



**Guysfield Care Home,
Willian Road,
Letchworth**

Transport Statement

on behalf of

Caring Homes Group

October 2024

INTERMODAL TRANSPORTATION

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IT2066



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1 INTRODUCTION

- 1.1 Intermodal Transportation Ltd (ITL), an independent consultancy specialising in highway engineering and transportation planning, have been appointed by Oliver and Rob Architects on behalf of Caring Homes Group to produce a Transport Statement (TS) report for submission with the planning application for the redevelopment of Guysfield Care Home in Letchworth, Hertfordshire.
- 1.2 The scheme involves the redevelopment of the existing 50 bedroom care home, resulting in the provision of a total of 70 bedrooms. This represents a net increase of 20 bedrooms over the existing 50 bedroom provision.
- 1.3 Prior to the production of this report, ITL were involved in the production of a TS report (*IT2063_TS_22.04.20_Issued*) for a previous scheme (application 20/02219/FP), which involved a net increase of 9 bedrooms. In production of the previous TS report, ITL visited the site in February 2020.
- 1.4 In accordance with best practice the following issues have been investigated and are included as part of this study: -
- A description of the site location and the local road network;
 - A description of the development proposal;
 - Consideration of accessibility of the site by alternative transport modes, i.e. by walking, cycling and public transport;
 - Using the TRICS database, calculation of the likely level of traffic attracted to the development proposal during the typical weekday AM and PM peak hours
 - Comparison of the existing and proposed development traffic levels;
 - Confirmation that the visibility splays achievable at the existing site access are acceptable;
 - Confirmation of vehicular access and turning arrangements for refuse / service vehicles including undertaking AutoTrack swept path analysis;
 - Consideration of the adequacy of the proposed car parking provision at the development in the context of the relevant local parking standards.



2 SITE LOCATION AND LOCAL ROAD NETWORK

Site Location

- 2.1 The site is located at the southern edge of Letchworth, Hertfordshire. It is located off Willian Road and is situated 1km to the west of the A1. The site is approximately 0.94 hectares in area and is bounded by residential properties to the north and to the west. A shared cycleway / footpath and a field are located to the east. Willian Road is located to the south with open countryside located immediately beyond. Drawing IT2066/TS/01 shows the site location in the local and wider context.

Local Road Network

- 2.2 The existing care home at the site takes its vehicular accesses directly from Willian Road. Willian Road is a single carriageway road subject to a 30mph speed limit within the vicinity of the entrance to the site and runs in an east to west alignment past the site. The road is 5.8m wide within the vicinity of the site access. Plates 1 and 2 show Willian Road looking east and west from the site access.

Plate 1: View of Willian Road Looking East From The Site Access



Plate 2: View of Willian Road Looking West From The Site Access



- 2.3 To the west of the site, Willian Road joins Letchworth Lane forming a priority junction. The speed limit on Willian Road changes to the national speed limit, 75m to the west of Letchworth Lane. To the east of the site, Willian Road changes in name to Baldock Lane, which forms a left in / left out junction with the A505 Letchworth Gate some 1.3km east of the site. A toucan crossing is provided on the A505 Letchworth Gate, 40m to the north of the left in / left out junction.



- 2.4 Letchworth Lane runs north westwards from the junction with Willian Road and joins the A505 Baldock Road, which is located to the south of Letchworth town centre. In the west the A505 continues towards Hitchin, whilst in the east the A505 forms a roundabout junction with Baldock Road / Pixmore Way / Letchworth Gate.
- 2.5 The A505 runs north eastwards towards Royston and the A10. The A505 provides the main access to Letchworth from the A1. The A1 is one of the main A roads within Hertfordshire. To the north of Letchworth, the A1 forms a bypass around Biggleswade whilst to the south it bypasses Stevenage and Welwyn Garden City before joining the M25 motorway.



3 PROPOSED DEVELOPMENT

- 3.1 The proposal involves the redevelopment of the existing Guysfield Care Home. The original building was constructed as a private dwelling and has been extended over the years and converted into a care home in 1986. This resulted in an inappropriate layout, which does not comply with the current Care Commission Standards.
- 3.2 The existing Guysfield Care Home currently provides 50 bedrooms, accommodating a total of 51 residents as 1 of the bedrooms is a double. The scheme involves the retention of the original building known as 'Guys House' located at the western end of the care home and demolition of the building extensions. A standalone new care home building providing 70 bedrooms is proposed and would meet the Care Commission Standards. Hence, the overall increase would be 20 bedrooms.
- 3.3 The layout plan for the proposed development is contained in Appendix A. The layout plan shows the building to be retained and the proposed building in conjunction with the existing building footprint.
- 3.4 As was proposed with the previous proposal, vehicular access to the site would be achieved via the existing site access shown in Plate 3. The site access is 14m wide along the edge of the carriageway and it tapers down to 5m between the brick columns.

Plate 3: View of The Existing Site Access
Looking From Willian Road



- 3.5 At the existing access, visibility splays that accord with the requirements of the Manual for Streets (MfS) and MfS2 guidance are achievable. In that regard, visibility splays of 2.4m x 43m are achievable and are regarded as acceptable. That position was accepted by HCC at the time of the previous application.



- 3.6 The AutoTrack swept paths contained at Appendix B of this report demonstrate that a large refuse vehicle, an ambulance and a fire tender would be able to access, turn within and egress the site in forward gear. Notwithstanding that a large refuse vehicle has been tested, ITL understand that refuse collection at the site would be undertaken under a private contract and as a result the client has the ability to specify the size of the vehicles to be used. Therefore the use of a large refuse vehicle as the design vehicle represents a robust worst case analysis.
- 3.7 There would be 45 staff members operating at the site over 24 hours with a maximum of 22 staff members working at any one time.
- 3.8 The proposed development includes a total of 27 vehicle parking spaces. Nine of the 27 parking bays would be provided for exclusive staff use with 18 for resident / visitor use. Two of the spaces would be disabled parking spaces, additionally 1 of the bays would be for the use of service vehicles and there would be 1 separate ambulance parking bay that is not included in the 27. The proposed car parking provision in the context of the North Hertfordshire District Council parking standards is discussed in Chapter 6.



4 ACCESSIBILITY BY ALTERNATIVE MODES

Walking

- 4.1 Government statistics indicate that 25% of all journeys by UK households are made on foot (source DFT LTN1/04) and it is, therefore, considered that a reasonable proportion of trips to / from the proposed care home would be undertaken on foot. The 2022 National Travel Survey (NTS) indicates that 83% of journeys less than one mile (1.6km) in length are undertaken on foot. It is therefore considered that this distance should be regarded as applicable in terms of defining the walk in catchment of a new development.
- 4.2 The facilities within a 1.6km walking catchment of the site include sports fields, leisure parks, the Nuffield Health Letchworth Fitness Centre, Willian Village convenience store, Letchworth Golf Club, restaurants / public houses and the St Mary church.
- 4.3 Footways exist on the northern side of Willian Road on either side of the site access. The footway to the east is 0.8m wide and the footway to the west is 1m wide. To, the west of the site, the footway on Willian Road terminates at the junction with Letchworth Lane. The footway on the eastern side of Letchworth Lane is separated from the carriageway by a grass verge. The footway on the western side commences at the junction with St Mary's Close. These footways could be used to access the aforementioned facilities.
- 4.4 A shared cycleway / footpath, which forms part of National Cycle Route (NCR) 12 passes through the field located to the east of the site and leads to Fouracres lane. Plate 4 shows a view of the cycleway / footpath, and Plate 5 shows the National Cycle Route sign.

**Plate 4: View of Cycleway / Footway
Located to The East of The Site**



**Plate 5: View of NCR Signs Located
Along The Cycleway / Footway**





- 4.5 Given the characteristics of the development, i.e. that it would accommodate elderly residents, it is considered that there are unlikely to be significant volumes of walk trips to / from the local facilities. However, there are a large number of residential dwellings within a 1.6km catchment and as such staff living within this catchment would be able to walk to the care home.

Cycling

- 4.6 The former national planning guidance PPG13 paragraph 78 stated that “*Cycling also has potential to substitute for short car trips, particularly those less than 5 kilometres, and to form part of a longer journey by public transport*”. Taking into account the 5km cycle distance, the cycle catchment area would enclose Letchworth, Hitchin and the northern edge of Stevenage. Staff working at the care home could commute from these towns by cycle.
- 4.7 Cyclists would also benefit from National Cycle Route (NCR) 12 which runs along the shared cycleway / footpath located immediately to east of the site. This section of NCR 12 runs from Letchworth to Potters Bar and is 52km long.

Bus

- 4.8 Guidance generally recognises that walking distances to access bus services should lie between a desirable distance of 400m and acceptable distance of 800m. Furthermore, it is generally recognised that the maximum convenient walking distance in order to access urban bus services is around 500m. This walking distance to a bus stop has emerged from theoretical studies and has been supported by research undertaken for the National Travel Survey (NTS).
- 4.9 The closest bus stop to site is the Penn Way bus stop, located on Howard Drive. The bus stop is 930m from the site via Letchworth Lane and Aubrey Road and 750m via the footpath / cycleway adjacent to the site.
- 4.10 The bus stop could be accessed via the shared cycleway / footpath located to the east of the care home which leads to Fouracres and then on to Howard Drive passing the Britton School of Performing Arts and Lordship Farm Primary School enroute. The bus stop is served by service 53, which calls at the town centre and the railway station. Further bus services could be accessed at the railway station. The Aubrey bus stop is located 250m from the site on Letchworth Lane, however, it is served by school buses only. Table 4.1 shows a summary of the bus services.

