

Newton Technical Services Limited
Newton Hall
Town Street
Newton
Cambridgeshire
CB22 7ZE



21st February 2020

Dear Sirs,

Newton Hall Industrial Estate, Town Street, Newton, Cambridgeshire

Introduction

EAS has been appointed to provide a transportation review of the above site in order to support its allocation in the new Greater Cambridge Local Plan.

Newton is a village in Cambridgeshire, situated around 7 miles (9km) to the south-west of Cambridge. It lies on the old coaching road between London and Cambridge and its population at the 2011 census was 378. The Newton Hall Industrial Estate site comprises of a circa 4.97-hectare (12.3 acres) plot of land located to the south of Town Street and on the outskirts of the village. A Concept Development plan is attached as **Appendix A**.

Existing Site

The existing Newton Hall Industrial Estate is currently partly B1(a) office use within Newton Hall itself, and partly B1/B1(c)/B2/B8 industrial/warehousing use. There are a number of businesses within the main Newton Hall B1 building while the B1(c) and B8 Warehousing units are occupied by Newton Technology Group. There is also a children's nursery located within the site.

Overall the Newton Technology Group (NTG) occupy around 1000m² of B1 use and around 6250m² of B1(c) or B2/B8 use, consisting of engineering buildings, R&D uses and large scale assembly and storage uses. There are around 65 people currently employed by NTG, although numbers vary with agency and contractor's staff and previously around 250 people have been employed on certain projects.

The existing NTG staff generally operate normal office hours although some will start earlier or finish later and most will arrive by car, although there is some car sharing, however there is likely to be at least 30 or 40 vehicle movements during each of the peak periods, and potentially more if operating at full capacity. There are also delivery vans coming and going throughout the day to the site, usually bring components and other parts and once a day, on average, there are deliveries by HGV, mostly articulated lorries with a 40ft container. NTG currently complete around one machine a month each of which is shipped out in around 10 40ft containers, giving an average of around two or three a week.

Proposed Development

It is intended to demolish the existing industrial units and redevelop the site as a later living community providing a range of specialist housing (C2 Use Class) for older people. This could include a purpose-built care home and circa 100 smaller retirement dwellings, alongside associated care and community facilities. It is expected that the B1(a) office uses in Newton Hall itself and the children's nursery would remain.

Site Access

Of the two existing access points the site has onto Town Street it is recommended that the easterly access is retained as the primary access to the proposed development with the western access used as an emergency access position. This access would be suitable for all of the proposed development to use.

The speed limit on Town Street is 30mph although its width allows some natural traffic calming therefore actual speeds are likely to be lower than this. Assuming 30mph, visibility splays of 2.4m x 43m (Manual for Streets) or 2.4m x 70m (DMRB) Traffic speeds would be required and these are shown on the plan contained in **Appendix B**. Both the MfS and DMRB requirements are likely to be possible to the left of the access although possibly only the MfS requirement is possible to the right (ie towards the village centre) owing to the adjacent wall and the boundary with the nearby Church. However, the Ordnance Survey plan is not clear here and it is likely that a topographical survey will be required to confirm the visibility splay in this direction although it is expected the MfS requirement can be met.

There is an existing footway on the north side of Town Street although it does not start until the entrance to St Margaret's church which is around 70m northeast of the site entrance and the footway is of a reduced width along most of its length to the junction with Harston Road/Fowlmere Road (see pictures below) owing to encroachment by the adjacent grass verge, although it is likely that much of this can be restored.



To improve pedestrian connectivity and provide a safe pedestrian access to the nearest bus stop, on Cambridge Road (see below for location), the footway could be extended to the site entrance, although it is recognised that it would most likely be of a reduced width. In any event, this section of Town Street has such low traffic flows it would not be an issue for pedestrians to share the carriageway. With a retirement village it is likely that pedestrian numbers would be low, as would vehicle speeds on Town Street would be. The indicative footway improvements are indicated on drawing SK02 in **Appendix B**.

Local Facilities

Facilities currently available in Newton include the Queens Head Public House, Newton Sports & Social Club and St Margarets Church, although the nearest convenience store, including a Post Office, is located in Harston. Further development would therefore be likely to improve the viability of any future local facilities which in turn would help to promote sustainability. Likewise, a development such as this may help to improve the viability of the existing bus service (see below), although it is recognised that many of the additional users would be likely to be bus pass holders.

Public Transport

There is a bus shelter for stop 'War Memorial', located approximately 500m east of the site boundary on Cambridge Road, just to the north of the junction with Town Road. The shelter serves as a bus stop in both directions. This stop is served by one route (route 31) operated by A2B Bus & Coach, primarily between Fowlmere and Addenbrookes hospital in Cambridge, with certain journeys extended from/to Barley and Cambridge city centre.

Route 31 (Barley) Fowlmere – Addenbrookes (Cambridge city centre)

This service runs Monday to Saturday. Northbound the first weekday bus arrives at 07:38 (from Barley and Fowlmere) towards Cambridge, this is the only service that runs from Barley the rest start at Fowlmere, with then four further services each day. The last service from Fowlmere arrives at 14:18 towards Cambridge. Southbound from Cambridge the first service is from Addenbrookes at 10:25 with five further services through the day, the last two being from Cambridge bus station and are extended to Fowlmere. A similar service to the Monday to Friday service operates on Saturdays with minor timetable changes. There is no Sunday service. The current bus service timetable is enclosed in **Appendix C**.

The nearest rail services to Newton are at Foxton (Thameslink) and Great Shelford (West Anglia) railway stations, both of which are around 5km from the site.

