Proposed Daycare and Respite Facility
Hebburn Health Centre, Campbell Park Road,
Hebburn, NE31 2SP

Transport Statement

For

Mr Ilyas Syed

Document Control Sheet

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This document has been issued and amended as follows:

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1.0 Introduction

1.1 This Transport Statement has been prepared on behalf of Mr Ilyas Syed to accompany a planning application for the proposed change of use of the existing building at Hebburn Health Centre, Campbell Park Road, Hebburn, NE31 2SP (herein referred to as 'the site'). This report will consider the highways and transportation aspects of the proposed development.

1.2 The site is located approximately 1.4 kilometres east of Hebburn town centre within a wider residential area. The site benefits from close proximity to the A185 to the north of the site. The site is located within the administrative boundary of South Tyneside Council (STC).

1.3 The site is currently unoccupied however the previous use was as an NHS health centre/GP surgery. It is proposed that the site undergoes a change of use to provide a day centre and respite facility including occasional overnight accommodation for specific site users. It is proposed that the existing layout of the building is redesigned to provide operational facilities, recreational space, therapy and sensory rooms, and 8 bedrooms. The overnight bedrooms are split evenly between the two existing floors to the building.

1.4 This Transport Statement has been prepared having regard to relevant guidance. In summary, this report demonstrates that:

- The proposals accord with national, regional, and local policies relevant to transport;
- The site is accessible via sustainable transport methods;
- Safe and suitable access to the site can be achieved by all users;
- Appropriate parking provision for both cars and cycles will be provided;
- The proposals include appropriate provision for servicing activity; and,
- The levels of traffic associated to the proposals will not lead to any harm to the existing operation and free-flow of traffic on the adjoining highway network.

1.5 Following this introduction, this Transport Statement is structured as follows:

- Section 2 outlines the national and local policies which are considered to be relevant to the transportation aspect of this application;
- Section 3 details the existing conditions of the site and the surrounding area;
- Section 4 describes the development proposals for the site;
- Section 5 demonstrates the predicted trip generation associated to the site; and,
- Section 6 summarises the key findings and conclusions of this Transport Statement.

2.0 Policy Context

Overview

2.1 There are a number of documents that contain planning policies relevant to transport. The key police documents which set out the context for the development proposals are as follows:

- National Planning Policy Framework – December 2023;
- South Tyneside Development Management Policies – December 2011;
- South Tyneside Council Core Strategy – June 2007; and,
- South Tyneside Draft Local Plan – January 2024.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2023 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions however Paragraph 9 of the NPPF states that it necessary to focus on local context when planning policy and decisions are being made.

2.4 Paragraph 108 states;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and,

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.5 Paragraph 109 discusses the need for a site to be located in an area which encourages sustainable travel for a variety of reasons. The key planning point surrounding Paragraph 109 is as follows;

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."

2.6 Paragraph 111 states;

"If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and,

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

2.7 Paragraph 112 states;

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.8 Paragraph 114 states;

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and,

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.9 This is followed by Paragraph 115 which states;

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

South Tyneside Development Management Polices

2.10 South Tyneside Council are in the process of drafting a new Local Plan however, the adopted planning documents include the Development Management Policies. This document sets out the wider planning policies relevant to development within the administrative boundary of STC.

2.11 Policy DM1 – Management of Development states:

"In determining all applications under the planning Acts we will ensure that, where relevant:

A. the development, including new buildings, extensions and alterations to existing buildings, is designed to convey sensitive consideration of its surroundings, and where possible enhance its local setting and reinforce local identity, having particular regard to scale and proportions, alignment, form, use of materials and architectural detailing;

B. the development is acceptable in relation to any impact on residential amenity;

C. the development protects existing soft landscaping, including trees and hedges, where possible or provides replacement planting where necessary;

D. new development provides well-designed external spaces including streets, squares and parks, where possible linked to the wider green infrastructure network, with hard and soft landscaping to

provide a high quality setting for buildings, improve visual amenity, enhance community activity and support the provision of priority natural habitats and species;

E. the design of buildings and external spaces incorporates focal points and landmarks to aid recognition and legibility of the townscape and streetscape, including public art, where possible;

F. the design of advertisements complements the architecture to which it relates and the local context, and is considered as an integral part of the development;

G. the impact of the development is acceptable in relation to highway capacity and safety or includes proposals to mitigate any adverse impacts;

H. new development provides site layouts that facilitate convenient and safe routes between facilities, and prioritises movement by pedestrians and cyclists;

I. the needs of all users for access around sites and into buildings for public use are considered as an integral part of the development;

J. the development is designed to achieve lower carbon emissions, and to be energy efficient and maximise the use of renewable and low carbon energy sources, having greater resilience to the likely affects of climate change, including higher summer temperatures and increased prevalence of flood events. Where relevant, development should incorporate green spaces to mitigate the heating of urban areas and should create and support opportunities for sustainable forms of transport, drainage and waste management;

K. the development is designed to minimise and mitigate localised flood risk, both on site or elsewhere, where this has been identified by the Strategic Flood Risk Assessment, Site-Specific Flood Risk Assessment or Surface Water Management Plan. For any development proposed in a Critical Drainage Area, as identified by the Strategic Flood Risk Assessment, a full flood risk assessment and drainage impact assessment may be required. Development on any sites allocated in Flood Risk Zones will only be permitted in accordance with the findings of a Sequential Flood Risk Assessment;

L. the development does not adversely impact upon air pollution levels, particularly of nitrogen dioxide in the Boldon Lane/Stanhope Road and Leam Lane/Lindisfarne Roundabout Air Quality Management Areas (as shown on the Proposals Map), or any other designated area where air quality objectives are not met or not likely to be met in the foreseeable future or as a result of the proposed development;

M. any risks of contamination have been fully assessed and, where necessary, remediation measures, appropriate to the intended use of the land, are included as part of the development proposals; and

N. the development takes into consideration the potential legacy of mineral workings, particularly in areas of known former mine shafts (see Annex D), and also the existence of landfill sites at Newton Garths, Temple Park, Trow Quarry and Gypsies Green."

South Tyneside Council Core Strategy

2.12 The Core Strategy sets out more specific policies and targets for development within the administrative boundary of STC.

