Highgate*Transportation*

Change of Use of Number 7 Belvedere Road from Three Residential Flats to a 12-Bedroom Extension to the Existing Glenview Care Home at Numbers 8 to 9 Belvedere Road, Bristol, BS6 7JG

Transport Statement

(HTp/2330/TS/01)

March 2025

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Contents

List of Figures

List of Appendices

1.0 Introduction

1.1 Highgate Transportation (HTp) have been appointed to prepare this Transport Statement (reference HTp/2330/TS/01) in support of the full planning application to Bristol City Council (BCC), which seeks permission to change the use of number 7 Belvedere Road from residential to a 12-bedroom extension to the existing Glenview Care Home at numbers 8 to 9 Belvedere Road, to provide care for patients suffering from dementia.

1.2 It can be noted that the application proposals are for an extension to the existing care home, and not a new, stand-alone care home.

1.3 Discussions with the operator of the existing care home have confirmed that the application proposals will not require any additional members of staff to be hired to provide care for the additional 12 residents.

1.4 The application site is located in the Redland area of Bristol, which is a residential suburb, around 2.8km north-west of the city centre. The site currently comprises three residential flats: flat one has five-bedrooms; flat two has two-bedrooms; and flat three has two-bedrooms, each of which is occupied. The application site has no off-street car parking provision and no existing secure cycle parking provision. **Figure 1.1** shows the location of the application site.

Figure 1.1 – Location of the application site

1.5 The site is bounded to the north by Belvedere Road with existing residential buildings on all other sides.

1.6 The existing Glenview Care Home does not have off-street car parking provision, and none is proposed to be provided by the application proposals. The existing care home has no secure cycle parking, and two Sheffield type stands are proposed to the front of the application site, within the red line boundary, providing secure short stay cycle parking for up to four visitor cycles, together with a cycle store in the garden of number 7 Belvedere Road providing secure and covered parking for up to four staff cycles. The proposed provision for staff cycle parking is considered appropriate given records confirm that up to a maximum of four staff cycle to work.

1.7 It is also not proposed to modify the current pedestrian access to the main reception from Belvedere Road as part of the development scheme.

1.8 The planning application is supported by a Staff Travel Plan (reference HTp/2330/STP/01) also prepared by HTp.

1.9 The key transport development matters are to:

i. Demonstrate that the net impact of the application proposals on on-street car parking is negligible;
ii. Confirm that the application proposals will not lead to an increase in the existing number of deliveries; and
iii. Confirm that the application proposals will not lead to additional refuse and recycling collections.

1.10 This Transport Statement considers the following:

i. The sustainable location of the site, including access to sustainable modes of travel and proximity to local service and facilities;
ii. A review of the most recent five-years' accident data to confirm that there are no existing underlying road safety issues on the local highway network;
iii. The existing delivery and servicing strategy and number of deliveries daily/weekly;
iv. A review of the existing staff travel habits;
v. Consideration of current parking demand associated with the existing residential building;
vi. A summary of the 2025 on-street car parking survey, clearly demonstrating the parking spaces available;
vii. Confirmation of the net car parking impact;
viii. Confirmation of the number of multi-modal trips forecast to be generated by the proposed care home extension;
ix. A review of the proposed site layout to ensure it is suitable for all users;
x. Identify travel plan type measures;
xi. Confirmation that the proposed cycle parking provision is appropriate and can be easily and safely accessed;
xii. A suitable emergency service strategy;
xiii. A suitable delivery and servicing strategy;

xiv. Confirmation of the strategy for the storage and collection of refuse and recycling; and
xv. Address the points raised by the Inspector at the appeal (decision dated 30th January 2023).

1.11 This Transport Statement will demonstrate that the impact of the proposed 12-bedroom extension to the existing care home, on on-street car parking, is zero.

1.12 This report will conclude that the application proposals will not have an adverse impact on either the capacity or the safety of the local highway network and are therefore acceptable in highway terms.

2.0 Background

2.1 The site has been the subject of the following previous planning applications:

i. 19/03104/F – which sought permission to change the use of number 7 Belvedere Road from three flats to a 17-bedroom extension to the nursing home at 8 to 9 Belvedere Road; and
ii. 22/01529/F – which sought permission to change the use of number 7 Belvedere Road from three, two-bedroom flats (Class C3) to a 12-bedroom extension to the nursing home at 8 to 9 Belvedere Road (Class C2).

2.2 Each of these applications are now considered in greater detail.

Planning Application Reference 19/03104/F

2.3 The planning application was supported by a Transport Statement which was considered by BCC's Transport Development Management (TDM) team and their initial consultation response, dated 29th August 2019 (provided as **Appendix 1**), is available via the authority's planning portal.

2.4 The application site is located directly adjacent to the Cotham North Residents Parking Scheme (RPS) and in close proximity to the Redland RPS where the utilisation of the existing, unrestricted on-street car parking stock is known to be high. The application proposals promoted the installation of two on-street bays solely for use by the emergency services. However, BCCs Traffic Management team recommended two daytime loading only bays instead. It should be noted that both proposals would have reduced the currently available on-street parking stock.

2.5 The highway officer's initial response confirmed that TDM were satisfied that a Construction Management Plan would be secured via a pre-commencement planning condition and concluded that the following additional information was required:

i. An amended Travel Plan;
ii. Details of the additional waste provision;
iii. Plans demonstrating the proposed cycle parking provision; and
iv. A car parking survey which met BCCs submission standard together with daytime snapshots.

2.6 The TDM team's final consultation response is also available via the authority's planning portal (see **Appendix 2**) in which the highway officer confirms that having reviewed the additional car parking survey and given that the extension would only result in a maximum of two new staff between 08:00 and 14:00 they considered that there would not be an unacceptable impact on parking in the area.

2.7 The officer provided commentary with regard to the proposed two on-street loading only bays and welcomed the provision of a further area for the storage of waste recommending that a condition be attached to any permission to ensure that bins were stored within this area and only left out on collection days.

2.8 The application was due to be determined at the 18th March 2020 Development Control Committee B with the planning case officer recommending approval subject to conditions. However, determination was deferred due to the Government's advice on social distancing. The Committee Report is provided as **Appendix 3**.

2.9 The application was presented to the 29th April 2020 Development Control Committee B again with the planning case officer recommending approval subject to conditions. However, determination of the application was deferred after the Committee unanimously resolved that an updated report be provided by officers setting out grounds that could be legitimately used to refuse the application. The Committee Report is included as **Appendix 4**.

2.10 A further report was presented to the 27th May 2020 Development Control Committee B (see **Appendix 5**) and the 'Parking and Traffic' section states *"as the Parking Survey is to be afforded limited weight, it cannot be verified if there is sufficient parking to respond to any additional demand for spaces arising from development."*

2.11 The same section of the report confirms *"as the Parking Survey cannot be used to determine if sufficient parking would be available to cater for visitors, it is now the recommendation of officers that the application is refused. The proposed development would result in an unacceptable increase in demand for parking, leading to inappropriate on-street parking activities, highway safety concerns and potentially the obstruction of access to private driveways. This would be contrary to Policy DM23."*

2.12 The final section of the 27th May 2020 Committee Report lists *possible* reasons for refusal.

2.13 The application was subsequently refused by Decision Notice 2nd June 2022 (see **Appendix 6**) for the following reasons, with reason 1 being highway related:

1. The proposed development would result in an unacceptable increase in demand for parking, leading to inappropriate on-street parking activities, safety concerns, and the obstruction of access to private driveways. This would be contrary to Policy BCS10 (Transport and Access Improvements), Policy DM2 (Residential Sub-Divisions, Shared and specialist Housing), and Policy DM23 (Transport Development Management);
2. The proposed development would result in an overconcentration of residential institutions on Belvedere Road, which would lead to harm to the mix, balance, and inclusivity of the community, contrary to Policy BCS18 (Housing Type) and reduce the choice of homes in the area by changing the housing mix contrary to Policy DM2 (Residential Sub-Divisions, Shared and specialist Housing); and
3. The proposed development would result in a harmful concentration of shared housing/care home on Belvedere Road, worsening the existing harmful conditions listed within point (i) of Policy (Residential Sub-Divisions, Shared and specialist Housing), including excessive noise and disturbance and inadequate storage of recycling/refuse.

2.14 The applicant appealed the authority's decision to refuse planning permission, and the appeal (reference APP/Z0116/W/20/3263935) was dismissed with the Inspector concluding that *"the proposal as currently submitted has not addressed the highway safety implications"* and the Inspector's Appeal Decision is provided as **Appendix 7**.

Planning Application Reference 22/01529/F

2.15 The planning application was supported by a Transport Statement, considered by BCCs TDM team and their consultation response dated 23rd May 2022 (provided as **Appendix 8**) is available via the authority's planning portal.

2.16 Having reviewed the information submitted in support of the application, the highway officer recommended refusal given that they considered the application to be contrary to:

i. Policy DM23 of the Bristol Local Plan;
ii. Policy BCS10 of the Bristol Core Strategy; and
iii. Chapter 9 of the National Planning Policy Framework.

2.17 An appeal (reference APP/Z0116/W/22/3299847) was made against a failure to give notice within the prescribed period of a decision on an application for planning permission, therefore there is no Decision Notice. However, the Council's Statement of Case set out the reasons why planning permission would have been refused. Unfortunately, this document is not available via the authority's planning portal.

2.18 The appeal was dismissed, and the Inspector's Appeal Decision, dated 30th January 2023, is provided as **Appendix 9** and the main issues raised by the Inspector are considered in greater detail in **Section 8.0**.

3.0 The Existing Situation

3.1 The application site is located in the largely residential area of Redland around 2.8km north-west of Bristol city centre and is to the east of the A4018, which connects Bristol city centre with Westbury-on-Trym and Henbury to the north together with Cribbs Causeway and junction 17 of the M5 motorway.

3.2 The application site is bounded to the north by Belvedere Road, to the east by The Glen, to the south by Blenheim Road and to the west by Redland Road. The site and the surrounding area, with the nearest bus stops shown in blue, is shown by **Figure 3.1**.

Figure 3.1 – The site and the surrounding area (nearest bus stops in blue)

3.3 From **Figure 3.1**, it can be seen that the application site is adjacent to the existing Glenview care home and is around 70 metres north-east of the sister Meadowcare home which is also owned and managed by the applicant.

3.4 The following paragraphs provide a summary of the existing local highway network.

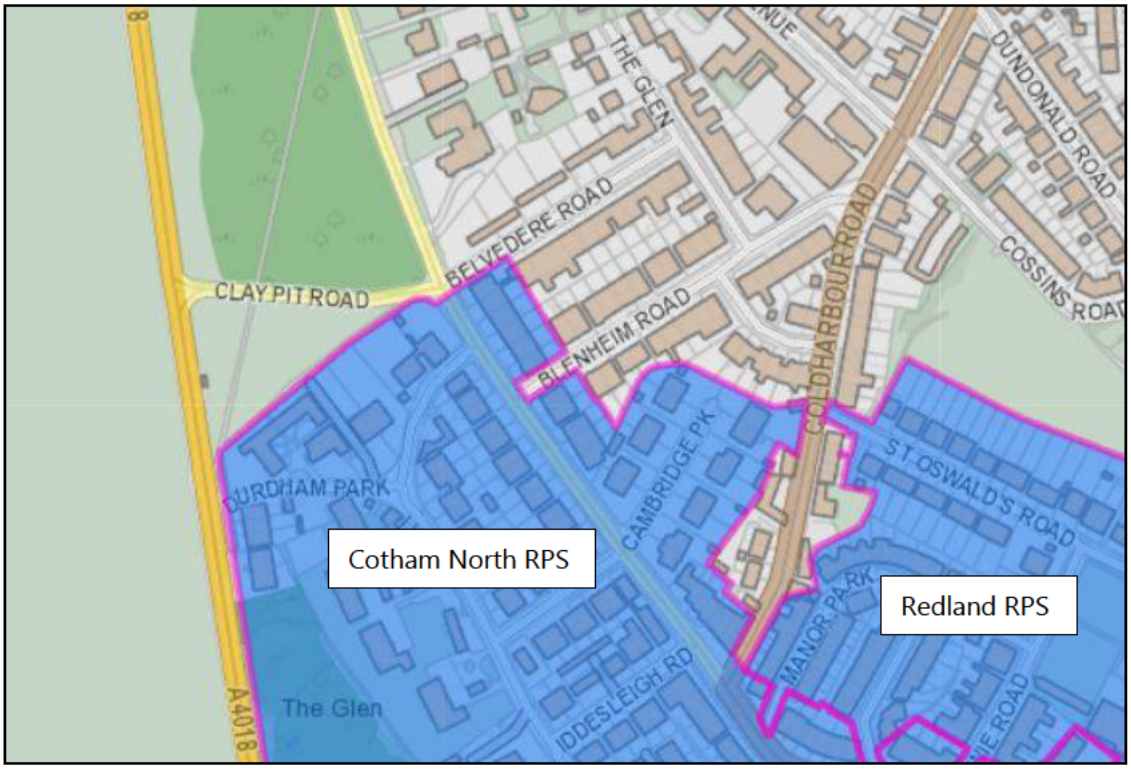
Belvedere Road

3.5 Belvedere Road is a single carriageway, two-way road, around 7.5-metres-wide with a footway of circa 1.8 metres on both sides, is lit by a system of street lighting, is subject to a 20mph speed limit and is shown by **Photograph 1**.

Photograph 1 – Belvedere Road (looking west)

3.6 Belvedere Road is directly adjacent to BCCs Cotham North RPS and in close proximity to the Redland RPS as shown by **Figure 3.2**.

Figure 3.2 – Proximity of Belvedere Road to existing BCC RPS



3.7 Waiting on both sides of Belvedere Road is unrestricted for its entire length except for in front of private driveways. Existing demand for on-street car parking is high.

The Glen

3.8 The Glen is a cul-de-sac and the section that forms the eastern boundary of the site is a single carriageway, two-way road, typically 7.5-metres-wide with a footway of around 1.6 metres on both sides. It is lit by a system of street lighting, is subject to a speed limit of 20mph, and shown by **Photograph 2**.

Photograph 2 – The Glen (looking north)

3.9 Waiting on both sides of The Glen is unrestricted for its entire length except for a short section of No Waiting at any Time restriction (double yellow lines) at its priority junction with Blenheim Road and in front of private driveways. Demand for on-street car parking in The Glen is also high.

Blenheim Road

3.10 The section of Blenheim Road which forms the southern boundary of the site is also a single carriageway, two-way road, typically 7.5-metres-wide with a footway of circa 1.8-metres-wide on both sides. It is lit by a system of street lighting, is subject to a speed limit of 20mph, and shown by **Photograph 3**.

Photograph 3 – Blenheim Road (looking west)

3.11 Waiting on both sides of Blenheim Road is unrestricted for its entire length except for a short section of double yellow lines at its priority junctions with Blenheim Road, The Quadrant, and Westbury Park/Redland Road and in front of private driveways, some of which are protected by white 'H' bar carriageway markings. Demand for on-street car parking in Blenheim Road is also high.

Redland Road

3.12 The section of Redland Road which forms the western site boundary is wider, typically around 9.0 metres with a footway of circa 1.8 metres on both sides. It is a single carriageway, two-way road, lit by a system of street lighting that is subject to a speed limit of 20mph, and shown by **Photograph 4**.

Photograph 4 – Redland Road (looking north)

3.13 Redland Road is within BCCs Cotham North RPS which operates between 9am and 5pm Monday to Friday with on-street marked bays for Cotham North and Redland RPS permit holders only between these times. Outside of these times, the marked on-street bays are available to all.

3.14 Waiting between the bays on both sides of the road is prohibited by double yellow lines.

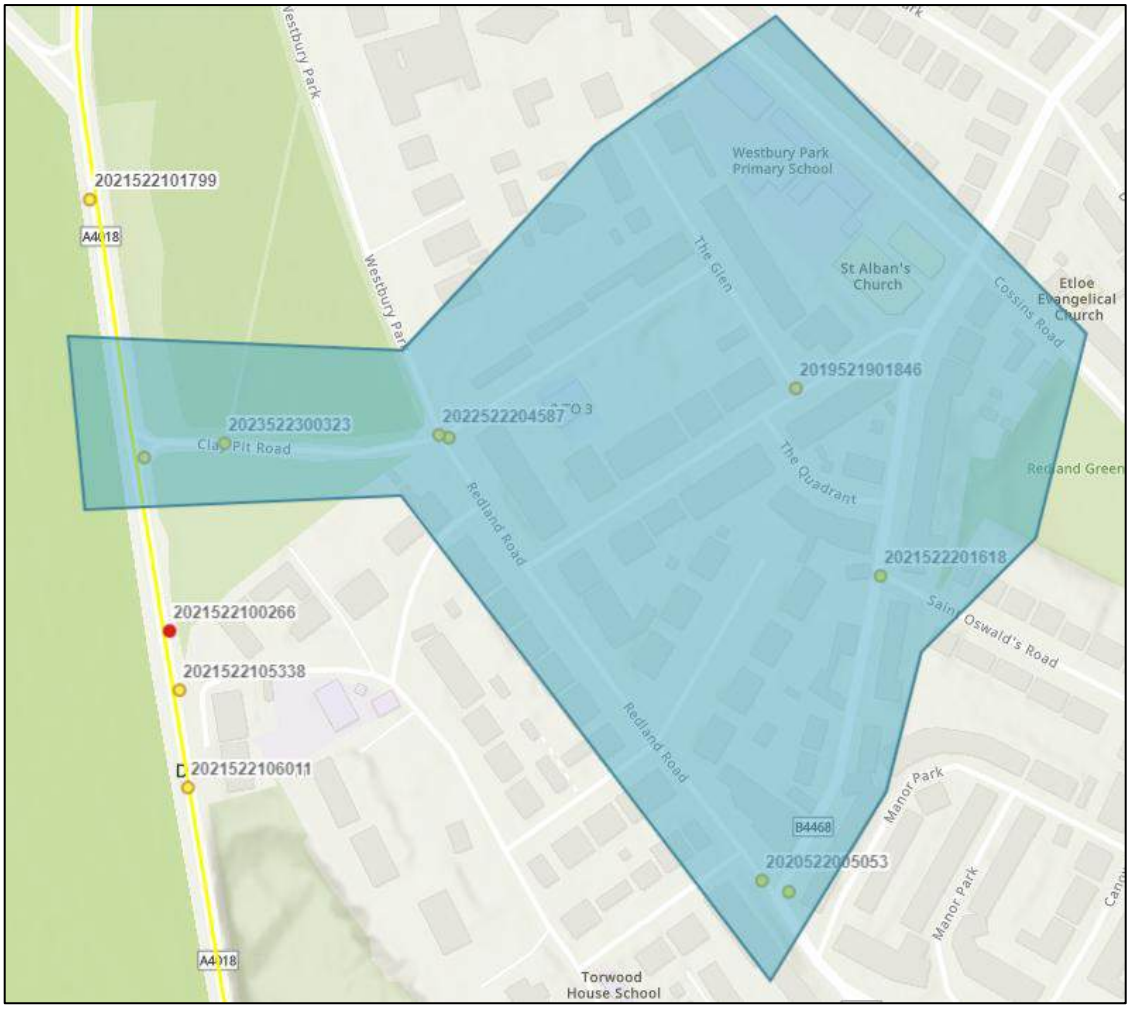
Personal Injury Accident Review

3.15 Personal Injury Accident (PIA) data for the period January 2019 to December 2023 has been obtained from the Crashmap Pro database, for the area shown by **Figure 3.3** and the output file is provided as **Appendix 10**.