Trip Generation

EAS has reviewed the nationally recognised Trip Rate database ‘TRICS’ to determine an appropriate vehicle trip rate. The resulting TRICS data output is enclosed in **Appendix D** and gives the following AM and PM trip rates and subsequent vehicle trips based on an example development of 70 bed care home and 120 retirement dwellings:

	Trip Rate (per bed)		Vehicle Trips (70 Bed Care Home)		
	In	Out	In	Out	Total
AM Peak Hour	0.074	0.074	5	5	10
PM Peak Hour	0.066	0.099	5	7	12

Retirement Village Care Home Vehicle TRICS trip rates and trip Numbers (allow for rounding)

	Trip Rate (per dwelling)		Vehicle Trips (120 retirement dwellings)		
	In	Out	In	Out	Total
AM Peak Hour	0.130	0.063	16	8	24
PM Peak Hour	0.069	0.096	8	12	20

Retirement Village Residential Units Vehicle TRICS trip rates and trip Numbers (allow for rounding)

As can be seen from the above tables, the peak hourly flow from the site based on a 70 bed care home and a maximum of 120 retirement dwellings is likely to be around 34 AM peak hour vehicle movements (21 in and 13 out) and 32 PM peak hour vehicle movements (13 in and 19 out). This number of vehicle trips generated in the peak periods is therefore likely to be of a similar magnitude to the existing NTG uses on the site and would therefore be likely to be imperceptible upon the surrounding highway network, with the exception that there would be few, if any, HGV movements compared to the 1 or 2 each day occurring now. The site access will therefore be able to accommodate this level of development.

Effect on Local Road Network

The existing traffic on the local road network, Town Street/Cambridge Road/Fowlmere Road/Whittlesford Road/Harston Road is understood to be relatively light and there do not appear to be any apparent local capacity issues. The next junction likely to be affected is the Town Street/B1368 junction which is essentially a five arm junction, with the visibility on the Town Street arm being very good of all other arms.

However, given that the proposed development is likely to have a similar magnitude of traffic as the existing B1/B2/B8 uses, and less traffic than if the NTG operation were operating at full capacity, it is not expected to materially change the existing situation at any local junctions, which may require junction improvements

to be undertaken, and therefore there are not expected to be any 'severe' traffic issues as specified by the NPPF.

Local Accidents

The CrashMap records have been interrogated and in the last five year period, 2014 to 2018 inclusive, there have been no recorded personal injury accidents on Town Street. There have been a small cluster of accidents (3 in number) at around the Town Street/Cambridge Road/Fowlmere Road/Whittlesford Road/Harston Road junction, all of which were classified as 'slight' and two of those occurred in 2014. With the level of traffic from the proposal being of a similar magnitude to the existing use there would be no perceptible change in accident likelihood.

Summary

EAS has been appointed to provide a transportation review of a potential retirement village development at Newton Hall Industrial Estate in order to support its allocation in the new Greater Cambridge Local Plan Review.

A TRICS assessment for an example development of a 70 bed care home and approximately 120 retirement dwellings was completed, replacing the current NTG B1, B1(c) and B8 uses on the site, and the resulting AM peak hour and PM peak hour vehicle trips generated are considered to comparable to the existing uses and therefore the redevelopment of the site to a later living retirement community would have no detrimental highway impact.

There is potential to improve and promote sustainable modes of transport in the village including pedestrian connectivity and bus viability. An indicative highways access layout has been produced and a 2.4m x 43m visibility splays can be achieved in accordance with Manual for Streets design standards for a 30mph speed limit.

If you have any queries or require any clarification, please do not hesitate to contact me.

Yours Sincerely,

Anthony Parker MCIHT

Appendix A – Concept Development Plan

Appendix B - Indicative Site Access

Appendix C - Local Bus Timetable

Appendix D - TRICS Data

Appendix A – Concept Development Plan



- KEY**
- Site Boundary (4.97ha)
 - Development Parcel (1.30ha)
 - Up to 3 Storeys
 - Up to 2.5 Storeys
 - Up to 2 Storeys
 - Building Frontage
 - Extension to Newton Hall
 - Proposed Parking Area
 - Heritage Asset
 - Existing Landscaping
 - Proposed Trees
 - Existing Road
 - Improvements to Footway
 - Primary Vehicular Entrance
 - Vehicular Access
 - Pedestrian / Cycle Route
 - Garden Area / Public Open Space (1.30ha)
 - Flood Zone 3

Rev. Date. Details.
 Do not scale from this drawing.
 All dimensions to be checked
 on site. This plan is to be
 read with all accompanying
 documentation. © Bidwells 2020

Scale Bar:
0
20
40
60
80



**LAND AT NEWTON HALL
 INDUSTRIAL ESTATE, NEWTON**

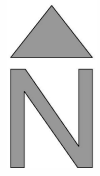
ILLUSTRATIVE MASTERPLAN

Job Code: OS License Number:
 57190 100017734

Drawing Scale: Date: Drawn By: Checked By:
 1:2,500@A3 20.02.20 JS -

Drawing Number: Revision:
 UDS57190-A3-0200 -

Appendix B – Access, Visibility Splays & Improvements



2.4 X 70m VISIBILITY SPLAY TO THE CENTRE OF THE CARRIAGEWAY CAN BE ACHIEVED IN ACCORDANCE WITH DMRB DESIGN STANDARDS FOR 30MPH SPEED LIMIT

2.4 X 43m VISIBILITY SPLAY TO THE CENTRE OF THE CARRIAGEWAY CAN BE ACHIEVED IN ACCORDANCE WITH MANUAL FOR STREETS FOR 30MPH SPEED LIMIT

2.4 X 43m VISIBILITY SPLAY TO THE CENTRE OF THE CARRIAGEWAY CAN BE ACHIEVED IN ACCORDANCE WITH MANUAL FOR STREETS FOR 30MPH SPEED LIMIT

2.4 X 70m VISIBILITY SPLAY TO THE CENTRE OF THE CARRIAGEWAY CAN BE ACHIEVED IN ACCORDANCE WITH DMRB DESIGN STANDARDS FOR 30MPH SPEED LIMIT

REV	DATE	BY	DESCRIPTION	CHK	APD
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DRAWING STATUS:

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www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

**NEWTON HALL INDUSTRIAL ESTATE
TOWN STREET, CAMBRIDGESHIRE**

TITLE:

**VISIBILITY SPLAYS AND
HIGHWAY IMPROVEMENTS**

SCALE @ A3: 1:500	DESIGN-DRAWN: RC / ET	DATE: 16.01.2020
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PROJECT No: 2553	DRAWING No: SK02
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Appendix C – Bus Timetable