2.13 Policy A1 – Improving Accessibility states:

"The Council will support public transport, walking and cycling initiatives that maximise the accessibility of new development being focused at:

A regeneration areas along the riverside corridor, including South Shields, Jarrow and Hebburn town centres; and

Priority will also be given to improving accessibility, particularly by encouraging and promoting public transport improvements, both within the Borough and between the Borough and:

B the A19 Economic Growth Corridor (including employment areas at Boldon Colliery, Doxford Park, North Tyneside and South East Northumberland); and

C other destinations in the Tyne and Wear City Region, such as Newcastle and Sunderland city centres, Newcastle Central Station and Newcastle International Airport.

The key growth areas within South Tyneside are shown on the Key Diagram.

Transport Assessments will be required for any major development proposal.

Parking standards will apply to new development, and will be set out in a Supplementary Planning Document."

South Tyneside Draft Local Plan

2.14 As mentioned above, STC are in the process of drafting a new Local Plan. This Local Plan is reasonably far advanced within the consultation period, and has undergone a Regulation 18 Consultation however it is yet to be submitted for examination. As a result, the policies implemented within are not binding although it is clear that within this updated document, the policies desired by STC for new development are included and therefore should be referenced to understand the future of development within the administrative boundary of STC.

2.15 Policy SP25: Infrastructure states:

"The delivery of the social, environmental, and physical infrastructure that the borough requires will be met by:

1. *Ensuring that the infrastructure required to support new development is delivered as an integral part of the development at the appropriate stage and, where appropriate, improves any deficiencies in existing provision*
2. *Ensuring that development provides or contributes towards the provision of measures to directly mitigate the impacts of the development and make it acceptable in planning terms and contribute towards the delivery of essential infrastructure identified in the Infrastructure Delivery Plan*
3. *Supporting new and enhancing existing sustainable transport infrastructure to reduce reliance on private vehicles, improving air quality, and addressing other environmental challenges*
4. *Ensuring that the design of infrastructure takes climate change resilience into account*
5. *Working with operators to maximise telecommunications coverage throughout the borough subject to other relevant considerations."*

2.16 Policy SP26: Delivering sustainable transport sets out the desires of STC to incorporate sustainable transport into new development. This policy sets out the desire for cycle, pedestrian, bus, and rail links to be prioritised and for any impact had on the local highway network by the new development to be mitigated appropriately.

Summary

2.17 The above review demonstrates that the location of the site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.

2.18 The following sections of this Transport Statement will review the accessibility of the site and evaluate whether the development proposals will encourage sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

3.1 To put the site into context, a detailed review of the surrounding area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with the accessibility of the site by different modes of transport.

Site Details

3.2 The site is located approximately 1.4 kilometres east of Hebburn town centre to the east of Campbell Park Road, within a wider residential area. The site benefits from close proximity to the A185 to the north of the site. The surrounding area can be classified as residential within a suburban context. The location of the site is illustrated below in Figure 3.1.

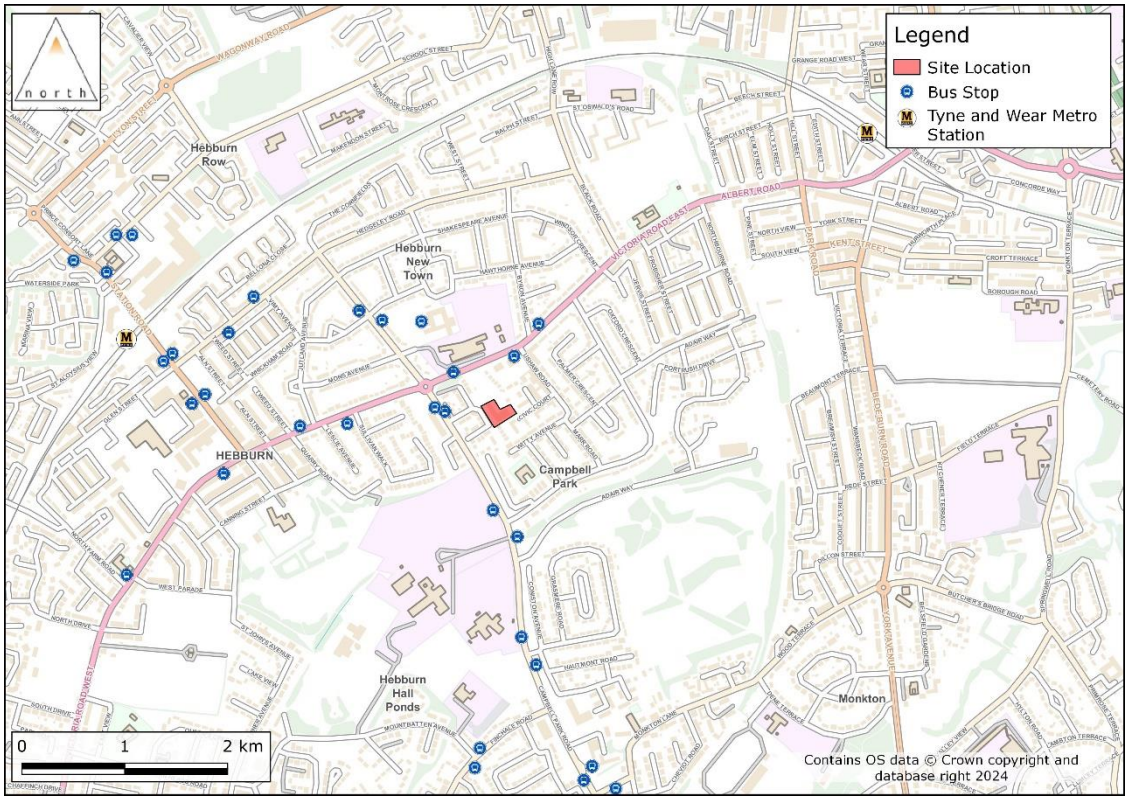


Figure 3.1: Site Location

3.3 The site currently exists as a vacant former NHS health centre/GP surgery. Access to the site is achieved from Campbell Park Road via Rother Close or via Civic Court.

Existing Highway Network

3.4 Rother Close is a two-way, single carriageway, cul-de-sac road subject to a 30mph speed limit. Rother Close is a residential road and provides access to Campbell Park Road. Campbell Park Road is a two-way, single carriageway road subject to a 30mph speed limit. To the north-west, Campbell Park Road provides access to the A185 whilst southbound travel provides access towards the A194. Travel in both directions provides access to the wider residential area.

