



**MARBROOK CARE  
PROPOSED CARE HOME  
DEVELOPMENT  
43-54 BROADWATER ROAD, WELWYN  
GARDEN CITY**

**TRANSPORT STATEMENT**

**DECEMBER 2018**



**the journey is the reward**

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|                      |                      |
|----------------------|----------------------|
| <b>Project Code:</b> | <b>BPWelwynGC.1</b>  |
| <b>Prepared by:</b>  | <b>TW/SB</b>         |
| <b>Approved by:</b>  | <b>NE</b>            |
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**Marbrook Care**  
**Proposed Care Home Development**  
**43-54 Broadwater Road, Welwyn Garden City**  
**Transport Statement**

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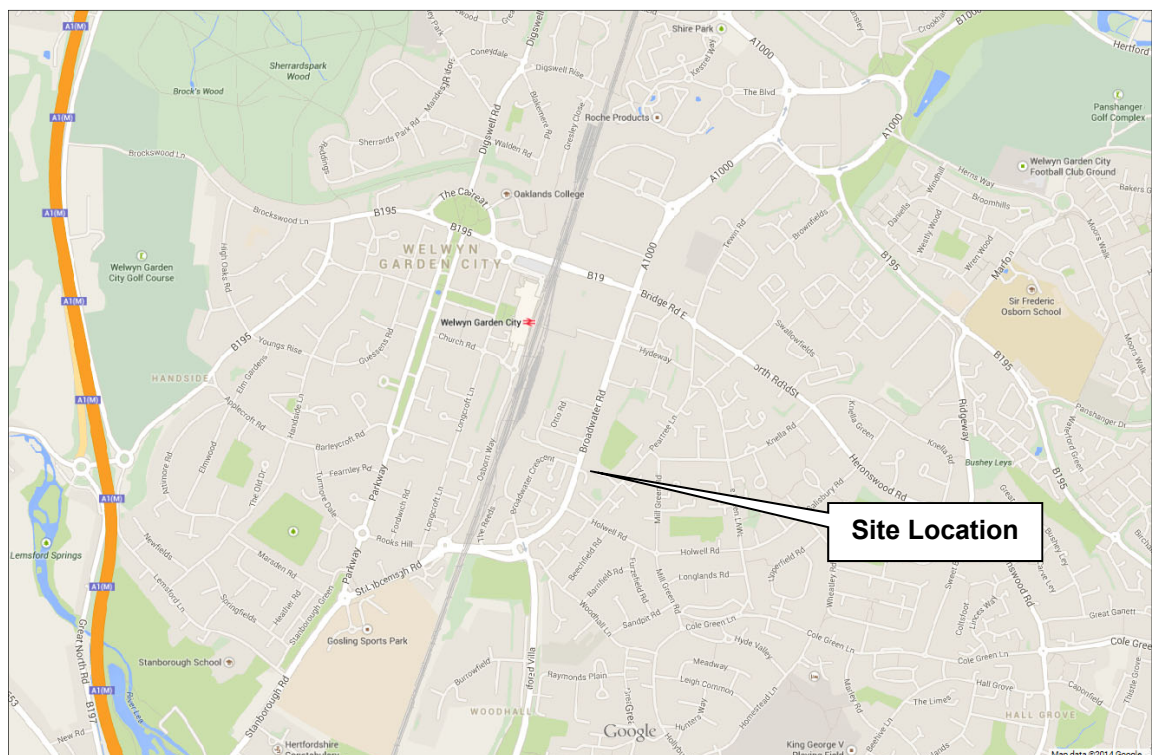
# 1 Introduction

- 1.1 Mayer Brown Limited has been appointed by Marbrook Care to provide highway and transport related advice in support of a new planning application for the redevelopment of 43 to 54 Broadwater Road in Welwyn Garden City, Hertfordshire. The redevelopment comprises demolition of the existing office unit and construction of a 104-unit care home (comprising 91 bedrooms and 13 one-bedroom suites).
- 1.2 This Transport Statement has been prepared in support of a planning application for the development. The content of this report comprises the following:
- Details of the site location and its existing use
  - A review of the accessibility of the site by all modes of transport
  - Details of the proposed development, including access, parking and servicing
  - A review of relevant transport planning policy
  - An assessment of the trip generation of the site following its redevelopment
  - Consideration of road safety within the vicinity of the site
  - A summary and conclusion

## 2 Existing Site Context

### Site Location

2.1 The site is located on the eastern side of the A1000 Broadwater Road, approximately 750m to the east of Welwyn Garden City centre. The site is situated on the edge of an area comprising industrial and office land uses and residential properties are located to the south and east. **Figure 2.1** shows the site in relation to the local highway network.

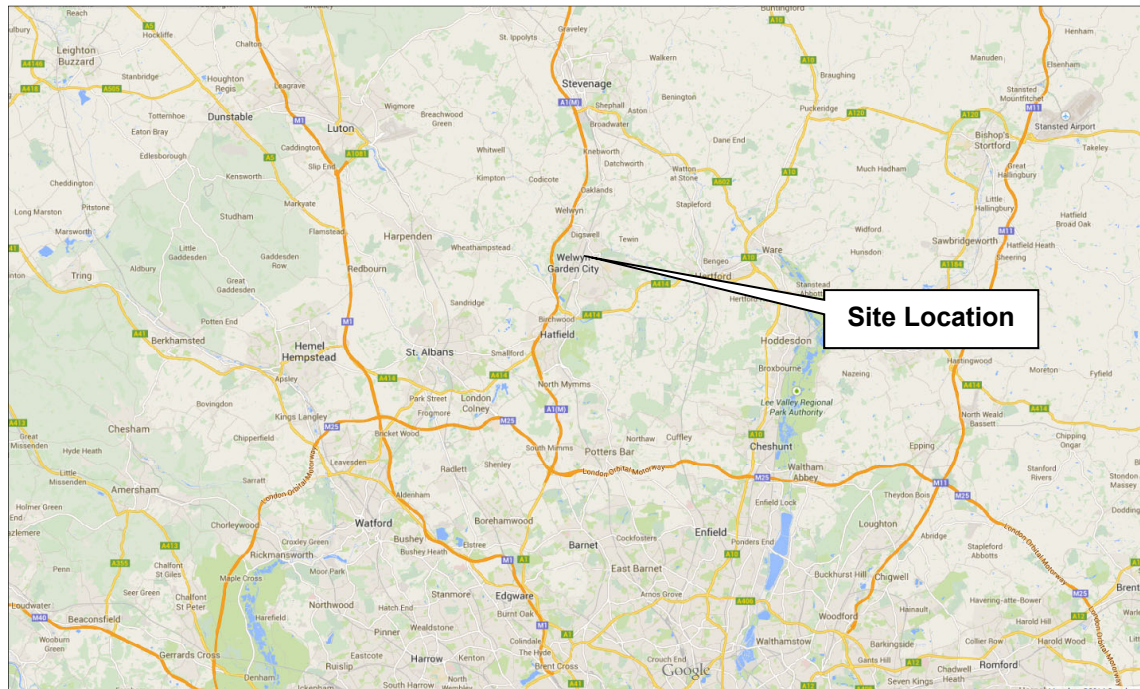


**Figure 2.1: Site in Relation to Local Highway Network**

2.2 The A1000 Broadwater Road leads in a northerly direction through Welwyn Garden City to Digswell and joins the A1(M) motorway at junction 6. To the south, the A1000 links to the A6129 which leads south to join the A1(M) at junction 4. The A1000 leads south to provide access to the A414 which provides an eastbound link to Hertford and Harlow to the east as well further on to Chelmsford. To the south west, the A414 is accessed via junction 3 of the A1(M) and provides a westbound link to Hemel Hempstead.

2.3 The A1000 also leads south to Hatfield and Potters Bar, at which access can be gained to junction 24 of the M25 motorway. The A1000 leads further south to Barnet and joins

the A1 in Highgate. From here, access can be gained into central London. **Figure 2.2** shows the site in relation to the wider highway network.



**Figure 2.2: Site in Relation to Wider Highway Network**

### Existing Development

- 2.4 The site is currently occupied by a two-storey office which has a floor area of 1,837 sq.m.
- 2.5 A vehicular access for visitors is provided to the site on the central to northern side of the office building and gives access to the visitor car parking at the front of the site. A separate entry-only vehicular access for employees is provided to the north, but this access does not fall within the proposed site area. This gives access to a large parking area on the northern side of the building, again, not within the proposed site area. An exit-only access is provided on the southern side of the site and additional car parking for employees is provided along the western and southern boundaries of the site.
- 2.6 Approximately 54 car parking spaces are provided within the proposed site area. These are situated along the site frontage adjacent Broadwater Road and on the southern and eastern sides of the existing office building.

## 3 Site Accessibility

3.1 As with any development it is important to demonstrate that it complies with the relevant government policies which focus on encouraging alternative means of travel in order to reduce reliance on the private car. This section sets out details of the accessibility of the site by alternative modes of travel to the private car.

### Accessibility by Foot

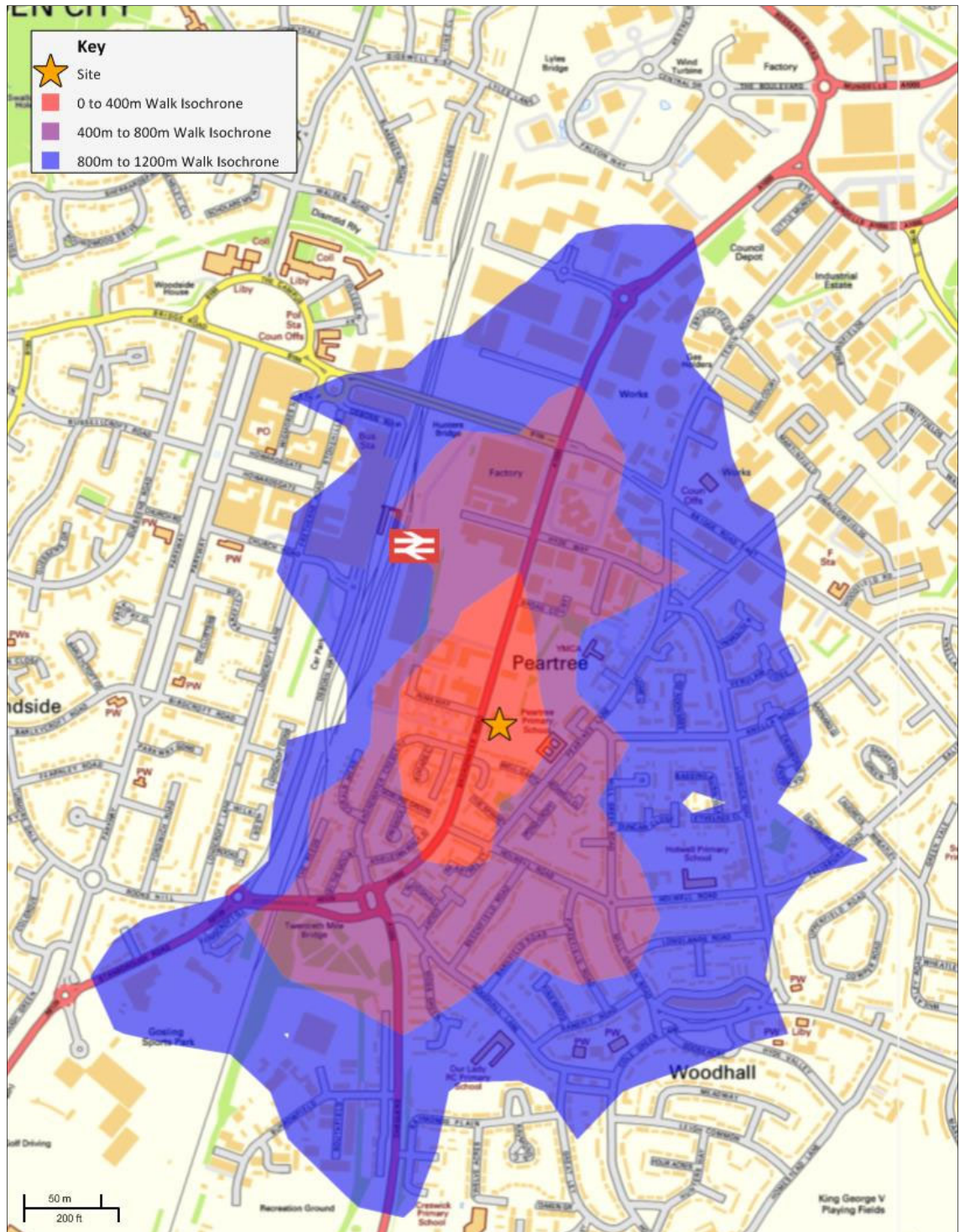
3.2 Footways and street lighting are provided on either side of the A1000 Broadwater Road adjacent the site. A signalised pedestrian crossing with dropped kerbs and tactile paving is located approximately 170m to the north of the site on Broadwater Road and a second crossing is located further north close to the junction with Hydeway. Via the western stretch of Hydeway, pedestrian access can be gained to the centre of Welwyn Garden City via the pedestrian over bridge, which crosses the railway line. Access can also be gained from here to Welwyn Garden City bus station and railway station.

3.3 To the south of the site, the footways and street lighting continue and link to footways throughout the residential roads. A signalised pedestrian crossing is located to the south, close to the junction with Holwell Road. Dropped kerbs, tactile paving and pedestrian refuges are provided at junctions to assist pedestrians in crossing.

3.4 A shared footway/cycleway runs along the eastern side of the A1000 Broadwater Road to the roundabout with Broadwater Crescent and Chequers.

3.5 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot (2000) suggests acceptable walking distances for pedestrians without mobility impairment. Table 3.2 of the document refers to desirable, acceptable and preferred maximum walking distances of 400m, 800m and 1,200m respectively. On this basis, **Figure 3.1** illustrates the walk catchment for the site.





