

**Avery Healthcare Group (Avery)**

**Ascot Arms, Central Avenue, Gravesend**

**Technical Note**

May 2022

Gravesend Borough Council



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**ASCOT ARMS, CENTRAL AVENUE, GRAVESEND**  
**TECHNICAL NOTE**  
**MAY 2022**

- 1.1 Bancroft Consulting has been appointed by Avery Healthcare Group (Avery) to provide highways and transport advice in respect of proposals on the site of the former Ascot Arms Public House, for the demolition of the existing building and redevelopment to provide a new 62-bedroom care home. This Technical Note has been produced in response to concerns raised by the Highways Development Management Officer at Gravesham Borough Council (GBC) regarding the proposed level of parking provision at the site. In these comments (dated 13 April 2022) they state that *“this proposal requires careful consideration as it can generate significant levels of car parking demand to meet the requirements of staff and visitors”*. A full copy of GBC’s comments is contained in **Appendix A**.
- 1.2 The objective of this Technical Note is to provide GBC with confidence that the proposed 20 car parking spaces would meet the demand generated by the 62-bedroom care home. To achieve this, Les Seaborn (Highways Development Management Officer) was contacted in an email dated 11 May 2022 to establish a suitable approach to address GBC’s outstanding concern. It was suggested that a concise Technical Note would be provided with a review of parking information from other care homes operated by the applicant (Avery), recommendations on how Avery could potentially manage parking demand at the development and an updated TRICS parking accumulation assessment using a weekend example when the care home would be at its busiest. GBC confirmed in an email dated 13 May 2022 that *“the approach mentioned would seem appropriate”*. **Appendix B** contains a copy of the emails outlined above.

***Parking Information from other Avery Care Homes***

- 1.3 In support of a separate planning application for the development of a care home development in Lutterworth, Avery commissioned car parking surveys to understand the level of parking demand at two of their existing care homes. The surveyed developments were ‘Acorn Lodge Care Home’ and ‘Hinckley House Care Home’. Both of these care homes provide 60-bedrooms, are located in edge of

town locations and are mainly surrounded by residential dwellings. Due to this, the surveyed sites are considered to be representative of the proposed development both in terms of size and location. **Appendix C** contains a Technical Note produced by Motion which includes the weekday parking survey results at both of the care homes. The results confirmed the following maximum car parking accumulation:

- Acorn Lodge Care Home - 14 parking spaces.
- Hinckley House Care Home – 19 parking spaces.

1.4 In addition to the above data, further research has also been completed to understand the parking provisions at other Avery care homes within the Kent area. 'Adelaide Care Home' is located in Bexleyheath (approximately 20 kilometres from the proposed site) and provides 76-bedrooms. Based on observations from Google Earth aerial mapping, this care home provides approximately 17 car parking spaces in total. Similarly, 'Elvy Court Care Home' located in Sittingbourne (approximately 30 kilometres from the proposed site) provides 55-bedroom and has approximately 18 car parking spaces in total.

1.5 Based on the above, it can be concluded that based on surveys and examples of other care homes operated by Avery, the proposed provision of 20 parking spaces should be considered suitable and in line with other similar developments.

### ***Recommendations on how to Potentially Manage Parking Demand***

1.6 The applicant is an experienced care provider who currently has over 50 care homes spread throughout the country. In support of the planning application, a 'Framework for Green Travel Plan' has been submitted which was produced by TDC Architects. This document outlines the applicant's commitment to the provision of an effective workplace Travel Plan, encouraging staff and visitors to consider using alternative methods of transport than relying solely on access by a car.

1.7 Avery has successfully implemented Travel Plans at their other care homes which typically include methods of reducing parking demand such as:

- Introducing an in-house car-sharing scheme.
- Promoting regional car share websites.
- Providing public transport information packs to staff.

- Implementing a car park management plan, allocating spaces to staff who need the use of a car the most.
- Providing changing area/shower/locker for staff who travel by bicycle to the site.
- Providing secure, weatherproof and well-lit cycle stands for use by staff and visitors.

### **Weekend TRICS Parking Accumulation Profile**

- 1.8 An updated TRICS assessment was completed to understand the potential parking demand at weekends when there could be a higher demand by visitors to the care home. The following parking accumulation profile should therefore be seen as the worst-case scenario for the proposed development. The category 'Health – Care Home (Elderly Residential)' was searched, removing any sites located in Greater London, Ireland, Scotland or Wales. The search only included sites surveyed on a weekend and for robustness, the site with the highest daily trip rate (0700 to 1900 hours) was selected.
- 1.9 Paragraph 13.4 of the TRICS Good Practice Guide states that *"if users are limited to data from one TRICS site only, it should be made clear that this is the case. In such instances, it is considered good practice to supply the full site, development and survey details of the site used, so that the recipients of the report generated are provided with a fuller understanding of this one individual site"*.
- 1.10 Considering the above guidance, **Appendix D** contains the full TRICS output data for the weekend site. This demonstrates that the selected site is a 65-bedroom care home in Birmingham (TRICS Reference: WM-05-F-01) located in an 'Edge of Town – Residential Zone' and described as being *"surrounded largely by residential developments"*. The selected site also provides a total of 17 parking spaces and was surveyed on a Sunday. It is therefore considered comparable to the proposed development and offers a robust assessment of the potential parking demand.
- 1.11 **Table 1** presents the TRICS data and includes a parking accumulation profile. The table demonstrates that the maximum parking demand for the proposed development would occur between 1500 and 1600 hours when there could be up to

16 cars parked at the site. The table also shows that for the majority of the day, the parking accumulation for the proposed 62-bedroom care home would be between around 8 to 12 spaces and therefore considerably under the 20 parking spaces proposed.

- 1.12 The above assessment clearly shows that during the busiest weekend period the development would not exceed the proposed parking provision. Even during the busiest hourly period (1500 to 1600 hours), the proposed development would still provide an additional 4 parking spaces that were not occupied, allowing for any irregular surge in demand to be met.