3.16 The PIA plot confirms that there have been eight 'slight' accidents recorded on the local highway network in the vicinity of the application site during the study period, at an average of 1.6 PIA per year. No 'serious' or 'fatal' accidents have been recorded.

3.17 The average number of accidents recorded per year on the local highway network during the study period is considered to be typical of a largely residential suburban area with a significant number of pedestrian and cycle trips.

Figure 3.3 – Personal Injury Accident plot



3.18 A summary of the PIA data is provided by Table 3.1.

Table 3.1 – Summary of PIA data

	Collision Severity			Casualty Severity		
Year	**Slight**	**Serious**	**Fatal**	**Slight**	**Serious**	**Fatal**
2019	3	0	0	3	0	0
2020	1	0	0	1	0	0
2021	2	0	0	2	0	0
2022	1	0	0	1	0	0
2023	1	0	0	1	0	0
Total	**8**	**0**	**0**	**8**	**0**	**0**

3.19 Table 3.1 confirms that the eight recorded accidents resulted in 'slight' injury to eight casualties. Analysis of the PIA data confirms that six of the casualties which suffered 'slight' injury were vulnerable road users – four cyclists, one pedestrian, and one motorcyclist.

3.20 A summary of the recorded accidents is provided below:

i. Accident reference 2023522300323 ('slight') occurred on Clay Pit Road at 07:45 hours on 25th January 2023. The accident involved a westbound car proceeding normally along the carriageway, not on a bend, and a pedestrian in the carriageway crossing from the driver's nearside who was masked a parked or stationary vehicle, colliding. The accident caused 'slight' injury to the pedestrian;
ii. Accident reference 2022522204587 ('slight') occurred at the priority junction of Westbury Park, Belvedere Road, Redland Road, and Clay Pit Road at 23:50 hours of 10th May 2022. The accident involved a north-westbound motorcycle over 125cc and up to 500cc proceeding normally along the carriageway, not on a bend, and a south-eastbound car in the act of turning right, colliding. The accident caused 'slight' injury to the motorcyclist;
iii. Accident reference 2021522201618 ('slight') occurred on Coldharbour Road in the vicinity of its junction with St Oswald's Road at 13:37 hours on 23rd December 2021. The accident involved a southbound motorcycle proceeding normally along the carriageway, not on a bend, and a northbound car in the act of turning right colliding, causing 'slight' injury to the motorcyclist;
iv. Accident reference 2021522105315 ('slight') occurred in the vicinity of the Clay Pit Road, Redland Road, Belvedere Road junction at 18:15 hours on 27th October 2021. The accident involved an eastbound car proceeding normally along the carriageway, not on a bend, and a southbound pedal cycle also proceeding normally along the carriageway, not on a bend, colliding causing 'slight' injury to the cyclist;
v. Accident reference 2020522005053 ('slight') occurred on Redland Road at 00:07 hours on 22nd May 2020. The accident involved a north-westbound car proceeding normally along the carriageway, not on a bend, colliding with a bollard and/or refuge causing 'slight' injury to the driver;
vi. Accident reference 2019521905046 ('slight') occurred on Coldharbour Road in the vicinity of its priority junction with Redland Road at 07:30 hours on 21st August 2019. The accident involved a northbound pedal cycle proceeding normally along the carriageway, not on a bend, and a northbound car also proceeding normally along the carriageway, not on a bend, colliding causing 'slight' injury to the cyclist;
vii. Accident reference 2019521903360 ('slight') occurred on the A4018 close to its priority junction with Clay Pit Lane at 15:58 hours on 18th February 2019. The accident involved a southbound car in the act of turning left and a southbound pedal cycle proceeding normally along the carriageway, not on a bend, colliding causing 'slight' injury to the cyclist; and
viii. Accident reference 2019521901846 ('slight') occurred on Blenheim Road in the vicinity of its priority junction with The Glen at 07:15 hours on 21st January 2019. The accident involved a south-westbound car in the act of turning right and a north-eastbound pedal cycle proceeding normally along the carriageway, not on a bend, colliding causing 'slight' injury to the cyclist.

3.21 It is noted that the eight recorded accidents resulted in 'slight' injury to seven vulnerable road users (one pedestrian; four cyclists; and two motorcyclists). However, analysis of the PIA data for the period January 2019 to December 2023 has not identified any collision clusters or common causation factors.

3.22 It is therefore concluded that there are no existing road safety issues on the local highway network that would be exacerbated by the application proposals.

Highway Boundary and Public Rights of Way

3.23 The highway boundary and Public Rights of Way (PRoW) plan is provided as **Appendix 11**, an extract of which forms **Figure 3.4**.

Figure 3.4 – Extract of the highway boundary and Public Rights of Way plan

3.24 From this plan it can be seen that the Belvedere Road carriageway and footways are adopted public highway and that there are no existing Public Rights of Way in the immediate vicinity of Belvedere Road.

Local Services and Facilities

3.25 The application site is located in the Redland area of Bristol, circa 2.8km north-west of the city centre which provides a wide range of services and facilities. Those which are accessible by walking and cycling, are set out in **Table 3.2**, together with walk/cycle times assuming a typical walk time of 80 metres per minute (IHT Guidelines 'Providing for Journeys on Foot' 2000), and a cycle speed of 320 metres per minute (Department for Transport Note 2/08 'Cycle Infrastructure Design' October 2008 respectively.

Table 3.2 – Local services and facilities

Service/Facility	Walk Distance (from the existing vehicular access to the site)	Walk Time (minutes)	Cycle Time (minutes)
The Red House Children's Centre	280 metres	3.5	0.9
Coldharbour Road Bus Stops	290 metres	3.6	0.9
Torwood House School and Nursery	300 metres	3.8	0.9
Westbury Park Dance Centre	320 metres	4.0	1.0
Girl Guides Hall	370 metres	4.6	1.2
A4018 Bus Stops	390 metres	4.9	1.2
Westbury Park School	400 metres	5.0	1.3
Daisey Chain Nursery	500 metres	6.3	1.6
White Tree Orthodontic Centre	810 metres	10.1	2.5
North View Pharmacy	900 metres	11.3	2.8
Waitrose and Partners	1.2km	14.0	3.5

3.26 There are also shops, cafes, and places of worship within a short walk and cycle distance of the site.

Railway Details

3.27 The nearest railway stations are Redland around 1.2km south-east of the application site and Clifton Down circa 1.2km south of the site both of which are operated by Great Western Railway. Both are provincial railway stations which benefit from secure and covered cycle parking spaces and provide frequent services to local destinations including Avonmouth, Severn Beach, Weston-super-Mare, and Salisbury.

3.28 Frequent services are also provided to Bristol Temple Meads railway station which in turn provides access to regional and national destinations.

Bus Details

3.29 The nearest bus stops to the application site are located on Coldharbour Road (known as Bayswater Avenue) around 290 metres north-east of the site and on the A4018 (known as Durdham Park) circa 390 metres southwest of the site.

3.30 Both the north-east and south-westbound bus stops on Coldharbour Road are on carriageway, defined by yellow bus stop cage and bus stop clearway carriageway markings and comprise raised kerbs, a pole and flag, timetable information, and a real time information display screen.

3.31 Both stops are severed by service number 505 which provides a 30-minute frequency between the Long Ashton park and ride site and Southmead hospital Monday to Saturday with the frequency of service being hourly on a Sunday.

3.32 The northbound bus stop on the A4018 is on carriageway with the southbound stop being located within a half-width layby. Both stops are defined by yellow bus cage and bus stop clearway carriageway markings, and both comprise raised kerbs, a lit shelter with seating, a flag, a real time information display screen, and a bin.

3.33 Both stops are served by service numbers 1, 2, 2a, 3, 77, B2, U1, and Y6 and details of the routes and frequency of buses is summarised by **Table 3.3**.

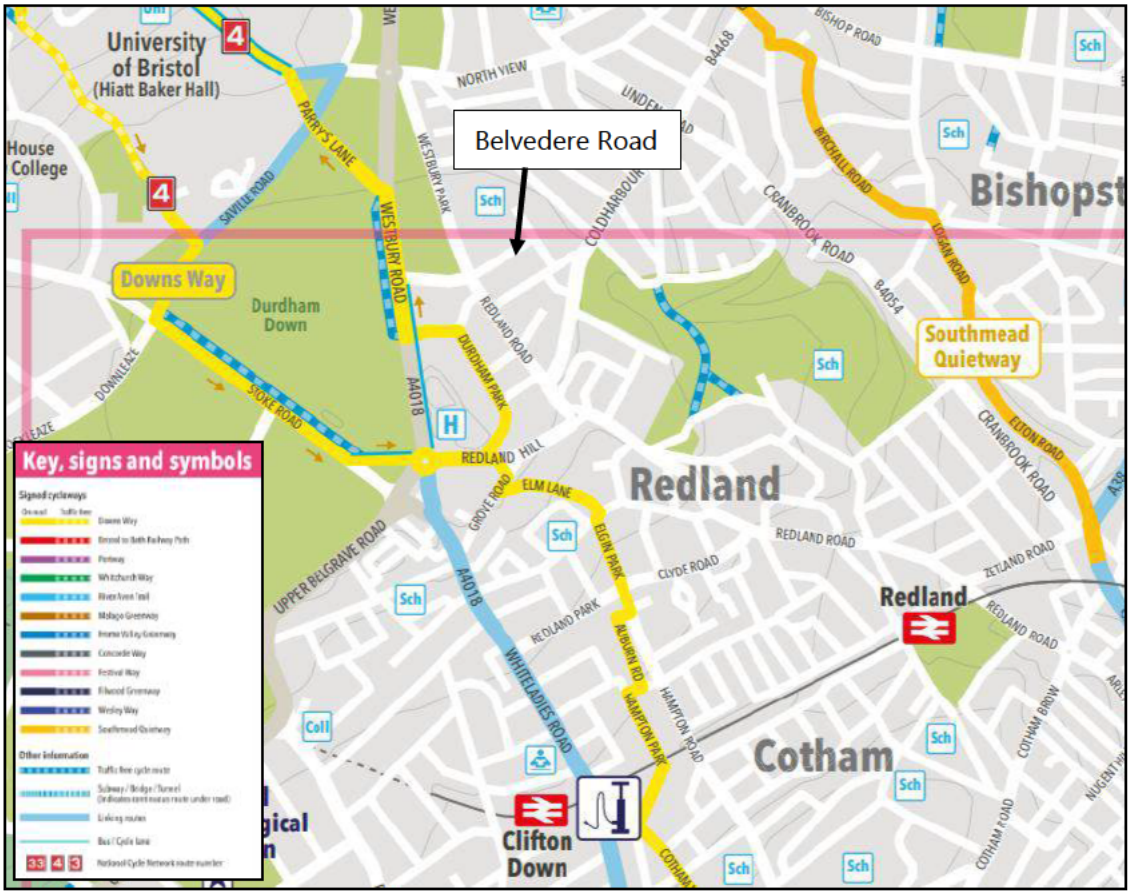
Table 3.3 – Route and frequency of bus services

Service Number	Route	Monday - Friday	Saturday	Sunday
1	Cribbs Causeway, Bus Station - Broomhill, Whitmore Avenue	15 minutes	20 minutes	30 minutes
2	Cribbs Causeway, Bus Station - Stockwood, The Coots	30 minutes	30 minutes	30 minutes
2a	Brentry, Charlton Road - Stockwood, The Coots	30 minutes	30 minutes	-
3	Cribbs Causeway, Bus Station - City Centre, Union Street	30 minutes	30 minutes	40 minutes
77	Henleaze, Dorset Road - Horfield Common, Muller Road Top via Clifton Down, Bristol City Centre, Bishopston	30 minutes	40 minutes	40 minutes
B2	Worle - Portishead - Redmaids High School	One school service per day	-	-
U1	Stoke Bishop, Transport Hub - City Centre, Rupert Street via Clifton Down, University of Bristol	12 minutes	20 minutes	20 minutes
Y6	City Centre, Union Street - Chipping Sodbury, Wickwar Road via Clifton Down, Henleaze, Southmead Hospital, Filton, Cribbs Causeway, Bristol Parkway Station, Winterbourne, Yate P&R, Yate	90 minutes	90 minutes	120 minutes

Cycle Provision

3.34 An extract of the Bristol City Council regional cycle map forms **Figure 3.5**.

Figure 3.5 – Extract of the Bristol City Council regional cycle map



3.35 From this plan, it can be seen that:

i. The Downs Way, which forms part of Sustrans National Cycle Network Route 4 (NCN4), is within a short walk and cycle of the application site;
ii. The Southmead Quietway is within a short walk and cycle of the application site;
iii. There are several traffic free routes in the vicinity of the site (light and dark blue routes);
iv. There are several one-way streets that are suitable for cyclists; and
v. Both Clifton Down (which has a publicly available bike pump) and Redland railway stations are a short walk or cycle from the application site.

Summary

3.36 The application site is accessible by foot and bicycle, is located 290 metres from the nearest bus stops, and within 1.2km (14-minute-walk or three-and-a-half-minute cycle ride) of two provincial railway stations.

3.37 It is therefore concluded that the application site is within a very highly sustainable location in transport terms.

4.0 The Current Operation of the Existing Glenview Care Home

4.1 The Glenview Care Home provides care for patients suffering from dementia, none of whom own or drive a car. The self-contained, 40-bedroomed residential care home comprises a kitchen, day rooms, a garden to the rear, an in-house laundry and administration offices.

4.2 The existing care home currently employs up to a maximum of 34 members of staff, who work in shifts, such that not all are present on site at any one time. Staffing can be subject to change due to levels of dependency amongst residents, although current staffing levels accommodate dependency associated with dementia care.

4.3 As set out in **paragraph 1.6**, the care home does not have off-street car parking provision, and none is proposed to be provided by the application proposals. The care home also has no existing secure cycle parking provision.

4.4 It is important to emphasise that the existing 40-bedroom care home, staffed by 34 full-time equivalent members of staff, operates satisfactorily with zero off-street car parking spaces. Applying BCCs adopted car parking standards set out in **Table 5.2**, the existing care home would require the maximum provision of 30 off-street car parking spaces, comprising:

i. Staff [34 / 2 =] 17 spaces; and
ii. Visitors [40 / 3 =] 13 spaces.

4.5 It is reiterated that the current care home operates satisfactorily with zero off-street car parking provision and zero secure cycle parking provision.

4.6 Deliveries to the existing care home do not cause an unacceptable impact on highway safety and the residual impacts on the road network are not severe, even without any formal servicing and/or loading bays.

4.7 Indeed, deliveries to the existing care home mirror deliveries to the residential dwellings served by Belvedere Road, including supermarket deliveries, delivery of hot food takeaway, and the delivery of other goods.

4.8 Given that the proposed 12-bedroom extension of the existing care home will not increase the frequency of deliveries, there is no evidence that future deliveries will cause an unacceptable impact on highway safety or that the residual impacts on the road network will be severe.

Staff and Visitor Travel Habits and Deliveries

4.9 Care home staff recorded data relating to the following:

i. Staff travel habits between Monday 20th February 2023 and Sunday 29th December 2024;
ii. Visitor travel habits between Monday 20th February 2023 and Monday 23rd December 2024; and
iii. Deliveries received between Monday 20th February 2023 and Sunday 16th February 2025.

4.10 It is considered that the data collected by the care home staff provides a robust record of the number of activities attracted by the existing care home, together with a breakdown of mode of transport, which is considered in greater detail in the following sub-sections of this report.

