



**Proposed care home
Hawthorn Gardens, Loanhead**

Transport Statement

May 2023

Prepared for:

Mansfield Care Ltd

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1. INTRODUCTION

Background

- 1.1 Mansfield Care Ltd has submitted a planning application to Midlothian Council (MC) for the construction of a 50-bed care home on land to the northeast of Hawthorn Gardens in Loanhead. The location of the proposed development is shown on Figure 1 in Appendix A.

Report content

- 1.2 A Transport Statement (rather than a Transport Assessment) is considered appropriate given the relatively modest size of the proposed development. The scope of this statement has been agreed with an officer in MC.
- 1.3 This Transport Statement considers the transport issues associated with the proposed development. Chapter 2 describes the transport network around the proposed development. Chapter 3 describes the proposed development and presents an estimate of its transport demand and Chapter 4 presents our conclusions.

2. EXISTING TRANSPORT NETWORK

Introduction

- 2.1 This section of the report describes the existing transport network around the proposed development. The transport network has been considered in the order of the hierarchy stated in National Planning Framework 4 (NPF4): walking, wheeling, cyclists, public transport and private car.
- 2.2 Figure 2 in Appendix A illustrates the transport network around the proposed development. The site of the proposed development was previously occupied by several vacant buildings which had been used as a nursing home. These buildings have now been demolished. It is bounded to the west by Hawthorn Gardens and homes to the west of that. To the north it is bounded by Pine Villa, a care home operated by the applicant. Should the proposed development be constructed, the applicant would close Pine Villa and move its staff and residents to the proposed development. To the south, the proposed development is bounded by homes on the eastern side of Hawthorn Gardens. To the east it is bounded by a residential home which shares the existing access to the site of the proposed development from Hawthorn Gardens.
- 2.3 There are no site-specific designations covering the site of the proposed development in MC's Local Development Plan (LDP), although the site falls within the settlement boundary of Loanhead as defined by the LDP. The site was subject of planning applications 19/00584/DPP and 19/00987/DPP each for the development of 20 homes. These planning applications were withdrawn, but MC's transport officers had no objection subject to conditions.

Walking and cycling

- 2.4 There are footways on both sides of Hawthorn Gardens as it passes the proposed development. To the north, these footways link with the residential areas on each side of Hawthorn Gardens, eventually linking with the footway on the eastern side of Straiton Road at the Straiton Retail Park. There is a signalised pedestrian crossing of Hawthorn Gardens around 330m to the north of the proposed development.
- 2.5 Around 700m to the north of the proposed development, a shared-use foot and cycle path leads eastwards from Hawthorn Gardens. This path forms Core Path 2 in MC's Core Path network and a copy of MC's Core Path plan for the area around the proposed development is provided in Appendix B. This path leads to the Loanhead Railway Path a shared-use foot and cycle path identified as Aspirational Path 11a in the Core Path map in Appendix B (it was constructed after the map was produced). This provides a route northwards into Edinburgh and terminates at Shawfair.
- 2.6 Hawthorn Gardens becomes Fountain Place immediately to the south of the proposed development. The footways on Fountain Place also link with the footways on roads on each side of Fountain Place, providing links to the homes to the east and west of Fountain Place. There is a signalised pedestrian crossing of Fountain Place around 100m to the south of the proposed development and a second one a further 160m to the south.
- 2.7 The footways continue to meet the footways on the northern side of The Loan and High Street, where these roads meet Clerk Street at a signalised crossroads around 530m to the south of the

proposed development. The area around this junction forms part of Loanhead town centre as defined by the LDP. The northern boundary of the town centre would be around a four-minute walk (350m) from the proposed development.

- 2.8 The Scottish Executive's (as was) document 'Planning Advice Note (PAN) 75 Planning for Transport' states that 'A maximum threshold of 1600m for walking is broadly in line with observed travel behaviour' for accessibility to local facilities by walking and cycling. The walking distance to the town centre would be within that 1,600m distance and also within a 20-minute walk as per NPF4 Policy 15.



Footways on Hawthorn Gardens to north of proposed development.



Footways on Hawthorn Gardens and Fountain Place to south of proposed development.



Signalised pedestrian crossing of Fountain Place to south of proposed development.

Public transport services

- 2.9 The nearest bus stops to the proposed development are on Hawthorn Gardens adjacent to the proposed development's northern boundary (for southbound services) and around midway along the frontage of the proposed development (for northbound services). At the time of writing, both of these stops are served by Lothian Buses' 37 service, which links Penicuik or Easter Bush with Silverknowes via Edinburgh city centre.
- 2.10 This service currently operates every 15 minutes in each direction on Monday to Friday daytimes, every 20 minutes Saturday and Sunday daytimes and every 30 minutes Monday to Sunday evenings.
- 2.11 Further buses can be accessed on The Loan, around a seven-minute (550m) walk from the proposed development. These stops are served by the 37, 140 and 141 services. The 140 and 141 currently link Musselburgh with Penicuik via Whitecraig, Dalkeith, Bonnyrigg and Loanhead. The two services combined operate every 30 minutes Monday to Saturday daytime and every 60 minutes Monday to Saturday evenings and all day on Sundays.

Road network

- 2.12 Hawthorn Gardens is a single carriageway road with one lane in each direction as it passes the proposed development. There are no restrictions on waiting or loading on it in the vicinity of the proposed development. Data from the Crashmap website shows only one injury-causing accident in the vicinity of the proposed development in the period 2017 to 2021. That accident occurred at the junction of Fountain Place and Mayburn Avenue, involved two vehicles and caused injuries classed as 'slight'.

