

DENE HOLM, NORTHFLEET, GRAVESEND, KENT TRANSPORT STATEMENT

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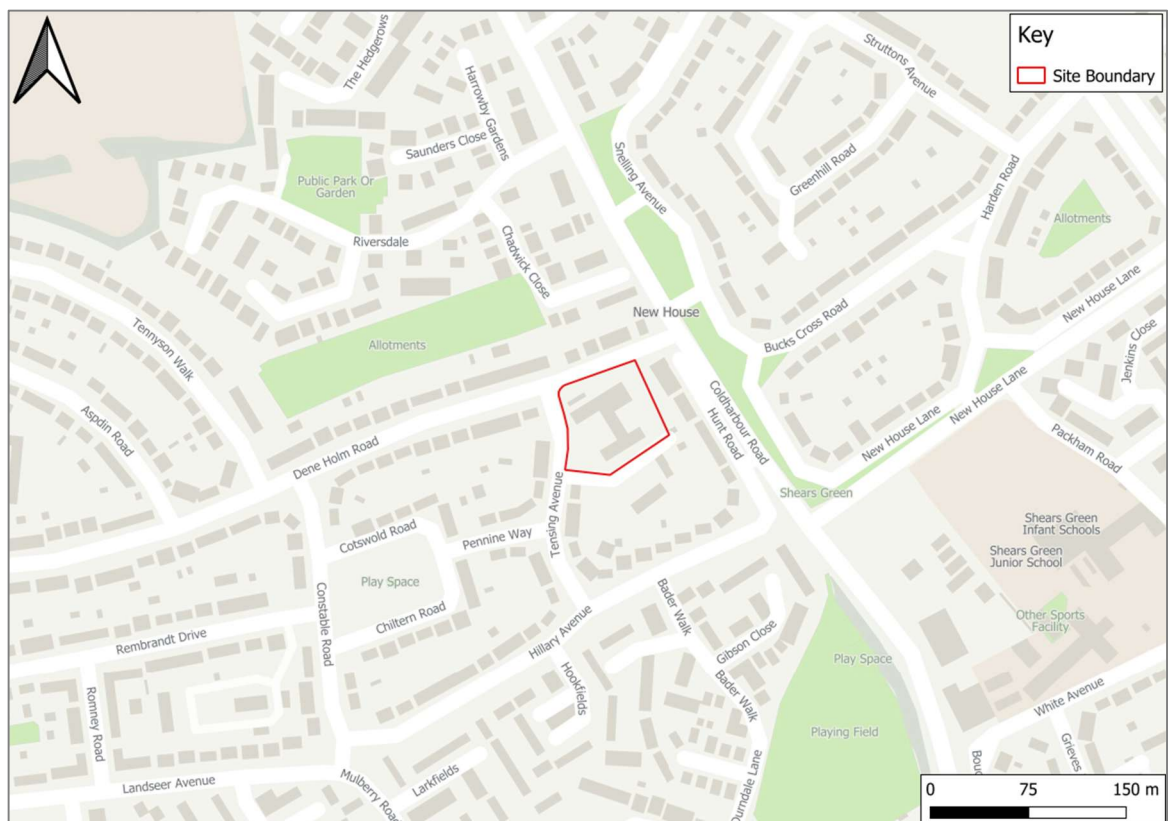


1 INTRODUCTION

1.1 SCOPE

- 1.1.1 This Transport Statement (TS) has been prepared by Velocity Transport Planning (VTP) on behalf of Building Construction Partnership (BCP) Limited ('the pre-applicant') in support of an emerging development proposal that comprises the erection of a new build, 60-bed residential care facility (Use Class C2) with 6 associated rehabilitation apartments together with associated access, parking, amenity areas and landscaping on land at Dene Holm, Northfleet in Gravesend, Kent, DA11 8JY.
- 1.1.2 The site encompasses an area measuring 0.47-hectares in size land located off the southern side of Dene Holm Road, approximately 50-metres west of the junction with Coldharbour Road. The site is located within an established residential area of Northfleet, approximately 3.0-kilometres south-west of Gravesend town centre. The site in context with the local area and highway network is shown in **Figure 1-1**.

Figure 1-1: Site Location Plan – Wider Context



- 1.1.3 Dene Holm (herein referred to as 'the site') comprised a care facility building that contained a total of 47 bedrooms for dementia, palliative, respite and general care. The care facility closed permanently in late 2022 and is currently occupied by guardianship.
- 1.1.4 The site has three access points; two of which are located on Dene Holm Road, and one is taken from Tensing Avenue.



- 1.1.5 A planning application (Reference: 20241109) for a development proposal involving the conversion of the former residential care facility to 23 self-contained flats including changes to fenestration, external landscaping, levels and boundary treatments was submitted and then withdrawn by the applicant, (Anchorage Prop Limited) on 8th April 2025.
- 1.1.6 BCP Limited have entered into a Pre Contract Service Agreement (PCSA) with the landowners/operators of the facility to submit a full planning application for a development proposal comprising the erection of a new build, 60-bed residential care facility (Use Class C2) with 6 rehabilitation apartments together with associated access, parking, and amenity spaces in November 2025.

1.2 REPORT STRUCTURE

1.2.1 The remainder of this TS is structured as follows: -

- ⦿ **Section 2** lists the key national, regional, and local planning policy documents and best practice guidance, which will be used to assess the transport and highways perspective of the development proposals. Relevant section of these documents are referenced in the remaining sections of the report where relevant.
- ⦿ **Section 3** describes the site's location in context with the local area, and its accessibility by a variety of travel modes to key local and regional destinations as well as a range of amenities available and accessible on-foot and by cycle in Northfleet and Gravesend, which may cater for the everyday needs of future end-users.
- ⦿ **Section 4** summarises the key transport and highways aspects of the emerging development proposal including a consideration of the proposed access, parking, and delivery/servicing strategy in context with national and local planning best practice design guidance.
- ⦿ **Section 5** assesses the multi-modal trip generation of the development proposals in context with the site's previous operation as a care facility (47-bed) to establish the net impact on the local highway and transport networks throughout a typical weekday including the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods.
- ⦿ **Section 6** outlines a strategy for encouraging long-term sustainable travel patterns and behaviour amongst future staff and to a lesser extent visitors.
- ⦿ **Section 7** summarises the report main findings, clearly stating that the emerging development proposals would not have a 'severe' impact on the local highway and transport networks, particularly to the conditions of amenity, capacity, and severity.



2 POLICY CONTEXT

2.1 PLANNING POLICY FRAMEWORK

2.1.1 This section of the report lists current and emerging national, regional and local planning policies and best practice guidance, which were considered as part of the preparation of this TS in support of this planning application. The key policy documents include: -

- ⦿ National Planning Policy Framework (December 2024);
- ⦿ Draft National Planning Policy Framework (December 2025);
- ⦿ National Planning Policy Guidance (February 2024);
- ⦿ Kent County Council Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031(LTP4, August 2018); and
- ⦿ Gravesham Local Plan Core Strategy (September 2014).

2.1.2 The preparation of the TS was also informed by the following national, regional, and local planning design publications:

- ⦿ The DfT's Manual for Streets 1 (MfS1) publication.
- ⦿ The DfT's Inclusive Mobility Guidance: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (December 2021); and
- ⦿ KCC's Transport Assessment and Travel Plan Guidance (June 2025).



3 BASELINE CONDITIONS

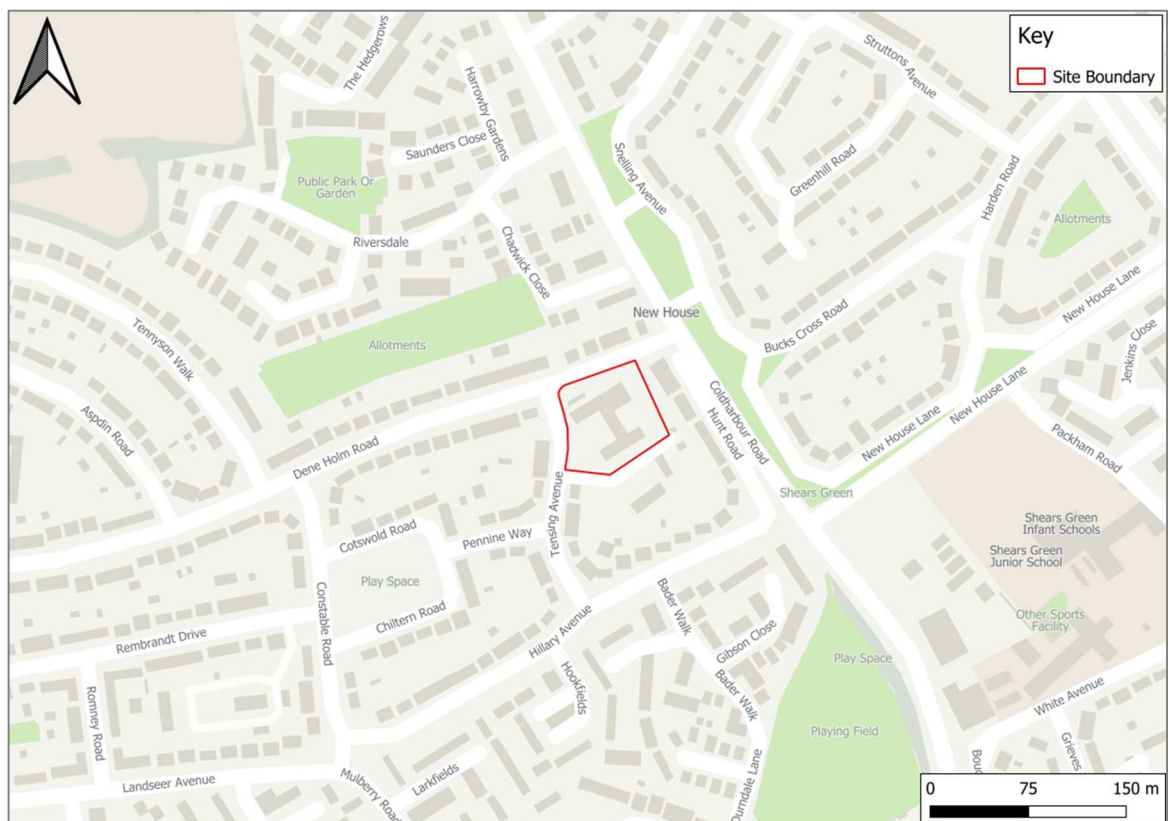
3.1 INTRODUCTION

3.1.1 This section of the TS provides an overview of the baseline conditions including a description of the site in context with the local area, and its accessibility to various transport infrastructure/services by mode. It further assesses the safety characteristics of the highway network through analysing personal injury accident records.

3.2 SITE LOCATION AND CONTEXT

3.2.1 The site is bounded by Dene Holm Road to the north, residential properties situated off Hunt Road to the east, Everest Close to the south, and Tensing Avenue to the west. The site in context with the local area and highway network is shown in **Figure 3-1**.