Existing Members of Staff

4.11 The existing care home is staffed by up to 34 members of staff which can be broken down as:

i. 5No., office staff (08:00 to 16:00 hours);
ii. 20No., carers (08:00 to 20:00 hours and 20:00 to 08:00 hours);
iii. 2No., registered nurses (08:00 to 20:00 hours and 20:00 to 08:00 hours);
iv. 1No., activity co-ordinator 08:00 to 16:00 hours);
v. 1No., chef (07:00 to 15:00 hours);
vi. 1No., kitchen assistant (07:30 to 14:30 hours and 16:00 to 18:30 hours);
vii. 2No., domestic assistants (07:30 to 14:30 hours and 11:00 to 18:00 hours);
viii. 1No., laundry staff (07:30 to 14:30 hours); and
ix. 1No., maintenance operative (08:00 to 17:00 hours).

Staff Travel Habits

4.12 The following tables provide a summary of staff travel habits by employee type.

Table 4.1 – Summary of travel habits – office staff

Day	Shift		Mode of Transport					
	Day	Night	Own Car	Car Share/Lift	Taxi	Cycle/ Scooter	Walk	Public Transport
Monday	2	0	1	0	0	0	0	1
Tuesday	2	0	1	0	0	0	0	1
Wednesday	2	0	1	0	0	0	0	1
Thursday	2	0	1	0	0	0	0	1
Friday	2	0	1	0	0	0	0	1

4.13 From **Table 4.1**, it can be seen that there are two office staff who work the daytime shift Monday to Friday between 08:00 and 16:00 hours, of which, one travels to and from work in a private car which they currently park on-street in the vicinity of the care home, with the other member of staff travelling by public transport.

Table 4.2 – Summary of travel habits – carers

Day	Shift		Mode of Transport					
	Day	Night	Own Car	Car Share/Lift	Taxi	Cycle/ Scooter	Walk	Public Transport
Monday	7	4	2	0	1	2	3	3
Tuesday	7	4	2	0	1	1	3	4
Wednesday	7	4	2	0	1	1	3	4
Thursday	7	4	2	0	0	1	3	5
Friday	7	4	2	0	0	1	3	5
Saturday	7	4	2	0	1	1	3	4
Sunday	7	4	2	0	1	1	3	4

4.14 From **Table 4.2**, it can be seen that between Monday and Sunday seven carers work the daytime shift between 08:00 and 20:00 hours with four working overnight between 20:00 and 08:00 hours. Typically, two of the carers travel to and from work in their private car, which they currently park on-street in the vicinity of the care home.

4.15 The remaining nine carers travel to and from work by sustainable modes of transport, with walking and public transport being the preferred method of travel.

Table 4.3 – Summary of travel habits – registered nurses

Day	Shift		Mode of Transport					
	Day	Night	Own Car	Car Share/Lift	Taxi	Cycle/ Scooter	Walk	Public Transport
Monday	1	1	1	0	0	0	0	1
Tuesday	1	1	1	0	0	0	0	1
Wednesday	1	1	1	0	0	0	0	1
Thursday	1	1	1	0	0	0	0	1
Friday	1	1	1	0	0	0	0	1
Saturday	1	1	1	0	0	0	0	1
Sunday	1	1	1	0	0	0	0	1

4.16 From **Table 4.3**, it can be seen that there are two registered nurses, one of whom works the day shift with the second working a night shift. One of the nurses' travels to and from work in their own private car, which they park on-street in the vicinity of the care home, with the other nurse travelling by public transport.

Table 4.4 – Summary of travel habits – activity coordinator

Day	Shift		Mode of Transport					
	Day	Night	Own Car	Car Share/Lift	Taxi	Cycle/ Scooter	Walk	Public Transport
Monday	1	0	0	0	0	1	0	0
Tuesday	1	0	0	0	0	1	0	0
Wednesday	1	0	0	0	0	1	0	0
Thursday	1	0	1	0	0	0	0	0
Friday	1	0	1	0	0	0	0	0
Saturday	0	0	0	0	0	0	0	0
Sunday	1	0	0	0	0	1	0	0

4.17 From **Table 4.4**, it can be seen that the activity coordinator works during the daytime on weekdays, and also on Sundays (prior to February 2024, they worked Saturdays instead of Sundays). They generally cycle to and from work on Mondays, Tuesdays, Wednesdays and Sundays; on Thursday and Friday, they travel in their own private car four days a week, which they park on-street in the vicinity of the care home.

Table 4.5 – Summary of travel habits – chef

Day	Shift		Mode of Transport					
	Day	Night	Own Car	Car Share/Lift	Taxi	Cycle/ Scooter	Walk	Public Transport
Monday	1	0	0	0	0	1	0	0
Tuesday	1	0	0	0	0	1	0	0
Wednesday	1	0	0	0	0	1	0	0
Thursday	1	0	0	0	0	1	0	0
Friday	1	0	0	0	0	1	0	0
Saturday	1	0	0	0	0	1	0	0
Sunday	1	0	0	0	0	1	0	0

4.18 From **Table 4.5**, it can be seen that the care home employs a single chef who works during the daytime and cycles to and from work.

Table 4.6 – Summary of travel habits – kitchen assistants

Day	Shift		Mode of Transport					
	Day	Night	Own Car	Car Share/Lift	Taxi	Cycle/ Scooter	Walk	Public Transport
Monday	2	0	0	0	0	0	0	2
Tuesday	2	0	0	0	0	0	0	2
Wednesday	2	0	0	0	0	0	0	2
Thursday	2	0	0	0	0	0	0	2
Friday	2	0	0	0	0	0	0	2
Saturday	2	0	0	0	0	0	0	2
Sunday	2	0	0	0	0	0	0	2

4.19 From **Table 4.6**, it can be seen that that both kitchen assistants work during the daytime and that both travel to and from the care home by public transport.

Table 4.7 – Summary of travel habits – domestic assistants

Day	Shift		Mode of Transport					
	Day	Night	Own Car	Car Share/Lift	Taxi	Cycle/ Scooter	Walk	Public Transport
Monday	2	0	0	0	0	0	0	2
Tuesday	2	0	0	0	0	0	0	2
Wednesday	2	0	0	0	0	0	0	2
Thursday	2	0	0	0	0	0	0	2
Friday	2	0	0	0	0	0	0	2
Saturday	2	0	0	0	0	0	0	2
Sunday	2	0	0	0	0	0	0	2

4.20 From **Table 4.7**, it can be seen that the care home employs two domestic assistants both of whom work during the daytime and both of whom travel to and from work by public transport.

Table 4.8 – Summary of travel habits – laundry assistant

Day	Shift		Mode of Transport					
	Day	Night	Own Car	Car Share/Lift	Taxi	Cycle	Walk	Public Transport
Monday	1	0	0	0	0	0	0	1
Tuesday	1	0	0	0	0	0	0	1
Wednesday	1	0	0	0	0	0	0	1
Thursday	1	0	0	0	0	0	0	1
Friday	1	0	0	0	0	0	0	1
Saturday	1	0	0	0	0	0	0	1
Sunday	1	0	0	0	0	0	0	1

4.21 From **Table 4.8**, it can be seen that the laundry assistant works during the daytime and travels to and from work by public transport.

Table 4.9 – Summary of travel habits – maintenance operative

Day	Shift		Mode of Transport					
	Day	Night	Own Car	Car Share/Lift	Taxi	Cycle	Walk	Public Transport
Monday	1	0	1	0	0	0	0	0
Tuesday	1	0	1	0	0	0	0	0
Wednesday	1	0	1	0	0	0	0	0
Thursday	1	0	1	0	0	0	0	0
Friday	1	0	1	0	0	0	0	0
Saturday	1	0	1	0	0	0	0	0
Sunday	1	0	1	0	0	0	0	0

4.22 From **Table 4.9**, it can be seen that the maintenance operative works during the daytime and travels to and from work in their own vehicle.

Table 4.10 – Summary of travel habits – all staff

Day	Shift		Mode of Transport					
	Day	Night	Own Car	Car Share/Lift	Taxi	Cycle	Walk	Public Transport
Monday	18	5	5	0	1	4	3	10
Tuesday	18	5	5	0	1	3	3	11
Wednesday	18	5	5	0	1	3	3	11
Thursday	18	5	6	0	0	2	3	12
Friday	18	5	6	0	0	2	3	12
Saturday	15	5	4	0	1	2	3	10
Sunday	16	5	4	0	1	3	3	10

4.23 From **Table 4.10**, it can be seen that there are typically 18 members of staff on duty during the daytime between Monday and Friday, which reduces to 15 on Saturday and 16 on Sunday. Typically, there are five members of staff on duty overnight on all days of the week.

4.24 There are between four and six staff-related on-street car parking activities over a typical 24 hour period.

4.25 **Table 4.10** clearly demonstrates that the majority of staff travel to and from the care home by sustainable modes of transport with walking, cycling, and public transport being the preferred modes. This is consistent with the sustainable and accessible nature of the care home.

Summary

4.26 It is considered that the parking activities associated with the existing care home staff are so few as to not have an unacceptable impact on road safety. They can be easily and conveniently accommodated on-street in the vicinity of the care home without inconveniencing neighbours. Clearly, these are currently accommodated on-street in any event.

4.27 The staff travel habits data collected by the care home staff is provided as **Appendix 12**.

Visitor Travel Habits

4.28 The following tables provide a summary of visitor travel habits.

Table 4.11 – Summary of visiting time and duration of stay

	Visiting Time		Duration of Stay		
Day	11am to 2pm	2pm to 6pm	Up to 30 minutes	Up to one hour	Up to two hours
Monday	4	4	2	5	1
Tuesday	5	3	2	4	2
Wednesday	5	4	3	4	2
Thursday	5	4	3	4	2
Friday	6	4	2	5	3
Saturday	4	4	2	4	2
Sunday	5	5	2	5	3

4.29 From **Table 4.11**, it can be seen that more visitors, between four and six, visit the care home between 11am and 2pm across all days of the week, compared to between three and five visiting between 2pm and 6pm. Up to three visitors stay for up to 30 minutes, with four or five staying for up to one hour, and between one and three staying for up to two hours. Therefore, it can be concluded that average duration of stay is up to around one hour.

Table 4.12 – Summary of visitor travel habits

Day	Mode of Transport					
	Own Car	Car Share/Lift	Taxi	Cycle	Walk	Public Transport
Monday	3	1	1	1	1	1
Tuesday	3	1	1	1	0	2
Wednesday	4	1	1	1	1	1
Thursday	3	2	1	1	0	2
Friday	3	2	1	1	0	1
Saturday	3	2	1	1	0	1
Sunday	4	2	1	1	0	2

4.30 From **Table 4.12**, it can be seen that the most popular mode of transport for visitors is the private motor car with between three and four car parking activities occurring on-street in the vicinity of the care home between 11am and 6pm, for up to an hour each. It can also be seen that two or three visitors travelled to and from the care home by walking, cycling or public transport daily.

Summary

4.31 It is considered that the parking activities associated with the care home visitors are so few as to not have an unacceptable impact on road safety. Clearly, these are currently accommodated on-street in any event.

4.32 It is further considered that the residual cumulative impact of staff and visitor on-street car parking activities is not severe.

4.33 The visitor travel habits data collected by the care home staff is provided as **Appendix 13**.

Deliveries and Collections

4.34 Deliveries and collections are only carried out Monday to Friday, with none on either a Saturday or Sunday, and the following tables provide a summary of the deliveries and collections, by type.

Table 4.13 – Summary of clinical waste collection

Day	Vehicle Type		Parked		Duration of Stay (minutes)
	Van	Truck	On-Street	Main Road	
Monday	0	0	0	0	-
Tuesday	0	0	0	0	-
Wednesday	0	0	0	0	-
Thursday	1	0	1	0	5
Friday	0	0	0	0	-

4.35 From **Table 4.13**, it can be seen that clinical waste is collected once a week by a van that parks on-street and that does not block the carriageway for other road users. Its average duration of stay is only five minutes.

4.36 Prior to June 2024, deliveries of Personal Protective Equipment to the site were made by van once per week. Since June 2024, these deliveries have ceased.

Table 4.14 – Summary of cleaning/laundry deliveries

Day	Vehicle Type		Parked		Duration of Stay (minutes)
	Van	Truck	On-Street	Main Road	
Monday	1	0	1	0	4
Tuesday	0	0	0	0	-
Wednesday	0	0	0	0	-
Thursday	0	0	0	0	-
Friday	0	0	0	0	-

4.37 From **Table 4.14**, it can be seen that cleaning and laundry is delivered by a van once a week that parks on-street and does not block the carriageway for other road users. Its average duration of stay is only four minutes.

Table 4.15 – Summary of catering deliveries

Day	Vehicle Type		Parked		Duration of Stay (minutes)
	Van	Truck	On-Street	Main Road	
Monday	1	0	1	0	5
Tuesday	0	0	0	0	-
Wednesday	0	0	0	0	-
Thursday	0	0	0	0	-
Friday	1	0	1	0	5

4.38 From **Table 4.15**, it can be seen that catering supplies are delivered by a van twice a week (on Monday and on Friday). During each delivery, it is understood that the van parks on-street, which does not block the carriageway for other road users and its average duration of stay on both visits is only five minutes.

Table 4.16 – Summary of PAD supplies

Day	Vehicle Type		Parked		Duration of Stay (minutes)
	Van	Truck	On-Street	Main Road	
Monday	0	0	0	0	-
Tuesday	0	0	0	0	-
Wednesday	0	0	0	0	-
Thursday	0	0	0	0	-
Friday	0*	0*	0	0	1

4.39 From **Table 4.16**, it can be seen that PAD (incontinence pads and adult diapers) supplies are delivered by a van or truck less than once a week – it can be confirmed that these deliveries are made approximately once a month (every four or five weeks) on a Friday.

4.40 The delivery van or truck parks on-street and does not block the carriageway for other road users. Its average duration of stay is only one minute.

Table 4.17– Summary of all deliveries and collections

Day	Vehicle Type		Parked		Average Duration of Stay (minutes)
	Van	Truck	On-Street	Main Road	
Monday	2	0	2	0	5
Tuesday	0	0	0	0	-
Wednesday	0	0	0	0	-
Thursday	1	0	1	0	5
Friday	1	0	1	0	5

4.41 From **Table 4.17**, it can be seen that almost all deliveries and collections are made by vans (with infrequent PADS deliveries being made by van or truck) with four deliveries and/or collections occurring on a typical week between Monday and Friday. An additional delivery is made by a van once a month on a Friday. There are no deliveries and/or collections on a Saturday or Sunday.

4.42 The vans associated with all deliveries and/or collections park on-street and do not block the carriageway for other road users, with average duration of stay varying between five and 10 minutes. These short-stay parking activities are not considered to inconvenience neighbours and are in reality no different to deliveries to residential properties such as Amazon and food-shopping home deliveries.

4.43 The delivery and collection data recorded by care home staff is provided as **Appendix 14**.

Strategy for the Collection of Refuse and Recycling

4.44 BCC currently collects general refuse and recycling from the existing care home on a weekly basis, usually every Tuesday. Clinical waste is collected from the existing care, home via a private contractor, on a weekly basis, usually on a Thursday.

4.45 The existing strategy for the collection of refuse, recycling, and clinical waste will be extended to include the proposed 12-bedroom extension.

Summary

4.46 It has clearly been demonstrated that deliveries and collections to and from the care home are infrequent with a low duration of stay. The majority of delivery vehicles parked on-street without blocking the carriageway for other road users with only the very occasional vehicle parked on the carriageway.

4.47 However, it should be noted that, given the level of existing on-street car parking on the local highway network in the vicinity of the care home, vehicles used for making deliveries and/or collections from neighbouring residential properties also frequently stop within the carriageway, preventing access for other users.

4.48 The existing strategy for the collection of refuse, recycling, and clinical waste has been set out and it is confirmed that this strategy will serve the proposed 12-bedroom extension.

4.49 It is concluded that the current delivery and/or collection regime does not result in an unacceptable impact on highway safety and that the residual cumulative impacts on the road network are not severe.

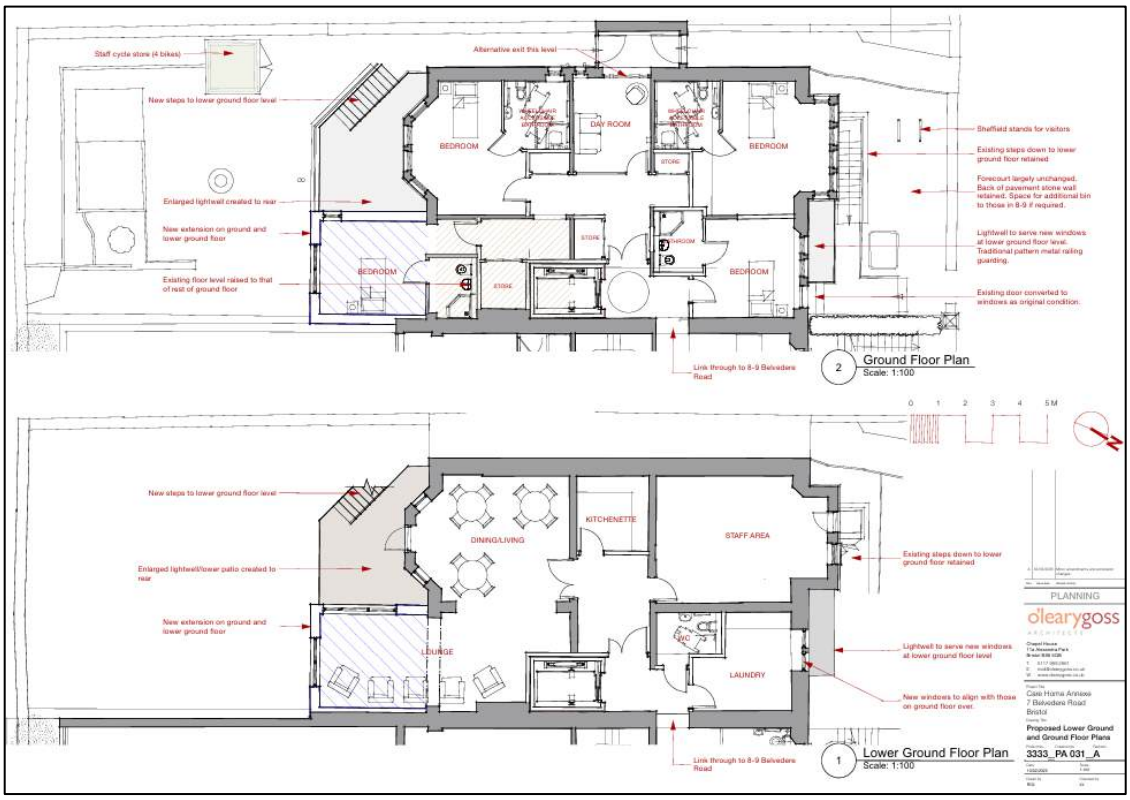
5.0 The Application Proposals

5.1 The application proposals are for the change of use of the existing three residential flats at number 7 Belvedere Road to provide a 12-bedroom extension to the current Glenview care home.

