

Transport Statement

The former Mary Feilding Guild Care Home

7 December 2022

Prepared for
Highgate Care Ltd.



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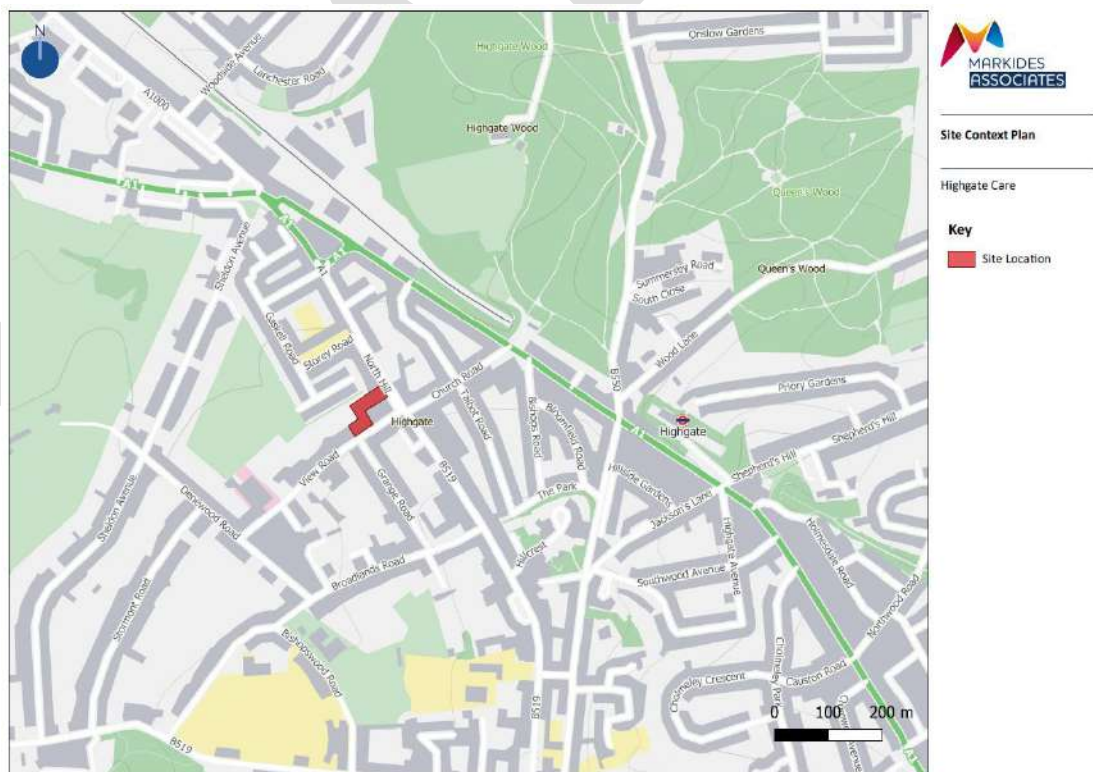
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1. Introduction

1.1 Purpose of the Report

- 1.1.1 Markides Associates has been instructed to prepare this Transport Statement (TS) on behalf of Highgate Care Limited ('the applicant') in relation to proposals for the demolition of existing buildings and redevelopment to provide a new care home which includes up to 70 bedrooms, a hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, cafe, lounge, bar, well-being shop, general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping, and associated works.
- 1.1.2 The development site is located at 103-107 North Hill, Highgate, London N6 4DP ('the site'). The care home was previously known as the Mary Feilding Guild Care Home and has now come under new management as the Highgate Care Home.
- 1.1.3 A site context plan is included as **Figure 1.1**.

Figure 1.1 Site Context Plan



- 1.1.4 As shown in the figure above, the site is some 550m west of Highgate London Overground station and to the south of the A1 in the London Borough of Haringey (LBH) who are the planning and highway authority.

1.2 Development Proposals

- 1.2.1 The proposed care home includes up to 70 bedrooms, a hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, cafe, lounge, bar, well-being shop, general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping, and associated works. The development site is located at 103-107 North Hill, Highgate, London N6 4DP ('the site'). The site was formerly occupied by a care home known as the Mary Feilding Guild Care Home and is under new management as the Highgate Care Home. The care home was operational until May 2021.

1.3 Policy Guidance

- 1.3.1 The site falls within the area of the Highgate Neighbourhood Forum and associated Neighbourhood Plan. The site is additionally within conservation area CSV1. It does not fall within any SINC, or action plan area. The building is not listed; however, it is understood that the adjacent terrace on North Hill is Grade II listed and that 3 View Road is locally listed.
- 1.3.2 A review of the relevant planning policy is included as **Appendix A**, including:
- The National Planning Framework (2021)
 - The New London Plan (2021)
 - LBH Local Plan
 - The New LBH Local Plan
 - LBH Development Management Plan (DMP) (2017)
 - The Highgate Neighbourhood Plan (2017)

1.4 Consultation

- 1.1 A proactive transport meeting was held with LBH Highways on 9th of March 2022 to the transport statement methodology and approach. The following points were discussed and agreed.
- 7) **Parking Beat Surveys** - A few areas where anomalously higher levels of parking stress were identified; it was agreed that these should be discussed in more detail.
 - 8) **Former Mary Feilding Guild Care Home Parking Demand** – The parking beats surveys were undertaken when the former care home was almost entirely vacant, and the standard assessment would not account for the parking demand that the former care home would have generated. It was agreed that this would overestimate the impact of the proposed development and further assessment should be undertaken as a point of comparison.
 - 9) **Staff Mode Split** – LBH Highways requested that car mode split be explained for staff travelling to work, including consideration of those travelling in from neighbouring boroughs where car ownership may be higher.
 - 10) **Evidence base for Visitor Levels** – An evidence base of visitor trips to and from the care home use was requested. This has since been obtained via data from other care

homes operated by the applicant and the findings used within the methodology of this report.

- 11) **Gym and Physiotherapy Use Trip Generation** - It is expected and agreed that the gym use will be constrained to the residents and outpatients of the site only, with no walk-in capacity for the general public. This may be a condition of planning approval. The business case has also identified the number of consultant/practitioners working in the physiotherapy centre and the trip generation associated with that use has been calibrated accordingly. Likewise, staffing and appointments may be capped as a condition of planning approval.
- 12) **Staff Vehicle Accumulation** – LBH agreed in general with the method of assessment proposed but have requested also that a max accumulation is considered based on the potential for overlap due to handover at shift changes. This has been undertaken.

1.5 Structure of the Report

1.5.1 The remainder of this report is structured as follows:

- **Section 2 – Policy Guidance** provides details of the relevant national, regional, and local planning policy in relation to the site.
- **Section 3 – Baseline Conditions** assesses the existing site, its uses, accessibility by all modes and parking.
- **Section 4 – Impact of Development** contains a trip generation assessment and compares the proposed development against the existing baseline.
- **Section 5** summarises and concludes the report.

2. Baseline Conditions

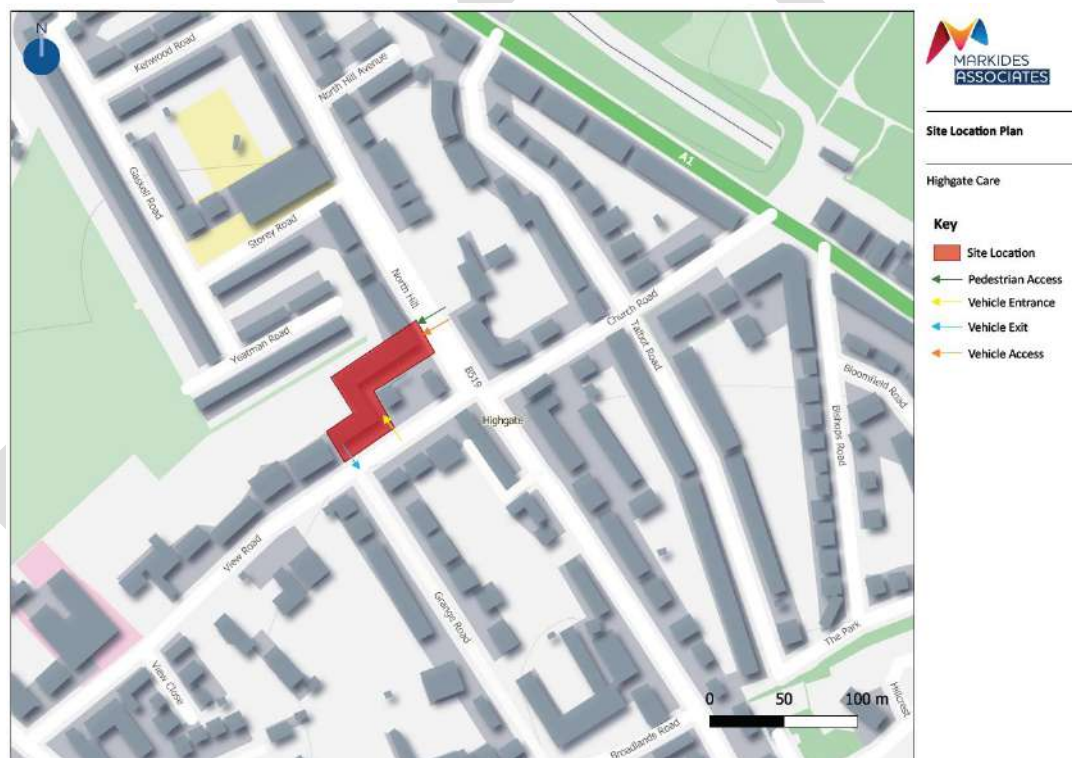
2.1 Preamble

- 2.1.1 This section of the report describes the site and its use, accessibility of the site by all modes, the conditions of the local highway and other relevant travel considerations or constraints.

2.2 The Site

- 2.2.1 The site is located some 550m west of Highgate Underground Station and has frontages on both North Hill to the east and View Road to the south. The site is 260m south of the A1 and is bound by residential development to the west and north. Highgate Primary school (shown in yellow on the plan below) is also located a short distance away on North Hill. A site location plan showing existing accesses is included as **Figure 2.1**.

Figure 2.1 Site Location Plan

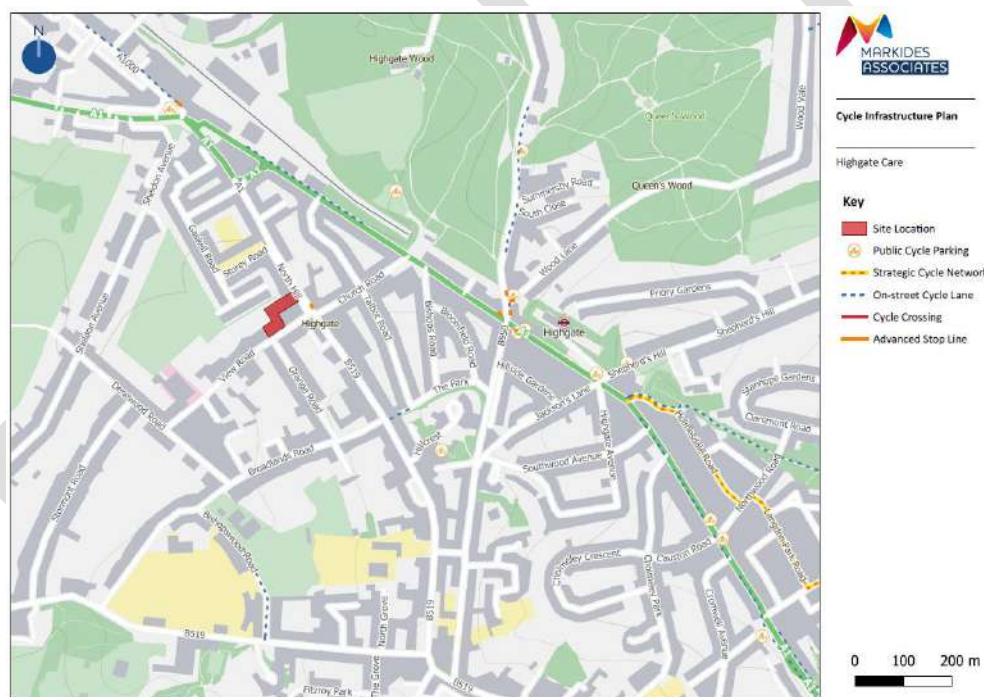


- 2.2.2 The site was formerly occupied by the Mary Feilding Guide care home, which was vacated in May 2021 prior to its closure. The building is registered for up to 43 bedspaces with associated amenity space, parking, and ancillary uses. The floorspace totals 2,367 sqm.
- 2.2.3 There is space within the site for some 3-4 vehicles to park within the area accessed and egressed via gates onto View Road as shown in the figure above. There is an additional disabled parking bay and 2 visitor parking bays within the curtilage of the site on North Hill. Servicing currently operates on street from both North Hill and View Road. The site is likewise accessible to ambulance services both via North Hill and View Road.

2.3 Accessibility by Foot and by Bicycle

- 2.3.1 There are footways on all local roads leading to and from the site. North Hill was recently subject to improvement works with all footways and the road resurfaced, and road markings reinstated. There is a signalised pedestrian crossing with dropped kerbs and tactile paving at the junction of View Road/North Hill and at the junction of the B519/Church Road to allow for safe pedestrian access to the wider area and to local bus stops, which are within 100m of the site located on the B519.
- 2.3.2 The Strategic Cycle Network is located within 1km of the site, and accessible via local, mainly residential roads. Public cycle parking is provided at Highgate Station and key junctions between the site and the station are supported by cycle crossing infrastructure and advanced stopping lines.
- 2.3.3 A plan showing the extent of local cycle infrastructure is included as **Figure 2.2**

Figure 2.2 Cycle Infrastructure Plan



2.4 Access by Public Transport

Public Transport Accessibility Level (PTAL)

- 2.4.1 Public Transport Accessibility Levels (PTALs) are a theoretical measure of accessibility of a given point to the public transport network, considering walk access time and service accessibility. All bus routes within 640m and underground/rail stations within 960m are considered within the calculation; any transport services beyond this distance are disregarded.

- 2.4.2 A PTAL score ranges between 1a and 6b, where 1a represents a poor level of accessibility and 6b an excellent level. The PTAL Rating of the site has been assessed using the TfL land use planning PTAL assessment tool WebCAT. The WebCAT assessment of the site location identifies PTAL ratings of 3 or 'moderate'. The full PTAL report is included as **Appendix B**.
- 2.4.3 It should be noted that PTAL scores also do not account for cycle and pedestrian facilities, access to local amenity or type of use, all of which can also impact on how users choose to travel.

Bus services

- 2.4.4 As previously mentioned, the site is within 550m of Highgate station and bus stops are approximately 100m southeast of the site on the B159. Stops are enhanced with shelters and seating and are served by the 143 and 603 bus routes. The 603 is a limited school service.
- 2.4.5 Additional services 263 and N20 are available from Muswell Hill Road, 400m to the northeast of the site. Finally, the 43 and 134 route services are available from Highgate Station. A summary of the bus services is given in **Table 2.1** below.

Table 2.1 Bus Services

No.	Route	Peak Frequency			Weekday Services	
		Weekday	Saturday	Sunday	First	Last
Buses from North Hill						
143	Brent Cross Shopping Centre – Archway Station	10-14 mins	12-13 mins	4 per hour	05:56	00:17
603	Princes Avenue - Swiss Cottage Station	4 daily	No service	No service	07:39	15:42
Additional Buses from Muswell Hill Road						
263	Tufnell Park Road – Barnet Hospital	8-11 mins (AM) 9-12 mins (PM)	7-11 mins	11-14 mins	06:13	00:42
N20	Barnet Hospital – Whitehall/Trafalgar Square	1-2 per hour	2-3 per hour	1-2 per hour	00:26	05:27
Additional Buses from Highgate Station						
43	Hallwick Park – London Bridge Station	8-11 mins	7-10 mins	9-12 mins	24 hour	
134	North Finchley Bus Station – University College Hospital	6-10 mins	6-10 mins	8-11 mins	24 hour	

- 2.4.6 As shown in the table above, the site benefits from bus access to a range of destinations, including evening and weekend services.

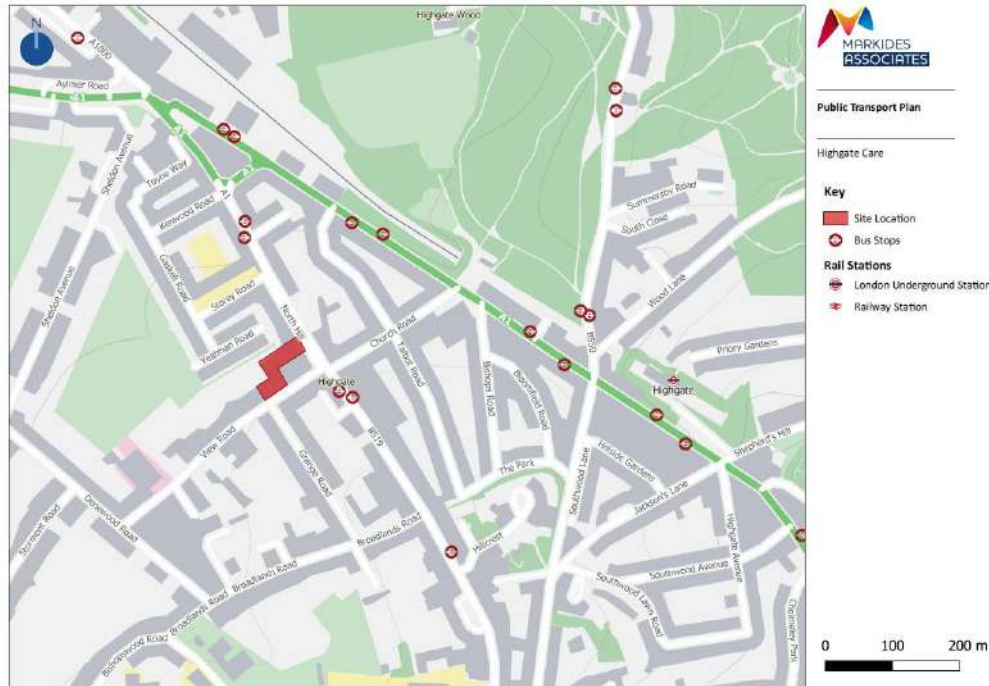
Rail Services

- 2.4.7 Highgate Station is served by London Underground Northern Line services on the Mill Hill East/High Barnet branch line, providing connections to Euston, Leicester Square, Old Street,

Waterloo, London Bridge, Clapham, and south London, with branch line connections also to Edgware.

- 2.4.8 A plan showing bus stop and rail station locations is included as **Figure 2.3** below.

Figure 2.3 Public Transport Plan



2.5 Local Highway

- 2.5.1 North Hill immediate to the site is a one-way service road subject to a 20mph speed limit and a 7.5T weight limit, with a footway on the western side only. It is grade separated from the B159 North Hill and does not junction directly with that road. North Hill forms simple priority junctions with View Road to the south and Storey Road to the north. Storey Road does not have any entry from the B519 North Hill.
- 2.5.2 The B519 North Hill is a single carriageway road linking the A1 to the north and Hampstead Heath to the south. It is subject to a 30mph speed limit. It falls within Controlled Parking Zone (CPZ) HGSTAO which is in operation Monday-Friday 10:00-12:00.
- 2.5.3 View Road is a single-carriageway residential road with on-street parking on each side, likewise it falls within CPZ HGSTAO and is subject to a 20mph speed limit. It is a through road connecting to Denewood Road to the west.
- 2.5.4 Storey Road is a single-carriage way road which effectively operates one-way due to turning restrictions from the B519, serving primarily as access to local residences and Highgate Primary School only. Although linking to Gaskell Road and Kenwood Road, neither of these link back to the main highway.

2.6 Parking Beat Surveys

- 1.2 Parking beat surveys were undertaken as per a scope agreed with LBH Highways and included both a 200m and 500m walk distance from the site accesses plus both a standard 5m assumed vehicle length and a 6m vehicle length sensitivity test. A theoretical capacity threshold of 85% was tested in each case.
- 1.3 The results of the 200m zone survey are given below in **Table 2.2** for the 5m standard vehicle length and **Table 2.3** for the 6m sensitivity test. All parked vehicle figures given are a 2-day average. The full results are included as **Appendix C** for the 200m outputs and **Appendix D** for the 500m outputs.

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Table 2.2 200m Zone – 5m Standard Vehicle Length – 2-Day Average

200m Zone - 5m Test		CPZ HG/STA Mon - Fri 1000-1200 - 2-day Average											
Street Name	Capacity	05:00			08:30			15:00			18:00		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
North Hill	96	49	47	51%	50.5	45.5	53%	57.5	38.5	60%	45	51	47%
Storey Road	13	7.5	5.5	58%	9.5	3.5	73%	10.5	2.5	81%	9.5	3.5	73%
North Hill Avenue	18	17.5	0.5	97%	16.5	1.5	92%	16	2	89%	15	3	83%
Church Road	23	19.5	3.5	85%	18	5	78%	20.5	2.5	89%	18	5	78%
View Road	61	17	44	28%	23	38	38%	23	38	38%	21	40	34%
Talbot Road	31	23	8	74%	19	12	61%	18.5	12.5	60%	21	10	68%
TOTALS	242	133.5	108.5	55%	136.5	105.5	56%	146	96	60%	129.5	112.5	54%
85% Capacity Threshold	206	133.5	72	65%	136.5	69	66%	146	60	71%	129.5	76	63%
200m Zone - 5m Test		CPZ - HG/STA Mon - Fri 1000-1200 or Pay by Phone/PD 2 hrs max - 2-day Average											
Street Name	Capacity	05:00			08:30			15:00			18:00		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
Church Road	19	9.5	9.5	50%	10	9	53%	12	7	63%	9.5	9.5	50%
85% Capacity Threshold	16	9.5	7	59%	10.0	6	62%	12.0	4	74%	9.5	7	59%

Table 2.3 200m Zone – 6m Sensitivity Test – 2-Day Average

200m Zone - 6m Test		CPZ HG/STA Mon - Fri 1000-1200 - 2-day Average											
Street Name	Capacity	05:00			08:30			15:00			18:00		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
North Hill	82	49	33	60%	50.5	31.5	62%	57.5	24.5	70%	45	37	55%
Storey Road	10	7.5	2.5	75%	9.5	0.5	95%	10.5	-0.5	105%	9.5	0.5	95%
North Hill Avenue	15	17.5	-2.5	117%	16.5	-1.5	110%	16	-1	107%	15	0	100%
Church Road	14	19.5	-5.5	139%	18	-4	129%	20.5	-6.5	146%	18	-4	129%
View Road	47	17	30	36%	23	24	49%	23	24	49%	21	26	45%
Talbot Road	24	23	1	96%	19	5	79%	18.5	5.5	77%	21	3	88%
TOTALS	192	133.5	58.5	70%	136.5	55.5	71%	146	46	76%	129.5	62.5	67%
85% Capacity Threshold	163	133.5	30	82%	136.5	27	84%	146	17	89%	129.5	34	79%
200m Zone - 6m Test		CPZ - HG/STA Mon - Fri 1000-1200 or Pay by Phone/PD 2 hrs max - 2-day Average											
Street Name	Capacity	05:00			08:30			15:00			18:00		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
Church Road	15	9.5	5.5	63%	10	5	67%	12	3	80%	9.5	5.5	63%
85% Capacity Threshold	13	9.5	3	75%	10.0	3	78%	12.0	1	94%	9.5	3	75%

- 1.4 As shown above, within the standard assessment, only North Hill Avenue and Church Road show stress of 85% or higher.
- 1.5 North Hill Avenue is a residential cul-de-sac with residential on-street parking on both sides of the road. There are around 15 properties along this road and based on information on Rightmove and Zoopla, these are generally 3-4 bed houses. One or two properties may be subdivided into flats. None of the properties have garages or off-street parking as shown in **Photo 2.1**. The street has capacity for between 15-18 vehicles.

Photo 2.1 North Hill Avenue – February 2022



- 1.6 A bespoke search of the 2011 Census for car ownership by Middle Super Output Area (MSOA) E36007166 Highgate by tenure by number of habitable room has been undertaken, with data extracted for privately owned houses. The results of this search are summarised in **Table 2.4** below.

Table 2.4 Car Ownership - Highgate

No. of vehicles per House	1-3 h/r	% Households	4 h/r	% Households	5 h/r	% Households	6 h/r	% Households	7 h/r	% Households
0	12	48%	15	33%	32	25%	43	19%	29	12%
1	10	40%	27	59%	80	63%	132	59%	136	56%
2	3	12%	4	9%	12	9%	43	19%	70	29%
3	0	0%	0	0%	3	2%	5	2%	10	4%
Number of households	25	100%	46	100%	127	100%	223	100%	245	100%
Average number of veh. per household		0.6		0.8		0.9		1.0		1.2

- 1.7 The 15 properties are expected to each have 5-6 habitable rooms and could generate a total car ownership of around 12-15 vehicles. Adjacent homes fronting North Hill which also lack driveways may also be parking on North Hill Avenue.
- 1.8 There is also a corner shop, which may generate early morning stop-and-shop trips outside of the hours of the CPZ and at school leaving times (15:00-16:00) when the CPZ is also not in effect.
- 1.9 In the case of the 6m sensitivity test, this is considered somewhat oversensitive as it is assuming that more vehicles than should be theoretically possible by that metric are parking on North Hill Avenue.
- 1.10 Church Road provides 2 types of parking – CPZ controlled spaces which also permits Pay & Display during hours of CPZ operation, and those which do not. The results show that Church Road is at capacity at 05:00 and over capacity at 15:00 for the standard CPZ without Pay & Display only. When both parking types are considered together, Church Road has capacity for 42 vehicles. At 05:00, there was a total average of 29 vehicles parked meaning parking stress of 69% and spare capacity for around 10 vehicles. At 15:00 there was a total average of 33 vehicles parked meaning parking stress of 78% or again, spare capacity for some 9-10 vehicles before the 85% capacity threshold is reached.
- 1.11 Similar to North Hill Avenue, the 6m sensitivity test is considered to be over-sensitive, with the theoretical capacity calculated by that method too low compared to the reality of the number of vehicles physically parking there.
- 1.12 The results of the 500m zone are given below in **Table 2.5** for the 5m standard vehicle length and **Table 2.6** for the 6m sensitivity test. All parked vehicle figures given are a 2-day average.