### **Conclusion**

- 1.13 Overall, the above assessments provide several pieces of evidence which should allow GBC to be satisfied that they have sufficient information outlining that the proposed level of parking is suitable and would accommodate the maximum parking demand at the site. Therefore, in accordance with the overarching guidance within the National Planning Policy Framework, and specifically Paragraph 111 which states *“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”*, GBC should now be in a position to support the proposed development.

| Time Period  | Trip Rates (per bed) |        | Traffic Generation (62 bedrooms) |        |       | Parking Accumulation<br>(initial occupancy = 2 spaces) |
|--------------|----------------------|--------|----------------------------------|--------|-------|--------------------------------------------------------|
|              | Arrive               | Depart | Arrive                           | Depart | Total |                                                        |
| 07:00-08:00  | 0.108                | 0.031  | 7                                | 2      | 9     | 2                                                      |
| 08:00-09:00  | 0.046                | 0.046  | 3                                | 3      | 6     | 7                                                      |
| 09:00-10:00  | 0.015                | 0.000  | 1                                | 0      | 1     | 8                                                      |
| 10:00-11:00  | 0.046                | 0.046  | 3                                | 3      | 6     | 8                                                      |
| 11:00-12:00  | 0.062                | 0.031  | 4                                | 2      | 6     | 10                                                     |
| 12:00-13:00  | 0.031                | 0.062  | 2                                | 4      | 6     | 8                                                      |
| 13:00-14:00  | 0.092                | 0.046  | 6                                | 3      | 9     | 11                                                     |
| 14:00-15:00  | 0.092                | 0.092  | 6                                | 6      | 12    | 11                                                     |
| 15:00-16:00  | 0.108                | 0.031  | 7                                | 2      | 9     | 16                                                     |
| 16:00-17:00  | 0.046                | 0.108  | 3                                | 7      | 10    | 12                                                     |
| 17:00-18:00  | 0.062                | 0.123  | 4                                | 8      | 12    | 8                                                      |
| 18:00-19:00  | 0.031                | 0.046  | 2                                | 3      | 5     | 7                                                      |
| 19:00-20:00  | 0.046                | 0.015  | 3                                | 1      | 4     | 9                                                      |
| 20:00-21:00  | 0.015                | 0.108  | 1                                | 7      | 8     | 3                                                      |
| <b>Daily</b> | 0.800                | 0.785  | 52                               | 51     | 103   |                                                        |

**TABLE 1: PROPOSED 'CARE HOME' DAILY TRAFFIC GENERATION AND PARKING ACCUMULATION PROFILES  
(WEEKDAY)**

**APPENDIX A – GRAVESHAM BOROUGH COUNCIL  
COMMENTS (DATED 13 APRIL 2022)**



To: **Planning Reps**  
From **Highways Development Management Officer**

Date 13<sup>th</sup> April 2022

Your Ref 20220207

Location Ascot Arms , Central Avenue, Gravesend, Kent DA12 5AW

This proposal requires careful consideration as it can generate significant level of car parking demand to meet the requirements of staff and visitors.

Adopted guidance SPG4 suggests for a C2 use Nursing/residential care homes the following is required. A minimum space of one space for an Ambulance plus one space per resident staff and two spaces for every two other staff and one space for every 6 residents. In addition there should be 1 cycle space per 10 beds.

Applying these standards to this development,

55 full time equivalent staff would result in a potential 28 parking spaces, (35 spaces if taking the 70 actual staff numbers). (It must be remembered that the highest demand for parking is when shifts change and two shifts are on site and need to be accommodated) Whilst it is accepted the standards are maximum, it needs to be demonstrated that a parking demand will not overflow on to the street

62 bedrooms would require 10 parking spaces, whilst commercial use classes usually have a maximum provision, for visitors to such this type of establishment, it is essential to ensure adequate provision is available to meet the needs of visitors to increase security when visits may be in the evening or inclement weather.

The guidance defines these as maximum requirements, but the Transport Statement clearly states this is an out of date approach

62 bedrooms requires 7 cycle spaces

Plus the ambulance bay which has the potential to be used for deliveries.

The application form states that only 20 parking spaces will be provided which includes two disabled spaces, the 20 cycle spaces are to be welcomed and may, subject to the implementation of a successful travel plan offset the demand for additional car parking.

Considering the Transport Statement, the sites used for comparison are single sites for the existing and proposed use. This is an unusual approach, with a more common approach being an average from a range of sites. However, providing the sites are comparable and ideally below the probable or equal to the existing traffic generation and above or equal to the proposed traffic generation should provide a robust analysis. Unfortunately no additional data has been provided to determine if the sites chosen are appropriate and only Kent county Council has access to TRICs and the parking accumulation data is not shown.



The suggested parking accumulation and the number of proposed spaces is very close with no room for error, it is therefore essential that the analysis is robust and not based on single sites. I also cannot trace any Travel Plan to ensure a low dependence on the car by staff and visitors, whilst a Travel Plan can be conditioned I believe it is an essential element given the low car parking provision and should be considered now rather than later.

In terms of the visibility splay requirements the speed surveys give a disappointing sample size with only 45 vehicles westbound and 41 vehicles eastbound, I consider this is an inadequate sample and a longer survey period should be undertaken. However, this would be subject to Kent County Council's view and the fact there is an existing access which can be reopened.

As presented, I believe there is insufficient information to make a balanced judgement, and with the current submission can only recommend refusal.

Les Seaborn  
Highways Development Management Officer

## **APPENDIX B – EMAIL CORRESPONDENCE**

**From:** [Seaborn, Les](#)  
**To:** [Will Morgan](#)  
**Cc:** [Planning Admin](#); [Hart, Richard](#); [Robert Tams](#); [Yvette Cross](#)  
**Subject:** Re: 20220207 - Ascot Arms, Central Avenue, Gravesend  
**Date:** 13 May 2022 08:25:45  
**Attachments:** [image433369.png](#)  
[image028531.png](#)

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Morning Will

I only work technically Wednesdays and Thursdays but do keep an eye on my emails if I can during the week.

The approach mentioned in your email would seem appropriate

Les Seaborn  
Highway Development Management Officer

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**From:** Will Morgan <will@bancroftconsulting.co.uk>  
**Sent:** Wednesday, May 11, 2022 4:26:59 PM  
**To:** Seaborn, Les <les.seaborn@gravesham.gov.uk>  
**Cc:** Planning Admin <planning.admin@gravesham.gov.uk>; Hart, Richard <richard.hart@gravesham.gov.uk>; Robert Tams <robert@bancroftconsulting.co.uk>; Yvette Cross <yvette@bancroftconsulting.co.uk>  
**Subject:** 20220207 - Ascot Arms, Central Avenue, Gravesend

Hello Les,

I tried to give you a call this morning to discuss the comments you provided on a proposed 62 bedroom care home development at Ascot Arms in Gravesend (Ref: 20220207).

