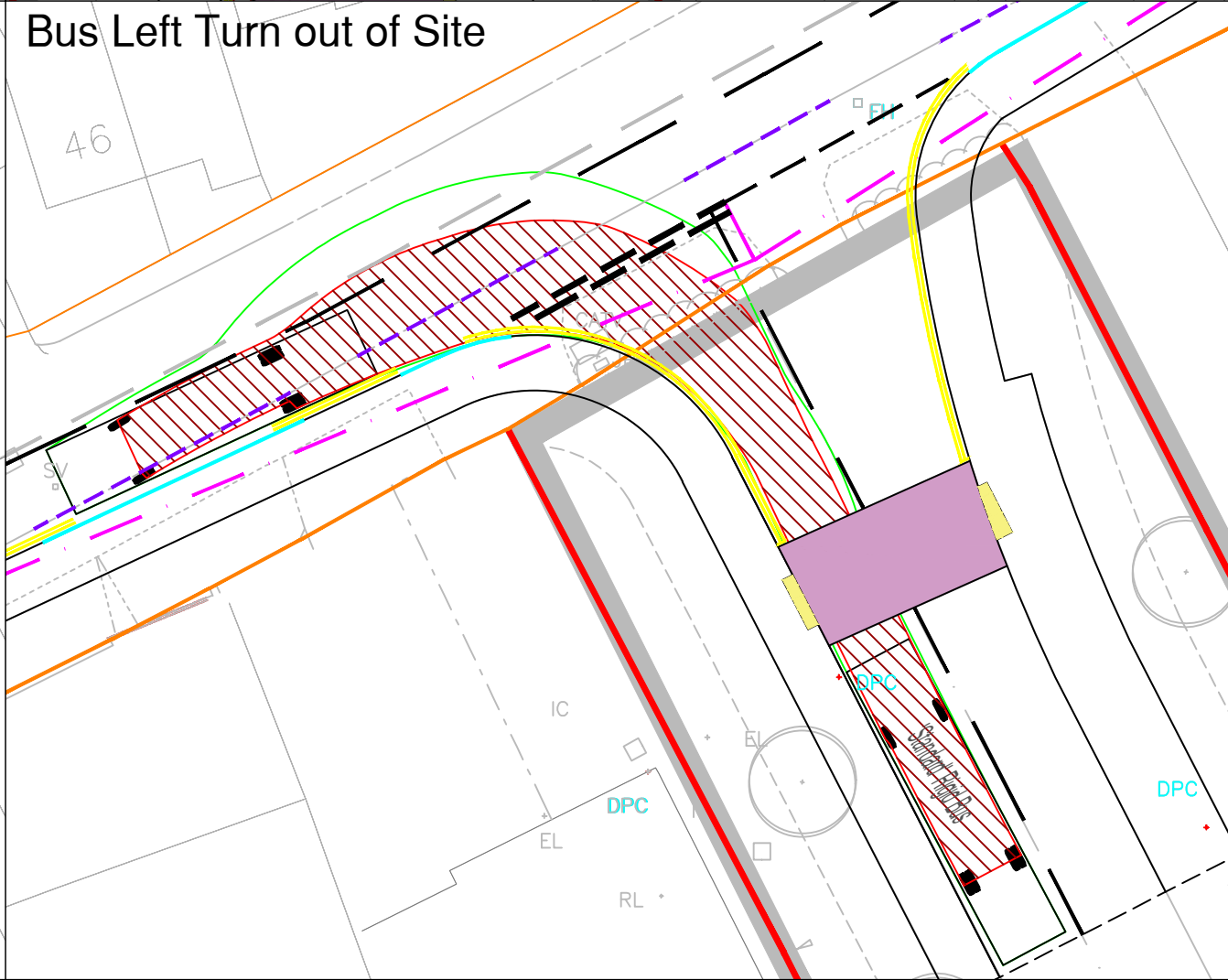
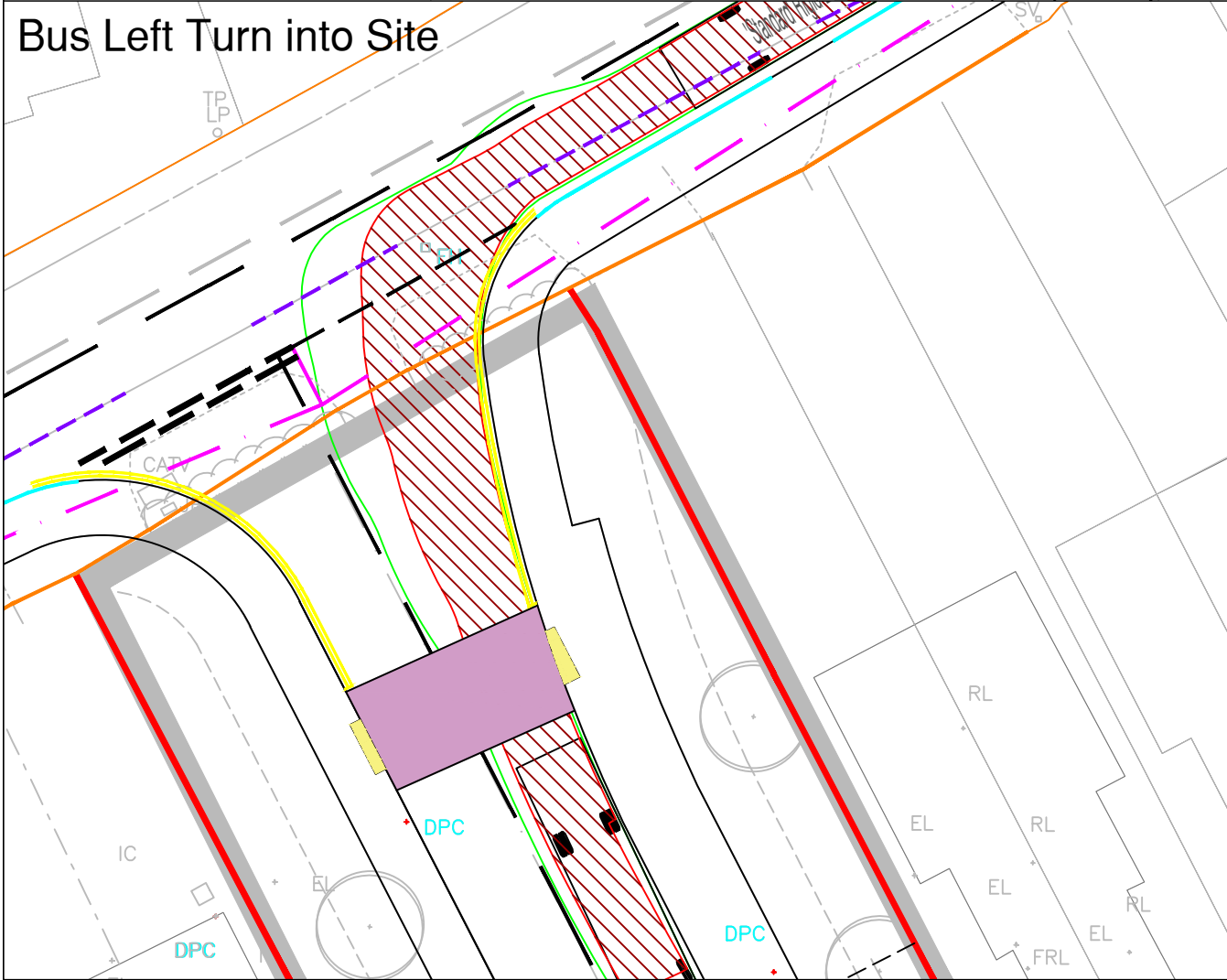
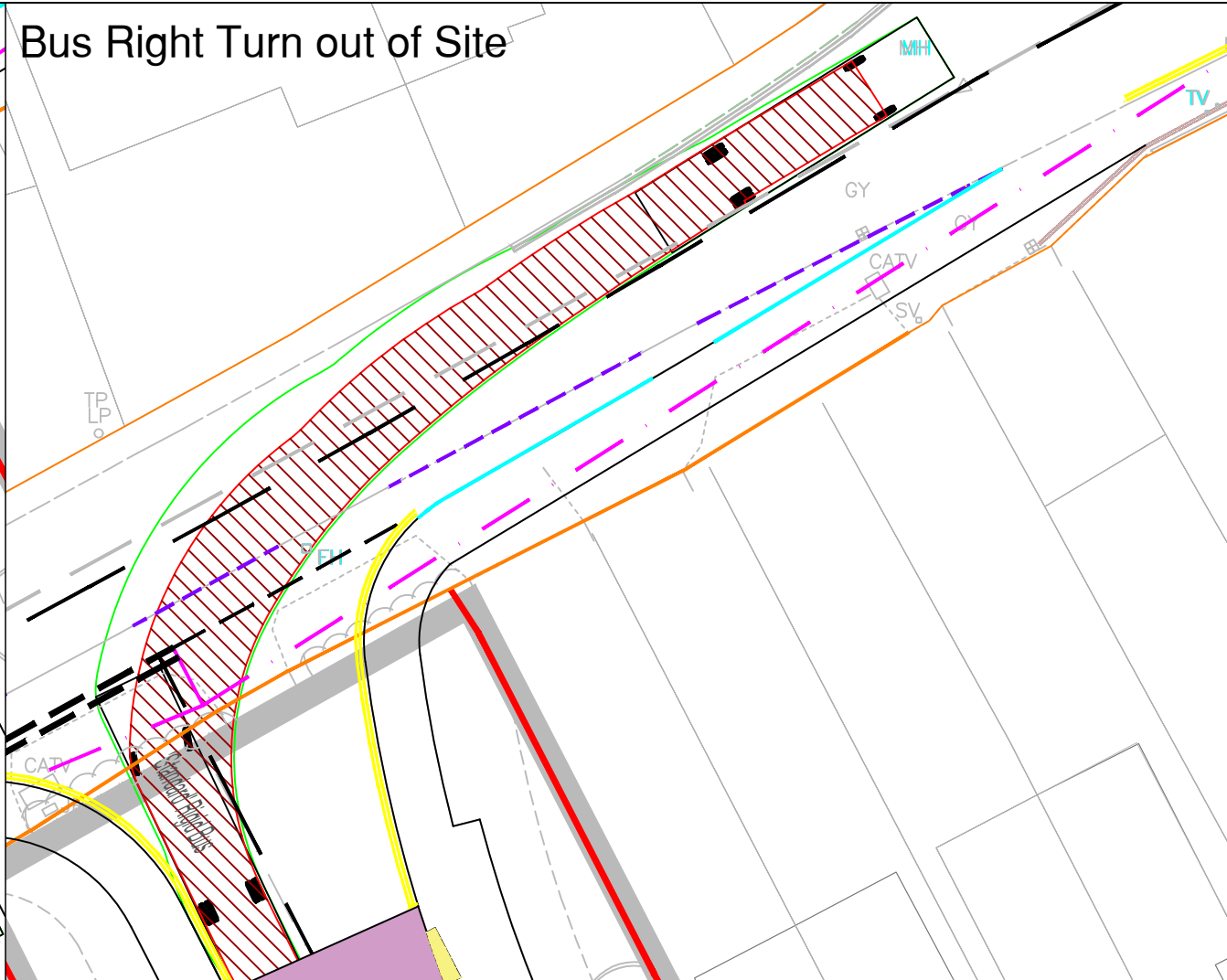
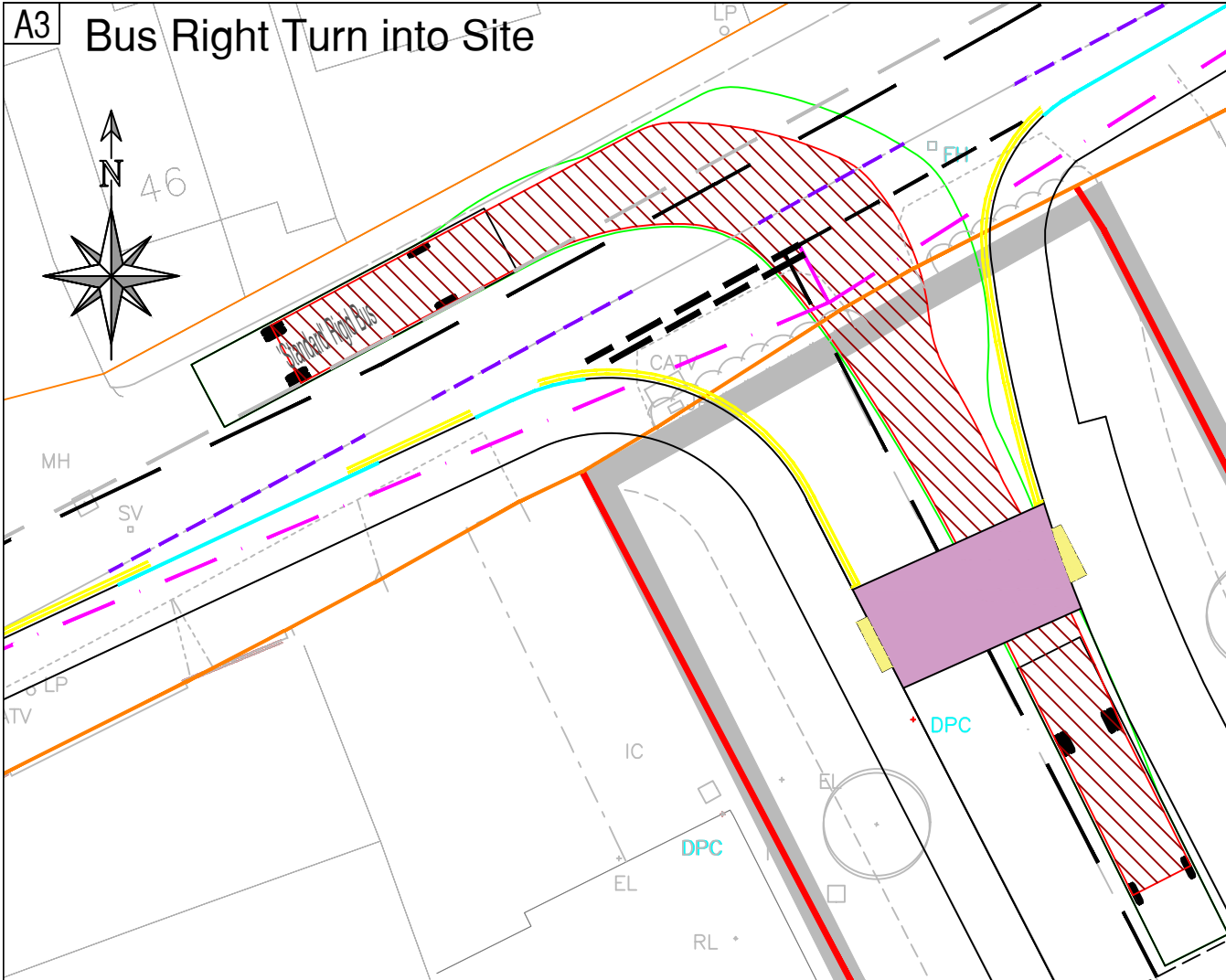


## **Appendix J: Coventry Road / Site Access Swept Path Analysis**



**Legend:**

'Standard' Rigid Bus  
Overall Length 12.000m  
Overall Width 2.550m  
Overall Body Height 3.069m  
Min Body Ground Clearance 0.309m  
Track Width 2.350m  
Lock to lock time 4.00s  
Wall to Wall Turning Radius 10.771m

Vehicle Wheelbase

Vehicle Overhang

1:250 2 4 6 8 10 12 14 16 18

**NOTE**  
Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Do not scale from this drawing.

| Rev | Date      | Amendments                            | By  | Chk |
|-----|-----------|---------------------------------------|-----|-----|
| P05 | 01/11/202 | New masterplan and revised kerb lines | JWB | ADM |
| P04 | 31/08/202 | Double Yellow Lines Added             | JWB | ADM |
| P03 | 01/06/202 | Site Access Design Updated            | JWB | ADM |
| P02 | 17/04/202 | 2m Wide Internal Layout Verges Added  | JWL | ADM |
| P01 | 12/03/202 | Amended Carriageway Alignment         | JWL | ADM |

**RLRE**  
Consulting Engineers

Client  
**Redrow Homes**

Project  
**Land South of Burbage**

Drawing Title  
**Preliminary Site Access Junction Bus Movements**

Status

**For Information**

| Scale     | Drawn | Checked | Date     |
|-----------|-------|---------|----------|
| A3@ 1:250 | JWL   | ADM     | 04/04/23 |

Drawing No. 21390-RLL-23-XX-DR-D-5009 P05 Rev.

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Project  
**Land South of Burbage**

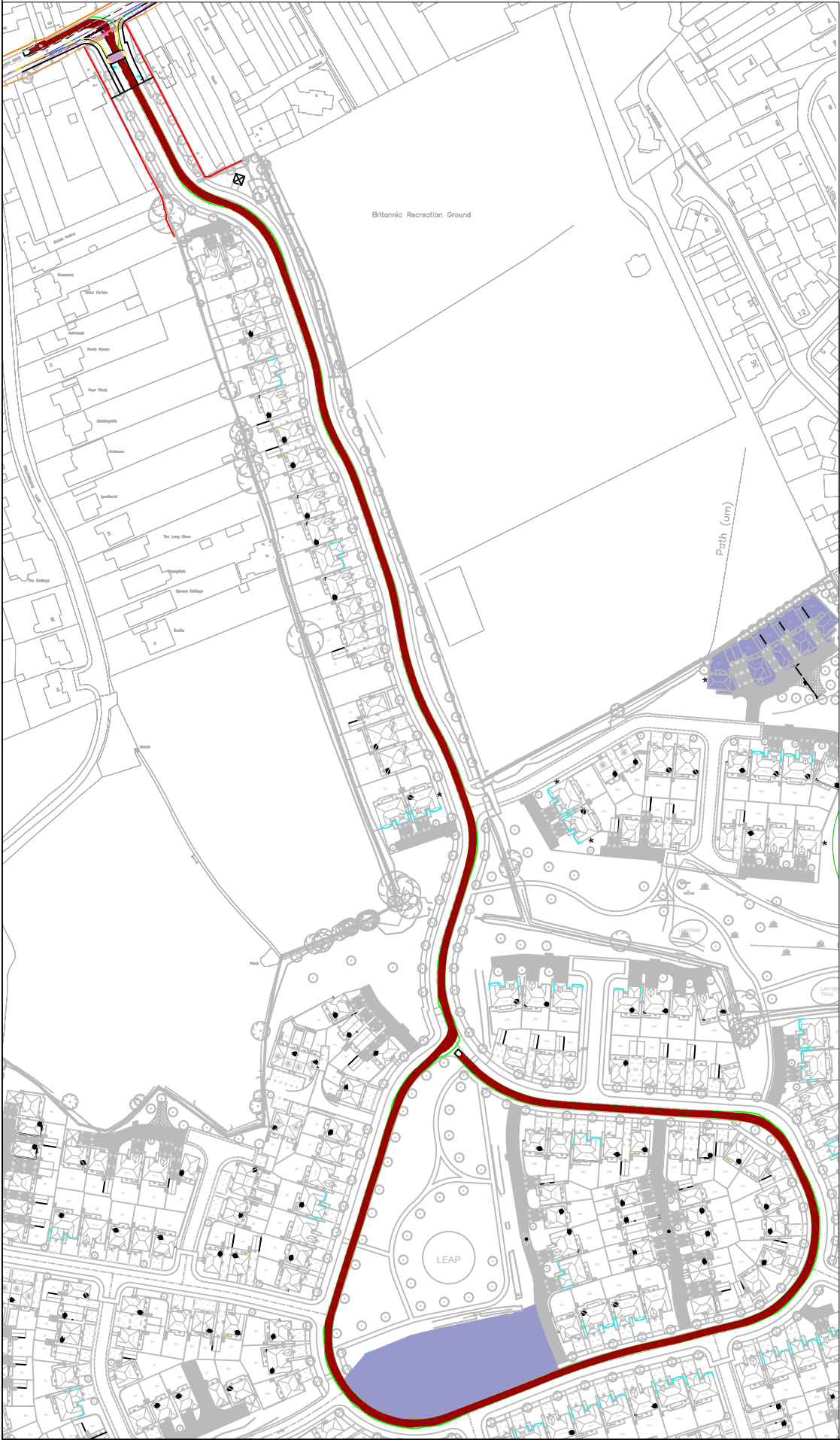
Status  
**For Information**

| Scale                    | Drawn | Checked | Date     |
|--------------------------|-------|---------|----------|
| A4@ 1:2500               | JWB   | ADM     | 24/04/23 |
| Drawing No.              | Rev.  |         |          |
| 21390-RL-23-XX-DR-D-5010 | P03   |         |          |

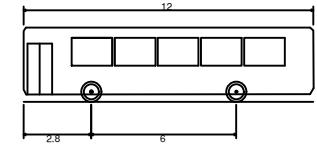
| Rev | Date       | Amendments                       | By  | Chk |
|-----|------------|----------------------------------|-----|-----|
| P01 | 01/06/2023 | Site Access Design Changes       | JWB | ADM |
| P02 | 16/06/23   | Colour Changes on Background Map | JWB | ADM |
| P03 | 01/11/23   | New masterplan                   | JWB | ADM |
|     |            |                                  |     |     |
|     |            |                                  |     |     |
|     |            |                                  |     |     |
|     |            |                                  |     |     |
|     |            |                                  |     |     |

Client  
**Redrow Homes**

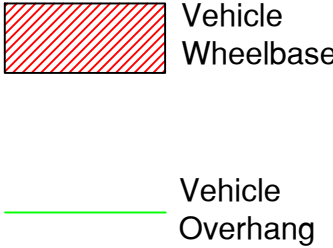
Drawing Title  
**Bus Route Accessing the Site**

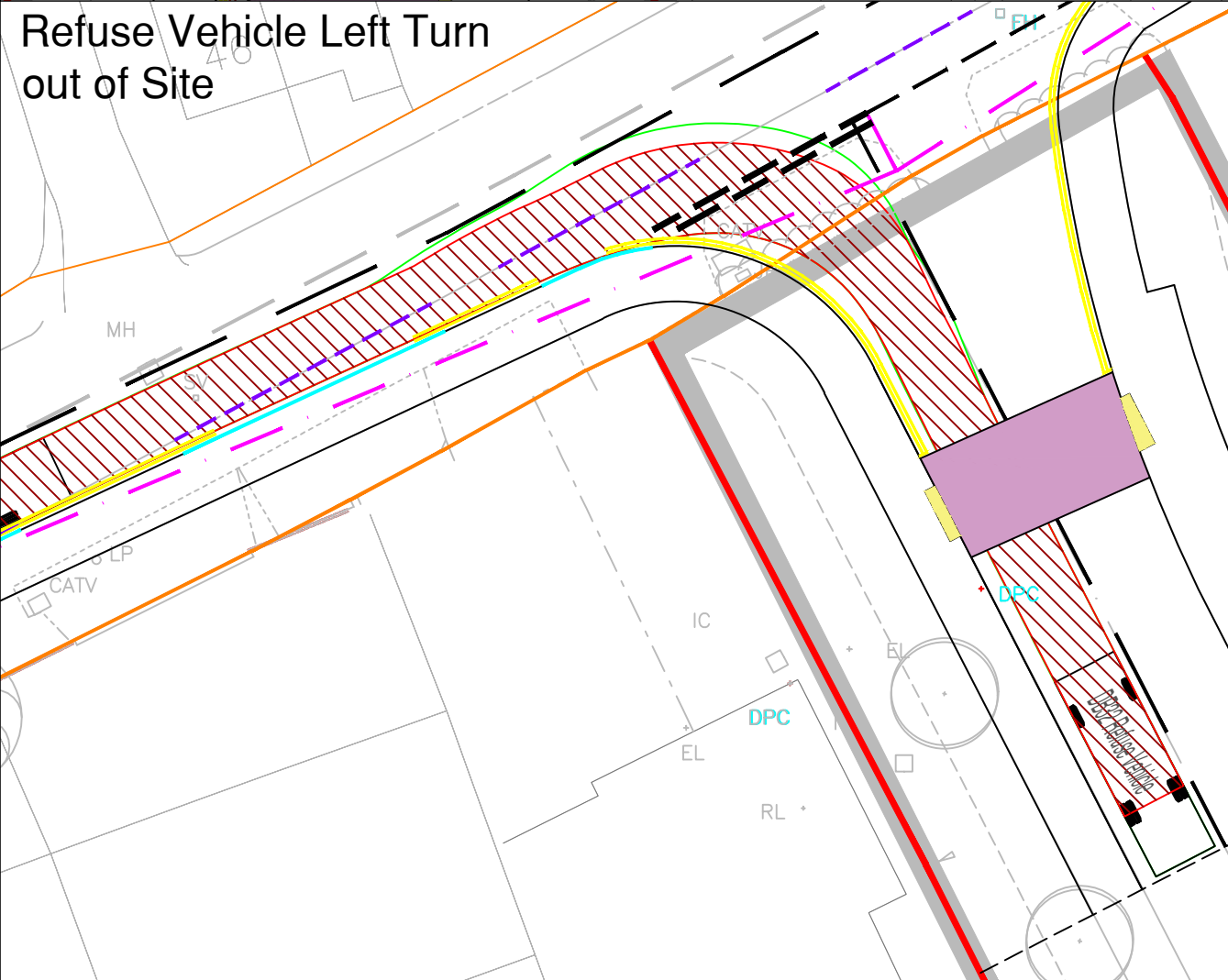
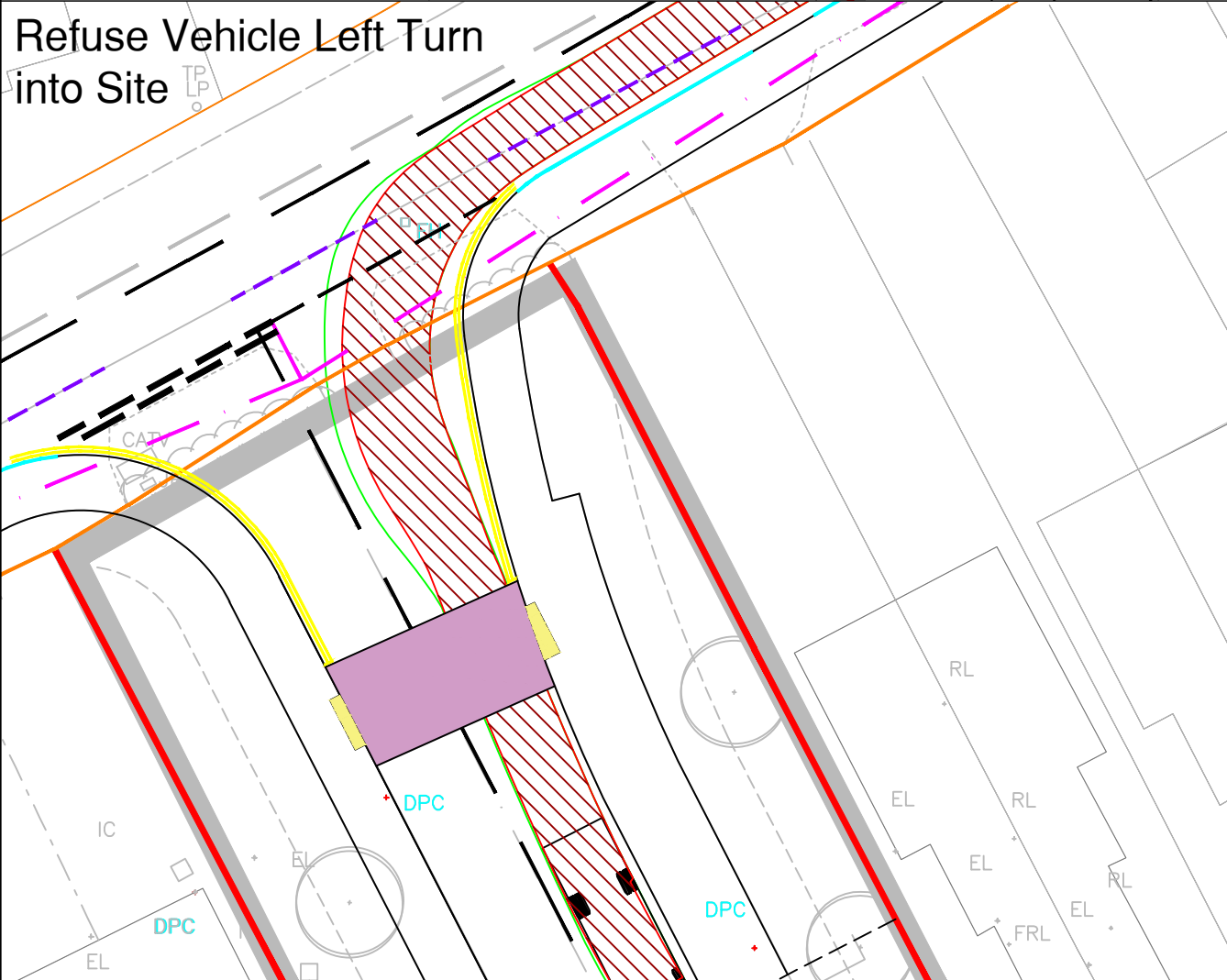
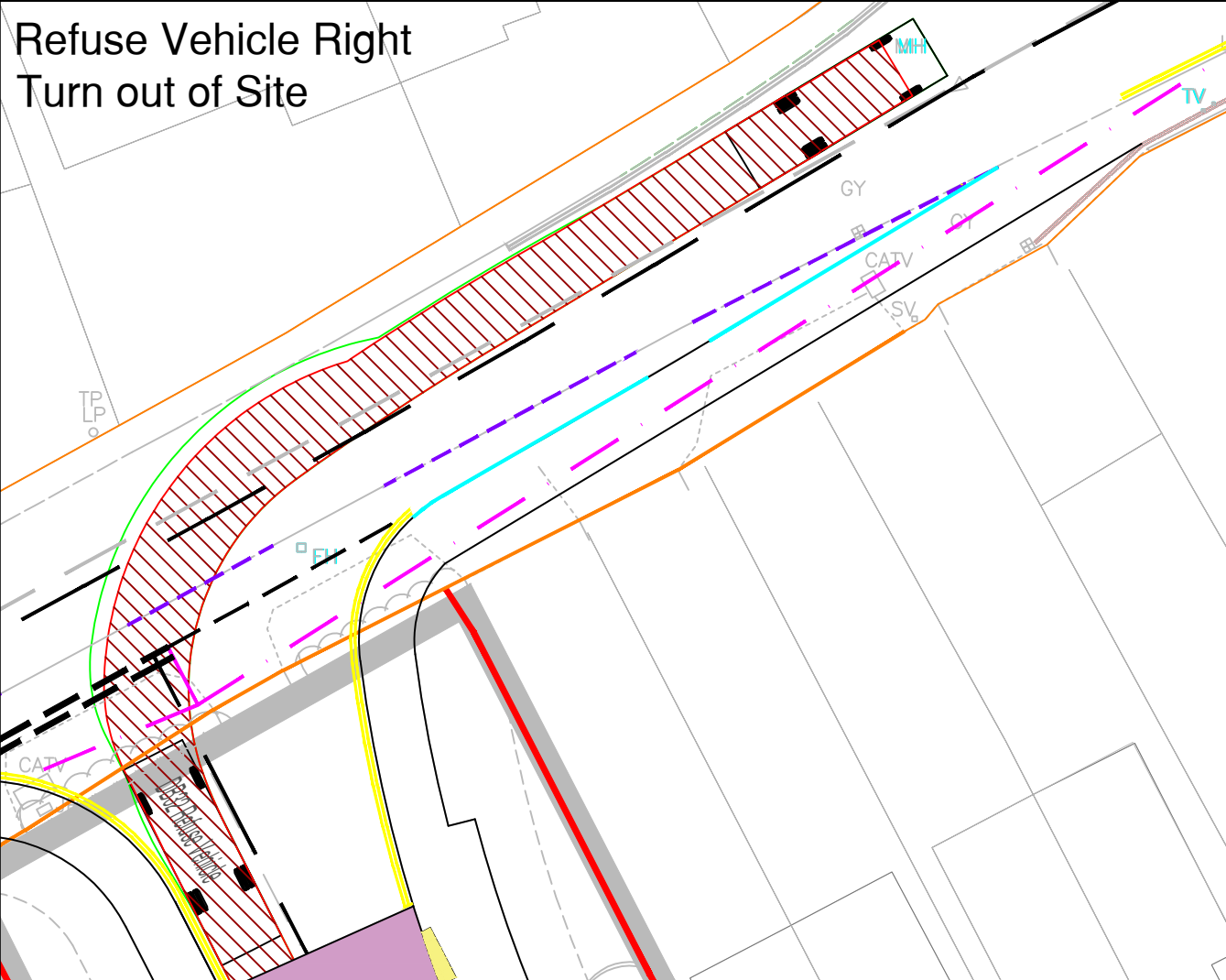
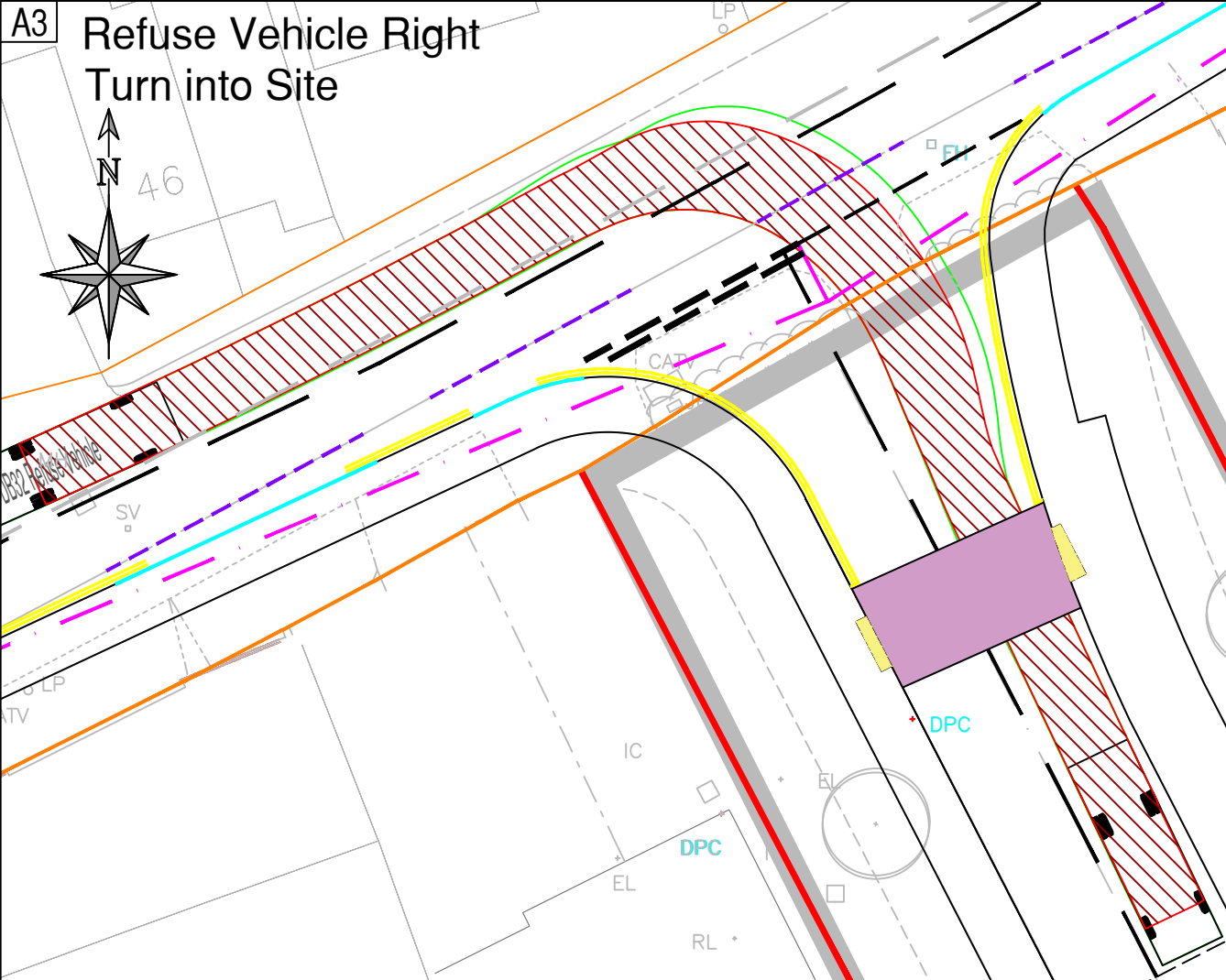


**NOTE**  
Preliminary scheme only for comment & review. Based upon information provided / available at the time.  
  
Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.  
  
Do not scale from this drawing.



|                             |         |
|-----------------------------|---------|
| 'Standard' Rigid Bus        |         |
| Overall Length              | 12.000m |
| Overall Width               | 2.550m  |
| Overall Body Height         | 3.069m  |
| Min Body Ground Clearance   | 0.309m  |
| Track Width                 | 2.350m  |
| Lock to lock time           | 4.00s   |
| Wall to Wall Turning Radius | 10.771m |





**Legend:**

DB32 Refuse Vehicle  
Overall Length 7.900m  
Overall Width 2.400m  
Overall Body Height 3.183m  
Min Body Ground Clearance 0.388m  
Max Track Width 2.400m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 9.625m

Vehicle Wheelbase

Vehicle Overhang

1:250 0 2 4 6 8 10 12 14 16 18

**NOTE**  
Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Do not scale from this drawing.

| Rev | Date      | Amendments                                | By  | Chk |
|-----|-----------|-------------------------------------------|-----|-----|
| P03 | 01/11/202 | New masterplan and revision to kerb lines | JWB | ADM |
| P02 | 31/08/202 | Double Yellow Lines Added                 | JWB | ADM |
| P01 | 01/08/202 | Site Access Design Changes                | JWB | ADM |

**RLRE**  
Consulting Engineers

Client  
**Redrow Homes**

Project  
**Land South of Burbage**

Drawing Title  
**Preliminary Site Access Junction Refuse Movements**

Status

**For Information**

| Scale     | Drawn | Checked | Date     |
|-----------|-------|---------|----------|
| A3@ 1:250 | JWB   | ADM     | 24/04/23 |

Drawing No. 21390-RL-23-XX-DR-D-5012 P03 Rev.

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Client

Redrow Homes

Project  
Land South of Burbage

Drawing Title

Refuse Vehicle Accessing  
the Site

For Information

| Scale                    | Drawn | Checked | Date     |
|--------------------------|-------|---------|----------|
| A4@ 1:2500               | JWB   | ADM     | 24/04/23 |
| Drawing No.              | Rev.  |         |          |
| 21390-RL-23-XX-DR-D-5013 | P03   |         |          |

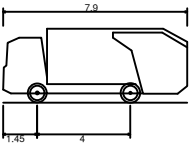
| Rev | Date       | Amendments                       | By  | Chk |
|-----|------------|----------------------------------|-----|-----|
| P01 | 01/06/2023 | Site Access Design Changes       | JWB | ADM |
| P02 | 16/06/23   | Colour Changes on Background Map | JWB | ADM |
| P03 | 01/11/23   | New masterplan                   | JWB | ADM |
|     |            |                                  |     |     |
|     |            |                                  |     |     |
|     |            |                                  |     |     |
|     |            |                                  |     |     |
|     |            |                                  |     |     |

**NOTE**

Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Do not scale from this drawing.