Table 2.5 500m Zone – 5m Standard Vehicle Length – 2-Day Average

500m Zone - 5m Test		CPZ HG/STA Mon - Fri 1000-1200 - 2-day Average											
Street Name	Capacity	05:00			08:30			15:00			18:00		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
North Hill	117	76.5	40.5	65%	67	50	57%	70	47	60%	67.5	49.5	58%
Storey Road	13	7.5	5.5	58%	9.5	3.5	73%	10.5	2.5	81%	9.5	3.5	73%
North Hill Avenue	18	17.5	0.5	97%	16.5	1.5	92%	16	2	89%	15	3	83%
Church Road	23	19.5	3.5	85%	18	5	78%	20.5	2.5	89%	18	5	78%
View Road	80	20	60	25%	23.5	56.5	29%	41	39	51%	45.5	34.5	57%
Toyne Way	14	13.5	0.5	96%	12	2	86%	11.5	2.5	82%	13.5	0.5	96%
Kenwood Road	35	21.5	13.5	61%	23	12	66%	20.5	14.5	59%	19	16	54%
Gaskell Road	81	41	40	51%	45.5	36	56%	44	37	54%	42.5	39	52%
Yeatman Road	34	24.5	10	72%	27.5	7	81%	24	10	71%	22	12	65%
View Close	10	5.5	5	55%	3.5	7	35%	5.5	5	55%	4	6	40%
Broadlands Road	75	30	45	40%	39.5	36	53%	32	43	43%	31.5	44	42%
Broadlands Close	11	9.5	2	86%	8.5	3	77%	7.5	4	68%	6.5	5	59%
Denewood Road	8	4	4	50%	5	3	63%	4.5	4	56%	4	4	50%
Bishops Road	68	54	14	79%	45	23	66%	46.5	22	68%	51	17	75%
Bloomfield Road	51	33.5	18	66%	30.5	21	60%	32.5	19	64%	35	16	69%
The Park	4	0	4	0%	0.5	4	13%	1.5	3	38%	1.5	3	38%
Talbot Road	154	103	51	67%	98	56	64%	100.5	54	65%	101.5	53	66%
TOTALS	796	481	315	60%	473	323	59%	488.5	308	61%	487.5	309	61%
85% Capacity Threshold	677	481.0	196	71%	473	204	70%	488.5	188	72%	487.5	189	72%

500m Zone - 5m Test		CPZ - HG/STA Mon - Fri 1000-1200 or Pay by Phone/PD 2 hrs max - 2-Day Average											
Street Name	Capacity	05:00			08:30			15:00			18:00		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
Church Road	19	9.5	9.5	50%	10	9	53%	12	7	63%	9.5	9.5	50%
Denewood Road	16	2	14	13%	10.5	5.5	66%	3	13	19%	2	14	13%
Bishops Road	9	1.5	7.5	17%	5.5	3.5	61%	6.5	2.5	72%	3.5	5.5	39%
TOTALS	44	13	31	30%	26	18	59%	21.5	23	49%	15	29	34%
85% Capacity Threshold	37	13.0	24	35%	26.0	11	70%	21.5	16	57%	15.0	22	40%
500m Zone - 5m Test		Other Parking - 2-Day Average											
Street Name	Capacity	05:00			08:30			15:00			18:00		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
Denewood Road Safe Single Yellows	14	0	14	0%	2.5	11.5	18%	1	13	7%	0	14	0%
North Hill Doctors Only	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%
North Hill Red Route	10	9.5	0.5	95%	11.5	-1.5	115%	8.5	1.5	85%	10	0	100%
Archway Road Red Route	52	32.5	19.5	63%	32	20	62%	34.5	17.5	66%	35.5	16.5	68%
TOTALS	77	42	35	55%	46	31	60%	44	33	57%	46	31.5	59%
85% Capacity Threshold	65	42.0	23	64%	46.0	19	70%	44.0	21	67%	45.5	20	70%

Table 2.6 500m Zone – 6m Sensitivity Test – 2-Day Average

500m Zone - 6m Test		CPZ HG/STA Mon - Fri 1000-1200 - 2-day Average											
Street Name	Capacity	05:00			08:30			15:00			18:00		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
North Hill	101	76.5	24.5	76%	67	34	66%	70	31	69%	67.5	33.5	67%
Storey Road	10	7.5	2.5	75%	9.5	0.5	95%	10.5	-0.5	105%	9.5	0.5	95%
North Hill Avenue	15	17.5	-2.5	117%	16.5	-1.5	110%	16	-1	107%	15	0	100%
Church Road	14	19.5	-5.5	139%	18	-4	129%	20.5	-6.5	146%	18	-4	129%
View Road	63	20	43	32%	23.5	39.5	37%	41	22	65%	45.5	17.5	72%
Toyne Way	6	13.5	-7.5	225%	12	-6	200%	11.5	-5.5	192%	13.5	-7.5	225%
Kenwood Road	29	21.5	7.5	74%	23	6	79%	20.5	8.5	71%	19	10	66%
Gaskell Road	62	41	21	66%	45.5	17	73%	44	18	71%	42.5	20	69%
Yeatman Road	28	24.5	4	88%	27.5	1	98%	24	4	86%	22	6	79%
View Close	8	5.5	3	69%	3.5	5	44%	5.5	3	69%	4	4	50%
Broadlands Road	58	30	28	52%	39.5	19	68%	32	26	55%	31.5	27	54%
Broadlands Close	9	9.5	-1	106%	8.5	1	94%	7.5	2	83%	6.5	3	72%
Denewood Road	6	4	2	67%	5	1	83%	4.5	2	75%	4	2	67%
Bishops Road	55	54	1	98%	45	10	82%	46.5	9	85%	51	4	93%
Bloomfield Road	43	33.5	10	78%	30.5	13	71%	32.5	11	76%	35	8	81%
The Park	4	0	4	0%	0.5	4	13%	1.5	3	38%	1.5	3	38%
Talbot Road	124	103	21	83%	98	26	79%	100.5	24	81%	101.5	23	82%
TOTALS	635	481	154	76%	473	162	74%	488.5	147	77%	487.5	148	77%
85% Capacity Threshold	540	481.0	59	89%	473	67	88%	488.5	51	91%	487.5	52	90%

500m Zone - 6m Test		CPZ - HG/STA Mon - Fri 1000-1200 or Pay by Phone/PD 2 hrs max - 2-day Average											
Street Name	Capacity	05:00			08:30			15:00			18:00		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
Church Road	15	9.5	5.5	63%	10	5	67%	12	3	80%	9.5	5.5	63%
Denewood Road	14	2	12	14%	10.5	3.5	75%	3	11	21%	2	12	14%
Bishops Road	7	1.5	5.5	21%	5.5	1.5	79%	6.5	0.5	93%	3.5	3.5	50%
TOTALS	36	13	23	36%	26	10	72%	21.5	15	60%	15	21	42%
85% Capacity Threshold	31	13.0	18	42%	26.0	5	85%	21.5	9	70%	15.0	16	49%
500m Zone - 6m Test		Other Parking - 2-Day Average											
Street Name	Capacity	05:00			08:30			15:00			18:00		
		Parked	Spare	%	Parked	Spare	%	Parked	Spare	%	Parked	Spare	%
Denewood Road Safe Single Yellows	12	0	12	0%	2.5	9.5	21%	1	11	8%	0	12	0%
North Hill Doctors Only	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%
North Hill Red Route	9	9.5	-0.5	106%	11.5	-2.5	128%	8.5	0.5	94%	10	-1	111%
Archway Road Red Route	43	32.5	10.5	76%	32	11	74%	34.5	8.5	80%	35.5	7.5	83%
TOTALS	65	42	23	65%	46	19	71%	44	21	68%	46	19.5	70%
85% Capacity Threshold	55	42.0	13	76%	46.0	9	83%	44.0	11	80%	45.5	10	82%

- 1.13 In the case of the 6m worst-case methodology, again the fact that multiple locations are recorded as significantly over capacity, yet no obstruction of the highway or ad hoc parking was observed, suggests that the test is somewhat oversensitive. Where there are long sections of uninterrupted on-street parking, the worst-case method allows for better comparison of like-for-like. For example, a 100m section at 5m is 20 spaces, and at 6m is 16 spaces. 10 parked vehicles would equate to 50% stress and 62% stress respectively and these numbers are not substantially different. The comparison remains against a baseline of 100m of road space.
- 1.14 Yet, where on-street road space is interrupted by crossovers (typical on residential roads including in locations such as Toyne Way) assuming a vehicle length of 6m means that any road space of <6m apart is discounted from the total useable theoretical capacity. The 5m test for Toyne Way was able to assume 70m of useable road space (multiple sections of between 5-6m), yet the 6m test could only assume 36m. Drivers will not discount a space that is more than 5m but less than 6m if their vehicle will reasonably fit. If the reality is that 13 vehicles can legally park where the theoretical capacity is only 6 vehicles; this suggests that the theoretical capacity has been overly constrained by the methodology.
- 1.15 On that basis, the results of individual roads within the 6m 'worst case' study should not be taken at face value or given greater importance than those of 5m standard methodology.

2.7 Staff Mode Split

- 2.7.1 2011 Census data has been extracted from Table WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level) to inform the staff mode split. The place of work has been set as Middle Super Output Area (MSOA) Haringey 030, which includes the local area of the site, as shown in **Figure 2.4** overleaf. The place of usual residence has been set as all MSOAs within Haringey and Barnet and all districts beyond those Boroughs. The full output is included as **Appendix E**.

Figure 2.4 Extent of MSOA Haringey 030

Map of E02000426 : Haringey
030

Close



Source: NOMIS

2.7.2 The results are given in **Table 2.7** overleaf.

Table 2.7 Census Mode Split

Mode	Total	% Mode Use
Underground, metro, light rail, or tram	255	14%
Train	145	8%
Bus, minibus or coach	315	17%
Taxi	5	0%
Motorcycle, scooter or moped	18	1%
Driving a car or van	729	40%
Passenger in a car or van	41	2%
Bicycle	59	3%
On foot	261	14%
Other method of travel to work	7	0%
All categories: Method of travel to work (2001 specification)	1,835	100%

2.7.3 As shown in the table above, the total vehicle mode share of those currently commuting to the area of the site for work is 41% (the sum of taxi, motorcycle, and car trips). However, this value includes all types of employment and is skewed by office work and may therefore not be fully representative of the proposed land use.

2.7.4 An assessment using the Census mode-split is included in **Section 4**.

2.8 Visitor Trips – Evidence Base

2.8.1 To provide an evidence base for the potential visitor trips, timing of trips and frequency of visitor trips as a ratio per bed, visitor sign in/out data has since been acquired for two other care homes as follows:

- **Site 1** – is based in Tottenham in London and has 117 beds. Parking is very limited and there is no on-site parking available. Data has been acquired for the period 27/02/2022 - 11/03/2022 comprising 13 days of data. Some Covid Restrictions on visiting still apply.
- **Site 2** – is based in Cheltenham, Gloucestershire, but is operated by the applicant. It comprises 64 beds. Data has been acquired from 12/08/2019 - 25/08/2019 comprising 14 days. There is some limited parking on-site and parking available on local roads.

2.8.2 The full output is provided in **Appendix F**. Site 1 has a very low number of recorded visitors during the study period compared to Site 2; however, dwell times are comparable of between 1 -2 hours per visit on average.

2.8.3 As it has the higher rate of visitation, Site 2 data has therefore been used as baseline proxy for the proposals, with Site 2 data summarised in **Table 2.8**.

Table 2.8 Site 2 Visit Data

Date	Day	Total Visits	% Beds with visitors
12/08/2019	Monday	21	33%
13/08/2019	Tuesday	19	30%
14/08/2019	Wednesday	26	41%
15/08/2019	Thursday	23	36%
16/08/2019	Friday	22	34%
17/08/2019	Saturday	18	28%
18/08/2019	Sunday	17	27%
19/08/2019	Monday	29	45%
20/08/2019	Tuesday	22	34%
21/08/2019	Wednesday	20	31%
22/08/2019	Thursday	20	31%
23/08/2019	Friday	18	28%
24/08/2019	Saturday	20	31%
25/08/2019	Sunday	16	25%
Percentage Average			32%
Weekday Average		22.00 visits per day	
Weekend Average		17.75 visits per day	
14-day Average		20.79 visits per day	
Average visits per bed		0.32 visits	

- 2.8.4 As shown, the data, some 32% of beds receive a visitor on any given day. It is also noted that for this proxy site, where some parking is available both on and off-site, 35% of visitors travelled by car.

3. Development Proposals

3.1 Use and Mix

3.1.1 The proposed care home includes up to 70 bedrooms, a hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, cafe, lounge, bar, well-being shop, general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping, and associated works

3.1.2 Users of the site will be as follows:

- **Site employees** – management, nurses, therapists and administration or general daily maintenance staff such as cleaners.
- **Site contractors** – *ad hoc*, weekly, or less frequent contractors such as pool maintenance, plumbers, repair technicians, etc.
- **Long-stay residents** – Elderly residents living on the site within the reprovisioned 43 beds.
- **Short-stay Resident patients** – transferred to and from the site by private ambulance and staying on-site following surgery to recuperate, and who will typically stay for 2 weeks.
- **Visitors** – family and friends visiting resident patients during their stay, during defined visiting hours (e.g., pre-booked) outside of highway peak hours 08:00-09:00, 17:00-18:00 and high parking demand (15:00-16:00). Visitors will be encouraged to arrive by public transport or active modes. Visitors to the long-term elderly residents.
- **Wellness Centre Outpatients** – Non-resident users of the wellness centre, who will have made a pre-booked appointment to visit to make use of the physiotherapy and hydrotherapy centre. These will be capped per day according to the turnover of appointment slots. Outpatients will include a range of patient types, not all of whom will have issues with lower body mobility and who are considered suitable for this type of outpatient service. For example, patients recovering from shoulder injuries. Blue badge holders will be permitted to book a parking space within the site and those arriving by car drop-off or taxi will be instructed to use the View Road entrance. There is through access from the View Road access to the Wellbeing Centre. Those arriving by public transport, walking, or cycling will be welcome to access via the North Hill Slip.

3.2 Parking and Access

3.2.1 A total of 17 parking spaces will be provided in a basement parking area accessible by ramps, including 2 disabled parking spaces and 2 enlarged spaces suitable for conversion to blue-badge provision if required, with dedicated space at surface level within the site boundary for drop-off on the View Road access only. This is sufficient to accommodate the staff parking demand as well as operational turnover, as discussed in more detail in **Section 4**.

3.2.2 A total of 13 cycle parking spaces will be provided, consisting of 4 Sheffield stands accommodating 8 cycles in the basement and 5 external hoops for visitors. All parking will be monitored as part of the associated Travel Plan and there is sufficient external space to provide additional cycle parking if required.

3.2.3 Drop off and servicing will take place from the View Road access only.

3.3 Servicing and Deliveries

3.3.1 Servicing will no longer be undertaken from North Hill and will be consolidated into a single new bin store, provided at ground floor level and accessible from View Road. Waste collection will be undertaken by a private operator, who will be able to serve the site in a small vehicle – this will be a condition of the planning approval.

3.3.2 Deliveries will likewise be undertaken from View Road using the drop-off space or access area. Maintenance contractors who need to be on site for longer periods will be able to arrange parking within the basement. Subject to demand, a space could be allocated specifically for this use if required.

3.3.3 Swept path vehicle tracking of the access from View Road has been undertaken for an ambulance and the drop off area, including for passing, and is included as **Drawing 21034-MA-XX-XX-DR-C-0121**.

3.3.4 Swept path vehicle tracking of the basement parking and ramps has also been undertaken and is included as **Drawing 21034-MA-XX-XX-DR-C-0122**.

3.3.5 Swept path vehicle tracking of the expected waste vehicle and collection from within the site boundary is included as **Drawing 21034-MA-XX-XX-DR-C-0123**.

3.4 Waste Management

3.4.1 Waste on-site will be generated day-to-day at collection points within the building at various points including bedrooms, nurses' stations, communal areas etc. Site management will oversee these points and ensure that they are regularly emptied and kept clean and tidy, and that waste is being appropriately separated. Site management will then oversee the removal of waste from these points to a single waste store located at ground floor level. The waste store will be secured and only authorised persons including the waste collector will be permitted access.

3.4.2 The waste store is some 184sqm and of sufficient capacity to contain 6 or 7 total 1,100L Eurobins. Waste will be by an appropriate specialist private collection service; the waste store is located an appropriate drag distance from the vehicle stopping point, as already demonstrated in **Drawing 21034-MA-XX-XX-DR-C-0123**.

- 3.4.3 In the UK, the requirements and responsibilities for waste management are largely contained in the Environmental Protection Act 1990 and regulations made in tandem with that Act; i.e., The Environmental Protection (Duty of Care) Regulations 1991; The Waste (England and Wales) Regulations 2011; The Environmental Permitting (England and Wales) Regulations 2010; The Hazardous Waste (England and Wales) Regulations 2005 and The List of Wastes Regulations 2005. The definition and classification of waste is carried out in accordance with guidance from the Environment Agency.
- 3.4.4 The above notwithstanding, the site is expected to generate 3 main streams of waste, according to NHS guidelines. These are as follows:
- **Domestic (municipal) waste.** This waste is similar to your household waste such as tea bags, newspapers, paper towels, and tissues but depending on the risk assessment this type of waste may also include used continence pads, and wound dressings from people who are not suspected or known to have infection. This type of waste will be collected in a black bag.
 - **Hygiene waste.** This is waste that is produced from personal care which has been risk assessed as not infected but may be considered offensive. This would include sanitary products such as used continence pads, empty catheter bags and wound dressings. These items may be placed in a yellow bag with a black stripe often referred to as tiger bags or, depending on the local agreement between the care home and the waste contractor, a black bag may be appropriate.
 - **Hazardous (special) waste** often referred to as clinical or infectious waste. This waste consists of items that are contaminated or likely to be contaminated with infected blood and body fluids; for example, during an outbreak of infection. An orange bag or yellow bag is used for this type of waste. Special arrangements are required for people receiving medication or treatment with chemotherapy or low-level radioactive tests. Local policy as to what colour bag or container is used for this type of waste will be complied with.
- 3.4.5 The greatest proportion of waste expected is domestic or general mixed waste at around 80% of the total volume.
- 3.4.6 Site management and/or the contracted private collection service will ensure that bins are rotated, cleaned, and emptied regularly.
- 3.4.7 It is expected that a strategy for the assessment of waste and waste management procedures will be secured via condition of any planning approval and the creation of a detailed Waste Management Plan, which will include input from both the health care operator and a specialist waste contractor. This will set out the details of the expected waste streams, quantum of waste, frequency of collection and waste handling and disposal policy and procedure, including how staff will be trained and information on correct separation be disseminated.

3.5 Staffing

- 3.5.1 The expected shift times and the number of staff for each shift are as set out below in **Table 3.1**, as per the development's operational expectations and business case. This is also informed by staffing requirements at other care homes operated by the developer.

Table 3.1 Shift Times and Staffing

Shift	Number of staff per day
07.00 - 19.00	2
07:30 - 14:00	10
08.00 - 14.00	15
08.00 - 16.00	11
08.00 - 17.00	1
08:00-14:00	3
09.00 - 17.00	2
14.00 - 20.00	18
14:00 - 19:30	10
20.00 - 08.00	8
Variable	2
Total	82

- 3.5.2 As shown in the table above, the site is expected to require a total of some 82 staff, with up to 18 working on any given shift. This staffing schedule has been applied to half-hourly slots to account for employees not arriving and departing as soon as their shift starts or finishes and is summarised in Table 3.2.

Table 3.2 Staffing Movements Across the Day

Hour	In	Out	% of daily IN	% of daily OUT
06:00-06:30			0%	0%
06:30-07:00	2		2%	0%
07:00-07:30	10		12%	0%
07:30-08:00	32		39%	0%
08:00-08:30		8	0%	10%
08:30-09:00	2		2%	0%
09:00-09:30			0%	0%
09:30-10:00			0%	0%
10:00-10:30			0%	0%
10:30-11:00			0%	0%
11:00-11:30			0%	0%
11:30-12:00			0%	0%
12:00-12:30			0%	0%
12:30-13:00			0%	0%
13:00-13:30			0%	0%
13:30-14:00	28		34%	0%
14:00-14:30		30	0%	36%
14:30-15:00			0%	0%
15:00-15:30			0%	0%
15:30-16:00			0%	0%
16:00-16:30		11	0%	13%
16:30-17:00			0%	0%
17:00-17:30		3	0%	4%
17:30-18:00			0%	0%
18:00-18:30			0%	0%
18:30-19:00			0%	0%
19:00-19:30		2	0%	2%
19:30-20:00	8	10	10%	12%
20:00-20:30		18	0%	22%
20:30-21:00			0%	0%
21:00-21:30			0%	0%

4. Impact of Development

4.1 Overview

- 4.1.1 This section of the report provides a trip generation assessment, the method of calculation of parking demand by the proposed and existing uses and associated potential for impact. It has been informed by pre-application consultation with LBH Highways and the methodology agreed.

4.2 Former Uses

Staff Demand

- 4.2.1 Exact details of staffing at the former Mary Feilding Guild Care home and shift times are not available. The Care Quality Commission (CQC) regulation 18 deals with staffing and is fairly vague, simply stating that: “Providers must deploy sufficient numbers of suitably qualified, competent, skilled and experienced staff to make sure that they can meet people's care and treatment needs and therefore meet the requirements of Section 2 of these regulations (the fundamental standards).”
- 4.2.2 No specific ratio of staffing per bed is set out in CQC documentation, with all guidance stating that staffing requirements should be demand-led, based on the functional needs of residents and patients in care.
- 4.2.3 On that basis, a minimum ratio of 1 staff member per bedspace has been assumed, which includes for admin staff as well as nursing. In lieu of site-specific data, shift times have been assumed proportionately as per the proposed development; these being the model of other care homes in operation, as set out in Table 3.2.
- 4.2.4 Arrivals and departures have been assumed proportionately across the day in 30-minute intervals, based on the assumed shift patterns. The site previously had parking within the curtilage for 3 standard spaces available to staff, with 2 visitor spaces and 1 disabled bay accessible from North Hill, which are assumed to not be accessible to staff.
- 4.2.5 The results are summarised in the table overleaf. Please note that:
- Travel is based on a 41% car mode share as per the Census data given in **Section 2.7**.
 - Cells highlighted in red indicate hours in which public transport is assumed to be limited and therefore all staff are assumed to be travelling by car. This is a worst-case assumption as the site benefits from access to 4 bus services which operate up until midnight, one 24-hour service and one night bus. All but 1 of the 6 available buses operates in the early morning prior to 06:00. Rail services also operate until midnight on a weekday and from 05:00.
 - Cells highlighted in blue identify times of key handover and peak accumulation.
 - Cells highlighted in orange identify times the CPZ is in effect on local roads.
 - Hours before 06:00 and after 21:00 have not been shown – there is no expected turnover in these hours as per the table given above.

Table 4.1 Existing Staff Accumulation

Hour	In	Out	% of daily IN	% of daily OUT	Max Proposed Staff on Site	In	Out	Max Accumulation	Minimum Potential Overspill (3 spaces on site)
06:00-06:30	0	0	0%	0%	0	0	0	0	0
06:30-07:00	1	0	2%	0%	1	0	0	0	0
07:00-07:30	5	0	12%	0%	5	2	0	2	0
07:30-08:00	17	0	39%	0%	17	7	0	7	4
08:00-08:30	0	4	0%	10%	4	0	2	2	0
08:30-09:00	1	0	2%	0%	1	0	0	0	0
09:00-09:30	0	0	0%	0%	0	0	0	0	0
09:30-10:00	0	0	0%	0%	0	0	0	0	0
10:00-10:30	0	0	0%	0%	0	0	0	0	0
10:30-11:00	0	0	0%	0%	0	0	0	0	0
11:00-11:30	0	0	0%	0%	0	0	0	0	0
11:30-12:00	0	0	0%	0%	0	0	0	0	0
12:00-12:30	0	0	0%	0%	0	0	0	0	0
12:30-13:00	0	0	0%	0%	0	0	0	0	0
13:00-13:30	0	0	0%	0%	0	0	0	0	0
13:30-14:00	15	0	34%	0%	15	6	0	6	3
14:00-14:30	0	16	0%	36%	16	0	6	6	3
14:30-15:00	0	0	0%	0%	0	0	0	0	0
15:00-15:30	0	0	0%	0%	0	0	0	0	0
15:30-16:00	0	0	0%	0%	0	0	0	0	0
16:00-16:30	0	6	0%	13%	6	0	2	2	0
16:30-17:00	0	0	0%	0%	0	0	0	0	0
17:00-17:30	0	2	0%	4%	2	0	1	1	0
17:30-18:00	0	0	0%	0%	0	0	0	0	0
18:00-18:30	0	0	0%	0%	0	0	0	0	0

Transport Statement

The former Mary Feilding Guild Care Home

Hour	In	Out	% of daily IN	% of daily OUT	Max Proposed Staff on Site	In	Out	Max Accumulation	Minimum Potential Overspill (3 spaces on site)
18:30-19:00	0	0	0%	0%	0	0	0	0	0
19:00-19:30	0	0	0%	0%	0	0	0	0	0
19:30-20:00	4	6	10%	15%	11	2	3	4	1
20:00-20:30	0	9	0%	22%	9	0	4	4	1
20:30-21:00	0	0	0%	0%	0	0	0	0	0
Total	43	43							

- 4.2.6 As shown in the table above, the existing care home, purely for staff parking, could have generated a max accumulation of 7 vehicles on site within any given hour. This would have generated an overspill of around 4 cars.

Visitor Demand

- 4.2.7 As per the proxy data outlined in **Section 2.8**, for 43 beds, this equates to 14 visitors per day. The same breakdown across the day as per **Table 4.6** has been applied to the total of 14 visitors and the results are given in **Table 4.2** below.

Table 4.2 Visitors to Former Care Home Across the Day

Hour	% (based on Site 2 Survey)		Visitors to proposed development		
	In	Out	In	Out	Max Accumulation
00:00	0%	0%	0	0	0
01:00	0%	0%	0	0	0
02:00	0%	0%	0	0	0
03:00	0%	0%	0	0	0
04:00	0%	0%	0	0	0
05:00	0%	0%	0	0	0
06:00	0%	0%	0	0	0
07:00	0%	0%	0	0	0
08:00	0%	0%	0	0	0
09:00	4%	0%	1	0	1
10:00	13%	2%	2	0	2
11:00	13%	6%	2	1	3
12:00	15%	16%	2	2	4
13:00	7%	13%	1	2	3
14:00	24%	8%	3	1	5
15:00	9%	15%	1	2	3
16:00	4%	20%	1	3	3
17:00	6%	6%	1	1	2
18:00	3%	5%	0	1	1
19:00	1%	9%	0	1	1
20:00	0%	0%	0	0	0
21:00	0%	0%	0	0	0
22:00	0%	0%	0	0	0
23:00	0%	0%	0	0	0
Total	100%	100%	14	14	

- 4.2.8 As shown in the table above, the existing care home could have had up to 5 visitors on site at 14:00. There were 2 visitor spaces provided; meaning a potential overspill of up to 3 vehicles, in addition to the overspill of 3 staff cars in the same hour, meaning an on-street overspill of 6 vehicles could have resulted.
- 4.2.9 In addition to the above, all servicing and deliveries and most maintenance vehicles would have to stop and park on street, mainly on North Hill.

Trip Generation

- 4.2.10 Based on the first principles approach to staff trips and visitor trips, a trip generation of the former care home has been calculated. To calculate servicing and delivery trips; however, the industry standard TRICS database has been searched for care home sites within Greater London with a PTAL of 4 or lower, in a suburban location, with limited parking and moderate access to public transport.
- 4.2.11 The search identified 1 suitable proxy site. The derived trip rates for servicing are summarised in **Table 4.3** below with the full TRICS output included as **Appendix G**.

Table 4.3 Trips by Mode – Care Home

Trip Rate	%	AM Peak (08:00 – 09:00)			PM Peak (17:00-18:00)			Daily Flows		
		In	Out	Total	In	Out	Total	In	Out	Total
OGVs	1%	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.04
LGV	5%	0.00	0.04	0.04	0.04	0.02	0.06	0.14	0.14	0.28
Total People	100%	0.39	0.28	0.67	0.24	0.31	0.55	2.86	2.94	5.80

- 4.2.12 The servicing trip rates above have been applied to the former use, and the results are given in **Table 4.4** alongside the first principles trip assessment for staff and visitors as already described, which has assumed that all visitors travel by car.

