

CAREBASE LTD

**PROPOSED CARE HOME DEVELOPMENT:
DANSON ROAD, BEXLEYHEATH**

TRANSPORT STATEMENT



REPORT REF: NO 190320-02

PROJECT NO: 190320

SEPTEMBER 2019

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DANSON ROAD, BEXLEYHEATH**

TRANSPORT STATEMENT

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DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Client Draft	AA	AJT	IW	17.09.19
-	Planning Issue	AA	AJT AT	IW 	20.09.19

1.0 INTRODUCTION

1.1 Ardent Consulting Engineers (ACE) has been appointed by Carebase to prepare a Transport Statement (TS) to support the proposed redevelopment of the existing site at Danson Road, Bexleyheath.

1.2 This TS supports a full planning application for the redevelopment of the existing residential site and its associated land. The redevelopment schedule seeks to provide a 70-no. bedroom carehome, associated car parking and internal landscaping.

1.3 The site is located within the local authority of the London Borough of Bexley (LBB) which is a borough authority within the wider London area. LBB is also the local highway authority.

1.4 This TS has been prepared in accordance with guidance on the preparation of such documents published by the Department for Transport (DfT) in 2007. Although this guidance was withdrawn in October 2014, the document along with gov.uk guidance on *Travel Plans, Transport Assessments and Statements* (Published March 2014) has been used to formulate this TS.

1.5 Following this introduction, the remainder of this report is structured as follows:

- **Section 2.0** describes the existing situation;
- **Section 3.0** outlines the proposed development scheme;
- **Section 4.0** considers the transport and land use planning policy context;
- **Section 5.0** sets out the predicted trip generation of the carehome in comparison to the existing site; and
- **Section 6.0** provides a summary and sets out the conclusions.

2.0 EXISTING SITUATION

Site Location

2.1 The application site is located on the western edge of Bexleyheath, on land at Danson Road and is situated approximately 1.1km south-west of Bexleyheath railway station.

2.2 The site location is as shown at **Plate 1**.

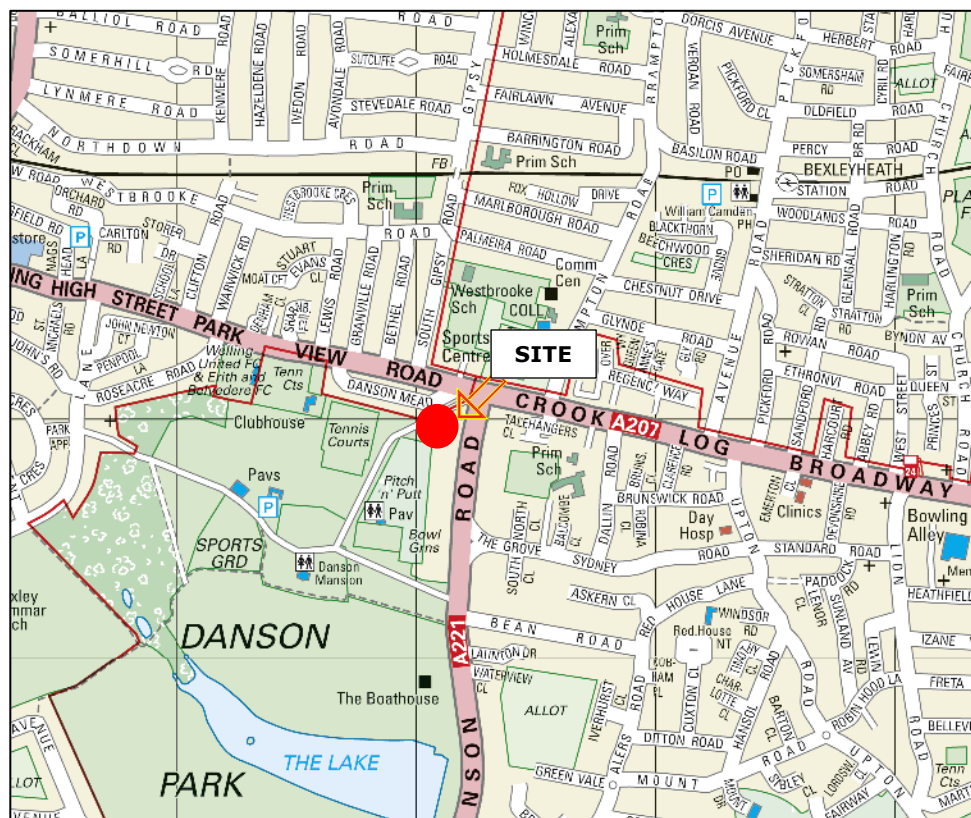


Plate 1: Site Location (Source: Street Map)

2.3 The site boundary is formed by: Danson Park to the north and west; Danson Road to the east; and additional residential properties on Danson Road to the south.

2.4 The site is located immediately south of the main entrance to Danson Park which is marked by ornate iron railings and gates. Danson Park is designated Grade II on the English Heritage register of parks and

gardens of special historical interest. The Mansion (listed Grade I) and the C19 stable block (listed Grade II*) are both located within the park.

- 2.5 Given the site's location near Bexleyheath town centre, the local land use environment is mixed. This being principally formed of residential properties with retail, education, employment, leisure and health facilities in close proximity to the site.

The Site

- 2.6 The proposed development site comprises an area of approximately 0.35 hectares and consists of four semi-detached houses (numbers two, four, six and eight) that are formed by two or more storeys.
- 2.7 An aerial view of the site is shown at **Plate 2**.



Plate 2: Aerial View of Site (Source: Google Maps)

2.8 Vehicular access and egress to the site is currently available from four points, taken from Danson Road at the site's eastern boundary (see **Plate 3**).



Plate 3: Access/Egress Points (Source: Google Maps)

2.9 All four access drives are formed by a simple crossover arrangement and provide direct access to the properties. The access junctions are operational and, therefore, already generates a number of vehicles movements throughout the day.

Local Highway Network

2.10 Danson Road runs along the eastern site boundary as a single carriageway road approximately 9.5m wide and subject to a 30mph speed limit along its length.

- 2.11 The carriageway is principally formed of two running lanes and is used as a bus route.
- 2.12 Direct residential accesses are provided from both sides of the carriageway. Residential properties along Danson Road have crossovers allowing for on-plot car parking.
- 2.13 Danson Road provides two wide, good quality footways along its length. Street lighting is also present on both sides of the carriageway (see **Plate 4**).



Plate 4: Danson Road (Source: Google Maps)

- 2.14 The majority of Danson Road has no parking restrictions, so on-street car parking does occur. At the southern end of Danson Road, the carriageway is subject to double (no waiting at any time) yellow line restrictions.

- 2.15 The carriageway is subject to numerous controlled pedestrian crossings with all crossing points consisting of dropped kerbs and tactile paving allowing pedestrians a direct, step-free crossing point.
- 2.16 At the northern end of Danson Road, approximately 50m north of the site, the road meets the A207 Park View Road and the A207 Crook Log at a 3-arm signalised junction arrangement.
- 2.17 At the southern end of Danson Road, the road meets Lodge Lane, the A221 Danson Underpass and Lakeside Close at a 5-arm roundabout junction.

Wider Highway Network

- 2.18 The A2 is located to the south of the site, accessed directly from Danson Road. It runs in a north-west/south-east alignment between Central London and Dover, providing connections the Blackwall Tunnel, the M25 (Junction 2) and the M2 (Junction 1).
- 2.19 The M25 (London Orbital Motorway) provides further connections to Kent, Surrey, Buckinghamshire, Hertfordshire and Essex.
- 2.20 The M2 acts as a bypass of the section of the A2 road which runs through the Medway Towns, Sittingbourne and Faversham, providing an additional connection to Dover.
- 2.21 In conclusion, the site has excellent access to the immediate and wider highway network, providing access to local centres and facilities.

Accident Data

- 2.22 The crashmap.co.uk website has been reviewed to understand the general accident traits of the immediate highway network.

- 2.23 There are 12 accidents which have been recorded in close proximity to the development site in the period spanning 2014 – 2018. All 12 accidents are recorded as slight severity (see **Plate 5**).

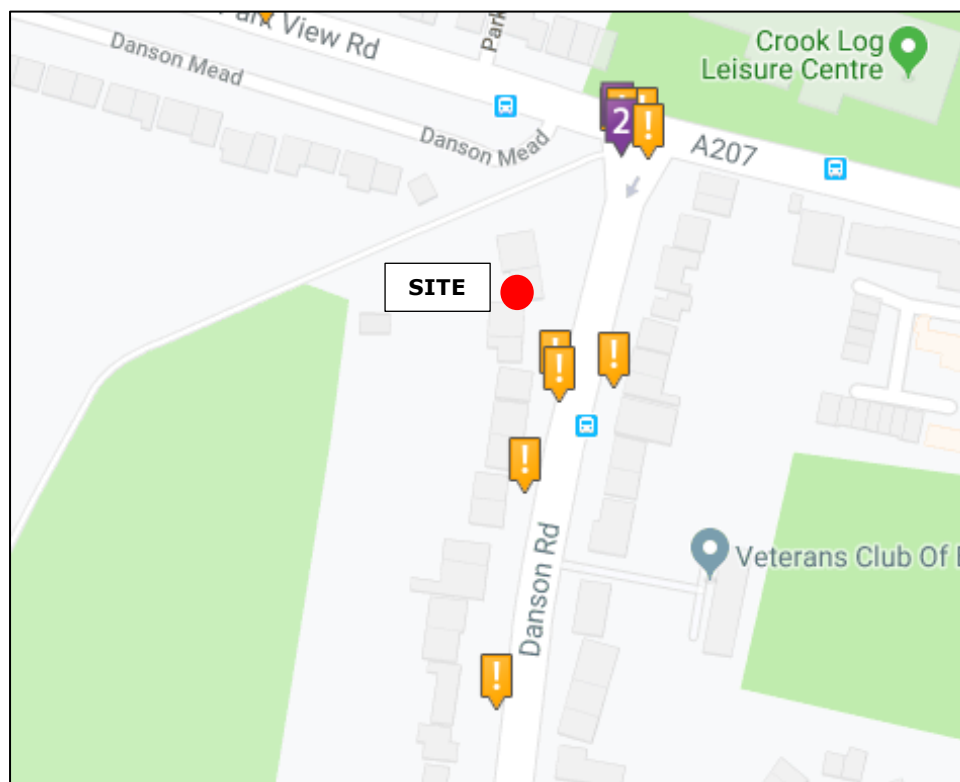


Plate 5: Accident Data (Source: Crashmap.co.uk)

- 2.24 Out of the 12 accidents, 7 occurred at the signalised junction north of the site, where Danson Road meets the A207 Park View Road and the A207 Crook Log.
- 2.25 The proposals are expected to make a negligible change in the level of traffic entering or leaving the site. It is therefore considered that the proposed redevelopment of the site would not exacerbate the situation.