3. TRANSPORT ASPECTS OF PROPOSED DEVELOPMENT

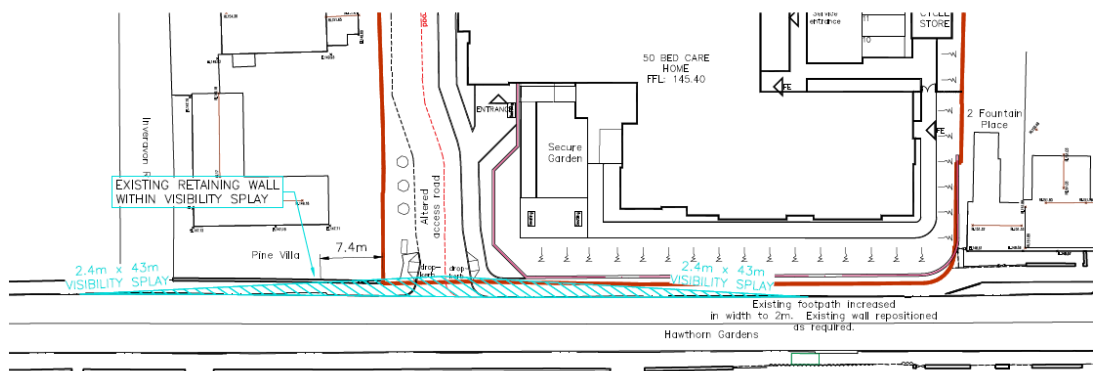
3.1 This chapter of our report describes the proposed development and its accompanying transport infrastructure and estimates its transport demand.

Proposed development

3.2 The proposed development is intended to be a 50-bed care home and a drawing showing it is provided in Appendix B. The proposed development will have a maximum of 15 staff being present in the building at any one time during day shifts with five to six staff present during night shifts.

3.3 The site layout drawing shows that vehicle access to the proposed development will be from the existing access to the care home to the east of the proposed development. This access will be widened to 5.5m as it passes through the proposed development.

3.4 The drawing below shows that a visibility splay of 2.4m by 43m can be provided at this location. The boundary wall separating the site of the proposed development from Pine Villa (the property immediately to the north of the proposed development) would be lowered to provide this visibility splay. This represents an improvement compared to the existing visibility splay, which will also be of benefit to users of the residential home which shares the access.



Proposed visibility splay at site access.

3.5 The existing footway on the eastern side of Hawthorn Gardens will be widened to 2m as it passes the frontage of the proposed development. Footways alongside the access road will link the footway on Hawthorn Gardens with the entrance to the building within the proposed development.

3.6 The proposed development would provide a total of 24 car parking spaces of which two would be for blue badge holders and two provided with electric vehicle charging points. MC's parking standards outline a requirement for 0.75 spaces per bed and 0.33 spaces per staff member. The 50 beds proposed would therefore equate to a requirement for 38 spaces, while the maximum of 15 staff would equate to five spaces, resulting in a total requirement of 43 spaces.

- 3.7 However, MC's parking standards document states on Page 7 that 'To achieve this balance, standards have been set which can be altered, but only in agreement with transportation officers, when exceptional circumstances exist that alter the requirement for parking.' The parking requirements within the document are considered to be excessive in this particular location as a result of the following exceptional circumstances:
- The care home proposed will operate primarily as an end-of-life facility which by its nature generates low levels of traffic movements and associated parking requirements. As noted in Table 3.1 below, data extracted from TRICS (assuming a usage of five vehicles overnight) identifies a requirement for a maximum of 10) car parking spaces at any time during the day. Twenty four spaces have been proposed.
 - The existing adjacent Pine Villa care home has 19 bed spaces with a maximum of nine staff present at any time. There is space for a maximum of five cars at this home with only two in regular use. Most staff either walk or travel by public transport.
 - The operator will adopt a travel plan for residents, staff and visitors so as to encourage access via, foot, bicycle and public transport (bus) in preference to the private car. As noted in paragraphs 2.9 to 2.11 above the site of the proposed development benefits from an excellent bus based public transport system with bus stops in both directions immediately adjacent to the proposed development.
 - A recent care home development granted planning permission by MC related to a proposed 83 bed facility with 27 car parking spaces on land to the rear of 41 Newmills Road, Dalkeith (Planning Application Reference Number 18/00430/DPP). This equates to a bed to car parking ratio of 0.325 compared to the more generous 0.48 ratio proposed in the current application.
- 3.8 MC's standards don't stipulate a number of cycle parking spaces, but the NRDG states a minimum of one space per five staff. Hence three spaces would be required for the proposed development and the drawing in Appendix B shows that these would be provided.
- 3.9 A turning head would be provided adjacent to the refuse storage area towards the southern side of the proposed development. The turning head would ensure that service vehicles, such as those collecting refuse and recycling, would enter and exit Hawthorn Gardens in forward gear. A drawing in Appendix B shows the swept path of a refuse vehicle entering, turning within and exiting the proposed development.

Transport demand

- 3.10 We used data from the TRICS database to estimate the trip generation of the proposed development. The data from TRICS is provided in Appendix C and the number of weekday people trips by all modes and by vehicles is presented in Table 3.1 below. We also used that data to estimate the parking accumulation, on the assumption that there would be five vehicles parked at the beginning of the day shift (for staff working overnight). That parking accumulation is also shown in Table 3.1 below.

Table 3.1: Estimated Weekday Person Trip and Vehicle Trip Generation of Proposed Development

Hour commencing	Trips (people)			Trips (vehicles)			Parking accumulation
	Arrivals	Departures	Total	Arrivals	Departures	Total	
07:00	3	2	5	1	1	2	5
08:00	8	2	9	3	1	4	7
09:00	8	4	11	4	2	6	9
10:00	3	3	6	1	2	3	8
11:00	6	5	11	4	5	8	7
12:00	4	4	8	3	2	5	7
13:00	7	2	9	4	1	5	10
14:00	4	12	16	3	7	10	7
15:00	7	9	16	4	5	10	5
16:00	5	6	11	3	4	6	4
17:00	5	5	10	3	3	5	4
18:00	5	6	11	2	2	3	4
19:00	3	8	10	2	2	3	4
20:00	3	4	6	2	3	5	4
Total	69	71	140	37	38	75	

- 3.11 The data in Table 3.1 above shows that the busiest hours for the proposed development on weekdays would be those starting at 1400 and 1500 when 16 person-trips could be expected in each hour. The proposed development would be expected to generate around four and five two-way vehicle trips on weekdays in the hours commencing 0800 and 1700 respectively, which would be the hours when the adjoining road network could be expected to be at its busiest. The parking accumulation calculation shows that the proposed number of spaces would be adequate to cater for the estimated demand.
- 3.12 The TRICS data gave the modal split of the trips recorded in the surveys. That data is summarised in Table 3.2 below which also shows the estimated number of people travelling by each mode to and from the proposed development during weekdays. This estimate is made by applying the proportions in Table 3.2 below to the total person trips estimated in Table 3.1 above.