Table 4.4 Former Care Home Vehicle Trip Generation

Total Vehicle	AM Peak (08:00 – 09:00)			PM Peak (17:00-18:00)			Daily Flows		
	In	Out	Total	In	Out	Total	In	Out	Total
Staff	0	2	2	0	1	1	18	18	36
Visitors	0	0	0	1	1	2	14	14	28
Servicing/Delivery	0	2	2	2	1	3	7	7	14
Total Vehicle	0	3	4	2	2	4	39	39	78

- 4.2.13 The table above indicates that, the former care home could have generated some 78 two-way trips by vehicle across the day, or 4 in each peak hour.

4.3 Proposed Uses

Assumptions

4.3.1 Following agreement with LBH, the proposed uses have been assessed using the following assumptions:

- Gym trips have been excluded from the calculation, as the gym is not to be available for walk-ins and will form part of the outpatient treatment assumptions.
- A total of 10 practitioners/consultants will be on site to staff the physiotherapy/gym uses. The previous assessment also assumed this number, with in-out movements based on a 9.5 hours of bookable time per day between 08:00 and 18:30. All patients are assumed to arrive by car. Theoretically therefore, the maximum number of patients that can be seen in 10 hours by 10 practitioners is around 100 people. However, this is not realistically achievable owing to staff handover, preparation and sanitation time etc.
- The calculation fully covers car trips associated with the long-term resident use through both the staff and visitor assumptions, and therefore 'Car Trips' has been removed from the split as it would represent double-counting.
- It has been assumed that 2 contactors may be on site at any one time. Most servicing/deliveries will not need to stop and park for more than a few minutes; however, to assess the trip generation, the OGV and LGV trips have also been extracted across the day as per the existing care home use and used to determine the level of servicing generated for all bedrooms on site, as it is assumed that the short-stay patients will generate a similar level of demand. This includes refuse collection.
- The wellness centre has been assessed on a first-principles basis and assumes a maximum of 4 goods deliveries per day.
- It is assumed based on information provided by the applicant that no resident patient would travel independently to the site. Patients will be moved to the site following surgery by private ambulance and when discharged from the care home would either return to hospital or conveyed home also by private ambulance.
- It has been assumed that for the proposed 27 short-stay beds that the care home is fully occupied with no spare beds, and that based on an average stay of 2 weeks, that there is a 10% turnover of patients on any given day. Outbound patients are expected to be discharged in the morning or in the early afternoon. Inbound patients are expected to arrive mid-morning following early surgery/overnight hospital stay or in the afternoon following daytime surgery. It has been assumed that each patient arrives or departs in their own private ambulance, whereas it is feasible that some trips may convey more than one patient.

Maximum Staff Vehicle Accumulation

1.16 This staffing schedule has been applied to half-hourly slots to account for employees not arriving and departing as soon as their shift starts or finishes and therefore provides a more granular assessment of staff accumulation that is based on a 41% car mode share as per the Census data. The results are given in **Table 4.5** overleaf. Please note that:

- Cells highlighted in red indicate hours in which public transport is assumed to be limited and therefore all staff are assumed to be travelling by car. This is a worst-case assumption as the site benefits from access to two bus services which operate up until midnight, two 24-hour services and one night bus. All but 1 of the 6 available buses operates in the early morning prior to 06:00. Rail services also operate until midnight on a weekday and from 05:00.
- Cells highlighted in blue identify times of key handover and peak accumulation.
- Cells highlighted in orange identify times the CPZ is in effect on local roads.
- Hours before 06:00 and after 21:00 have not been shown – there is no expected turnover in these hours as per the table given above.

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Table 4.5 Staff Accumulation

Hour	In	Out	% of daily IN	% of daily OUT	Max Proposed Staff on Site	In	Out	Max Accumulation	Minimum Potential Overspill (13 spaces on site allocated to staff)
06:00-06:30			0%	0%	0	0	0	0	0
06:30-07:00	2		2%	0%	2	2	0	2	0
07:00-07:30	10		12%	0%	10	4	0	4	0
07:30-08:00	32		39%	0%	32	13	0	13	0
08:00-08:30		8	0%	10%	8	0	3	3	0
08:30-09:00	2		2%	0%	2	1	0	1	0
09:00-09:30			0%	0%	0	0	0	0	0
09:30-10:00			0%	0%	0	0	0	0	0
10:00-10:30			0%	0%	0	0	0	0	0
10:30-11:00			0%	0%	0	0	0	0	0
11:00-11:30			0%	0%	0	0	0	0	0
11:30-12:00			0%	0%	0	0	0	0	0
12:00-12:30			0%	0%	0	0	0	0	0
12:30-13:00			0%	0%	0	0	0	0	0
13:00-13:30			0%	0%	0	0	0	0	0
13:30-14:00	28		34%	0%	28	11	0	11	0
14:00-14:30		30	0%	36%	30	0	12	12	0
14:30-15:00			0%	0%	0	0	0	0	0
15:00-15:30			0%	0%	0	0	0	0	0
15:30-16:00			0%	0%	0	0	0	0	0
16:00-16:30		11	0%	13%	11	0	5	5	0
16:30-17:00			0%	0%	0	0	0	0	0
17:00-17:30		3	0%	4%	3	0	1	1	0

Transport Statement

The former Mary Feilding Guild Care Home

Hour	In	Out	% of daily IN	% of daily OUT	Max Proposed Staff on Site	In	Out	Max Accumulation	Minimum Potential Overspill (13 spaces on site allocated to staff)
17:30-18:00			0%	0%	0	0	0	0	0
18:00-18:30			0%	0%	0	0	0	0	0
18:30-19:00			0%	0%	0	0	0	0	0
19:00-19:30		2	0%	2%	2	0	2	2	0
19:30-20:00	8	10	10%	12%	18	3	4	7	0
20:00-20:30		18	0%	22%	18	0	7	7	0
20:30-21:00			0%	0%	0	0	0	0	0
21:00-21:30			0%	0%	0	0	0	0	0
Total	82	82							

- 4.3.2 As shown in the table above, the maximum accumulation is 13 vehicles in the worst-case scenario, which could be managed and contained within the basement parking. The staff assumed within shifts includes admin, cleaning staff, and consultants/practitioners operating within the gym/physiotherapy space who will have minimal handover requirements. 41% car mode share is considered high for this type of land use and given the level of public transport available as well as access to cycle parking and cycle infrastructure. The scheme will also implement parking management on-site and a booking system, with staff, patients, outpatients, and visitors all ineligible to purchase parking permits.
- 4.3.3 The CPZ operates only between 10:00-12:00; however, visitors and patients during those hours would need to go beyond 500m from the site to park outside of those restrictions.

Visitor Trips – Proposed Development

- 4.3.4 For a 70-bed home, 32% of beds receiving a visitor as per the data provided in **Section 2.8** equates to 22 visitors per day. If 35% of those drive, then that would equate to 8 additional vehicle trips; however, for a robust assessment, all visitors have been assumed to drive to the care home as part of a worst-case scenario.
- 4.3.5 In and out flows have been calculated as percentages of the total number of visitors to Site 2 and applied to the 22 visitors expected for the new development. The results are given in **Table 4.6** overleaf.

Table 4.6 Visitors to Proposed Development Across the Day

Hour	% (based on Site 2 Survey)		Visitors to proposed development		
	In	Out	In	Out	Max Accumulation
00:00	0%	0%	0	0	0
01:00	0%	0%	0	0	0
02:00	0%	0%	0	0	0
03:00	0%	0%	0	0	0
04:00	0%	0%	0	0	0
05:00	0%	0%	0	0	0
06:00	0%	0%	0	0	0
07:00	0%	0%	0	0	0
08:00	0%	0%	0	0	0
09:00	4%	0%	1	0	1
10:00	13%	2%	3	1	3
11:00	13%	6%	3	1	4
12:00	15%	16%	3	3	7
13:00	7%	13%	2	3	4
14:00	24%	8%	5	2	7
15:00	9%	15%	2	3	5
16:00	4%	20%	1	4	5
17:00	6%	6%	1	1	3
18:00	3%	5%	1	1	2
19:00	1%	9%	0	2	2
20:00	0%	0%	0	0	0
21:00	0%	0%	0	0	0
22:00	0%	0%	0	0	0
23:00	0%	0%	0	0	0
Total	100%	100%	22	22	

- 4.3.6 As shown in the table above, the maximum number of visitors on site in any given hour is 7, with the busiest hours between 12:00-13:00 and 14:00-15:00.

Trip Generation

- 4.3.7 To assess the possible impact of the additional uses two scenarios have been considered, one representing a possible worst case in which the facility operates at full capacity with a high single car occupancy and the second a more standard pattern of operation.

- 4.3.8 The trip generation worst case scenario is provided overleaf in **Table 4.7** and is. This scenario assumes that all patient visitors travel by car, that the outpatient facility visitors also all travel by single-occupancy car, and that all booking slots are fully occupied. At 14:00, a reduction is applied to allow for shift changes. In reality, it is unlikely that the outpatient facility is consistently at full capacity from 08:00-18:30.
- 4.3.9 It should be noted that:
- a) Blue cells indicate the highway peak periods
 - b) Orange cells indicate the hours of CPZ restriction
- 4.3.10 The second assessment based on more standard methodology, applies a 35% car mode share for visitors, 85% occupancy of booking slots and 70% car mode share for outpatients. This is considered to be more representative of a busy facility and a high car mode share. The results are also included as **Table 4.8**.
- 4.3.11 No constraint has been applied in respect of the CPZ restrictions, or Travel Plan measures, or Car Parking management systems, which would all reasonably impact on the level of vehicle traffic generated by the site and the level of parking demand under either scenario

Table 4.7 Vehicular Trip Generation (Worst-Case)

Hour	General Staff (41% Census)		Servicing Delivery		Short-stay Patient		Patient Visitors (100% vehicle)		Outpatient (100% single- occupancy vehicle parked, fully booked)		Total IN	Total Out	Total 2-way
	In	Out	In	Out	In	Out	In	Out	In	Out			
06:00	2	0	0	0			0	0			2	0	2
07:00	17	0	1	1			0	0			18	1	20
08:00	1	3	0	3			0	0	10		11	6	17
09:00	0	0	1	1		1	1	0	10	10	12	12	25
10:00	0	0	3	0		1	3	1	10	10	16	12	27
11:00	0	0	0	0	1		3	1	10	10	14	11	25
12:00	0	0	0	0	1		3	3	10	10	14	13	28
13:00	11	0	0	0		1	2	3	10	10	23	14	37
14:00	0	12	0	0			5	2	5	10	10	24	34
15:00	0	0	3	0			2	3	10	5	15	8	23
16:00	0	5	0	3	1		1	4	10	10	12	22	33
17:00	0	1	3	1	0		1	1	10	10	14	14	28
18:00	0	0	0	0			1	1		10	1	11	12
19:00	3	6	0	1			0	2			4	9	13
20:00	0	7	0	0			0	0			0	7	7
21:00	0	0	0	0			0	0			0	0	0
Total	35	35	11	11	3	3	22	22	95	95	166	166	332

Table 4.8 Vehicular Trip Generation (Standard)

Hour	General Staff (41% Census)		Servicing Delivery		Short-stay Patient		Patient Visitors (35% vehicle)		Outpatient (70% Vehicle, 85% booked & staggered)		Total IN	Total Out	Total 2-way
	In	Out	In	Out	In	Out	In	Out	In	Out			
06:00	2	0	0	0			0	0			2	0	2
07:00	17	0	1	1			0	0			18	1	20
08:00	1	3	0	3			0	0	3		4	6	10
09:00	0	0	1	1		1	0	0	6	3	8	5	13
10:00	0	0	3	0		1	1	0	6	6	10	7	17
11:00	0	0	0	0	1		1	0	6	6	8	6	14
12:00	0	0	0	0	1		1	1	6	6	8	7	15
13:00	11	0	0	0		1	1	1	6	6	18	8	26
14:00	0	12	0	0			2	1	3	6	5	19	24
15:00	0	0	3	0			1	1	6	3	9	4	14
16:00	0	5	0	3	1		0	2	6	6	7	15	22
17:00	0	1	3	1	0		0	0	6	6	9	9	18
18:00	0	0	0	0			0	0		6	0	6	7
19:00	3	6	0	1			0	1			3	8	12
20:00	0	7	0	0			0	0			0	7	7
21:00	0	0	0	0			0	0			0	0	0
Total	35	35	11	11	3	3	8	8	54	54	110	110	220

- 4.3.12 Both scenarios show a peak operational hour of 13:00-14:00, which is also assumed to be the hour in which parking demand will highest. In the worst-case scenario, this equates to 39 two-way trips within the hour, and therefore a max accumulation of 39 vehicles (assuming no drop-off or any other considerations realistically applicable, including dwell time).
- 4.3.13 The site contains 17 spaces within the basement, and space for 3 vehicles to stop and serve, collect, or drop off at the View Road access, within the curtilage of the site. Even assuming that 15 of the basement spaces are occupied, no disabled space is taken, and only 1 of the surface level stopping spaces is occupied, this assumes a maximum potential worst-case overspill of 23 vehicles.
- 4.3.14 In the standard assessment, this would then assume a max overspill of 10 vehicles, under the same assumptions.
- 4.3.15 The existing care home by the same rubric could have generated overspill of 4 vehicles at 13:00-14:00.
- 4.3.16 View Road within 200m of the site has spare capacity at 15:00 of 58% below the 85% threshold capacity in the 6m sensitivity scenario, which equates to 17 vehicles, as shown in **Table 4.9** below.

Table 4.9 View Road – 200m of Site – 6m Sensitivity

Street Name	Capacity	15:00		
		Parked	Spare	%
View Road	47	23	24	49%
85% Capacity Threshold	40	23	17	58%

- 4.3.17 In the 5m assessment scenario, this rises to capacity for 29 vehicles below the threshold.
- 4.3.18 On that basis, the level of overspill could likely be accommodated on the local highway without resulting in significant impact.

5. Summary and Conclusions

- 5.1.1 Markides Associates has been instructed to prepare this Transport Statement (TS) on behalf of Highgate Care Limited ('the applicant') in relation to proposals for the demolition of all of the existing buildings and redevelopment to provide a new nursing and convalescence home of 70 beds and integral support facilities, together with a well-being and physiotherapy centre. The development site is located at 103-107 North Hill, Highgate, London N6 4DP ('the site').
- 5.1.2 The site is near to public transport facilities and the Strategic Cycle Network and is not reliant on the private car. The proposals will improve on-site parking with 17 basement level spaces, including 2 disabled bays and 2 enlarged bays suitable for conversion if required. A drop-off space will be provided at ground floor level suitable for 2 vehicles including delivery, servicing, and ambulance. This is sufficient to accommodate the total parking demand generated by the site. A total of 13 cycle parking spaces will be provided for staff and visitors.
- 5.1.3 Waste will be consolidated within a single store and servicing will be removed from the existing kerbside arrangement and undertaken on-site. HGV, service trips and site parking will be removed from the sensitive North Hill Slip.
- 5.1.4 A robust trip generation demonstrates that the proposed development would generate a total of 10 two-way movements in the AM peak and 18 in the PM peak, which is not considered significant. The site will be managed to limit peak hour trips where feasible.
- 5.1.5 Parking beat surveys have demonstrated ample capacity within the existing CPZ; however, the CPZ is acknowledged as having short hours of operation and that peak demand at the site is likely to coincide with peak demand for parking outside of CPZ hours (circa 1pm). The conclusion of this report is that the development proposals would not result in significant impact on parking. Nevertheless, a site Travel Plan will be implemented, which will specifically allow for post-occupational parking beat surveys. The site is also willing to support the consultation for the extension of CPZ hours of operation as part of mitigation towards parking, given the level of concern raised by stakeholders.
- 5.1.6 On the basis of the above, it is concluded that the proposals would not result in a significant impact on the operation of the public highway or post any increase in risk in highway safety terms. The provision of cycle parking and a Travel Plan, as well as improved crossovers, the removal of HGV trips from sensitive highway and new soft landscaping along the North Hill Slip are in line with London Plan and Healthy Streets policy and the proposals should be considered acceptable in highways terms.

FIGURES

Figure 1.1	Site Context Plan
Figure 2.1	Site Location Plan
Figure 2.2	Cycle Infrastructure Plan
Figure 2.3	Public Transport Plan
Figure 2.4	Extent of MSOA Haringey 030

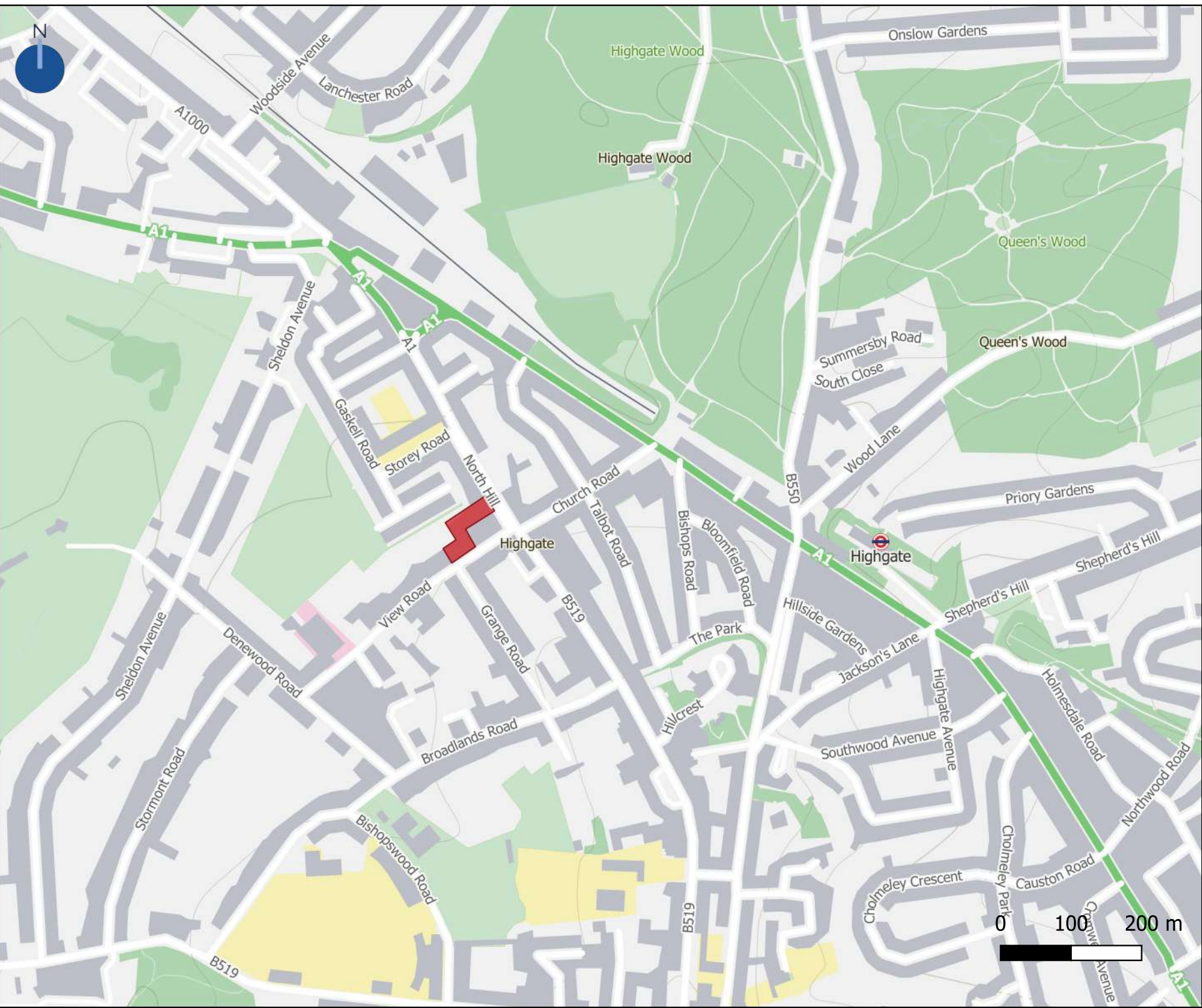
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Site Context Plan

Highgate Care

Key

 Site Location



Site Location Plan

Highgate Care

Key

-  Site Location
-  Pedestrian Access
-  Vehicle Entrance
-  Vehicle Exit
-  Vehicle Access



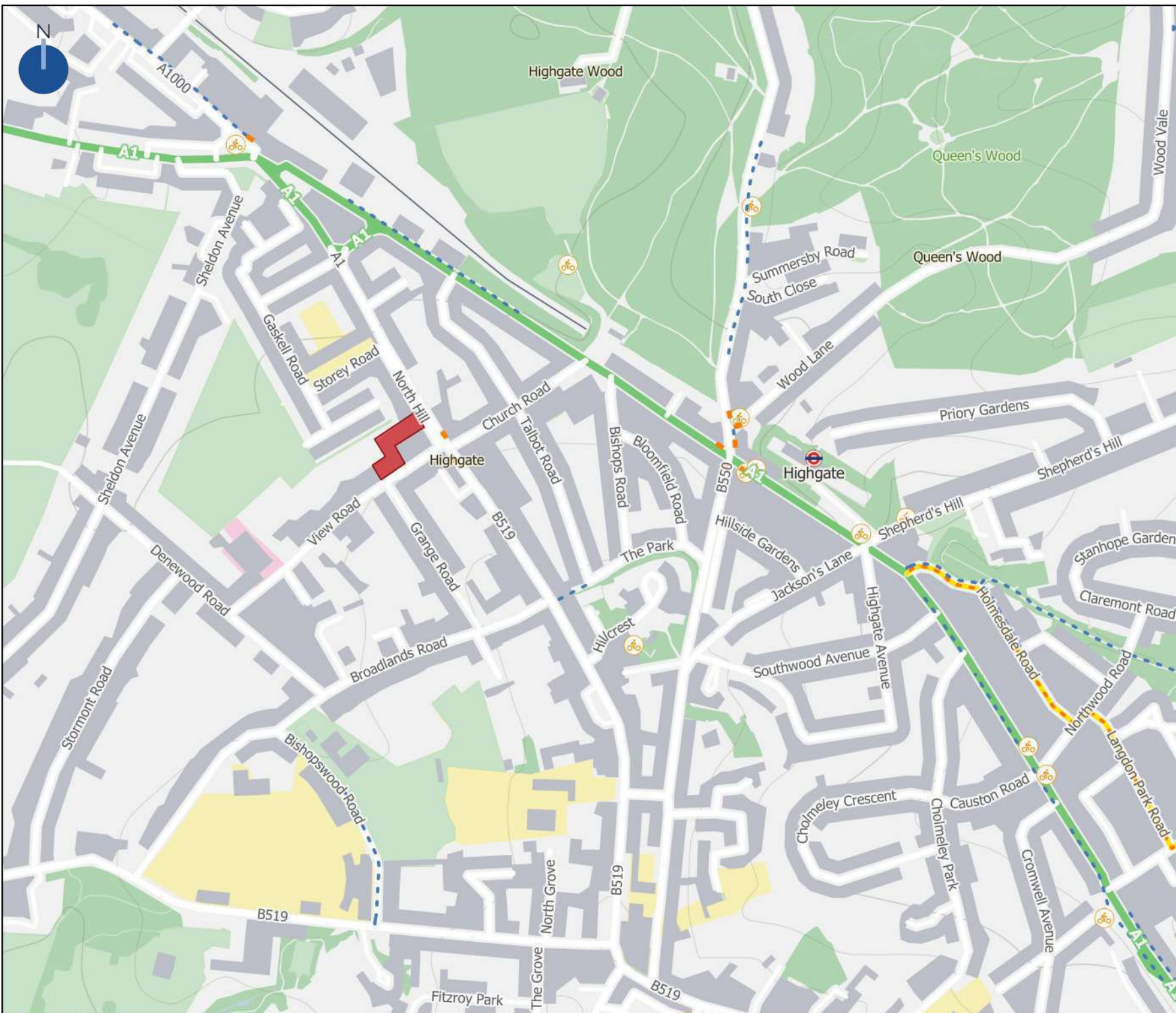
Cycle Infrastructure Plan

Highgate Care

Key

-  Site Location
-  Public Cycle Parking
-  Strategic Cycle Network
-  On-street Cycle Lane
-  Cycle Crossing
-  Advanced Stop Line