**Table 4.1: Bus Service Summary**

Service	Route Summary	Monday – Friday		Weekend	
		Hours	Frequency	Hours	Frequency
Howard Drive Bus Stop					
53	Letchworth Circular	06:46–18:56	45 min / 1 hr	08:05–17:54	1 hr
Letchworth Railway Station Bus Stop					
90 / 91	Royston–Baldock–Letchworth Return Journey	08:27–16:55 08:35–17:31	5 buses	08:25–16:05 08:35–17:31	5 buses
96 / 96A	Letchworth–Stotfold–Arlesey Return Journey	08:02–18:13 07:05–15:17	5 buses 4 buses	08:02–18:13 09:00–15:17	5 buses 3 buses
97	Stotfold–Letchworth–Hitchin Return Journey	05:59–18:24 07:22–19:16	1 hr	07:19–17:19 08:41–18:41	1 hr
98	Baldock–Letchworth–Hitchin Return Journey	07:30–17:52 06:47–18:12	1 hr	08:49–14:49 08:07–15:07	1 hr
386	Bishop's Stortford–Baldock– Letchworth–Hitchin–Stevenage	07:50–17:25 09:24–19:04	4 buses	08:04–17:30 09:24–19:04	4 buses
W7 (Friday)	Meppershall - Arlesey – Letchworth Return Journey	10:04 11:43	1 bus	No Service	No Service

Train

- 4.11 Letchworth railway station is the nearest railway station to the site, located approximately 2.5km to the north of the site. The railway station is, therefore, beyond the generally recognised walking threshold of 1km to access train services. However, it is within a reasonable cycling distance and would be accessible via bus service 53. Hence, staff at the care home could undertake multi-modal trips whilst traveling to / from the site.
- 4.12 Letchworth railway station is on the Great Northern Route. The preceding station on the route is Hitchin station to the west whilst the following station is Baldock station to the east. Trains serving Letchworth railway station are operated by Great Northern and Thameslink. Table 4.2 below provides a summary of the services at the station.

**Table 4.2: Summary of Train Services at Letchworth Railway Station**

Destination	Monday–Friday			
	Operating Times	Average Journey Time	Trains per Hour	Changes
Stevenage	04:55–00:22	10 mins	4	0
Royston	05:44–02:03	15 mins	4	0
Biggleswade	05:29–00:22	30 mins	2	0
Welwyn Garden City	04:55–22:27	22 mins	2	0
London King's Cross	04:55–00:22	50 mins	4 to 7	0

- 4.13 It is considered that residents at the care home would be unlikely to extensively use non car modes of transportation. However, it is demonstrated above that the opportunity would exist for staff to use non car modes.
- 4.14 It is concluded that there are a few facilities and a reasonable number of residential dwellings within walking and cycling distance of the site. The closest bus stop to the site is located 750m from the site and is served by bus number 53, which also calls at the town centre and the railway station. Further bus services, which provide links to Royston, Hitchin, Stevenage and Bishop's Stortford, which represent some of the main towns close to the site, can be accessed at the town centre. Service frequencies at Letchworth railway station are good and connections are available to London and the surrounding regions.



5 DEVELOPMENT TRAFFIC ATTRACTION

Introduction

- 5.1 In this section the likely level of traffic attracted by the proposed development is considered and compared to the level of traffic attracted by the existing care home.
- 5.2 The TRICS database was interrogated in order to establish appropriate trip rates for calculating the likely level of traffic attracted to the development. The TRICS good practice guidance of selecting sites of similar geographical characteristics was adopted.

TRICS Trip Rates

- 5.3 The 'care home (elderly residential)' category within the 'health' land use of the TRICS database was interrogated excluding sites in London, Republic of Ireland and Northern Ireland. Additionally, sites in 'Edge of Town' locations on the TRICS database only, were included in the search. The range of number of bedrooms was set to 7-58. The start date for the search was set to 1st January 2010 whilst the end date was 9th May 2022. Adopting the above search criteria resulted in the derivation of 2 sites.
- 5.4 The TRICS printouts from the interrogations are contained at Appendix C of this report, whilst Table 5.1 below shows the care home trips, extracted from the database, for the time periods coinciding with the typical weekday AM and PM road network peak hours, i.e. 08:00 – 09:00 and 17:00 – 18:00 respectively: -

Table 5.1: TRICS Vehicular Trip Rates per Resident

Use	AM Peak Hour (08:00–09:00)		PM Peak Hour (17:00–18:00)	
	Arrivals	Departures	Arrivals	Departures
Care Home (Elderly Residential)	0.155	0.127	0.014	0.070

Existing Care Home

- 5.5 Application of the above TRICS trip rates as relevant to the existing care home, which has 50 bedrooms and accommodates 51 residents, results in the calculation of the traffic levels shown in Table 5.2. The table indicates that 18 and 8 trips are likely to be attracted to the proposed development during the AM and PM peak hours respectively.

**Table 5.2: Likely Level of Vehicular Traffic Attracted by The Existing Care home**

Use	Number of Residents	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)	
		Arrivals	Departures	Arrivals	Departures
Care Home (Elderly Residential)	51	8	7	1	4
Total Two Way Traffic		15		5	

Proposed Care Home

- 5.6 Application of the above TRICS trip rates as relevant to the proposed 70 bedroom care home results in the calculation of the traffic levels shown in Table 5.2.

Table 5.3: Likely Level of Traffic Attracted by The Proposed Care Home

Use	Number of Residents	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)	
		Arrivals	Departures	Arrivals	Departures
Care Home (Elderly Residential)	70	11	9	1	5
Total Two Way Traffic		20		6	

Traffic Comparison

- 5.7 From comparison of Tables 5.2 and 5.3, it can be seen that, as could be expected given the increase proposed in the number of bedrooms at the site, the level of traffic attracted by proposed care home would slightly exceed the traffic level associated with the existing care home.

Table 5.4: Comparison of Traffic Levels

Use	AM Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Existing Care Home	8	7	1	4
Proposed Care Home	11	9	1	5
Change in Traffic Level	+3	+2	0	+1

- 5.8 It is considered that the additional traffic levels shown in Table 5.4 above should be regarded as modest in context and would not have a material effect on the operation of the local road network. As such, it is concluded that the development proposal should be regarded as acceptable from a traffic attraction perspective.



6 CAR AND CYCLE PARKING

- 6.1 Table 6.1 shows the car and cycle parking standards for care home developments as set out within the North Hertfordshire District Council (NHDC) publication 'Vehicle Parking at New Development Supplementary Planning Document' (September 2011).

Table 6.1: North Hertfordshire District Council Parking Standards

Use	Maximum Car Parking Provision	Minimum Cycle Parking Provision	Minimum Disabled Parking Spaces
Elderly person residential & nursing homes	0.25 spaces per resident bed space; parking for resident staff to be based on general needs standards	1 Space per 5 Staff	Site occupiers to ensure adequate exclusive provision is made for the needs of people with disabilities. To be included in the overall parking provision

Source: North Hertfordshire District Council Vehicle Parking at New Development Supplementary Planning Document (September 2011)

- 6.2 The proposal involves the redevelopment of the existing 50 bedroom care home and provision of a new building which would offer 70 bedrooms. The number of parking spaces that could be provided at the proposed 70 bedroom care home in accordance with NHDC parking standards are shown in Table 6.2.

Table 6.2: Permissible Parking Spaces in Accordance with NHDC Parking Standards

Use	Maximum Number of Car Parking Spaces	Minimum Number of Cycle Parking Spaces	Minimum Number of Disabled Parking Spaces
Elderly person residential & nursing homes	18	9	Adequate Provision

- 6.3 The provision of 18 car parking spaces, including 2 disabled spaces, for the use of visitors to the proposed development fully accords with the above standards. Furthermore, in accordance with the operational requirements of the development, 9 further staff car parking spaces would be provided for staff.
- 6.4 As stated in Paragraph 3.2 there would be 45 staff members. Accordingly, the proposed development must have at least 9 spaces for cycles, i.e. 5 Sheffield Stands should be provided.



7 CONCLUSIONS

- 7.1 Intermodal Transportation Ltd (ITL), an independent consultancy specialising in highway engineering and transportation planning, have been appointed by Oliver & Robb Architects on behalf of Caring Homes Group to produce a Transport Statement (TS) report for submission of a planning application for the redevelopment of the existing Guysfield Care Home in Letchworth, Hertfordshire.
- 7.2 The site is located at the edge of Letchworth, Hertfordshire. It is located off Willian Road and is situated 1km to the west of the A1.
- 7.3 The existing Guysfield Care Home currently provides 50 bedrooms. The proposal seeks to retain the original building known as 'Guys House' located at the western end of the care home and demolish the building extensions. A standalone new care home building consisting 70 bedrooms, would then be built. Hence, there would be a net increase of 20 bedrooms only as a result of the proposal.
- 7.4 A previous scheme (application 20/02219/FP) involved a net increase of 9 bedrooms and ITL were involved in the production of a TS report (*IT2063_TS_22.04.20_Issued*) for the previous scheme.
- 7.5 As was proposed with the previous scheme, vehicular access to the redeveloped site would be achieved via the existing site access. The existing access, including the visibility splays achievable at the junction, were accepted to serve the proposed development at the time of the previous application. As such, it is considered that the access should also be regarded as acceptable to serve the revised proposal.
- 7.6 Some local facilities and a reasonable number of residential dwellings are located within walking and cycling distance from the site. The closest bus stop to the site is within 750m from the site and is served by bus service 53, which also calls at the town centre and the railway station. Further bus services could be accessed at the town centre, which provide links to Royston, Hitchin, Stevenage and Bishop's Stortford, which represent some of the main towns close to the site. Service frequencies at Letchworth railway station are good and connections are available to London and the surrounding regions.