Figure 3-1: Site Location Plan – Local Context



3.2.2 As shown in **Figure 3-2**, the site is served by a separate ingress and egress located off the southern side of Dene Holm Road. This provides access to a car park containing 10 spaces for staff/visitors, and bin store. A secondary access to an informal parking area and detached garage/storeroom is situated off Tensing Avenue, approximately 20-metres south of the priority give-way junction with Dene Holm Road.



Figure 3-2: View of Site's Existing Access Arrangements



3.3 LOCAL HIGHWAY NETWORK

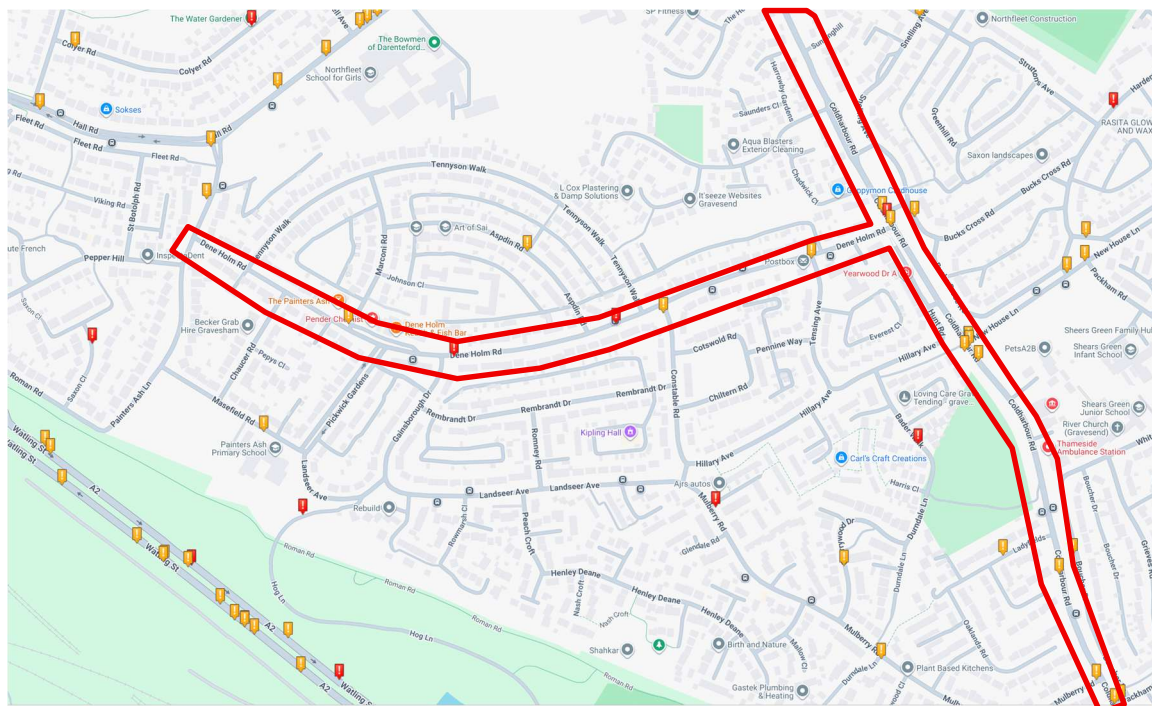
- 3.3.1 Dene Holm Road is a two-way single carriageway road that measures approximately 6.8 metres in width with circa 2.0 to 2.5-metre-wide footways on either side. It is subject to a 30-mph speed and contains traffic calming measures in the form of speed cushions spaced at regular intervals (every 65-metres) along the entire length of the road.
- 3.3.2 Dene Holm Road forms an east/west link that serves the predominately residential area of Shears Green on the southern edge of Gravesend. Dene Holm Road intersects with Coldharbour Road and Painters Ash Lane approximately 50-metres and 950 metres to the east and west of the site's ingress, respectively. A right-turn lane facility is provided along Coldharbour Road to accommodate right-turn manoeuvres into Dene Holm Road.
- 3.3.3 Tensing Avenue is a single carriageway that operates as two-way road that measures approximately 4.8 metres in width and 180-metres in length. It contains footways on either side and intersects with Dene Holm Road to the north, and Hillary Avenue to the south. Tensing Avenue adjoins Everest Close, which facilitates vehicular access to a number of residential units and rear parking courts and garages.
- 3.3.4 Coldharbour Road is a single carriageway that operates as two-way road that measures approximately 10.0-metres in width and in the vicinity of the junction with Dene Holm contains footways and highway verges on either side. It is subject to a 30-mph posted speed limit.
- 3.3.5 The north-western end of Coldharbour Road, it forms a signalised crossroads junction with Hall Road, Earl Road, and Perry Street approximately 520-metres north-west of the give-way junction with Dene Holm Road. The south-eastern end of Coldharbour Road, it connects with the east and west on and off-slips of the A2 Watling Street (via Wrotham Road), the latter of which forms part of the Strategic Road Network (SRN).

3.4 HIGHWAY SAFETY STUDY

- 3.4.1 To assess the safety characteristics of the local highway network, personal injury accident (PIA) data covering the latest 5-year period extracted via KCC's Crashdata website were assessed. The assessment area is presented in **Figure 3-3**.



Figure 3-3: PIA Study Area



- 3.4.2 Accident records have been reviewed for the highway network surrounding the site. In total, 16 accidents were recorded within the study area over the period assessed, comprising 3 serious and 13 slight accidents. Importantly, no collisions involved pedestrians or cyclists, and there were no recorded collisions at the access points serving the application site.
- 3.4.3 The accidents that did occur are generally dispersed across the wider area and are largely associated with the main routes and junctions, which is typical of an urban residential network where traffic flows and turning movements are highest. Overall, there is no evidence of a site-access related collision pattern, and the proposal is therefore not expected to result in a material impact on highway safety.

3.5 WALKING AND CYCLING ACCESSIBILITY

WALKING

- 3.5.1 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available, there is significant potential to reduce the need for short journeys to be undertaken by single occupancy vehicles (SOV), in turn minimising levels of vehicular traffic on the surrounding local highway network.
- 3.5.2 Within the vicinity of the site, good quality and lit footways are present along either side of Dene Holm Road and Tensing Avenue. Dropped kerbs are provided at various intersections, which in-turn provide safe and direct walking routes to local bus stops and amenities including Painters Ash Post Office and Co-op foodstore available and accessible on-foot in the Shears Green area of Gravesend.
- 3.5.3 Coldharbour Road is located approximately 60 metres east of the proposed site's access points. Pedestrian footways are located on both the eastern and western side of the carriageway, measuring approximately 2.0 metres in width, and are present along the entirety of Coldharbour Road.



- 3.5.4 As shown in **Figure 3-4** there is an uncontrolled crossing with refuge island located approximately 13.0-metres south of the junction of Dene Holm Road/Coldharbour Road. This provides a safe and convenient access for future end-users (predominately staff and visitors) travelling on-foot to additional bus stops (Riversdale) as well as a number of food and non-food retail opportunities at Trade City, Morrisons, and Lidl.

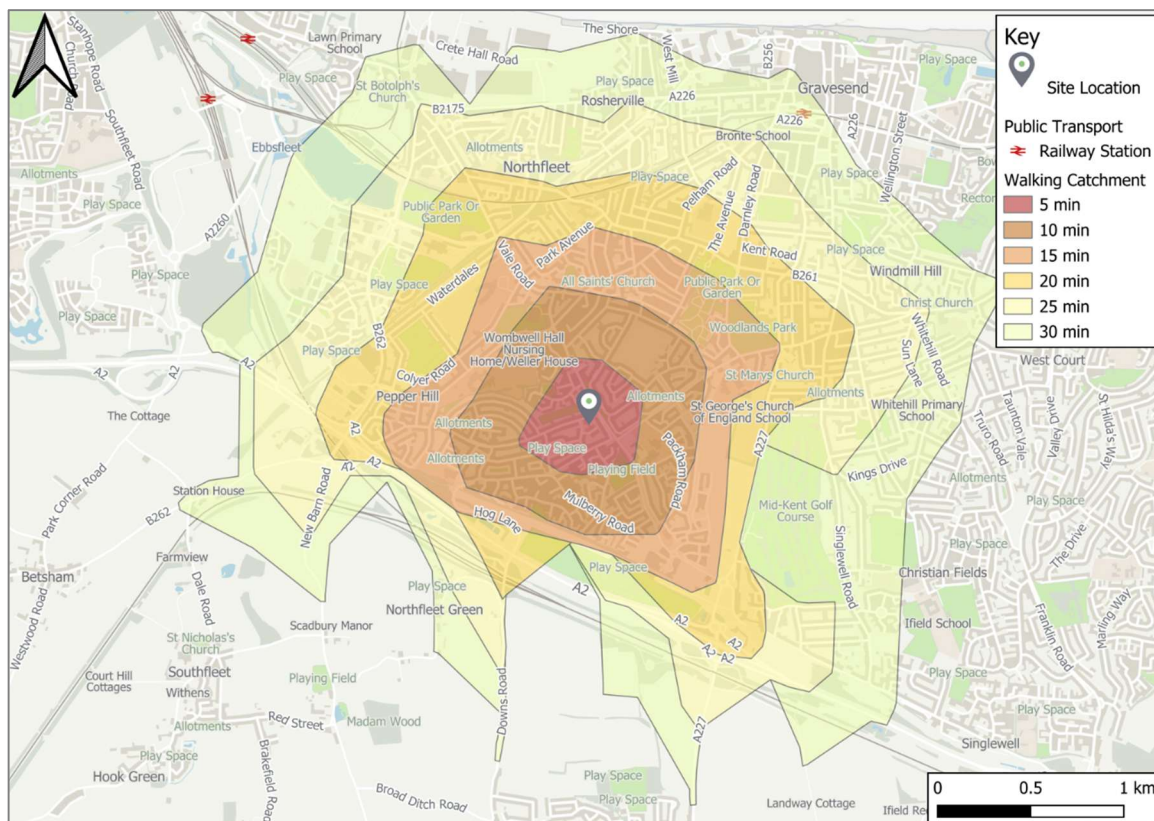
Figure 3-4: Uncontrolled Crossing Located along Coldharbour Road



- 3.5.5 The National Travel Survey notes that walking is the most frequent travel mode used for short-distance trips (within 1.0-mile / 1.6-kilometres). Infrastructure that supports efficient travel on foot is therefore of great importance to promoting sustainable and active travel and walking as a viable alternative to short car trips. **Figure 3-5** illustrates the walking catchment of up to 30-minutes from the site.
- 3.5.6 As demonstrated in **Figure 3-5**, the site benefits from being accessible on-foot to the established residential areas of Northfleet and Gravesend. Whilst Gravesend rail station is beyond the 1.6-kilometre distance threshold, it is still considered to be accessible on-foot from the site 2.6-kilometres (34-minute walk or 9-minute cycle). Gravesend rail station can also be accessed from the site via local bus routes.