The information on this timetable is expected to be valid until at least 5th February 2020. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Cambridge, Drummer St Bus Station (Bay 3)	—	—	—	—	1610	1820
Cambridge, opp Botanic Gardens	—	—	—	—	1618	1829
Addenbrooke's, Hospital Bus Station (Bay B)	—	—	—	—	1630	1835
Addenbrooke's, Hospital Bus Station (Bay C)	1025	1155	1325	1455		
Great Shelford, o/s The Limes	1034	1204	1334	1504	1639	1844
Great Shelford, nr Granta Terrace	1040	1210	1340	1510	1645	1850
Little Shelford, nr High Street	1045	1215	1345	1515	1650	1855
Hauxton, nr Church Road	1048	1218	1348	1518	1653	1858
Newton, adj War Memorial	1052	1222	1352	1522	1657	1902
Thriplow, nr Lower Street	1057	1227	1357	1527	1702	1907
Fowlmere, o/s 23 Chrishall Road	1103	1233	1403	1533	1709	1914
Heydon, opp Fowlmere Road	—	—	—	—	1723	1928s
Chrishall, nr School	—	—	—	—	1728	1933s
Great Chishill, opp Plaistow Way	—	—	—	—	1734	1939s
Barley, High Street (NW-bound)	—	—	—	—	1737	1942

Saturdays

Cambridge, Drummer St Bus Station (Bay 3)	—	—	—	—	1610	1820
Cambridge, opp Botanic Gardens	—	—	—	—	1618	1829
Addenbrooke's, Hospital Bus Station (Bay B)	—	—	—	—	1630	1835
Addenbrooke's, Hospital Bus Station (Bay C)	1025	1155	1325	1455		
Great Shelford, o/s The Limes	1034	1204	1334	1504	1639	1844
Great Shelford, nr Granta Terrace	1040	1210	1340	1510	1645	1850
Little Shelford, nr High Street	1045	1215	1345	1515	1650	1855
Hauxton, nr Church Road	1048	1218	1348	1518	1653	1858
Newton, adj War Memorial	1052	1222	1352	1522	1657	1902
Thriplow, nr Lower Street	1057	1227	1357	1527	1702	1907
Fowlmere, o/s 23 Chrishall Road	1103	1233	1403	1533	1709	1914
Heydon, opp Fowlmere Road	—	—	—	—	1723	1928s
Chrishall, nr School	—	—	—	—	1728	1933s
Great Chishill, opp Plaistow Way	—	—	—	—	1734	1939s
Barley, High Street (NW-bound)	—	—	—	—	1737	1942

Sundays

no service

Notes: s - sets down only



The information on this timetable is expected to be valid until at least 5th February 2020. Where we know of variations, before or after this date, then we show these at the top of each affected column in the table.

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	1		2			
	Notes	SchC	SchO			
Barley, High Street (SE-bound)	0658	0658	—	—	—	—
Great Chishill, nr Plaistow Way	0701	0701	—	—	—	—
Chrishall, opp School	0708	0708	—	—	—	—
Heydon, opp Fowlmere Road	0712	0712	—	—	—	—
Fowlmere, opp 23 Chrishall Road	0727	0727	0937	1107	1237	1407
Thriplow, opp Lower Street	0733	0733	0943	1113	1243	1413
Newton, opp War Memorial	0738	0738	0948	1118	1248	1418
Hauxton, opp Church Road	0743	0743	0953	1123	1253	1423
Little Shelford, opp High Street	0745	0744	0954	1124	1254	1424
Great Shelford, opp Granta Terrace	0750	0750	1000	1130	1300	1430
Great Shelford, nr Chaston Road	0756	0756	1006	1136	1306	1436
Addenbrooke's, Hospital Bus Station (Bay C)			1015	1145	1315	1445
Addenbrooke's, Hospital Bus Station (Bay A)	0805	0811	—	—	—	—
Cambridge, o/s Botanic Gardens	0810	0821	—	—	—	—
Cambridge, Drummer St Bus Station (Bay 3)	0815	0830	—	—	—	—

Saturdays

Barley, High Street (SE-bound)	0658	—	—	—	—	—
Great Chishill, nr Plaistow Way	0701	—	—	—	—	—
Chrishall, opp School	0708	—	—	—	—	—
Heydon, opp Fowlmere Road	0712	—	—	—	—	—
Fowlmere, opp 23 Chrishall Road	0727	0937	1107	1237	1407	—
Thriplow, opp Lower Street	0733	0943	1113	1243	1413	—
Newton, opp War Memorial	0738	0948	1118	1248	1418	—
Hauxton, opp Church Road	0743	0953	1123	1253	1423	—
Little Shelford, opp High Street	0745	0954	1124	1254	1424	—
Great Shelford, opp Granta Terrace	0750	1000	1130	1300	1430	—
Great Shelford, nr Chaston Road	0756	1006	1136	1306	1436	—
Addenbrooke's, Hospital Bus Station (Bay C)			1015	1145	1315	1445
Addenbrooke's, Hospital Bus Station (Bay A)	0805	—	—	—	—	—
Cambridge, o/s Botanic Gardens	0810	—	—	—	—	—
Cambridge, Drummer St Bus Station (Bay 3)	0815	—	—	—	—	—

Sundays

no service

Service Restrictions: 1 - only 17.2.20 to 21.2., 2.4. to 17.4.
2 - not 17.2.20 to 21.2., 2.4. to 17.4.

