M X 39M TO THE WEST AND 2.4M X 79M TO THE EAST OF THE PROPOSED ACCESS ACHIEVABLE, IN ACCORDANCE WITH MfS2 GUIDANCE AND SURVEYED SPEEDS BASED ON ATC SURVEYS UNDERTAKEN IN AUGUST 2022.
-  PROPOSED DROPPED KERB AND TACTILE PAVING (400MM DESIGNED IN ACCORDANCE WITH DEPARTMENT OF THE ENVIRONMENT, TRANSPORT AND THE REGIONS (1996))

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TITLE	PROJECT	 2 Abbey Gardens, Great College Street, Westminster, London, SW1P 3NL Tel +44(0)207 222 2115 www.royalhaskoningdhv.com	JOB No. PC3574		DRAWN SW/TH/JI		CHECKED AW	PASSED AW
			DATE 15/11/2022		REV P04	AUTOCAD REF. PC3574-0001		
			SCALE 1:500 AT A3		SUIT S3	DRG No. PC3574-RHD-GE-SW-DR-R-0001		

SITE ACCESS ARRANGEMENT AND VISIBILITY SPLAY

COLDHARBOUR ROAD, KENT

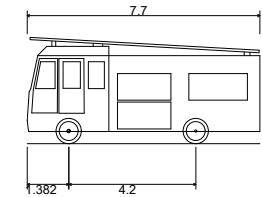
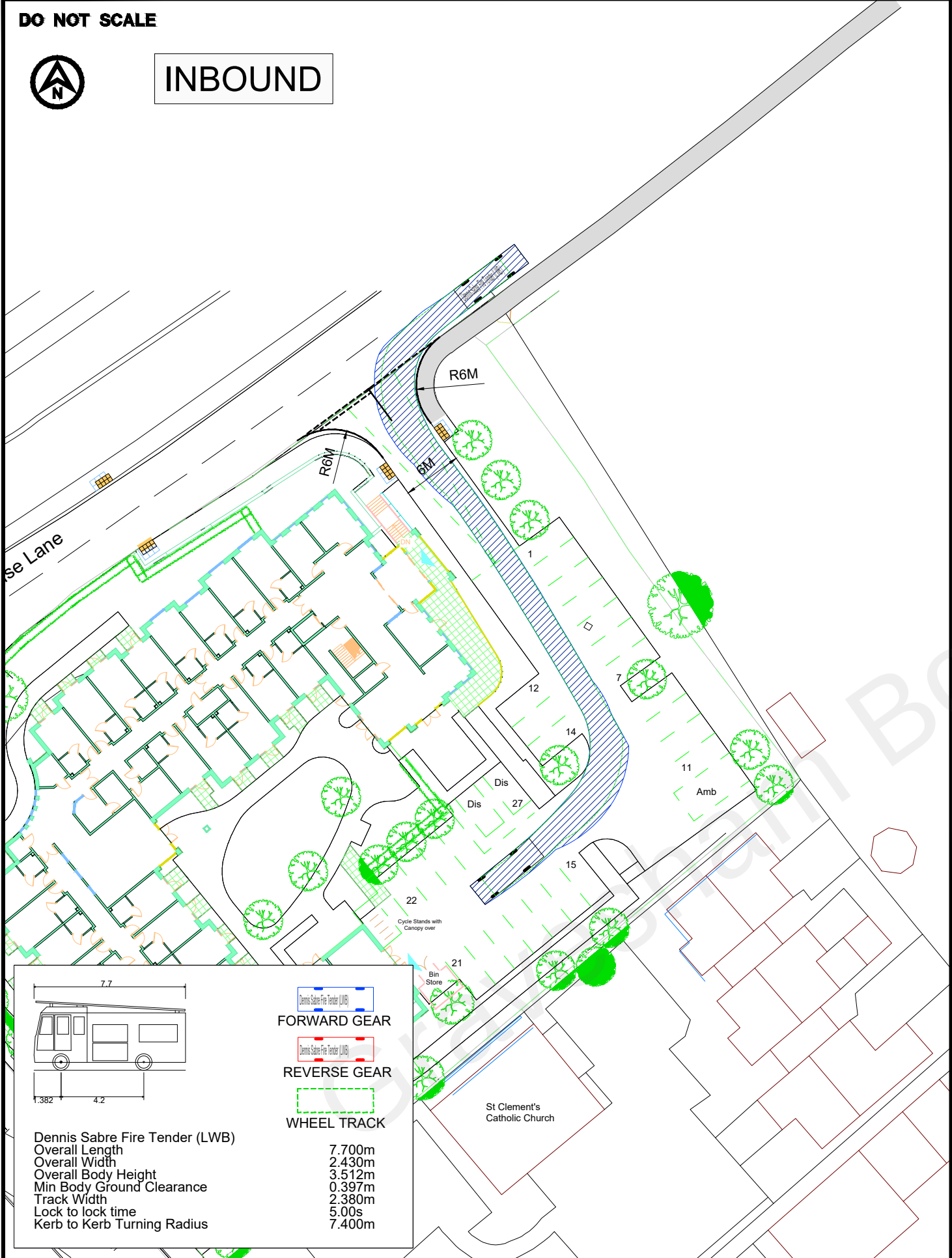
Appendix H – Vehicle Swept Path Analysis

