



Bowerhill Lodge, Longleaze Lane, Melksham

TRANSPORT STATEMENT

for Approved Care Home Development
on behalf of Aspire LPP

22/6804/TS02

February 2026

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP is commissioned by Aspire LPP to provide highway and transport planning advice in respect to the development of land at Bowerhill Lodge, Melksham ("the site"). The site is located within the administrative boundaries of Wiltshire Council, as the Unitary Authority. The extents of the site are illustrated in **Figure 1** below.

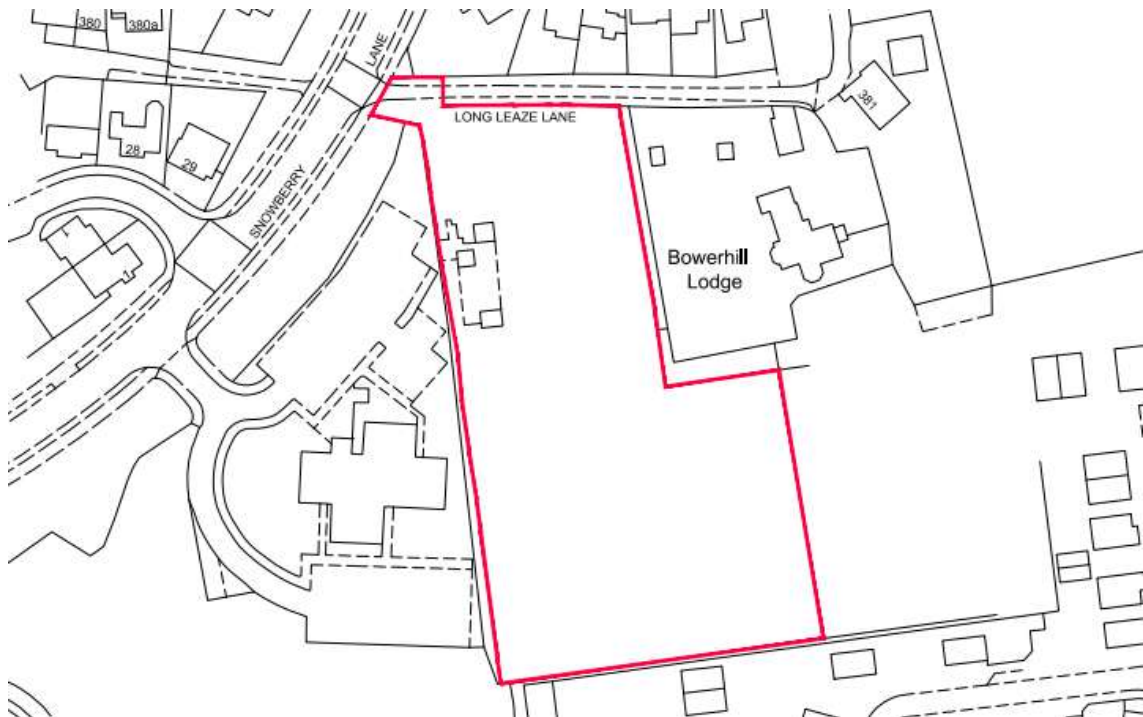


Figure 1 Site Location & Extents

- 1.1.2 This Transport Statement has been prepared in support of a Section 73 application to vary conditions attached to extant planning permission PL/2024/07818, seeking amendments to the approved car parking and servicing layout at the front of the site to improve operational efficiency.
- 1.1.3 As background, planning application PL/2023/06725 was granted consent by Wiltshire Council in August 2024 for the removal of existing storage sheds on otherwise vacant land to construct a new 82-bedroom care home (C2 use Class), providing a specialist facility for high-dependency care.
- 1.1.4 The planning submission was supported by a Transport Statement that assessed the transport implications of a care home development with up to 86 bedrooms.
- 1.1.5 Subsequently, in September 2024, a Non-Material Amendment (NMA) application was approved by Wiltshire Council for revisions to the scheme, resulting in a reduction in the number of bedrooms and the provision of an 80-bedroom facility. A copy of the Decision Notice and approved drawing for NMA application PL/2024/07818 is attached at **Appendix A**. The approved NMA application retained the approved access and parking/servicing arrangements.

1.2 Proposed Development

- 1.2.1 The current proposal retains the approved 80-bedroom care home building secured through planning application PL/2024/07818. The permitted care home will be constructed as a single block with all parking and servicing activity accommodated at the front of the site. The care home would continue to be accessed via Longleaze Lane, which also serves the existing property at Bowerhill Lodge to the east.
- 1.2.2 The proposals subject to this Section 73 application include alterations to the existing car parking and landscaping layout at the front of the care home to meet the requirements of the specific care home operator. A copy of the amended Site Plan is attached at **Appendix B**.
- 1.2.3 The proposed arrangement would retain the previously approved 28 car parking spaces (including two disabled bays) and an ambulance bay. The proposal would not require changes to provisions for cycle parking, with secure cycle parking facilities to be made available in a convenient location at the front of the site. +
- 1.2.4 The revised layout would allow refuse collection to be undertaken from within the site, with a bin store positioned close to the turning area. This would represent an improvement over the consented arrangement, which required kerbside collection from Snowberry Lane. The internal layout would also provide suitable space to accommodate deliveries, service/maintenance vehicles and passenger service vehicles.
- 1.2.5 This Transport Statement has been prepared to summarise the proposed changes to the layout of the frontage of the site and confirm that access would remain safe and suitable for all users.

1.3 Report Structure

- 1.3.1 The principal focus of this report is to outline the proposed changes to the scheme as a result of the Section 73 application. However, a summary of the previously approved assessments of the scheme in terms of opportunities for sustainable travel, and the anticipated trip generation and the operation of the site have been included. The remainder of this Transport Statement comprises the following sections:

Section 2: Baseline Conditions;

Section 3: Trip Generation and Impact;

Section 4: Site Layout, Parking and Servicing Arrangements;

Section 5: Summary and Conclusions.

- 1.3.2 In addition to this Transport Statement, a separate Travel Plan supported the planning consent, including measures to assist prospective staff and visitors with opportunities to travel sustainably. The Travel Plan was prepared to meet the Building Research Establishment's Environmental Assessment Methodology (BREEAM) requirements for credits associated with Tra01 Transport Assessment and Travel Plan and Tra02 Sustainable Transport Measures under BREEAM New Construction (2018). The Travel Plan (Ref: 23/6804/TP02) should be read fully in conjunction with the Transport Statement.

2 BASELINE CONDITIONS

2.1 Site Location

- 2.1.1 The site is located on the eastern edge of Melksham and is bounded by Longleaze Lane to the north, Bowerhill Lodge to the east, the new 'Acorns' residential development to the south and the Spa Medical Centre to the west.
- 2.1.2 The local area is characterised by a range of land uses, including suburban residential properties, healthcare facilities and open green space. Further to the west, there is a concentration of retail, commercial, leisure and industrial land uses within the town centre. **Figure 2** illustrates the location of the site in the context of the surrounding cycle, public transport and highway networks.

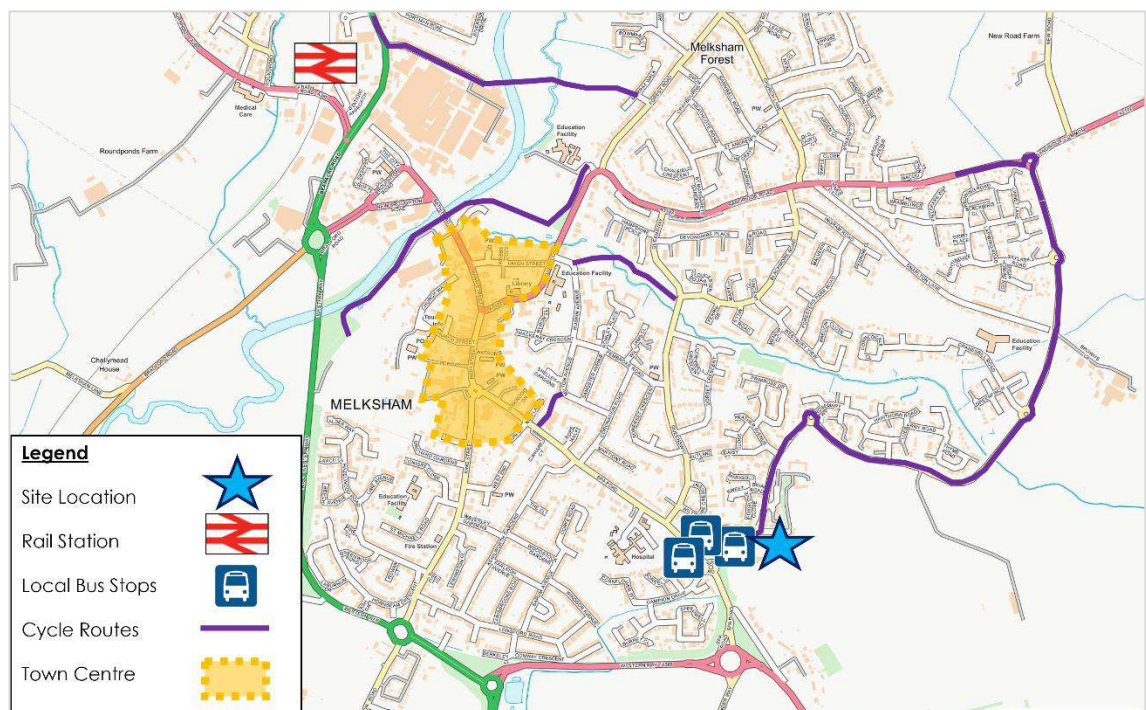


Figure 2 Site Accessibility

- 2.1.3 The site is located within walking distance of Melksham's town centre, as well as the local rail station and nearby bus stops. Active modes of transport, such as walking and cycling, are safely facilitated throughout the local area, whilst public transport infrastructure would accommodate trips to / from destinations further afield.

2.2 Local Highway Network

- 2.2.1 Access to the site is provided from Longleaze Lane, which comprises a private residential access road with its western extent serving the site and the neighbouring residential property (Bowerhill Lodge).
- 2.2.2 There is no through-route provided between Longleaze Lane and the new road network serving 'The Acorns' development to the east. As such, traffic volumes and speeds along Longleaze Lane will remain low.

- 2.2.3 Longleaze Lane forms a junction with Snowberry Lane at the northwestern corner of the site. Snowberry Lane comprises a single-carriageway link between the Spa Road roundabout junction to the southwest and the Eastern Way roundabout junction to the north. Both sides of Snowberry Lane are marked by double yellow line carriageway restrictions, stipulating that parking or waiting is prohibited at all times, but enabling kerbside loading activity to take place for up to a maximum duration of 40 minutes in the absence of any specified loading restrictions.
- 2.2.4 Spa Lane provides a connecting route from the site to the A350 (via Western Way) to the southwest of the site. The A350 forms a principal route through Melksham, continuing towards the M4 (Junction 17) to the north via Chippenham and the A36 at Warminster to the south. The Council is currently in the process of planning for the new A350 Melksham Bypass, which would form a route around the eastern periphery of the Melksham, thereby reducing the impact on traffic passing through the town centre and to a lesser extent, Snowberry Lane and Eastern Way. The new bypass is currently undergoing the process of public consultation.
- 2.2.5 Based on the above review of the local road network, it is considered that the site is highly accessible from the wider highway network, facilitating convenient trips by residents, staff, visitors, delivery drivers and waste collection teams.

2.3 Existing Access Arrangements

- 2.3.1 Longleaze Lane is classified as a no through road to the public but private access appears to continue to a number of properties, also accessed via Saxifrage Bank to the north. Longleaze Lane is not a public right of way and pedestrian use is currently expected to be minimal.



Existing Site Access Arrangement

- 2.3.2 Longleaze Lane provides a narrow access road, suitable for its current use as a private driveway. The site is situated on the southern side of the access road, with access gates provided close to its entrance on Snowberry Lane.

- 2.3.3 The entrance to Longleaze Lane from Snowberry Lane provides a reasonable geometry for turning vehicles. Longleaze Lane benefits from good visibility along Snowberry Lane in both directions, with Snowberry Lane subject to a 30mph speed limit. A shared pedestrian/cycle route is provided along the eastern side of Snowberry Lane, with priority to non-car modes provided across Longleaze Lane, which will need to be retained.

2.4 Road Safety Review

- 2.4.1 RGP has undertaken an investigation and review of local road accidents to identify any potential issues regarding the safety of the local road network, particularly in the context of continued access from Longleaze Lane and Snowberry Lane.
- 2.4.2 This review has examined accidents in the vicinity of the site over the latest 5-year period available (2020–2024 inclusive), using data provided from www.crashmap.co.uk. The locations of all reported accidents within this time period are illustrated in **Figure 3**, with 'slight' injuries marked in yellow and 'serious' injuries marked in red. No fatal accidents have occurred nearby over the last 5 years.

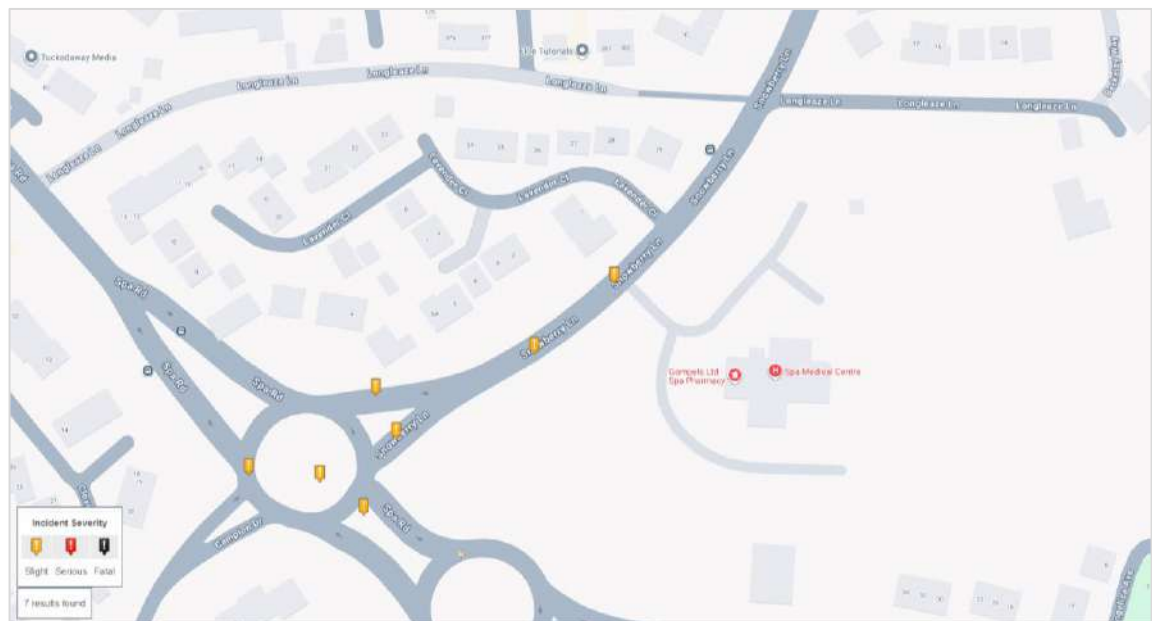


Figure 3 Accident Map (www.crashmap.co.uk)

- 2.4.3 As indicated above, no accidents have occurred at the Longleaze Lane/Snowberry Lane junction over the latest available 5-year period.
- 2.4.4 A total of five accidents were reported at the Snowberry Lane / Spa Road roundabout junction to the southwest of the site, representing an average of one accident per year. These all result in injuries classified as 'slight' in severity.
- 2.4.5 This accident rate falls below the national average of 1.08 accidents per year for comparable single-carriageway 4-arm roundabouts, as established in the Department for Transport's *Design Manual for Roads and Bridges*.