Notes: SchC - Runs Mon-Fri when schools are closed
SchO - Runs Mon-Fri when schools are open



For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
CMBDAJGP	Cambridge, Drummer St Bus Station (Bay 3)	Drummer Street	0500CCITY119
CMBDAWJA	Cambridge, opp Downing College	Regent Street	0500CCITY320
CMBDAPWM	Cambridge, adj St Paul's Road	Hills Road	0500CCITY247
CMBDADJW	Cambridge, opp Botanic Gardens	Hills Road	0500CCITY022
CMBDAGDJ	Cambridge, opp Hills Road 6th Form College	Hills Road	0500CCITY060
CMBDADPW	Cambridge, nr Blinco Grove	Hills Road	0500CCITY036
CMBDAGAW	Cambridge, opp Perse School	Hills Road	0500CCITY057
CMBDGAWG	Cambridge, opp Long Road	Hills Road	0500CCITY392
CMBDAMWA	Addenbrooke's, Hospital Bus Station (Bay B)		0500CCITY193
CMBDAPAJ	Addenbrooke's, Hospital Bus Station (Bay C)		0500CCITY202
CMBDAGPD	Cambridge, opp Red Cross Lane	Hills Road	0500CCITY080
CMBGMDTM	Shelford Bottom, opp Cottages	Babraham Road	0500SGRED027
CMBGJGWM	Great Shelford, nr Fox Hill	Hinton Way	0500SGRED024
CMBGATDP	Great Shelford, o/s 148 Hinton Way	Hinton Way	0500SSTAP002
CMBGATDT	Great Shelford, opp Coppice Avenue	Hinton Way	0500SSTAP003
CMBDWMJT	Great Shelford, opp Orchard Road	Hinton Way	0500SGRED021
CMBDWMJT	Great Shelford, o/s The Limes	Mingle Lane	0500SGRED009
CMBGATGP	Stapleford, o/s St Andrew's Church	Mingle Lane	0500SSTAP009
CMBGATGM	Stapleford, opp Bar Lane	Gog Magog Way	0500SSTAP008
CMBGATGT	Stapleford, opp Recreation Ground	Gog Magog Way	0500SSTAP010
CMBGATGD	Stapleford, o/s 24 Haverhill Road	Haverhill Road	0500SSTAP006
CMBGATDW	Stapleford, nr Poplar Way	Bury Road	0500SSTAP004
CMBGATJT	Stapleford, opp Church Street	London Road	0500SSTAP017
CMBDWMTA	Great Shelford, nr Granta Terrace	London Road	0500SGRED018
CMBDWMPJ	Great Shelford, nr Woollards Lane	Tunwells Lane	0500SGRED014
CMBDWMPG	Great Shelford, nr Tunwells Close	Tunwells Lane	0500SGRED013
CMBDWMJM	Great Shelford, nr Ashen Green	High Street	0500SGRED007
CMBDWMPM	Great Shelford, nr Peacocks	Church Street	0500SGRED015
CMBGAGTW	Little Shelford, opp All Saints' Church	Church Street	0500SLITS002
CMBGAGWM	Little Shelford, nr High Street	Church Street	0500SLITS007
CMBGAJAG	Little Shelford, nr Moor Close	Hauxton Road	0500SLITS011
CMBGAGWP	Little Shelford, o/s 79 Hauxton Road	Hauxton Road	0500SLITS008
CMBDWTGJ	Hauxton, nr Jackson Close	High Street	0500SHAUX001
CMBDWTJG	Hauxton, nr The Lane	Church Road	0500SHAUX009
CMBDWTGW	Hauxton, opp St Edmund's Church	Church Road	0500SHAUX005
CMBDWTJA	Hauxton, opp St Edmund's Way	Church Road	0500SHAUX007
CMBDWTGP	Hauxton, nr Church Road	Cambridge Road	0500SHAUX003
CMBGMWAJ	Harston, opp Queens Close	London Road	0500SHARS018
CMBGJADP	Newton, adj War Memorial	Cambridge Road	0500SNEWT003
CMBGMJGJ	Thriplow, nr St Georges Church	Brook Road	0500STHRI005
CMBGAWMG	Thriplow, nr Lower Street	Fowlmere Road	0500STHRI003
CMBDWGAG	Fowlmere, opp The Butts	High Street	0500SFOWL003
CMBDWGAP	Fowlmere, nr Chapel Lane	London Road	0500SFOWL006
CMBGDWGA	Fowlmere, o/s 23 Chrishall Road	Chrishall Road	0500SFOWL007
CMBDWTJP	Heydon, opp Fowlmere Road	Chishill Road	0500SHEYD001
esxdatwg	Chrishall, adj Pinkneys	Crawley End Road	150018004004
esxdawgt	Chrishall, adj Engleric	Crawley End Road	150018005005
esxdatwd	Chrishall, o/s Church	Crawley End Road	150018004006
esxadgda	Chrishall, nr School	The Green	1500IM651
CMBDWJAD	Great Chishill, nr Hall Farm	Hall Lane	0500SGALC003
CMBGMJTJ	Great Chishill, opp Plaistow Way	Hall Lane	0500SGALC008
hrtjtdj	Barley, High Street (NW-bound)	Picknag Road	210021103970