Gravesham Borough Council

DO NOT SCALE



INBOUND

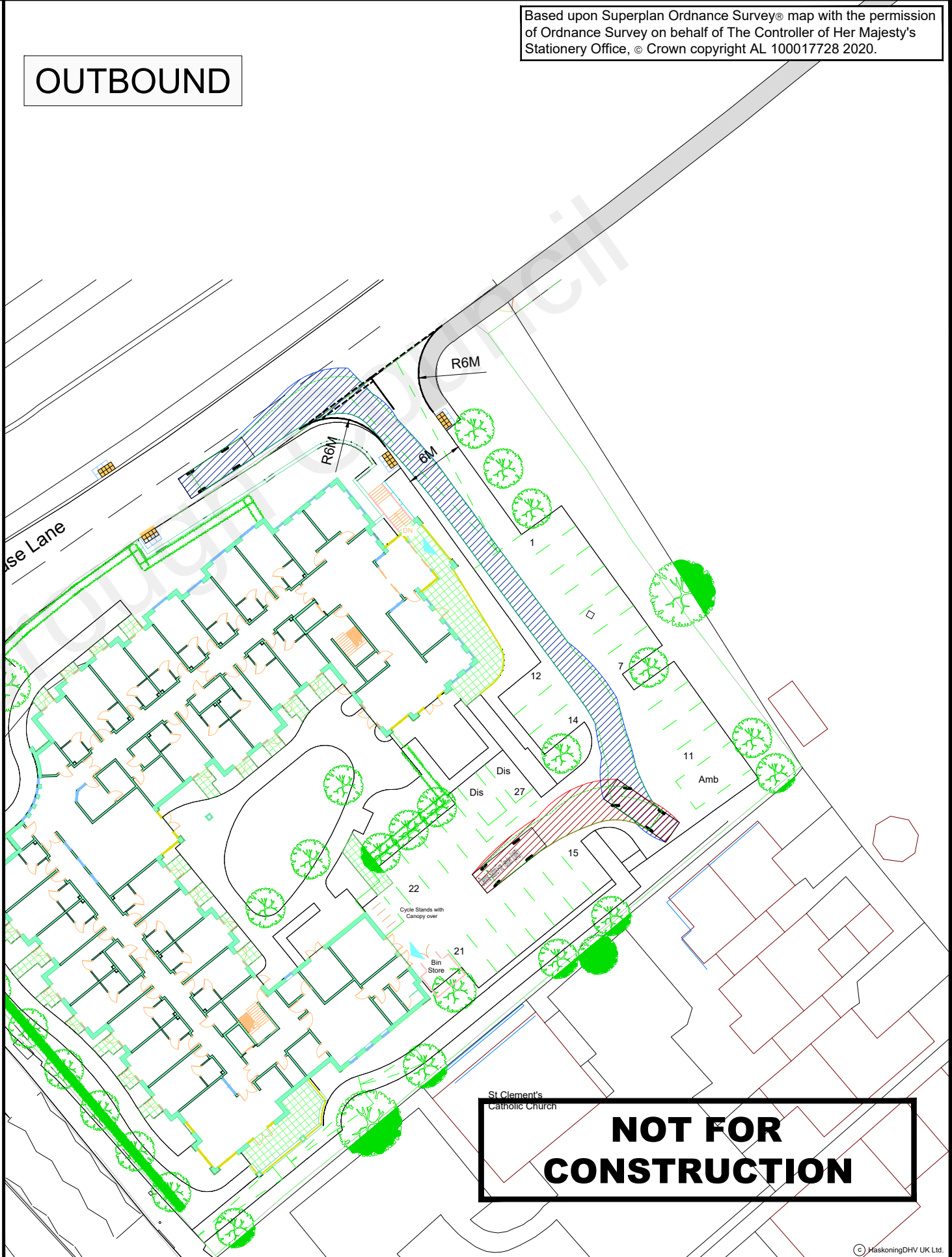


FORWARD GEAR
REVERSE GEAR
WHEEL TRACK

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

St Clement's Catholic Church

OUTBOUND



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NOT FOR CONSTRUCTION

TITLE
VEHICLE SWEEP PATH ANALYSIS -
7.7M FIRE TENDER

PROJECT
COLDHARBOUR ROAD, KENT

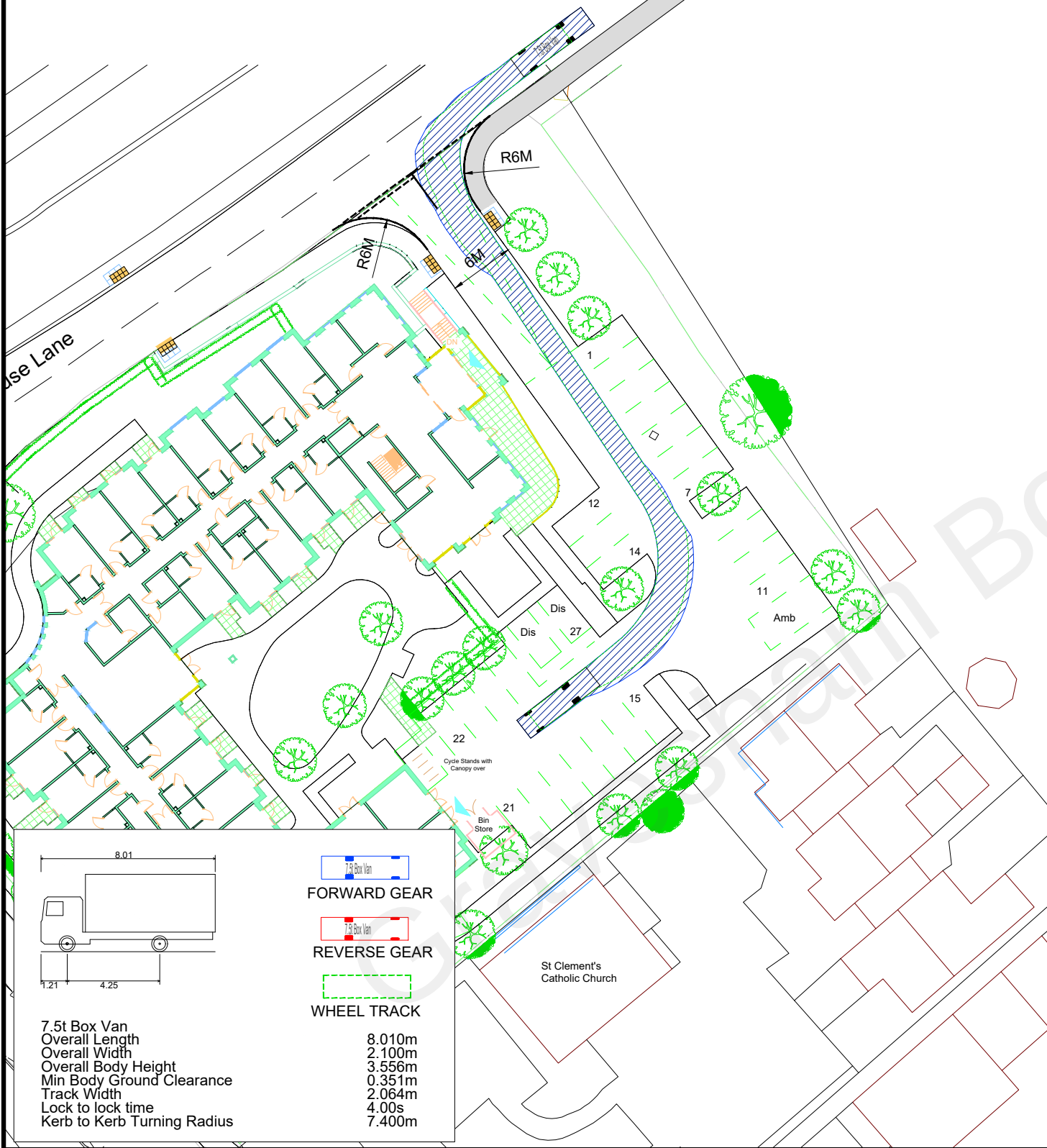


JOB No. PC3574	DRAWN SW / JI	CHECKED AW	PASSED AW
DATE 15/11/2022	REV P04	AUTOCAD REF. PC3574-0051	
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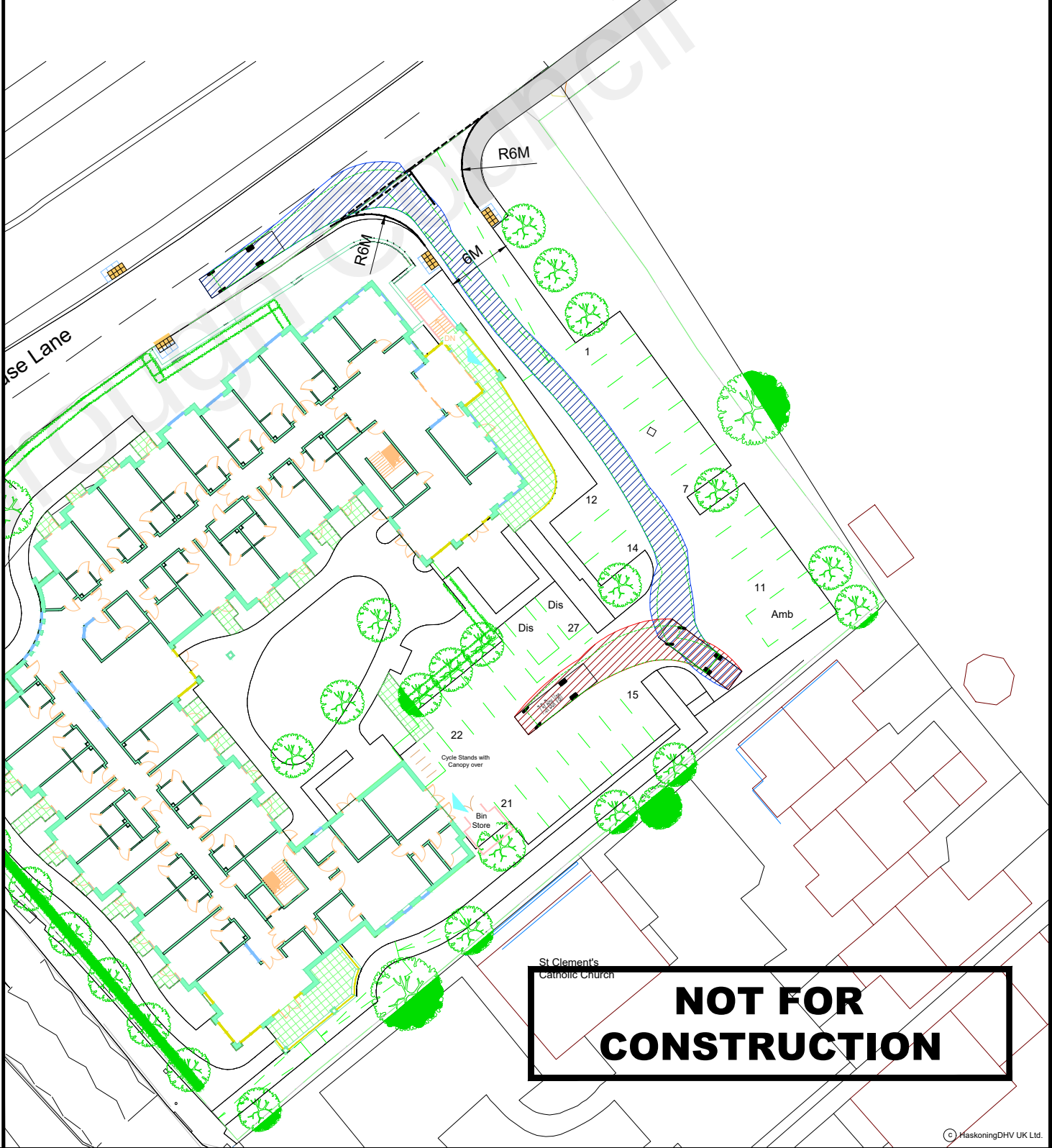
DO NOT SCALE



INBOUND



OUTBOUND



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**NOT FOR
CONSTRUCTION**

TITLE
VEHICLE SWEEP PATH ANALYSIS -
7.5T BOX VAN

PROJECT
COLDHARBOUR ROAD, KENT


**Royal
HaskoningDHV**
Enhancing Society Together

JOB No. PC3574
DATE 15/11/2022
SCALE 1:500 AT A3

DRAWN SW / JI
REV P04
SUIT S3

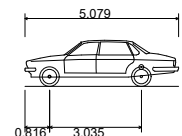
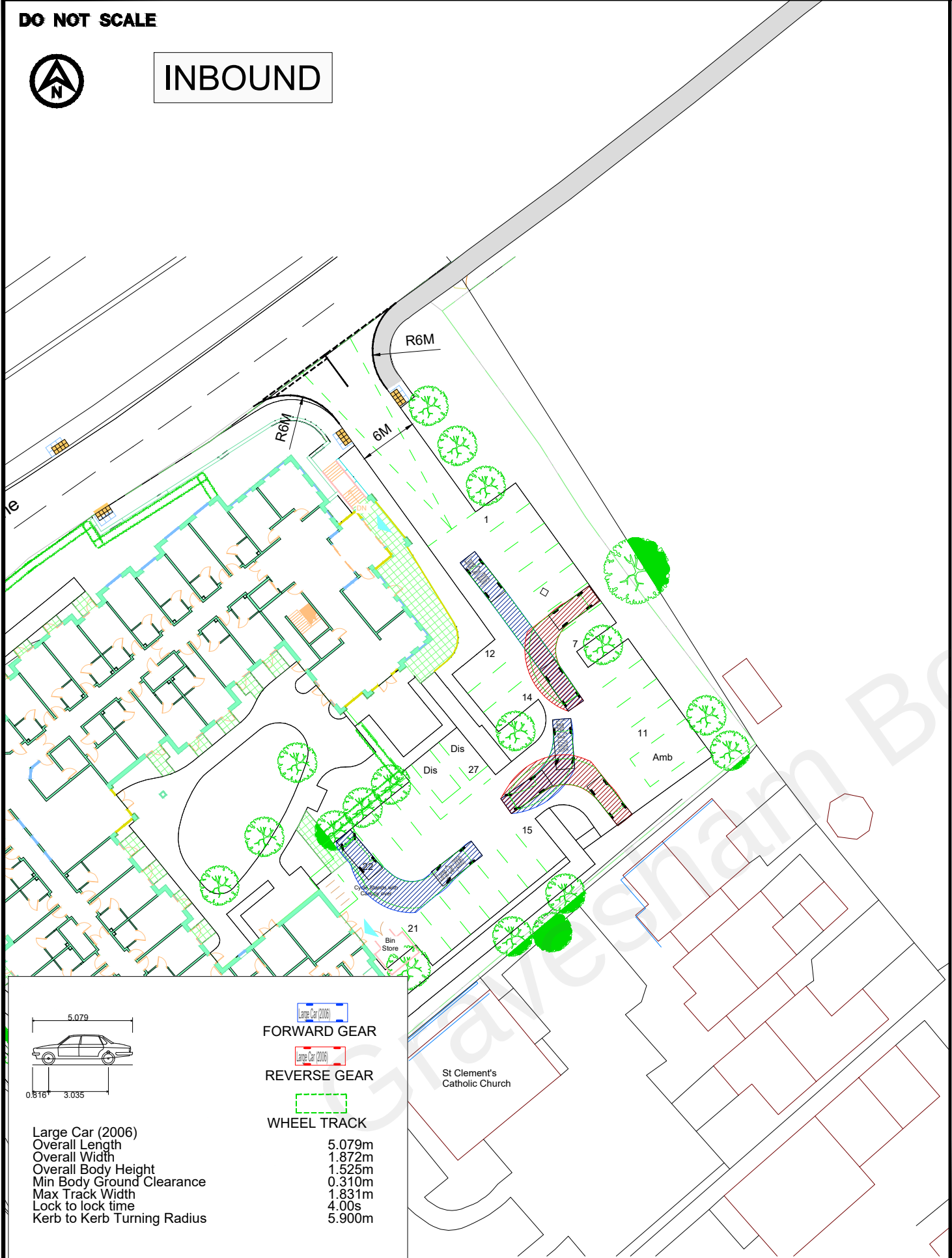
CHECKED AW
PASSED AW
AUTOCAD REF. PC3574-0052
DRG No. PC3574-RHD-GE-SW-DR-R-0052