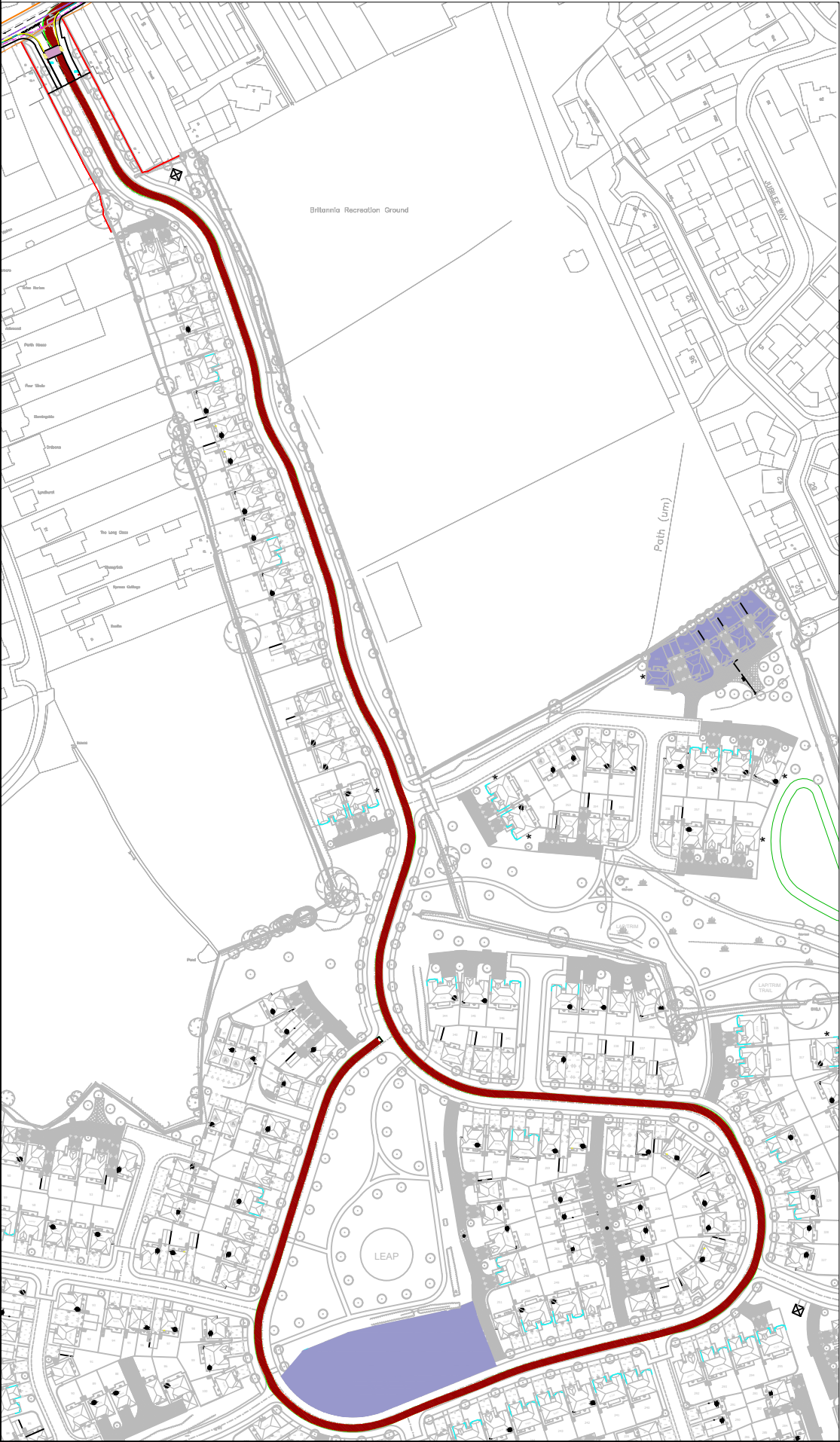
|                             |        |
|-----------------------------|--------|
| DB32 Refuse Vehicle         |        |
| Overall Length              | 7.900m |
| Overall Width               | 2.400m |
| Overall Body Height         | 3.183m |
| Min Body Ground Clearance   | 0.388m |
| Max Track Width             | 2.400m |
| Lock to lock time           | 6.00s  |
| Kerb to Kerb Turning Radius | 9.625m |



Vehicle  
Wheelbase



Vehicle  
Overhang





Legend:

DB32 Refuse Vehicle  
Overall Length 7.900m  
Overall Width 2.400m  
Overall Body Height 3.183m  
Min Body Ground Clearance 0.388m  
Max Track Width 2.400m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 9.625m

Vehicle Wheelbase

Vehicle Overhang

NOTE

Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Do not scale from this drawing.

|     |           |                                  |     |     |
|-----|-----------|----------------------------------|-----|-----|
|     |           |                                  |     |     |
| P03 | 01/11/202 | New masterplan                   | JWB | ADM |
| P02 | 16/06/202 | Colour Changes on Background Map | JWB | ADM |
| P01 | 01/08/202 | Site Access Design Changes       | JWB | ADM |
| Rev | Date      | Amendments                       | By  | Chk |

RLRE  
Consulting Engineers

Client

Redrow Homes

Project

Land South of Burbage

Drawing Title

Refuse Vehicle Accessing the North-East of the Site

Status

For Information

|           |       |         |          |
|-----------|-------|---------|----------|
| Scale     | Drawn | Checked | Date     |
| A3@ 1:500 | JWB   | ADM     | 24/04/23 |

Drawing No.

21390-RLL-23-XX-DR-D-5014

Rev.

P03

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**Legend:**

**Vehicle Wheelbase**

**Vehicle Overhang**

**NOTE**

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Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

Do not scale from this drawing.

|     |           |   |                                                          |     |     |
|-----|-----------|---|----------------------------------------------------------|-----|-----|
| P03 | 01/11/202 | 3 | New masterplan                                           | JWB | ADM |
| P02 | 16/06/202 | 3 | Colour Changes on Background Map + Swept Path Amendments | JWB | ADM |
| P01 | 01/08/202 | 3 | Site Access Design Changes                               | JWB | ADM |
| Rev | Date      |   | Amendments                                               | By  | Chk |

**RLRE**  
Consulting Engineers

Client  
**Redrow Homes**

Project  
**Land South of Burbage**

Drawing Title  
**Refuse Vehicle Accessing the South-West of the Site**

Status

For Information

|              |       |         |          |
|--------------|-------|---------|----------|
| Scale        | Drawn | Checked | Date     |
| A3@ 1:Varies | JWB   | ADM     | 24/04/23 |

Drawing No. 21390-RLL-23-XX-DR-D-5015 P03 Rev.

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## Appendix K: Parking Beat Survey

## PARKING BEATS



JOB REF: 12650

DATE: 07/09/2023

JOB REF: BURBAGE

DAY: THURSDAY

| ZONE | PARKING RESTRICTIONS    | MAXIMUM<br>NUMBER OF<br>SPACES | TIME   |      |        |      |        |      |
|------|-------------------------|--------------------------------|--------|------|--------|------|--------|------|
|      |                         |                                | 07:00  |      | 13:00  |      | 20:00  |      |
|      |                         |                                | PARKED | FREE | PARKED | FREE | PARKED | FREE |
| 1    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION          | 12                             | 1      | 11   | 1      | 11   | 3      | 9    |
| 2    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION          | 6                              | 0      | 6    | 0      | 6    | 0      | 6    |
| 3    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION          | 9                              | 8      | 1    | 5      | 4    | 6      | 3    |
| 4    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION - NARROW | 0                              | 0      | 0    | 0      | 0    | 0      | 0    |
| 5    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION          | 19                             | 1      | 18   | 0      | 19   | 2      | 17   |
| 6    | NO RESTRICTION          | 12                             | 5      | 7    | 3      | 9    | 5      | 7    |
| 7    | NO RESTRICTION          | 7                              | 6      | 1    | 4      | 3    | 6      | 1    |
| 8    | NO RESTRICTION          | 8                              | 0      | 8    | 1      | 7    | 0      | 8    |
| 9    | NO RESTRICTION          | 10                             | 0      | 10   | 1      | 9    | 0      | 10   |
| 10   | NO RESTRICTION          | 12                             | 0      | 12   | 0      | 12   | 2      | 10   |
| 11   | NO RESTRICTION          | 8                              | 0      | 8    | 0      | 8    | 1      | 7    |

## PARKING BEATS



JOB REF: 12650

DATE: 09/09/2023

JOB REF: BURBAGE

DAY: SATURDAY

| ZONE | PARKING RESTRICTIONS    | MAXIMUM<br>NUMBER OF<br>SPACES |        |      |        |      |
|------|-------------------------|--------------------------------|--------|------|--------|------|
|      |                         |                                | 11:00  |      | 16:00  |      |
|      |                         |                                | PARKED | FREE | PARKED | FREE |
| 1    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION          | 12                             | 1      | 11   | 0      | 12   |
| 2    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION          | 6                              | 0      | 6    | 0      | 6    |
| 3    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION          | 9                              | 2      | 7    | 3      | 6    |
| 4    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION - NARROW | 0                              | 0      | 0    | 0      | 0    |
| 5    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION          | 19                             | 2      | 17   | 3      | 16   |
| 6    | NO RESTRICTION          | 12                             | 5      | 7    | 8      | 4    |
| 7    | NO RESTRICTION          | 7                              | 4      | 3    | 5      | 2    |
| 8    | NO RESTRICTION          | 8                              | 1      | 7    | 2      | 6    |
| 9    | NO RESTRICTION          | 10                             | 0      | 10   | 0      | 10   |
| 10   | NO RESTRICTION          | 12                             | 3      | 9    | 3      | 9    |
| 11   | NO RESTRICTION          | 8                              | 0      | 8    | 0      | 8    |

## PARKING BEATS



JOB REF: 12650

DATE: 10/09/2023

JOB REF: BURBAGE

DAY: SUNDAY

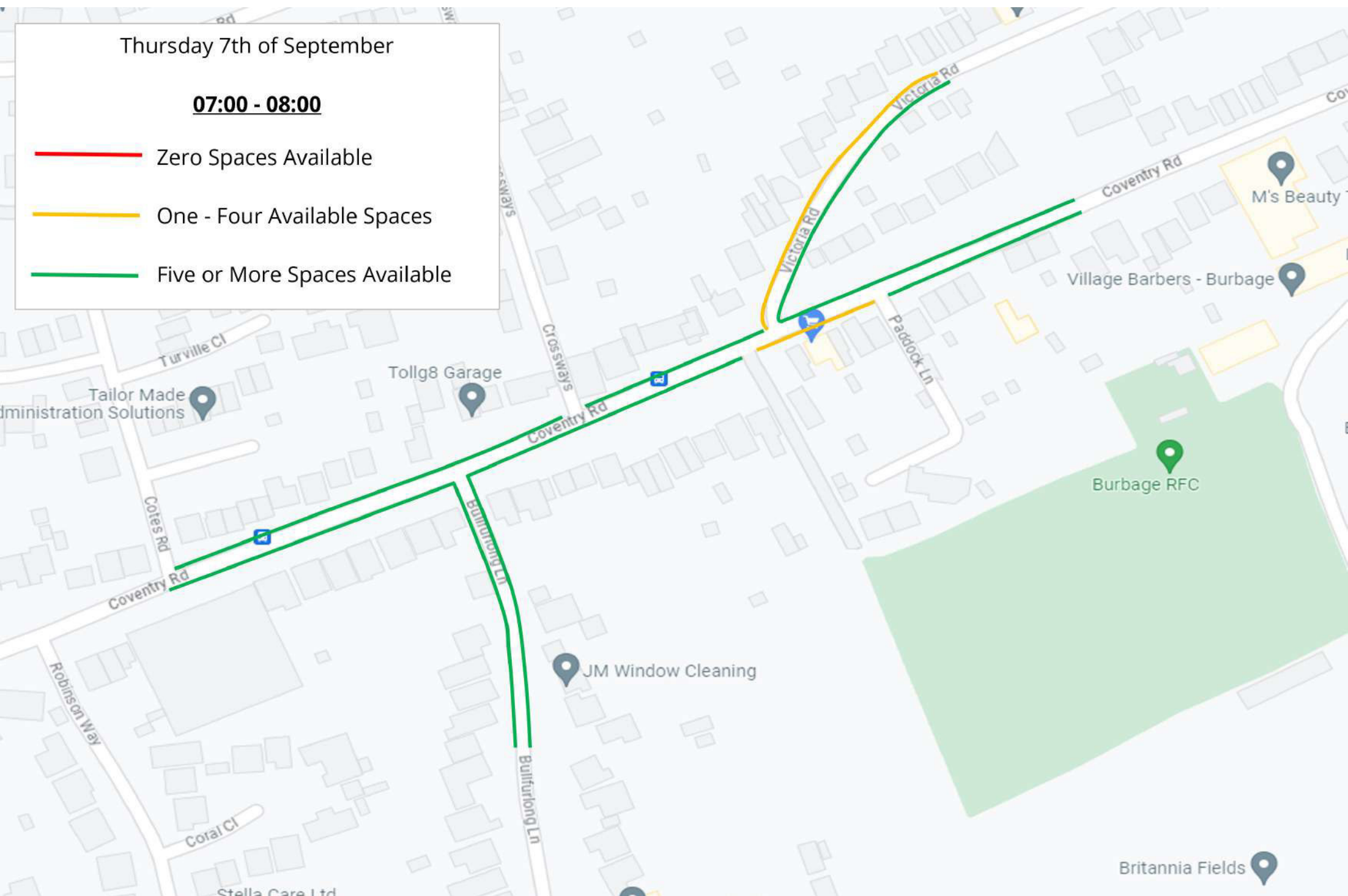
| ZONE | PARKING RESTRICTIONS    | MAXIMUM<br>NUMBER OF<br>SPACES |        |      |        |      |
|------|-------------------------|--------------------------------|--------|------|--------|------|
|      |                         |                                | 11:00  |      | 16:00  |      |
|      |                         |                                | PARKED | FREE | PARKED | FREE |
| 1    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION          | 12                             | 2      | 10   | 0      | 12   |
| 2    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION          | 6                              | 0      | 6    | 0      | 6    |
| 3    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION          | 9                              | 3      | 6    | 5      | 4    |
| 4    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION - NARROW | 0                              | 0      | 0    | 0      | 0    |
| 5    | DOUBLE YELLOW LINES     | 0                              | 0      | 0    | 0      | 0    |
|      | NO RESTRICTION          | 19                             | 2      | 17   | 1      | 18   |
| 6    | NO RESTRICTION          | 12                             | 3      | 9    | 3      | 9    |
| 7    | NO RESTRICTION          | 7                              | 5      | 2    | 3      | 4    |
| 8    | NO RESTRICTION          | 8                              | 2      | 6    | 1      | 7    |
| 9    | NO RESTRICTION          | 10                             | 0      | 10   | 0      | 10   |
| 10   | NO RESTRICTION          | 12                             | 4      | 8    | 3      | 7    |
| 11   | NO RESTRICTION          | 8                              | 0      | 8    | 0      | 8    |

## Appendix L: Parking Beat Plots

Thursday 7th of September

**07:00 - 08:00**

-  Zero Spaces Available
-  One - Four Available Spaces
-  Five or More Spaces Available

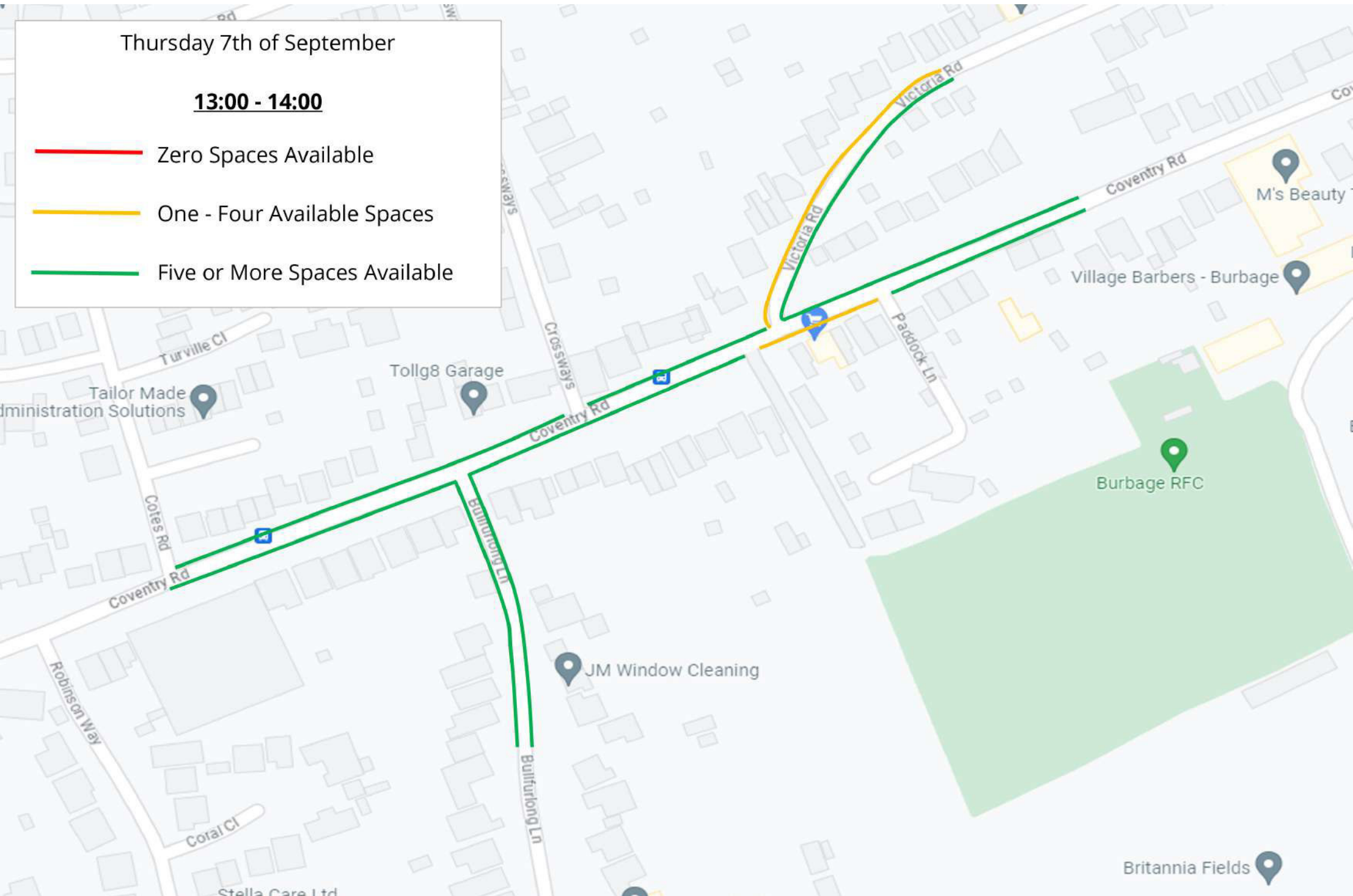


Britannia Fields 

Thursday 7th of September

**13:00 - 14:00**

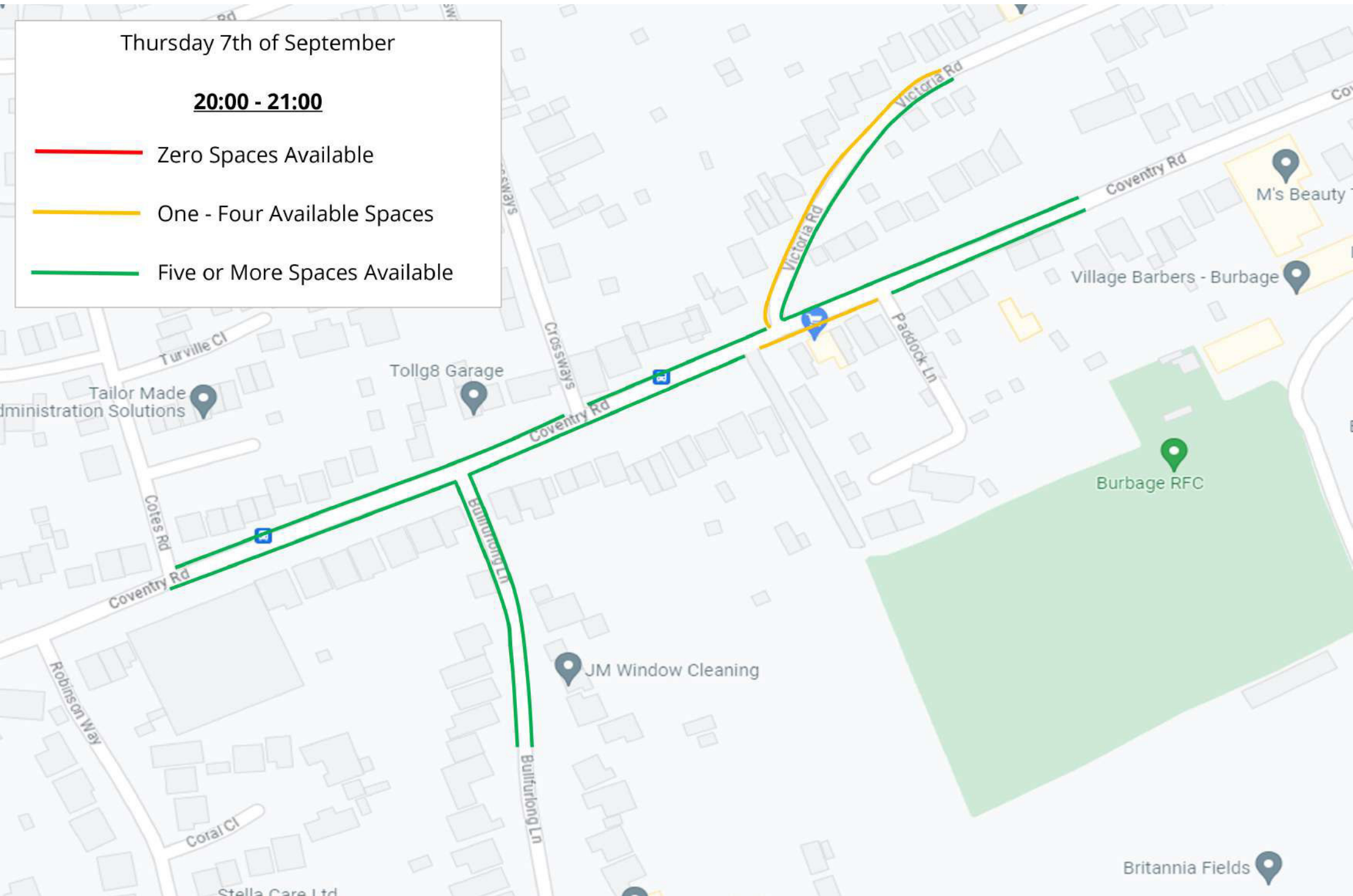
-  Zero Spaces Available
-  One - Four Available Spaces
-  Five or More Spaces Available



Thursday 7th of September

**20:00 - 21:00**

-  Zero Spaces Available
-  One - Four Available Spaces
-  Five or More Spaces Available

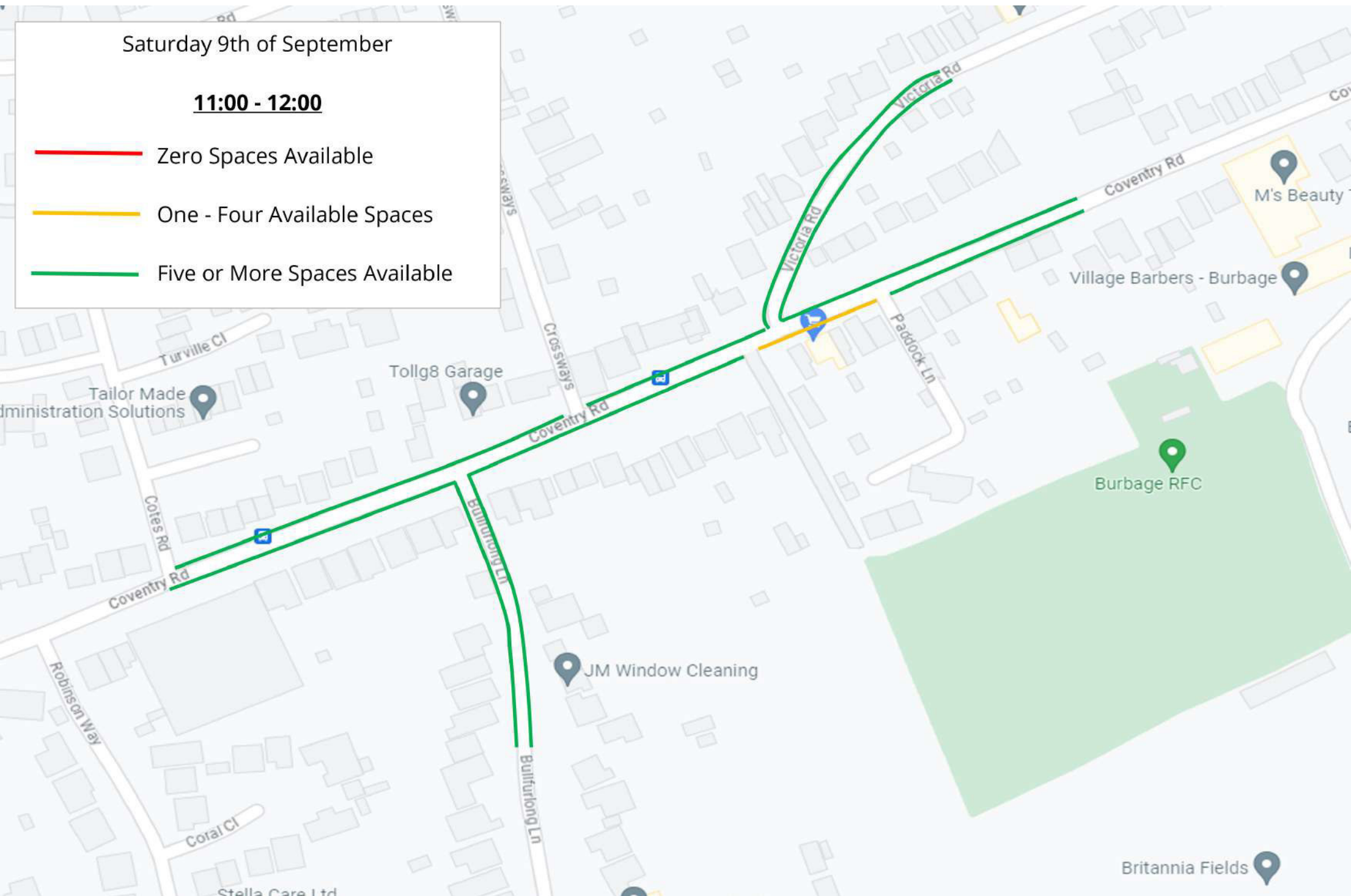


Britannia Fields 

Saturday 9th of September

**11:00 - 12:00**

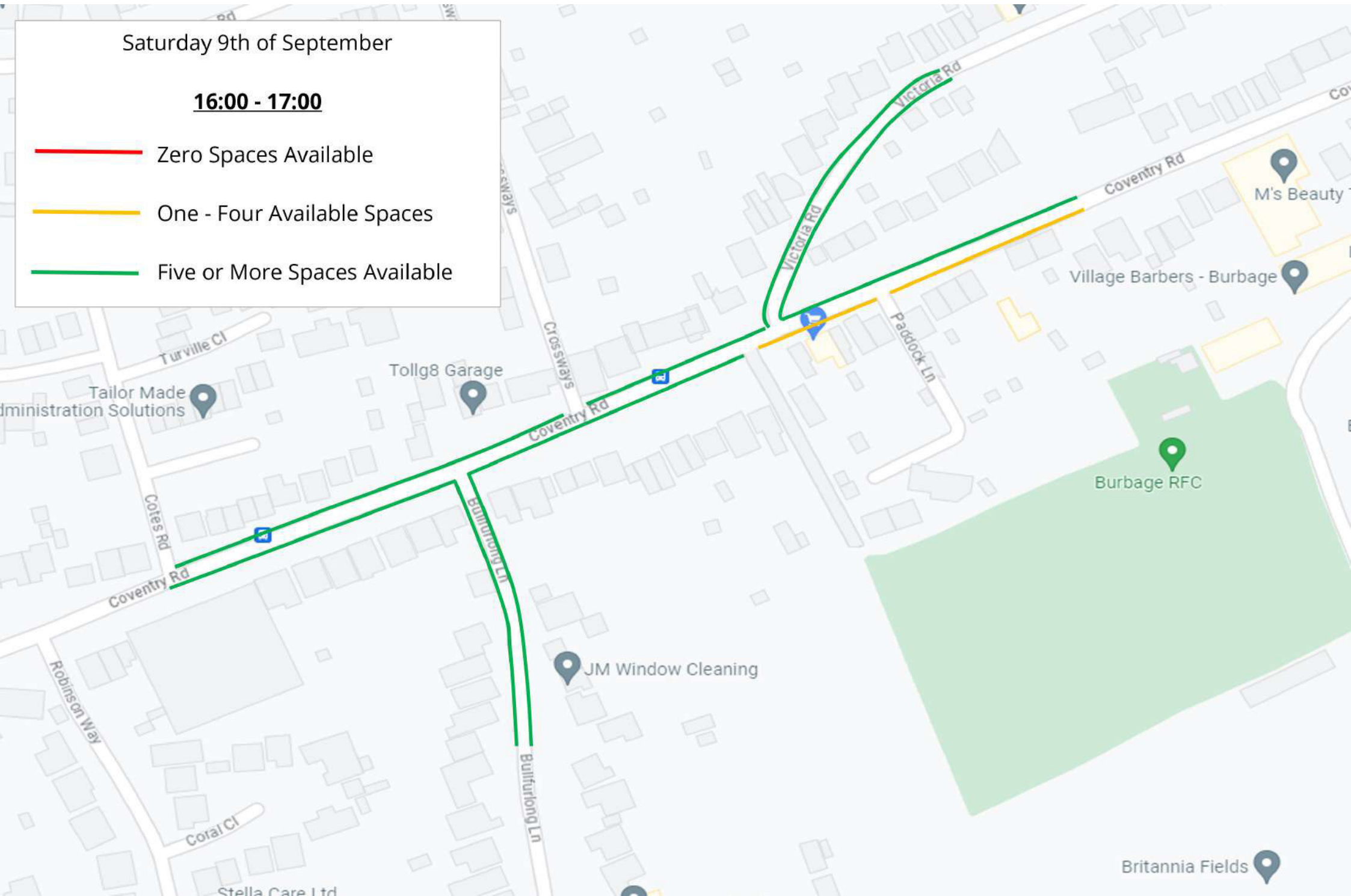
-  Zero Spaces Available
-  One - Four Available Spaces
-  Five or More Spaces Available



Saturday 9th of September

**16:00 - 17:00**

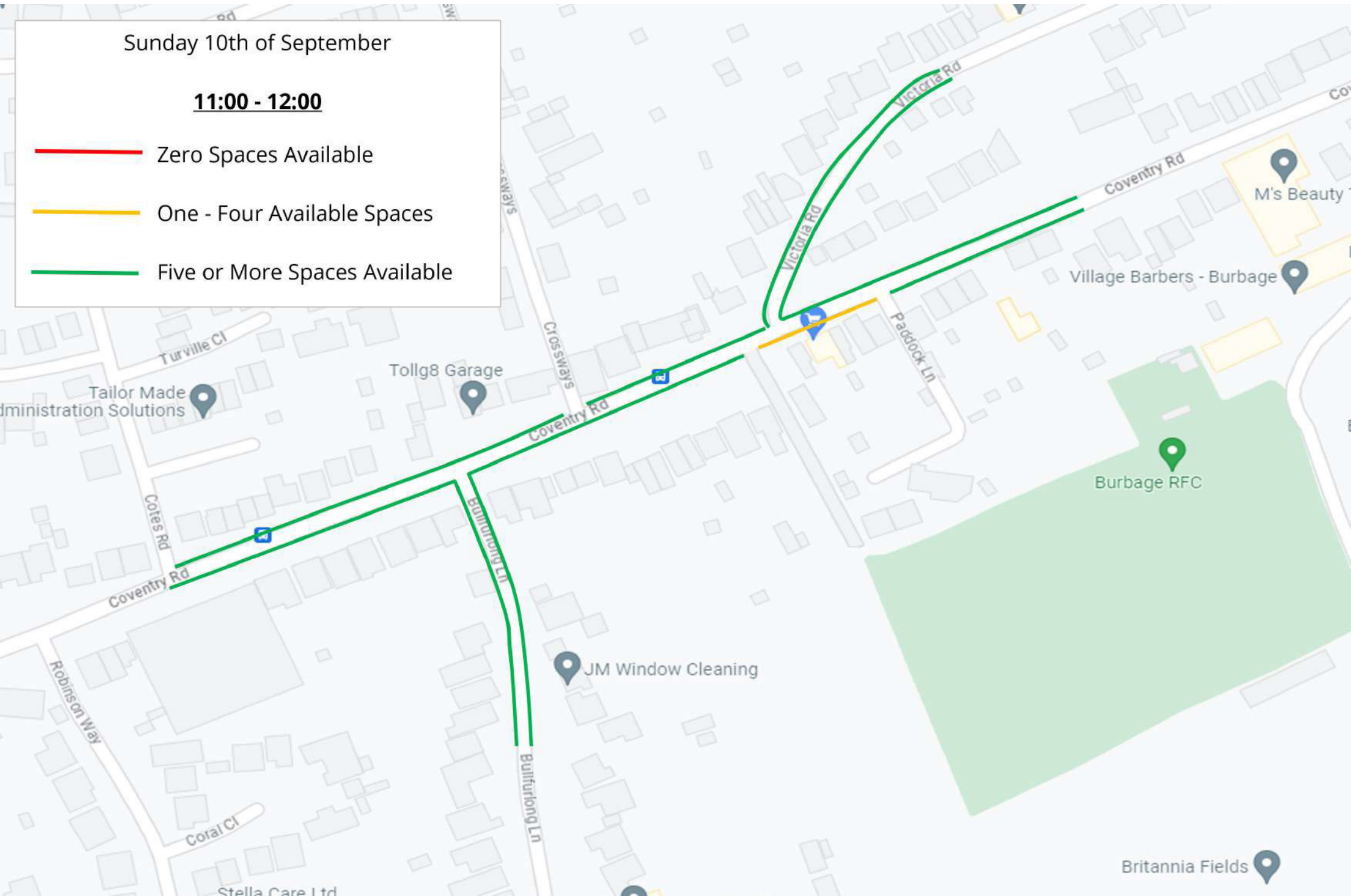
-  Zero Spaces Available
-  One - Four Available Spaces
-  Five or More Spaces Available



Sunday 10th of September

**11:00 - 12:00**

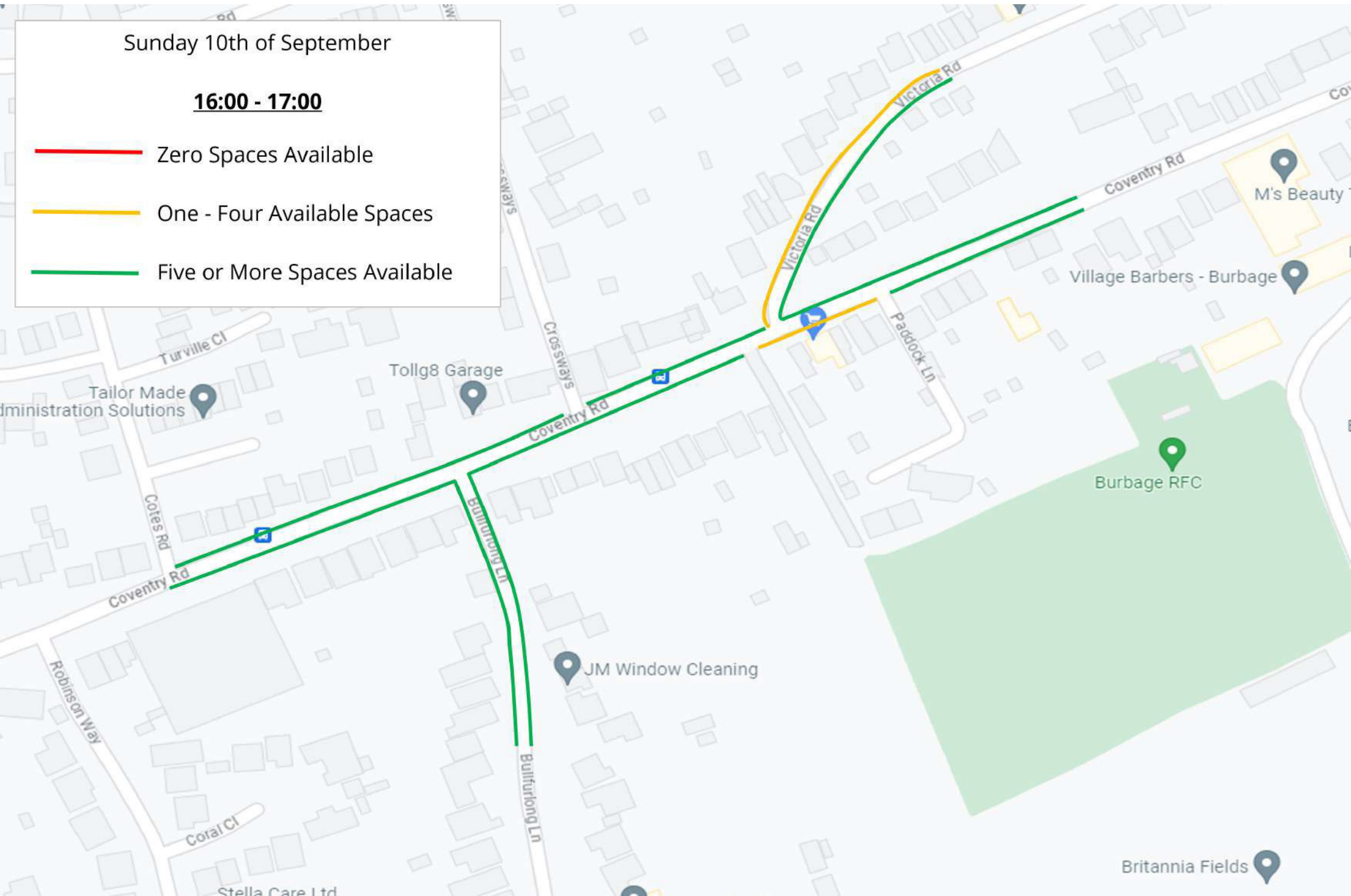
-  Zero Spaces Available
-  One - Four Available Spaces
-  Five or More Spaces Available