Figure 3-5: Walking Accessibility Plan

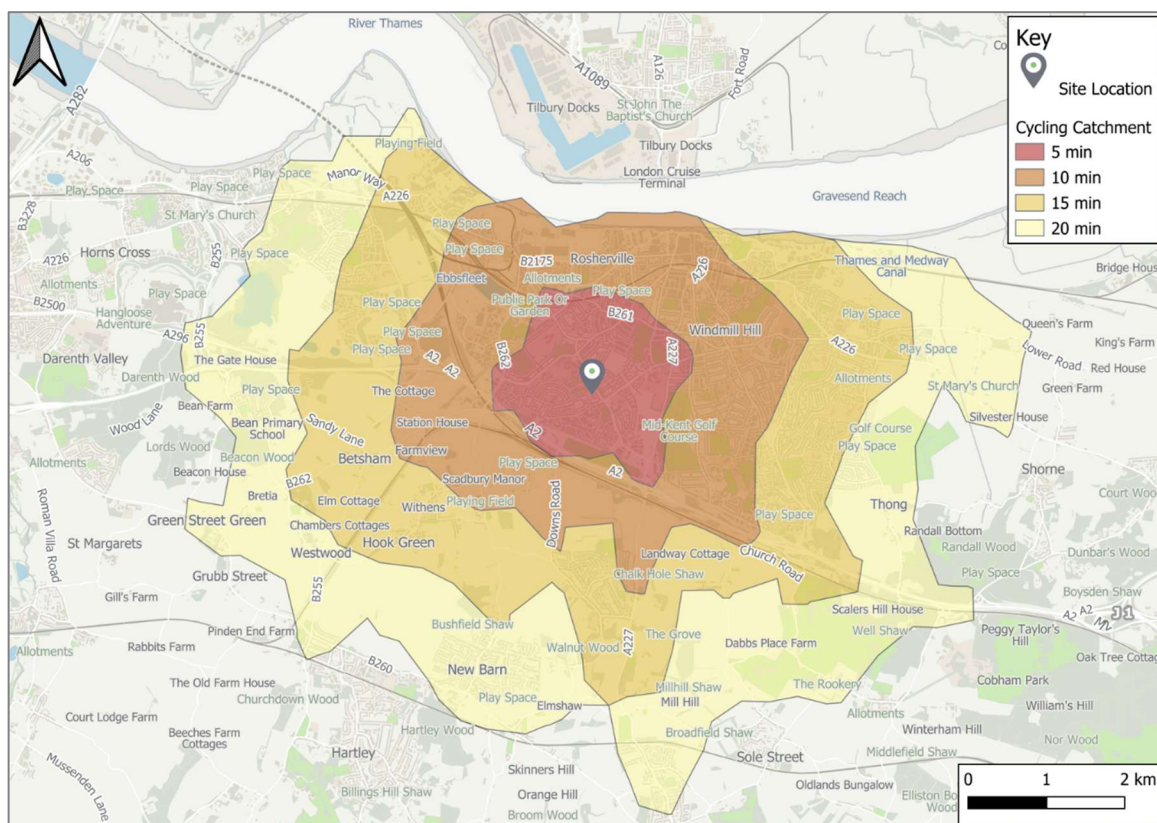


CYCLING

- 3.5.7 Cycling has the potential to substitute for short car trips, particularly those less than 5.0-kilometres in length, although it is noted that individuals cycle greater distances for various journey purposes.
- 3.5.8 Although there is no dedicated cycling infrastructure within the site, Dene Holm Road is lightly trafficked in nature and subject to low vehicle speed (i.e. 30-mph posted speed limit). Further, the carriageway width of the above-mentioned highway is generally sufficient to accommodate both motorised and non-motorised users in a safe and convenient manner, providing a favourable environment for cyclists undertaking journeys for various journey purposes.
- 3.5.9 As shown in **Figure 3-6** it is evident that the established residential areas of Northfleet and Gravesend, together with Gravesend rail station are within a 10-minute cycle journey time from the site. Consequently, there is potential for future end-users (staff and visitors) to cycle for all or part of their journeys to/from the site.



Figure 3-6: Cycle Accessibility Plan



3.6 PUBLIC TRANSPORT ACCESSIBILITY

BUS

- 3.6.1 The nearest bus stops are located along either side of Coldharbour Road (Northfleet, opposite Riversdale). The north bound bus stop is located circa 170 metres north of the site, and the south bound is located circa 230 metres north of the site. These bus stops currently comprise of simple flagpoles with timetable information, and the north bound stop has a bus cage.
- 3.6.2 As shown in **Table 3-1** these stops are served by 2 bus services (i.e. no.'s 483 and no.489), which connect the site to several local and regional destinations including Gravesend, Ebbsfleet and Swanscombe as well as Gravesend rail station.

Table 3-1: Summary of local bus services from Northfleet, opposite Riversdale

SERVICE NO.	ROUTE	FREQUENCY				
		WEEKDAY			WEEKEND	
		AM PEAK	OFF-PEAK	PM PEAK	SAT	SUN
483*	Gravesend - Bluewater	2	23	2	27	11
489*	Gravesend – New Ash Green	0	3	0	4	0

*Operated by Arriva Kent Thameside



RAIL

- 3.6.3 Gravesend rail station is located north of the site, approximately 2.5-kilometres (a 33-minute walk journey time and 8-minute cycle journey time) north of the site. The rail station can also be accessed directly via the no. 483-bus service from the nearest stops on Coldharbour Road (opposite Riversdale), taking approximately 12 minutes.
- 3.6.4 The rail station contains a total of 280 sheltered cycle parking spaces, providing an opportunity for staff and visitors to travel to and from the site by bicycle and then train to a number of local and regional destinations. There are 94 car parking spaces available at the rail station.
- 3.6.5 As shown in **Table 3-2**, Gravesend rail station provides access to local and regional destinations including St Pancras International, Dartford, Lewisham, Faversham and Luton.

Table 3-2: Summary of local rail services

DESTINATION	JOURNEY TIME	FREQUENCY
St Pancras International	24 mins	Every 30 mins
Dartford	12 mins	Every 30 mins
Lewisham	44 mins	Every 30 mins
Faversham	41 mins	Every 30 mins
Luton	2 hrs	Every 30 mins

- 3.6.6 Given the high frequency, duration and number of local destinations served by the existing bus and rail services, there is potential for future end-users (staff and visitors) to regularly travel by public transport for journeys to/from the site.

3.7 ACCESSIBILITY TO LOCAL AMENITIES

- 3.7.1 A key consideration of assessing the accessibility of a site is its proximity to a range of local services and facilities.
- 3.7.2 As shown in **Table 3-3** and **Figure 3-7**, the site is conveniently located within short walking distance (<2.0-kilometres) of a range of local amenities which are likely to cater for the convenience, healthcare and leisure needs of future end-users (predominately staff and visitors)

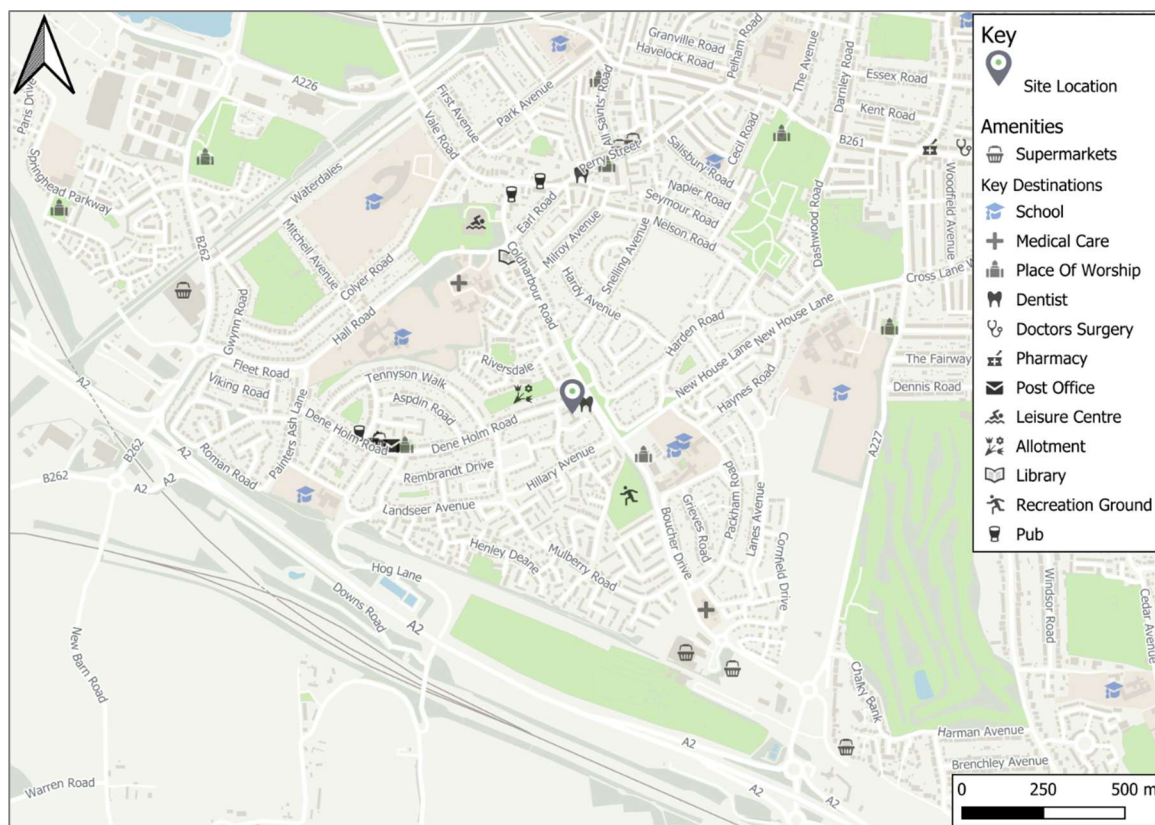
Table 3-3: Summary of local amenities accessible on-foot and by cycle

TYPE OF AMENITY	DESTINATION	DISTANCE (KILOMETRES)	WALK JOURNEY TIME (MINS)	CYCLE JOURNEY TIME (MINS)
Convenience	Dene Holm Road Post Office	0.6km	8mins	2mins
	Co-op Food	0.6km	8mins	2mins
	Morrisons Daily	0.6km	8mins	2mins
	10' Till 10	0.65km	9mins	3mins
	Morrisons	1km	14mins	6mins
	Lidl	1km	14mins	5mins
Faith	Tesco Express	1.1km	14mins	4mins
	Life Start Connections	0.35km	5mins	2mins
	Dene Holm Methodist Church	0.35km	5mins	2mins
	All Saints Church	0.9km	12mins	3mins



TYPE OF AMENITY	DESTINATION	DISTANCE (KILOMETRES)	WALK JOURNEY TIME (MINS)	CYCLE JOURNEY TIME (MINS)
Healthcare	The Dental Practice	0.1km	2mins	2mins
	J.D. Pender	0.65km	8mins	2mins
	Parrock Dental Services	0.9km	12mins	3mins
	NB Pharmacy	1.7km	23mins	7mins
	Old Road West Surgery	1.8km	24mins	7mins
Leisure	Durndale Recreation Ground	0.4km	6mins	2mins
	Cygnat Leisure Centre	0.65km	9mins	2mins
	Coldharbour Library	0.55km	7mins	2mins
	Deneholm Road Allotments	0.17km	2mins	1min
	The Painters Ash Pub	0.7km	9mins	2mins
	The Six Bells Pub	0.75km	10mins	3mins
	The Earl Grey	0.9km	12mins	3mins

Figure 3-7: Local Amenities Plan



3.8 SUMMARY

3.8.1 The review of the baseline conditions demonstrates:

- The site benefits from being accessible on foot, by cycle, and by public transport infrastructure and services, which provide a good level of connectivity to a host of local and regional destinations, as well as a wide range of amenities likely to cater to the everyday needs of future staff and visitors.