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DO NOT SCALE



INBOUND



FORWARD GEAR
REVERSE GEAR
WHEEL TRACK

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

St Clement's Catholic Church

OUTBOUND



NOT FOR CONSTRUCTION

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TITLE
VEHICLE SWEEP PATH ANALYSIS - LARGE CAR

PROJECT
COLDHARBOUR ROAD, KENT

Royal HaskoningDHV
Enhancing Society Together

JOB No. PC3574
DATE 15/11/2022
SCALE 1:500 AT A3

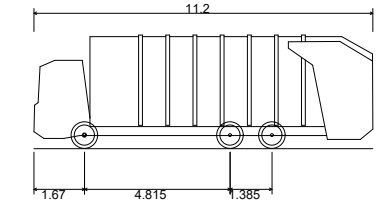
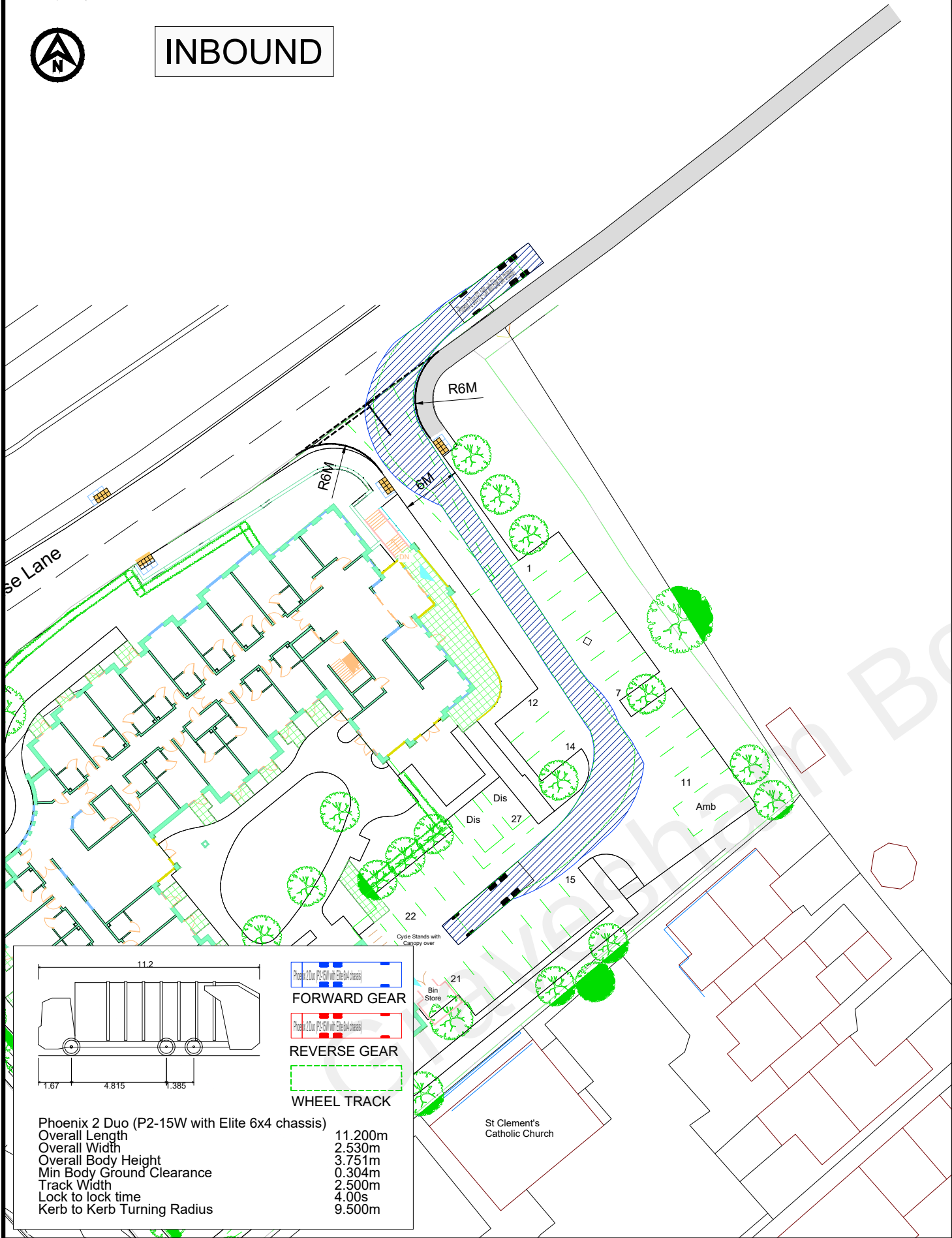
DRAWN SW / JI
REV P04
SUIT S3

CHECKED AW
PASSED AW
AUTOCAD REF. PC3574-0053
DRG No. PC3574-RHD-GE-SW-DR-R-0053

DO NOT SCALE



INBOUND



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

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

TITLE
VEHICLE SWEEP PATH ANALYSIS -
11.2M REFUSE VEHICLE

PROJECT
COLDHARBOUR ROAD, KENT

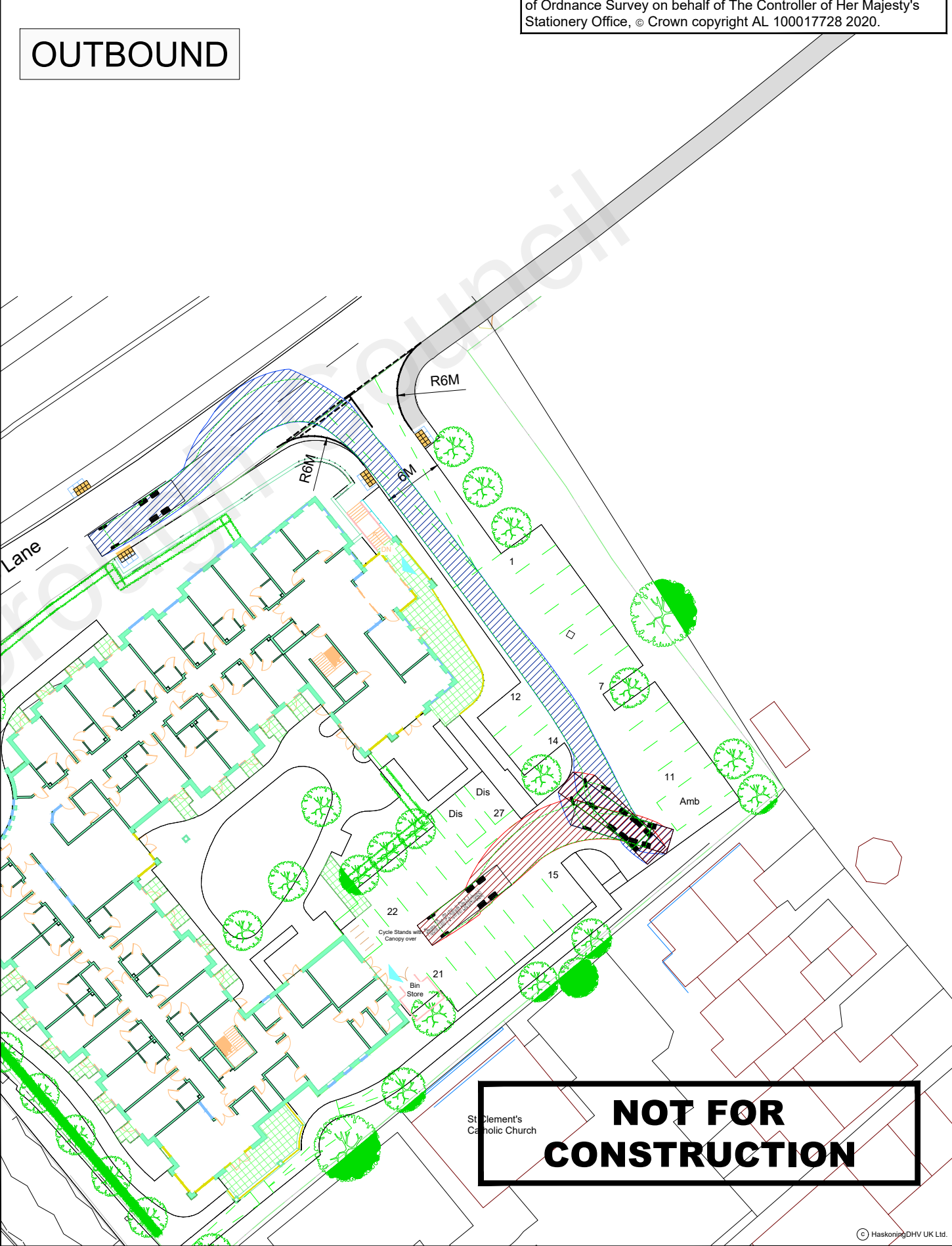


JOB No. PC3574
DATE 15/11/2022
SCALE 1:500 AT A3

DRAWN SW / JI
REV P04
SUIT S3

CHECKED AW
PASSED AW
AUTOCAD REF PC3574-0050
DRG No. PC3574-RHD-GE-SW-DR-R-0050

OUTBOUND



NOT FOR
CONSTRUCTION

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Appendix I – TRICS Assessment

Gravesham Borough Council

Calculation Reference: AUDIT-703101-220824-0822

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	SW SWANSEA	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: Number of residents
 Actual Range: 17 to 78 (units:)
 Range Selected by User: 17 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 02/05/19

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
Tuesday	2 days
Wednesday	1 days
Thursday	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 undertaken using machines.