2.4.6 The pattern of accidents on the adjacent road network represents an improvement compared to when RGP previously reviewed highway safety under the consented 2024 application. As such, there are new concerns with regard to safe access into the site from Longleaze Lane via Strawberry Lane.

2.4.7 RGP therefore concludes that, based on the above assessment, the road safety record on the local highway network represents a good standard. There is no evidence to suggest that continued access into the site from Longleaze Lane via Snowberry Lane would detrimentally impact the safe operation of the adjacent road network.

2.5 Walking & Cycling Provisions

2.5.1 There is an excellent standard of pedestrian infrastructure provided throughout the local area, with wide and well-lit footways provided along both sides of Snowberry Lane, separated from the carriageway by grass verges. A crossing point with dropped kerbs is provided on the nearside footway to the site across the Longleaze Lane access.

2.5.2 A further footpath provides a segregated pedestrian link from Snowberry Lane onto the western extent of Lockleaze Lane, with footways then continuing onto both sides of Spa Road towards Melksham town centre.

2.5.3 A signalised crossing with dropped kerbs and tactile paving is provided across Snowberry Lane to the south of the site, affording a safe and convenient route to the local bus stops on either side of the carriageway. Further crossing points with dropped kerbs and refuge islands are provided across each arm of the Snowberry Lane/Spa Road roundabout.

2.5.4 The network of footways extends into the surrounding residential areas, as well as into the town centre and towards Melksham rail station, enabling pedestrian access to all local community amenities.

2.5.5 The local area is also well-suited to cycling, with designated routes provided in close proximity to the site. The footways along both Snowberry Lane and Eastern Way are signposted as shared cycle/footways. A segregated cycleway is also provided between Queensway and Ruskin Avenue in the town centre, connecting to the Millennium Riverside Walk along the eastern bank of the River Avon.

2.5.6 Spa Road is also conducive to cycling owing to its relatively straight alignment, flat topography and good visibility at road junctions. The town centre is accessible via a 5-minute cycle journey from the site via Spa Road. The extent of the local cycle network is illustrated in **Figure 2**.

2.6 Public Transport Connections

2.6.1 The nearest bus stops to the site are located in the vicinity of the Snowberry Lane/Spa Road roundabout junction (a 2-3 minute walk to the southwest of the site).

2.6.2 These stops are served by bus routes 14, 271, 272 and X34, which call at least every 30 minutes during typical weekdays, catering for travel towards Bath, Chippenham, Devizes and Bowerhill, via Melksham town centre.

- 2.6.3 These services would therefore cater for local travel in Melksham, fulfilling the essential daily travel needs of residents, staff and visitors. A journey time of 15 minutes is required to reach Melksham rail station from the site via these local bus services. Furthermore, Bath city centre is conveniently accessible via local bus services, where a greater range of retail and leisure attractions are available.
- 2.6.4 It is also worth noting that National Express coach services to/from London Victoria call daily from the bus stops located on Melksham High Street, outside the King's Arms public house. Outbound services to London Victoria depart at 07:20 hours each day, with a journey time of between 3 and 4 hours.
- 2.6.5 Melksham rail station is accessible from the A365 Bath Road on the north-western edge of the town centre, approximately 2km from the site (a 25-minute walk, 15-minute bus trip or 10-minute cycle ride). The station is operated by Great Western Railway and provides departures every 2 hours towards Swindon and Westbury. Step-free access is provided onto platforms, whilst secure cycle parking is provided on Platform 1.
- 2.6.6 A greater frequency of rail services can be boarded from Bath or Swindon, catering for trips to an extensive range of destinations including London, Cardiff, Bristol and Cheltenham.

2.7 Summary

- 2.7.1 The site is considered to be well located with respect to the local highway network, which offers significant capacity, with future enhancements proposed.
- 2.7.2 The site benefits from good opportunities to complete trips to/from the site via sustainable modes of transport, such as walking, cycling, bus and train. Active modes of travel, such as walking and cycling, would likely comprise the primary mode of transport for residents making local trips into Melksham town centre, for example.
- 2.7.3 Bus and rail services could cater for commuting trips made by staff to the site, who may reside in locations further afield. It is anticipated that some users of the site, particularly those with mobility impairments, may require the use of a private vehicle to complete essential journeys away from the site. This would be accommodated by off-street car parking on site.

3 TRIP GENERATION & IMPACT

3.1 Overview

- 3.1.1 This section details the approved trip-generating characteristics of the site and the resultant traffic impact associated with the care home development.
- 3.1.2 Due to the specialist nature of the care home, residents typically have reduced mobility and/or live with cognitive impairments, such as dementia, and would not own a car or travel off-site regularly. As such, traffic at the care home would be from staff and visitors.
- 3.1.3 As outlined in Section 1, the traffic-generating characteristics of the site have previously been assessed and confirmed as acceptable to Wiltshire Council through planning consent PL/2023/06725. The assessments at that time included consideration of a larger 86-bedroom care home, with no issues with respect to safety and capacity identified.
- 3.1.4 The assessments in this Transport Statement confirm that levels of traffic generation and parking demand for the approved 80-bedroom care home facility secured through planning application PL/2024/07818.
- 3.1.5 This review follows the same approved methodology, assessing the expected daily traffic generation of the site using the TRICS (Trip Rate Information Computer System) database. The previously approved trip rates have been used.
- 3.1.6 To ensure the trip rate data obtained for the TRICS database is accurately applied to this assessment, it is also important to understand the anticipated operation of the care home, including the likely number of staff members that would be undertaking trips to/from the site during a typical operational weekday. The projected staffing levels are established in the following section of this assessment.

3.2 Estimate of Staff Levels on Site

- 3.2.1 The Department of Health's National Minimum Standards entitled "*Care Homes for Older People*" sets out the minimum ratios of care staff to residents. The following minimum standards should be applied to any care home:
- i) A recorded staff rota showing which staff are on duty at any time during the day and night and in what capacity is kept;
 - ii) The ratios of care staff to service users must be determined according to the assessed needs of residents, and a system operated for calculating staff numbers required, in accordance with guidance recommended by the Department of Health;
 - iii) Additional staff are on duty at peak times of activity during the day;
 - iv) There are waking night staff on duty in numbers that reflect the numbers and needs of service users and the layout of the home. In care homes providing nursing, this includes registered nurse(s).

3.2.2 The staff requirements for the 80-bedroom care home would vary depending on the needs of residents and the levels of care required. However, the estimated levels of staff have been established through liaison with the care home operator.

3.2.3 The tables below summarise the expected levels of staff on site during a typical weekday:

Staff Role	Working Hours	No. Staff
Manager	08:00 – 17:00	1
Deputy	08:00 – 20:00	1
Admin/Reception	08:00 – 17:00	1
Activities Coordinator	10:00 – 15:00	1
Senior Care Assistant	08:00 – 20:00	1
Care Assistant	08:00 – 20:00	9
Registered Nurse	08:00 – 20:00	2
Caretaker	10:00 – 14:00	1
Kitchen Manager/Cook	08:00 – 20:00	1
Kitchen Assistant	09:00 – 15:00	2
Domestic Staff	08:00 – 13:00	2
Head of Housekeeping	08:00 – 13:00	1
Laundry Staff	08:00 – 13:00	2
TOTAL		25

Figure 4 Proposed Staff Numbers (Day Shift)

Staff Role	Working Hours	No Staff
Registered Nurse	08:00 – 20:00	2
Care Assistant	08:00 – 20:00	6
TOTAL		8

Figure 5 Proposed Staff Numbers (Night Shift)

3.2.4 As detailed above, the vast proportion of the staff would regularly cover a full day shift (08:00 – 20:00), arriving and departing outside of the peak hours. In the region of 25 staff would be working on site at its peak (likely to be between 8 am and 1 pm).

3.2.5 In addition to regular care staff employed, a number of external consultants also visit the site at various times, offering additional services. These visits are generally sporadic and by car, and as follows:

- i) Doctors – 2 visits per week;
- ii) Hairdresser – 1 visit per week;
- iii) Chiropodist – 1 visit every 6 weeks;

- iv) Physiotherapist – 2 visits per day;
- v) Dentist – by appointment (when requested);
- vi) Mobile Library – 1 visit a month.

3.2.6 Visiting hours would be unrestricted at the care home, and guests can arrive at the site at any time to visit residents. The residents of the site, many of whom would experience severe mobility impairment, would rarely travel by car to/from the site and would tend to reside at the centre. On the rare occasion residents would leave, they would generally be escorted by the care centre staff or an appropriate visitor.

3.3 Approved Trip Generation

3.3.1 As detailed previously, the proposed facility would offer a specialist care facility, which generally generate less trips with residents often unable to own a car or travel. However, for robustness, the TRICS database has also been assessed for residential care homes of the elderly, which generally include additional traffic from resident travel.

3.3.2 The full TRICS outputs are attached hereto at **Appendix C**, whilst **Figure 6** summarises the corresponding traffic generation potential of the site during the traditional highway peak hours, and over the course of a typical weekday.

TIME PERIOD	ARRIVALS		DEPARTURES		TWO-WAY	
	Trip Rate	Traffic	Trip Rate	Traffic	Trip Rate	Traffic
AM Peak Hour (08:00 – 09:00)	0.084	7	0.072	6	0.156	13
PM Peak Hour (17:00 – 18:00)	0.037	1	0.048	3	0.085	4
Daily Traffic (24hr)	0.841	67	0.865	69	1.706	136

Figure 6 Approved Vehicle Traffic Generation – 80-bedroom Care Home

3.3.3 The permitted care home would generate moderate levels of traffic movements to and from the site, particularly during the traditional highway peak hours, with staff shift patterns principally outside of these times. Overall, a total of 136 two-way vehicle movements are expected during a typical weekday.

3.3.4 During the peak hours on the local highway network, the anticipated traffic generation would be low, with a peak of 13 two-way vehicle movements expected during the morning (AM) peak hour. This is principally because staff members work alternating shift patterns, with arrivals and departures generally outside of these times. The care home would not experience the traditional peak hours associated with commuting traffic, as vehicle movements are spread more evenly through the day.

3.3.5 The approved care home facility would also generate traffic at weekends. The TRICS database has therefore also been interrogated for weekend surveys, extracting information for all sites across the UK due to the limited information available. Further information for a Sunday has been extracted and is also provided at **Appendix C**.

3.3.6 **Figure 7** illustrates the profile of daily traffic during weekdays and weekends, respectively.

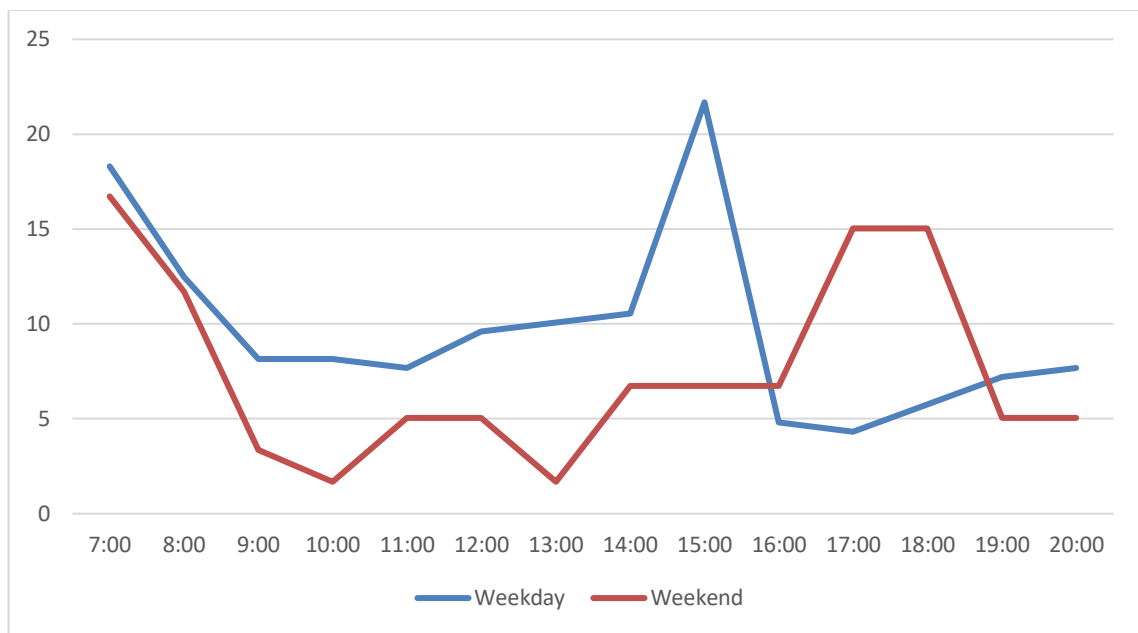


Figure 7 Profile of Daily Traffic (Two-Way Movements)

- 3.3.7 As detailed above, the permitted development is not expected to generate any more than 22 two-way vehicle movements in any hour during a weekday (1 arrival or departure every 3 minutes or so on average). This is not considered to be a significant level of traffic generated, typically occurring outside of the peak hours.
- 3.3.8 As detailed above, the attached TRICS data is provided for a standard 'elderly residential' care home use. It is likely that the care home would offer a specialist care home facility, which would likely generate lower levels of vehicle traffic, with residents less able to own a private car and/or travel independently.
- 3.3.9 Overall, the care home would have minimal impact on the functioning of the adjacent road network, and the proportion of new traffic would be comfortably accommodated.

3.4 Multi-Modal Trip Generation

- 3.4.1 In addition to vehicle trips, the proposals are likely to attract trips by other active modes. As confirmed by the TRICS outputs, the site would generate around 242 trips (two-way) by all modes during a typical weekday, with the 136 vehicle trips only representing 56% of all travel to and from the site. The remaining trips would include 10% as a passenger (car sharing or drop-off/pick-up), 11% by public transport and 23% by walking/cycling.
- 3.4.2 Based on the staff shift patterns in **Figure 4**, with a peak of 25 on site at any one time, 14 staff members would be driving, with 3 travelling by public transport and 6 travelling by active modes. The derived proportions of trips are also likely to be similar for visitors, who would principally travel from a local catchment area.
- 3.4.3 Based on the findings of this assessment, the site's location provided good opportunities for sustainable travel, and all staff and visitors would be assisted by the care home with adequate provisions for walking and cycling with onsite facilities such as shower/ changing facilities, lockers and cycle storage/parking.