For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
hrtgjpma	Barley, High Street (SE-bound)	Picknag Road	210021104390
CMBGMJTG	Great Chishill, nr Plaistow Way	Hall Lane	0500SGALC007
CMBDWJAJ	Great Chishill, opp Hall Farm	Hall Lane	0500SGALC005
esxadwag	Chrishall, opp School	Crawley End Road	1500IM651B
esxgtgtw	Chrishall, opp Church	Crawley End Road	1500180040Y6
esxgpdgw	Chrishall, opp Engleric	Crawley End Road	1500180050Y5
esxgpdgt	Chrishall, opp Pinkneys	Crawley End Road	1500180040Y4
CMBDWTJP	Heydon, opp Fowlmere Road	Chishill Road	0500SHEYD001
CMBDWGAJ	Fowlmere, opp 23 Chrishall Road	Chrishall Road	0500SFWL004
CMBDWDWT	Fowlmere, opp Chapel Lane	London Road	0500SFWL001
CMBDWGAD	Fowlmere, nr The Butts	High Street	0500SFWL002
CMBDWGAM	Fowlmere, nr Cambridge Road	Thriplow Road	0500SFWL005
CMBGAWMD	Thriplow, opp Lower Street	Fowlmere Road	0500STHR002
CMBGMJGD	Thriplow, opp St Georges Church	Brook Road	0500STHR004
CMBGAMDP	Newton, opp War Memorial	Cambridge Road	0500SNEWT001
CMBGMWAM	Harston, nr Queens Close	London Road	0500SHARS019
CMBDWPMA	Hauxton, opp Church Road	Cambridge Road	0500SHARS002
CMBDWTJM	Hauxton, nr St Edmund's Way	Church Road	0500SHAUX010
CMBDWTJD	Hauxton, nr St Edmund's Church	Church Road	0500SHAUX008
CMBDWTGM	Hauxton, opp The Lane	Church Road	0500SHAUX002
CMBDWTGT	Hauxton, opp Jackson Close	High Street	0500SHAUX004
CMBGAGTP	Little Shelford, opp 79 Hauxton Road	Hauxton Road	0500SLITS001
CMBGAGWA	Little Shelford, opp Moor Close	Hauxton Road	0500SLITS003
CMBGAGWJ	Little Shelford, opp High Street	Church Street	0500SLITS006
CMBGAGWD	Little Shelford, nr All Saints' Church	Bridge Lane	0500SLITS004
CMBDWMJP	Great Shelford, opp Peacocks	Church Street	0500SGRED008
CMBDWMGP	Great Shelford, opp Ashen Green	High Street	0500SGRED001
CMBDWMPT	Great Shelford, opp Tunwells Close	Tunwells Lane	0500SGRED016
CMBDWMTD	Great Shelford, opp Woollards Lane	London Road	0500SGRED019
CMBGATDM	Great Shelford, opp Granta Terrace	London Road	0500SSTAP001
CMBGATJP	Stapleford, nr Church Street	London Road	0500SSTAP016
CMBGATGA	Stapleford, opp Poplar Way	Bury Road	0500SSTAP005
CMBGDWDW	Stapleford, opp 24 Haverhill Road	Haverhill Road	0500SSTAP018
CMBGATGW	Stapleford, nr Recreation Ground	Gog Magog Way	0500SSTAP011
CMBGATJA	Stapleford, nr Bar Lane	Gog Magog Way	0500SSTAP012
CMBGATJM	Stapleford, opp St Andrew's Church	Mingle Lane	0500SSTAP015
CMBGJGWT	Great Shelford, opp The Limes	Mingle Lane	0500SGRED025
CMBDWMTG	Great Shelford, nr Chaston Road	Hinton Way	0500SGRED020
CMBDWMTM	Great Shelford, nr Orchard Road	Hinton Way	0500SGRED022
CMBDWMTP	Great Shelford, nr Coppice Avenue	Hinton Way	0500SGRED023
CMBDMPWJ	Great Shelford, opp Fox Hill	Hinton Way	0500SGRED017
CMBGMDTJ	Shelford Bottom, nr Cottages	Babraham Road	0500SGRED026
CMBDAGPG	Cambridge, nr Red Cross Lane	Hills Road	0500CCITY081
CMBDAPAJ	Addenbrooke's, Hospital Bus Station (Bay C)		0500CCITY202
CMBDATWG	Addenbrooke's, Hospital Bus Station (Bay A)	Robinson Way	0500CCITY294
CMBDADWP	Cambridge, nr Long Road	Hills Road	0500CCITY049
CMBDAGDG	Cambridge, nr Perse School	Hills Road	0500CCITY059
CMBDAGDW	Cambridge, opp Blinco Grove	Hills Road	0500CCITY064
CMBDAGDT	Cambridge, o/s Hills Road 6th Form College	Hills Road	0500CCITY063
CMBDADPT	Cambridge, o/s Botanic Gardens	Hills Road	0500CCITY035
CMBDAPAG	Cambridge, Hills Road (NW-bound)	Hills Road	0500CCITY201
CMBDAPJD	Cambridge, opp St Paul's Road	Hills Road	0500CCITY222
CMBDAWJD	Cambridge, o/s Downing College	Regent Street	0500CCITY321
CMBDAJGP	Cambridge, Drummer St Bus Station (Bay 3)	Drummer Street	0500CCITY119

Appendix D – TRICS

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

Secondary Filtering selection:

Parameter: Number of residents
 Actual Range: 31 to 58 (units:)
 Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: Selected: 3 to 68 Actual: 3 to 68

Public Transport Provision:

Selection by: Include all surveys

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

Selected survey days:

Tuesday	2 days
Thursday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	3
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Secondary Filtering selection:

Use Class:

C2	3 days
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Population within 1 mile:

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
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Travel Plan:

No	3 days
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PTAL Rating:

No PTAL Present	3 days
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LIST OF SITES relevant to selection parameters

1	LC-05-F-02 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: <i>Survey date: TUESDAY</i>	NURSING HOME 31 <i>27/09/16</i>	LANCASHIRE <i>Survey Type: MANUAL</i>
2	WK-05-F-01 CLARENDON SQUARE LEAMINGTON SPA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: <i>Survey date: THURSDAY</i>	NURSING HOME 32 <i>25/10/12</i>	WARWICKSHIRE <i>Survey Type: MANUAL</i>
3	WY-05-F-01 CLIFF ROAD LEEDS HYDE PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: <i>Survey date: TUESDAY</i>	NURSING HOME 58 <i>15/06/10</i>	WEST YORKSHIRE <i>Survey Type: MANUAL</i>

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL 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	40	0.074	3	40	0.083	3	40	0.157
08:00 - 09:00	3	40	0.074	3	40	0.074	3	40	0.148
09:00 - 10:00	3	40	0.091	3	40	0.033	3	40	0.124
10:00 - 11:00	3	40	0.066	3	40	0.099	3	40	0.165
11:00 - 12:00	3	40	0.107	3	40	0.099	3	40	0.206
12:00 - 13:00	3	40	0.066	3	40	0.058	3	40	0.124
13:00 - 14:00	3	40	0.099	3	40	0.058	3	40	0.157
14:00 - 15:00	3	40	0.074	3	40	0.091	3	40	0.165
15:00 - 16:00	3	40	0.058	3	40	0.074	3	40	0.132
16:00 - 17:00	3	40	0.066	3	40	0.058	3	40	0.124
17:00 - 18:00	3	40	0.066	3	40	0.099	3	40	0.165
18:00 - 19:00	3	40	0.083	3	40	0.116	3	40	0.199
19:00 - 20:00	3	40	0.050	3	40	0.041	3	40	0.091
20:00 - 21:00	3	40	0.017	3	40	0.050	3	40	0.067
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.991			1.033			2.024