2011 Census Data

- 2.26 Both car ownership and travel to work data has been derived from the 2011 Census for the existing resident population of the area

surrounding the site (Danson Park), details of which are contained in **Appendix A.**

Car Ownership

2.27 The data shows a total average car ownership level of 1.19 cars per household for all housing types in the area surrounding the site, and that 19% of local households do not own a car.

Travel to Work

2.28 Although the site is targeted as a carehome, the method of travel to work Census data has been reviewed in order to understand potential multi-modal travel patterns for any on-site staff and as a proxy for visitor travel to and from the site. It also gives an indication of how accessible the site is.

2.29 The data shows the following proportions of multi-modal trips based upon the journey to work travel data:

Table 2.1: Journey to Work Proportions (2011 Census data)

Mode of Travel	Percentage of Residents (excluding working at home, other, unemployed)
<i>Train (incl. Underground)</i>	29.8%
<i>Bus</i>	9.1%
<i>Taxi</i>	0.9%
<i>Motorcycle</i>	1.3%
<i>Car Driver</i>	48.4%
<i>Car Passenger</i>	3.3%
<i>Bicycle</i>	1.1%
<i>Pedestrian</i>	6.0%
Total	100%

Local Amenities and Facilities

2.30 The site's location in Bexleyheath means a variety of local amenities and services are available to cater for the day-to-day needs of local

residents. Therefore, significant pedestrian infrastructure already exists in the surrounding area.

- 2.31 The Chartered Institution of Highways and Transportation (CIHT) document *'Providing for Journeys on Foot'* recommends suggested acceptable walking distances of between 500m (6 minutes, "Desirable") and 2km (25 minutes, "Preferred Maximum") for commuting and journeys to school.
- 2.32 The *'Manual for Streets'* (MfS) identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10-minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.
- 2.33 Bexleyheath Broadway is located within 970m (12-minute) walk of the site. The Broadway provides a number of retail, banking, restaurants, health and leisure facilities along its length.
- 2.34 Bexleyheath railway station is within a 1.1km (14-minute) walk of the site, meaning that the site is ideally located for commuting purposes into London.
- 2.35 Other immediate facilities include Danson Park (120m), Crook Log Leisure Centre (130m), Danson Youth and Community Centre (410m), Crook Log Surgery (520m), Asda Foodstore (520m), Bexleyheath Tennis, Cricket and Hockey Clubs (530m), Welling United Football Club (600m), Crook Log Dental Surgery (710m), Upton Day Hospital (780m) and Welling High Street (960m).
- 2.36 Further facilities also include Avenue Road retail parade (1.1km), Bexleyheath Golf Club (1.3km), Waitrose (1.6km) and Graves Industrial Estate (1.9km).

- 2.37 Access to these facilities are within easy walking and cycling distance from the application site and within IHT and MfS suggested guidance distances.
- 2.38 It is clear from the above that the site is highly accessible, offering a variety of facilities and services that can be reached without the need to travel by car.

Walking and Cycling

- 2.39 All local residential roads have two wide footways with street lighting, providing a good environment for pedestrians.
- 2.40 All existing crossing points in close proximity of the site have dropped kerbs allowing pedestrians a direct, step-free crossing point.
- 2.41 Dropped kerbs and tactile paving are available at both ends of Danson Road and at junctions in the vicinity to assist pedestrian movements along key desire lines. Furthermore, a number of nearby junctions include signal-controlled pedestrian crossing facilities.
- 2.42 These facilities provide an excellent environment for pedestrians and connect the site very well to surrounding public transport infrastructure and local facilities.
- 2.43 It is considered that the existing pedestrian routes/facilities in the area encourage walking as a main mode of travel for those who work and live in the area.
- 2.44 A 5km isochrone catchment area centred on the site demonstrates that surrounding areas including Belvedere, Erith, Sidcup, Welling and Woolwich are within a comfortable cycling distance. A typical cycle speed of 20km/h would result in this distance equating to a journey time of approximately 15 minutes.

- 2.45 There is an on-road cycle route that is located to the south of the site on Danson Road. The circular route runs through the centre of Danson Park and provides a connection to/from Albany Park, Bexley, Blackfen, Blendon and Lamorbey (see **Plate 6**).

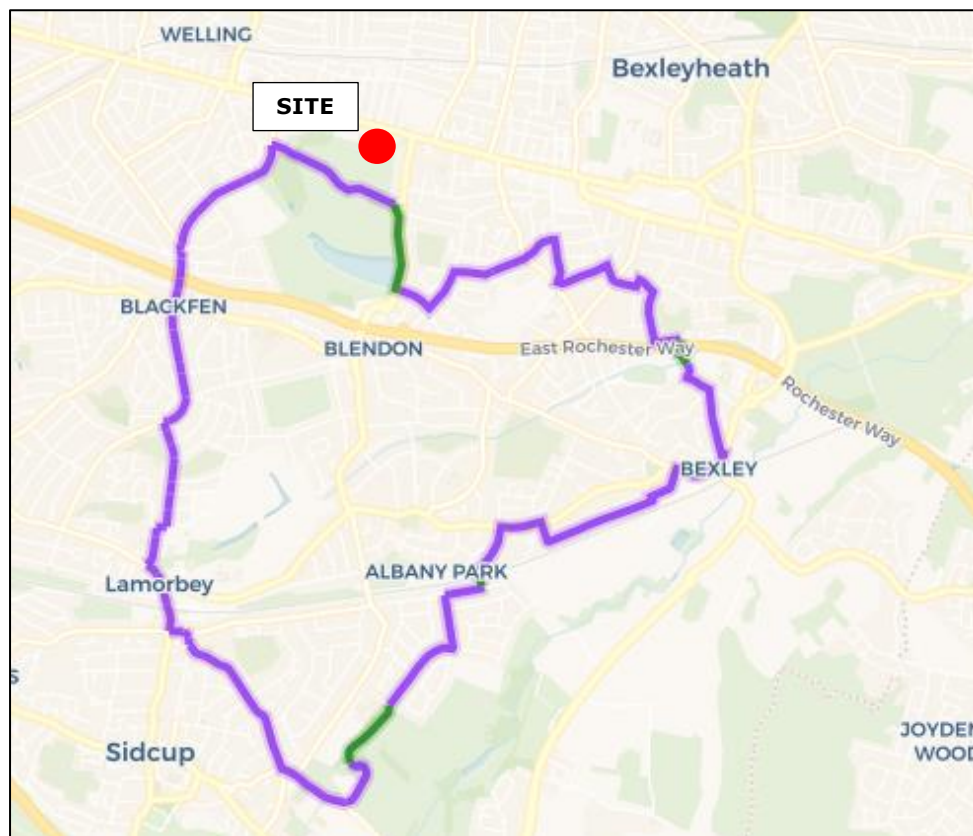


Plate 6: Cycle Route Map (Source: Sustrans)

- 2.46 In general, the local pedestrian environment allows for safe and convenient access to local facilities, public transport nodes and businesses.

Public Transport

PTAL

- 2.47 The Public Transport Accessibility Level (PTAL) calculation provides a methodology to consider the accessibility of a site to public transport.

- 2.48 The PTAL is based on the weekday morning peak period service frequency of all bus services accessible from stops within a 640m walk distance as well as rail services accessible from stations within a 960m walk distance.
- 2.49 Site specific PTAL maps are available from Transport for London's Web-based Connectivity Assessment Toolkit (WebCAT) for use by local planning authorities and Developers to aid strategic planning decisions. The PTAL rating ranges between 1a to 6b, with 1a denoting 'Very Poor' access to public transport and 6b being an 'Excellent' level of access.
- 2.50 The application site has a PTAL of 4, which represents a good level of accessibility to public transport (see **Plate 7**).