0 100 200 m

Public Transport Plan

Highgate Care

Key

 Site Location

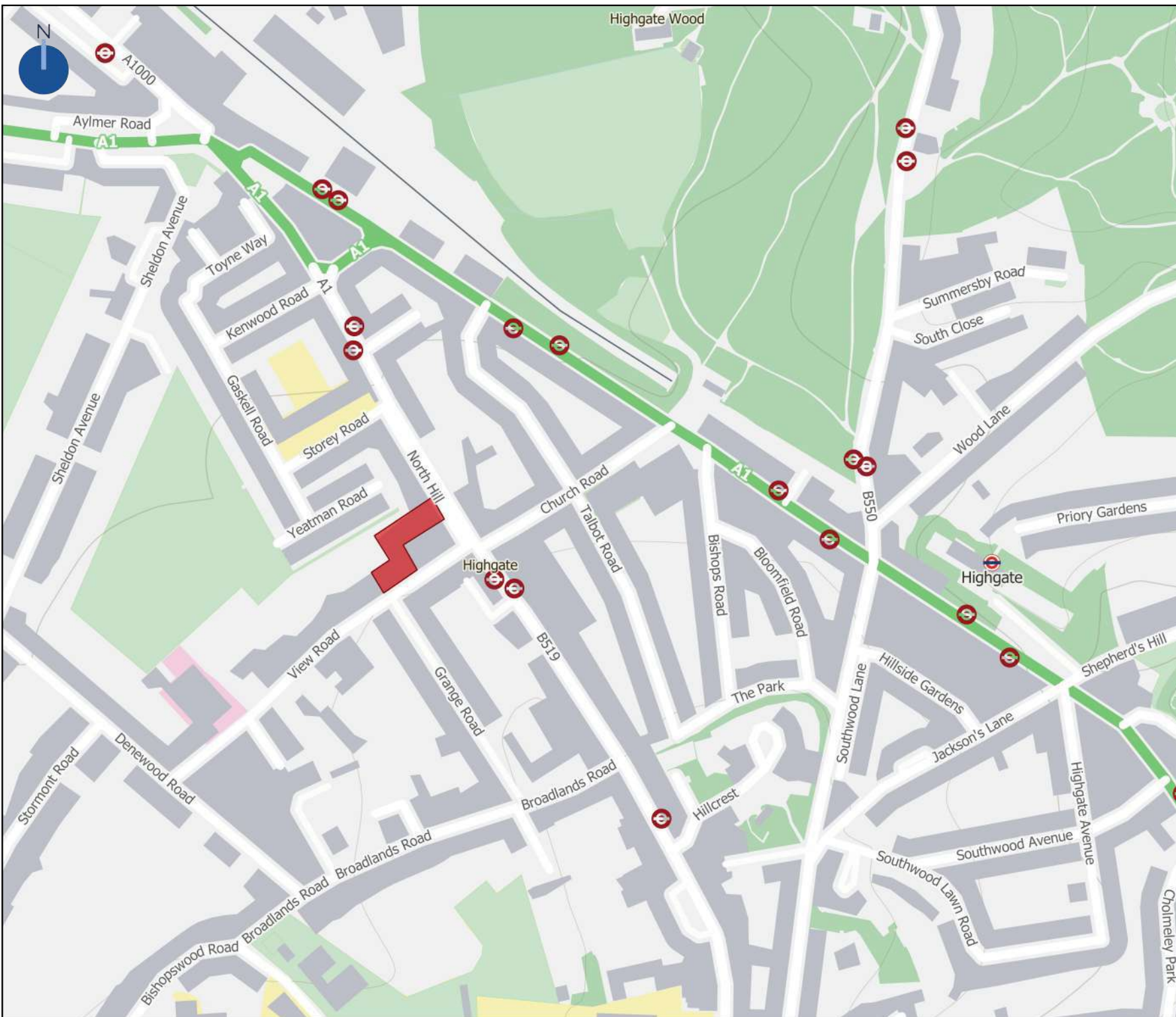
 Bus Stops

Rail Stations

 London Underground Station

 Railway Station

0 100 200 m



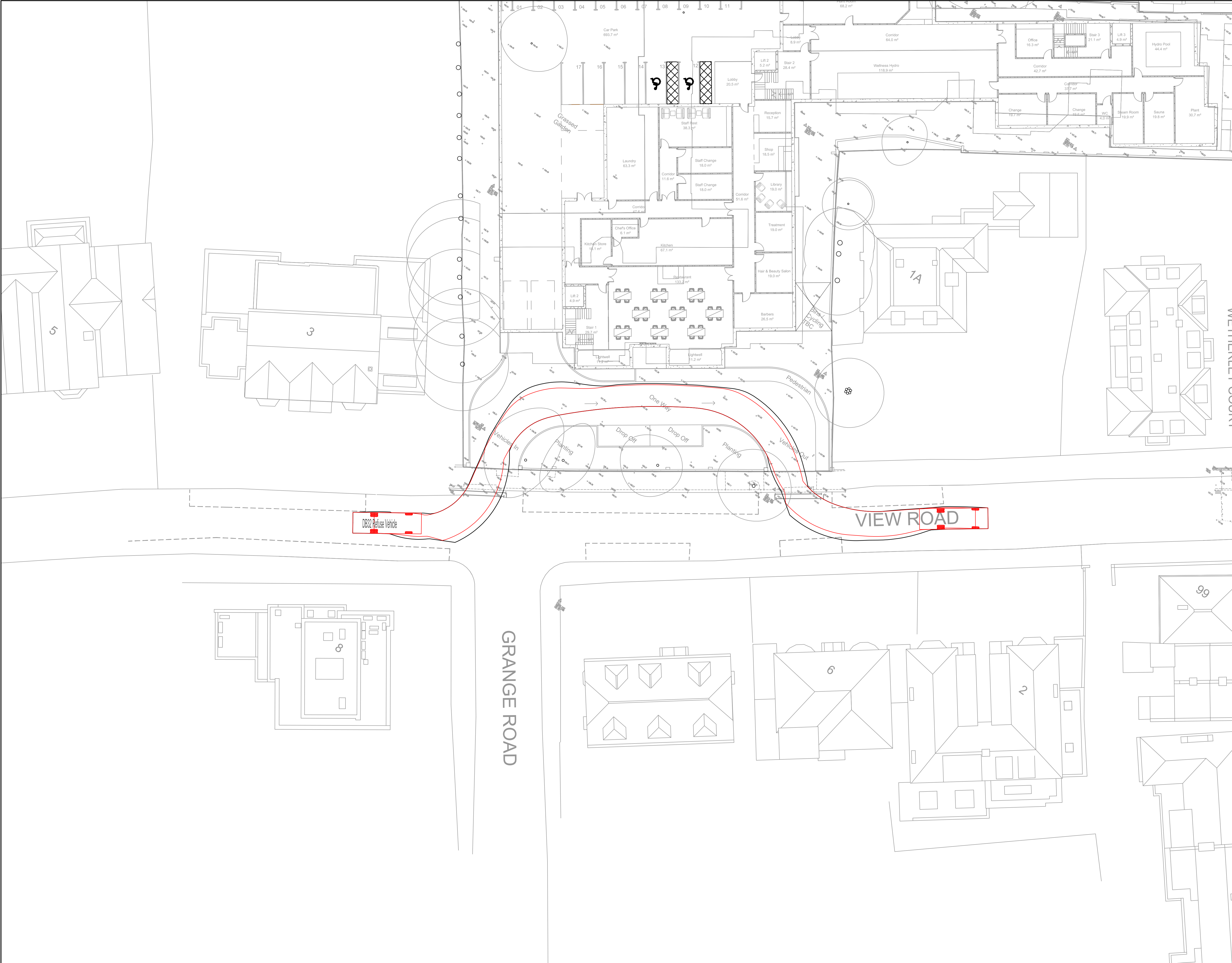
DRAWINGS

21034-MA-XX-XX-DR-C-0121 Car and Ambulance Swept Path Analysis

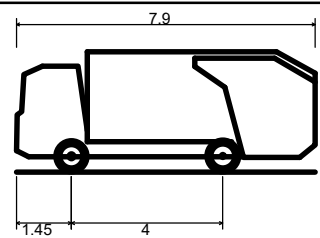
21034-MA-XX-XX-DR-C-0122 Basement Car Parking Swept Path Analysis

21034-MA-XX-XX-DR-C-0123 Waste Vehicle Swept Path Analysis

DRAFT



DO NOT SCALE OFF 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

Revision History

Rev	For Information	Comment	CDT	SC	SC	Date
P01	FOR INFORMATION		CDT	SC	SC	02.08.21
Rev	Comment		By	Chkd	Appr	Date
Current Revision						
P01	FOR INFORMATION		CDT	SC	SC	02.08.21
Rev	Comment		By	Chkd	Appr	Date

S2 - FOR INFORMATION

PERMITTED DEVELOPMENTS INVESTMENT 7 LTD



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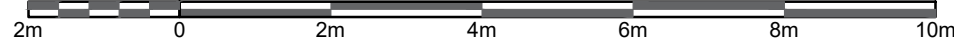
Project
HIGHGATE CARE HOME

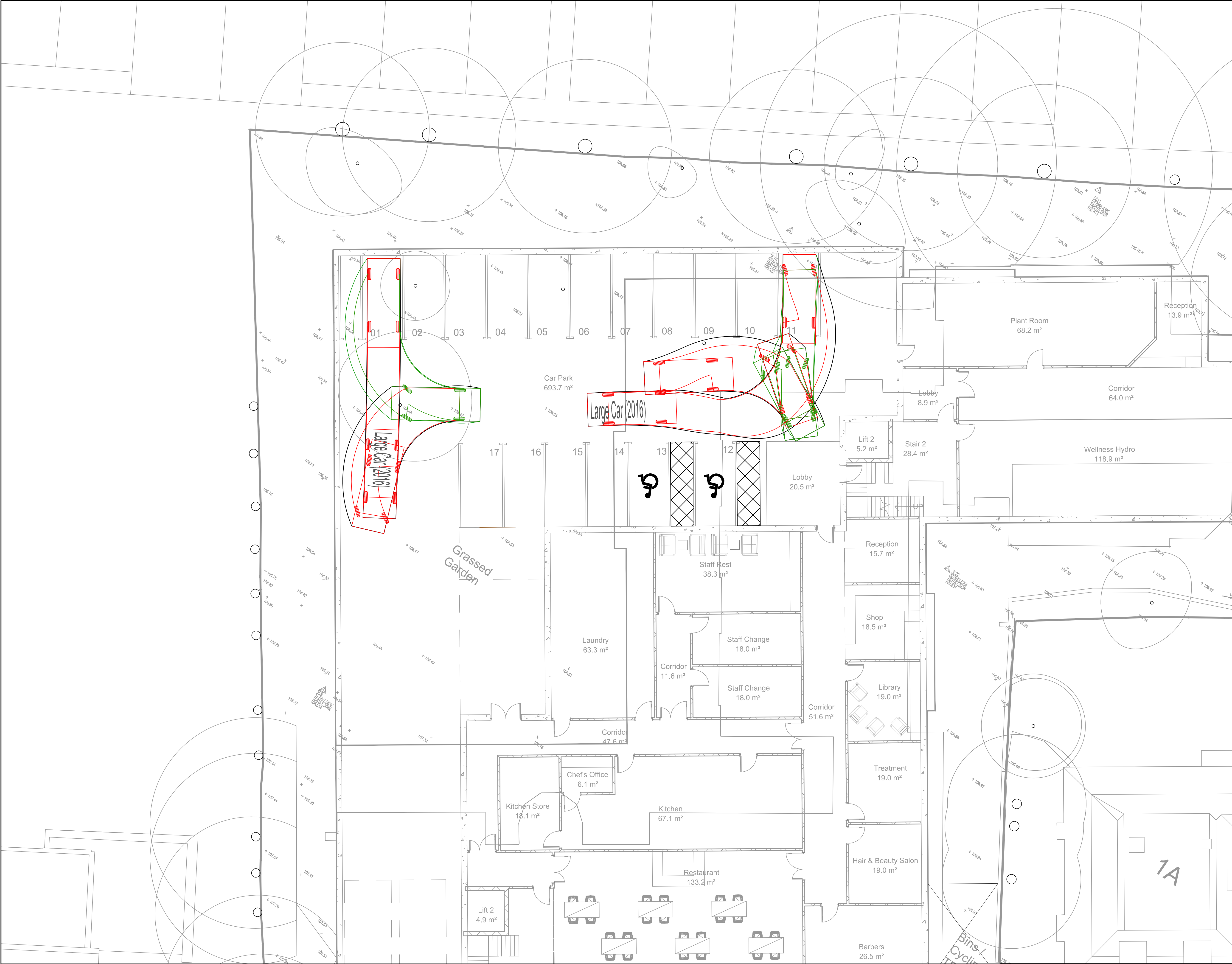
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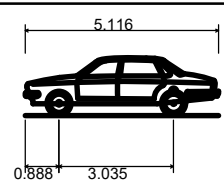
21034-MA-XX-XX-DR-C-0123 - P01

Scale 1:100 @ A1 - 1:200 @ A3





DO NOT SCALE OFF THIS DRAWING



Large Car (2016)
Overall Length 5.116m
Overall Width 1.888m
Overall Body Height 1.526m
Min Body Ground Clearance 0.311m
Track Width 1.834m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.150m

Revision History

Rev	For Information	Comment	CDT	SC	SC	Date
P01	FOR INFORMATION		CDT	SC	SC	02.08.21
Rev	Comment	By	Chkd	Appr	Date	
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Rev	Comment	By	Chkd	Appr	Date	

S2 - FOR INFORMATION

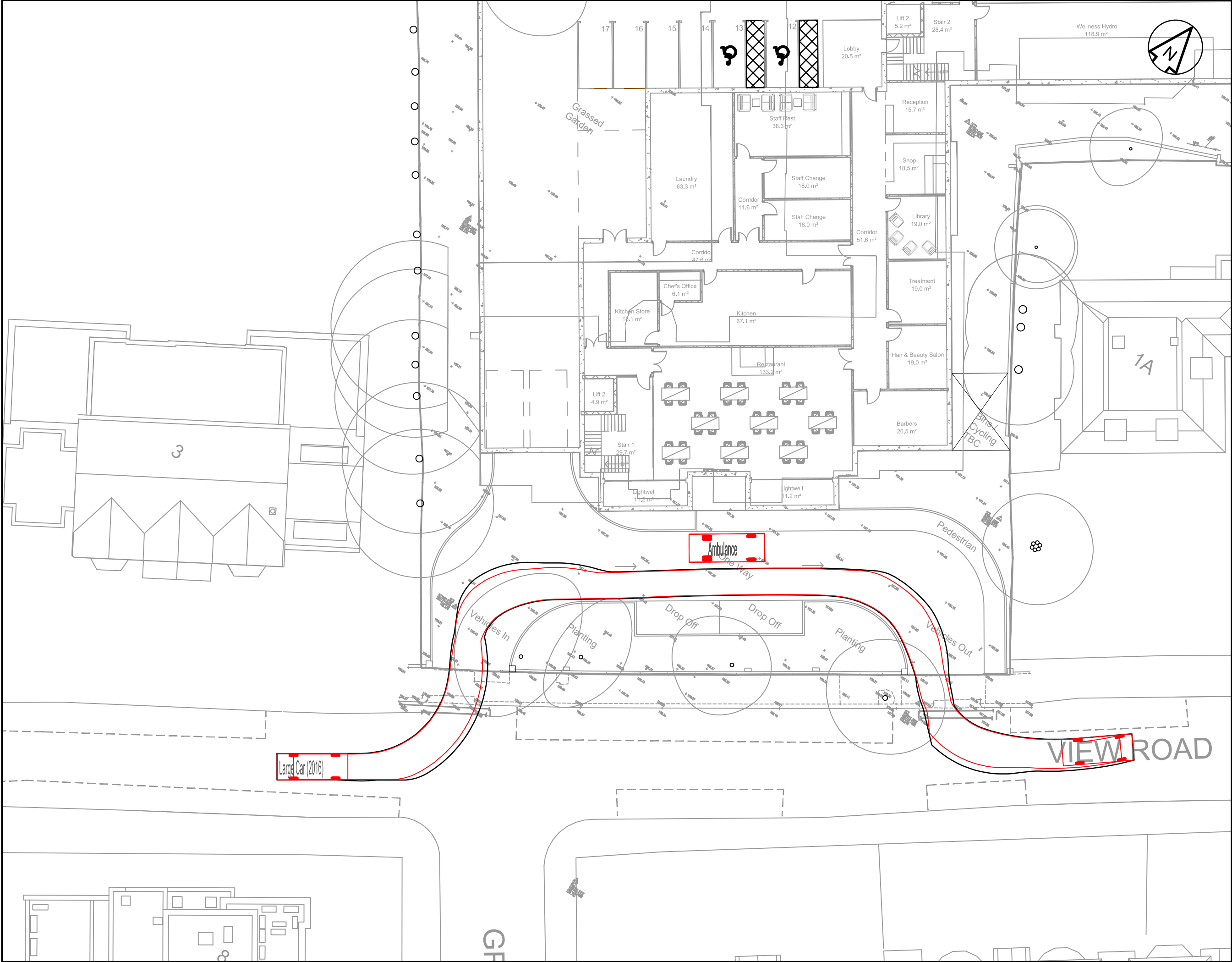
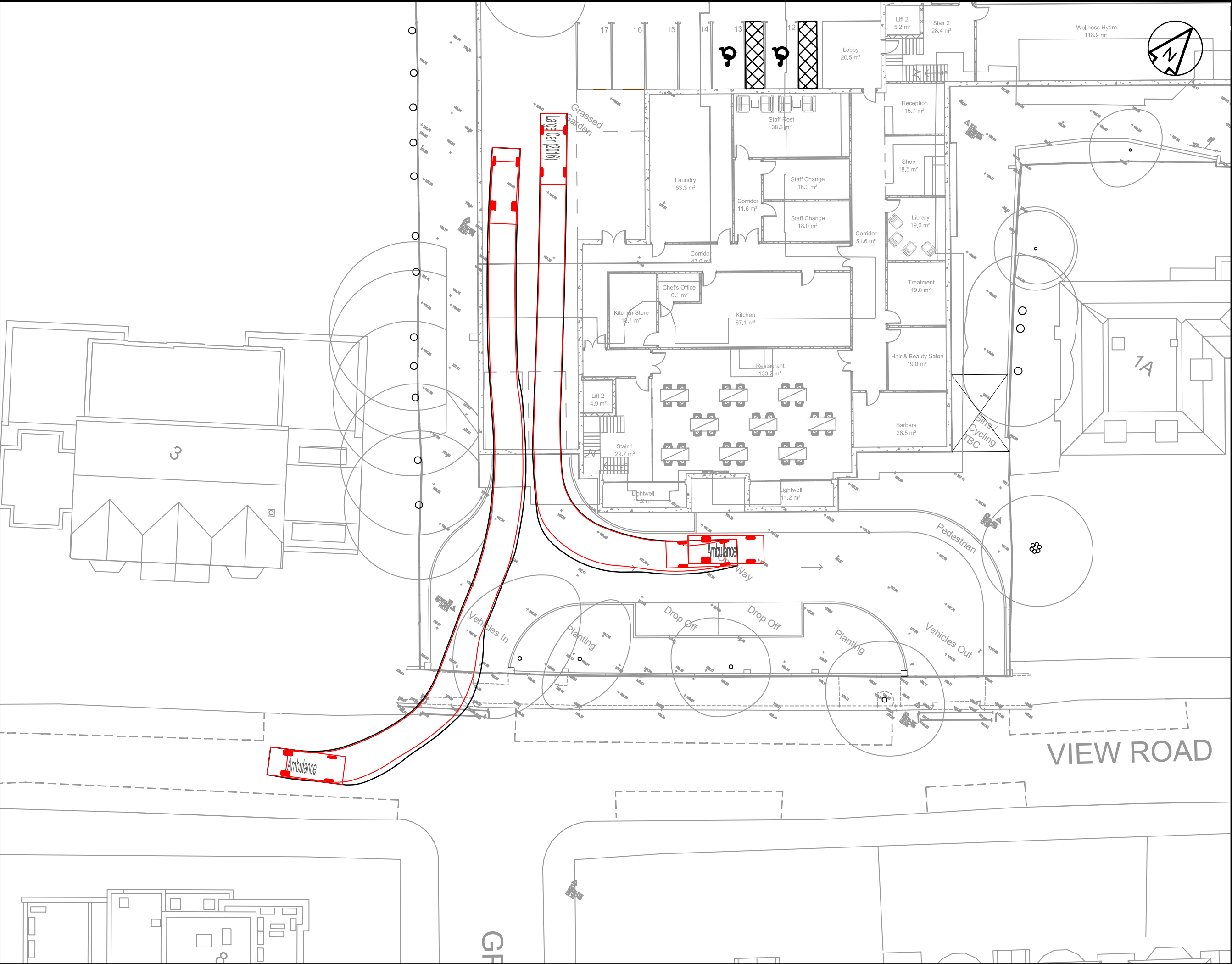
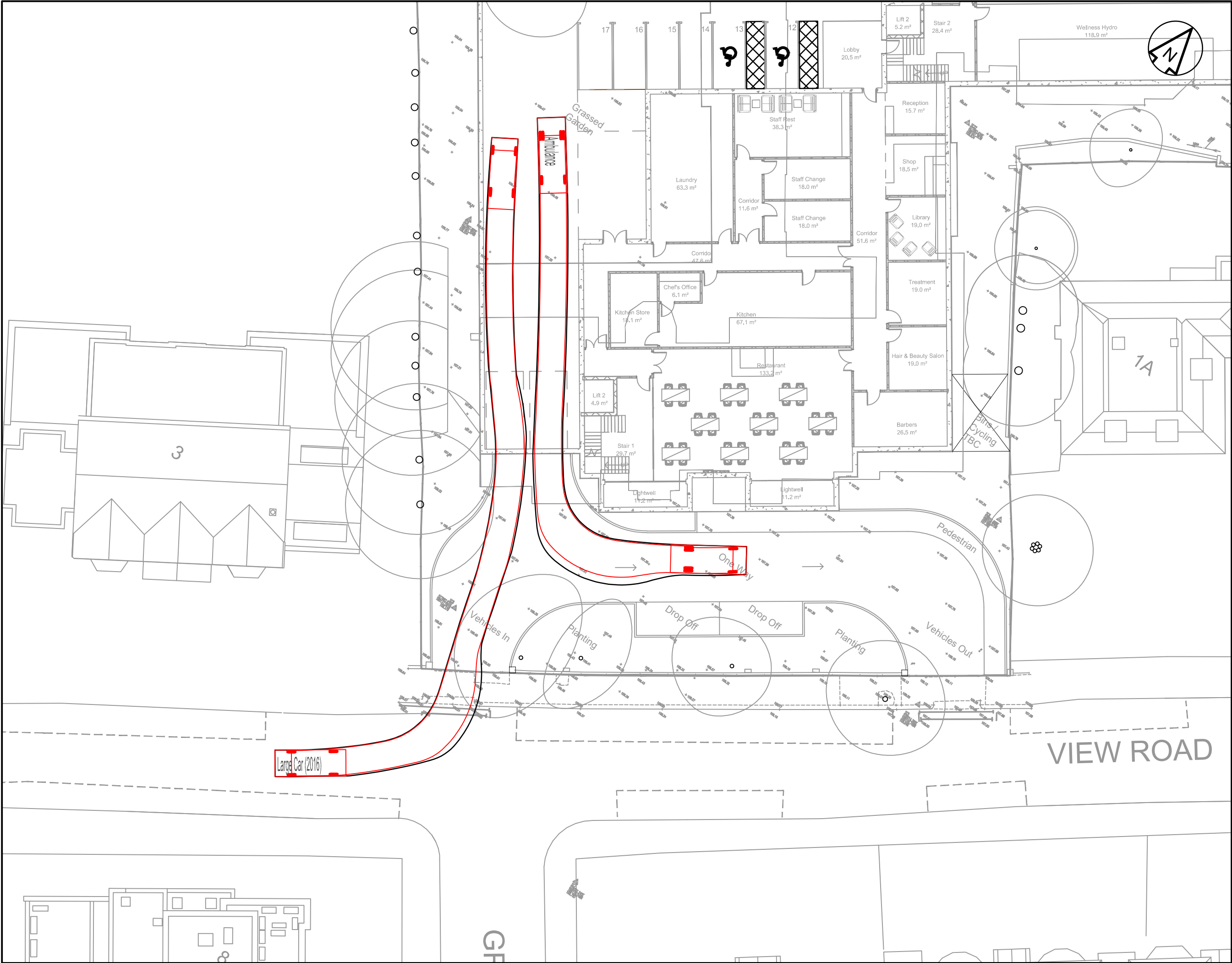
PERMITTED DEVELOPMENTS INVESTMENT 7 LTD



Project
HIGHGATE CARE HOME

Drawing Title
CAR PARKING TRACKING

Markides Associates reference: 21034/01 1:100 @ A1
21034-MA-XX-XX-DR-C-0122 - P01



DO NOT SCALE OFF THIS DRAWING

5.461
0.981 3.2

Ambulance
Overall Length 5.461m
Overall Width 2.020m
Overall Body Height 2.498m
Min Body Ground Clearance 0.225m
Track Width 1.850m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.500m

5.116
0.888 3.035

Large Car (2016)
Overall Length 5.116m
Overall Width 1.899m
Overall Body Height 1.526m
Min Body Ground Clearance 0.311m
Track Width 1.834m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.150m

Revision History						
Rev	For Information	Comment	By	Chkd	Appr	Date
P01	FOR INFORMATION		CDT	SC	SC	02.08.21
Rev	Comment		By	Chkd	Appr	Date
Current Revision						
P01	FOR INFORMATION		CDT	SC	SC	02.08.21
Rev	Comment		By	Chkd	Appr	Date

S2 - FOR INFORMATION

PERMITTED DEVELOPMENTS INVESTMENT 7 LTD

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Project
HIGHGATE CARE HOME

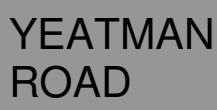
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CAR AND AMBULANCE

Markides Associates reference: 21034/01 1:250 @ A1
21034-MA-XX-XX-DR-C-0121 - P01

Scale 1:250 @ A1 - 1:500 @ A3

5m 0 5m 10m 15m 20m 25m

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109 - 119
NORTH HILL

1 VIEW ROAD

1A VIEW ROAD

WETHERLEY
COURT

Room Key

-  Circulation
-  Lightwell
-  Resident Facilities
-  Staff
-  Storage

Basement Floor GA Plan
1:200 @ A1

Building

Total Residential Units: 70
64 Beds & 6 Suites

Gross External Area:

Basement Floor

Overall = 2090.3m²
Overall = (Excluding Car Park) = 1359.8m²

Building

Nursing / Care Home = 4672.1m²
Wellness = 1466.3m²

Overall (Including Car Park) = 6830.2m²
Overall (Excluding Car Park) = 6099.7m²

DRAWING REVISIONS				
REV	DESCRIPTION	DATE	BY	CHK
-	-	-	-	-

NOTES

DO NOT SCALE, USE FIGURED DIMENSIONS ONLY.

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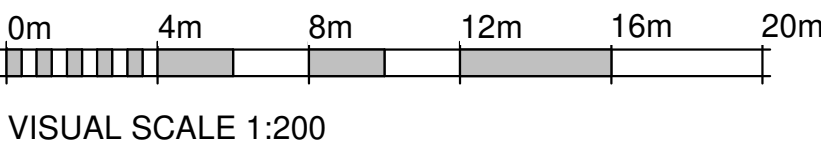
CLIENT
Highgate Care Ltd

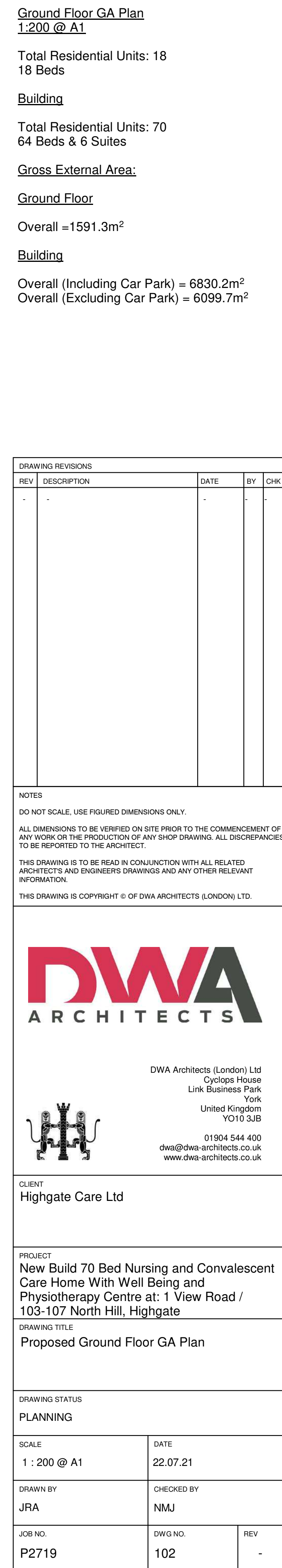
PROJECT
New Build 70 Bed Nursing and Convalescent
Care Home With Well Being and
Physiotherapy Centre at: 1 View Road /
103-107 North Hill, Highgate

DRAWING TITLE
Proposed Basement GA Plan

DRAWING STATUS:
PLANNING

SCALE 1 : 200 @ A1	DATE 22.07.21	
DRAWN BY JRA	CHECKED BY NMJ	
JOB NO. P2719	DWG NO. 101	REV -





APPENDIX A – POLICY GUIDANCE

A1 National Planning Policy

The NPPF was revised on 22nd July 2021. This document sets out Government planning policy, provides a framework within which local planning policies should be produced, and is a material consideration in planning decisions.

With regards to transport, the NPPF Paragraph 110 states that:

In assessing sites that may be allocated for development in plans, or specific applications for development it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code, and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111 continues: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

Paragraph 112 continues that applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second- so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and ultra-low emission vehicles in safe, accessible, and convenient locations.

Paragraph 111 states that: *“All developments that will generate significant amounts of movement should be required to provide a travel plan and should be supported by a transport statement or transport assessment.”*

A2 The New London Plan

The New London Plan has recently been adopted.

Chapter 10 of this document deals with transport and Policy T1 sets the overarching approach to transport strategy for the city. Policy T1 states that development Plans and development proposals should support the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle, or public transport by 2041, and the proposed transport schemes set out in Table 10.1.

