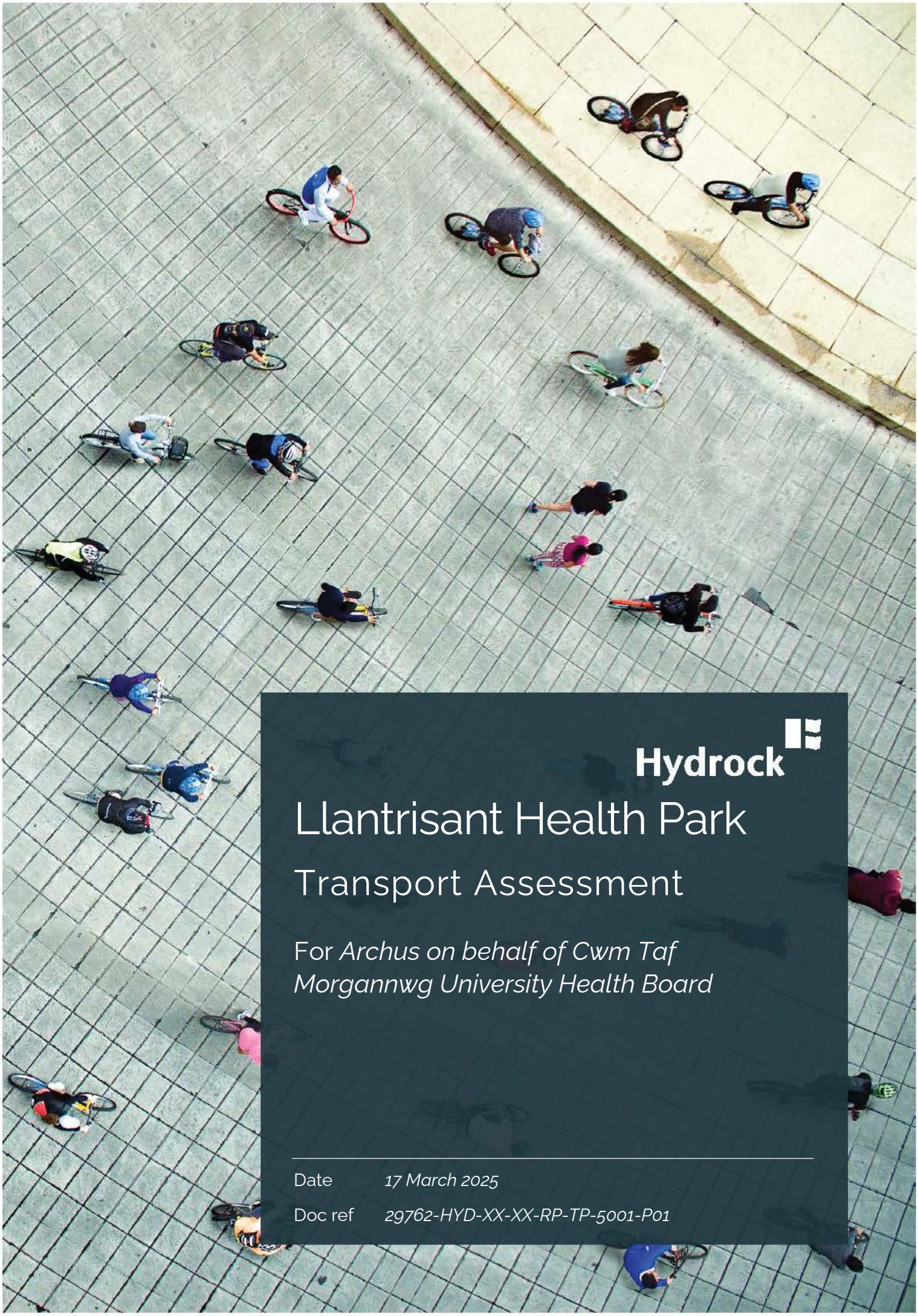

Hydrock

Llantrisant Health Park

Transport Assessment

For *Archus on behalf of Cwm Taf Morgannwg University Health Board*

Date	*17 March 2025*
Doc ref	*29762-HYD-XX-XX-RP-TP-5001-P01*

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1. Introduction

1.1 Overview

1.1.1 This Transport Assessment (TA) has been prepared by Hydrock Consultants Ltd on behalf of Cwm Taf Morgannwg University Health Board in support of a planning application for the redevelopment of the former British Airways Avionic Engineering (BAAE) site to provide a new regional, multi-service facility that includes General Day theatres and a series of Diagnostic facilities with a co-located training academy.

1.2 Structure of report

1.2.1 This TA has been set out in accordance with various local and national guidance including Technical Advice Note 18: Transport (TAN18), as well as considering our previous experience of other similar sites.

1.2.2 The TA also considers guidance from the Department for Transport (DfT) including Transport Evidence in Plan Making, Manual for Streets, Manual for Streets 2, Local Transport Note 1/20: Cycle Infrastructure Design and guidance from the CIHT - Providing for Journeys on Foot.

1.2.3 The scope of the TA is proposed as follows:

- Introduction
- Site location/ background and high-level summary of existing adjacent highway network
- High level road safety analysis within the vicinity of the site
- Connectivity of the site, fully considering walking, cycling and public transport movements in the context of the Active Travel Act and Safe Routes in the Community Guidance
- Description of development proposals including site access
- Details of servicing and access for delivery / operational vehicles
- Vehicular trip generation and parking analysis
- Summary and conclusions

1.2.4 The application is accompanied by a Transport Scoping Note (TSN ref: 29762-HYD-XX-XX-RP-TP-3001) and Travel Plan (TP ref: 29762-HYD-XX-XX-RP-TP-6001) which should be read on conjunction with this TA.

1.2.5 The TP includes measures and initiatives to encourage sustainable transport. The TP will include sustainable targets, an Action Plan of responsibilities / target dates and a monitoring schedule, in accordance with Travel Plan guidance.

1.3 Purpose of the Report

1.3.1 This purpose of this TA is to demonstrate that the development is acceptable in terms of transportation, highway safety and access, and that it is compliant with relevant national and local planning policies.

1.3.2 This report sets out the transport issues relating to the development site (existing conditions) and provides details of the development proposals; including accessibility and connectivity, an assessment of the traffic predicted to be attracted by the development and the likely impact on the surrounding local highway network.

1.4 Additional information

1.4.1 A pre-application Scoping Note was submitted to RCT in September 2024 and discussion were undertaken with Highway Development Control of the development proposals. The focus of these discussions is to agree the scope of the TA to support planning including the approach for calculating the car parking provision and the use of TRICs database to calculate the likely trip generation.

1.4.2 A formal response was received from RCT on 15th November 2024, which stated that:

> *"The Council's Highways and Transportation Section has reviewed the Transport Scoping note, which was provided as part of the submission.*
>
> *The proposed scope of assessment and methodology are considered to be appropriate as forming the basis for a Transport Assessment and accompanying Travel Plan."*

1.4.3 The LHA raised no objection to the proposed approach to calculating the trip generation or parking provision provided it can be demonstrated to be robust.

2. Transport policy context

2.1.1 In producing this assessment due regard has been given to the following Local and National Transport Policies and it is considered that the development accords fully in Transport/Highway terms:

2.2 Planning Policy Wales (Edition 12 2024)

2.2.1 The Planning Policy Wales sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

2.2.2 Chapter 4.0 of PWW covers the theme of 'Active and Social Places' and the transportation components of place making.

2.2.3 The principle of the PWW policy is to encourage sustainable travel as set out in paragraph 4.1.1:

> *4.1.1 The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:*
>
> *-Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
>
> *-Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and*
>
> *-Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.*

2.2.4 The proposed development site will be accessible by walking, cycling and public transport.

2.2.5 A Safer Routes to School Study will be carried out as part of the scope in order to assess walking and cycling routes to the site.

2.2.6 The Welsh Government have set out a hierarchy for sustainable transport in relation to new development as follows:

> *4.1.12 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.*

2.2.7 Figure 2.1 indicates the sustainable transport hierarchy for planning:

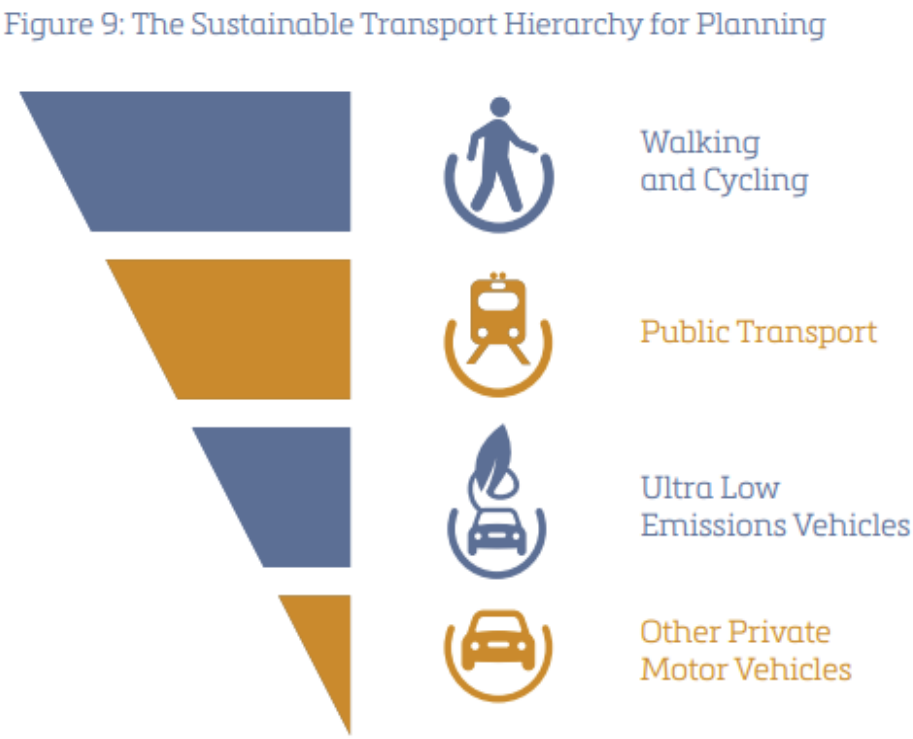


Figure 2.1: The sustainable transport hierarchy for planning

2.2.8 The hierarchy will inform the development of the site, and be reflected upon in the TA.

2.2.9 Paragraphs 4.1.49, 4.1.50 and 4.1.52 outline the Welsh policy regarding car parking provision:

> *4.1.49 Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.*

2.2.10 An appropriate level of car parking will be provided, in line with guidance and the hierarchy to support sustainable transport.

2.3 Rhondda Cyon Taf County Borough Council Local Development Plan 2006-2021

2.3.1 Rhondda Cynon Taf County Borough Council are preparing a Revised Local Development Plan for the period 2022 - 2037. The current LDP will remain in force until the Revised LDP is adopted.

2.3.2 The Local Development Plan establishes a clear vision for development in RCTCBC, providing developers and the public with a clear planning framework. It provides the policy context for directing development to appropriate locations, conserving the natural, built and historic environment and providing a basis for rational and consistent decision-making on planning applications.

2.3.3 The Local Development Plan is very different from previous development plan systems. There are key differences which include a greater emphasis on community involvement, the development of locally distinct policies and ensuring the production of a sound plan.

3. Existing conditions

3.1.1 The development site is located in Ynysmaerdy, approximately 2km north-west of Llantrisant and 17km northwest of Cardiff, within Rhondda Cynon Taf County Borough Council, South Wales.

3.1.2 The site is bounded by:

- The Royal Glamorgan Hospital and Welsh Blood Service in the north;
- Heol Gwaun Eli in the east
- Llantrisant & Pontyclun Golf club in the south
- Smaelog Woods in the west.

3.1.3 The location of the site in its local context is shown in Figure 3.1.

Figure 3.1: Site location

3.2 Local highway network

Overview

3.2.1 Table 3.1 below provides a summary of the highway network within the immediate vicinity of the site.

Table 3.1: Local Road network

Road name	Pedestrian footway	Street lighting	Crossing facility	Description:
Internal road network	✓	✓	✓	The development site benefits from an existing access junction which connects to the internal road network, and provides links between the various buildings within the site. There are pedestrian footways and street lighting along the extent of the carriageway as well as double yellow lines to restrict parking.
Heol Gwaun Eli	✓	✓	✓	Heol Gwaun Eli provides the main vehicles access to the development site, connecting from the ELY Valley Road/A4119 roundabout junction to the south and to Royal Glamorgan Hospital to the north. Pedestrian footways are provided on both sides of the carriageway and street lighting is provided along the extent of the carriageway. Double yellow lines are provided on both sides of the carriageway to restrict parking.
Ely Valley Road, A4119	✓	✓	✓	The A4119/Ely Valley Road is a main distributor road and provides connections from Heol-Y-Sarn Road to the north and the M4 (Junction 34) to the south, Within close proximity of the site, the A4119 provides connects to Llantrisant, Talbot Green and Pontyclun to the south.
M4		✓		The M4 runs in an east-west alignment providing a route between London and Southwest Wales and can be accessed from the site via Junction 34.

3.3 Highway safety

3.3.1 The CrashMap personal injury collision data website has been reviewed for the latest available five-year period between 1st January 2019 – 31st December 2023. The study area includes Heol Gwaun Eli and Ely Valley Road.