Table 3.2: Data from TRICS on Mode of Travel and Estimate of Number of Weekday Peak Hour Trips by Mode

Proportion using mode					
Single Vehicle Occupants	Cyclists	Pedestrians	Rail Passengers	Bus / Tram Passengers	Multi vehicle Occupants
41.2%	2.4%	16.7%	5.7%	7.8%	26.3%
Number of weekday trips by mode (people) (arrivals and departures)					
58	3	23	8	11	37

4. CONCLUSION

4.1 This report has assessed the transport issues surrounding the proposed development. It has demonstrated that

- The site can be provided with satisfactory vehicle and pedestrian access arrangements off Hawthorn Gardens (including visibility requirements).
- The site can be provided with satisfactory pedestrian access arrangements off Hawthorn Gardens.
- Access to pedestrian facilities is available in the form of the existing footways on Hawthorn Gardens and Fountain Place.
- Access to bus services is available adjacent to the proposed development and along its frontage.
- The proposed development is within a four-minute walk (350m) from the town centre. This is within the 1.6km maximum threshold for walking stated in PAN75.
- The proposed development can be provided with satisfactory levels of car and cycle parking facilities.

APPENDIX A

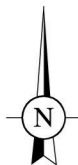
FIGURES

Hawthorne Gardens, Loanhead

Site Location Plan

Key

 Site of Proposed Development



Hawthorne Gardens, Loanhead

Mansfield Care Ltd.

Site Location Plan

Drawing Number:
TP881 Figure 1

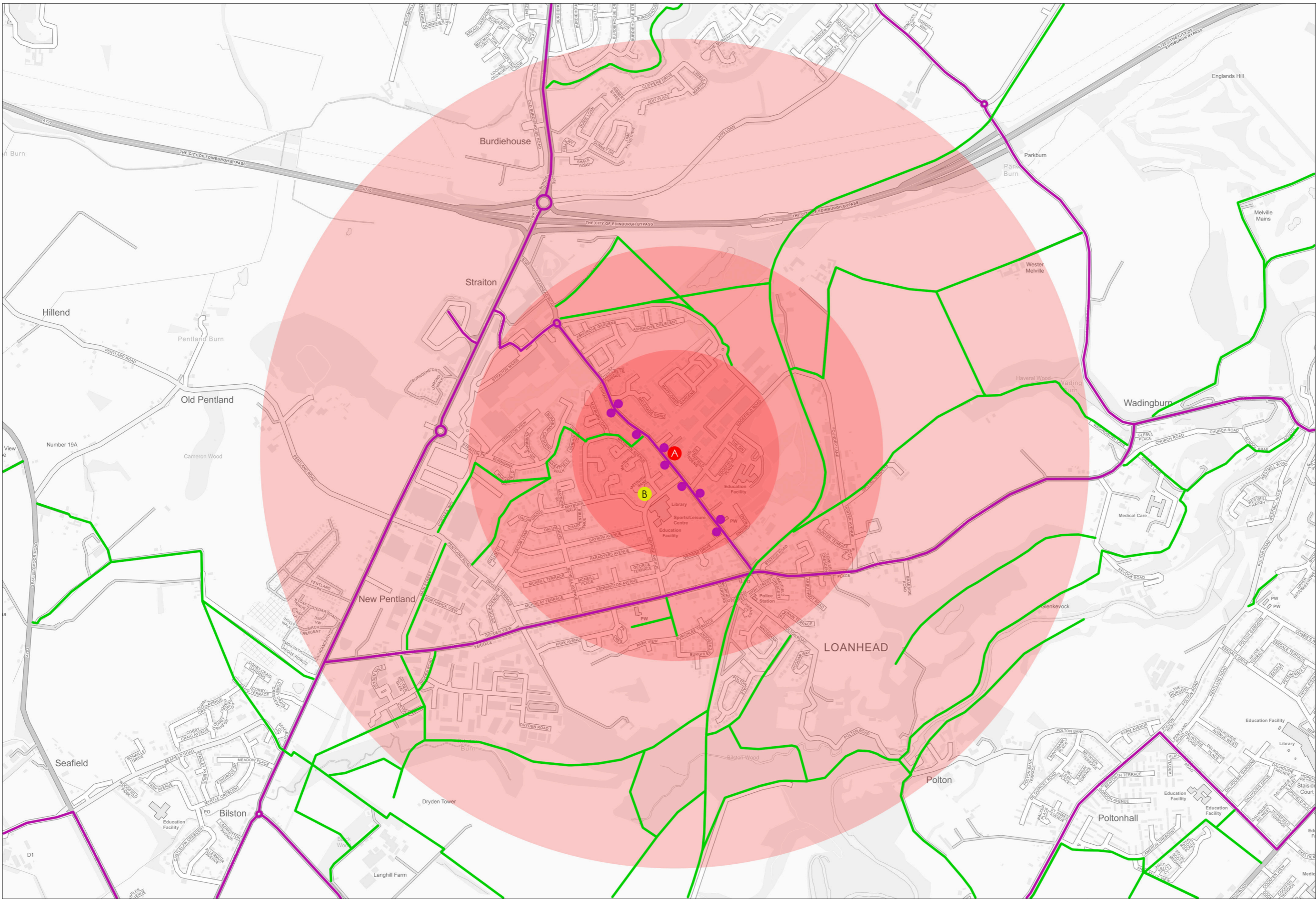
Scale:
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Drawn by:
NW

Date:
Apr 2023

Checked by:
IL

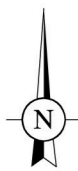




Hawthorne Gardens, Loanhead

Accessibility Plan

- Key**
- A Site of Proposed Development
 - B Local Shops
 - Core Path
 - Bus Stop/Route
 - 400m Isochrone from Site
 - 800m Isochrone from Site
 - 1600m Isochrone from Site



Hawthorne Gardens, Loanhead

Mansfield Care Ltd.