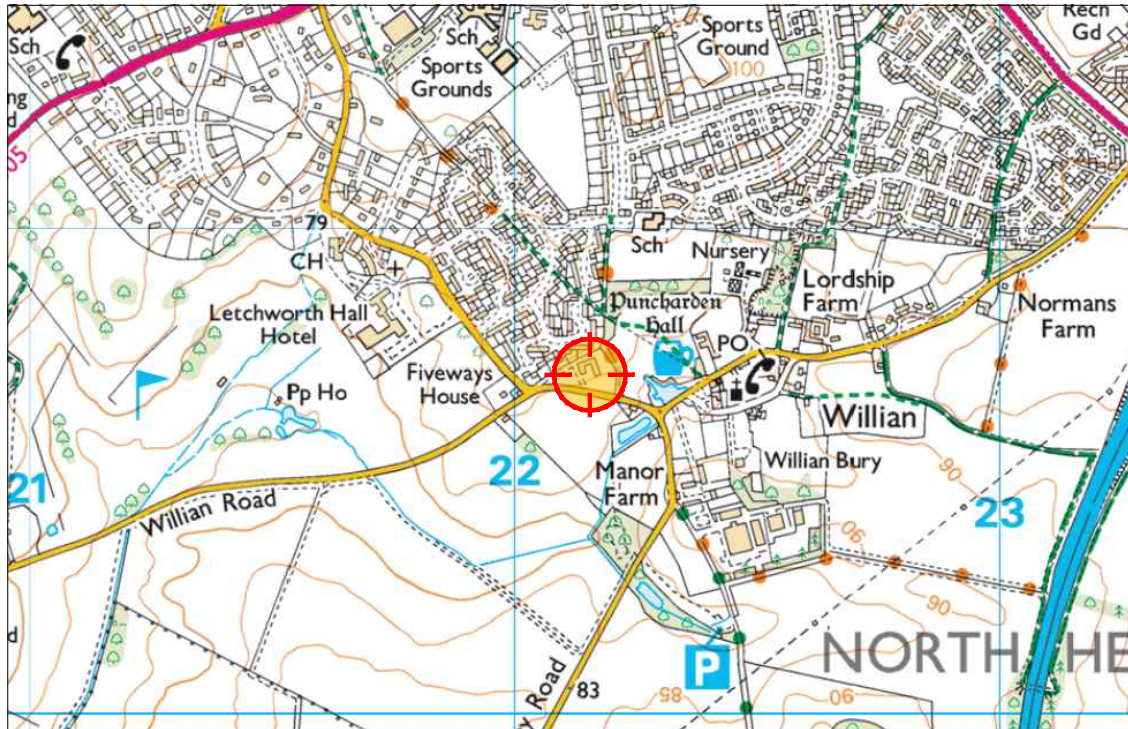


- 7.7 It is demonstrated that the proposal would lead to only 5 additional vehicular trips during the typical weekday road network AM peak hour and only 1 additional vehicular trip during the typical weekday road network PM peak hour, which would represent minor increases only in the level of traffic using the access junction. It is considered that the re-use of the existing access junction, which has been demonstrated within this report to provide adequate levels of visibility, should be regarded as acceptable. As previously indicated, the re-use of the existing access junction was accepted by HCC at the time of the previous application at the site.
- 7.8 The proposed development includes a total of 27 vehicle parking spaces. Nine of the 27 parking bays would be provided for exclusive staff use with 18 for resident / visitor use. Two of the spaces would be disabled parking spaces, additionally 1 of the bays would be for the use of service vehicles and there would be 1 separate ambulance parking bay that is not included in the 27. It is considered that the proposed parking provision should be regarded as acceptable in the context of North Hertfordshire District Council parking standards.
- 7.9 It is therefore concluded that the development proposal should be regarded as acceptable from a highways and transportation perspective. Furthermore, it is considered that in the context of the National Planning Policy Framework 2023 (NPPF) paragraph 115 (page 33) which indicates that "*Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*", the development proposal should be considered as acceptable.

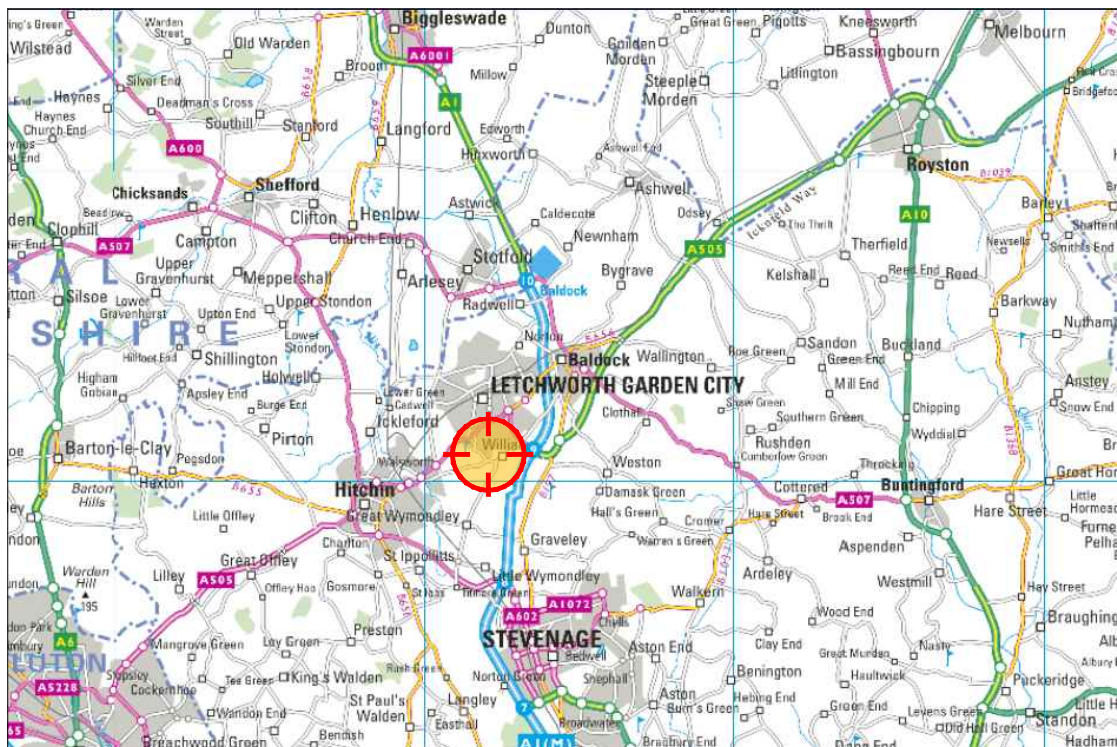


DRAWINGS

LOCAL PLAN



WIDER PLAN



Drawing Title:
**GUYSFIELD CARE HOME,
WILLIAN**

IT Project:
**SITE LOCATION IN LOCAL
AND WIDER CONTEXT**

Sheet 1 of 1

Rev Description Reviewer Date

Client:
CARING HOMES

Drawn By:
AS

Approved By:
JB

Drawing No:
IT2066/TS/01

CAD File:
IT2066_TS_01.dwg

A4

Notes:
Dimensions should not be scaled from this drawing.
The contents of this drawing are confidential,
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NTS



**Intermodal
TRANSPORTATION**

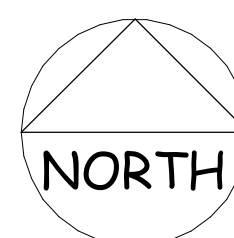
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APPENDIX A:

ILLUSTRATIVE LAYOUT PLAN



HEALTH AND SAFETY		Consequences			
RISK ASSESSMENT		Significant	Minor	Minor	Catastrophic
CONSEQUENCE TYPE					
1	Almost Certain	5	4	3	2
2	Very Likely	4	3	2	1
3	Probable	3	2	1	0
4	Unlikely	2	1	0	0
5	Rare	1	0	0	0

AREA ANALYSIS

Site Area: 0.84Ha / 2.09Acres

Existing Footprint: 816.5m²

Proposed Footprint: 1060m²

Existing Building GIFA: 1858m²

Proposed GIFA: 3738m²

Total No of Bedrooms: 70 No.

Total GIFA: 350m²

Refurbishment of 'Guys House'

Total GIFA: 350m²

Parking Provision:

In accordance with North Hertfordshire District Council parking standards:

Resident/Visitors: 18no. Spaces

Staff: 9no. spaces

Ext. 1no. Dedicated Ambulance Bay

Total: 27no. Spaces

Incl. 2no. Disabled Bays

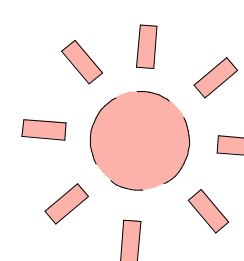
Ext. 1no. Dedicated Ambulance Bay

Cycle Storage Provision:

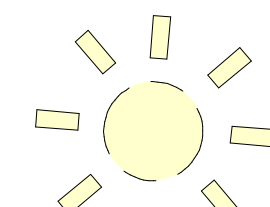
In accordance with North Hertfordshire District Council parking standards:

Staff: 9no. spaces

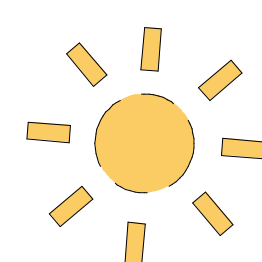
Ext. 1 space per 5 staff (non-resident)



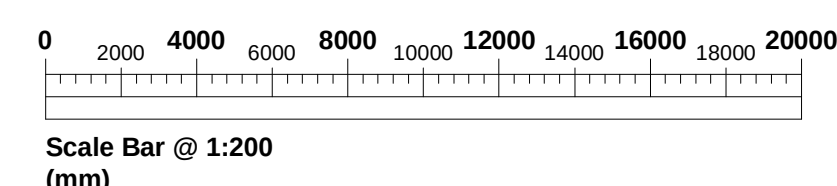
Evening Sun



Morning Sun



Afternoon Sun



For New Care Home Proposals

Refer to Drawings:

4870-ORA-01-ZZ-DR-A-32100

4870-ORA-01-ZZ-DR-A-32101

For 'Guys House'

Refer to Drawings:

4870-ORA-02-ZZ-DR-A-32100

2	Consent update for New Application before submission	GDC	13/03/21
3	Consent update following Clerk Meeting (13/03/21)	GDC	16/03/21
4	Consent update following Clerk Meeting (16/03/21)	GDC	19/03/21
5	Consent update following Clerk Meeting (19/03/21)	GDC	22/03/21
6	Consent update following Clerk Meeting (22/03/21)	GDC	25/03/21
7	Consent update following Clerk Meeting (25/03/21)	GDC	28/03/21
8	Consent update following Clerk Meeting (28/03/21)	GDC	31/03/21
9	Consent update following Clerk Meeting (31/03/21)	GDC	03/04/21
10	Consent update following Clerk Meeting (03/04/21)	GDC	06/04/21
11	Consent update following Clerk Meeting (06/04/21)	GDC	09/04/21
12	Consent update following Clerk Meeting (09/04/21)	GDC	12/04/21
13	Consent update following Clerk Meeting (12/04/21)	GDC	15/04/21
14	Consent update following Clerk Meeting (15/04/21)	GDC	18/04/21
15	Consent update following Clerk Meeting (18/04/21)	GDC	21/04/21
16	Consent update following Clerk Meeting (21/04/21)	GDC	24/04/21
17	Consent update following Clerk Meeting (24/04/21)	GDC	27/04/21
18	Consent update following Clerk Meeting (27/04/21)	GDC	30/04/21
19	Consent update following Clerk Meeting (30/04/21)	GDC	03/05/21
20	Consent update following Clerk Meeting (03/05/21)	GDC	06/05/21
21	Consent update following Clerk Meeting (06/05/21)	GDC	09/05/21
22	Consent update following Clerk Meeting (09/05/21)	GDC	12/05/21
23	Consent update following Clerk Meeting (12/05/21)	GDC	15/05/21
24	Consent update following Clerk Meeting (15/05/21)	GDC	18/05/21
25	Consent update following Clerk Meeting (18/05/21)	GDC	21/05/21
26	Consent update following Clerk Meeting (21/05/21)	GDC	24/05/21
27	Consent update following Clerk Meeting (24/05/21)	GDC	27/05/21
28	Consent update following Clerk Meeting (27/05/21)	GDC	30/05/21
29	Consent update following Clerk Meeting (30/05/21)	GDC	02/06/21
30	Consent update following Clerk Meeting (02/06/21)	GDC	05/06/21
31	Consent update following Clerk Meeting (05/06/21)	GDC	08/06/21
32	Consent update following Clerk Meeting (08/06/21)	GDC	11/06/21
33	Consent update following Clerk Meeting (11/06/21)	GDC	14/06/21
34	Consent update following Clerk Meeting (14/06/21)	GDC	17/06/21
35	Consent update following Clerk Meeting (17/06/21)	GDC	20/06/21
36	Consent update following Clerk Meeting (20/06/21)	GDC	23/06/21
37	Consent update following Clerk Meeting (23/06/21)	GDC	26/06/21
38	Consent update following Clerk Meeting (26/06/21)	GDC	29/06/21
39	Consent update following Clerk Meeting (29/06/21)	GDC	02/07/21
40	Consent update following Clerk Meeting (02/07/21)	GDC	05/07/21
41	Consent update following Clerk Meeting (05/07/21)	GDC	08/07/21
42	Consent update following Clerk Meeting (08/07/21)	GDC	11/07/21
43	Consent update following Clerk Meeting (11/07/21)	GDC	14/07/21
44	Consent update following Clerk Meeting (14/07/21)	GDC	17/07/21
45	Consent update following Clerk Meeting (17/07/21)	GDC	20/07/21
46	Consent update following Clerk Meeting (20/07/21)	GDC	23/07/21
47	Consent update following Clerk Meeting (23/07/21)	GDC	26/07/21
48	Consent update following Clerk Meeting (26/07/21)	GDC	29/07/21
49	Consent update following Clerk Meeting (29/07/21)	GDC	01/08/21
50	Consent update following Clerk Meeting (01/08/21)	GDC	04/08/21
51	Consent update following Clerk Meeting (04/08/21)	GDC	07/08/21
52	Consent update following Clerk Meeting (07/08/21)	GDC	10/08/21
53	Consent update following Clerk Meeting (10/08/21)	GDC	13/08/21
54	Consent update following Clerk Meeting (13/08/21)	GDC	16/08/21
55	Consent update following Clerk Meeting (16/08/21)	GDC	19/08/21
56	Consent update following Clerk Meeting (19/08/21)	GDC	22/08/21
57	Consent update following Clerk Meeting (22/08/21)	GDC	25/08/21
58	Consent update following Clerk Meeting (25/08/21)	GDC	28/08/21
59	Consent update following Clerk Meeting (28/08/21)	GDC	31/08/21
60	Consent update following Clerk Meeting (31/08/21)	GDC	03/09/21
61	Consent update following Clerk Meeting (03/09/21)	GDC	06/09/21
62	Consent update following Clerk Meeting (06/09/21)	GDC	09/09/21
63	Consent update following Clerk Meeting (09/09/21)	GDC	12/09/21
64	Consent update following Clerk Meeting (12/09/21)	GDC	15/09/21
65	Consent update following Clerk Meeting (15/09/21)	GDC	18/09/21
66	Consent update following Clerk Meeting (18/09/21)	GDC	21/09/21
67	Consent update following Clerk Meeting (21/09/21)	GDC	24/09/21
68	Consent update following Clerk Meeting (24/09/21)	GDC	27/09/21
69	Consent update following Clerk Meeting (27/09/21)	GDC	30/09/21
70	Consent update following Clerk Meeting (30/09/21)	GDC	03/10/21
71	Consent update following Clerk Meeting (03/10/21)	GDC	06/10/21
72	Consent update following Clerk Meeting (06/10/21)	GDC	09/10/21
73	Consent update following Clerk Meeting (09/10/21)	GDC	12/10/21
74	Consent update following Clerk Meeting (12/10/21)	GDC	15/10/21
75	Consent update following Clerk Meeting (15/10/21)	GDC	18/10/21
76	Consent update following Clerk Meeting (18/10/21)	GDC	21/10/21
77	Consent update following Clerk Meeting (21/10/21)	GDC	24/10/21
78	Consent update following Clerk Meeting (24/10/21)	GDC	27/10/21
79	Consent update following Clerk Meeting (27/10/21)	GDC	30/10/21
80	Consent update following Clerk Meeting (30/10/21)	GDC	02/11/21
81	Consent update following Clerk Meeting (02/11/21)	GDC	05/11/21
82	Consent update following Clerk Meeting (05/11/21)	GDC	08/11/21
83	Consent update following Clerk Meeting (08/11/21)	GDC	11/11/21
84	Consent update following Clerk Meeting (11/11/21)	GDC	14/11/21
85	Consent update following Clerk Meeting (14/11/21)	GDC	17/11/21
86	Consent update following Clerk Meeting (17/11/21)	GDC	20/11/21
87	Consent update following Clerk Meeting (20/11/21)	GDC	23/11/21
88	Consent update following Clerk Meeting (23/11/21)	GDC	26/11/21
89	Consent update following Clerk Meeting (26/11/21)	GDC	29/11/21
90	Consent update following Clerk Meeting (29/11/21)	GDC	02/12/21
91	Consent update following Clerk Meeting (02/12/21)	GDC	05/12/21
92	Consent update following Clerk Meeting (05/12/21)	GDC	08/12/21
93	Consent update following Clerk Meeting (08/12/21)	GDC	11/12/21
94	Consent update following Clerk Meeting (11/12/21)	GDC	14/12/21
95	Consent update following Clerk Meeting (14/12/21)	GDC	17/12/21
96	Consent update following Clerk Meeting (17/12/21)	GDC	20/12/21
97	Consent update following Clerk Meeting (20/12/21)	GDC	23/12/21
98	Consent update following Clerk Meeting (23/12/21)	GDC	26/12/21
99	Consent update following Clerk Meeting (26/12/21)	GDC	29/12/21
100	Consent update following Clerk Meeting (29/12/21)	GDC	01/01/22

REVISION

STAMP

PRE-APPLICATION

PROJECT STATUS

Developed Design

DRAWING TITLE

Proposed Site Layout

PROJECT

Guysfield Care Home at
Willian Road, Willian, Letchworth for
Caring Homes Group Ltd

DATE CREATED
07/08/21

DESIGNER
GDC

SCALE @ A0
As indicated

ORIGINATOR PROJECT NUMBER
4870

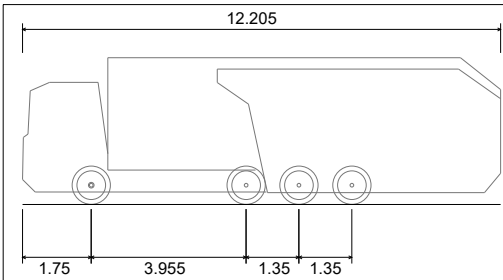
ISO DOCUMENT REF.
4870-ORA-ZZ-XX-DR-A-31004

REV.
J



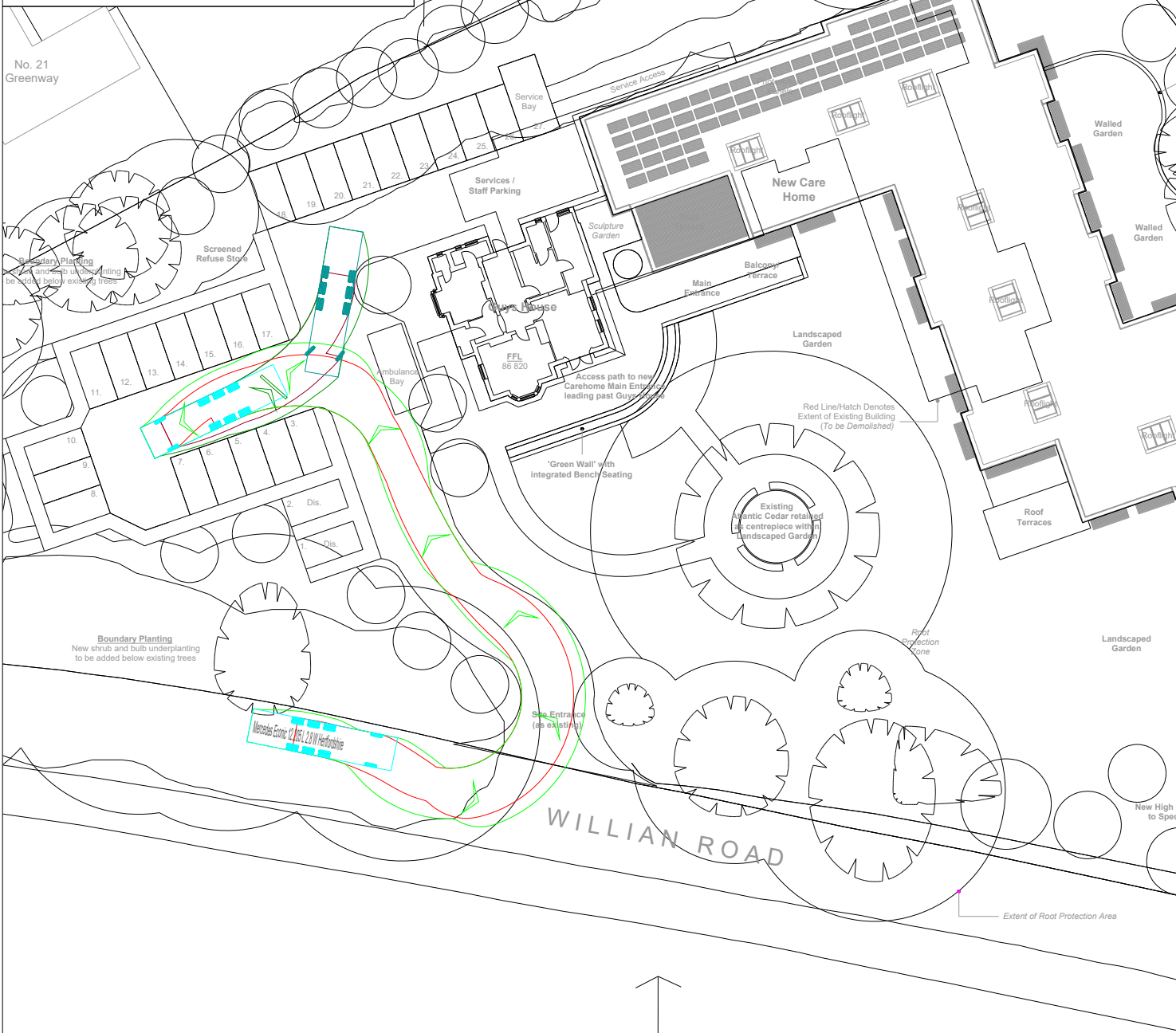
APPENDIX B:

AUTOTRACK SWEPT PATHS



Mercedes Econic 12.205L 2.8W Hertfordshire

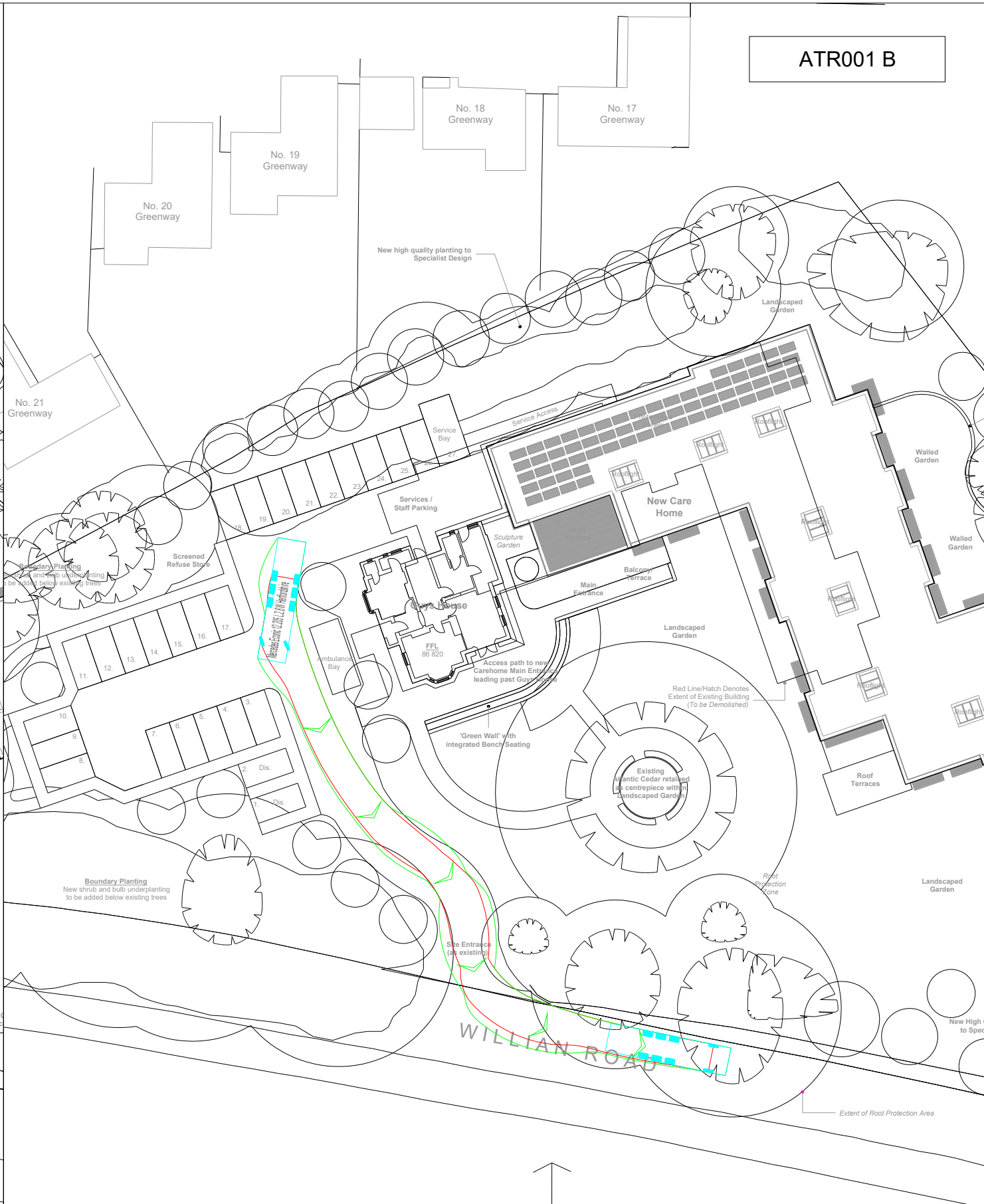
Overall Length 12.205m
Overall Width 2.800m
Overall Body Height 3.749m
Min Body Ground Clearance 0.302m
Track Width 2.800m
Lock to lock time 4.00s
Wall to Wall Turning Radius 11.250m



MERCEDES ECONIC REFUSE VEHICLE ACCESSING SITE

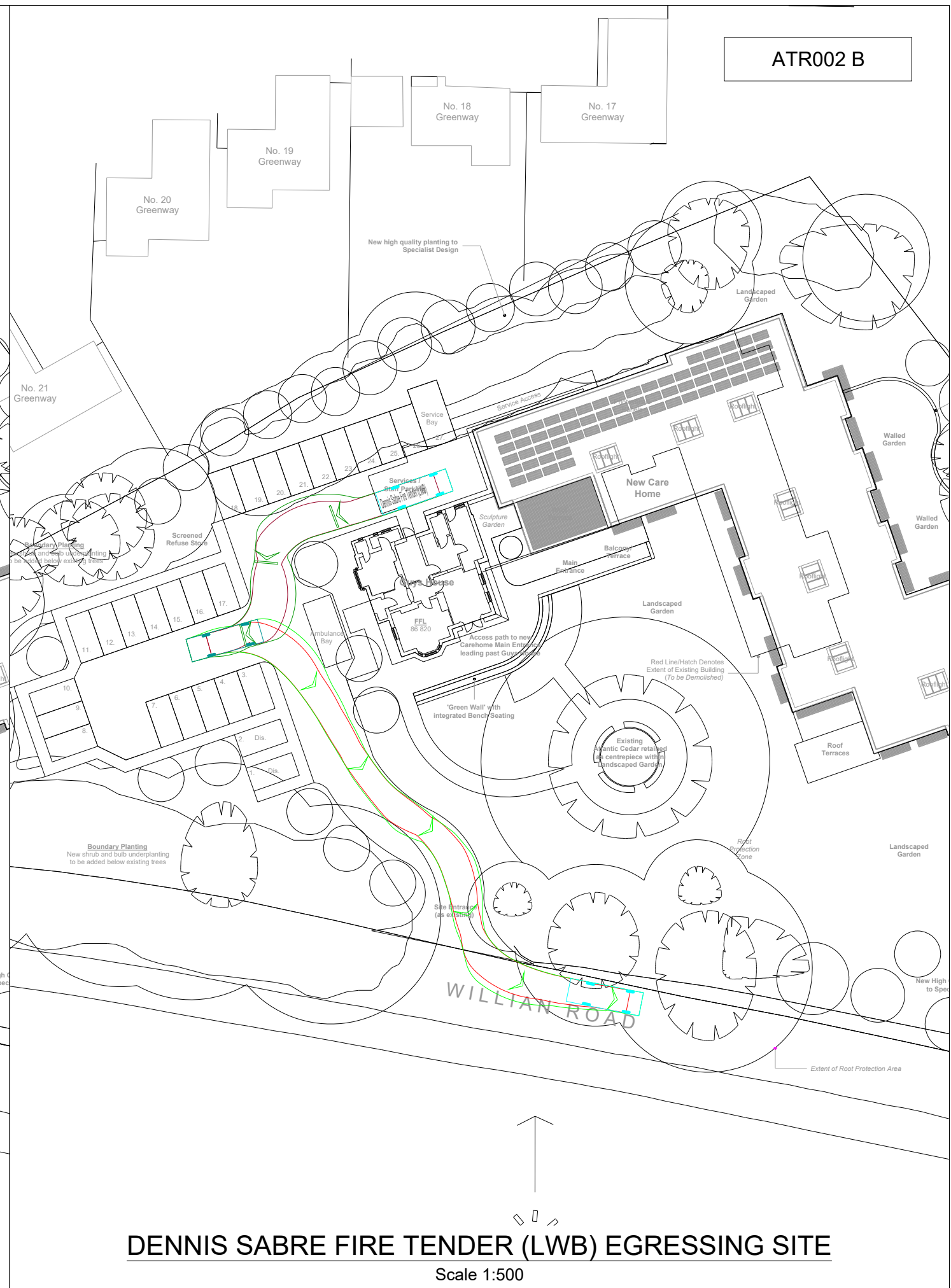
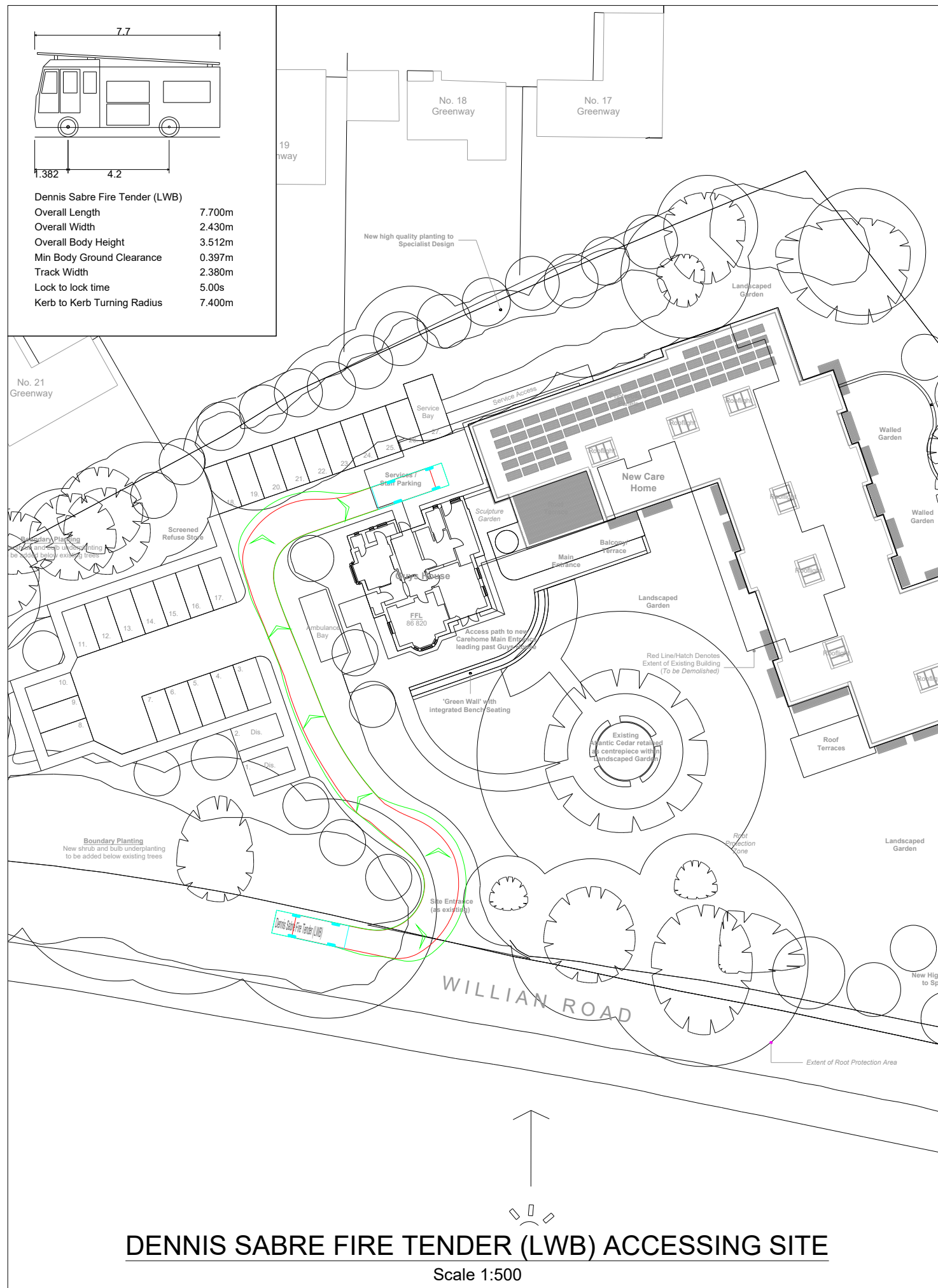
Scale 1:500