3.5 Both the A185 and A194 provide access to the A184 to the south, providing access towards Newcastle city centre, and the A19 to the east which provide access to the A1 for onward connections to the wider highway network.

3.6 Civic Court is a two-way, single carriageway, cul-de-sac road subject to a 30mph speed limit. Civic Court provides access to Ushaw Road and subsequently to the A185 to the west, or local residential roads to the east.

Accessibility of the Site by Non-Car Modes

3.7 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two document, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- *"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot… but beyond that distance cars are the dominant modes"* (Planning for Walking, 2015).
- *"Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles"* (Planning for Cycling, 2014).

3.8 The NPPF recognises that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".* Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as *"having a range of facilities within 10 minutes (about 800m) walking distance of residential areas which residents may access comfortably on foot".*

3.9 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey (NTS) 2022 also noted that *"83% of all trips under one mile are walks",* making it the most frequent mode of travel for very short distances.

Accessibility on Foot

3.10 The site is accessible via lit footways provided along Rother Close and Civic Court with dropped kerbs present to assist with pedestrians crossing. Rother Close is accessed via Campbell Park Road. The footway provision along Campbell Park Road is offset from the highway by grass verges and is supplemented by street lighting, dropped kerbs, and tactile paving. Along the eastern side of Campbell Park Road, there is a shared footway/cycleway. To the west of the site, at the roundabout junction between Campbell Park Road and the A185, pedestrian refuge crossing islands are provided with dropped kerbs and tactile paving present.

3.11 The wider footway network on all local roads is supplemented by street lighting, dropped kerbs, and tactile paving.

Accessibility by Cycle

3.12 The site is accessible by cycle via a shared footway/cycleway provided along the eastern side of Campbell Park Road. Due to the low-speed limit and residential nature of Rother Close, it can be deemed that Rother Close is accessible for cycling. To the south of the site, a cycle crossing is provided which provides access to an off-road cycle lane running along the north of Carr Ellison Park and connects to the local residential area. Despite the presence of this cycleway, the low-speed limit, residential nature of the surrounding area, and flat topography ensure that the wider local highway network can be deemed suitable for cycling.

3.13 There are a selection of designated and signposted cycle routes accessible within the surrounding area of the site which provide access to local residential housing areas and the wider commuting area. The Bowes Regional Route runs to the south and east of the site and provides a connection into Jarrow and towards Washington in the south. This cycle route is predominantly off road. The National Cycle Network (NCN) 14 is located to the north of the site, adjacent to the southern side of the River Tyne. The NCN 14 connects to North Shiels to the north-east of the site and provides connections to the wider commuting

area, including to Newcastle city centre, Gateshead and Durham. These designated cycle routes also connect to the wider cycle network ensuring that alternative routes to a variety of local and national destinations are accessible to the site.

Accessibility by Bus

3.14 As shown in Figure 3.1, the closest bus stops to the site are located approximately 150 metres west of the site, equivalent to a 2-minute walk, along Campbell Park Road. These bus stops are provided with timetable information and a shelter. Additional bus stops are located within an accessible distance of the site along the A185. A summary of the local bus services accessible to the site is presented below in Table 3.1.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
27	Newcastle – Gateshead – Heworth – Hebburn – Jarrow – Tyne Dock – Westoe – South Shields	1 every 15 minutes	1 every 15 minutes	1 every 20 minutes
515	Sherrif Hill – Felling – Heworth – Hebburn – Bill Quay – Heworth – Felling – Sherrif Hill	1 every hour	1 every hour	No service
599	Hebburn – Jarrow – Washington – Castletown – Millfield – Pallion – Sunderland	1 every hour	1 every hour	No service

Table 3.1: Local Bus Services

3.15 Table 3.1 demonstrates that there is a good and frequent accessibility to bus services within the vicinity of the site. These services provide access to the major urban areas of Newcastle and Sunderland ensuring that staff have access to commuting areas and for connections to onward destinations via sustainable transport methods.

Accessibility by Rail

3.16 The closest railway station to the site is Hebburn Metro station located approximately 1 kilometre north-west of the site, equivalent to a 15-mintue walk or 5-minute cycle. Hebburn Metro station is located upon the Yellow Line of the Tyne and Wear Metro network which provides a light railway connection throughout the surrounding area.

3.17 Hebburn Metro station benefits form 80 car parking spaces, of which 4 are accessible, and 10 cycle parking spaces. A summary of the direct rail services accessible form Hebburn Metro station is provided below in Table 3.2.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
South Shields	Hebburn – Jarrow – Bede – Simonside – Tyne Docks – Chichester – South Shields	1 every 12 minutes	1 every 12 minutes	1 every 12 minutes
St James	Hebburn – Pelaw – Heworth – Felling – Gateshead Stadium – Gateshead – Central Station – Monument – Haymarket – Jesmond – West Jesmond – Ilford Road – South Gosforth – Longbenton – Four Lane Elms – Benton – Palmersville – Northumberland Park – Shiremoor – West Monkseaton – Monkseaton – Whitley Bay – Cullercoats – Tynemouth – North Shields – Meadow Well – Percy Main – Howdon – Hadrian Road – Wallsend – Walkergate – Chillingham Road – Byker – Manors – Monument – St James	1 every 12 minutes	1 every 12 minutes	1 every 12 minutes

Table 3.2: Direct Rail Services

3.18 Table 3.2 demonstrates the accessibility of rail services to the site. The metro services accessible run frequently and provide access to the wider commuting and residential areas. There are also connections possible to the Green Line which provides access between Newcastle International Airport and Sunderland. National Rail services are also accessible within the Yellow Line connections at Heworth and Newcastle Central Station providing greater access to a range of locations from which staff could reasonably commute.

Road Safety Review

3.19 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the site has been acquired from Crashmap for the most recent 5-year period. There were no incidents reported at the access to the site or along Campbell Park Road within the vicinity of the site access. This demonstrates that there is no pre-existing highway safety concerns surrounding the local highway network.

Summary

3.20 The above review has demonstrated that the site is located in a sustainable location with good accessibility to sustainable and active travel methods. This acts to ensure that future staff and site users have the option to commute to the site via these methods with good accessibility provided to the surrounding local residential area and the wider area for those accessing the site from further afield.