Parameter summary

Trip rate parameter range selected:	31 - 58 (units:)
Survey date date range:	01/01/10 - 16/10/16
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

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	40	0.017	3	40	0.017	3	40	0.034
08:00 - 09:00	3	40	0.000	3	40	0.000	3	40	0.000
09:00 - 10:00	3	40	0.000	3	40	0.000	3	40	0.000
10:00 - 11:00	3	40	0.008	3	40	0.000	3	40	0.008
11:00 - 12:00	3	40	0.008	3	40	0.008	3	40	0.016
12:00 - 13:00	3	40	0.000	3	40	0.008	3	40	0.008
13:00 - 14:00	3	40	0.000	3	40	0.000	3	40	0.000
14:00 - 15:00	3	40	0.000	3	40	0.000	3	40	0.000
15:00 - 16:00	3	40	0.000	3	40	0.000	3	40	0.000
16:00 - 17:00	3	40	0.000	3	40	0.000	3	40	0.000
17:00 - 18:00	3	40	0.000	3	40	0.000	3	40	0.000
18:00 - 19:00	3	40	0.000	3	40	0.000	3	40	0.000
19:00 - 20:00	3	40	0.000	3	40	0.000	3	40	0.000
20:00 - 21:00	3	40	0.000	3	40	0.000	3	40	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.033			0.066

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	40	0.099	3	40	0.083	3	40	0.182
08:00 - 09:00	3	40	0.107	3	40	0.091	3	40	0.198
09:00 - 10:00	3	40	0.099	3	40	0.041	3	40	0.140
10:00 - 11:00	3	40	0.083	3	40	0.140	3	40	0.223
11:00 - 12:00	3	40	0.132	3	40	0.107	3	40	0.239
12:00 - 13:00	3	40	0.058	3	40	0.058	3	40	0.116
13:00 - 14:00	3	40	0.124	3	40	0.058	3	40	0.182
14:00 - 15:00	3	40	0.074	3	40	0.099	3	40	0.173
15:00 - 16:00	3	40	0.074	3	40	0.107	3	40	0.181
16:00 - 17:00	3	40	0.074	3	40	0.083	3	40	0.157
17:00 - 18:00	3	40	0.074	3	40	0.132	3	40	0.206
18:00 - 19:00	3	40	0.116	3	40	0.157	3	40	0.273
19:00 - 20:00	3	40	0.050	3	40	0.041	3	40	0.091
20:00 - 21:00	3	40	0.025	3	40	0.058	3	40	0.083
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.189			1.255			2.444

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	40	0.000	3	40	0.008	3	40	0.008
08:00 - 09:00	3	40	0.025	3	40	0.025	3	40	0.050
09:00 - 10:00	3	40	0.041	3	40	0.017	3	40	0.058
10:00 - 11:00	3	40	0.058	3	40	0.033	3	40	0.091
11:00 - 12:00	3	40	0.025	3	40	0.025	3	40	0.050
12:00 - 13:00	3	40	0.033	3	40	0.066	3	40	0.099
13:00 - 14:00	3	40	0.041	3	40	0.008	3	40	0.049
14:00 - 15:00	3	40	0.017	3	40	0.025	3	40	0.042
15:00 - 16:00	3	40	0.000	3	40	0.041	3	40	0.041
16:00 - 17:00	3	40	0.017	3	40	0.033	3	40	0.050
17:00 - 18:00	3	40	0.000	3	40	0.008	3	40	0.008
18:00 - 19:00	3	40	0.025	3	40	0.008	3	40	0.033
19:00 - 20:00	3	40	0.000	3	40	0.017	3	40	0.017
20:00 - 21:00	3	40	0.000	3	40	0.017	3	40	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.282			0.331			0.613

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	40	0.041	3	40	0.000	3	40	0.041
08:00 - 09:00	3	40	0.017	3	40	0.033	3	40	0.050
09:00 - 10:00	3	40	0.000	3	40	0.000	3	40	0.000
10:00 - 11:00	3	40	0.008	3	40	0.000	3	40	0.008
11:00 - 12:00	3	40	0.017	3	40	0.000	3	40	0.017
12:00 - 13:00	3	40	0.000	3	40	0.008	3	40	0.008
13:00 - 14:00	3	40	0.008	3	40	0.000	3	40	0.008
14:00 - 15:00	3	40	0.017	3	40	0.033	3	40	0.050
15:00 - 16:00	3	40	0.000	3	40	0.008	3	40	0.008
16:00 - 17:00	3	40	0.000	3	40	0.008	3	40	0.008
17:00 - 18:00	3	40	0.008	3	40	0.000	3	40	0.008
18:00 - 19:00	3	40	0.000	3	40	0.000	3	40	0.000
19:00 - 20:00	3	40	0.033	3	40	0.000	3	40	0.033
20:00 - 21:00	3	40	0.008	3	40	0.017	3	40	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.157			0.107			0.264

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

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	40	0.140	3	40	0.091	3	40	0.231
08:00 - 09:00	3	40	0.149	3	40	0.149	3	40	0.298
09:00 - 10:00	3	40	0.140	3	40	0.058	3	40	0.198
10:00 - 11:00	3	40	0.149	3	40	0.174	3	40	0.323
11:00 - 12:00	3	40	0.174	3	40	0.132	3	40	0.306
12:00 - 13:00	3	40	0.091	3	40	0.132	3	40	0.223
13:00 - 14:00	3	40	0.174	3	40	0.066	3	40	0.240
14:00 - 15:00	3	40	0.107	3	40	0.157	3	40	0.264
15:00 - 16:00	3	40	0.074	3	40	0.157	3	40	0.231
16:00 - 17:00	3	40	0.091	3	40	0.124	3	40	0.215
17:00 - 18:00	3	40	0.083	3	40	0.140	3	40	0.223
18:00 - 19:00	3	40	0.140	3	40	0.165	3	40	0.305
19:00 - 20:00	3	40	0.083	3	40	0.058	3	40	0.141
20:00 - 21:00	3	40	0.033	3	40	0.091	3	40	0.124
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.628			1.694			3.322