We have been in contact with David Barton at Kent County Council (KCC) and are now in a position where their outstanding concerns on the proposals should be addressed by a revised TS with updated references to the NPPF guidance. KCC also agreed that an updated speed survey is not required (please see the email attached).

To address your outstanding concerns which understandably focus on the proposed parking provision at the site, we intend on producing a concise supplementary Technical Note. The objective of this note is to provide further evidence that demonstrates how the level of parking provision should be considered acceptable. To do this the Technical Note will include the following:

- Parking information from other care homes operated by the applicant (Avery Healthcare).
- Recommendations on how the applicant could potentially manage parking demand at the site.
- An updated TRICS parking accumulation assessment using a weekend example when the care home would be at its busiest.
- Full details of the selected weekend TRICS site, including site details, trip rates and recorded parking data.

Please could you confirm that you would be happy with this approach?

We trust that once this additional information and evidence have been provided to support the proposed parking provision, you will be in a position to support the proposals. In the meantime, please let me know if you have any other queries. Similarly, please feel free to give me a call to discuss the above in further detail if required.

Kind regards,  
Will

**Will Morgan**  
Engineer  
**Bancroft Consulting Limited**



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## **APPENDIX C – PARKING TECHNICAL NOTE**

## Technical Note 1: Parking Technical Note

Project: Land off Brookfield Way, Lutterworth  
Prepared by: CH  
Approved by: JNR  
Date: 12/10/2020



84 North Street  
Guildford  
Surrey  
GU1 4AU

Tel: 01483 531300  
www.motion.co.uk

### 1.0 Introduction

- 1.1 This Technical Note (TN) has been prepared on behalf of Aspexan and Avery Healthcare Ltd to accompany an application to construct a 64-bed care home facility with 20 assisted living bungalows on land off Brookfield Way, Lutterworth. Associated parking, amenity space and cycle refuse storage will also be provided. The application reference is 20/00863/FUL and the site is located in the Harborough district of Leicestershire.
- 1.2 The Proposed Development includes a provision of 40 car parking spaces to be used by the assisted living bungalows, and 22 car parking spaces to be used by the 60-bed care home.
- 1.3 This TN considers the results of parking count surveys conducted in the car parking facilities of two care homes deemed similar to the Proposed Development both in size and approximate location. The aim of these results is to identify the maximum number of car parking spaces required at any one time by these care home facilities. The surveys consisted of a count being conducted across the mouth of the car parking entrances and an extrapolation of parking accumulation from this data.

### 2.0 Parking Surveys

#### Survey Design

- 2.1 The surveys involved installation of a camera at the car park entrance of two care home facilities that have been deemed similar to the Proposed Development in size and location. Vehicle movements into and out of the car parks were then counted and tabulated and, from this data, parking accumulation data has been extrapolated.
- 2.2 The locations of the survey sites are as follows:
  - ▶ Acorn Lodge Care Home, 132 Coventry Road, Nuneaton; and,
  - ▶ Hinckley House Care Home, Tudor Road, Hinckley.

#### Survey Results and Analysis

- 2.3 The parking survey outputs for both survey areas are included for reference at **Appendix A** and summarised in Tables 1 and 2 below.

| Time    | Tuesday 6th |     |      | Wednesday 7th |     |      | Thursday 8th |     |      |
|---------|-------------|-----|------|---------------|-----|------|--------------|-----|------|
|         | In          | Out | Acc. | In            | Out | Acc. | In           | Out | Acc. |
| Initial |             |     | 6    |               |     | 6    |              |     | 6    |
| 07:00   |             |     |      | 7             | 5   | 8    | 9            | 6   | 9    |
| 08:00   |             |     |      | 5             | 3   | 10   | 3            | 2   | 10   |
| 09:00   |             |     |      | 7             | 5   | 12   | 9            | 5   | 14   |
| 10:00   |             |     |      | 2             | 2   | 12   | 4            | 7   | 11   |
| 11:00   |             |     |      | 3             | 2   | 13   | 8            | 5   | 14   |
| 12:00   |             |     |      | 1             | 3   | 11   | 3            | 4   | 13   |
| 13:00   |             |     |      | 3             | 2   | 12   | 6            | 6   | 13   |
| 14:00   | 1           | 0   | 7    | 4             | 4   | 12   |              |     |      |
| 15:00   | 6           | 5   | 8    | 4             | 4   | 12   |              |     |      |
| 16:00   | 0           | 5   | 3    | 2             | 7   | 7    |              |     |      |
| 17:00   | 1           | 1   | 3    | 0             | 1   | 6    |              |     |      |
| 18:00   | 1           | 2   | 2    | 2             | 5   | 3    |              |     |      |
| 19:00   | 1           | 3   | 0    | 1             | 0   | 4    |              |     |      |
| 20:00   | 4           | 2   | 2    | 5             | 2   | 7    |              |     |      |

**Table 1:** Hourly Vehicle Movements and Parking Accumulation for Acorn Lodge Care Home, 132 Coventry Road, Nuneaton

- 2.4 The maximum number of car parking spaces used at the Acorn Lodge Care Home is 14 spaces, with an average number of spaces being used over a typical weekday in the order of nine car parking spaces.

| Time    | Tuesday 6th |     |      | Wednesday 7th |     |      | Thursday 8th |     |      |
|---------|-------------|-----|------|---------------|-----|------|--------------|-----|------|
|         | In          | Out | Acc. | In            | Out | Acc. | In           | Out | Acc. |
| Initial |             |     | 16   |               |     | 6    |              |     |      |
| 07:00   |             |     |      | 12            | 3   | 15   |              |     |      |
| 08:00   |             |     |      | 4             | 2   | 17   |              |     |      |
| 09:00   |             |     |      | 1             | 2   | 16   |              |     |      |
| 10:00   |             |     |      | 0             | 0   | 16   |              |     |      |
| 11:00   |             |     |      | 3             | 1   | 18   |              |     |      |
| 12:00   |             |     |      | 4             | 5   | 17   |              |     |      |
| 13:00   |             |     |      | 4             | 2   | 19   |              |     |      |
| 14:00   |             | 7   | 9    |               |     |      |              |     |      |
| 15:00   | 2           | 2   | 9    |               |     |      |              |     |      |
| 16:00   | 3           | 7   | 5    |               |     |      |              |     |      |
| 17:00   | 0           | 1   | 4    |               |     |      |              |     |      |
| 18:00   | 2           | 4   | 2    |               |     |      |              |     |      |
| 19:00   | 5           | 1   | 6    |               |     |      |              |     |      |
| 20:00   | 0           | 6   | 0    |               |     |      |              |     |      |

**Table 2:** Hourly Vehicle Movements and Parking Accumulation for Hinckley House Care Home, Tudor Road, Hinckley

- 2.5 The maximum number of car parking spaces used at the Hinckley House Care Home is 19 spaces.