- ④ Consequently, in accordance with the main aims and objectives of national, regional, and local planning policy, the development proposals would provide numerous opportunities for future staff and visitors to adopt long-term sustainable travel patterns and behaviour for journeys to and from the site.



4 DEVELOPMENT PROPOSALS

4.1 INTRODUCTION

- 4.1.1 This section of the report describes the development proposal including a consideration of the proposed access, parking, delivery/servicing, and emergency access arrangements in context with national, regional, and local design best practice guidance.

4.2 OVERVIEW

- 4.2.1 The emerging development proposals comprise the erection of a new-build, 60-bed residential care facility (Use Class C2) with 6 associated rehabilitation apartments together with associated access, parking, amenity areas and landscaping on land south of Dene Holm Road, east of Tensing Avenue, and north of Everest Close in Northfleet.
- 4.2.2 The proposed layout, prepared by RDT Architects is shown in **Figure 4-1**, and attached at **APPENDIX A** of this TS.

Figure 4-1: Proposed Site Plan



4.3 PROPOSED ACCESS ARRANGEMENTS

VEHICLE

- 4.3.1 The proposed care facility would be served by a new vehicular access, located off Dene Holm Road, in the same position as the site's existing ingress. This access would facilitate direct access to a car park comprises of 19 spaces as well as a row of parking spaces located outside of the red line boundary. The site's existing egress would be closed with the dropped kerb reinstated as a footway and soft landscaping.
- 4.3.2 The site's existing access off Tensing Avenue, would be retained to facilitate access to an ambulance/delivery bay and dedicated cycle and bins stores of the proposed care facility building.
- 4.3.3 An additional access would be created off Tensing Avenue, approximately 50-metres south of the junction with Dene Holm Road. This access would take the form of a bellmouth junction and facilitate access to 6 additional car parking spaces available for staff and visitors. Future residents are not envisaged to all own a vehicle or to have access to one.
- 4.3.4 the design of the site's proposed access will take the form of a bellmouth junction with 6.0-metre kerb radii that adjoins to an internal access road with a 6.0-metre-wide carriageway. This will provide sufficient width to accommodate the simultaneous entry and exit movements of various sized vehicles in a safe and convenient manner. The proposed site access is presented in the drawing included in **APPENDIX B**.
- 4.3.5 Guidance on the visibility splay requirements for both existing and proposed junctions and accesses is set out in the DfT's Manual for Streets 2 (MfS2) 'Wider Application of the Principles' (September 2010) publications.
- 4.3.6 Section 10 of the MfS2 document entitled 'Visibility' defines stopping sight distances as *"the distance drivers need to be able to see ahead and they can stop within from a given speed. It is calculated from the speed of the vehicle, the time required for a driver to identify a hazard and then begin to brake (the perception-reaction time), and the vehicle's rate of deceleration."*
- 4.3.7 Paragraph 10.4.1 states that *"the visibility splay at a junction ensures that there is adequate inter-visibility between vehicles on the major and minor arms."*
- 4.3.8 When establishing visibility at a junction/access, there are two key dimensions to consider known as the 'X' and 'Y' distances. The 'X' distance is measured from the nearside edge of the carriageway back to the position of a car driver's eye line, which is commonly accepted to be 2.4-metres and at a height of 1.05-metres above the carriageway of the minor road. The 'Y' distance represents the distance that a car driver emerging from a minor arm can see approaching traffic to the left and right along the main alignment. It is measured from the centre line of the access to the nearside kerb of the main arm.
- 4.3.9 As shown on drawing included in **APPENDIX B**, in accordance with the DfT's MfS1 SSD parameters, visibility splays measuring circa 2.4-metres (X-distance) x 43.0-metres, equivalent to a 30-mph design speed can be achieved to the right (leading traffic direction) and left (trailing traffic direction) of the site's proposed access, off the southern side of Dene Holm Road.
- 4.3.10 In addition, visibility splays measuring 2.4-metres (X-distance) x 43.0-metres (Y-distance) can be achieved to the right (leading traffic direction) and left (trailing traffic direction) of the site's accesses off the eastern side of Tensing Avenue.



- 4.3.11 On the basis that the design of the site's existing and proposed accesses can achieve visibility splays in accordance with the MfS1 SSD parameters, it is considered that car drivers will be afforded sufficient inter-visibility with other motorised and non-motorised road users, thereby enabling safe manoeuvres to be undertaken.

PEDESTRIAN ACCESS

- 4.3.12 As presented in **Figure 4-1**, the site will have two pedestrian access points:
- ⦿ The main pedestrian access to the main care facility building is proposed from Dene Holm Road. The access would be 1.5-metre-wide footway located circa 6.0 metres to the west of the vehicular access.
 - ⦿ The secondary pedestrian access to the main entrance of the rehabilitation apartments is proposed from Tensing Avenue. The access would be 1.5-metre-wide footway located to the south of the vehicular access. This footway would also facilitate access to the bin store for the proposed apartments and associated amenity gardens.

4.4 PROPOSED PARKING ARRANGEMENTS

CAR

- 4.4.1 Car parking standards relevant to the development proposals are set out in the Appendix of KCC's Parking Standards (January 2025) publication. For residential institutions (Use Class C2) comprising nursing/residential care facilities (Category 3), the guidance specifies staff car parking of "*1 space per resident staff + 1 space per 2 other staff*", visitor car parking of "*1 space per 6 beds or residents*", and provision for emergency/service vehicles as a minimum of 1 space for an ambulance.
- 4.4.2 As shown on the proposed site plan, a total of 25 car parking spaces are proposed (including 2 disabled spaces), and one ambulance bay.
- 4.4.3 Staff numbers have not yet been confirmed; however, based on experience on comparable facilities, it is anticipated that the site would employ in the order of 15–20 staff across shifts. The development will also operate with shift patterns, meaning staff arrivals/departures will be spread through the day, further reducing the likelihood of peak parking pressure.
- 4.4.4 The KCC standard differentiates between resident staff and other staff. In the absence of resident staff, an assumption has been applied that staff would be drawn from the "other staff" category. On this basis, 15–20 staff would equate to a staff parking demand of approximately 8–10 spaces (at 1 space per 2 staff).
- 4.4.5 In relation to visitors, the KCC standard of 1 space per 6 beds/residents indicates that a 60-bed care facility would generate a requirement for 10 visitor spaces.
- 4.4.6 The overall provision of 25 parking spaces is considered adequate to accommodate the anticipated staff and visitor demand.
- 4.4.7 It is anticipated that residents are unlikely to own and use private cars. In addition, the future operator would be committed to encouraging staff travel by sustainable modes where practicable. Consequently, it is unlikely that all staff would require a parking space at the same time. The proposed level of on-site parking is therefore considered appropriate having regard to the nature of the development and the applicable KCC standards.



CYCLE

- 4.4.8 Table 6 of KCC's Parking Standards (January 2025) publication sets out minimum cycle parking standards for residential institutions offering a level of care (Use Class C2). This specifies 1 space per 10 beds. Consequently, a total of 6 medium to long-term cycle parking spaces would be required to ensure compliance.
- 4.4.9 As shown on the proposed site plan, a total of 10 spaces would be provided in a dedicated cycle store located in between the bin store and ambulance/delivery bay, off the western side of Tensing Avenue.

4.5 PROPOSED DELIVERY AND SERVICING ARRANGEMENTS

WASTE REFUSE AND RECYCLING

- 4.5.1 The proposed site plan includes a dedicated bin store serving the care facility building, located within the on-site servicing area. The servicing area has been designed to accommodate the majority of delivery and servicing vehicles; however, it does not provide sufficient space for a large refuse vehicle to undertake a three-point turn. It is therefore proposed that the refuse vehicle would reverse into the servicing area from Tensing Avenue and exit the site in forward gear.
- 4.5.2 The swept path analysis provided in APPENDIX C demonstrates that a refuse vehicle can safely reverse into the site from Tensing Avenue, based on a scenario where no vehicles are parked along the western side of the carriageway at the time of collection.
- 4.5.3 A dedicated bin store is also proposed for the six rehabilitation apartments, located within the visitor car park. In this instance, the refuse vehicle would be expected to stop on Tensing Avenue for collection. The bin drag distance of approximately 8.5m along a flush and level surface, which is considered acceptable for weekly waste collection.

DELIVERY AND SERVICING

- 4.5.4 Delivery and servicing will be accommodated on site within the servicing area accessed from Tensing Avenue. Swept path analysis was carried out for a 7.5T rigid vehicle showing that it can access and egress the site in forward gear and within a safe and convenient manner.
- 4.5.5 Most deliveries are expected to be undertaken by vans and cars, however, should occasional deliveries by 10m rigid vehicles take place this would be accommodated by the vehicle reversing onto the site.

EMERGENCY ACCESS

- 4.5.6 With regards to emergency access, 'Approved Document B (Fire Safety) Volume 1: Dwellings, 2019 Edition Incorporating 2020, 2022 and 2025 Amendments Collated with 2026 and 2029 Amendments' states that *"for dwellinghouses, access for a pumping appliance should be provided to within 45-metres of all points inside the dwellinghouse. Every elevation to which vehicle access is provided should have a suitable door (s), not less than 750mm wide, giving access to the interior of the building."*
- 4.5.7 In addition, the guidance states that *"for flats, either of the following provision should be made."*



- ⦿ A. Provide access for a pumping appliance to within 45m of all points inside each flat of a block, measures along the route of the hose. Every elevation to which vehicle access is provided should have a suitable door(s), not less than 750mm wide, giving access to the interior of the building. Door(s) should be provided such that there is no more than 60m between each door and/or the end of that elevation (e.g. a 150m elevation would need at least two doors).
- ⦿ B. Provide fire mains in accordance with paragraphs 13.5 and 13.6.”

4.5.8 The drawing included in **APPENDIX C** reveals that the design of the proposed layout provides sufficient space for a fire tender to enter and exit the site’s main access off Dene Holm Road in forward gear (via internal turning head), in a safe and convenient manner without overrunning adjacent car parking spaces, footways, and areas of soft landscaping.