4.0 Development Proposals

Overview

4.1 The following section provides details of how the site is to be developed along with details of the site access and servicing requirements. The proposals seek planning permission for the change of use of the existing building with the proposed redevelopment providing a range of facilities including 8 bedrooms for respite users to stay overnight when required.

4.2 As part of the proposed change of use, up to 20 staff members will be present at the site at any one time on shift patterns. The level of care provided at the site is specialist based on the needs of the visitors. It is expected that the overnight, respite care, will operate with a maximum of 10 staff working throughout a night shift to ensure that an appropriate level of care is able to be provided.

4.3 The proposed change of use can provide daycare for a maximum of 24 dedicated daycare visitors. Daycare visitors are dropped off at the site and then collected on the same day with the proposed development supplying the specialist needs required based on the visitor needs.

4.4 The proposed change of use also includes respite care as well as day care for visitors depending upon individual requirements. The visitors to the site who only require the day care aspect will be dropped off and collected from the site daily. 8 bedrooms are proposed at the site and visitors who require respite care can stay for a length of time between 1 day to 4 weeks. These visitors are dropped off at the site on the commencement of their respite care and are then collected upon the conclusion of the respite care, which varies in length based on visitor needs.

4.5 The site layout plan for the proposed development is attached within **Appendix A**.

Access Arrangements

4.6 There is no proposed change to the access arrangements to the site. Vehicular and pedestrian access will continue to occur via either Rother Close or Civic Court when accessing the site.

Parking Provision

4.7 The car parking standards for the site are set out within the STC Local Development Framework Supplementary Planning Documents (SPD) 'SPD6 Parking Standards' adopted in December 2010. Within this document, STC allocate areas with these allocations dictating the parking standard. The site falls within the 'Urban Area' allocation.

4.8 Due to the nature of the proposed development as a day centre and respite facility, there is no specific standard stated within the STC guidance. As such, the most relevant standards have to be assessed whilst also recognising the context of the site.

4.9 Due to the respite access at the site, the site falls within the C2 land use classification. Due to the nature of the site, the most appropriate category within the C2 classification set out within the STC standard is the parking standards for secure residential accommodation.

4.10 There is no specific standard for the daycare aspect of the proposed development. The level of care provided at the site is specialist but for daycare visitors, the site operates in a similar manner as a nursery purely in trip generation terms with visitors being dropped off and collected daily. Due to the specialist nature of the site, the more flexible parking standards applied to nursery developments ensures that this is the most appropriate for the proposed development.

4.11 Based on the above justifications, the parking standards set by STC for the C2 and nursery land use is provided below in Table 4.1.

Type of Development	Maximum Car Parking Provision			Cycle Parking Provision		
	Parking Standard	Urban Area	Maximum Permitted	Parking Standard	Urban Area	Minimum Permitted
C2 – Secure residential accommodation	1 space per resident plus 1 space per 3 staff on the premises	As standard	15	1 cycle space per 5 staff	As standard	4
D1 – Nurseries, creches	1 space per 3 staff plus 1 space per 5 children	75% of standard	4 (excluding staff)	1 cycle space per 5 staff	As standard	4

Table 4.1: STC Parking Standards

4.12 Table 4.1 demonstrates the parking standards and the maximum amount of parking permitted as part of the proposed development based on the use of the standards justified above. As the maximum staff on site at any one time will be 20, the staff car parking standards for the C2 use have been prioritised as it is more likely that staff working a night shift will drive to the site compared to those working within the daycare aspect. As such, the maximum car parking provision for the site is 19 car parking spaces. The minimum cycle parking requirement for the site is also demonstrated to be 4 cycle parking spaces.

4.13 It should be noted that as these parking standards set out above do not explicitly relate to the site, these are only able to act as guidance. The proposed change of use of the site ensures that the visitors to the site will have specialist needs not set out within the parking standards detailed above, therefore, a more appropriate approach is to ensure that the car parking provided at the site meets the needs of future users and the specialist care required for the visitors accessing the site.

Car Parking Provision

4.14 It is proposed that both the rear and front car parking areas currently existing at the site are retained as part of the proposed development. The front car park currently accommodates 18 car parking spaces, of which 3 are designated accessible bays. The rear car park currently accommodates 14 parking bays of which 4 are designated as accessible. The rear bays are all surrounded by a hatched area ensuring additional space is provided for wheelchair access. The overall existing provision at the site is 32 car parking spaces, with 7 accessible spaces provided.

4.15 It is proposed that the front car parking provision is increased to provide 19 car parking spaces, an increase of 1 space whilst the rear car park is retained as existing. Due to the nature of the proposed change of use, the retention of the existing car parking is deemed acceptable in highways terms with the addition of 1 additional parking space within the front car park of the site being deemed necessary due to the nature of the visitors to the site and the additional needs of the visitors.

4.16 It is proposed that the rear car park is designated as a staff only car park with any overflow staff demand accommodated within the front car parking provision. To ensure that the car parking provision at the site is appropriate, a review of the Method of Travel to Work (Workplace Population) Census data from the 2011 Census for the E02001776 ward, the ward the site is located within. The 2011 Census has been utilised due to the 2021 Census being compromised by Covid-19 restrictions impacting upon working patterns, therefore the 2011 Census is more representative of people's method of travelling to work. The travel to work modal split and predicted number of staff that can be attributed to is provided below in Table 4.2.

Method of Travel	Modal Split (%)	Number of Staff
Underground, metro, light rail, or tram	8%	2
Train	1%	0
Bus, minibus or coach	6%	1
Taxi	0%	0
Motorcycle, scooter or moped	1%	0
Driving a car or van	63%	12
Passenger in car or van	8%	2
Bicycle	3%	1
On foot	9%	2
Other	1%	0
Total	**100**	**20**

Table 4.2: Travel to Work Data

4.17 Table 4.2 demonstrates that, based on Census data, it is predicted that 12 staff members will commute to the site by car. This ensures that the staff parking can be fully accommodated within the rear car parking provision.

4.18 Staff working night shifts will be more likely to drive to the site due to the reduced accessibility to public transport services as well as general safety when commuting at night. As such, it is likely that the majority of the 10 night shift staff will commute to the site by private car.

4.19 The car parking for visitors will be managed by staff with drop off and pick up times scheduled. This is in part due to the care required for certain visitors and the nature of the proposed development requiring an understanding of arrival and departure times for the visitors to the site. As such, there will be no issues surrounding capacity of visitor car parking due to the management implemented.