5.2 It can be noted that the application proposals are for an extension to the existing care home, and not a new, stand-alone care home.

5.3 The Architect's proposed site layout plans (reference 3333_PA 031 Revision A, 3333_PA 032 and 3333_PA 033 Revision A) are provided as **Appendix 15**, extracts of which form **Figure 5.1**, **Figure 5.2** and **Figure 5.3**.

Figure 5.1 – Extract of the Architect's proposed lower and ground floor layout plan

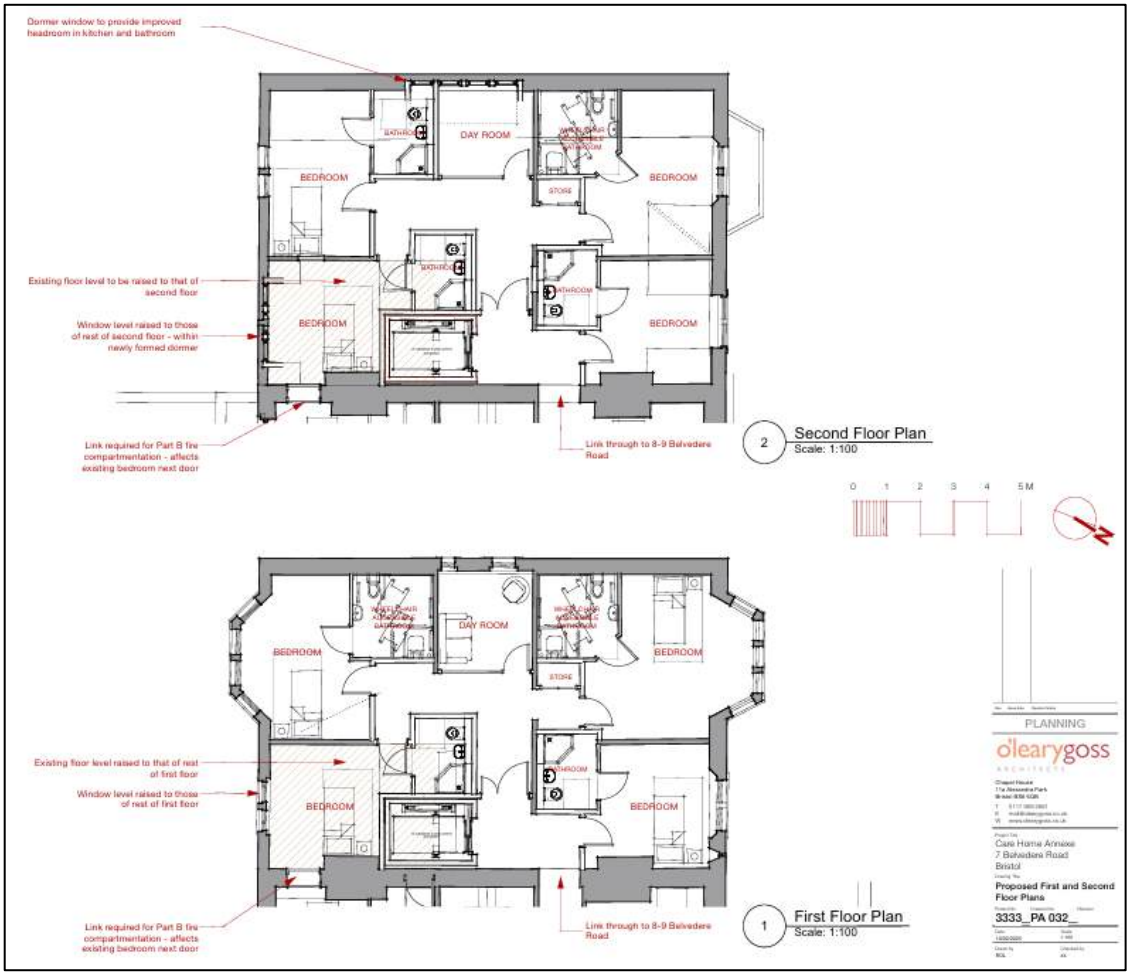


5.4 From **Figure 5.1**, it can be seen that:

i. The existing access to number 7 will be converted to windows;
ii. The existing stepped access to the lower ground floor will be retained;
iii. A link through to numbers 8 and 9 will be created;
iv. The lower ground floor provides a lounge, dining/living room, a kitchenette, a staff area, and a laundry with a toilet;
v. A secure cycle store with the capacity to accommodate up to four staff cycles will be provided in the rear garden;
vi. Access to the cycle store will be via a secure link alongside the building;
vii. Two Sheffield type cycle stands will be provided to the front of the application site, providing short stay parking for up to four visitor cycles; and

viii. The ground floor will provide an additional four, en-suite bedrooms together with a day room.

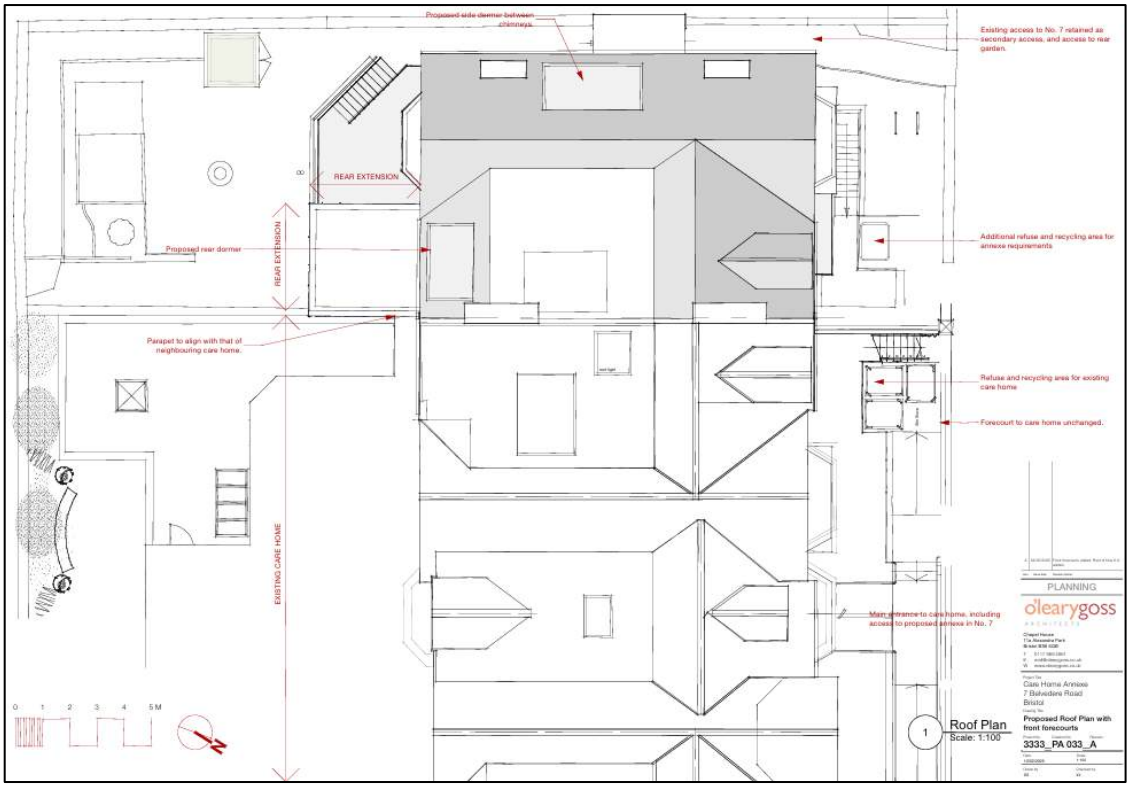
Figure 5.2 – Extract of the Architect's proposed first and second floor layout plan



5.5 From **Figure 5.2**, it can be seen that:

i. The first floor will have four en-suite bedrooms, a day room and a store; and
ii. The second floor will also have four en-suite bedrooms, a day room, and a store.

Figure 5.3 – Extract of the Architect's proposed roof plan with front forecourts



5.6 From **Figure 5.3**, it can be seen that:

i. The existing main entrance to the care home will also provide access to number 7 Belvedere Road;
ii. An additional refuse and recycling point for the proposed 12-bedroom extension to the existing care home will be provided to the front of number 7 Belvedere Road, within the red line boundary; and
iii. The existing side access to number 7 Belvedere Road will be retained to provide secondary access to the rear garden.

5.7 Discussions with the operator of the existing care home have confirmed that the application proposals will not require any additional members of staff to be hired to provide care for the additional 12 residents.

5.8 Currently the existing 40-bedroom care home attracts eight daily visitor trips by car. Therefore, the proposed 12-bedroom extension is highly likely to attract no more than two additional visitor trips by car, which may require up to a maximum of two on-street car parking spaces.

Car and Cycle Parking

5.9 Appendix 2 to the BCC 'Site Allocations and Development Management Policies Local Plan' (adopted July 2014) provides details of the authority's adopted car and cycle parking standards for C3 residential use which are reproduced as **Table 5.1**.

Table 5.1 – BCC adopted car and cycle parking standards for C3 residential use

C3 – Residential (Dwelling houses), C4 – Houses in Multiple Occupation		
Vehicle Type	**Standard**	
Cycles	Proposals should demonstrate how sufficient and appropriate storage space will be provided to meet the following standard: Studio or 1 bedroom dwellings: 1 space per dwelling 2 or 3 bedroom dwellings: 2 spaces per dwelling 4 or more bedroom dwellings: 3 spaces per dwelling	Visitors: From a threshold of 10 dwellings – one space per 10 units (minimum of two spaces)
Disabled people	From a threshold of 10 dwellings (where parking is communal) – 5% of the parking standard to be provided in addition – minimum of one space	
Car parking	One bed house/flat: one space per dwelling Two bed house/flat: 1.25 spaces per dwelling Three or more bed house/flat: an average of 1.5 spaces per dwelling In respect of individual or small-scale developments these standards will be applied flexibly to allow for the best layout of the site. On occasion this may result in the provision of driveway space which exceeds that specified in the guidelines. Sheltered Housing: one space per warden For schemes where ten or more car parking spaces are proposed, one electric vehicle charging point should be provided for every five spaces. For individual dwellings with a driveway or garage, passive provision of an electric vehicle charging point should be made so that a charging point can be added in the future. This could take the form of a 13 amp socket within a garage for example.	

5.10 It is noted that, previously, it was considered that each of the existing three residential flats were two bedroomed. However, it has since been confirmed that number 7 Belvedere Road comprises a five-bedroom flat and two, two-bedroom flats.

5.11 On this basis, to accord with the Council's adopted parking standards, the existing flats would require up to a maximum provision of four off-street car parking spaces, comprising:

i. 1No., five-bedroom maisonette [1 * 1.5] = 1.5 spaces;
ii. 1No., two-bedroom flat [1 * 1.25 =] 1.25 spaces; and
iii. 1No., two-bedroom flat [1 * 1.25 =] 1.25 spaces.

5.12 BCCs Local Plan also confirms the authority's adopted car and cycle parking standards for C2 residential institutions, which is reproduced as **Table 5.2**.

5.13 It can be noted that the operator of the existing care home has confirmed that the application proposals will not require the recruitment of any additional members of staff to provide care for the extra 12 residents.

Table 5.2 – BCC adopted car and cycle parking standards for C2 residential institutions

C2 – Residential Institutions		
Vehicle Type	**Standard**	
Cycles	Hospitals/Nursing Homes and Residential Care Homes: ■ Staff – one space per 5 F/T staff ■ Visitor – one space per 10 bed spaces Halls of Residence/Boarding Schools: ■ Students – one space per 4 bed spaces ■ Visitors – one space per 12 bed spaces	
Disabled people	Hospitals/Nursing Homes and Residential Care Homes: ■ From a threshold of 500 m², 10% of the parking standard to be provided in addition – minimum of one space Halls of Residence/Boarding Schools: ■ From a threshold of 500 m², 3% of the parking standard to be provided in addition – minimum of one space Provision should also be made for the storage of mobility scooters	
Service Vehicles	All developments will be expected to demonstrate how servicing will be undertaken. Hospitals/Nursing Homes and Residential Care Homes: ■ At least one bay for ambulances, minibuses and general servicing Halls of Residence: a plan will be required to manage the arrival and departure of students	
Taxis	Adequate pick up and drop off for taxis.	
Car parking	Staff: Hospitals/Nursing Homes - one space per 3 F/T duty staff Convalescent and residential care homes - one space per 2 F/T duty staff Halls of Residence/Boarding Schools – one space per each duty staff	Visitors: Hospitals/Nursing Homes - one space per 3 bed spaces Convalescent and residential care homes - one space per 6 bed spaces

5.14 To accord with the Council's adopted parking standards, because this application is for an extension to an existing care home and there will be no additional staffing requirements, the additional 12 bedrooms would require up to the maximum provision of [12 / 3 =] four off-street car parking spaces for visitors.

5.15 It can also be noted that the application proposals require the minimum provision of [12 / 10 =] one secure short-stay cycle parking space for visitors.

5.16 In addition, the applicant is amenable to providing space within the current care home curtilage in which electric scooters could be safely parked to encourage modal shift away from the private car; this would require the permission of the electric scooter provider.

Net Parking Impact

5.17 **Table 5.3** provides a comparison of the number of car parking spaces required by the existing three residential dwellings and the proposed 12-bedroom extension to the existing care home.

Table 5.3 – Car parking requirements for existing and proposed uses

Scenario	Maximum Car Parking Provision
Existing	4
Proposed	4
Difference	0

5.18 **Table 5.3** confirms that the application proposals may not require any additional car parking spaces when compared to the existing use as residential flats.

5.19 Furthermore, the number of visitor spaces required by the application proposals is based upon BCC's ratio of one space per three bedrooms, whereas the data collected by care home staff suggests that the actual number of visitors to Glenview is less, at an average of one per five bed spaces with only two car parking spaces (not four) required.

5.20 Therefore, there will not be an unacceptable impact on parking in the area.

5.21 This does align with the view taken by the highway officer when considering the previous application reference 19/03104/F as demonstrated by their response dated 21st January 2020 on the authority's planning portal which states, *"...it is considered that there would not be an unacceptable impact on parking in the area"* arising from these proposals.

5.22 It should also be noted that in November 2018, the city Councillors and Mayor declared a climate emergency, setting a target for the Council to be carbon neutral in its own operations by 2025 and for all other emissions by 2030.

5.23 Also, on Monday 28th November 2022, BCC launched Bristol's Clean Air Zone (CAZ), the aim of which is to ensure that Bristol meets the legal limits for pollution as set by the Government.

5.24 Whilst it is concluded that the applications will not result in a net increase in parking, it has been demonstrated that the application proposals will not have an unacceptable impact on highway safety, and that the residual cumulative impacts on the road network would not be severe, thereby satisfying the requirements of Paragraph 116 of the National Planning Policy Framework (NPPF), last updated in February 2025.

5.25 The application proposals will also assist BCC in achieving their aspirations in terms of carbon neutrality and improving air quality.

Servicing and Delivery

5.26 The existing strategy for servicing and delivery of the existing 40-bedroom care home will be extended to include the proposed 12 additional bedrooms. It can be noted that there will be no increase in the existing frequency of servicing and delivery trips as a consequence of the additional 12-bedrooms.

Travel Plan Type Measures

5.27 As set out in **paragraph 1.8**, the planning application is supported by a Staff Travel Plan (STP) (reference HTp/2330/STP/01) aimed at encouraging staff to continue to travel by sustainable modes of transport, including car sharing where practicable.

5.28 The measures and initiatives are set out in Table 6.1 of the STP and included:

i. Marketing the Travel Plan
   - Travel Information Packs;
   - Personalised Travel Planning
   - Promotion of TravelWest and Better by Bike

ii. Minimise Single Occupancy Car Travel
   - Car park management strategy (where relevant)
   - Car-share promotion
   - Electric car charging points (where relevant)

iii. Promotion of Public Transport Use
   - Active dissemination of public transport information
   - Promotion of bus checker applications
   - Public transport tickets to staff/residents
   - Where relevant, discounted bus/cycle promotion for visitors to leisure and retail uses

iv. Promotion of Cycling
   - Secure and covered Sheffield stands cycle parking
   - On-site changing facilities and lockers
   - Cycle vouchers

v. Promotion of Walking
   - Appropriate well-lit and signed footpaths
   - Adequate site pedestrian access points

vi. Servicing Arrangements (where relevant)
   - Broadband access

6.0 Compliance with National and Local Policy

6.1 The section of the Transport Statement provides a summary of the salient national and local policy.

National Policy

6.2 The primary objective of the National Planning Policy Framework (NPPF), last updated February 2025, is to promote sustainable development and guide local authorities to presume in favour of sustainable development.