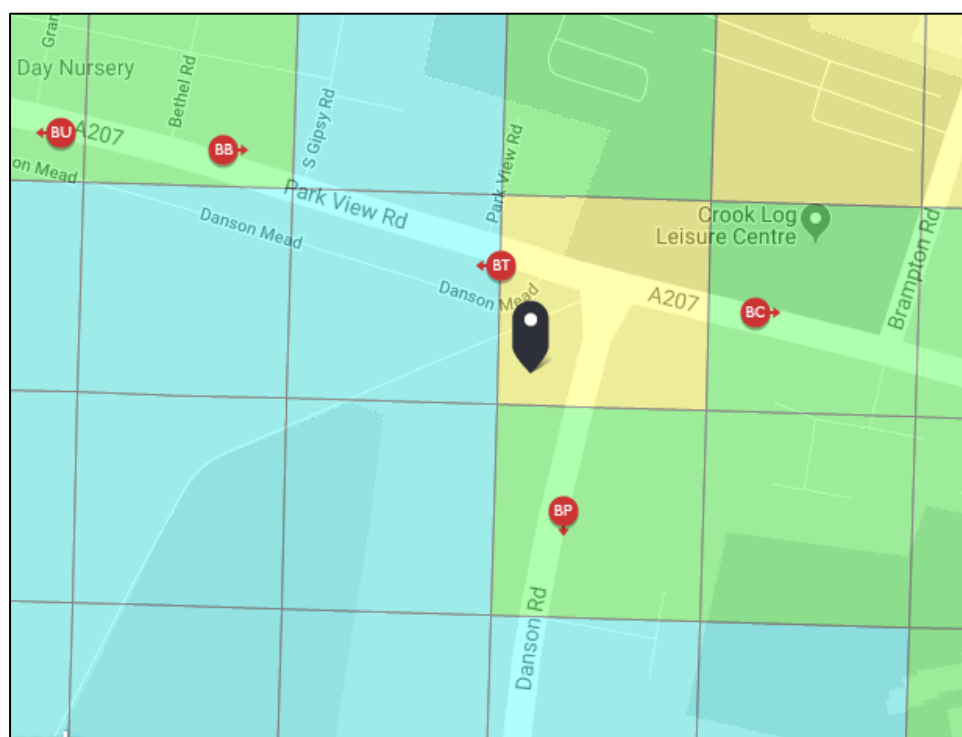


Plate 7: PTAL (Source: WebCAT)

Buses

- 2.51 The closest bus stops are located on Danson Road to the south of the site within a 100m (1-minute) walk.
- 2.52 This stop is served by one service (B14) that is operated by London Buses and provides access to Orpington.
- 2.53 Additional bus stops are provided along the A207 Park View Road that provide services within a 140m (2-minute) walk.
- 2.54 This stop is served by 5 additional services that provide access to Bluewater (service 96), Erith (service N89), Kidbrooke (service B16), Lewisham (service 89), North Greenwich (service 486), Slade Green (service 89), Trafalgar Square (service N89) and Woolwich (service 96).
- 2.55 Services 89/486/B16 and N89 are operated by London Buses and service 96 is operated by Stagecoach London.
- 2.56 The route and frequencies of the above bus services are summarised in **Table 2.2**.

Table 2.2: Bus services available

Service and Route	Bus Stop	Daytime Frequency		
		Weekday	Saturday	Sunday
89 Slade Green - Bexleyheath - Welling - Shooters Hill - Blackheath - Lewisham	Park View Road	10 – 13 mins	10 – 13 mins	20 mins
96 Bluewater - Dartford - Bexleyheath -Woolwich	Park View Road	6 – 8 mins	6 – 8 mins	10 – 20 mins
486 Bexleyheath - Welling - North Greenwich	Park View Road	7 – 12 mins	11 – 13 mins	15 – 20 mins
B14 Bexleyheath - Sidcup - Orpington	Danson Road	30 mins	30 mins	30 mins
B16 Kidbrooke - Eltham - Bexleyheath	Park View Road	14 mins	15 mins	30 mins
N89 Erith - Lewisham - Trafalgar Square (Between Midnight and 5am)	Park View Road	30 mins (Between Midnight and 5am)		

2.57 **Table 2.2** shows that the bus route provides a frequent local connection to other settlements across the immediate area and further afield, which is served by stops within walking distance from the site.

Rail

2.58 Bexleyheath Railway Station is the nearest train station, located around 1.1km to the north-east of the site, around a 14-minute walk away.

2.59 The station is managed by Southeastern and is located in Travelcard Zone 5. The Bexleyheath Line separates from the North Kent Line east of Blackheath Station, and re-joins south of Slade Green.

2.60 Bexleyheath Railway Station has 32 secure cycle parking spaces located at platforms 1 and 2.

- 2.61 In the morning peak period between 06:30 and 08:30 there are a total of 27 direct trains that connect to Dartford, London Charing Cross, London Cannon Street, London Victoria and Slade Green.
- 2.62 In the evening peak period between 16:30 and 18:30 there are a total of 27 direct trains that return to Bexleyheath station from Dartford, Gravesend, London Charing Cross, London Cannon Street and London Victoria.
- 2.63 These services also call at stations including Barnehurst, Blackheath, Dartford, Denmark Hill, Eltham, Falconwood, Greenhithe, Kidbrooke, Lewisham, London Bridge, London Waterloo East, New Cross, Nunhead, Peckham Rye, St Johns and Welling.
- 2.64 These stations also provide further connections for the London Underground (Bakerloo, Circle, District, Northern and Victoria lines).
- 2.65 A route map of the Southeastern network is provided at **Plate 8**.

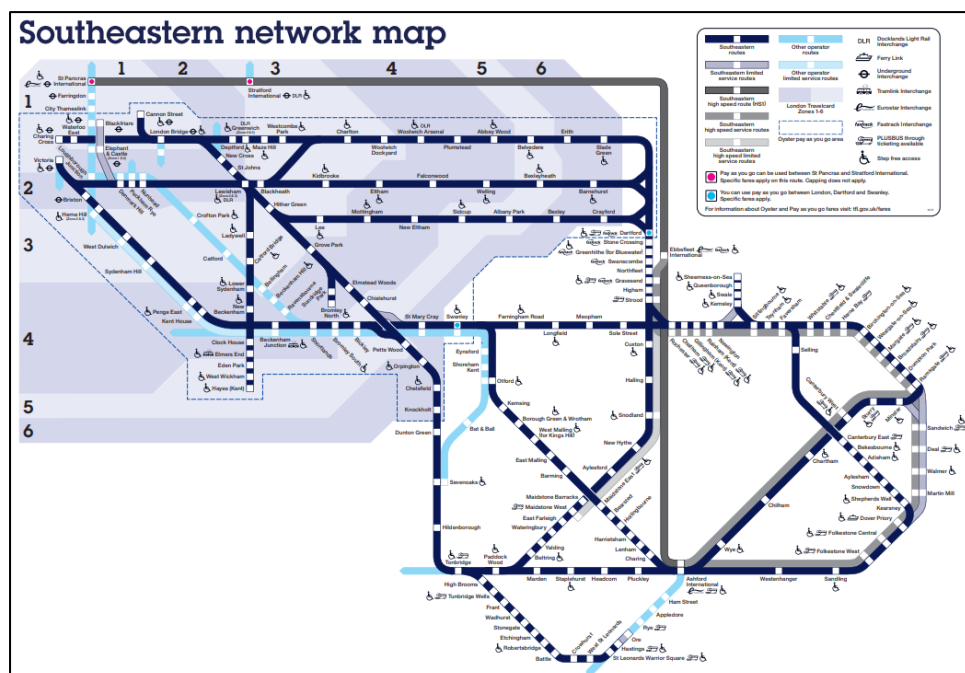


Plate 8: Southeastern network map (Source: Southeastern)

Summary

- 2.66 The site is located within walking distance of local services which are accessible via footways. It is clear from the above that the site has good accessibility to non-car modes of transport.
- 2.67 Given its location within close proximity of bus stops and railway services, the site is well located to take advantage of sustainable travel opportunities.

3.0 THE PROPOSED DEVELOPMENT

- 3.1 The proposed development is for 70 no. bedroom carehome (Use Class C2), associated car parking and landscaping.
- 3.2 As well as the residential aspect, the carehome development is proposed to provide various facilities for residents including a salon, cinema, lounges/dining areas, offices, reading areas and staff areas.
- 3.3 A copy of the proposed site plan is provided at **Appendix B**.
- 3.4 The following description is pertinent to the highways and transport aspects of the proposed development scheme.

Access

- 3.5 Vehicular access is proposed to be taken from the southern end of the site, with egress from the development from the northern end of the site onto Danson Road.
- 3.6 This arrangement will provide separate access and egress points into the site, with clear signage advising motorists of the entry and exit situation. Internally of the site, the access road and parking will be accessed from a northbound one-way route.
- 3.7 The existing access points on Danson Road will be closed and no longer be used. Footways will be reinstated, and dropped kerbs removed.
- 3.8 Junction visibility splays of 2.4m x 43m are required based on *MfS* guidance for 30mph roads such as Danson Road.
- 3.9 Visibility splays of 2.4m x 43m are provided to the right (south) of the access for drivers egressing from the development.

- 3.10 Visibility splays of 2.4m x 43m are provided to the left (north) of the access for drivers egressing from the development. This splay shows visibility is achievable to the full junction arrangement of Danson Road and Park View Road. This is as per the existing situation for residents of the Danson Road properties.
- 3.11 A plan of the site access and egress arrangement with visibility splays is provided on **ACE Drawing 190320-001A**.
- 3.12 Cars are able to park and manoeuvre internally of the site, thereby being able to access and egress the site in forward gear with a minimum of 6m clear room at the rear of any perpendicular parking spaces.
- 3.13 A new internal pedestrian crossing is proposed to provide a connection from the existing footway on Danson Road to the main entrance of the carehome.
- 3.14 This arrangement is an improvement over the existing situation, and is safer for pedestrians entering the site.

Parking

- 3.15 Parking is to be provided in accordance with the London Borough of Bexley Parking Standards.
- 3.16 The standard requires a **maximum** of 1 space for every 6 residents (for visitors), plus spaces for resident staff and 1 for every 2 additional staff full time equivalents.
- 3.17 It is envisaged that due to the nature of the development being a carehome that residents will not own a car, indeed residents will not be permitted to own a car and as a result the proposed car parking of 17 car parking spaces will be for visitors only and some staff.

- 3.18 Parking spaces are to be provided measuring 2.4m x 4.8m in size.
- 3.19 The standards indicate that approximately 4% of parking spaces should be designed for use by people with disabilities.
- 3.20 In total, 17 no. parking spaces are proposed on the site, which accords with the LBB parking standards. There are no specific London Plan standards for carehome developments.
- 3.21 The applicant, Carebase, operate a number of carehome facilities around the country and have an excellent understanding of the level of parking required on an operational basis. They are content with the provision of 17 no. parking spaces for this development, given its size and location.
- 3.22 From Carebase's extensive experience, the majority of staff are based locally to the development, and typically walk, cycle or use public transport to travel to and from work.
- 3.23 For additional context, Carebase has provided the following breakdown of expected staffing level for a 70-bedroom carehome based upon their current sites:

Daytime (7 days a week):

- 14 care staff (nurses and carers) (7am to 7pm)
- Housekeeping team x 3 (8am to 4pm)
- Chef (8am to 4pm)
- Kitchen assistant (8am to 8pm)
- Lifestyle Co-ordinator (9am to 5pm)
- Administrator/weekend receptionist (9am to 5pm)

Daytime (Mon – Fri only):

- Manager (9am to 5pm)
- Deputy (9am to 5pm)
- Maintenance (9am to 5pm)

Night time (7 days a week):

- 7 care staff (nurses and carers) (7pm to 7am)
- Deliveries tend to be in the mornings (food, medical supplies etc), and usually only Monday to Friday.