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : 0 - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	OX	OXFORDSHIRE	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	2 days
	DV	DEVON	2 days
	NS	NORTH SOMERSET	1 days

Secondary Filtering selection:

Parameter: Number of dwellings
 Actual Range: 39 to 149 (units:)
 Range Selected by User: 36 to 149 (units:)

Parking Spaces Range: Selected: 15 to 207 Actual: 15 to 207

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 27/11/15

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	3 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	2

Selected Location Sub Categories:

Residential Zone	7
Out of Town	2

Secondary Filtering selection:

Use Class:

Not Known	2 days
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Population within 1 mile:

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	8 days

Secondary Filtering selection (Cont.):

Travel Plan:

Yes	1 days
No	8 days

PTAL Rating:

No PTAL Present	9 days
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LIST OF SITES relevant to selection parameters

- | | | | |
|---|---|--------------------------------------|----------------------------|
| 1 | BR-03-O-01
HOLLWAY ROAD
BRISTOL
STOCKWOOD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 58
<i>Survey date: TUESDAY 22/09/15</i> | RETIREMENT VILLAGE
BRISTOL CITY | <i>Survey Type: MANUAL</i> |
| 2 | BR-03-O-02
MEG THATCHERS GARDENS
BRISTOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 49
<i>Survey date: FRIDAY 18/09/15</i> | RETIREMENT VILLAGE
BRISTOL CITY | <i>Survey Type: MANUAL</i> |
| 3 | DV-03-O-01
ST MARYCHURCH ROAD
TORQUAY
ST MARYCHURCH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 45
<i>Survey date: TUESDAY 29/09/15</i> | RETIREMENT VILLAGE
DEVON | <i>Survey Type: MANUAL</i> |
| 4 | DV-03-O-02
SIDMOUTH ROAD
NEAR HONITON

Free Standing (PPS6 Out of Town)
Out of Town
Total Number of dwellings: 66
<i>Survey date: FRIDAY 25/09/15</i> | RETIREMENT VILLAGE
DEVON | <i>Survey Type: MANUAL</i> |
| 5 | HF-03-O-01
THE COMMON
BERKHAMSTED

Free Standing (PPS6 Out of Town)
Out of Town
Total Number of dwellings: 149
<i>Survey date: FRIDAY 27/11/15</i> | RETIREMENT VILLAGE
HERTFORDSHIRE | <i>Survey Type: MANUAL</i> |
| 6 | KC-03-O-01
RUMFIELDS ROAD
BROADSTAIRS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 40
<i>Survey date: THURSDAY 19/11/15</i> | RETIREMENT VILLAGE
KENT | <i>Survey Type: MANUAL</i> |
| 7 | NS-03-O-01
DIAMOND BATCH
WESTON SUPER MARE
WORLE
Edge of Town
Residential Zone
Total Number of dwellings: 137
<i>Survey date: THURSDAY 24/09/15</i> | RETIREMENT VILLAGE
NORTH SOMERSET | <i>Survey Type: MANUAL</i> |
| 8 | OX-03-O-01
RUSKIN ROAD
BANBURY
EASINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 70
<i>Survey date: WEDNESDAY 11/11/15</i> | RETIREMENT VILLAGE
OXFORDSHIRE | <i>Survey Type: MANUAL</i> |

LIST OF SITES relevant to selection parameters (Cont.)

9 SC-03-O-01 RETIREMENT VILLAGE SURREY
WESTFIELD ROAD
WOKING

Edge of Town
Residential Zone

Total Number of dwellings:

39

Survey date: WEDNESDAY

18/11/15

Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	73	0.074	9	73	0.040	9	73	0.114
08:00 - 09:00	9	73	0.130	9	73	0.063	9	73	0.193
09:00 - 10:00	9	73	0.167	9	73	0.118	9	73	0.285
10:00 - 11:00	9	73	0.150	9	73	0.155	9	73	0.305
11:00 - 12:00	9	73	0.155	9	73	0.145	9	73	0.300
12:00 - 13:00	9	73	0.126	9	73	0.159	9	73	0.285
13:00 - 14:00	9	73	0.164	9	73	0.187	9	73	0.351
14:00 - 15:00	9	73	0.127	9	73	0.156	9	73	0.283
15:00 - 16:00	9	73	0.142	9	73	0.156	9	73	0.298
16:00 - 17:00	9	73	0.110	9	73	0.127	9	73	0.237
17:00 - 18:00	9	73	0.069	9	73	0.096	9	73	0.165
18:00 - 19:00	9	73	0.057	9	73	0.057	9	73	0.114
19:00 - 20:00	9	73	0.041	9	73	0.055	9	73	0.096
20:00 - 21:00	9	73	0.025	9	73	0.044	9	73	0.069
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.537			1.558			3.095

Parameter summary

Trip rate parameter range selected:	39 - 149 (units:)
Survey date date range:	01/01/10 - 27/11/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	73	0.005	9	73	0.005	9	73	0.010
08:00 - 09:00	9	73	0.005	9	73	0.002	9	73	0.007
09:00 - 10:00	9	73	0.002	9	73	0.005	9	73	0.007
10:00 - 11:00	9	73	0.000	9	73	0.000	9	73	0.000
11:00 - 12:00	9	73	0.002	9	73	0.002	9	73	0.004
12:00 - 13:00	9	73	0.002	9	73	0.002	9	73	0.004
13:00 - 14:00	9	73	0.003	9	73	0.002	9	73	0.005
14:00 - 15:00	9	73	0.000	9	73	0.002	9	73	0.002
15:00 - 16:00	9	73	0.000	9	73	0.000	9	73	0.000
16:00 - 17:00	9	73	0.000	9	73	0.000	9	73	0.000
17:00 - 18:00	9	73	0.000	9	73	0.000	9	73	0.000
18:00 - 19:00	9	73	0.002	9	73	0.002	9	73	0.004
19:00 - 20:00	9	73	0.000	9	73	0.000	9	73	0.000
20:00 - 21:00	9	73	0.000	9	73	0.000	9	73	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.022			0.043