**Figure 3.1: Walk Isochrones from Site**

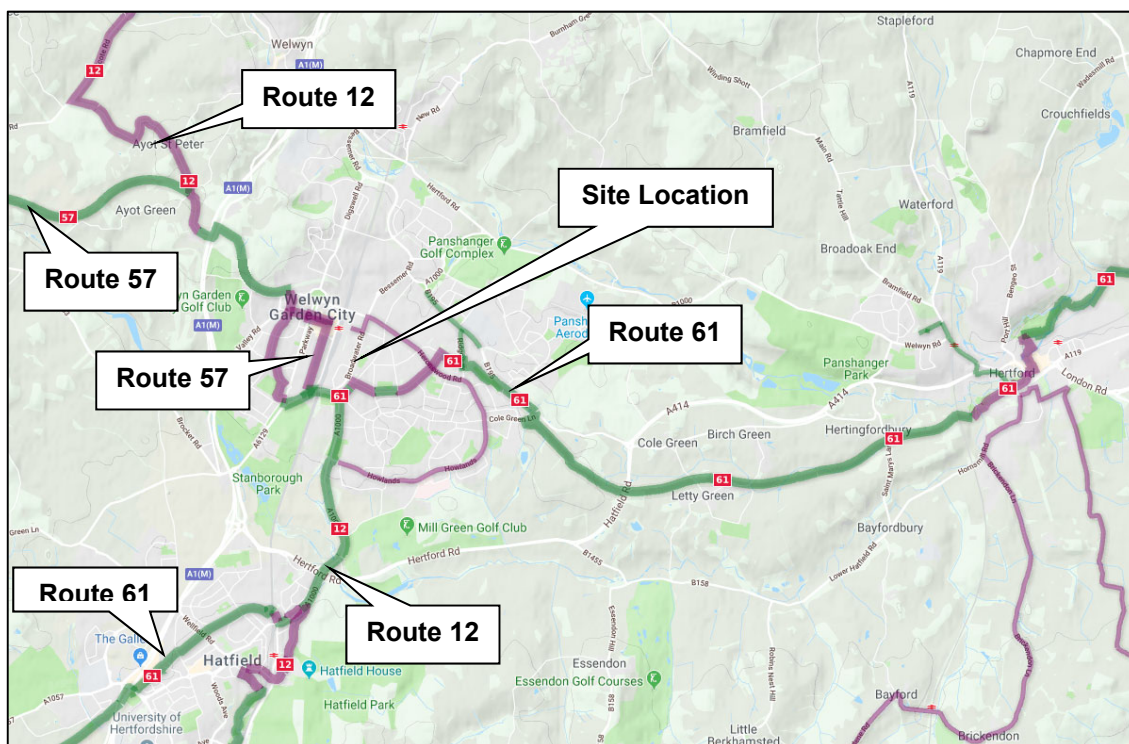
3.6 **Figure 3.1** shows that an 800m walk encompasses Welwyn Garden City railway station to the north west of the site (via Hydeway and the pedestrian over bridge which crosses the railway line) and the bus stops on the B195 Bridge Road to the north of the site. A

1,200m walk encompasses the centre of Welwyn Garden City and much of the Woodhall residential area of the city.

### Accessibility by Bicycle

3.7 National Cycle Network (NCN) Route 57 runs to the west of the site through the centre of Welwyn Garden City. This links to Route 12 which provides a route south through Woodhall and to Hatfield and beyond. It provides a route in a north westerly direction out of Welwyn Garden City and on to Stevenage to the north. Route 61 leads east via Holwell Road to Hertford and beyond. **Figure 3.2**, taken from Sustrans' online mapping illustrates the cycle routes within and around Welwyn Garden City. The routes are highlighted as follows:

- Purple routes – on-road routes (NCN/other)
- Green routes – traffic-free routes (NCN/other)

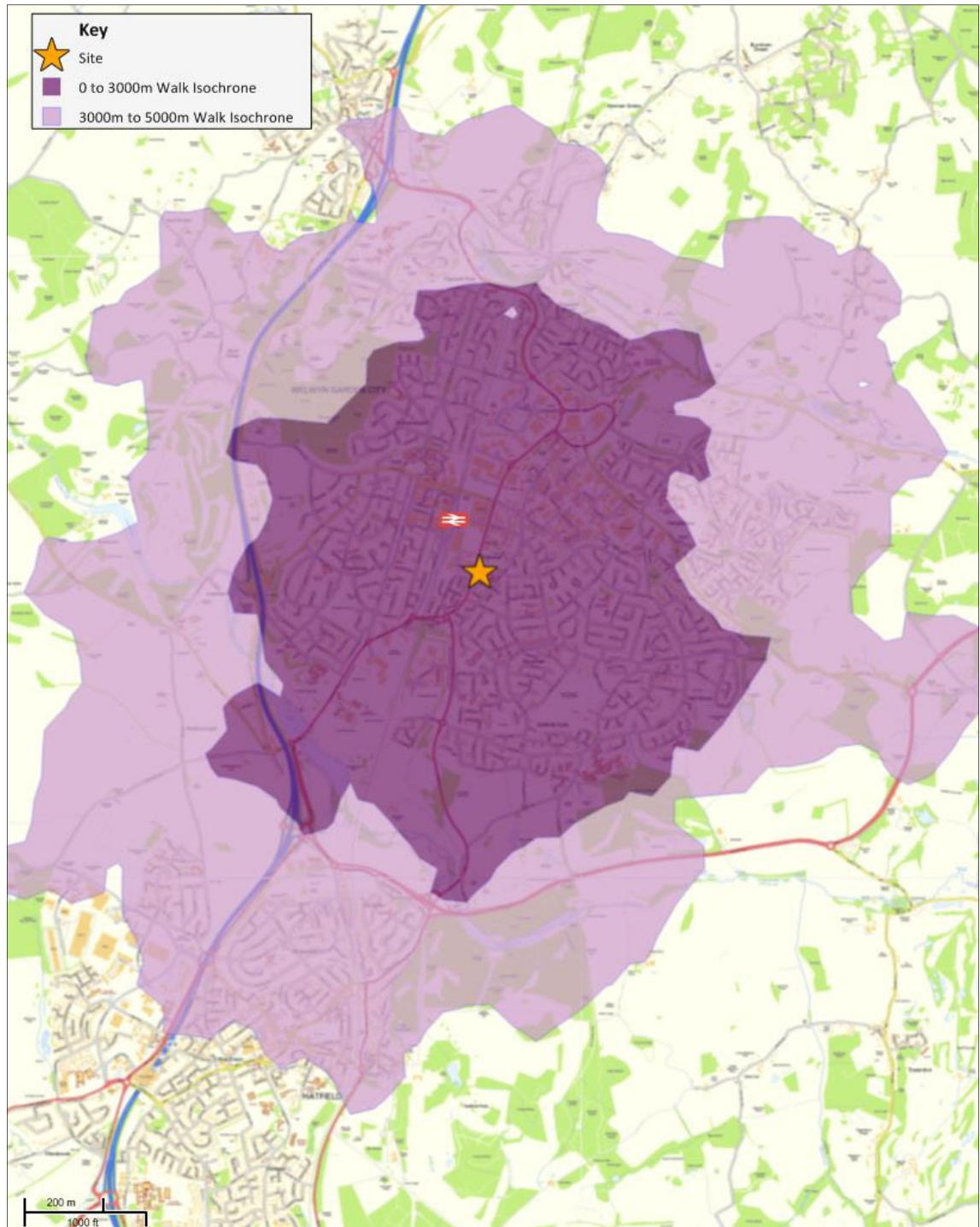


**Figure 3.2: Local Cycle Routes**

[Source: Sustrans' online mapping]

3.8 Planning Policy Guidance Note 13 (PPG 13) states that cycling has the “*potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport*” (paragraph 77). As stated in section 5 of this report, in March 2012 all Planning Policy Guidance Notes and Planning Policy Statements were replaced by the National Planning Policy Framework (NPPF). However, the NPPF does

not set specific guidance on accessibility levels, and therefore in the absence of any other data, the guidance in PPG 13 has been used to determine accessibility levels by bicycle for this report. This approach has been adopted as company practice since the introduction of the NPPF. On this basis **Figure 3.3** illustrates the catchment for the site by bicycle.



**Figure 3.3: Cycle Isochrones from Site**

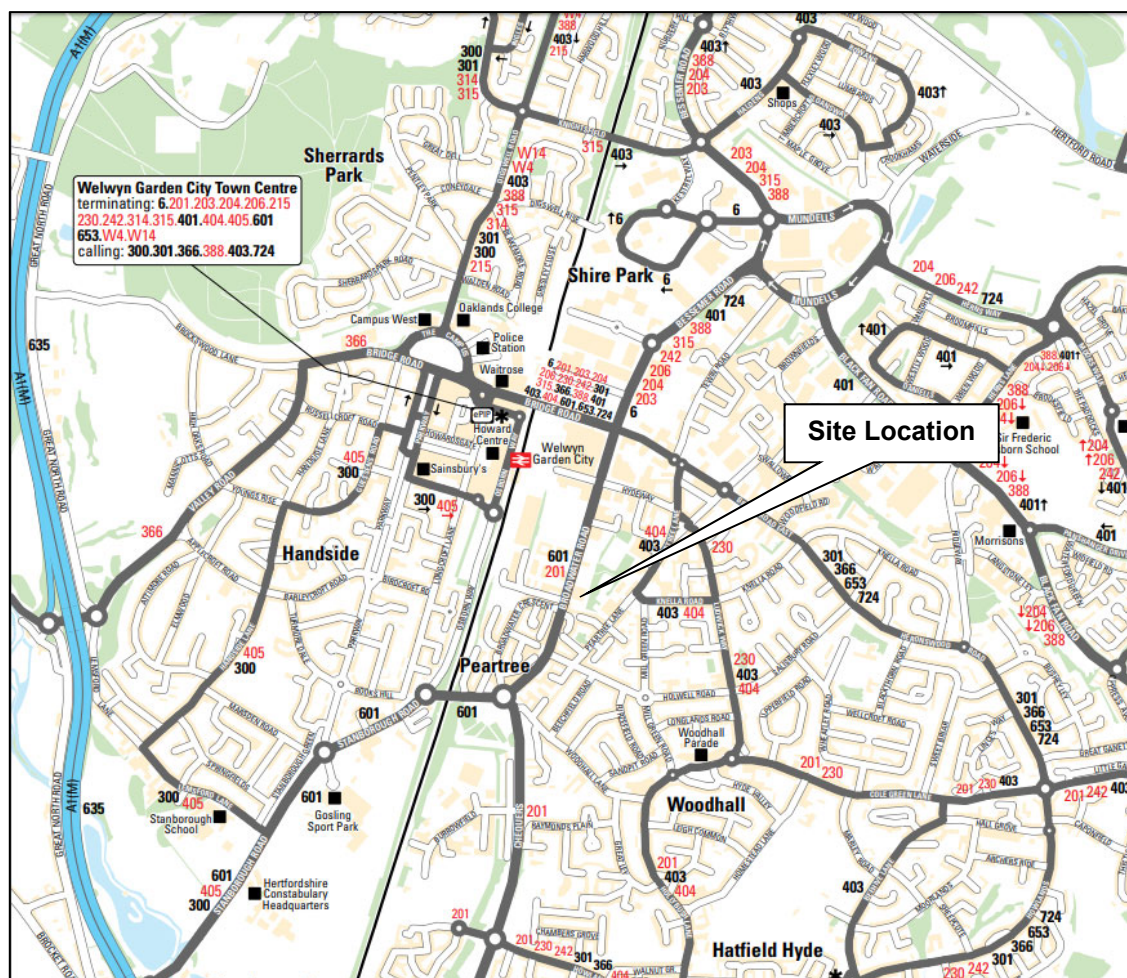
3.9 **Figure 3.3** shows that a 3km cycle from the site encompasses the majority of Welwyn Garden City, extending to Digswell to the north and the outskirts of Panshanger to the east. A 5km cycle from the site extends to Welwyn to the north and much of Hatfield to the south.

#### **Accessibility by Bus**

3.10 Bus stops at Penn Way are located immediately adjacent the site on the A1000 Broadwater Road. They are served by Unobus bus routes 601 and 602, providing northbound and southbound services between Borehamwood/St.Albans and Welwyn Garden City and Hatfield Station and Watford. Bus route 602 only serves the southbound bus stop, providing one AM service to Watford. This service runs Monday to Friday (except public holidays).

3.11 Peartree Lane bus stops are located to the east of the site, on the corner of Mill Green Road, approximately 350m from the site. These stops are served by Arriva bus route 403 and Unobus bus route 404, providing circular services from Haldens to Welwyn Garden City (Great Ganett Terminus) and from Welwyn Garden City to South Hatfield. Bus route 404 only operates on Sundays and public holidays.

3.12 **Figure 3.4** provides an extract from the Welwyn Garden City bus services map, available from the Intalink website.



**Figure 3.4: Bus Services in Welwyn Garden City**

[Source: Intalink]

3.13 **Table 3.1** provides a summary of the bus services available within the vicinity of the site.

| Service (Operator) | Route  | Average Bus Frequency |            |               |
|--------------------|--|-----------------------|------------|---------------|
|                    |  | Mon-Fri               | Sat        | Sun           |
| 601 (Uno)          | Borehamwood/St.Albans - Welwyn Garden City           | 2 per hour            | -          | -             |
| 602 (Uno)          | Hatfield – Watford                                   | 1 AM service          | -          | -             |
| 403 (Arriva)       | Haldens - Welwyn Garden City (Great Ganett Terminus) | 2 per hour            | 2 per hour | -             |
| 404 (Uno)          | Welwyn Garden City – South Hatfield                  | -                     | -          | Every 2 hours |

**Table 3.1: Bus Services from Broadwater Road**

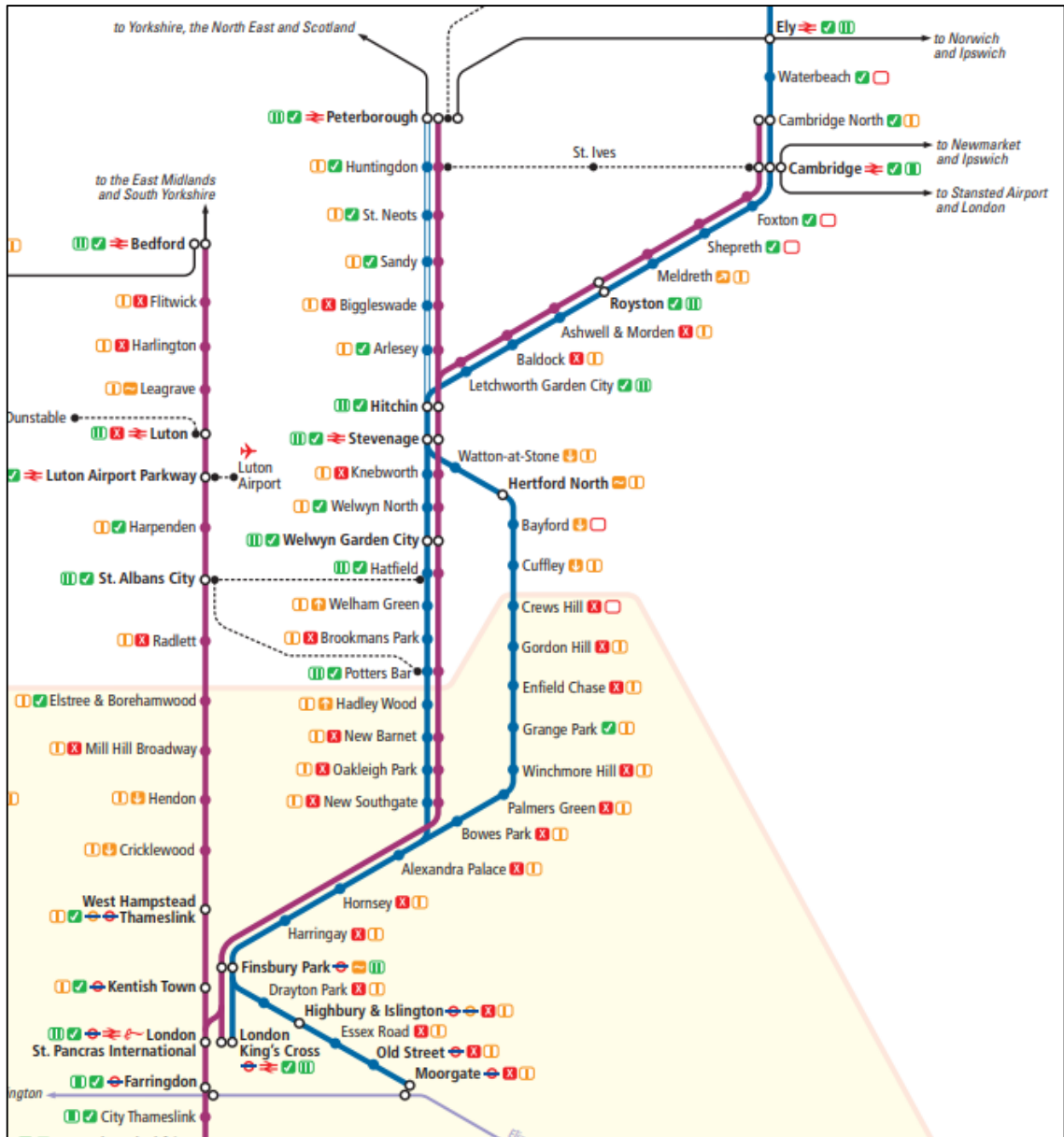
3.14 The bus services in **Table 3.1** all provide a link to and from Welwyn Garden City bus station. There is a reasonable service on weekdays to local destinations such as Borehamwood, St Albans and Hatfield and bus route 403 provides a frequent Saturday service.