3.24 In total, there are around 24 staff employed on the site on a typical weekday although Carebase have found that staff are mostly resident within a mile or two of the carehome facility. The site will produce a Travel Plan in order to emphasise to staff that they are to use public transport and active travel to travel to and from the site.

3.25 Given the site's high PTAL level, and the nature of employment for carehomes, it is expected that the provision of 17 parking spaces is sufficient, particularly given that the residents will not be permitted to own a car.

3.26 Car parking will be provided with 20% of spaces as electric charging from the outset, with the remaining spaces provided with passive provision (i.e. cabling in place for future conversion).

3.27 Cycle parking will be provided in accordance with the draft London Plan level of 1 space per 5 staff (long-stay) and 1 space per 20 bedrooms (short-stay). To this end, 16 no. cycle spaces are to be provided. This is therefore compliant.

Servicing and Emergency Access

- 3.28 Refuse is proposed to be collected from Danson Road. A bin store is to be provided in the north-east corner of the site to facilitate acceptable collection distances.
- 3.29 Fire tender vehicles are able to enter the site and can get to within 18m of the dry riser location of the building.
- 3.30 Deliveries will mostly be undertaken by large vans throughout the day, although deliveries will be managed to try and avoid unsociable hours and minimise disturbance to neighbours.
- 3.31 The AutoTrack vehicle swept path assessment shown on **ACE drawing no. 190320-001A** demonstrates that appropriate access and egress movements can be undertaken by a refuse and fire tender.

4.0 POLICY CONTEXT

Framework

4.1 Relevant policy guidance on transport and land use planning relating to new development is set out in the following documents: -

- *National Planning Policy Framework (NPPF – February 2019);*
- *London Plan (current version, 2016)*
- *London Plan (draft version, 2017); and*
- *Bexley Unitary Development Plan (Bexley Core Strategy 2012 and saved policies in the UDP – April 2004).*

National Planning Policy Framework (2019)

4.2 Para 102 states that: *Transport issues should 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 – including appropriate opportunities for mitigation and for net gains in environmental quality; and*

e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

4.3 Para 103 states that: *opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*

4.4 Para 108 states that: *In assessing sites that may be allocated for development in plans, or specific applications for development, 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.*

4.5 Para 109 confirms that: *Development should only be prevented or refused on highway grounds if the residual cumulative impacts on the road network or road safety would be severe.*

The London Plan (March 2016)

4.6 The *London Plan* forms the spatial development strategy for London and has been consolidated with alterations since the version adopted in 2011. The Plan sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

4.7 The *London Plan* has been prepared primarily to address key housing and employment issues emerging from an analysis of 2011 Census data. The *London Plan* also: -

- *Develops the concept of the London Plan as the 'London expression of the National Planning Policy Framework';*
- *Provides a robust, short to medium term planning framework to provide a clear 'direction of travel' for the longer term, recognising that this may well have to be reviewed;*
- *Deals with minor changes in terms of fact;*
- *Responds to changes in national policy;*
- *Provides support for the Mayor's Housing and other strategies; and*
- *Where relevant addresses other advice to the Mayor e.g. from the Outer London Commission.*

4.8 The following provides a summary of Chapter 6 of the *London Plan* which provides details on London's transport.

4.9 **Policy 6.1 Strategic Approach** states that "*The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by: -*

- *Encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- *Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand; and*
- *Supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity."*

4.10 **Policy 6.3 Assessing Effects of Development on Transport Capacity** states that: -

- *"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network;*
- *Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account; and*
- *Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance."*

4.11 **Policy 6.13 Parking** states that: *"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. In addition, developments must:*

- *Ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles;*
- *Provide parking for disabled people in line with Table 6.2;*
- *Meet the minimum cycle parking standards set out in Table 6.3; and*
- *Provide for the needs of businesses for delivery and servicing."*

- 4.12 **Policy 6.13** also recommends the promotion of car-free developments in locations with high public transport accessibility (while still providing for disabled people).
- 4.13 Para 6.42 states that: *"Parking policy, whether in terms of levels of provision or regulation of on- or off-street parking, can have significant effects in influencing transport choices and addressing congestion. It can also affect patterns of development and play an important part in the economic success and liveability of places, particularly town centres."*
- 4.14 It goes on to state that: *"TAs and travel plans for major developments should give details of proposed measures to improve non-car-based access, reduce parking and mitigate adverse transport impacts. They will be a key factor in helping boroughs assess development proposals and resultant levels of car parking."*
- 4.15 Para 6.43 states that: *"PTALs are used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels. There is evidence that car use reduces as access to public transport (as measured by PTALs) increases. Given the need to avoid over-provision, car parking should reduce as public transport accessibility increases. TfL may refine how PTALs operate and will consult on any proposed changes to the methodology."*
- 4.16 Paragraph 6.44 recognises that developments should always include parking provision for disabled people as despite improvements to public transport, some disabled people require the use of private cars. These should be suitably designed and located and the transport assessment should demonstrate how the needs of disabled people have been addressed.

4.17 Maximum parking standards are set out in the Parking Addendum to Chapter 6 of the *London Plan*. Parking provision requirements are set out in Table 6.2 of the *London Plan*. The notes associated with the parking standard include guidance on disabled parking provision and outlines that: "Adequate parking spaces for disabled people must be provided preferably on-site". Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone.

The emerging new *Draft London Plan (December 2017)*

4.18 A new draft London Plan prepared by London Mayor Sadiq Khan is currently open for consultation. At this stage it has not been adopted but it is a material consideration in planning decisions.

4.19 Under the legislation establishing the Greater London Authority (GLA), the Mayor is required to publish a Spatial Development Strategy, which is known as the London Plan, as the overall strategic plan for London. In accordance with this requirement, the Mayor set about preparing the new London Plan following election in May 2016 to reflect the policies and issues upon which he was elected.

4.20 Chapter 10 of the documents considers Transport with **Policy T1 Strategic approach to transport**, stating: -

A. *"Development Plans and development proposals should support:*

1) *The delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*

2) *The proposed transport scheme set out in Table 10.1.*

B. *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future*

public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

- 4.21 **Policy T2 Healthy Streets** promotes development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. This promotes the Healthy Streets for London long-term plan which seeks to reduce the reliance of Londoners on driving and make London's streets healthier, safer and more welcoming.
- 4.22 **Policy T4 Assessing and mitigating transport impacts** outlines the requirement for development proposals to be accompanied by a Transport Assessment and Travel Plan.
- 4.23 **Policy T5 Cycle Parking** promotes the creation of a healthy environment through increased cycle use and outlines minimum cycle parking standards within Table 10.2, which should be designed in accordance with the London Cycling Design Standards document.
- 4.24 No specific parking standards are set for carehomes within the London Plan or its consultation draft version.

Bexley Core Strategy

- 4.25 Bexley Council's core strategy was adopted February 2012. Its objective it to

"To promote development that assists regeneration and renewal within the borough and enhances the quality of life of all Bexley residents, and encourage development that promotes social inclusion, addresses local social and economic needs and provides a better environment"

- 4.26 Policy CS15 seeks to increase and improve bus and rail facilities through supporting developments such as the interchange at Abbey Wood as part of Crossrail, for example.
- 4.27 It looks to develop priority road schemes whilst promoting modal shift away from car use and effectively maintain and managing the existing highway network to ensure free flow of traffic and improved environment.
- 4.28 Policy CS16 seeks to minimise the need for and distances people travel ensuring developments can benefit from new technology resulting in more sustainable travel and promoting live/work accommodation along with promoting travel awareness.

Bexley Unitary Development Plan (2004)

- 4.29 Chapter 8 of the Bexley UDP outlines the key transport considerations of policy within the London Borough of Bexley. These can be summarised as policies aimed at: -
- *Promoting sustainable transport choices, in particular walking, cycling and public transport and reducing reliance on the private car;*
 - *Protecting and enhancing the environment and amenity, particularly in residential areas, shopping areas and open spaces;*
 - *Optimising the use of the existing transport network (in the context of other constraints and objectives) to meet transport needs in Bexley, paying proper regard to its role within London;*
 - *Directing major generators of travel demand to locations where public transport capacity exists or can be created, including town centres and public transport interchanges;*
 - *Improving access, safety and comfort, particularly for pedestrians, cyclists, people with disabilities and other vulnerable road users;*

- *Regulation of parking to achieve the Council's environmental and transportation objectives; and*
- *Other specific transport matters.*

4.30 **Policy T16** requires a need to consider pedestrians within the design of a scheme.

4.31 **Policy T17** provides a breakdown of parking required for a site and references the standards set out in Annex 1 of the UDP (referred to within Chapter 3 previously).

Summary

4.32 In view of the above, it is clear that the principle of the proposed residential carehome development on this site is fully compliant with current policy guidance on transport and land use planning at national, regional and local levels.

5.0 TRIP GENERATION

5.1 The proposed development is for 70 no. bedroom carehome (Use Class C2).

5.2 A comparison has been made between the use of the existing site and that of the proposed residential carehome.

5.3 In order to draw such a comparison, the TRICS database has been used to derive suitable trip rates of comparable sites for both the existing and proposed site uses.

5.4 **Table 5.1** sets out the vehicle trip generation of the existing residential site and the proposed scheme, providing details on the predicted change in vehicle movements during the key AM and PM weekday peak hours (based on traditional network peak hours).