Accessibility Plan

Drawing Number:
TP881 Figure 2

Scale:
NTS @ A3

Drawn by:
NW

Date:
Apr 2023

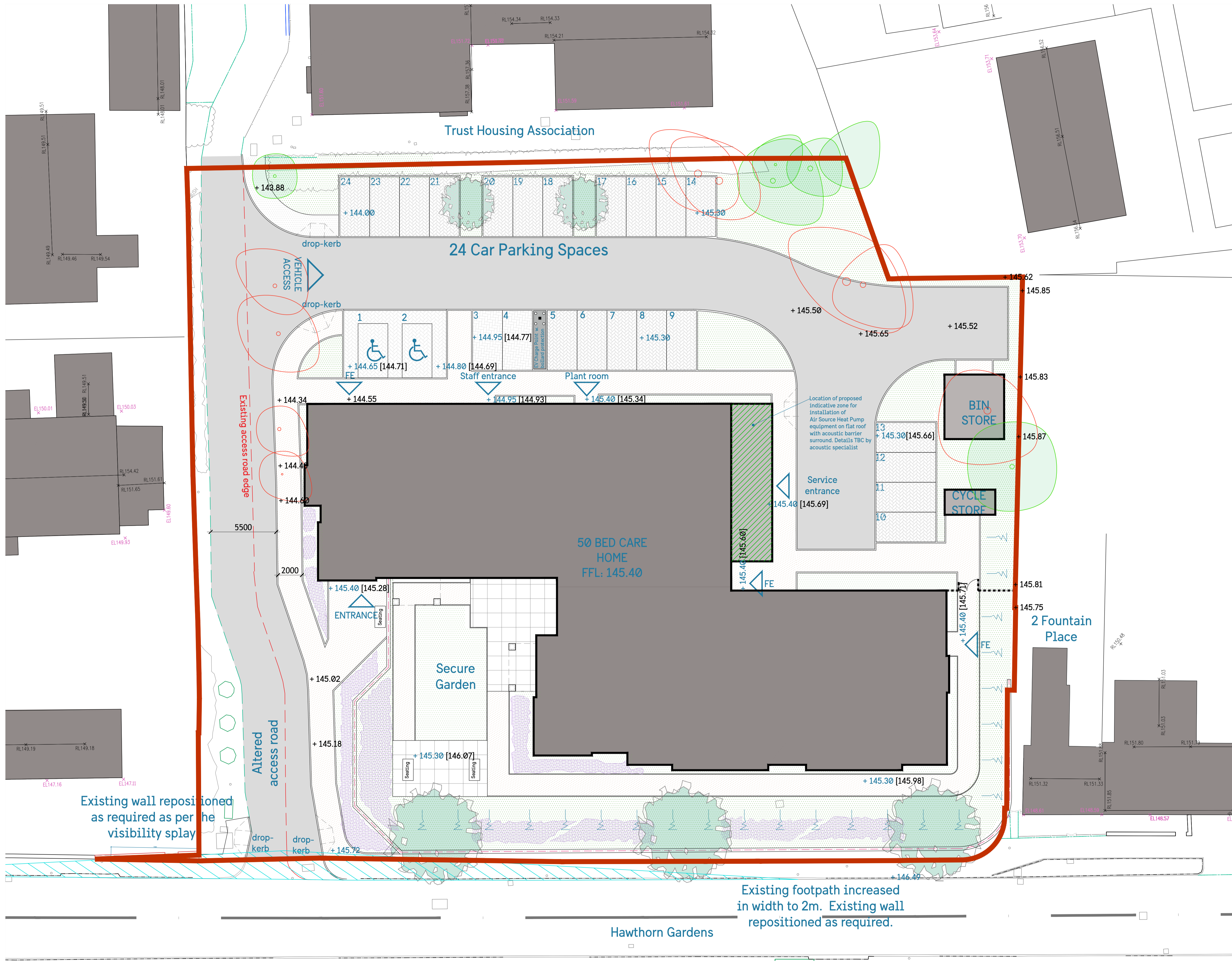
Checked by:
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APPENDIX B

DRAWINGS

Revision A	01.03.23
by MP	
+ Changes as per Client's comments.	
Revision B	08.03.23
by MP	
+ Changes as per Client's comments.	
Revision C	24.03.23
by MP	
+ Changes as design development.	
Revision D	31.03.23
by MW	
+ Proposed site levels indicated.	
Revision E	18.04.23
by MP	
+ Visibility splay indicated.	
+ Road layout amended as per refuse swept path diagram.	
Revision F	21.04.23
by MP	
+ wall repositioned as per the visibility splay.	
+ Development boundary amended.	
Revision G	25.04.23
by MP	
+ CV charging point indicated.	
Revision H	02.05.23
by MP	
+ Bin store location amended.	
Revision I	16.05.23
by MW	
+ Bin store location amended.	



DRAWING LEGEND	
DEVELOPMENT BOUNDARY	
EXISTING TREE TO BE RETAINED	
EXISTING TREE TO BE REMOVED	
PROPOSED TREE	
① TARMAC - ROAD	
② TARMAC - FOOTPATH	
③ BLOCK PAVING	
③ 1.2 M X 1.2 M BLOCK PAVING	
Ⓐ EXISTING HEDGE/SHRUBS	
Ⓑ MIXED FLOWER & SHRUB PLANTING	
Ⓒ OPEN SPACE WITH GRASS	
EXISTING LEVEL (RETAINED)	+144.10
PROPOSED LEVEL WITH FORMER LEVEL IN BRACKETS	+145.40 [144.10]
SLOPE	

planform

PROPOSED 50 BED CARE HOME
HAWTHORN GARDENS
LOANHEAD

PROPOSED SITE PLAN

DWG NO. 173-303 REV. I

SCALE 1:150 SIZE A1

DWN BY MP CHECK BY SD

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Map 5

Key

Core Path (Note 1) 

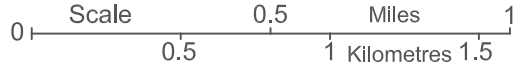
Aspirational Core Path 

Other paths (part of the wider network) 