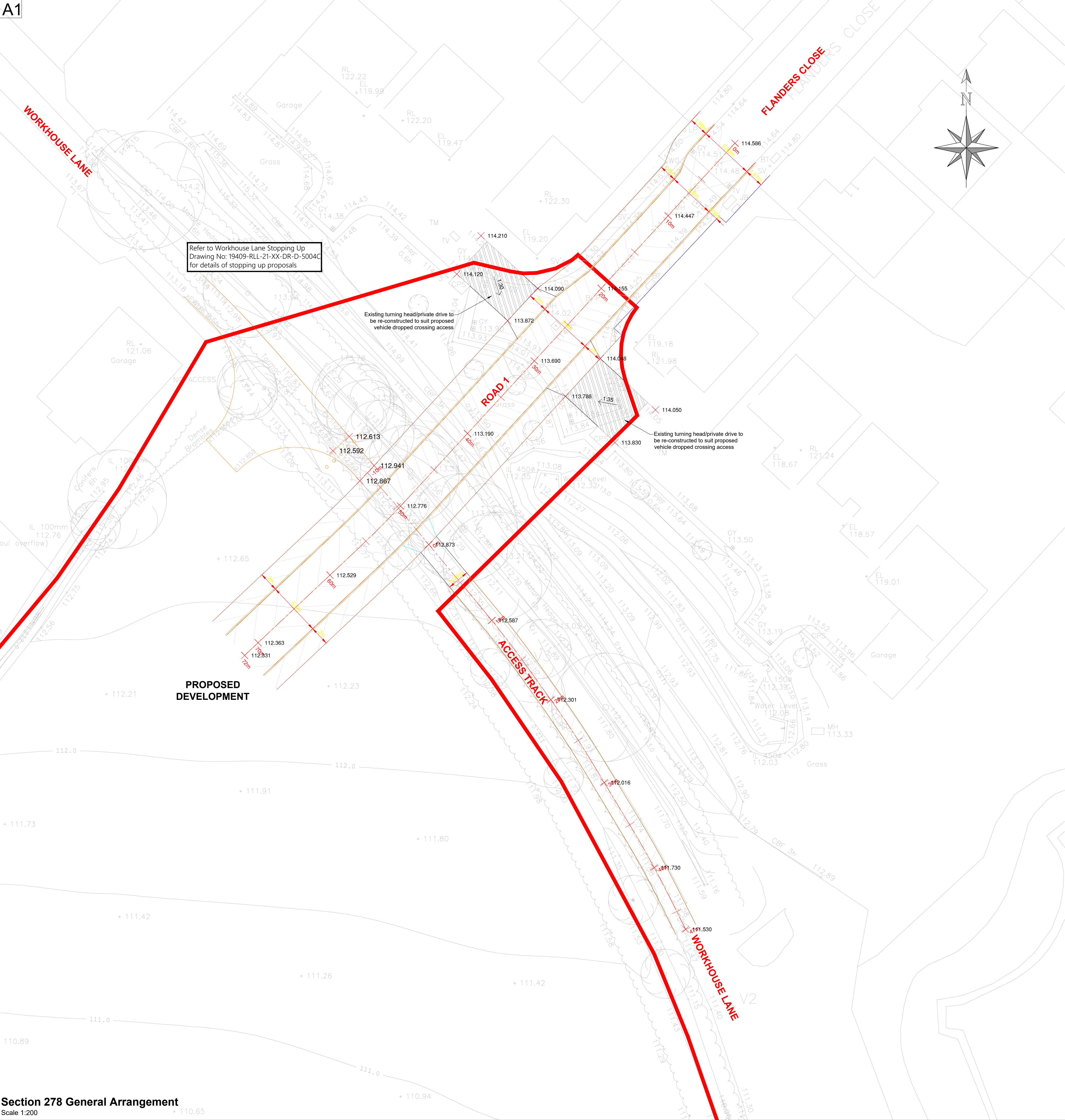
Sunday 10th of September

**16:00 - 17:00**

-  Zero Spaces Available
-  One - Four Available Spaces
-  Five or More Spaces Available



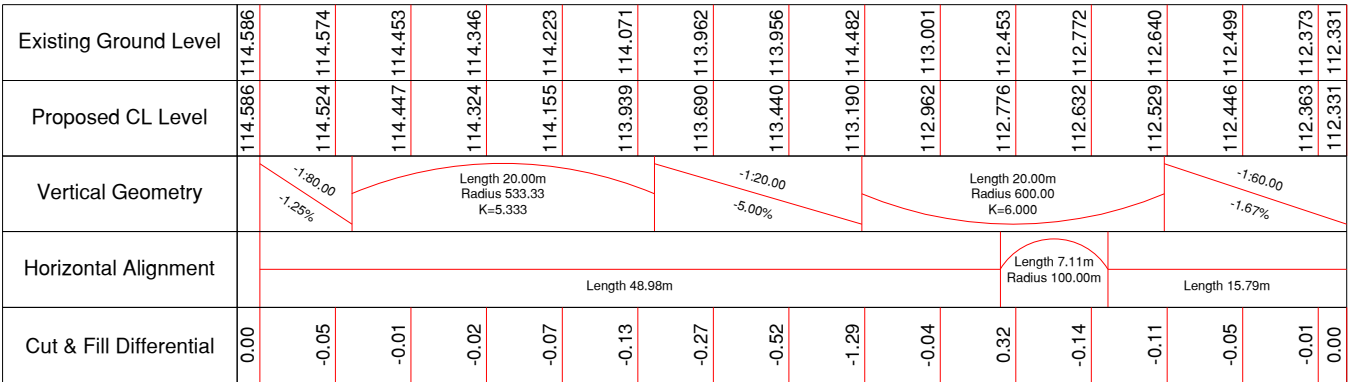
## Appendix M: Flanders Close Site Access Drawing



Section 278 General Arrangement  
Scale 1:200

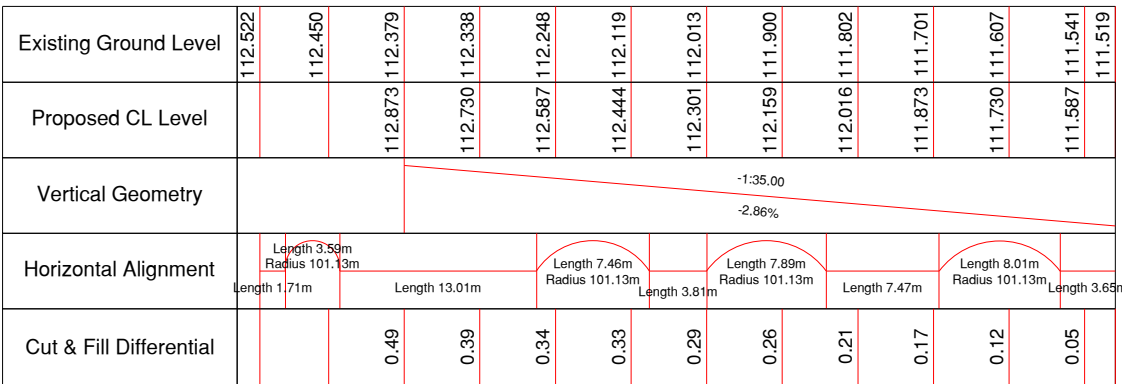
Road 1 Alignment

[Vertical Scale 1:100, Horizontal Scale 1:500]



Access Track Alignment

[Vertical Scale 1:100, Horizontal Scale 1:500]



KEY:



General Notes

- Do not scale this drawing. If in doubt, ask.
- This drawing is to be read in conjunction with all other relevant Engineers, Architects and specialist design drawings and details.
- All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
- Any discrepancies noted on site are to be reported to the Engineer immediately.
- Traffic signs and road markings shall comply with the requirements of chapters 3, 4 & 5 of the Traffic Signs Manual as modified by the Traffic Signs Regulations and General Directions 2016.
- All road markings shall be laid in thermoplastic screen in line with NCC highway design specification
- Traffic signs and bollards shall be erected to give a minimum clearance of 600mm from the running carriageway edge. The exact position of all signs must be agreed with the local authority prior to installation.
- The Contractor shall check all tie-ins for line and level with existing before commencing any works. The Engineer shall be notified immediately in writing, should any errors be found.
- It is the responsibility of the Contractor to locate any service apparatus in the vicinity of the works. The client will accept no claims whatsoever in respect of any losses or damage caused in respect of such apparatus, however caused. Contractor to arrange necessary diversions to facilitate proposed works.
- It is the responsibility of the Contractor to execute the works at all times in strict accordance with the requirements of the Health and Safety at Work Act 1974, and the C.D.M. Regulations 2015.
- The Contractor is responsible for ensuring that all works are to the satisfaction of the Engineer, and shall be deemed to have included within his rates for any necessary testing.
- The Contractor will be responsible for providing all necessary de-watering and trench support to execute the works in a satisfactory manner, and shall be deemed to have allowed for the same within his rates.
- All units supplied should comply with BS EN 124 as supplemented by BS 7903 and they shall also be supplied and installed following the guidance of Highways Advice Note HA1/04/02 within the DMRB Volume 4.
- All Architects parcel layouts shown are indicative and are shown for illustrative purposes only. They are subject to change following detailed design.
- Any kerbs/channels and rear footway pin kerbs that are to remain in-situ and are either damaged or disturbed out of their horizontal or vertical alignment will need replacing or relaying on a ST4 concrete mix within the S278 limits area.
- Within the S278 scheme limits any damaged/polished manhole cover/frames will require replacing with 600x600x150mm size frame/cover depth D400 type and placed on a solid Class B engineering brick with a Class 1 (1:3) mortar bed to the finished surface course level.
- Within the carriageway or footway limits any existing IC's will need adjusting to the new Surface Course levels.
- All utility services to be laid in accordance with latest publications and Leicestershire County Council specification.

| Rev | Date     | Amendments                                                                                                                                                                                                                                                                                  | By  | Chk |
|-----|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|
| F   | 09.02.23 | Updated Xref and updated reference to drawing 19409-RLL-21-XX-DR-D-5004C                                                                                                                                                                                                                    | JB  | ADM |
| E   | 29.10.21 | Updated to suit LCC highways comments - Forward visibility SSD added to longsection. Additional levels/gradients added to verify ph1 driveway tie in. Updated to suit R0A1 comments. Carriageway narrowing taper length increased, dropped crossings to serve existing driveways indicated. | LH  | BRM |
| D   | 30.07.21 | Boundary updated as requested and extents of road proposal amended to be within ownership. Development boundary updated and access track turning head location rotated as requested.                                                                                                        | LH  | BRM |
| C   | 11.03.21 | Road alignments updated to suit amended proposals by Redrow and levels updated to suit.                                                                                                                                                                                                     | BRM | LH  |
| B   | 01.03.21 |                                                                                                                                                                                                                                                                                             | BRM | LH  |
| A   | 15.02.21 |                                                                                                                                                                                                                                                                                             | BRM | LH  |



Client

REDROW HOMES LTD

Project

LAND SOUTHWEST OF LUTTERWORTH ROAD PHASE 2

Drawing Title

SECTION 278 ACCESS GENERAL ARRANGEMENT

Status

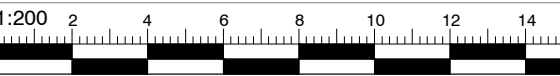
PRELIMINARY

| Scale       | Drawn | Checked | Date     |
|-------------|-------|---------|----------|
| A1@As Shown | LH    | MJA     | 02.12.20 |

Drawing No. 19409-RLL-20-XX-DR-C-2100

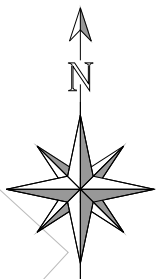
Rev. F

Scale Bar:



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## Appendix N: Workhouse Lane Stopping Up Drawing



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

- Vehicle Wheelbase
- Vehicle Overhang
- Workhouse Lane Access Track Alignment
- Road Extension (Incl. Footway)
- New Shared Drive Alignment
- New Turning Head
- Extent of highway to be stopped up. Public rights to be retained for non-vehicular use

**NOTE**  
Preliminary scheme only for comment & review. Based upon information provided / available at the time.

Detailed design subject to further review and amendment if required via S278 / technical approval process, to be secured via condition.

| Rev | Date     | Amendments                   | By  | Chk |
|-----|----------|------------------------------|-----|-----|
| C   | 15.02.22 | Stopping up area expanded    | PES | AM  |
| B   | 28.10.21 | Stopping up area highlighted | PES | AM  |
| A   | 30.09.21 | Labeling Changes             | PES | AM  |



Client

**REDROW HOMES**

Project

**LAND SOUTHWEST OF LUTTERWORTH ROAD PHASE 2**

Drawing Title

**WORKHOUSE LANE STOPPING UP**

Status

**FOR INFORMATION**

| Scale     | Drawn | Checked | Date     |
|-----------|-------|---------|----------|
| A3@ 1:250 | PES   | AM      | 24/09/21 |

Drawing No. Rev.

19409-RLL-21-XX-DR-D-5004 C

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Turning head accommodates large car turning maneuver.

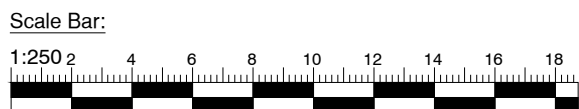
Pedestrian Bollards

Extent of Highway to be Stopped Up

Exact layout of bollards to be decided at detailed design stage

Proposed Development

2.25m wide access track



## Appendix O: Ambion Way 24-Hour Link Count Results

|                                      |                                                                                    |                         |
|--------------------------------------|------------------------------------------------------------------------------------|-------------------------|
| SITE:<br><br>1                       |  | DATE:<br><br>24/01/2023 |
| LOCATION:<br><br>PASSCHENDAELE DRIVE |                                                                                    | DAY:<br><br>TUESDAY     |



|                           |                          |
|---------------------------|--------------------------|
| JOB TITLE:<br><br>BURBAGE | JOB NUMBER:<br><br>11956 |
|---------------------------|--------------------------|



## Appendix P: Ambion Way Trip Rate Calculations

Ambion Way - Passchendaele Drive Traffic Count

| PASSCHENDAELE DRIVE (24/01/2023) |           |            |           |
|----------------------------------|-----------|------------|-----------|
| Time                             | Arrivals  | Departures | 2-Way     |
| 00:00 - 01:00                    | 0         | 0          | 0         |
| 01:00 - 02:00                    | 0         | 0          | 0         |
| 02:00 - 03:00                    | 0         | 0          | 0         |
| 03:00 - 04:00                    | 0         | 1          | 1         |
| 04:00 - 05:00                    | 0         | 0          | 0         |
| 05:00 - 06:00                    | 0         | 2          | 2         |
| 06:00 - 07:00                    | 0         | 12         | 12        |
| 07:00 - 08:00                    | 12        | 44         | 56        |
| 07:15 - 08:15                    | 12        | 47         | 59        |
| <b>07:30 - 08:30</b>             | <b>20</b> | <b>41</b>  | <b>61</b> |
| 07:45 - 08:45                    | 19        | 39         | 58        |
| 08:00 - 09:00                    | 20        | 31         | 51        |
| 08:15 - 09:15                    | 21        | 26         | 47        |
| 08:30 - 09:30                    | 12        | 23         | 35        |
| 08:45 - 09:45                    | 17        | 19         | 36        |
| 09:00 - 10:00                    | 17        | 19         | 36        |
| 10:00 - 11:00                    | 11        | 9          | 20        |
| 11:00 - 12:00                    | 13        | 15         | 28        |
| 12:00 - 13:00                    | 14        | 13         | 27        |
| 13:00 - 14:00                    | 19        | 16         | 35        |
| 14:00 - 15:00                    | 11        | 17         | 28        |
| 15:00 - 16:00                    | 21        | 13         | 34        |
| 16:00 - 17:00                    | 26        | 12         | 38        |
| 16:15 - 17:15                    | 31        | 13         | 44        |
| 16:30 - 17:30                    | 30        | 14         | 44        |
| 16:45 - 17:45                    | 34        | 12         | 46        |
| <b>17:00 - 18:00</b>             | <b>35</b> | <b>14</b>  | <b>49</b> |
| 17:15 - 18:15                    | 31        | 16         | 47        |
| 17:30 - 18:30                    | 25        | 14         | 39        |
| 17:45 - 18:45                    | 20        | 13         | 33        |
| 18:00 - 19:00                    | 13        | 12         | 25        |
| 19:00 - 20:00                    | 15        | 8          | 23        |
| 20:00 - 21:00                    | 13        | 10         | 23        |
| 21:00 - 22:00                    | 4         | 1          | 5         |
| 22:00 - 23:00                    | 2         | 0          | 2         |
| 23:00 - 00:00                    | 2         | 1          | 3         |
| 12-Hour                          | 212       | 215        | 427       |
| 24-Hour                          | 248       | 250        | 498       |

Dwellings

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| LOCAL TRIP RATES (CALCULATED) |              |              |              |
|-------------------------------|--------------|--------------|--------------|
| Time                          | Arrivals     | Departures   | 2-Way        |
| 00:00 - 01:00                 | 0.000        | 0.000        | 0.000        |
| 01:00 - 02:00                 | 0.000        | 0.000        | 0.000        |
| 02:00 - 03:00                 | 0.000        | 0.000        | 0.000        |
| 03:00 - 04:00                 | 0.000        | 0.014        | 0.014        |
| 04:00 - 05:00                 | 0.000        | 0.000        | 0.000        |
| 05:00 - 06:00                 | 0.000        | 0.028        | 0.028        |
| 06:00 - 07:00                 | 0.000        | 0.167        | 0.167        |
| 07:00 - 08:00                 | 0.167        | 0.611        | 0.778        |
| 07:15 - 08:15                 | 0.167        | 0.653        | 0.819        |
| <b>07:30 - 08:30</b>          | <b>0.278</b> | <b>0.569</b> | <b>0.847</b> |
| 07:45 - 08:45                 | 0.264        | 0.542        | 0.806        |
| 08:00 - 09:00                 | 0.278        | 0.431        | 0.708        |
| 08:15 - 09:15                 | 0.292        | 0.361        | 0.653        |
| 08:30 - 09:30                 | 0.167        | 0.319        | 0.486        |
| 08:45 - 09:45                 | 0.236        | 0.264        | 0.500        |
| 09:00 - 10:00                 | 0.236        | 0.264        | 0.500        |
| 10:00 - 11:00                 | 0.153        | 0.125        | 0.278        |
| 11:00 - 12:00                 | 0.181        | 0.208        | 0.389        |
| 12:00 - 13:00                 | 0.194        | 0.181        | 0.375        |
| 13:00 - 14:00                 | 0.264        | 0.222        | 0.486        |
| 14:00 - 15:00                 | 0.153        | 0.236        | 0.389        |
| 15:00 - 16:00                 | 0.292        | 0.181        | 0.472        |
| 16:00 - 17:00                 | 0.361        | 0.167        | 0.528        |
| 16:15 - 17:15                 | 0.431        | 0.181        | 0.611        |
| 16:30 - 17:30                 | 0.417        | 0.194        | 0.611        |
| 16:45 - 17:45                 | 0.472        | 0.167        | 0.639        |
| <b>17:00 - 18:00</b>          | <b>0.486</b> | <b>0.194</b> | <b>0.681</b> |
| 17:15 - 18:15                 | 0.431        | 0.222        | 0.653        |
| 17:30 - 18:30                 | 0.347        | 0.194        | 0.542        |
| 17:45 - 18:45                 | 0.278        | 0.181        | 0.458        |
| 18:00 - 19:00                 | 0.181        | 0.167        | 0.347        |
| 19:00 - 20:00                 | 0.208        | 0.111        | 0.319        |
| 20:00 - 21:00                 | 0.181        | 0.139        | 0.319        |
| 21:00 - 22:00                 | 0.056        | 0.014        | 0.069        |
| 22:00 - 23:00                 | 0.028        | 0.000        | 0.028        |
| 23:00 - 00:00                 | 0.028        | 0.014        | 0.042        |
| 12-Hour                       | 2.944        | 2.986        | 5.931        |
| 24-Hour                       | 3.444        | 3.472        | 6.917        |

## **Appendix Q: TRICS Trip Rates – Health, Care Home (Elderley Residential)**

Calculation Reference: AUDIT-112302-231013-1056

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|           |                                           |        |
|-----------|-------------------------------------------|--------|
| <b>02</b> | <b>SOUTH EAST</b>                         |        |
|           | WS WEST SUSSEX                            | 1 days |
| <b>05</b> | <b>EAST MIDLANDS</b>                      |        |
|           | NN NORTH NORTHAMPTONSHIRE                 | 1 days |
| <b>07</b> | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |        |
|           | NY NORTH YORKSHIRE                        | 1 days |
| <b>08</b> | <b>NORTH WEST</b>                         |        |
|           | BP BLACKPOOL                              | 1 days |
| <b>09</b> | <b>NORTH</b>                              |        |
|           | TW TYNE & WEAR                            | 1 days |

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

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Licence No: 112302

**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: 31 to 60 (units: )  
 Range Selected by User: 17 to 180 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday 2 days  
 Tuesday 2 days  
 Thursday 1 days

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

Selected survey types:

Manual count 5 days  
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 4  
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected  
 Servicing vehicles Excluded 1 days - Selected

**Secondary Filtering selection:**Use Class:

C2 5 days

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

Population within 500m Range:

All Surveys Included

**Secondary Filtering selection (Cont.):**Population within 1 mile:

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

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 1 days |
| 75,001 to 100,000  | 1 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 3 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 | 5 days |
|----|--------|

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 5 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|          |                                    |                     |  |                               |
|----------|------------------------------------|---------------------|--|-------------------------------|
| <b>1</b> | <b>BP-05-F-01</b>                  | <b>NURSING HOME</b> |  | <b>BLACKPOOL</b>              |
|          | LYTHAM ROAD                        |                     |  |                               |
|          | BLACKPOOL                          |                     |  |                               |
|          | SQUIRES GATE                       |                     |  |                               |
|          | Edge of Town                       |                     |  |                               |
|          | Residential Zone                   |                     |  |                               |
|          | Total Number of residents:         | 31                  |  |                               |
|          | Survey date: TUESDAY               | 27/09/16            |  | Survey Type: MANUAL           |
| <b>2</b> | <b>NN-05-F-01</b>                  | <b>NURSING HOME</b> |  | <b>NORTH NORTHAMPTONSHIRE</b> |
|          | MALHAM DRIVE                       |                     |  |                               |
|          | KETTERING                          |                     |  |                               |
|          | Edge of Town                       |                     |  |                               |
|          | No Sub Category                    |                     |  |                               |
|          | Total Number of residents:         | 60                  |  |                               |
|          | Survey date: MONDAY                | 13/06/22            |  | Survey Type: MANUAL           |
| <b>3</b> | <b>NY-05-F-05</b>                  | <b>NURSING HOME</b> |  | <b>NORTH YORKSHIRE</b>        |
|          | SEAGRIM CRESCENT                   |                     |  |                               |
|          | RICHMOND                           |                     |  |                               |
|          | Edge of Town                       |                     |  |                               |
|          | Residential Zone                   |                     |  |                               |
|          | Total Number of residents:         | 37                  |  |                               |
|          | Survey date: MONDAY                | 04/03/19            |  | Survey Type: MANUAL           |
| <b>4</b> | <b>TW-05-F-03</b>                  | <b>NURSING HOME</b> |  | <b>TYNE &amp; WEAR</b>        |
|          | MOORE STREET                       |                     |  |                               |
|          | GATESHEAD                          |                     |  |                               |
|          | FELLING SHORE                      |                     |  |                               |
|          | Suburban Area (PPS6 Out of Centre) |                     |  |                               |
|          | Residential Zone                   |                     |  |                               |
|          | Total Number of residents:         | 52                  |  |                               |
|          | Survey date: THURSDAY              | 02/05/19            |  | Survey Type: MANUAL           |
| <b>5</b> | <b>WS-05-F-02</b>                  | <b>NURSING HOME</b> |  | <b>WEST SUSSEX</b>            |
|          | WYKEHAM ROAD                       |                     |  |                               |
|          | WORTHING                           |                     |  |                               |
|          | Suburban Area (PPS6 Out of Centre) |                     |  |                               |
|          | Residential Zone                   |                     |  |                               |
|          | Total Number of residents:         | 54                  |  |                               |
|          | Survey date: TUESDAY               | 17/05/22            |  | 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/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL TOTAL VEHICLES**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**  
 Total People to Total Vehicles ratio (all time periods and directions): 1.68

| 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 | 5        | 47          | 0.098     | 5          | 47          | 0.081     | 5        | 47          | 0.179     |
| 08:00 - 09:00 | 5        | 47          | 0.073     | 5          | 47          | 0.060     | 5        | 47          | 0.133     |
| 09:00 - 10:00 | 5        | 47          | 0.073     | 5          | 47          | 0.047     | 5        | 47          | 0.120     |
| 10:00 - 11:00 | 5        | 47          | 0.051     | 5          | 47          | 0.038     | 5        | 47          | 0.089     |
| 11:00 - 12:00 | 5        | 47          | 0.064     | 5          | 47          | 0.081     | 5        | 47          | 0.145     |
| 12:00 - 13:00 | 5        | 47          | 0.051     | 5          | 47          | 0.064     | 5        | 47          | 0.115     |
| 13:00 - 14:00 | 5        | 47          | 0.094     | 5          | 47          | 0.038     | 5        | 47          | 0.132     |
| 14:00 - 15:00 | 5        | 47          | 0.068     | 5          | 47          | 0.111     | 5        | 47          | 0.179     |
| 15:00 - 16:00 | 5        | 47          | 0.098     | 5          | 47          | 0.171     | 5        | 47          | 0.269     |
| 16:00 - 17:00 | 5        | 47          | 0.038     | 5          | 47          | 0.056     | 5        | 47          | 0.094     |
| 17:00 - 18:00 | 5        | 47          | 0.034     | 5          | 47          | 0.043     | 5        | 47          | 0.077     |
| 18:00 - 19:00 | 5        | 47          | 0.034     | 5          | 47          | 0.038     | 5        | 47          | 0.072     |
| 19:00 - 20:00 | 5        | 47          | 0.056     | 5          | 47          | 0.030     | 5        | 47          | 0.086     |
| 20:00 - 21:00 | 5        | 47          | 0.047     | 5          | 47          | 0.051     | 5        | 47          | 0.098     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.879     |            |             | 0.909     |          |             | 1.788     |

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:
 

31 - 60 (units: )

Survey date date range:
 

01/01/15 - 13/06/22

Number of weekdays (Monday-Friday):
 

5

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/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL TAXIS**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 08:00 - 09:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 09:00 - 10:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 10:00 - 11:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 11:00 - 12:00 | 5        | 47          | 0.004        | 5          | 47          | 0.004        | 5        | 47          | 0.008        |
| 12:00 - 13:00 | 5        | 47          | 0.004        | 5          | 47          | 0.000        | 5        | 47          | 0.004        |
| 13:00 - 14:00 | <b>5</b> | <b>47</b>   | <b>0.009</b> | <b>5</b>   | <b>47</b>   | <b>0.009</b> | <b>5</b> | <b>47</b>   | <b>0.018</b> |
| 14:00 - 15:00 | 5        | 47          | 0.000        | 5          | 47          | 0.004        | 5        | 47          | 0.004        |
| 15:00 - 16:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 16:00 - 17:00 | 5        | 47          | 0.004        | 5          | 47          | 0.004        | 5        | 47          | 0.008        |
| 17:00 - 18:00 | 5        | 47          | 0.004        | 5          | 47          | 0.000        | 5        | 47          | 0.004        |
| 18:00 - 19:00 | 5        | 47          | 0.000        | 5          | 47          | 0.004        | 5        | 47          | 0.004        |
| 19:00 - 20:00 | 5        | 47          | 0.004        | 5          | 47          | 0.004        | 5        | 47          | 0.008        |
| 20:00 - 21:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.029        |            |             | 0.029        |          |             | 0.058        |

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

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 5        | 47          | 0.004        | 5          | 47          | 0.004        | 5        | 47          | 0.008        |
| 08:00 - 09:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 09:00 - 10:00 | <b>5</b> | <b>47</b>   | <b>0.009</b> | <b>5</b>   | <b>47</b>   | <b>0.009</b> | <b>5</b> | <b>47</b>   | <b>0.018</b> |
| 10:00 - 11:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 11:00 - 12:00 | 5        | 47          | 0.004        | 5          | 47          | 0.004        | 5        | 47          | 0.008        |
| 12:00 - 13:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 13:00 - 14:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 14:00 - 15:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 15:00 - 16:00 | 5        | 47          | 0.004        | 5          | 47          | 0.004        | 5        | 47          | 0.008        |
| 16:00 - 17:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 17:00 - 18:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 18:00 - 19:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 19:00 - 20:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 20:00 - 21:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  | 0.021    |             |              | 0.021      |             |              | 0.042    |             |              |

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

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 08:00 - 09:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 09:00 - 10:00 | <b>5</b> | <b>47</b>   | <b>0.004</b> | <b>5</b>   | <b>47</b>   | <b>0.004</b> | <b>5</b> | <b>47</b>   | <b>0.008</b> |
| 10:00 - 11:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 11:00 - 12:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 12:00 - 13:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 13:00 - 14:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 14:00 - 15:00 | 5        | 47          | 0.004        | 5          | 47          | 0.004        | 5        | 47          | 0.008        |
| 15:00 - 16:00 | 5        | 47          | 0.004        | 5          | 47          | 0.004        | 5        | 47          | 0.008        |
| 16:00 - 17:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 17:00 - 18:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 18:00 - 19:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 19:00 - 20:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 20:00 - 21:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.012        |            |             | 0.012        |          |             | 0.024        |

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

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | <b>5</b> | <b>47</b>   | <b>0.030</b> | 5          | 47          | 0.000        | <b>5</b> | <b>47</b>   | <b>0.030</b> |
| 08:00 - 09:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 09:00 - 10:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 10:00 - 11:00 | 5        | 47          | 0.004        | 5          | 47          | 0.000        | 5        | 47          | 0.004        |
| 11:00 - 12:00 | 5        | 47          | 0.004        | 5          | 47          | 0.000        | 5        | 47          | 0.004        |
| 12:00 - 13:00 | 5        | 47          | 0.013        | 5          | 47          | 0.004        | 5        | 47          | 0.017        |
| 13:00 - 14:00 | 5        | 47          | 0.004        | 5          | 47          | 0.000        | 5        | 47          | 0.004        |
| 14:00 - 15:00 | 5        | 47          | 0.000        | <b>5</b>   | <b>47</b>   | <b>0.021</b> | 5        | 47          | 0.021        |
| 15:00 - 16:00 | 5        | 47          | 0.004        | 5          | 47          | 0.000        | 5        | 47          | 0.004        |
| 16:00 - 17:00 | 5        | 47          | 0.000        | 5          | 47          | 0.004        | 5        | 47          | 0.004        |
| 17:00 - 18:00 | 5        | 47          | 0.004        | 5          | 47          | 0.004        | 5        | 47          | 0.008        |
| 18:00 - 19:00 | 5        | 47          | 0.000        | 5          | 47          | 0.009        | 5        | 47          | 0.009        |
| 19:00 - 20:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 20:00 - 21:00 | 5        | 47          | 0.000        | 5          | 47          | 0.004        | 5        | 47          | 0.004        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.063        |            |             | 0.046        |          |             | 0.109        |

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

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 5        | 47          | 0.120        | 5          | 47          | 0.077        | 5        | 47          | 0.197        |
| 08:00 - 09:00 | 5        | 47          | 0.085        | 5          | 47          | 0.064        | 5        | 47          | 0.149        |
| 09:00 - 10:00 | 5        | 47          | 0.094        | 5          | 47          | 0.064        | 5        | 47          | 0.158        |
| 10:00 - 11:00 | 5        | 47          | 0.060        | 5          | 47          | 0.043        | 5        | 47          | 0.103        |
| 11:00 - 12:00 | 5        | 47          | 0.085        | 5          | 47          | 0.090        | 5        | 47          | 0.175        |
| 12:00 - 13:00 | 5        | 47          | 0.064        | 5          | 47          | 0.081        | 5        | 47          | 0.145        |
| 13:00 - 14:00 | <b>5</b> | <b>47</b>   | <b>0.128</b> | 5          | 47          | 0.038        | 5        | 47          | 0.166        |
| 14:00 - 15:00 | 5        | 47          | 0.085        | 5          | 47          | 0.158        | 5        | 47          | 0.243        |
| 15:00 - 16:00 | 5        | 47          | 0.111        | <b>5</b>   | <b>47</b>   | <b>0.222</b> | <b>5</b> | <b>47</b>   | <b>0.333</b> |
| 16:00 - 17:00 | 5        | 47          | 0.051        | 5          | 47          | 0.073        | 5        | 47          | 0.124        |
| 17:00 - 18:00 | 5        | 47          | 0.038        | 5          | 47          | 0.056        | 5        | 47          | 0.094        |
| 18:00 - 19:00 | 5        | 47          | 0.047        | 5          | 47          | 0.051        | 5        | 47          | 0.098        |
| 19:00 - 20:00 | 5        | 47          | 0.060        | 5          | 47          | 0.030        | 5        | 47          | 0.090        |
| 20:00 - 21:00 | 5        | 47          | 0.030        | 5          | 47          | 0.051        | 5        | 47          | 0.081        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 1.058        |            |             | 1.098        |          |             | 2.156        |

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

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | <b>5</b> | <b>47</b>   | <b>0.051</b> | 5          | 47          | 0.004        | 5        | 47          | 0.055        |
| 08:00 - 09:00 | 5        | 47          | 0.021        | 5          | 47          | 0.017        | 5        | 47          | 0.038        |
| 09:00 - 10:00 | 5        | 47          | 0.013        | 5          | 47          | 0.000        | 5        | 47          | 0.013        |
| 10:00 - 11:00 | 5        | 47          | 0.009        | 5          | 47          | 0.004        | 5        | 47          | 0.013        |
| 11:00 - 12:00 | 5        | 47          | 0.009        | 5          | 47          | 0.004        | 5        | 47          | 0.013        |
| 12:00 - 13:00 | 5        | 47          | 0.004        | 5          | 47          | 0.009        | 5        | 47          | 0.013        |
| 13:00 - 14:00 | 5        | 47          | 0.026        | 5          | 47          | 0.038        | <b>5</b> | <b>47</b>   | <b>0.064</b> |
| 14:00 - 15:00 | 5        | 47          | 0.004        | 5          | 47          | 0.038        | 5        | 47          | 0.042        |
| 15:00 - 16:00 | 5        | 47          | 0.030        | 5          | 47          | 0.026        | 5        | 47          | 0.056        |
| 16:00 - 17:00 | 5        | 47          | 0.017        | 5          | 47          | 0.017        | 5        | 47          | 0.034        |
| 17:00 - 18:00 | 5        | 47          | 0.009        | 5          | 47          | 0.013        | 5        | 47          | 0.022        |
| 18:00 - 19:00 | 5        | 47          | 0.013        | 5          | 47          | 0.021        | 5        | 47          | 0.034        |
| 19:00 - 20:00 | 5        | 47          | 0.004        | 5          | 47          | 0.038        | 5        | 47          | 0.042        |
| 20:00 - 21:00 | 5        | 47          | 0.004        | <b>5</b>   | <b>47</b>   | <b>0.043</b> | 5        | 47          | 0.047        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.214        |            |             | 0.272        |          |             | 0.486        |

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

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | <b>5</b> | <b>47</b>   | <b>0.013</b> | 5          | 47          | 0.000        | 5        | 47          | 0.013        |
| 08:00 - 09:00 | 5        | 47          | 0.013        | 5          | 47          | 0.000        | 5        | 47          | 0.013        |
| 09:00 - 10:00 | 5        | 47          | 0.013        | 5          | 47          | 0.004        | 5        | 47          | 0.017        |
| 10:00 - 11:00 | 5        | 47          | 0.004        | 5          | 47          | 0.000        | 5        | 47          | 0.004        |
| 11:00 - 12:00 | 5        | 47          | 0.004        | 5          | 47          | 0.000        | 5        | 47          | 0.004        |
| 12:00 - 13:00 | 5        | 47          | 0.004        | 5          | 47          | 0.004        | 5        | 47          | 0.008        |
| 13:00 - 14:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 14:00 - 15:00 | 5        | 47          | 0.000        | 5          | 47          | 0.009        | 5        | 47          | 0.009        |
| 15:00 - 16:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 16:00 - 17:00 | 5        | 47          | 0.009        | 5          | 47          | 0.004        | 5        | 47          | 0.013        |
| 17:00 - 18:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 18:00 - 19:00 | 5        | 47          | 0.013        | <b>5</b>   | <b>47</b>   | <b>0.013</b> | <b>5</b> | <b>47</b>   | <b>0.026</b> |
| 19:00 - 20:00 | 5        | 47          | 0.004        | 5          | 47          | 0.013        | 5        | 47          | 0.017        |
| 20:00 - 21:00 | 5        | 47          | 0.000        | 5          | 47          | 0.004        | 5        | 47          | 0.004        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.077        |            |             | 0.051        |          |             | 0.128        |

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

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 08:00 - 09:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 09:00 - 10:00 | 5        | 47          | 0.000        | <b>5</b>   | <b>47</b>   | <b>0.013</b> | <b>5</b> | <b>47</b>   | <b>0.013</b> |
| 10:00 - 11:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 11:00 - 12:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 12:00 - 13:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 13:00 - 14:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 14:00 - 15:00 | <b>5</b> | <b>47</b>   | <b>0.013</b> | 5          | 47          | 0.000        | 5        | 47          | 0.013        |
| 15:00 - 16:00 | 5        | 47          | 0.013        | 5          | 47          | 0.000        | 5        | 47          | 0.013        |
| 16:00 - 17:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 17:00 - 18:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 18:00 - 19:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 19:00 - 20:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 20:00 - 21:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.026        |            |             | 0.013        |          |             | 0.039        |

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

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 5        | 47          | 0.013        | 5          | 47          | 0.000        | 5        | 47          | 0.013        |
| 08:00 - 09:00 | <b>5</b> | <b>47</b>   | <b>0.026</b> | 5          | 47          | 0.000        | 5        | 47          | 0.026        |
| 09:00 - 10:00 | 5        | 47          | 0.017        | <b>5</b>   | <b>47</b>   | <b>0.021</b> | <b>5</b> | <b>47</b>   | <b>0.038</b> |
| 10:00 - 11:00 | 5        | 47          | 0.004        | 5          | 47          | 0.000        | 5        | 47          | 0.004        |
| 11:00 - 12:00 | 5        | 47          | 0.009        | 5          | 47          | 0.000        | 5        | 47          | 0.009        |
| 12:00 - 13:00 | 5        | 47          | 0.004        | 5          | 47          | 0.009        | 5        | 47          | 0.013        |
| 13:00 - 14:00 | 5        | 47          | 0.004        | 5          | 47          | 0.000        | 5        | 47          | 0.004        |
| 14:00 - 15:00 | 5        | 47          | 0.013        | 5          | 47          | 0.009        | 5        | 47          | 0.022        |
| 15:00 - 16:00 | 5        | 47          | 0.017        | 5          | 47          | 0.004        | 5        | 47          | 0.021        |
| 16:00 - 17:00 | 5        | 47          | 0.013        | 5          | 47          | 0.013        | 5        | 47          | 0.026        |
| 17:00 - 18:00 | 5        | 47          | 0.004        | 5          | 47          | 0.009        | 5        | 47          | 0.013        |
| 18:00 - 19:00 | 5        | 47          | 0.013        | 5          | 47          | 0.017        | 5        | 47          | 0.030        |
| 19:00 - 20:00 | 5        | 47          | 0.004        | 5          | 47          | 0.017        | 5        | 47          | 0.021        |
| 20:00 - 21:00 | 5        | 47          | 0.000        | 5          | 47          | 0.009        | 5        | 47          | 0.009        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.141        |            |             | 0.108        |          |             | 0.249        |