5.5 The existing weekday trips rates were selected using the following criteria:

- All regions excluding Ireland, Scotland and Wales;
- Edge of Town Centre and Suburban locations;
- Houses Privately Owned selected; and
- Trip rate based upon number of units.

5.6 The proposed development weekday trips rates were selected using the following criteria:

- All regions excluding Ireland, Scotland and Wales;
- Edge of Town Centre and Suburban locations;
- Care Home (Elderly Residential) selected; and
- Trip rate based upon number of residents.

5.7 The TRICS output for the existing and proposed site is provided at **Appendix C**.

Table 5.1: Weekday peak hour trip rates (source: TRICS)

Period and mode	Trip Rates			Trips		
	<i>In</i>	<i>Out</i>	<i>2-way</i>	<i>In</i>	<i>Out</i>	<i>2-way</i>
Weekday AM peak hour (08:00-09:00)						
Existing Site (4 Dwellings)						
<i>Vehicles (per dwelling)</i>	0.121	0.362	0.483	1	2	2
Proposed Development (70 Residents)						
<i>Vehicles (per resident)</i>	0.098	0.073	0.171	7	5	12
Vehicle Difference	-	-	-	+6	+3	+10
Weekday PM peak hour (17:00-18:00)						
Existing Site (4 Dwellings)						
<i>Vehicles (per dwelling)</i>	0.329	0.183	0.512	1	1	2
Proposed Development (70 Residents)						
<i>Vehicles (per resident)</i>	0.048	0.095	0.143	3	7	10
Vehicle Difference	-	-	-	+2	+6	+8

*Figures subject to rounding

5.8 As shown in **Table 5.1**, it is predicted that there will be a small increase in two-way vehicle movements in the weekday AM and PM peak hours resulting from the 70-bed carehome.

5.9 It is predicated that there will be an increase of 10 two-way vehicle movements in the AM peak and 8 two-way movements in the PM peak.

5.10 It is considered that this level of traffic will result in a negligible change in traffic flows on the local highway network as a result of the proposed redevelopment of the site.

Parking Impact

5.11 **Table 5.2** sets out a parking accumulation study of the proposed carehome scheme, based on an analysis of the TRICS output.

Table 5.2: Parking Accumulation (source: TRICS)

Period	Trip Rates		Trips (70 Residents)		Accumulation
	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	
07:00-08:00	0.098	0.070	7	5	2
08:00-09:00	0.098	0.073	7	5	4
09:00-10:00	0.073	0.031	5	2	7
10:00-11:00	0.078	0.076	5	5	7
11:00-12:00	0.073	0.067	5	5	7
12:00-13:00	0.073	0.050	5	4	9
13:00-14:00	0.090	0.078	6	5	10
14:00-15:00	0.076	0.064	5	4	11
15:00-16:00	0.062	0.106	4	7	7
16:00-17:00	0.062	0.087	4	6	6
17:00-18:00	0.048	0.095	3	7	2
18:00-19:00	0.042	0.039	3	3	3
19:00-20:00	0.053	0.078	4	5	1
20:00-21:00	0.017	0.036	1	3	0

*Figures subject to rounding

5.12 The parking accumulation study indicates that there will be a maximum of 11 vehicles parked in the site, however this assumes a level of resident car parking and therefore presents a very robust case. It is therefore considered that the provision of 17 no. parking spaces is sufficient.

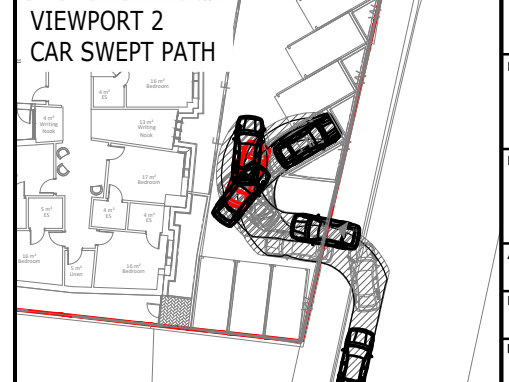
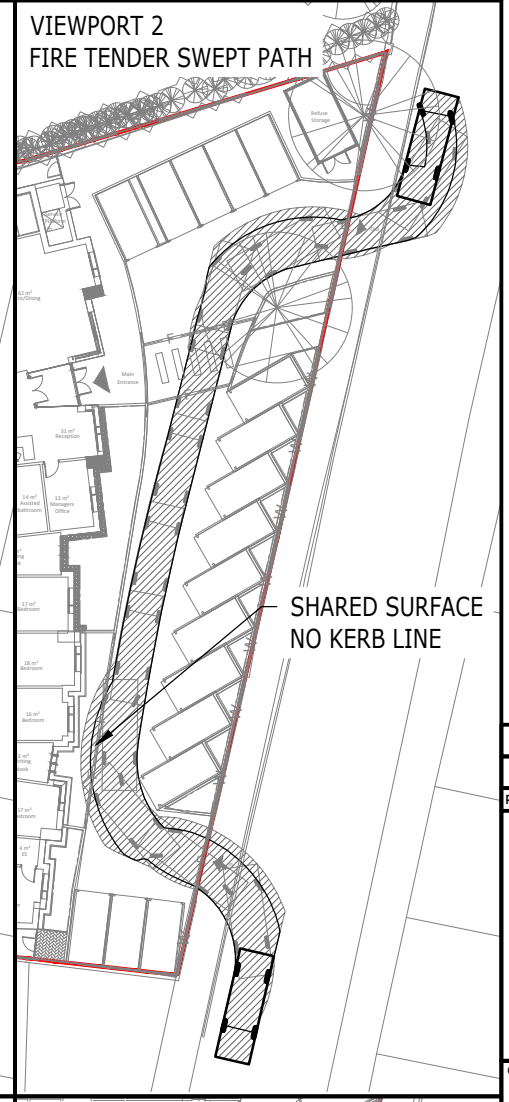
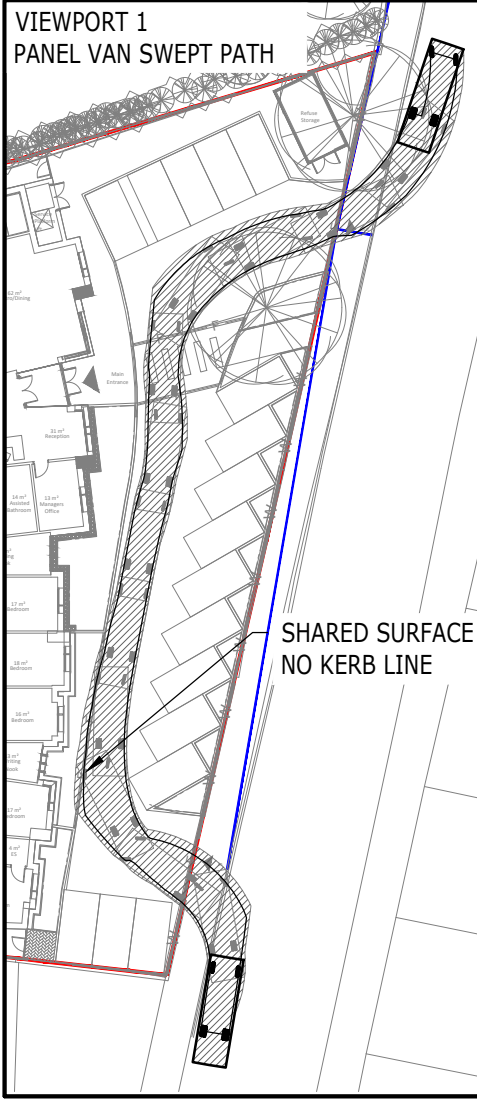
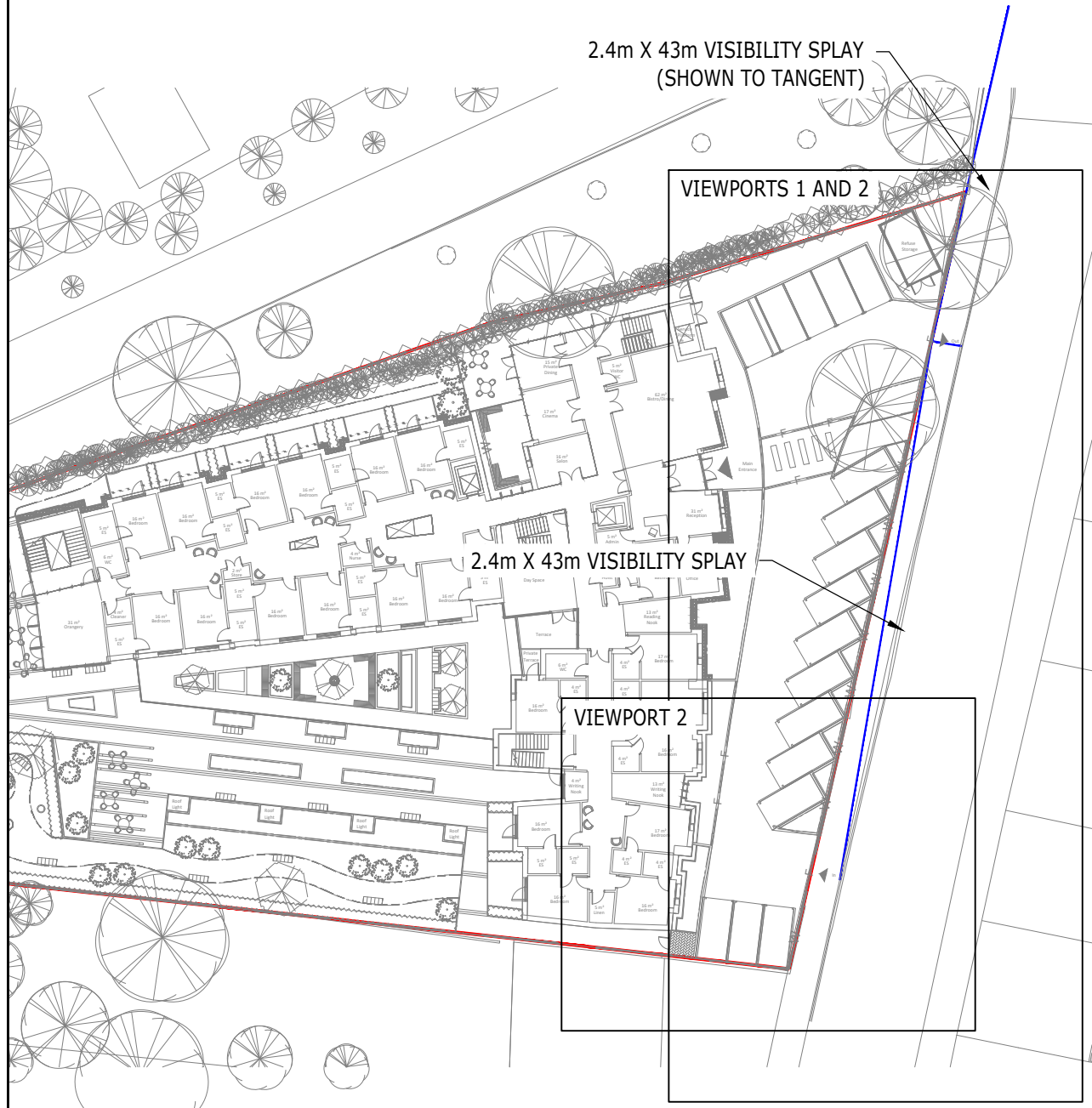
6.0 SUMMARY & CONCLUSIONS