Other paths - Aspirational 

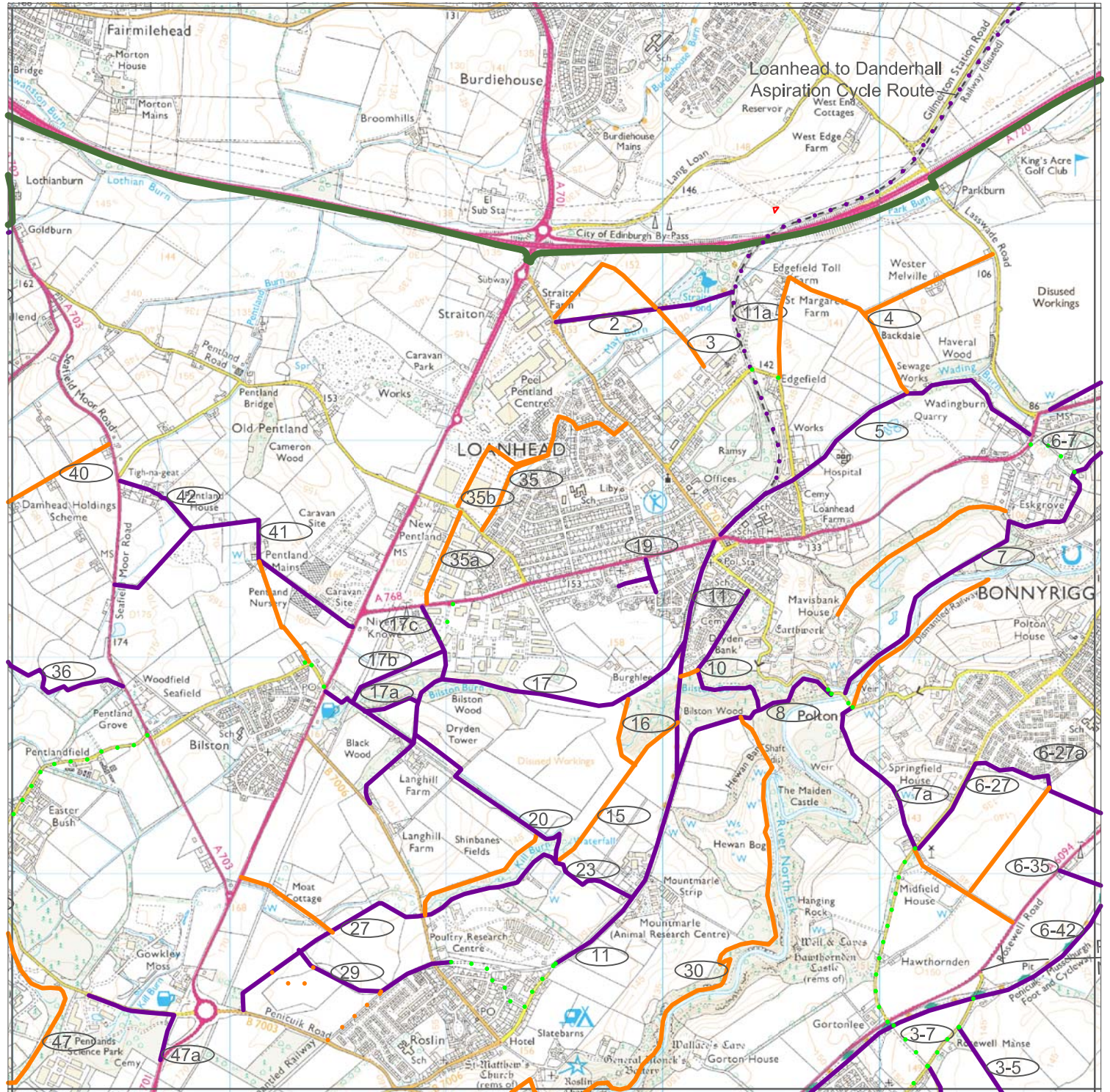
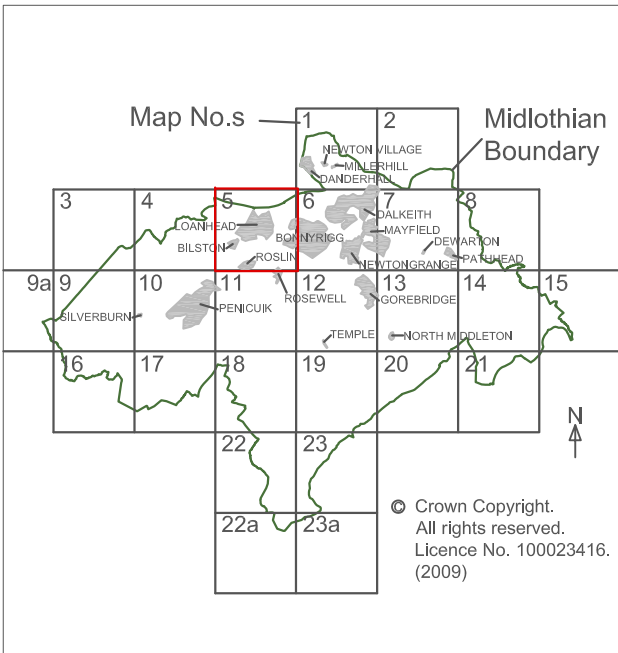
Road links (Note 2) 

Midlothian Boundary 



Note 1: Representation on this map is no guarantee that it is usable for all types of access

Note 2: Roads may not have pavements. Safety risks should be assessed prior to non-motorized usage.



Cycling around MIDLOTHIAN

This map gives a simplified overview of Midlothian's cycle facilities, plus useful cycle links into the City of Edinburgh and East Lothian.

For more detailed information see the **Spokes** maps of **Midlothian**, **Edinburgh** and **East Lothian**, available from most local cycle shops or on-line from: www.spokes.org.uk