3.3.2 The extent of the area assessed is shown in Figure 3.2.

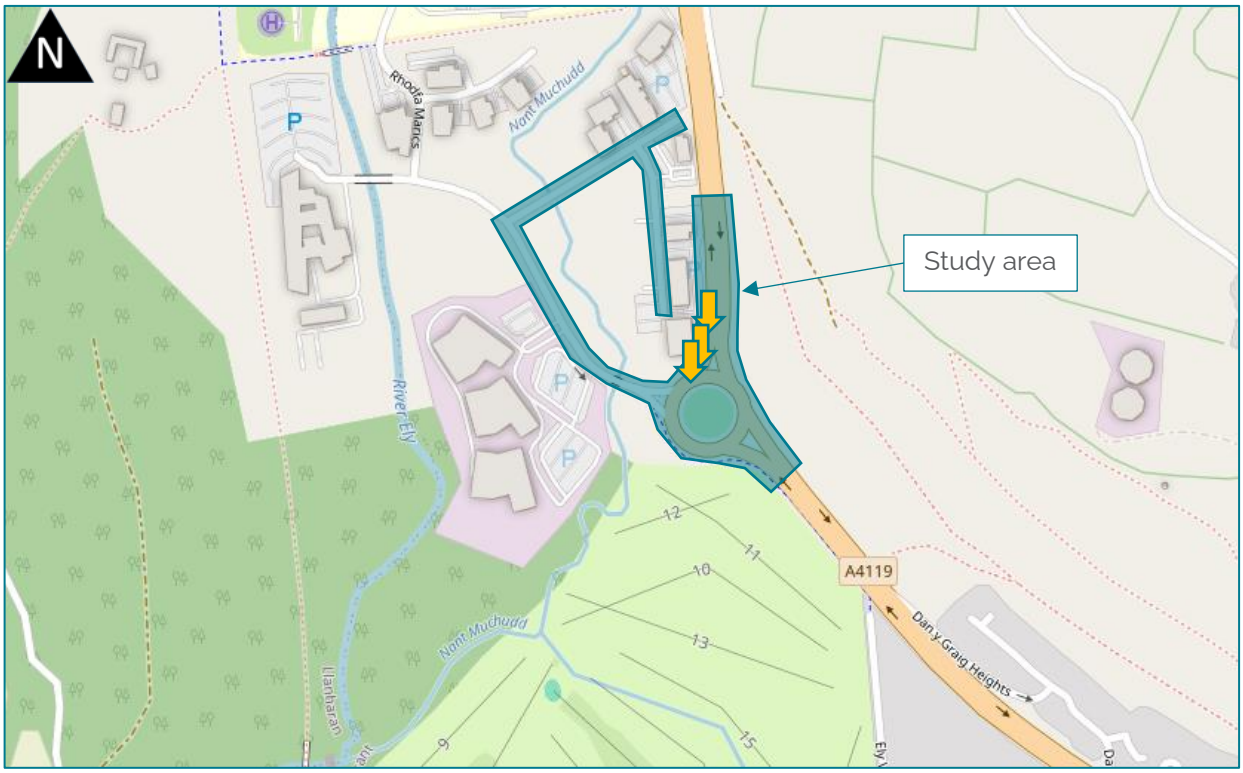


Figure 3.2: Personal Injury Collision data

3.3.3 An initial review of CrashMap shows that there has been a total of three accidents recorded within the study area over the most recent five-year period. All of these incidents have been classed as 'slight'.

3.3.4 The details of the incidents are below:

- Slight: the incident occurred on the A4119 on the northern approach to the roundabout. It involved a goods vehicle proceeding normally along the carriageway colliding with a car proceeding along the carriageway.
- Slight: the incident occurred on the A4119 on the northern approach to the roundabout. It involved a car colliding with a road sign/traffic signal.
- Slight: the incident occurred on the A4119 on the northern approach to the roundabout. It involved a car colliding with a wall or fence.

4. Connectivity to the site by non-car modes of travel

4.1 Introduction

4.1.1 This section will include a review of the site's connectivity and accessibility for walking, cycling and public transport.

4.2 Walking and cycling

4.2.1 There are a number of Public Rights of Way (PRoWS) within the vicinity of the site, as illustrated in Figure 4.1 below.

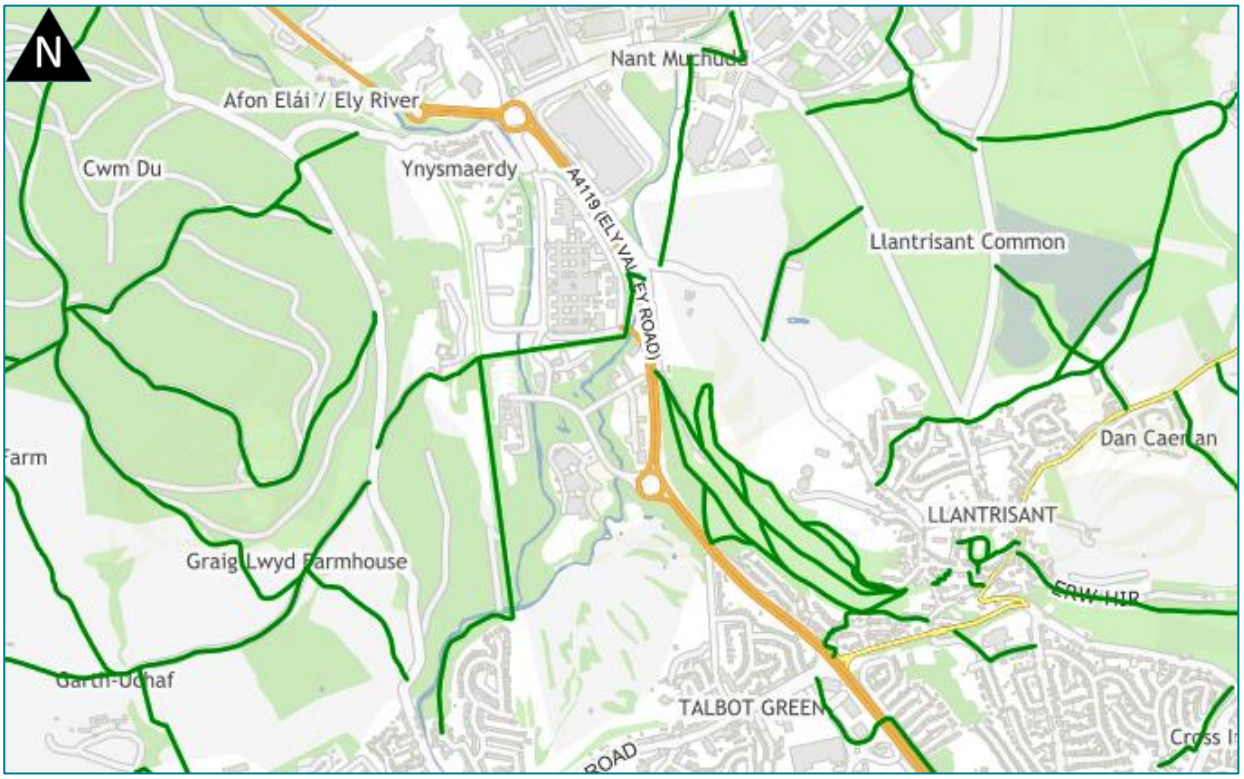


Figure 4.1: Public Rights of Way within the vicinity of the site

4.2.2 It can be seen from the figure above that there are a number of footpaths which connect the A4119, south of the site with Llantrisant. Moreover, PRoW RAN/1/1 and ATN/359/1 provide access from the development site with the residential area of Talbot Green.

Cycling

4.2.3 As shown in Figure 4.2, National Cycle (NCN) Route 4 runs past the western extent of the development site. NCN 4 provides a link between London and Fishguard, Pembrokeshire. In proximity of the site, the route runs from Tonyrefail, north of the site to Ynysmaerdy and Llantrisant.

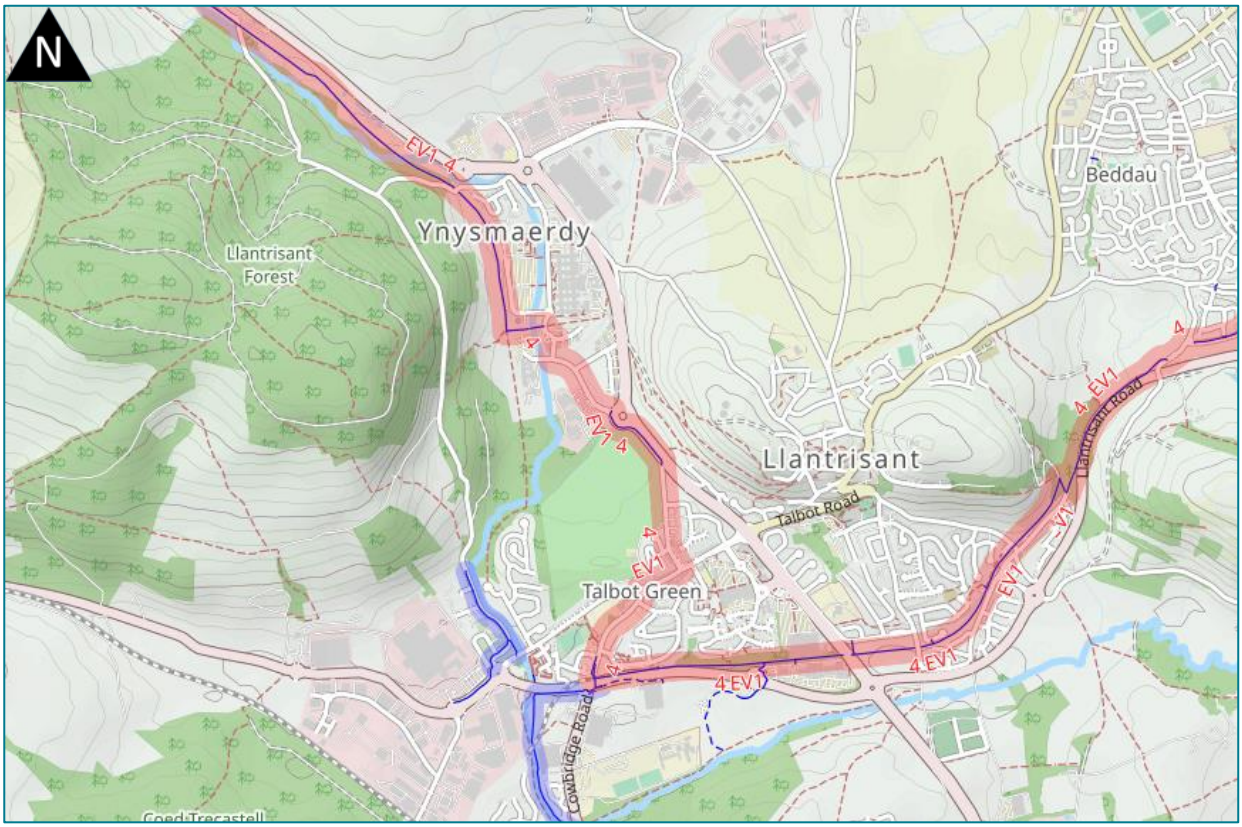


Figure 4.2: Cycle routes in the vicinity of the site

4.3 Public transport

Bus

4.3.1 Figure 4.3 shows the bus stops located in the vicinity of the site. The closest bus stop is 'Royal Glamorgan Hospital' and is located within the development site. The stops are equipped with a shelter, seating, flagpole and timetable information. The bus stop services the 122, 124, 131 and 404.

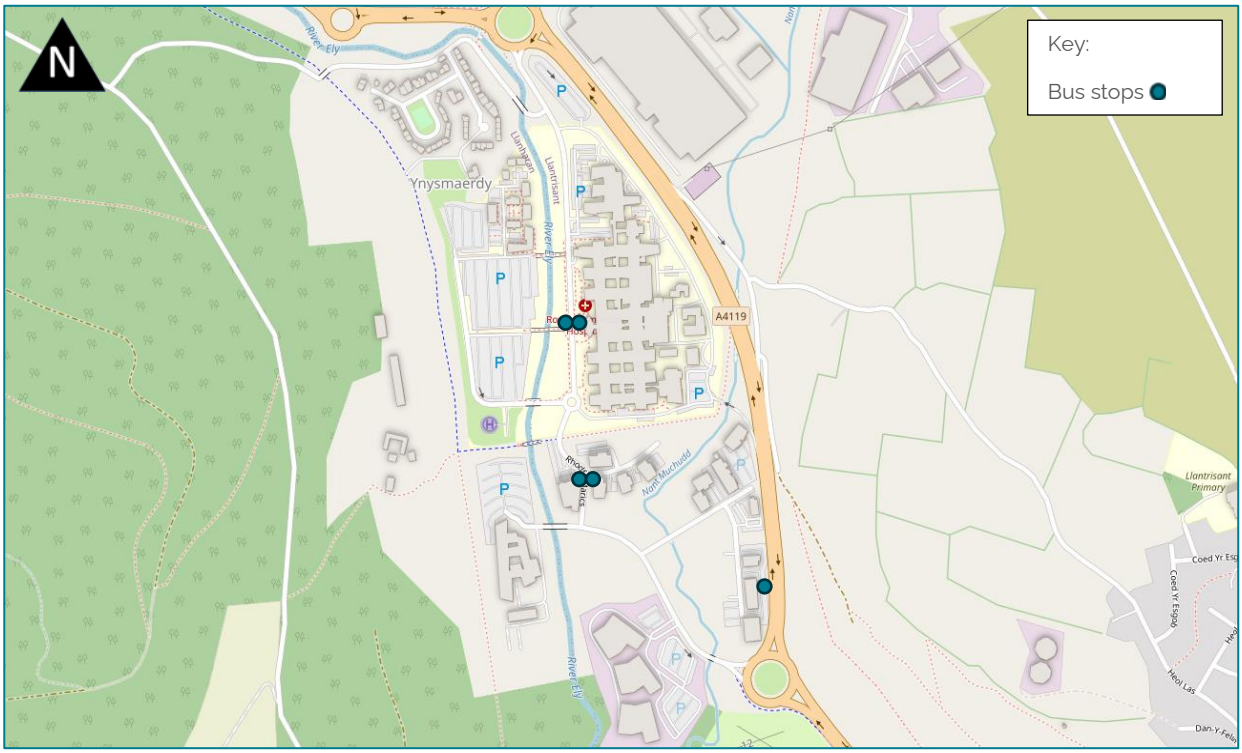


Figure 4.3: Bus stop within the vicinity of the site

Rail

4.3.2 The closest railway station to the site is Pontyclun Railway station, located approximately 5km south of the site. The station forms a stop of the South Wales Main Line. It is served by trains on the Maesteg Line, the Swanline from Cardiff to Swansea, together with a daily service to Manchester and Carmarthen.