6.3 Paragraph 110 of the NPPF states:

"The planning system should actively manage patterns of growth in support of these objectives. 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. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

6.4 It has been demonstrated that Glenview care home is in a highly sustainable location in transport terms, and it is considered that the existing opportunities for staff and visitors to walk, cycle, and travel by public transport are very good. Indeed, existing car drivers account for only about 22% of staff travel.

6.5 The application proposals therefore satisfy Paragraph 110 of NPPF.

6.6 Paragraph 115 of NPPF states:

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

a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
b) Safe and suitable access to the site can be achieved for all users;
c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

6.7 It can be noted that policies and decisions should not make use of or reflect the former Design Bulletin 32 which was withdrawn in 2007.

6.8 The application proposals accord with Paragraph 115 of NPPF, in that this TS and the accompanying STP clearly identify travel plan type measures aimed at promoting travel by sustainable modes of transport thereby minimising single occupancy vehicle trips.

6.9 Paragraph 116 of NPPF 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, following mitigation, would be severe, taking into account all reasonable future scenarios."

6.10 Currently the existing 40-bedroom care home attracts eight daily visitor trips by car. Therefore, the proposed 12-bedroom extension is highly likely to attract just two additional visitor trips by car. It can also be noted that the average duration of stay of a visitor is up to one hour.

6.11 It has been confirmed that the staffing levels for the care home overall will be the same as current operational figures with the addition of the 12-bedspaces, and therefore there will be no impact on the local highway network.

6.12 It has been demonstrated that the application proposals will not have an unacceptable impact on highway safety, and that the residual cumulative impacts on the road network would not be severe, even when taking into account all reasonable future scenarios, thereby satisfying the requirements of NPPF Paragraph 116.

Local Policy

6.13 The local policies reference in BCC TDM team's response to previous planning application reference 22/01529/F can be summarised as:

i. Policy DM23 of the Bristol Local Plan; and
ii. Policy BSC10 of the Bristol Core Strategy.

6.14 These local policies are reproduced below for ease of reference.

Policy DM23 of the Bristol Local Plan – Transport Development Management

6.15 This policy sets out the transport and traffic considerations that development proposals should address. This includes parking standards for residential and non-residential development. It also seeks to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport.

6.16 This policy therefore helps to implement Core Strategy policy BCS10.

6.17 Policy DM23 states that:

"Development should not give rise to unacceptable traffic conditions and will be expected to provide:

i. Safe and adequate access for all sections of the community within the development and onto the highway network including designs which secure low vehicle speeds;
ii. Adequate access to public transport including, where necessary, provision for public transport improvements;

iii. For appropriate transport improvements to overcome unsatisfactory transport conditions created or exacerbated by the development; and

iv. For pedestrians and cyclists including, where appropriate, enhancing the pedestrian and cycle network and, for major non-residential schemes, providing adequate changing, shower, storage, and drying facilities for cyclists."

6.18 Under the 'Parking and Servicing' heading, the policy states:

"In accordance with the standards set out in the parking schedule at Appendix 2, development proposals will be expected to:

i. Provide an appropriate level of safe, secure, accessible, and useable parking provision having regard to the parking standards, the parking management regime, and the level of accessibility by walking, cycling, and public transport; and

ii. Provide appropriate servicing and loading facilities.

Proposals for parking, servicing, and loading should make effective and efficient use of land and be integral to the design of the development."

Policy BSC10 of the Bristol Core Strategy

6.19 Policy BSC10 is reproduced as **Table 6.1** and **Table 6.2**.

Table 6.1 – Policy BSC10 of the Bristol Core Strategy

Policy BCS10

The council will support the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development. In particular it will support, subject to environmental impact assessment where appropriate:

1. The implementation of the Greater Bristol Bus Network.

2. The delivery of transport infrastructure improvements, including:

- Rapid transit routes (Ashton Vale to Emerson's Green and Hengrove to the North Fringe, all via the city centre);
- Rail improvements, including the following prioritised schemes:
  - > The reopening of the Portishead rail line for passenger use; and
  - > The Greater Bristol Metro Rail Project;
- And the following potential long term schemes:
  - > The reintroduction of a local passenger rail service between Avonmouth and Filton (Henbury Loop);
  - > New rail stations, for example at Portway Park and Ride, Ashton Vale and Ashley Hill;
  - > And other passenger rail stations where appropriate;
- New and expanded Park and Ride facilities:
  - > New site on the M32; and
  - > Expansion of existing Park and Ride sites where appropriate;
- South Bristol Link;
- Callington Road Link; and
- A network of routes to encourage walking and cycling.

3. Making the best use of existing transport infrastructure through improvement and reshaping of roads and junctions where required to improve accessibility and connectivity and assist regeneration and place shaping.

4. Appropriate demand management and sustainable travel measures.

Safeguarding of Routes and Facilities

Land required for the implementation of transport proposals will be safeguarded to enable their future provision. Corridors with the potential to serve as future routes for walking, cycling and public transport will also be safeguarded. Appropriate existing transport facilities such as transport depots will be safeguarded where required.

Table 6.2 – Policy BSC10 of the Bristol Core Strategy – Development Principles

> ***Development Principles***
>
> **Without prejudice to the implementation of the major transport schemes listed above, proposals will be determined and schemes will be designed to reflect the following transport user priorities as set out in the Joint Local Transport Plan:**
>
> **a) The pedestrian;**
> **b) The cyclist;**
> **c) Public transport;**
> **d) Access for commercial vehicles;**
> **e) Short stay visitors by car;**
> **f) The private car.**
>
> **The needs of disabled people will be considered within all of the above headings.**
>
> **Development proposals should be located where sustainable travel patterns can be achieved, with more intensive, higher density mixed use development at accessible centres and along or close to main public transport routes. Proposals should minimise the need to travel, especially by private car, and maximise opportunities for the use of walking, cycling and public transport.**
>
> **Developments should be designed and located to ensure the provision of safe streets and reduce as far as possible the negative impacts of vehicles such as excessive volumes, fumes and noise. Proposals should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.**

6.20 From the above it is not clear why previous planning applications, reference 19/03104/F and 22/01529/F, were both considered contrary to Policy BSC10, given that the site is in a very sustainable location in transport terms and provides staff and visitors with the opportunity to travel by sustainable modes of transport.

Summary

6.21 The application site does not have off-street car parking provision for the existing residential land use, and none is proposed to be provided by the proposed change of use to care home. However, it has been demonstrated that neither the existing staff and visitor parking activities nor the existing deliveries and/or collections give rise to unacceptable traffic conditions, as required by Policy DM23.

6.22 Furthermore, there will be a negligible net increase in any parking demand arising from this change of use application proposals, given that the parking associated with the existing residential use must also be taken into account (see more in **Section 9.0**).

6.23 It has also been demonstrated that the application site is within a highly sustainable location in transport terms encouraging staff and visitors to walk, cycle, and use public transport in accordance with Policy DM23.

6.24 The application proposals do not preclude the delivery of any of the transport infrastructure summarised by Policy BCS10.

7.0 Trip Generation

7.1 This section of the report considers the number of multi-modal trips forecast to be:

i. Generated by the extant use of the application site as three residential flats;
ii. The proposed use of the site as a 12-bedroom extension to the existing Glenview care home; and
iii. A comparison of (i) and (ii) above.

Existing Residential Flats

7.2 The TRICS database has been used to provide an indication of the likely number of AM and PM peak hour weekday and daily person trip movements forecast to be generated by the existing/extant use of the site as three residential flats.

7.3 The database provides a trip rate per dwelling, calculated from surveyed movements each hour across the day, at similar sites.

7.4 A TRICS assessment has been carried out using the "03 Residential – C Flats Privately Owned" dataset for multi-modal surveys up to 100 units. The assessment used the following parameters:

i. Multi-modal surveys;
ii. All regions in GB, excluding Ireland;
iii. Weekday surveys only; and
iv. Suburban area.

7.5 The search returned eleven surveys, one of which was discounted as it was carried out during the Covid-19 pandemic. The trip rates are summarised in **Table 7.1** with the number of multi-modal trips attracted by the existing use of the site summarised in **Table 7.2**.

7.6 The TRICS output file for the extant residential land use is provided as **Appendix 16**.

Table 7.1 – Trip rates – extant use

	Trip Rates (per dwelling)				
	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily
	Arrival	Departure	Arrival	Departure	
Total Person	0.161	0.767	0.540	0.261	8.416
Pedestrian	0.056	0.251	0.169	0.097	2.669
Cyclist	0.005	0.031	0.013	0.013	0.250
Vehicles	0.084	0.235	0.202	0.105	3.206
Public Transport	0.005	0.166	0.102	0.013	1.377

Table 7.2 – Trip generation – extant use

	Trips Generation (three flats)				
	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily
	Arrival	Departure	Arrival	Departure	
Total Person	0	2	2	1	25
Pedestrian	0	1	1	0	8
Cyclist	0	0	0	0	1
Vehicles	0	1	1	0	10
Public Transport	0	0	0	0	4

7.7 Table 7.2 confirms that three residential flats are forecast to generate one departure by vehicle during the AM peak hour and one arrival by vehicle during the PM peak hour.

7.8 The flats are forecast to generate up to around 10 two-way vehicle trips during the 12-hour period 07:00 to 19:00, at an average of less than one trip per hour.

Proposed Care Home Extension

7.9 The TRICS database has also been used to provide an indication of the likely number of AM and PM peak hour weekday and daily person trip movements forecast to be attracted by the 12-bedroom extension to the existing care home.

7.10 The database provides a trip rate per resident, calculated from surveyed movements each hour across the day, at similar sites.

7.11 A TRICS assessment has been carried out using the "05 Residential – F Care Home (Elderly Residents)" dataset for multi-modal surveys up to 100 residents. The assessment used the following parameters:

i. Multi-modal surveys;
ii. All regions in GB, excluding Ireland;
iii. Weekday surveys only; and
iv. Suburban area.

7.12 The search returned eight surveys, and the trip rates are summarised in Table 7.3 with the number of multi-modal trips attracted by the existing use of the site summarised in Table 7.4.

7.13 The TRICS output file for the proposed care home land use is provided as Appendix 17.

Table 7.3 – Trip rates – proposed 12-bedroom care home extension

	Trip Rates (per resident)				
	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily
	Arrival	Departure	Arrival	Departure	
Total Person	0.190	0.127	0.094	0.161	3.957
Pedestrian	0.044	0.029	0.033	0.048	1.081
Cyclist	0.002	0.000	0.002	0.000	0.051
Vehicles	0.071	0.058	0.040	0.065	1.679
Public Transport	0.050	0.029	0.006	0.021	0.678

Table 7.4 – Trip generation – proposed 12-bedroom care home extension

	Trips Generation (up to 12 residents)				
	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily
	Arrival	Departure	Arrival	Departure	
Total Person	2	2	1	2	47
Pedestrian	1	0	0	1	13
Cyclist	0	0	0	0	1
Vehicles	1	1	0	1	20
Public Transport	1	0	0	0	8

7.14 Table 7.4 confirms that the proposed 12-bedroom extension is forecast to attract two, two-way vehicle movements during the AM peak hour and a single departure by vehicle during the PM peak hour.

7.15 The application proposals are forecast to attract 20 two-way vehicle trips during the 12-hour period 07:00 to 19:00. Given that this application scheme will be an extension of the existing care home, rather than a stand along care home, with its existing servicing and staff trips, it is considered that this is a robust assessment.

Comparison

7.16 Table 7.5 provides a comparison of the multi-modal trips forecast to be generated by the proposed 12-bedroom extension to the existing care home, to that generated by the extant use of the site [Table 7.4 – Table 7.2].

Table 7.5 – Comparison of multi-modal trips

	Trips Generation/Attraction				
	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily
	Arrival	Departure	Arrival	Departure	
Total Person	+2	0	-1	+1	+22
Pedestrian	+1	-1	-1	+1	+5
Cyclist	0	0	0	0	0
Vehicles	+1	0	-1	+1	+10
Public Transport	+1	0	0	0	+4

7.17 **Table 7.5** confirms that the proposed 12-bedroom extension to the existing Glenview care home is forecast to attract up to a single additional arrival by vehicle during the AM peak hour together with no additional vehicle trips during the PM peak hour.

7.18 The application proposals are forecast to attract an additional 10 trips by vehicle during the 12-hour period 07:00 to 19:00, at an average of up to around three trips every two hours which is considered to be negligible.

7.19 However, it should be noted that it is considered the TRICS assessment has the potential to double count members of staff already on site at numbers 8 to 9 Belvedere Road. Also, it should be noted that none of the care home residents will either own or drive a car.

7.20 It has been confirmed by the operator that the proposed additional 12 bedrooms will not require any additional members of staff to be hired and the increase in vehicle trips during the peak hours, and daily, is therefore considered to be negligible.

7.21 It has been clearly demonstrated that the application proposals will not have an unacceptable impact on highway safety, and that the residual cumulative impacts on the road network would not be severe, thereby satisfying the requirements of NPPF Paragraph 116.

8.0 Issues Arising from the Inspector's Appeal Decision 30th January 2023

8.1 The Inspector's Appeal Decision dated 30th January 2023 (reference APP/Z0116/W/22/3299847) confirms that the main issue was the effect of the proposal on highway safety and congestion having regard to on-street parking availability in the locality.

8.2 The salient highway related reasons in the appeal decision are identified and addressed in the following paragraphs.

The appellant has confirmed that residents of the care home cannot drive and so would not have a car. Furthermore, the appellant estimates that three spaces currently taken up by occupants of the three flats to be converted would become available because of the proposal. However, the increase in bed spaces would generate further demand for parking from additional visitors and staff members, which the appellant estimates would result in approximately four additional parked vehicles, taking into account staff changeover periods

8.3 The applicant has confirmed that the application proposals will not require any additional members of staff to be hired to provide care for the extra 12 residents.

8.4 The Council's adopted parking standards have been used to assess the car and cycle parking provision required by the extant use of the application site as three residential flats and the proposed use as a 12-bedroom extension to the existing care home.

8.5 As set out in **Section 5.0**, there will be no net impact in terms of parking requirements in the local area arising from the development proposals to covert the three flats to a 12-bedroom extension of the existing care home, and it should be noted that only two visitor car parking spaces likely to be required.

8.6 It is reiterated that the visitor data collected by the care home staff (**Table 4.12**) suggests that the application proposals will result in a demand for only up to two car parking spaces for visitors.

Additional Cycle Parking

8.7 The current care home has no existing secure cycle parking provision and BCCs adopted parking standards confirm that the application proposals require the minimum provision of one secure short-stay cycle parking space for visitors.

8.8 The Architect's proposed plans (see **Appendix 15**) confirm that the application proposals will have two Sheffield type stands to the front of number 7 Belvedere Road, providing secure short stay parking for up to four visitor cycles, together with a cycle store in the rear garden of number 7 providing secure and covered parking for up to four staff cycles.

8.9 The proposed secure cycle parking for visitors exceeds the minimum number required by BCCs adopted standards and is therefore considered to be appropriate. It is reiterated that the existing care home has no formal cycle parking provision for staff and the recorded maximum number of staff who currently cycle to work is four.

Delivery and Servicing

8.10 It is envisaged that the proposed additional secure and covered cycle parking will be secured by a Condition attached to any planning permission granted.

The previous appeal decision identified concerns regarding existing delivery and service vehicles blocking the road, and that this problem would be worsened by use of the site for more bedspaces. In response, the proposal includes the creation of two part-time loading bays on-street, in place of up to four parking spaces. The loading bays would be in operation during weekday daytimes. At other times the bays would be available for unrestricted parking

8.11 The Inspector recognises that unrestricted parking is available for much of the length of Belvedere Road, albeit punctured by driveways and dropped kerbs, and with some spaces restricted to disabled people. On-street parking activities on Belvedere Road mean that delivery and service vehicles are frequently required to block the carriageway to make delivery.

8.12 However, it is important to recognise that this practice applies to deliveries made to all the premises that front Belvedere Road, including residential dwellings, and is not unique to the existing Glenview care home.

8.13 The applicant has confirmed that there are limited incidental deliveries to the existing care home and that any such deliveries would be for the delivery of essential items such as a new bed.

8.14 The application proposals would increase the existing number of residents by 12 and it is recognised that this will generate an additional volume of clinical waste, refuse and recycling; however, the frequency of collections will not increase.

8.15 The applicant has also confirmed that the proposed additional 12 bedrooms will not result in an increase in the existing frequency of the delivery of goods, catering supplies, or cleaning supplies.

8.16 It is therefore concluded that the application proposals will clearly not exacerbate the existing situation.

8.17 The previously proposed loading bays would have been available to all outside their hours of operation and any delivery carried out outside of the hours of operation would continue to block the carriageway given that it is highly likely that the bays would be full of general parking activities.

8.18 It is also highly likely that the loading bays would be abused by general parking activities during their hours of operation which would require regular enforcement by the Council which would not be a top priority for their Civil Enforcement Officers.

8.19 Given this, it is also concluded that the previously proposed part-time on-street loading bays are not required in order to make this application acceptable in highway terms, especially as they would result in the removal of up to four existing on-street car parking spaces in an area where on-street parking stock is limited, and demand is known to be high.

Further clarity about the operation of the loading bays has been provided with the appeal. Funding for the necessary Traffic Regulation Order (TRO) has been secured by a Unilateral Undertaking planning obligation. As such, the proposal would differ from the arrangements before the other Inspector. The TRO process involves public consultation and so may not succeed. Although a negatively worded planning condition could be used to prevent implementation of the proposal until any TRO were approved, there would remain a degree of uncertainty

8.20 Whilst it has been concluded that the previously proposed loading bays are not required, it is considered highly likely that advertisement of the Traffic Regulation Order (TRO) would result in a high number of objections and whilst an objection needs to be based upon a valid reason, there is a real risk that the TRO will be subject to significant delay and/or not approved and this, combined with a negatively worded planning condition, has the potential to leave the applicant with a planning permission which cannot be implemented.