PROPOSED TRO

4.5.9 To maintain unrestricted access to the on-site servicing area and to ensure the proposed refuse collection strategy can operate as intended, it is proposed to secure a permanent Traffic Regulation Order (TRO) to introduce single yellow line restrictions on the relevant section of Tensing Avenue. The restrictions would operate between 07:00 and 17:00, thereby preventing daytime kerbside parking along the western side of the carriageway and enabling a refuse vehicle to reverse into the servicing area (as demonstrated by the swept path analysis).

4.5.10 The measure is anticipated to result in the loss of approximately five on-street parking spaces during the operational hours; however, the kerbside parking capacity would remain available outside these hours, meaning overnight parking for residents would be retained, which is typically when on-street demand is highest.

4.6 PROPOSED OPERATION

4.6.1 It is envisaged that the proposed care home would provide for all levels of care for elderly residents aged over 55-years with varying levels of physical disabilities.

4.6.2 The Department of Health’s National Minimum Standards Care Home Regulations (3rd Edition) publication (2006) sets out the minimum ratios of care staff to residents. Standard 27 specifies that “*Staffing numbers and skill mix of qualified/unqualified staff are appropriate to the assessed needs of the service users, the size, layout and purpose of the home, at all times.*” The following minimum standards should be applied to any care home:

- ⦿ A recorded staff rota showing which staff are on duty at any time during the day and night and in what capacity is kept.
- ⦿ The ratios of care staff to service users must be determined according to the assessed needs of residents, and a system operated for calculating staff numbers required, in accordance with guidance recommended by the Department of Health.
- ⦿ Additional staff are on duty at peak times of activity during the day.
- ⦿ There are waking night staff on duty in numbers that reflect the numbers and needs of service users and the layout of the home. In care homes providing nursing this includes registered nurse(s).
- ⦿ Staff providing personal care to service users are at least aged 18; staff left in charge of the home are at least aged 21.



- ⊙ Domestic staff are employed in sufficient numbers to ensure that standards relating to food, meals and nutrition are fully met, and that the home is maintained in a clean and hygienic state.
- 4.6.3 All staff working hours are generally staggered in shift patterns, which are typically scheduled as follows: -
 - ⊙ Nursery Staff (Approximately 20 staff shift per day)
 - 08:00 – 14:00 (Day Shift) – 9 dailies
 - 14:00 – 20:00 (Day Shift) – 6 dailies
 - 20:00 – 08:00 (Night Shift) – 4 dailies
 - 08:00 – 16:00 (Manager Shift) – 1 daily
- 4.6.4 A proportion of staff would also regularly cover a full day shift (08:00 – 20:00) instead of working split shifts over two days. Other non-nursing staff include:
 - ⊙ Domestic and KP Staff
 - 09:00 – 15:00 – 4 daily on average
 - 16:30 – 20:00 – 1 daily.
 - ⊙ Chef
 - 06:45 – 18:45 – 1 daily
 - ⊙ Receptionist
 - 08:30 – 13:30 – 1 daily (4 days a week).
- 4.6.5 In addition to regular staff members employed by the future care home operator, a number of external consultants would be required to visit the site and provide additional services at various times throughout a typical week. The range of services and frequency throughout a typical weekday are as follows: -
 - ⊙ Doctors – 2 visits per week;
 - ⊙ Hairdresser – 1 visit per week;
 - ⊙ Chiropodist – 1 visit every 6 weeks;
 - ⊙ Physiotherapist – 2 visits per day; and
 - ⊙ Dentist – by appointment when requested.
- 4.6.6 It is evident that during the peak daytime period (i.e., 09:00 – 13:30), a total of up to 20 members within a mixture of roles would be working on-site at any one time.
- 4.6.7 All of the visitors to the care home would arrive with equipment and therefore car travel would be essential. It is considered that these part-time specialist visitors, who visit the site on an infrequent basis, would simply increase their duration of stay at the care home to serve other residents, rather than increase the number of trips made.
- 4.6.8 Visiting hours would be unrestricted with guests arriving/departing to/from the proposed care home at any time to visit residents.
- 4.6.9 The majority of the residents are unlikely to be travelling by private car to/from the proposed care home for various journey purposes. On the rare occasions, future residents depart the care home they would be escorted by the care home staff or family members/appropriate visitors.



5 TRIP GENERATION AND DISTRIBUTION

5.1 INTRODUCTION

- 5.1.1 This section of the TS sets out the methodology for establishing the vehicular trip generation of the development proposals and associated impact on the local highway and transport networks throughout a typical weekday including the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods.

5.2 EXISTING SITE OPERATION

- 5.2.1 The site recently operated as a care facility building, which comprises a total of 47 bedrooms for dementia, palliative, respite and general care. The care facility closed permanently in late 2022 and is currently occupied by guardianship.
- 5.2.2 As the site closed in late 2022 it has not been possible to undertake a traffic survey of the existing site. To establish the vehicular trip generation of the existing care facility, the TRICS database (Version 8) was interrogated to identify sites exhibiting similar characteristics under the land use category '05 Health – F – Care Home (Elderly Residential)'. A copy of the TRICS output is attached at **APPENDIX D** of this report.
- 5.2.3 The following parameters were applied to ensure the sites selected for the trip generation assessment reflected the existing operation.
- ⦿ Calculation Options: Vehicle Trip Rates.
 - ⦿ Number Of Residents: 16-180.
 - ⦿ Date Range: 01/01/2016 – 04/20/2024.
 - ⦿ Location Types: Edge of Town and Suburban Area.
- 5.2.4 As shown in **Table 5-1**, the existing care facility would have generated in the order of 92 two-way vehicular movements throughout a typical weekday including 7 and 5 during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, respectively.

Table 5-1: Vehicular Trip Rates/Generation – Care facility (Elderly Residential - 47 Residents)

TIME PERIOD	TRIP RATES (PER RESIDENT)			TOTAL VEHICULAR MOVEMENTS		
	ARRIVALS	DEPARTURES	TOTAL	ARRIVALS	DEPARTURES	TOTAL*
AM Peak (08:00 – 09:00)	0.082	0.066	0.148	4	3	7
PM Peak (17:00 – 18:00)	0.050	0.061	0.111	2	3	5
Daily (07:00 – 21:00)	0.972	0.987	1.959	46	46	92

**Rounding error in excel*

5.3 PROPOSED SITE OPERATION

- 5.3.1 The proposed development comprises of a total of 60 bedrooms plus 6 rehabilitation apartments.
- 5.3.2 To establish the vehicular trip generation of the proposed care facility, the trip rates used to derive the site's existing operation were applied to the number of residents (60).



- 5.3.3 As shown in **Table 5-2**, the proposed care facility will generate in the order of 130 two-way vehicular movements throughout a typical weekday including 10 and 7 during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, respectively.

Table 5-2: Vehicular Trip Rates/Generation – Care facility (Elderly Residential – 60 Residents)

TIME PERIOD	TRIP RATES (PER RESIDENT)			TOTAL VEHICULAR MOVEMENTS		
	ARRIVALS	DEPARTURES	TOTAL	ARRIVALS	DEPARTURES	TOTAL*
AM Peak (08:00 – 09:00)	0.082	0.066	0.148	5	4	10
PM Peak (17:00 – 18:00)	0.050	0.061	0.111	3	4	7
Daily (07:00 – 21:00)	0.972	0.987	1.959	64	65	130

**Rounding error in excel*

5.4 NET IMPACT

- 5.4.1 As shown in **Table 5-3**, the development proposals would have the potential to generate an additional 38 two-way vehicular movements throughout a typical weekday including 3 and 2 during the AM (08:00 – 09:00) and PM (17:00 -18:00) peak hour periods.
- 5.4.2 This negligible increase equates to an additional vehicular movement every 20 to 30-minutes, and as such would have an immaterial impact on the operational and safety characteristics of Dene Holm Road, Tensing Avenue, and other parts of the local highway network.

Table 5-3: Net Change in Daily Vehicular Traffic Generation

SCENARIO	TOTAL VEHICULAR MOVEMENTS		
	ARRIVALS	DEPARTURES	TOTAL
Existing Site Operation	46	46	92
Proposed Site Operation	64	65	130
NET IMPACT	+18	+19	+38

5.5 PARKING IMPACT

- 5.5.1 To demonstrate that the development proposals would not lead to the potential for overspill/displaced parking along Dene Holm Road, Tensing Avenue, Everest Close and adjoining sections of the local highway network, a car parking accumulation exercise has been undertaken based on the TRICS data presented earlier in this section of the report.
- 5.5.2 The car parking accumulation assessment is based on a scenario in which a total of 10 vehicles belonging to 10 members of staff working the 08:00 – 14:00 shift would be present within the car park prior to 07:00.
- 5.5.3 As shown in **Table 5-4** and **Fi** the peak demand for on-site car parking spaces would occur between 13:00 – 14:00 on a typical weekday. During this period, a total of 20 spaces (80%) would be occupied with 5 remaining spaces. Beyond this period, the total number of vehicles would progressively decrease throughout the remainder of a typical weekday. It is evident that at no time throughout a typical weekday would demand from future end-users (staff and visitors) exceed the total number of on-site car parking spaces.



5.5.4

Consequently, the proposal would not result in overspill or displaced parking on Dene Holm Road, Tensing Avenue, and Everest Close, and surrounding local highway network.

Table 5-4: Car Parking Accumulation Assessment for Proposed Care facility

TIME PERIOD	ARRIVALS		DEPARTURES		TOTAL TWO-WAY		CAR PARK ACCUMULATION
	TRIP RATE	NO. OF TRIPS	TRIP RATE	NO. OF TRIPS	TRIP RATE	NO. OF TRIPS	
07:00 – 08:00	4.230	6	2.867	4	7.097	10	16
08:00 – 09:00	3.854	5	3.102	4	6.956	10	17
09:00 – 10:00	4.371	6	3.478	5	7.849	11	18
10:00 – 11:00	3.243	5	3.243	5	6.486	9	18
11:00 – 12:00	3.854	5	4.089	6	7.943	11	18
12:00 – 13:00	3.243	5	3.713	5	6.956	10	17
13:00 – 14:00	3.619	5	1.739	2	5.358	8	20
14:00 – 15:00	3.619	5	4.606	6	8.225	12	19
15:00 – 16:00	4.606	6	6.862	10	11.468	16	15
16:00 – 17:00	2.491	3	3.337	5	5.828	8	14
17:00 – 18:00	2.350	3	2.867	4	5.217	7	13
18:00 – 19:00	1.504	2	2.350	3	3.854	5	12
19:00 – 20:00	2.961	4	2.256	3	5.217	7	13
20:00 – 21:00	1.739	2	1.880	3	3.619	5	13
TOTAL	45.684	64	46.389	65	92.073	129	

Figure 5-1: Car Parking Accumulation Chart



6 SUSTAINABLE TRAVEL INITIATIVES

6.1 INTRODUCTION

- 6.1.1 In accordance with national and local planning policy objectives, this section of the report sets out a strategy for encouraging future end-users, most notably staff and visitors to adopt long-term sustainable travel patterns and behaviour for journeys to and from the proposed care facility development.
- 6.1.2 The applicant is committed to encouraging the use of sustainable transport amongst future end-users and have identified the following key objectives: -
- ⦿ The promotion and encouragement of walking as a means of transport in its own right or as part of a journey in conjunction with other modes of transport as well as its health benefits.
 - ⦿ The promotion and encouragement of cycling as a healthy form of private transport.
 - ⦿ The promotion and encouragement of the use of public transport.
 - ⦿ The promotion and encouragement of car sharing, particularly amongst staff.
- 6.1.3 As highlighted in **Section 3** of the report, the proposed care facility and rehabilitation apartments are located within convenient walking/cycling distance of key public transport infrastructure and services including bus stops along Dene Holm Road and Coldharbour Road. It further benefits from being accessible on-foot and by cycle to a broad range of amenities, which are likely to cater for the everyday needs of future end-users in Northfleet and Gravesend.