4.3.3 The fastest journey times to Cardiff Central and Swansea is 14 minutes and 52 minutes respectively.

4.4 Census data review

4.4.1 A review of 2011 Census data, for Caerphilly 024 and 024C and has been undertaken to establish the likely travel modes of the future staff of the site.

4.4.2 It should be noted that 2011 Census data has been used, as the Office for National Statistics has issued a warning in relation to the use of 2021 Census mode of travel data due to inaccuracies in the data. This is due to Covid-19, when an increased proportion of people were working from home or were being furloughed, at the time when the data was collected.

4.4.3 The method of travel to work for the area in which the site is located is presented in Table 4.1. This excludes people that are not currently working or working from home.

Table 4.1: Method of travel to work (RCT 03D)

Method of travel to work	%
Train	3
Bus, minibus or coach	2
Driving a car or van	74
Passenger in a car or van	6
Walking	14
Other, taxi, motorcycle	1

4.4.4 It can be seen from the table above that approximately 75% of those that live within the area in which the site is located drive to work, 15% walk and 5% travel by public transport.

4.5 Summary

4.5.1 The site is situated in a sustainable location. It is surrounded by well-established walking routes with a number of footpaths within close vicinity of the site. the NCN route 4 runs past the western extent of the development site.

4.5.2 There are frequent bus services with two bus stops within the site grounds.

4.5.3 There is a range of travel options within vicinity of the site therefore offer a realistic alternative to the car for travel to and from the site.

5. Development proposals

5.1 Overview and layout

5.1.1 This Transport Assessment has been produced in support of a pre-planning application for Llantrisant Health Park, which will form an extension to the existing Hospital Facility located directly north of the site.

5.1.2 Llantrisant Health Park will be a satellite site of the Royal Glamorgan hospital for logistical purposes. The site is being developed as a regional facility to increase capacity for patients from CTMUHB, ABUHB and CAVUHB. The site layout is presented in Appendix A.

5.1.3 The proposed development will consist of:

- Day surgery
- Arthroplasty theatres
- Endoscopy units
- Radiology units
- Endoscopy training academy
- Diagnostics CDC services;
- A total of 283 car parking spaces onsite, including 15 accessible bays
- Dedicated service areas
- Cycle parking.

5.1.4 The development is proposed to have a floor area of approximately 14,000m^2. A detailed description of each use within the proposed hospital, together with likely staff numbers, is summarised in Table 5.1.

Table 5.1: Proposed operational uses and staff numbers

Proposed use	Description	Capacity
Day Surgery	8am-5pm Monday - Friday No overnight provision Visitor parking not required	Six theatres One patient at any one time Daily average 36 patients Staggered arrival times
Arthroplasty theatres	Theatres operating 08:00-17:00 Monday to Friday.	Maximum of 54 beds/trolleys in the inpatient unit
Endoscopy	Four endoscopy rooms Appointments likely to last for 30 minutes.	Maximum of 18 patients per endoscopy room per day (staggered thought the day). Likely to require a total of 20 practitioners and eight ancillary staff
Radiology	Staggered throughout the day 08:00-17:30. Appointments likely to last for 30 minutes.	2 x CT, 2 x MRI and 3 x US. Total of seven patients at any one time Likely to require a total of 23 staff
Facilities	Associated with existing RGH site	14 staff
Endoscopy Academy (420m²)	The training and academy use throughout the week.	Courses could be run weekly, possibly two days a week, with a maximum capacity of up to 50 delegates.

5.2 Staff

5.2.1 It is anticipated that the proposed development is likely to generate a maximum of 214 staff employed on site at any one time. This is likely to occur for a maximum of two hours a day (between 1pm and 3pm), and as a result of likely shift patterns, staff levels likely to be fewer than this throughout the day.

5.2.2 Table 5.2 below sets out the likely number of staff that will be employed throughout the day, and set out in more detail in Appendix B.

Table 5.2: Likely staffing numbers on site

Time	Number of staff
06:00	2
07:00	81
08:00	190
09:00	203
10:00	203
11:00	207
12:00	210
13:00	214
14:00	214
15:00	214
16:00	209
17:00	119
18:00	57
19:00	25
20:00	20
21:00	20
21:00	16
23:00	16
00:00	8
01:00	8
02:00	8
03:00	8
04:00	8
05:00	8

5.3 Vehicle access

5.3.1 The development will utilise the existing access located off Heol Gwaun Eli Road. This is a gated access, with a two-lane entrance and one-lane exit.

5.3.2 A detailed of swept path analysis has been undertaken of a range of vehicles that are likely to access the development safely manoeuvring onsite and exiting in a forward gear. This includes:

- 16.5t articulated vehicle (egressing the site via both the exit and access lanes)
- 7.9m pumping appliance
- 11.2m refuse vehicle
- 10m Rigid vehicle
- Ambulance (based on a Mercedes Sprinter Panel Van)
- Large car

5.3.3 The swept path analysis carried out is presented in Appendix C.

5.4 Pedestrian access

5.4.1 Pedestrian access to the development site will be gained via the existing access junction onto Heol Gwaun Eli Road. Pedestrians can access the site via the existing footway located along the western side of the carriageway which will connect to the internal footway and provide direct access to the main building entrance.

5.5 Car parking

5.5.1 As agreed with the Local Highway Authority as part of the pre-application discussions, the proposed car parking provision has been calculated based on:

- A first principles approach using the likely number of theatres, length of appointment and number of staff
- Car parking standards are set out in Access, Circulation and Parking Requirements of RCTCBC Local development Plan 2011.

5.5.2 The parking requirement for the proposed development has been based on the RCT parking standards and the proposed provision is presented in Table 5.3 below.

Table 5.3: Proposed car parking provision

Proposed use	Parking standa8rds approach	Required parking provision		Additional Notes
		Patients	Staff	
Day Surgery	First principles based on the assumption of a maximum capacity of: Six people in theatre; and, Six people arriving for their appointment.	12	Travel to work census data suggests that 80% of staff are likely to drive to work. Based on 68 staff employed within the day surgery would require 54 parking spaces.	Surgical patients (day surgery and arthroplasty units) are expected be dropped off and then collected from the site when ready. Therefore, parking demand for patients is likely to be lower than this
Arthroplasty theatres	RCT parking standards: Hospitals	2.5 spaces per bed = 135 spaces for patients and staff		
Endoscopy	First principles based on the assumption there would be a maximum capacity at any one time of: Four people in theatre: and, Four people arriving for their appointment.	8	Based on census data the 28 staff would require 22 parking spaces	It is expected that endoscopy patients would be dropped off and then collected from the site, therefore, parking demand is likely be lower than this
Radiology	First principles based on the assumption there would be a maximum capacity at any one time of: Seven people in theatre: and, Seven people arriving for their appointment.	14	Based on census data, the 23 staff would require 18 parking spaces	Patients attending these sessions are likely to drive themselves to and from the appointment
Facilities	NA		It is assumed that staff will park on the existing RGH site	
Endoscopy Academy	RCT parking standards: Offices (<1,000m^2)	1 space per 20 m^2-25m^2 = minimum of 17 spaces, maximum of 21 spaces		Based on 420m^2

5.5.3 Table 5.4 provides a summary of the likely parking demand for the Llantrisant Health Park.

Table 5.4: Likely parking demand for Llantrisant Health Park

Proposed use	Required parking provision	
	Patients	Staff
Day Surgery	12	54
Arthroplasty Theatres	135	
Endoscopy	8	22
Radiology	14	18
Facilities	NA	
Endoscopy Academy	20	
Total	283	

5.5.4 As part of the development, it is proposed to provide a total of 283 car parking spaces onsite, including 15 accessible bays. It is considered that this parking provision is appropriate, as sets out a maximum capacity based on:

- The staff parking calculated on the maximum staff onsite at one time. In reality, this is only likely to occur for three hours a day (between 1pm-3pm). For the majority of the day the number of staff onsite is likely to be considerable fewer than this
- All rooms/theatres have been calculated based on maximum capacity
- Surgical patients (day surgery, arthroplasty units and endoscopy) are likely to be dropped off and collected from the site. Therefore, parking demand for patients associated with this use is likely to be lower than the proposed allocation
- Delegates attending the Endoscopy Academy course are likely to have travelled a significant distance, and there is potential that delegate would stay and park in a near-by hotel. This could reduce the parking demand onsite associated with this use
- The Endoscopy Academy courses are likely to run for approximately two days a week
- The RCT parking standards used for the Arthroplasty Theatres and Endoscopy Academy set out a maximum parking requirement.

5.5.5 It is, therefore, considered that the proposed provision of 283 car parking on-site is sufficient to accommodate the likely parking demand.

5.6 Cycle parking

5.6.1 Cycle parking standards for the site are set out in Access, Circulation and Parking Requirements of RCTCBC Local development Plan 2011 The parking standards for Hospitals are shown in Table 5.5 below.

Table 5.5: RCTCBC cycle parking policy

	Parking standards		Parking requirement	
Type of development	**Long stay**	**Short stay**	**Long stay**	**Short stay**
Hospital (max 71 beds)	1 stand per 20 beds	1 stand per 20 beds	4 spaces	4 spaces
Office (420m²)	1 stand per 200m²	1 stand per 1,000m²	2 spaces	0
Total			6	4

5.6.2 It is proposed to provide two cycle stores at the entrance of the building, with one store dedicated to visitors and one store dedicated to staff. Both of these stores are sheltered and lite have a capacity of up to 10 cycles, This provides a total cycle parking provision of 20 spaces.

5.6.3 The proposed cycle parking provision is therefore in excess of the RCTCBC requirement.

5.7 Servicing access

5.7.1 A dedicated service area is provided to the rear to the proposed building, which will be used for operational hospital vehicles only, including a delivery vehicles and refuse.

5.7.2 The proposed layout consists of a number of servicing and maintenance bays to the rear of the hospital together with access for ambulances. This enables safe access to the hospital for the range of uses.

5.7.3 For patients, number of vehicle 'drop-off' bays have been provided to the front of the hospital.

5.7.4 As shown in the swept path analysis carried out (presented in Appendix C), the range of vehicles that are likely to access the development can safely manoeuvring onsite and exiting in a forward gear.

6. Trip generation and distribution

6.1 Overview

6.1.1 This section sets out the trip generation associated with the existing use on site and the forecast trip generation of the proposed development.

6.2 Existing people trip generation

6.2.1 The existing trip generation of the site will be assessed through the use of TRICs software.

6.2.2 The TRICS 7.9.3 database is an industry standard tool for predicting the likely number of trips from a proposed development by comparing the site with existing developments of a similar size and characteristic within the UK.

6.2.3 The existing British Airways Avionics Engineering development has a total floor area of 12,000m^2 and falls under 02C Industrial Unit.

6.2.4 The database has been filtered in order to achieve the most representative sites; the following parameters have been applied to the search criteria:

- The removal of sites in London and Ireland
- The selection of Suburban Area and Edge of Town type
- Population < 1 mile = 5,001 to 50,000
- Population < 5 miles = 75,001 to 250,000.

6.2.5 Full details of the TRICs report is presented in Appendix D, and summarised in Table 5.1 below.

Table 5.1: TRICS assessment- existing industrial unit

Time	Arrivals	No. of arrivals	Departures	No. of departures	Total trip rate	Total no. of trips
Total vehicles						
AM 08:00-09:00	0.425	51	0.045	5	0.47	56
PM 17:00-18:00	0.45	54	0.455	55	0.905	109
Total 07:00-19:00	1.69	203	1.671	201	3.361	403
Total people						
AM 08:00-09:00	0.462	55	0.037	4	0.499	60
PM 17:00-18:00	0.06	7	0.559	67	0.619	74
Total 07:00-19:00	2.167	260	2.144	257	4.311	517

6.3 Proposed trip generation

6.3.1 Due to the different types of health care provision included within the proposed Health Park development, the likely vehicle generation has been calculated based on the each of the difference uses, including:

- Day surgery and Arthroplasty Theatres
- Endoscopy and Radiology
- Endoscopy Academy.
- Day Surgery and Arthroplasty Theatres

6.3.2 As agreed with the Local Highway Authority as part of the pre-application process, the use of TRICs database has been used to calculate the likely trip generation of the health park.

Day surgery and Arthroplasty Theatres

6.3.3 The likely trip generation for the proposed Day surgery and Arthroplasty Theatres have been based on the TRICS 7.9.3 database for 'Health Community Hospital'.

6.3.4 The database has been filtered to achieve the most representative sites; the following parameters have been applied to the search criteria:

- The removal of sites in London and Ireland
- The selection of Suburban Area and Edge of Town type
- Population < 1 mile = 1,001 to 25,000
- Population < 5 miles = 5,001 to 75,000
- Parameter = Number of beds (16 to 111)

6.3.5 The trips calculation has been based on the maximum capacity of beds for both the Day Surgery and Arthroplasty Theatres (66 beds). The proposed layout is still in the design process, however, for the purpose of this assessment, the likely trip generation has been based on a maximum capacity.