3.15 As stated above, the pedestrian over bridge which links to Hydeway, off Broadwater Road to the north, puts the site within easy reach of the centre of Welwyn Garden City and the bus station. From here, numerous additional bus services can be caught, to destinations including

Codicote, New Greens, Hemel Hempstead, Stevenage, Luton, Hitchin, Kimpton, Panshanger, Harlow and Heathrow Airport. Also, many of these services can also be caught from the bus stops on the B195 Bridge Road, located approximately 700m to the north of the site. The site is therefore considered to be well located to benefit from being accessible to a large number of bus services to a wide area in and around Hertfordshire.

#### **Accessibility by Rail**

3.16 The site is located approximately 750m to the south east of Welwyn Garden City railway station. Services are managed by Great Northern with direct trains to locations across London. **Figure 3.5** provides an extract from the Great Northern route map, which includes Welwyn Garden City railway station.



**Figure 3.5: Great Northern Railway Services Route Map**

[Source: Great Northern Route Map]

3.17 A summary of the typical services from Welwyn Garden City railway station is shown in **Table 3.2**. Services operate in the opposite directions and at the same frequencies.

| Route  | Weekday Peak Hour Train Frequency   |   | Weekend Peak Hour Train Frequency  |   |
|--|---|---|--|---|
|  | AM  | PM  | Saturday   | Sunday  |
| Cambridge – Letchworth<br>Garden City - Stevenage –<br>Welwyn Garden City –<br>Hatfield (Herts) - Finsbury<br>Park – London King’s Cross | 4 per hour  | 2- 3 per<br>hour  | 3 per hour<br>with 2<br>trains<br>requiring<br>change at<br>Finsbury<br>Park | 1-2 per hour  |
| Welwyn Garden City –<br>Hatfield (Herts) – Alexandra<br>Palace – Finsbury Park –<br>Highbury & Islington –<br>Moorgate                   | 8 per hour,<br>with 4<br>trains<br>requiring<br>change at<br>Finsbury<br>Park | 7 per hour,<br>with 3<br>trains<br>requiring<br>change at<br>Finsbury<br>Park | 3 per hour<br>with 1 train<br>requiring<br>change at<br>Finsbury<br>Park     | 4 per hour with 2<br>trains requiring<br>change at Finsbury<br>Park |

**Table 3.2: Services from Welwyn Garden City Railway Station**

3.18 **Table 3.2** shows that Welwyn Garden City railway station provides frequent services to London on weekdays and at weekends.

### Local Highway

3.19 Single yellow lines are present on the A1000 Broadwater Road past the site and no loading is permitted Monday to Friday from 08:00 to 09:00 and from 17:00 to 18:00 hours.

3.20 The A1000 Broadwater Road is subject to a 30mph speed limit and speed cameras are installed to the north of the site.

### Summary

3.21 This section demonstrates that the site is accessible by modes of transport other than the private car and therefore there is potential for trips to be made to and from it by such modes – on foot, by bicycle, by bus and by rail.



## 4 Development Proposals

- 4.1 The proposals comprise redevelopment of the site currently occupied by an office building to provide a 104-bed care home, comprising 91 bedrooms and 13 one-bedroom suites. A plan of the proposed site layout is provided in **Appendix A**.

### Access Arrangements

- 4.2 Pedestrian and cyclist access to the care home would be taken from the B1000 Broadwater Road as per the existing situation.
- 4.3 Vehicular access to the development would be taken from the existing access point to the site opposite Penn Way.

### Parking Provision

- 4.4 A total of 33 car parking spaces would be provided at the care home on the northern part of the site. This includes three spaces designated as disabled car parking spaces, located directly adjacent the main entrance to the care home.
- 4.5 Cycle parking would be provided in the form of four Sheffield Stands providing facilities for the parking of eight bicycles.

### Servicing Arrangements

- 4.6 Servicing of the care home would take place on site.
- 4.7 A service entrance would be located on the north eastern corner of the building.
- 4.8 A refuse bin store will be located in the north western corner of the site. Swept path plot drawing number BPWELWYNGC.1/TK05A in **Appendix B** illustrates a 12.1m large refuse vehicle entering and exiting the site to service the care home.
- 4.9 In order for the refuse vehicle to enter and exit the site in a forward gear, 10 parking spaces would be coned off on the refuse collection day, so that the vehicle could utilise the additional space to manoeuvre within the site. These are spaces 9 to 18.
- 4.10 Swept path plot drawing number BPWELWYNGC.1/TK07A in **Appendix B** illustrates a medium wheelbase fire tender satisfactorily entering and exiting the proposed site.
- 4.11 Swept path plot drawing number BPWELWYNGC.1/TK08A in **Appendix B** illustrates an ambulance satisfactorily accessing the site to service the care home.

### Employee Information

4.12 The anticipated staffing levels of the proposed care home are set out in **Table 4.1**. These figures have been provided by Marbrook Developments. These are maximum levels and would be reduced during the evenings, at night and at weekends.

| Position             | Number of Staff |
|----------------------|-----------------|
| General Manager      | 1               |
| Administrator        | 1               |
| Care Support Workers | 16              |
| Catering Staff       | 3               |
| Housekeeping         | 2               |
| <b>Total</b>         | <b>23</b>       |

**Table 4.1: Maximum Staffing Levels**

4.13 It is anticipated that the majority of staff would live in or close to Welwyn Garden City; furthermore that at least 50% of staff would travel by modes other than single occupancy car to and from work.

## 5 Planning Policy Background

5.1 This section examines transport policies and seeks to demonstrate that the proposed development accords with the relevant objectives. Consideration is given to national, regional and local guidance.

### National Guidance

#### National Planning Policy Framework (NPPF)

5.2 The new National Planning Policy Framework (NPPF) was published in July 2018 and replaces the first NPPF published in March 2012. The NPPF sets out the Government's planning policies for England and how they should be applied, providing a framework within which locally-prepared plans for housing and other development can be produced.

5.3 The underlying focus of the NPPF is achieving sustainable development and whilst it states that "Planning policies and decisions should play an active role in guiding development towards sustainable solutions" it acknowledges that "in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area" (paragraph 9).

5.4 Section 9 of the NPPF relates to 'Promoting sustainable transport' and requires transport matters to be considered from the earliest stages of plan-making and development proposals so that:

- a) *"the potential impacts of development on transport networks can be addressed;"*
- b) *"opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;"*
- c) *"opportunities to promote walking, cycling and public transport use are identified and pursued;"*
- d) *"the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account..."*
- e) *"patterns of movement, streets, parking transport considerations are integral to the design of schemes..."* (paragraph 102).

5.5 The NPPF states that the planning system should actively manage growth in support of these objectives and "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine

*choice of transport modes*” (paragraph 103). However, it is recognised that plan-making and decision-making should take into account the fact that *“opportunities to maximise sustainable transport solutions will vary between urban and rural areas”* (paragraph 103).

5.6 The NPPF states that planning policies should:

- a) *“support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed...”*
- b) *“...strategies and investments for supporting sustainable transport and development patterns are aligned”*
- c) *“identify and protect... and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development”*
- d) *“provide for high quality walking and cycling networks...”*
- e) *“provide for any large scale transport facilities that need to be located in the area...”*
- f) *“recognise the importance of maintaining a national network of general aviation airfields...”* (paragraph 104).

5.7 With regards to local parking standards for residential and non-residential development, the NPPF states that policies should take into account:

- a) *“the accessibility of the development;*
- b) *the type, mix and use of development*
- c) *the availability of and opportunities for public transport*
- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles”* (paragraph 105).

5.8 Maximum parking standards should only be set when they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities are required to seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists (paragraph 106).

5.9 Furthermore, the NPPF refers to the importance of providing adequate overnight lorry parking facilities (paragraph 107).

5.10 In assessing sites that may be allocated for development in plans, or specific applications for development, the NPPF states *“it should be ensured that:*

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree” (paragraph 108).*

5.11 Paragraph 109 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.” Within this context, development should:

- a) *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations” (paragraph 110).*

5.12 All developments that will generate “*significant amounts of movement*” should be required to provide a travel plan and the application supported by a transport statement or transport assessment so that “*the likely impacts of the proposal can be addressed*” (paragraph 111).

### [National Planning Practice Guidance \(NPPG\)](#)

- 5.13 On 6<sup>th</sup> March 2014 the Government launched the NPPG, a streamlined version of its planning practice guidance with links to the NPPF. Through its launch, the NPPG cancelled a number of existing guidance documents.
- 5.14 With regards to Transport Assessments and Transport Statements in decision-taking, the NPPG states that these are “*ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements*” (paragraph 003). This links to the policies of the NPPF, detailed above.

### **Regional Policy**

#### [Local Transport Plan 2018-2031 \(May 2018\)](#)

- 5.15 Since 2014 Hertfordshire County Council (HCC) have been working on a new Transport Vision for Hertfordshire, which has resulted in the adoption of the new Local Transport Plan (LTP4). The LTP4 builds on the Local Transport Plan 3 which was published in 2011 to cover the period to 2031.
- 5.16 This LTP sets out how transport can help deliver a positive future vision for Hertfordshire by having a major input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage whilst also providing for safe and efficient travel. The plan also considers how future planning decisions and emerging technology might affect the way that transport needs to be provided in the longer term.
- 5.17 The Hertfordshire Vision states: “*We want Hertfordshire to be a county where people have the opportunity to live healthy, fulfilling lives in thriving, prosperous communities.*” In order to achieve this vision, the LTP aims to deliver nine transport objectives which contribute strongly to the Place, Prosperity and People elements of the vision.
- 5.18 The objectives are:
- *“Improve access to international gateways and regional centres outside Hertfordshire;*
  - *Enhance connectivity between urban centres in Hertfordshire;*
  - *Improve accessibility between employers and their labour markets;*
  - *Enhance journey reliability and network resilience across Hertfordshire;*
  - *Enhance the quality and vitality of town centres;*

- *Preserve the character and quality of the Hertfordshire environment;*
  - *Reduce carbon emissions;*
  - *Make journeys and their impact safer and healthier; and*
  - *Improve access and enable participation in everyday life through transport.”*
- 5.19 Cutting across the objectives are four principles guiding activity, which feature common to activities to manage and improve the transport system. The principles are:
- *“Integration of land use and transport planning*
  - *Application and adoption of technology*
  - *Cost effective delivery and maintenance*
  - *Modal shift and encouraging active travel”*
- 5.20 In turn these objectives and principles are translated into policies and schemes.
- 5.21 All transport measures delivered by HCC must be in accordance with the LTP policies.
- [Welwyn Garden City Urban Transport Plan \(January 2008\)](#)
- 5.22 The Urban Transport Plan, produced on behalf of HCC, sets out a framework to focus transport improvements in the area for the next 20 years and is intended to complement the policies in the Local Transport Plan.
- 5.23 The Urban Transport Plan assesses the local problems and concludes the key issues to be addressed are:
- *“improving the walking environment so that more people will make journeys on foot rather than by car;*
  - *working with operators to improve public transport services and infrastructure to offer a practical and attractive alternative to car use; and*
  - *dealing with development pressures to promote sustainable transport through design” (paragraph 2.3.1).*
- 5.24 Based on these, the local aims for the town are:
- *“Aim 1 – to create walking-friendly routes and an enhanced town centre where pedestrians have priority over traffic;*
  - *Aim 2 - to improve the bus station and stops throughout the town to offer better facilities and service information; and*
  - *Aim 3 – to ensure that development proposals in the town centre, Campus East and Broadwater Road West adopt sustainable modes in preference to accommodating car journeys and parking” (paragraph 2.3.3).*

5.25 The Plan identifies measures needed to meet the local targets and address the problems raised. The measures are grouped into the categories: parking, public transport, other, town centre, walking, access to public transport, access to key destinations, cycling.

### **Local Policy**

#### [Welwyn Hatfield District Plan](#)

5.26 Welwyn Hatfield Borough Council (WHBC) adopted its District Plan in 2005. A number of policies have been 'saved' until the Plan is replaced by a Local Development Framework. The objectives of the Plan include:

- *"Minimise the overall need to travel... locating development where it is accessible"* (paragraph 2.25 5.)
- *"Reduce dependence on the car by requiring development to be located and designed so it is accessible by and gives priority to pedestrians, cyclists and public transport"* (paragraph 2.25 6.)

5.27 Chapter 6, Movement, refers to integrating transport and land use: *"Development proposals... will be permitted only in locations with accessibility to pedestrian and cycle routes and passenger transport services... and where the environment and infrastructure can accommodate the amount and type of transport movement likely to be generated. In considering development proposals, the Council will give priority to walking and more sustainable modes of travel"* (Policy M1).