4 SITE LAYOUT, PARKING & SERVICING ARRANGEMENTS

4.1 Vehicular Access

- 4.1.1 The proposals would retain the permitted access arrangements for the site. As illustrated on drawing **2023/6804/002** the implemented arrangements include the reprioritisation of Longleaze Lane to serve the development, with the remainder of the lane retained as existing to serve the small number of dwellings to the east.
- 4.1.2 The approved arrangement includes alterations to the Longleaze Lane/Snowberry Lane junction to provide a suitable geometry to allow for two-way vehicle movements and space for deliveries to the care home. This includes a width of 5 metres on approach to the Strawberry Lane junction bell-mouth, narrowing slightly to 4.8 metres at Longleaze Lane. This arrangement would preserve the status of much of the lane whilst providing safe and suitable access to the care home.
- 4.1.3 As illustrated on drawings **2023/6804/004** and **2023/6804/006**, vehicle swept path assessments confirm that the access would provide suitable geometry to safely accommodate entry and exit manoeuvres by cars, delivery vehicles and a refuse vehicle.
- 4.1.4 As also illustrated on drawing **2023/6804/002**, the access arrangements would ensure that suitable visibility splays are retained for a driver to exit onto Snowberry Lane from Longleaze Lane. This includes visibility splays of 2.4 x 43 metres, commensurate with the posted 30mph speed limit.

4.2 Pedestrian and Cycle Access

- 4.2.1 In terms of pedestrian access, the S73 application includes the retention of the permitted footway alongside the access road leading into the site, with the new car parking area to operate as a shared-use surface.
- 4.2.2 An improved pedestrian crossing with dropped kerbs and tactile paving would also be provided at the site's point of access from Snowberry Lane. Step-free access would also be provided to the lobby of the care home.
- 4.2.3 Under the alterations propose dunder the S73 application, the cycle store would be relocated to the western side of the building entrance, thereby preventing conflict with the car park and representing an improved situation for both cyclists and drivers.
- 4.2.4 Furthermore, a new segregated pedestrian route is proposed under the S73 application from the building entrance to the relocated bin store, preventing the need for staff to transfer waste through the main car park.

4.3 Car Parking Provision

- 4.3.1 A total provision of 28 car parking spaces would be retained under the S73 application, including the disabled parking and additional ambulance parking. Two parking spaces would also be prioritised for car-sharing in line with the Travel Plan requirements.

- 4.3.2 The proposed levels of car parking have been considered in line with the standards of the Local Planning Authority, as well as liaison with specialist care home operators to ensure that parking levels are both practical and realistic, reflecting the levels of demand that care homes of this nature typically generate.
- 4.3.3 Parking standards for residential development are set out in Appendix C of the 'Wiltshire Local Transport Plan 2011-2026 – Car Parking Strategy'. The Standards confirm the maximum permitted level of parking for Class C2: Residential Institutions (nursing homes) as 1 space per 4 beds + 1 space per 2 members of staff.
- 4.3.4 Based on the standards, the proposals would be required to provide 33 spaces as a maximum, assuming 1 space per 4 beds and a requirement for 25 staff members to be on site at any one time. The proposed level of car parking is therefore considered to be appropriate in relation to policy.
- 4.3.5 However, to provide a further assessment of the specific requirements of the care home, the levels of car parking accumulation have been reviewed through further interrogation of the TRICS outputs established previously.
- 4.3.6 Through the calculation of the hourly arrivals and departures throughout a typical weekday and weekend period defined by the trip rates extracted from TRICS outputs, the anticipated parking accumulation profiles for weekday and weekend operations have been derived.
- 4.3.7 **Figure 8** illustrates the parking accumulation profile of the proposed care home during a typical weekday and weekend period, capturing parking activity generated by all users.

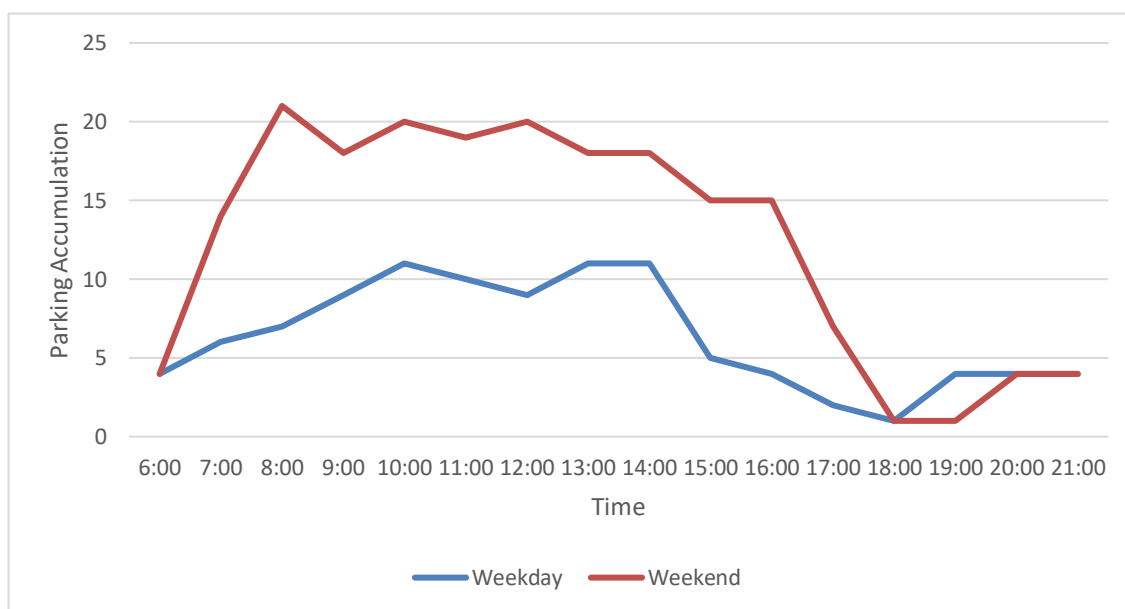


Figure 8 Approved Parking Accumulation Profile – 80-bedroom care home

- 4.3.8 The above chart indicates that the peak period of parking accumulation during a typical weekday would be between 12:00 and 14:00 hours, with a maximum of 11 vehicles parked on the site. During a typical weekend period, the car park would accumulate up to 21 vehicles on site. The proposed levels of car parking would therefore remain suitable to accommodate the demands of staff and visitors.

4.3.9 The proposed alterations to the car parking layout are illustrated on the Site Plan at **Appendix B**. Drawing **2023/6804/005** illustrates the vehicle swept path assessments of car access and egressing the parking spaces. The proposed car parking layout has been designed with consideration of Wiltshire's guidance on parking provision, to ensure suitable space for parking and turning is provided.

4.3.10 Overall, the proposed provision of 28 spaces at the site would be sufficient to accommodate the daily needs of staff and visitors and accommodate any fluctuations, such as crossovers with shift patterns. Residents of the site would be unlikely to own a private car, and therefore, no parking would be allocated for resident use.

4.4 Electric Vehicle Charging Provision

4.4.1 No formal parking standards are provided for electric vehicle charging infrastructure. However, the proposed car parking would include the provision of 4 Electric Vehicle Charging Points (EVCP), servicing 8 parking spaces independently, in order to comply the BREEAM requirements, stipulating a need for EVCPs to be provided on 10% of all car parking spaces. The locations of the Electric Vehicle Charging Points are shown on the Site Plan at **Appendix A**.

4.5 Ambulance Parking Provision

4.5.1 Whilst not a requirement, the site would benefit from a dedicated area for ambulance parking adjacent to the entrance to the building. Drawing **2023/6804/005** confirms that sufficient space would be provided for an ambulance to access and egress the dedicated space. It is likely that the proposed ambulance bay would be used infrequently and could also serve as a secondary drop-off/pick-up bay as necessary.

4.6 Cycle Parking Provision

4.6.1 As confirmed by Site Plan at **Appendix B**, the proposed care home would be provided with 4 secure 'Sheffield style' bicycle stands located adjacent to the care home entrance, providing 8 short-stay spaces for convenient use by visitors to the site. Further cycle storage would be provided adjacent to the building providing an additional 8 long-stay spaces.

4.6.2 Local cycle parking standards are set out in within Appendix 4 of the 'Wiltshire Local Transport Plan 2011-2026 – Cycling Strategy' adopted in March 2014. The standards confirm the following minimum levels of cycle parking are required for 'Principal Settlements and Market Towns':

- 1 covered cycle space per 10 employees;
- 1 visitor space per 15 bedrooms.

4.6.3 Based on the above requirements, the proposed development would be required to provide 3 long-stay spaces for staff and 6 short-stay spaces for visitors. The proposals would therefore exceed this requirement.

4.6.4 However, the requirements of BREAAAM include a higher provision of cycle parking, including 1 cycle parking space per 10 staff (on shift) and 1 cycle parking space per 10 visitors OR bedrooms. This would constitute 3 long-stay spaces for staff and 8 cycle parking spaces for visitors (short-stay). The number of cycle parking spaces has therefore been considered in line with this higher provision.

4.6.5 As indicated by the TRICS outputs at **Appendix C**, the proposed facility could be expected to generate around 2-3 two-way bicycle movements per weekday, equating to a demand for between 1-2 cycle parking spaces. The proposed capacity would therefore be more than sufficient to cater for expected demands.

4.7 Delivery and Servicing Arrangements

4.7.1 The proposal would include sufficient space within the site for goods deliveries and service vehicle movements.

4.7.2 The care home would generate a range of deliveries during a typical weekday. Based on the trip rates derived from the TRICS database, it is established that between 7-8 deliveries could be generated and would be carried out principally by Light Goods Vehicles (LGVs) such as cars and light panel vans, with the small postal/courier deliveries likely to take place at the front of the site using the proposed ambulance bay or another parking space as needed.

4.7.3 The assessments in Section 5 also confirm that only 3 larger vehicles (rigid trucks) would be expected during a typical weekday. As detailed within Drawing **2023/6804/005** the proposed site layout would provide suitable space to accommodate a larger 8 metre (7.5 tonne) box van. The proposed arrangements are therefore considered to be sufficient to cater for the demand for goods deliveries made to the care home.

4.7.4 The care home will be provided with secure bin storage, with step-free access to ensure bins can be safely and conveniently wheeled to the refuse vehicle.

4.7.5 The bins store would be relocated slightly, although the permitted waste collection strategy for the site would be retained under the current S73 application.

4.7.6 The relocated bin store would provide an increase in waste capacity and would contain 8 x 1,100L Eurobins, along with 7 smaller wheeled bins which will be allocated for the separate storage of refuse and separated recyclables. Any hazardous or medical waste would be kept separately within secure containers for disposal by a specialist chemical / medical waste contractor.

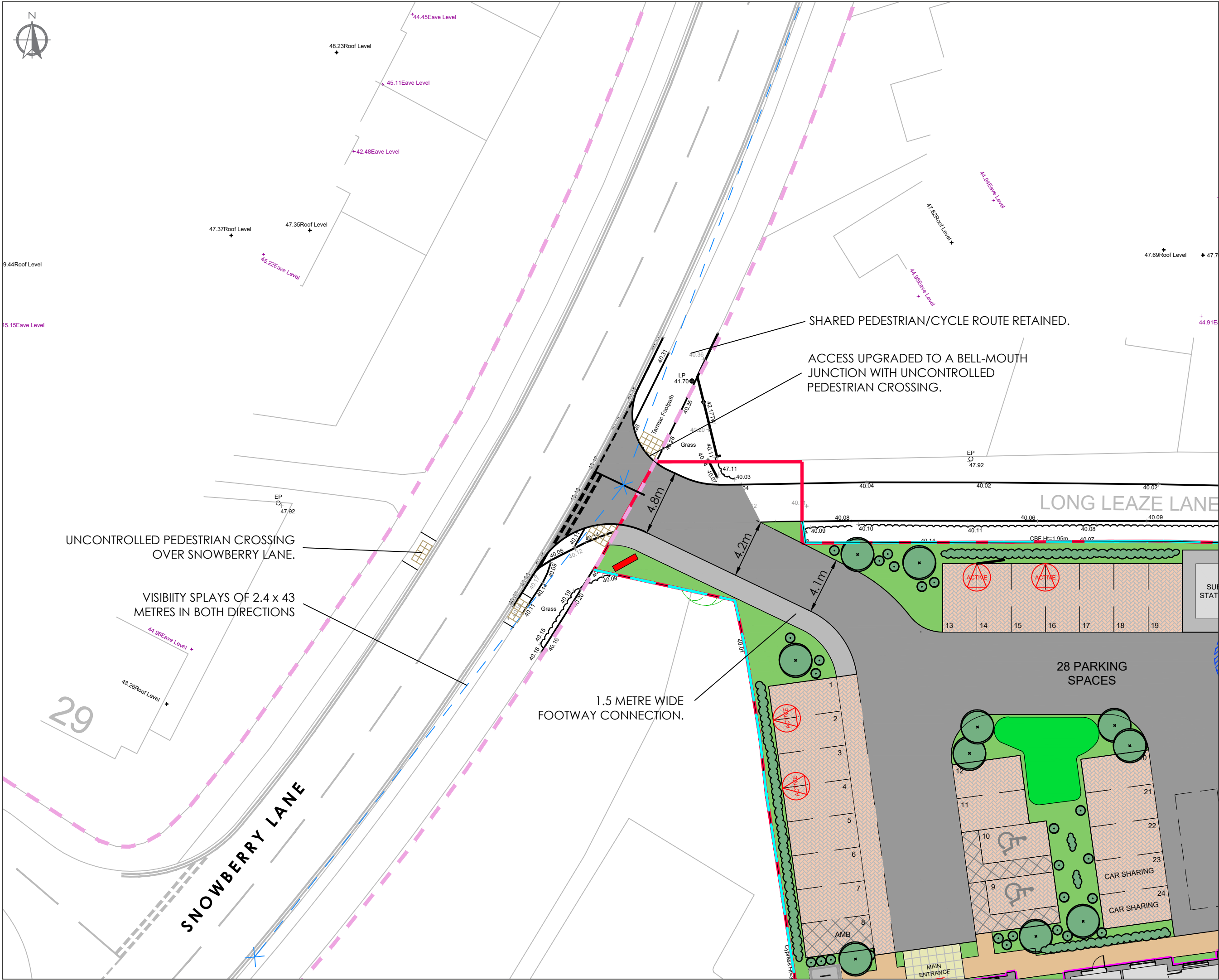
4.7.7 Refuse collections for the proposed facility would likely be arranged privately by the care home operator, with frequency of collections dependant on specific needs (including sensitive and medical waste, for example). The collection frequency would be scheduled as such to ensure that no overspill of waste occurs within the site's bin store.

4.7.8 Drawing **2023/6804/006** attached hereto illustrates a refuse vehicle turning on site with suitable space, reversing up to the bin storage area for convenient collection.