6.3.6 Full details of the TRICs report is presented in Appendix E, and summarised in Table 5.2.

Table 5.2: TRICS assessment- Day Surgery and Arthroplasty Theatres

Time	Arrivals	No. of arrivals	Departures	No. of departures	Total trip rate	Total no. of trips
Total vehicles						
AM 08:00-09:00	1.496	99	0.614	41	2.11	139
PM 17:00-18:00	0.307	20	0.724	48	1.031	68
Total 07:00-19:00	10.371	684	10.668	704	21.039	1389
Total people						
AM 08:00-09:00	1.953	129	0.732	48	2.685	177
PM 17:00-18:00	0.425	28	0.961	63	1.386	91
Total 07:00-19:00	14.692	970	15	990	29.692	1960

Endoscopy and Radiology

6.3.7 The likely trip generation for the proposed Endoscopy and Radiology Units have been based on the TRICS 7.9.3 database for 'Health Clinic'.

6.3.8 The database has been filtered to achieve the most representative sites; the following parameters have been applied to the search criteria:

- The removal of sites in London and Ireland
- The selection of Suburban Area and Edge of Town type
- Population < 1 mile = 1,001 to 50,000
- Population < 5 miles = 125,00 to 500,001 or more
- Parameter = Number of employees (3 to 25)

6.3.9 The trips calculation has been based on the likely number of staff employed within the Endoscopy and Radiology Units (51n staff).

6.3.10 Full details of the TRICs report is presented in Appendix F, and summarised in Table 6.3.

Table 6.3: TRICS assessment- Endoscopy and Radiology Units

Time	Arrivals	No. of arrivals	Departures	No. of departures	Total trip rate	Total no. of trips
Total vehicles						
AM 08:00-09:00	0.25	13	0	0	0.25	13
PM 17:00-18:00	0.114	6	0.25	13	0.364	19
Total 07:00-19:00	2.61	133	2.495	127	5.105	260
Total people						
AM 08:00-09:00	0.341	17	0	0	0.341	17
PM 17:00-18:00	0.368	19	0.658	34	1.026	52
Total 07:00-19:00	4.425	226	4.14	211	8.565	437

Endoscopy Academy

6.3.11 The likely trip generation for the proposed Endoscopy Academy have been based on the TRICS 7.9.3 database for 'Employment Office'.

6.3.12 The database has been filtered to achieve the most representative sites; the following parameters have been applied to the search criteria:

- The removal of sites in London and Ireland
- The selection of Suburban Area, Edge of Town Centre and Edge of Town
- Population < 1 mile = 1,001 to 50,000
- Population < 5 miles = 25,001 to 500,000
- Parameter = Gross floor area (178m^2 - 6,186 m^2)

6.3.13 The trips calculation has been based on the gross internal floor area of the Endoscopy Academy (420m^2).

6.3.14 Full details of the TRICs report is presented in Appendix G, and summarised in Table 5.4.

Table 5.4: TRICS assessment- Endoscopy Academy

Time	Arrivals	No. of arrivals	Departures	No. of departures	Total trip rate	Total no. of trips
Total vehicles						
AM 08:00-09:00	1.675	7	0.14	1	1.815	8
PM 17:00-18:00	0.116	0	1.43	6	1.546	6
Total 07:00-19:00	5.045	21	5.004	21	10.049	42
Total people						
AM 08:00-09:00	3.061	13	0.164	1	3.225	14
PM 17:00-18:00	0.151	1	2.646	11	2.797	12
Total 07:00-19:00	9.678	41	9.386	39	19.064	80

Total likely trip generation

6.3.15 The likely trip generation for the proposed Llantrisant Health Park is presented in Table 5.5 below (using the data set out in Tables 5.2 to Table 5.4 above).

Table 5.5: Likely trip generation for Llantrisant Health Park

Time	Arrivals	No. of arrivals	Departures
Total vehicles			
AM Peak	119	41	160
PM Peak hour	27	67	93
Total	839	852	1691
Total people			
AM Peak hour	159	49	208
PM Peak hour	47	108	156
Total	1236	1241	2477

6.4 Net forecast person trips

6.4.1 The total net anticipated person and vehicle trips generation by the proposed development has been calculated by subtracting the existing person trips outlined in Table 5.1 from the forecast trips outlined in Table 5.2.

6.4.2 The net change in trips generated by the proposed Llantrisant Health Park compared to the existing use is summarised in Table 6.6 below.

Table 6.6: TRICS assessment- Comparison of extant and proposed use

Time	Arrivals	No. of arrivals	Departures
Total vehicles			
AM Peak	68	36	104
PM Peak hour	-27	12	-16
Total	636	651	1,288
Total people			
AM Peak hour	104	45	148
PM Peak hour	40	41	82
Total	1,236	984	1,960

6.4.3 It can be seen from the table above that the proposed development is likely to generate a total of 104 two-way vehicle movements in the morning peak period (8am-9am), and a reduction of 16 two-way vehicle movements in the evening peak period (5pm-6pm) compared to the existing use.

6.4.4 It is considered that this level of vehicle trips can be accommodated on the highway network. It is also considered the proposed development can be further mitigated by the implementation of a robust Travel Plan.

7. Summary and conclusions

7.1 Conclusions

7.1.1 This Transport Assessment has been prepared by Hydrock Consultants Ltd on behalf of Cwm Taf Morgannwg University Health Board in support of a planning application for the redevelopment of the former British Airways Avionic Engineering (BAAE) site to provide a new regional, multi-service facility that includes General Day theatres and a series of Diagnostic facilities with a co-located training academy.

7.2 Site location

7.2.1 The development site is located in Ynysmaerdy, approximately 2km north-west of Llantrisant and 17km northwest of Cardiff, within Rhondda Cynon Taf County Borough Council, South Wales.

7.3 Development proposals

7.3.1 The proposed development will consist of:

- Day surgery
- Arthroplasty theatres
- Endoscopy units
- Radiology units
- Endoscopy training academy
- Diagnostics CDC services;
- A total of 283 car parking spaces onsite, including 15 accessible bays
- Dedicated service areas
- Cycle parking.

7.3.2 The development is proposed to have a floor area of approximately 14,000m2.

7.4 Parking

Car parking

7.4.1 As agreed with the Local Highway Authority as part of the pre-application discussions, the proposed car parking provision has been calculated based on:

- A first principles approach using the likely number of theatres, length of appointment and number of staff
- Car parking standards are set out in Access, Circulation and Parking Requirements of RCTCBC Local development Plan 2011.

7.4.2 As part of the development, it is proposed to provide a total of 283 car parking spaces onsite, including 15 accessible bays. It is considered that this parking provision is appropriate, as sets out a maximum capacity based on:

- The staff parking calculated on the maximum staff onsite at one time. In reality, this is only likely to occur for three hours a day (between 1pm-3pm). For the majority of the day the number of staff onsite is likely to be considerable fewer than this
- All rooms/theatres have been calculated based on maximum capacity

- Surgical patients (day surgery, arthroplasty units and endoscopy) are likely to be dropped off and collected from the site. Therefore, parking demand for patients associated with this use is likely to be lower than the proposed allocation
- Delegates attending the Endoscopy Academy course are likely to have travelled a significant distance, and there is potential that delegate would stay and park in a near-by hotel. This could reduce the parking demand onsite associated with this use
- The Endoscopy Academy courses are likely to run for approximately two days a week
- The RCT parking standards used for the Arthroplasty Theatres and Endoscopy Academy set out a maximum parking requirement.

7.4.3 It is, therefore, considered that the proposed provision of 283 car parking on-site is sufficient to accommodate the likely parking demand.

Cycle parking

7.4.4 It is proposed to provide two cycle stores at the entrance of the building, with one store dedicated to visitors and one store dedicated to staff. Both of these stores are sheltered and lite have a capacity of up to 10 cycles. This provides a total cycle parking provision of 20 spaces.

7.4.5 The proposed cycle parking provision is in excess of the RCTCBC requirement.

Servicing access

7.4.6 A dedicated service area is provided to the rear to the proposed building, which will be used for operational hospital vehicles only, including a delivery vehicles and refuse.

7.4.7 The proposed layout consists of a number of servicing and maintenance bays to the rear of the hospital together with access for ambulances. This enables safe access to the hospital for the range of uses.

7.4.8 For patients, number of vehicle 'drop-off' bays have been provided to the front of the hospital.

7.4.9 As shown in the swept path analysis carried out (presented in Appendix C), the range of vehicles that are likely to access the development can safely manoeuvring onsite and exiting in a forward gear.

7.5 Trip generation

7.5.1 Due to the different types of health care provision included within the proposed Health Park development, the likely vehicle generation has been calculated based on the each of the difference uses. This includes the use of both TRICs database, as agreed with the Local Highway Authority as part of the pre-app process.

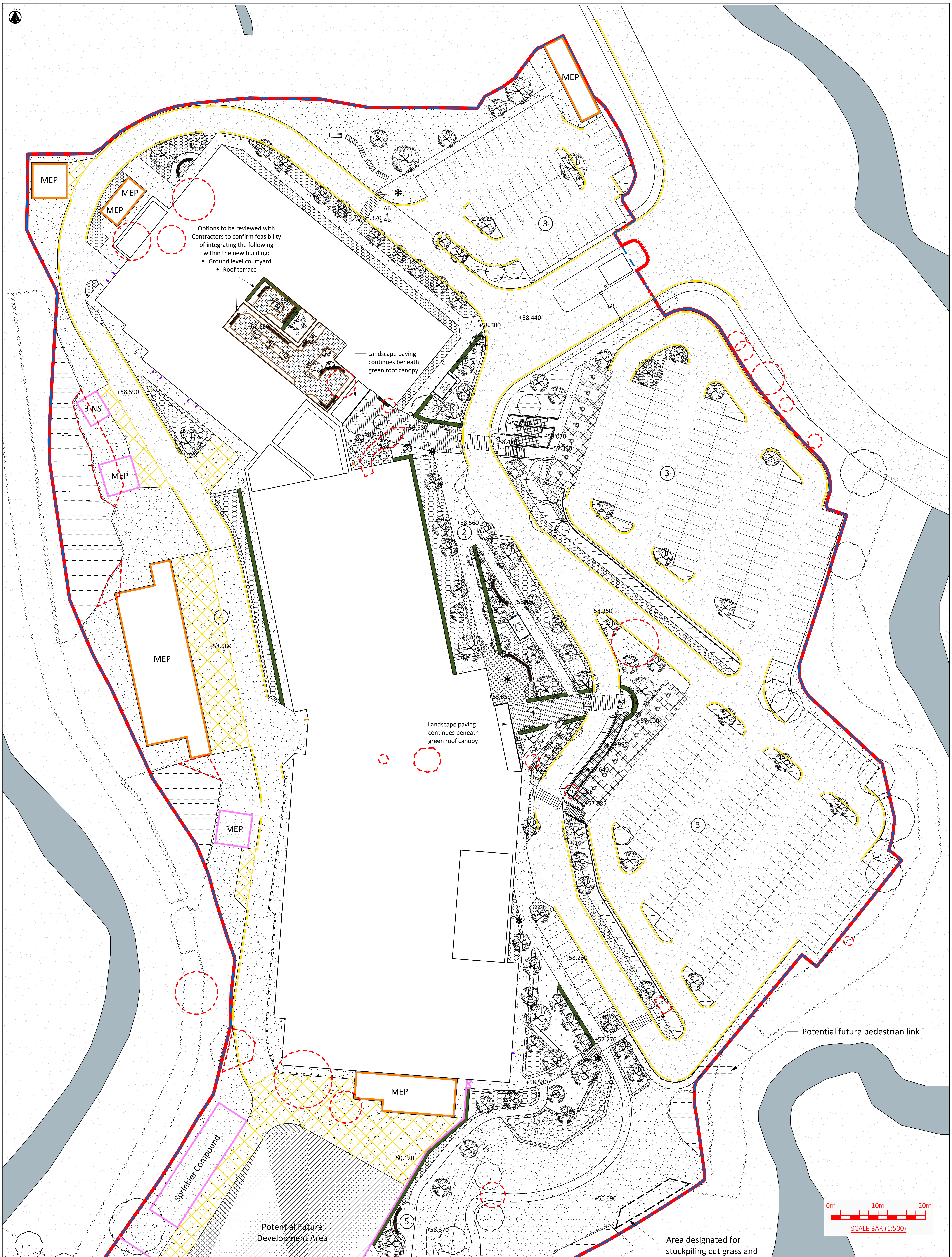
7.5.2 The trip generation shows that the proposed development is likely to generate a total of 104 two-way vehicle movements in the morning peak period (8am-9am), and a reduction of 16 two-way vehicle movements in the evening peak period (5pm-6pm) compared to the existing use.

7.6 Conclusion

7.6.1 It is considered that the proposed development can be safely accommodated on the highway network and that the impact of the development will be minimal.

7.6.2 It is therefore considered that there are no reasons relating to transport of highways for objecting to the application.