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	73	0.003	9	73	0.003	9	73	0.006
08:00 - 09:00	9	73	0.003	9	73	0.000	9	73	0.003
09:00 - 10:00	9	73	0.000	9	73	0.003	9	73	0.003
10:00 - 11:00	9	73	0.002	9	73	0.000	9	73	0.002
11:00 - 12:00	9	73	0.002	9	73	0.000	9	73	0.002
12:00 - 13:00	9	73	0.000	9	73	0.002	9	73	0.002
13:00 - 14:00	9	73	0.000	9	73	0.000	9	73	0.000
14:00 - 15:00	9	73	0.000	9	73	0.002	9	73	0.002
15:00 - 16:00	9	73	0.000	9	73	0.000	9	73	0.000
16:00 - 17:00	9	73	0.000	9	73	0.000	9	73	0.000
17:00 - 18:00	9	73	0.000	9	73	0.000	9	73	0.000
18:00 - 19:00	9	73	0.002	9	73	0.000	9	73	0.002
19:00 - 20:00	9	73	0.000	9	73	0.002	9	73	0.002
20:00 - 21:00	9	73	0.000	9	73	0.000	9	73	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	73	0.083	9	73	0.040	9	73	0.123
08:00 - 09:00	9	73	0.147	9	73	0.064	9	73	0.211
09:00 - 10:00	9	73	0.182	9	73	0.124	9	73	0.306
10:00 - 11:00	9	73	0.168	9	73	0.187	9	73	0.355
11:00 - 12:00	9	73	0.185	9	73	0.173	9	73	0.358
12:00 - 13:00	9	73	0.155	9	73	0.193	9	73	0.348
13:00 - 14:00	9	73	0.194	9	73	0.234	9	73	0.428
14:00 - 15:00	9	73	0.150	9	73	0.184	9	73	0.334
15:00 - 16:00	9	73	0.172	9	73	0.184	9	73	0.356
16:00 - 17:00	9	73	0.142	9	73	0.147	9	73	0.289
17:00 - 18:00	9	73	0.104	9	73	0.130	9	73	0.234
18:00 - 19:00	9	73	0.077	9	73	0.067	9	73	0.144
19:00 - 20:00	9	73	0.047	9	73	0.070	9	73	0.117
20:00 - 21:00	9	73	0.035	9	73	0.055	9	73	0.090
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.841			1.852			3.693

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	73	0.017	9	73	0.017	9	73	0.034
08:00 - 09:00	9	73	0.018	9	73	0.011	9	73	0.029
09:00 - 10:00	9	73	0.043	9	73	0.035	9	73	0.078
10:00 - 11:00	9	73	0.021	9	73	0.040	9	73	0.061
11:00 - 12:00	9	73	0.049	9	73	0.044	9	73	0.093
12:00 - 13:00	9	73	0.049	9	73	0.046	9	73	0.095
13:00 - 14:00	9	73	0.043	9	73	0.043	9	73	0.086
14:00 - 15:00	9	73	0.023	9	73	0.044	9	73	0.067
15:00 - 16:00	9	73	0.032	9	73	0.035	9	73	0.067
16:00 - 17:00	9	73	0.028	9	73	0.017	9	73	0.045
17:00 - 18:00	9	73	0.018	9	73	0.014	9	73	0.032
18:00 - 19:00	9	73	0.006	9	73	0.012	9	73	0.018
19:00 - 20:00	9	73	0.002	9	73	0.014	9	73	0.016
20:00 - 21:00	9	73	0.003	9	73	0.002	9	73	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.352			0.374			0.726

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	73	0.008	9	73	0.002	9	73	0.010
08:00 - 09:00	9	73	0.009	9	73	0.003	9	73	0.012
09:00 - 10:00	9	73	0.026	9	73	0.017	9	73	0.043
10:00 - 11:00	9	73	0.041	9	73	0.008	9	73	0.049
11:00 - 12:00	9	73	0.012	9	73	0.017	9	73	0.029
12:00 - 13:00	9	73	0.003	9	73	0.015	9	73	0.018
13:00 - 14:00	9	73	0.009	9	73	0.017	9	73	0.026
14:00 - 15:00	9	73	0.009	9	73	0.025	9	73	0.034
15:00 - 16:00	9	73	0.018	9	73	0.040	9	73	0.058
16:00 - 17:00	9	73	0.003	9	73	0.002	9	73	0.005
17:00 - 18:00	9	73	0.006	9	73	0.000	9	73	0.006
18:00 - 19:00	9	73	0.002	9	73	0.000	9	73	0.002
19:00 - 20:00	9	73	0.008	9	73	0.003	9	73	0.011
20:00 - 21:00	9	73	0.000	9	73	0.000	9	73	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.149			0.303

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	73	0.110	9	73	0.061	9	73	0.171
08:00 - 09:00	9	73	0.178	9	73	0.078	9	73	0.256
09:00 - 10:00	9	73	0.251	9	73	0.179	9	73	0.430
10:00 - 11:00	9	73	0.233	9	73	0.234	9	73	0.467
11:00 - 12:00	9	73	0.248	9	73	0.234	9	73	0.482
12:00 - 13:00	9	73	0.207	9	73	0.256	9	73	0.463
13:00 - 14:00	9	73	0.247	9	73	0.294	9	73	0.541
14:00 - 15:00	9	73	0.182	9	73	0.254	9	73	0.436
15:00 - 16:00	9	73	0.222	9	73	0.259	9	73	0.481
16:00 - 17:00	9	73	0.173	9	73	0.165	9	73	0.338
17:00 - 18:00	9	73	0.129	9	73	0.144	9	73	0.273
18:00 - 19:00	9	73	0.086	9	73	0.080	9	73	0.166
19:00 - 20:00	9	73	0.057	9	73	0.089	9	73	0.146
20:00 - 21:00	9	73	0.038	9	73	0.057	9	73	0.095
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.361			2.384			4.745