- 6.1 Carebase has instructed Ardent Consulting Engineers to provide transport and highway advice on the proposed care home scheme at Danson Road, Bexleyheath.
- 6.2 The application proposes a 70-no. bedroom care home with associated car parking and access provision.
- 6.3 The site is located within walking distance of local services which are accessible via a footway. It is clear from the above that the site has good accessibility to non-car modes of transport.
- 6.4 Given its location within close proximity of bus stops and railway services, the site is well located to take advantage of sustainable travel opportunities.
- 6.5 Vehicular access and egress to the development is proposed to be taken from the existing northern and southern access points off Danson Road, which are intended to be upgraded. This arrangement will form a separate access and egress point into the site.
- 6.6 Parking is to be provided in accordance with the London Borough of Bexley Parking Standards. Although residents will not be permitted to own a car. A total of 17 car parking spaces are proposed and will be made available to visitors and some staff.
- 6.7 Refuse is proposed to be collected from Danson Road. A bin store is to be provided in the north-east corner of the site to facilitate acceptable collection distances. Fire tender vehicles are able to enter the site and can get to within 18m of the dry riser location of the building.
- 6.8 It is predicted that there will be an increase of 10 two-way vehicle movements in the weekday AM peak and 8 two-way movements in

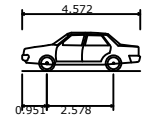
the PM peak hours resulting from the development. This is well below the 30 additional movements "starting point for discussions" set out in the *DfT/DCLG* TA Guidance.

- 6.9 Traffic changes as a result of the development proposals are expected to have a negligible impact on the surrounding highway network.
- 6.10 A parking accumulation study indicates that there will be a maximum of 11 vehicles parked in the site. It is therefore considered that the provision of 17 no. parking spaces is sufficient.
- 6.11 Having fully considered highways/transport matters, we consider that planning permission for the proposed development at the site should be granted.

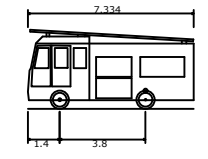
Drawings



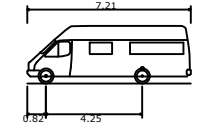
VEHICLE USED:



Car
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



Fire Tender
Overall Length 7.334m
Overall Width 3.495m
Overall Body Height 2.286m
Min Body Ground Clearance 0.380m
Track Width 2.286m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 8.000m



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

DRAFT

B	ADDED PANEL VAN TRACKING	BT	DV	IW	19.09.19
A	UPDATED TO LATEST LAYOUT	BT	DV	IW	06.09.19
Rev	Description	Drn	Chk	App	Date

ARDENT CONSULTING ENGINEERS

Third Floor
The Hallmark Building
52-56 Leadenhall Street
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EC3M 5JE

Tel: 020 7680 4088
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worksafe
www.ssmstd.com

SSIP

ISO 9001
BUREAU VERITAS
Certification

Client
CAREBASE

Project Title:
DANSON ROAD, BEXLEYHEATH

Drawing Title:
VISIBILITY & TRACKING PLAN

A3 Scale	Date	Designed by
1:500	14.08.19	AA
Drawn by	Checked by	Approved by
AA	DV	IW
Drawing Number	Rev	
190320-001	B	

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Appendices

**Appendix A
Census Data**

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QS416EW - Car or van availability

[Edit query](#)

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QS416EW - Car or van availability ⓘ

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Population All households; All cars or vans
 Units Households
 Area Type 2011 wards
 Area Name E05000073 : Danson Park
 Rural Urban ⓘ Total

Cars ⓘ

2011

All categories: Car or van availability	4,453
No cars or vans in household	1,029
1 car or van in household	2,002
2 cars or vans in household	1,094
3 cars or vans in household	236
4 or more cars or vans in household	92
sum of All cars or vans in the area	5,300

Warnings and notes:

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

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QS701EW - Method of travel to work

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QS701EW - Method of travel to work [i](#)

ONS Crown Copyright Reserved [from Nomis on 8 February 2019] [i](#)

Population All usual residents aged 16 to 74
 Units Persons
 Area Type 2011 wards
 Area Name E05000073 : Danson Park
 Rural Urban [i](#) Total

Method of Travel to Work i	2011
All categories: Method of travel to work	7,885
Work mainly at or from home	185
Underground, metro, light rail, tram	128
Train	1,411
Bus, minibus or coach	472
Taxi	49
Motorcycle, scooter or moped	69
Driving a car or van	2,500
Passenger in a car or van	169
Bicycle	57
On foot	311
Other method of travel to work	24
Not in employment	2,510

Warnings and notes:

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

**Appendix B
Site Plan**

This document should not be relied on or used in circumstances other than those for which it was prepared and for which Tyler Grange was appointed.

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Client
CAREBASE



KEY
GENERAL ARRANGEMENT PLANS 1:200

APPLICATION SITE BOUNDARY

SURFACE MATERIALS

P01 CONCRETE PERMEABLE PAVING TO VEHICULAR AREAS AND PARKING BAYS: MARSHALLS TEGULA PRIORA OR SIMILAR APPROVED. SIZE: 240x160x80mm. COLOUR: TRADITIONAL. BOND: HERRINGBONE

P02 CONCRETE PERMEABLE PAVING TO PEDESTRIAN ENTRANCE: MARSHALLS TEGULA PRIORA OR SIMILAR APPROVED. SIZE: 240x160x60/80mm. COLOUR: PENNANT GREY. BOND: HERRINGBONE

P03 CONCRETE PERMEABLE PAVING TO GARDENS: MARSHALLS TEGULA PRIORA OR SIMILAR APPROVED. SIZE: 240/160x160x60mm. COLOUR: HARVEST. BOND: STRETCHER

P04 CONCRETE PERMEABLE PAVING TO PRIVATE PATIOS: MARSHALLS PRIORA FLAG OR SIMILAR APPROVED. SIZE: 400x400x65mm. COLOUR: NATURAL. BOND: STACK

FEATURE BANDING: CONCRETE PERMEABLE PAVING MARSHALLS TEGULA PRIORA OR SIMILAR APPROVED. SIZE: 160x160x60mm. COLOUR: PENNANT GREY. BOND: STRETCHER COURSE IN TWO OR FOUR ROWS

P05 PERMEABLE SURFACE TO SUNKEN GARDEN: BREEDON SELF BINDING GRAVEL OR SIMILAR APPROVED. COLOUR: GOLDEN AMBER

GRAVEL MAINTENANCE PATH. BUFF FLINT GRAVEL BY CED OR SIMILAR APPROVED. 20mm NOMINAL PARTICLE SIZE. LAID TO A DEPTH OF 150mm

DK RAISED KERB: CONSERVATION KERB BY MARSHALLS OR SIMILAR APPROVED. SIZE: 145x255x915mm. COLOUR: SILVER GREY. LAID WITH 125mm UPSTAND. DROP KERBS PROVIDED AT FLUSH ACCESS POINTS

FLUSH KERB: CONSERVATION KERB BY MARSHALLS OR SIMILAR APPROVED. SIZE: 145x255x915mm. COLOUR: SILVER GREY. LAID FLUSH

FLUSH KERB: FLAT TOP EDGING BY MARSHALLS OR SIMILAR APPROVED. SIZE: 50x150x914mm. COLOUR: STANDARD GREY. LAID FLUSH

EDGING: BORDERLINE LANDSCAPE EDGING BY KINLEY OR SIMILAR APPROVED. SIZE: 150x3mm. COLOUR: POWDERCOATED BROWN.

SOFT MATERIALS

ORNAMENTAL SHRUB PLANTING

CUT FLOWER PLANTING

EXISTING HEDGING TO BE RETAINED

PROPOSED HEDGING

LAWN

PROPOSED SPECIMEN SHRUBS

PROPOSED FEATURE TREES

EXISTING TREES TO BE RETAINED

MOUNDED SOIL WITHIN PLANTING AREAS

FURNITURE AND FEATURES

BENCHES AND SEATING: TIMBER BENCHES AND SEATS. LINEAR AND RADIAL. TO HAVE BACKRESTS AND ARMRESTS

RAISED HARDWOOD TIMBER PLANTERS, 750mm HIGH.