5 SUMMARY & CONCLUSIONS

- 5.1.1 This Transport Statement has been prepared in support of a Section 73 application for minor alterations to the permitted development of land at Longleaze Lane, Melksham. The approved proposals include the construction of a new 80-bedroom care home with associated access and car parking provisions (application ref. PL/2024/07818).
- 5.1.2 The Section 73 application includes the reconfiguration of the parking and servicing layout at the front of the site. No alterations are proposed to the access arrangements and parking numbers. No changes are proposed in respect to the expected levels of trip generation, staff numbers and shift patterns.
- 5.1.3 RGP make the following conclusions of this Transport Statement:
- i) The site is conveniently located in terms of access from the wider highway network, owing to its proximity to the A350, which in turn provides a connecting route to the A36 and M4 (Junction 17). The site benefits from regular bus services calling in the vicinity of the site, providing convenient local travel. Melksham rail station is accessible on foot, by bike or via local bus services. The local area is served by a good standard of pedestrian and cycle infrastructure provided;
 - ii) The care home will generate up to 13 two-way vehicle movements during the AM peak hour period, as a 'worst-case' scenario and a daily total of 136 two-way traffic movements. This proportion of daily traffic would be distributed fairly evenly throughout the day, with peak arrivals/departures occurring at approximately 15:00 hours and hence avoiding the conventional highway peak hour periods. Overall, the traffic generation assessments undertaken in this report indicate that the proposal would have a negligible impact on the adjacent road network;
 - iii) Access to the site would be retained from Longleaze Lane via Snowberry Lane, with modifications made to the access junction geometry to facilitate improved vehicle manoeuvring. The access and on-site car park would safely accommodate access by cars, delivery vehicles, ambulances and fire tender vehicles. Suitable driver and pedestrian visibility would be retained from the site's access onto Snowberry Lane;
 - iv) The proposed parking provision would be appropriate to meet the needs of the site, catering for all parking activity generated by residents, staff and visitors. A degree of spare capacity would be retained within the car park to accommodate particularly busy operational periods. Secure cycle storage would be provided on-site for the use of staff and visitors;
 - v) The site would generate up to 8 daily goods deliveries, carried out by LGVs. This report demonstrates that safe access into the site could be achieved by an 8 metre (7.5t) box van. Secure waste storage provisions would be made on-site, with kerbside collections taking place adjacent to the site's access on Snowberry Lane by a private waste contractor.
- 5.1.4 As a result of the data and evidence presented within this Transport Statement, Wiltshire Council, as Unitary Authority, is respectfully requested to confirm that the development proposals remain satisfactory on highway grounds.

DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

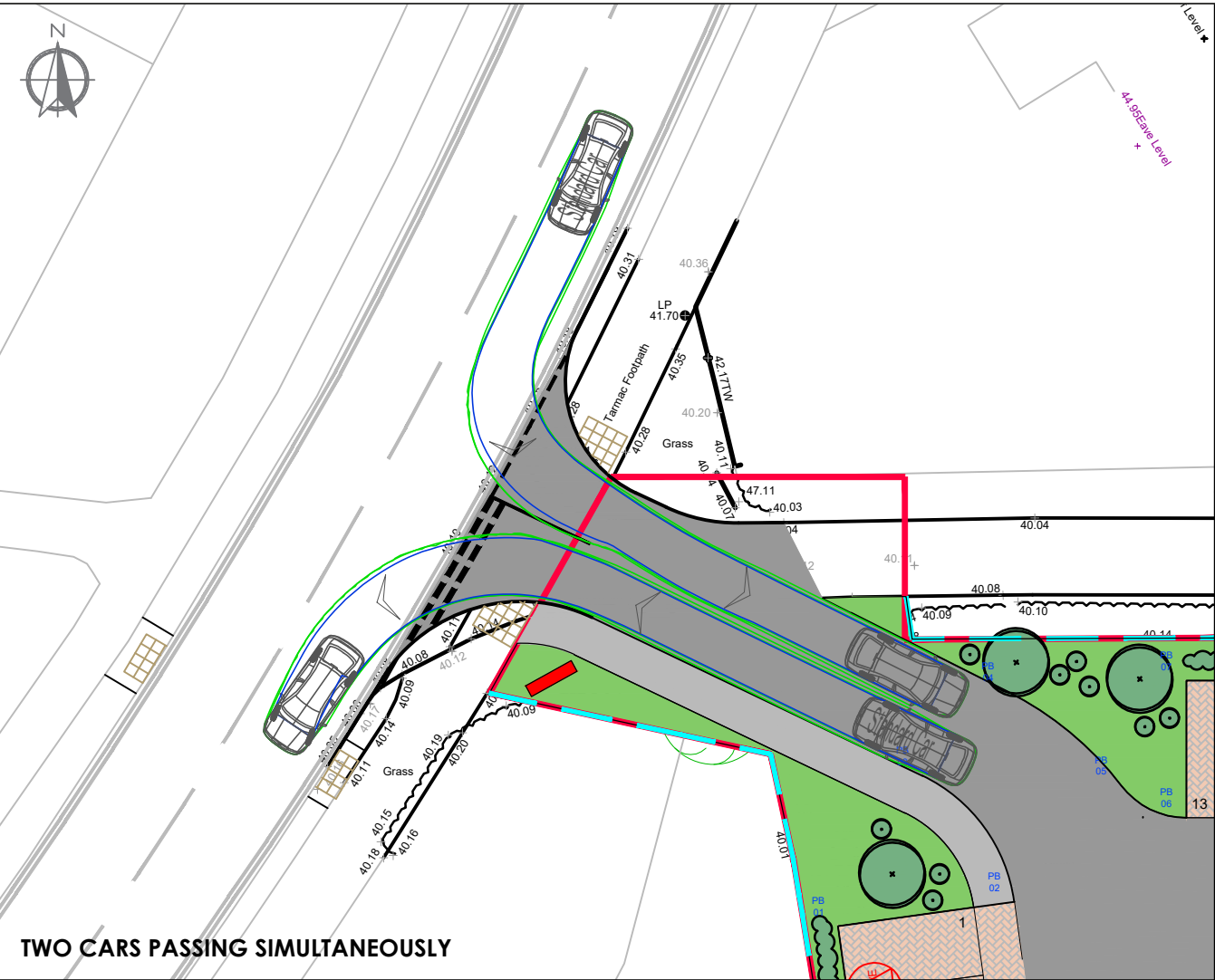
- SITE BOUNDARY
- HIGHWAY BOUNDARY
- VISIBILITY SPLAYS

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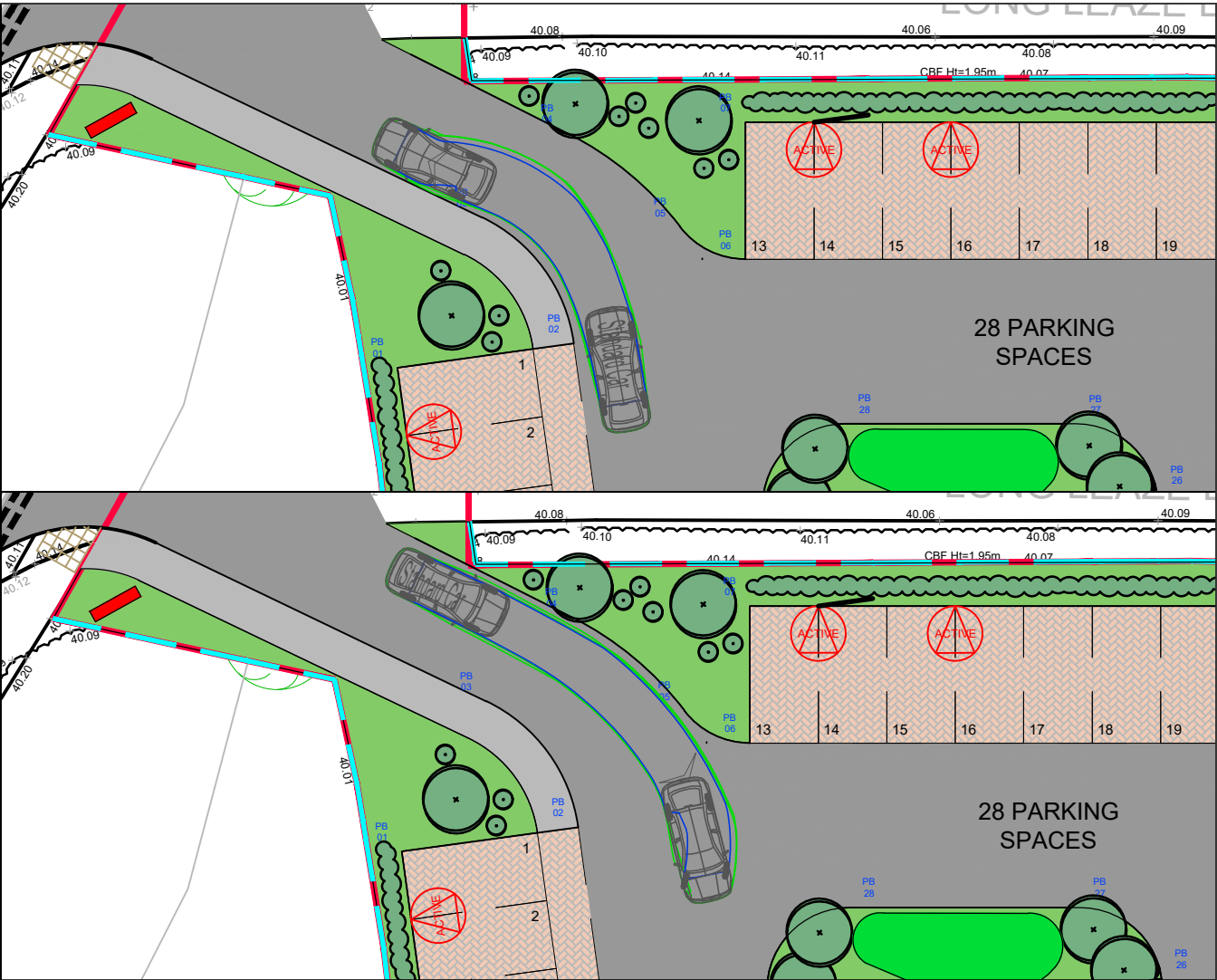
Rev.	Drawn	Comments	Date
P9	GE	UPDATED SITE PLAN	28/01/26
P8	GE	UPDATED SITE PLAN	28/01/26
P7	GE	UPDATED SITE PLAN	02/09/25
P6	SJ	UPDATED SITE PLAN	21/11/23
P5	SJ	UPDATED SITE PLAN	25/10/23
P4	SJ	UPDATED SITE PLAN	03/07/23
P3	SJ	UPDATED SITE PLAN	23/06/23
P2	SJ	UPDATED SITE PLAN	22/06/23
P1	SJ	FIRST ISSUE	21/06/23



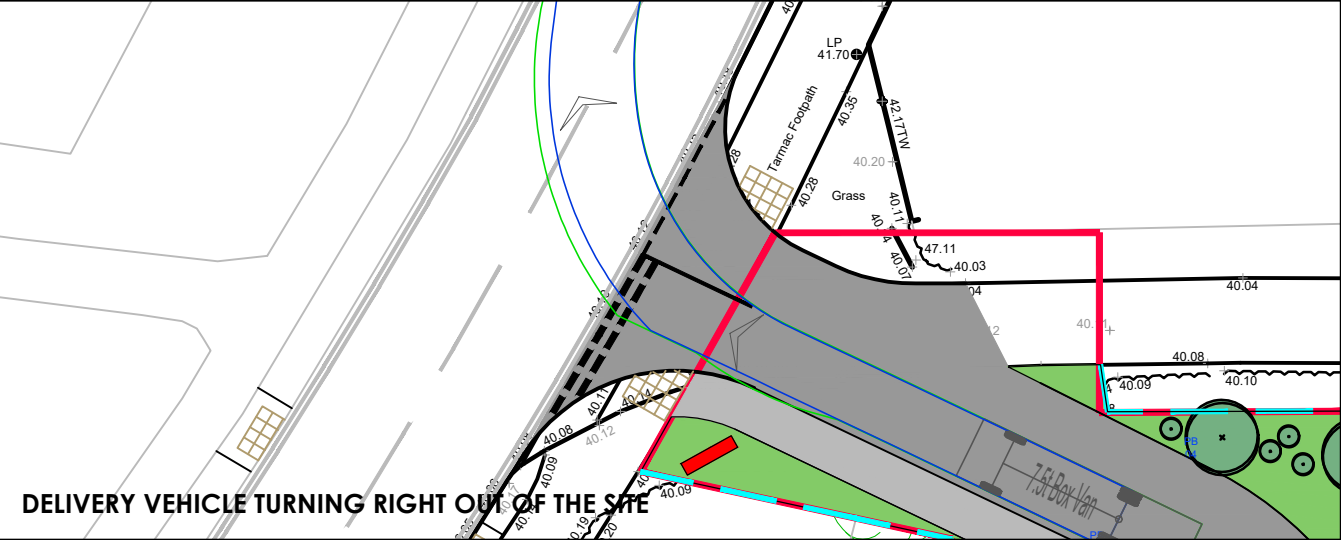
Client		Aspire LLP	
Project			
Bowerhill Lodge, Longleaze Lane, Melksham			
Drawing Title			
Proposed Access Arrangement			
Drawing No.		Rev.	
2022/6804/002		P9	
Scale	Drawn By	Checked By	
1:250	SJ	CB	A3



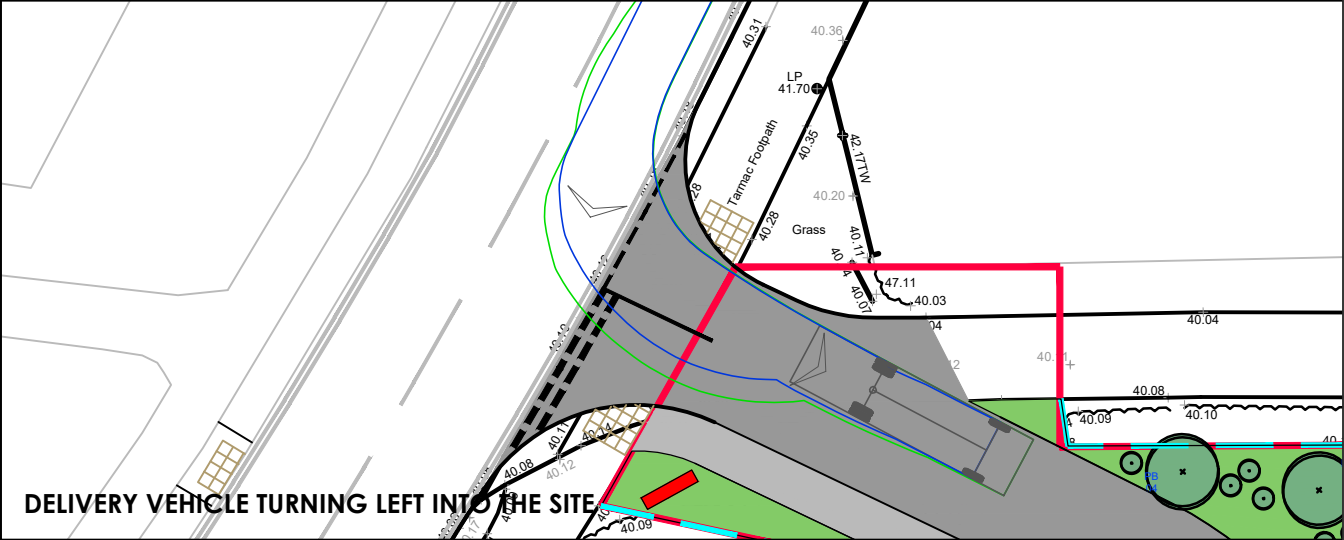
TWO CARS PASSING SIMULTANEOUSLY



DELIVERY VEHICLE TURNING LEFT INTO THE SITE



DELIVERY VEHICLE TURNING RIGHT INTO THE SITE



DELIVERY VEHICLE TURNING LEFT OUT OF THE SITE

NOTES

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4.572

0.951

2.578

Standard Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.572m

1.769m

1.488m

0.249m

1.713m

4.00s

5.100m

8.01

1.21

4.25

7.5t Box Van

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

8.010m

2.100m

3.556m

0.351m

2.064m

4.00s

7.400m

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Rev.	Drawn	Comments	Date
P7	GE	UPDATED SITE PLAN	28/01/24
P6	GE	UPDATED SITE PLAN	28/01/24
P5	GE	UPDATED SITE PLAN & SWEEP PATHS	02/09/23
P4	SJ	UPDATED SITE PLAN	21/11/23
P3	SJ	UPDATED SITE PLAN	25/10/23
P2	SJ	UPDATED SITE PLAN	03/07/23
P1	SJ	FIRST ISSUE	23/04/23

Transport Planning and Infrastructure Design Consultants

Old Mill Studios, Fry's Yard, 37-40 Bridge Street, Godalming, GU7 1HP

10 York Road, London, SE1 7ND

Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client

Aspire LLP

Project

Bowerhill Lodge, Longleaze Lane, Melksham

Drawing Title

Vehicle Swept Path Assessment

Drawing No.