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	1
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:

Residential Zone	4
No Sub Category	2

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:

C2 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 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	3 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	EX-05-F-01 WINSTON AVENUE SOUTHEND-ON-SEA WESTCLIFF Edge of Town Centre Residential Zone Total Number of residents: 17 Survey date: THURSDAY 24/10/13	NURSING HOME ESSEX	Survey Type: MANUAL
2	HF-05-F-02 BEACONSFIELD ROAD ST ALBANS Edge of Town Centre No Sub Category Total Number of residents: 25 Survey date: TUESDAY 01/10/13	NURSING HOME HERTFORDSHIRE	Survey Type: MANUAL
3	LC-05-F-02 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: 31 Survey date: TUESDAY 27/09/16	NURSING HOME LANCASHIRE	Survey Type: MANUAL
4	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: 37 Survey date: MONDAY 04/03/19	NURSING HOME NORTH YORKSHIRE	Survey Type: MANUAL
5	SW-05-F-01 ST HELENS ROAD SWANSEA Edge of Town Centre No Sub Category Total Number of residents: 78 Survey date: WEDNESDAY 11/12/13	NURSING HOME SWANSEA	Survey Type: MANUAL
6	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 52 Survey date: THURSDAY 02/05/19	NURSING HOME TYNE & WEAR	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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.92

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	40	0.050	6	40	0.042	6	40	0.092
08:00 - 09:00	6	40	0.037	6	40	0.021	6	40	0.058
09:00 - 10:00	6	40	0.083	6	40	0.042	6	40	0.125
10:00 - 11:00	6	40	0.058	6	40	0.054	6	40	0.112
11:00 - 12:00	6	40	0.079	6	40	0.079	6	40	0.158
12:00 - 13:00	6	40	0.054	6	40	0.042	6	40	0.096
13:00 - 14:00	6	40	0.096	6	40	0.033	6	40	0.129
14:00 - 15:00	6	40	0.058	6	40	0.100	6	40	0.158
15:00 - 16:00	6	40	0.063	6	40	0.083	6	40	0.145
16:00 - 17:00	6	40	0.037	6	40	0.108	6	40	0.145
17:00 - 18:00	6	40	0.046	6	40	0.075	6	40	0.121
18:00 - 19:00	6	40	0.025	6	40	0.025	6	40	0.050
19:00 - 20:00	6	40	0.037	6	40	0.037	6	40	0.074
20:00 - 21:00	6	40	0.033	6	40	0.042	6	40	0.075
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.755			0.783			1.538

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

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

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Parameter summary

Trip rate parameter range selected: 17 - 78 (units:)
 Survey date range: 01/01/13 - 02/05/19
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	40	0.004	6	40	0.004	6	40	0.008
08:00 - 09:00	6	40	0.000	6	40	0.000	6	40	0.000
09:00 - 10:00	6	40	0.004	6	40	0.004	6	40	0.008
10:00 - 11:00	6	40	0.000	6	40	0.000	6	40	0.000
11:00 - 12:00	6	40	0.004	6	40	0.004	6	40	0.008
12:00 - 13:00	6	40	0.004	6	40	0.000	6	40	0.004
13:00 - 14:00	6	40	0.004	6	40	0.004	6	40	0.008
14:00 - 15:00	6	40	0.004	6	40	0.008	6	40	0.012
15:00 - 16:00	6	40	0.004	6	40	0.004	6	40	0.008
16:00 - 17:00	6	40	0.008	6	40	0.008	6	40	0.016
17:00 - 18:00	6	40	0.008	6	40	0.004	6	40	0.012
18:00 - 19:00	6	40	0.000	6	40	0.004	6	40	0.004
19:00 - 20:00	6	40	0.000	6	40	0.000	6	40	0.000
20:00 - 21:00	6	40	0.000	6	40	0.000	6	40	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.044			0.088

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	40	0.000	6	40	0.000	6	40	0.000
08:00 - 09:00	6	40	0.000	6	40	0.000	6	40	0.000
09:00 - 10:00	6	40	0.000	6	40	0.000	6	40	0.000
10:00 - 11:00	6	40	0.000	6	40	0.000	6	40	0.000
11:00 - 12:00	6	40	0.004	6	40	0.004	6	40	0.008
12:00 - 13:00	6	40	0.004	6	40	0.004	6	40	0.008
13:00 - 14:00	6	40	0.000	6	40	0.000	6	40	0.000
14:00 - 15:00	6	40	0.000	6	40	0.000	6	40	0.000
15:00 - 16:00	6	40	0.004	6	40	0.004	6	40	0.008
16:00 - 17:00	6	40	0.000	6	40	0.000	6	40	0.000
17:00 - 18:00	6	40	0.000	6	40	0.000	6	40	0.000
18:00 - 19:00	6	40	0.000	6	40	0.000	6	40	0.000
19:00 - 20:00	6	40	0.000	6	40	0.000	6	40	0.000
20:00 - 21:00	6	40	0.000	6	40	0.000	6	40	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	40	0.004	6	40	0.000	6	40	0.004
08:00 - 09:00	6	40	0.004	6	40	0.000	6	40	0.004
09:00 - 10:00	6	40	0.000	6	40	0.004	6	40	0.004
10:00 - 11:00	6	40	0.004	6	40	0.000	6	40	0.004
11:00 - 12:00	6	40	0.004	6	40	0.004	6	40	0.008
12:00 - 13:00	6	40	0.000	6	40	0.004	6	40	0.004
13:00 - 14:00	6	40	0.008	6	40	0.004	6	40	0.012
14:00 - 15:00	6	40	0.000	6	40	0.004	6	40	0.004
15:00 - 16:00	6	40	0.004	6	40	0.000	6	40	0.004
16:00 - 17:00	6	40	0.000	6	40	0.004	6	40	0.004
17:00 - 18:00	6	40	0.004	6	40	0.004	6	40	0.008
18:00 - 19:00	6	40	0.000	6	40	0.004	6	40	0.004
19:00 - 20:00	6	40	0.000	6	40	0.000	6	40	0.000
20:00 - 21:00	6	40	0.000	6	40	0.000	6	40	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	40	0.075	6	40	0.071	6	40	0.146
08:00 - 09:00	6	40	0.050	6	40	0.017	6	40	0.067
09:00 - 10:00	6	40	0.100	6	40	0.054	6	40	0.154
10:00 - 11:00	6	40	0.067	6	40	0.067	6	40	0.134
11:00 - 12:00	6	40	0.092	6	40	0.087	6	40	0.179
12:00 - 13:00	6	40	0.075	6	40	0.050	6	40	0.125
13:00 - 14:00	6	40	0.113	6	40	0.037	6	40	0.150
14:00 - 15:00	6	40	0.079	6	40	0.133	6	40	0.212
15:00 - 16:00	6	40	0.083	6	40	0.104	6	40	0.187
16:00 - 17:00	6	40	0.054	6	40	0.138	6	40	0.192
17:00 - 18:00	6	40	0.058	6	40	0.096	6	40	0.154
18:00 - 19:00	6	40	0.042	6	40	0.029	6	40	0.071
19:00 - 20:00	6	40	0.037	6	40	0.042	6	40	0.079
20:00 - 21:00	6	40	0.025	6	40	0.042	6	40	0.067
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.950			0.967			1.917

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	40	0.050	6	40	0.008	6	40	0.058
08:00 - 09:00	6	40	0.025	6	40	0.029	6	40	0.054
09:00 - 10:00	6	40	0.046	6	40	0.008	6	40	0.054
10:00 - 11:00	6	40	0.033	6	40	0.025	6	40	0.058
11:00 - 12:00	6	40	0.021	6	40	0.025	6	40	0.046
12:00 - 13:00	6	40	0.008	6	40	0.017	6	40	0.025
13:00 - 14:00	6	40	0.029	6	40	0.029	6	40	0.058
14:00 - 15:00	6	40	0.033	6	40	0.071	6	40	0.104
15:00 - 16:00	6	40	0.029	6	40	0.029	6	40	0.058
16:00 - 17:00	6	40	0.033	6	40	0.017	6	40	0.050
17:00 - 18:00	6	40	0.008	6	40	0.025	6	40	0.033
18:00 - 19:00	6	40	0.017	6	40	0.042	6	40	0.059
19:00 - 20:00	6	40	0.029	6	40	0.054	6	40	0.083
20:00 - 21:00	6	40	0.004	6	40	0.004	6	40	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.365			0.383			0.748