8.21 The Inspector recognises that the appellant's previous surveys identified that parking demand is high during weekday daytimes when the loading bays would be in operation and that the appellant calculated that in the worse-case scenario, there would be an overall loss of four to five on-street spaces. Vehicle that would otherwise have parked in those spaces would be forced to find an alternative. In addition, some loading would take place when the bays were not available for use, either outside the hours of operation of the loading bays, or when occupied by other service vehicles.

8.22 Deliveries carried out from the carriageway may cause congestion. However, as set out above, it is important to recognise that this practice applies to deliveries made to all the premises that front Belvedere Road, including residential dwellings, and is not unique to the existing Glenview care home.

8.23 The Inspector's comments provide absolute justification for removing the previously proposed on-street loading bays from the current planning application meaning that there will be no associated loss in the existing number of on-street parking spaces.

The appellant proposes a Delivery and Servicing Management Plan (SMP). To minimise disruption, a qualified employee would co-ordinate deliveries and collections, and controls would be placed on delivery movements so that they are spread throughout the day rather than in clusters. The provision of an SMP and its suggested content was not before the previous Inspector and could be secured by planning condition

8.24 The Inspector confirmed that the SMP provided to them would permit deliveries after 8am despite the high-level parking that still occurs beyond this time and recognises that the appellant's control over third-party delivery and collection companies would in practice be limited. The Inspector states that whilst the provision of the SMP would no doubt be beneficial, and its precise wording could be left to a planning condition, it would be unlikely to make a significant material difference to the effects of the proposal on parking and congestion locally.

8.25 However, as shown by the delivery and collection summary **Table 4.17**, delivery and collections are relatively infrequent. Furthermore, the proposed extension will not create additional delivery and/or collection movements.

Therefore, for the reasons given above, the proposal would result in additional demand for parking, exacerbating the existing problems. This would risk further vehicles blocking footways and dropped kerbs, causing some pedestrians, particularly those with buggies or in wheelchairs, to use the carriageway itself. This would result in conflict with moving vehicles and risk the highway safety of road users. The additional demand would also result in further congestion and blockage of driveways, causing greater inconvenience and conflict for residents

8.26 It has been clearly demonstrated that the application proposals will result in a zero net impact in terms of additional car parking spaces required. Furthermore, the data collected for visitors to the care home suggests that the additional 12 bedrooms will result in a car parking demand for only two visitors given the sustainable location of the location.

8.27 The Inspector references the blocking of footways and dropped kerbs causing some pedestrians, particularly those with buggies or in wheelchairs, to use the carriageway resulting in conflict with moving vehicles and risk the highway safety of road users. This is an existing issue; however, this is not a situation that is unique to operation of the Glenview care home and is common practice on both Belvedere Road and the surround local highway network given the provision of unrestricted car parking on both sides of the carriageway.

8.28 It has been demonstrated that the application proposals will not increase the frequency of refuse and/or recycling collections and will not result in an increase in either the number or frequency of catering deliveries, the delivery of cleaning supplies, or the collection of clinical waste. Therefore, it is concluded that the application proposals will not result in further congestion and blockage of driveways, causing greater inconvenience and conflict for residents.

Other Considerations

8.29 The Inspector confirmed that, previously, BCC was unable to demonstrate a five-year supply of housing land and as such the Council's housing policies were deemed out of date.

8.30 The Inspector states that they found conflict with SADM policies DM2 and DM23 and Core Strategy Policy BCS10 which were consistent with the framework. Against that, the evidence of the appellant, undisputed by the Council, was that the number of older people in Bristol may rise by 44% by 2039 and that there was a significant shortfall in specialist dementia care bed spaces across the city suggesting a need for 1,075 spaces now (December 2024) and 1,151 spaces by 2031.

8.31 The Inspector stated that despite the loss of the existing flats, the proposal would make a positive contribution to the supply of housing, and to addressing the need for bed spaces. Its future use would also make a wider positive social and economic contributions including from both staff and residents and the communal space within the proposal may be made available for community use.

8.32 The proposal would also result in energy saving benefits. However, it was noted that the number of additional bed spaces, at 12, would be relatively small, as would the other benefits and were given moderate weight.

Other Matters

8.33 The Inspector concurred that the proposal would have a neutral effect on the Downs Conservation Area as a whole and so would preserve its character and appearance.

8.34 Concerns were also raised regarding the effects of the proposal on the balance and character of the neighbourhood, noise and disturbance from construction, the living conditions of existing and future residents and other matters. However, the Inspector stated that the proposal would extend the existing care home and would replace flats rather than family dwellings.

8.35 As such, it was concluded that the proposed change of use would not result in a harmful perception of overdominance of care homes and that some of the other matters may be mitigated by planning conditions. These matters did not form reasons for refusal but did not alter the Inspector's overall conclusions.

9.0 Other Issues Arising

9.1 The issues summarised by **paragraph 1.10** are reproduced for ease of reference:

i. The sustainable location of the site, including access to sustainable modes of travel and proximity to local service and facilities;
ii. A review of the most recent five-years' accident data to confirm that there are no existing underlying road safety issues on the local highway network;
iii. The existing delivery and servicing strategy and number of deliveries daily/weekly;
iv. A review of the existing staff travel habits;
v. Confirmation of current parking demand associated with the existing residential building;
vi. A summary of the 2025 on-street car parking survey, clearly demonstrating the parking spaces available
vii. Confirmation of the net car parking impact;
viii. Confirmation of the number of multi-modal trips forecast to be generated by the proposed care home extension;
ix. A review of the proposed site layout to ensure it is suitable for all users;
x. Identify travel plan type measures;
xi. Confirmation that the proposed cycle parking provision is appropriate and can be easily and safely accessed;
xii. A suitable emergency services strategy;
xiii. A suitable delivery and servicing strategy;
xiv. Confirmation of the strategy for the storage and collection of refuse and recycling; and
xv. Address the points raised by the Inspector at the appeal (decision dated 30th January 2023).

9.2 Bullet points **9.1 (i)** to **(v)**, **(vii)**, **(viii)**, **(x)** and **(xv)** have already been considered, therefore **Section 9.0** considers the remaining points in greater detail.

A summary of the 2025 on-street car parking survey, clearly demonstrating the parking spaces available

9.3 The applicant commissioned on-street car parking stress surveys in October 2020 in support of previous planning application reference 22/01529/F. However, the previous surveys are considered to be out of date.

9.4 Therefore, the applicant commissioned on-street car parking stress surveys to ascertain the level of available on-street car parking availability within the study area.

9.5 BCCs published 'Parking Surveys Methodology' does not include guidance with regards to care homes. Therefore, for the purposes of this assessment, the parking survey methodology for the residential category formed the basis for the on-street car parking stress surveys.

9.6 The published guidance confirms that snapshot surveys on two separate weekday nights (Monday to Thursday between 22:00 and 00:00 hours) should be carried out within a 150-metre walking distance of the application site.

9.7 On-street car parking stress surveys were carried out in accordance with BCCs guidance on the streets/sections of streets that are within a 150 metre walking distance of the application site:

i. Clay Pit Road;
ii. Westbury Park;
iii. Belvedere Road;
iv. The Glen;
v. Blenheim Road; and
vi. The Quadrant.

9.8 Although within a 150 metre walking distance of the applicant site, a section of Redland Road was excluded from the survey as it is located in the neighbouring Cotham North Residents Parking Scheme.

9.9 As set out in **paragraph 9.5**, the residential category of BCCs published guidance formed the basis of the on-street car parking stress surveys, which were undertaken between 07:30 and 09:00; 12:30 and 14:00; 17:30 and 19:00; and after 22:00 hours on the following days:

i. Wednesday 15th January 2025
ii. Tuesday 21st January 2025

9.10 A total of 38 parking surveys were carried out and it was confirmed that a minimum of nine on-street car parking spaces were available during each survey period.

9.11 A Technical Note (reference HTp/2330/TN/01) which considers the on-street car parking stress surveys is provided separately in support of the planning application.

A review of the proposed site layout to ensure it is suitable for all users

9.12 The Architect's proposed plans (see **Appendix 15**) confirm that the existing access to number 7 Belvedere Road will be converted to windows, with the existing main access to the existing residential care home providing access to the proposed 12-bedroom extension.

9.13 A link through from to number 7 Belvedere Road will be created and the existing side access to number 7 Belvedere Road will be retained to provide secondary access to the rear garden.

9.14 It is therefore considered that the proposed site layout is suitable for all users,

Confirmation that the proposed cycle parking provision is appropriate and can be easily and safely accessed

9.15 The application proposals include two Sheffield type stands to the front of number 7 Belvedere Road, within the red line boundary, providing secure short stay parking for up to four visitor cycles. It can be noted that the cycle stands are not proposed to be covered as doing so would have a detrimental impact on the existing conservation area. Given these are short stay it is not considered essential to cover them in any event, however the applicant would be prepared to cover the standards if required to do so by BCC.

9.16 A secure cycle store will be provided in the rear garden of number 7 Belvedere Road, accessed via the side entrance, which is to be retained, to provide secure and covered parking for up to four staff cycles. This is considered appropriate given that the recorded maximum number of staff who cycle to work is four.

A suitable emergency services strategy

9.17 The strategy for access for the emergency services will be as per the existing 40-bedroom care home. Where practicable an emergency service vehicle will park on Belvedere Road within an available space so as not to block the carriageway for other road users.

9.18 However, it has to be recognised that, occasionally, it will be necessary for an emergency vehicle to wait on the carriageway whilst responding to an emergency call, preventing access for others. However, this is consistent with how the emergency services would respond to an emergency call from any of the surrounding residential properties.

9.19 The current operator has confirmed that, typically, an ambulance will visit the existing care home twice per month with the duration of stay varying between one and three hours. The ambulance crew will park their vehicle in a vacant on-street parking spot to avoid blocking the carriageway for other users.

9.20 The ambulance crew attends the existing care home as the majority of service users are not for hospitalisation according to their respect forms and GP reviews.

9.21 It is therefore considered that an appropriate strategy for providing access for the emergency services has been demonstrated.

A suitable delivery and servicing strategy

9.22 The strategy for deliveries and collections will be as per the existing 40-bedroom care home.

9.23 **Paragraphs 4.34** to **4.43** inclusive confirm that the deliveries and collections are infrequent with a short duration of stay. Wherever practicable a delivery and/or collection driver will park on-street so as not to block the carriageway for other users, however, given the existing on-street car parking activities, it is inevitable that very occasionally a deliver and/or collection vehicle will need to stop within the carriageway, preventing access for other users.

9.24 However, it should be noted that this is entirely consistent with how deliveries and collections are made to neighbouring residential properties.

Confirmation of the strategy for the storage and collection of refuse and recycling

9.25 The existing strategy for the storage and collection of refuse and recycling will remain appropriate to serve the additional 12-bedrooms. Whilst it is acknowledged that the application proposals will generate additional refuse and recycling, the existing storage area remains suitable to safely accommodate all containers and there will be no requirement to increase the frequency of collection.

9.26 This also applies to the collection of clinical waste.

10.0 Summary and Conclusion

10.1 HTp have been appointed to prepare this Transport Statement in support of the full planning application to BCC which seeks permission to change the use of number 7 Belvedere Road from three residential flats to a 12-bedroom extension to the existing Glenview Care Home at numbers 8 to 9 Belvedere Road to provide care for patients suffering from dementia.

10.2 Discussions with the operator of the existing care home have confirmed that the application proposals will not require any additional members of staff to be hired to provide care for the additional 12 residents.

10.3 The existing Glenview care home does not have off-street car parking provision, and none is proposed to be provided by the application proposals. None of the residents own or drive a car. There is no existing secure cycle parking provision.

10.4 It is not proposed to modify the current pedestrian access to the main reception from Belvedere Road as part of the application proposals.

10.5 This Transport Statement concludes that:

i. The application site is within a highly sustainable location in highway terms, provides access to sustainable modes of transport, and is close to a number of local services and facilities;
ii. A review of the most recent five-years' accident data to confirm that there are no existing underlying road safety issues on the local highway network
iii. The existing delivery and servicing strategy is suitable, the number of deliveries and/or collections are infrequent, and the duration of stay is low;
iv. A review of the existing staff travel habits confirms that the majority of staff travel to and from the existing care home by sustainable modes of transport;
v. The parking demand associated with the existing non-care home building is low;
vi. Sets out the results of the previous on-street car parking survey and clearly demonstrate the parking spaces available;
vii. The number of multi-modal trips forecast to be attracted by the by the proposed care home extension is too low to have an adverse impact on either the capacity or the safety of the local highway network;
viii. The net car parking impact is zero;
ix. The site layout is suitable for all users;
x. Appropriate travel plan type measures have been identified;
xi. The proposed cycle parking provision is appropriate and can be easily and safely accessed;
xii. The existing strategy for providing access for the emergency services remains appropriate;
xiii. The existing delivery and servicing strategy remains suitable;
xiv. The existing strategy for the storage and collection of refuse and recycling remains appropriate; and
xv. Addresses the points raised by the Inspector at the appeal (decision dated 30th January 2023).

10.6 It has been demonstrated that the application proposals will not have an unacceptable impact on highway safety, and that the residual cumulative impacts on the road network would not be severe, thereby satisfying the requirements of NPPF Paragraph 116.

10.7 It is clear that the proposed change of use from residential to a 12-bedroom care home extension would not result in an unacceptable increase in demand for parking or lead to inappropriate on-street parking activities or the obstruction of access to private driveways.

10.8 It is also now clear that the proposals have addressed the previous highway concerns.

10.9 It is therefore concluded that the proposed 12-bedroom extension to the existing Glenview care home is acceptable in highway terms.

Appendix 1

Bristol City Council Transport Development Management Team

Initial Consultation Response (29th August 2019)

Strategic City Transport

Transport Development Management

Application Response

To:	[redacted], Planning Team
From:	[redacted], Transport Development Management
Ext:	76271
Date:	29th August 2019
Address:	7 Belvedere Road Bristol BS6 7JG
Application No:	19/03104/F
Proposal:	Change of use from 3 x flats to a 17 x bed extension to the nursing home at 8-9 Belvedere Road.
Response:	**Initial**
Recommendation:	**Further Information Required**

Principle

Tha application proposal seeks approval for the change of use from 3 x flats to a 17 x bed extension to the nursing home at 8-9 Belvedere Road.

Local Conditions

The site is located to the edge of the Cotham North residents parking scheme in which on street parking in this location is at a premium.

Trip Generation

No trip generation analysis has been undertaken. This is required to understand the impact the nursing home will generate on the highway network.

Car Parking & Cycle Parking

The submitted car parking survey does not meet BCC submission requirements as per our methodology and the impact of the development to on street parking during the day is unclear. A day time snapshot is therefore required and further details can be found within the methodology.

An additional four cycle parking spaces are to be provided however the proposed floor plan 3143-P05-A does not demonstrate where these spaces will be located.

Emergency Vehicles

Having liaised with Traffic Management they have recommened two day time loading bays be installed as opposed to bays solely for emergency use. The TRO fee of £5724 is required and the physical works are required to be undertaken by the developer.

Waste and Servicing
The transport statement outlines the proposal for the existing waste store to be utilised. Whilst in principlal this arrangement is acceptable no detail has been given on this waste store or the additional capacity required by the extension as no additional refuse collections will be undertaken.

Travel Planning
An amended travel plan is required that utilises the BCC template and included the existing development. This template can be found online on the BCC website.

Construction Management
Due to the impact this proposal would have on the highway network during the demolition/construction period the applicant should be required to produce and submit a construction management plan or construction method statement in writing for approval to the Local Planning Authority before work commences. This would need to be adhered to throughout the construction period and should set out details regarding:

- Parking of vehicles of site operatives and visitors
- Routes for construction traffic
- Hours of operation
- Method of preventing mud being carried onto the highway
- Pedestrian and cyclist protection
- Proposed temporary traffic arrangements including hoardings and/or footway closures
- Arrangements for turning vehicles
- Arrangements to receive abnormal loads or unusually large vehicles
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses

TDM are satisfied this can be conditioned and provided pre commencement.

Recommendation
Before TDM are able to recommend approval the following information is required:

- An amended travel plan is required
- Details on the additional waste provision is required
- Plans must demonstrate the proposed cycle parking
- A car parking survey which meets BCC submission standards is required as well as day time snapshots.

Appendix 2

Bristol City Council Transport Development Management Team

Final Consultation Response

Hi Alex,

Having reviewed the additional parking survey and given that the extension would only result in a maximum of two new staff on site between 0800 and 1400 it is considered that there would not be an unacceptable impact on parking in the area.

With regard to the issues with emergency vehicles and deliveries detailed within photos provided by neighbours, it is felt that the introduction of two loading bays, at the expense of the developer, would be sufficient in addressing any issues caused by the servicing of the development. The concerns of the residents are appreciated however with the introduction of formal loading areas this should go some way in alleviating the issues outlined.

The provision of a further area for waste storage is welcomed and it is recommended that a condition is attached to any permission to ensure that bins are stored within this area and only left out on collection days.

Thanks

Luke

Appendix 3

Bristol City Council Committee Report (18th March 2020)

Development Control Committee B – 18 March 2020
Application No. 19/03104/F : 7 Belvedere Road Bristol BS6 7JG

SITE DESCRIPTION

This application relates to a three-storey building known as 7 Belvedere Road, in Redland, north Bristol.