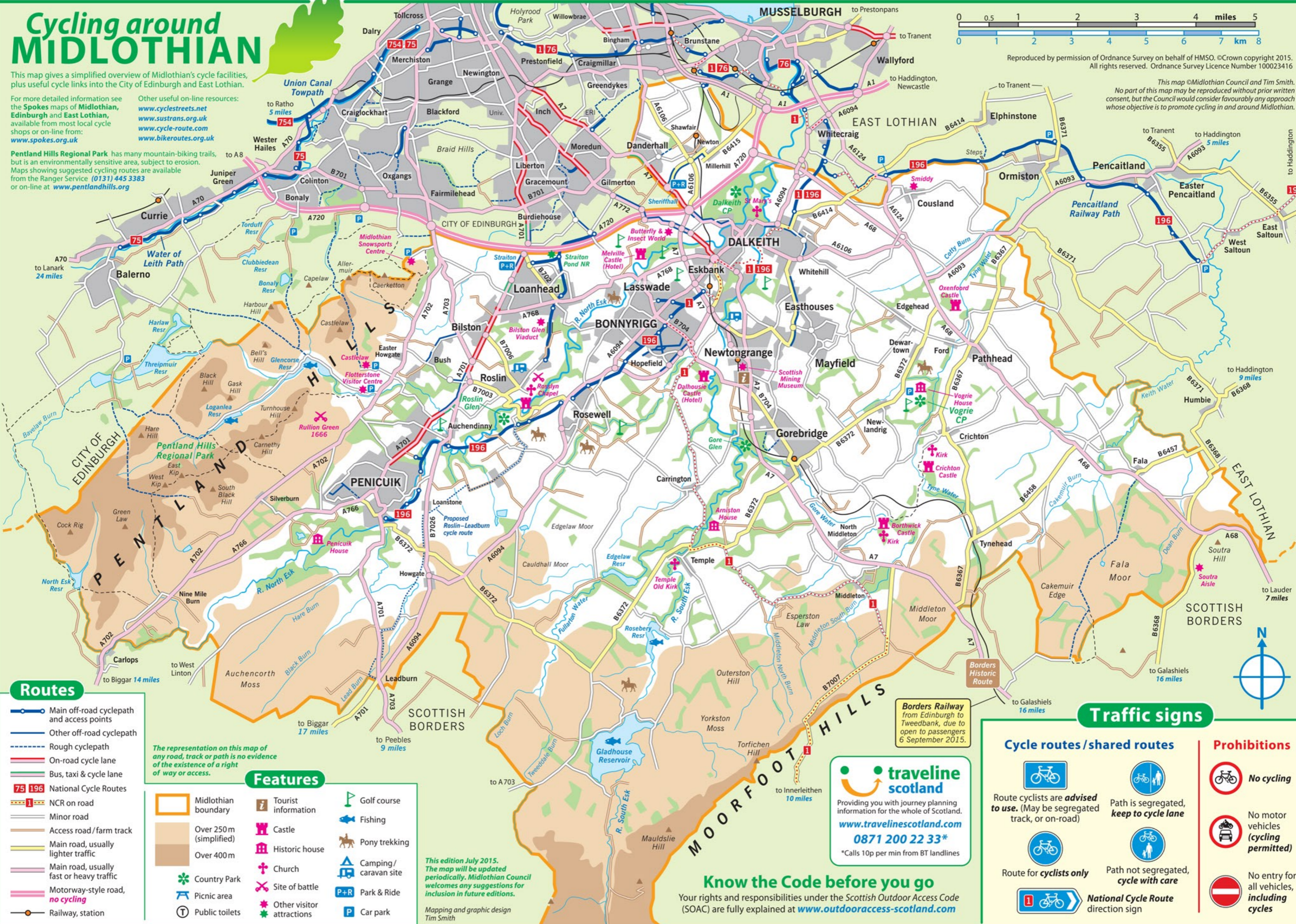
Other useful on-line resources: www.cyclestreets.net, www.sustrans.org.uk, www.cycle-route.com, www.bikeroutes.org.uk

Pentland Hills Regional Park has many mountain-biking trails, but is an environmentally sensitive area, subject to erosion. Maps showing suggested cycling routes are available from the Ranger Service (0131) 445 3383 or on-line at www.pentlandhills.org



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This map © Midlothian Council and Tim Smith. No part of this map may be reproduced without prior written consent, but the Council would consider favourably any approach whose objective is to promote cycling in and around Midlothian.



Routes

- Main off-road cycle path and access points
- Other off-road cycle path
- Rough cycle path
- On-road cycle lane
- Bus, taxi & cycle lane
- National Cycle Routes
- NCR on road
- Minor road
- Access road/farm track
- Main road, usually lighter traffic
- Main road, usually fast or heavy traffic
- Motorway-style road, **no cycling**
- Railway, station

The representation on this map of any road, track or path is no evidence of the existence of a right of way or access.

Features

- Midlothian boundary
- Over 250m (simplified)
- Over 400m
- Country Park
- Picnic area
- Public toilets
- Tourist information
- Castle
- Historic house
- Church
- Site of battle
- Other visitor attractions
- Golf course
- Fishing
- Pony trekking
- Camping/caravan site
- Park & Ride
- Car park

This edition July 2015. The map will be updated periodically. Midlothian Council welcomes any suggestions for inclusion in future editions. Mapping and graphic design Tim Smith