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)  
**MULTI-MODAL TOTAL PEOPLE**  
**Calculation factor: 1 RESIDE**  
**BOLD print indicates peak (busiest) period**  
 Total People to Total Vehicles ratio (all time periods and directions): 1.68

| 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 | <b>5</b> | <b>47</b>   | <b>0.214</b> | 5          | 47          | 0.081        | 5        | 47          | 0.295        |
| 08:00 - 09:00 | 5        | 47          | 0.132        | 5          | 47          | 0.081        | 5        | 47          | 0.213        |
| 09:00 - 10:00 | 5        | 47          | 0.124        | 5          | 47          | 0.085        | 5        | 47          | 0.209        |
| 10:00 - 11:00 | 5        | 47          | 0.077        | 5          | 47          | 0.047        | 5        | 47          | 0.124        |
| 11:00 - 12:00 | 5        | 47          | 0.107        | 5          | 47          | 0.094        | 5        | 47          | 0.201        |
| 12:00 - 13:00 | 5        | 47          | 0.085        | 5          | 47          | 0.103        | 5        | 47          | 0.188        |
| 13:00 - 14:00 | 5        | 47          | 0.162        | 5          | 47          | 0.077        | 5        | 47          | 0.239        |
| 14:00 - 15:00 | 5        | 47          | 0.103        | 5          | 47          | 0.226        | 5        | 47          | 0.329        |
| 15:00 - 16:00 | 5        | 47          | 0.162        | <b>5</b>   | <b>47</b>   | <b>0.252</b> | <b>5</b> | <b>47</b>   | <b>0.414</b> |
| 16:00 - 17:00 | 5        | 47          | 0.081        | 5          | 47          | 0.107        | 5        | 47          | 0.188        |
| 17:00 - 18:00 | 5        | 47          | 0.056        | 5          | 47          | 0.081        | 5        | 47          | 0.137        |
| 18:00 - 19:00 | 5        | 47          | 0.073        | 5          | 47          | 0.098        | 5        | 47          | 0.171        |
| 19:00 - 20:00 | 5        | 47          | 0.068        | 5          | 47          | 0.085        | 5        | 47          | 0.153        |
| 20:00 - 21:00 | 5        | 47          | 0.034        | 5          | 47          | 0.107        | 5        | 47          | 0.141        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 1.478        |            |             | 1.524        |          |             | 3.002        |

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

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

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

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. RESIDE | Trip Rate | No. Days   | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 5        | 47          | 0.094     | 5          | 47          | 0.073     | 5        | 47          | 0.167     |
| 08:00 - 09:00 | 5        | 47          | 0.068     | 5          | 47          | 0.060     | 5        | 47          | 0.128     |
| 09:00 - 10:00 | 5        | 47          | 0.051     | 5          | 47          | 0.026     | 5        | 47          | 0.077     |
| 10:00 - 11:00 | 5        | 47          | 0.051     | 5          | 47          | 0.034     | 5        | 47          | 0.085     |
| 11:00 - 12:00 | 5        | 47          | 0.043     | 5          | 47          | 0.068     | 5        | 47          | 0.111     |
| 12:00 - 13:00 | 5        | 47          | 0.043     | 5          | 47          | 0.056     | 5        | 47          | 0.099     |
| 13:00 - 14:00 | 5        | 47          | 0.073     | 5          | 47          | 0.026     | 5        | 47          | 0.099     |
| 14:00 - 15:00 | 5        | 47          | 0.056     | 5          | 47          | 0.085     | 5        | 47          | 0.141     |
| 15:00 - 16:00 | 5        | 47          | 0.068     | 5          | 47          | 0.141     | 5        | 47          | 0.209     |
| 16:00 - 17:00 | 5        | 47          | 0.034     | 5          | 47          | 0.051     | 5        | 47          | 0.085     |
| 17:00 - 18:00 | 5        | 47          | 0.026     | 5          | 47          | 0.038     | 5        | 47          | 0.064     |
| 18:00 - 19:00 | 5        | 47          | 0.034     | 5          | 47          | 0.034     | 5        | 47          | 0.068     |
| 19:00 - 20:00 | 5        | 47          | 0.047     | 5          | 47          | 0.026     | 5        | 47          | 0.073     |
| 20:00 - 21:00 | 5        | 47          | 0.047     | 5          | 47          | 0.047     | 5        | 47          | 0.094     |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.735     |            |             | 0.765     |          |             | 1.500     |

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

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

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

| Time Range    | ARRIVALS |             |              | DEPARTURES |             |              | TOTALS   |             |              |
|---------------|----------|-------------|--------------|------------|-------------|--------------|----------|-------------|--------------|
|               | No. Days | Ave. RESIDE | Trip Rate    | No. Days   | Ave. RESIDE | Trip Rate    | No. Days | Ave. RESIDE | Trip Rate    |
| 00:00 - 01:00 |          |             |              |            |             |              |          |             |              |
| 01:00 - 02:00 |          |             |              |            |             |              |          |             |              |
| 02:00 - 03:00 |          |             |              |            |             |              |          |             |              |
| 03:00 - 04:00 |          |             |              |            |             |              |          |             |              |
| 04:00 - 05:00 |          |             |              |            |             |              |          |             |              |
| 05:00 - 06:00 |          |             |              |            |             |              |          |             |              |
| 06:00 - 07:00 |          |             |              |            |             |              |          |             |              |
| 07:00 - 08:00 | 5        | 47          | 0.000        | 5          | 47          | 0.004        | 5        | 47          | 0.004        |
| 08:00 - 09:00 | 5        | 47          | 0.004        | 5          | 47          | 0.000        | 5        | 47          | 0.004        |
| 09:00 - 10:00 | 5        | 47          | 0.009        | 5          | 47          | 0.009        | 5        | 47          | 0.018        |
| 10:00 - 11:00 | 5        | 47          | 0.000        | 5          | 47          | 0.004        | 5        | 47          | 0.004        |
| 11:00 - 12:00 | 5        | 47          | 0.013        | 5          | 47          | 0.004        | 5        | 47          | 0.017        |
| 12:00 - 13:00 | 5        | 47          | 0.004        | 5          | 47          | 0.009        | 5        | 47          | 0.013        |
| 13:00 - 14:00 | 5        | 47          | 0.013        | 5          | 47          | 0.004        | 5        | 47          | 0.017        |
| 14:00 - 15:00 | 5        | 47          | 0.009        | 5          | 47          | 0.013        | 5        | 47          | 0.022        |
| 15:00 - 16:00 | <b>5</b> | <b>47</b>   | <b>0.021</b> | <b>5</b>   | <b>47</b>   | <b>0.021</b> | <b>5</b> | <b>47</b>   | <b>0.042</b> |
| 16:00 - 17:00 | 5        | 47          | 0.000        | 5          | 47          | 0.004        | 5        | 47          | 0.004        |
| 17:00 - 18:00 | 5        | 47          | 0.004        | 5          | 47          | 0.004        | 5        | 47          | 0.008        |
| 18:00 - 19:00 | 5        | 47          | 0.000        | 5          | 47          | 0.000        | 5        | 47          | 0.000        |
| 19:00 - 20:00 | 5        | 47          | 0.004        | 5          | 47          | 0.000        | 5        | 47          | 0.004        |
| 20:00 - 21:00 | 5        | 47          | 0.000        | 5          | 47          | 0.004        | 5        | 47          | 0.004        |
| 21:00 - 22:00 |          |             |              |            |             |              |          |             |              |
| 22:00 - 23:00 |          |             |              |            |             |              |          |             |              |
| 23:00 - 24:00 |          |             |              |            |             |              |          |             |              |
| Total Rates:  |          |             | 0.081        |            |             | 0.080        |          |             | 0.161        |

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.

## Appendix R: 2011 Census Dataset “Method of Travel to Work”

QS701EW - Method of travel to work

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population

units

area type

area name

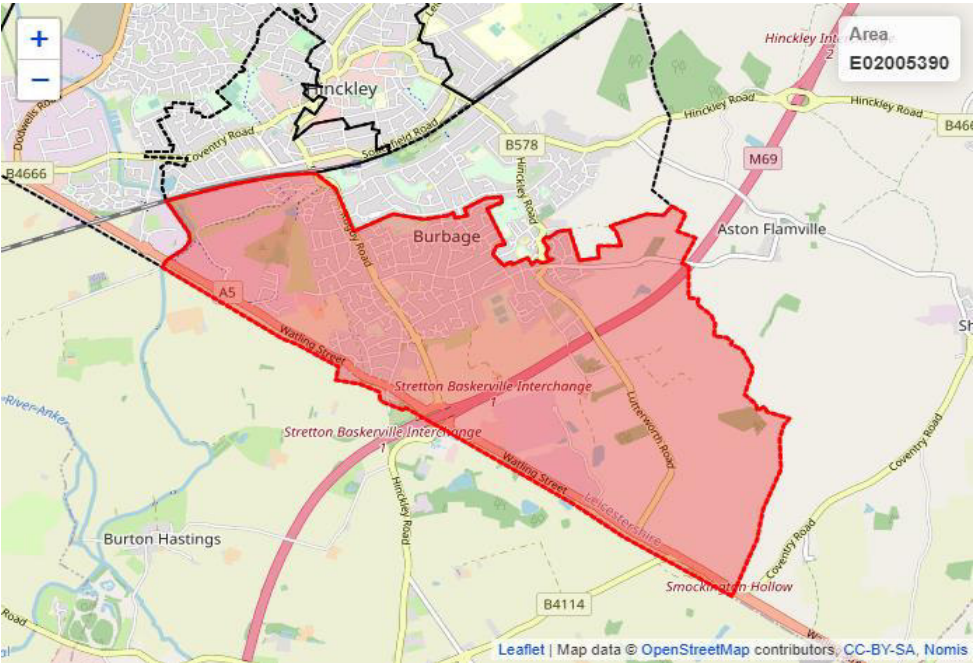
All usual residents aged 16 to 74

Persons

2011 super output areas - middle layer

E02005390 : Hinckley and Bosworth 014

| Method of Travel to Work (2011)          | Raw Data | Modal Split |
|------------------------------------------|----------|-------------|
| All categories: Method of travel to work | 6,565    | 4,327       |
| Work mainly at or from home              | 265      |             |
| Underground, metro, light rail, tram     | 4        |             |
| Train                                    | 55       | 1.3%        |
| Bus, minibus or coach                    | 70       | 1.6%        |
| Taxi                                     | 9        |             |
| Motorcycle, scooter or moped             | 32       | 0.7%        |
| Driving a car or van                     | 3,563    | 82.3%       |
| Passenger in a car or van                | 211      | 4.9%        |
| Bicycle                                  | 103      | 2.4%        |
| On foot                                  | 293      | 6.8%        |
| Other method of travel to work           | 17       |             |
| Not in employment                        | 1,943    |             |
| Total                                    |          | 100.0%      |



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

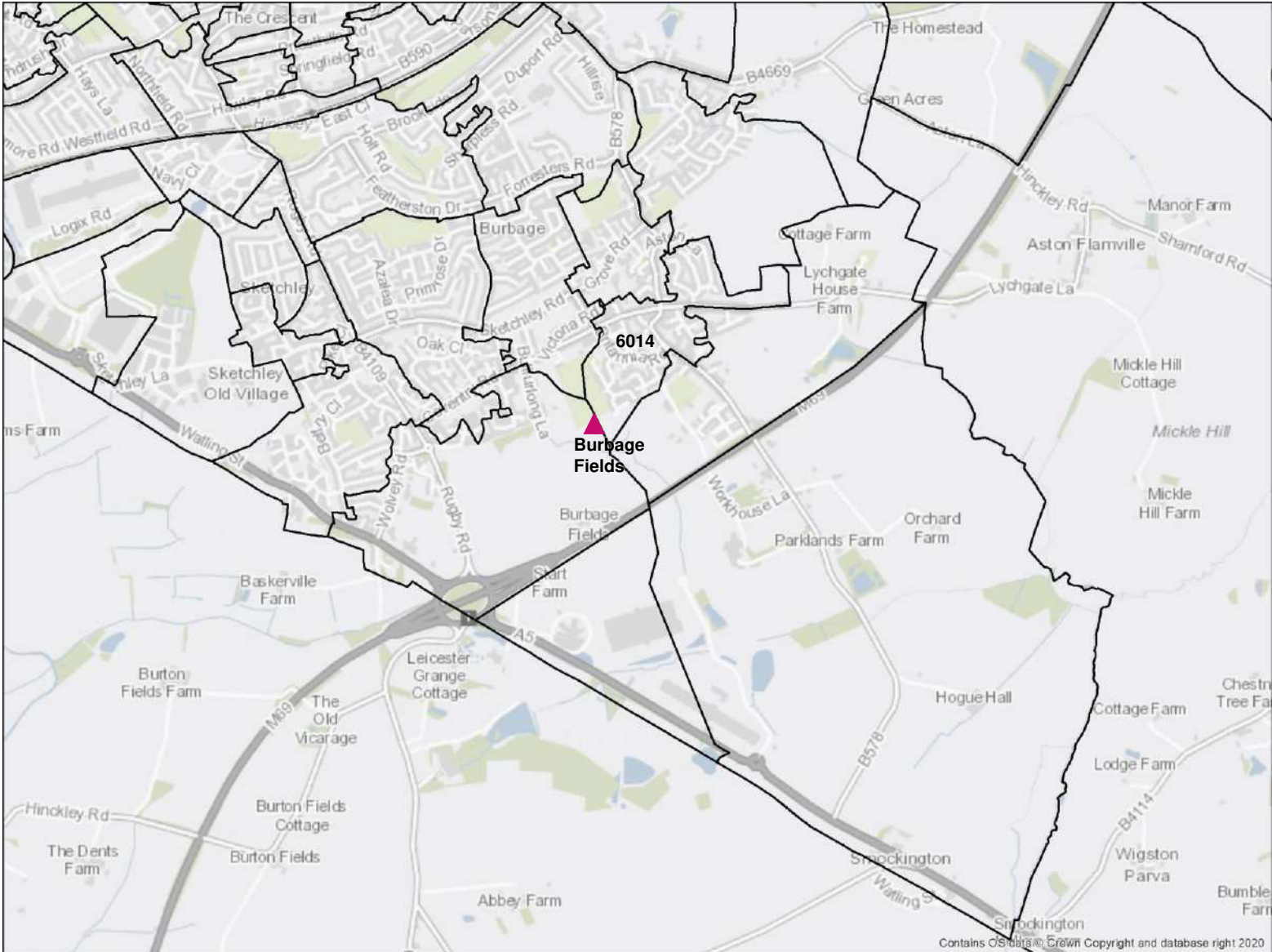
## Appendix S: PRTM Trip Distribution Report

# PRTM

## Burbage Fields, Burbage Development Trip Distribution Plots

September 2022

**Burbage Fields**  
**Parent Zones – Zone 6014**



# Burbage Fields

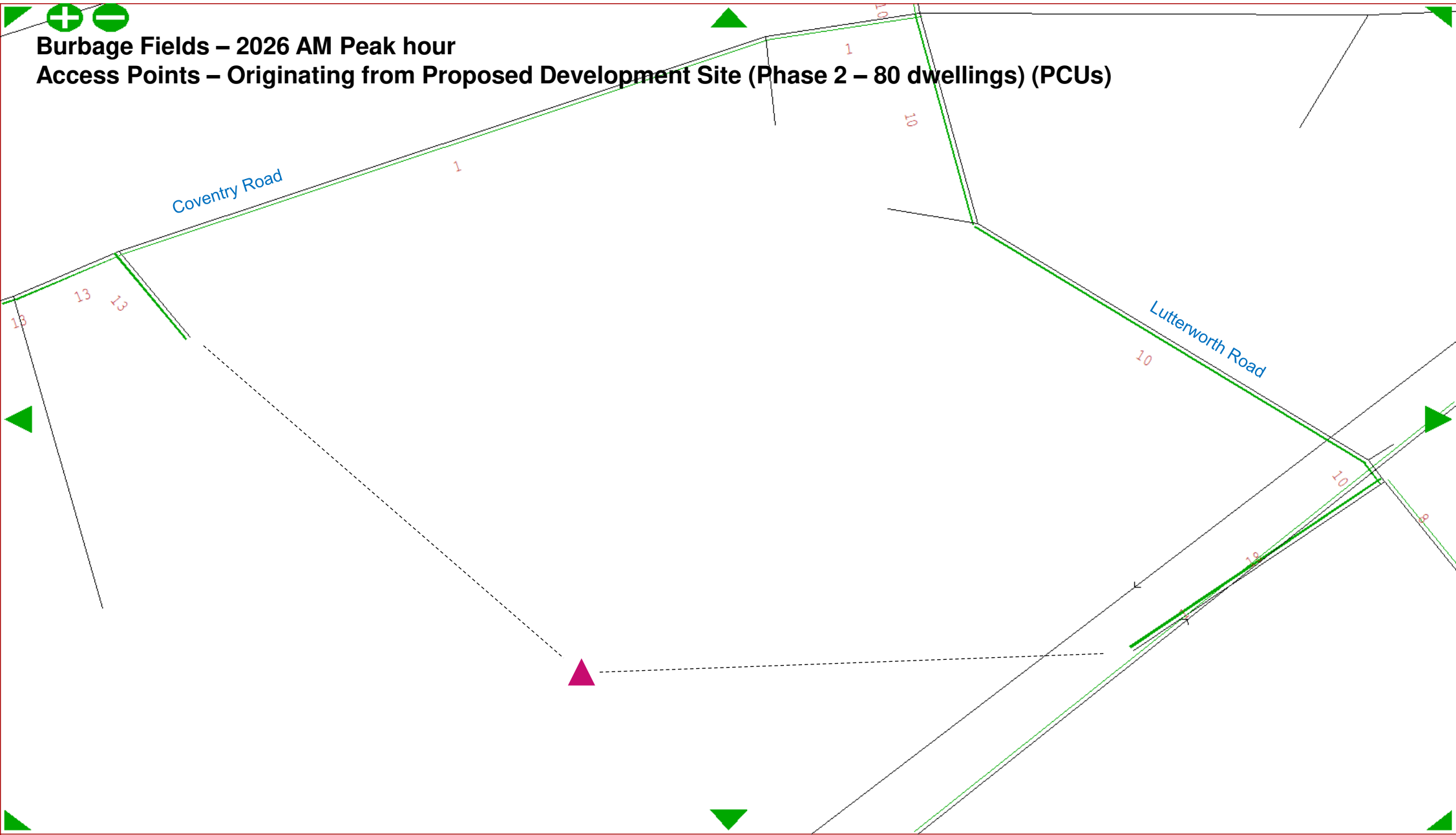
## Development Trip Generation / Attraction

| Car Trips                                     | AM Peak hour (08:00 to 09:00) |                       |            | PM Peak hour (17:00 to 18:00) |                       |            |
|-----------------------------------------------|-------------------------------|-----------------------|------------|-------------------------------|-----------------------|------------|
|                                               | Departing<br>(from site)      | Arriving<br>(to site) | Total      | Departing<br>(from site)      | Arriving<br>(to site) | Total      |
| Phase 2<br>(80 dwellings)                     | 31                            | 11                    | <b>42</b>  | 13                            | 29                    | <b>42</b>  |
| Wider Site<br>(370 dwellings)                 | 147                           | 50                    | <b>197</b> | 59                            | 134                   | <b>193</b> |
| Burbage Fields Development<br>(450 dwellings) | <b>178</b>                    | <b>61</b>             | <b>239</b> | <b>72</b>                     | <b>163</b>            | <b>235</b> |

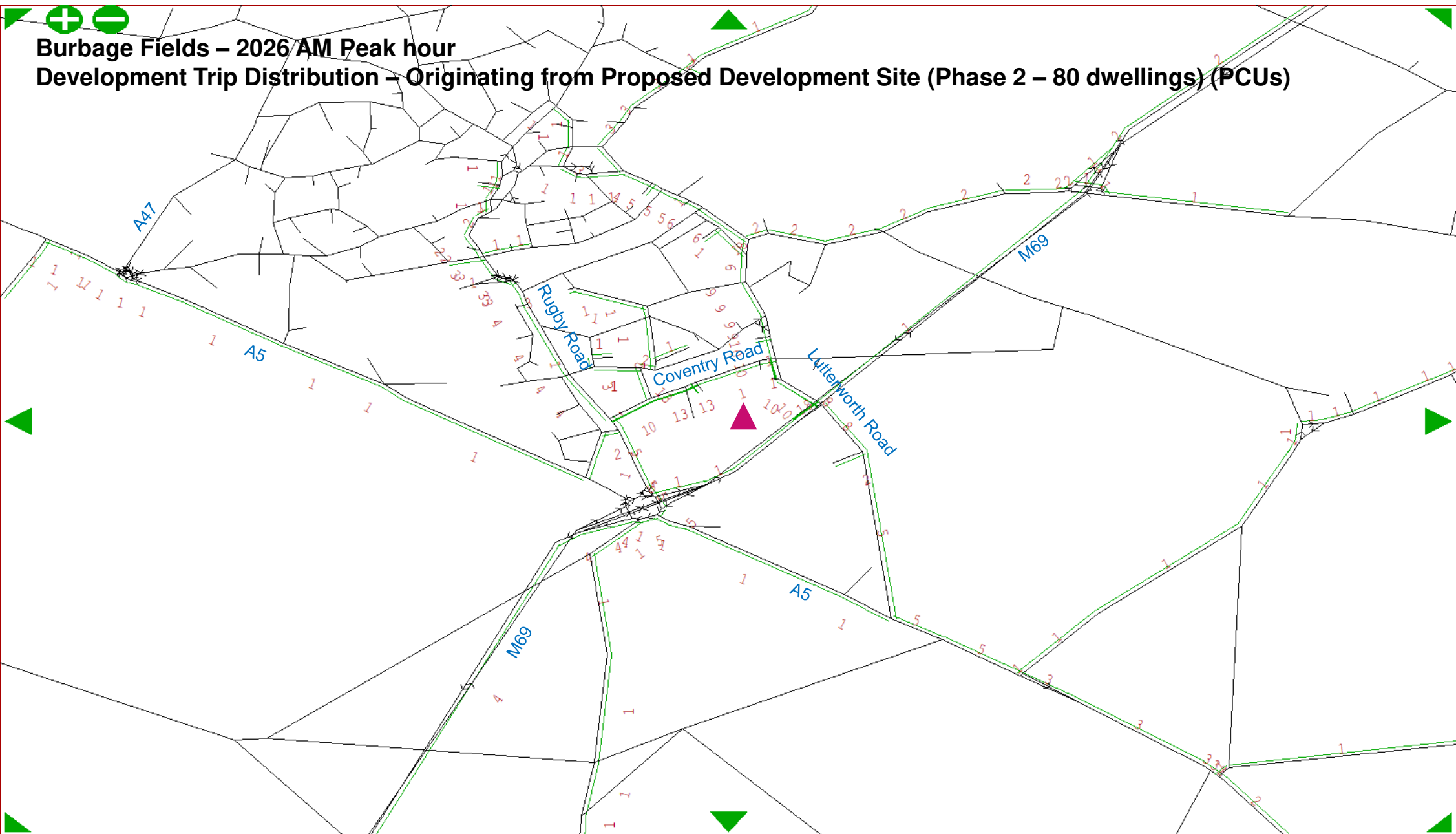
**2026 AM**



**Burbage Fields – 2026 AM Peak hour**  
**Access Points – Originating from Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**

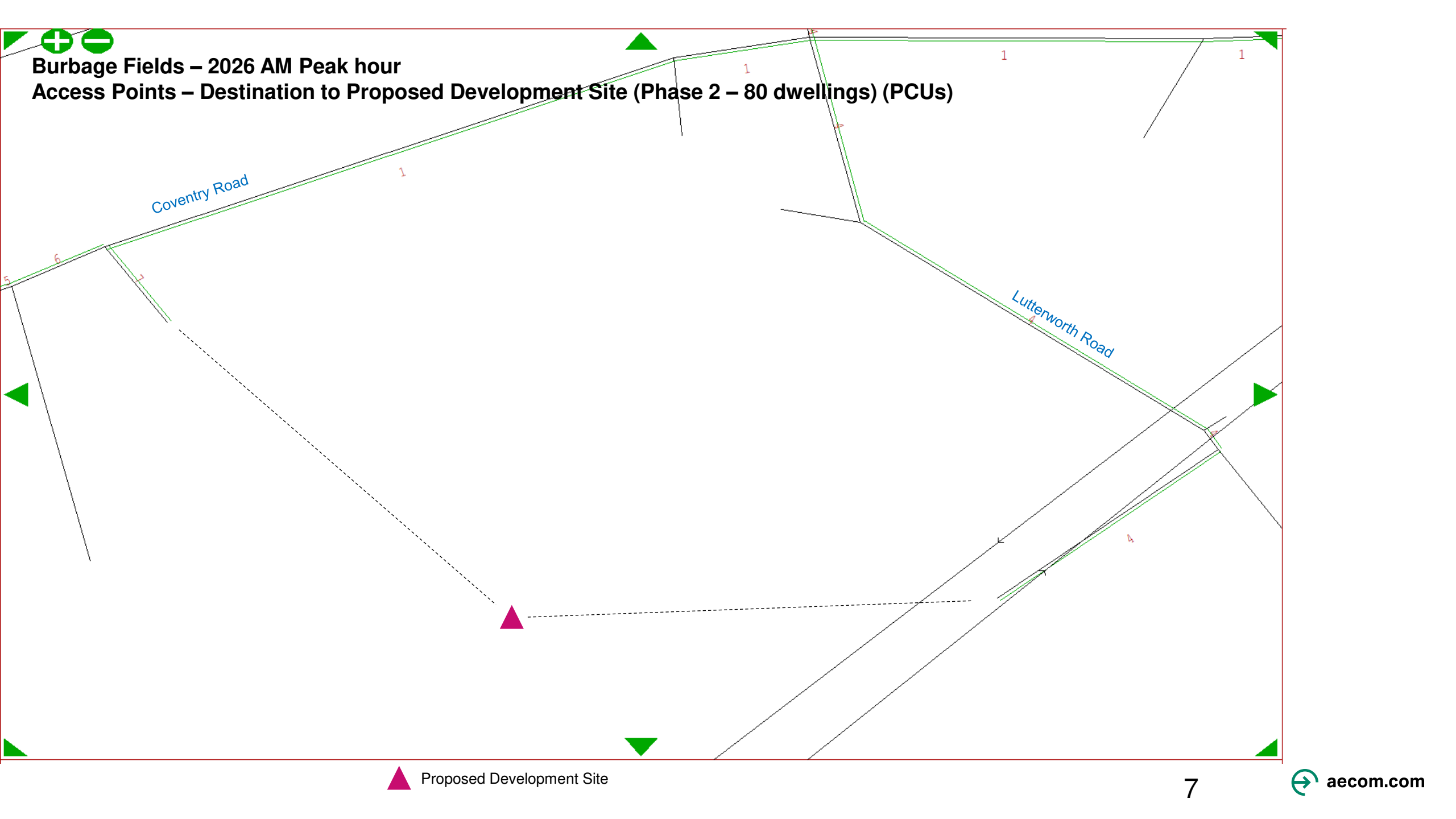


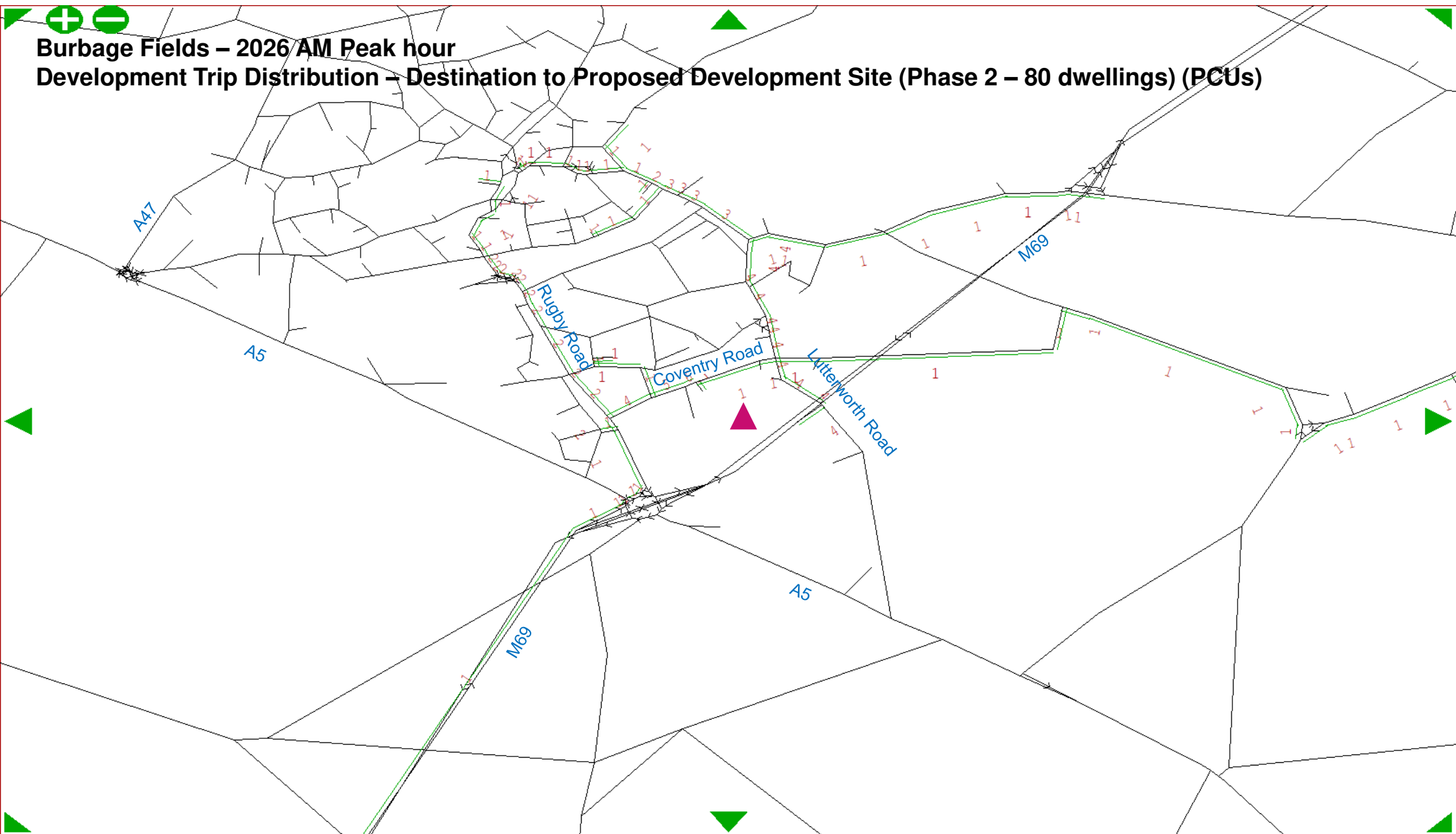
 Proposed Development Site



**Burbage Fields – 2026 AM Peak hour  
Development Trip Distribution – Originating from Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**

▲ Proposed Development Site





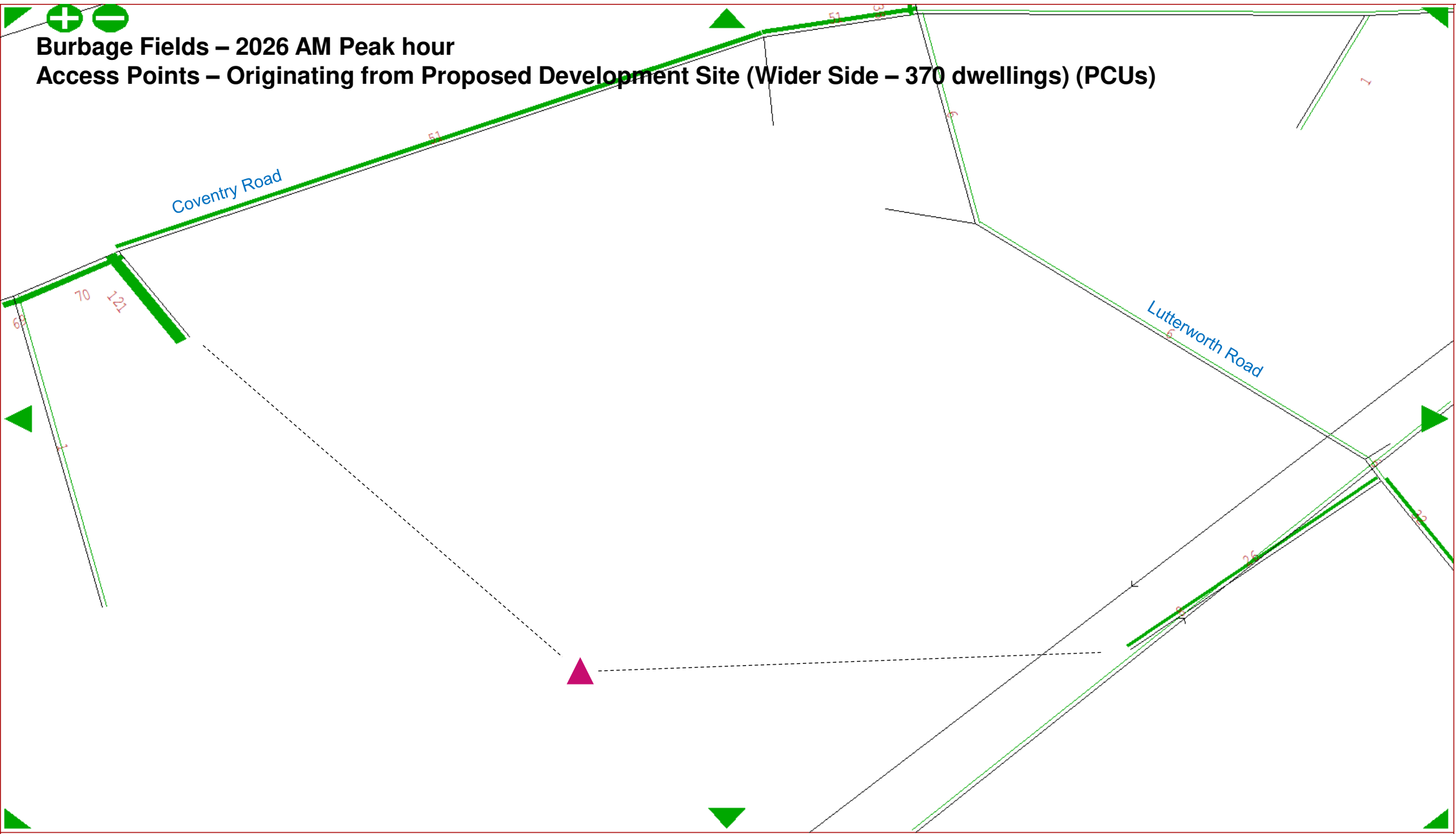
**Burbage Fields – 2026 AM Peak hour  
Development Trip Distribution – Destination to Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**