4.20 The proposed provision also acts to ensure that there is no requirement any site user to park on street. All staff driving to the site will be expected to park within the on-site provision with the drop off and collection of visitors also occurring within the on-site car parking provision.

Cycle Parking

4.21 As demonstrated within Table 4.1, the minimum cycle parking provision required at the site for staff is 4 cycle parking spaces. A sheltered and secure bike store is proposed to the front of the proposed development ensuring that staff are provided with an appropriate location to securely park their bicycle. A further 6 cycle parking stands will be provided at the front of the site to act as short stay cycle parking. There is scope for the cycle parking provision proposed at the site to be expanded if required however this will be based on utilisation of the provision.

Servicing and Emergency Access

4.22 Refuse collection will occur on street. Refuse collection will occur via a private refuse collection strategy with the refuse collection vehicle either servicing the site from the front or to the rear and will utilise appropriate turning heads within the surrounding area to turn. This ensures that the refuse vehicle can enter and exit either Rother Close or Civic Court in a forward gear.

4.23 General servicing and emergency access to the site will also occur on street. Service vehicles will stop and park within an appropriate location which does not block access to either the site or to neighbouring residential properties.

4.24 The servicing and refuse strategy for the former use of the site also occurred on street therefore there is no change to strategy as a result of the proposed development.

Summary

4.25 The above review has demonstrated that there is no proposed change to the access arrangements at the site. It has also been demonstrated that the site is in accordance with the most relevant parking standards as set out by STC. The refuse collection and servicing strategy will continue to occur on street as per the former use of the site.

5.0 Trip Generation

Overview

5.1 This section will outline and analyse the level of trips that are likely to be generated by the proposed development. When assessing the impacts, the daily traffic flows will be analysed to understand the impact of the development on the local highway network. A comparison will be made between the former use of the site as an NHS health centre/GP surgery and the proposed use of the site.

Existing Use

5.2 Despite the site currently being unoccupied, there is scope for an NHS health centre/GP surgery to operate at the site should planning permission not be granted. As such, the TRICS database has been utilised with the following dataset '05 Health – G GP Surgeries' with the following criteria;

- Sites located within England excluding Greater London; and,
- 'Suburban Area' and 'Edge of Town Centre' locations.

5.3 The predicted daily total vehicle trips for the former use of the site is shown below in Table 5.1. The full TRICS output data is attached within **Appendix B**.

Method of Transport	Weekday Daily Total
Total Vehicle Trip Rate	58.884
Total Vehicle Trips	372

Table 5.1: Predicted Trip Generation - Former Use

5.4 Table 5.1 demonstrates that the former use of the site, as an NHS health centre/GP surgery is predicted to have generated 372 total vehicle trips. This will be due to the turnover of patients accessing the site throughout a typical day.

Proposed Use

5.5 The TRICS database doesn't contain suitable sites to enable an appropriate and robust assessment regarding the predicted total vehicle trips to the site over a typical day, therefore a first principles assessment has been undertaken. Based on the proposed development, robust assumptions have been made on the vehicle trips being made to the site over a typical day. These assumptions are made to provide a worst-case scenario and are as follows:

- Day shift staff – 12 vehicle trips (based on Census data);
- Night shift staff – 8 vehicle trips (based on Census data and expected increase in night shift staff driving to the site);
- Respite visitors – 2 vehicle trips; and,
- Day care visitors – 24 vehicle trips.

5.6 The staff trips and day care trips would all be two-way vehicle trips, whereas the respite visitor trips would all be single trips as respite visitors stay overnight. As a result, the predicted total daily vehicle movements for the proposed development total 90 trips as a worst-case scenario.

5.7 The 90 trips predicted to occur as a result of the proposed development would all be managed as a result of the shift patterns worked by staff and the management of drop off and collection trips for visitors to the site. As such, these trips would not have a detrimental impact on the local highway network.

5.8 In reality, the number of trips associated to the site on a daily basis will be significantly less than that predicted through this first principles assessment due to most respite care visitors staying for longer than 1 day thus reducing the respite visitor trips, however, for the purpose of the planning application it is imperative to provide a robust, worst-case scenario prediction of vehicle trips to be associated to the site.

Net Change

5.9 In order to understand the overall impact of the proposals, it is necessary to compare the predicted trips associated to the former use of the site as an NHS health centre/GP surgery and the proposed use of the site as a day care and respite facility. The predicted net change in vehicle movements is shown below in Table 5.2.

Land-Use	Weekday Daily Total
Former NHS Health Centre/GP Surgery	372
Proposed Day Care and Respite Facility	90
Net Change	**-282**

Table 5.2: Predicted Change in Trips - Former and Proposed Use

5.10 Table 5.2 demonstrates that, even with a worst-case scenario utilised for trips within the proposed development, there will be a substantial decrease in trips associated to the site as a result of the proposed development. This will reduce the impact on the local highway network compared to the former use.

6.0 Summary and Conclusion

6.1 This Transport Statement has been prepared on behalf of Mr Ilyas Syed to accompany a planning application for the proposed change of use of the existing building at Hebburn Health Centre, Campbell Park Road, Hebburn, NE31 2SP.

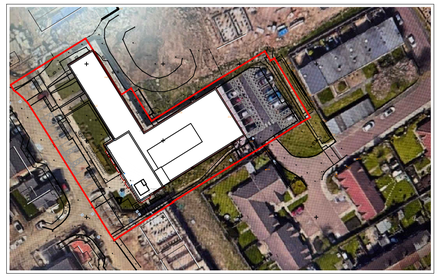
6.2 In summary, this Transport Statement demonstrates the following:

- That the site is located within an accessible location ensuring that future staff will have the possibility to commute to the site via sustainable methods;
- That there is no proposed change in the access arrangements at the site and that safe and suitable access can continue to be achieved for all users;
- That the proposed parking provision is deemed appropriate for the future use of the site and that the proposed staff car parking area can accommodate the predicted parking demand for staff based on shift patterns;
- That there is no proposed change in the servicing and refuse collection strategy at the site and that this will continue to occur on site; and,
- That the proposed development will generate a reduction in trips associated to the site.