WATER FEATURES/PONDS: FOUR WATER FEATURES TO INCLUDE SOME WITH FOUNTAINS/CASCADE/FISH POND

LOCATION FOR BIRD BATH/SUNDIAL

PERGOLA TO MATCH ARCHITECT'S DETAIL

CIRCULAR TREE GRILLE: YARE TREE GRILLE BY GREENBLUE URBAN OR SIMILAR APPROVED. COLOUR: BLACK

RAILINGS TO UPPER GARDEN EDGE. STEEL VERTICAL BAR RAILINGS WITH FLAT TOP EDGE. HEIGHT 1100mm

NEW LOW BRICK WALL WITH RAILINGS TO PUBLIC REALM BOUNDARY. WALL HEIGHT 400mm. STEEL VERTICAL BAR RAILINGS TO SIT ATOP WALL 700mm HIGH. TOTAL HEIGHT 1100mm

TIMBER FENCE AND GATE: HARDWOOD TIMBER FENCE AND GATE, 1800mm HIGH, WITH FOB LOCK ACCESS.

ISSUED FOR PLANNING
Rev Description Date XX.XX.20XX



South Bank Central Vivo Tower
30 Stamford Street, London, SE1 9PY

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W: www.tylergrange.co.uk

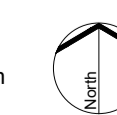
Project title
DANSON ROAD CARE HOME

Drawing title
LANDSCAPE GENERAL ARRANGEMENT PLAN

Issued By London
Scale 1:200 @ A1
Status PLANNING
Date 04.09.2019
T: 020 3934 9470
Drawn HM
Checked JG
Approved XXX

Drawing number
12395_TG_P_100

Revision
-



Appendix C
TRICS Data

Calculation Reference: AUDIT-437201-190909-0911

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	2 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	5 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days
	TW TYNE & WEAR	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 dwellings
 Actual Range: 6 to 363 (units:)
 Range Selected by User: 6 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

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

Selected survey days:

Monday	9 days
Tuesday	10 days
Wednesday	5 days
Thursday	3 days
Friday	6 days

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

Selected survey types:

Manual count	33 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:

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	32
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	33 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	4 days
5,001 to 10,000	6 days
10,001 to 15,000	6 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	8 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	6 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:

0.5 or Less	1 days
0.6 to 1.0	12 days
1.1 to 1.5	20 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	3 days
No	30 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	32 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRI D G E S H I R E
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: TUESDAY 18/10/11</i>			<i>Survey Type: MANUAL</i>
2	CA-03-A-05	DETACHED HOUSES		CAMBRI D G E S H I R E
	EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>			<i>Survey Type: MANUAL</i>
3	CB-03-A-05	DETACHED/TERRACED HOUSING		CUMBRI A
	MACADAM WAY PENRITH Edge of Town Centre Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 21/06/16</i>			<i>Survey Type: MANUAL</i>
4	CH-03-A-08	DETACHED		C H E S H I R E
	WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>			<i>Survey Type: MANUAL</i>
5	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD BISHOP AUCLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>			<i>Survey Type: MANUAL</i>
6	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>			<i>Survey Type: MANUAL</i>
7	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>			<i>Survey Type: MANUAL</i>
8	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>			<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-20 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 <i>Survey date: TUESDAY 20/11/18</i>		<i>Survey Type: MANUAL</i>
10	HO-03-A-02 HIBERNIAN ROAD HOUNSLOW	MIXED HOUSES	HOUNSLOW
	Edge of Town Centre Residential Zone Total Number of dwellings: 50 <i>Survey date: MONDAY 29/06/15</i>		<i>Survey Type: MANUAL</i>
11	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>		<i>Survey Type: MANUAL</i>
12	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 363 <i>Survey date: WEDNESDAY 27/09/17</i>		<i>Survey Type: MANUAL</i>
13	LC-03-A-30 WATSON ROAD BLACKPOOL	SEMI -DETACHED	LANCASHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 24 <i>Survey date: FRIDAY 14/06/13</i>		<i>Survey Type: MANUAL</i>
14	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM	SEMI DETACHED	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 <i>Survey date: TUESDAY 18/09/12</i>		<i>Survey Type: MANUAL</i>
15	LN-03-A-04 EGERTON ROAD LINCOLN	DETACHED & SEMI -DETACHED	LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 30 <i>Survey date: MONDAY 29/06/15</i>		<i>Survey Type: MANUAL</i>
16	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 <i>Survey date: FRIDAY 21/06/13</i>		<i>Survey Type: MANUAL</i>
17	NE-03-A-03 STATION ROAD SCUNTHORPE	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 180 <i>Survey date: TUESDAY 20/05/14</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: TUESDAY 16/10/12</i>		
19	NF-03-A-02 DEREHAM ROAD NORWICH	HOUSES & FLATS	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 <i>Survey date: MONDAY 22/10/12</i>		
20	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 <i>Survey date: FRIDAY 14/10/11</i>		
21	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>		
22	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON	MIXED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>		
23	NY-03-A-12 RACECOURSE LANE NORTHALLERTON	TOWN HOUSES	NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Number of dwellings: 47 <i>Survey date: TUESDAY 27/09/16</i>		
24	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND	TERRACED HOUSES	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>		
25	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT	DETACHED & BUNGALOWS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>		

LIST OF SITES relevant to selection parameters (Cont.)

26	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 73 <i>Survey date: THURSDAY 09/05/19</i>		
27	ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL	SEMI-DET. & TERRACED	STAFFORDSHIRE
	Edge of Town Centre No Sub Category Total Number of dwellings: 17 <i>Survey date: FRIDAY 09/05/14</i>		
28	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 <i>Survey date: WEDNESDAY 18/09/13</i>		
29	TW-03-A-02 WEST PARK ROAD GATESHEAD	SEMI-DETACHED	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>		
30	WK-03-A-01 ARLINGTON AVENUE LEAMINGTON SPA	TERRACED/SEMI /DET.	WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 6 <i>Survey date: FRIDAY 21/10/11</i>		
31	WL-03-A-02 HEADLANDS GROVE SWINDON	SEMI DETACHED	WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>		
32	WM-03-A-05 COUNDON ROAD COVENTRY	TERRACED & DETACHED	WEST MIDLANDS
	Edge of Town Centre Residential Zone Total Number of dwellings: 89 <i>Survey date: MONDAY 21/11/16</i>		
33	WS-03-A-05 UPPER SHOREHAM ROAD SHOREHAM BY SEA	TERRACED & FLATS	WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 48 <i>Survey date: WEDNESDAY 18/04/12</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.

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	33	57	0.063	33	57	0.260	33	57	0.323
08:00 - 09:00	33	57	0.121	33	57	0.362	33	57	0.483
09:00 - 10:00	33	57	0.148	33	57	0.150	33	57	0.298
10:00 - 11:00	33	57	0.125	33	57	0.154	33	57	0.279
11:00 - 12:00	33	57	0.140	33	57	0.135	33	57	0.275
12:00 - 13:00	33	57	0.166	33	57	0.159	33	57	0.325
13:00 - 14:00	33	57	0.165	33	57	0.159	33	57	0.324
14:00 - 15:00	33	57	0.142	33	57	0.181	33	57	0.323
15:00 - 16:00	33	57	0.226	33	57	0.159	33	57	0.385
16:00 - 17:00	33	57	0.267	33	57	0.167	33	57	0.434
17:00 - 18:00	33	57	0.329	33	57	0.183	33	57	0.512
18:00 - 19:00	33	57	0.235	33	57	0.173	33	57	0.408
19:00 - 20:00	1	50	0.280	1	50	0.200	1	50	0.480
20:00 - 21:00	1	50	0.320	1	50	0.240	1	50	0.560
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.727			2.682			5.409

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:	6 - 363 (units:)
Survey date date range:	01/01/11 - 09/05/19
Number of weekdays (Monday-Friday):	33
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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

TAXI S

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	33	57	0.001	33	57	0.002	33	57	0.003
08:00 - 09:00	33	57	0.006	33	57	0.005	33	57	0.011
09:00 - 10:00	33	57	0.006	33	57	0.003	33	57	0.009
10:00 - 11:00	33	57	0.002	33	57	0.004	33	57	0.006
11:00 - 12:00	33	57	0.003	33	57	0.003	33	57	0.006
12:00 - 13:00	33	57	0.002	33	57	0.002	33	57	0.004
13:00 - 14:00	33	57	0.003	33	57	0.003	33	57	0.006
14:00 - 15:00	33	57	0.002	33	57	0.003	33	57	0.005
15:00 - 16:00	33	57	0.004	33	57	0.003	33	57	0.007
16:00 - 17:00	33	57	0.001	33	57	0.002	33	57	0.003
17:00 - 18:00	33	57	0.002	33	57	0.001	33	57	0.003
18:00 - 19:00	33	57	0.002	33	57	0.003	33	57	0.005
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	33	57	0.001	33	57	0.001	33	57	0.002
08:00 - 09:00	33	57	0.005	33	57	0.005	33	57	0.010
09:00 - 10:00	33	57	0.004	33	57	0.003	33	57	0.007
10:00 - 11:00	33	57	0.003	33	57	0.003	33	57	0.006
11:00 - 12:00	33	57	0.004	33	57	0.003	33	57	0.007
12:00 - 13:00	33	57	0.002	33	57	0.004	33	57	0.006
13:00 - 14:00	33	57	0.003	33	57	0.002	33	57	0.005
14:00 - 15:00	33	57	0.003	33	57	0.003	33	57	0.006
15:00 - 16:00	33	57	0.002	33	57	0.003	33	57	0.005
16:00 - 17:00	33	57	0.003	33	57	0.002	33	57	0.005
17:00 - 18:00	33	57	0.001	33	57	0.002	33	57	0.003
18:00 - 19:00	33	57	0.000	33	57	0.000	33	57	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.031			0.062