 Proposed Development Site

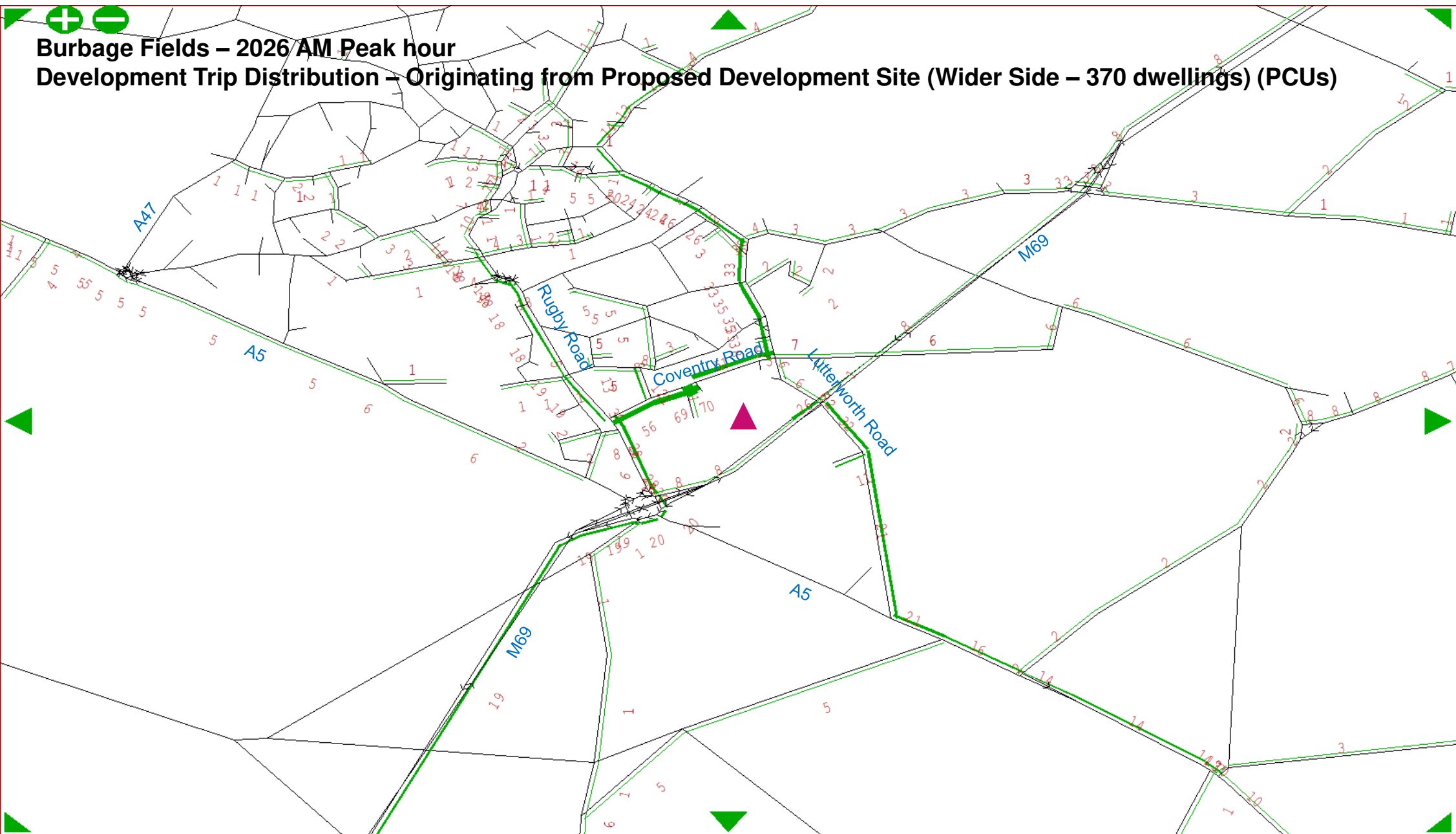


**Burbage Fields – 2026 AM Peak hour**

**Access Points – Originating from Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**

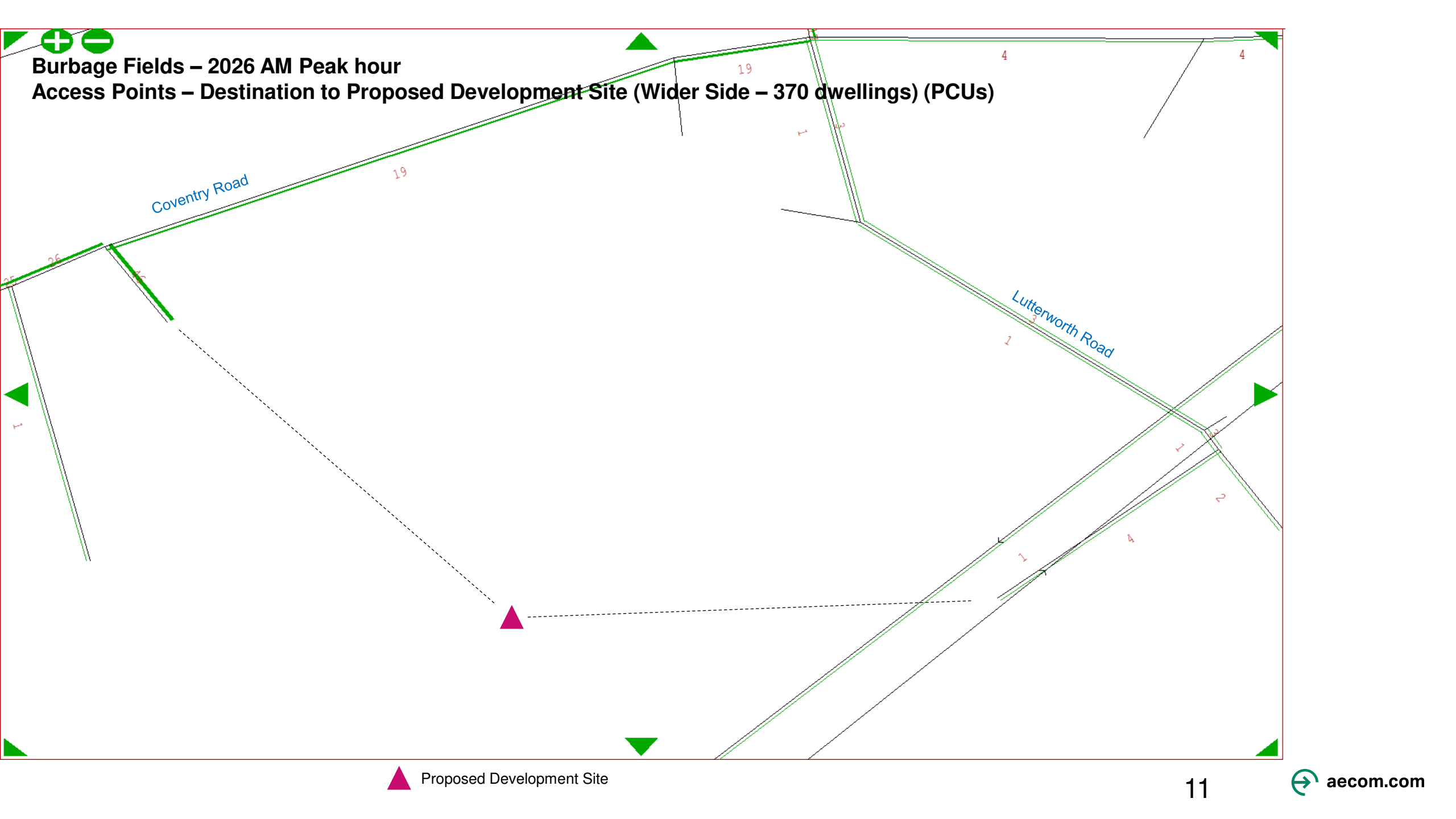


 Proposed Development Site

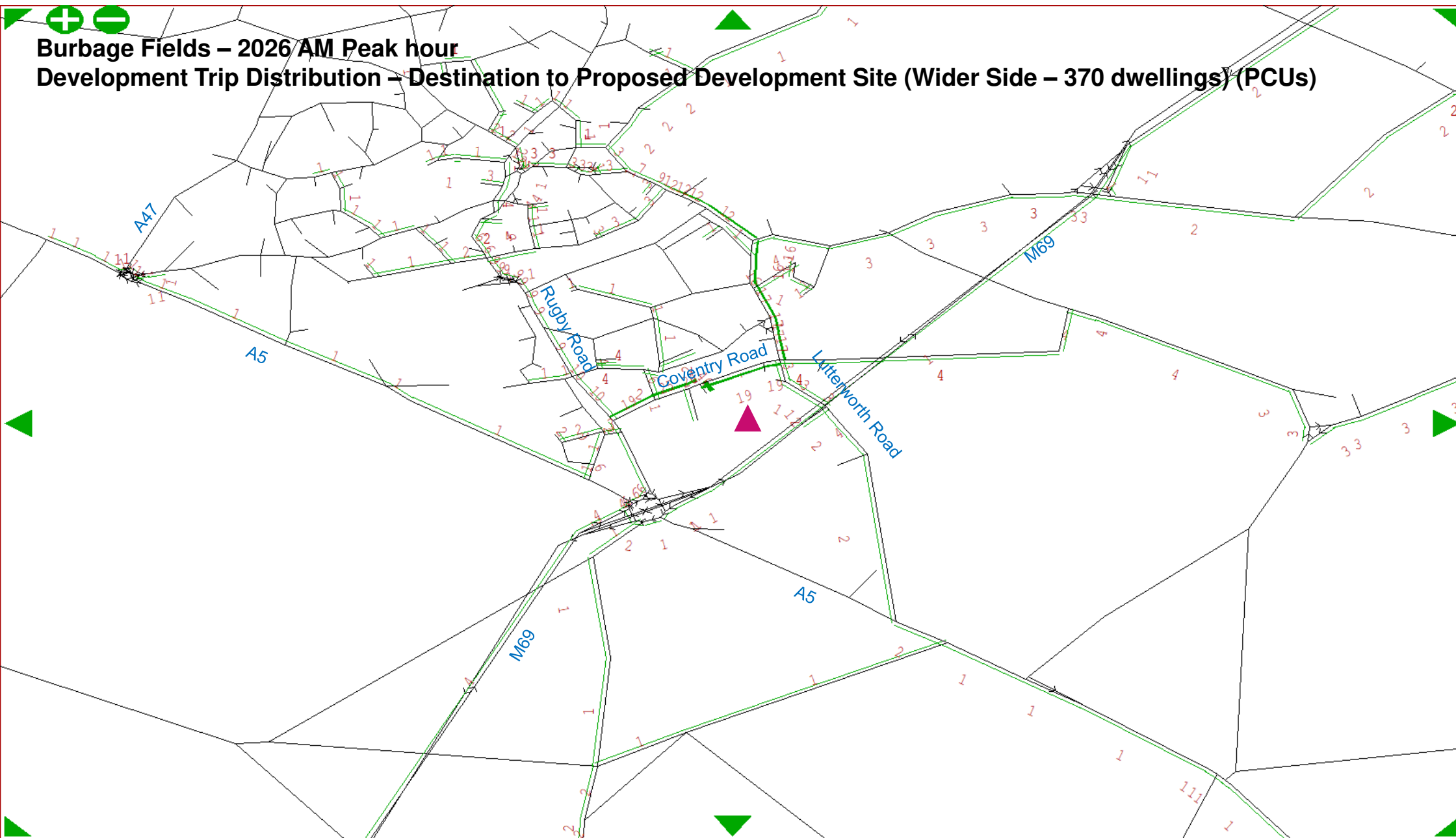


**Burbage Fields – 2026 AM Peak hour  
Development Trip Distribution – Originating from Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**

▲ Proposed Development Site



▲ Proposed Development Site



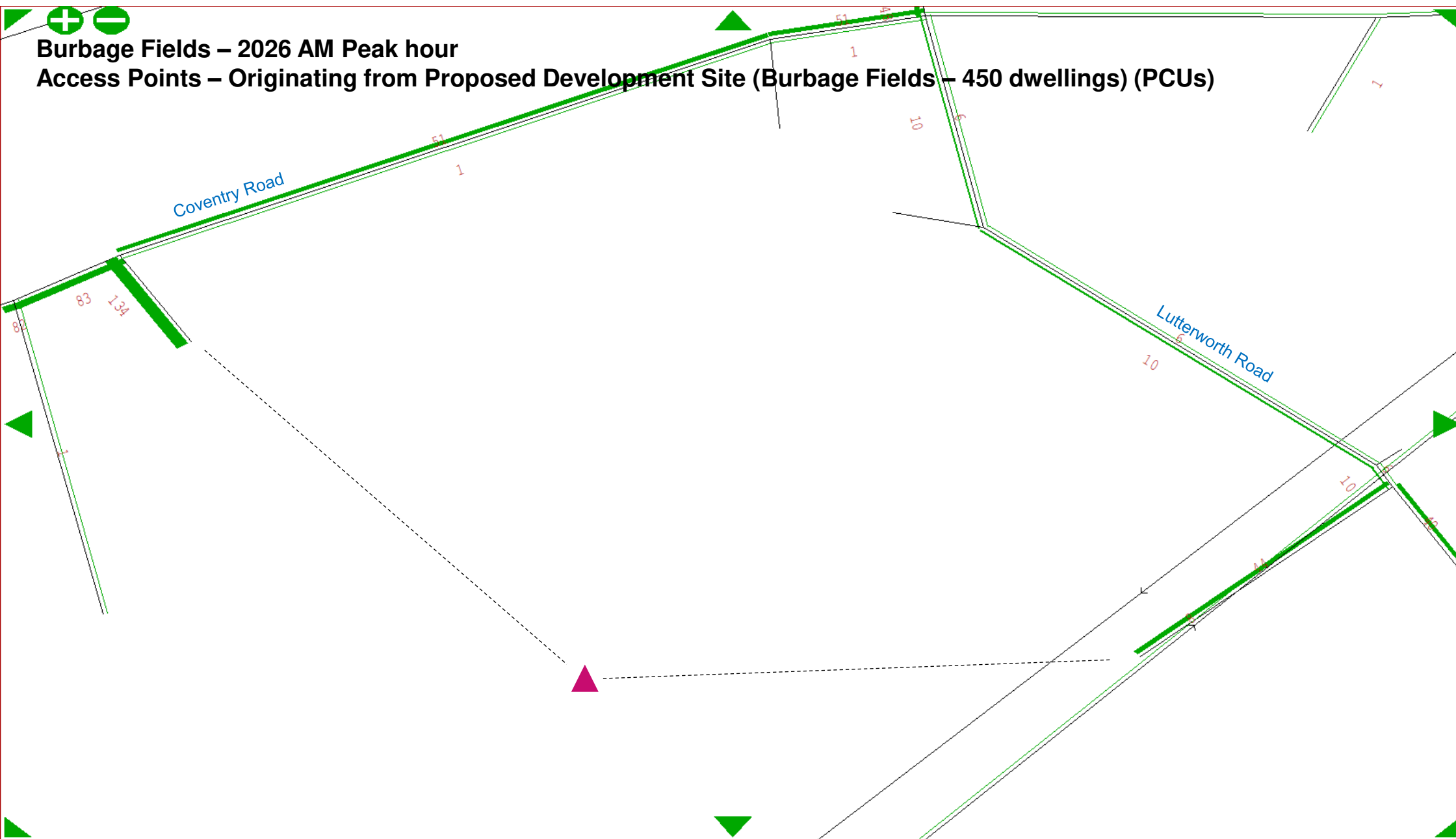
**Burbage Fields – 2026 AM Peak hour  
Development Trip Distribution – Destination to Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**

▲ Proposed Development Site



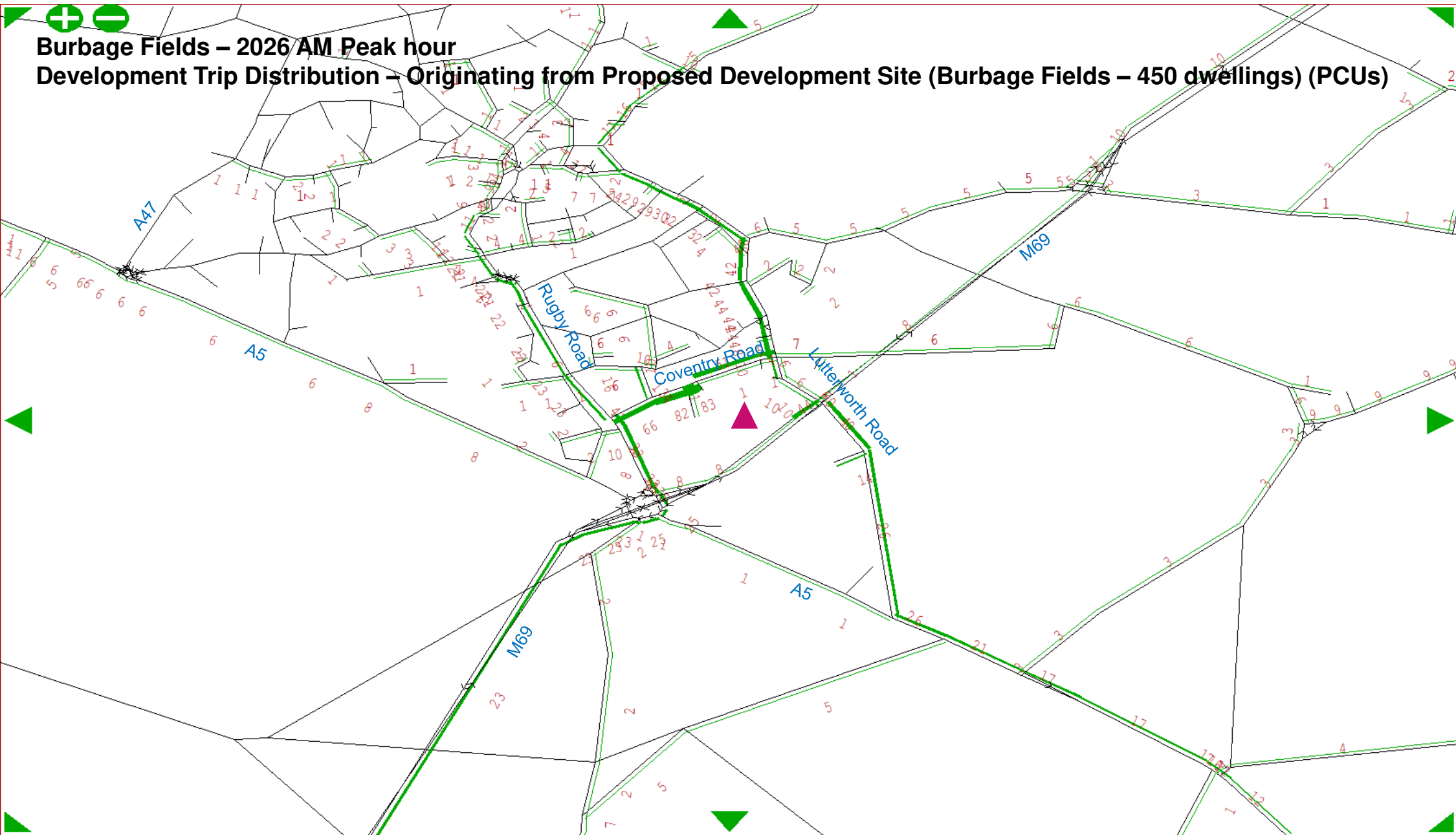
**Burbage Fields – 2026 AM Peak hour**

**Access Points – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**



 Proposed Development Site

 **Burbage Fields – 2026 AM Peak hour**  
**Development Trip Distribution – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**

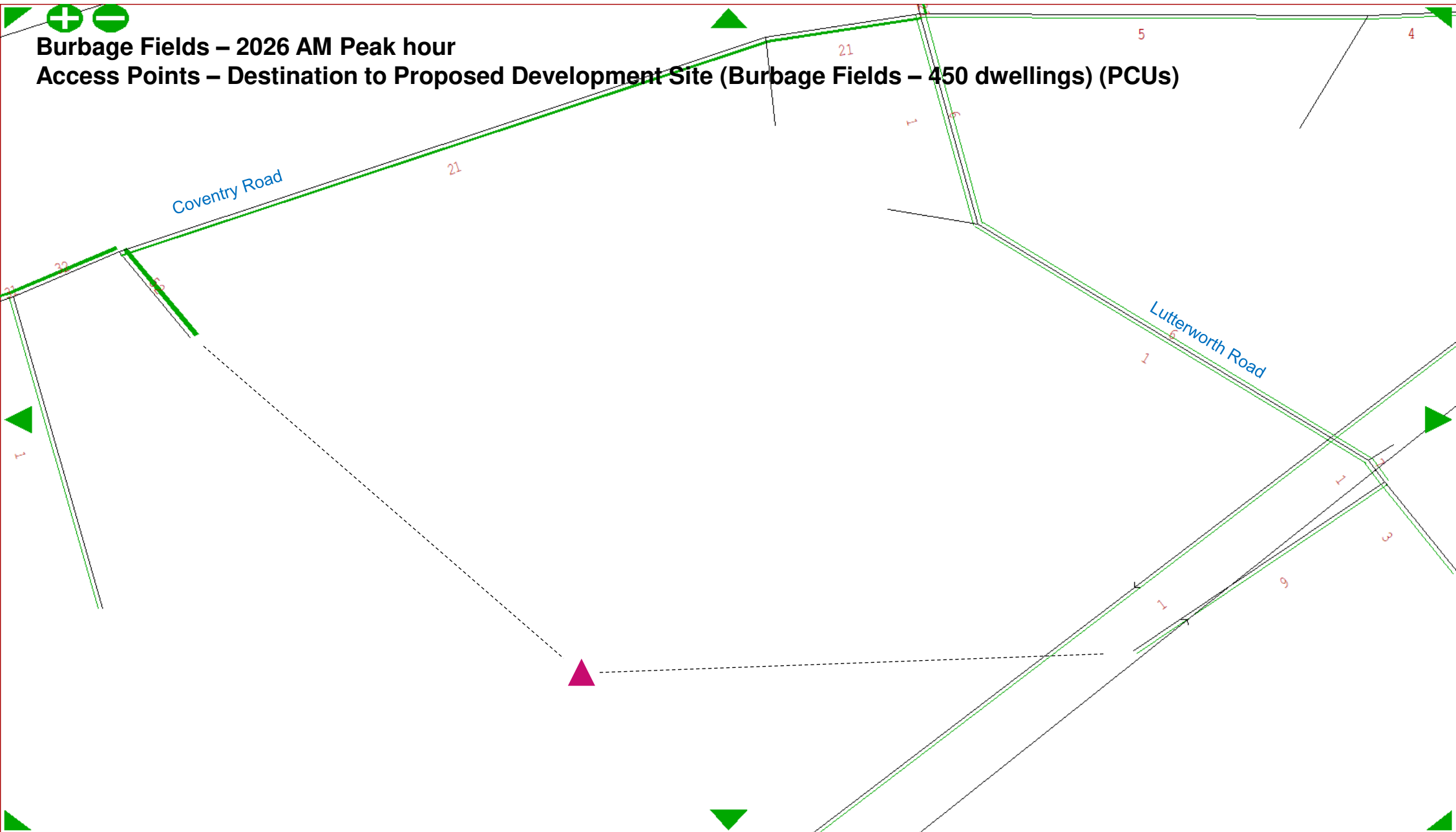


 Proposed Development Site

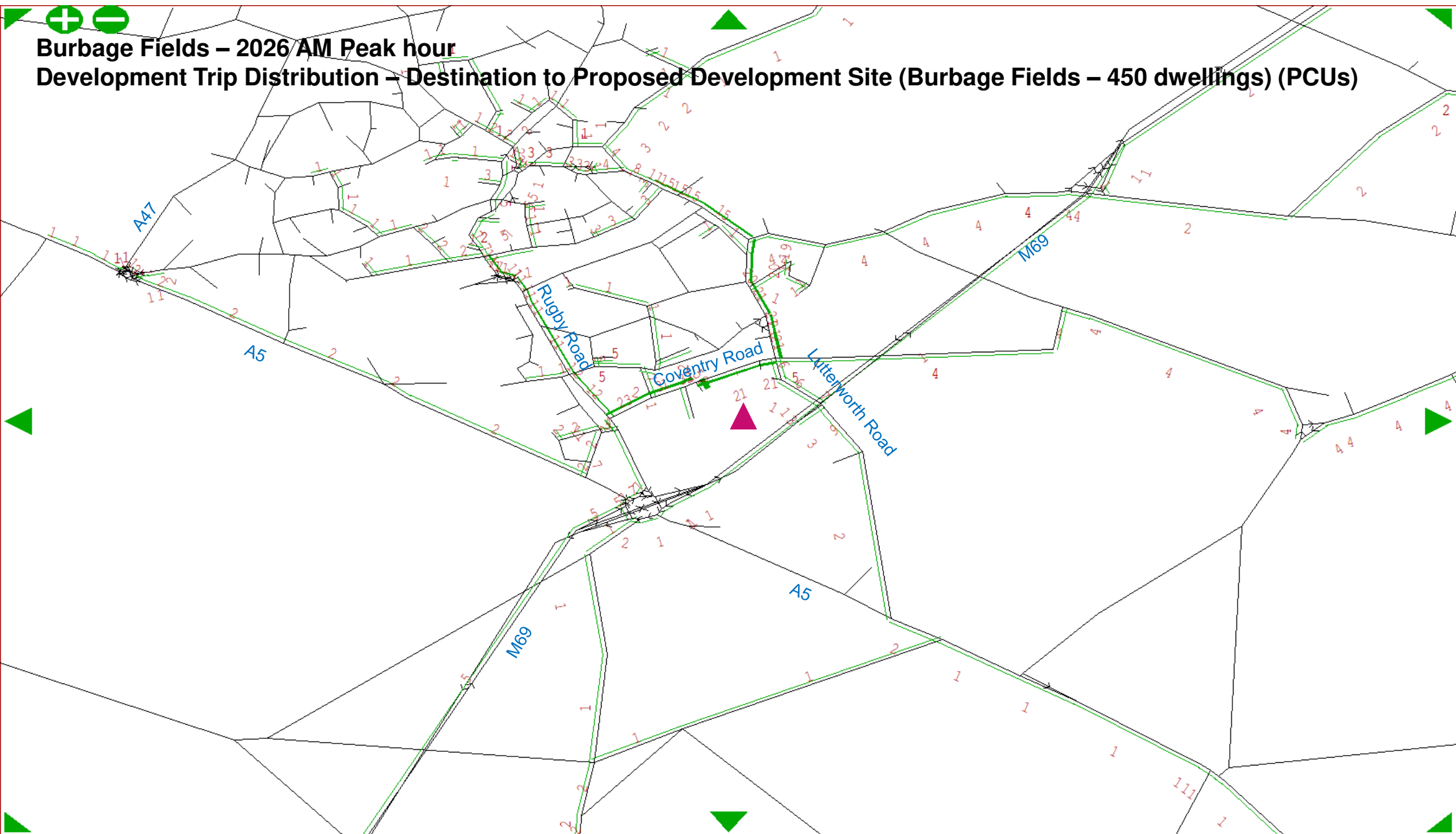


## Burbage Fields – 2026 AM Peak hour

Access Points – Destination to Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)



▲ Proposed Development Site



**Burbage Fields – 2026 AM Peak hour**

**Development Trip Distribution – Destination to Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**

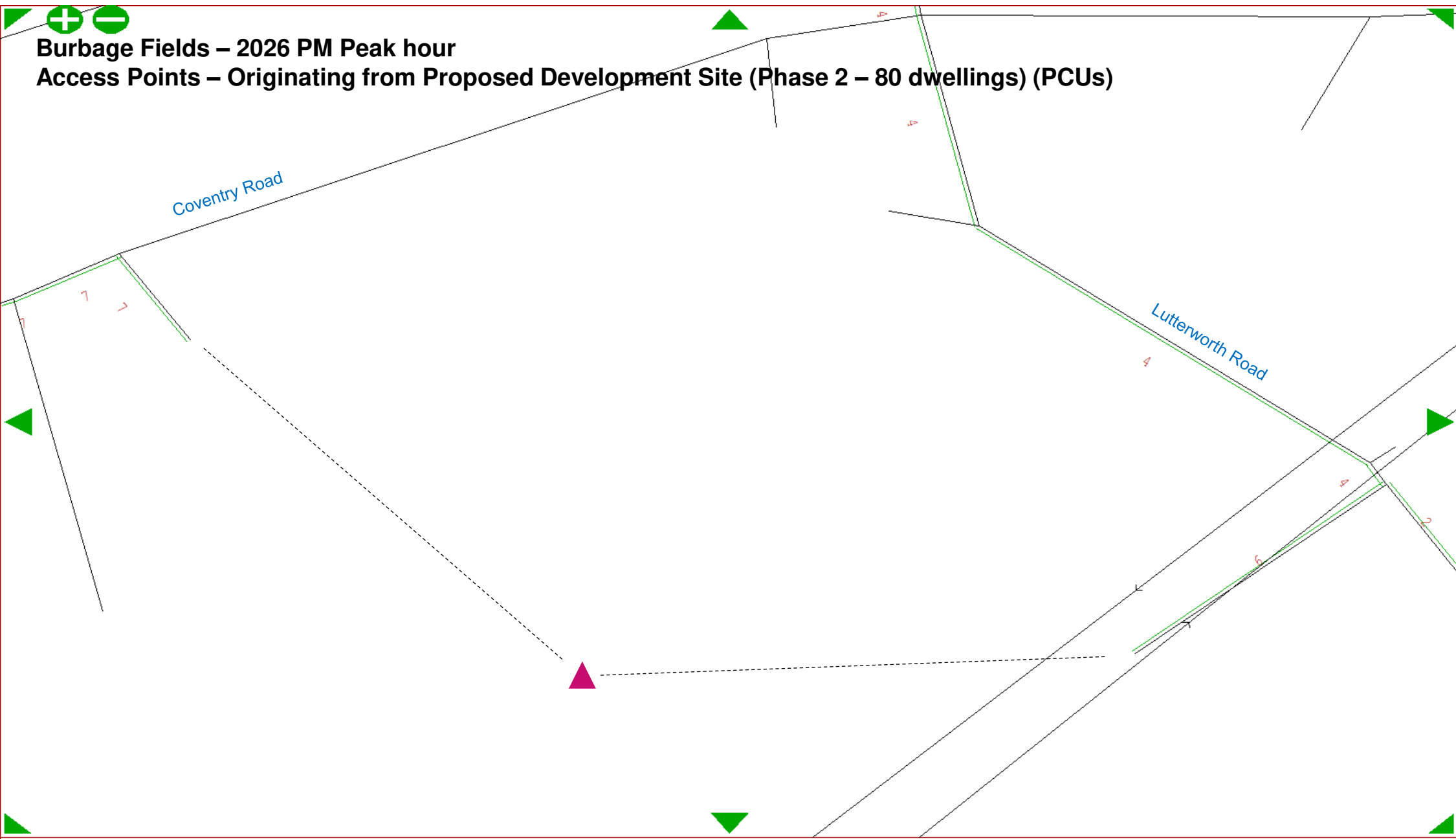
 Proposed Development Site

**2026 PM**

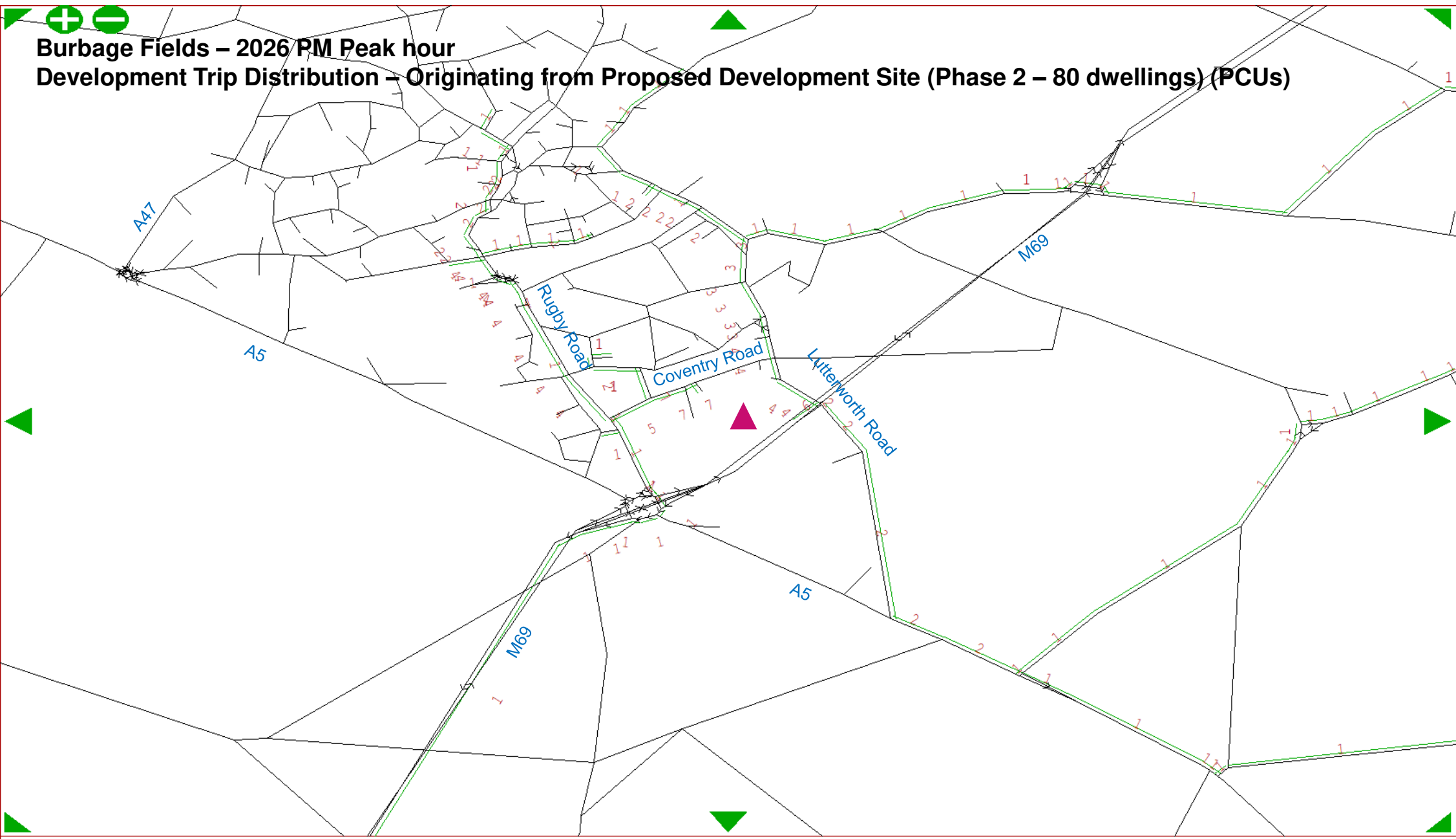


Burbage Fields – 2026 PM Peak hour

Access Points – Originating from Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)

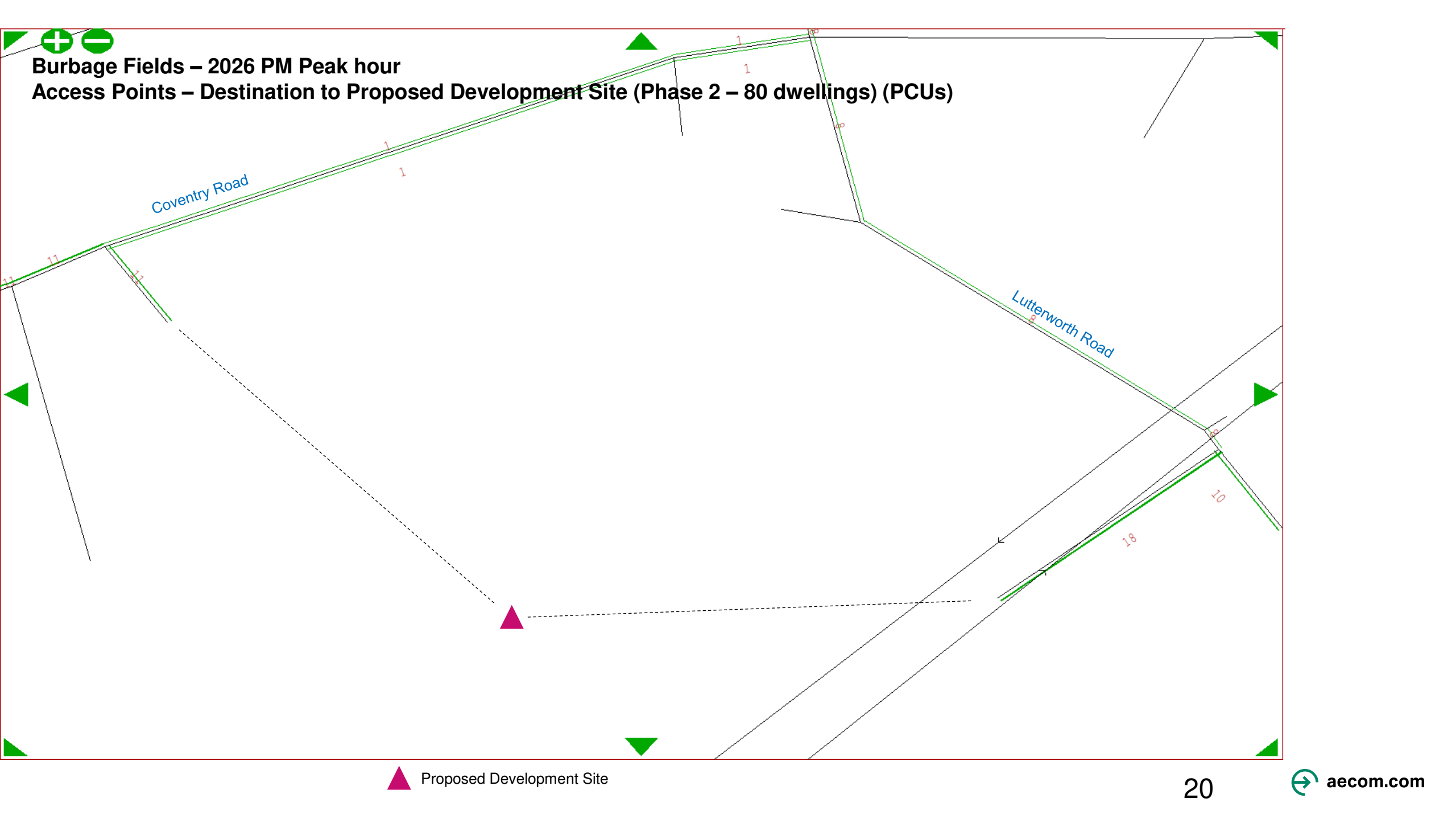


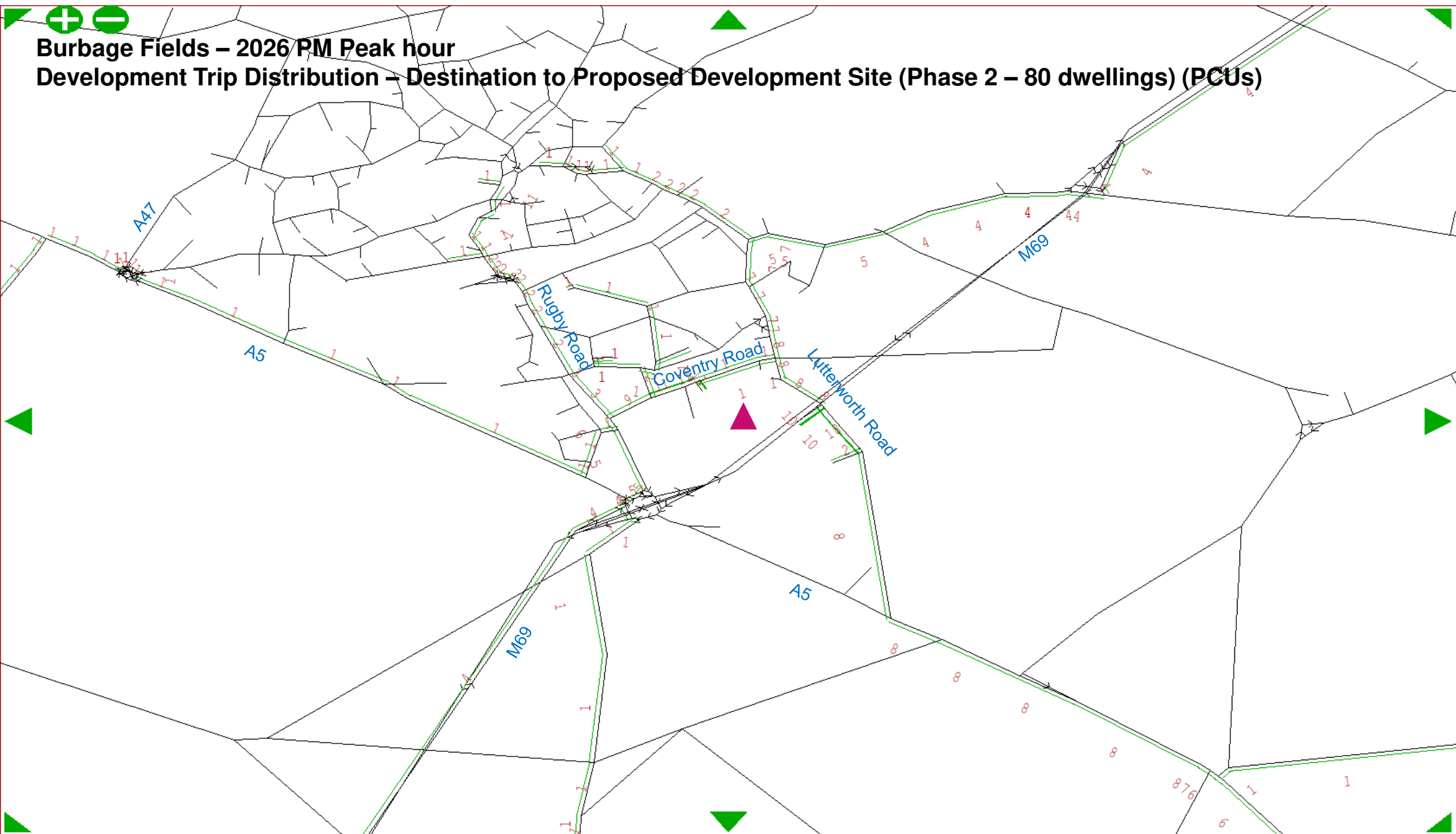
▲ Proposed Development Site



**Burbage Fields – 2026 PM Peak hour  
Development Trip Distribution – Originating from Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**