### Summary

- 2.6 The surveys demonstrates that no more than 19 car parking spaces are in use at any one time at either of the care home facilities studied. As a result, a provision of 22 car parking spaces is unlikely to be exceeded by staff of, or visitors to the Proposed Development.

### 3.0 Summary and Conclusion

#### Summary

- 3.1 This Technical Note (TN) has been prepared on behalf of Aspexan and Avery Healthcare Ltd to accompany an application to construct a 64-bed care home facility with 20 assisted living bungalows on land off Brookfield Way, Lutterworth. Associated parking, amenity space and cycle refuse storage will also be provided. The application reference is 20/00863/FUL and the site is located in the Harborough district of Leicestershire.
- 3.2 The Proposed Development includes a provision of 40 car parking spaces to be used by the assisted living bungalows, and 22 car parking spaces to be used by the 60-bed care home.
- 3.3 This TN considered the results of parking count surveys conducted in the car parking facilities of two care homes deemed similar to the Proposed Development both in size and approximate location. The aim of these results is to identify the maximum number of car parking spaces required at any one time by these care home facilities. The surveys consisted of a count being conducted across the mouth of the car parking entrances and an extrapolation of parking accumulation from this data.
- 3.4 The survey results indicated that no more than 19 car parking spaces were occupied at any one time at the sites studied.

#### Conclusion

- 3.5 it is considered unlikely that the 22 space car park included in the Proposed Development will be exceeded by staff of, or visitors to the Proposed Development.

Gravesham Borough Council

## Appendix A

### Parking Accumulation Survey

Acorn Lodge Care Home, 132 Coventry Road, Nuneaton

| Time    | Tuesday 6th |     |              | Wednesday 7th |     |              | Thursday 8th |     |              |
|---------|-------------|-----|--------------|---------------|-----|--------------|--------------|-----|--------------|
|         | In          | Out | Accumulation | In            | Out | Accumulation | In           | Out | Accumulation |
| Initial |             |     | 6            |               |     | 6            |              |     | 6            |
| 07:00   |             |     |              | 1             | 2   | 5            | 3            | 2   | 7            |
| 07:15   |             |     |              | 1             | 1   | 5            | 1            | 1   | 7            |
| 07:30   |             |     |              | 3             | 1   | 7            | 2            | 2   | 7            |
| 07:45   |             |     |              | 2             | 1   | 8            | 3            | 1   | 9            |
| 08:00   |             |     |              | 1             | 1   | 8            | 0            | 1   | 8            |
| 08:15   |             |     |              | 1             | 1   | 8            | 1            | 1   | 8            |
| 08:30   |             |     |              | 1             | 1   | 8            | 1            | 0   | 9            |
| 08:45   |             |     |              | 2             | 0   | 10           | 1            | 0   | 10           |
| 09:00   |             |     |              | 4             | 0   | 14           | 1            | 2   | 9            |
| 09:15   |             |     |              | 0             | 0   | 14           | 3            | 2   | 10           |
| 09:30   |             |     |              | 0             | 3   | 11           | 2            | 0   | 12           |
| 09:45   |             |     |              | 3             | 2   | 12           | 3            | 1   | 14           |
| 10:00   |             |     |              | 0             | 1   | 11           | 2            | 2   | 14           |
| 10:15   |             |     |              | 1             | 0   | 12           | 1            | 3   | 12           |
| 10:30   |             |     |              | 1             | 1   | 12           | 0            | 1   | 11           |
| 10:45   |             |     |              | 0             | 0   | 12           | 1            | 1   | 11           |
| 11:00   |             |     |              | 0             | 0   | 12           | 0            | 0   | 11           |
| 11:15   |             |     |              | 1             | 1   | 12           | 1            | 0   | 12           |
| 11:30   |             |     |              | 1             | 1   | 12           | 4            | 0   | 16           |
| 11:45   |             |     |              | 1             | 0   | 13           | 3            | 5   | 14           |
| 12:00   |             |     |              | 0             | 1   | 12           | 0            | 0   | 14           |
| 12:15   |             |     |              | 1             | 0   | 13           | 2            | 1   | 15           |
| 12:30   |             |     |              | 0             | 1   | 12           | 1            | 2   | 14           |
| 12:45   |             |     |              | 0             | 1   | 11           | 0            | 1   | 13           |
| 13:00   |             |     |              | 0             | 0   | 11           | 0            | 1   | 12           |
| 13:15   |             |     |              | 0             | 0   | 11           | 2            | 1   | 13           |
| 13:30   |             |     |              | 0             | 0   | 11           | 1            | 0   | 14           |
| 13:45   |             |     |              | 3             | 2   | 12           | 3            | 4   | 13           |
| 14:00   | 0           | 0   | 6            | 0             | 1   | 11           |              |     |              |
| 14:15   | 1           | 0   | 7            | 1             | 1   | 11           |              |     |              |
| 14:30   | 0           | 0   | 7            | 1             | 1   | 11           |              |     |              |
| 14:45   | 0           | 0   | 7            | 2             | 1   | 12           |              |     |              |
| 15:00   | 2           | 2   | 7            | 1             | 1   | 12           |              |     |              |
| 15:15   | 0           | 1   | 6            | 1             | 0   | 13           |              |     |              |
| 15:30   | 4           | 2   | 8            | 0             | 2   | 11           |              |     |              |
| 15:45   | 0           | 0   | 8            | 2             | 1   | 12           |              |     |              |
| 16:00   | 0           | 5   | 3            | 0             | 4   | 8            |              |     |              |