2022/6804/004

Rev.

P7

Scale

1:250

Drawn By

SJ

Checked By

CB

A3



NOTES

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Standard Car
Overall Length 4.572m
Overall Width 1.768m
Overall Body Height 1.485m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m

7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 2.020m
Min Body Ground Clearance 0.351m
Track Width 2.044m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

Ambulance
Overall Length 5.461m
Overall Width 2.020m
Overall Body Height 2.498m
Min Body Ground Clearance 0.225m
Track Width 1.860m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.500m

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Rev.	Drawn	Comments	Date
P6	GE	UPDATED SITE PLAN & SWEEP PATHS	28/01/26
P5	GE	UPDATED SITE PLAN & SWEEP PATHS	28/01/26
P4	GE	UPDATED SITE PLAN & SWEEP PATHS	02/09/25
P3	SJ	UPDATED SITE PLAN	22/11/23
P2	SJ	UPDATED SITE PLAN	25/10/23
P1	SJ	FIRST ISSUE	23/06/23

RGP
Transport Planning and Infrastructure Design Consultants
Old Mill Studios, Fry's Yard, 37-40 Bridge Street, Godingham, GU7 1HP
10 York Road, London, SE1 7ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client
Aspire LLP

Project
Bowerhill Lodge, Longleaze Lane, Melksham

Drawing Title
Vehicle Swept Path Assessment

Drawing No.
2022/6804/005

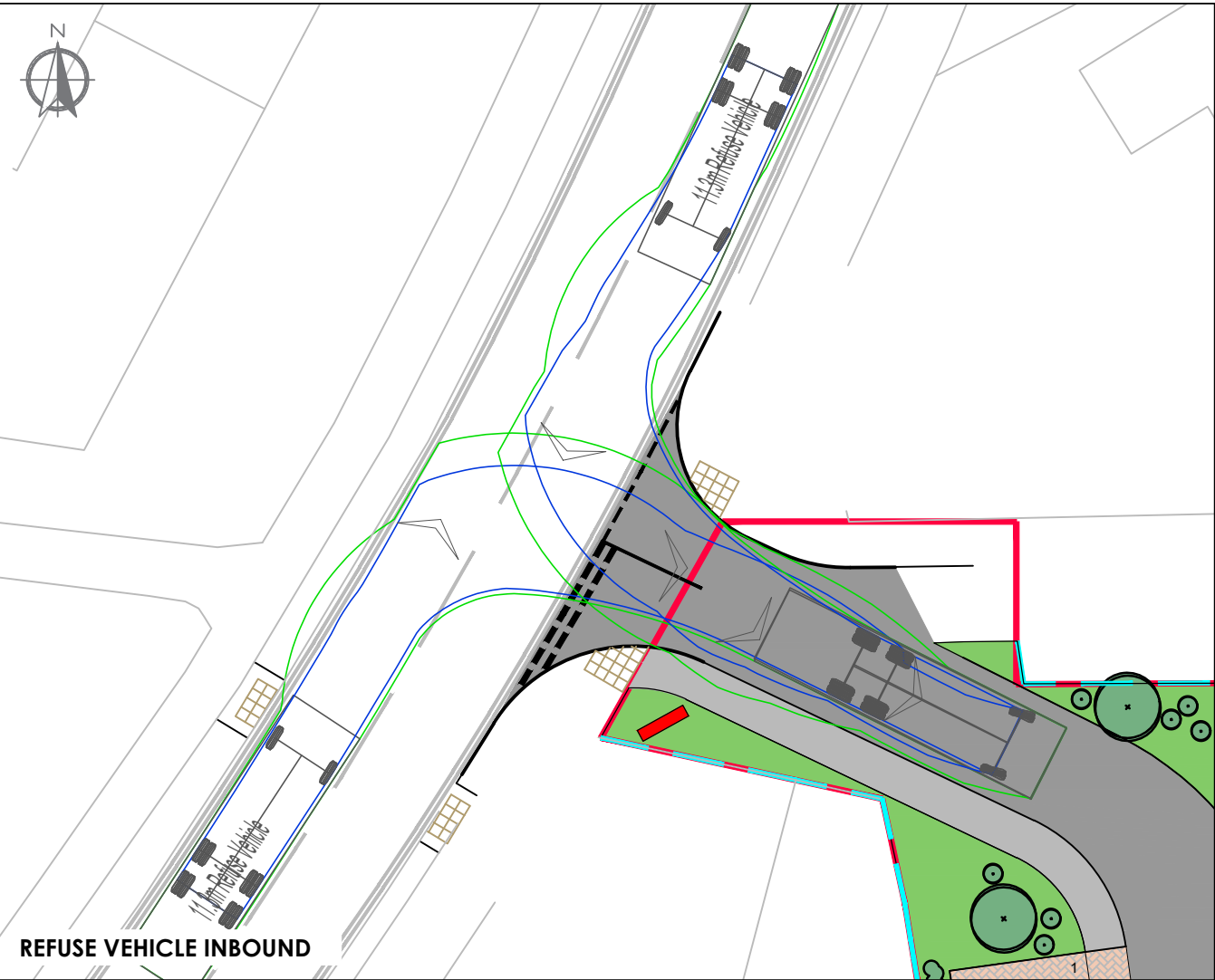
Rev.
P6

Scale
1:250

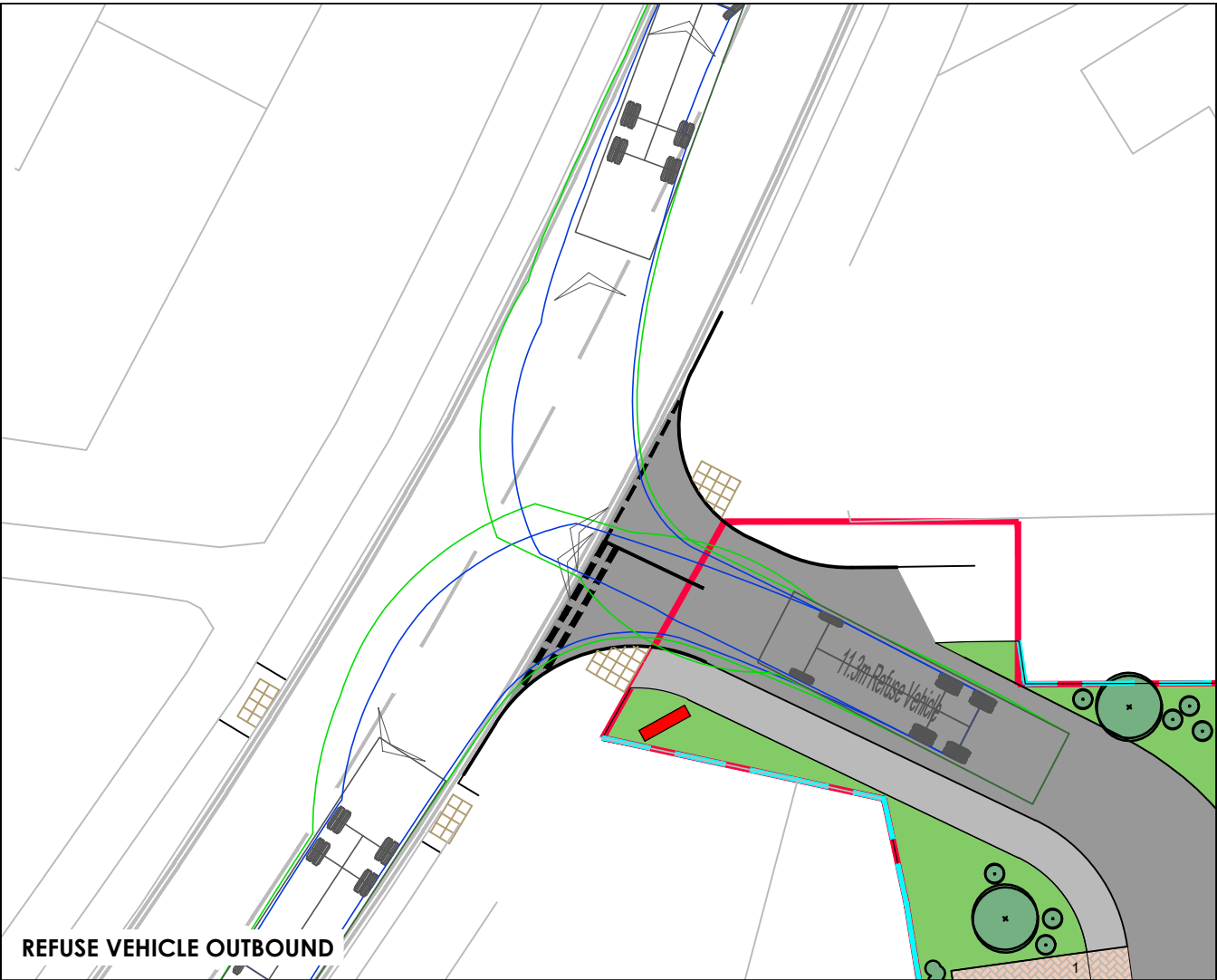
Drawn By
SJ

Checked By
CB

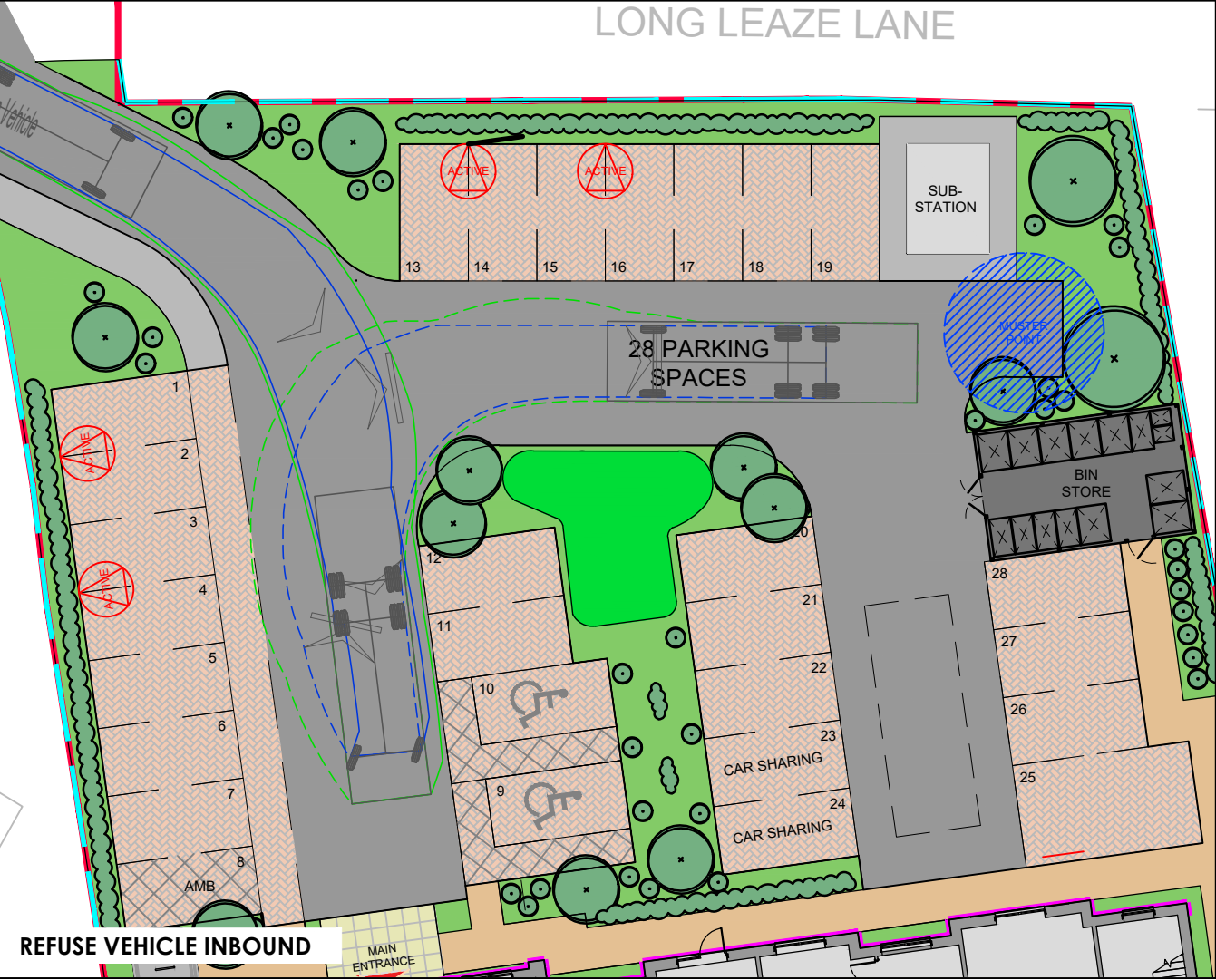
A3



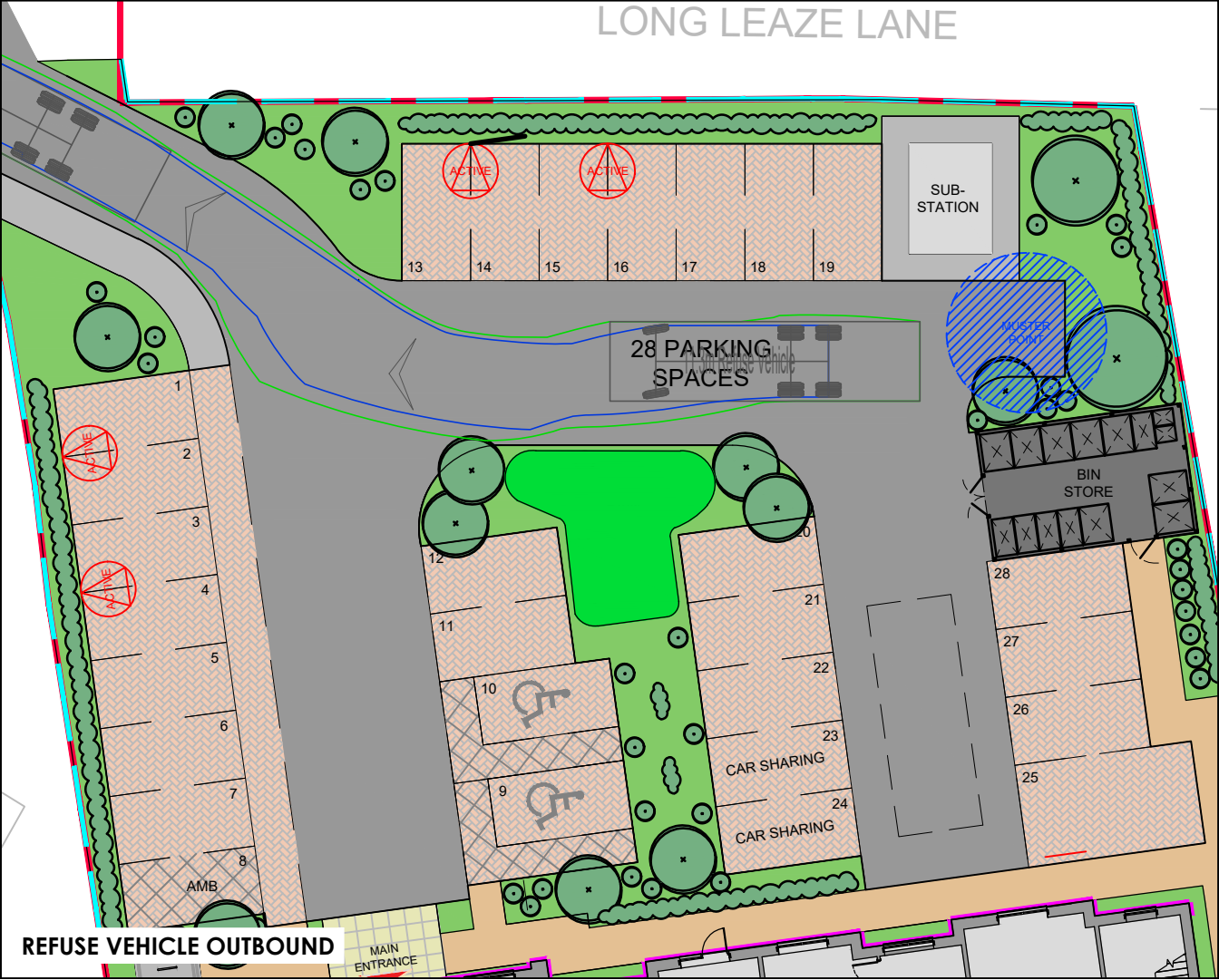
REFUSE VEHICLE INBOUND



REFUSE VEHICLE OUTBOUND



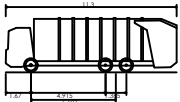
REFUSE VEHICLE INBOUND



REFUSE VEHICLE OUTBOUND

NOTES

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11.3m Refuse Vehicle
Overall Length 11.300m
Overall Width 2.900m
Overall Body Height 3.380m
Min Body Ground Clearance 0.321m
Track Width 2.600m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.250m

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Rev.	GE	First Issue	Date
P1	Drawn	Comments	19/02/26



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Old Mill Studios, Fry's Yard, 37-40 Bridge Street, Godalming, GU7 1HP
10 York Road, London, SE1 7ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client		Aspire LLP	
Project			
Bowerhill Lodge, Longleaze Lane, Melksham			
Drawing Title			
Vehicle Swept Path Assessment Refuse Vehicle			
Drawing No.		Rev.	
2022/6804/006		P1	
Scale	Drawn By	Checked By	
1:250	GE	SJ	A3

APPENDIX A



The Town and Country Planning Act 1990
Approval of non-material change to a planning permission

Application Reference Number: PL/2024/07818

Decision Date: 20th September 2024

Applicant: Louis Wilkin
45 London Rd, Reigate, United Kingdom, RH2 9RY

Particulars of Development: Non-Material Amendment to PL/2023/06725 - Proposed external alteration, internal layout alterations and changes to fenestration

At: Land at, Longleaze Lane, Melksham, SN12 6QJ

I can confirm that having had regard to the effect of the proposed change, the Council is satisfied that the amendment is not material and accordingly has **APPROVED** the request for a non-material change to the planning permission. Any alterations to the conditions attached to the original planning permission as a result of this change are set out below.

Condition 2 ('Approved Plans list') is now amended with the following revised plans:

<u>Existing drawings - PL/2023/06725</u> <u>22 August 2024 (to be superseded)</u>	<u>Approved non-material amendment</u> <u>drawings PL/2024/07818</u>
Proposed First Floor Plan ref: ASP-CH-034-PL008B	1377T-RDT-ZZ-01-DR-A-2200_T3 – Proposed First Floor Plan
Proposed Ground Floor Plan ref: ASP-CH-034-PL007B	1377T-RDT-ZZ-00-DR-A-2100_T3 – Proposed Ground Floor Plan
Proposed Second Floor Plan ref: ASP-CH-034-PL009B	1377T-RDT-ZZ-02-DR-A-2300_T3 – Proposed Second Floor Plan
Proposed Roof Plan ref: ASP-CH-034-PL010B	1377T-RDT-ZZ-03-DR-A-2400_P2 – Proposed Roof Plan
Proposed North & West Elevations Plan 1 of 2 ref: ASP-CH-034-PL003C	1377T-RDT-ZZ-ZZ-DR-A-3000_T2 – Proposed Elevations – Sheet 1
Proposed South & East Elevations Plan 2 of 2 ref: ASP-CH-034-PL004C	1377T-RDT-ZZ-ZZ-DR-A-3001_T1 – Proposed Elevations – Sheet 2

This letter acts as official confirmation and therefore I suggest you attach it to the Decision Notice already in your possession.

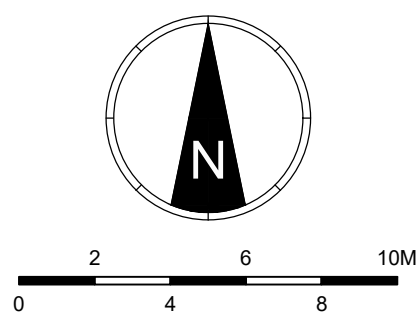
Please note that this decision relates solely to the change described above. Any other change, regardless of whether or not it is shown on the Non-Material Amendment drawings, is not covered by this decision.

Parvis Khansari - Corporate Director, Place



GENERAL NOTES:

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KEY:

- SITE BOUNDARY
- SITE AREA = 1032.39 ACRES
- NOTE: RED LINE ILLUSTRATION TAKEN FROM ASPIRE LLP DRAWING AND REQUIRES CLARIFICATION BASED ON TOPOGRAPHICAL SURVEY INFORMATION
- OUTLINE OF ASPIRE LLP PLANNING BUILDING FOOTPRINT
- EXISTING SITE LEVELS
- PROPOSED SITE LEVELS
- OUTLINE OF TOPOGRAPHICAL SURVEY BUILDINGS
- PROPOSED BUILDING
- ROAD - TARMAC COLOUR BLACK
- PARKING SPACES
- FOOTPATH - TARMAC
- PATIO - PROPOSED FLAG PAVING
- PLANTING
REFER TO LANDSCAPE ARCHITECTS DRAWING
- LAWN
REFER TO LANDSCAPE ARCHITECTS DRAWING