6.3 On the basis of the above review, the proposed development is considered to meet with national and local policy criteria. As such, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Site Layout Plan



01 Context Plan
Scale 1:1000



02 SITE PLAN
Scale 1:200

20000

0 5 10 15 20m

SCALE BAR

Revision Table:

Rev. No.	Date	By	Description of revision
-	-	-	-

Drawing Notes:

The Topographical Survey has been undertaken by others and as such Plan 5 Ltd accept no ongoing liability for the accuracy of this.

PLAN5
Architectural Design

Plan5
Mabgate Business Centre
Mabgate
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matthew@plan-5.co.uk
www.plan-5.co.uk

Client: Mr Ilyas Syed, Every Sensation			
Project: Proposed Day Centre & Respite Facility at The Hebburn Health Centre, Campbell Park Road, Hebburn, NE31 2SP			
Drawing Title: Proposed Site Plan		Drawing Status: Planning	
Job No.: P5021	Rev No.: N/A	Drawing No.: DP(0)010	
Date: 19.09.2024	Scale: 1:200 @a1	Drawn By: CJC	Checked By: MJC

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01 Ground Floor Plan
Scale 1:100

10000
0 2 4 6 8 10m
SCALE BAR - 1 to100

Revision Table:

Rev. No.	Date	By	Description of revision
-	-	-	-

Drawing Notes:

Orange = Areas of demolition and strip out.

PLAN5
Architectural Design

Plan5
Mabgate Business Centre
Mabgate
Leeds LS9 7DR

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www.plan-5.co.uk

Client:
Mr Ilyas Syed
Every Sensation

Project:
Proposed Day Centre & Respite Facility at The Hebburn Health Centre, Campbell Park Road, Hebburn, NE31 2SP

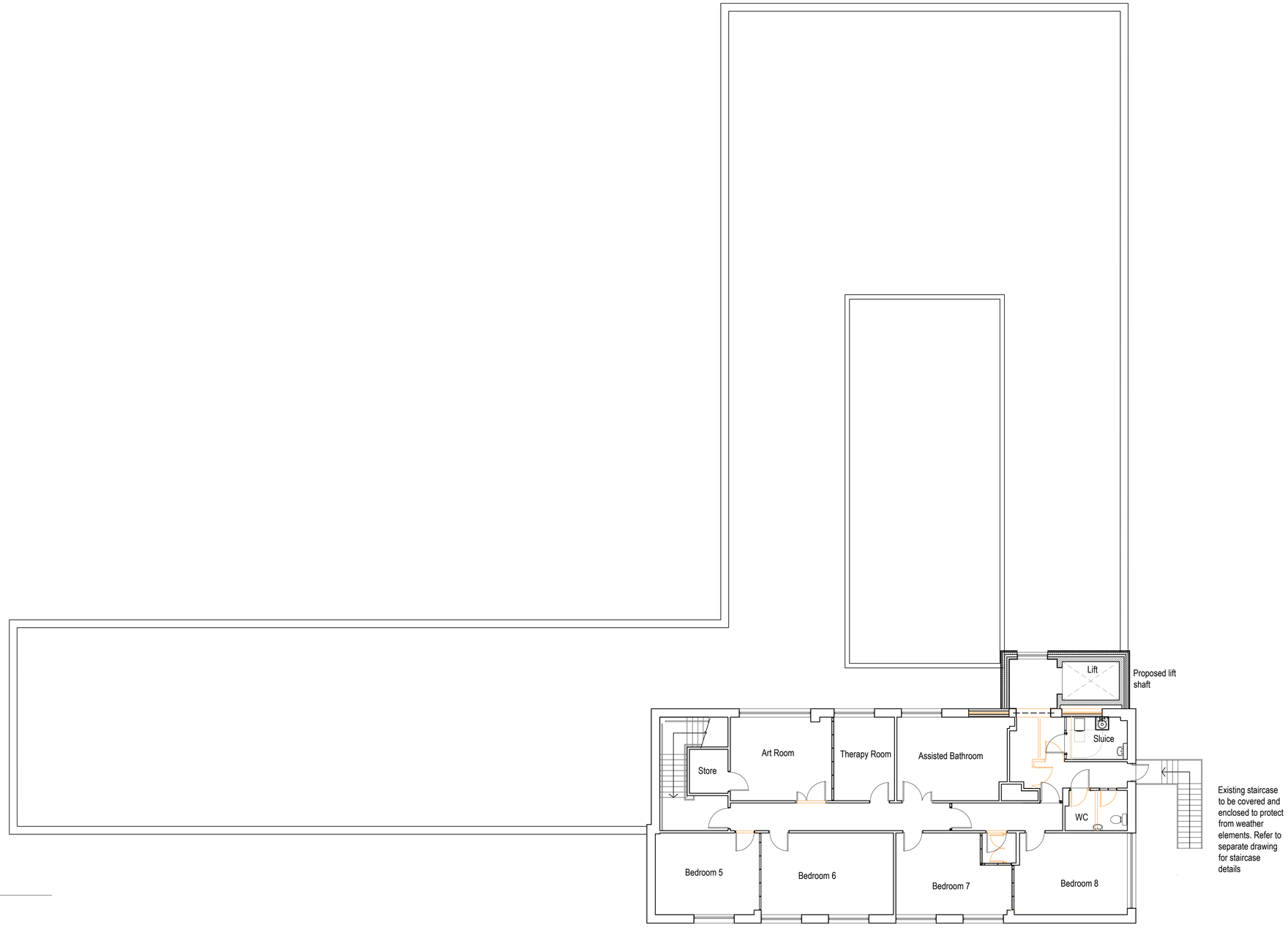
Drawing Title:	Drawing Status:
Proposed Plans: Ground Floor GA Layout	Planning

Job No.:	Rev No.:	Drawing No.:	
P5021	/	DP(1)010	
Date:	**Scale:**	**Drawn By:**	**Checked By:**
19.09.2024	1:100 @a1	CJC	MJC

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Plan5 is the trading name of Plan5 Limited



01 First Floor Plan
Scale 1:100

10000

0 2 4 6 8 10m

SCALE BAR - 1 to100

Revision Table:

Rev. No.	Date	By	Description of revision
-	-	-	-

Drawing Notes:

Orange = Areas of demolition and strip out.