5.28 The Plan states a need for new developments to provide for pedestrians and cyclists.

5.29 Policy M14 states that *"the Council will require parking provision for new development to be made in accordance with the standards set out in the Council's supplementary planning guidance on parking. These standards represent the maximum allowable provision, except for cycle parking and car parking for disabled people where the standards represent the minimum allowable."*

#### [Local Plan Emerging Core Strategy \(October 2012\)](#)

5.30 The Core Strategy will set out WHBC's vision, objectives and strategy for the borough until 2029. The borough-wide strategic objectives include:

- *"To deliver a sustainable pattern of development by directing the majority of new development to the main towns... the need to travel is minimised"*
- *"To reduce people's impact on the environment by reducing the need to travel..."*



- *“To maximise the opportunities to travel by sustainable transport modes and manage parking demand”*

## **Parking Policy**

### Car Parking

- 5.31 WHBC’s adopted parking standards are set out in its Supplementary Planning Guidance Parking Standards (January 2004). These form part of the District Plan.
- 5.32 For land use class C2 residential institutions, specifically institutions/homes with care staff on premises at all times (excluding nursing homes, hospitals, residential schools, colleges or training centres), the following car parking standards are given:
- 1 space per 5 residents’ bed spaces
  - Plus 1 space per 2 staff (non-resident) (parking for resident staff to be based on general needs standard)
- 5.33 Taking into account the proposed number of beds (104) and the maximum number of staff (23) at the care home, up to 33 parking spaces could be provided using the standards above. The proposed development includes the provision of 33 car parking spaces. This is considered sufficient to cater for demand and is within the maximum parking standards for residents and staff.
- 5.34 For residential development, disabled car parking is required in the form of 1 space for every dwelling built to mobility standards. The proposed development includes the provision of three disabled car parking spaces.

### Cycle Parking

- 5.35 For land use class C2 residential institutions, the following cycle parking standards are given:
- 1 short term space per 20 beds
  - Plus 1 long term space per 10 staff on duty at any one time
- 5.36 Taking into account the proposed number of beds (104) and the maximum number of staff (23) at the care home, a minimum of eight cycle parking spaces should be provided using the standards above. The proposed development includes the provision of eight cycle parking spaces in the form of four Sheffield Stands, thereby meeting the standard.

### Summary

- 5.37 On the basis of the above, it is considered that the proposed redevelopment is in accordance with relevant transport planning policy, including parking standards, and is well located so as to be accessible by modes of transport other than the private car.

## 6 Trip Generation

6.1 This section sets out an assessment of the potential trip generation of the site following its redevelopment, in comparison to the trip generation of the existing site.

### Existing Site Use - Office

6.2 As stated in section 2, the site is currently occupied by a two-storey office which has a floor area of 1,837 sq.m. The proposed redevelopment comprises replacing the office with the new care home, thereby resulting in a change in site traffic flows.

6.3 To identify the trip generation of the existing office, the national TRICS database has been interrogated to obtain a trip rate profile. Sites have been selected based on the following criteria:

- Only sites in England and excluding Greater London
- Sites between 1,000 and 2,500 sq.m

6.4 Vehicular trip rates per 100 sq.m have been obtained and the weekday AM and PM peak hours are identified as 08:00 to 09:00 hours and 17:00 to 18:00 hours respectively. As would be expected no trip rates are available for weekends; typically, offices are only accessed from Monday to Friday. A copy of the full TRICS output is contained in **Appendix C** and trip peak hour trip rates are detailed in **Table 6.1**.

| Weekday Peak Hour | Trip Rate (per 100 sq.m) |            |       |
|-------------------|--------------------------|------------|-------|
|                   | Arrivals                 | Departures | Total |
| 08:00-09:00       | 2.11                     | 0.218      | 2.328 |
| 17:00-18:00       | 0.328                    | 2.144      | 2.472 |

**Table 6.1: Trip Rates – Office Land Use**

6.5 The trip rates in **Table 6.1** have been applied to the floor area of the existing office on the site to determine the existing trip generation of the site. The resulting numbers of trips are set out in **Table 6.2**.

| Weekday Peak Hours | Number of Trips (Office 1,837.1 sq.m) |            |       |
|--------------------|---------------------------------------|------------|-------|
|                    | Arrivals                              | Departures | Total |
| 08:00-09:00        | 39                                    | 4          | 43    |
| 17:00-18:00        | 6                                     | 39         | 45    |

**Table 6.2: Number of Trips – Existing Office**

### Proposed Redevelopment

6.7 The proposed redevelopment comprises the construction of a 104-bed care home. The TRICS database has therefore been interrogated to obtain a trip rate profile for the proposed care home. Sites have been selected based on the following criteria:

- Care home (elderly residential) land use
- Only sites in England and excluding Greater London
- Sites with 10 parking spaces or more

6.8 Vehicular trip rates by number of residents have been obtained. A copy of the full TRICS output is contained in **Appendix C** and the trip rates for the weekday AM and PM peak hours and weekend peak hour are detailed in **Table 6.3**. The same weekday AM and PM peak hours as identified for the existing office land use have been used so as to provide a direct comparison between the numbers of trips generated by the two uses.

| Peak Hour   | Trip Rate (per No. of Residents) |            |       |
|-------------|----------------------------------|------------|-------|
|             | Arrivals                         | Departures | Total |
| Weekday     |                                  |            |       |
| 08:00-09:00 | 0.089                            | 0.053      | 0.142 |
| 17:00-18:00 | 0.038                            | 0.084      | 0.122 |

**Table 6.3: Trip Rates (by Number of Residents) – Care Home Land Use**

6.9 The trip rates in **Table 6.3** have been applied to the proposed care home to determine its likely trip generation. It is considered reasonable to assume that the proposed 104-bed care home would provide for 104 residents and therefore the trip rates have been applied on this basis. The resulting numbers of trips are set out in **Table 6.4**.

| Peak Hours  | Number of Trips<br>(104 Beds = 104 Residents) |            |       |
|-------------|---|------------|-------|
|             | Arrivals                                      | Departures | Total |
| Weekday     |   |            |       |
| 08:00-09:00 | 9   | 6          | 15    |
| 17:00-18:00 | 4   | 9          | 13    |

**Table 6.4: Number of Trips (by Number of Residents) – Proposed Care Home**

- 6.10 As stated in section 4, it is anticipated that at least 50% of staff would travel to and from work by modes other than single occupancy private car, i.e. walking, cycling, public transport and car sharing. Furthermore, information received from the proposed care home operator indicates that the level of trips made by visitors to residents of the care home would be fairly low.

Mitigation

- 6.11 The proposed care operator subscribes to the Ride2Work tax-free scheme through Evans Cycles. This allows employees to make savings of up to 42% on the cost of a bicycle and equipment from Evans Cycles based on a 12 or 18-month salary sacrifice scheme spread through income tax and National Insurance savings.

**Net Trip Generation**

- 6.12 A comparison between the existing peak hour trip generation of the office and the proposed care home is set out in **Table 6.5**.

| Peak Hour   | Number of Trips |      |       |                    |      |       |            |      |       |
|-------------|-----------------|------|-------|--------------------|------|-------|------------|------|-------|
|             | Existing Office |      |       | Proposed Care Home |      |       | Difference |      |       |
|             | Arr.            | Dep. | Total | Arr.               | Dep. | Total | Arr.       | Dep. | Total |
| Weekday     |                 |      |       |                    |      |       |            |      |       |
| 08:00-09:00 | 39              | 4    | 43    | 9                  | 6    | 15    | -30        | 2    | -28   |
| 17:00-18:00 | 6               | 39   | 45    | 4                  | 9    | 13    | -2         | -31  | -33   |

**Table 6.5: Difference in Trips between Existing and Proposed Developments**

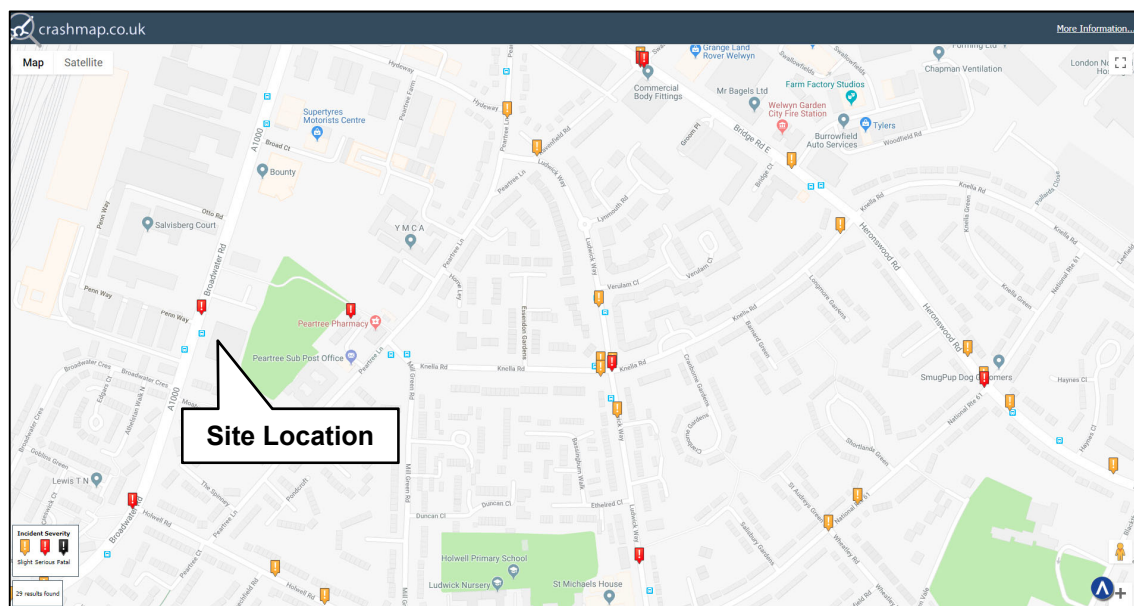
- 6.14 **Table 6.5** shows that the proposed redevelopment would result in a reduction in trips during the weekday AM and PM peak hours.

Marbrook Care  
Proposed Care Home Development, 43-54 Broadwater Road, Welwyn Garden City  
Transport Statement

- 6.15 On the basis of the above it is considered that the change in vehicular trips generated by the site following its redevelopment would not be significant; furthermore the proposed development would result in a reduction in vehicle trips during the weekday peak periods.

## 7 Highway Safety

- 7.1 Personal injury accident statistics covering the three-year period from 2015 to 2017 have been obtained and assessed for the area surrounding the site from the UK Crash Map website, which allows public access to road safety data. **Figure 7.1** illustrates mapping for the area surrounding the site. The severity of the accidents is identified by: slight – yellow; serious – red; and fatal – black.



**Figure 7.1: UK Crash Map Image**

[Source: [www.crashmap.co.uk](http://www.crashmap.co.uk)]

- 7.2 Interrogation of this information shows that a total of 29 reported accidents occurred within the three-year period;

### Fatal and Serious Accidents

- 7.3 Accidents classed as fatal and serious in severity are typically regarded to have greater significance than slight accidents.
- 7.4 No fatal accidents occurred within the vicinity of the site in the last three years. Only eight serious accidents were recorded; one on Peartree Lane, one on Heronswood Road, two on Broadwater Road, two on Ludwick Way and two on Bridge Road East.
- 7.5 A serious accident is defined by the DfT paper Road Casualties Great Britain: 2007 as “An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion,

internal injuries, crushings, burns (excluding friction burns), severe cuts and lacerations, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident...”

### Slight Accidents

7.6 The remaining accidents were classed as slight in severity

### **Summary**

7.1 The above analysis of the three-year accident statistics for the area within the vicinity of the site indicates a low level of accidents, most of which are classed as slight.

7.2 As indicated earlier in the report, the proposed development is predicted to generate a net reduction in traffic generations at the site and will not have a significant impact on the operation of the local highway network and thus should not adversely affect highway safety.



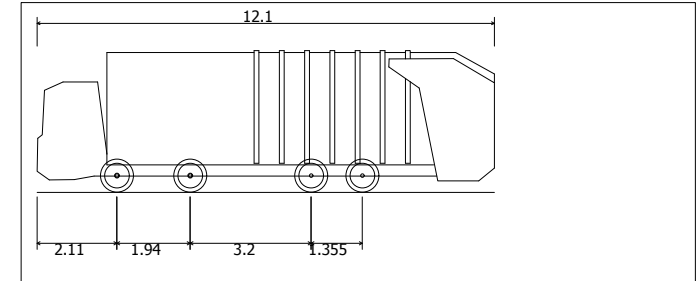
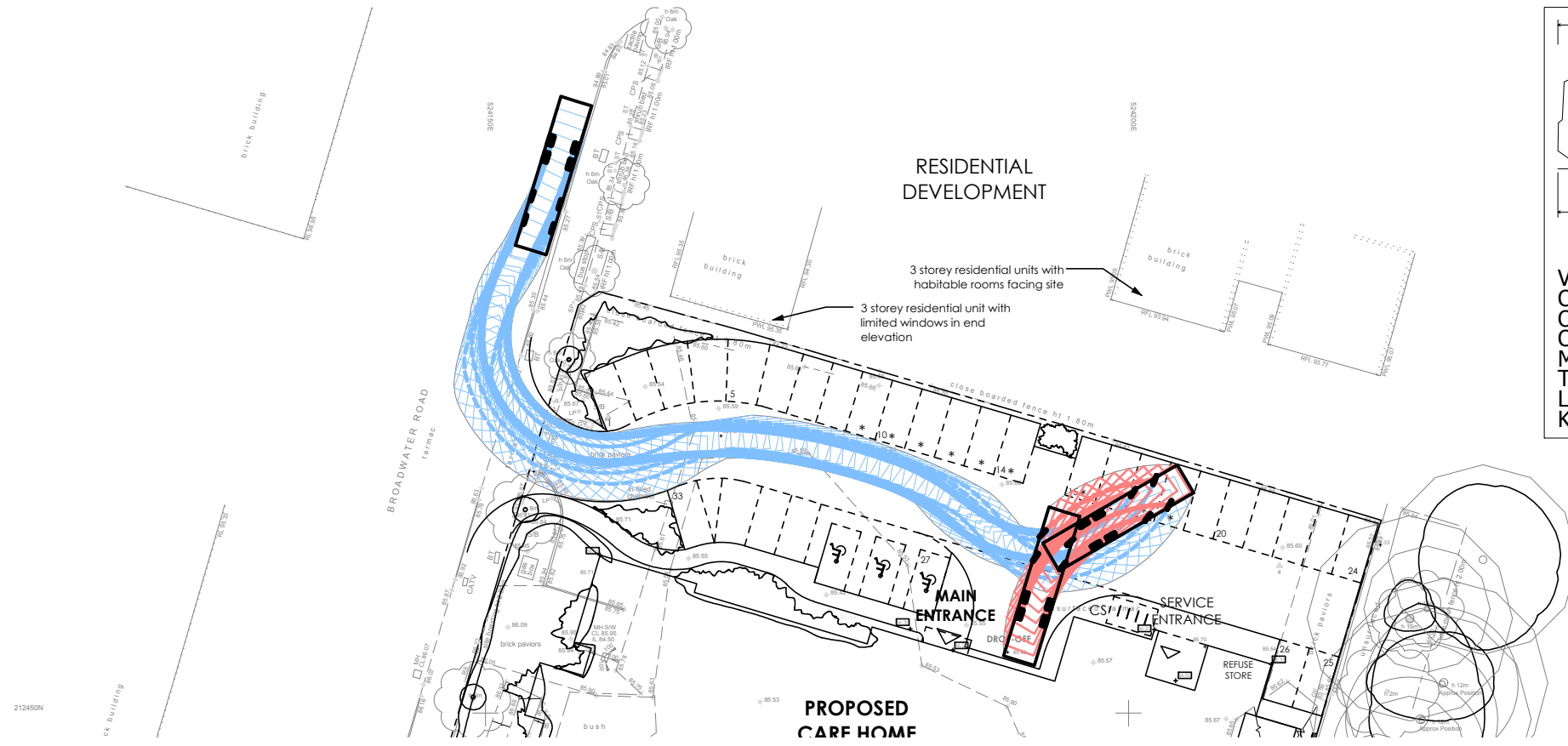
## 8 Summary and Conclusion