Appendix A Site layout



KEY PLAN

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	Ckd	App
P01	13/03/2025	First Issue.	LR		

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UNIVERSITY HEALTH BOARD

PROJECT
LLANTRISANT
HEALTH PARK

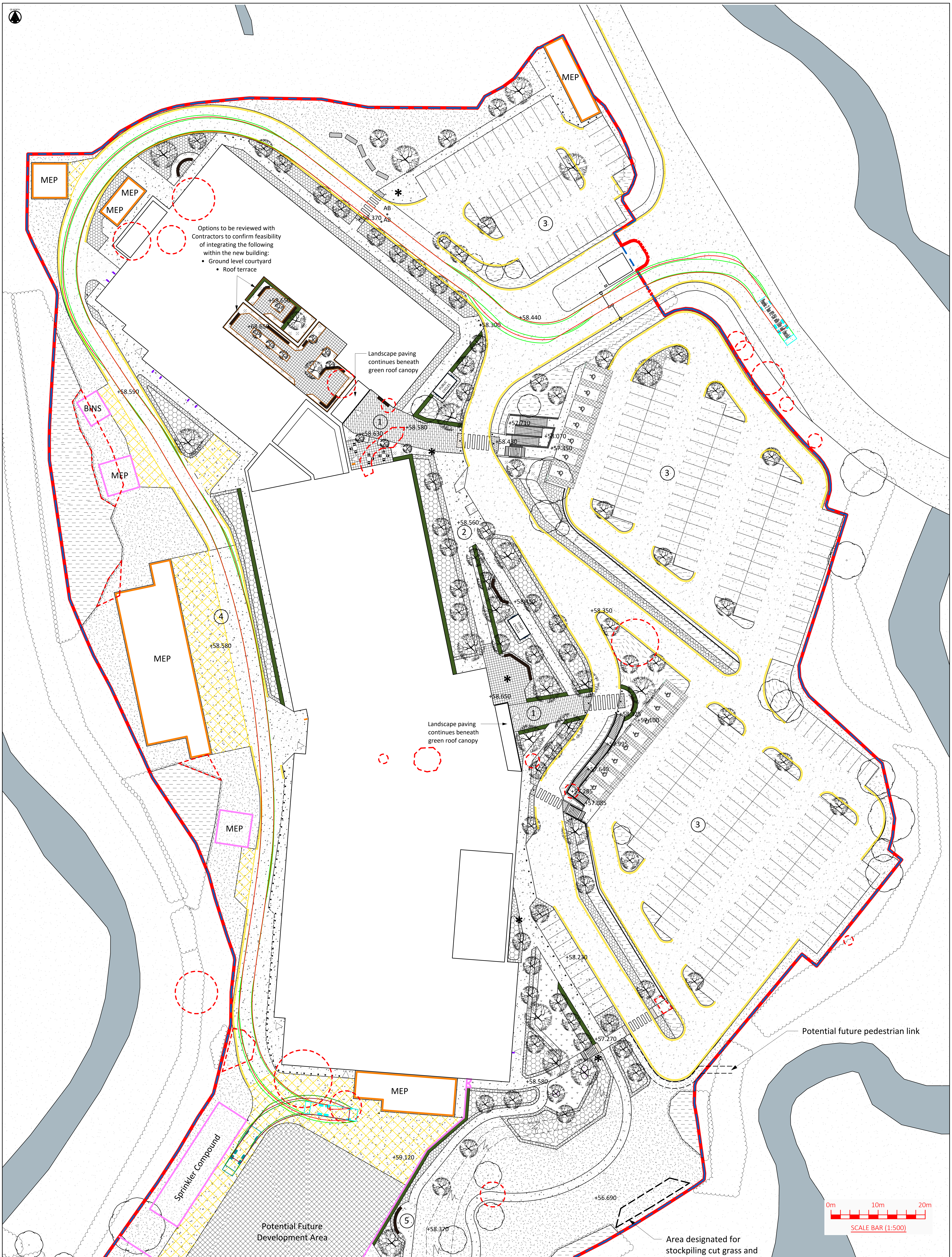
TITLE
SITE LAYOUT

HYDROCK PROJECT NO. 29762
SCALE @ A1 1:500
STATUS DESCRIPTION INFORMATION
STATUS S2
DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 29762-HYD-XX-XXX-M2-TP-0116
REVISION P01

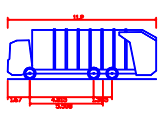
Appendix B Likely staff numbers

Number of Staff Group on Site:	***Time***																								
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	00:00	01:00	02:00	03:00	04:00	05:00	06:00
Nursing- Ward (Outpatients)	0	8	8	8	8	8	8	12	12	12	12	12	12	4	4	4	0	0	0	0	0	0	0	0	0
Nursing- Ward (Orthopaedic)	0	16	16	16	16	16	16	16	16	16	16	16	16	6	6	6	6	6	6	6	6	6	6	6	6
Nursing -Recovery	0	0	2	10	10	14	14	14	14	14	14	14	14	0	0	0	0	0	0	0	0	0	0	0	0
Theatres- ODP	0	0	12	12	12	12	12	12	12	12	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0
Theatres- Scrub	0	0	24	24	24	24	24	24	24	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Theatres- TA	0	0	24	24	24	24	24	24	24	24	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0
Theatres- Stores	0	0	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Surgeon	0	12	12	12	12	12	12	12	12	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Assistant	0	12	12	12	12	12	12	12	12	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Anaeesthetist	0	12	12	12	12	12	12	12	12	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Therapies	0	0	2	2	2	2	5	5	5	5	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0
Admin	0	2	2	4	4	4	4	4	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Endoscopy																									
Endoscopy Room	0	0	20	20	20	20	20	20	20	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Endoscopist	0	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Endoscopy Admin	0	1	1	2	2	2	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Endocopy Academy Admin	0	0	0	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Radiology																									
MRIx2	0	0	6	6	6	6	6	6	6	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0
CTx2	0	0	6	6	6	6	6	6	6	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0
Ultrasoundx3	0	0	6	6	6	6	6	6	6	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0
Plain Film X-Ray x1	0	0	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Admin	0	0	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Theatre	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Facilities	2	14	14	14	14	14	14	14	14	14	14	14	12	12	10	10	10	10	2	2	2	2	2	2	2
Total Staff on site:	**2**	**81**	**190**	**203**	**203**	**207**	**210**	**214**	**214**	**214**	**209**	**119**	**57**	**25**	**20**	**20**	**16**	**16**	**8**	**8**	**8**	**8**	**8**	**8**	**8**

Appendix C - Swept path analysis



KEY PLAN



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	Ckd	App
P01	13/03/2025	First Issue.	LR		

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UNIVERSITY HEALTH BOARD

PROJECT
LLANTRISANT
HEALTH PARK

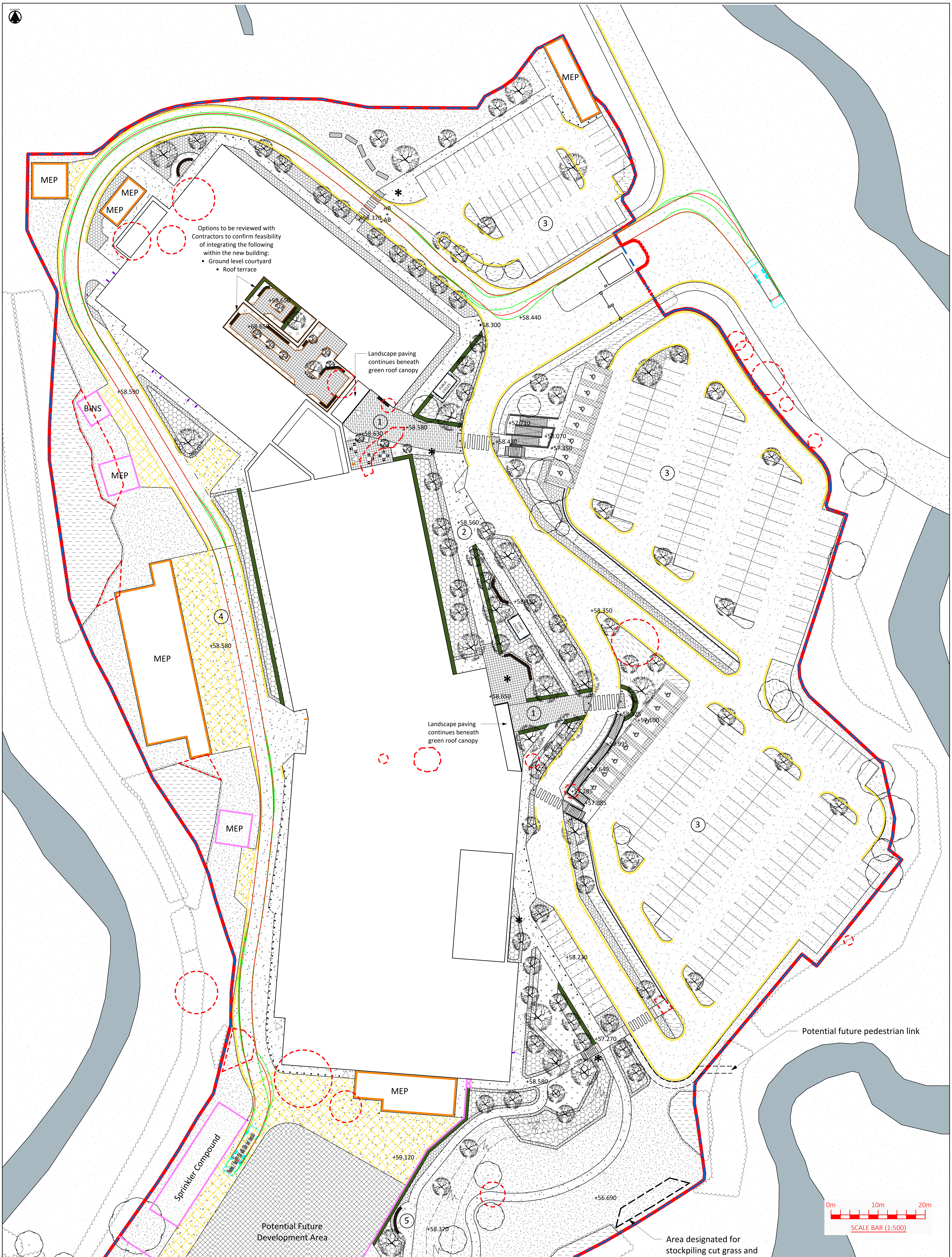
TITLE
SWEPT PATH ANALYSIS

LARGE REFUSE VEHICLE - PHOENIX DUO

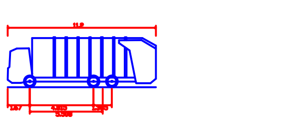
HYDROCK PROJECT NO.	SCALE @ A1
29762	1:500

STATUS DESCRIPTION	STATUS
INFORMATION	S2

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)	REVISION
29762-HYD-XX-XXX-M2-TP-0001	P01



KEY PLAN



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	Ckd	App
P01	13/03/2025	First Issue.	LR		

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HEALTH PARK

TITLE
SWEPT PATH ANALYSIS

LARGE REFUSE VEHICLE - PHOENIX DUO

HYDROCK PROJECT NO. 29762

SCALE @ A1 1:500

STATUS DESCRIPTION INFORMATION

STATUS S2

DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 29762-HYD-XX-XXX-M2-TP-0103

REVISION P01

OS NORTH

MEP
MEP
MEP
MEP
MEP
MEP
BINS
MEP

Options to be reviewed with Contractors to confirm feasibility of integrating the following within the new building:
- Ground level courtyard
- Roof terrace

Landscape paving continues beneath green roof canopy

Landscape paving continues beneath green roof canopy

Potential Future Development Area

Sprinkler Compound

Potential future pedestrian link

Area designated for stockpiling cut grass and

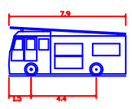
+58.370 AB
AB
+58.440
+58.300
+58.660
+58.650
+58.590
+58.630
+58.580
+58.560
+58.350
+58.650
+58.580
+58.230
+57.270
+59.120
+56.690
+58.370
+57.070
+57.450
+57.100
+57.995
+57.640
+57.285
+57.085

1
2
3
4
5

PUBLIC CYCLES
STAFF CYCLES

0m 10m 20m
SCALE BAR (1:500)

KEY PLAN



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

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PROJECT
LLANTRISANT HEALTH PARK

TITLE
SWEPT PATH ANALYSIS

PUMPING APPLIANCE

HYDROCK PROJECT NO. 29762

SCALE @ A1 1:500

STATUS DESCRIPTION INFORMATION

STATUS S2

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 29762-HYD-XX-XXX-M2-TP-0103

REVISION P01

OS NORTH

MEP

MEP

MEP

Options to be reviewed with Contractors to confirm feasibility of integrating the following within the new building:
- Ground level courtyard
- Roof terrace

+58.660

+58.650

Landscape paving continues beneath green roof canopy

+58.590

BINS

MEP

MEP

+58.580

+58.630

+58.370

AB

AB

3

+58.440

+58.300

PUBLIC CYCLES

+57.270

+58.070

+57.450

+58.4

3

+58.560

2

+58.350

STAFF CYCLES

+58.650

1

+58.580

+57.100

+57.995

+57.640

+57.285

+57.085

3

Landscape paving continues beneath green roof canopy

4

+58.580

MEP

MEP

+58.230

+57.270

+58.580

MEP

Sprinkler Compound

Main Hydrant

+59.120

+56.690

5

+58.370

Potential Future Development Area

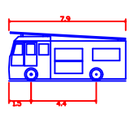
Area designated for stockpiling cut grass and

Potential future pedestrian link

0m 10m 20m

SCALE BAR (1:500)

KEY PLAN



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.340m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	Ckd	App
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PROJECT
LLANTRISANT HEALTH PARK

TITLE
SWEPT PATH ANALYSIS

PUMPING APPLIANCE

HYDROCK PROJECT NO.	SCALE @ A1
29762	1:500

STATUS DESCRIPTION	STATUS
INFORMATION	S2

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)
29762-HYD-XX-XXX-M2-TP-0104

REVISION
P01

OS NORTH

MEP

MEP

MEP

Options to be reviewed with Contractors to confirm feasibility of integrating the following within the new building:
- Ground level courtyard
- Roof terrace