|         |   |   |   |   |   |    |  |  |    |
|---------|---|---|---|---|---|----|--|--|----|
| 16:15   | 0 | 0 | 3 | 0 | 1 | 7  |  |  |    |
| 16:30   | 0 | 0 | 3 | 1 | 1 | 7  |  |  |    |
| 16:45   | 0 | 0 | 3 | 1 | 1 | 7  |  |  |    |
| 17:00   | 0 | 1 | 2 | 0 | 1 | 6  |  |  |    |
| 17:15   | 0 | 0 | 2 | 0 | 0 | 6  |  |  |    |
| 17:30   | 1 | 0 | 3 | 0 | 0 | 6  |  |  |    |
| 17:45   | 0 | 0 | 3 | 0 | 0 | 6  |  |  |    |
| 18:00   | 0 | 0 | 3 | 1 | 2 | 5  |  |  |    |
| 18:15   | 1 | 1 | 3 | 1 | 0 | 6  |  |  |    |
| 18:30   | 0 | 1 | 2 | 0 | 1 | 5  |  |  |    |
| 18:45   | 0 | 0 | 2 | 0 | 2 | 3  |  |  |    |
| 19:00   | 0 | 1 | 1 | 0 | 0 | 3  |  |  |    |
| 19:15   | 0 | 0 | 1 | 0 | 0 | 3  |  |  |    |
| 19:30   | 0 | 1 | 0 | 0 | 0 | 3  |  |  |    |
| 19:45   | 1 | 1 | 0 | 1 | 0 | 4  |  |  |    |
| 20:00   | 2 | 1 | 1 | 0 | 0 | 4  |  |  |    |
| 20:15   | 0 | 0 | 1 | 0 | 0 | 4  |  |  |    |
| 20:30   | 0 | 0 | 1 | 0 | 0 | 4  |  |  |    |
| 20:45   | 2 | 1 | 2 | 5 | 2 | 7  |  |  |    |
| Maximum |   |   | 8 |   |   | 14 |  |  | 16 |
| Minimum |   |   | 0 |   |   | 3  |  |  | 7  |

#### Hinckley House Care Home, Tudor Road, Hinckley

| Time    | Tuesday 6th |     |              | Wednesday 7th |     |              | Thursday 8th |     |              |
|---------|-------------|-----|--------------|---------------|-----|--------------|--------------|-----|--------------|
|         | In          | Out | Accumulation | In            | Out | Accumulation | In           | Out | Accumulation |
| Initial |             |     | 16           |               |     | 6            |              |     |              |
| 07:00   |             |     |              | 3             | 1   | 8            |              |     |              |
| 07:15   |             |     |              | 1             | 1   | 8            |              |     |              |
| 07:30   |             |     |              | 7             | 1   | 14           |              |     |              |
| 07:45   |             |     |              | 1             | 0   | 15           |              |     |              |
| 08:00   |             |     |              | 1             | 2   | 14           |              |     |              |
| 08:15   |             |     |              | 0             | 0   | 14           |              |     |              |
| 08:30   |             |     |              | 1             | 0   | 15           |              |     |              |
| 08:45   |             |     |              | 2             | 0   | 17           |              |     |              |
| 09:00   |             |     |              | 0             | 1   | 16           |              |     |              |
| 09:15   |             |     |              | 0             | 0   | 16           |              |     |              |
| 09:30   |             |     |              | 1             | 0   | 17           |              |     |              |
| 09:45   |             |     |              | 0             | 1   | 16           |              |     |              |
| 10:00   |             |     |              | 0             | 0   | 16           |              |     |              |

|       |   |   |    |   |   |    |  |  |  |
|-------|---|---|----|---|---|----|--|--|--|
| 10:15 |   |   |    | 0 | 0 | 16 |  |  |  |
| 10:30 |   |   |    | 0 | 0 | 16 |  |  |  |
| 10:45 |   |   |    | 0 | 0 | 16 |  |  |  |
| 11:00 |   |   |    | 2 | 0 | 18 |  |  |  |
| 11:15 |   |   |    | 0 | 1 | 17 |  |  |  |
| 11:30 |   |   |    | 0 | 0 | 17 |  |  |  |
| 11:45 |   |   |    | 1 | 0 | 18 |  |  |  |
| 12:00 |   |   |    | 3 | 2 | 19 |  |  |  |
| 12:15 |   |   |    | 0 | 2 | 17 |  |  |  |
| 12:30 |   |   |    | 1 | 1 | 17 |  |  |  |
| 12:45 |   |   |    | 0 | 0 | 17 |  |  |  |
| 13:00 |   |   |    | 2 | 0 | 19 |  |  |  |
| 13:15 |   |   |    | 1 | 0 | 20 |  |  |  |
| 13:30 |   |   |    | 1 | 1 | 20 |  |  |  |
| 13:45 |   |   |    | 0 | 1 | 19 |  |  |  |
| 14:00 |   | 0 | 16 |   |   |    |  |  |  |
| 14:15 |   | 4 | 12 |   |   |    |  |  |  |
| 14:30 |   | 1 | 11 |   |   |    |  |  |  |
| 14:45 | 0 | 2 | 9  |   |   |    |  |  |  |
| 15:00 | 0 | 1 | 8  |   |   |    |  |  |  |
| 15:15 | 1 | 1 | 8  |   |   |    |  |  |  |
| 15:30 | 1 | 0 | 9  |   |   |    |  |  |  |
| 15:45 | 0 | 0 | 9  |   |   |    |  |  |  |
| 16:00 | 2 | 4 | 7  |   |   |    |  |  |  |
| 16:15 | 0 | 2 | 5  |   |   |    |  |  |  |
| 16:30 | 0 | 0 | 5  |   |   |    |  |  |  |
| 16:45 | 1 | 1 | 5  |   |   |    |  |  |  |
| 17:00 | 0 | 0 | 5  |   |   |    |  |  |  |
| 17:15 | 0 | 0 | 5  |   |   |    |  |  |  |
| 17:30 | 0 | 1 | 4  |   |   |    |  |  |  |
| 17:45 | 0 | 0 | 4  |   |   |    |  |  |  |
| 18:00 | 0 | 1 | 3  |   |   |    |  |  |  |
| 18:15 | 1 | 2 | 2  |   |   |    |  |  |  |
| 18:30 | 1 | 1 | 2  |   |   |    |  |  |  |
| 18:45 | 0 | 0 | 2  |   |   |    |  |  |  |
| 19:00 | 1 | 1 | 2  |   |   |    |  |  |  |
| 19:15 | 1 | 0 | 3  |   |   |    |  |  |  |
| 19:30 | 0 | 0 | 3  |   |   |    |  |  |  |
| 19:45 | 3 | 0 | 6  |   |   |    |  |  |  |
| 20:00 | 0 | 6 | 0  |   |   |    |  |  |  |
| 20:15 | 0 | 0 | 0  |   |   |    |  |  |  |

|         |   |   |    |  |  |    |  |  |   |
|---------|---|---|----|--|--|----|--|--|---|
| 20:30   | 0 | 0 | 0  |  |  |    |  |  |   |
| 20:45   | 0 | 0 | 0  |  |  |    |  |  |   |
| Maximum |   |   | 16 |  |  | 20 |  |  | 0 |
| Minimum |   |   | 0  |  |  | 8  |  |  | 0 |