- 8.1 Mayer Brown Limited has been appointed by Marbrook Care to provide highway and transport related advice in support of a new planning application for the redevelopment of 43 to 54 Broadwater Road in Welwyn Garden City, Hertfordshire. The redevelopment comprises demolition of the existing office unit and construction of a 104-unit care home, comprising 91 bedrooms and 13 one-bedroom suites.
- 8.2 The site is accessible by modes of transport other than the private car and therefore there is potential for trips to be made to and from it by such modes.
- 8.3 The proposed redevelopment is in accordance with relevant national, regional and local transport planning policy, including car parking standards.
- 8.4 An assessment of the potential trip generation of the site following its redevelopment has been undertaken and compared to the trip generation of the existing office. The results demonstrate that the change in vehicular trips generated by the site following its redevelopment would not be significant and that the redevelopment would result in a reduction in trips during the weekday peak hours.
- 8.5 Analysis of accident statistics for the local area indicates that the proposed development is not considered to adversely affect highway safety.
- 8.6 On the basis of this report, it is considered that the proposed care home development at 43 to 54 Broadwater Road in Welwyn Garden City should be granted planning permission on highway and transport grounds.

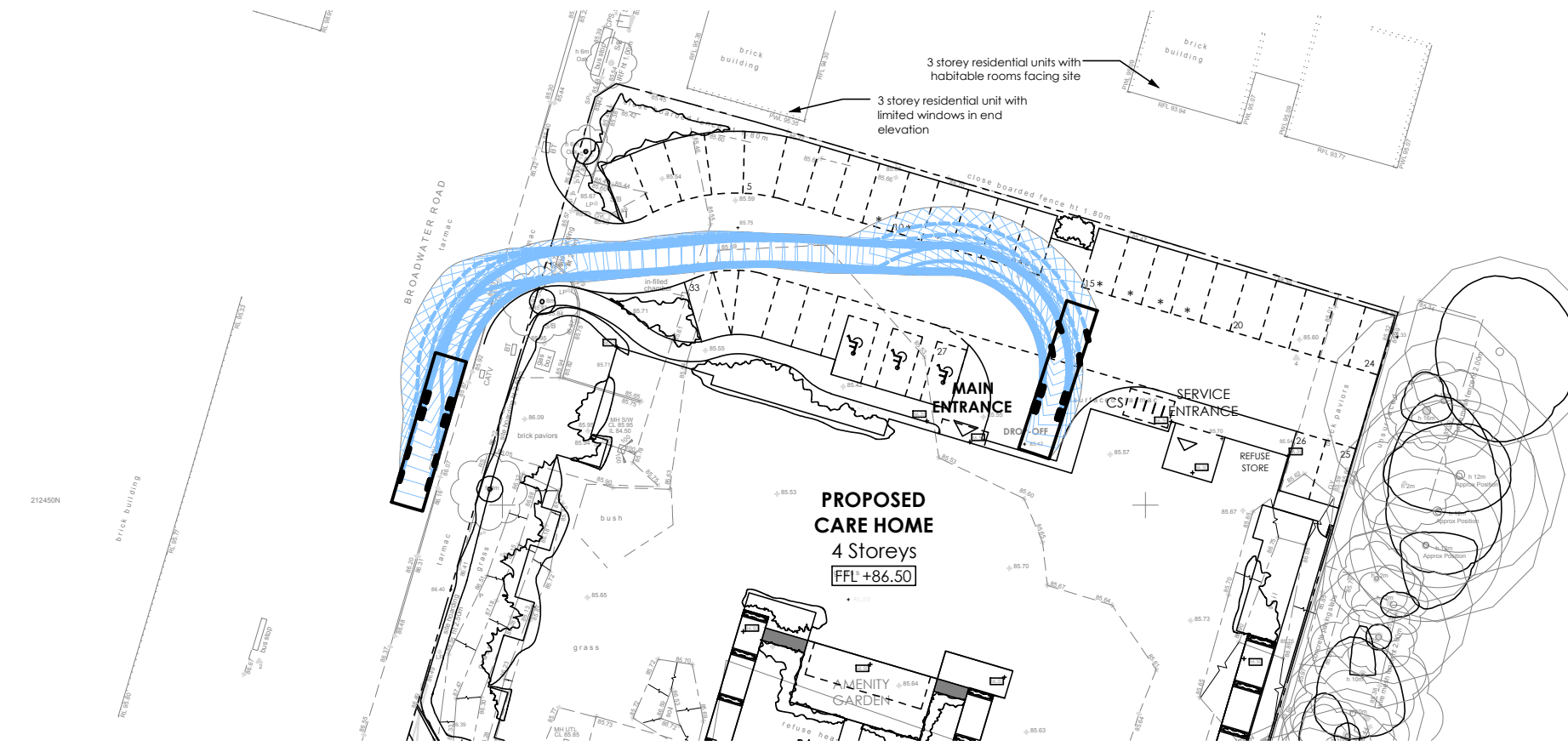
## **APPENDIX A: Proposed Site Layout**



## **APPENDIX B: Swept Path Plot Drawings**



Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)  
 Overall Length 12.100m  
 Overall Width 2.500m  
 Overall Body Height 3.749m  
 Min Body Ground Clearance 0.302m  
 Track Width 2.490m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 11.400m



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Mayer Brown Limited  
 Lion House Oriental Road Woking Surrey GU22 8AR  
 Telephone 01483 750 508 Fax 01483 750 437  
 wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client  
**MARBROOK CARE**

---

project  
**43 - 54 BROADWATER ROAD,  
 WELWYN GARDEN CITY**

title  
**SWEPT PATH ANALYSIS  
 12.1M REFUSE VEHICLE TURNING ON SITE**

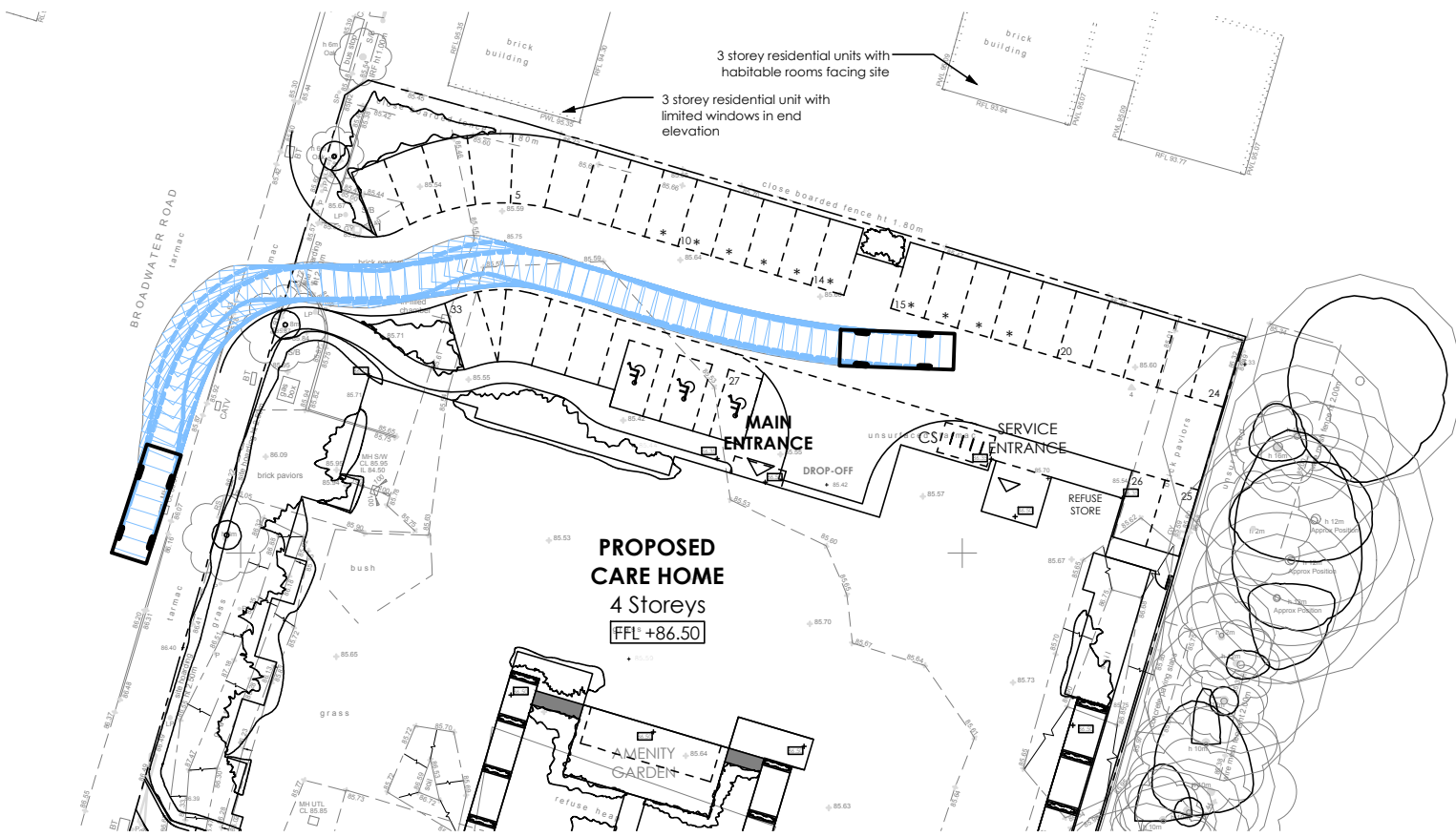
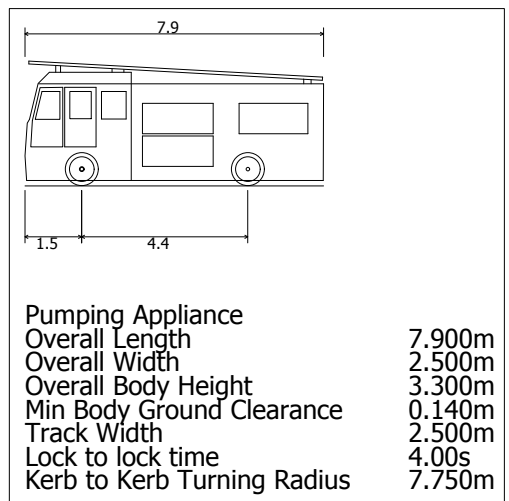
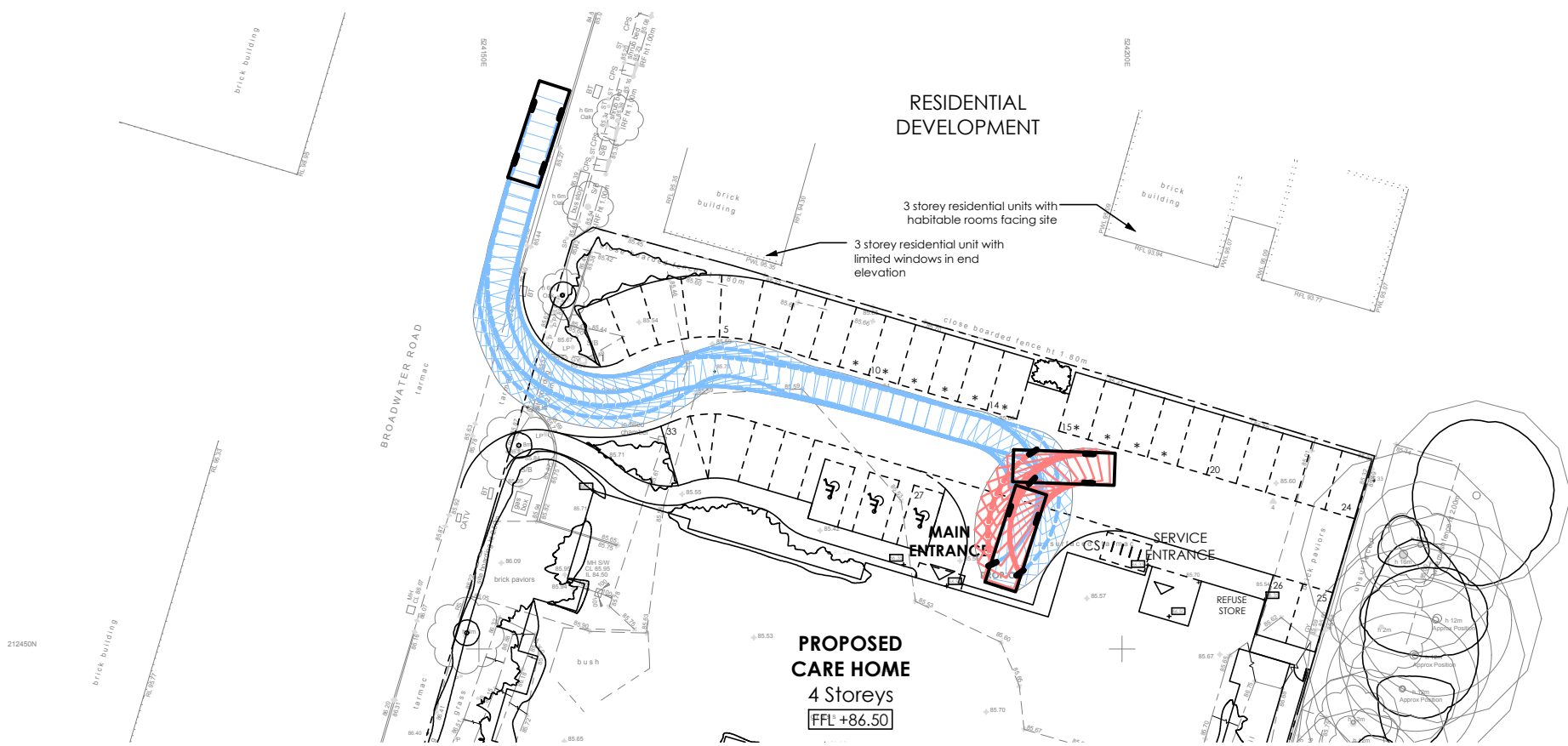
scale 1:500 @ A3 | drawn by JME | checked by NE