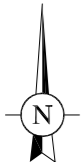
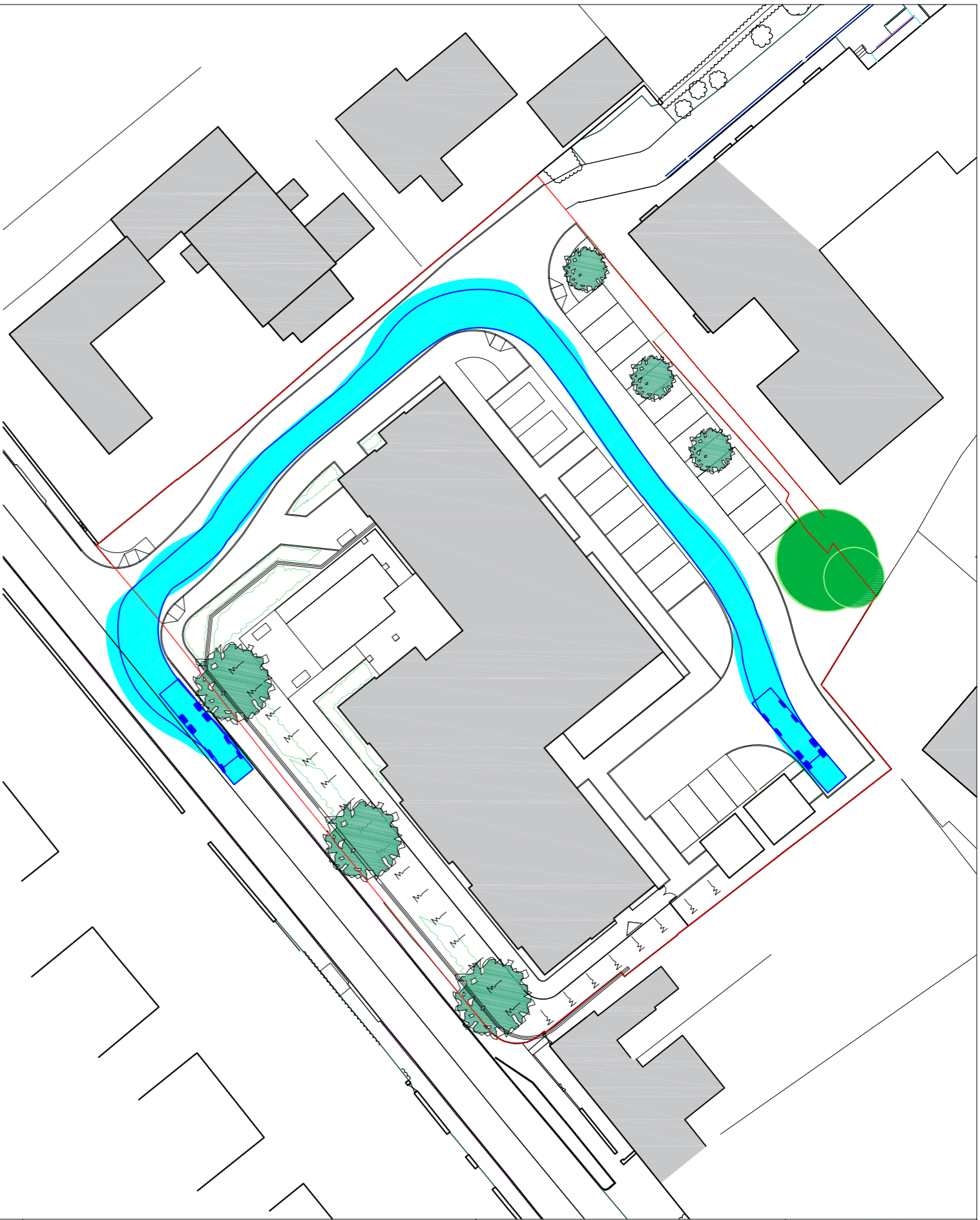
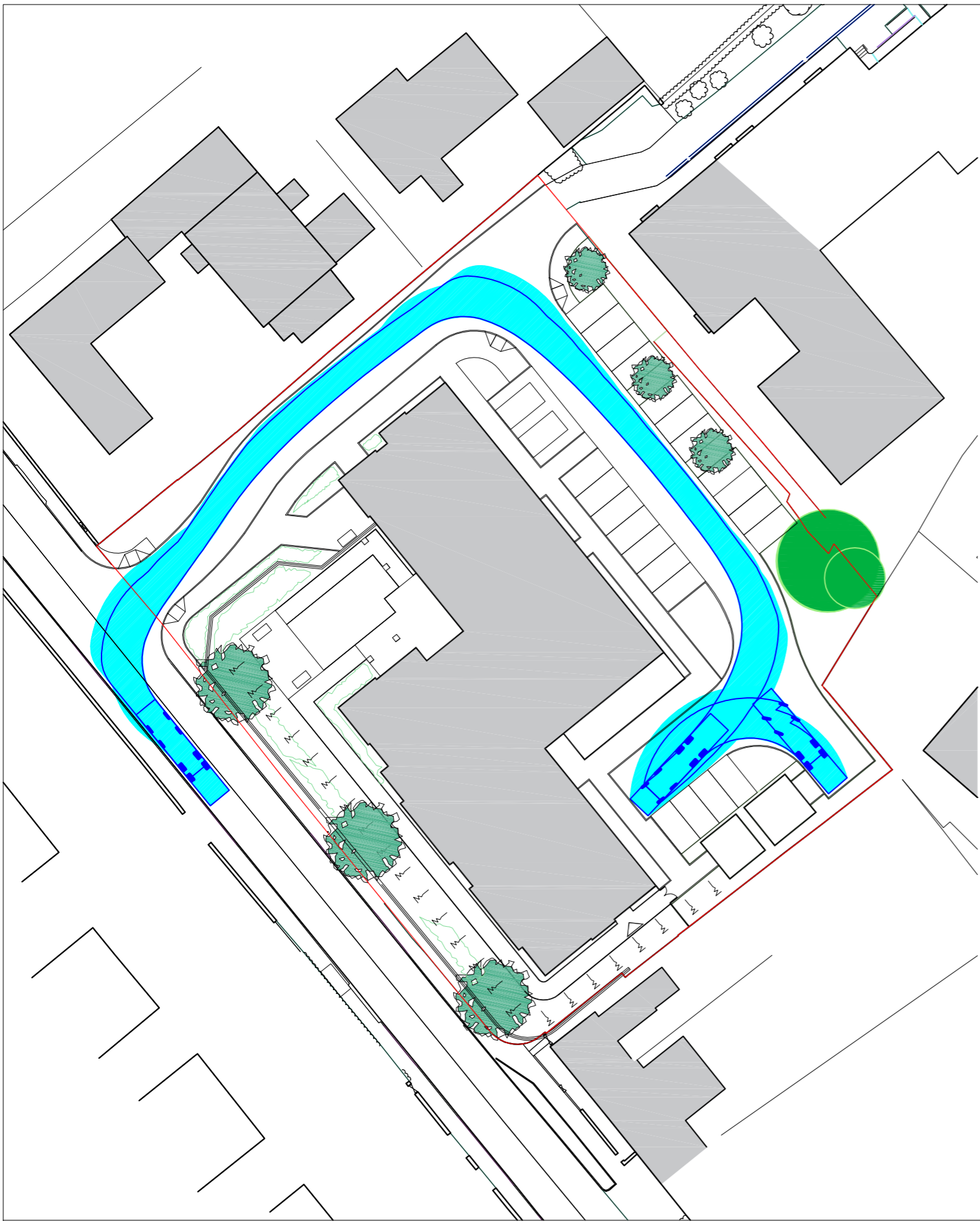
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Know the Code before you go
Your rights and responsibilities under the Scottish Outdoor Access Code (SOAC) are fully explained at www.outdooraccess-scotland.com

Traffic signs

- | | |
|--|--|
| Cycle routes / shared routes | Prohibitions |
| Route cyclists are advised to use . (May be segregated track, or on-road) | No cycling |
| Path is segregated, keep to cycle lane | No motor vehicles (cycling permitted) |
| Route for cyclists only | No entry for all vehicles, including cycles |
| Path not segregated, cycle with care | |
| National Cycle Route direction sign | |





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Hawthorne Gardens, Loanhead

Mansfield Care Ltd.