Policy T1 continues, “All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.”

The New London Plan additionally includes a new concept; ‘Healthy Streets’. These are defined by 10 indicators as follows:

- *Pedestrians from all walks of life;*
- *Easy to cross;*
- *Shade and shelter;*
- *Places to stop and rest;*
- *Not too noisy;*
- *People choose to walk, cycle, and use public transport;*
- *People feel safe;*
- *Things to see and do;*
- *People feel relaxed; and*
- *Clean air.*

Policy T2 states that development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance; reduce the dominance of vehicles on London’s streets whether stationary or moving; and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

A3 Haringey New Local Plan

The new Local Plan is an emerging document and at the time of writing only the 'first steps' formal consultation has been undertaken, which closed in February 2021. The policies of the new Local Plan therefore remain undetermined, but it is noted that the new Local Plan could encompass the following policy changes:

- Require all planning applications to include Electric Vehicle charging points where applicable;
- Support behavioural change by providing opportunities for electric car club development, establishing car clubs, and promoting car sharing, where appropriate;
- Review Haringey's parking needs to assess whether lower maximum parking standards than the London Plan are warranted in some areas;
- Ensure car-free development is the starting point for all well-connected development proposals, with developments elsewhere to only include the minimum necessary parking.

It is also understood that in tandem with the New Local Plan, the Borough is in the process of producing a Walking & Cycling Action Plan and a Parking Action Plan.

A4 Haringey Development Management Plan (DMP) July 2017

This document states in Policy DM32 Parking that the car and minimum cycle parking standards are as per those contained within the London Plan (2016). The London Plan has now been superseded by the New London Plan. As the 2016 London Plan is therefore no longer in use, it is assumed that Policy DM32 now defers to the New London Plan standards. These are summarised for the potential land uses relevant to the development in **Table A1**.

Table A1 Parking Standards

Land Use	New London Plan Standard		
	Vehicle Maximum	Cycle	
		Long Stay	Short Stay
Care Home	No Specific Standard	1 sp per 5 FTE staff	1 sp per 20 bedrooms
Health Centre		1 sp per 5 FTE staff	1 sp per 3 FTE staff
Gym		1 sp per 8 FTE staff	1 sp per 100sqm
Medical and health care blue badge provision	6% of total parking to be blue badge enabled and 4% enlarged spaces for future provision		

Paragraph 10.6.5 of the New London Plan continues: “Where no standard is provided, the level of parking should be determined on a case-by-case basis taking account of Policy T6 Car parking, current and future PTAL and wider measures of public transport, walking and cycling connectivity.”

The New London Plan has no specific standard for the provision of electric vehicle charging points for healthcare uses or care homes.

Regarding car clubs, paragraph 5.6 of the DMP states that “The availability of car club vehicles has been shown to reduce the level of car ownership and usage. The Council considers this would contribute to sustainable development in the Borough. Car club bays can be placed on-site if they would be accessible to the public as well as for the occupants of the site or on the public highway close to the development.”

Policy DM23 continues: “The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.”

A5 Highgate Neighbourhood Plan (2017)

This document sets out the vision and objectives of the Highgate Neighbourhood Forum for the area in which the site is located, for the period up to 2031. These include the topic areas of social and community, economic activity, traffic and transport, open spaces and public real, and design and heritage. There are 5 key site allocations noted, none of which are located near the site.

Statistics given in the report based on the 2001 and 2011 censuses, state that there were some 18,000 residents, 8,000 households and 7,000 cars, suggesting vehicle ownership rates

of 0.9 vehicles per household on average. High levels of commuter traffic and associated parking are a concern, especially on Archway Road.

Traffic and Transport objectives are as follows:

To enhance accessibility to local services and support the community's health, social and cultural wellbeing. Sub-objectives:

- SO3.1 To promote sustainable modes of transport with special regard to the wellbeing of pedestrians
- SO3.2 To minimise the short and longer term impact of new traffic arising as a result of development
- SO3.3 To minimise the harm from traffic while improving the management of parking provision for Highgate
- SO3.4 To manage the movement of heavy goods

The plan also seeks to reduce and control the movement of HGVs through residential areas for construction through the implementation of Construction Traffic Management Plans and Delivery Servicing Management Plans for new development.

Policy TR3 states the requirement for Transport Assessment or Transport Statement reports for new development which detail the following points listed overleaf.

TR3

- I. ...to quantify future vehicle movements to, from and within the site including links to existing transport networks. Appropriate connections to highways and street spaces should then be put forward to serve the development;
- II. Proposals should provide information on planned parking arrangements to demonstrate that there would be no detrimental loss of on-street parking or harmful impact from additional parking on the surrounding area and transport network;
- III. Developments requiring pick-up, drop off, or waiting areas, should put forward appropriate arrangements within the site where possible which will ensure safety and minimise congestion; and
- IV. The development should protect and exploit opportunities for the use of sustainable transport modes for the movement of people and goods. In order to minimise traffic movements and parking demand and any associated harmful impacts, travel plans should be prepared and implemented in accordance with guidance from Transport for London and the Boroughs of Haringey and Camden.

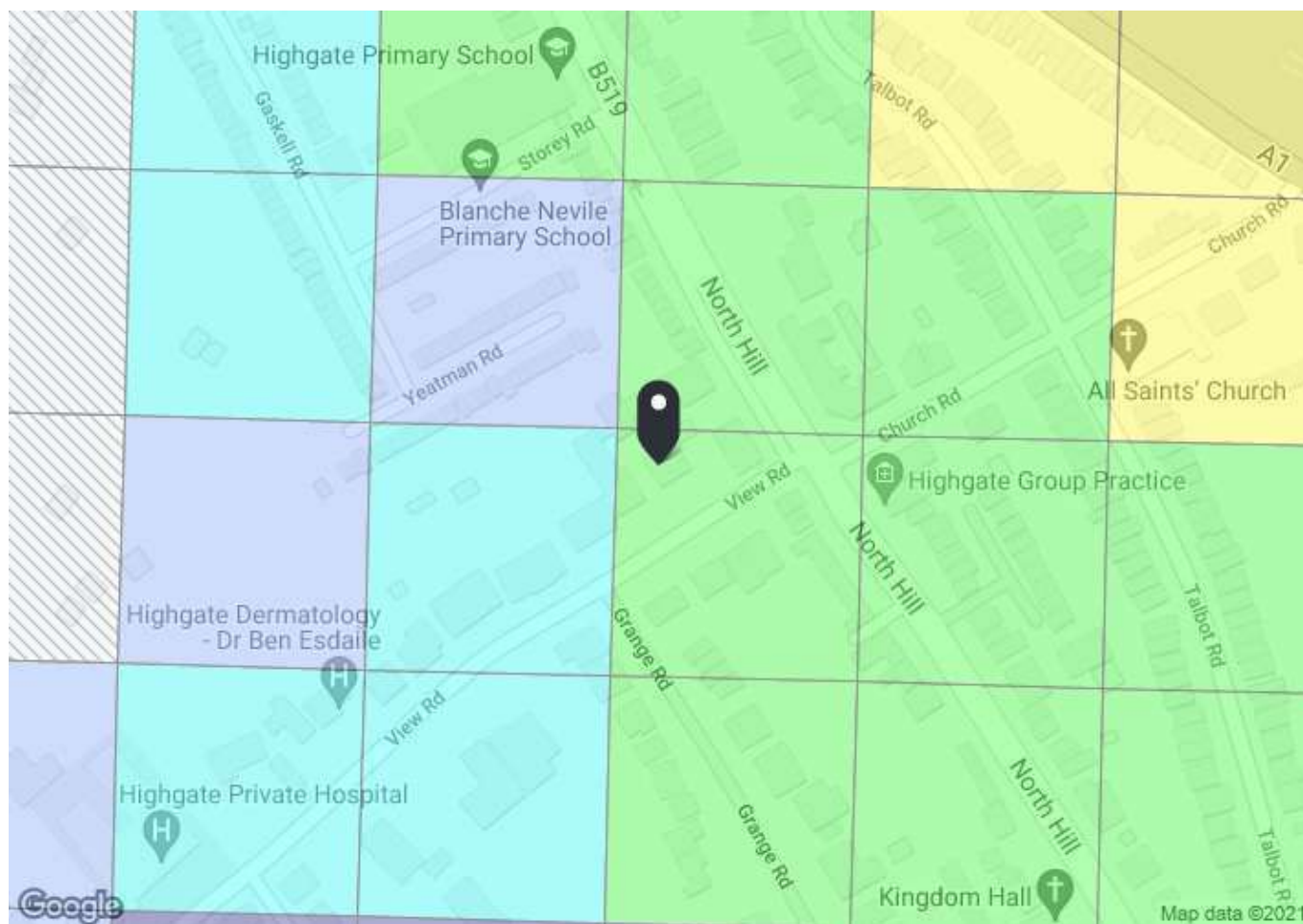
Policy TR4 states that development is expected in car-free areas, locations that are designated as Controlled Parking Zones (CPZ) and/or a PTAL 4 or higher. Severe impact is considered to be contributed to by the following:

TR4

- I. Harm highway safety or hinder pedestrian movement;
- II. Provide inadequate sightlines for vehicles leaving the site;
- III. Significantly add to on-street parking demand or otherwise reduce existing on-street parking conditions, where there is inadequate capacity;
- IV. Create a shortfall of provision in terms of relevant parking standards for bicycles, people with disabilities and service vehicles;
- V. Create a shortfall of public car parking, operational business parking or residents' parking;
- VI. Create, or add to, an area of car parking that would have an adverse impact on local character or a building's setting or is visually detrimental to the conservation areas.
- VII. Any new off-street parking should have regard for its impact on the character of the local area, and could be required to preserve or re-provide any means of enclosure, trees or other features of a forecourt or garden; and
- VIII. Provide adequate soft landscaping, permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface water run-off.

APPENDIX B – PTAL REPORT

DRAFT



PTAL output for 2021 (Forecast)

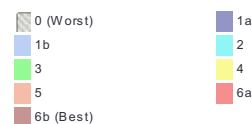
3

1A View Rd, London N6 4DJ, UK
Easting: 528015, Northing: 188179

Grid Cell: 121430

Report generated: 17/09/2021

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	ARCHWAY ROAD TALBOT ROAD	263	421.24	6.21	5.27	6.83	12.1	2.48	0.5	1.24
Bus	ARCHWAY ROAD NORTH HILL	234	424.34	5.18	5.3	7.8	13.1	2.29	0.5	1.14
Bus	HIGHGATE STN M'WELL H RD	134	630.53	12.42	7.88	4.42	12.3	2.44	0.5	1.22
Bus	HIGHGATE STN M'WELL H RD	43	630.53	10.35	7.88	4.9	12.78	2.35	0.5	1.17
Bus	NTH HILL CHURCH RD	143	120.32	5.18	1.5	7.8	9.3	3.23	1	3.23
LUL	Highgate	'Morden-MillHill '	684.59	5	8.56	6.75	15.31	1.96	0.5	0.98
LUL	Highgate	'Morden-HighBarnet '	684.59	25.97	8.56	1.91	10.46	2.87	1	2.87
LUL	Highgate	'HighBarnet-Kenn '	684.59	15	8.56	2.75	11.31	2.65	0.5	1.33
Total Grid Cell AI:										13.18

APPENDIX C – PARKING SURVEYS – 200M

DRAFT

Job Number & Name: **HARINGEY 20071-01**

Site Number/Name: **103 - 107 North Hill**

Client: **Markides Associates**

Date: Tuesday May 18th & Thursday May 20th 2021

05:00, 0830, 1500, & 1800

Weather: showers

Survey Site Location: Red Lines indicate surveyed roads - within survey 200m area



Description of column headers

Total Length of Available Kerb Space	Measured length (in metres) of kerb space [inc SY Lines] excluding individual short sections of less than 5m [ie between two crossovers]
Unusable kerb Space	Measured length (in metres) of unusable kerb space - sections left over not divisible by 5m - ie 12m/10m [2 spaces] - 2m unusable
Length (m)	Measured length (in metres) of total useable kerb length per road parking type, rounded to the nearest 5m
Calculated Spaces	Calculation of number of available spaces based on 5m length
Cars Parked	Number of vehicles parked per time period
Stress	Calculated stress per restriction per road based on number of parked vehicles and number of available spaces

please refer to OS supplied mapping for survey area and road inventory

Brief Overview Summary Traffic Surveys UK were appointed by Markides Associates to carry out a Parking survey for over two days in Haringey, for a site that is located in North Hill, HIGHGATE



The survey was carried out to Lambeth Methodology guidelines to approx. 200m from site, with a specified number of daily parking beats

A Road inventory has been supplied of the area detailing road parking available and restrictions

Vehicle plots are also supplied of positions of parked vehicles on the required OS mapping

Vehicle spaces are determined at 5m [as Lambeth Parking Survey Methodology guidelines]

Survey area is extended to a junction if close to survey "boundary distance" - a turning point for a vehicle

Likewise survey boundary is curtailed if no parking is possible ie junction approach, narrow restricted road/bridge ped or level crossings etc.

The scope of the parking study aims to determine:-

- availability of kerb space (both usable and unusable);
- the level of parking availability within 200m of the site; and
- provides information regarding the occupancy stress levels of the surrounding roads.

To ascertain if the planned application will not have a detrimental effect on existing residential/commuter parking demand.

Roadway parking was assessed within the 200m survey area, excluding any marked bay parking that is clearly used by residents especially where the bays front the local dwellings.

Survey Area Description The survey area is CPZ controlled HG/STA Monday - Friday 1000-1200. There are also some shared CPZ and PD/Pay by phone spaces.

The survey area is predominantly residential. There are some retail outlets, Public Houses, and also a Medical centre in View Road.

Highgate Primary school is located in Storey Road.

The Archway Road - which has Red Route parking bays - has the most retail outlets along its length [towards Southwood Lane junction]

Grange road is an unmade unadopted Private Road, that has barriers at either end and is not included within the survey report.

TSUK Result overview/key findings Parking stress for the overnight parking beats within the survey area resulted in the same 55% occupancy

daytime parking beats ranged from 49% to 59% on day 1 and 55% to 59% on day 2

The average parking stress for all 4 beats in the same day were DAY 1 - 55% and DAY 2 - 58%

Job Number & Name: HARINGEY 20071-01

Site Number/Name: 103 - 107 North Hill

Client: Markides Associates

Date: Tuesday May 18th & Thursday May 20th 2021

05:00, 08:30, 19:00, & 18:00

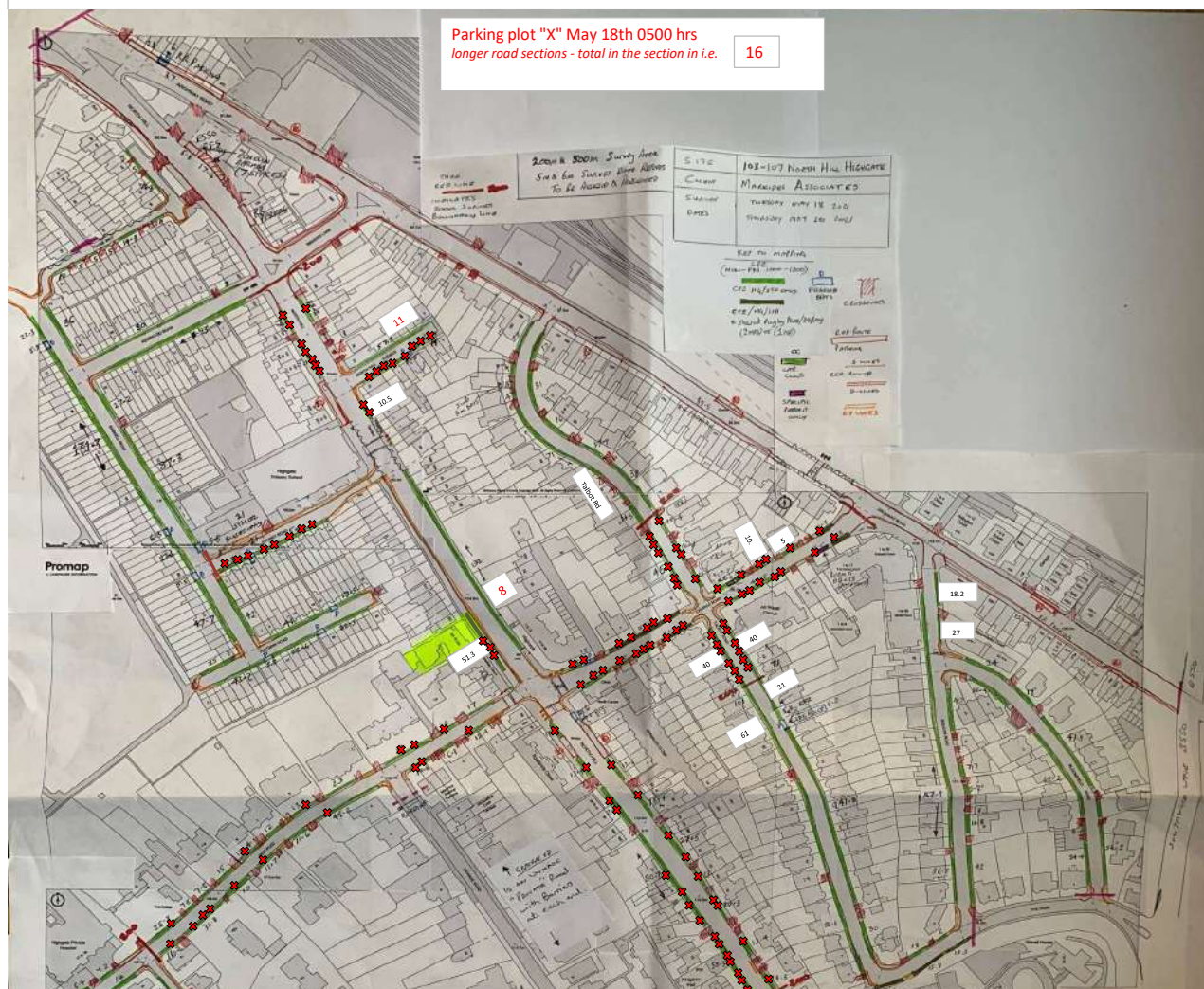


Traffic Surveys Uk Ltd Parking Beat Parking Stress										Job Number & Name: Haringey 103-107 North Hill Highgate Client: Markides Associates Date: May 18 & 20 2021									
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						CPZ HG/STA Mon - Fri 1000-1200				CPZ - HG/STA Mon - Fri 1000-1200 or Pay by Phone/PD 2 hrs max				Car Club				Red Route parking [anytime]				Designated Permit space DB073				Disabled Bays				Non Space [less than 5m space] or over crossover		TOTALS			Doctors Only Space				Safe Single yellow Line Mon - Sat 0800 - 1830				Double Yellow/Keep Clear Line/RR			
Street Name		Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked	Calculated Spaces	Cars Parked	Stress	Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked				
Tuesday May 18th 2021 05:00 hrs	North Hill	535.9	45.9	480	96	51	53%																	5	1	0	0%	0		97	51	53%	5	1	0	0%						0				
	Storey Road	71.3	1.3	65	13	7	54%																	5	1	1	100%	0		14	8	57%										0				
	North Hill Avenue	104.5	9.5	90	18	18	100%																	5	1	1	100%	0		19	19	100%										0				
	Church Road	258	23	115	23	19	83%	95	19	10	53%	10	2	1	50%					5	1	1	100%	10	2	1	50%	0		47	32	68%										0				
	View Road	336.6	31.6	305	61	16	26%																					0		61	16	26%										0				
	Talbot Road	159.8	4.8	155	31	22	71%																				0		31	22	71%										0					
	TOTALS	1466.1	116.1	1210	242	133	55%	95	19	10	53%	10	2	1	50%	0	0	0	nil	5	1	1	100%	25	5	3	60%	0		269	148	55%	5	1	0	0%	0	0	0	50%			0			

						CPZ HG/STA Mon - Fri 1000-1200				CPZ - HG/STA Mon - Fri 1000-1200 or Pay by Phone/PD 2 hrs max				Car Club				Red Route parking [anytime]				Designated Permit space DB073				Disabled Bays				Non Space [less than 5m space] or over crossover		TOTALS			Doctors Only Space				Safe Single yellow Line Mon - Sat 0800 - 1830				Double Yellow/Keep Clear Line/RR			
	Street Name	Total Length of Available Kerb Space	unusable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked	Calculated Spaces	Cars Parked	Stress	Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked				
Thursday May 20th 2021 05:00 hrs	North Hill	535.9	45.9	480	96	47	49%													5	1	0	0%		0		97	47	48%	5	1	0	0%							0						
	Storey Road	71.3	1.3	65	13	8	62%													5	1	1	100%		0		14	9	64%											0						
	North Hill Avenue	104.5	9.5	90	18	17	94%													5	1	1	100%		0		19	18	95%											0						
	Church Road	258	23	115	23	20	87%	95	19	9	47%	10	2	1	50%			5	1	1	100%	10	2	1	50%		0		47	32	68%										0					
	View Road	336.6	31.6	305	61	18	30%																		0		61	18	30%											0						
	Talbot Road	159.8	4.8	155	31	24	77%																		0		31	24	77%											0						
	TOTALS	1466.1	116.1	1210	242	134	55%	95	19	9	47%	10	2	1	50%	0	0	0	nil	5	1	1	100%	25	5	3	60%	0	269	148	55%	5	1	0	0%	0	0	0	50%			0				

05:00, 0830, 1500, & 1800



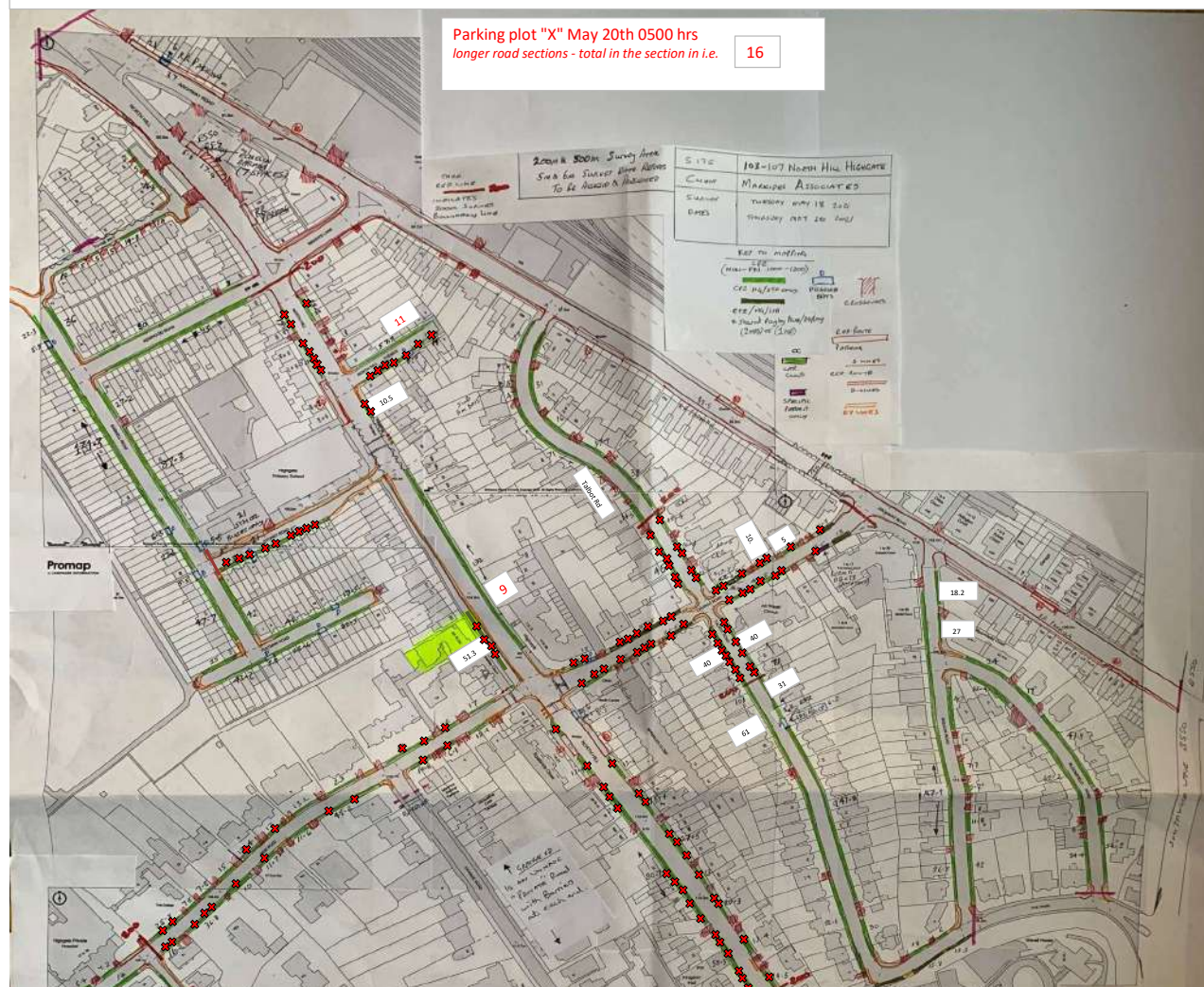
Job Number & Name: HARINGEY 20071-01

Site Number/Name: 103 - 107 North Hill

Client: Markides Associates

Date: Tuesday May 18th & Thursday May 20th 2021

05:00, 08:30, 15:00, & 18:00





Job Number & Name: **HARINGEY 20071-01**

Site Number/Name: **103 - 107 North Hill**

Client: **Markides Associates**

Date: Tuesday May 18th & Thursday May 20th
2021

Site Photos

site photos taken approx 1500 hrs May 18th 2021

The Site 103-107 North Hill



View Road



Church Road



North Hill



Storey Road



North Hill



Talbot Road



Job Number & Name: **HARINGEY 20071-01**

Site Number/Name: **103 - 107 North Hill**

Client: **Markides Associates**

Date: Tuesday May 18th & Thursday May 20th 2021

05:00, 0830, 1500, & 1800

Weather: showers

Survey Site Location: Red Lines indicate surveyed roads - within survey 200m area



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Length (m)	Measured length (in metres) of total useable kerb length per road parking type, rounded to the nearest 6m
Calculated Spaces	Calculation of number of available spaces based on 6m length
Cars Parked	Number of vehicles parked per time period
Stress	Calculated stress per restriction per road based on number of parked vehicles and number of available spaces

please refer to OS supplied mapping for survey area and road inventory

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Highgate Primary school is located in Storey Road.

The Archway Road - which has Red Route parking bays - has the most retail outlets along its length [towards Southwood Lane junction]

Grange road is an unmade unadopted Private Road, that has barriers at either end and is not included within the survey report.