Gravesham Borough Council

**APPENDIX D – TRICS OUTPUT DATA (WEEKEND)**

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                   |        |
|----|-------------------|--------|
| 04 | EAST ANGLIA       |        |
|    | CA CAMBRIDGESHIRE | 1 days |
| 06 | WEST MIDLANDS     |        |
|    | WM WEST MIDLANDS  | 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: 48 to 65 (units: )  
 Range Selected by User: 17 to 180 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 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:

Sunday 2 days

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

Selected survey types:

Manual count 2 days  
 Directional ATC Count 0 days

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

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 1 |
| Edge of Town                       | 1 |

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 2 |
|------------------|---|

*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 2 days

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

125,001 to 250,000 1 days

250,001 to 500,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 1 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 2 days

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

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

|   |                                                        |              |                     |
|---|--------------------------------------------------------|--------------|---------------------|
| 1 | CA-05-F-01<br>PARK CRESCENT<br>PETERBOROUGH            | NURSING HOME | CAMBRIDGESHIRE      |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone |              |                     |
|   | Total Number of residents:                             | 48           |                     |
|   | Survey date: SUNDAY                                    | 16/10/16     | Survey Type: MANUAL |
| 2 | WM-05-F-01<br>NEARHILL ROAD<br>BIRMINGHAM              | NURSING HOME | WEST MIDLANDS       |
|   | Edge of Town<br>Residential Zone                       |              |                     |
|   | Total Number of residents:                             | 65           |                     |
|   | Survey date: SUNDAY                                    | 08/11/15     | 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.*

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median ValuesArrivals: 0.085  
Departures: 0.034  
Totals: 0.119Mean ValuesArrivals: 0.085  
Departures: 0.034  
Totals: 0.119

| Rank | Site-Ref   | Description  | Town/City    | Area           | RESIDE | Day | Date     | Trip Rate (Sorted by Totals) |            |        |
|------|------------|--------------|--------------|----------------|--------|-----|----------|------------------------------|------------|--------|
|      |            |              |              |                |        |     |          | Arrivals                     | Departures | Totals |
| 1    | CA-05-F-01 | NURSING HOME | PETERBOROUGH | CAMBRIDGESHIRE | 48     | Sun | 16/10/16 | 0.125                        | 0.021      | 0.146  |
| 2    | WM-05-F-01 | NURSING HOME | BIRMINGHAM   | WEST MIDLANDS  | 65     | Sun | 08/11/15 | 0.046                        | 0.046      | 0.092  |

*This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).*

*The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.*

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median ValuesArrivals: 0.052  
Departures: 0.135  
Totals: 0.186Mean ValuesArrivals: 0.052  
Departures: 0.135  
Totals: 0.186

| Rank | Site-Ref   | Description  | Town/City    | Area           | RESIDE | Day | Date     | Trip Rate (Sorted by Totals) |            |        |
|------|------------|--------------|--------------|----------------|--------|-----|----------|------------------------------|------------|--------|
|      |            |              |              |                |        |     |          | Arrivals                     | Departures | Totals |
| 1    | CA-05-F-01 | NURSING HOME | PETERBOROUGH | CAMBRIDGESHIRE | 48     | Sun | 16/10/16 | 0.042                        | 0.146      | 0.188  |
| 2    | WM-05-F-01 | NURSING HOME | BIRMINGHAM   | WEST MIDLANDS  | 65     | Sun | 08/11/15 | 0.062                        | 0.123      | 0.185  |

*This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).*

*The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.*

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

RANK ORDER for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 07:00-19:00

Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median ValuesArrivals: 0.640  
Departures: 0.654  
Totals: 1.294Mean ValuesArrivals: 0.640  
Departures: 0.654  
Totals: 1.294

| Rank | Site-Ref   | Description  | Town/City    | Area           | RESIDE | Day | Date     | Trip Rate (Sorted by Totals) |            |        |
|------|------------|--------------|--------------|----------------|--------|-----|----------|------------------------------|------------|--------|
|      |            |              |              |                |        |     |          | Arrivals                     | Departures | Totals |
| 1    | WM-05-F-01 | NURSING HOME | BIRMINGHAM   | WEST MIDLANDS  | 65     | Sun | 08/11/15 | 0.738                        | 0.662      | 1.400  |
| 2    | CA-05-F-01 | NURSING HOME | PETERBOROUGH | CAMBRIDGESHIRE | 48     | Sun | 16/10/16 | 0.542                        | 0.646      | 1.188  |

*This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).*

*The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.*

Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site Reference: WM-05-F-01  
 Created: Version: 7.3.3 14/07/16  
 Latitude/Longitude: 52.39402, -1.95621  
 Land Use Type: 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
 Region/Area: WEST MIDLANDS/WEST MIDLANDS

Description: NURSING HOME  
 Street: NEARHILL ROAD  
 District:  
 Town: BIRMINGHAM  
 Post Code: B38 8JU  
 Planning Authority:

Location: Edge of Town  
 Location Sub Category: Residential Zone  
 Use Class: C2

Population within 500m: 4300  
 Population within 1 Mile: 25,001 to 50,000  
 Population within 5 Miles: 250,001 to 500,000  
 Car ownership within 5 Miles: 0.6 to 1.0

#### Public Transport Provision Summary

| Day           | Period    | Total buses/trams<br>within 400m | Total Trains<br>within 1000m | Total<br>Services |
|---------------|-----------|----------------------------------|------------------------------|-------------------|
| Monday-Friday | 0700-1900 | 198                              |                              | 198               |
| Monday-Friday | 0700-1000 | 50                               |                              | 50                |
| Monday-Friday | 1600-1900 | 52                               |                              | 52                |
| Saturday      | 0700-1900 | 180                              |                              | 180               |
| Sunday        | 0700-1900 | 76                               |                              | 76                |

Is site associated with a travel plan: No  
 If not, are there any plans to implement  
 a Travel Plan in the future? No  
 Is survey data available before the  
 implementation of the Travel Plan?  
 Is the location of the site hilly or flat: Flat  
 Urban Regeneration: No

Number of residents 65

No. of developments for this Site: 1  
 No. of survey Days for this Site: 1

#### Comments

The site is located just off the A441, around 10km south west of central Birmingham.  
 Surrounded largely by residential developments, there are other care homes within close proximity, as well as a hospital to the north, a pub to the south west, as well as several local shops and a small supermarket to the east, also off the A441.

#### Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes  
 5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes  
 6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

| Destination (town/area) | Number per hour | Approx. journey time |
|-------------------------|-----------------|----------------------|
| Longbridge              | 5               | 20                   |
| Solihull                | 4               | 50                   |
| Maypole                 | 3               | 65                   |
|                         |                 |                      |

#### 11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to those listed above, there is also one bus per hour running to Redditch taking 30 minutes.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

| Road Network Distance to Local Developments |                |
|---------------------------------------------|----------------|
| Year of Analysis                            | 2015           |
| Nearest Primary School                      | 0.5 kilometres |
| Nearest Secondary School                    | 1.2 kilometres |
| Nearest Local Shop/Corner Shop              | 0.4 kilometres |
| Nearest Main Supermarket                    | 0.6 kilometres |
| Nearest Doctors Surgery                     | 1.0 kilometres |
| Nearest Hospital with Minor Injuries/A & E  | 5.0 kilometres |
| Nearest Sports/Leisure Centre               | 2.3 kilometres |

| Census Data                                                |           |
|------------------------------------------------------------|-----------|
| Year of Census                                             | 2011      |
| Census Output Area/Data Zone                               | E00046215 |
| Number of people employed within Census Output Area        | 169       |
| Number of households within Census Output Area             | 146       |
| Number of people living within Census Output Area          | 332       |
| Area of Census Output Area (hectares)                      | 6.00      |
| Population density within Census Output Area (per hectare) | 55.60     |

SITE PHOTO



Bancroft Consulting Jarodale House, Sherwood Nottingham

Licence No: 539501

Site reference: WM-05-F-01  
Trade name: REDHILL COURT  
  
Site area (h/a): 0.57  
  
Open since 2012  
Total Employees 53  
Full Time Employees 48 90%  
Part Time Employees 5 10%  
Approximate % of total employees working  
standard 9-5 hours or similar 4%  
Number of residents 65  
Name of nearest site WEOLEY CASTLE  
Distance to nearest similar site 2.0 Km

OPENING TIMES (24 Hour format)

|              |       |    |       |
|--------------|-------|----|-------|
| Mon to Thurs | 00:00 | to | 24:00 |
| Friday       | 00:00 | to | 24:00 |
| Saturday     | 00:00 | to | 24:00 |
| Sunday       | 00:00 | to | 24:00 |

Comments

The GFA of the site is 2,600m<sup>2</sup>.  
The site is open 24 hours per day, seven days per week.  
The site provides 24 hour dementia and elderly care.

On-Site parking

Total no. of parking spaces 17  
Parking Spaces Per resident 0.262

Number of spaces

Employee 0  
Disabled 3  
Visitor/Customer 14  
OGV parking bays 0  
Cycle racks 0  
OGV loading bays 0  
Parent & Toddler 0  
Motorcycle spaces 0  
Electronic Vehicle Charging Points 0

Parking charges No  
Site parking surface or non-surface (multi-storey/underground)  
Surface

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)  
Yes  
off-site (on-street, in designated loading/servicing bays)  
No  
off-site (in restricted areas e.g. double yellow lines)  
No

Off-Site parking details

Is there off-site parking available  
No  
Off-Site parking included in the counts  
Yes  
Free On-Street parking available nearby  
Yes  
If yes, considered easy to find a space  
Yes  
If prepared to pay, easy to find somewhere to park off-site all day  
No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)  
No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site  
No

Site reference: WM-05-F-01 Survey date: 08/11/15 Day of week: Sunday

Survey type: Manual Count  
 AM weather: Cold and Light Rain  
 PM weather: Cold and Light Rain

Initial car park occupancy: 2 Final car park occupancy: 3

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity 94% (17 On-Site Spaces)

Data proportions in %

|             |    |              |   |                |   |
|-------------|----|--------------|---|----------------|---|
| Motor cars  | 96 | Motor cycles | 0 | Public service | 0 |
| Light goods | 4  | OGV (1)      | 0 | OGV (2)        | 0 |
|             |    |              |   | Taxis          | 0 |

Servicing Vehicles count recorded No

| Time        | Arr 52 | Dep 51 | Totals 103 | Parking Accum |
|-------------|--------|--------|------------|---------------|
| 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 | 7      | 2      | 9          | 7             |
| 08:00-09:00 | 3      | 3      | 6          | 7             |
| 09:00-10:00 | 1      | 0      | 1          | 8             |
| 10:00-11:00 | 3      | 3      | 6          | 8             |
| 11:00-12:00 | 4      | 2      | 6          | 10            |
| 12:00-13:00 | 2      | 4      | 6          | 8             |
| 13:00-14:00 | 6      | 3      | 9          | 11            |
| 14:00-15:00 | 6      | 6      | 12         | 11            |
| 15:00-16:00 | 7      | 2      | 9          | 16            |
| 16:00-17:00 | 3      | 7      | 10         | 12            |
| 17:00-18:00 | 4      | 8      | 12         | 8             |
| 18:00-19:00 | 2      | 3      | 5          | 7             |
| 19:00-20:00 | 3      | 1      | 4          | 9             |
| 20:00-21:00 | 1      | 7      | 8          | 3             |
| 21:00-22:00 |        |        |            |               |
| 22:00-23:00 |        |        |            |               |
| 23:00-24:00 |        |        |            |               |

Comments

No taxis, motorcycles, PSVs or OGVs either entered or exited the site on the day of the survey.  
 At least one of the final car park occupants was a car.