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date NOVEMBER 2018 | cad file TK05A - TK08A.DWG

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drawing number **BPWELWYNGC.1/TK05** | rev. **A**



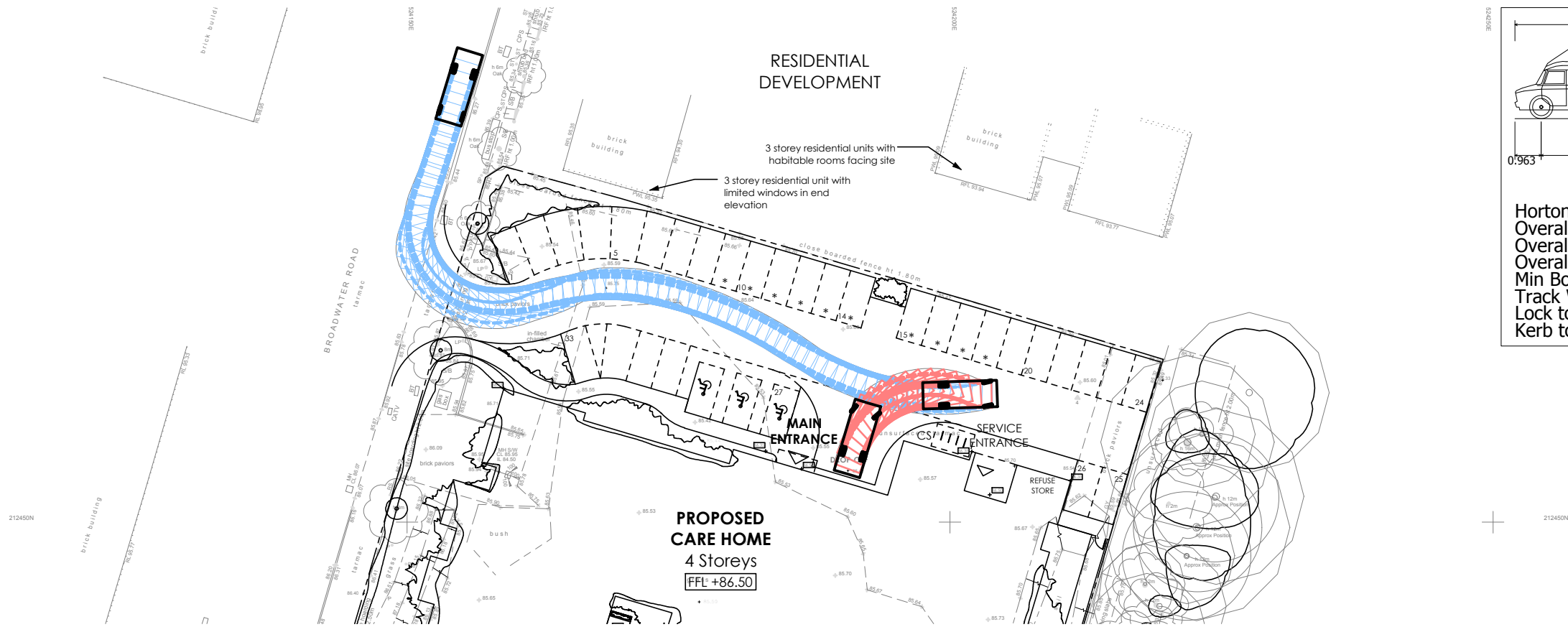
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**mayer brown**  
 Mayer Brown Limited  
 Lion House Oriental Road Woking Surrey GU22 8AR  
 Telephone 01483 750 508 Fax 01483 750 437  
 wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

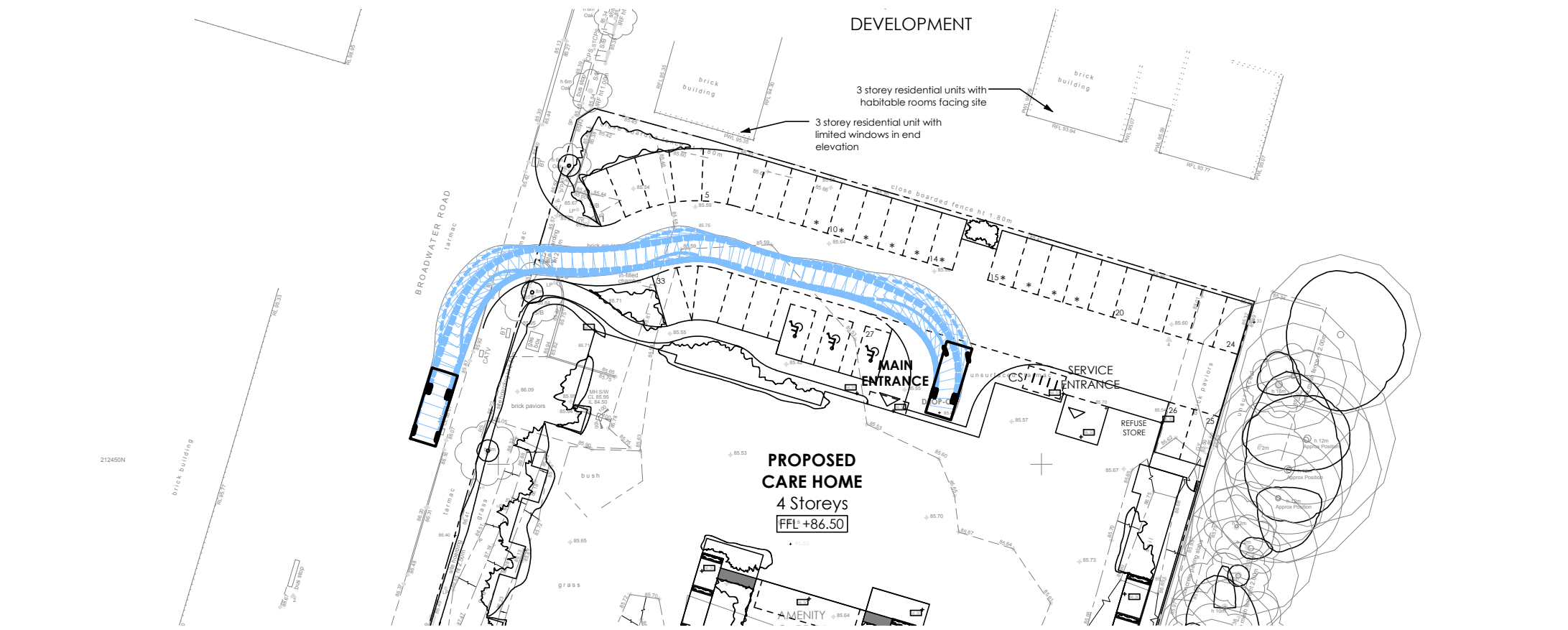
client  
**MARBROOK CARE**  
 project  
**43 - 54 BROADWATER ROAD,  
 WELWYN GARDEN CITY**

title  
**SWEPT PATH ANALYSIS  
 7.9M PUMPING APPLIANCE TURNING ON SITE**

scale 1:500 @ A3 drawn by JME checked by NE  
 date NOVEMBER 2018 cad file TK05A - TK08A.DWG  
 drawing number **BPWELWYNGC.1/TK07** rev. **A**



|  |        |
|--|--------|
|  |        |
| <b>Horton 453 Type I Ford E-Series Ambulance</b> |        |
| Overall Length                                   | 7.098m |
| Overall Width                                    | 2.445m |
| Overall Body Height                              | 2.743m |
| Min Body Ground Clearance                        | 0.328m |
| Track Width                                      | 2.445m |
| Lock to lock time                                | 5.00s  |
| Kerb to Kerb Turning Radius                      | 8.352m |



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**Mayer Brown Limited**  
 Lion House Oriental Road Woking Surrey GU22 8AR  
 Telephone 01483 750 508 Fax 01483 750 437  
 wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client  
**MARBROOK CARE**

project  
**43 - 54 BROADWATER ROAD,  
 WELWYN GARDEN CITY**

title  
**SWEPT PATH ANALYSIS  
 7M AMBULANCE TURNING ON SITE**

scale 1:500 @ A3 drawn by JME checked by NE

date NOVEMBER 2018 cad file TK05A - TK08A.DWG

drawing number **BPWELWYNGC.1/TK08** rev. **A**

## **APPENDIX C: TRICS Outputs**



Calculation Reference: AUDIT-807401-181026-1050

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | BD BEDFORDSHIRE                | 1 days |
|    | KC KENT                        | 1 days |
|    | SC SURREY                      | 1 days |
|    | SO SLOUGH                      | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | WO WORCESTERSHIRE              | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | WY WEST YORKSHIRE              | 1 days |
| 09 | NORTH                          |        |
|    | DH DURHAM                      | 1 days |

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

Secondary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 1230 to 2000 (units: sqm)  
Range Selected by User: 186 to 2500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 04/07/18

*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    | 2 days |
| Tuesday   | 3 days |
| Wednesday | 1 days |
| Thursday  | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 7 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:

|                                    |   |
|------------------------------------|---|
| Town Centre                        | 1 |
| Edge of Town Centre                | 3 |
| Suburban Area (PPS6 Out of Centre) | 1 |
| Edge of Town                       | 2 |

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Industrial Zone  | 1 |
| Residential Zone | 1 |
| Built-Up Zone    | 2 |
| High Street      | 1 |
| No Sub Category  | 2 |

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

Secondary Filtering selection:

Use Class:

B1 7 days

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

Population within 1 mile:

1,001 to 5,000 2 days  
5,001 to 10,000 1 days  
25,001 to 50,000 4 days

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

Population within 5 miles:

100,001 to 125,000 1 days  
125,001 to 250,000 6 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days  
1.1 to 1.5 4 days

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

Travel Plan:

Yes 2 days  
No 5 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 7 days

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

LIST OF SITES relevant to selection parameters

|   |   |                      |                            |
|---|---|----------------------|----------------------------|
| 1 | BD-02-A-03<br>BROMHAM ROAD<br>BEDFORD   | OFFICES              | BEDFORDSHIRE               |
|   | Edge of Town Centre<br>No Sub Category<br>Total Gross floor area:                 | 1469 sqm             |                            |
|   | <i>Survey date: MONDAY</i>  | <i>14/10/13</i>      | <i>Survey Type: MANUAL</i> |
| 2 | DH-02-A-02<br>DURHAM ROAD<br>NEAR DURHAM<br>BOWBURN                               | CONSTRUCTION COMPANY | DURHAM                     |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                        | 2000 sqm             |                            |
|   | <i>Survey date: TUESDAY</i>   | <i>27/11/12</i>      | <i>Survey Type: MANUAL</i> |
| 3 | KC-02-A-09<br>SANDLING ROAD<br>MAIDSTONE  | COUNCIL OFFICES      | KENT                       |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:                   | 1500 sqm             |                            |
|   | <i>Survey date: WEDNESDAY</i>   | <i>19/10/11</i>      | <i>Survey Type: MANUAL</i> |
| 4 | SC-02-A-15<br>BOXGROVE ROAD<br>GUILDFORD  | ACCOUNTANTS          | SURREY                     |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: | 1896 sqm             |                            |
|   | <i>Survey date: TUESDAY</i>   | <i>05/10/10</i>      | <i>Survey Type: MANUAL</i> |
| 5 | SO-02-A-01<br>HIGH STREET<br>SLOUGH   | COUNCIL OFFICES      | SLOUGH                     |
|   | Town Centre<br>High Street<br>Total Gross floor area:                             | 1800 sqm             |                            |
|   | <i>Survey date: THURSDAY</i>  | <i>27/02/14</i>      | <i>Survey Type: MANUAL</i> |
| 6 | WO-02-A-02<br>MOOR STREET<br>WORCESTER CITY COUNCIL                               | OFFICE               | WORCESTERSHIRE             |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area:                   | 2000 sqm             |                            |
|   | <i>Survey date: MONDAY</i>  | <i>14/11/16</i>      | <i>Survey Type: MANUAL</i> |
| 7 | WY-02-A-05<br>PIONEER WAY<br>CASTLEFORD<br>WHITWOOD                               | OFFICES              | WEST YORKSHIRE             |
|   | Edge of Town<br>No Sub Category<br>Total Gross floor area:                        | 1230 sqm             |                            |
|   | <i>Survey date: TUESDAY</i>   | <i>23/05/17</i>      | <i>Survey Type: MANUAL</i> |

*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 |
|------------|------------------------|
| ES-02-A-11 | GFA                    |
| ES-02-A-13 | GFA                    |
| HF-02-A-03 | GFA                    |
| NF-02-A-02 | GFA                    |
| WK-02-A-01 | GFA                    |