- 1100mm BESPOKE NATURALISED WOODEN RAILING
TO CLIENTS SPECIFICATION
- 1200mm POST AND RAIL FENCE
TO PROVIDE SECURITY FOR RESIDENTS GARDEN
- 1800mm HOOP TOP RAILINGS
TO PROVIDE SECURITY FOR RESIDENTS GARDEN
- 1800mm CLOSE BOARD FENCE
TO PROVIDE SECURITY FOR RESIDENTS GARDEN
- 1500mm RAILINGS
TO PROVIDE SECURITY FOR RESIDENTS GARDEN
- EXISTING LINE OF FENCE TO ORCHARD
- PROPOSED TREE CANOPY
- ACTIVE VEHICLE CHARGING POINT
- PROPOSED SIGNAGE LOCATIONS
SUBJECT TO CONFIRMATION FROM HC1

NOTES:

1. INDICATIVE NORTH POINT ONLY.
2. LAYOUT BASED ON ASPIRE LLP PLANNING SITE PLAN. NO TOPOGRAPHICAL INFORMATION UTILISED.
3. LAYOUT SUBJECT TO ARBORICULTURAL REVIEW.
4. EXTERNAL SITE LEVELS INDICATED. FINAL LEVELS TO BE CONFIRMED BY CIVIL ENGINEER / CONTRACTOR AT DETAILED DESIGN STAGE

P2	MINOR UPDATES	SAS	30.07.24
P1	PRELIMINARY ISSUE	NE	29.07.24
REV	DESCRIPTION	BY	DATE

PROJECT WORK STAGE

TENDER

CLIENT

ASPIRE LLP

PROJECT

MELKSHAM

DRWG TITLE

PROPOSED
SITE PLAN
CONSENTED

PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	DIS	NUMBER
1377T	RDT	ZZ	XX	DR	A	1100

STATUS | SUITABILITY DESCRIPTION

-

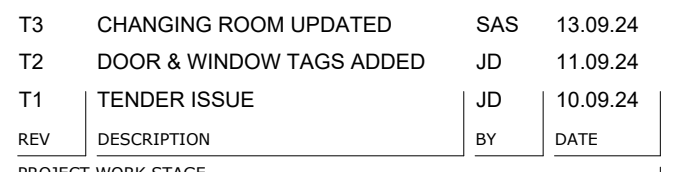
DRAWN BY	DATE	SCALE	CHECKED BY
NE	JULY 24	1:250	SAS

RDT PROJECT REF	PAPER SIZE	REVISION
1377	A1	P2

r d t
ARCHITECTS

1. Harrier Court, Woodside Road
Lower Woodside, Bedfordshire LU1 4DQ
T: +44(0)1582 461060
E: rdt@rdtarchitects.co.uk
www.rdtarchitects.co.uk

PROPOSED SITE PLAN - CONSENTED

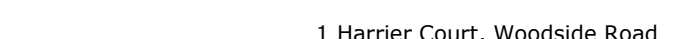


CLIENT _____

PROJECT	
---------	--

DRWG TITLE

STATUS	SUITABILITY DESCRIPTION
--------	-------------------------



1 Harrier Court, Woodside Road
Lower Woodside, Bedfordshire LU1 4DQ
T: +44(0)1582 461060
E: rdt@rdtarchitects.co.uk
www.rdtarchitects.co.uk

GROUND FLOOR - GENERAL ARRANGEMENT

APPENDIX B

PROPOSED SITE PLAN



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KEY:

SITE BOUNDARY
SITE AREA = 1032.39 ACRES

NOTE: RED LINE ILLUSTRATION TAKEN FROM ASPIRE LLP DRAWING AND REQUIRES CLARIFICATION BASED ON TOPOGRAPHICAL SURVEY INFORMATION
OUTLINE OF ASPIRE LLP PLANNING BUILDING FOOTPRINT

EXISTING SITE LEVELS
00.000

PROPOSED SITE LEVELS
00.000

OUTLINE OF TOPOGRAPHICAL SURVEY BUILDINGS

PROPOSED BUILDING

ROAD - TARMAC COLOUR BLACK

PARKING SPACES

FOOTPATH - TARMAC

PATIO - PROPOSED FLAG PAVING

PLANTING
REFER TO LANDSCAPE ARCHITECTS DRAWING

LAWN
REFER TO LANDSCAPE ARCHITECTS DRAWING

1200mm POST AND RAIL FENCE
TO PROVIDE SECURITY FOR RESIDENTS GARDEN

1800mm CLOSE BOARD FENCE
TO PROVIDE SECURITY FOR RESIDENTS GARDEN

2100mm CLOSE BOARD FENCE
TO PROVIDE SECURITY FOR EXTERNAL SPRINKLER TANK

EXISTING LINE OF FENCE TO ORCHARD

PROPOSED TREE CANDOPY

ACTIVE VEHICLE CHARGING POINT
SUBJECT TO CONFIRMATION FROM HC1

PROPOSED SIGNAGE LOCATIONS
SUBJECT TO CONFIRMATION FROM HC1

EASEMENT TO BE MAINTAINED FOR PROPOSED DRAINAGE DIVERSION

NOTES:

- INDICATIVE NORTH POINT ONLY.
- LAYOUT BASED ON ASPIRE LLP PLANNING SITE PLAN; NO TOPOGRAPHICAL INFORMATION UTILISED.
- LAYOUT SUBJECT TO ARBOCULTURAL REVIEW.
- EXTERNAL SITE LEVELS INDICATED; FINAL LEVELS TO BE CONFIRMED BY CIVIL ENGINEER / CONTRACTOR AT DETAILED DESIGN STAGE.

C4	MAINTENANCE SHED POSITION UPDATED. EV CHARGING POSITIONS UPDATED. CAR SHARING SPACES INDICATED	SAS	09.01.26
C3	TANK ENCLOSURE & MAINTENANCE SHED POSITION UPDATED TO SUIT INSTALLED DRAINAGE	SAS	27.10.25
C2	CONDENSER SIZE UPDATED	SAS	16.10.25
C1	CONSTRUCTION ISSUE. UPDATED PARKING BAY AND CAR PARK EXTENTS. EXTERNAL SPRINKLER TANK ADDED	SAS	16.10.25

REV	DESCRIPTION	BY	DATE
PROJECT WORK STAGE	CONSTRUCTION		

CLIENT	LAWRENCE BAKER		
PROJECT	LAND AT LONGLEAZE LANE, MELKSHAM, SN12 6UN		
DRWG TITLE	PROPOSED SITE PLAN		

PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	DIS	NUMBER
1446C	RDT	ZZ	XX	DR	A	1100

STATUS	SUITABILITY DESCRIPTION
-	-

DRAWN BY	DATE	SCALE	CHECKED BY
NE	JULY 24	1:250	SAS

RDT PROJECT REF.	PAPER SIZE	REVISION
1446	A1	C4

ARCHITECTS

1 Harrier Court, Woodside Road
Lower Woodside, Bedfordshire LU1 4DQ
T: +44(0)1582 461060
E: rdt@rdtarchitects.co.uk
www.rdtarchitects.co.uk

APPENDIX C

Calculation Reference: AUDIT-728001-230613-0644

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	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

Primary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 52 to 60 (units:)
 Range Selected by User: 50 to 90 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/06/22

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	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	2
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C2 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 3 days

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

Population within 5 miles:

75,001 to 100,000 1 days

125,001 to 250,000 1 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 2 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	NN-05-F-01 MALHAM DRIVE KETTERING	NURSING HOME		NORTH NORTHAMPTONSHIRE
	Edge of Town No Sub Category Total Number of residents:		60	
2	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:	NURSING HOME		TYNE & WEAR
3	WS-05-F-02 WYKEHAM ROAD WORTHING	NURSING HOME	52	WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:		54	

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.