Site reference: WM-05-F-01

Survey date: 08/11/15

Day of week: Sunday

Vehicles surveyed: Cars

| Time        | Arr 50 | Dep 49 | Totals 99 | Accumulation |
|-------------|--------|--------|-----------|--------------|
| 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      | 1      | 7         | (5)          |
| 08:00-09:00 | 3      | 3      | 6         | (5)          |
| 09:00-10:00 | 1      | 0      | 1         | (6)          |
| 10:00-11:00 | 3      | 3      | 6         | (6)          |
| 11:00-12:00 | 4      | 2      | 6         | (8)          |
| 12:00-13:00 | 2      | 4      | 6         | (6)          |
| 13:00-14:00 | 6      | 3      | 9         | (9)          |
| 14:00-15:00 | 6      | 6      | 12        | (9)          |
| 15:00-16:00 | 7      | 2      | 9         | (14)         |
| 16:00-17:00 | 3      | 7      | 10        | (10)         |
| 17:00-18:00 | 3      | 7      | 10        | (6)          |
| 18:00-19:00 | 2      | 3      | 5         | (5)          |
| 19:00-20:00 | 3      | 1      | 4         | (7)          |
| 20:00-21:00 | 1      | 7      | 8         | (1)          |
| 21:00-22:00 |        |        |           |              |
| 22:00-23:00 |        |        |           |              |
| 23:00-24:00 |        |        |           |              |

Site reference: WM-05-F-01

Survey date: 08/11/15

Day of week: Sunday

Vehicles surveyed: LGV

| Time        | Arr 2 | Dep 2 | Totals 4 | Accumulation |
|-------------|-------|-------|----------|--------------|
| 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 | 1     | 1     | 2        | (0)          |
| 08:00-09:00 | 0     | 0     | 0        | (0)          |
| 09:00-10:00 | 0     | 0     | 0        | (0)          |
| 10:00-11:00 | 0     | 0     | 0        | (0)          |
| 11:00-12:00 | 0     | 0     | 0        | (0)          |
| 12:00-13:00 | 0     | 0     | 0        | (0)          |
| 13:00-14:00 | 0     | 0     | 0        | (0)          |
| 14:00-15:00 | 0     | 0     | 0        | (0)          |
| 15:00-16:00 | 0     | 0     | 0        | (0)          |
| 16:00-17:00 | 0     | 0     | 0        | (0)          |
| 17:00-18:00 | 1     | 1     | 2        | (0)          |
| 18:00-19:00 | 0     | 0     | 0        | (0)          |
| 19:00-20:00 | 0     | 0     | 0        | (0)          |
| 20:00-21:00 | 0     | 0     | 0        | (0)          |
| 21:00-22:00 |       |       |          |              |
| 22:00-23:00 |       |       |          |              |
| 23:00-24:00 |       |       |          |              |

Site reference: WM-05-F-01

Survey date: 08/11/15

Day of week: Sunday

Vehicles surveyed: Cycles

| Time        | Arr 1 | Dep 1 | Totals 2 | Accumulation |
|-------------|-------|-------|----------|--------------|
| 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 | 0     | 0     | 0        | (0)          |
| 08:00-09:00 | 0     | 0     | 0        | (0)          |
| 09:00-10:00 | 0     | 0     | 0        | (0)          |
| 10:00-11:00 | 0     | 0     | 0        | (0)          |
| 11:00-12:00 | 1     | 1     | 2        | (0)          |
| 12:00-13:00 | 0     | 0     | 0        | (0)          |
| 13:00-14:00 | 0     | 0     | 0        | (0)          |
| 14:00-15:00 | 0     | 0     | 0        | (0)          |
| 15:00-16:00 | 0     | 0     | 0        | (0)          |
| 16:00-17:00 | 0     | 0     | 0        | (0)          |
| 17:00-18:00 | 0     | 0     | 0        | (0)          |
| 18:00-19:00 | 0     | 0     | 0        | (0)          |
| 19:00-20:00 | 0     | 0     | 0        | (0)          |
| 20:00-21:00 | 0     | 0     | 0        | (0)          |
| 21:00-22:00 |       |       |          |              |
| 22:00-23:00 |       |       |          |              |
| 23:00-24:00 |       |       |          |              |

Calculation Reference: AUDIT-539501-220520-0521

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06 WEST MIDLANDS  
 WM WEST MIDLANDS 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: 65 to 65 (units: )  
 Range Selected by User: 17 to 180 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 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:

Sunday 1 days

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

Selected survey types:

Manual count 1 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 1

*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 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

C2 1 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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

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

Population within 5 miles:

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

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

1 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

1 days

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

LIST OF SITES relevant to selection parameters

1 WM-05-F-01 NURSING HOME WEST MIDLANDS  
NEARHILL ROAD  
BIRMINGHAM

Edge of Town  
Residential Zone

Total Number of residents: 65

Survey date: SUNDAY

08/11/15

Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection |
|------------|------------------------|
| CA-05-F-01 | Birmingham             |

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

TOTAL VEHICLES

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 | 1        | 65          | 0.108     | 1          | 65          | 0.031     | 1        | 65          | 0.139     |
| 08:00 - 09:00 | 1        | 65          | 0.046     | 1          | 65          | 0.046     | 1        | 65          | 0.092     |
| 09:00 - 10:00 | 1        | 65          | 0.015     | 1          | 65          | 0.000     | 1        | 65          | 0.015     |
| 10:00 - 11:00 | 1        | 65          | 0.046     | 1          | 65          | 0.046     | 1        | 65          | 0.092     |
| 11:00 - 12:00 | 1        | 65          | 0.062     | 1          | 65          | 0.031     | 1        | 65          | 0.093     |
| 12:00 - 13:00 | 1        | 65          | 0.031     | 1          | 65          | 0.062     | 1        | 65          | 0.093     |
| 13:00 - 14:00 | 1        | 65          | 0.092     | 1          | 65          | 0.046     | 1        | 65          | 0.138     |
| 14:00 - 15:00 | 1        | 65          | 0.092     | 1          | 65          | 0.092     | 1        | 65          | 0.184     |
| 15:00 - 16:00 | 1        | 65          | 0.108     | 1          | 65          | 0.031     | 1        | 65          | 0.139     |
| 16:00 - 17:00 | 1        | 65          | 0.046     | 1          | 65          | 0.108     | 1        | 65          | 0.154     |
| 17:00 - 18:00 | 1        | 65          | 0.062     | 1          | 65          | 0.123     | 1        | 65          | 0.185     |
| 18:00 - 19:00 | 1        | 65          | 0.031     | 1          | 65          | 0.046     | 1        | 65          | 0.077     |
| 19:00 - 20:00 | 1        | 65          | 0.046     | 1          | 65          | 0.015     | 1        | 65          | 0.061     |
| 20:00 - 21:00 | 1        | 65          | 0.015     | 1          | 65          | 0.108     | 1        | 65          | 0.123     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.800     |            |             | 0.785     |          |             | 1.585     |

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: 65 - 65 (units: )  
 Survey date range: 01/01/14 - 02/05/19  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 0  
 Number of Sundays: 1  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 1

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.

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