The building is split into three flats: a maisonette at ground floor and basement level; a flat at first floor level and another flat at second floor level. Each unit is in residential use under Use Class C3. Access to the building is maintained through a single storey porch to the side of the building.

The building is constructed in pennant stone and render and features a large bay window at the front elevation.

Belvedere Road includes a number of identical, large, late-Victorian townhouses which have largely been subdivided into maisonettes or flats, with two no. elderly peoples' homes / assisted living units. Historic maps indicate that 7 Belvedere Road was constructed around 1900.

Belvedere Road is a two-way street, lined on both sides with unallocated car parking. The site is on the outside edge of the Cotham North Residents' Parking Scheme.

The site is located within the Downs Conservation Area.

APPLICATION

This application seeks full planning permission for the conversion of the existing building known as 7 Belvedere Road, containing three residential units (Use Class C3) to create a residential institution (use class C2) for people who require nursing or personal care.

The proposed development would result in the rearrangement and subdivision of the internal spaces within the building to form 17 no. bedrooms. The building would form part of the adjacent Glenview Nursing Home, with new openings proposed to be created in the side-facing wall between 7 and 8 Belvedere Road at basement, ground, first and second floors.

At basement level, the proposed converted building would consist of a laundry, a lounge and two no. bedrooms. Each of the bedrooms would be afforded with an en-suite bathroom.

At ground floor level, the proposed care home would consist of five no. bedrooms, each with an en-suite bathroom. Access to this part of the building would be retained through the porch to the side of the building. The extension to the existing care home would also enable an increase in size to one of the existing bedrooms at 8 Belvedere Road.

A further 10 bedrooms are proposed to be split across the first and second floors. Each of these bedrooms would have an en-suite bathroom and at least one window.

External alterations to the building are limited to the replacement of the front entrance with a window and the erection of a dormer to the rear roof elevation and a dormer to the side roof. The proposed development would also require some excavation to create lightwells down to basement bedrooms / living areas.

The garden to the rear of the building would be retained, with access to this area created through the lounge at basement level.

Cycle parking for residents and staff would be proposed to the front of the building in the form of a three space 'Asgard' secure container.

An additional bin store (further to the existing one provided as part of the current Glenview Nursing Home) would be situated to the front of the building.

Landscaping is proposed along the frontage with Belvedere Road to reduce the visual impact of the proposed bin and cycle stores.

RELEVANT HISTORY

Application site:

17/04752/F - Change of use from 3 x flats to a 17 x bed extension to the nursing home at 8-9 Belvedere Road. External alterations to building including rear extension and side and rear dormer roof extension. – WITHDRAWN.

A previous application for a similar proposal was withdrawn due to concerns about the impact of the proposals on the highway network, the impact upon the appearance of the building and the surrounding Conservation Area and the absence of a justification for the loss of the three flats.

18/03500/F - Extension of existing basement level to create enlarged single residential dwelling (use class C3) – GRANTED subject to condition(s).

Adjacent sites:

08/02673/F - Construction of a new central entrance area linking Nos 8 & 9 Belvedere Road and extension to first and second floors above, and single storey rear extension to form a 40 bed nursing home. – GRANTED subject to condition(s).

RESPONSE TO PUBLICITY AND CONSULTATION

Public comments

125 comments were received from 117 interested parties.

55 of these comments were in support of the scheme. The following issues were raised:
- The proposed development responds to much-needed specialist healthcare
- The proposed development would enable the continuation of excellent and accessible care for the local community
- The proposed development would provide local employment opportunities
- Opportunity for enhanced amenity for future occupiers of the proposed development

62 of these comments objected to the scheme. The following planning issues were raised:
- Concerns about the impact of the proposed development on local parking provision and associated highways safety
- Concerns about the impact of the proposed development on local congestion, including by emergency vehicles and delivery vehicles
- Concerns about waste disposal and its impact on street scene and local amenity
- Concerns about potential noise, disruption and dust that would be caused by construction
- Concern about the effect of the proposed development on the Conservation Area and local cultural heritage
- Concern that the proposal would result in a disproportionate intensification of the site's existing use
- Concern about loss of outlook to the detriment of residential amenity
- Concern about the impact on the balance and character of this residential neighbourhood
- Concern that the proposed development would involve a loss of residential housing for the local community

Internal consultees

Transport Development Management – No objection

The initial comments from TDM are available in full on the Bristol City Council website. The officer requested the submission of the following information:
- An updated travel plan
- An updated car parking survey, undertaken during operation/visiting hours
- Details of additional waste provision
- Details of cycle parking

Upon submission of the above, the following comment was provided in response by the TDM officer:

"Having reviewed the additional parking survey and given that the extension would only result in a maximum of two new staff on site between 0800 and 1400 it is considered that there would not be an unacceptable impact on parking in the area.

With regard to the issues with emergency vehicles and deliveries detailed within photos provided by neighbours, it is felt that the introduction of two loading bays, at the expense of the developer, would be sufficient in addressing any issues caused by the servicing of the development. The concerns of the residents are appreciated however with the introduction of formal loading areas this should go some way in alleviating the issues outlined.

The provision of a further area for waste storage is welcomed and it is recommended that a condition is attached to any permission to ensure that bins are stored within this area and only left out on collection days."

City Design Group – No objection (Surgery Item)

The proposed external alterations are considered to be minor in nature, and the use of landscaping to reduce the visual impact of bin and bike stores is supported. It is recommended that a landscaping / planting plan is secured via condition.

The proposed excavation to increase the area of the basement of level is considered to have a limited impact upon the Conservation Area given the extent to which this has been implemented elsewhere on Belvedere Road at no's. 8 to 11 adjacent.

Both of the dormers and the new window are considered to be minor alterations that would not be out of keeping with the building.

RELEVANT POLICIES

National Planning Policy Framework – February 2019
Bristol Local Plan, Comprising Core Strategy (Adopted June 2011), Site Allocation and Development Management Policies (Adopted July 2014).

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

Development Control Committee B – 18 March 2020
Application No. 19/03104/F : 7 Belvedere Road Bristol BS6 7JG

KEY ISSUES

A. IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol's existing built up areas to contribute towards accommodating a growing number of people and households in the city. In order to maintain the net housing stock, the Policy states that existing homes will be retained unless they are unsuitable for residential uses, would be used for essential local community facilities or would be replaced.

Policy BCS12 states that community facilities should be located where there is a choice of travel options and should be accessible to all members of the community. Where possible community facilities should be located within existing centres.

Policy BCS20 states that development should maximise opportunities to re-use previously developed land.

Policy DM2 outlines that a range of housing and care options that promote and maintain housing independence for older people will be encouraged. Older persons' housing should be located close to shops and services, open space and public transport routes. Where possible, it should meet the Lifetime Homes Standards and 20% of the units should be wheelchair accessible or adaptable for wheelchair users.

Full planning permission is sought for the conversion of three no flats into a 17-bed care home connected to Glenview Nursing Home, which currently occupies 8 and 9 Belvedere Road.

Policy BCS5 requires the retention of existing housing stock in order to meet the Core Strategy aim to deliver new homes within Bristol.

Whilst it is noted that the proposed development would result in the loss of some family housing, it is considered that the proposed conversion would retain the overarching residential nature of the property by providing living accommodation, whilst also providing a local community facility by offering care to individuals that require such support. This would accord with Policy BCS5.

The extent to which the proposed development is needed and justified as an 'essential' local community facility, required by Policy BCS5 is set out within the Needs Assessment Report (London Care & Support Forum, March 2019) which outlines the increasing demand for dementia care at both a national and a local level, and the current issues faced by individuals being referred to hospitals where such care facilities are not available. This is considered to be a compelling needs case and as such, the change of use is justified.

As required by Policy BCS12 and Policy DM2, the proposed development would be within an accessible location a short distance from bus stops on both Westbury Road and Coldharbour Road. The nearest local centre is located approximately 350 metres away on Coldharbour Road (circa 5-10 min walk) with a larger, district centre located approximately 700 metres away (15 min walk) on North View in Westbury Park. Further detail regarding transport and accessibility is included within Key Issue B.

Assessment of the accessibility of the proposed units under Policy DM2 is set out under Key Issue C.

In conclusion, the proposed development is considered to be acceptable in principle.

Development Control Committee B – 18 March 2020
Application No. 19/03104/F : 7 Belvedere Road Bristol BS6 7JG

B. IS THE IMPACT OF THE PROPOSED DEVELOPMENT UPON TRANSPORT AND HIGHWAYS ACCEPTABLE?

Policy BCS10 states that developments should be designed and located to ensure the provision of safe streets. Development should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

Policy DM23 of the Site Allocations and Development Management Policies outlines that development should not give rise to unacceptable traffic conditions and will be expected to provide safe and adequate access onto the highway network.

The proposed development would result in the provision of 17 no. bedrooms for those requiring nursing or personal care and would result in the loss of three no. residential flats.

To support the application the applicant has provided a transport statement, a car parking survey and a travel plan. Each of these has been reviewed by Transport Development Management and no objection has been raised in relation to the proposed development.

A large number of the public comments have been submitted in objection to the proposed development on the basis of concerns around the impact on parking and impacts as a result of loading, deliveries and ambulances. Evidence in the form of photos has been provided to the Local Planning Authority and these have been reviewed by TDM.

The Travel Plan submitted by the Applicant outlines that there would be up to an additional 2 staff onsite between 8am and 2pm, with this reducing to 1 member of staff overnight and after 2pm. There would likely be 2 additional deliveries per week. Refuse collection would occur largely as existing given the current levels of occupancy with the three flats.

The applicant has undertaken two car parking surveys which demonstrated that there were 9 on-street car parking spaces between 10am and 12pm on Tuesday 3rd December and 10 on-street car parking spaces between 2pm and 4pm the following day (Wednesday 4th December).

The Travel Plan demonstrates that the proposed extension would result in up to 1 additional car requiring parking, which is sufficiently less than the numbers of car parking spaces available as demonstrated within the Parking Survey. The Parking Survey also demonstrates that there is some level of parking availability within the area for any potential visitors during the day.

In order to address any potential issues associated with additional deliveries and emergency vehicles, the introduction of two loading bays must be secured via TRO at the expense of the developer.

It is clear that there is an existing issue with deliveries / emergency vehicles stopping in the middle of Belvedere Road. Whilst beyond the assessment of this application, which must be considered on the basis of the information above, it is considered that the provision of these additional two loading bays may reduce the risk of any inconsiderate parking / stopping related to the existing Glenview Nursing Home.

Concerns have also been raised about the impact of bins being left out and the potential for this to block potential car parking spaces. A condition would be added to a permission to ensure that bins are stored solely within the area identified on drawing PO5C and that they would only be left out on collection days.

Due to the impact this proposal would have on the highway network during the demolition/construction period the applicant should be required to produce and submit a construction management plan prior to the commencement of development. This would be secured via condition.

Overall, it is considered that the proposed extension would have a limited impact upon the highway, resulting in just one additional car being used by staff and just two additional deliveries/servicing movements per week. These impacts would be reduced by the provision of two delivery bays at the expense of the developer and it is considered that sufficient parking would remain available to other residents once these bays are implemented.

C. WOULD THE PROPOSED DEVELOPMENT BE OUT OF SCALE OR CONTEXT WITH THE CONSERVATION AREA?

Paragraph 193 of the National Planning Policy Framework (NPPF) outlines that:

"When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance."

Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Policy BCS20 sets out that an appropriate density should be informed by the characteristics of the site and the local context.

Policy BCS21 advocates that new development should deliver high quality urban design that contributes positively to an area's character and identity, whilst safeguarding the amenity of existing development.

Policy BCS22 and Policy DM31 state that development proposals will safeguard or enhance heritage assets such as the character and setting of Conservation Areas.

The application site is within the Downs Conservation and 7 Belvedere Road is a characterful Victorian building constructed in pennant stone and render with large bay windows.

The proposed development would be compliant with the Policy DM2 requirement for 20% of the units to be wheelchair accessible.

The proposed development would result in the loss of the existing front door and replacement with a sash window to match the adjacent windows, the construction of two dormers (one to the side elevation and one to the rear elevation) and excavation of part of the front and rear curtilage of the site to create lightwells.

On the basis of the adjacent buildings on Belvedere Road which are of uniform type and appearance, it would appear that the front door is a later addition to 7 Belvedere Road, with access originally gained via the single storey porch to the side of the building. As such, it is considered that the proposed removal of this door and replacement with a sash window to match the adjacent windows would enhance the character of the dwelling and in turn provide a benefit to the character of the Conservation Area by returning it back to its historic appearance.

The proposed rear dormer would not be visible from the public realm and would therefore have a limited impact upon the Conservation Area. The dormer has been designed to take the same form as the existing dormer at 8 Belvedere Road and is considered to be acceptable in terms of design.

The proposed side dormer would sit comfortably within the roof slope given its small nature and would have a limited impact upon character of the building or the Conservation Area.

The proposed landscaping to the front of the building would minimise the impact of the proposed bin stores and cycle store.

The proposed excavations would have a less than substantial harm on the character of the building and the Conservation Area given the existing prevalence of such lightwells and basement extensions. This would be outweighed by the public benefit of providing care home accommodation.

Conditions should be attached to any recommendation for approval to secure construction details of the proposed new window, details of materials for the proposed window and the new dormers and for the submission of a landscaping scheme.

It is considered that the proposed development would be in keeping with the character of the Conservation Area.

D. WOULD THE PROPOSED DEVELOPMENT CAUSE ANY UNACCEPTABLE HARM TO RESIDENTIAL AMENITY?

Policy BCS21 states that new development should safeguard the amenity of existing development.

Policy DM30 states that proposals should not prejudice the existing and future development potential of adjoining sites.

The proposed development consists of only minor external alterations to the existing building which are unlikely to have an impact upon neighbours in terms of overlooking, overshadowing or creating a sense of overbearing.

The construction period is anticipated to be short given the nature of the works and a construction environmental management would be secured via condition to reduce any potential impacts upon neighbours.

The proposed use would remain residential in its nature and the level of occupancy would not increase significantly to result in unacceptable harm to amenity through noise and disturbance.

It is considered that the proposed development not have any unacceptable impacts upon neighbours.

The proposed development would create 17 no. new bedrooms for residents in need of care.

Each of the proposed rooms would benefit from having a window and an en-suite bathroom.

The garden to the rear of the building would be retained and provide amenity space for residents, as well as the existing garden to the rear of 8-9 Belvedere Road.

Each of the rooms would exceed the requirements for a double-bedroom as set out in the Nationally Described Space Standards; with bedroom sizes ranging from a minimum of 13sqm up to 22sqm (in excess of the minimum 11.5sqm standard).

It is considered that the proposed development would offer sufficient space for future occupiers.

In conclusion, the proposed development is considered to be acceptable in terms of residential amenity.

Development Control Committee B – 18 March 2020
Application No. 19/03104/F : 7 Belvedere Road Bristol BS6 7JG

F. HAS SUFFICIENT CONSIDERATION BEEN GIVEN TO SUSTAINABLE DESIGN AND CONSTRUCTION?

Policy BCS13 sets out that development should contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions.

Policy BCS14 sets out that development in Bristol should include measures to reduce carbon dioxide emissions from energy use by minimising energy requirements, incorporating renewable energy sources and low-energy carbon sources. Development will be expected to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%.

The proposed development would include the provision of an air source heat pump to provide heating to the building. The Energy Statement and Sustainability submitted with the application sets out that the proposed development would comply with Part L of the Building Regulations and the inclusion of a heat hierarchy-compliant air source heat pump would achieve an energy saving of approximately 22%. This would accord with Policy BCS14.

In conclusion, it is considered that sufficient consideration has been given the sustainable design and construction.

PLANNING AGREEMENT

A payment of £5724 for a TRO for the introduction of two loading bays.

RECOMMENDED GRANT subject to planning agreement

Time Limit for the commencement of development

1. Full Planning Permission

The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Pre-commencement conditions

2. Highway works – General Arrangement Plan

No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority.

Provision of two no. loading bays adjacent to no 7 Belvedere Road

Where applicable indicating proposals for:
• Existing levels of the finished highway tying into building threshold levels
• Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
• Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.

Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are: planned; approved in good time (including any statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.

3. Further details of new window before relevant element started

Detailed drawings at an appropriate scale of the proposed new window in the front elevation shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

Reason: In the interests of visual amenity and the character of the area.

4. Submission of samples before specified elements started

Samples or further details of the proposed materials for new windows and dormers shall be submitted to and be approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved samples before the building is occupied.

Reason: In order that the external appearance of the building is satisfactory.

5. Construction management plan

No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- 24 hour emergency contact number;
- Hours of operation;
- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Routes for construction traffic;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud being carried onto the highway;
- Measures to protect vulnerable road users (cyclists and pedestrians)
- Any necessary temporary traffic management measures;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

6. Air source heat pumps

Prior to the commencement of the relevant part of the works hereby approved details relating to the air source heat pumps (including the exact location, dimensions, design/technical specification and method of fixing) shall be submitted to and agreed in writing by the Local Planning Authority. The approved equipment shall be installed and operational prior to the first occupation of the use which they serve and retained as operational thereafter in perpetuity.

Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions and to ensure that the external appearance of the building is satisfactory.

Pre-occupation conditions

7. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken if contamination is found and where remediation is necessary a remediation scheme must be prepared in accordance with the findings of any risk assessment, which is to be submitted to and be approved in writing by the Local Planning Authority.

Should a remediation scheme be required, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

8. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on approved plans

No building or use hereby permitted shall be occupied or use commenced until the refuse store and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises; protect the general environment; prevent any obstruction to pedestrian movement and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

9. Completion and Maintenance of Vehicular Servicing facilities – Shown on approved plans

No building or use hereby permitted shall be occupied or use commenced until the facilities for loading, unloading, circulation and manoeuvring have been completed in accordance with the approved plans. Thereafter, these areas shall be kept free of obstruction and available for these uses.