RGP Mill Pool House Godalming

Licence No: 728001

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.77

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.127	3	55	0.102	3	55	0.229
08:00 - 09:00	3	55	0.084	3	55	0.072	3	55	0.156
09:00 - 10:00	3	55	0.060	3	55	0.042	3	55	0.102
10:00 - 11:00	3	55	0.060	3	55	0.042	3	55	0.102
11:00 - 12:00	3	55	0.042	3	55	0.054	3	55	0.096
12:00 - 13:00	3	55	0.054	3	55	0.066	3	55	0.120
13:00 - 14:00	3	55	0.078	3	55	0.048	3	55	0.126
14:00 - 15:00	3	55	0.060	3	55	0.072	3	55	0.132
15:00 - 16:00	3	55	0.096	3	55	0.175	3	55	0.271
16:00 - 17:00	3	55	0.024	3	55	0.036	3	55	0.060
17:00 - 18:00	3	55	0.018	3	55	0.036	3	55	0.054
18:00 - 19:00	3	55	0.030	3	55	0.042	3	55	0.072
19:00 - 20:00	3	55	0.066	3	55	0.024	3	55	0.090
20:00 - 21:00	3	55	0.042	3	55	0.054	3	55	0.096
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.841			0.865			1.706

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: 52 - 60 (units:)
Survey date range: 01/01/15 - 13/06/22
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TAXIS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.000	3	55	0.000	3	55	0.000
08:00 - 09:00	3	55	0.000	3	55	0.000	3	55	0.000
09:00 - 10:00	3	55	0.000	3	55	0.000	3	55	0.000
10:00 - 11:00	3	55	0.000	3	55	0.000	3	55	0.000
11:00 - 12:00	3	55	0.000	3	55	0.000	3	55	0.000
12:00 - 13:00	3	55	0.006	3	55	0.000	3	55	0.006
13:00 - 14:00	3	55	0.012	3	55	0.012	3	55	0.024
14:00 - 15:00	3	55	0.000	3	55	0.006	3	55	0.006
15:00 - 16:00	3	55	0.000	3	55	0.000	3	55	0.000
16:00 - 17:00	3	55	0.000	3	55	0.000	3	55	0.000
17:00 - 18:00	3	55	0.006	3	55	0.000	3	55	0.006
18:00 - 19:00	3	55	0.000	3	55	0.006	3	55	0.006
19:00 - 20:00	3	55	0.006	3	55	0.006	3	55	0.012
20:00 - 21:00	3	55	0.000	3	55	0.000	3	55	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL OGVS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.006	3	55	0.006	3	55	0.012
08:00 - 09:00	3	55	0.000	3	55	0.000	3	55	0.000
09:00 - 10:00	3	55	0.012	3	55	0.012	3	55	0.024
10:00 - 11:00	3	55	0.000	3	55	0.000	3	55	0.000
11:00 - 12:00	3	55	0.000	3	55	0.000	3	55	0.000
12:00 - 13:00	3	55	0.000	3	55	0.000	3	55	0.000
13:00 - 14:00	3	55	0.000	3	55	0.000	3	55	0.000
14:00 - 15:00	3	55	0.000	3	55	0.000	3	55	0.000
15:00 - 16:00	3	55	0.000	3	55	0.000	3	55	0.000
16:00 - 17:00	3	55	0.000	3	55	0.000	3	55	0.000
17:00 - 18:00	3	55	0.000	3	55	0.000	3	55	0.000
18:00 - 19:00	3	55	0.000	3	55	0.000	3	55	0.000
19:00 - 20:00	3	55	0.000	3	55	0.000	3	55	0.000
20:00 - 21:00	3	55	0.000	3	55	0.000	3	55	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PSVS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.000	3	55	0.000	3	55	0.000
08:00 - 09:00	3	55	0.000	3	55	0.000	3	55	0.000
09:00 - 10:00	3	55	0.006	3	55	0.006	3	55	0.012
10:00 - 11:00	3	55	0.000	3	55	0.000	3	55	0.000
11:00 - 12:00	3	55	0.000	3	55	0.000	3	55	0.000
12:00 - 13:00	3	55	0.000	3	55	0.000	3	55	0.000
13:00 - 14:00	3	55	0.000	3	55	0.000	3	55	0.000
14:00 - 15:00	3	55	0.006	3	55	0.006	3	55	0.012
15:00 - 16:00	3	55	0.006	3	55	0.006	3	55	0.012
16:00 - 17:00	3	55	0.000	3	55	0.000	3	55	0.000
17:00 - 18:00	3	55	0.000	3	55	0.000	3	55	0.000
18:00 - 19:00	3	55	0.000	3	55	0.000	3	55	0.000
19:00 - 20:00	3	55	0.000	3	55	0.000	3	55	0.000
20:00 - 21:00	3	55	0.000	3	55	0.000	3	55	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CYCLISTS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.042	3	55	0.000	3	55	0.042
08:00 - 09:00	3	55	0.000	3	55	0.000	3	55	0.000
09:00 - 10:00	3	55	0.000	3	55	0.000	3	55	0.000
10:00 - 11:00	3	55	0.006	3	55	0.000	3	55	0.006
11:00 - 12:00	3	55	0.006	3	55	0.000	3	55	0.006
12:00 - 13:00	3	55	0.018	3	55	0.006	3	55	0.024
13:00 - 14:00	3	55	0.006	3	55	0.000	3	55	0.006
14:00 - 15:00	3	55	0.000	3	55	0.030	3	55	0.030
15:00 - 16:00	3	55	0.000	3	55	0.000	3	55	0.000
16:00 - 17:00	3	55	0.000	3	55	0.006	3	55	0.006
17:00 - 18:00	3	55	0.006	3	55	0.000	3	55	0.006
18:00 - 19:00	3	55	0.000	3	55	0.012	3	55	0.012
19:00 - 20:00	3	55	0.000	3	55	0.000	3	55	0.000
20:00 - 21:00	3	55	0.000	3	55	0.006	3	55	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.060			0.144

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.151	3	55	0.078	3	55	0.229
08:00 - 09:00	3	55	0.090	3	55	0.078	3	55	0.168
09:00 - 10:00	3	55	0.078	3	55	0.054	3	55	0.132
10:00 - 11:00	3	55	0.072	3	55	0.048	3	55	0.120
11:00 - 12:00	3	55	0.054	3	55	0.060	3	55	0.114
12:00 - 13:00	3	55	0.072	3	55	0.084	3	55	0.156
13:00 - 14:00	3	55	0.114	3	55	0.048	3	55	0.162
14:00 - 15:00	3	55	0.078	3	55	0.114	3	55	0.192
15:00 - 16:00	3	55	0.102	3	55	0.223	3	55	0.325
16:00 - 17:00	3	55	0.030	3	55	0.048	3	55	0.078
17:00 - 18:00	3	55	0.018	3	55	0.042	3	55	0.060
18:00 - 19:00	3	55	0.036	3	55	0.054	3	55	0.090
19:00 - 20:00	3	55	0.072	3	55	0.018	3	55	0.090
20:00 - 21:00	3	55	0.018	3	55	0.054	3	55	0.072
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.985			1.003			1.988

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.054	3	55	0.006	3	55	0.060
08:00 - 09:00	3	55	0.018	3	55	0.024	3	55	0.042
09:00 - 10:00	3	55	0.018	3	55	0.000	3	55	0.018
10:00 - 11:00	3	55	0.012	3	55	0.006	3	55	0.018
11:00 - 12:00	3	55	0.012	3	55	0.006	3	55	0.018
12:00 - 13:00	3	55	0.006	3	55	0.012	3	55	0.018
13:00 - 14:00	3	55	0.012	3	55	0.042	3	55	0.054
14:00 - 15:00	3	55	0.006	3	55	0.030	3	55	0.036
15:00 - 16:00	3	55	0.042	3	55	0.030	3	55	0.072
16:00 - 17:00	3	55	0.024	3	55	0.024	3	55	0.048
17:00 - 18:00	3	55	0.012	3	55	0.018	3	55	0.030
18:00 - 19:00	3	55	0.006	3	55	0.024	3	55	0.030
19:00 - 20:00	3	55	0.006	3	55	0.030	3	55	0.036
20:00 - 21:00	3	55	0.000	3	55	0.060	3	55	0.060
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.228			0.312			0.540

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.018	3	55	0.000	3	55	0.018
08:00 - 09:00	3	55	0.018	3	55	0.000	3	55	0.018
09:00 - 10:00	3	55	0.018	3	55	0.006	3	55	0.024
10:00 - 11:00	3	55	0.006	3	55	0.000	3	55	0.006
11:00 - 12:00	3	55	0.006	3	55	0.000	3	55	0.006
12:00 - 13:00	3	55	0.006	3	55	0.006	3	55	0.012
13:00 - 14:00	3	55	0.000	3	55	0.000	3	55	0.000
14:00 - 15:00	3	55	0.000	3	55	0.012	3	55	0.012
15:00 - 16:00	3	55	0.000	3	55	0.000	3	55	0.000
16:00 - 17:00	3	55	0.012	3	55	0.006	3	55	0.018
17:00 - 18:00	3	55	0.000	3	55	0.000	3	55	0.000
18:00 - 19:00	3	55	0.018	3	55	0.018	3	55	0.036
19:00 - 20:00	3	55	0.006	3	55	0.018	3	55	0.024
20:00 - 21:00	3	55	0.000	3	55	0.006	3	55	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.072			0.180

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.000	3	55	0.000	3	55	0.000
08:00 - 09:00	3	55	0.018	3	55	0.000	3	55	0.018
09:00 - 10:00	3	55	0.006	3	55	0.006	3	55	0.012
10:00 - 11:00	3	55	0.000	3	55	0.000	3	55	0.000
11:00 - 12:00	3	55	0.006	3	55	0.000	3	55	0.006
12:00 - 13:00	3	55	0.000	3	55	0.006	3	55	0.006
13:00 - 14:00	3	55	0.006	3	55	0.000	3	55	0.006
14:00 - 15:00	3	55	0.000	3	55	0.000	3	55	0.000
15:00 - 16:00	3	55	0.006	3	55	0.006	3	55	0.012
16:00 - 17:00	3	55	0.006	3	55	0.012	3	55	0.018
17:00 - 18:00	3	55	0.006	3	55	0.012	3	55	0.018
18:00 - 19:00	3	55	0.000	3	55	0.006	3	55	0.006
19:00 - 20:00	3	55	0.000	3	55	0.006	3	55	0.006
20:00 - 21:00	3	55	0.000	3	55	0.006	3	55	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.060			0.114

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL COACH PASSENGERS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.000	3	55	0.000	3	55	0.000
08:00 - 09:00	3	55	0.000	3	55	0.000	3	55	0.000
09:00 - 10:00	3	55	0.000	3	55	0.018	3	55	0.018
10:00 - 11:00	3	55	0.000	3	55	0.000	3	55	0.000
11:00 - 12:00	3	55	0.000	3	55	0.000	3	55	0.000
12:00 - 13:00	3	55	0.000	3	55	0.000	3	55	0.000
13:00 - 14:00	3	55	0.000	3	55	0.000	3	55	0.000
14:00 - 15:00	3	55	0.018	3	55	0.000	3	55	0.018
15:00 - 16:00	3	55	0.018	3	55	0.000	3	55	0.018
16:00 - 17:00	3	55	0.000	3	55	0.000	3	55	0.000
17:00 - 18:00	3	55	0.000	3	55	0.000	3	55	0.000
18:00 - 19:00	3	55	0.000	3	55	0.000	3	55	0.000
19:00 - 20:00	3	55	0.000	3	55	0.000	3	55	0.000
20:00 - 21:00	3	55	0.000	3	55	0.000	3	55	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.018			0.054

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.018	3	55	0.000	3	55	0.018
08:00 - 09:00	3	55	0.036	3	55	0.000	3	55	0.036
09:00 - 10:00	3	55	0.024	3	55	0.030	3	55	0.054
10:00 - 11:00	3	55	0.006	3	55	0.000	3	55	0.006
11:00 - 12:00	3	55	0.012	3	55	0.000	3	55	0.012
12:00 - 13:00	3	55	0.006	3	55	0.012	3	55	0.018
13:00 - 14:00	3	55	0.006	3	55	0.000	3	55	0.006
14:00 - 15:00	3	55	0.018	3	55	0.012	3	55	0.030
15:00 - 16:00	3	55	0.024	3	55	0.006	3	55	0.030
16:00 - 17:00	3	55	0.018	3	55	0.018	3	55	0.036
17:00 - 18:00	3	55	0.006	3	55	0.012	3	55	0.018
18:00 - 19:00	3	55	0.018	3	55	0.024	3	55	0.042
19:00 - 20:00	3	55	0.006	3	55	0.024	3	55	0.030
20:00 - 21:00	3	55	0.000	3	55	0.012	3	55	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.198			0.150			0.348

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.77

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.265	3	55	0.084	3	55	0.349
08:00 - 09:00	3	55	0.145	3	55	0.102	3	55	0.247
09:00 - 10:00	3	55	0.120	3	55	0.084	3	55	0.204
10:00 - 11:00	3	55	0.096	3	55	0.054	3	55	0.150
11:00 - 12:00	3	55	0.084	3	55	0.066	3	55	0.150
12:00 - 13:00	3	55	0.102	3	55	0.114	3	55	0.216
13:00 - 14:00	3	55	0.139	3	55	0.090	3	55	0.229
14:00 - 15:00	3	55	0.102	3	55	0.187	3	55	0.289
15:00 - 16:00	3	55	0.169	3	55	0.259	3	55	0.428
16:00 - 17:00	3	55	0.072	3	55	0.096	3	55	0.168
17:00 - 18:00	3	55	0.042	3	55	0.072	3	55	0.114
18:00 - 19:00	3	55	0.060	3	55	0.114	3	55	0.174
19:00 - 20:00	3	55	0.084	3	55	0.072	3	55	0.156
20:00 - 21:00	3	55	0.018	3	55	0.133	3	55	0.151
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.498			1.527			3.025

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CARS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.120	3	55	0.090	3	55	0.210
08:00 - 09:00	3	55	0.078	3	55	0.072	3	55	0.150
09:00 - 10:00	3	55	0.036	3	55	0.018	3	55	0.054
10:00 - 11:00	3	55	0.060	3	55	0.036	3	55	0.096
11:00 - 12:00	3	55	0.036	3	55	0.054	3	55	0.090
12:00 - 13:00	3	55	0.042	3	55	0.054	3	55	0.096
13:00 - 14:00	3	55	0.060	3	55	0.036	3	55	0.096
14:00 - 15:00	3	55	0.048	3	55	0.048	3	55	0.096
15:00 - 16:00	3	55	0.060	3	55	0.145	3	55	0.205
16:00 - 17:00	3	55	0.024	3	55	0.030	3	55	0.054
17:00 - 18:00	3	55	0.006	3	55	0.030	3	55	0.036
18:00 - 19:00	3	55	0.030	3	55	0.036	3	55	0.066
19:00 - 20:00	3	55	0.054	3	55	0.018	3	55	0.072
20:00 - 21:00	3	55	0.042	3	55	0.048	3	55	0.090
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.696			0.715			1.411