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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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	40	0.004	6	40	0.000	6	40	0.004
08:00 - 09:00	6	40	0.029	6	40	0.004	6	40	0.033
09:00 - 10:00	6	40	0.021	6	40	0.013	6	40	0.034
10:00 - 11:00	6	40	0.004	6	40	0.000	6	40	0.004
11:00 - 12:00	6	40	0.004	6	40	0.000	6	40	0.004
12:00 - 13:00	6	40	0.008	6	40	0.008	6	40	0.016
13:00 - 14:00	6	40	0.004	6	40	0.000	6	40	0.004
14:00 - 15:00	6	40	0.008	6	40	0.004	6	40	0.012
15:00 - 16:00	6	40	0.004	6	40	0.013	6	40	0.017
16:00 - 17:00	6	40	0.013	6	40	0.017	6	40	0.030
17:00 - 18:00	6	40	0.004	6	40	0.008	6	40	0.012
18:00 - 19:00	6	40	0.013	6	40	0.017	6	40	0.030
19:00 - 20:00	6	40	0.004	6	40	0.017	6	40	0.021
20:00 - 21:00	6	40	0.000	6	40	0.008	6	40	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.109			0.229

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.92

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	40	0.133	6	40	0.079	6	40	0.212
08:00 - 09:00	6	40	0.108	6	40	0.050	6	40	0.158
09:00 - 10:00	6	40	0.167	6	40	0.079	6	40	0.246
10:00 - 11:00	6	40	0.108	6	40	0.092	6	40	0.200
11:00 - 12:00	6	40	0.121	6	40	0.117	6	40	0.238
12:00 - 13:00	6	40	0.092	6	40	0.079	6	40	0.171
13:00 - 14:00	6	40	0.154	6	40	0.071	6	40	0.225
14:00 - 15:00	6	40	0.121	6	40	0.212	6	40	0.333
15:00 - 16:00	6	40	0.121	6	40	0.146	6	40	0.267
16:00 - 17:00	6	40	0.100	6	40	0.175	6	40	0.275
17:00 - 18:00	6	40	0.075	6	40	0.133	6	40	0.208
18:00 - 19:00	6	40	0.071	6	40	0.092	6	40	0.163
19:00 - 20:00	6	40	0.071	6	40	0.113	6	40	0.184
20:00 - 21:00	6	40	0.029	6	40	0.054	6	40	0.083
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.471			1.492			2.963

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CARS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	40	0.042	6	40	0.033	6	40	0.075
08:00 - 09:00	6	40	0.037	6	40	0.021	6	40	0.058
09:00 - 10:00	6	40	0.054	6	40	0.029	6	40	0.083
10:00 - 11:00	6	40	0.054	6	40	0.037	6	40	0.091
11:00 - 12:00	6	40	0.042	6	40	0.058	6	40	0.100
12:00 - 13:00	6	40	0.042	6	40	0.037	6	40	0.079
13:00 - 14:00	6	40	0.075	6	40	0.025	6	40	0.100
14:00 - 15:00	6	40	0.046	6	40	0.075	6	40	0.121
15:00 - 16:00	6	40	0.046	6	40	0.067	6	40	0.113
16:00 - 17:00	6	40	0.025	6	40	0.083	6	40	0.108
17:00 - 18:00	6	40	0.033	6	40	0.050	6	40	0.083
18:00 - 19:00	6	40	0.025	6	40	0.021	6	40	0.046
19:00 - 20:00	6	40	0.033	6	40	0.037	6	40	0.070
20:00 - 21:00	6	40	0.033	6	40	0.037	6	40	0.070
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.587			0.610			1.197

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL LGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	40	0.004	6	40	0.004	6	40	0.008
08:00 - 09:00	6	40	0.000	6	40	0.000	6	40	0.000
09:00 - 10:00	6	40	0.025	6	40	0.008	6	40	0.033
10:00 - 11:00	6	40	0.004	6	40	0.017	6	40	0.021
11:00 - 12:00	6	40	0.029	6	40	0.013	6	40	0.042
12:00 - 13:00	6	40	0.004	6	40	0.000	6	40	0.004
13:00 - 14:00	6	40	0.017	6	40	0.004	6	40	0.021
14:00 - 15:00	6	40	0.008	6	40	0.013	6	40	0.021
15:00 - 16:00	6	40	0.008	6	40	0.008	6	40	0.016
16:00 - 17:00	6	40	0.004	6	40	0.021	6	40	0.025
17:00 - 18:00	6	40	0.004	6	40	0.021	6	40	0.025
18:00 - 19:00	6	40	0.000	6	40	0.000	6	40	0.000
19:00 - 20:00	6	40	0.004	6	40	0.000	6	40	0.004
20:00 - 21:00	6	40	0.000	6	40	0.004	6	40	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.113			0.224

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.

Multi-Modal Trip Attraction

TRICS Site Selection Criteria:

1. Greater London and Ireland sites excluded
2. Sites in a town centre excluded
3. Multi-modal sites included
4. Sites with up to 100 residents
5. Surveys undertaken from the 1st January 2013

TRICS Site Selection:

EX-05-F-01, Southend-On-Sea, Essex - 17 residents
 HF-05-F-02, St Albans, Hertfordshire - 25 residents
 LC-05-F-02, Blackpool, Lancashire - 31 residents
 NY-05-F-05, Richmond, North Yorkshire - 37 residents
 SW-05-F-01, Swansea, Swansea - 78 residents
 TW-05-F-03, Gateshead, Tyne & Wear - 52 residents

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: TOTAL VEHICLES

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	40	0.050	0.042	0.092	3	3	6
08:00-09:00	6	40	0.037	0.021	0.058	2	1	4
09:00-10:00	6	40	0.083	0.042	0.125	5	3	8
10:00-11:00	6	40	0.058	0.054	0.112	4	4	7
11:00-12:00	6	40	0.079	0.079	0.158	5	5	10
12:00-13:00	6	40	0.054	0.042	0.096	4	3	6
13:00-14:00	6	40	0.096	0.033	0.129	6	2	8
14:00-15:00	6	40	0.058	0.100	0.158	4	7	10
15:00-16:00	6	40	0.063	0.083	0.145	4	5	9
16:00-17:00	6	40	0.037	0.108	0.145	2	7	9
17:00-18:00	6	40	0.046	0.075	0.121	3	5	8
18:00-19:00	6	40	0.025	0.025	0.050	2	2	3
19:00-20:00	6	40	0.037	0.037	0.074	2	2	5
20:00-21:00	6	40	0.033	0.042	0.075	2	3	5
Total	-	-	0.756	0.783	1.538	49	51	100

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: CARS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)			Parking Accumula'	
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS	(No. and % Capacity)	
Pre 07:00	6	40	-	-	-	-	-	-	7	24%
07:00-08:00	6	40	0.042	0.033	0.075	3	2	5	7	26%
08:00-09:00	6	40	0.037	0.021	0.058	2	1	4	8	30%
09:00-10:00	6	40	0.054	0.029	0.083	4	2	5	10	36%
10:00-11:00	6	40	0.054	0.037	0.091	4	2	6	11	40%
11:00-12:00	6	40	0.042	0.058	0.100	3	4	7	10	36%
12:00-13:00	6	40	0.042	0.037	0.079	3	2	5	10	38%
13:00-14:00	6	40	0.075	0.025	0.100	5	2	7	13	50%
14:00-15:00	6	40	0.046	0.075	0.121	3	5	8	12	43%
15:00-16:00	6	40	0.046	0.067	0.113	3	4	7	10	38%
16:00-17:00	6	40	0.025	0.083	0.108	2	5	7	6	24%
17:00-18:00	6	40	0.033	0.050	0.083	2	3	5	5	20%
18:00-19:00	6	40	0.025	0.021	0.046	2	1	3	6	20%
19:00-20:00	6	40	0.033	0.037	0.070	2	2	5	5	20%
20:00-21:00	6	40	0.033	0.037	0.070	2	2	5	5	19%
Total	-	-	0.587	0.610	1.197	38	40	78	-	-

*Pre 07:00 parking accumulation calculated from TRICS survey data

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: TAXIS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	40	0.004	0.004	0.008	0	0	1
08:00-09:00	6	40	0.000	0.000	0.000	0	0	0
09:00-10:00	6	40	0.004	0.004	0.008	0	0	1
10:00-11:00	6	40	0.000	0.000	0.000	0	0	0
11:00-12:00	6	40	0.004	0.004	0.008	0	0	1
12:00-13:00	6	40	0.004	0.000	0.004	0	0	0
13:00-14:00	6	40	0.004	0.004	0.008	0	0	1
14:00-15:00	6	40	0.004	0.008	0.012	0	1	1
15:00-16:00	6	40	0.004	0.004	0.008	0	0	1
16:00-17:00	6	40	0.008	0.008	0.016	1	1	1
17:00-18:00	6	40	0.008	0.004	0.012	1	0	1
18:00-19:00	6	40	0.000	0.004	0.004	0	0	0
19:00-20:00	6	40	0.000	0.000	0.000	0	0	0
20:00-21:00	6	40	0.000	0.000	0.000	0	0	0
Total	-	-	0.044	0.044	0.088	3	3	6

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: LGVS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	40	0.004	0.004	0.008	0	0	1
08:00-09:00	6	40	0.000	0.000	0.000	0	0	0
09:00-10:00	6	40	0.025	0.008	0.033	2	1	2
10:00-11:00	6	40	0.004	0.017	0.021	0	1	1
11:00-12:00	6	40	0.029	0.013	0.042	2	1	3
12:00-13:00	6	40	0.004	0.000	0.004	0	0	0
13:00-14:00	6	40	0.017	0.004	0.021	1	0	1
14:00-15:00	6	40	0.008	0.013	0.021	1	1	1
15:00-16:00	6	40	0.008	0.008	0.016	1	1	1
16:00-17:00	6	40	0.004	0.021	0.025	0	1	2
17:00-18:00	6	40	0.004	0.021	0.025	0	1	2
18:00-19:00	6	40	0.000	0.000	0.000	0	0	0
19:00-20:00	6	40	0.004	0.000	0.004	0	0	0
20:00-21:00	6	40	0.000	0.004	0.004	0	0	0
Total	-	-	0.111	0.113	0.224	7	7	15