TSUK Result overview/key findings Parking stress for the overnight parking beats within the survey area resulted in the same 69% occupancy

daytime parking beats ranged from 62% to 75% on day 1 and 72% to 77% on day 2

The average parking stress for all 4 beats in the same day were DAY 1 - 69% and DAY 2 - 73%

05:00, 0830, 1500, & 1800

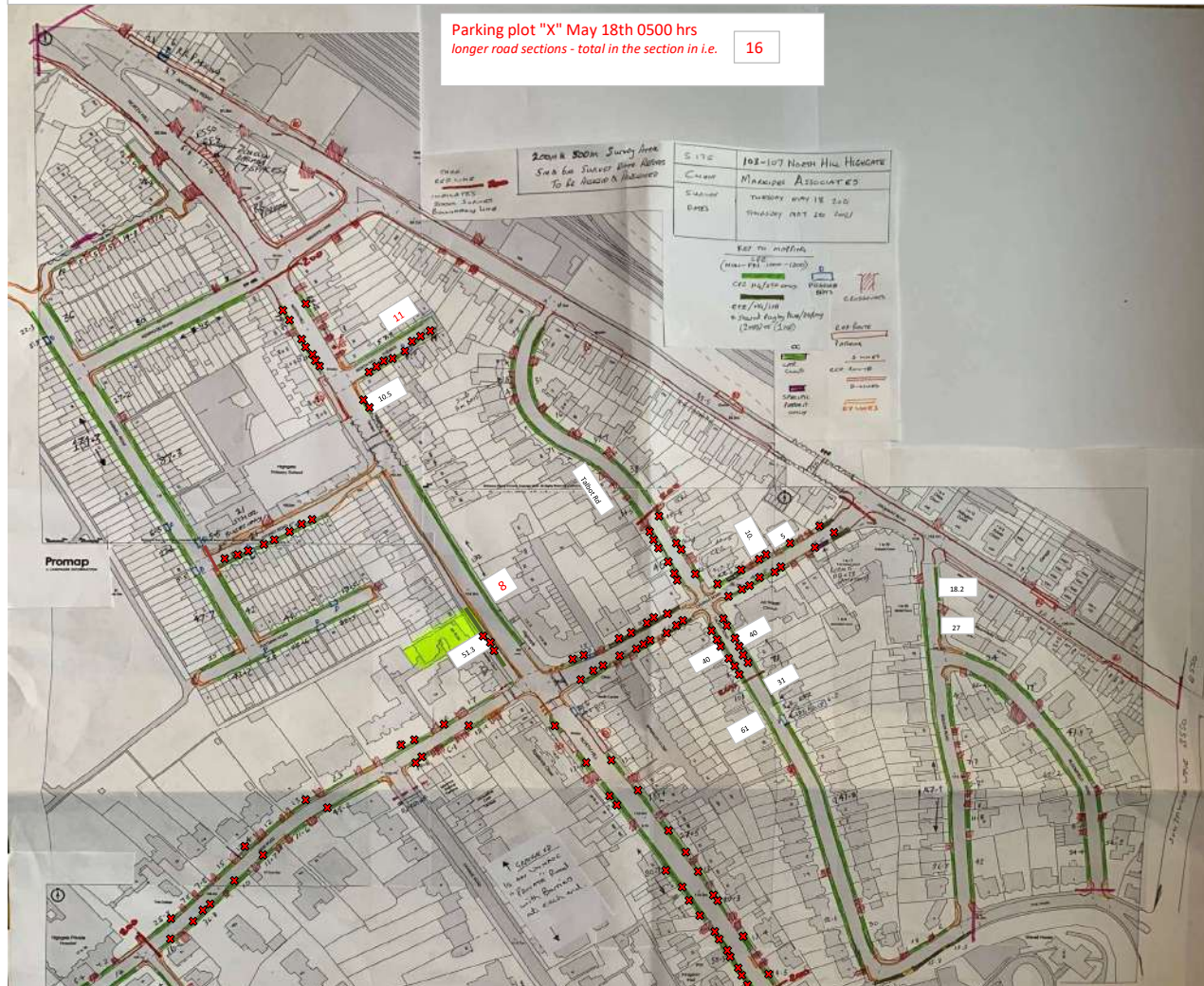


[illegible]

Traffic Surveys Uk Ltd Parking Beat Parking Stress										Job Number & Name: Haringey 103-107 North Hill Highgate Client: Markides Associates Date: May 18 & 20 2021									
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6m per vehicle space			CPZ HG/STA Mon - Fri 1000-1200					CPZ - HG/STA Mon - Fri 1000-1200 or Pay by Phone/PD 2 hrs max					Car Club				Red Route parking [anytime]				Designated Permit space DB073				Disabled Bays				Non Space [less than 5m space] or over crossover		TOTALS			Doctors Only Space				Safe Single yellow Line Parking 0800 - 1830				Double Yellow/Keep Clear Line/RR																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Thursday May 20th 2021 05:00 hrs	Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (

05:00, 0830, 1500, & 1800



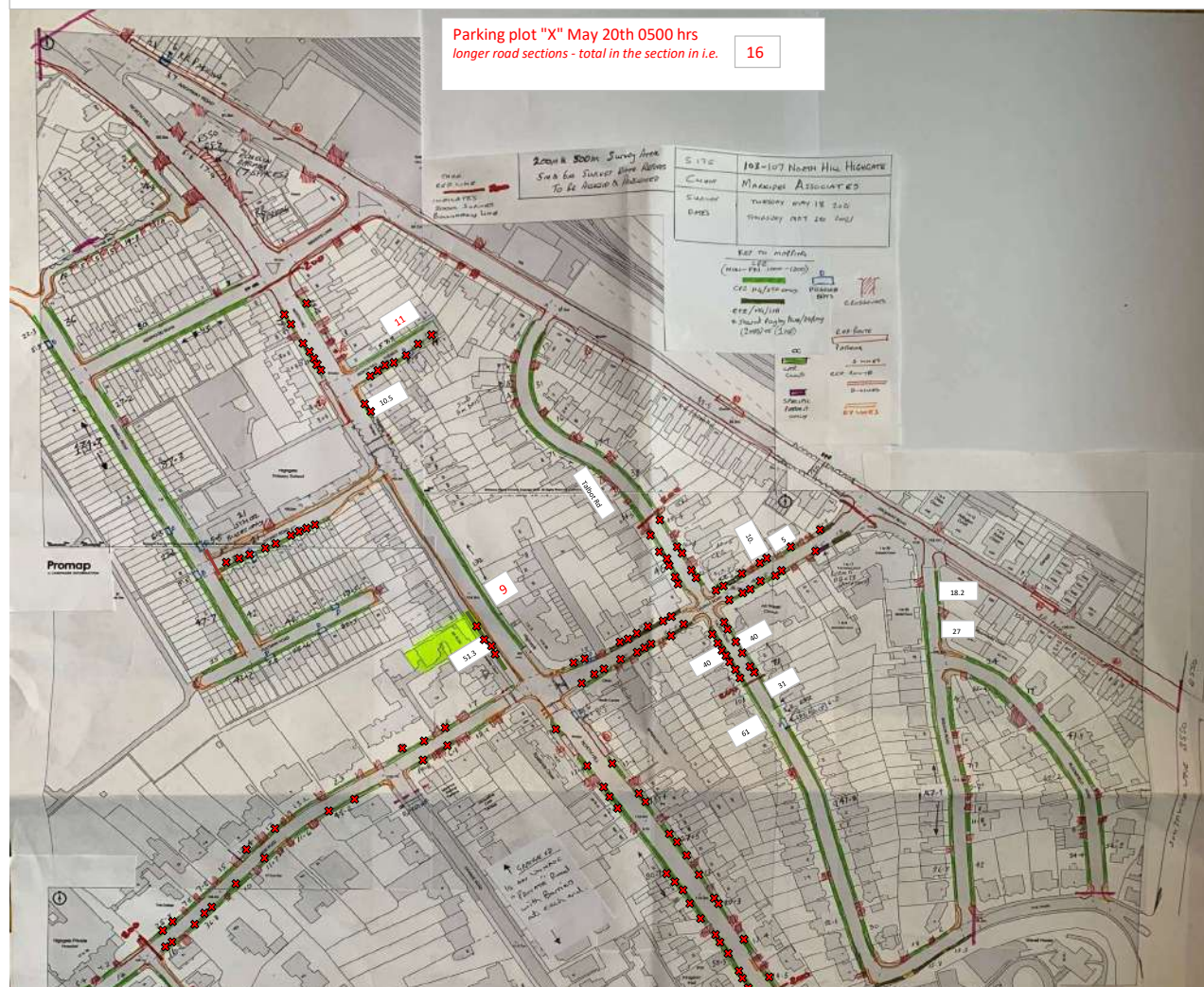
Job Number & Name: HARINGEY 20071-01

Site Number/Name: 103 - 107 North Hill

Client: Markides Associates

Date: Tuesday May 18th & Thursday May 20th 2021

05:00, 08:30, 15:00, & 18:00





Job Number & Name: **HARINGEY 20071-01**

Site Number/Name: **103 - 107 North Hill**

Client: **Markides Associates**

Date: Tuesday May 18th & Thursday May 20th
2021

Site Photos

site photos taken approx 1500 hrs May 18th 2021

The Site 103-107 North Hill



View Road



Church Road



North Hill



Storey Road



North Hill



Talbot Road



APPENDIX D – PARKING SURVEYS 500M

DRAFT

Job Number & Name: **HARINGEY 20071-01**

Site Number/Name: **103 - 107 North Hill**

Client: **Markides Associates**

Date: Tuesday May 18th & Thursday May 20th 2021

05:00, 0830, 1500, & 1800

Weather: showers

Survey Site Location: Red Lines indicate surveyed roads - within survey 500m area



Description of column headers

Total Length of Available Kerb Space	Measured length (in metres) of kerb space [Inc SY Lines] excluding individual short sections of less than 5m [ie between two crossovers]
Unusable kerb Space	Measured length (in metres) of unusable kerb space - sections left over not divisible by 5m - ie 12m/10m [2 spaces] - 2m unusable
Length (m)	Measured length (in metres) of total useable kerb length per road parking type, rounded to the nearest 5m
Calculated Spaces	Calculation of number of available spaces based on 5m length
Cars Parked	Number of vehicles parked per time period
Stress	Calculated stress per restriction per road based on number of parked vehicles and number of available spaces

[please refer to OS supplied mapping for survey area and road inventory](#)

Brief Overview Summary Traffic Surveys UK were appointed by Markides Associates to carry out a Parking survey for over two days in Haringey, for a site that is located in North Hill, HIGHGATE



The survey was carried out to Lambeth Methodology guidelines to approx. 500m from site, with a specified number of daily parking beats

A Road inventory has been supplied of the area detailing road parking available and restrictions

Vehicle plots are also supplied of positions of parked vehicles on the required OS mapping

Vehicle spaces are determined at 5m [as Lambeth Parking Survey Methodology guidelines]

Survey area is extended to a junction if close to survey "boundary distance" - a turning point for a vehicle

Likewise survey boundary is curtailed if no parking is possible ie junction approach, narrow restricted road/bridge ped or level crossings etc.

The scope of the parking study aims to determine:-

- availability of kerb space (both usable and unusable);
- the level of parking availability within 500m of the site; and
- provides information regarding the occupancy stress levels of the surrounding roads.

To ascertain if the planned application will not have a detrimental effect on existing residential/commuter parking demand.

Roadway parking was assessed within the 500m survey area, excluding any marked bay parking that is clearly used by residents especially where the bays front the local dwellings.

Survey Area Description The survey area is CPZ controlled HG/STA Monday - Friday 1000-1200. There are also some shared CPZ and PD/Pay by phone spaces.

The survey area is predominantly residential. There are some retail outlets, Public Houses, and also a Medical centre in View Road.

Highgate Primary school is located in Storey Road.

The Archway Road - which has Red Route parking bays - has the most retail outlets along its length [towards Southwood Lane junction]

Grange road is an unmade unadopted Private Road, that has barriers at either end and is not included within the survey report.

Hillcrest is a private estate so not included within the report

TSUK Result overview/key findings Parking stress for the overnight parking beats within the survey area resulted in 63% day 1 and 64% Day 2 parking stress

daytime parking beats ranged from 62% to 65% on day 1 and 65% to 67% on day 2

The average parking stress for all 4 beats in the same day were DAY 1 - 63% and DAY 2 - 65%

05:00, 0830, 1500, & 1800



5m vehicle space				CP2 HG/STA Mon - Fri 1000-1200				CP2 - HG/STA Mon - Fri 1000-1200 or Pay by Phone/PD 2 hrs max				Car Club				Red Route parking [anytime]				Designated Permit space DB073				Disabled Bays				Non Space [less than 5m space] or over crossover		TOTALS			Doctors Only Space				Safe Single yellow Line Parking Mon - Sat 0800 - 1830			Double Yellow/Keep Clear Line/R/R				
Street Name		Total Length of Available Kerb Space	unusable kerb space	length (m)	Calculated Spaces	Cars Parked	Stress	length (m)	Calculated Spaces	Cars Parked	Stress	length (m)	Calculated Spaces	Cars Parked	Stress	length (m)	Calculated Spaces	Cars Parked	Stress	length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked	Calculated Spaces	Cars Parked	Stress	Calculated Spaces	Cars Parked	Stress	length (m)	Calculated Spaces	Cars Parked	Stress	length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked			
North Hill		691	63.6	585	117	79	68%									32.4	10	9	90%							5	1	0	0%		0	128	88	69%	5	1	0	0%					0	
Storey Road		71.3	1.3	65	13	7	54%																			5	1	1	100%		0	14	8	57%							0			
North Hill Avenue		104.5	9.5	90	18	19	100%																			5	1	1	100%		0	19	9	100%							0			
Church Road		258	23	115	23	19	83%	95	19	10	53%	10	2	1	50%					5	1	1	100%	10	2	1	50%		0	47	32	68%									0			
View Road		446.5	46.5	400	80	19	24%									260	52	34	65%							5	1	1	100%		0	80	19	24%								0		
Archway Road		273	8																											0	53	35	66%								0			
Toyne Way		75.6	5.6	70	14	13	93%																			5	1	1	100%		6	14	19	136%							0			
Kenwood Road		181	6	175	35	21	60%																						0	35	21	60%								0				
Gaskell Road		444.4	19.4	405	81	42	52%																			20	4	2	50%		0	85	44	52%							0			
Yeatman Road		202.1	17.1	170	34	24	71%																			15	3	2	67%		0	37	26	70%							0			
View Close		53.8	3.8	50	10	5	50%																						0	10	5	50%								0				
Broadlands Road		430.8	55.8	375	75	29	39%																						0	75	29	39%								0				
Broadlands Close		65	10	55	11	10	91%																						0	11	10	91%								0				
Denewood Road		210.7	20.7	40	8	3	38%	80	16	1	6%																		0	24	4	17%				70	14	0	0%			0		
Bishops Road		356.1	16.1	340	68	53	78%																						0	68	53	78%								0				
Bloomfield Road		284.8	29.8	255	51	32	63%																						0	51	32	63%								0				
The Park		75.7	10.7	20	4	0	0%	45	9	2	22%																		0	13	2	15%								0				
Talbot Road		817.3	42.3	770	154	102	66%																			5	1	1	100%		0	155	103	66%							0			
TOTALS		5041.6	389.2	3980	796	476	60%	220	44	13	30%	10	2	1	50%	292	62	43	69%	5	1	1	100%	70	14	9	64%		6		919	549	60%	5	1	0	0%	70	14	0	50%			0

North Hill Red Route parking some parking is echelon side/side [2.4m width per space]

5m vehicle space				CPZ HG/STA Mon - Fri 1000-1200				CPZ - HG/STA Mon - Fri 1000-1200 or Pay by Phone/PD 2 hrs max				Car Club				Red Route parking [anytime]				Designated Permit space D8073				Disabled Bays				Non Space [less than 5m space] or over crossover		TOTALS			Doctors Only Space				Safe Single yellow Line Parking Mon - Sat 0800 - 1830				Double Yellow/Keep Clear Line/RR					
Street Name		Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress				Cars Parked		
Thursday May 20th 2021 05:00 hrs	North Hill	691	63.6	585	117	74	63%									32.4	10	10	100%					5	1	0	0%		0		128	84	66%	5	1	0	0%							0		
	Storey Road	71.3	1.3	65	13	8	62%																	5	1	1	100%		0		14	9	64%										0			
	North Hill Avenue	104.5	9.5	90	18	17	94%																	5	1	1	100%		0		19	18	95%										0			
	Church Road	258	23	115	23	20	87%	95	19	9	47%	10	2	1	50%					5	1	1	100%	10	2	1	50%		0		47	32	68%									0				
	View Road	446.5	46.5	400	80	21	26%																					0		80	21	26%										0				
	Archway Road	273	8													260	52	31	60%					5	1	1	100%		0		53	32	60%									0				
	Toyne Way	75.6	5.6	70	14	14	100%																					0		14	19	136%									0					
	Kenwood Road	181	6	175	35	22	63%																					0		35	22	63%									0					
	Gaskell Road	444.4	19.4	405	81	40	49%																	20	4	3	75%		0		85	43	51%									0				
	Yeatman Road	202.1	17.1	170	34	25	74%																	15	3	3	100%		0		37	28	76%									0				
	View Close	53.8	3.8	50	10	6	60%																					0		10	6	60%									0					
	Broadlands Road	430.8	55.8	375	75	31	41%																					0		75	31	41%									0					
	Broadlands Close	65	10	55	11	9	82%																					0		11	9	82%									0					
	Denewood Road	210.7	20.7	40	8	5	63%	80	16	3	19%																	0		24	8	33%									0					
	Bishops Road	356.1	16.1	340	68	55	81%																					0		68	55	81%									0					
	Bloomfield Road	284.8	29.8	255	51	35	69%																					0		51	35	69%									0					
	The Park	75.7	10.7	20	4	0	0%	45	9	1	11%																	0		13	1	8%									0					
	Talbot Road	817.3	42.3	770	154	104	68%																	5	1	1	100%		0		155	105	68%									0				
	TOTALS		5041.6	389.2	3980	796	486	61%	220	44	13	30%	10	2	1	50%	292	62	41	66%	5	1	1	100%	70	14	11	79%	5	5		919	558	61%	5	1	0	0%	70	14	0	50%			0	

North Hill Red Route parking some parking is echelon side/side [2.4m width per space]

Job Number & Name: **HARINGEY 20071-01**

Site Number/Name: **103 - 107 North Hill**

Client: **Markides Associates**

Date: Tuesday May 18th & Thursday May 20th
2021

Site Photos

site photos taken approx 1500 hrs May 18th 2021

The Site 103-107 North Hill



North Hill



North Hill



View Road



Storey Road



Talbot Road



Church Road



Archway



Archway



Job Number & Name: **HARINGEY 20071-01**

Site Number/Name: **103 - 107 North Hill**

Client: **Markides Associates**

Date: Tuesday May 18th & Thursday May 20th 2021

05:00, 0830, 1500, & 1800

Weather: showers

Survey Site Location: Red Lines indicate surveyed roads - within survey 500m area



Description of column headers

Total Length of Available Kerb Space	Measured length (in metres) of kerb space [Inc SY Lines] excluding individual short sections of less than 6m [ie between two crossovers]
Unuseable kerb Space	Measured length (in metres) of unusable kerb space - sections left over not divisible by 6m - ie 12m/6m [2 spaces] -
Length (m)	Measured length (in metres) of total useable kerb length per road parking type, rounded to the nearest 5m
Calculated Spaces	Calculation of number of available spaces based on 6m length
Cars Parked	Number of vehicles parked per time period
Stress	Calculated stress per restriction per road based on number of parked vehicles and number of available spaces

[please refer to OS supplied mapping for survey area and road inventory](#)

Brief Overview Summary Traffic Surveys UK were appointed by Markides Associates to carry out a Parking survey for over two days in Haringey, for a site that is located in North Hill, HIGHGATE



The survey was carried out to Lambeth Methodology guidelines to approx. 500m from site, with a specified number of daily parking beats

A Road inventory has been supplied of the area detailing road parking available and restrictions

Vehicle plots are also supplied of positions of parked vehicles on the required OS mapping

Vehicle spaces are determined at 6m [as Haringey Parking Survey Methodology guidelines]

Survey area is extended to a junction if no parking is possible ie junction approach, narrow restricted road/bridge ped or level crossings etc.

Likewise survey boundary is curtailed if no parking is possible ie junction approach, narrow restricted road/bridge ped or level crossings etc.

The scope of the parking study aims to determine:-

- availability of kerb space (both usable and unusable);
- the level of parking availability within 500m of the site; and
- provides information regarding the occupancy stress levels of the surrounding roads.

To ascertain if the planned application will not have a detrimental effect on existing residential/commuter parking demand.

Roadway parking was assessed within the 500m survey area, excluding any marked bay parking that is clearly used by residents especially where the bays front the local dwellings.

Survey Area Description The survey area is CPZ controlled HG/STA Monday - Friday 1000-1200. There are also some shared CPZ and PD/Pay by phone spaces.

The survey area is predominantly residential. There are some retail outlets, Public Houses, and also a Medical centre in View Road.

Highgate Primary school is located in Storey Road.

The Archway Road - which has Red Route parking bays - has the most retail outlets along its length [towards Southwood Lane junction]

Grange road is an unmade unadopted Private Road, that has barriers at either end and is not included within the survey report.

Hillcrest is a private estate so not included within the report

TSUK Result overview/key findings Parking stress for the overnight parking beats within the survey area resulted in 75% day 1 and 76% Day 2 parking stress

daytime parking beats ranged from 74% to 75% on day 1 and 77% to 80% on day 2

The average parking stress for all 4 beats in the same day were DAY 1 - 75% and DAY 2 - 77%

05:00, 0830, 1500, & 1800



Traffic Surveys UK Ltd	Job Number & Name: Haringey -103-107 North Hill Highgate
Parking Beat	Client: Markides Associates
Parking Stress	Date: May 18 & 20 2021

6m vehicle space																		CPZ HG/STA Mon - Fri 1000-1200						CPZ - HG/STA Mon - Fri 1000-1200 or Pay by Phone/PD 2 hrs max						Car Club						Red Route parking [anytime]						Designated Permit space D8073						Disabled Bays						Non Space [less than 5m space] or over crossover						TOTALS						Doctors Only Space						Safe Single yellow Line Parking Mon - Sat 0800 - 1830						Double Yellow/Keep Clear Line/RR					
Street Name		Total Length of Available Kerb Space	unusable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress																																							
North Hill		691	44.6	606	101	79	78%									29.4	9	9	100%					6	1	0	0%	0			111	88	79%	5	1	0	0%						0																																								
Storey Road		71.3	5.3	60	10	7	70%																	6	1	1	100%	0			11	8	73%									0																																									
North Hill Avenue		104.5	14.5	90	15	18	120%																	0	0	1	#DIV/0!	0			15	19	127%									0																																									
Church Road		258	60	84	14	19	136%	90	15	10	67%	12	2	1	50%					0	0	1	#DIV/0!	12	2	1	50%	0			33	32	97%										0																																								
View Road		446.5	68.5	378	63	19	30%																					0			63	19	30%										0																																								
Archway Road		273	9													258	43	34	79%					6	1	1	100%	0			44	35	80%										0																																								
Toyne Way		75.6	39.6	36	6	13	217%																					6			6	19	317%									0																																									
Kenwood Road		181	7	174	29	21	72%																					0			29	21	72%									0																																									
Gaskell Road		444.4	66.4	372	62	42	68%																	6	1	2	200%	0			63	44	70%									0																																									
Yeatman Road		202.1	28.1	168	28	24	86%																	6	1	2	200%	0			29	26	90%									0																																									
View Close		53.8	5.8	48	8	5	63%																					0			8	5	63%									0																																									
Broadlands Road		430.8	82.8	348	58	29	50%																					0			58	29	50%									0																																									
Broadlands Close		65	11	54	9	10	111%																					0			9	10	111%									0																																									
Denewood Road		210.7	18.7	36	6	3	50%	84	14	1	7%																	0			20	4	20%					72	12	0	0%			0																																							
Bishops Road		356.1	26.1	330	55	53	96%																					0			55	53	96%									0																																									
Bloomfield Road		284.8	26.8	258	43	32	74%																					0			43	32	74%									0																																									
The Park		75.7	9.7	24	4	0	0%	42	7	2	29%																	0			11	2	18%									0																																									
Talbot Road		817.3	67.3	744	124	102	82%																	6	1	1	100%	0			125	103	82%									0																																									
TOTALS		5041.6	591.2	3810	635	476	75%	216	36	13	36%	12	2	1	50%	287	52	43	83%	0	0	1	#####	48	8	9	113%	6			733	549	75%	5	1	0	0%	72	12	0	50%			0																																							

North Hill Red Route parking some parking is echelon side/side [2.4m width per space]

Traffic Surveys Uk Ltd	Job Number & Name: Haringey -103-107 North Hill Highgate
Parking Beat	Client: Markides Associates
Parking Stress	Date: May 18 & 20 2021

5m vehicle space				CPZ HG/STA Mon - Fri 1000-1200			CPZ - HG/STA Mon - Fri 1000-1200 or Pay by Phone/PD 2 hrs max			Car Club			Red Route parking [anytime]				Designated Permit space D8073				Disabled Bays				Non Space [less than 5m space] or over crossover		TOTALS			Doctors Only Space				Safe Single yellow Line Parking Mon - Sat 0800 - 1830				Double Yellow/Keep Clear Line/RR							
Street Name		Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked						
Thursday May 20th 2021 05:00 hrs	North Hill	691	44.6	606	101	74	73%									29.4	9	10	111%					6	1	0	0%		0	111	84	76%	5	1	0	0%					0				
	Storey Road	71.3	5.3	60	10	8	80%																	6	1	1	100%	0		11	9	82%								0					
	North Hill Avenue	104.5	14.5	90	15	17	113%																	0	0	1	#DIV/0!	0		15	18	120%								0					
	Church Road	258	60	84	14	20	143%	90	15	9	60%	12	2	1	50%					0	0	1	#DIV/0!	12	2	1	50%	0		33	32	97%								0					
	View Road	446.5	68.5	378	63	21	33%																					0		63	21	33%								0					
	Archway Road	273	9													258	43	31	72%					6	1	1	100%	0		44	32	73%								0					
	Toyne Way	75.6	39.6	36	6	14	233%																					0		6	19	317%								0					
	Kenwood Road	181	7	174	29	22	76%																					0		29	22	76%								0					
	Gaskell Road	444.4	66.4	372	62	40	65%																					0		63	43	68%								0					
	Yeatman Road	202.1	28.1	168	28	25	89%																					0		29	28	97%								0					
	View Close	53.8	5.8	48	8	6	75%																					0		8	6	75%								0					
	Broadlands Road	430.8	82.8	348	58	31	53%																					0		58	31	53%								0					
	Broadlands Close	65	11	54	9	9	100%																					0		9	9	100%								72	12	0	0%		0
	Denewood Road	210.7	18.7	36	6	5	83%	84	14	3	21%																	0		20	8	40%								0					
	Bishops Road	356.1	26.1	330	55	55	100%																					0		55	55	100%								0					
	Bloomfield Road	284.8	26.8	258	43	35	81%																					0		43	35	81%								0					
	The Park	75.7	9.7	24	4	0	0%	42	7	1	14%																	0		11	1	9%								0					
	Talbot Road	817.3	67.3	744	124	104	84%																	6	1	1	100%	0		125	105	84%								0					
	TOTALS		5041.6	591.2	3810	635	486	77%	216	36	13	36%	12	2	1	50%	287	52	41	79%	0	0	1	#####	48	8	11	138%	5		733	558	76%	5	1	0	0%	72	12	0	50%			0	

North Hill Red Route parking some parking is echelon side/side [2.4m width per space]