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30       |          |          |           |            |          |           |          |          |           |
| 00:30 - 01:00       |          |          |           |            |          |           |          |          |           |
| 01:00 - 01:30       |          |          |           |            |          |           |          |          |           |
| 01:30 - 02:00       |          |          |           |            |          |           |          |          |           |
| 02:00 - 02:30       |          |          |           |            |          |           |          |          |           |
| 02:30 - 03:00       |          |          |           |            |          |           |          |          |           |
| 03:00 - 03:30       |          |          |           |            |          |           |          |          |           |
| 03:30 - 04:00       |          |          |           |            |          |           |          |          |           |
| 04:00 - 04:30       |          |          |           |            |          |           |          |          |           |
| 04:30 - 05:00       |          |          |           |            |          |           |          |          |           |
| 05:00 - 05:30       |          |          |           |            |          |           |          |          |           |
| 05:30 - 06:00       |          |          |           |            |          |           |          |          |           |
| 06:00 - 06:30       |          |          |           |            |          |           |          |          |           |
| 06:30 - 07:00       |          |          |           |            |          |           |          |          |           |
| 07:00 - 07:30       | 7        | 1699     | 0.177     | 7          | 1699     | 0.050     | 7        | 1699     | 0.227     |
| 07:30 - 08:00       | 7        | 1699     | 0.521     | 7          | 1699     | 0.084     | 7        | 1699     | 0.605     |
| 08:00 - 08:30       | 7        | 1699     | 1.093     | 7          | 1699     | 0.109     | 7        | 1699     | 1.202     |
| 08:30 - 09:00       | 7        | 1699     | 1.017     | 7          | 1699     | 0.109     | 7        | 1699     | 1.126     |
| 09:00 - 09:30       | 7        | 1699     | 0.740     | 7          | 1699     | 0.168     | 7        | 1699     | 0.908     |
| 09:30 - 10:00       | 7        | 1699     | 0.538     | 7          | 1699     | 0.177     | 7        | 1699     | 0.715     |
| 10:00 - 10:30       | 7        | 1699     | 0.647     | 7          | 1699     | 0.530     | 7        | 1699     | 1.177     |
| 10:30 - 11:00       | 7        | 1699     | 0.404     | 7          | 1699     | 0.319     | 7        | 1699     | 0.723     |
| 11:00 - 11:30       | 7        | 1699     | 0.286     | 7          | 1699     | 0.303     | 7        | 1699     | 0.589     |
| 11:30 - 12:00       | 7        | 1699     | 0.370     | 7          | 1699     | 0.311     | 7        | 1699     | 0.681     |
| 12:00 - 12:30       | 7        | 1699     | 0.336     | 7          | 1699     | 0.345     | 7        | 1699     | 0.681     |
| 12:30 - 13:00       | 7        | 1699     | 0.404     | 7          | 1699     | 0.404     | 7        | 1699     | 0.808     |
| 13:00 - 13:30       | 7        | 1699     | 0.412     | 7          | 1699     | 0.261     | 7        | 1699     | 0.673     |
| 13:30 - 14:00       | 7        | 1699     | 0.429     | 7          | 1699     | 0.286     | 7        | 1699     | 0.715     |
| 14:00 - 14:30       | 7        | 1699     | 0.286     | 7          | 1699     | 0.193     | 7        | 1699     | 0.479     |
| 14:30 - 15:00       | 7        | 1699     | 0.303     | 7          | 1699     | 0.378     | 7        | 1699     | 0.681     |
| 15:00 - 15:30       | 7        | 1699     | 0.261     | 7          | 1699     | 0.454     | 7        | 1699     | 0.715     |
| 15:30 - 16:00       | 7        | 1699     | 0.202     | 7          | 1699     | 0.328     | 7        | 1699     | 0.530     |
| 16:00 - 16:30       | 7        | 1699     | 0.252     | 7          | 1699     | 0.765     | 7        | 1699     | 1.017     |
| 16:30 - 17:00       | 7        | 1699     | 0.193     | 7          | 1699     | 1.160     | 7        | 1699     | 1.353     |
| 17:00 - 17:30       | 7        | 1699     | 0.252     | 7          | 1699     | 1.438     | 7        | 1699     | 1.690     |
| 17:30 - 18:00       | 7        | 1699     | 0.076     | 7          | 1699     | 0.706     | 7        | 1699     | 0.782     |
| 18:00 - 18:30       | 6        | 1778     | 0.075     | 6          | 1778     | 0.272     | 6        | 1778     | 0.347     |
| 18:30 - 19:00       | 6        | 1778     | 0.047     | 6          | 1778     | 0.141     | 6        | 1778     | 0.188     |
| 19:00 - 19:30       |          |          |           |            |          |           |          |          |           |
| 19:30 - 20:00       |          |          |           |            |          |           |          |          |           |
| 20:00 - 20:30       |          |          |           |            |          |           |          |          |           |
| 20:30 - 21:00       |          |          |           |            |          |           |          |          |           |
| 21:00 - 21:30       |          |          |           |            |          |           |          |          |           |
| 21:30 - 22:00       |          |          |           |            |          |           |          |          |           |
| 22:00 - 22:30       |          |          |           |            |          |           |          |          |           |
| 22:30 - 23:00       |          |          |           |            |          |           |          |          |           |
| 23:00 - 23:30       |          |          |           |            |          |           |          |          |           |
| 23:30 - 24:00       |          |          |           |            |          |           |          |          |           |
| <b>Total Rates:</b> |          |          | 9.321     |            |          | 9.291     |          |          | 18.612    |

*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:           | 1230 - 2000 (units: sqm) |
| Survey date date range:                       | 01/01/10 - 04/07/18      |
| Number of weekdays (Monday-Friday):           | 7                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 1                        |
| Surveys manually removed from selection:      | 5                        |

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TAXI S

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30       |          |          |           |            |          |           |          |          |           |
| 00:30 - 01:00       |          |          |           |            |          |           |          |          |           |
| 01:00 - 01:30       |          |          |           |            |          |           |          |          |           |
| 01:30 - 02:00       |          |          |           |            |          |           |          |          |           |
| 02:00 - 02:30       |          |          |           |            |          |           |          |          |           |
| 02:30 - 03:00       |          |          |           |            |          |           |          |          |           |
| 03:00 - 03:30       |          |          |           |            |          |           |          |          |           |
| 03:30 - 04:00       |          |          |           |            |          |           |          |          |           |
| 04:00 - 04:30       |          |          |           |            |          |           |          |          |           |
| 04:30 - 05:00       |          |          |           |            |          |           |          |          |           |
| 05:00 - 05:30       |          |          |           |            |          |           |          |          |           |
| 05:30 - 06:00       |          |          |           |            |          |           |          |          |           |
| 06:00 - 06:30       |          |          |           |            |          |           |          |          |           |
| 06:30 - 07:00       |          |          |           |            |          |           |          |          |           |
| 07:00 - 07:30       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 07:30 - 08:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 08:00 - 08:30       | 7        | 1699     | 0.008     | 7          | 1699     | 0.008     | 7        | 1699     | 0.016     |
| 08:30 - 09:00       | 7        | 1699     | 0.008     | 7          | 1699     | 0.008     | 7        | 1699     | 0.016     |
| 09:00 - 09:30       | 7        | 1699     | 0.008     | 7          | 1699     | 0.008     | 7        | 1699     | 0.016     |
| 09:30 - 10:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 10:00 - 10:30       | 7        | 1699     | 0.050     | 7          | 1699     | 0.050     | 7        | 1699     | 0.100     |
| 10:30 - 11:00       | 7        | 1699     | 0.008     | 7          | 1699     | 0.008     | 7        | 1699     | 0.016     |
| 11:00 - 11:30       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 11:30 - 12:00       | 7        | 1699     | 0.008     | 7          | 1699     | 0.008     | 7        | 1699     | 0.016     |
| 12:00 - 12:30       | 7        | 1699     | 0.025     | 7          | 1699     | 0.025     | 7        | 1699     | 0.050     |
| 12:30 - 13:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 13:00 - 13:30       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 13:30 - 14:00       | 7        | 1699     | 0.008     | 7          | 1699     | 0.008     | 7        | 1699     | 0.016     |
| 14:00 - 14:30       | 7        | 1699     | 0.008     | 7          | 1699     | 0.008     | 7        | 1699     | 0.016     |
| 14:30 - 15:00       | 7        | 1699     | 0.042     | 7          | 1699     | 0.042     | 7        | 1699     | 0.084     |
| 15:00 - 15:30       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 15:30 - 16:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 16:00 - 16:30       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 16:30 - 17:00       | 7        | 1699     | 0.008     | 7          | 1699     | 0.000     | 7        | 1699     | 0.008     |
| 17:00 - 17:30       | 7        | 1699     | 0.017     | 7          | 1699     | 0.025     | 7        | 1699     | 0.042     |
| 17:30 - 18:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 18:00 - 18:30       | 6        | 1778     | 0.000     | 6          | 1778     | 0.000     | 6        | 1778     | 0.000     |
| 18:30 - 19:00       | 6        | 1778     | 0.000     | 6          | 1778     | 0.000     | 6        | 1778     | 0.000     |
| 19:00 - 19:30       |          |          |           |            |          |           |          |          |           |
| 19:30 - 20:00       |          |          |           |            |          |           |          |          |           |
| 20:00 - 20:30       |          |          |           |            |          |           |          |          |           |
| 20:30 - 21:00       |          |          |           |            |          |           |          |          |           |
| 21:00 - 21:30       |          |          |           |            |          |           |          |          |           |
| 21:30 - 22:00       |          |          |           |            |          |           |          |          |           |
| 22:00 - 22:30       |          |          |           |            |          |           |          |          |           |
| 22:30 - 23:00       |          |          |           |            |          |           |          |          |           |
| 23:00 - 23:30       |          |          |           |            |          |           |          |          |           |
| 23:30 - 24:00       |          |          |           |            |          |           |          |          |           |
| <b>Total Rates:</b> |          |          | 0.198     |            |          | 0.198     |          |          | 0.396     |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|                     | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30       |          |          |           |            |          |           |          |          |           |
| 00:30 - 01:00       |          |          |           |            |          |           |          |          |           |
| 01:00 - 01:30       |          |          |           |            |          |           |          |          |           |
| 01:30 - 02:00       |          |          |           |            |          |           |          |          |           |
| 02:00 - 02:30       |          |          |           |            |          |           |          |          |           |
| 02:30 - 03:00       |          |          |           |            |          |           |          |          |           |
| 03:00 - 03:30       |          |          |           |            |          |           |          |          |           |
| 03:30 - 04:00       |          |          |           |            |          |           |          |          |           |
| 04:00 - 04:30       |          |          |           |            |          |           |          |          |           |
| 04:30 - 05:00       |          |          |           |            |          |           |          |          |           |
| 05:00 - 05:30       |          |          |           |            |          |           |          |          |           |
| 05:30 - 06:00       |          |          |           |            |          |           |          |          |           |
| 06:00 - 06:30       |          |          |           |            |          |           |          |          |           |
| 06:30 - 07:00       |          |          |           |            |          |           |          |          |           |
| 07:00 - 07:30       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 07:30 - 08:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 08:00 - 08:30       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 08:30 - 09:00       | 7        | 1699     | 0.017     | 7          | 1699     | 0.008     | 7        | 1699     | 0.025     |
| 09:00 - 09:30       | 7        | 1699     | 0.008     | 7          | 1699     | 0.017     | 7        | 1699     | 0.025     |
| 09:30 - 10:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 10:00 - 10:30       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 10:30 - 11:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 11:00 - 11:30       | 7        | 1699     | 0.008     | 7          | 1699     | 0.008     | 7        | 1699     | 0.016     |
| 11:30 - 12:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 12:00 - 12:30       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 12:30 - 13:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 13:00 - 13:30       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 13:30 - 14:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 14:00 - 14:30       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 14:30 - 15:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 15:00 - 15:30       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 15:30 - 16:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 16:00 - 16:30       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 16:30 - 17:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 17:00 - 17:30       | 7        | 1699     | 0.017     | 7          | 1699     | 0.017     | 7        | 1699     | 0.034     |
| 17:30 - 18:00       | 7        | 1699     | 0.000     | 7          | 1699     | 0.000     | 7        | 1699     | 0.000     |
| 18:00 - 18:30       | 6        | 1778     | 0.000     | 6          | 1778     | 0.000     | 6        | 1778     | 0.000     |
| 18:30 - 19:00       | 6        | 1778     | 0.000     | 6          | 1778     | 0.000     | 6        | 1778     | 0.000     |
| 19:00 - 19:30       |          |          |           |            |          |           |          |          |           |
| 19:30 - 20:00       |          |          |           |            |          |           |          |          |           |
| 20:00 - 20:30       |          |          |           |            |          |           |          |          |           |
| 20:30 - 21:00       |          |          |           |            |          |           |          |          |           |
| 21:00 - 21:30       |          |          |           |            |          |           |          |          |           |
| 21:30 - 22:00       |          |          |           |            |          |           |          |          |           |
| 22:00 - 22:30       |          |          |           |            |          |           |          |          |           |
| 22:30 - 23:00       |          |          |           |            |          |           |          |          |           |
| 23:00 - 23:30       |          |          |           |            |          |           |          |          |           |
| 23:30 - 24:00       |          |          |           |            |          |           |          |          |           |
| <b>Total Rates:</b> |          |          | 0.050     |            |          | 0.050     |          |          | 0.100     |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |          |              | DEPARTURES |          |              | TOTALS   |          |              |
|---------------------|----------|----------|--------------|------------|----------|--------------|----------|----------|--------------|
|                     | No. Days | Ave. GFA | Trip Rate    | No. Days   | Ave. GFA | Trip Rate    | No. Days | Ave. GFA | Trip Rate    |
| 00:00 - 00:30       |          |          |              |            |          |              |          |          |              |
| 00:30 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 01:30       |          |          |              |            |          |              |          |          |              |
| 01:30 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 02:30       |          |          |              |            |          |              |          |          |              |
| 02:30 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 03:30       |          |          |              |            |          |              |          |          |              |
| 03:30 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 04:30       |          |          |              |            |          |              |          |          |              |
| 04:30 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 05:30       |          |          |              |            |          |              |          |          |              |
| 05:30 - 06:00       |          |          |              |            |          |              |          |          |              |
| 06:00 - 06:30       |          |          |              |            |          |              |          |          |              |
| 06:30 - 07:00       |          |          |              |            |          |              |          |          |              |
| 07:00 - 07:30       | 7        | 1699     | 0.008        | 7          | 1699     | 0.000        | 7        | 1699     | 0.008        |
| 07:30 - 08:00       | 7        | 1699     | 0.017        | 7          | 1699     | 0.000        | 7        | 1699     | 0.017        |
| 08:00 - 08:30       | 7        | 1699     | 0.025        | 7          | 1699     | 0.000        | 7        | 1699     | 0.025        |
| 08:30 - 09:00       | 7        | 1699     | 0.000        | 7          | 1699     | 0.000        | 7        | 1699     | 0.000        |
| 09:00 - 09:30       | 7        | 1699     | 0.000        | 7          | 1699     | 0.000        | 7        | 1699     | 0.000        |
| 09:30 - 10:00       | 7        | 1699     | 0.000        | 7          | 1699     | 0.000        | 7        | 1699     | 0.000        |
| 10:00 - 10:30       | 7        | 1699     | 0.025        | 7          | 1699     | 0.017        | 7        | 1699     | 0.042        |
| 10:30 - 11:00       | 7        | 1699     | 0.008        | 7          | 1699     | 0.008        | 7        | 1699     | 0.016        |
| 11:00 - 11:30       | 7        | 1699     | 0.000        | 7          | 1699     | 0.000        | 7        | 1699     | 0.000        |
| 11:30 - 12:00       | 7        | 1699     | 0.000        | 7          | 1699     | 0.000        | 7        | 1699     | 0.000        |
| 12:00 - 12:30       | 7        | 1699     | 0.008        | 7          | 1699     | 0.008        | 7        | 1699     | 0.016        |
| 12:30 - 13:00       | 7        | 1699     | 0.008        | 7          | 1699     | 0.017        | 7        | 1699     | 0.025        |
| 13:00 - 13:30       | 7        | 1699     | 0.025        | 7          | 1699     | 0.008        | 7        | 1699     | 0.033        |
| 13:30 - 14:00       | 7        | 1699     | 0.008        | 7          | 1699     | 0.008        | 7        | 1699     | 0.016        |
| 14:00 - 14:30       | 7        | 1699     | 0.000        | 7          | 1699     | 0.008        | 7        | 1699     | 0.008        |
| 14:30 - 15:00       | 7        | 1699     | 0.017        | 7          | 1699     | 0.017        | 7        | 1699     | 0.034        |
| 15:00 - 15:30       | 7        | 1699     | 0.008        | 7          | 1699     | 0.008        | 7        | 1699     | 0.016        |
| 15:30 - 16:00       | 7        | 1699     | 0.000        | 7          | 1699     | 0.025        | 7        | 1699     | 0.025        |
| 16:00 - 16:30       | 7        | 1699     | 0.000        | 7          | 1699     | 0.025        | 7        | 1699     | 0.025        |
| 16:30 - 17:00       | 7        | 1699     | 0.017        | 7          | 1699     | 0.008        | 7        | 1699     | 0.025        |
| 17:00 - 17:30       | 7        | 1699     | 0.008        | 7          | 1699     | 0.008        | 7        | 1699     | 0.016        |
| 17:30 - 18:00       | 7        | 1699     | 0.000        | 7          | 1699     | 0.000        | 7        | 1699     | 0.000        |
| 18:00 - 18:30       | 6        | 1778     | 0.000        | 6          | 1778     | 0.019        | 6        | 1778     | 0.019        |
| 18:30 - 19:00       | 6        | 1778     | 0.000        | 6          | 1778     | 0.000        | 6        | 1778     | 0.000        |
| 19:00 - 19:30       |          |          |              |            |          |              |          |          |              |
| 19:30 - 20:00       |          |          |              |            |          |              |          |          |              |
| 20:00 - 20:30       |          |          |              |            |          |              |          |          |              |
| 20:30 - 21:00       |          |          |              |            |          |              |          |          |              |
| 21:00 - 21:30       |          |          |              |            |          |              |          |          |              |
| 21:30 - 22:00       |          |          |              |            |          |              |          |          |              |
| 22:00 - 22:30       |          |          |              |            |          |              |          |          |              |
| 22:30 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 23:30       |          |          |              |            |          |              |          |          |              |
| 23:30 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.182</b> |            |          | <b>0.184</b> |          |          | <b>0.366</b> |