▲ Proposed Development Site





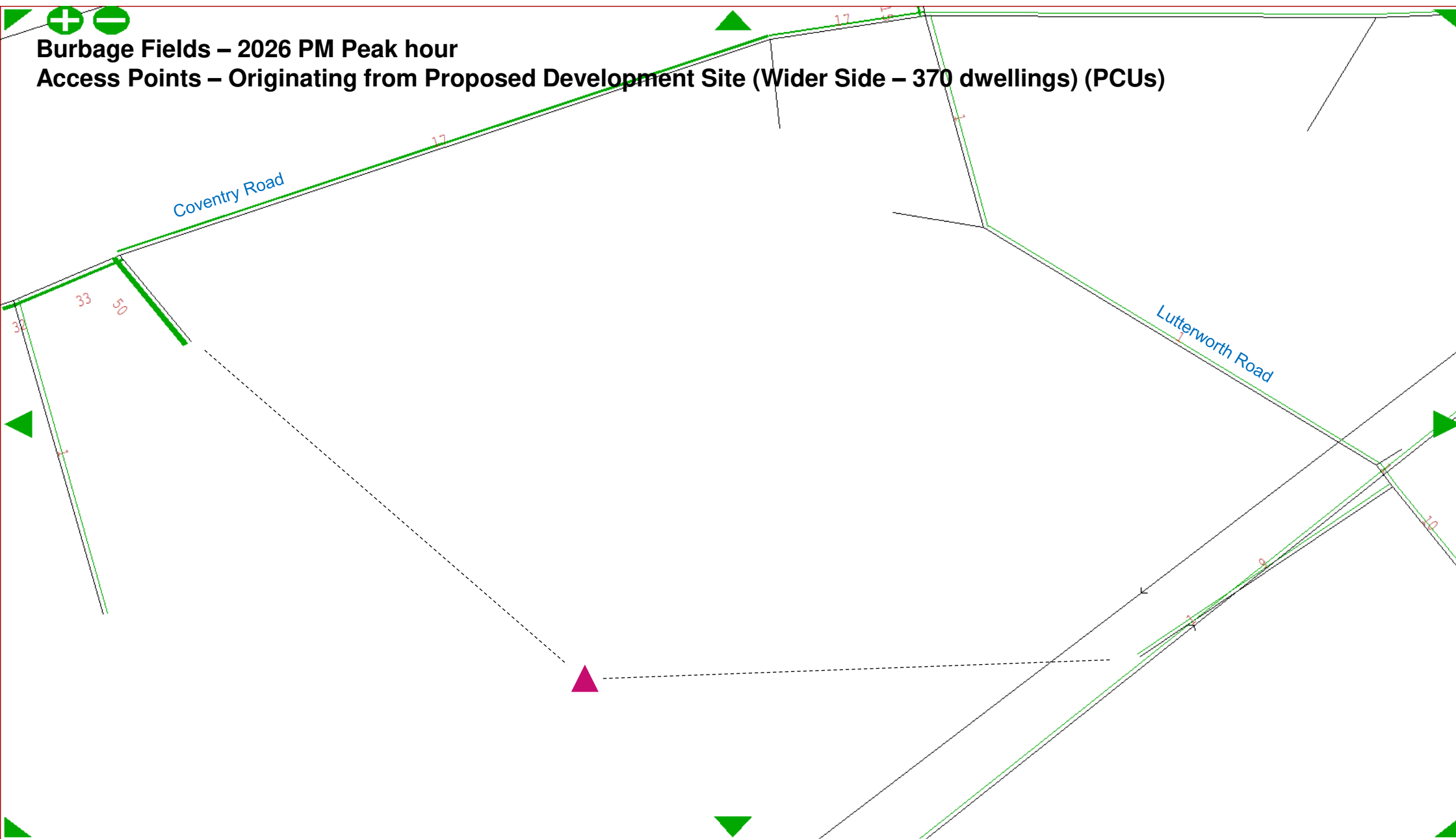
**Burbage Fields – 2026 PM Peak hour  
Development Trip Distribution – Destination to Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**

 Proposed Development Site

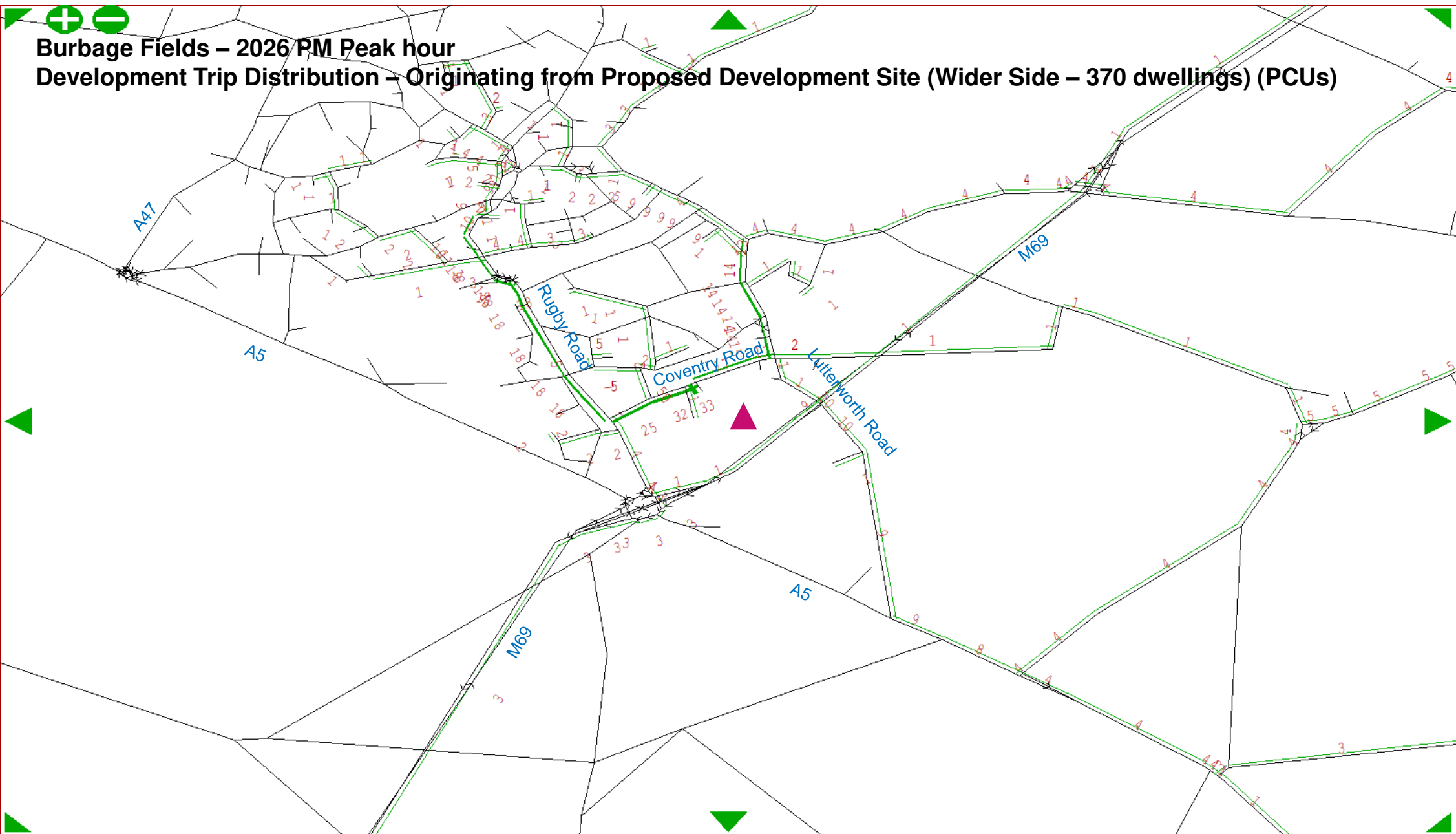


**Burbage Fields – 2026 PM Peak hour**

**Access Points – Originating from Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**



▲ Proposed Development Site



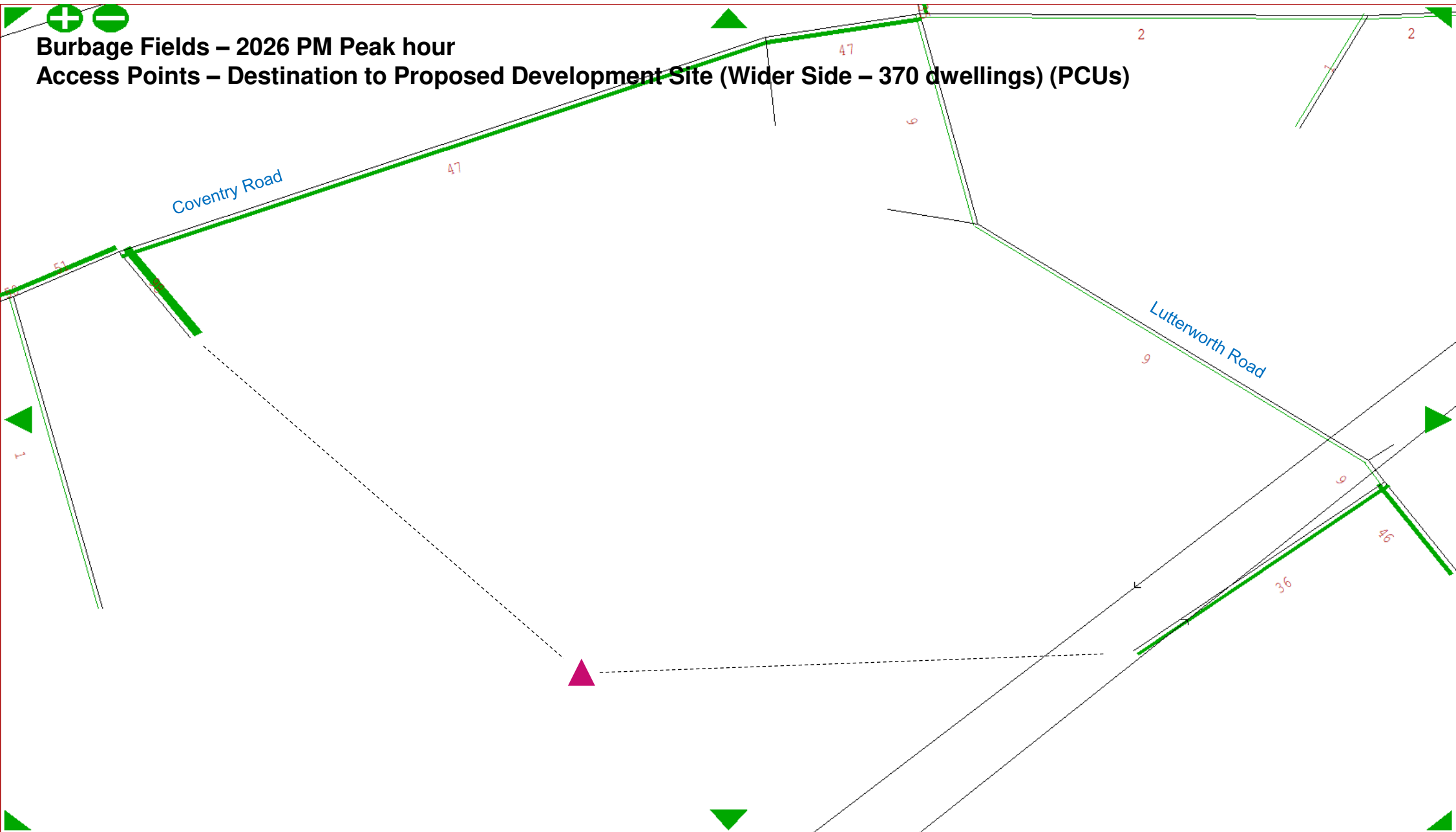
**Burbage Fields – 2026 PM Peak hour  
Development Trip Distribution – Originating from Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**

▲ Proposed Development Site

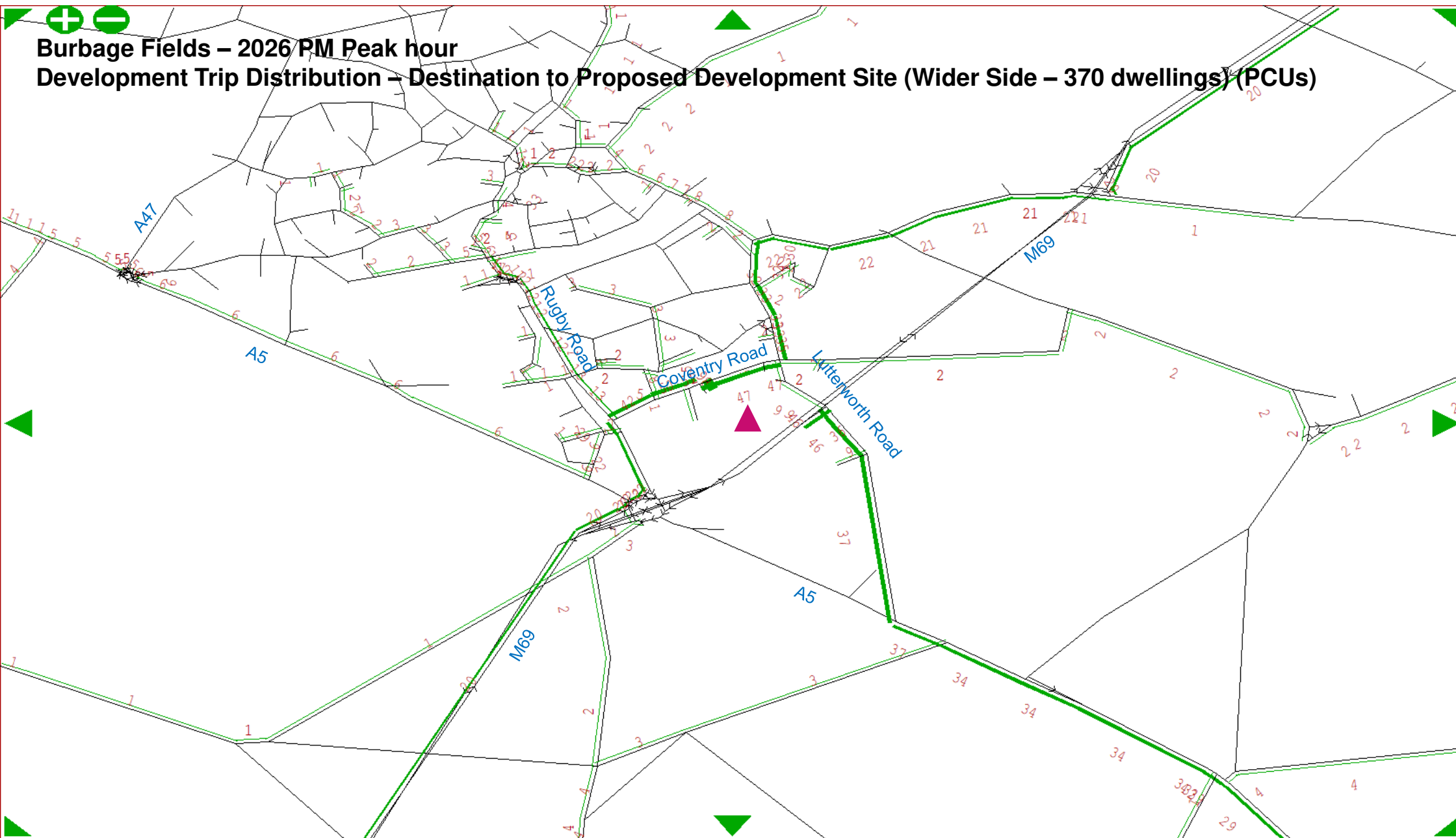


Burbage Fields – 2026 PM Peak hour

Access Points – Destination to Proposed Development Site (Wider Side – 370 dwellings) (PCUs)



 Proposed Development Site



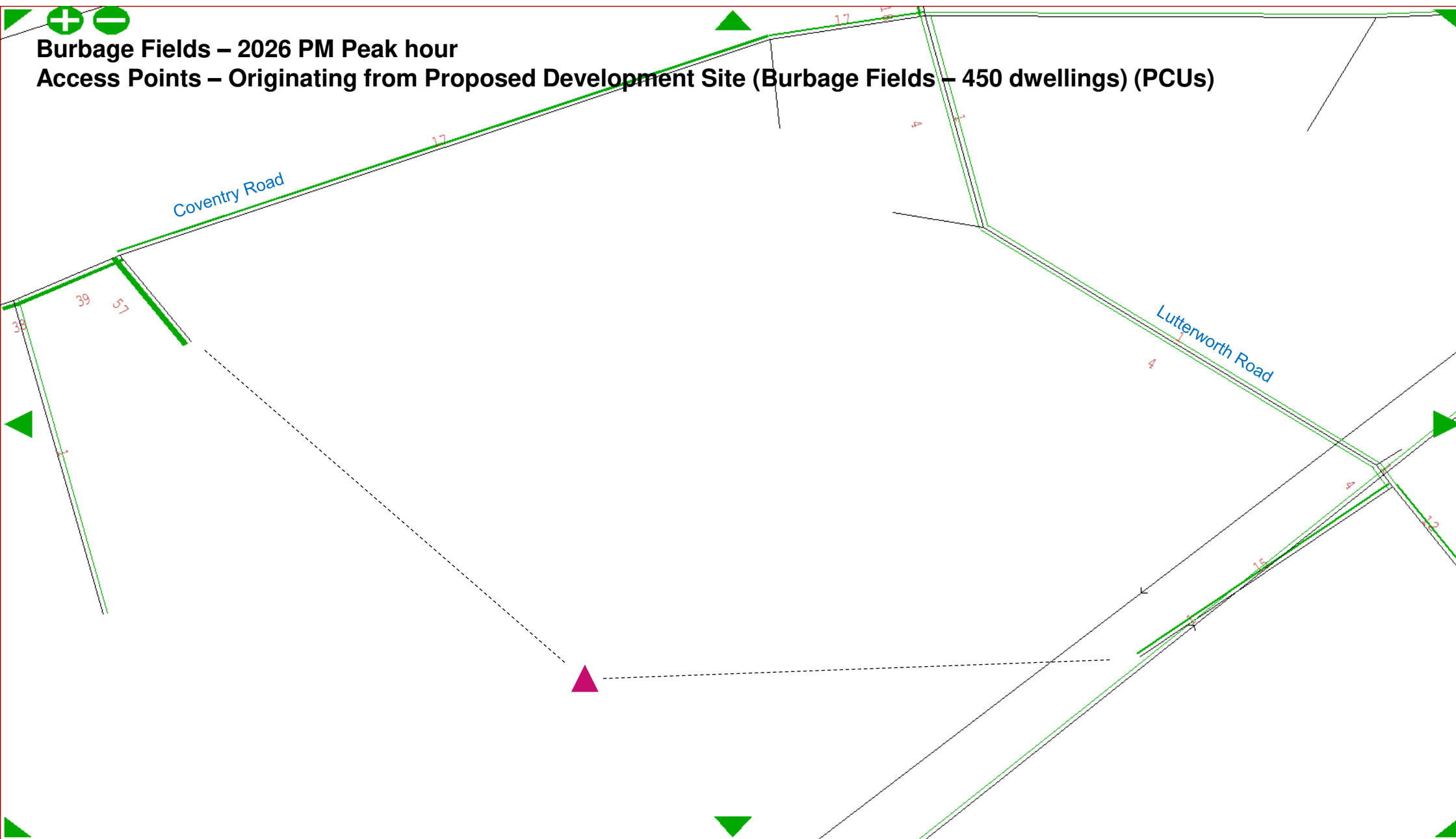
**Burbage Fields – 2026 PM Peak hour  
Development Trip Distribution – Destination to Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**

▲ Proposed Development Site

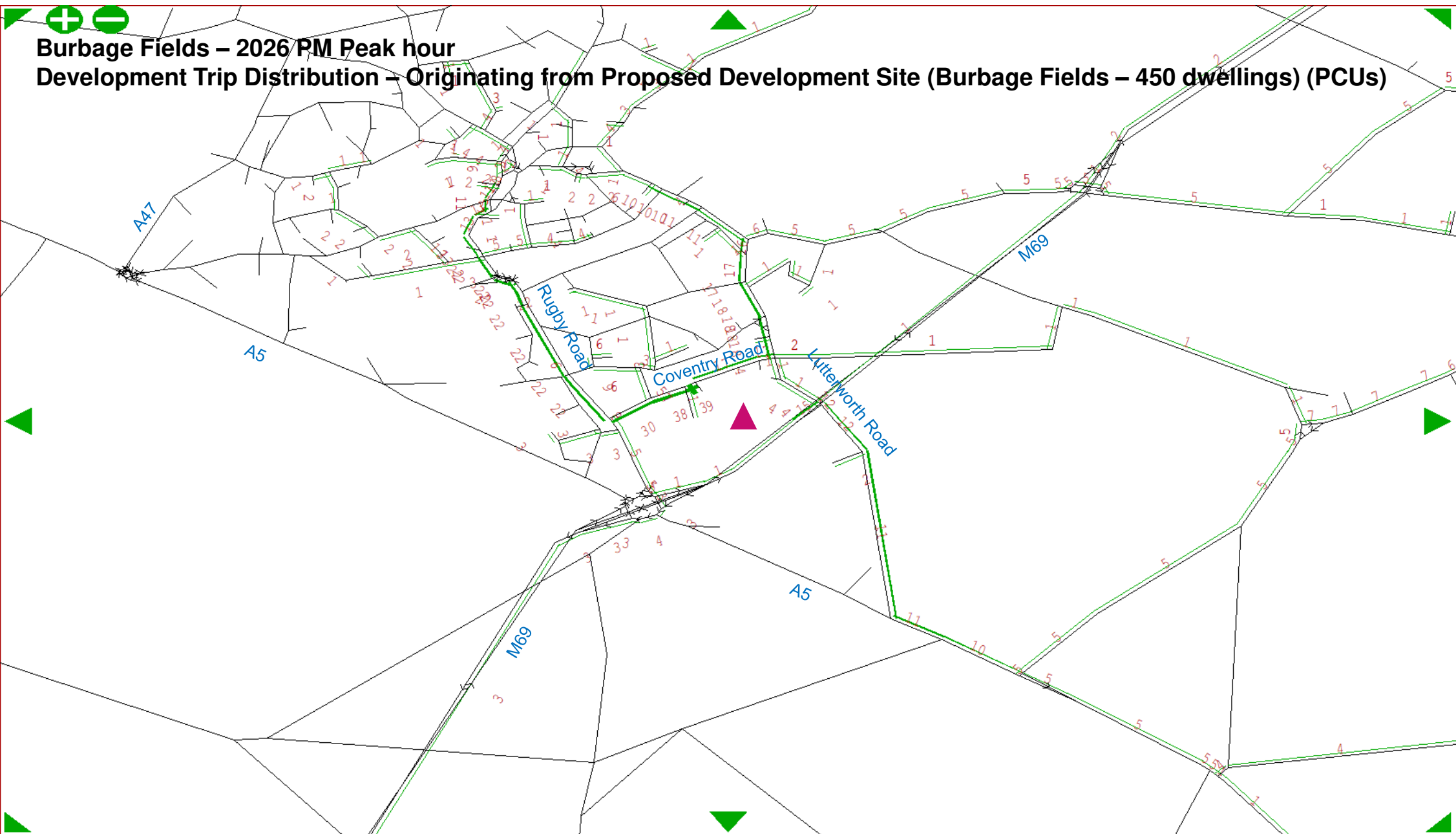


**Burbage Fields – 2026 PM Peak hour**

**Access Points – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**



 Proposed Development Site



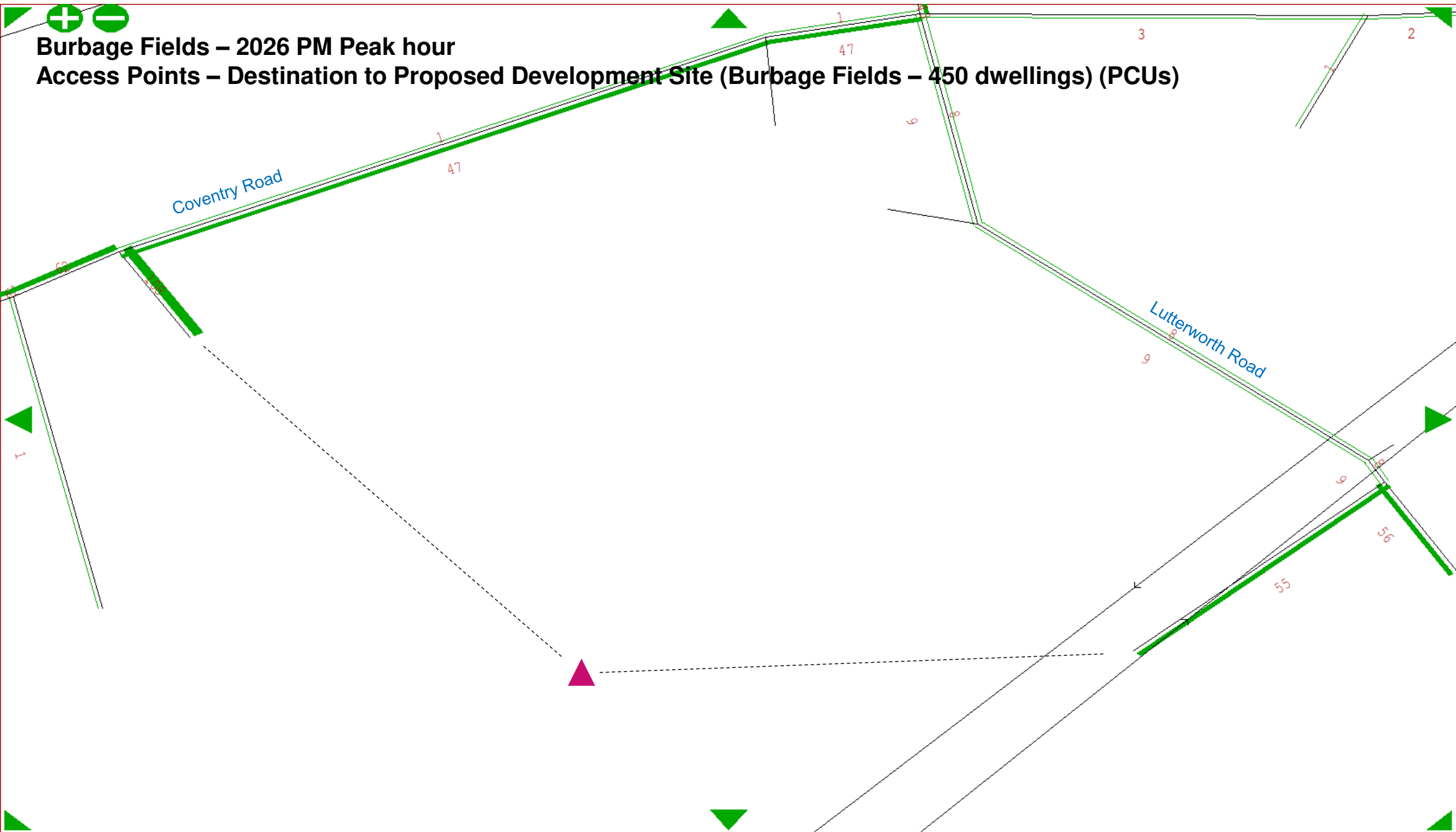
**Burbage Fields – 2026 PM Peak hour  
Development Trip Distribution – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**

▲ Proposed Development Site

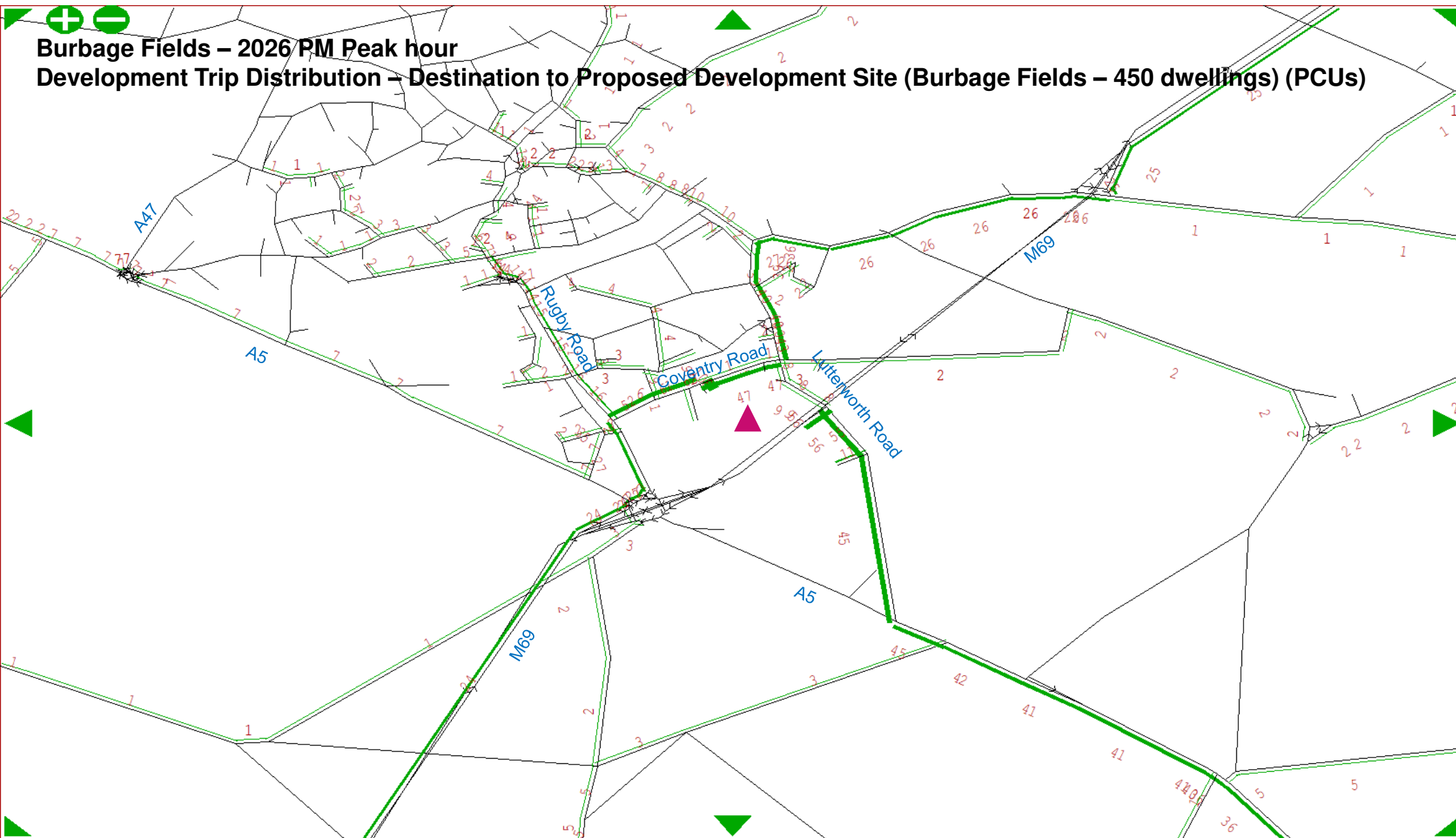


**Burbage Fields – 2026 PM Peak hour**

**Access Points – Destination to Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**



 Proposed Development Site



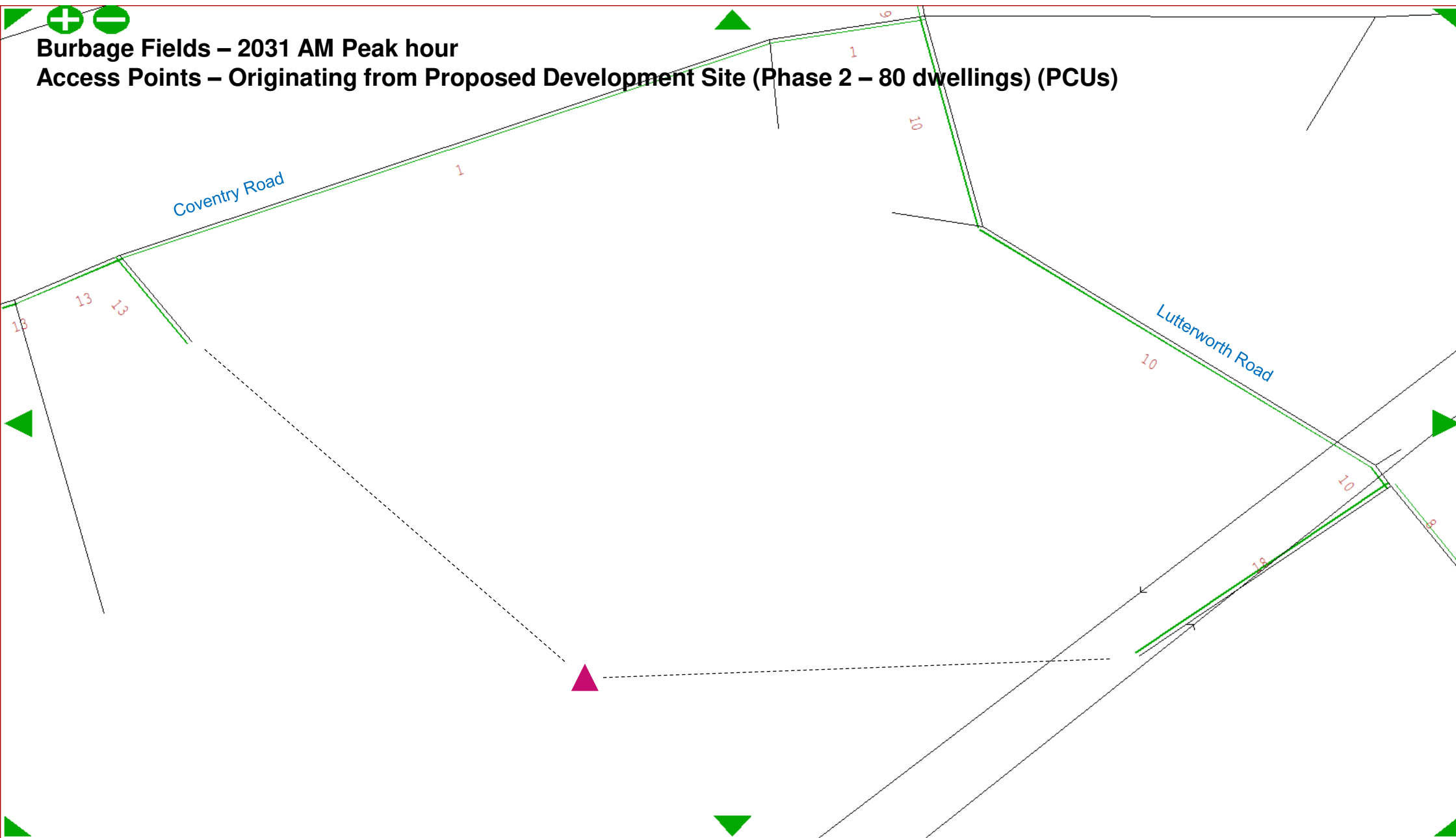
**Burbage Fields – 2026 PM Peak hour  
Development Trip Distribution – Destination to Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**