6.2 FRAMEWORK TRAVEL PLAN

- 6.2.1 It is proposed that a Framework Travel Plan (FTP) containing a raft of 'hard' infrastructure and 'soft' information-led measures will be prepared by VTP on behalf of the applicant to accompany a future planning application.
- 6.2.2 The FTP will provide an initial strategy for the future operator of the care facility to promote sustainable travel patterns amongst future end users. It will set out the main aims/objectives of the FTP, propose realistic mode share targets, outline a range of measures aimed at encouraging a mode shift away from private car, and identify a management resource responsible for implementing the document.



7 SUMMARY

7.1 OVERVIEW

- 7.1.1 Velocity Transport Planning has been commissioned by Building Construction Partnership (BCP) Limited (hereafter referred to as 'the pre-applicant') to prepare a Transport Statement (TS) in support of an emerging development proposal at Dene Holm, Northfleet, Gravesend, Kent, DA11 8JY (hereafter referred to as 'the Site').

7.2 PROPOSAL CONTEXT

- 7.2.1 The emerging development proposals comprise the erection of a new-build, 60-bed residential care facility (Use Class C2) with 6 associated rehabilitation apartments, together with associated access, parking, amenity areas and landscaping.

7.3 ACCESSIBILITY

- 7.3.1 The site benefits from connectivity by walking, cycling and public transport, with good quality footways in the vicinity and access to local bus services on nearby routes.
- 7.3.2 The site is also located within convenient walking and cycling distance of a range of local amenities, which are likely to cater for the everyday needs of future end-users (predominately staff and visitors).

7.4 ACCESS, LAYOUT AND HIGHWAY SAFETY

- 7.4.1 The new access arrangement for the site proposes three access points. All access points provide adequate inter-visibility for car drivers, in accordance with the posted speed limit along Dene Holm Road and Tensing Avenue. The access arrangements and internal layout have been designed to accommodate relevant vehicle types safely and conveniently.
- 7.4.2 The review of personal injury accident data for the surrounding highway network identifies no collisions involving pedestrians or cyclists, and no recorded collisions at the site access points, with no evidence of a site-access related collision pattern.
- 7.4.3 To maintain unrestricted access to the on-site servicing area and to ensure the proposed refuse collection strategy can operate as intended, it is proposed to secure a permanent Traffic Regulation Order (TRO) to introduce single yellow line restrictions on the relevant section of Tensing Avenue. The restrictions would operate between 07:00 and 17:00, thereby preventing daytime kerbside parking during the day.

7.5 PARKING

- 7.5.1 The proposals include 25 on-site car parking spaces for staff and visitors. It is anticipated that residents are unlikely to own and use private cars. The overall parking provision is considered adequate to accommodate anticipated staff and visitor demand. One ambulance parking space is proposed on-site.
- 7.5.2 A total of 10 cycle parking spaces are proposed within a dedicated cycle store, exceeding the minimum requirement identified for the C2 use.



7.6 TRIP GENERATION AND IMPACT

- 7.6.1 The assessment indicates the proposed development would generate in the order of 130 two-way vehicular movements over a typical weekday, including 10 in the AM peak hour and 7 in the PM peak hour.
- 7.6.2 In comparison with the previous operation, the proposals would have the potential to generate a net increase of 38 two-way vehicular movements across the day, including +3 in the AM peak and +2 in the PM peak hour, which is considered negligible and would not materially affect the operation or safety of the local highway network.
- 7.6.3 The car parking accumulation assessment demonstrates that parking demand would not exceed the proposed on-site provision during a typical weekday, and the development is therefore not expected to result in overspill/displaced parking in surrounding streets.

7.7 SUSTAINABLE TRAVEL

- 7.7.1 The site is committed to encouraging sustainable travel and it is proposed that a Framework Travel Plan is submitted to support a future operation of the site, setting out measures to encourage walking, cycling, public transport use and car sharing (particularly amongst staff).

7.8 CONCLUSION

- 7.8.1 In conclusion, the transport and highways assessment indicates that the emerging development proposals can be accommodated on the local highway network and, given the modest net change in vehicular movements and the proposed access arrangement, parking and servicing arrangements, there are no highways and transport reasons why the development proposals should not be granted planning approval.



APPENDIX A

SITE PLAN



1. ORDNANCE SURVEY INFORMATION TAKEN FROM ORDNANCE SURVEY, (C) CROWN COPYRIGHT 2024. ALL RIGHTS RESERVED LICENCE NUMBER 100022432

2. ORIGINAL SURVEY INFORMATION TAKEN FROM TOPOGRAPHICAL SURVEY DRAWING BES2501 PRODUCED BY BES GEOMATICS. REFER TO ORIGINAL SURVEY INFORMATION FOR DETAILED LEVEL INFORMATION.

KEY:	
	SITE BOUNDARY
	SITE AREA = 1.15 ACRES / 0.47 HECTARES
	<u>EXISTING TREES</u>
	<u>PROPOSED TREES</u>
	<u>PROPOSED BUILDINGS</u>
	<u>ROAD - TARMAC COLOUR BLACK</u>
	<u>PARKING SPACES</u>
	<u>FOOTPATH - RESIN BOUND (BUFF COLOUR)</u>
	<u>PATIO - PROPOSED FLAG PAVING</u>
	<u>LAWN</u>
	<u>BANKING</u>
	<u>FENCE</u>
	<u>LAND AREA ASSIGNED TO ALTERNATIVE TITLE PLANS AS PER DEEDS</u>
	<u>RETAINING WALL</u>
	<u>PROPOSED LEVELS</u>
	<u>EXISTING LEVELS</u>
	
	

PROJECT WORK STAGE

BUILDING CONSTRUCTION
PARTNERSHIP

DENE HOLM, NORTHFLEET, GRAVESHAM.
DA11 8JZ

PROPOSED SITE PLAN

PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	DIS	NUMBER
1485PL	RDT	ZZ	XX	DR	A	1100

STATUS SUITABILITY DESCRIPTION

-

DRAWN BY	DATE	SCALE	CHECKED BY
JV	JAN 26	1:200	CC

RDT PROJECT REF. PAPER SIZE REVISION

1485 A1 P01



PROPOSED SITE PLAN

APPENDIX B

SITE ACCESS PROPOSAL



\\p-cloud\Projects\0-2505-220 Dene Holm - Northfleet - Greenfield\02 TECHNICAL DWG\01 CAD\DWG\05-220-SK-005-Site Access Visibility Splays.dwg (008) Plotted on: Jan 20, 2026 - 10:04am by Cinglis



EXISTING ACCESS

2.4X43m VISIBILITY SPLAY

DENE HOLM ROAD

HUNT ROAD

2.4X43m VISIBILITY SPLAY

8.2m DRAG DISTANCE

TENSING AVENUE

EVEREST CLOSE

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GENERAL NOTES:

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4. THIS DRAWING IS BASED ON RDC ARCHITECTS DRAWING NO 1485PL-RDT-ZZ-XX-DR-A-1100 REV P01 DATED 12/01/26 AND IS SUBJECT TO REVIEW AND FURTHER DESIGN DEVELOPMENT DURING EACH PHASE OF THE HIGHWAY WORKS.
5. THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.

VELOCITY

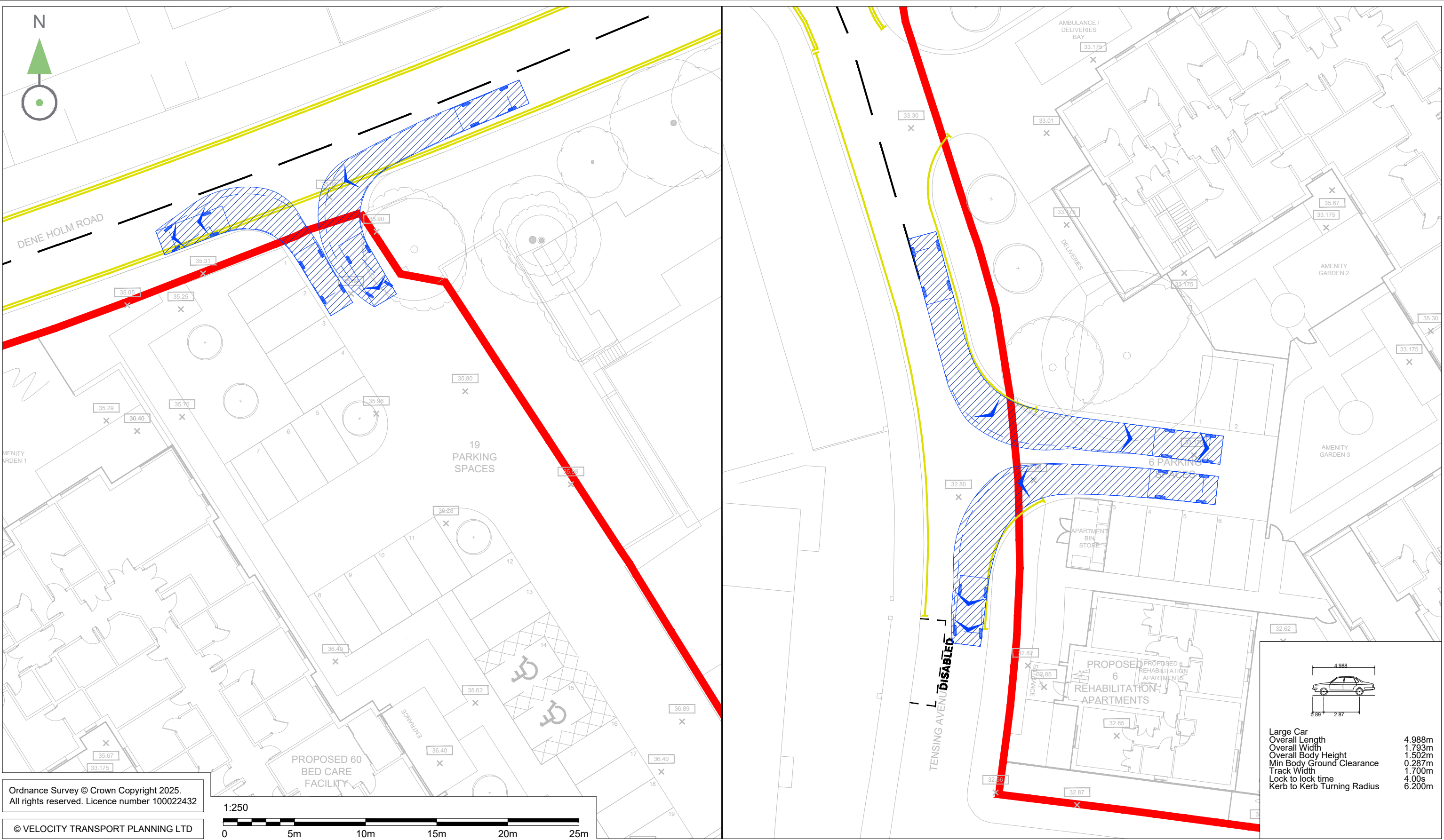
Drawing Status	S2 - FOR INFORMATION					Project Title	DENHOLM, NORTHFLEET, GRAVESHAM			
Client	BCP Building Construction Partnership Supporting the Core Industry since 2001					Drawing Title	SITE ACCESS VISIBILITY SPLAYS			
Architect	RDT ARCHITECTS					Scale @ A1	Date	Designed/Drawn	Checked	Approved
						1:250	18/09/25	BKM	CWP	CWP
						Project Ref	Drawing Number			
						25-220	25-220-SK-008			
									Rev	B