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.



Calculation Reference: AUDIT-807401-181026-1045

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | ES EAST SUSSEX                 | 1 days |
|    | HC HAMPSHIRE                   | 1 days |
|    | HF HERTFORDSHIRE               | 1 days |
|    | WG WOKINGHAM                   | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | DS DERBYSHIRE                  | 1 days |
|    | NT NOTTINGHAMSHIRE             | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | WY WEST YORKSHIRE              | 1 days |
| 08 | NORTH WEST                     |        |
|    | GM GREATER MANCHESTER          | 1 days |
|    | LC LANCASHIRE                  | 1 days |

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

## Secondary 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: 25 to 70 (units: )  
 Range Selected by User: 17 to 180 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 14/11/16

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 6 days |
| Wednesday | 2 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 9 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Edge of Town Centre                | 3 |
| Suburban Area (PPS6 Out of Centre) | 3 |
| Edge of Town                       | 3 |

*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 | 6 |
| No Sub Category  | 3 |

*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 9 days

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

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,000 or Less    | 1 days |
| 5,001 to 10,000  | 1 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 2 days |
| 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:

|                    |        |
|--------------------|--------|
| 50,001 to 75,000   | 2 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 3 days |
| 500,001 or More    | 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 | 4 days |
| 1.1 to 1.5 | 4 days |
| 1.6 to 2.0 | 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 9 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 9 days

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

LIST OF SITES relevant to selection parameters

|   |   |              |                            |
|---|---|--------------|----------------------------|
| 1 | DS-05-F-01<br>29 VILLAGE STREET<br>DERBY  | NURSING HOME | DERBYSHIRE                 |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of residents: 70<br><i>Survey date: TUESDAY 21/10/14</i> |              | <i>Survey Type: MANUAL</i> |
| 2 | ES-05-F-02<br>BATTLE ROAD<br>HAILSHAM   | CARE HOME    | EAST SUSSEX                |
|   | Edge of Town Centre<br>Residential Zone<br>Total Number of residents: 69<br><i>Survey date: WEDNESDAY 13/07/16</i>              |              | <i>Survey Type: MANUAL</i> |
| 3 | GM-05-F-03<br>HALIFAX ROAD<br>ROCHDALE  | NURSING HOME | GREATER MANCHESTER         |
|   | Edge of Town<br>Residential Zone<br>Total Number of residents: 30<br><i>Survey date: WEDNESDAY 29/05/13</i>                     |              | <i>Survey Type: MANUAL</i> |
| 4 | HC-05-F-01<br>BOTLEY ROAD<br>SOUTHAMPTON  | CARE HOME    | HAMPSHIRE                  |
|   | Edge of Town<br>No Sub Category<br>Total Number of residents: 42<br><i>Survey date: TUESDAY 24/11/15</i>                        |              | <i>Survey Type: MANUAL</i> |
| 5 | HF-05-F-02<br>BEACONSFIELD ROAD<br>ST ALBANS  | NURSING HOME | HERTFORDSHIRE              |
|   | Edge of Town Centre<br>No Sub Category<br>Total Number of residents: 25<br><i>Survey date: TUESDAY 01/10/13</i>                 |              | <i>Survey Type: MANUAL</i> |
| 6 | LC-05-F-02<br>LYTHAM ROAD<br>BLACKPOOL<br>SQUIRES GATE  | NURSING HOME | LANCASHIRE                 |
|   | Edge of Town<br>Residential Zone<br>Total Number of residents: 31<br><i>Survey date: TUESDAY 27/09/16</i>                       |              | <i>Survey Type: MANUAL</i> |
| 7 | NT-05-F-02<br>MOOR LANE<br>NEAR NOTTINGHAM<br>BINGHAM   | NURSING HOME | NOTTINGHAMSHIRE            |
|   | Edge of Town Centre<br>No Sub Category<br>Total Number of residents: 34<br><i>Survey date: MONDAY 14/11/16</i>                  |              | <i>Survey Type: MANUAL</i> |
| 8 | WG-05-F-01<br>BARKHAM ROAD<br>WOKINGHAM   | NURSING HOME | WOKINGHAM                  |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of residents: 58<br><i>Survey date: TUESDAY 20/11/12</i> |              | <i>Survey Type: MANUAL</i> |
| 9 | WY-05-F-01<br>CLIFF ROAD<br>LEEDS<br>HYDE PARK  | NURSING HOME | WEST YORKSHIRE             |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of residents: 58<br><i>Survey date: TUESDAY 15/06/10</i> |              | <i>Survey Type: MANUAL</i> |

*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 |
|------------|------------------------|
| EX-05-F-01 | Parking                |
| SF-05-F-01 | Parking                |
| WK-05-F-01 | Parking                |

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

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       | 9        | 46          | 0.125     | 9          | 46          | 0.067     | 9        | 46          | 0.192     |
| 08:00 - 09:00       | 9        | 46          | 0.089     | 9          | 46          | 0.053     | 9        | 46          | 0.142     |
| 09:00 - 10:00       | 9        | 46          | 0.070     | 9          | 46          | 0.041     | 9        | 46          | 0.111     |
| 10:00 - 11:00       | 9        | 46          | 0.084     | 9          | 46          | 0.053     | 9        | 46          | 0.137     |
| 11:00 - 12:00       | 9        | 46          | 0.084     | 9          | 46          | 0.070     | 9        | 46          | 0.154     |
| 12:00 - 13:00       | 9        | 46          | 0.082     | 9          | 46          | 0.070     | 9        | 46          | 0.152     |
| 13:00 - 14:00       | 9        | 46          | 0.086     | 9          | 46          | 0.089     | 9        | 46          | 0.175     |
| 14:00 - 15:00       | 9        | 46          | 0.084     | 9          | 46          | 0.091     | 9        | 46          | 0.175     |
| 15:00 - 16:00       | 9        | 46          | 0.072     | 9          | 46          | 0.122     | 9        | 46          | 0.194     |
| 16:00 - 17:00       | 9        | 46          | 0.050     | 9          | 46          | 0.091     | 9        | 46          | 0.141     |
| 17:00 - 18:00       | 9        | 46          | 0.038     | 9          | 46          | 0.084     | 9        | 46          | 0.122     |
| 18:00 - 19:00       | 9        | 46          | 0.041     | 9          | 46          | 0.034     | 9        | 46          | 0.075     |
| 19:00 - 20:00       | 9        | 46          | 0.048     | 9          | 46          | 0.065     | 9        | 46          | 0.113     |
| 20:00 - 21:00       | 9        | 46          | 0.036     | 9          | 46          | 0.055     | 9        | 46          | 0.091     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.989     |            |             | 0.985     |          |             | 1.974     |

*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:           | 25 - 70 (units: )   |
| Survey date date range:                       | 01/01/10 - 14/11/16 |
| Number of weekdays (Monday-Friday):           | 9                   |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 3                   |

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

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

TAXI S

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       | 9        | 46          | 0.005     | 9          | 46          | 0.005     | 9        | 46          | 0.010     |
| 08:00 - 09:00       | 9        | 46          | 0.002     | 9          | 46          | 0.002     | 9        | 46          | 0.004     |
| 09:00 - 10:00       | 9        | 46          | 0.005     | 9          | 46          | 0.005     | 9        | 46          | 0.010     |
| 10:00 - 11:00       | 9        | 46          | 0.002     | 9          | 46          | 0.000     | 9        | 46          | 0.002     |
| 11:00 - 12:00       | 9        | 46          | 0.002     | 9          | 46          | 0.005     | 9        | 46          | 0.007     |
| 12:00 - 13:00       | 9        | 46          | 0.005     | 9          | 46          | 0.002     | 9        | 46          | 0.007     |
| 13:00 - 14:00       | 9        | 46          | 0.005     | 9          | 46          | 0.007     | 9        | 46          | 0.012     |
| 14:00 - 15:00       | 9        | 46          | 0.007     | 9          | 46          | 0.007     | 9        | 46          | 0.014     |
| 15:00 - 16:00       | 9        | 46          | 0.005     | 9          | 46          | 0.005     | 9        | 46          | 0.010     |
| 16:00 - 17:00       | 9        | 46          | 0.005     | 9          | 46          | 0.005     | 9        | 46          | 0.010     |
| 17:00 - 18:00       | 9        | 46          | 0.002     | 9          | 46          | 0.002     | 9        | 46          | 0.004     |
| 18:00 - 19:00       | 9        | 46          | 0.002     | 9          | 46          | 0.002     | 9        | 46          | 0.004     |
| 19:00 - 20:00       | 9        | 46          | 0.005     | 9          | 46          | 0.005     | 9        | 46          | 0.010     |
| 20:00 - 21:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.052     |            |             | 0.052     |          |             | 0.104     |

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

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

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

OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 9        | 46          | 0.010     | 9          | 46          | 0.007     | 9        | 46          | 0.017     |
| 08:00 - 09:00       | 9        | 46          | 0.000     | 9          | 46          | 0.002     | 9        | 46          | 0.002     |
| 09:00 - 10:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 10:00 - 11:00       | 9        | 46          | 0.002     | 9          | 46          | 0.000     | 9        | 46          | 0.002     |
| 11:00 - 12:00       | 9        | 46          | 0.002     | 9          | 46          | 0.002     | 9        | 46          | 0.004     |
| 12:00 - 13:00       | 9        | 46          | 0.005     | 9          | 46          | 0.005     | 9        | 46          | 0.010     |
| 13:00 - 14:00       | 9        | 46          | 0.000     | 9          | 46          | 0.002     | 9        | 46          | 0.002     |
| 14:00 - 15:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 15:00 - 16:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 16:00 - 17:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 17:00 - 18:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 18:00 - 19:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 19:00 - 20:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 20:00 - 21:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.019     |            |             | 0.018     |          |             | 0.037     |

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

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



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

PSVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 9        | 46          | 0.002     | 9          | 46          | 0.002     | 9        | 46          | 0.004     |
| 08:00 - 09:00       | 9        | 46          | 0.002     | 9          | 46          | 0.002     | 9        | 46          | 0.004     |
| 09:00 - 10:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 10:00 - 11:00       | 9        | 46          | 0.002     | 9          | 46          | 0.002     | 9        | 46          | 0.004     |
| 11:00 - 12:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 12:00 - 13:00       | 9        | 46          | 0.002     | 9          | 46          | 0.000     | 9        | 46          | 0.002     |
| 13:00 - 14:00       | 9        | 46          | 0.000     | 9          | 46          | 0.002     | 9        | 46          | 0.002     |
| 14:00 - 15:00       | 9        | 46          | 0.000     | 9          | 46          | 0.002     | 9        | 46          | 0.002     |
| 15:00 - 16:00       | 9        | 46          | 0.005     | 9          | 46          | 0.005     | 9        | 46          | 0.010     |
| 16:00 - 17:00       | 9        | 46          | 0.005     | 9          | 46          | 0.002     | 9        | 46          | 0.007     |
| 17:00 - 18:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 18:00 - 19:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 19:00 - 20:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 20:00 - 21:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.018     |            |             | 0.017     |          |             | 0.035     |

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

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

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

CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range          | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|                     | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00       |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00       |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00       |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00       |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00       |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00       |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00       |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00       | 9        | 46          | 0.002     | 9          | 46          | 0.002     | 9        | 46          | 0.004     |
| 08:00 - 09:00       | 9        | 46          | 0.005     | 9          | 46          | 0.000     | 9        | 46          | 0.005     |
| 09:00 - 10:00       | 9        | 46          | 0.002     | 9          | 46          | 0.002     | 9        | 46          | 0.004     |
| 10:00 - 11:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 11:00 - 12:00       | 9        | 46          | 0.002     | 9          | 46          | 0.000     | 9        | 46          | 0.002     |
| 12:00 - 13:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 13:00 - 14:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 14:00 - 15:00       | 9        | 46          | 0.002     | 9          | 46          | 0.005     | 9        | 46          | 0.007     |
| 15:00 - 16:00       | 9        | 46          | 0.000     | 9          | 46          | 0.002     | 9        | 46          | 0.002     |
| 16:00 - 17:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 17:00 - 18:00       | 9        | 46          | 0.000     | 9          | 46          | 0.005     | 9        | 46          | 0.005     |
| 18:00 - 19:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 19:00 - 20:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 20:00 - 21:00       | 9        | 46          | 0.000     | 9          | 46          | 0.000     | 9        | 46          | 0.000     |
| 21:00 - 22:00       |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00       |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00       |          |             |           |            |             |           |          |             |           |
| <b>Total Rates:</b> |          |             | 0.013     |            |             | 0.016     |          |             | 0.029     |

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.