Job Number & Name: **HARINGEY 20071-01**

Site Number/Name: **103 - 107 North Hill**

Client: **Markides Associates**

Date: Tuesday May 18th & Thursday May 20th
2021

Site Photos

site photos taken approx 1500 hrs May 18th 2021

The Site 103-107 North Hill



North Hill



North Hill



View Road



Storey Road



Talbot Road



Church Road



Archway



Archway



APPENDIX E – TRAVEL TO WORK DATA

DRAFT

usual residence	All categories: Method of travel to work (2001 specification)	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Camden	123	23	0	26	0	1	46	1	2	23	1
Enfield	123	8	8	27	0	0	66	5	1	4	4
Islington	120	7	3	52	0	3	20	3	8	24	0
E02000426 : Haringey (	103	9	2	4	0	0	10	1	2	75	0
Brent	60	9	1	10	0	1	35	1	3	0	0
Tower Hamlets	42	14	3	8	0	0	3	0	3	11	0
Hackney	39	4	1	21	0	1	7	0	4	1	0
E02000431 : Haringey (	38	4	2	3	0	0	8	0	2	19	0
E02000410 : Haringey (	37	0	1	14	0	0	10	0	3	8	1
E02000429 : Haringey (	35	1	0	1	0	1	19	0	0	13	0
Waltham Forest	34	11	4	4	0	2	11	2	0	0	0
Hertsmere	32	1	3	1	0	1	26	0	0	0	0
E02000417 : Haringey (	31	2	1	4	0	0	11	0	2	11	0
Harrow	28	3	1	5	0	0	17	1	1	0	0
Redbridge	26	6	4	0	0	1	13	1	0	1	0
E02000045 : Barnet 02	25	0	0	8	0	0	12	1	1	3	0
Wandsworth	24	13	4	0	0	0	4	0	1	2	0
Newham	22	6	6	2	0	0	4	2	1	1	0
E02000052 : Barnet 02	21	2	0	1	0	1	9	1	1	6	0
Ealing	20	8	2	2	0	1	7	0	0	0	0
Southwark	20	11	2	1	0	0	2	0	1	3	0
E02000413 : Haringey (	18	1	0	0	0	0	3	0	2	12	0
E02000430 : Haringey (	17	1	0	2	0	0	8	0	1	5	0
E02000056 : Barnet 03	17	2	0	1	0	0	11	2	0	1	0
E02000400 : Haringey (	16	0	1	4	0	0	9	1	0	1	0
E02000416 : Haringey (	16	0	0	3	0	0	9	0	1	3	0
Greenwich	16	4	3	2	0	0	7	0	0	0	0
Hammersmith and Fulh	16	8	0	3	0	0	3	0	2	0	0
Westminster,City of Lor	16	4	0	2	0	0	7	1	2	0	0
St Albans	15	0	4	0	0	0	10	1	0	0	0
Lewisham	15	8	2	3	0	0	1	0	0	1	0
E02000405 : Haringey (	14	1	1	3	0	0	8	0	1	0	0
E02000424 : Haringey (	14	0	0	3	0	0	5	2	1	3	0
Lambeth	14	10	1	2	0	0	0	0	1	0	0
E02000038 : Barnet 01	13	1	0	3	0	0	8	1	0	0	0
E02000050 : Barnet 02	13	0	0	4	0	0	8	1	0	0	0
Kensington and Chelse	12	9	0	0	0	1	2	0	0	0	0
E02000419 : Haringey (	11	0	0	4	0	0	3	0	0	4	0
E02000024 : Barnet 00	11	8	0	1	0	0	1	0	1	0	0
East Hertfordshire	11	1	0	0	0	0	9	0	1	0	0
North Hertfordshire	11	0	4	0	0	0	7	0	0	0	0
Bromley	11	2	3	1	0	0	4	0	0	1	0
Havering	11	3	0	0	1	0	5	2	0	0	0
E02000432 : Haringey (	10	0	0	3	0	0	3	0	1	3	0
E02000030 : Barnet 00	10	0	0	0	0	0	7	1	0	1	1
E02000035 : Barnet 01	10	2	0	0	0	0	8	0	0	0	0
E02000043 : Barnet 02	10	1	0	0	0	0	6	0	0	3	0
E02000046 : Barnet 02	10	1	0	2	0	0	6	0	1	0	0
E02000058 : Barnet 03	10	0	0	0	0	0	9	0	1	0	0
Southend-on-Sea	10	0	6	0	0	0	4	0	0	0	0
Broxbourne	10	1	0	0	0	0	9	0	0	0	0
E02000397 : Haringey (	9	1	0	2	1	0	2	1	2	0	0
E02000398 : Haringey (	9	0	1	4	0	0	4	0	0	0	0
E02000025 : Barnet 00	9	3	0	2	0	0	1	2	1	0	0
E02000042 : Barnet 01	9	1	0	3	0	0	4	0	0	1	0
Epping Forest	9	0	0	1	0	0	8	0	0	0	0
Hillingdon	9	1	1	1	0	0	6	0	0	0	0
E02000427 : Haringey (	8	1	1	4	0	0	2	0	0	0	0
E02000029 : Barnet 00	8	0	0	1	0	0	6	1	0	0	0
E02000061 : Barnet 03	8	0	0	1	0	0	6	1	0	0	0
Dacorum	8	0	3	0	0	0	5	0	0	0	0
Watford	8	1	0	0	0	0	7	0	0	0	0
Barking and Dagenharr	8	1	4	0	0	0	3	0	0	0	0
Richmond upon Thame	8	1	6	0	0	0	1	0	0	0	0
E02000403 : Haringey (	7	2	0	2	0	0	3	0	0	0	0
E02000034 : Barnet 01	7	1	0	0	0	1	5	0	0	0	0
E02000039 : Barnet 01	7	2	1	1	0	0	3	0	0	0	0
E02000040 : Barnet 01	7	3	0	0	0	0	4	0	0	0	0
Central Bedfordshire	7	0	1	0	0	0	5	1	0	0	0
Welwyn Hatfield	7	0	1	0	0	1	5	0	0	0	0
E02000411 : Haringey (	6	2	0	3	0	0	0	0	0	1	0
E02000415 : Haringey (	6	0	1	3	0	0	2	0	0	0	0
E02000418 : Haringey (	6	0	0	2	0	0	4	0	0	0	0
E02000422 : Haringey (	6	0	1	2	0	0	2	0	0	1	0
E02000425 : Haringey (	6	3	1	1	0	0	1	0	0	0	0
E02000031 : Barnet 00	6	3	0	0	0	0	3	0	0	0	0
E02000059 : Barnet 03	6	0	0	5	0	0	1	0	0	0	0
Thurrock	6	1	5	0	0	0	0	0	0	0	0
Basildon	6	0	3	0	1	0	2	0	0	0	0
Harlow	6	0	1	0	0	0	5	0	0	0	0
Three Rivers	6	0	0	0	0	0	5	1	0	0	0
Bexley	6	0	4	0	0	0	2	0	0	0	0
E02000402 : Haringey (	5	0	0	4	0	0	1	0	0	0	0
E02000404 : Haringey (	5	0	0	1	0	0	4	0	0	0	0
E02000406 : Haringey (	5	0	0	2	0	0	3	0	0	0	0
E02000408 : Haringey (	5	0	0	2	0	0	3	0	0	0	0
E02000041 : Barnet 01	5	0	0	1	0	0	2	0	0	2	0
E02000048 : Barnet 02	5	0	0	0	0	0	5	0	0	0	0
E02000051 : Barnet 02	5	2	0	1	0	0	2	0	0	0	0
E02000060 : Barnet 03	5	3	0	0	0	0	2	0	0	0	0
E02000063 : Barnet 04	5	0	0	3	0	0	2	0	0	0	0
Croydon	5	0	2	0	1	0	2	0	0	0	0
Hounslow	5	1	1	0	0	0	2	0	0	1	0
E02000412 : Haringey (	4	1	1	1	0	0	1	0	0	0	0
E02000420 : Haringey (	4	0	0	1	0	0	2	0	0	1	0
E02006794 : Haringey (	4	0	0	3	0	0	1	0	0	0	0
E02000027 : Barnet 00	4	1	0	1	0	0	1	0	0	1	0
E02000032 : Barnet 00	4	0	0	2	0	0	2	0	0	0	0
E02000049 : Barnet 02	4	0	0	2	0	0	2	0	0	0	0

E02000055 : Barnet 03	4	0	0	1	0	0	1	0	0	2	0
E02000062 : Barnet 03	4	0	0	0	0	0	3	0	1	0	0
Chelmsford	4	0	1	0	0	0	2	0	0	1	0
Stevenage	4	0	2	0	0	0	2	0	0	0	0
Elmbridge	4	0	1	0	0	0	3	0	0	0	0
E02000421 : Haringey (	3	0	0	2	0	0	0	0	1	0	0
E02000423 : Haringey (	3	1	0	1	0	0	0	0	1	0	0
E02000026 : Barnet 00	3	1	0	0	0	0	2	0	0	0	0
E02000028 : Barnet 00	3	0	0	0	0	0	2	1	0	0	0
E02000033 : Barnet 01	3	0	0	0	0	0	3	0	0	0	0
E02000044 : Barnet 02	3	0	0	0	0	0	2	1	0	0	0
South Cambridgeshire	3	0	1	0	0	0	2	0	0	0	0
Rochford	3	0	2	0	0	0	1	0	0	0	0
Uttlesford	3	0	0	0	0	0	2	0	0	1	0
E02000407 : Haringey (	2	0	0	1	0	0	1	0	0	0	0
E02000414 : Haringey (	2	0	0	1	0	0	1	0	0	0	0
E02000428 : Haringey (	2	0	0	1	0	0	0	0	0	1	0
E02000037 : Barnet 01	2	1	0	0	0	0	1	0	0	0	0
E0200047 : Barnet 02	2	1	0	0	0	0	0	0	0	1	0
E02000054 : Barnet 03	2	0	0	0	0	0	2	0	0	0	0
E02000064 : Barnet 04	2	1	0	1	0	0	0	0	0	0	0
County Durham	2	0	0	1	0	0	1	0	0	0	0
Manchester	2	0	0	0	0	0	0	0	0	2	0
South Kesteven	2	0	0	0	0	0	1	0	0	1	0
Bedford	2	0	1	0	0	0	1	0	0	0	0
Colchester	2	0	2	0	0	0	0	0	0	0	0
Sutton	2	0	1	0	0	0	1	0	0	0	0
Milton Keynes	2	0	0	0	0	0	2	0	0	0	0
Aylesbury Vale	2	0	1	0	0	0	1	0	0	0	0
Chiltern	2	1	0	0	0	0	1	0	0	0	0
Hastings	2	0	2	0	0	0	0	0	0	0	0
Dartford	2	0	2	0	0	0	0	0	0	0	0
Swale	2	0	2	0	0	0	0	0	0	0	0
Tonbridge and Malling	2	0	1	0	0	0	1	0	0	0	0
Mendip	2	0	0	0	0	2	0	0	0	0	0
E02000401 : Haringey (	1	0	0	1	0	0	0	0	0	0	0
E02000036 : Barnet 01	1	0	0	0	0	0	1	0	0	0	0
E02000053 : Barnet 03	1	1	0	0	0	0	0	0	0	0	0
E02000057 : Barnet 03	1	0	0	0	0	0	1	0	0	0	0
Sunderland	1	0	0	0	0	0	1	0	0	0	0
Carlisle	1	0	0	0	0	0	1	0	0	0	0
Wigan	1	0	0	0	0	0	1	0	0	0	0
Kingston upon Hull, City	1	0	0	0	0	0	1	0	0	0	0
Sheffield	1	0	0	0	0	0	1	0	0	0	0
Erewash	1	0	0	1	0	0	0	0	0	0	0
Harborough	1	0	1	0	0	0	0	0	0	0	0
Daventry	1	0	0	0	0	0	1	0	0	0	0
Kettering	1	0	0	0	0	0	1	0	0	0	0
South Northamptonshir	1	0	1	0	0	0	0	0	0	0	0
Wellingborough	1	0	0	0	0	0	1	0	0	0	0
Broxtowe	1	0	0	0	0	0	1	0	0	0	0
Lichfield	1	0	0	0	0	0	1	0	0	0	0
Stafford	1	0	0	1	0	0	0	0	0	0	0
Solihull	1	0	1	0	0	0	0	0	0	0	0
Peterborough	1	0	1	0	0	0	0	0	0	0	0
Luton	1	0	0	0	0	0	1	0	0	0	0
Cambridge	1	1	0	0	0	0	0	0	0	0	0
Brentwood	1	0	1	0	0	0	0	0	0	0	0
Castle Point	1	0	0	0	0	0	1	0	0	0	0
Tendring	1	0	0	0	0	0	0	1	0	0	0
Suffolk Coastal	1	0	0	0	0	0	1	0	0	0	0
Waveney	1	0	0	0	0	0	1	0	0	0	0
Kingston upon Thames	1	0	1	0	0	0	0	0	0	0	0
Merton	1	1	0	0	0	0	0	0	0	0	0
Medway	1	0	1	0	0	0	0	0	0	0	0
Bracknell Forest	1	0	0	0	0	0	1	0	0	0	0
Windsor and Maidenhe:	1	0	0	0	0	0	1	0	0	0	0
Wycombe	1	0	0	0	0	0	1	0	0	0	0
Basingstoke and Deane	1	0	0	0	1	0	0	0	0	0	0
East Hampshire	1	1	0	0	0	0	0	0	0	0	0
New Forest	1	0	0	0	0	0	1	0	0	0	0
Ashford	1	0	1	0	0	0	0	0	0	0	0
Canterbury	1	0	0	0	0	0	1	0	0	0	0
Gravesham	1	0	1	0	0	0	0	0	0	0	0
Sevenoaks	1	0	1	0	0	0	0	0	0	0	0
Tunbridge Wells	1	0	1	0	0	0	0	0	0	0	0
Epsom and Ewell	1	0	0	0	0	0	1	0	0	0	0
Crawley	1	0	1	0	0	0	0	0	0	0	0
Horsham	1	0	1	0	0	0	0	0	0	0	0
Mid Sussex	1	0	1	0	0	0	0	0	0	0	0
Wiltshire	1	0	0	0	0	0	1	0	0	0	0
East Devon	1	0	0	0	0	0	0	0	0	1	0
North Dorset	1	0	0	0	0	0	1	0	0	0	0
Cheltenham	1	0	0	0	0	0	1	0	0	0	0
Cotswold	1	0	0	0	0	0	0	0	1	0	0
Stroud	1	0	0	0	0	0	1	0	0	0	0
Monmouthshire	1	0	0	1	0	0	0	0	0	0	0
Total	1,835	255	145	315	5	18	729	41	59	261	7
% Mode Use	100%	14%	8%	17%	0%	1%	40%	2%	3%	14%	0%

APPENDIX F – VISITOR DATA

DRAFT

Ref	Date	Day of Week	Checked In	Checked Out	Duration (minutes)
1	11/03/2022	Friday	16:58	17:49	0:50:30
2	11/03/2022	Friday	11:34	12:12	0:37:15
3	11/03/2022	Friday	08:17	11:10	02:53:36
4	10/03/2022	Thursday	18:28	20:06	01:38:13
5	10/03/2022	Thursday	17:16	18:45	01:29:13
6	10/03/2022	Thursday	16:50	18:47	01:56:36
7	10/03/2022	Thursday	14:20	14:55	00:35:38
8	10/03/2022	Thursday	14:18	15:25	01:06:55
9	10/03/2022	Thursday	14:16	16:15	01:59:42
10	10/03/2022	Thursday	12:09	12:41	00:32:34
11	10/03/2022	Thursday	11:49	12:11	00:22:16
12	10/03/2022	Thursday	10:41	11:31	00:50:02
13	10/03/2022	Thursday	09:21	10:24	01:02:32
14	09/03/2022	Wednesday	13:37	14:52	01:14:46
15	09/03/2022	Wednesday	12:36	14:17	01:40:53
16	09/03/2022	Wednesday	09:25	09:45	00:19:47
17	08/03/2022	Tuesday	15:09	16:42	01:32:49
18	08/03/2022	Tuesday	14:08	15:13	01:04:43
19	08/03/2022	Tuesday	11:42	12:36	00:54:09
20	08/03/2022	Tuesday	10:11	11:34	01:23:14
21	07/03/2022	Monday	10:23	11:27	01:04:00
22	06/03/2022	Sunday	12:07	13:39	01:32:06
23	06/03/2022	Sunday	09:11	09:23	00:11:38
24	04/03/2022	Friday	14:00	15:36	01:35:46
25	04/03/2022	Friday	15:58	16:49	00:51:34
26	04/03/2022	Friday	10:41	11:34	00:53:03
27	04/03/2022	Friday	08:48	11:37	02:49:16
28	03/03/2022	Thursday	10:30	11:45	01:14:28
29	03/03/2022	Thursday	09:43	10:15	00:31:47
30	03/03/2022	Thursday	08:53	10:17	01:24:11
31	03/03/2022	Thursday	08:16	08:41	00:25:00
32	02/03/2022	Wednesday	18:34	19:42	01:07:16
33	02/03/2022	Wednesday	12:43	14:21	01:38:05
34	02/03/2022	Wednesday	12:02	13:46	01:44:11
35	02/03/2022	Wednesday	12:47	14:22	01:34:25
36	02/03/2022	Wednesday	09:55	10:32	00:37:27
37	02/03/2022	Wednesday	09:02	09:20	00:17:32
38	01/03/2022	Tuesday	16:06	18:00	01:53:55
39	01/03/2022	Tuesday	12:30	13:32	01:01:49
40	01/03/2022	Tuesday	11:48	14:19	02:30:42
41	01/03/2022	Tuesday	11:31	12:28	00:57:15
42	01/03/2022	Tuesday	11:08	13:57	02:49:05
43	01/03/2022	Tuesday	10:45	11:35	00:50:19
44	01/03/2022	Tuesday	08:52	09:36	00:43:56
45	28/02/2022	Monday	16:06	16:31	00:25:33
46	28/02/2022	Monday	13:00	13:34	00:34:02
47	28/02/2022	Monday	12:34	14:37	02:03:10
48	28/02/2022	Monday	11:33	12:32	00:59:11
49	28/02/2022	Monday	10:55	12:18	01:23:12
50	28/02/2022	Monday	10:33	11:49	01:15:59
51	27/02/2022	Sunday	18:25	20:03	01:38
52	27/02/2022	Sunday	14:41	16:04	01:22:47
53	27/02/2022	Sunday	14:39	16:04	01:24:18
54	27/02/2022	Sunday	13:18	15:23	02:05:20
55	27/02/2022	Sunday	11:26	12:17	00:50:53
56	27/02/2022	Sunday	11:05	12:17	01:12:53
57	27/02/2022	Sunday	09:05	09:30	00:24:40

Total Beds	117
Total Days Collected:	13 days
Average Duration of Visits	1:13:45

Date	Day	Total Visits	% beds with visitors
11/03/2022	Friday	3	3%
10/03/2022	Thursday	10	9%
09/03/2022	Wednesday	3	3%
08/03/2022	Tuesday	4	3%
07/03/2022	Monday	1	1%
06/03/2022	Sunday	2	2%
05/03/2022	Saturday	0	0%
04/03/2022	Friday	4	3%
03/03/2022	Thursday	4	3%
02/03/2022	Wednesday	6	5%
01/03/2022	Tuesday	7	6%
28/02/2022	Monday	6	5%
27/02/2022	Sunday	7	6%
Percentage Average			4%
Weekday Average		4.80	per day
Weekend Average		3	per day
14-day Average		4.38	per day
Average per bed		0.04	

Ref	Date	Day of Week	Checked In	Checked Out	Duration (minutes)	Car Y/N
1	12/08/2019	Monday	10:35	12:00	01:25	N
2	12/08/2019	Monday	10:35	12:20	01:45	N
3	12/08/2019	Monday	12:00	13:00	01:00	N
4	12/08/2019	Monday	12:30	13:30	01:00	N
5	12/08/2019	Monday	12:50	14:35	01:45	N
6	12/08/2019	Monday	12:55	16:05	03:10	N
7	12/08/2019	Monday	13:20	16:55	03:35	N
8	12/08/2019	Monday	14:00	16:15	02:15	N
9	12/08/2019	Monday	14:20	15:50	01:30	N
10	12/08/2019	Monday	14:30	16:00	01:30	N
11	12/08/2019	Monday	14:40	16:25	01:45	N
12	12/08/2019	Monday	14:45	15:55	01:10	N
13	12/08/2019	Monday	15:20	18:00	02:40	Y
14	12/08/2019	Monday	15:25	18:55	03:30	Y
15	12/08/2019	Monday	15:30	16:00	00:30	N
16	12/08/2019	Monday	16:30	17:50	01:20	Y
17	12/08/2019	Monday	17:35	19:00	01:25	Y
18	12/08/2019	Monday	18:00	19:08	01:08	Y
19	12/08/2019	Monday	18:25	19:10	00:45	Y
20	13/08/2019	Tuesday	10:20	16:35	06:15	N
21	13/08/2019	Tuesday	11:20	13:00	01:40	N
22	13/08/2019	Tuesday	11:20	12:00	00:40	Y
23	13/08/2019	Tuesday	12:00	13:20	01:20	Y
24	13/08/2019	Tuesday	12:00	13:00	01:00	Y
25	13/08/2019	Tuesday	12:10	13:10	01:00	Y
26	13/08/2019	Tuesday	12:25	13:35	01:10	Y
27	13/08/2019	Tuesday	12:35	16:10	03:35	N
28	13/08/2019	Tuesday	12:55	13:25	00:30	N
29	13/08/2019	Tuesday	13:05	15:15	02:10	N
30	13/08/2019	Tuesday	13:30	15:30	02:00	N
31	13/08/2019	Tuesday	14:15	16:15	02:00	N
32	13/08/2019	Tuesday	14:22	15:25	01:03	Y
33	13/08/2019	Tuesday	15:00	16:30	01:30	Y
34	13/08/2019	Tuesday	15:10	17:10	02:00	N
35	13/08/2019	Tuesday	16:00	16:45	00:45	Y
36	13/08/2019	Tuesday	17:30	19:00	01:30	Y
37	13/08/2019	Tuesday	18:15	19:00	00:45	N
38	14/08/2019	Wednesday	09:15	15:00	05:45	N
39	14/08/2019	Wednesday	09:00	12:35	03:35	N
40	14/08/2019	Wednesday	10:15	13:10	02:55	N
41	14/08/2019	Wednesday	10:15	10:30	00:15	N
42	14/08/2019	Wednesday	10:30	11:15	00:45	Y
43	14/08/2019	Wednesday	10:30	14:30	04:00	Y
44	14/08/2019	Wednesday	10:30	11:10	00:40	N
45	14/08/2019	Wednesday	11:00	11:40	00:40	N
46	14/08/2019	Wednesday	11:10	12:15	01:05	Y
47	14/08/2019	Wednesday	11:25	12:20	00:55	Y
48	14/08/2019	Wednesday	12:00	13:00	01:00	N

A Cheltenham Care Home

Some parking available

No restrictions on visiting apply

49	14/08/2019	Wednesday	12:15	13:10	00:55	N
50	14/08/2019	Wednesday	12:30	14:55	02:25	N
51	14/08/2019	Wednesday	12:50	15:55	03:05	Y
52	14/08/2019	Wednesday	14:15	16:15	02:00	N
53	14/08/2019	Wednesday	15:45	16:30	00:45	N
54	14/08/2019	Wednesday	14:20	16:20	02:00	N
55	14/08/2019	Wednesday	14:30	15:10	00:40	N
56	14/08/2019	Wednesday	14:30	15:55	01:25	Y
57	14/08/2019	Wednesday	14:50	16:05	01:15	N
58	14/08/2019	Wednesday	15:45	17:50	02:05	Y
59	14/08/2019	Wednesday	16:10	19:15	03:05	N
60	14/08/2019	Wednesday	18:00	18:15	00:15	N
61	15/08/2019	Thursday	06:15	12:00	05:45	Y
62	15/08/2019	Thursday	10:30	12:30	02:00	Y
63	15/08/2019	Thursday	11:20	13:20	02:00	N
64	15/08/2019	Thursday	13:05	16:05	03:00	N
65	15/08/2019	Thursday	13:20	14:05	00:45	Y
66	15/08/2019	Thursday	14:05	15:50	01:45	Y
67	15/08/2019	Thursday	14:20	16:15	01:55	N
68	15/08/2019	Thursday	14:23	14:35	00:12	N
69	15/08/2019	Thursday	14:23	16:20	01:57	N
70	15/08/2019	Thursday	14:33	15:40	01:07	N
71	15/08/2019	Thursday	14:50	16:50	02:00	N
72	15/08/2019	Thursday	14:50	17:00	02:10	Y
73	15/08/2019	Thursday	15:55	16:10	00:15	N
74	15/08/2019	Thursday	15:00	17:40	02:40	N
75	15/08/2019	Thursday	16:25	17:45	01:20	N
76	15/08/2019	Thursday	17:00	17:45	00:45	Y
77	15/08/2019	Thursday	17:30	19:00	01:30	Y
78	15/08/2019	Thursday	18:30	18:50	00:20	N
79	15/08/2019	Thursday	20:45	21:30	00:45	N
80	16/08/2019	Friday	09:45	10:40	00:55	N
81	16/08/2019	Friday	10:15	13:15	03:00	N
82	16/08/2019	Friday	10:30	12:50	02:20	N
83	16/08/2019	Friday	10:30	12:00	01:30	N
84	16/08/2019	Friday	11:15	11:16	00:01	Y
85	16/08/2019	Friday	12:00	12:30	00:30	N
86	16/08/2019	Friday	12:00	13:00	01:00	N
87	16/08/2019	Friday	12:20	14:00	01:40	N
88	16/08/2019	Friday	12:30	13:10	00:40	N
89	16/08/2019	Friday	12:45	15:45	03:00	N
90	16/08/2019	Friday	13:30	17:00	03:30	N
91	16/08/2019	Friday	13:45	15:00	01:15	N
92	16/08/2019	Friday	14:05	15:08	01:03	Y
93	16/08/2019	Friday	14:15	16:15	02:00	N
94	16/08/2019	Friday	14:30	15:30	01:00	Y
95	16/08/2019	Friday	14:35	15:45	01:10	N
96	16/08/2019	Friday	14:49	15:50	01:01	N
97	16/08/2019	Friday	14:50	18:40	03:50	Y
98	16/08/2019	Friday	15:40	17:10	01:30	N