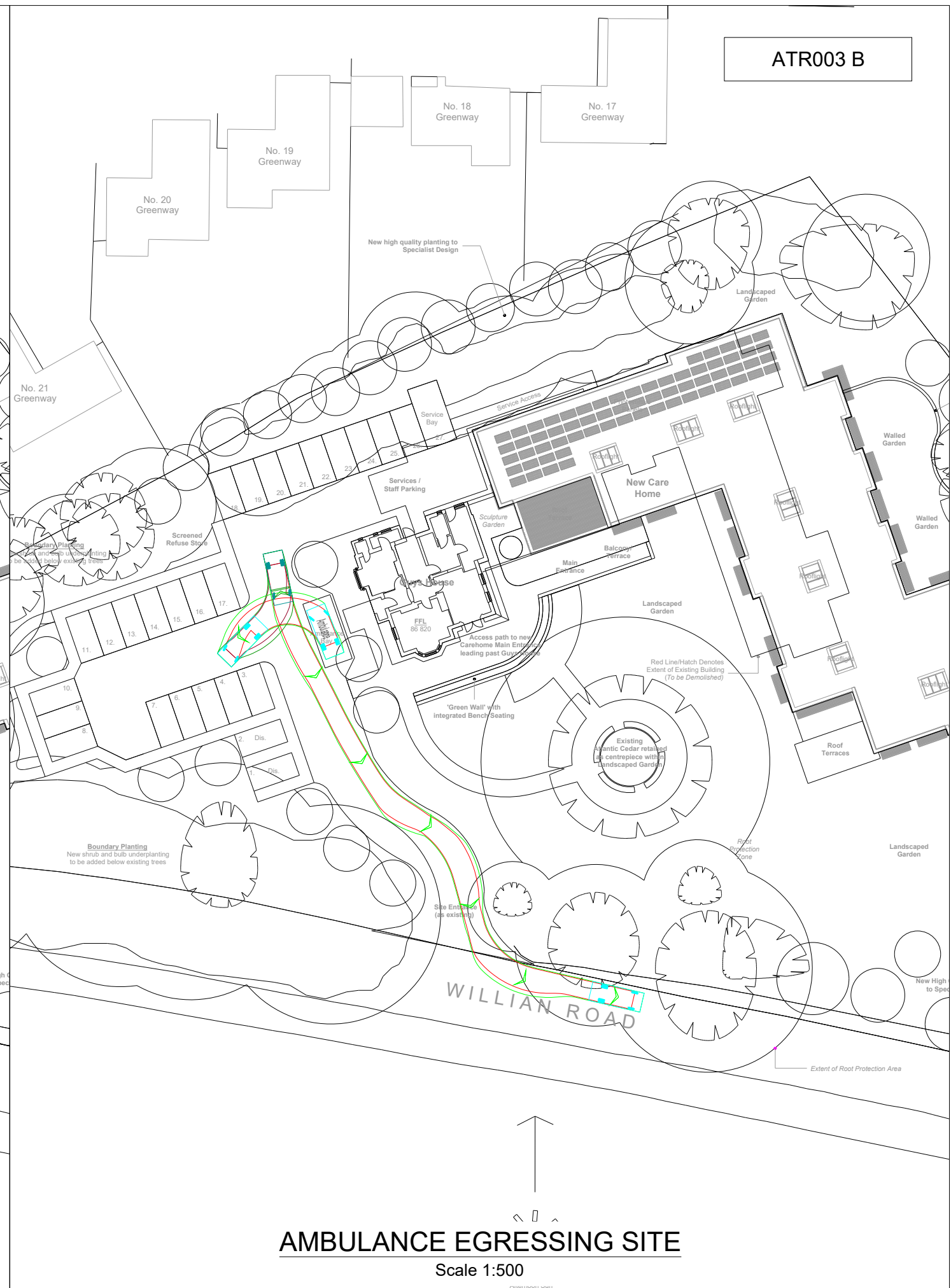
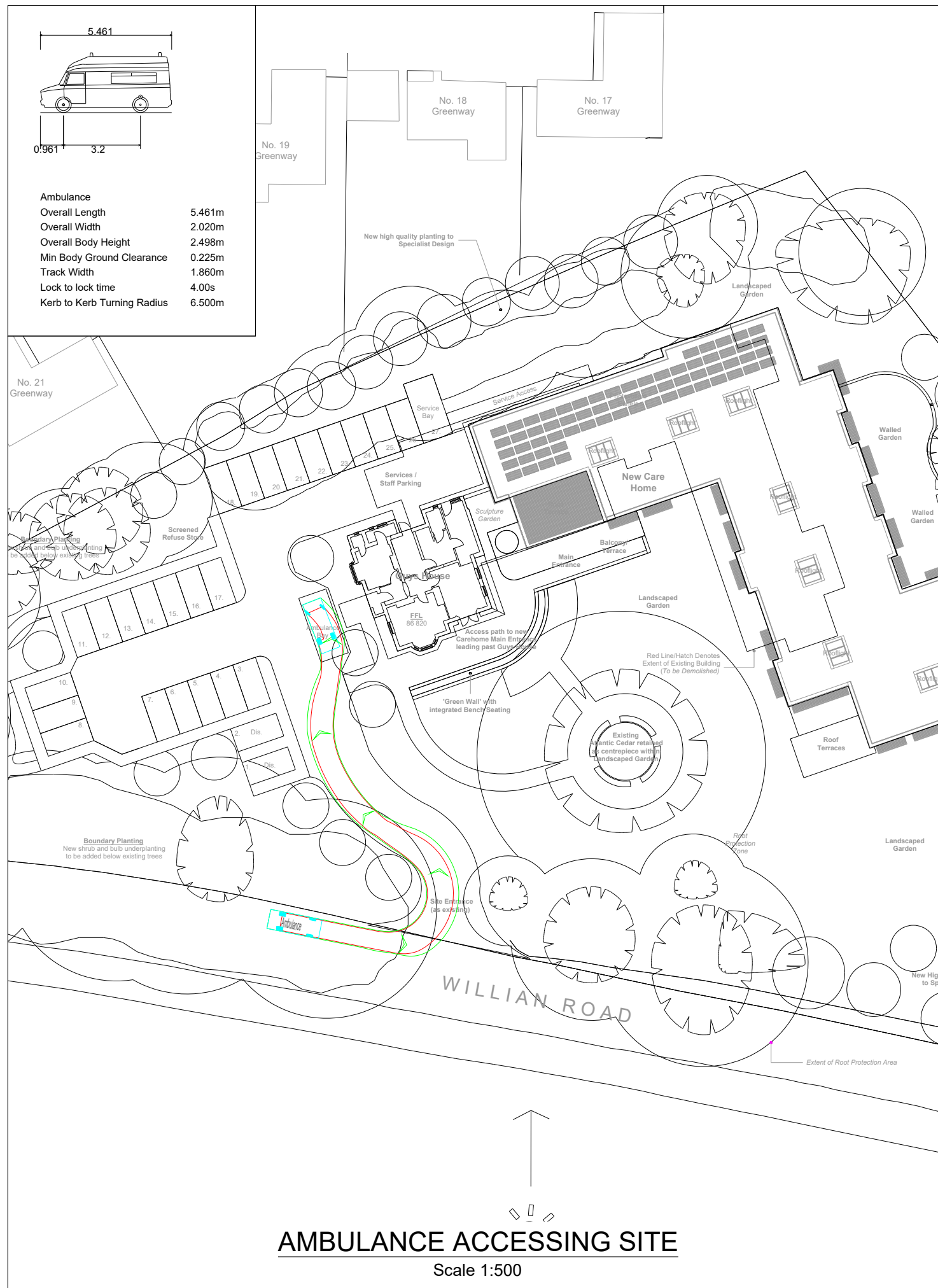
ATR001 B