PLAN5
Architectural Design

Plan5
Mabgate Business Centre
Mabgate
Leeds LS9 7DR

07780 603676
matthew@plan-5.co.uk
www.plan-5.co.uk

Client:
Mr Ilyas Syed
Every Sensation

Project:
Proposed Day Centre & Respite Facility at
The Hebburn Health Centre, Campbell Park
Road, Hebburn, NE31 2SP

Drawing Title:		Drawing Status:	
Proposed Plans: First Floor GA Layout		Planning	
Job No.:	**Rev No.:**	**Drawing No.:**	
P5021	/	DP(1)011	
Date:	**Scale:**	**Drawn By:**	**Checked By:**
19.09.2024	1:100 @a1	CJC	MJC

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Appendix B

TRICS Output Data

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-240904-0935

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	DY	DERBY	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days
	NY	NORTH YORKSHIRE	4 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:	416 to 2000 (units: sqm)
Range Selected by User:	200 to 2900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 11/10/23

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:

Monday	2 days
Tuesday	2 days
Wednesday	5 days
Friday	2 days

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

Selected survey types:

Manual count	11 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	6
Suburban Area (PPS6 Out of Centre)	5

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	7
Built-Up Zone	2
No Sub Category	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	10 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

E(e)	11 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	9 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	11 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	11 days

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

LIST OF SITES relevant to selection parameters

1 CA-05-G-01 MEDICAL CENTRE CAMBRIDGESHIRE
NUFFIELD ROAD
CAMBRIDGE
CHESTERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1046 sqm
Survey date: FRIDAY *23/06/23* *Survey Type: MANUAL*

2 DY-05-G-01 GP SURGERY DERBY
OSMASTON ROAD
DERBY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 676 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

3 DY-05-G-02 GP SURGERY DERBY
ST THOMAS ROAD
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2000 sqm
Survey date: WEDNESDAY *11/10/23* *Survey Type: MANUAL*

4 HF-05-G-01 GP SURGERY HERTFORDSHIRE
CHELLS WAY
STEVENAGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 830 sqm
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

5 KS-05-G-01 GP SURGERY KIRKLEES
BLACKBURN ROAD
BIRSTALL
BIRSTALL SMITHIES
Edge of Town Centre
No Sub Category
Total Gross floor area: 512 sqm
Survey date: MONDAY *15/10/18* *Survey Type: MANUAL*

6 NY-05-G-02 GP SURGERY NORTH YORKSHIRE
ASH TREE ROAD
KNARESBOROUGH

Edge of Town Centre
Residential Zone
Total Gross floor area: 416 sqm
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

7 NY-05-G-03 GP SURGERY NORTH YORKSHIRE
NORTH STREET
RIPON

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 523 sqm
Survey date: MONDAY *16/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-05-G-05 YORK PLACE KNARESBOROUGH	GP SURGERY		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		450 sqm	
	Survey date: WEDNESDAY		*21/06/23*	*Survey Type: MANUAL*
9	NY-05-G-06 STOCKWELL ROAD KNARESBOROUGH	GP SURGERY		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		640 sqm	
	Survey date: TUESDAY		*27/06/23*	*Survey Type: MANUAL*
10	SM-05-G-02 COAL ORCHARD TAUNTON	GP SURGERY		SOMERSET
	Edge of Town Centre Built-Up Zone Total Gross floor area:		775 sqm	
	Survey date: WEDNESDAY		*03/04/19*	*Survey Type: MANUAL*
11	SM-05-G-03 FEVERSHAM LANE GLASTONBURY	GP SURGERY		SOMERSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		1500 sqm	
	Survey date: TUESDAY		*20/09/22*	*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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-05-G-05	Covid-19
MS-05-G-01	Covid-19

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	1	830	1.325	1	830	0.000	1	830	1.325
07:00 - 08:00	8	891	1.529	8	891	0.589	8	891	2.118
08:00 - 09:00	11	852	2.850	11	852	1.815	11	852	4.665
09:00 - 10:00	11	852	3.640	11	852	3.330	11	852	6.970
10:00 - 11:00	11	852	3.309	11	852	3.010	11	852	6.319
11:00 - 12:00	11	852	3.032	11	852	3.010	11	852	6.042
12:00 - 13:00	11	852	2.466	11	852	2.957	11	852	5.423
13:00 - 14:00	11	852	2.402	11	852	2.423	11	852	4.825
14:00 - 15:00	11	852	2.455	11	852	2.541	11	852	4.996
15:00 - 16:00	11	852	2.615	11	852	2.626	11	852	5.241
16:00 - 17:00	11	852	2.156	11	852	2.861	11	852	5.017
17:00 - 18:00	11	852	1.003	11	852	1.537	11	852	2.540
18:00 - 19:00	9	938	0.403	9	938	0.936	9	938	1.339
19:00 - 20:00	1	775	0.387	1	775	0.645	1	775	1.032
20:00 - 21:00	1	775	0.129	1	775	0.903	1	775	1.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			29.701			29.183			58.884

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

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

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Parameter summary

Trip rate parameter range selected:	416 - 2000 (units: sqm)
Survey date date range:	01/01/16 - 11/10/23
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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/G - GP SURGERIES
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	8	891	0.014	8	891	0.000	8	891	0.014
08:00 - 09:00	11	852	0.075	11	852	0.085	11	852	0.160
09:00 - 10:00	11	852	0.128	11	852	0.128	11	852	0.256
10:00 - 11:00	11	852	0.096	11	852	0.096	11	852	0.192
11:00 - 12:00	11	852	0.075	11	852	0.075	11	852	0.150
12:00 - 13:00	11	852	0.107	11	852	0.107	11	852	0.214
13:00 - 14:00	11	852	0.149	11	852	0.128	11	852	0.277
14:00 - 15:00	11	852	0.149	11	852	0.171	11	852	0.320
15:00 - 16:00	11	852	0.085	11	852	0.075	11	852	0.160
16:00 - 17:00	11	852	0.053	11	852	0.053	11	852	0.106
17:00 - 18:00	11	852	0.021	11	852	0.032	11	852	0.053
18:00 - 19:00	9	938	0.012	9	938	0.012	9	938	0.024
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.964			0.962			1.926