+58.650

+68.650

Landscape paving continues beneath green roof canopy

PUBLIC CYCLES

+58.580

+58.630

+58.590

BINS

MEP

+58.580

MEP

+58.560

STAFF CYCLES

+58.650

Landscape paving continues beneath green roof canopy

MEP

+58.440

+58.300

AB

+58.370 AB

3

+58.070

+57.350

+58.350

+58.100

+57.995

+57.640

+57.285

+57.085

+58.230

+57.270

Potential future pedestrian link

Sprinkler Compound

+59.120

Potential Future Development Area

+56.730

+56.690

+58.370

Area designated for stockpiling cut grass and wildflower arisings - to form reptile refuge area

0m 10m 20m

SCALE BAR (1:500)

KEY PLAN

FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.425m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.0dS
Kerb to Kerb Turning Radius	11.000m

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	Ckd	App
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PROJECT
LLANTRISANT HEALTH PARK

TITLE
SWEPT PATH ANALYSIS
RIGID VEHICLE

HYDROCK PROJECT NO. 29762

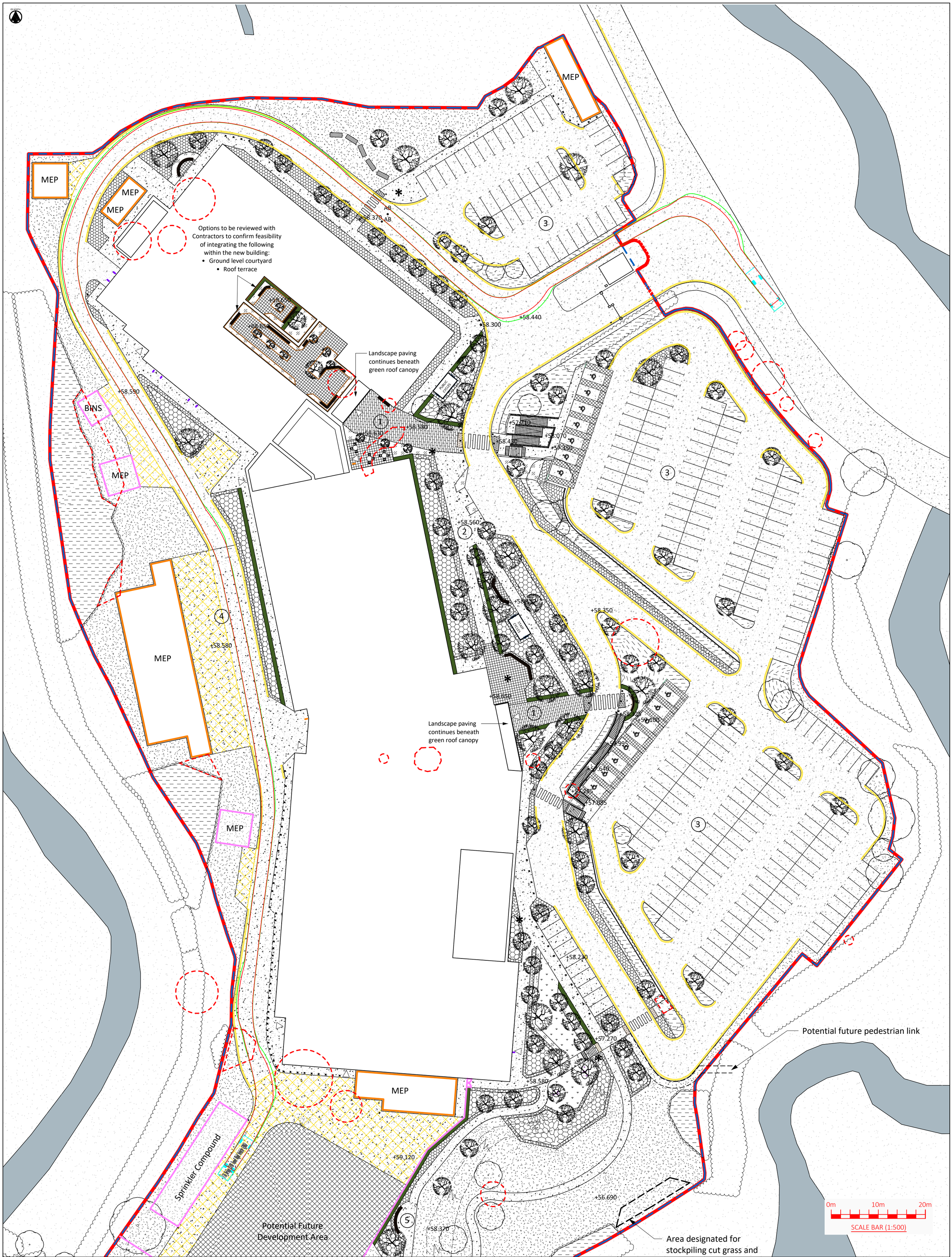
SCALE @ A1 1:500

STATUS DESCRIPTION INFORMATION

STATUS S2

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 29762-HYD-XX-XXX-M2-TP-0105

REVISION P01



KEY PLAN

FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.210m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.000m

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	Ckd	App
P01	13/03/2025	First Issue.	LR		

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CLIENT
CWM TAF MORGANNWG UNIVERSITY HEALTH BOARD

PROJECT
LLANTRISANT HEALTH PARK

TITLE
SWEPT PATH ANALYSIS RIGID VEHICLE

HYDROCK PROJECT NO. 29762

SCALE @ A1 1:500

STATUS DESCRIPTION INFORMATION

STATUS S2

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 29762-HYD-XX-XXX-M2-TP-0106

REVISION P01

OS NORTH

MEP
MEP
MEP
MEP
MEP
MEP
MEP
BINS

Options to be reviewed with Contractors to confirm feasibility of integrating the following within the new building:
- Ground level courtyard
- Roof terrace

+58.650
+58.650

Landscape paving continues beneath green roof canopy

Landscape paving continues beneath green roof canopy

AB
AB
370

+58.440
+58.300
+58.590
+58.630
+58.580
+58.560
+58.650
+58.580
+58.350
+58.230
+57.270
+59.120
+58.370
+56.690

PUBLIC CYCLES
STEEL CYCLES

+57.070
+58.450
+57.250
+58.290
+57.100
+57.995
+57.640
+57.885
+57.035

1
2
3
4
5

Potential Future Development Area

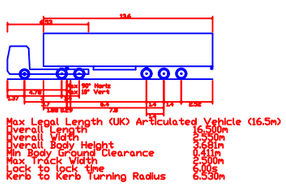
Sprinkler Compound

Potential future pedestrian link

Area designated for

0m 10m 20m
SCALE BAR (1:500)

KEY PLAN



NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

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PROJECT
LLANTRISANT HEALTH PARK

TITLE
SWEPT PATH ANALYSIS

ARTICULATED VEHICLE

HYDROCK PROJECT NO. 29762

SCALE @ A1 1:500

STATUS DESCRIPTION INFORMATION

STATUS S2

DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 29762-HYD-XX-XXX-M2-TP-0107

REVISION P01

MEP
MEP
MEP
Options to be reviewed with Contractors to confirm feasibility of integrating the following within the new building:
- Ground level courtyard
- Roof terrace
+58.650
+68.650
Landscape paving continues beneath green roof canopy
+58.370
AB
AB
+58.440
+58.300
+58.550
BINS
MEP
+58.630
+58.580
+58.560
+58.350
+58.650
+58.580
MEP
MEP
Landscape paving continues beneath green roof canopy
+58.230
+57.270
Potential future pedestrian link
+58.580
Sprinkler Compound
+59.120
+56.690
Potential Future Development Area
+58.370
+58.730
Area designated for stockpiling cut grass and wildflower arisings - to form reptile refuge area
0m 10m 20m
SCALE BAR (1:500)

KEY PLAN

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	4.018m
Min Body Ground Clearance	0.441m
Max Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.330m

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

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PROJECT
LLANTRISANT HEALTH PARK

TITLE
SWEPT PATH ANALYSIS

ARTICULATED VEHICLE

HYDROCK PROJECT NO.	SCALE @ A1
29762	1:500

STATUS DESCRIPTION	STATUS
INFORMATION	S2

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)	REVISION
29762-HYD-XX-XXX-M2-TP-0108	P01

OS NORTH

MEP

MEP

MEP

Options to be reviewed with Contractors to confirm feasibility of integrating the following within the new building:
- Ground level courtyard
- Roof terrace

+58.650

+58.650

Landscape paving continues beneath green roof canopy

+58.590

BINS

MEP

+58.580

MEP

+58.730

Sprinkler Compound

Potential Future Development Area

AB

+58.370 AB

+58.440

+58.300

PUBLIC CYCLES

+58.630

+58.580

+58.560

STAFF CYCLES

+58.650

Landscape paving continues beneath green roof canopy

+58.350

+58.100

+57.995

+57.640

+57.085

+58.230

+57.270

+58.580

+59.120

+56.690

+58.370

Potential future pedestrian li

Area designated for stockpiling cut grass and wildflower arisings - to form reptile refuge area

0m 10m 20m

SCALE BAR (1:500)

KEY PLAN

Panel Van

Overall Length	6.007m
Overall Width	2.291m
Overall Body Height	2.568m
Min Body Ground Clearance	0.380m
Track Width	2.291m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.000m

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

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PROJECT
LLANTRISANT HEALTH PARK

TITLE
SWEPT PATH ANALYSIS

AMBULANCE

HYDROCK PROJECT NO. 29762

SCALE @ A1 1:500

STATUS DESCRIPTION INFORMATION

STATUS S2

DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 29762-HYD-XX-XXX-M2-TP-0109

REVISION P01

OS NORTH

MEP

MEP

MEP

MEP

Options to be reviewed with Contractors to confirm feasibility of integrating the following within the new building:
- Ground level courtyard
- Roof terrace

Panel Van

+58.650

+58.650

Landscape paving continues beneath green roof canopy

+58.590

BINS

MEP

+58.580

+58.630

+58.580

+58.560

+58.650

+58.580

MEP

MEP

Sprinkler Compound

Potential Future Development Area

+58.730

+58.370

+58.300

+58.440

AB

+58.370 AB

PUBLIC CYCLES

STAFF CYCLES

+58.350

+58.230

+57.270

+56.690

Landscape paving continues beneath green roof canopy

Potential future pedestrian li

Area designated for stockpiling cut grass and wildflower arisings - to form reptile refuge area

0m 10m 20m

SCALE BAR (1:500)

1 2 3 4 5

KEY PLAN

Panel Van

Overall Length	6.007m
Overall Width	2.307m
Overall Body Height	2.568m
Min Body Ground Clearance	0.380m
Track Width	2.251m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.000m

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

P01 13/03/2025 First Issue. LR

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PROJECT
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TITLE
SWEPT PATH ANALYSIS

AMBULANCE

HYDROCK PROJECT NO. 29762

SCALE @ A1 1:500

STATUS DESCRIPTION INFORMATION

STATUS S2

DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) 29762-HYD-XX-XXX-M2-TP-0110

REVISION P01

OS NORTH

3

+58.440

+58.300

PUBLIC CYCLES

+57.710

+58.070

+58.430

+57.350

3

Large Car (2006)

+58.560

2

+58.450

+58.350

STAFF CYCLES

Large Car (2006)

+58.650

1

+58.325

+57.100

+57.995

+57.640

+57.285

+57.085

Landscape paving continues beneath green roof canopy

0m 10m 20m

SCALE BAR (1:500)

KEY PLAN

Large Car (2006)

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

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	Ckd	App
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PROJECT
LLANTRISANT HEALTH PARK

TITLE
SWEPT PATH ANALYSIS

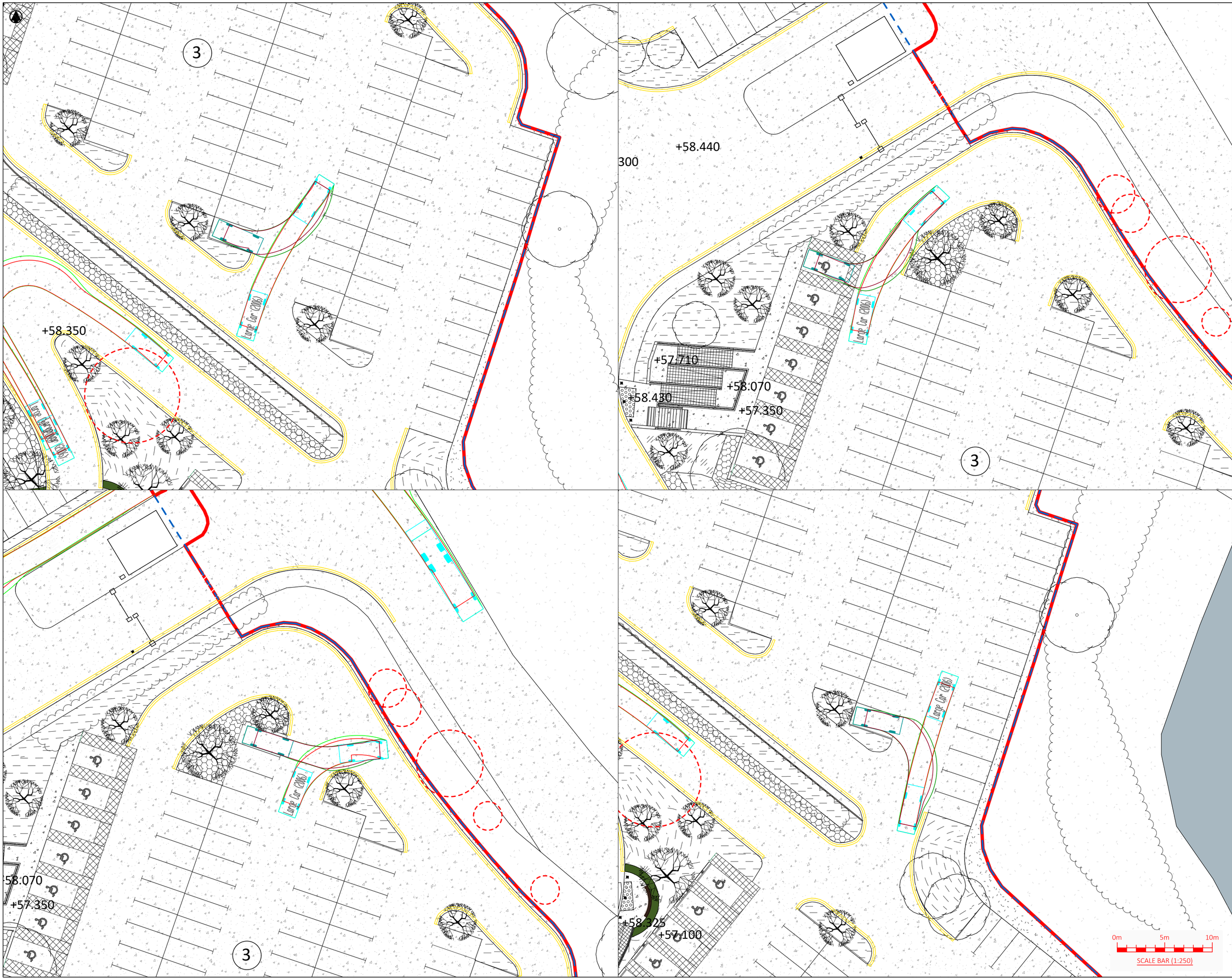
LARGE CAR

HYDROCK PROJECT NO.	SCALE @ A1
29762	1:500

STATUS DESCRIPTION	STATUS
INFORMATION	S2

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)
29762-HYD-XX-XXX-M2-TP-0110