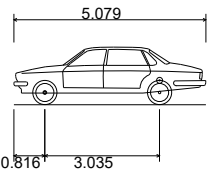


MERCEDES ECONIC REFUSE VEHICLE EGRESSING SITE

Scale 1:500





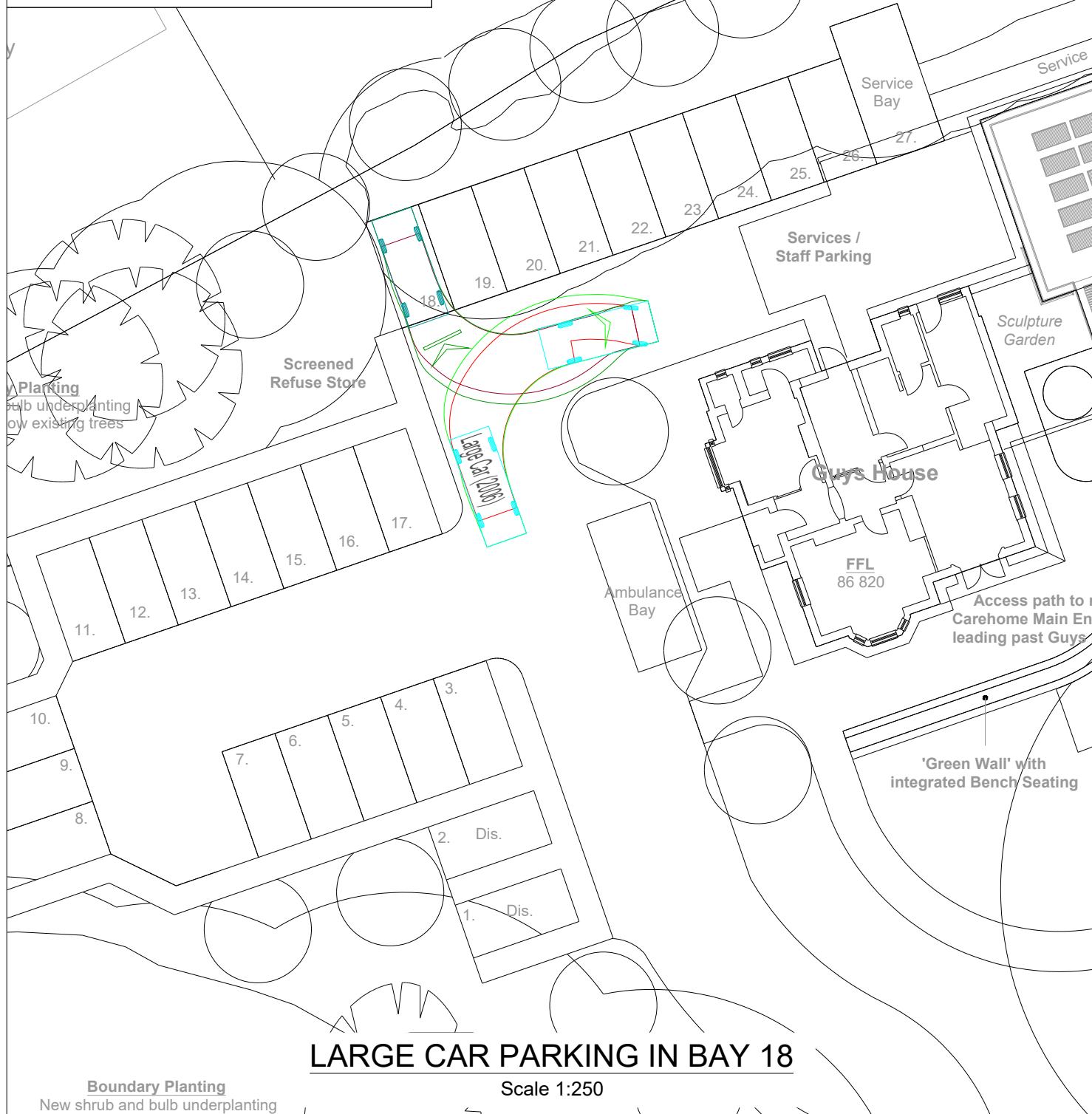


Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

New high quality planting to
Specialist Design

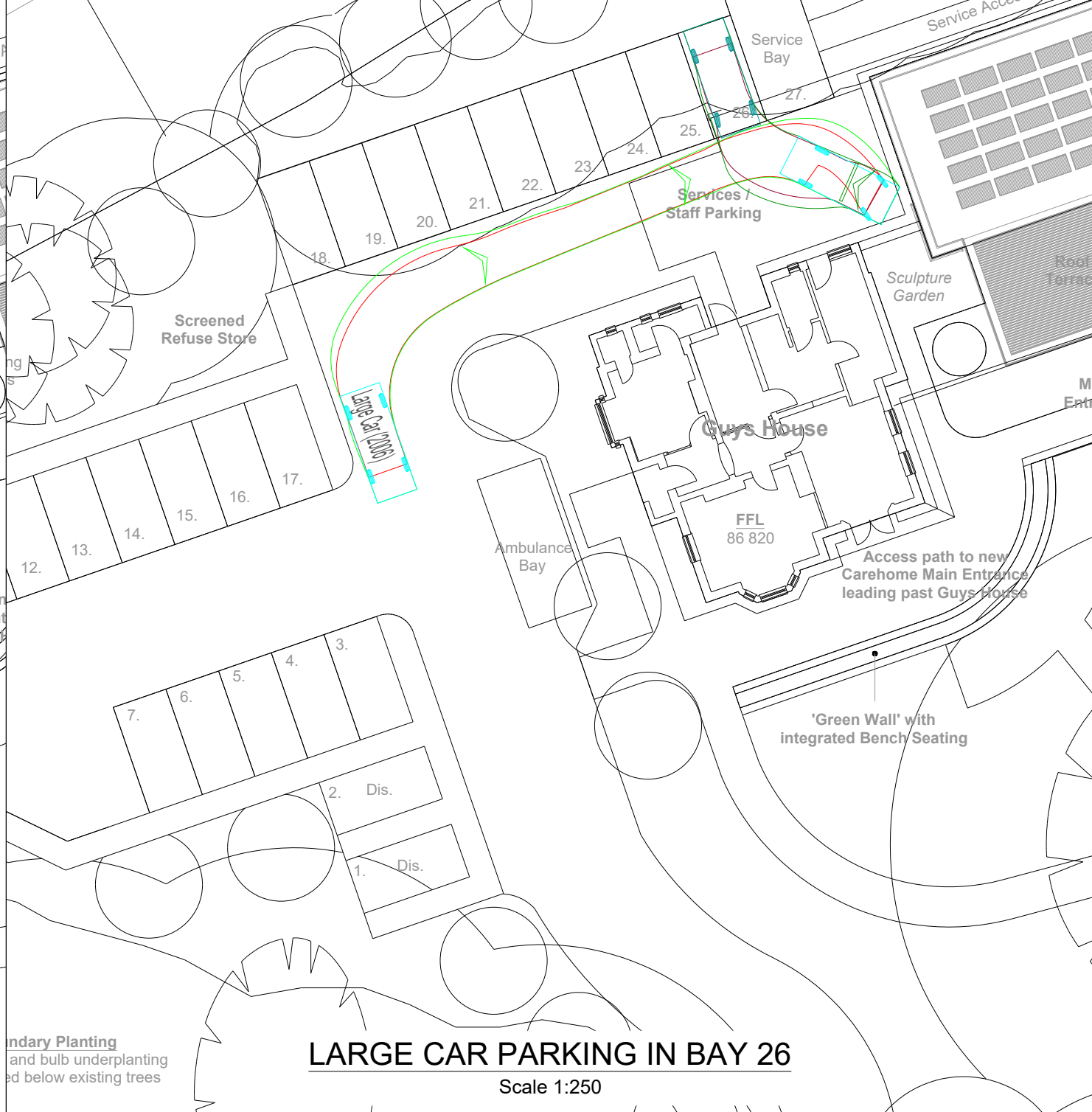
New high quality planting to
Specialist Design

ATR004 B



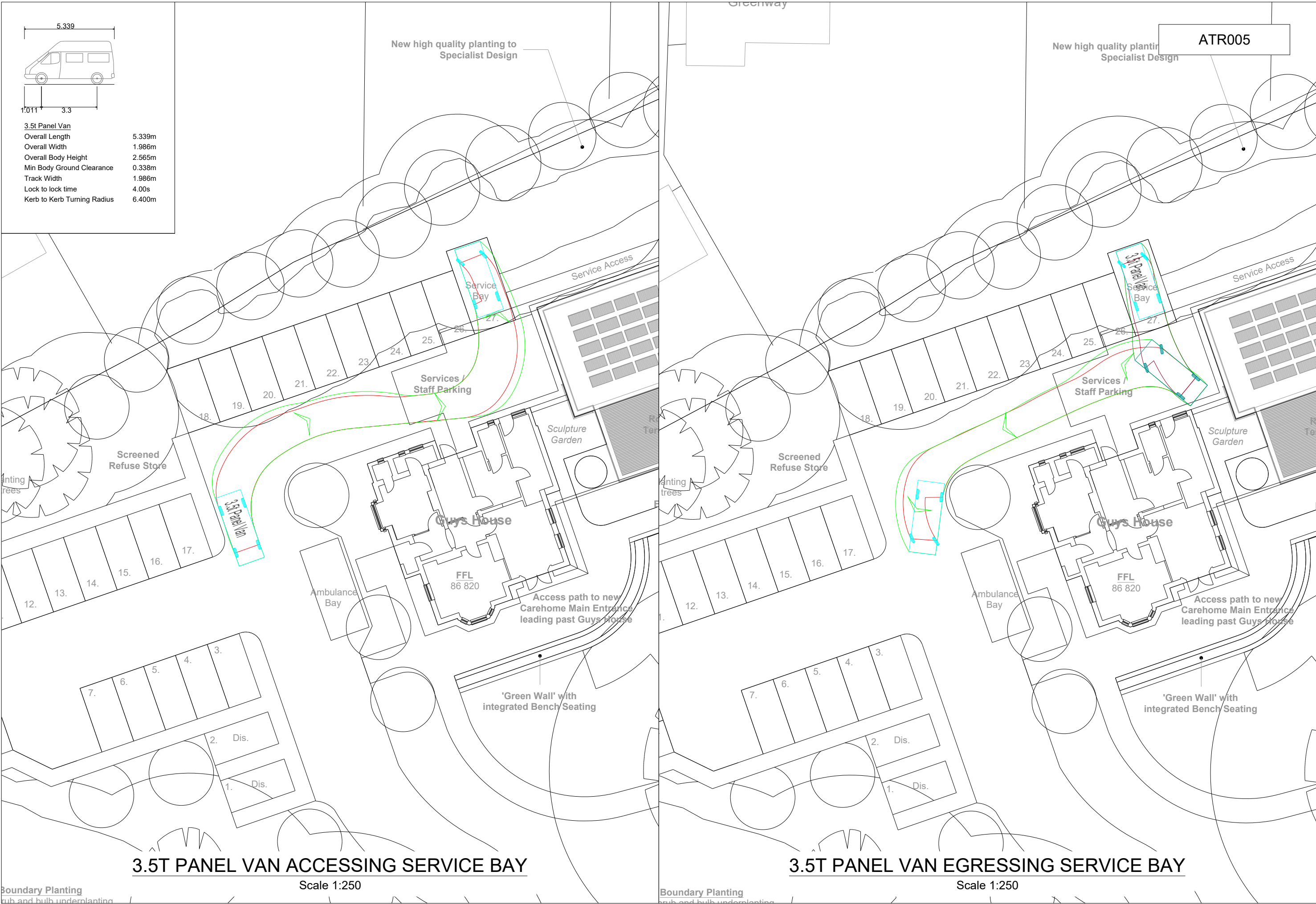
LARGE CAR PARKING IN BAY 18

Scale 1:250



LARGE CAR PARKING IN BAY 26

Scale 1:250





APPENDIX C:

TRICS PRINTOUTS

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

Intermodal Transportation Ltd Debden Road Saffron Walden

Licence No: 731001

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: 30 to 41 (units:)
Range Selected by User: 7 to 58 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 09/05/22

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:

Thursday 1 days
Friday 1 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 2

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

Selected Location Sub Categories:

Residential Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

C2 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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:

20,001 to 25,000 2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
250,001 to 500,000

2 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
1.1 to 1.5

1 days
1 days

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

Travel Plan:
No

2 days

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

PTAL Rating:
No PTAL Present

2 days

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

LIST OF SITES relevant to selection parameters

1	GM-05-L-01	CARE HOME		GREATER MANCHESTER
	LEA VIEW			
	OLDHAM			
	ROYTON			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	41		
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL	
2	GM-05-L-02	CARE HOME		GREATER MANCHESTER
	ENA CRESENT			
	LEIGH			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	30		
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL	

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	41	0.073	1	41	0.024	1	41	0.097
07:00 - 08:00	2	36	0.282	2	36	0.070	2	36	0.352
08:00 - 09:00	2	36	0.155	2	36	0.127	2	36	0.282
09:00 - 10:00	2	36	0.127	2	36	0.085	2	36	0.212
10:00 - 11:00	2	36	0.085	2	36	0.085	2	36	0.170
11:00 - 12:00	2	36	0.056	2	36	0.028	2	36	0.084
12:00 - 13:00	2	36	0.070	2	36	0.113	2	36	0.183
13:00 - 14:00	2	36	0.113	2	36	0.056	2	36	0.169
14:00 - 15:00	2	36	0.056	2	36	0.183	2	36	0.239
15:00 - 16:00	2	36	0.113	2	36	0.169	2	36	0.282
16:00 - 17:00	2	36	0.056	2	36	0.085	2	36	0.141
17:00 - 18:00	2	36	0.014	2	36	0.070	2	36	0.084
18:00 - 19:00	2	36	0.085	2	36	0.070	2	36	0.155
19:00 - 20:00	2	36	0.155	2	36	0.113	2	36	0.268
20:00 - 21:00	2	36	0.070	2	36	0.169	2	36	0.239
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.510			1.447			2.957

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:

30 - 41 (units:)

Survey date date range:

01/01/10 - 09/05/22

Number of weekdays (Monday-Friday):

2

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
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	1	41	0.000	1	41	0.000	1	41	0.000
07:00 - 08:00	2	36	0.014	2	36	0.000	2	36	0.014
08:00 - 09:00	2	36	0.000	2	36	0.014	2	36	0.014
09:00 - 10:00	2	36	0.000	2	36	0.000	2	36	0.000
10:00 - 11:00	2	36	0.000	2	36	0.000	2	36	0.000
11:00 - 12:00	2	36	0.000	2	36	0.000	2	36	0.000
12:00 - 13:00	2	36	0.000	2	36	0.000	2	36	0.000
13:00 - 14:00	2	36	0.000	2	36	0.000	2	36	0.000
14:00 - 15:00	2	36	0.000	2	36	0.000	2	36	0.000
15:00 - 16:00	2	36	0.028	2	36	0.028	2	36	0.056
16:00 - 17:00	2	36	0.000	2	36	0.000	2	36	0.000
17:00 - 18:00	2	36	0.000	2	36	0.000	2	36	0.000
18:00 - 19:00	2	36	0.000	2	36	0.000	2	36	0.000
19:00 - 20:00	2	36	0.014	2	36	0.014	2	36	0.028
20:00 - 21:00	2	36	0.000	2	36	0.000	2	36	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.056			0.112

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/L - CARE HOME (SPECIFIC CONDITION)
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	1	41	0.024	1	41	0.024	1	41	0.048
07:00 - 08:00	2	36	0.000	2	36	0.000	2	36	0.000
08:00 - 09:00	2	36	0.000	2	36	0.000	2	36	0.000
09:00 - 10:00	2	36	0.014	2	36	0.014	2	36	0.028
10:00 - 11:00	2	36	0.000	2	36	0.000	2	36	0.000
11:00 - 12:00	2	36	0.014	2	36	0.014	2	36	0.028
12:00 - 13:00	2	36	0.000	2	36	0.000	2	36	0.000
13:00 - 14:00	2	36	0.000	2	36	0.000	2	36	0.000
14:00 - 15:00	2	36	0.000	2	36	0.000	2	36	0.000
15:00 - 16:00	2	36	0.000	2	36	0.000	2	36	0.000
16:00 - 17:00	2	36	0.000	2	36	0.000	2	36	0.000
17:00 - 18:00	2	36	0.000	2	36	0.000	2	36	0.000
18:00 - 19:00	2	36	0.000	2	36	0.000	2	36	0.000
19:00 - 20:00	2	36	0.000	2	36	0.000	2	36	0.000
20:00 - 21:00	2	36	0.000	2	36	0.000	2	36	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.052			0.104

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

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

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
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	1	41	0.000	1	41	0.000	1	41	0.000
07:00 - 08:00	2	36	0.000	2	36	0.000	2	36	0.000
08:00 - 09:00	2	36	0.000	2	36	0.000	2	36	0.000
09:00 - 10:00	2	36	0.000	2	36	0.000	2	36	0.000
10:00 - 11:00	2	36	0.000	2	36	0.000	2	36	0.000
11:00 - 12:00	2	36	0.000	2	36	0.000	2	36	0.000
12:00 - 13:00	2	36	0.000	2	36	0.000	2	36	0.000
13:00 - 14:00	2	36	0.014	2	36	0.014	2	36	0.028
14:00 - 15:00	2	36	0.000	2	36	0.000	2	36	0.000
15:00 - 16:00	2	36	0.000	2	36	0.000	2	36	0.000
16:00 - 17:00	2	36	0.000	2	36	0.000	2	36	0.000
17:00 - 18:00	2	36	0.000	2	36	0.000	2	36	0.000
18:00 - 19:00	2	36	0.000	2	36	0.000	2	36	0.000
19:00 - 20:00	2	36	0.000	2	36	0.000	2	36	0.000
20:00 - 21:00	2	36	0.000	2	36	0.000	2	36	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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

*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.*

Intermodal Transportation Ltd Debden Road Saffron Walden

Licence No: 731001

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

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	1	41	0.049	1	41	0.000	1	41	0.049
07:00 - 08:00	2	36	0.268	2	36	0.070	2	36	0.338
08:00 - 09:00	2	36	0.141	2	36	0.099	2	36	0.240
09:00 - 10:00	2	36	0.070	2	36	0.042	2	36	0.112
10:00 - 11:00	2	36	0.085	2	36	0.070	2	36	0.155
11:00 - 12:00	2	36	0.042	2	36	0.014	2	36	0.056
12:00 - 13:00	2	36	0.070	2	36	0.113	2	36	0.183
13:00 - 14:00	2	36	0.099	2	36	0.042	2	36	0.141
14:00 - 15:00	2	36	0.056	2	36	0.183	2	36	0.239
15:00 - 16:00	2	36	0.070	2	36	0.127	2	36	0.197
16:00 - 17:00	2	36	0.056	2	36	0.085	2	36	0.141
17:00 - 18:00	2	36	0.014	2	36	0.070	2	36	0.084
18:00 - 19:00	2	36	0.070	2	36	0.056	2	36	0.126
19:00 - 20:00	2	36	0.127	2	36	0.085	2	36	0.212
20:00 - 21:00	2	36	0.070	2	36	0.169	2	36	0.239
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.287			1.225			2.512

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/L - CARE HOME (SPECIFIC CONDITION)
 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	1	41	0.000	1	41	0.000	1	41	0.000
07:00 - 08:00	2	36	0.000	2	36	0.000	2	36	0.000
08:00 - 09:00	2	36	0.014	2	36	0.014	2	36	0.028
09:00 - 10:00	2	36	0.028	2	36	0.014	2	36	0.042
10:00 - 11:00	2	36	0.000	2	36	0.014	2	36	0.014
11:00 - 12:00	2	36	0.000	2	36	0.000	2	36	0.000
12:00 - 13:00	2	36	0.000	2	36	0.000	2	36	0.000
13:00 - 14:00	2	36	0.014	2	36	0.014	2	36	0.028
14:00 - 15:00	2	36	0.000	2	36	0.000	2	36	0.000
15:00 - 16:00	2	36	0.014	2	36	0.014	2	36	0.028
16:00 - 17:00	2	36	0.000	2	36	0.000	2	36	0.000
17:00 - 18:00	2	36	0.000	2	36	0.000	2	36	0.000
18:00 - 19:00	2	36	0.014	2	36	0.014	2	36	0.028
19:00 - 20:00	2	36	0.014	2	36	0.014	2	36	0.028
20:00 - 21:00	2	36	0.000	2	36	0.000	2	36	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.098			0.196

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/L - CARE HOME (SPECIFIC CONDITION)
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	1	41	0.000	1	41	0.000	1	41	0.000
07:00 - 08:00	2	36	0.000	2	36	0.000	2	36	0.000
08:00 - 09:00	2	36	0.000	2	36	0.000	2	36	0.000
09:00 - 10:00	2	36	0.014	2	36	0.014	2	36	0.028
10:00 - 11:00	2	36	0.000	2	36	0.000	2	36	0.000
11:00 - 12:00	2	36	0.000	2	36	0.000	2	36	0.000
12:00 - 13:00	2	36	0.000	2	36	0.000	2	36	0.000
13:00 - 14:00	2	36	0.000	2	36	0.000	2	36	0.000
14:00 - 15:00	2	36	0.000	2	36	0.000	2	36	0.000
15:00 - 16:00	2	36	0.000	2	36	0.000	2	36	0.000
16:00 - 17:00	2	36	0.000	2	36	0.000	2	36	0.000
17:00 - 18:00	2	36	0.000	2	36	0.000	2	36	0.000
18:00 - 19:00	2	36	0.000	2	36	0.000	2	36	0.000
19:00 - 20:00	2	36	0.000	2	36	0.000	2	36	0.000
20:00 - 21:00	2	36	0.000	2	36	0.000	2	36	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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

*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.*