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	8	891	0.014	8	891	0.014	8	891	0.028
08:00 - 09:00	11	852	0.011	11	852	0.011	11	852	0.022
09:00 - 10:00	11	852	0.000	11	852	0.000	11	852	0.000
10:00 - 11:00	11	852	0.011	11	852	0.011	11	852	0.022
11:00 - 12:00	11	852	0.000	11	852	0.000	11	852	0.000
12:00 - 13:00	11	852	0.000	11	852	0.000	11	852	0.000
13:00 - 14:00	11	852	0.000	11	852	0.000	11	852	0.000
14:00 - 15:00	11	852	0.000	11	852	0.000	11	852	0.000
15:00 - 16:00	11	852	0.011	11	852	0.011	11	852	0.022
16:00 - 17:00	11	852	0.000	11	852	0.000	11	852	0.000
17:00 - 18:00	11	852	0.000	11	852	0.000	11	852	0.000
18:00 - 19:00	9	938	0.000	9	938	0.000	9	938	0.000
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.047			0.094

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	1	830	0.120	1	830	0.000	1	830	0.120
07:00 - 08:00	8	891	0.000	8	891	0.000	8	891	0.000
08:00 - 09:00	11	852	0.000	11	852	0.000	11	852	0.000
09:00 - 10:00	11	852	0.000	11	852	0.000	11	852	0.000
10:00 - 11:00	11	852	0.000	11	852	0.000	11	852	0.000
11:00 - 12:00	11	852	0.000	11	852	0.000	11	852	0.000
12:00 - 13:00	11	852	0.000	11	852	0.000	11	852	0.000
13:00 - 14:00	11	852	0.000	11	852	0.000	11	852	0.000
14:00 - 15:00	11	852	0.000	11	852	0.000	11	852	0.000
15:00 - 16:00	11	852	0.000	11	852	0.000	11	852	0.000
16:00 - 17:00	11	852	0.000	11	852	0.000	11	852	0.000
17:00 - 18:00	11	852	0.000	11	852	0.000	11	852	0.000
18:00 - 19:00	9	938	0.000	9	938	0.000	9	938	0.000
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.000			0.120

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	8	891	0.014	8	891	0.000	8	891	0.014
08:00 - 09:00	11	852	0.043	11	852	0.011	11	852	0.054
09:00 - 10:00	11	852	0.053	11	852	0.043	11	852	0.096
10:00 - 11:00	11	852	0.021	11	852	0.043	11	852	0.064
11:00 - 12:00	11	852	0.032	11	852	0.021	11	852	0.053
12:00 - 13:00	11	852	0.053	11	852	0.053	11	852	0.106
13:00 - 14:00	11	852	0.000	11	852	0.021	11	852	0.021
14:00 - 15:00	11	852	0.043	11	852	0.043	11	852	0.086
15:00 - 16:00	11	852	0.064	11	852	0.053	11	852	0.117
16:00 - 17:00	11	852	0.032	11	852	0.032	11	852	0.064
17:00 - 18:00	11	852	0.011	11	852	0.043	11	852	0.054
18:00 - 19:00	9	938	0.000	9	938	0.000	9	938	0.000
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.366			0.363			0.729

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	1	830	1.205	1	830	0.000	1	830	1.205
07:00 - 08:00	8	891	1.430	8	891	0.547	8	891	1.977
08:00 - 09:00	11	852	2.626	11	852	1.601	11	852	4.227
09:00 - 10:00	11	852	3.288	11	852	2.978	11	852	6.266
10:00 - 11:00	11	852	2.904	11	852	2.637	11	852	5.541
11:00 - 12:00	11	852	2.786	11	852	2.743	11	852	5.529
12:00 - 13:00	11	852	2.274	11	852	2.743	11	852	5.017
13:00 - 14:00	11	852	2.146	11	852	2.210	11	852	4.356
14:00 - 15:00	11	852	2.210	11	852	2.263	11	852	4.473
15:00 - 16:00	11	852	2.359	11	852	2.380	11	852	4.739
16:00 - 17:00	11	852	2.060	11	852	2.711	11	852	4.771
17:00 - 18:00	11	852	0.939	11	852	1.473	11	852	2.412
18:00 - 19:00	9	938	0.379	9	938	0.900	9	938	1.279
19:00 - 20:00	1	775	0.387	1	775	0.645	1	775	1.032
20:00 - 21:00	1	775	0.129	1	775	0.903	1	775	1.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			27.122			26.734			53.856

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	8	891	0.070	8	891	0.028	8	891	0.098
08:00 - 09:00	11	852	0.139	11	852	0.117	11	852	0.256
09:00 - 10:00	11	852	0.224	11	852	0.224	11	852	0.448
10:00 - 11:00	11	852	0.278	11	852	0.256	11	852	0.534
11:00 - 12:00	11	852	0.171	11	852	0.181	11	852	0.352
12:00 - 13:00	11	852	0.085	11	852	0.107	11	852	0.192
13:00 - 14:00	11	852	0.096	11	852	0.075	11	852	0.171
14:00 - 15:00	11	852	0.096	11	852	0.107	11	852	0.203
15:00 - 16:00	11	852	0.160	11	852	0.160	11	852	0.320
16:00 - 17:00	11	852	0.032	11	852	0.085	11	852	0.117
17:00 - 18:00	11	852	0.043	11	852	0.032	11	852	0.075
18:00 - 19:00	9	938	0.000	9	938	0.012	9	938	0.012
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.394			1.384			2.778

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.

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	1	830	0.000	1	830	0.000	1	830	0.000
07:00 - 08:00	8	891	0.000	8	891	0.000	8	891	0.000
08:00 - 09:00	11	852	0.000	11	852	0.000	11	852	0.000
09:00 - 10:00	11	852	0.000	11	852	0.000	11	852	0.000
10:00 - 11:00	11	852	0.021	11	852	0.011	11	852	0.032
11:00 - 12:00	11	852	0.000	11	852	0.011	11	852	0.011
12:00 - 13:00	11	852	0.000	11	852	0.000	11	852	0.000
13:00 - 14:00	11	852	0.011	11	852	0.011	11	852	0.022
14:00 - 15:00	11	852	0.000	11	852	0.000	11	852	0.000
15:00 - 16:00	11	852	0.000	11	852	0.000	11	852	0.000
16:00 - 17:00	11	852	0.011	11	852	0.011	11	852	0.022
17:00 - 18:00	11	852	0.000	11	852	0.000	11	852	0.000
18:00 - 19:00	9	938	0.012	9	938	0.012	9	938	0.024
19:00 - 20:00	1	775	0.000	1	775	0.000	1	775	0.000
20:00 - 21:00	1	775	0.000	1	775	0.000	1	775	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.056			0.111

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.

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