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: OGVS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	40	0.000	0.000	0.000	0	0	0
08:00-09:00	6	40	0.000	0.000	0.000	0	0	0
09:00-10:00	6	40	0.000	0.000	0.000	0	0	0
10:00-11:00	6	40	0.000	0.000	0.000	0	0	0
11:00-12:00	6	40	0.004	0.004	0.008	0	0	1
12:00-13:00	6	40	0.004	0.004	0.008	0	0	1
13:00-14:00	6	40	0.000	0.000	0.000	0	0	0
14:00-15:00	6	40	0.000	0.000	0.000	0	0	0
15:00-16:00	6	40	0.004	0.004	0.008	0	0	1
16:00-17:00	6	40	0.000	0.000	0.000	0	0	0
17:00-18:00	6	40	0.000	0.000	0.000	0	0	0
18:00-19:00	6	40	0.000	0.000	0.000	0	0	0
19:00-20:00	6	40	0.000	0.000	0.000	0	0	0
20:00-21:00	6	40	0.000	0.000	0.000	0	0	0
Total			0.012	0.012	0.024	1	1	2

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: VEHICLE OCCUPANTS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	40	0.075	0.071	0.146	5	5	9
08:00-09:00	6	40	0.050	0.017	0.067	3	1	4
09:00-10:00	6	40	0.100	0.054	0.154	7	4	10
10:00-11:00	6	40	0.067	0.067	0.134	4	4	9
11:00-12:00	6	40	0.092	0.087	0.179	6	6	12
12:00-13:00	6	40	0.075	0.050	0.125	5	3	8
13:00-14:00	6	40	0.113	0.037	0.150	7	2	10
14:00-15:00	6	40	0.079	0.133	0.212	5	9	14
15:00-16:00	6	40	0.083	0.104	0.187	5	7	12
16:00-17:00	6	40	0.054	0.138	0.192	4	9	12
17:00-18:00	6	40	0.058	0.096	0.154	4	6	10
18:00-19:00	6	40	0.042	0.029	0.071	3	2	5
19:00-20:00	6	40	0.037	0.042	0.079	2	3	5
20:00-21:00	6	40	0.025	0.042	0.067	2	3	4
Total			0.950	0.967	1.917	62	63	125

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: PEDESTRIANS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	40	0.05	0.008	0.058	3	1	4
08:00-09:00	6	40	0.025	0.029	0.054	2	2	4
09:00-10:00	6	40	0.046	0.008	0.054	3	1	4
10:00-11:00	6	40	0.033	0.025	0.058	2	2	4
11:00-12:00	6	40	0.021	0.025	0.046	1	2	3
12:00-13:00	6	40	0.008	0.017	0.025	1	1	2
13:00-14:00	6	40	0.029	0.029	0.058	2	2	4
14:00-15:00	6	40	0.033	0.071	0.104	2	5	7
15:00-16:00	6	40	0.029	0.029	0.058	2	2	4
16:00-17:00	6	40	0.033	0.017	0.050	2	1	3
17:00-18:00	6	40	0.008	0.025	0.033	1	2	2
18:00-19:00	6	40	0.017	0.042	0.059	1	3	4
19:00-20:00	6	40	0.029	0.054	0.083	2	4	5
20:00-21:00	6	40	0.004	0.004	0.008	0	0	1
Total			0.365	0.383	0.748	24	25	49

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: CYCLISTS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	40	0.004	0.000	0.004	0	0	0
08:00-09:00	6	40	0.004	0.000	0.004	0	0	0
09:00-10:00	6	40	0.000	0.004	0.004	0	0	0
10:00-11:00	6	40	0.004	0.000	0.004	0	0	0
11:00-12:00	6	40	0.004	0.004	0.008	0	0	1
12:00-13:00	6	40	0.000	0.004	0.004	0	0	0
13:00-14:00	6	40	0.008	0.004	0.012	1	0	1
14:00-15:00	6	40	0.000	0.004	0.004	0	0	0
15:00-16:00	6	40	0.004	0.000	0.004	0	0	0
16:00-17:00	6	40	0.000	0.004	0.004	0	0	0
17:00-18:00	6	40	0.004	0.004	0.008	0	0	1
18:00-19:00	6	40	0.000	0.004	0.004	0	0	0
19:00-20:00	6	40	0.000	0.000	0.000	0	0	0
20:00-21:00	6	40	0.000	0.000	0.000	0	0	0
Total			0.032	0.032	0.064	2	2	4

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: PUBLIC TRANSPORT USERS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	40	0.004	0.000	0.004	0	0	0
08:00-09:00	6	40	0.029	0.004	0.033	2	0	2
09:00-10:00	6	40	0.021	0.013	0.034	1	1	2
10:00-11:00	6	40	0.004	0.000	0.004	0	0	0
11:00-12:00	6	40	0.004	0.000	0.004	0	0	0
12:00-13:00	6	40	0.008	0.008	0.016	1	1	1
13:00-14:00	6	40	0.004	0.000	0.004	0	0	0
14:00-15:00	6	40	0.008	0.004	0.012	1	0	1
15:00-16:00	6	40	0.004	0.013	0.017	0	1	1
16:00-17:00	6	40	0.013	0.017	0.030	1	1	2
17:00-18:00	6	40	0.004	0.008	0.012	0	1	1
18:00-19:00	6	40	0.013	0.017	0.030	1	1	2
19:00-20:00	6	40	0.004	0.017	0.021	0	1	1
20:00-21:00	6	40	0.000	0.008	0.008	0	1	1
Total			0.120	0.109	0.229	8	7	15

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: TOTAL PEOPLE

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	6	40	0.133	0.079	0.212	9	5	14
08:00-09:00	6	40	0.108	0.050	0.158	7	3	10
09:00-10:00	6	40	0.167	0.079	0.246	11	5	16
10:00-11:00	6	40	0.108	0.092	0.200	7	6	13
11:00-12:00	6	40	0.121	0.117	0.238	8	8	15
12:00-13:00	6	40	0.092	0.079	0.171	6	5	11
13:00-14:00	6	40	0.154	0.071	0.225	10	5	15
14:00-15:00	6	40	0.121	0.212	0.333	8	14	22
15:00-16:00	6	40	0.121	0.146	0.267	8	9	17
16:00-17:00	6	40	0.100	0.175	0.275	7	11	18
17:00-18:00	6	40	0.075	0.133	0.208	5	9	14
18:00-19:00	6	40	0.071	0.092	0.163	5	6	11
19:00-20:00	6	40	0.071	0.113	0.184	5	7	12
20:00-21:00	6	40	0.029	0.054	0.083	2	4	5
Total			1.471	1.492	2.963	96	97	193

Summary

Mode of Travel	Weekday 08:00-09:00			Weekday 17:00-18:00			Weekday 07:00-21:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Vehicles									
Cars	2	1	4	2	3	5	38	40	78
Taxis	0	0	0	1	0	1	3	3	6
LGVs	0	0	0	0	1	2	7	7	15
OGVs	0	0	0	0	0	0	1	1	2
PSVs	0	0	0	0	0	0	0	0	0
Total Vehicles	2	1	4	3	5	8	49	51	100
People									
Vehicle Occupants	3	1	4	4	6	10	62	63	125
Pedestrians	2	2	4	1	2	2	24	25	49
Cyclists	0	0	0	0	0	1	2	2	4
Public Transport Users	2	0	2	0	1	1	8	7	15
Total People	7	3	10	5	9	14	96	97	193

Calculation Reference: AUDIT-703101-220824-0821

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: Number of residents
 Actual Range: 38 to 56 (units:)
 Range Selected by User: 17 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 02/05/19

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:

Saturday	1 days
Sunday	2 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:

Suburban Area (PPS6 Out of Centre)	3
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
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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:

C2 3 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:

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:

125,001 to 250,000 2 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	CA-05-F-01 PARK CRESCENT PETERBOROUGH	NURSING HOME		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of residents:		48	
	Survey date: SUNDAY		16/10/16	Survey Type: MANUAL
2	EB-05-F-01 CRAIGHOUSE TERRACE EDINBURGH	NURSING HOME		CITY OF EDINBURGH
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of residents:		56	
	Survey date: SATURDAY		19/03/16	Survey Type: MANUAL
3	LN-05-F-01 23 NETTLEHAM ROAD LINCOLN	NURSING HOME		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of residents:		38	
	Survey date: SUNDAY		30/06/13	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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.06

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	47	0.120	3	47	0.042	3	47	0.162
08:00 - 09:00	3	47	0.042	3	47	0.014	3	47	0.056
09:00 - 10:00	3	47	0.007	3	47	0.014	3	47	0.021
10:00 - 11:00	3	47	0.021	3	47	0.007	3	47	0.028
11:00 - 12:00	3	47	0.035	3	47	0.035	3	47	0.070
12:00 - 13:00	3	47	0.042	3	47	0.021	3	47	0.063
13:00 - 14:00	3	47	0.049	3	47	0.049	3	47	0.098
14:00 - 15:00	3	47	0.085	3	47	0.035	3	47	0.120
15:00 - 16:00	3	47	0.049	3	47	0.070	3	47	0.119
16:00 - 17:00	3	47	0.070	3	47	0.092	3	47	0.162
17:00 - 18:00	3	47	0.028	3	47	0.099	3	47	0.127
18:00 - 19:00	3	47	0.021	3	47	0.070	3	47	0.091
19:00 - 20:00	3	47	0.000	3	47	0.056	3	47	0.056
20:00 - 21:00	3	47	0.021	3	47	0.049	3	47	0.070
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.590			0.653			1.243