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	33	57	0.000	33	57	0.000	33	57	0.000
08:00 - 09:00	33	57	0.002	33	57	0.002	33	57	0.004
09:00 - 10:00	33	57	0.000	33	57	0.000	33	57	0.000
10:00 - 11:00	33	57	0.000	33	57	0.000	33	57	0.000
11:00 - 12:00	33	57	0.000	33	57	0.000	33	57	0.000
12:00 - 13:00	33	57	0.000	33	57	0.000	33	57	0.000
13:00 - 14:00	33	57	0.000	33	57	0.000	33	57	0.000
14:00 - 15:00	33	57	0.001	33	57	0.001	33	57	0.002
15:00 - 16:00	33	57	0.001	33	57	0.001	33	57	0.002
16:00 - 17:00	33	57	0.001	33	57	0.001	33	57	0.002
17:00 - 18:00	33	57	0.000	33	57	0.000	33	57	0.000
18:00 - 19:00	33	57	0.000	33	57	0.000	33	57	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	33	57	0.004	33	57	0.021	33	57	0.025
08:00 - 09:00	33	57	0.003	33	57	0.017	33	57	0.020
09:00 - 10:00	33	57	0.003	33	57	0.006	33	57	0.009
10:00 - 11:00	33	57	0.005	33	57	0.007	33	57	0.012
11:00 - 12:00	33	57	0.004	33	57	0.002	33	57	0.006
12:00 - 13:00	33	57	0.007	33	57	0.005	33	57	0.012
13:00 - 14:00	33	57	0.004	33	57	0.002	33	57	0.006
14:00 - 15:00	33	57	0.002	33	57	0.007	33	57	0.009
15:00 - 16:00	33	57	0.020	33	57	0.004	33	57	0.024
16:00 - 17:00	33	57	0.014	33	57	0.005	33	57	0.019
17:00 - 18:00	33	57	0.015	33	57	0.007	33	57	0.022
18:00 - 19:00	33	57	0.009	33	57	0.006	33	57	0.015
19:00 - 20:00	1	50	0.020	1	50	0.000	1	50	0.020
20:00 - 21:00	1	50	0.020	1	50	0.000	1	50	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.130			0.089			0.219

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-437201-190909-0929

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
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
	WG WOKINGHAM	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 17 to 70 (units:)
 Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 02/05/19

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	8 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	4
Suburban Area (PPS6 Out of Centre)	4

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

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C2 8 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:

5,001 to 10,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	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:

50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 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	3 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 8 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 8 days

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

LIST OF SITES relevant to selection parameters

1	DS-05-F-01 29 VILLAGE STREET DERBY	NURSING HOME	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 70 <i>Survey date: TUESDAY 21/10/14</i>		<i>Survey Type: MANUAL</i>
2	ES-05-F-02 BATTLE ROAD HAILSHAM	CARE HOME	EAST SUSSEX
	Edge of Town Centre Residential Zone Total Number of residents: 69 <i>Survey date: WEDNESDAY 13/07/16</i>		<i>Survey Type: MANUAL</i>
3	EX-05-F-01 WINSTON AVENUE SOUTHEND-ON-SEA WESTCLIFF	NURSING HOME	ESSEX
	Edge of Town Centre Residential Zone Total Number of residents: 17 <i>Survey date: THURSDAY 24/10/13</i>		<i>Survey Type: MANUAL</i>
4	HF-05-F-02 BEACONSFIELD ROAD ST ALBANS	NURSING HOME	HERTFORDSHIRE
	Edge of Town Centre No Sub Category Total Number of residents: 25 <i>Survey date: TUESDAY 01/10/13</i>		<i>Survey Type: MANUAL</i>
5	NT-05-F-02 MOOR LANE NEAR NOTTINGHAM BINGHAM	NURSING HOME	NOTTINGHAMSHIRE
	Edge of Town Centre No Sub Category Total Number of residents: 34 <i>Survey date: MONDAY 14/11/16</i>		<i>Survey Type: MANUAL</i>
6	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE	NURSING HOME	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 52 <i>Survey date: THURSDAY 02/05/19</i>		<i>Survey Type: MANUAL</i>
7	WG-05-F-01 BARKHAM ROAD WOKINGHAM	NURSING HOME	WOKINGHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 58 <i>Survey date: TUESDAY 20/11/12</i>		<i>Survey Type: MANUAL</i>
8	WK-05-F-01 CLARENDON SQUARE LEAMINGTON SPA	NURSING HOME	WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 32 <i>Survey date: THURSDAY 25/10/12</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.

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	8	45	0.098	8	45	0.070	8	45	0.168
08:00 - 09:00	8	45	0.098	8	45	0.073	8	45	0.171
09:00 - 10:00	8	45	0.073	8	45	0.031	8	45	0.104
10:00 - 11:00	8	45	0.078	8	45	0.076	8	45	0.154
11:00 - 12:00	8	45	0.073	8	45	0.067	8	45	0.140
12:00 - 13:00	8	45	0.073	8	45	0.050	8	45	0.123
13:00 - 14:00	8	45	0.090	8	45	0.078	8	45	0.168
14:00 - 15:00	8	45	0.076	8	45	0.064	8	45	0.140
15:00 - 16:00	8	45	0.062	8	45	0.106	8	45	0.168
16:00 - 17:00	8	45	0.062	8	45	0.087	8	45	0.149
17:00 - 18:00	8	45	0.048	8	45	0.095	8	45	0.143
18:00 - 19:00	8	45	0.042	8	45	0.039	8	45	0.081
19:00 - 20:00	8	45	0.053	8	45	0.078	8	45	0.131
20:00 - 21:00	8	45	0.017	8	45	0.036	8	45	0.053
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.943			0.950			1.893

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

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

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Parameter summary

Trip rate parameter range selected:	17 - 70 (units:)
Survey date date range:	01/01/11 - 02/05/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

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	8	45	0.008	8	45	0.008	8	45	0.016
08:00 - 09:00	8	45	0.003	8	45	0.003	8	45	0.006
09:00 - 10:00	8	45	0.006	8	45	0.006	8	45	0.012
10:00 - 11:00	8	45	0.000	8	45	0.000	8	45	0.000
11:00 - 12:00	8	45	0.000	8	45	0.000	8	45	0.000
12:00 - 13:00	8	45	0.006	8	45	0.000	8	45	0.006
13:00 - 14:00	8	45	0.003	8	45	0.006	8	45	0.009
14:00 - 15:00	8	45	0.000	8	45	0.003	8	45	0.003
15:00 - 16:00	8	45	0.003	8	45	0.003	8	45	0.006
16:00 - 17:00	8	45	0.003	8	45	0.003	8	45	0.006
17:00 - 18:00	8	45	0.006	8	45	0.003	8	45	0.009
18:00 - 19:00	8	45	0.000	8	45	0.003	8	45	0.003
19:00 - 20:00	8	45	0.003	8	45	0.003	8	45	0.006
20:00 - 21:00	8	45	0.000	8	45	0.000	8	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.041			0.082

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	8	45	0.003	8	45	0.003	8	45	0.006
08:00 - 09:00	8	45	0.000	8	45	0.000	8	45	0.000
09:00 - 10:00	8	45	0.000	8	45	0.000	8	45	0.000
10:00 - 11:00	8	45	0.000	8	45	0.000	8	45	0.000
11:00 - 12:00	8	45	0.000	8	45	0.000	8	45	0.000
12:00 - 13:00	8	45	0.003	8	45	0.000	8	45	0.003
13:00 - 14:00	8	45	0.000	8	45	0.003	8	45	0.003
14:00 - 15:00	8	45	0.000	8	45	0.000	8	45	0.000
15:00 - 16:00	8	45	0.000	8	45	0.000	8	45	0.000
16:00 - 17:00	8	45	0.000	8	45	0.000	8	45	0.000
17:00 - 18:00	8	45	0.000	8	45	0.000	8	45	0.000
18:00 - 19:00	8	45	0.000	8	45	0.000	8	45	0.000
19:00 - 20:00	8	45	0.000	8	45	0.000	8	45	0.000
20:00 - 21:00	8	45	0.000	8	45	0.000	8	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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	8	45	0.003	8	45	0.003	8	45	0.006
08:00 - 09:00	8	45	0.000	8	45	0.003	8	45	0.003
09:00 - 10:00	8	45	0.000	8	45	0.000	8	45	0.000
10:00 - 11:00	8	45	0.003	8	45	0.003	8	45	0.006
11:00 - 12:00	8	45	0.000	8	45	0.000	8	45	0.000
12:00 - 13:00	8	45	0.000	8	45	0.000	8	45	0.000
13:00 - 14:00	8	45	0.000	8	45	0.000	8	45	0.000
14:00 - 15:00	8	45	0.003	8	45	0.003	8	45	0.006
15:00 - 16:00	8	45	0.006	8	45	0.008	8	45	0.014
16:00 - 17:00	8	45	0.006	8	45	0.003	8	45	0.009
17:00 - 18:00	8	45	0.000	8	45	0.000	8	45	0.000
18:00 - 19:00	8	45	0.000	8	45	0.000	8	45	0.000
19:00 - 20:00	8	45	0.000	8	45	0.000	8	45	0.000
20:00 - 21:00	8	45	0.000	8	45	0.000	8	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.023			0.044

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	8	45	0.003	8	45	0.003	8	45	0.006
08:00 - 09:00	8	45	0.006	8	45	0.000	8	45	0.006
09:00 - 10:00	8	45	0.003	8	45	0.003	8	45	0.006
10:00 - 11:00	8	45	0.003	8	45	0.000	8	45	0.003
11:00 - 12:00	8	45	0.006	8	45	0.003	8	45	0.009
12:00 - 13:00	8	45	0.000	8	45	0.003	8	45	0.003
13:00 - 14:00	8	45	0.003	8	45	0.000	8	45	0.003
14:00 - 15:00	8	45	0.003	8	45	0.008	8	45	0.011
15:00 - 16:00	8	45	0.000	8	45	0.000	8	45	0.000
16:00 - 17:00	8	45	0.000	8	45	0.000	8	45	0.000
17:00 - 18:00	8	45	0.003	8	45	0.006	8	45	0.009
18:00 - 19:00	8	45	0.000	8	45	0.003	8	45	0.003
19:00 - 20:00	8	45	0.000	8	45	0.000	8	45	0.000
20:00 - 21:00	8	45	0.000	8	45	0.000	8	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.029			0.059

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.