▲ Proposed Development Site

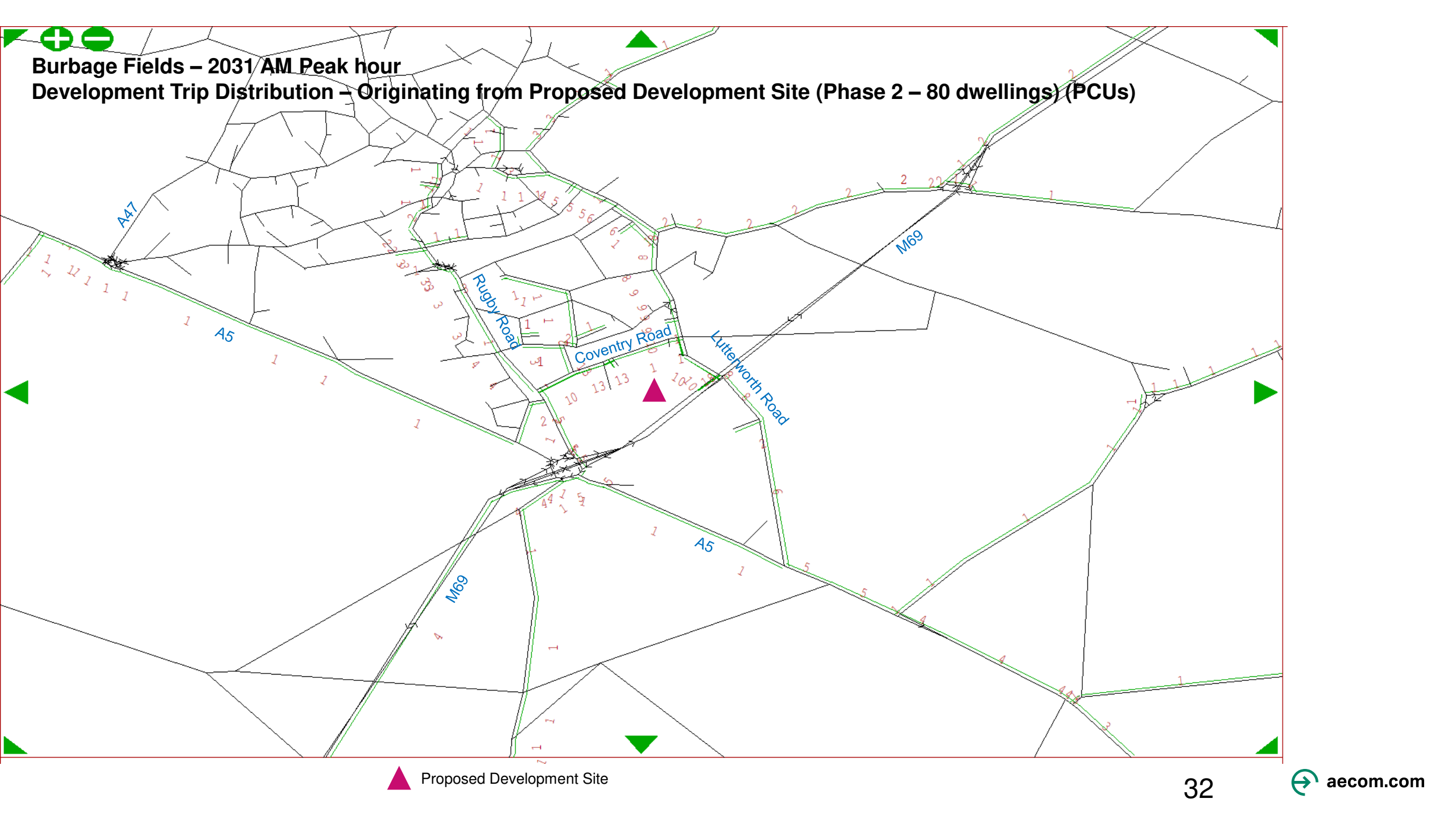
**2031 AM**

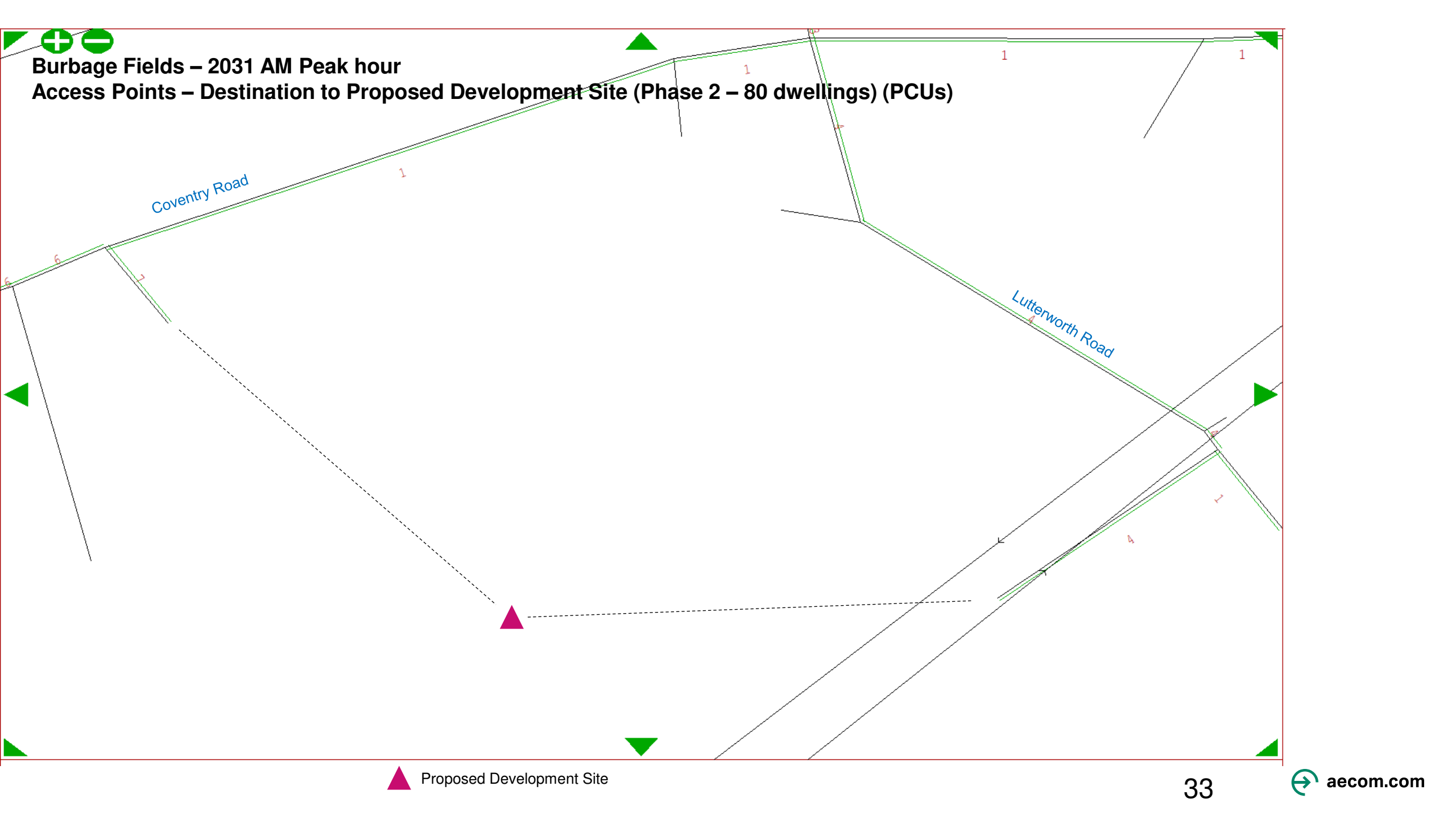


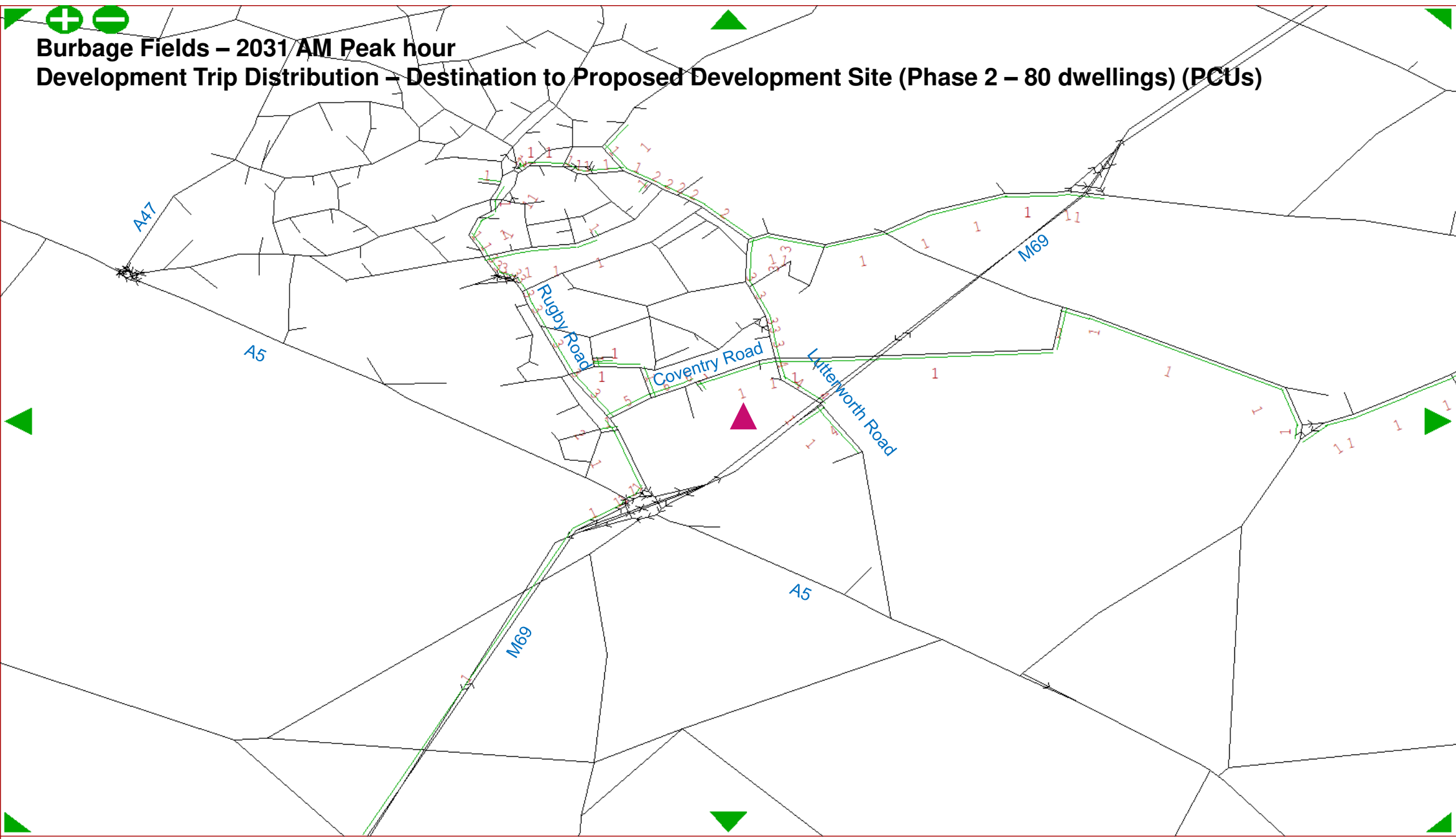
**Burbage Fields – 2031 AM Peak hour**  
**Access Points – Originating from Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**



▲ Proposed Development Site







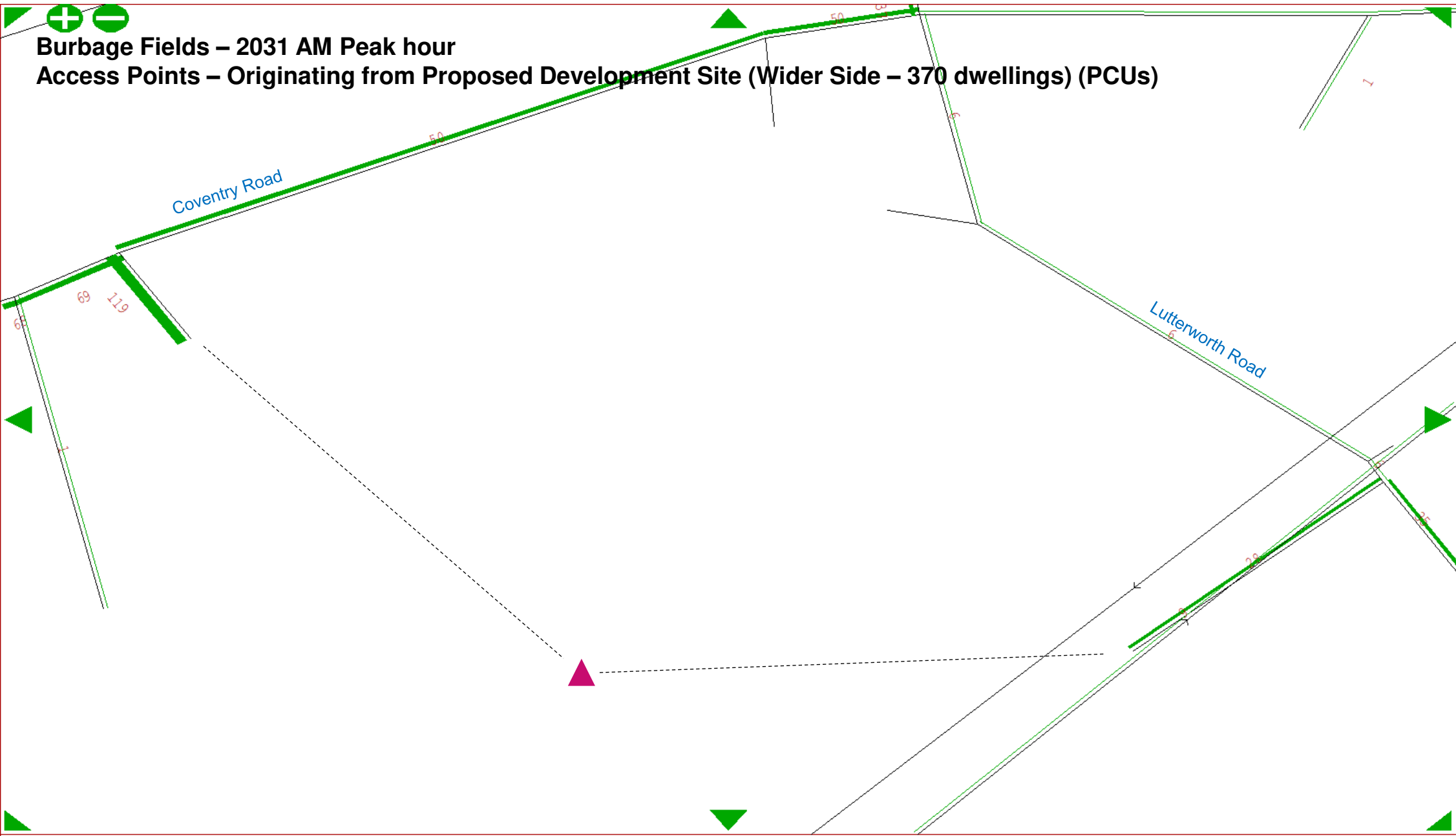
**Burbage Fields – 2031 AM Peak hour**  
**Development Trip Distribution – Destination to Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**

▲ Proposed Development Site

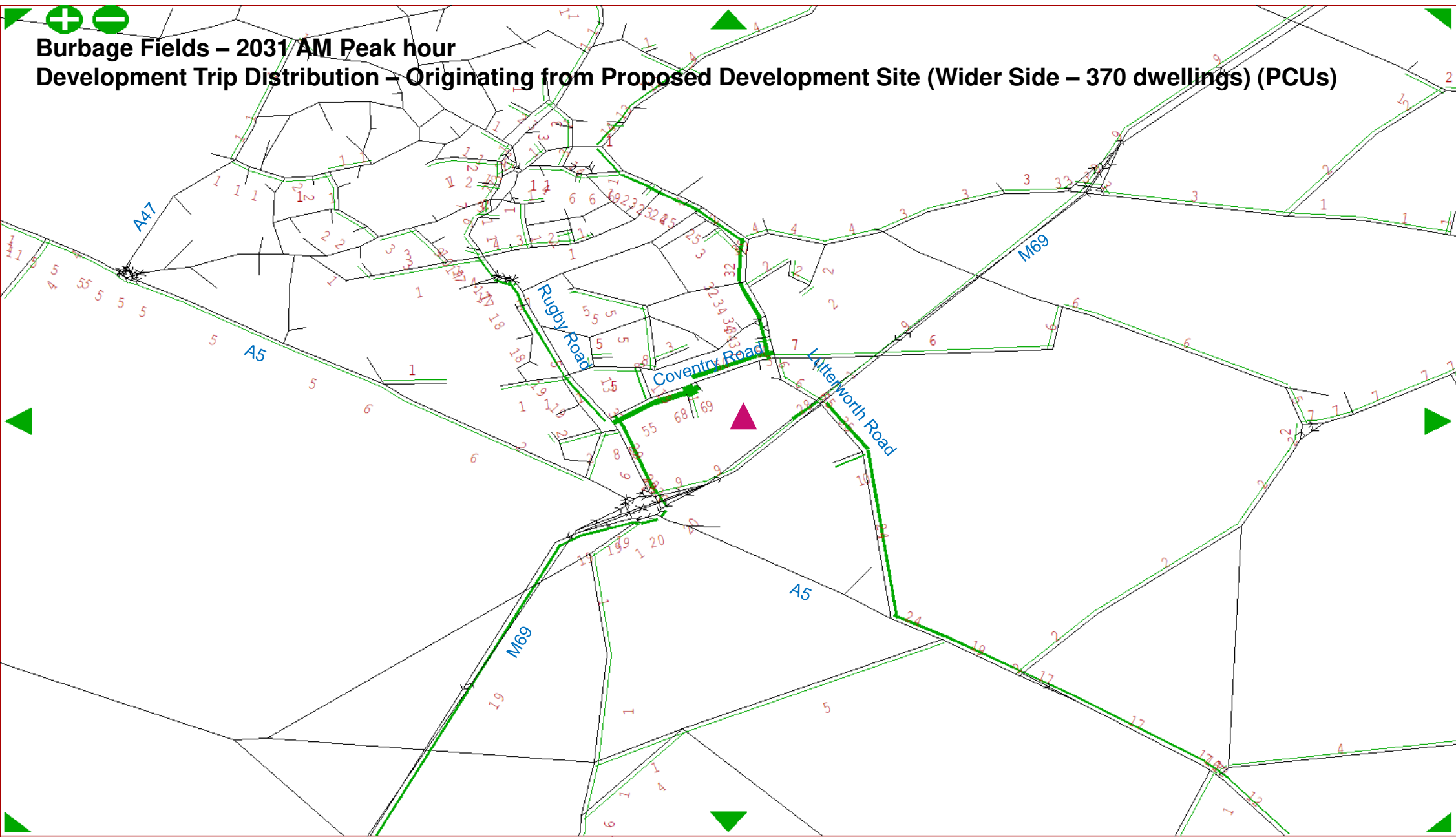


Burbage Fields – 2031 AM Peak hour

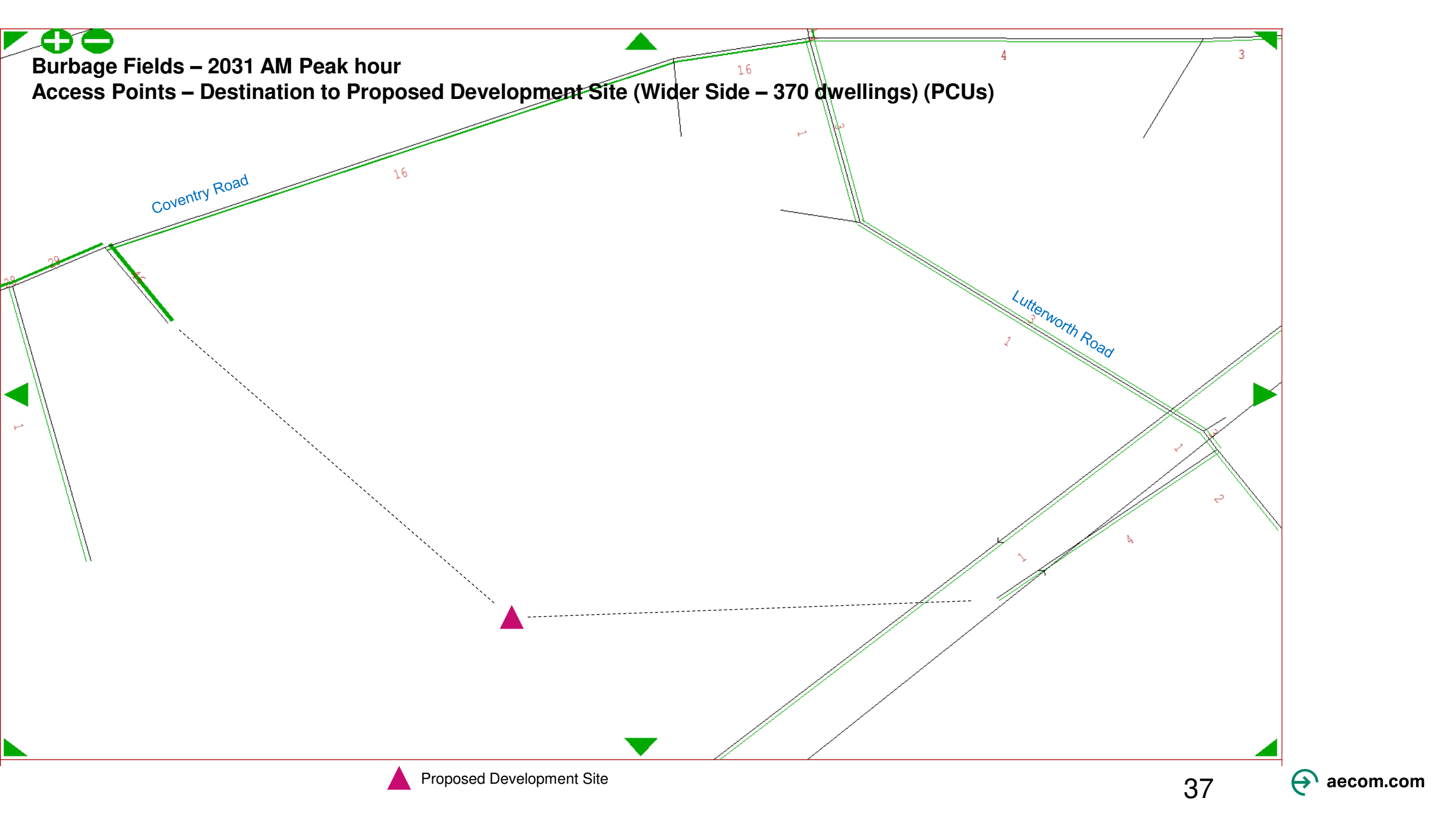
Access Points – Originating from Proposed Development Site (Wider Side – 370 dwellings) (PCUs)

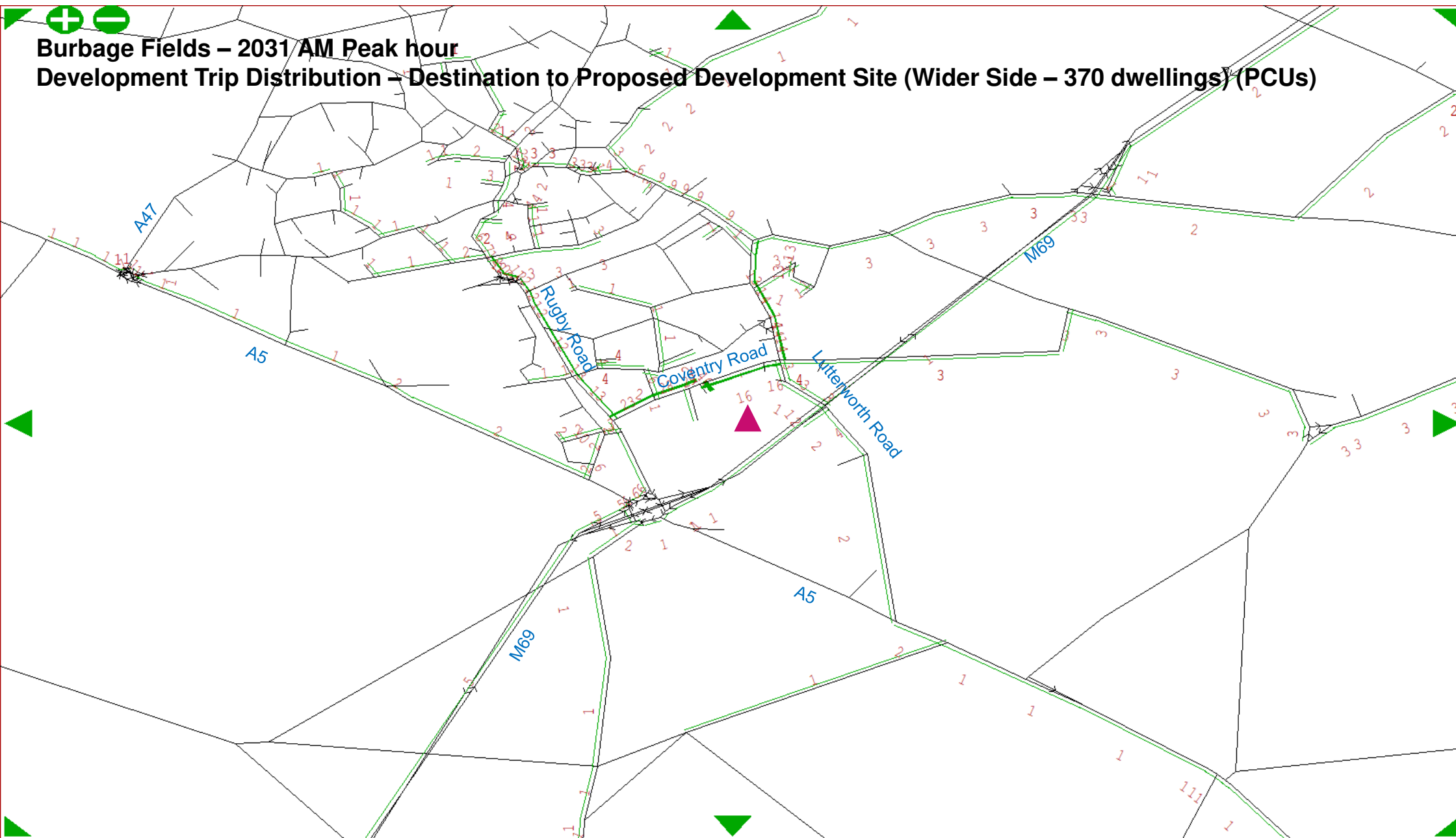


▲ Proposed Development Site



▲ Proposed Development Site





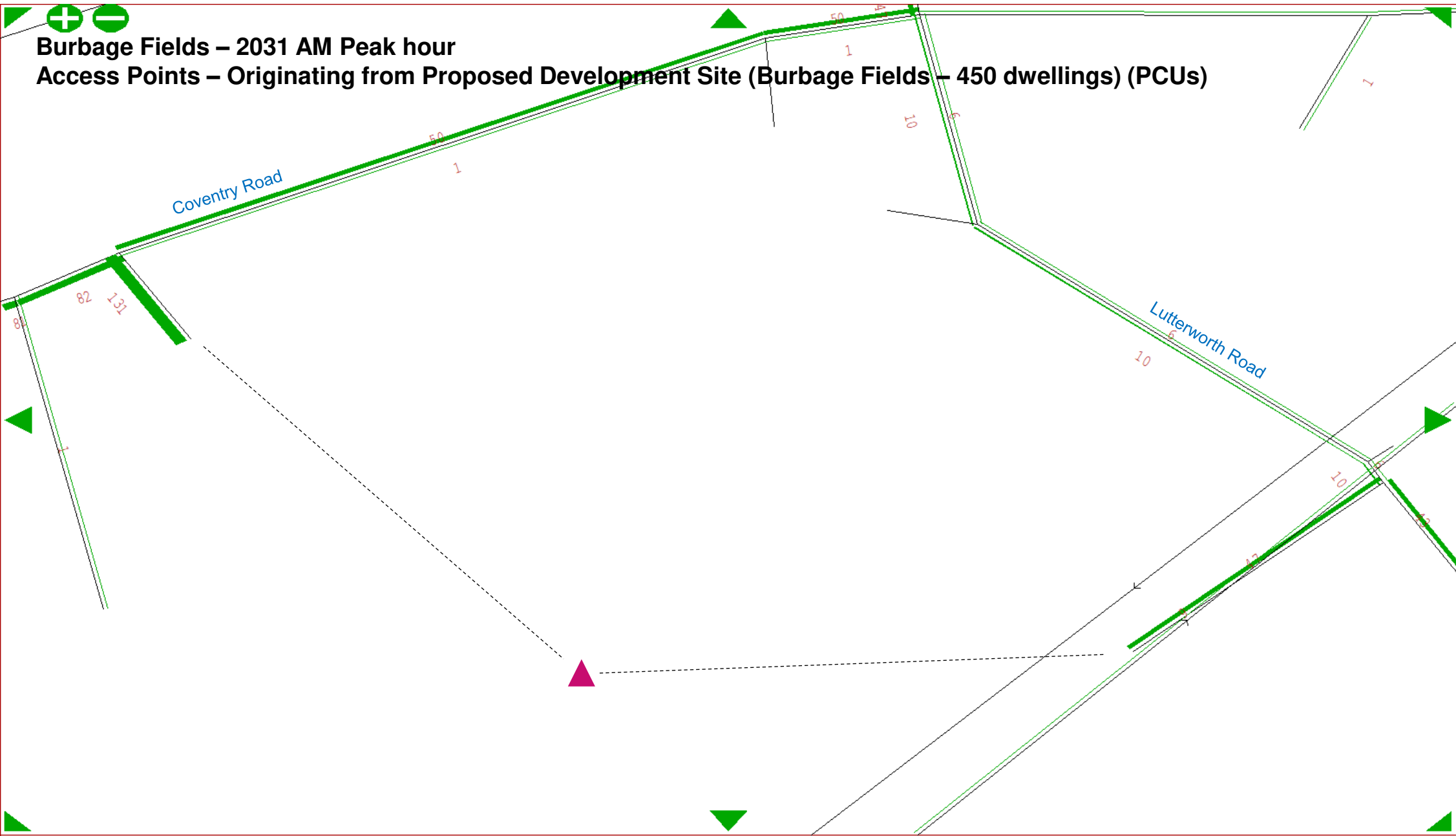
**Burbage Fields – 2031 AM Peak hour  
Development Trip Distribution – Destination to Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**

▲ Proposed Development Site

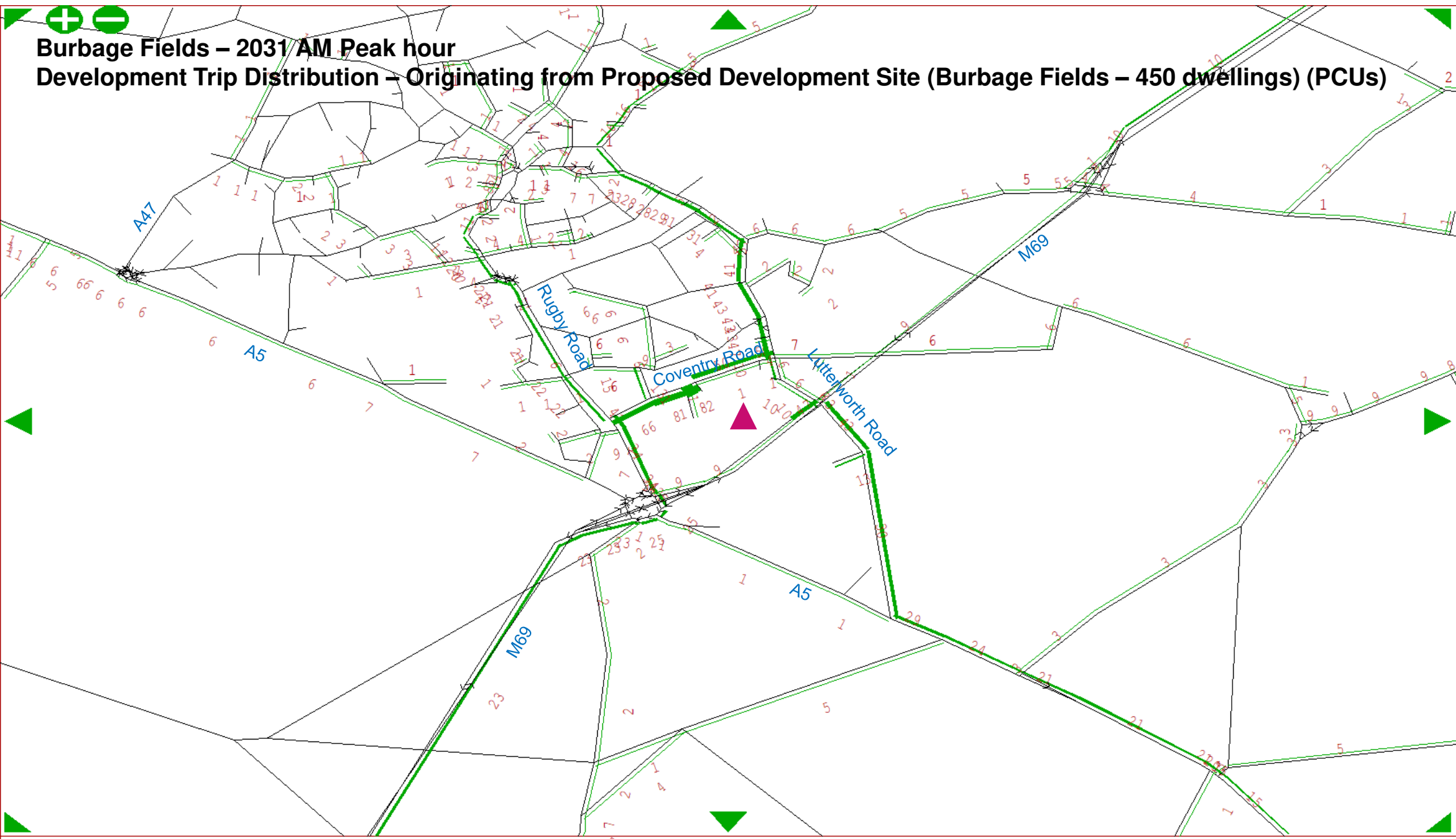


Burbage Fields – 2031 AM Peak hour

Access Points – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)

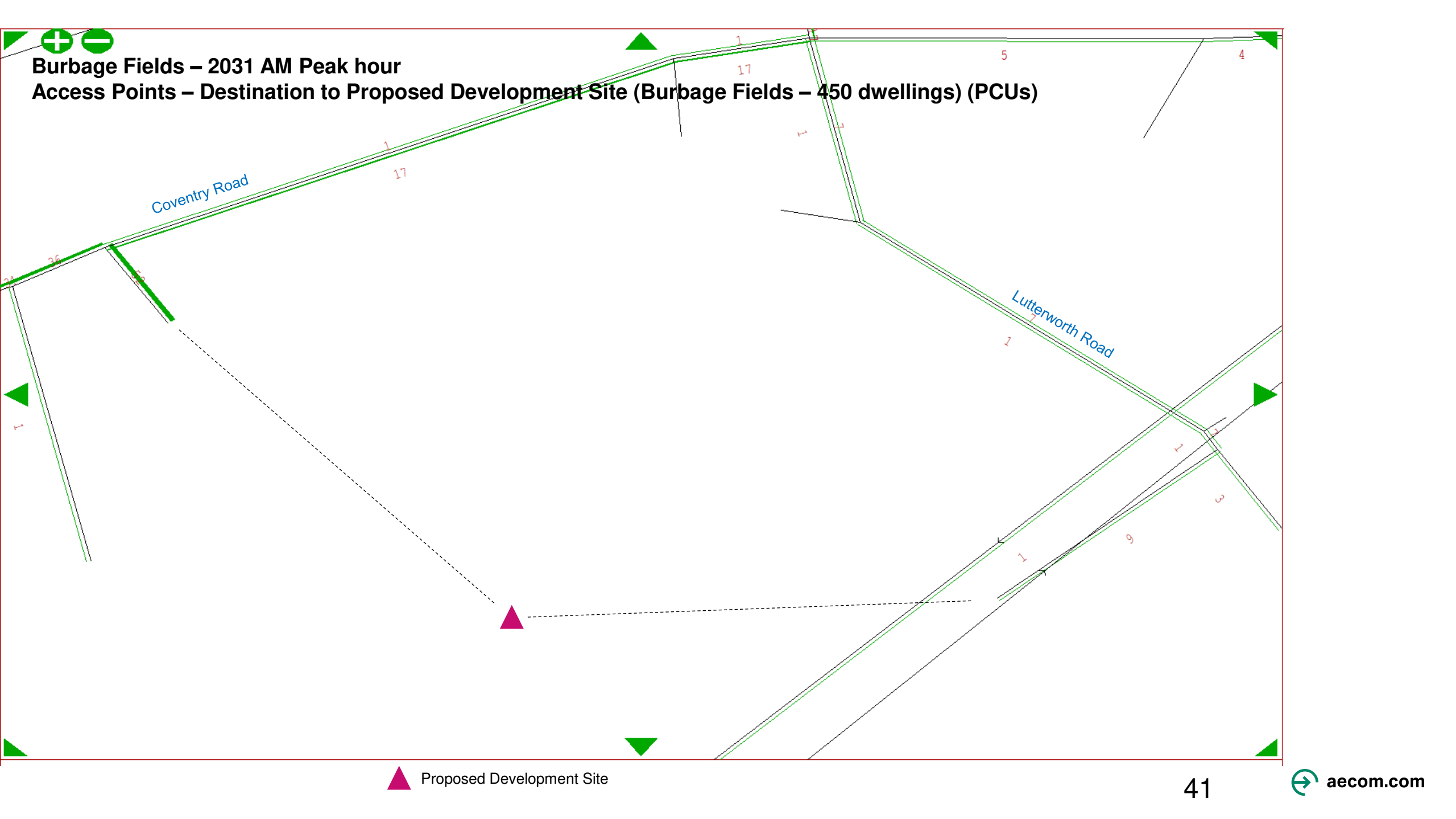


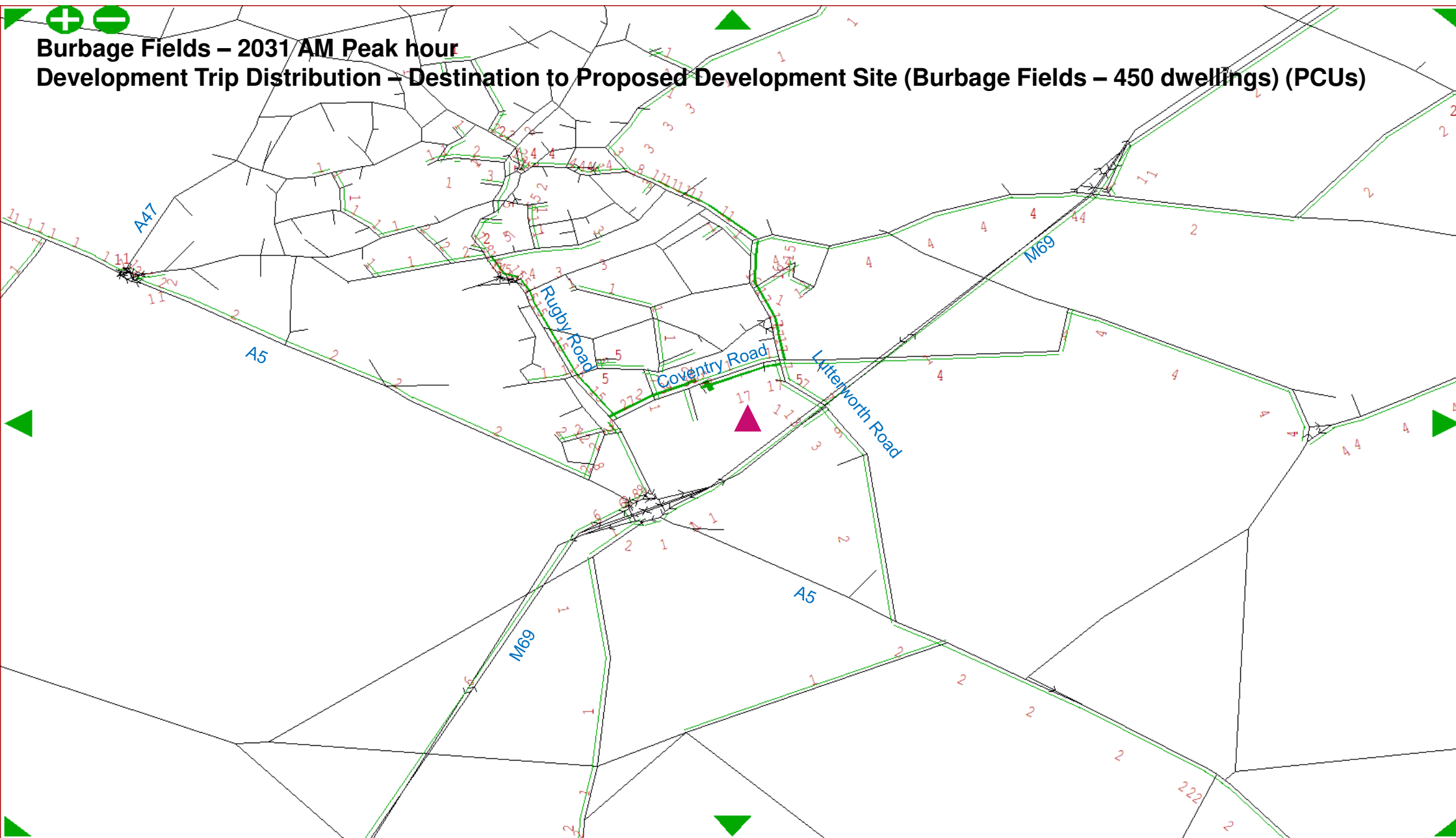
▲ Proposed Development Site



**Burbage Fields – 2031 AM Peak hour  
Development Trip Distribution – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**

▲ Proposed Development Site





**Burbage Fields – 2031 AM Peak hour  
Development Trip Distribution – Destination to Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**