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 - 56 (units:)
Survey date date range:	01/01/13 - 02/05/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	2
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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	47	0.007	3	47	0.007	3	47	0.014
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.014	3	47	0.014	3	47	0.028
13:00 - 14:00	3	47	0.007	3	47	0.007	3	47	0.014
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.007	3	47	0.007	3	47	0.014
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000
17:00 - 18:00	3	47	0.007	3	47	0.007	3	47	0.014
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00	3	47	0.000	3	47	0.000	3	47	0.000
20:00 - 21:00	3	47	0.000	3	47	0.000	3	47	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PSVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	47	0.000	3	47	0.000	3	47	0.000
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000
13:00 - 14:00	3	47	0.007	3	47	0.007	3	47	0.014
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000
16:00 - 17:00	3	47	0.007	3	47	0.007	3	47	0.014
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00	3	47	0.000	3	47	0.000	3	47	0.000
20:00 - 21:00	3	47	0.000	3	47	0.000	3	47	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	47	0.007	3	47	0.007	3	47	0.014
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000
13:00 - 14:00	3	47	0.007	3	47	0.000	3	47	0.007
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.000	3	47	0.007	3	47	0.007
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00	3	47	0.000	3	47	0.000	3	47	0.000
20:00 - 21:00	3	47	0.000	3	47	0.000	3	47	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	47	0.162	3	47	0.035	3	47	0.197
08:00 - 09:00	3	47	0.063	3	47	0.028	3	47	0.091
09:00 - 10:00	3	47	0.007	3	47	0.014	3	47	0.021
10:00 - 11:00	3	47	0.021	3	47	0.000	3	47	0.021
11:00 - 12:00	3	47	0.035	3	47	0.049	3	47	0.084
12:00 - 13:00	3	47	0.056	3	47	0.014	3	47	0.070
13:00 - 14:00	3	47	0.063	3	47	0.035	3	47	0.098
14:00 - 15:00	3	47	0.099	3	47	0.056	3	47	0.155
15:00 - 16:00	3	47	0.077	3	47	0.106	3	47	0.183
16:00 - 17:00	3	47	0.092	3	47	0.141	3	47	0.233
17:00 - 18:00	3	47	0.035	3	47	0.120	3	47	0.155
18:00 - 19:00	3	47	0.035	3	47	0.113	3	47	0.148
19:00 - 20:00	3	47	0.000	3	47	0.077	3	47	0.077
20:00 - 21:00	3	47	0.014	3	47	0.056	3	47	0.070
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.759				0.844	1.603	

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	47	0.021	3	47	0.028	3	47	0.049
08:00 - 09:00	3	47	0.007	3	47	0.000	3	47	0.007
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000
10:00 - 11:00	3	47	0.028	3	47	0.007	3	47	0.035
11:00 - 12:00	3	47	0.028	3	47	0.049	3	47	0.077
12:00 - 13:00	3	47	0.028	3	47	0.014	3	47	0.042
13:00 - 14:00	3	47	0.021	3	47	0.007	3	47	0.028
14:00 - 15:00	3	47	0.035	3	47	0.070	3	47	0.105
15:00 - 16:00	3	47	0.056	3	47	0.028	3	47	0.084
16:00 - 17:00	3	47	0.000	3	47	0.007	3	47	0.007
17:00 - 18:00	3	47	0.007	3	47	0.014	3	47	0.021
18:00 - 19:00	3	47	0.007	3	47	0.014	3	47	0.021
19:00 - 20:00	3	47	0.000	3	47	0.028	3	47	0.028
20:00 - 21:00	3	47	0.007	3	47	0.000	3	47	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.245			0.266			0.511

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	47	0.085	3	47	0.035	3	47	0.120
08:00 - 09:00	3	47	0.014	3	47	0.000	3	47	0.014
09:00 - 10:00	3	47	0.007	3	47	0.000	3	47	0.007
10:00 - 11:00	3	47	0.028	3	47	0.000	3	47	0.028
11:00 - 12:00	3	47	0.014	3	47	0.007	3	47	0.021
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000
13:00 - 14:00	3	47	0.014	3	47	0.000	3	47	0.014
14:00 - 15:00	3	47	0.000	3	47	0.014	3	47	0.014
15:00 - 16:00	3	47	0.007	3	47	0.021	3	47	0.028
16:00 - 17:00	3	47	0.000	3	47	0.042	3	47	0.042
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.014	3	47	0.014
19:00 - 20:00	3	47	0.042	3	47	0.021	3	47	0.063
20:00 - 21:00	3	47	0.007	3	47	0.049	3	47	0.056
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.218			0.203			0.421

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.06

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	47	0.275	3	47	0.106	3	47	0.381
08:00 - 09:00	3	47	0.085	3	47	0.028	3	47	0.113
09:00 - 10:00	3	47	0.014	3	47	0.014	3	47	0.028
10:00 - 11:00	3	47	0.077	3	47	0.007	3	47	0.084
11:00 - 12:00	3	47	0.077	3	47	0.106	3	47	0.183
12:00 - 13:00	3	47	0.085	3	47	0.028	3	47	0.113
13:00 - 14:00	3	47	0.106	3	47	0.042	3	47	0.148
14:00 - 15:00	3	47	0.134	3	47	0.141	3	47	0.275
15:00 - 16:00	3	47	0.141	3	47	0.162	3	47	0.303
16:00 - 17:00	3	47	0.092	3	47	0.190	3	47	0.282
17:00 - 18:00	3	47	0.042	3	47	0.134	3	47	0.176
18:00 - 19:00	3	47	0.042	3	47	0.141	3	47	0.183
19:00 - 20:00	3	47	0.042	3	47	0.127	3	47	0.169
20:00 - 21:00	3	47	0.028	3	47	0.106	3	47	0.134
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.240			1.332			2.572

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CARS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	47	0.092	3	47	0.021	3	47	0.113
08:00 - 09:00	3	47	0.021	3	47	0.014	3	47	0.035
09:00 - 10:00	3	47	0.007	3	47	0.000	3	47	0.007
10:00 - 11:00	3	47	0.021	3	47	0.007	3	47	0.028
11:00 - 12:00	3	47	0.035	3	47	0.035	3	47	0.070
12:00 - 13:00	3	47	0.028	3	47	0.007	3	47	0.035
13:00 - 14:00	3	47	0.035	3	47	0.035	3	47	0.070
14:00 - 15:00	3	47	0.085	3	47	0.028	3	47	0.113
15:00 - 16:00	3	47	0.042	3	47	0.063	3	47	0.105
16:00 - 17:00	3	47	0.063	3	47	0.077	3	47	0.140
17:00 - 18:00	3	47	0.021	3	47	0.092	3	47	0.113
18:00 - 19:00	3	47	0.021	3	47	0.070	3	47	0.091
19:00 - 20:00	3	47	0.000	3	47	0.056	3	47	0.056
20:00 - 21:00	3	47	0.021	3	47	0.049	3	47	0.070
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.492				0.554	1.046	

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL LGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	47	0.014	3	47	0.014	3	47	0.028
08:00 - 09:00	3	47	0.014	3	47	0.000	3	47	0.014
09:00 - 10:00	3	47	0.000	3	47	0.014	3	47	0.014
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00	3	47	0.000	3	47	0.000	3	47	0.000
20:00 - 21:00	3	47	0.000	3	47	0.000	3	47	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

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.

Multi-Modal Trip Attraction

TRICS Site Selection Criteria:

1. Greater London and Ireland sites excluded
2. Sites in a Town Centre locations excluded
3. Multi-modal sites included
4. Sites with up to 100 residents
5. Surveys undertaken from the 1st January 2013
6. Weekend surveys only

TRICS Site Selection:

CA-05-F-01, Peterborough, Cambridgeshire - 48 residents
 EB-05-F-01, City of Edinburgh, Edinburgh - 56 residents
 LN-05-F-01, Lincoln, Lincolnshire - 38 residents

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: TOTAL VEHICLES

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	47	0.120	0.042	0.162	8	3	11
08:00-09:00	3	47	0.042	0.014	0.056	3	1	4
09:00-10:00	3	47	0.007	0.014	0.021	0	1	1
10:00-11:00	3	47	0.021	0.007	0.028	1	0	2
11:00-12:00	3	47	0.035	0.035	0.070	2	2	5
12:00-13:00	3	47	0.042	0.021	0.063	3	1	4
13:00-14:00	3	47	0.049	0.049	0.098	3	3	6
14:00-15:00	3	47	0.085	0.035	0.120	6	2	8
15:00-16:00	3	47	0.049	0.070	0.119	3	5	8
16:00-17:00	3	47	0.070	0.092	0.162	5	6	11
17:00-18:00	3	47	0.028	0.099	0.127	2	6	8
18:00-19:00	3	47	0.021	0.070	0.091	1	5	6
19:00-20:00	3	47	0.000	0.056	0.056	0	4	4
20:00-21:00	3	47	0.021	0.049	0.070	1	3	5
Total	-	-	0.590	0.653	1.243	38	42	81

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: CARS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)			Parking Accumula'	
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS	(No. and % Capacity)	
Pre 07:00	3	47	-	-	-	-	-	-	11	41%
07:00-08:00	3	47	0.092	0.021	0.113	6	1	7	16	58%
08:00-09:00	3	47	0.021	0.014	0.035	1	1	2	16	59%
09:00-10:00	3	47	0.007	0.000	0.007	0	0	0	17	61%
10:00-11:00	3	47	0.021	0.007	0.028	1	0	2	17	65%
11:00-12:00	3	47	0.035	0.035	0.070	2	2	5	17	65%
12:00-13:00	3	47	0.028	0.007	0.035	2	0	2	19	70%
13:00-14:00	3	47	0.035	0.035	0.070	2	2	5	19	70%
14:00-15:00	3	47	0.085	0.028	0.113	6	2	7	22	83%
15:00-16:00	3	47	0.042	0.063	0.105	3	4	7	21	78%
16:00-17:00	3	47	0.063	0.077	0.140	4	5	9	20	75%
17:00-18:00	3	47	0.021	0.092	0.113	1	6	7	16	58%
18:00-19:00	3	47	0.021	0.070	0.091	1	5	6	12	46%
19:00-20:00	3	47	0.000	0.056	0.056	0	4	4	9	33%
20:00-21:00	3	47	0.021	0.049	0.070	1	3	5	7	26%
Total	-	-	0.492	0.554	1.046	32	36	68	-	-