Swept Path Analysis
 12m Refuse Vehicle Accessing and Egressing
 Development Site

Drawing Number:
 TP881/SK/201

Drawn by:
 NW

Scale:
 1:500 @ A3

Date:
 Apr 2023

Checked by:
 AS



APPENDIX C
TRICS OUTPUT

Calculation Reference: AUDIT-552501-210902-0945

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 31 to 52 (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 02/05/19

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:

Monday	1 days
Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	3
------------------	---

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 3 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

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000 1 days
125,001 to 250,000 1 days
250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days
1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	LC-05-F-02 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: <i>Survey date: TUESDAY</i>	NURSING HOME 31 <i>27/09/16</i>	LANCASHIRE <i>Survey Type: MANUAL</i>
2	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: <i>Survey date: MONDAY</i>	NURSING HOME 37 <i>04/03/19</i>	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
3	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: <i>Survey date: THURSDAY</i>	NURSING HOME 52 <i>02/05/19</i>	TYNE & WEAR <i>Survey Type: MANUAL</i>

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	40	0.025	3	40	0.017	3	40	0.042
08:00 - 09:00	3	40	0.050	3	40	0.025	3	40	0.075
09:00 - 10:00	3	40	0.083	3	40	0.042	3	40	0.125
10:00 - 11:00	3	40	0.025	3	40	0.042	3	40	0.067
11:00 - 12:00	3	40	0.075	3	40	0.092	3	40	0.167
12:00 - 13:00	3	40	0.050	3	40	0.042	3	40	0.092
13:00 - 14:00	3	40	0.075	3	40	0.017	3	40	0.092
14:00 - 15:00	3	40	0.058	3	40	0.133	3	40	0.191
15:00 - 16:00	3	40	0.083	3	40	0.108	3	40	0.191
16:00 - 17:00	3	40	0.050	3	40	0.075	3	40	0.125
17:00 - 18:00	3	40	0.058	3	40	0.050	3	40	0.108
18:00 - 19:00	3	40	0.033	3	40	0.033	3	40	0.066
19:00 - 20:00	3	40	0.033	3	40	0.033	3	40	0.066
20:00 - 21:00	3	40	0.042	3	40	0.050	3	40	0.092
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.740			0.759			1.499

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

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

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Parameter summary

Trip rate parameter range selected: 31 - 52 (units:)
Survey date range: 01/01/13 - 02/05/19
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

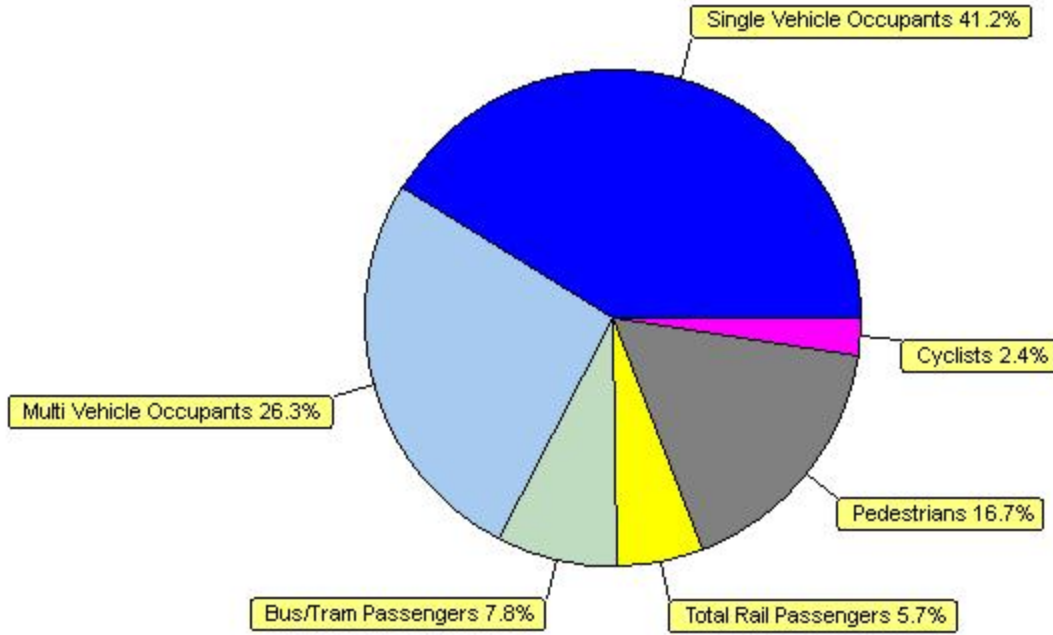
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	40	0.067	3	40	0.042	3	40	0.109
08:00 - 09:00	3	40	0.150	3	40	0.033	3	40	0.183
09:00 - 10:00	3	40	0.150	3	40	0.075	3	40	0.225
10:00 - 11:00	3	40	0.058	3	40	0.058	3	40	0.116
11:00 - 12:00	3	40	0.117	3	40	0.100	3	40	0.217
12:00 - 13:00	3	40	0.083	3	40	0.075	3	40	0.158
13:00 - 14:00	3	40	0.142	3	40	0.033	3	40	0.175
14:00 - 15:00	3	40	0.075	3	40	0.242	3	40	0.317
15:00 - 16:00	3	40	0.142	3	40	0.183	3	40	0.325
16:00 - 17:00	3	40	0.092	3	40	0.125	3	40	0.217
17:00 - 18:00	3	40	0.092	3	40	0.108	3	40	0.200
18:00 - 19:00	3	40	0.100	3	40	0.117	3	40	0.217
19:00 - 20:00	3	40	0.058	3	40	0.150	3	40	0.208
20:00 - 21:00	3	40	0.050	3	40	0.075	3	40	0.125
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.376			1.416			2.792

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.

Modal Split Percentages



Time Range/Peak Period Selection
Direction: Totals / Use All Times