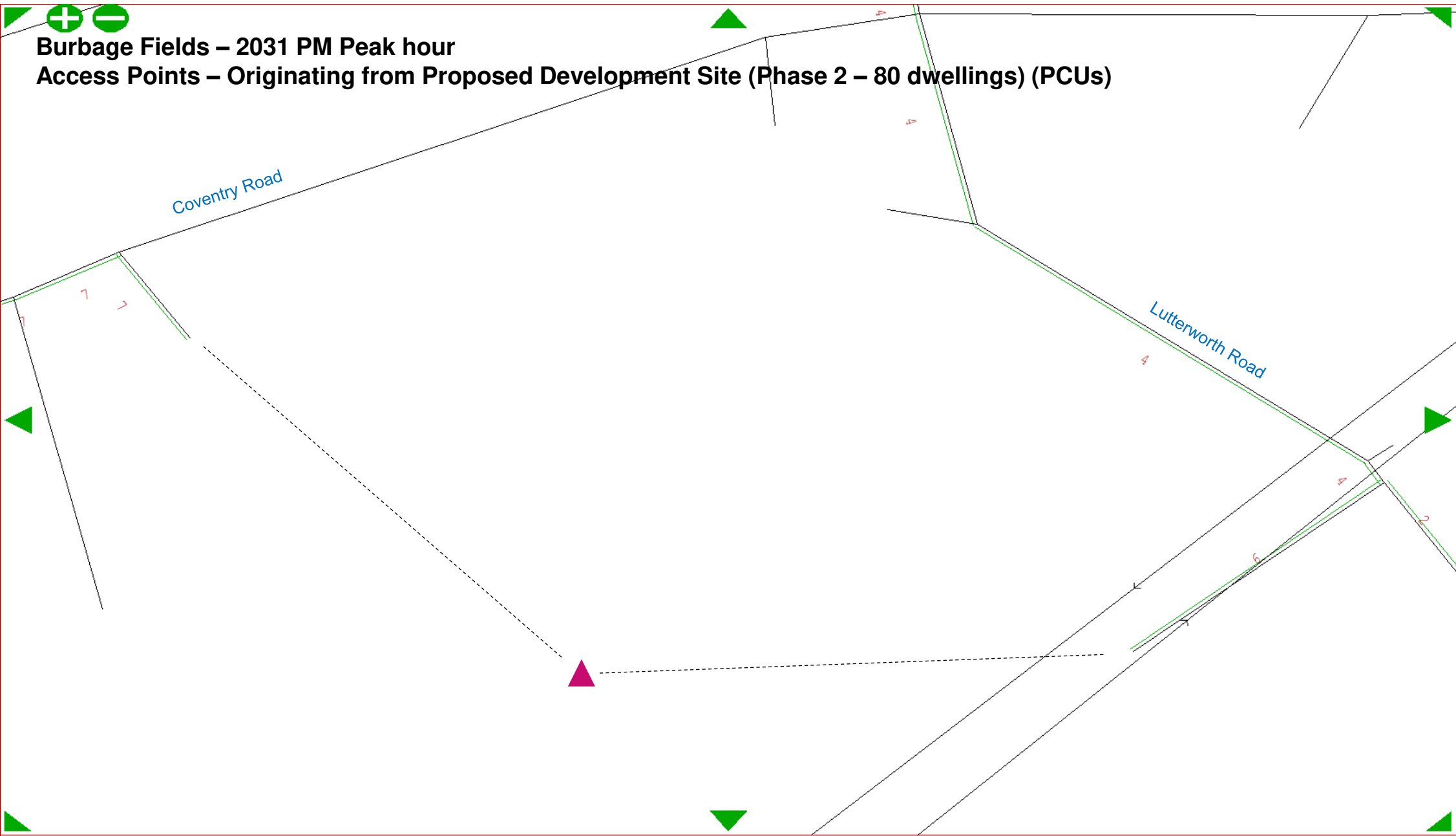
▲ Proposed Development Site

**2031 PM**

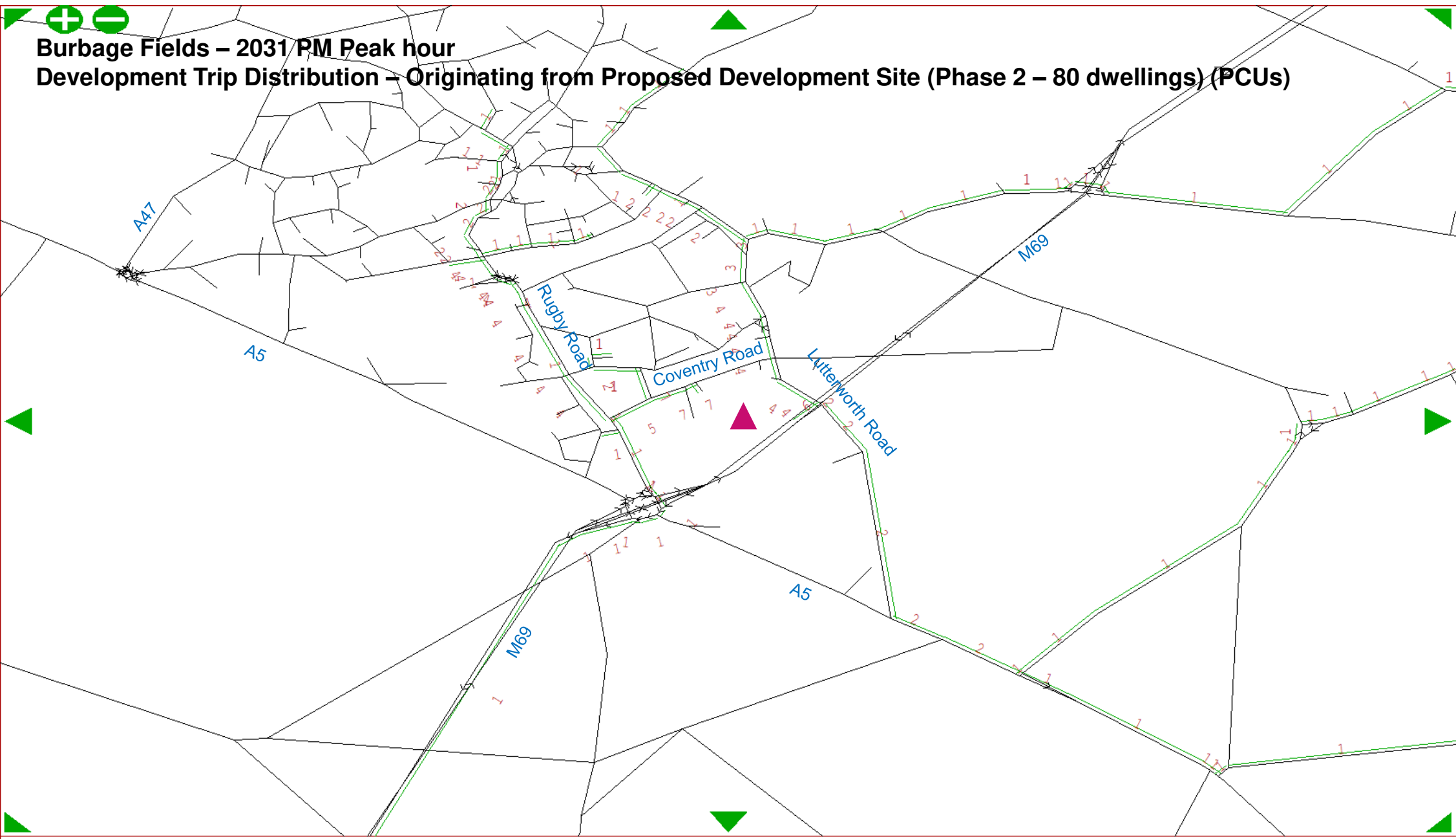


Burbage Fields – 2031 PM Peak hour

Access Points – Originating from Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)

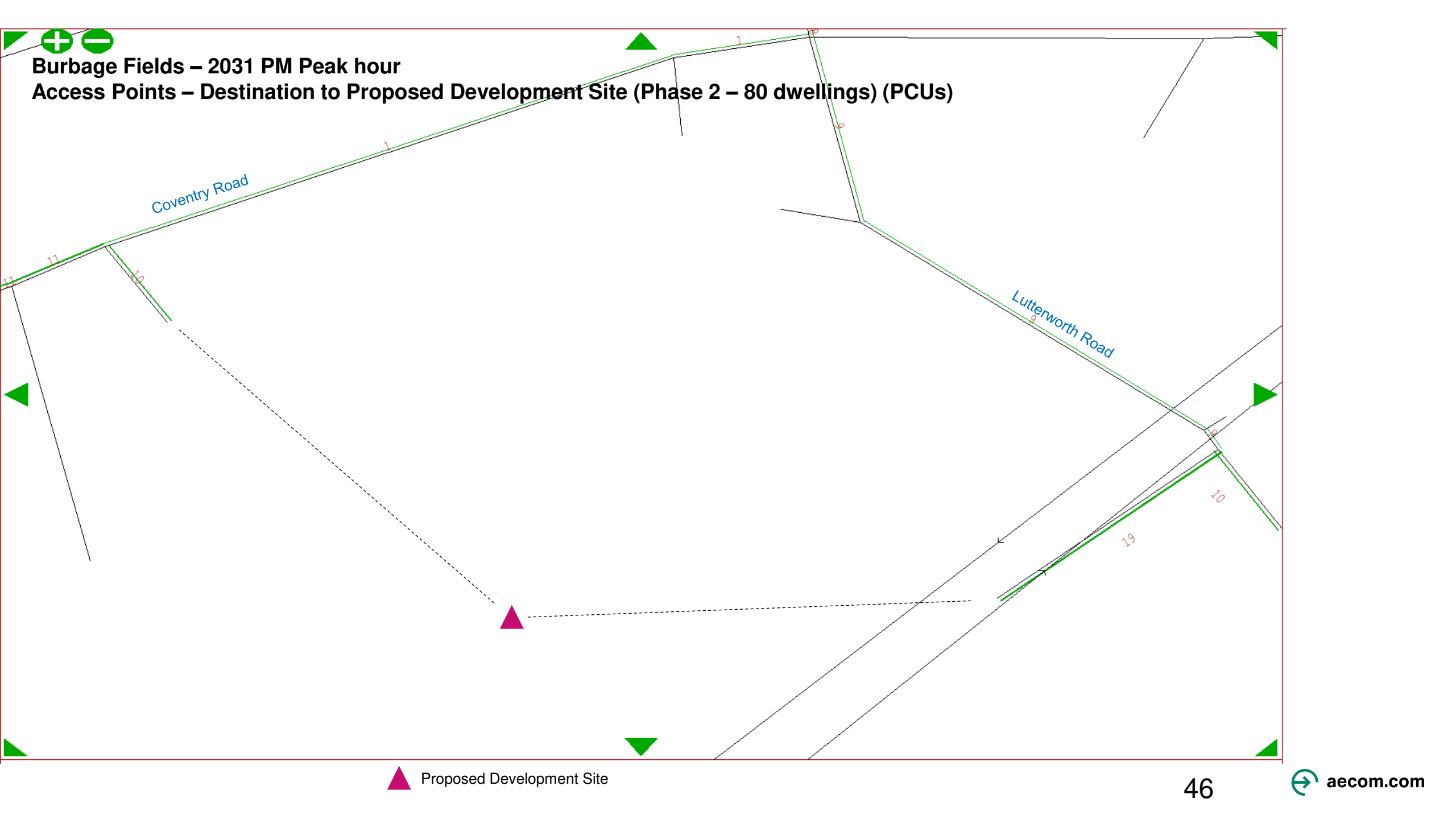


▲ Proposed Development Site



**Burbage Fields – 2031 PM Peak hour**  
**Development Trip Distribution – Originating from Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**

▲ Proposed Development Site



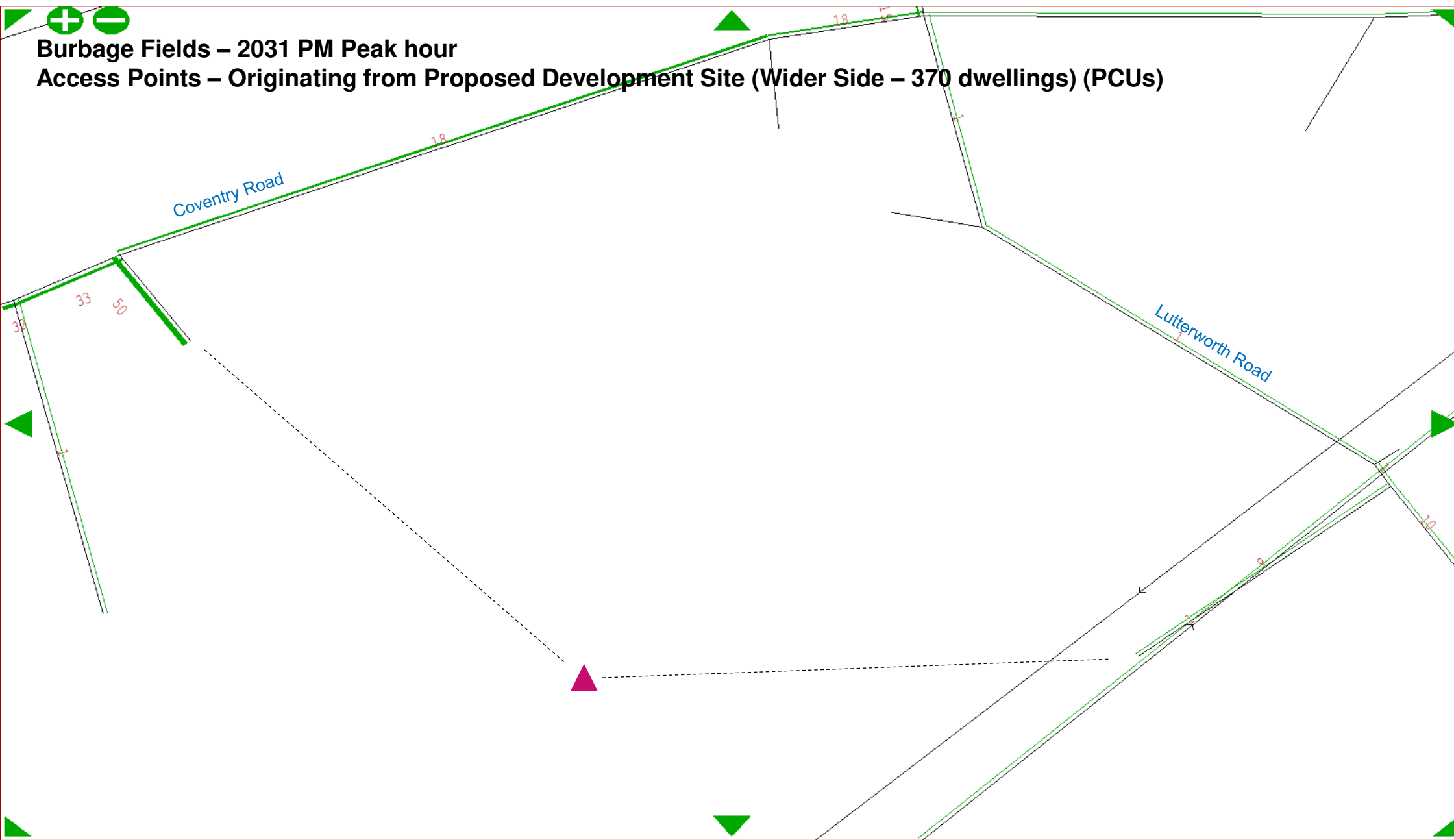
**Development Trip Distribution – Destination to Proposed Development Site (Phase 2 – 80 dwellings) (PCUs)**



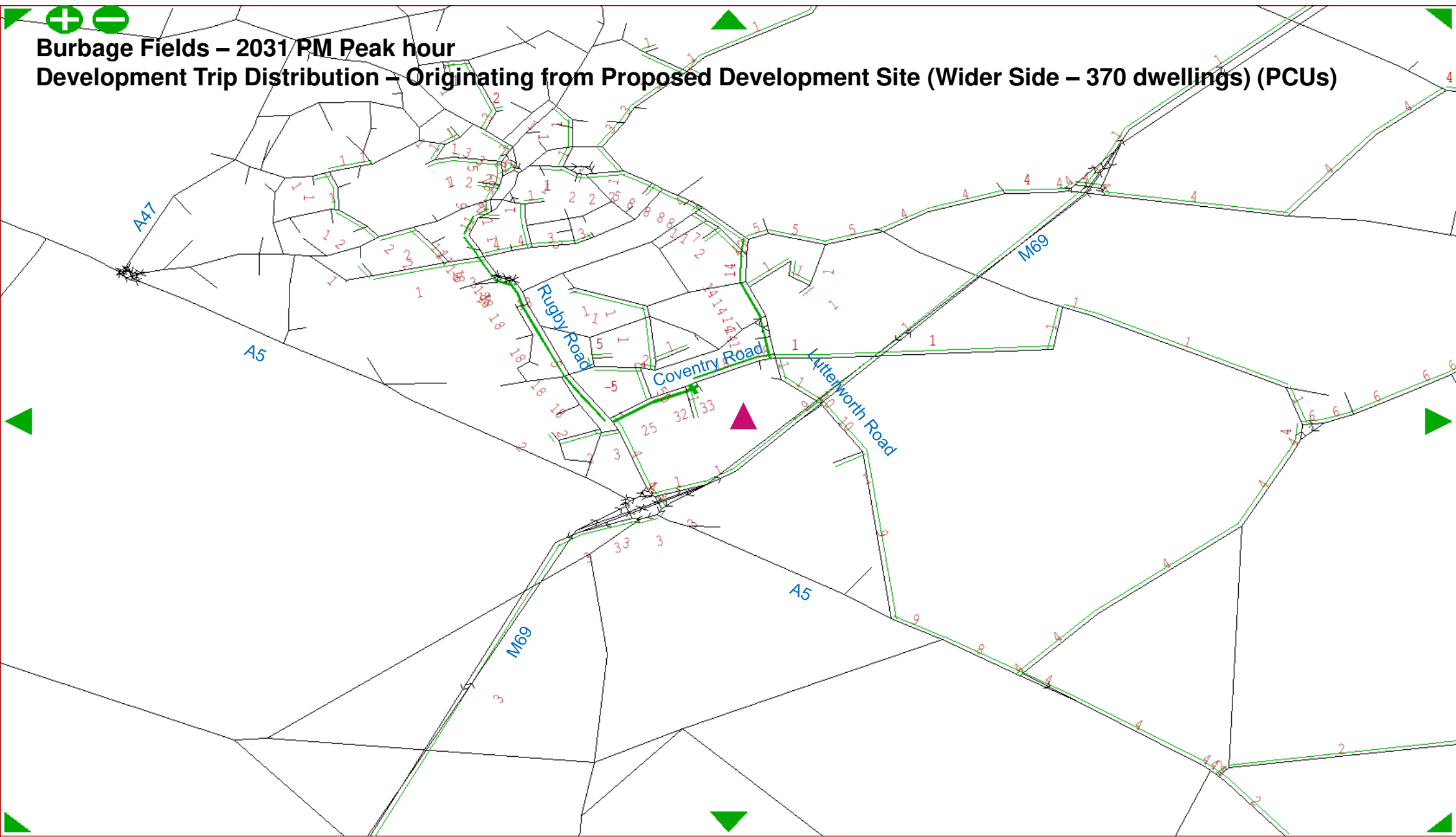


**Burbage Fields – 2031 PM Peak hour**

**Access Points – Originating from Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**



 Proposed Development Site

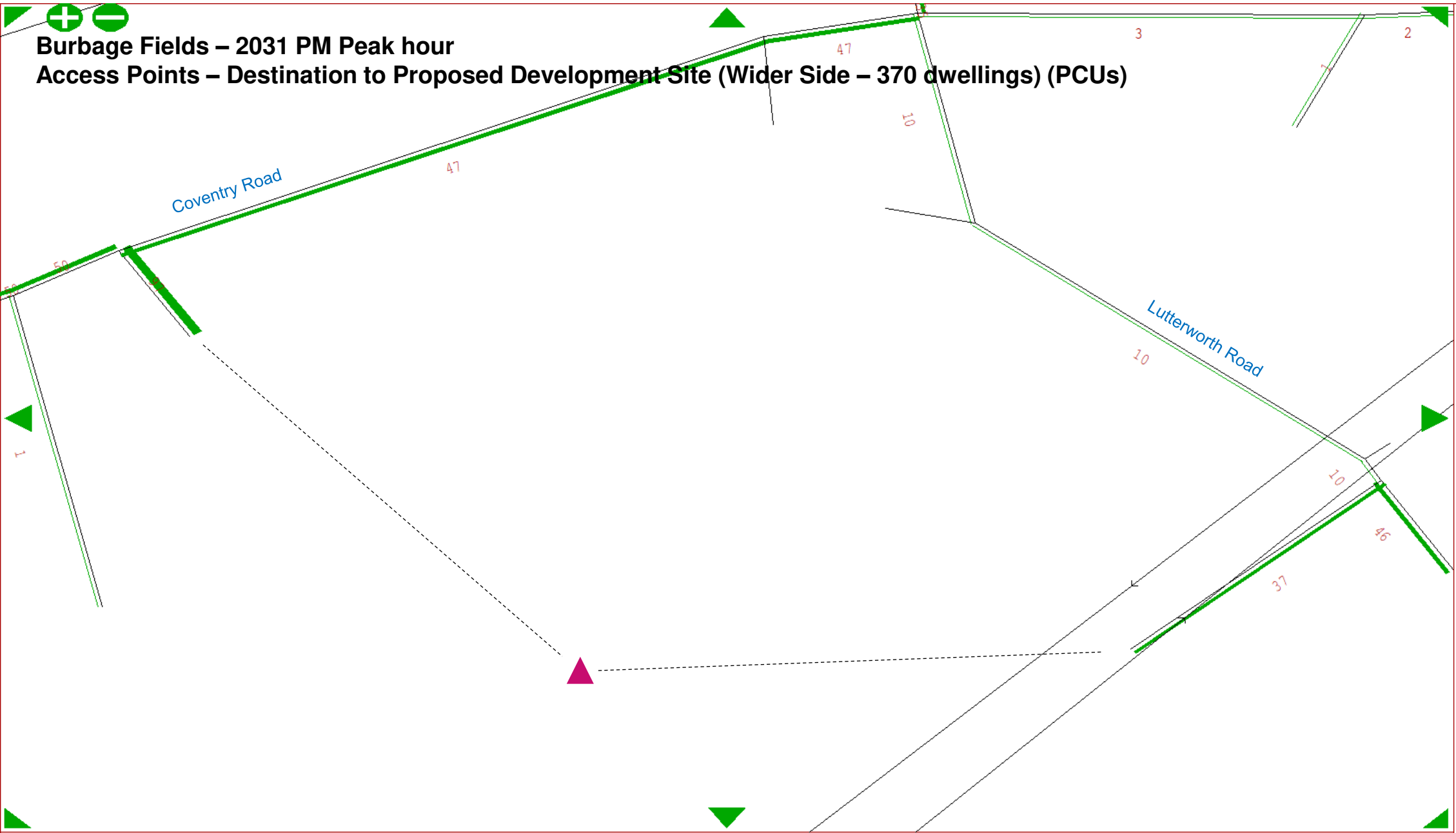


**Burbage Fields – 2031 PM Peak hour  
Development Trip Distribution – Originating from Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**

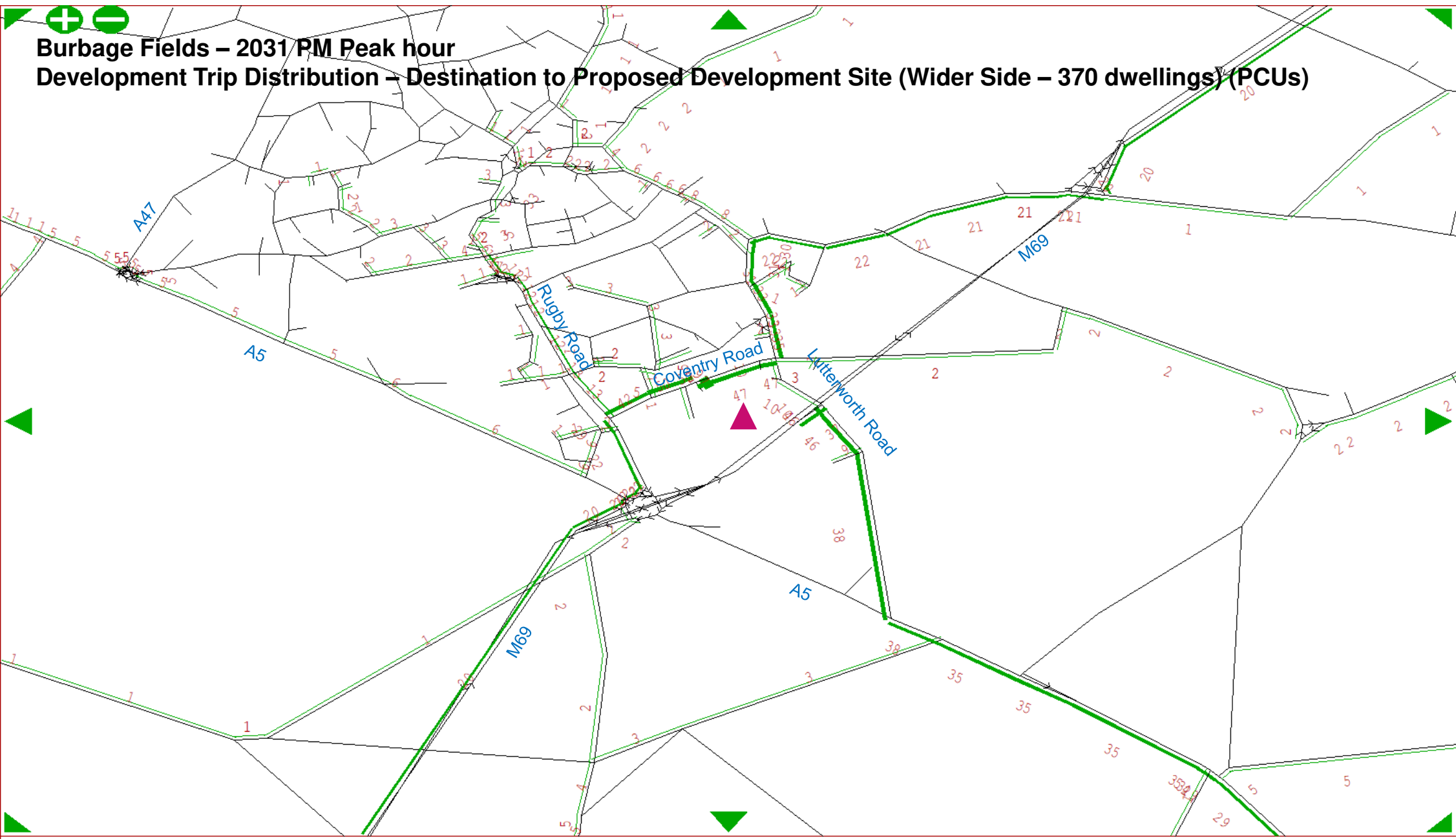
▲ Proposed Development Site



**Burbage Fields – 2031 PM Peak hour**  
**Access Points – Destination to Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**



▲ Proposed Development Site



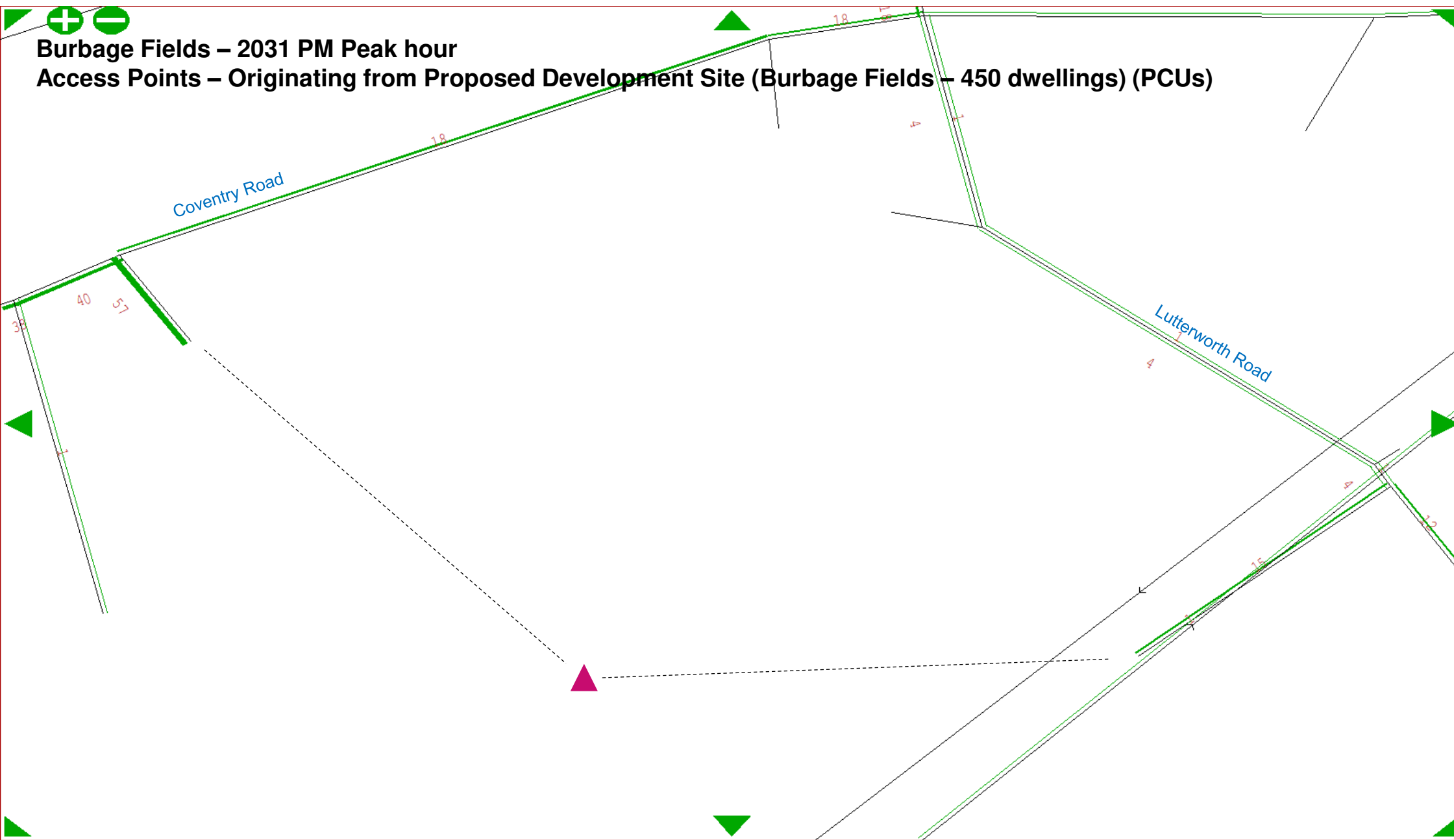
**Burbage Fields – 2031 PM Peak hour  
Development Trip Distribution – Destination to Proposed Development Site (Wider Side – 370 dwellings) (PCUs)**

▲ Proposed Development Site



**Burbage Fields – 2031 PM Peak hour**

**Access Points – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**



 Proposed Development Site

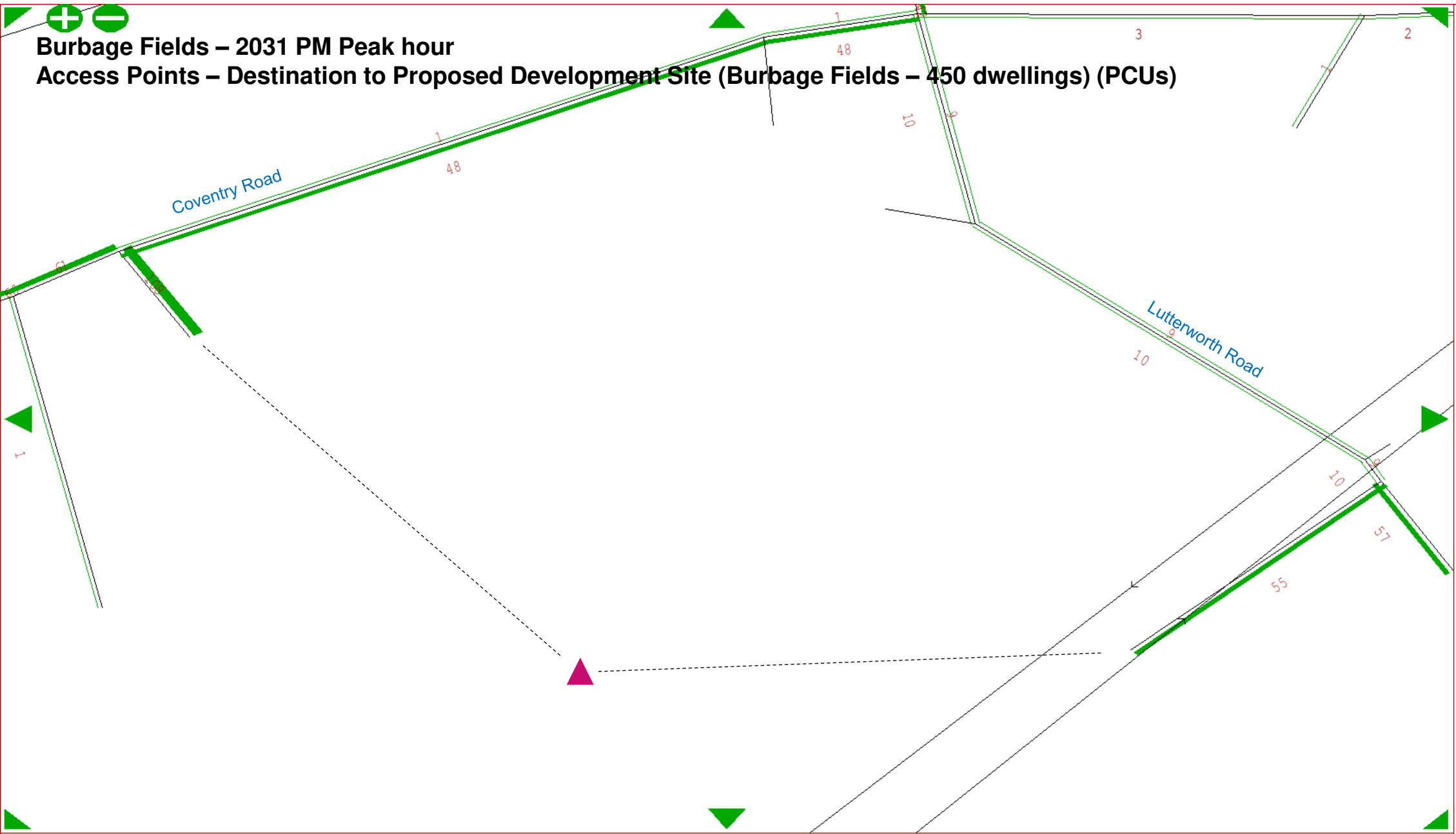
**Development Trip Distribution – Originating from Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**



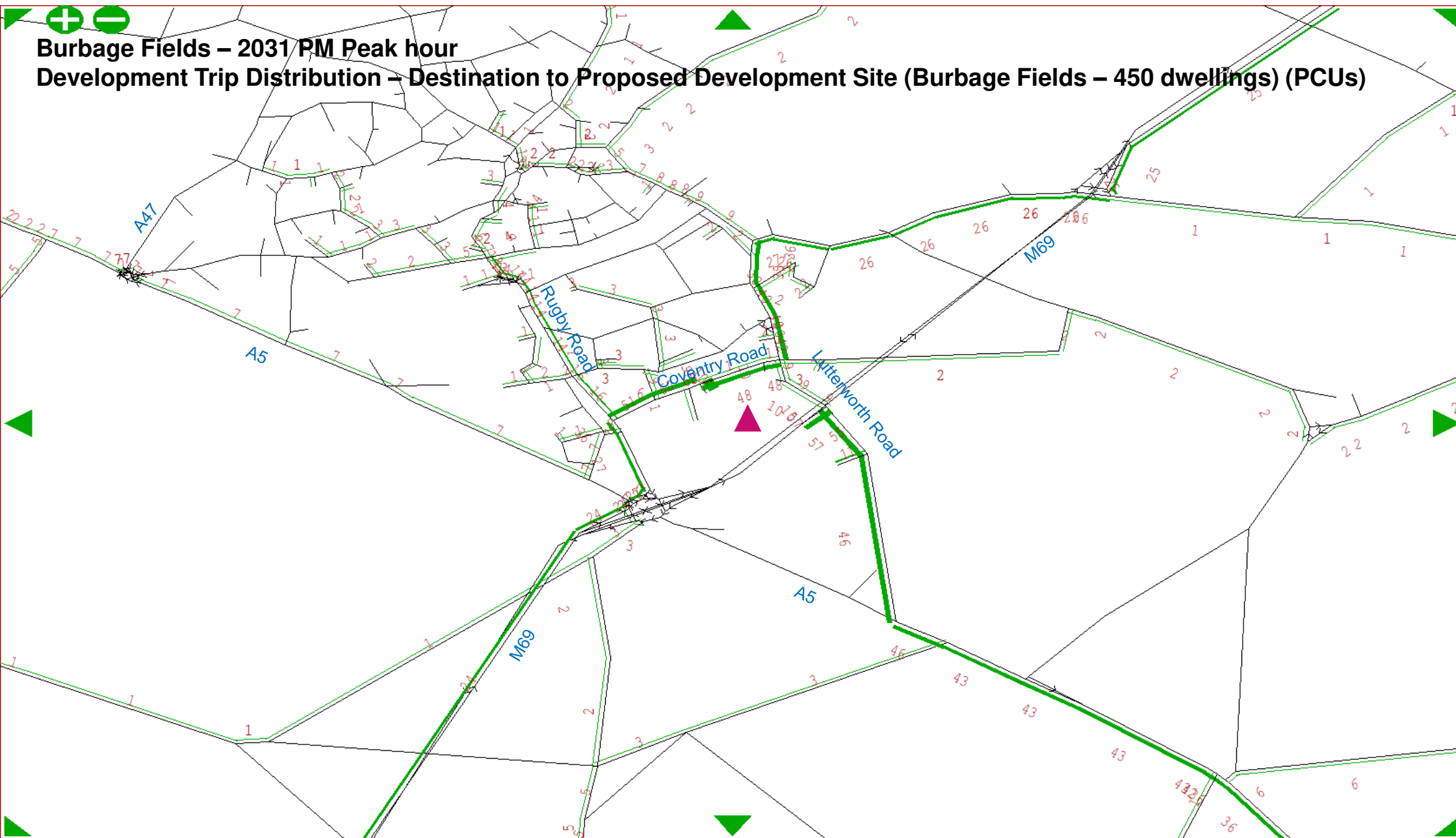


**Burbage Fields – 2031 PM Peak hour**

**Access Points – Destination to Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**



 Proposed Development Site



**Burbage Fields – 2031 PM Peak hour**  
**Development Trip Distribution – Destination to Proposed Development Site (Burbage Fields – 450 dwellings) (PCUs)**

▲ Proposed Development Site

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