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL LGVS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	55	0.000	3	55	0.006	3	55	0.006
08:00 - 09:00	3	55	0.006	3	55	0.000	3	55	0.006
09:00 - 10:00	3	55	0.006	3	55	0.006	3	55	0.012
10:00 - 11:00	3	55	0.000	3	55	0.006	3	55	0.006
11:00 - 12:00	3	55	0.006	3	55	0.000	3	55	0.006
12:00 - 13:00	3	55	0.006	3	55	0.012	3	55	0.018
13:00 - 14:00	3	55	0.006	3	55	0.000	3	55	0.006
14:00 - 15:00	3	55	0.006	3	55	0.012	3	55	0.018
15:00 - 16:00	3	55	0.030	3	55	0.024	3	55	0.054
16:00 - 17:00	3	55	0.000	3	55	0.006	3	55	0.006
17:00 - 18:00	3	55	0.006	3	55	0.006	3	55	0.012
18:00 - 19:00	3	55	0.000	3	55	0.000	3	55	0.000
19:00 - 20:00	3	55	0.006	3	55	0.000	3	55	0.006
20:00 - 21:00	3	55	0.000	3	55	0.006	3	55	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.084			0.162

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL Servicing 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	3	55	0.006	3	55	0.012	3	55	0.018
08:00 - 09:00	3	55	0.006	3	55	0.000	3	55	0.006
09:00 - 10:00	3	55	0.018	3	55	0.018	3	55	0.036
10:00 - 11:00	3	55	0.000	3	55	0.006	3	55	0.006
11:00 - 12:00	3	55	0.006	3	55	0.000	3	55	0.006
12:00 - 13:00	3	55	0.006	3	55	0.012	3	55	0.018
13:00 - 14:00	3	55	0.006	3	55	0.000	3	55	0.006
14:00 - 15:00	3	55	0.006	3	55	0.012	3	55	0.018
15:00 - 16:00	3	55	0.036	3	55	0.030	3	55	0.066
16:00 - 17:00	3	55	0.000	3	55	0.006	3	55	0.006
17:00 - 18:00	3	55	0.006	3	55	0.006	3	55	0.012
18:00 - 19:00	3	55	0.000	3	55	0.000	3	55	0.000
19:00 - 20:00	3	55	0.000	3	55	0.000	3	55	0.000
20:00 - 21:00	3	55	0.000	3	55	0.000	3	55	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.102			0.198

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 CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04 EAST ANGLIA
 PB PETERBOROUGH 1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 48 to 48 (units:)
 Range Selected by User: 30 to 120 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/06/22

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

Selected survey days:

Sunday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C2 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 1 days

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

Population within 5 miles:

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 1 days

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

Travel Plan:

No 1 days

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

PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	PB-05-F-01	NURSING HOME	PETERBOROUGH
	PARK CRESCENT		
	PETERBOROUGH		

Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of residents: 48

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.89

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	48	0.167	1	48	0.042	1	48	0.209
08:00 - 09:00	1	48	0.125	1	48	0.021	1	48	0.146
09:00 - 10:00	1	48	0.000	1	48	0.042	1	48	0.042
10:00 - 11:00	1	48	0.021	1	48	0.000	1	48	0.021
11:00 - 12:00	1	48	0.021	1	48	0.042	1	48	0.063
12:00 - 13:00	1	48	0.042	1	48	0.021	1	48	0.063
13:00 - 14:00	1	48	0.000	1	48	0.021	1	48	0.021
14:00 - 15:00	1	48	0.042	1	48	0.042	1	48	0.084
15:00 - 16:00	1	48	0.021	1	48	0.063	1	48	0.083
16:00 - 17:00	1	48	0.042	1	48	0.042	1	48	0.084
17:00 - 18:00	1	48	0.042	1	48	0.146	1	48	0.188
18:00 - 19:00	1	48	0.021	1	48	0.167	1	48	0.188
19:00 - 20:00	1	48	0.000	1	48	0.063	1	48	0.062
20:00 - 21:00	1	48	0.021	1	48	0.042	1	48	0.063
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.565			0.752			1.317

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: 48 - 48 (units:)
Survey date date range: 01/01/15 - 13/06/22
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 0
Number of Sundays: 1
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

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

MULTI-MODAL 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	1	48	0.021	1	48	0.021	1	48	0.042
08:00 - 09:00	1	48	0.000	1	48	0.000	1	48	0.000
09:00 - 10:00	1	48	0.000	1	48	0.000	1	48	0.000
10:00 - 11:00	1	48	0.000	1	48	0.000	1	48	0.000
11:00 - 12:00	1	48	0.000	1	48	0.000	1	48	0.000
12:00 - 13:00	1	48	0.000	1	48	0.000	1	48	0.000
13:00 - 14:00	1	48	0.000	1	48	0.000	1	48	0.000
14:00 - 15:00	1	48	0.000	1	48	0.000	1	48	0.000
15:00 - 16:00	1	48	0.000	1	48	0.000	1	48	0.000
16:00 - 17:00	1	48	0.000	1	48	0.000	1	48	0.000
17:00 - 18:00	1	48	0.000	1	48	0.000	1	48	0.000
18:00 - 19:00	1	48	0.000	1	48	0.000	1	48	0.000
19:00 - 20:00	1	48	0.000	1	48	0.000	1	48	0.000
20:00 - 21:00	1	48	0.000	1	48	0.000	1	48	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	48	0.271	1	48	0.042	1	48	0.313
08:00 - 09:00	1	48	0.188	1	48	0.021	1	48	0.209
09:00 - 10:00	1	48	0.000	1	48	0.042	1	48	0.042
10:00 - 11:00	1	48	0.021	1	48	0.000	1	48	0.021
11:00 - 12:00	1	48	0.021	1	48	0.042	1	48	0.063
12:00 - 13:00	1	48	0.063	1	48	0.021	1	48	0.083
13:00 - 14:00	1	48	0.000	1	48	0.021	1	48	0.021
14:00 - 15:00	1	48	0.042	1	48	0.083	1	48	0.125
15:00 - 16:00	1	48	0.021	1	48	0.083	1	48	0.104
16:00 - 17:00	1	48	0.063	1	48	0.042	1	48	0.104
17:00 - 18:00	1	48	0.042	1	48	0.167	1	48	0.209
18:00 - 19:00	1	48	0.021	1	48	0.271	1	48	0.292
19:00 - 20:00	1	48	0.000	1	48	0.083	1	48	0.083
20:00 - 21:00	1	48	0.021	1	48	0.042	1	48	0.063
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.772			0.960			1.732

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	48	0.042	1	48	0.042	1	48	0.084
08:00 - 09:00	1	48	0.021	1	48	0.000	1	48	0.021
09:00 - 10:00	1	48	0.000	1	48	0.000	1	48	0.000
10:00 - 11:00	1	48	0.042	1	48	0.021	1	48	0.063
11:00 - 12:00	1	48	0.000	1	48	0.021	1	48	0.021
12:00 - 13:00	1	48	0.042	1	48	0.000	1	48	0.042
13:00 - 14:00	1	48	0.021	1	48	0.021	1	48	0.042
14:00 - 15:00	1	48	0.000	1	48	0.021	1	48	0.021
15:00 - 16:00	1	48	0.021	1	48	0.021	1	48	0.042
16:00 - 17:00	1	48	0.000	1	48	0.000	1	48	0.000
17:00 - 18:00	1	48	0.021	1	48	0.021	1	48	0.042
18:00 - 19:00	1	48	0.021	1	48	0.042	1	48	0.063
19:00 - 20:00	1	48	0.000	1	48	0.063	1	48	0.062
20:00 - 21:00	1	48	0.000	1	48	0.000	1	48	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.231			0.272			0.503

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	48	0.021	1	48	0.000	1	48	0.021
08:00 - 09:00	1	48	0.021	1	48	0.000	1	48	0.021
09:00 - 10:00	1	48	0.021	1	48	0.000	1	48	0.021
10:00 - 11:00	1	48	0.021	1	48	0.000	1	48	0.021
11:00 - 12:00	1	48	0.000	1	48	0.000	1	48	0.000
12:00 - 13:00	1	48	0.000	1	48	0.000	1	48	0.000
13:00 - 14:00	1	48	0.021	1	48	0.000	1	48	0.021
14:00 - 15:00	1	48	0.000	1	48	0.000	1	48	0.000
15:00 - 16:00	1	48	0.000	1	48	0.021	1	48	0.021
16:00 - 17:00	1	48	0.000	1	48	0.000	1	48	0.000
17:00 - 18:00	1	48	0.000	1	48	0.000	1	48	0.000
18:00 - 19:00	1	48	0.000	1	48	0.042	1	48	0.042
19:00 - 20:00	1	48	0.000	1	48	0.042	1	48	0.042
20:00 - 21:00	1	48	0.000	1	48	0.000	1	48	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.105			0.210

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	48	0.021	1	48	0.000	1	48	0.021
08:00 - 09:00	1	48	0.021	1	48	0.000	1	48	0.021
09:00 - 10:00	1	48	0.021	1	48	0.000	1	48	0.021
10:00 - 11:00	1	48	0.021	1	48	0.000	1	48	0.021
11:00 - 12:00	1	48	0.000	1	48	0.000	1	48	0.000
12:00 - 13:00	1	48	0.000	1	48	0.000	1	48	0.000
13:00 - 14:00	1	48	0.021	1	48	0.000	1	48	0.021
14:00 - 15:00	1	48	0.000	1	48	0.000	1	48	0.000
15:00 - 16:00	1	48	0.000	1	48	0.021	1	48	0.021
16:00 - 17:00	1	48	0.000	1	48	0.000	1	48	0.000
17:00 - 18:00	1	48	0.000	1	48	0.000	1	48	0.000
18:00 - 19:00	1	48	0.000	1	48	0.042	1	48	0.042
19:00 - 20:00	1	48	0.000	1	48	0.042	1	48	0.042
20:00 - 21:00	1	48	0.000	1	48	0.000	1	48	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.105			0.210

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.89

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	48	0.354	1	48	0.104	1	48	0.458
08:00 - 09:00	1	48	0.229	1	48	0.021	1	48	0.250
09:00 - 10:00	1	48	0.021	1	48	0.042	1	48	0.063
10:00 - 11:00	1	48	0.083	1	48	0.021	1	48	0.104
11:00 - 12:00	1	48	0.021	1	48	0.063	1	48	0.083
12:00 - 13:00	1	48	0.104	1	48	0.021	1	48	0.125
13:00 - 14:00	1	48	0.042	1	48	0.042	1	48	0.084
14:00 - 15:00	1	48	0.042	1	48	0.104	1	48	0.146
15:00 - 16:00	1	48	0.042	1	48	0.125	1	48	0.167
16:00 - 17:00	1	48	0.063	1	48	0.042	1	48	0.104
17:00 - 18:00	1	48	0.063	1	48	0.188	1	48	0.250
18:00 - 19:00	1	48	0.042	1	48	0.354	1	48	0.396
19:00 - 20:00	1	48	0.000	1	48	0.188	1	48	0.188
20:00 - 21:00	1	48	0.021	1	48	0.042	1	48	0.063
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.125			1.356			2.481

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CARS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	48	0.146	1	48	0.042	1	48	0.188
08:00 - 09:00	1	48	0.063	1	48	0.021	1	48	0.083
09:00 - 10:00	1	48	0.000	1	48	0.000	1	48	0.000
10:00 - 11:00	1	48	0.021	1	48	0.000	1	48	0.021
11:00 - 12:00	1	48	0.021	1	48	0.042	1	48	0.063
12:00 - 13:00	1	48	0.042	1	48	0.021	1	48	0.063
13:00 - 14:00	1	48	0.000	1	48	0.021	1	48	0.021
14:00 - 15:00	1	48	0.042	1	48	0.021	1	48	0.063
15:00 - 16:00	1	48	0.021	1	48	0.063	1	48	0.083
16:00 - 17:00	1	48	0.042	1	48	0.021	1	48	0.063
17:00 - 18:00	1	48	0.042	1	48	0.146	1	48	0.188
18:00 - 19:00	1	48	0.021	1	48	0.167	1	48	0.188
19:00 - 20:00	1	48	0.000	1	48	0.063	1	48	0.062
20:00 - 21:00	1	48	0.021	1	48	0.042	1	48	0.063
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.481			0.668			1.149

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL LGVS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	48	0.000	1	48	0.000	1	48	0.000
08:00 - 09:00	1	48	0.042	1	48	0.000	1	48	0.042
09:00 - 10:00	1	48	0.000	1	48	0.042	1	48	0.042
10:00 - 11:00	1	48	0.000	1	48	0.000	1	48	0.000
11:00 - 12:00	1	48	0.000	1	48	0.000	1	48	0.000
12:00 - 13:00	1	48	0.000	1	48	0.000	1	48	0.000
13:00 - 14:00	1	48	0.000	1	48	0.000	1	48	0.000
14:00 - 15:00	1	48	0.000	1	48	0.000	1	48	0.000
15:00 - 16:00	1	48	0.000	1	48	0.000	1	48	0.000
16:00 - 17:00	1	48	0.000	1	48	0.000	1	48	0.000
17:00 - 18:00	1	48	0.000	1	48	0.000	1	48	0.000
18:00 - 19:00	1	48	0.000	1	48	0.000	1	48	0.000
19:00 - 20:00	1	48	0.000	1	48	0.000	1	48	0.000
20:00 - 21:00	1	48	0.000	1	48	0.000	1	48	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL MOTOR CYCLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	48	0.021	1	48	0.000	1	48	0.021
08:00 - 09:00	1	48	0.021	1	48	0.000	1	48	0.021
09:00 - 10:00	1	48	0.000	1	48	0.000	1	48	0.000
10:00 - 11:00	1	48	0.000	1	48	0.000	1	48	0.000
11:00 - 12:00	1	48	0.000	1	48	0.000	1	48	0.000
12:00 - 13:00	1	48	0.000	1	48	0.000	1	48	0.000
13:00 - 14:00	1	48	0.000	1	48	0.000	1	48	0.000
14:00 - 15:00	1	48	0.000	1	48	0.021	1	48	0.021
15:00 - 16:00	1	48	0.000	1	48	0.000	1	48	0.000
16:00 - 17:00	1	48	0.000	1	48	0.021	1	48	0.021
17:00 - 18:00	1	48	0.000	1	48	0.000	1	48	0.000
18:00 - 19:00	1	48	0.000	1	48	0.000	1	48	0.000
19:00 - 20:00	1	48	0.000	1	48	0.000	1	48	0.000
20:00 - 21:00	1	48	0.000	1	48	0.000	1	48	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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

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



RGP - Transport Planning and Infrastructure Design Consultants

enquiries@rgp.co.uk

www.rgp.co.uk

Surrey Office Old Mill Studios, Fry's Yard, 37-40 Bridge Street, Godalming GU7 1HP
London Office 10 York Road, London SE1 7ND

T: 01483 861 681
T: 020 7078 9662