A Cheltenham Care Home

Some parking available

No restrictions on visiting apply

99	16/08/2019	Friday	16:45	19:50	03:05	Y
100	17/08/2019	Saturday	10:10	11:55	01:45	Y
101	17/08/2019	Saturday	10:40	12:30	01:50	Y
102	17/08/2019	Saturday	10:45	13:00	02:15	N
103	17/08/2019	Saturday	11:10	12:50	01:40	N
104	17/08/2019	Saturday	11:35	12:30	00:55	Y
105	17/08/2019	Saturday	12:00	12:50	00:50	Y
106	17/08/2019	Saturday	12:10	13:00	00:50	N
107	17/08/2019	Saturday	12:35	14:05	01:30	Y
108	17/08/2019	Saturday	13:35	15:00	01:25	N
109	17/08/2019	Saturday	14:30	15:35	01:05	Y
110	17/08/2019	Saturday	14:35	16:25	01:50	Y
111	17/08/2019	Saturday	15:30	16:15	00:45	Y
112	17/08/2019	Saturday	17:10	19:00	01:50	Y
113	18/08/2019	Sunday	10:30	11:10	00:40	N
114	18/08/2019	Sunday	10:45	14:25	03:40	Y
115	18/08/2019	Sunday	10:50	14:50	04:00	Y
116	18/08/2019	Sunday	11:20	12:13	00:53	N
117	18/08/2019	Sunday	11:35	12:25	00:50	Y
118	18/08/2019	Sunday	11:40	12:45	01:05	N
119	18/08/2019	Sunday	12:30	13:15	00:45	N
120	18/08/2019	Sunday	14:00	15:00	01:00	N
121	18/08/2019	Sunday	14:15	15:30	01:15	Y
122	18/08/2019	Sunday	14:20	16:45	02:25	N
123	18/08/2019	Sunday	14:20	16:15	01:55	N
124	18/08/2019	Sunday	14:30	15:50	01:20	N
125	18/08/2019	Sunday	14:41	16:48	02:07	Y
126	18/08/2019	Sunday	15:30	16:55	01:25	Y
127	18/08/2019	Sunday	14:45	16:15	01:30	Y
128	18/08/2019	Sunday	17:05	18:10	01:05	Y
129	18/08/2019	Sunday	17:00	19:00	02:00	Y
130	19/08/2019	Monday	09:30	12:10	02:40	Y
131	19/08/2019	Monday	09:45	12:50	03:05	N
132	19/08/2019	Monday	11:02	11:40	00:38	N
133	19/08/2019	Monday	11:10	12:50	01:40	Y
134	19/08/2019	Monday	11:30	13:00	01:30	Y
135	19/08/2019	Monday	11:30	12:05	00:35	N
136	19/08/2019	Monday	12:00	13:04	01:04	N
137	19/08/2019	Monday	12:00	14:45	02:45	N
138	19/08/2019	Monday	12:05	13:25	01:20	Y
139	19/08/2019	Monday	12:30	14:45	02:15	N
140	19/08/2019	Monday	12:45	16:40	03:55	N
141	19/08/2019	Monday	13:00	13:40	00:40	N
142	19/08/2019	Monday	13:25	14:30	01:05	N
143	19/08/2019	Monday	14:14	14:49	00:35	Y
144	19/08/2019	Monday	11:30	14:40	03:10	N
145	19/08/2019	Monday	14:30	16:15	01:45	N
146	19/08/2019	Monday	14:35	15:25	00:50	N
147	19/08/2019	Monday	14:50	15:50	01:00	N
148	19/08/2019	Monday	15:00	17:15	02:15	Y

A Cheltenham Care Home

Some parking available

No restrictions on visiting apply

149	19/08/2019	Monday	17:30	19:00	01:30	Y
150	20/08/2019	Tuesday	10:30	12:17	01:47	N
151	20/08/2019	Tuesday	10:45	11:30	00:45	N
152	20/08/2019	Tuesday	11:00	11:10	00:10	N
153	20/08/2019	Tuesday	11:20	12:36	01:16	N
154	20/08/2019	Tuesday	12:30	14:15	01:45	N
155	20/08/2019	Tuesday	13:15	15:00	01:45	Y
156	20/08/2019	Tuesday	13:20	14:25	01:05	Y
157	20/08/2019	Tuesday	13:25	16:10	02:45	N
158	20/08/2019	Tuesday	14:15	16:15	02:00	N
159	20/08/2019	Tuesday	14:20	16:10	01:50	N
160	20/08/2019	Tuesday	14:30	15:30	01:00	Y
161	20/08/2019	Tuesday	14:30	15:50	01:20	Y
162	20/08/2019	Tuesday	01:45	15:30	13:45	N
163	20/08/2019	Tuesday	15:00	16:30	01:30	N
164	20/08/2019	Tuesday	15:30	15:40	00:10	N
165	20/08/2019	Tuesday	15:55	19:10	03:15	Y
166	20/08/2019	Tuesday	10:30	16:20	05:50	N
167	20/08/2019	Tuesday	17:30	19:00	01:30	Y
168	20/08/2019	Tuesday	18:15	18:20	00:05	N
169	20/08/2019	Tuesday	19:28	19:42	00:14	N
170	21/08/2019	Wednesday	09:13	14:20	05:07	N
171	21/08/2019	Wednesday	09:25	10:30	01:05	N
172	21/08/2019	Wednesday	09:45	11:30	01:45	N
173	21/08/2019	Wednesday	10:15	11:15	01:00	N
174	21/08/2019	Wednesday	10:30	12:00	01:30	Y
175	21/08/2019	Wednesday	10:30	10:45	00:15	N
176	21/08/2019	Wednesday	10:50	13:15	02:25	N
177	21/08/2019	Wednesday	10:55	12:10	01:15	N
178	21/08/2019	Wednesday	11:15	12:45	01:30	Y
179	21/08/2019	Wednesday	11:45	12:33	00:48	Y
180	21/08/2019	Wednesday	11:30	12:00	00:30	N
181	21/08/2019	Wednesday	11:50	13:10	01:20	Y
182	21/08/2019	Wednesday	13:46	15:00	01:14	N
183	21/08/2019	Wednesday	14:20	16:15	01:55	N
184	21/08/2019	Wednesday	14:25	16:40	02:15	N
185	21/08/2019	Wednesday	15:05	18:30	03:25	N
186	21/08/2019	Wednesday	16:30	17:30	01:00	Y
187	21/08/2019	Wednesday	17:35	18:35	01:00	Y
188	21/08/2019	Wednesday	18:20	19:15	00:55	Y
189	22/08/2019	Thursday	09:20	10:25	01:05	N
190	22/08/2019	Thursday	09:45	10:30	00:45	N
191	22/08/2019	Thursday	10:45	11:30	00:45	N
192	22/08/2019	Thursday	11:00	13:30	02:30	N
193	22/08/2019	Thursday	11:07	13:00	01:53	N
194	22/08/2019	Thursday	11:15	12:45	01:30	Y
195	22/08/2019	Thursday	11:30	12:45	01:15	N
196	22/08/2019	Thursday	11:30	13:15	01:45	N
197	22/08/2019	Thursday	12:00	13:00	01:00	N
198	22/08/2019	Thursday	12:10	14:10	02:00	N

A Cheltenham Care Home

Some parking available

No restrictions on visiting apply

199	22/08/2019	Thursday	11:50	12:30	00:40	N
200	22/08/2019	Thursday	13:45	15:35	01:50	Y
201	22/08/2019	Thursday	14:00	16:15	02:15	N
202	22/08/2019	Thursday	14:20	14:40	00:20	Y
203	22/08/2019	Thursday	14:25	15:50	01:25	Y
204	22/08/2019	Thursday	14:45		#####	Y
205	22/08/2019	Thursday	14:55	15:30	00:35	N
206	22/08/2019	Thursday	14:55	16:15	01:20	N
207	22/08/2019	Thursday	16:00	19:40	03:40	N
208	22/08/2019	Thursday	17:30	19:00	01:30	Y
209	23/08/2019	Friday	10:30	11:40	01:10	N
210	23/08/2019	Friday	10:30	15:50	05:20	N
211	23/08/2019	Friday	11:30		#####	N
212	23/08/2019	Friday	12:00	13:00	01:00	N
213	23/08/2019	Friday	12:00	14:30	02:30	N
214	23/08/2019	Friday	12:03	12:40	00:37	Y
215	23/08/2019	Friday	12:20		#####	Y
216	23/08/2019	Friday	13:25	18:50	05:25	Y
217	23/08/2019	Friday	14:05		#####	N
218	23/08/2019	Friday	14:05		#####	Y
219	23/08/2019	Friday	14:35	15:55	01:20	N
220	23/08/2019	Friday	14:20	16:25	02:05	N
221	23/08/2019	Friday	15:00	16:00	01:00	Y
222	23/08/2019	Friday	15:00	15:30	00:30	N
223	23/08/2019	Friday	15:15	17:45	02:30	N
224	23/08/2019	Friday	15:35	17:10	01:35	N
225	23/08/2019	Friday	16:50	19:00	02:10	Y
226	23/08/2019	Friday	15:00		#####	N
227	24/08/2019	Saturday	10:50	12:00	01:10	Y
228	24/08/2019	Saturday	10:45	12:00	01:15	N
229	24/08/2019	Saturday	10:45	12:15	01:30	Y
230	24/08/2019	Saturday	11:10	12:20	01:10	N
231	24/08/2019	Saturday	11:20	13:15	01:55	N
232	24/08/2019	Saturday	11:30	13:15	01:45	N
233	24/08/2019	Saturday	12:00		#####	N
234	24/08/2019	Saturday	12:25		#####	N
235	24/08/2019	Saturday	12:35		#####	Y
236	24/08/2019	Saturday	13:40		#####	N
237	24/08/2019	Saturday	14:10	16:30	02:20	Y
238	24/08/2019	Saturday	14:20	16:15	01:55	N
239	24/08/2019	Saturday	14:20	16:30	02:10	N
240	24/08/2019	Saturday	14:40	15:15	00:35	N
241	24/08/2019	Saturday	15:15	18:30	03:15	Y
242	24/08/2019	Saturday	15:25	18:35	03:10	Y
243	24/08/2019	Saturday	16:15	17:30	01:15	N
244	24/08/2019	Saturday	16:15	16:55	00:40	Y
245	24/08/2019	Saturday	17:05	19:00	01:55	Y
246	24/08/2019	Saturday	17:30	19:41	02:11	N
247	25/08/2019	Sunday	10:10	11:47	01:37	N
248	25/08/2019	Sunday	10:35	14:45	04:10	Y

A Cheltenham Care Home

Some parking available

No restrictions on visiting apply

249	25/08/2019	Sunday	10:50	13:15	02:25	N
250	25/08/2019	Sunday	11:50	12:00	00:10	N
251	25/08/2019	Sunday	11:10		#####	N
252	25/08/2019	Sunday	12:00	13:15	01:15	N
253	25/08/2019	Sunday	12:15	12:37	00:22	N
254	25/08/2019	Sunday	14:15	15:30	01:15	N
255	25/08/2019	Sunday	14:20	16:15	01:55	N
256	25/08/2019	Sunday	14:30	18:25	03:55	Y
257	25/08/2019	Sunday	14:35	16:20	01:45	Y
258	25/08/2019	Sunday	14:40	16:35	01:55	Y
259	25/08/2019	Sunday	15:35	19:08	03:33	N
260	25/08/2019	Sunday	16:45		#####	N
261	25/08/2019	Sunday	17:06	19:00	01:54	Y
262	25/08/2019	Sunday	17:20	16:30	#####	N
263	12/08/2019	Monday	18:00		#####	N
264	12/08/2019	Monday	11:00		#####	N
265	13/08/2019	Tuesday	14:30		#####	N
266	14/08/2019	Wednesday	09:00		#####	N
267	14/08/2019	Wednesday	14:00		#####	N
268	14/08/2019	Wednesday	14:20		#####	N
269	15/08/2019	Thursday	10:45		#####	N
270	15/08/2019	Thursday	10:45		#####	N
271	15/08/2019	Thursday	12:15		#####	Y
272	15/08/2019	Thursday	14:10		#####	N
273	16/08/2019	Friday	11:40		#####	Y
274	16/08/2019	Friday	13:00		#####	N
275	17/08/2019	Saturday	14:10		#####	N
276	17/08/2019	Saturday	14:40		#####	N
277	17/08/2019	Saturday	17:30		#####	N
278	17/08/2019	Saturday	19:00		#####	N
279	17/08/2019	Saturday	19:55		#####	N
280	19/08/2019	Monday	16:30		#####	N
281	19/08/2019	Monday	11:15		#####	N
282	19/08/2019	Monday	12:15		#####	N
283	19/08/2019	Monday	12:45		#####	Y
284	19/08/2019	Monday	13:15		#####	N
285	19/08/2019	Monday	14:00		#####	N
286	19/08/2019	Monday	14:55		#####	N
287	19/08/2019	Monday	15:15		#####	N
288	19/08/2019	Monday	17:00		#####	Y
289	20/08/2019	Tuesday	10:50		#####	Y
290	20/08/2019	Tuesday	13:20		#####	Y
291	21/08/2019	Wednesday	10:50		#####	N

Total Beds	64
Total Days Collected:	14 Days
Total visitors	291
Average Duration of	1:45:04

Date	Day	Total Visits	% beds with visitors
12/08/2019	Monday	21	33%
13/08/2019	Tuesday	19	30%
14/08/2019	Wednesday	26	41%
15/08/2019	Thursday	23	36%
16/08/2019	Friday	22	34%
17/08/2019	Saturday	18	28%
18/08/2019	Sunday	17	27%
19/08/2019	Monday	29	45%
20/08/2019	Tuesday	22	34%
21/08/2019	Wednesday	20	31%
22/08/2019	Thursday	20	31%
23/08/2019	Friday	18	28%
24/08/2019	Saturday	20	31%
25/08/2019	Sunday	16	25%
Percentage Average			32%
Weekday Average		22.00	per day
Weekend Average		17.75	per day
14-day Average		20.79	per day
Average per bed		0.32	

Car drivers	103
Non Car visitors	188
% Car Use	35%

APPENDIX G – TRICS OUTPUT – CARE HOME

DRAFT

Markides Associates Ltd York Road London

Licence No: 860401

Filtering Summary

Land Use	05/F	HEALTH/CARE HOME (ELDERLY RESIDENTIAL)
Selected Trip Rate Calculation Parameter Range	17-180 RESIDE	
Actual Trip Rate Calculation Parameter Range	33-89 RESIDE	
Date Range	Minimum: 01/01/13	Maximum: 05/11/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	100,001 or More	1
Population <5 Mile ranges selected	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.5 or Less	1
PTAL Rating	4 Good	1

Calculation Reference: AUDIT-860401-210719-0752

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01 GREATER LONDON
 IS ISLINGTON 1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 33 to 89 (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: 01/01/13 to 05/11/19

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

Selected survey days:

Tuesday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Secondary Filtering selection:

Use Class:

C2 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

100,001 or More

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

500,001 or More

1 days

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

0.5 or Less

1 days

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

No

1 days

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

4 Good

1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	IS-05-F-01	Number of residents:	51
Development Name:	NURSING HOME		
Location:	HIGHBURY	Parking spaces:	7
Postcode:	N5 2DS		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	05/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	4 Good		

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
EN-05-F-01	16/11/13	Parking
KI-05-F-01	05/11/19	Clinic and Parking

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	51	0.020	1	51	0.020	1	51	0.040
08:00 - 09:00	1	51	0.020	1	51	0.039	1	51	0.059
09:00 - 10:00	1	51	0.039	1	51	0.020	1	51	0.059
10:00 - 11:00	1	51	0.039	1	51	0.000	1	51	0.039
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.020	1	51	0.020
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.020	1	51	0.000	1	51	0.020
15:00 - 16:00	1	51	0.039	1	51	0.039	1	51	0.078
16:00 - 17:00	1	51	0.020	1	51	0.078	1	51	0.098
17:00 - 18:00	1	51	0.039	1	51	0.039	1	51	0.078
18:00 - 19:00	1	51	0.000	1	51	0.059	1	51	0.059
19:00 - 20:00	1	51	0.000	1	51	0.020	1	51	0.020
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.236			0.334			0.570

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:	33 - 89 (units:)
Survey date range:	01/01/13 - 05/11/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

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

MULTI-MODAL 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	1	51	0.020	1	51	0.020	1	51	0.040
08:00 - 09:00	1	51	0.000	1	51	0.000	1	51	0.000
09:00 - 10:00	1	51	0.000	1	51	0.000	1	51	0.000
10:00 - 11:00	1	51	0.000	1	51	0.000	1	51	0.000
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.000	1	51	0.000
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.000	1	51	0.000	1	51	0.000
15:00 - 16:00	1	51	0.000	1	51	0.000	1	51	0.000
16:00 - 17:00	1	51	0.000	1	51	0.000	1	51	0.000
17:00 - 18:00	1	51	0.000	1	51	0.000	1	51	0.000
18:00 - 19:00	1	51	0.000	1	51	0.000	1	51	0.000
19:00 - 20:00	1	51	0.000	1	51	0.000	1	51	0.000
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	51	0.020	1	51	0.020	1	51	0.040
08:00 - 09:00	1	51	0.020	1	51	0.039	1	51	0.059
09:00 - 10:00	1	51	0.059	1	51	0.020	1	51	0.079
10:00 - 11:00	1	51	0.059	1	51	0.000	1	51	0.059
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.039	1	51	0.039
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.020	1	51	0.000	1	51	0.020
15:00 - 16:00	1	51	0.059	1	51	0.059	1	51	0.118
16:00 - 17:00	1	51	0.020	1	51	0.118	1	51	0.138
17:00 - 18:00	1	51	0.059	1	51	0.059	1	51	0.118
18:00 - 19:00	1	51	0.000	1	51	0.098	1	51	0.098
19:00 - 20:00	1	51	0.000	1	51	0.000	1	51	0.000
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.316			0.452			0.768

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	51	0.137	1	51	0.039	1	51	0.176
08:00 - 09:00	1	51	0.216	1	51	0.098	1	51	0.314
09:00 - 10:00	1	51	0.196	1	51	0.020	1	51	0.216
10:00 - 11:00	1	51	0.098	1	51	0.059	1	51	0.157
11:00 - 12:00	1	51	0.118	1	51	0.020	1	51	0.138
12:00 - 13:00	1	51	0.059	1	51	0.059	1	51	0.118
13:00 - 14:00	1	51	0.078	1	51	0.078	1	51	0.156
14:00 - 15:00	1	51	0.176	1	51	0.118	1	51	0.294
15:00 - 16:00	1	51	0.157	1	51	0.216	1	51	0.373
16:00 - 17:00	1	51	0.137	1	51	0.157	1	51	0.294
17:00 - 18:00	1	51	0.137	1	51	0.176	1	51	0.313
18:00 - 19:00	1	51	0.078	1	51	0.196	1	51	0.274
19:00 - 20:00	1	51	0.118	1	51	0.098	1	51	0.216
20:00 - 21:00	1	51	0.059	1	51	0.176	1	51	0.235
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.764			1.510			3.274

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	51	0.059	1	51	0.020	1	51	0.079
08:00 - 09:00	1	51	0.137	1	51	0.118	1	51	0.255
09:00 - 10:00	1	51	0.137	1	51	0.020	1	51	0.157
10:00 - 11:00	1	51	0.020	1	51	0.020	1	51	0.040
11:00 - 12:00	1	51	0.039	1	51	0.039	1	51	0.078
12:00 - 13:00	1	51	0.000	1	51	0.039	1	51	0.039
13:00 - 14:00	1	51	0.059	1	51	0.098	1	51	0.157
14:00 - 15:00	1	51	0.039	1	51	0.059	1	51	0.098
15:00 - 16:00	1	51	0.059	1	51	0.059	1	51	0.118
16:00 - 17:00	1	51	0.039	1	51	0.059	1	51	0.098
17:00 - 18:00	1	51	0.039	1	51	0.078	1	51	0.117
18:00 - 19:00	1	51	0.000	1	51	0.118	1	51	0.118
19:00 - 20:00	1	51	0.039	1	51	0.059	1	51	0.098
20:00 - 21:00	1	51	0.020	1	51	0.098	1	51	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.686			0.884			1.570

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	51	0.020	1	51	0.020	1	51	0.040
08:00 - 09:00	1	51	0.020	1	51	0.020	1	51	0.040
09:00 - 10:00	1	51	0.000	1	51	0.000	1	51	0.000
10:00 - 11:00	1	51	0.000	1	51	0.000	1	51	0.000
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.020	1	51	0.020
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.020	1	51	0.000	1	51	0.020
15:00 - 16:00	1	51	0.000	1	51	0.000	1	51	0.000
16:00 - 17:00	1	51	0.020	1	51	0.020	1	51	0.040
17:00 - 18:00	1	51	0.000	1	51	0.000	1	51	0.000
18:00 - 19:00	1	51	0.000	1	51	0.020	1	51	0.020
19:00 - 20:00	1	51	0.020	1	51	0.000	1	51	0.020
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.100			0.200

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	51	0.078	1	51	0.039	1	51	0.117
08:00 - 09:00	1	51	0.157	1	51	0.137	1	51	0.294
09:00 - 10:00	1	51	0.137	1	51	0.020	1	51	0.157
10:00 - 11:00	1	51	0.020	1	51	0.020	1	51	0.040
11:00 - 12:00	1	51	0.039	1	51	0.039	1	51	0.078
12:00 - 13:00	1	51	0.000	1	51	0.059	1	51	0.059
13:00 - 14:00	1	51	0.059	1	51	0.098	1	51	0.157
14:00 - 15:00	1	51	0.059	1	51	0.059	1	51	0.118
15:00 - 16:00	1	51	0.059	1	51	0.059	1	51	0.118
16:00 - 17:00	1	51	0.059	1	51	0.078	1	51	0.137
17:00 - 18:00	1	51	0.039	1	51	0.078	1	51	0.117
18:00 - 19:00	1	51	0.000	1	51	0.137	1	51	0.137
19:00 - 20:00	1	51	0.059	1	51	0.059	1	51	0.118
20:00 - 21:00	1	51	0.020	1	51	0.098	1	51	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.785			0.980			1.765

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	51	0.235	1	51	0.098	1	51	0.333
08:00 - 09:00	1	51	0.392	1	51	0.275	1	51	0.667
09:00 - 10:00	1	51	0.392	1	51	0.059	1	51	0.451
10:00 - 11:00	1	51	0.176	1	51	0.078	1	51	0.254
11:00 - 12:00	1	51	0.157	1	51	0.059	1	51	0.216
12:00 - 13:00	1	51	0.059	1	51	0.157	1	51	0.216
13:00 - 14:00	1	51	0.137	1	51	0.176	1	51	0.313
14:00 - 15:00	1	51	0.255	1	51	0.176	1	51	0.431
15:00 - 16:00	1	51	0.275	1	51	0.333	1	51	0.608
16:00 - 17:00	1	51	0.216	1	51	0.353	1	51	0.569
17:00 - 18:00	1	51	0.235	1	51	0.314	1	51	0.549
18:00 - 19:00	1	51	0.078	1	51	0.431	1	51	0.509
19:00 - 20:00	1	51	0.176	1	51	0.157	1	51	0.333
20:00 - 21:00	1	51	0.078	1	51	0.275	1	51	0.353
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.861			2.941			5.802

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	51	0.000	1	51	0.000	1	51	0.000
08:00 - 09:00	1	51	0.020	1	51	0.000	1	51	0.020
09:00 - 10:00	1	51	0.020	1	51	0.000	1	51	0.020
10:00 - 11:00	1	51	0.000	1	51	0.000	1	51	0.000
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.020	1	51	0.020
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.020	1	51	0.000	1	51	0.020
15:00 - 16:00	1	51	0.000	1	51	0.039	1	51	0.039
16:00 - 17:00	1	51	0.020	1	51	0.039	1	51	0.059
17:00 - 18:00	1	51	0.000	1	51	0.020	1	51	0.020
18:00 - 19:00	1	51	0.000	1	51	0.059	1	51	0.059
19:00 - 20:00	1	51	0.000	1	51	0.000	1	51	0.000
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.177			0.257

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

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

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

MULTI-MODAL LGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	51	0.000	1	51	0.000	1	51	0.000
08:00 - 09:00	1	51	0.000	1	51	0.039	1	51	0.039
09:00 - 10:00	1	51	0.020	1	51	0.020	1	51	0.040
10:00 - 11:00	1	51	0.039	1	51	0.000	1	51	0.039
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.000	1	51	0.000
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.000	1	51	0.000	1	51	0.000
15:00 - 16:00	1	51	0.039	1	51	0.000	1	51	0.039
16:00 - 17:00	1	51	0.000	1	51	0.039	1	51	0.039
17:00 - 18:00	1	51	0.039	1	51	0.020	1	51	0.059
18:00 - 19:00	1	51	0.000	1	51	0.000	1	51	0.000
19:00 - 20:00	1	51	0.000	1	51	0.020	1	51	0.020
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.137			0.138			0.275

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 Underground Passengers

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	51	0.000	1	51	0.020	1	51	0.020
08:00 - 09:00	1	51	0.020	1	51	0.020	1	51	0.040
09:00 - 10:00	1	51	0.000	1	51	0.000	1	51	0.000
10:00 - 11:00	1	51	0.000	1	51	0.000	1	51	0.000
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.000	1	51	0.000
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.020	1	51	0.000	1	51	0.020
15:00 - 16:00	1	51	0.000	1	51	0.000	1	51	0.000
16:00 - 17:00	1	51	0.000	1	51	0.020	1	51	0.020
17:00 - 18:00	1	51	0.000	1	51	0.000	1	51	0.000
18:00 - 19:00	1	51	0.000	1	51	0.000	1	51	0.000
19:00 - 20:00	1	51	0.020	1	51	0.000	1	51	0.020
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.060			0.120

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 Overground Passengers

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	51	0.020	1	51	0.000	1	51	0.020
08:00 - 09:00	1	51	0.000	1	51	0.000	1	51	0.000
09:00 - 10:00	1	51	0.000	1	51	0.000	1	51	0.000
10:00 - 11:00	1	51	0.000	1	51	0.000	1	51	0.000
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.020	1	51	0.020
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.000	1	51	0.000	1	51	0.000
15:00 - 16:00	1	51	0.000	1	51	0.000	1	51	0.000
16:00 - 17:00	1	51	0.020	1	51	0.000	1	51	0.020
17:00 - 18:00	1	51	0.000	1	51	0.000	1	51	0.000
18:00 - 19:00	1	51	0.000	1	51	0.020	1	51	0.020
19:00 - 20:00	1	51	0.000	1	51	0.000	1	51	0.000
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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 Passengers

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	51	0.059	1	51	0.020	1	51	0.079
08:00 - 09:00	1	51	0.137	1	51	0.118	1	51	0.255
09:00 - 10:00	1	51	0.137	1	51	0.020	1	51	0.157
10:00 - 11:00	1	51	0.020	1	51	0.020	1	51	0.040
11:00 - 12:00	1	51	0.039	1	51	0.039	1	51	0.078
12:00 - 13:00	1	51	0.000	1	51	0.039	1	51	0.039
13:00 - 14:00	1	51	0.059	1	51	0.098	1	51	0.157
14:00 - 15:00	1	51	0.039	1	51	0.059	1	51	0.098
15:00 - 16:00	1	51	0.059	1	51	0.059	1	51	0.118
16:00 - 17:00	1	51	0.039	1	51	0.059	1	51	0.098
17:00 - 18:00	1	51	0.039	1	51	0.078	1	51	0.117
18:00 - 19:00	1	51	0.000	1	51	0.118	1	51	0.118
19:00 - 20:00	1	51	0.039	1	51	0.059	1	51	0.098
20:00 - 21:00	1	51	0.020	1	51	0.098	1	51	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.686			0.884			1.570

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

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

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

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	51	0.020	1	51	0.020	1	51	0.040
08:00 - 09:00	1	51	0.000	1	51	0.039	1	51	0.039
09:00 - 10:00	1	51	0.020	1	51	0.020	1	51	0.040
10:00 - 11:00	1	51	0.039	1	51	0.000	1	51	0.039
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.000	1	51	0.000
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.000	1	51	0.000	1	51	0.000
15:00 - 16:00	1	51	0.039	1	51	0.000	1	51	0.039
16:00 - 17:00	1	51	0.000	1	51	0.039	1	51	0.039
17:00 - 18:00	1	51	0.039	1	51	0.020	1	51	0.059
18:00 - 19:00	1	51	0.000	1	51	0.000	1	51	0.000
19:00 - 20:00	1	51	0.000	1	51	0.000	1	51	0.000
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.157			0.138			0.295

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.