REVISION
P01



KEY PLAN

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.826m
Overall Body Height	1.565m
Min Body Ground Clearance	0.310m
Max Track Width	1.891m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

NOTES

REVISIONS

Rev	Date	Description	By	Ckd	App
P03	XX/XX/XX	XXXXXXX	XXXX	XXXX	XXXX
P02	XX/XX/XX	XXXX	XXXX	XXXX	XXXX
P01	XX/XX/XX	First Issue.	XXXX	XXXX	XXXX

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PROJECT
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HEALTH PARK

TITLE
SWEPT PATH ANALYSIS

LARGE CAR - NORTHERN CARPARK

HYDROCK PROJECT NO.	SCALE @ A1
29762	1:250
STATUS DESCRIPTION	STATUS
INFORMATION	S2
DRAWING NO. (PROJECT-CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)	REVISION
29762-HYD-XX-XXX-M2-TP-0112	P01

aving
eneath
anopy

+58.650
+58.325
+57.100
+57.995
+57.640
+57.285
+57.085
+58.230

Large Car (2006)

Potential future pedestrian link

0m 5m 10m
SCALE BAR (1:250)

KEY PLAN

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.565m
Min Body Ground Clearance	0.310m
Max Track Width	1.891m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.908m

NOTES

REVISIONS

Rev	Date	Description	By	Ckd	App
P03	XX/XX/XX	XXXXXXX	XXXX	XXXX	XXXX
P02	XX/XX/XX	XXXX	XXXX	XXXX	XXXX
P01	XX/XX/XX	First Issue.	XXXX	XXXX	XXXX

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TITLE
SWEPT PATH ANALYSIS

LARGE CAR - SOUTHERN CARPARK

HYDROCK PROJECT NO.	SCALE @ A1
29762	1:250

STATUS DESCRIPTION	STATUS
INFORMATION	S2

DRAWING NO. (PROJECT-CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)	REVISION
29762-HYD-XX-XXX-M2-TP-0113	P01

OS NORTH

MEP

AB
+58.370
AB

3

+58.440

+58.300

Landscape paving
continues beneath
green roof canopy

PUBLIC CYCLES

1

+58.580

+58.630

+57.710

+58.070

+58.430

+57.350

3

+58.560

2

+58.450

+58.350

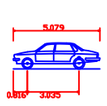
STAFF CYCLES

Large Car (2006)

0m 5m 10m

SCALE BAR (1:250)

KEY PLAN



Large Car (2006)

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

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

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HEALTH PARK

TITLE
SWEPT PATH ANALYSIS

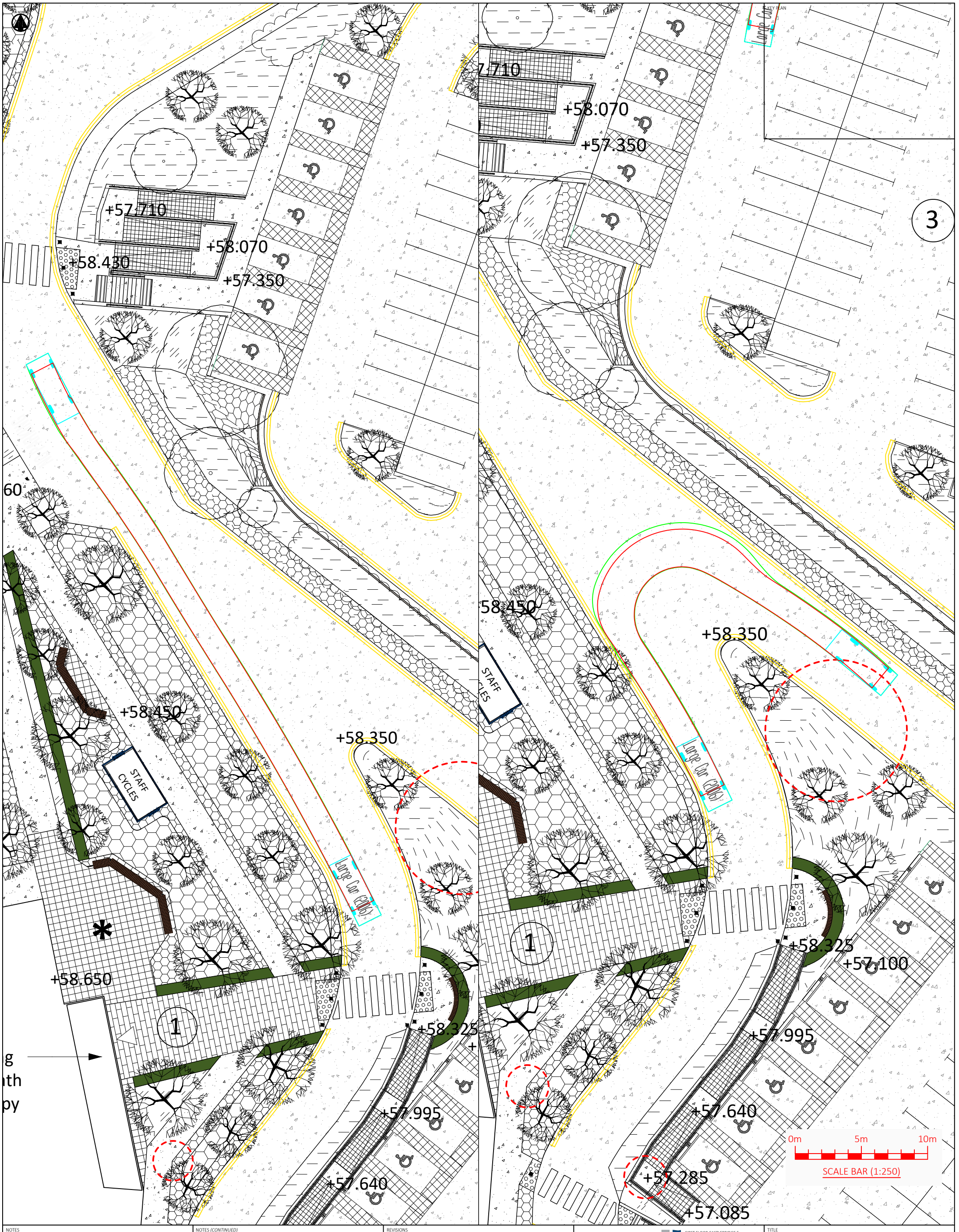
LARGE CAR - NORTHWESTERN CARPARK

HYDROCK PROJECT NO.	SCALE @ A1
29762	1:250

STATUS DESCRIPTION	STATUS
INFORMATION	S2

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)
29762-HYD-XX-XXX-M2-TP-0114

REVISION
P01



NOTES

Large Car (2006)

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

NOTES *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	Ckd	App
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PROJECT
LLANTRISANT
HEALTH PARK

TITLE
SWEPT PATH ANALYSIS

LARGE CAR - ONE WAY JUNCTION

HYDROCK PROJECT NO.	SCALE @ A1
29762	1:250

STATUS DESCRIPTION	STATUS
INFORMATION	S2

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)
29762-HYD-XX-XXX-M2-TP-0115

REVISION
P01

Appendix D TRICS - existing industrial unit

Hydrock Consultants Ltd Tolvaddon Energy Park Camborne Licence No: 540501

Calculation Reference: AUDIT-540501-240508-0520

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	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:	Gross floor area
Actual Range:	690 to 9216 (units: sqm)
Range Selected by User:	690 to 43325 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 10/11/21

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:

Wednesday	1 days
Thursday	2 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 undertaking using machines.

Selected Locations:

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

Industrial 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	3 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 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 DV-02-C-02 ENERGY RECOVERY FACILITY DEVON
GRACE ROAD SOUTH
EXETER
MARSH BARTON TRAD. EST.
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3513 sqm
Survey date: THURSDAY 06/07/17 Survey Type: MANUAL

2 NF-02-C-04 EXHIBITION DESIGN & MANUF. NORFOLK
FLETCHER WAY
NORWICH
UPPER HELLESDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 690 sqm
Survey date: THURSDAY 14/11/19 Survey Type: MANUAL

3 WK-02-C-01 MACHINE ENGINEERING WARWICKSHIRE
CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 9216 sqm
Survey date: WEDNESDAY 10/11/21 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.29

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	9216	0.098	1	9216	0.000	1	9216	0.098
06:00 - 07:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
07:00 - 08:00	3	4473	0.425	3	4473	0.045	3	4473	0.470
08:00 - 09:00	3	4473	0.313	3	4473	0.075	3	4473	0.388
09:00 - 10:00	3	4473	0.164	3	4473	0.119	3	4473	0.283
10:00 - 11:00	3	4473	0.052	3	4473	0.045	3	4473	0.097
11:00 - 12:00	3	4473	0.075	3	4473	0.112	3	4473	0.187
12:00 - 13:00	3	4473	0.209	3	4473	0.261	3	4473	0.470
13:00 - 14:00	3	4473	0.142	3	4473	0.216	3	4473	0.358
14:00 - 15:00	3	4473	0.067	3	4473	0.075	3	4473	0.142
15:00 - 16:00	3	4473	0.045	3	4473	0.171	3	4473	0.216
16:00 - 17:00	3	4473	0.045	3	4473	0.455	3	4473	0.500
17:00 - 18:00	3	4473	0.022	3	4473	0.075	3	4473	0.097
18:00 - 19:00	3	4473	0.022	3	4473	0.022	3	4473	0.044
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.690			1.671			3.361

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.29

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	9216	0.087	1	9216	0.000	1	9216	0.087
06:00 - 07:00	1	9216	0.022	1	9216	0.000	1	9216	0.022
07:00 - 08:00	3	4473	0.462	3	4473	0.037	3	4473	0.499
08:00 - 09:00	3	4473	0.380	3	4473	0.075	3	4473	0.455
09:00 - 10:00	3	4473	0.246	3	4473	0.171	3	4473	0.417
10:00 - 11:00	3	4473	0.060	3	4473	0.045	3	4473	0.105
11:00 - 12:00	3	4473	0.104	3	4473	0.156	3	4473	0.260
12:00 - 13:00	3	4473	0.343	3	4473	0.365	3	4473	0.708
13:00 - 14:00	3	4473	0.194	3	4473	0.268	3	4473	0.462
14:00 - 15:00	3	4473	0.082	3	4473	0.089	3	4473	0.171
15:00 - 16:00	3	4473	0.075	3	4473	0.268	3	4473	0.343
16:00 - 17:00	3	4473	0.060	3	4473	0.559	3	4473	0.619
17:00 - 18:00	3	4473	0.022	3	4473	0.089	3	4473	0.111
18:00 - 19:00	3	4473	0.030	3	4473	0.022	3	4473	0.052
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.167			2.144			4.311

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

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

Appendix E TRICS - Day Surgery and Arthroplasty Theatres

Calculation Reference: AUDIT-540501-240904-0943

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : N - COMMUNITY HOSPITAL
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
11	SCOTLAND		
	HI	HIGHLAND	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 beds
Actual Range:	16 to 111 (units:)
Range Selected by User:	16 to 111 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 12/05/23

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:

Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C2	2 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 HI-05-N-01 COMMUNITY HOSPITAL HIGHLAND
CAWDOR ROAD
NAIRN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of beds: 16
Survey date: WEDNESDAY *19/04/23* *Survey Type: MANUAL*

2 WL-05-N-01 COMMUNITY HOSPITAL WILTSHIRE
SAINT FRANCIS AVENUE
CHIPPENHAM
ROWDEN HILL
Edge of Town
Residential Zone
Total Number of beds: 111
Survey date: FRIDAY *12/05/23* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/N - COMMUNITY HOSPITAL
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 BEDS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.41