*Pre 07:00 parking accumulation calculated from TRICS survey data

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: TAXIS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	47	0.007	0.007	0.014	0	0	1
08:00-09:00	3	47	0.000	0.000	0.000	0	0	0
09:00-10:00	3	47	0.000	0.000	0.000	0	0	0
10:00-11:00	3	47	0.000	0.000	0.000	0	0	0
11:00-12:00	3	47	0.000	0.000	0.000	0	0	0
12:00-13:00	3	47	0.014	0.014	0.028	1	1	2
13:00-14:00	3	47	0.007	0.007	0.014	0	0	1
14:00-15:00	3	47	0.000	0.000	0.000	0	0	0
15:00-16:00	3	47	0.007	0.007	0.014	0	0	1
16:00-17:00	3	47	0.000	0.000	0.000	0	0	0
17:00-18:00	3	47	0.007	0.007	0.014	0	0	1
18:00-19:00	3	47	0.000	0.000	0.000	0	0	0
19:00-20:00	3	47	0.000	0.000	0.000	0	0	0
20:00-21:00	3	47	0.000	0.000	0.000	0	0	0
Total	-	-	0.042	0.042	0.084	3	3	5

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: LGVS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	47	0.014	0.014	0.028	1	1	2
08:00-09:00	3	47	0.014	0.000	0.014	1	0	1
09:00-10:00	3	47	0.000	0.014	0.014	0	1	1
10:00-11:00	3	47	0.000	0.000	0.000	0	0	0
11:00-12:00	3	47	0.000	0.000	0.000	0	0	0
12:00-13:00	3	47	0.000	0.000	0.000	0	0	0
13:00-14:00	3	47	0.000	0.000	0.000	0	0	0
14:00-15:00	3	47	0.000	0.000	0.000	0	0	0
15:00-16:00	3	47	0.000	0.000	0.000	0	0	0
16:00-17:00	3	47	0.000	0.000	0.000	0	0	0
17:00-18:00	3	47	0.000	0.000	0.000	0	0	0
18:00-19:00	3	47	0.000	0.000	0.000	0	0	0
19:00-20:00	3	47	0.000	0.000	0.000	0	0	0
20:00-21:00	3	47	0.000	0.000	0.000	0	0	0
Total	-	-	0.028	0.028	0.056	2	2	4

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: OGVS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	47	0.000	0.000	0.000	0	0	0
08:00-09:00	3	47	0.000	0.000	0.000	0	0	0
09:00-10:00	3	47	0.000	0.000	0.000	0	0	0
10:00-11:00	3	47	0.000	0.000	0.000	0	0	0
11:00-12:00	3	47	0.000	0.000	0.000	0	0	0
12:00-13:00	3	47	0.000	0.000	0.000	0	0	0
13:00-14:00	3	47	0.000	0.000	0.000	0	0	0
14:00-15:00	3	47	0.000	0.000	0.000	0	0	0
15:00-16:00	3	47	0.000	0.000	0.000	0	0	0
16:00-17:00	3	47	0.000	0.000	0.000	0	0	0
17:00-18:00	3	47	0.000	0.000	0.000	0	0	0
18:00-19:00	3	47	0.000	0.000	0.000	0	0	0
19:00-20:00	3	47	0.000	0.000	0.000	0	0	0
20:00-21:00	3	47	0.000	0.000	0.000	0	0	0
Total			0.000	0.000	0.000	0	0	0

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: VEHICLE OCCUPANTS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	47	0.162	0.035	0.197	11	2	13
08:00-09:00	3	47	0.063	0.028	0.091	4	2	6
09:00-10:00	3	47	0.007	0.014	0.021	0	1	1
10:00-11:00	3	47	0.021	0.000	0.021	1	0	1
11:00-12:00	3	47	0.035	0.049	0.084	2	3	5
12:00-13:00	3	47	0.056	0.014	0.070	4	1	5
13:00-14:00	3	47	0.063	0.035	0.098	4	2	6
14:00-15:00	3	47	0.099	0.056	0.155	6	4	10
15:00-16:00	3	47	0.077	0.106	0.183	5	7	12
16:00-17:00	3	47	0.092	0.141	0.233	6	9	15
17:00-18:00	3	47	0.035	0.120	0.155	2	8	10
18:00-19:00	3	47	0.035	0.113	0.148	2	7	10
19:00-20:00	3	47	0.000	0.077	0.077	0	5	5
20:00-21:00	3	47	0.014	0.056	0.070	1	4	5
Total			0.759	0.844	1.603	49	55	104

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: PEDESTRIANS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	47	0.021	0.028	0.049	1	2	3
08:00-09:00	3	47	0.007	0.000	0.007	0	0	0
09:00-10:00	3	47	0.000	0.000	0.000	0	0	0
10:00-11:00	3	47	0.028	0.007	0.035	2	0	2
11:00-12:00	3	47	0.028	0.049	0.077	2	3	5
12:00-13:00	3	47	0.028	0.014	0.042	2	1	3
13:00-14:00	3	47	0.021	0.007	0.028	1	0	2
14:00-15:00	3	47	0.035	0.07	0.105	2	5	7
15:00-16:00	3	47	0.056	0.028	0.084	4	2	5
16:00-17:00	3	47	0.000	0.007	0.007	0	0	0
17:00-18:00	3	47	0.007	0.014	0.021	0	1	1
18:00-19:00	3	47	0.007	0.014	0.021	0	1	1
19:00-20:00	3	47	0.000	0.028	0.028	0	2	2
20:00-21:00	3	47	0.007	0.000	0.007	0	0	0
Total			0.245	0.266	0.511	16	17	33

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: CYCLISTS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	47	0.007	0.007	0.014	0	0	1
08:00-09:00	3	47	0.000	0.000	0.000	0	0	0
09:00-10:00	3	47	0.000	0.000	0.000	0	0	0
10:00-11:00	3	47	0.000	0.000	0.000	0	0	0
11:00-12:00	3	47	0.000	0.000	0.000	0	0	0
12:00-13:00	3	47	0.000	0.000	0.000	0	0	0
13:00-14:00	3	47	0.007	0.000	0.007	0	0	0
14:00-15:00	3	47	0.000	0.000	0.000	0	0	0
15:00-16:00	3	47	0.000	0.007	0.007	0	0	0
16:00-17:00	3	47	0.000	0.000	0.000	0	0	0
17:00-18:00	3	47	0.000	0.000	0.000	0	0	0
18:00-19:00	3	47	0.000	0.000	0.000	0	0	0
19:00-20:00	3	47	0.000	0.000	0.000	0	0	0
20:00-21:00	3	47	0.000	0.000	0.000	0	0	0
Total			0.014	0.014	0.028	1	1	2

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: PUBLIC TRANSPORT USERS

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	47	0.085	0.035	0.120	6	2	8
08:00-09:00	3	47	0.014	0.000	0.014	1	0	1
09:00-10:00	3	47	0.007	0.000	0.007	0	0	0
10:00-11:00	3	47	0.028	0.000	0.028	2	0	2
11:00-12:00	3	47	0.014	0.007	0.021	1	0	1
12:00-13:00	3	47	0.000	0.000	0.000	0	0	0
13:00-14:00	3	47	0.014	0.000	0.014	1	0	1
14:00-15:00	3	47	0.000	0.014	0.014	0	1	1
15:00-16:00	3	47	0.007	0.021	0.028	0	1	2
16:00-17:00	3	47	0.000	0.042	0.042	0	3	3
17:00-18:00	3	47	0.000	0.000	0.000	0	0	0
18:00-19:00	3	47	0.000	0.014	0.014	0	1	1
19:00-20:00	3	47	0.042	0.021	0.063	3	1	4
20:00-21:00	3	47	0.007	0.049	0.056	0	3	4
Total			0.218	0.203	0.421	14	13	27

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Calculation Factor: 1 RESIDE

Count Type: TOTAL PEOPLE

Time Range	No. Survey Days	Av. Units	Trip Rate (per Resident)			Total Trips (65 Residents)		
			Arrivals	Departures	TOTALS	Arrivals	Departures	TOTALS
07:00-08:00	3	47	0.275	0.106	0.381	18	7	25
08:00-09:00	3	47	0.085	0.028	0.113	6	2	7
09:00-10:00	3	47	0.014	0.014	0.028	1	1	2
10:00-11:00	3	47	0.077	0.007	0.084	5	0	5
11:00-12:00	3	47	0.077	0.106	0.183	5	7	12
12:00-13:00	3	47	0.085	0.028	0.113	6	2	7
13:00-14:00	3	47	0.106	0.042	0.148	7	3	10
14:00-15:00	3	47	0.134	0.141	0.275	9	9	18
15:00-16:00	3	47	0.141	0.162	0.303	9	11	20
16:00-17:00	3	47	0.092	0.190	0.282	6	12	18
17:00-18:00	3	47	0.042	0.134	0.176	3	9	11
18:00-19:00	3	47	0.042	0.141	0.183	3	9	12
19:00-20:00	3	47	0.042	0.127	0.169	3	8	11
20:00-21:00	3	47	0.028	0.106	0.134	2	7	9
Total			1.240	1.332	2.572	81	87	167

Summary

Mode of Travel	Weekend 08:00-09:00			Weekend 17:00-18:00			Weekend 07:00-21:00		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Vehicles									
Cars	1	1	2	1	6	7	32	36	68
Taxis	0	0	0	0	0	1	3	3	5
LGVs	1	0	1	0	0	0	2	2	4
OGVs	0	0	0	0	0	0	0	0	0
PSVs	0	0	0	0	0	0	0	0	0
Total Vehicles	3	1	4	2	6	8	38	42	81
People									
Vehicle Occupants	4	2	6	2	8	10	49	55	104
Pedestrians	0	0	0	0	1	1	16	17	33
Cyclists	0	0	0	0	0	0	1	1	2
Public Transport Users	1	0	1	0	0	0	14	13	27
Total People	6	2	7	3	9	11	81	87	167