APPENDIX C

SWEPT PATH ANALYSIS



\\vip-cloud\Projects\0-25\25-220 Dene Holm - Northfleet - Gravesend\02 TECHNICAL\B DWGS\1. CAD\DWGS\25-220-SK-001-Site Access Swept Path Analysis - Large Car.dwg (001) Plotted on: Jan 20, 2026 - 9:59am by Cinglis



C	22/01/26	UPDATED SITE LAYOUT	CI	ML	ML
B	18/09/25	UPDATED SITE LAYOUT	BKM	CWP	CWP
A	09/09/25	FIRST ISSUE	BKM	TW	TW
Rev	Date	Description	Dnn	Chk	App

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Drawing Status	S2 - FOR INFORMATION
Client	BCP Building Construction Partnership Supporting the Care Industry since 2001
Architect	RDC ARCHITECTS

Project Title					DENE HOLM, NORTHFLEET, GRAVESEND				
Drawing Title					SITE ACCESS SWEPT PATH ANALYSIS OF A LARGE CAR				
Scale @ A3	Date	Designed/Drawn	Checked	Approved	Project Ref	Drawing Number			
1:250	09/09/25	BKM	TW	TW	25-220	25-220-SK-001			
					Rev	C			

\\vip-cloud\Projects\0-25\25-220 Dene Holm - Northfleet - Gravesend\02 TECHNICAL\B DWGSI. CAD\DWGSI\25-220-SK-003-Fire Tender SPA.dwg (003) Plotted on: Jan 20, 2026 - 9:51am by Cinglis



C	22/01/26	UPDATED SITE LAYOUT	CI	ML	ML
B	18/09/25	UPDATED SITE LAYOUT	BKM	CWP	CWP
A	09/09/25	FIRST ISSUE	BKM	TW	TW
Rev	Date	Description	Drm	Chk	App

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Drawing Status
S2 - FOR INFORMATION

Client
BCP Building Construction Partnership
Supporting the **Care Industry** since 2001

Architect
RDC ARCHITECTS

Project Title
DENE HOLM, NORTHFLEET, GRAVESEND

Drawing Title
FIRE TENDER
SWEEP PATH ANALYSIS

Scale @ A3 1:250	Date 09/09/25	Designed/Drawn BKM	Checked TW	Approved TW
Project Ref 25-220	Drawing Number 25-220-SK-003			Rev C



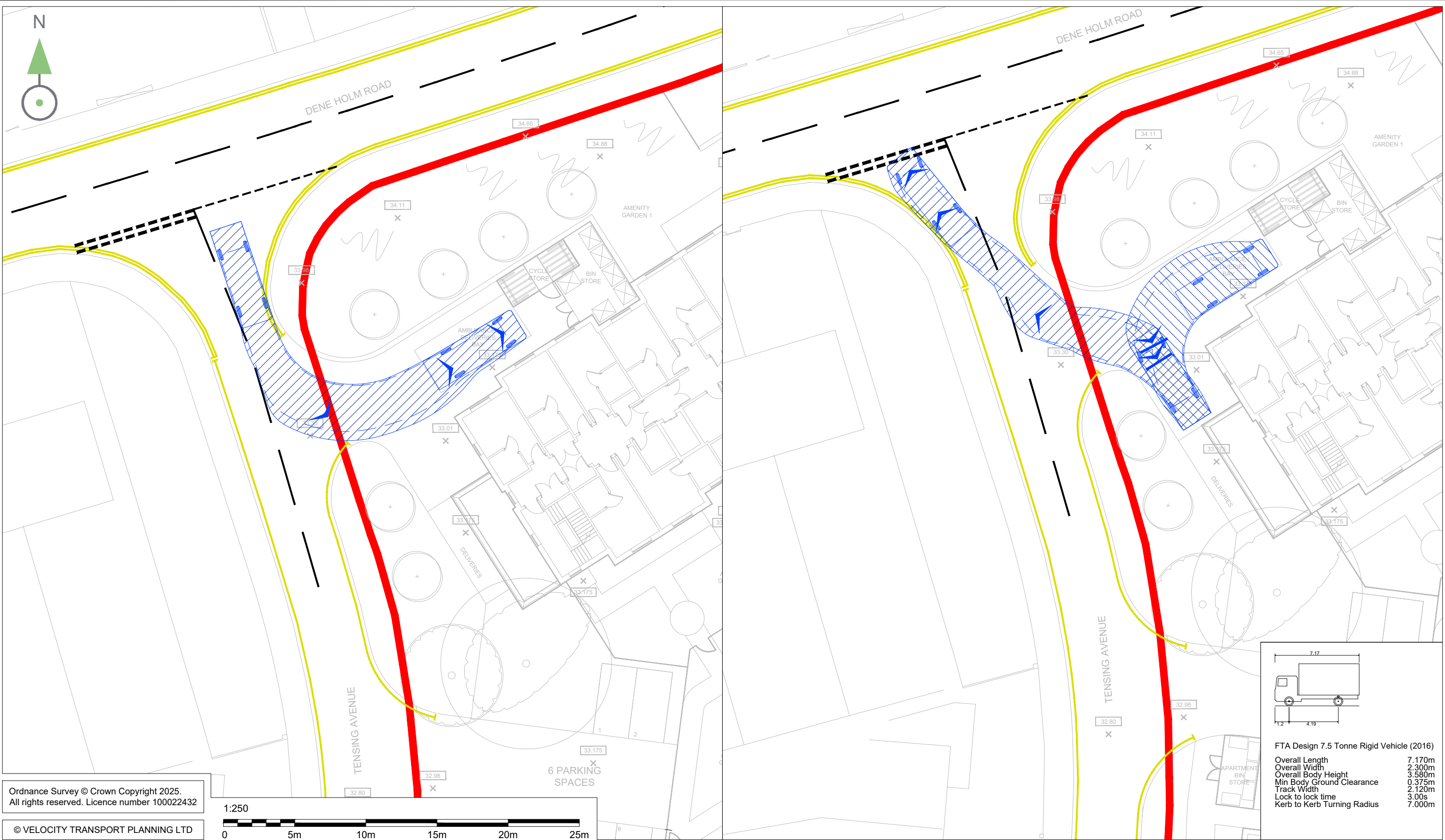
Rev	Date	Description	Dm	Chk	App	Rev	Date	Description	Dm	Chk	App
C	22/01/26	UPDATED SITE LAYOUT	CI	ML	ML						
B	18/09/25	SITE LAYOUT UPDATED	BKM	CWP	CWP						
A	09/09/25	FIRST ISSUE	BKM	TW	TW						

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Drawing Status S2 - FOR INFORMATION	Project Title DENHOLM, NORTHFLEET, GRAVESHAM				
Client BCP Building Construction Partnership Supporting the Core Industry since 2001	Drawing Title PRIVATE CAR EGRESS SWEEP PATH ANALYSIS				
Architect RDT ARCHITECTS	Scale @ A1 1:100	Date 09/09/25	Designed/Drawn BKM	Checked TW	Approved TW
	Project Ref 25-220	Drawing Number 25-220-SK-006			Rev C

\\vip-cloud\Projects\0-25\25-220 Dene Holm - Northfleet - 02 TECHNICAL\B DWGS\1. CAD\DWGS\25-220-SK-009-7.5t Rigid Vehicle Access (FWD).dwg (004) Plotted on: Jan 20, 2026 - 10:00am by Cinglis



C	22/01/26	UPDATED SITE LAYOUT	CI	ML	ML
B	22/09/25	MINOR AMENDMENTS	BKM	TW	TW
A	18/09/25	FIRST ISSUE	AMP	BKM	CWP
Rev	Date	Description	Dnn	Chk	App

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 - THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.



Drawing Status
S2 - FOR INFORMATION

Client
BCP Building Construction Partnership
Supporting the **Care Industry** since 2001

Architect
RDC ARCHITECTS

Project Title
DENE HOLM, NORTHFLEET, GRAVESEND

Drawing Title
7.5 TONNE RIGID VEHICLE
SWEEP PATH ANALYSIS

Scale @ A3 1:250	Date 18/09/25	Designed/Drawn AMP	Checked BKM	Approved CWP
Project Ref 25-220	Drawing Number 25-220-SK-009			Rev C

APPENDIX D

TRICS OUTPUTS



Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

Filtering Summary:

Land Use: 05/F HEALTH/CARE HOME (ELDERLY RESIDENTIAL)

Selected Trip Rate Calculation Parameter Range: 16 - 180 RESIDE

Actual Trip Rate Calculation Parameter Range: N/A RESIDE

Date Range: Minimum: 1/1/2016 Maximum: 4/20/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 1500 7900

Days of the week selected:

Monday	3
Thursday	2
Tuesday	2

Main Location Types selected:

Edge of Town	3
Suburban Area (PPS6 Out of Centre)	4

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	1
Servicing Vehicles Included	6

Population <1 Mile ranges selected:

10,001 to 15,000	1
15,001 to 20,000	1
25,001 to 50,000	3
5,001 to 10,000	2

Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	2
25,001 to 50,000	2
250,001 to 500,000	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	5

PTAL Rating:

No PTAL Present	7
-----------------	---

Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH
Category: F - CARE HOME (ELDERLY RESIDENTIAL)
Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 day
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	BP	BLACKPOOL	1 day
09	NORTH		
	TW	TYNE & WEAR	1 day
14	LEINSTER		
	WX	WEXFORD	1 day

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

Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

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:	RESIDE
Actual Range:	31 to 75 (units:RESIDE)
Range Selected by User:	16 to 180 (units:RESIDE)
Parking Spaces Range:	3 - 110

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 20/04/24

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	3 days
Thursday	2 days
Tuesday	2 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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	3 days
Suburban Area (PPS6 Out of Centre)	4 days

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:

No Sub Category	1 days
Residential Zone	6 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	6 days

Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

Secondary Filtering Selection:

Use Class:

C2

7 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

450 - 9627

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	1 surveys
75,001 to 100,000	1 surveys

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 surveys
1.1 to 1.5	5 surveys

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.

Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 7 surveys

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 7 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

LIST OF SITES relevant to selection parameters:

Site 1:	BP-05-F-01	Number of residents:	31 RESIDE
Development Name:	NURSING HOME	*****;	31 *****
Location:	BLACKPOOL	Parking Spaces:	10
Postcode:	FY4 1RG	Number Of Employees:	
Main Location Type:	Edge of Town	Survey Date:	27/09/2016
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 2:	NN-05-F-01	Number of residents:	60 RESIDE
Development Name:	NURSING HOME	*****;	60 *****
Location:	KETTERING	Parking Spaces:	26
Postcode:	NN16 9FW	Number Of Employees:	
Main Location Type:	Edge of Town	Survey Date:	13/06/2022
Sub Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a		
Site 3:	NY-05-F-05	Number of residents:	37 RESIDE
Development Name:	NURSING HOME	*****;	37 *****
Location:	RICHMOND	Parking Spaces:	15
Postcode:	DL10 4UB	Number Of Employees:	
Main Location Type:	Edge of Town	Survey Date:	04/03/2019
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site 4:	NY-05-F-06	Number of residents:	75 RESIDE
Development Name:	CARE HOME	*****;	75 *****
Location:	KNARESBOROUGH	Parking Spaces:	18
Postcode:	HG5 0DB	Number Of Employees:	
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/06/2023
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site 5:	TW-05-F-03	Number of residents:	52 RESIDE
Development Name:	NURSING HOME	*****;	52 *****
Location:	GATESHEAD	Parking Spaces:	10
Postcode:	NE8 3PN	Number Of Employees:	
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	02/05/2019
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 6:	WS-05-F-02	Number of residents:	54 RESIDE
Development Name:	NURSING HOME	*****;	54 *****
Location:	WORTHING	Parking Spaces:	13
Postcode:	BN11 4JD	Number Of Employees:	
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/05/2022
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 7:	WX-05-F-01	Number of residents:	69 RESIDE
Development Name:	NURSING HOME	*****;	69 *****
Location:	WEXFORD	Parking Spaces:	34
Postcode:	Y35 X9P7	Number Of Employees:	
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	20/04/2023
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		



Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

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	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	54	0.090	0.061	0.151
08:00-09:00	7	54	0.082	0.066	0.148
09:00-10:00	7	54	0.093	0.074	0.167
10:00-11:00	7	54	0.069	0.069	0.138
11:00-12:00	7	54	0.082	0.087	0.169
12:00-13:00	7	54	0.069	0.079	0.148
13:00-14:00	7	54	0.077	0.037	0.114
14:00-15:00	7	54	0.077	0.098	0.175
15:00-16:00	7	54	0.098	0.146	0.244
16:00-17:00	7	54	0.053	0.071	0.124
17:00-18:00	7	54	0.050	0.061	0.111
18:00-19:00	7	54	0.032	0.050	0.082
19:00-20:00	7	54	0.063	0.048	0.111
20:00-21:00	7	54	0.037	0.040	0.077
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.972	0.987	1.959

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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Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

Parameter Summary:

Trip rate parameter range selected:	16 - 180 (units: RESIDE)
Survey date date range:	27/09/2016 - 19/06/2023
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

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

Cyclists

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	54	0.019	0.000	0.019
08:00-09:00	7	54	0.003	0.000	0.003
09:00-10:00	7	54	0.000	0.000	0.000
10:00-11:00	7	54	0.003	0.000	0.003
11:00-12:00	7	54	0.003	0.000	0.003
12:00-13:00	7	54	0.008	0.003	0.011
13:00-14:00	7	54	0.003	0.000	0.003
14:00-15:00	7	54	0.000	0.013	0.013
15:00-16:00	7	54	0.003	0.000	0.003
16:00-17:00	7	54	0.000	0.005	0.005
17:00-18:00	7	54	0.003	0.003	0.006
18:00-19:00	7	54	0.000	0.005	0.005
19:00-20:00	7	54	0.000	0.000	0.000
20:00-21:00	7	54	0.000	0.003	0.003
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.045	0.032	0.077

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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Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

Parameter Summary:

Trip rate parameter range selected:	16 - 180 (units: RESIDE)
Survey date date range:	04/03/2019 - 19/06/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

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

PSVs

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	54	0.000	0.000	0.000
08:00-09:00	7	54	0.000	0.000	0.000
09:00-10:00	7	54	0.003	0.003	0.006
10:00-11:00	7	54	0.000	0.000	0.000
11:00-12:00	7	54	0.000	0.000	0.000
12:00-13:00	7	54	0.000	0.000	0.000
13:00-14:00	7	54	0.000	0.000	0.000
14:00-15:00	7	54	0.003	0.003	0.006
15:00-16:00	7	54	0.003	0.003	0.006
16:00-17:00	7	54	0.000	0.000	0.000
17:00-18:00	7	54	0.000	0.000	0.000
18:00-19:00	7	54	0.000	0.000	0.000
19:00-20:00	7	54	0.000	0.000	0.000
20:00-21:00	7	54	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.009	0.009	0.018

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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Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

Parameter Summary:

Trip rate parameter range selected:	16 - 180 (units: RESIDE)
Survey date date range:	13/06/2022 - 13/06/2022
Number of weekdays (Monday-Friday):	1
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.

Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

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

OGVs

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	54	0.003	0.003	0.006
08:00-09:00	7	54	0.000	0.000	0.000
09:00-10:00	7	54	0.005	0.005	0.010
10:00-11:00	7	54	0.000	0.000	0.000
11:00-12:00	7	54	0.003	0.003	0.006
12:00-13:00	7	54	0.000	0.000	0.000
13:00-14:00	7	54	0.000	0.000	0.000
14:00-15:00	7	54	0.000	0.000	0.000
15:00-16:00	7	54	0.003	0.003	0.006
16:00-17:00	7	54	0.000	0.000	0.000
17:00-18:00	7	54	0.000	0.000	0.000
18:00-19:00	7	54	0.000	0.000	0.000
19:00-20:00	7	54	0.000	0.000	0.000
20:00-21:00	7	54	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
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.

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Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

Parameter Summary:

Trip rate parameter range selected:	16 - 180 (units: RESIDE)
Survey date date range:	04/03/2019 - 13/06/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

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

Taxis

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	54	0.000	0.000	0.000
08:00-09:00	7	54	0.000	0.000	0.000
09:00-10:00	7	54	0.000	0.000	0.000
10:00-11:00	7	54	0.003	0.003	0.006
11:00-12:00	7	54	0.003	0.003	0.006
12:00-13:00	7	54	0.005	0.003	0.008
13:00-14:00	7	54	0.008	0.008	0.016
14:00-15:00	7	54	0.000	0.003	0.003
15:00-16:00	7	54	0.000	0.000	0.000
16:00-17:00	7	54	0.005	0.005	0.010
17:00-18:00	7	54	0.003	0.000	0.003
18:00-19:00	7	54	0.003	0.005	0.008
19:00-20:00	7	54	0.003	0.003	0.006
20:00-21:00	7	54	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.033	0.033	0.066

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

Parameter Summary:

Trip rate parameter range selected:	16 - 180 (units: RESIDE)
Survey date date range:	27/09/2016 - 19/06/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

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

Cars

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	54	0.085	0.056	0.141
08:00-09:00	7	54	0.071	0.058	0.129
09:00-10:00	7	54	0.069	0.056	0.125
10:00-11:00	7	54	0.066	0.056	0.122
11:00-12:00	7	54	0.066	0.079	0.145
12:00-13:00	7	54	0.050	0.061	0.111
13:00-14:00	7	54	0.056	0.024	0.080
14:00-15:00	7	54	0.066	0.082	0.148
15:00-16:00	7	54	0.079	0.122	0.201
16:00-17:00	7	54	0.048	0.063	0.111
17:00-18:00	7	54	0.045	0.058	0.103
18:00-19:00	7	54	0.029	0.045	0.074
19:00-20:00	7	54	0.058	0.045	0.103
20:00-21:00	7	54	0.037	0.037	0.074
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.825	0.842	1.667

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

Parameter Summary:

Trip rate parameter range selected:	16 - 180 (units: RESIDE)
Survey date date range:	27/09/2016 - 19/06/2023
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

LGVs

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	54	0.003	0.003	0.006
08:00-09:00	7	54	0.011	0.008	0.019
09:00-10:00	7	54	0.016	0.011	0.027
10:00-11:00	7	54	0.000	0.011	0.011
11:00-12:00	7	54	0.011	0.003	0.014
12:00-13:00	7	54	0.013	0.016	0.029
13:00-14:00	7	54	0.013	0.005	0.018
14:00-15:00	7	54	0.008	0.008	0.016
15:00-16:00	7	54	0.013	0.019	0.032
16:00-17:00	7	54	0.000	0.005	0.005
17:00-18:00	7	54	0.003	0.003	0.006
18:00-19:00	7	54	0.000	0.000	0.000
19:00-20:00	7	54	0.003	0.000	0.003
20:00-21:00	7	54	0.000	0.003	0.003
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.094	0.095	0.189

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

Parameter Summary:

Trip rate parameter range selected:	16 - 180 (units: RESIDE)
Survey date date range:	27/09/2016 - 19/06/2023
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Motorcycles

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	54	0.000	0.000	0.000
08:00-09:00	7	54	0.000	0.000	0.000
09:00-10:00	7	54	0.000	0.000	0.000
10:00-11:00	7	54	0.000	0.000	0.000
11:00-12:00	7	54	0.000	0.000	0.000
12:00-13:00	7	54	0.000	0.000	0.000
13:00-14:00	7	54	0.000	0.000	0.000
14:00-15:00	7	54	0.000	0.000	0.000
15:00-16:00	7	54	0.000	0.000	0.000
16:00-17:00	7	54	0.000	0.000	0.000
17:00-18:00	7	54	0.000	0.000	0.000
18:00-19:00	7	54	0.000	0.000	0.000
19:00-20:00	7	54	0.000	0.000	0.000
20:00-21:00	7	54	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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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Audit Code: 7a9cb499-3ef7-4fef-a3b2-bb6d970e9322

Parameter Summary:

Trip rate parameter range selected:	16 - 180 (units: RESIDE)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