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDS	Trip Rate	No. Days	Ave. BEDS	Trip Rate	No. Days	Ave. BEDS	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	2	64	0.843	2	64	0.205	2	64	1.048
08:00 - 09:00	2	64	1.496	2	64	0.614	2	64	2.110
09:00 - 10:00	2	64	1.157	2	64	1.126	2	64	2.283
10:00 - 11:00	2	64	1.134	2	64	1.039	2	64	2.173
11:00 - 12:00	2	64	0.937	2	64	1.039	2	64	1.976
12:00 - 13:00	2	64	0.685	2	64	0.913	2	64	1.598
13:00 - 14:00	2	64	1.008	2	64	0.756	2	64	1.764
14:00 - 15:00	2	64	0.945	2	64	0.882	2	64	1.827
15:00 - 16:00	2	64	0.638	2	64	0.906	2	64	1.544
16:00 - 17:00	2	64	0.567	2	64	1.283	2	64	1.850
17:00 - 18:00	2	64	0.307	2	64	0.724	2	64	1.031
18:00 - 19:00	2	64	0.315	2	64	0.417	2	64	0.732
19:00 - 20:00	2	64	0.205	2	64	0.299	2	64	0.504
20:00 - 21:00	2	64	0.087	2	64	0.378	2	64	0.465
21:00 - 22:00	2	64	0.047	2	64	0.087	2	64	0.134
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.371			10.668			21.039

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

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

Parameter summary

Trip rate parameter range selected:	16 - 111 (units:)
Survey date date range:	01/01/16 - 12/05/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/N - COMMUNITY HOSPITAL
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 BEDS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.41

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDS	Trip Rate	No. Days	Ave. BEDS	Trip Rate	No. Days	Ave. BEDS	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	2	64	1.071	2	64	0.228	2	64	1.299
08:00 - 09:00	2	64	1.953	2	64	0.732	2	64	2.685
09:00 - 10:00	2	64	1.622	2	64	1.520	2	64	3.142
10:00 - 11:00	2	64	1.654	2	64	1.512	2	64	3.166
11:00 - 12:00	2	64	1.409	2	64	1.496	2	64	2.905
12:00 - 13:00	2	64	0.953	2	64	1.268	2	64	2.221
13:00 - 14:00	2	64	1.598	2	64	1.244	2	64	2.842
14:00 - 15:00	2	64	1.339	2	64	1.268	2	64	2.607
15:00 - 16:00	2	64	0.984	2	64	1.362	2	64	2.346
16:00 - 17:00	2	64	0.787	2	64	1.756	2	64	2.543
17:00 - 18:00	2	64	0.425	2	64	0.961	2	64	1.386
18:00 - 19:00	2	64	0.425	2	64	0.583	2	64	1.008
19:00 - 20:00	2	64	0.283	2	64	0.425	2	64	0.708
20:00 - 21:00	2	64	0.134	2	64	0.535	2	64	0.669
21:00 - 22:00	2	64	0.055	2	64	0.110	2	64	0.165
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.692			15.000			29.692

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

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

Appendix F TRICS - Endoscopy and Radiology Units

Hydrock Consultants Ltd Tolvaddon Energy Park Camborne Licence No: 540501

Calculation Reference: AUDIT-540501-240904-0910

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : E - CLINICS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
11	SCOTLAND		
	AD	ABERDEEN CITY	2 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:	No of Employees
Actual Range:	3 to 25 (units:)
Range Selected by User:	2 to 65 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 22/04/22

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	3
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	3
Built-Up 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.

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(e)	4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	3 days
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
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:

Yes	1 days
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	4 days

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

LIST OF SITES relevant to selection parameters

1 AD-05-E-01 PHYSIOTHERAPY CLINIC ABERDEEN CITY
WESTBURN ROAD
ABERDEEN

Edge of Town Centre
Residential Zone
Total No of Employees: 4
Survey date: THURSDAY *21/11/19* *Survey Type: MANUAL*

2 AD-05-E-02 MULTI-TREATMENT CLINIC ABERDEEN CITY
BROOMHILL ROAD
ABERDEEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Employees: 8
Survey date: FRIDAY *22/04/22* *Survey Type: MANUAL*

3 MS-05-E-01 COSMETIC SURGERY CLINIC MERSEYSIDE
RODNEY STREET
LIVERPOOL

Edge of Town Centre
Built-Up Zone
Total No of Employees: 12
Survey date: WEDNESDAY *28/11/18* *Survey Type: MANUAL*

4 NF-05-E-02 COMPLEMENTARY THERAPY NORFOLK
MAGDALEN ROAD
NORWICH

Edge of Town Centre
Residential Zone
Total No of Employees: 35
Survey date: TUESDAY *26/11/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.68

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	25	0.040	1	25	0.000	1	25	0.040
08:00 - 09:00	4	11	0.250	4	11	0.000	4	11	0.250
09:00 - 10:00	4	11	0.295	4	11	0.114	4	11	0.409
10:00 - 11:00	4	11	0.295	4	11	0.250	4	11	0.545
11:00 - 12:00	4	11	0.250	4	11	0.341	4	11	0.591
12:00 - 13:00	4	11	0.250	4	11	0.205	4	11	0.455
13:00 - 14:00	4	11	0.114	4	11	0.182	4	11	0.296
14:00 - 15:00	4	11	0.182	4	11	0.114	4	11	0.296
15:00 - 16:00	4	11	0.341	4	11	0.227	4	11	0.568
16:00 - 17:00	4	11	0.295	4	11	0.318	4	11	0.613
17:00 - 18:00	4	11	0.114	4	11	0.250	4	11	0.364
18:00 - 19:00	3	13	0.184	3	13	0.263	3	13	0.447
19:00 - 20:00	2	7	0.000	2	7	0.231	2	7	0.231
20:00 - 21:00	1	10	0.000	1	10	0.000	1	10	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.610			2.495			5.105

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.*

Parameter summary

Trip rate parameter range selected:	3 - 25 (units:)
Survey date date range:	01/01/16 - 22/04/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 EMPLOY
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.68

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	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	25	0.080	1	25	0.040	1	25	0.120
08:00 - 09:00	4	11	0.341	4	11	0.000	4	11	0.341
09:00 - 10:00	4	11	0.568	4	11	0.182	4	11	0.750
10:00 - 11:00	4	11	0.523	4	11	0.386	4	11	0.909
11:00 - 12:00	4	11	0.409	4	11	0.545	4	11	0.954
12:00 - 13:00	4	11	0.455	4	11	0.295	4	11	0.750
13:00 - 14:00	4	11	0.250	4	11	0.386	4	11	0.636
14:00 - 15:00	4	11	0.295	4	11	0.295	4	11	0.590
15:00 - 16:00	4	11	0.409	4	11	0.386	4	11	0.795
16:00 - 17:00	4	11	0.341	4	11	0.386	4	11	0.727
17:00 - 18:00	4	11	0.386	4	11	0.273	4	11	0.659
18:00 - 19:00	3	13	0.368	3	13	0.658	3	13	1.026
19:00 - 20:00	2	7	0.000	2	7	0.308	2	7	0.308
20:00 - 21:00	1	10	0.000	1	10	0.000	1	10	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.425			4.140			8.565

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

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

Appendix G TRICS - Endoscopy Academy

Calculation Reference: AUDIT-540501-240904-0927

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	4 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
10	WALES		
	CO	CONWY	1 days
	CP	CAERPHILLY	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:	Gross floor area
Actual Range:	178 to 6186 (units: sqm)
Range Selected by User:	178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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

Selected survey days:

Monday	4 days
Tuesday	3 days
Wednesday	6 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	19 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	11
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	6

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:

Industrial Zone	3
Commercial Zone	4
Residential Zone	4
Built-Up Zone	3
No Sub Category	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	17 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 19 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	5 days
20,001 to 25,000	5 days
25,001 to 50,000	5 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	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	7 days
250,001 to 500,000	4 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	13 days
1.1 to 1.5	6 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:

Yes	1 days
No	18 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	19 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AK-02-A-01 OFFICES WAKEFIELD
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY *23/05/17* *Survey Type: MANUAL*

2 BC-02-A-08 OFFICES BOURNEMOUTH CHRISTCHURCH & POOLE
HOLDENHURST ROAD
BOURNEMOUTH

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2600 sqm
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

3 BH-02-A-05 OFFICES BRIGHTON & HOVE
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *04/07/18* *Survey Type: MANUAL*

4 CO-02-A-01 GOVERNMENT OFFICES CONWY
NARROW LANE
LLANDUDNO JUNCTION

Edge of Town
Commercial Zone
Total Gross floor area: 6186 sqm
Survey date: WEDNESDAY *28/03/18* *Survey Type: MANUAL*

5 CP-02-A-02 INSURANCE COMPANY CAERPHILLY
SIR ALFRED OWEN WAY
CAERPHILLY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1824 sqm
Survey date: THURSDAY *13/10/22* *Survey Type: MANUAL*

6 CU-02-A-02 OFFICE CUMBERLAND
PORT ROAD
CARLISLE

Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY *24/06/16* *Survey Type: MANUAL*

7 DY-02-A-02 REAL ESTATE DEVELOPERS DERBY
PRIME PARKWAY
DERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 594 sqm
Survey date: THURSDAY *21/10/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 GM-02-A-10 ACCOUNTANTS GREATER MANCHESTER
CHORLEY NEW ROAD
BOLTON
HEATON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 500 sqm
Survey date: MONDAY *19/04/21* *Survey Type: MANUAL*

9 NF-02-A-02 FINANCIAL PLANNERS NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY *11/09/17* *Survey Type: MANUAL*

10 NF-02-A-03 OFFICES NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY *12/09/17* *Survey Type: MANUAL*

11 NF-02-A-04 BUILDING CONSULTANT NORFOLK
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY *13/11/19* *Survey Type: MANUAL*

12 NF-02-A-05 COUNCIL OFFICES NORFOLK
YARMOUTH ROAD
NORWICH

Edge of Town
Residential Zone
Total Gross floor area: 3697 sqm
Survey date: MONDAY *12/09/22* *Survey Type: MANUAL*

13 NY-02-A-01 SOLICITORS NORTH YORKSHIRE
NORTH PARK ROAD
HARROGATE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

14 NY-02-A-03 DISTRICT COUNCIL OFFICES NORTH YORKSHIRE
STATION ROAD
RICHMOND

Edge of Town Centre
No Sub Category
Total Gross floor area: 1590 sqm
Survey date: FRIDAY *06/05/22* *Survey Type: MANUAL*

15 WK-02-A-02 OFFICES WARWICKSHIRE
WHITEHALL ROAD
RUGBY

Edge of Town Centre
Residential Zone
Total Gross floor area: 540 sqm
Survey date: MONDAY *14/11/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 WK-02-A-03 ENGINEERING CONSULTANTS WARWICKSHIRE
BUDBROOKE ROAD
WARWICK

Edge of Town
Industrial Zone
Total Gross floor area: 796 sqm
Survey date: WEDNESDAY 23/11/22 Survey Type: MANUAL

17 WS-02-A-05 SOCIAL HOUSING COMPANY WEST SUSSEX
NORTH STREET
WORTHING

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 830 sqm
Survey date: TUESDAY 17/05/22 Survey Type: MANUAL

18 WS-02-A-06 SOUTHERN WATER OFFICES WEST SUSSEX
YEOMAN ROAD
WORTHING

Edge of Town
No Sub Category
Total Gross floor area: 5700 sqm
Survey date: WEDNESDAY 18/05/22 Survey Type: MANUAL

19 WS-02-A-07 BUSINESS TECHNOLOGY WEST SUSSEX
HAM ROAD
SHOREHAM-BY-SEA

Edge of Town Centre
No Sub Category
Total Gross floor area: 2780 sqm
Survey date: FRIDAY 11/11/22 Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.90

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	18	2054	0.638	18	2054	0.035	18	2054	0.673
08:00 - 09:00	19	1955	1.675	19	1955	0.140	19	1955	1.815
09:00 - 10:00	19	1955	0.773	19	1955	0.229	19	1955	1.002
10:00 - 11:00	19	1955	0.304	19	1955	0.170	19	1955	0.474
11:00 - 12:00	19	1955	0.226	19	1955	0.199	19	1955	0.425
12:00 - 13:00	19	1955	0.320	19	1955	0.533	19	1955	0.853
13:00 - 14:00	19	1955	0.431	19	1955	0.350	19	1955	0.781
14:00 - 15:00	19	1955	0.191	19	1955	0.299	19	1955	0.490
15:00 - 16:00	19	1955	0.164	19	1955	0.396	19	1955	0.560
16:00 - 17:00	19	1955	0.159	19	1955	0.719	19	1955	0.878
17:00 - 18:00	19	1955	0.116	19	1955	1.430	19	1955	1.546
18:00 - 19:00	17	2102	0.048	17	2102	0.504	17	2102	0.552
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.045			5.004			10.049

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.90

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	18	2054	0.920	18	2054	0.043	18	2054	0.963
08:00 - 09:00	19	1955	3.061	19	1955	0.164	19	1955	3.225
09:00 - 10:00	19	1955	1.540	19	1955	0.374	19	1955	1.914
10:00 - 11:00	19	1955	0.687	19	1955	0.372	19	1955	1.059
11:00 - 12:00	19	1955	0.552	19	1955	0.425	19	1955	0.977
12:00 - 13:00	19	1955	0.708	19	1955	1.354	19	1955	2.062
13:00 - 14:00	19	1955	1.082	19	1955	0.848	19	1955	1.930
14:00 - 15:00	19	1955	0.388	19	1955	0.530	19	1955	0.918
15:00 - 16:00	19	1955	0.261	19	1955	0.630	19	1955	0.891
16:00 - 17:00	19	1955	0.250	19	1955	1.230	19	1955	1.480
17:00 - 18:00	19	1955	0.151	19	1955	2.646	19	1955	2.797
18:00 - 19:00	17	2102	0.078	17	2102	0.770	17	2102	0.848
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.678			9.386			19.064

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.*