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

10. Completion and Maintenance of Cycle Provision – Shown on approved plans
No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.
Reason: To ensure the provision and availability of adequate cycle parking.

11. Submission and Approval of Landscaping Scheme

No building or use herby permitted shall be occupied or the use commenced until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection, in the course of development. The approved scheme shall be implemented so that planting is carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory.

Post-occupation management

12. External Works to Match

All new external work and finishes and work of making good shall match existing original work adjacent in respect of materials used, detailed execution and finished appearance except where indicated otherwise on the approved drawings.

Reason: In the interests of visual amenity and the character of the area.

List of Approved Plans and Drawings

13. List of Approved Plans and Drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision:

Sustainability Statement, received 10 July 2019
Heritage statement, received 10 July 2019
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3143 P06A Proposed elevations, received 10 July 2019
Construction method statement, received 10 July 2019
Cover letter, received 10 July 2019
Excavation method statement, received 10 July 2019
Needs assessment report, received 10 July 2019

Development Control Committee B – 18 March 2020
Application No. 19/03104/F : 7 Belvedere Road Bristol BS6 7JG

Transport statement, received 10 July 2019
Travel Plan, received 8 October 2019
Car Parking Provision Review (Survey), received 17 December 2019

Reason: For the avoidance of doubt.

Appendix 4

Bristol City Council Committee Report (29th April 2020)

Development Control Committee B – 29 April 2020
Application No. 19/03104/F : 7 Belvedere Road Bristol BS6 7JG

UPDATE FOLLOWING DEFERRAL

This application was due to be considered by Development Control Committee B on 19 March 2020, but was deferred due to the Government's advice on social distancing.

The proposed development has not been altered following this deferral and as such, the remainder of this report remains as published previously.

SITE DESCRIPTION

This application relates to a three-storey building known as 7 Belvedere Road, in Redland, north Bristol.

The building is split into three flats: a maisonette at ground floor and basement level; a flat at first floor level and another flat at second floor level. Each unit is in residential use under Use Class C3. Access to the building is maintained through a single storey porch to the side of the building.

The building is constructed in pennant stone and render and features a large bay window at the front elevation.

Belvedere Road includes a number of identical, large, late-Victorian townhouses which have largely been subdivided into maisonettes or flats, with two no. elderly peoples' homes / assisted living units. Historic maps indicate that 7 Belvedere Road was constructed around 1900.

Belvedere Road is a two-way street, lined on both sides with unallocated car parking. The site is on the outside edge of the Cotham North Residents' Parking Scheme.

The site is located within the Downs Conservation Area.

APPLICATION

This application seeks full planning permission for the conversion of the existing building known as 7 Belvedere Road, containing three residential units (Use Class C3) to create a residential institution (use class C2) for people who require nursing or personal care.

The proposed development would result in the rearrangement and subdivision of the internal spaces within the building to form 17 no. bedrooms. The building would form part of the adjacent Glenview Nursing Home, with new openings proposed to be created in the side-facing wall between 7 and 8 Belvedere Road at basement, ground, first and second floors.

At basement level, the proposed converted building would consist of a laundry, a lounge and two no. bedrooms. Each of the bedrooms would be afforded with an en-suite bathroom.

At ground floor level, the proposed care home would consist of five no. bedrooms, each with an en-suite bathroom. Access to this part of the building would be retained through the porch to the side of the building. The extension to the existing care home would also enable an increase in size to one of the existing bedrooms at 8 Belvedere Road.

A further 10 bedrooms are proposed to be split across the first and second floors. Each of these bedrooms would have an en-suite bathroom and at least one window.

External alterations to the building are limited to the replacement of the front entrance with a window and the erection of a dormer to the rear roof elevation and a dormer to the side roof. The proposed

development would also require some excavation to create lightwells down to basement bedrooms / living areas.

The garden to the rear of the building would be retained, with access to this area created through the lounge at basement level.

Cycle parking for residents and staff would be proposed to the front of the building in the form of a three space 'Asgard' secure container.

An additional bin store (further to the existing one provided as part of the current Glenview Nursing Home) would be situated to the front of the building.

Landscaping is proposed along the frontage with Belvedere Road to reduce the visual impact of the proposed bin and cycle stores.

RELEVANT HISTORY

Application site:

17/04752/F - Change of use from 3 x flats to a 17 x bed extension to the nursing home at 8-9 Belvedere Road. External alterations to building including rear extension and side and rear dormer roof extension. – WITHDRAWN.

A previous application for a similar proposal was withdrawn due to concerns about the impact of the proposals on the highway network, the impact upon the appearance of the building and the surrounding Conservation Area and the absence of a justification for the loss of the three flats.

18/03500/F - Extension of existing basement level to create enlarged single residential dwelling (use class C3) – GRANTED subject to condition(s).

Adjacent sites:

08/02673/F - Construction of a new central entrance area linking Nos 8 & 9 Belvedere Road and extension to first and second floors above, and single storey rear extension to form a 40 bed nursing home. – GRANTED subject to condition(s).

RESPONSE TO PUBLICITY AND CONSULTATION

Public comments

125 comments were received from 117 interested parties.

55 of these comments were in support of the scheme. The following issues were raised:
- The proposed development responds to much-needed specialist healthcare
- The proposed development would enable the continuation of excellent and accessible care for the local community
- The proposed development would provide local employment opportunities
- Opportunity for enhanced amenity for future occupiers of the proposed development

62 of these comments objected to the scheme. The following planning issues were raised:
- Concerns about the impact of the proposed development on local parking provision and associated highways safety
- Concerns about the impact of the proposed development on local congestion, including by emergency vehicles and delivery vehicles
- Concerns about waste disposal and its impact on street scene and local amenity

- Concerns about potential noise, disruption and dust that would be caused by construction
- Concern about the effect of the proposed development on the Conservation Area and local cultural heritage
- Concern that the proposal would result in a disproportionate intensification of the site's existing use
- Concern about loss of outlook to the detriment of residential amenity
- Concern about the impact on the balance and character of this residential neighbourhood
- Concern that the proposed development would involve a loss of residential housing for the local community

Internal consultees

Transport Development Management – No objection

The initial comments from TDM are available in full on the Bristol City Council website. The officer requested the submission of the following information:
- An updated travel plan
- An updated car parking survey, undertaken during operation/visiting hours
- Details of additional waste provision
- Details of cycle parking

Upon submission of the above, the following comment was provided in response by the TDM officer:

“Having reviewed the additional parking survey and given that the extension would only result in a maximum of two new staff on site between 0800 and 1400 it is considered that there would not be an unacceptable impact on parking in the area.

With regard to the issues with emergency vehicles and deliveries detailed within photos provided by neighbours, it is felt that the introduction of two loading bays, at the expense of the developer, would be sufficient in addressing any issues caused by the servicing of the development. The concerns of the residents are appreciated however with the introduction of formal loading areas this should go some way in alleviating the issues outlined.

The provision of a further area for waste storage is welcomed and it is recommended that a condition is attached to any permission to ensure that bins are stored within this area and only left out on collection days.”

City Design Group – No objection (Surgery Item)

The proposed external alterations are considered to be minor in nature, and the use of landscaping to reduce the visual impact of bin and bike stores is supported. It is recommended that a landscaping / planting plan is secured via condition.

The proposed excavation to increase the area of the basement of level is considered to have a limited impact upon the Conservation Area given the extent to which this has been implemented elsewhere on Belvedere Road at no’s. 8 to 11 adjacent.

Both of the dormers and the new window are considered to be minor alterations that would not be out of keeping with the building.

RELEVANT POLICIES

National Planning Policy Framework – February 2019
Bristol Local Plan, Comprising Core Strategy (Adopted June 2011), Site Allocation and Development Management Policies (Adopted July 2014).

Development Control Committee B – 29 April 2020
Application No. 19/03104/F : 7 Belvedere Road Bristol BS6 7JG

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

KEY ISSUES

A. IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol's existing built up areas to contribute towards accommodating a growing number of people and households in the city. In order to maintain the net housing stock, the Policy states that existing homes will be retained unless they are unsuitable for residential uses, would be used for essential local community facilities or would be replaced.

Policy BCS12 states that community facilities should be located where there is a choice of travel options and should be accessible to all members of the community. Where possible community facilities should be located within existing centres.

Policy BCS20 states that development should maximise opportunities to re-use previously developed land.

Policy DM2 outlines that a range of housing and care options that promote and maintain housing independence for older people will be encouraged. Older persons' housing should be located close to shops and services, open space and public transport routes. Where possible, it should meet the Lifetime Homes Standards and 20% of the units should be wheelchair accessible or adaptable for wheelchair users.

Full planning permission is sought for the conversion of three no flats into a 17-bed care home connected to Glenview Nursing Home, which currently occupies 8 and 9 Belvedere Road.

Policy BCS5 requires the retention of existing housing stock in order to meet the Core Strategy aim to deliver new homes within Bristol.

Whilst it is noted that the proposed development would result in the loss of some family housing, it is considered that the proposed conversion would retain the overarching residential nature of the property by providing living accommodation, whilst also providing a local community facility by offering care to individuals that require such support. This would accord with Policy BCS5.

The extent to which the proposed development is needed and justified as an 'essential' local community facility, required by Policy BCS5 is set out within the Needs Assessment Report (London Care & Support Forum, March 2019) which outlines the increasing demand for dementia care at both a national and a local level, and the current issues faced by individuals being referred to hospitals where such care facilities are not available. This is considered to be a compelling needs case and as such, the change of use is justified.

As required by Policy BCS12 and Policy DM2, the proposed development would be within an accessible location a short distance from bus stops on both Westbury Road and Coldharbour Road. The nearest local centre is located approximately 350 metres away on Coldharbour Road (circa 5-10 min walk) with a larger, district centre located approximately 700 metres away (15 min walk) on North View in Westbury Park. Further detail regarding transport and accessibility is included within Key Issue B.

Assessment of the accessibility of the proposed units under Policy DM2 is set out under Key Issue C.

In conclusion, the proposed development is considered to be acceptable in principle.

B. IS THE IMPACT OF THE PROPOSED DEVELOPMENT UPON TRANSPORT AND HIGHWAYS ACCEPTABLE?

Policy BCS10 states that developments should be designed and located to ensure the provision of safe streets. Development should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

Policy DM23 of the Site Allocations and Development Management Policies outlines that development should not give rise to unacceptable traffic conditions and will be expected to provide safe and adequate access onto the highway network.

The proposed development would result in the provision of 17 no. bedrooms for those requiring nursing or personal care and would result in the loss of three no. residential flats.

To support the application the applicant has provided a transport statement, a car parking survey and a travel plan. Each of these has been reviewed by Transport Development Management and no objection has been raised in relation to the proposed development.

A large number of the public comments have been submitted in objection to the proposed development on the basis of concerns around the impact on parking and impacts as a result of loading, deliveries and ambulances. Evidence in the form of photos has been provided to the Local Planning Authority and these have been reviewed by TDM.

The Travel Plan submitted by the Applicant outlines that there would be up to an additional 2 staff onsite between 8am and 2pm, with this reducing to 1 member of staff overnight and after 2pm. There would likely be 2 additional deliveries per week. Refuse collection would occur largely as existing given the current levels of occupancy with the three flats.

The applicant has undertaken two car parking surveys which demonstrated that there were 9 on-street car parking spaces between 10am and 12pm on Tuesday 3rd December and 10 on-street car parking spaces between 2pm and 4pm the following day (Wednesday 4th December).

The Travel Plan demonstrates that the proposed extension would result in up to 1 additional car requiring parking, which is sufficiently less than the numbers of car parking spaces available as demonstrated within the Parking Survey. The Parking Survey also demonstrates that there is some level of parking availability within the area for any potential visitors during the day.

In order to address any potential issues associated with additional deliveries and emergency vehicles, the introduction of two loading bays must be secured via TRO at the expense of the developer.

It is clear that there is an existing issue with deliveries / emergency vehicles stopping in the middle of Belvedere Road. Whilst beyond the assessment of this application, which must be considered on the basis of the information above, it is considered that the provision of these additional two loading bays may reduce the risk of any inconsiderate parking / stopping related to the existing Glenview Nursing Home.

Concerns have also been raised about the impact of bins being left out and the potential for this to block potential car parking spaces. A condition would be added to a permission to ensure that bins are stored solely within the area identified on drawing PO5C and that they would only be left out on collection days.

Due to the impact this proposal would have on the highway network during the demolition/construction period the applicant should be required to produce and submit a construction management plan prior to the commencement of development. This would be secured via condition.

Overall, it is considered that the proposed extension would have a limited impact upon the highway, resulting in just one additional car being used by staff and just two additional deliveries/servicing movements per week. These impacts would be reduced by the provision of two delivery bays at the expense of the developer and it is considered that sufficient parking would remain available to other residents once these bays are implemented.

C. WOULD THE PROPOSED DEVELOPMENT BE OUT OF SCALE OR CONTEXT WITH THE CONSERVATION AREA?

Paragraph 193 of the National Planning Policy Framework (NPPF) outlines that:

“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”

Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Policy BCS20 sets out that an appropriate density should be informed by the characteristics of the site and the local context.

Policy BCS21 advocates that new development should deliver high quality urban design that contributes positively to an area's character and identity, whilst safeguarding the amenity of existing development.

Policy BCS22 and Policy DM31 state that development proposals will safeguard or enhance heritage assets such as the character and setting of Conservation Areas.

The application site is within the Downs Conservation and 7 Belvedere Road is a characterful Victorian building constructed in pennant stone and render with large bay windows.

The proposed development would be compliant with the Policy DM2 requirement for 20% of the units to be wheelchair accessible.

The proposed development would result in the loss of the existing front door and replacement with a sash window to match the adjacent windows, the construction of two dormers (one to the side elevation and one to the rear elevation) and excavation of part of the front and rear curtilage of the site to create lightwells.

On the basis of the adjacent buildings on Belvedere Road which are of uniform type and appearance, it would appear that the front door is a later addition to 7 Belvedere Road, with access originally gained via the single storey porch to the side of the building. As such, it is considered that the proposed removal of this door and replacement with a sash window to match the adjacent windows would enhance the character of the dwelling and in turn provide a benefit to the character of the Conservation Area by returning it back to its historic appearance.

The proposed rear dormer would not be visible from the public realm and would therefore have a limited impact upon the Conservation Area. The dormer has been designed to take the same form as the existing dormer at 8 Belvedere Road and is considered to be acceptable in terms of design.

The proposed side dormer would sit comfortably within the roof slope given its small nature and would have a limited impact upon character of the building or the Conservation Area.

The proposed landscaping to the front of the building would minimise the impact of the proposed bin stores and cycle store.

The proposed excavations would have a less than substantial harm on the character of the building and the Conservation Area given the existing prevalence of such lightwells and basement extensions. This would be outweighed by the public benefit of providing care home accommodation.

Conditions should be attached to any recommendation for approval to secure construction details of the proposed new window, details of materials for the proposed window and the new dormers and for the submission of a landscaping scheme.

It is considered that the proposed development would be in keeping with the character of the Conservation Area.

D. WOULD THE PROPOSED DEVELOPMENT CAUSE ANY UNACCEPTABLE HARM TO RESIDENTIAL AMENITY?

Policy BCS21 states that new development should safeguard the amenity of existing development.

Policy DM30 states that proposals should not prejudice the existing and future development potential of adjoining sites.

The proposed development consists of only minor external alterations to the existing building which are unlikely to have an impact upon neighbours in terms of overlooking, overshadowing or creating a sense of overbearing.

The construction period is anticipated to be short given the nature of the works and a construction environmental management would be secured via condition to reduce any potential impacts upon neighbours.

The proposed use would remain residential in its nature and the level of occupancy would not increase significantly to result in unacceptable harm to amenity through noise and disturbance.

It is considered that the proposed development not have any unacceptable impacts upon neighbours.

The proposed development would create 17 no. new bedrooms for residents in need of care.

Each of the proposed rooms would benefit from having a window and an en-suite bathroom.

The garden to the rear of the building would be retained and provide amenity space for residents, as well as the existing garden to the rear of 8-9 Belvedere Road.

Each of the rooms would exceed the requirements for a double-bedroom as set out in the Nationally Described Space Standards; with bedroom sizes ranging from a minimum of 13sqm up to 22sqm (in excess of the minimum 11.5sqm standard).

It is considered that the proposed development would offer sufficient space for future occupiers.

In conclusion, the proposed development is considered to be acceptable in terms of residential amenity.

F. HAS SUFFICIENT CONSIDERATION BEEN GIVEN TO SUSTAINABLE DESIGN AND CONSTRUCTION?

Policy BCS13 sets out that development should contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions.

Policy BCS14 sets out that development in Bristol should include measures to reduce carbon dioxide emissions from energy use by minimising energy requirements, incorporating renewable energy sources and low-energy carbon sources. Development will be expected to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%.

The proposed development would include the provision of an air source heat pump to provide heating to the building. The Energy Statement and Sustainability submitted with the application sets out that the proposed development would comply with Part L of the Building Regulations and the inclusion of a heat hierarchy-compliant air source heat pump would achieve an energy saving of approximately 22%. This would accord with Policy BCS14.

In conclusion, it is considered that sufficient consideration has been given the sustainable design and construction.

PLANNING AGREEMENT

A payment of £5724 for a TRO for the introduction of two loading bays.

RECOMMENDED GRANT subject to planning agreement

Time Limit for the commencement of development

1. Full Planning Permission

The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Pre-commencement conditions

2. Highway works – General Arrangement Plan

No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority.

Provision of two no. loading bays adjacent to no 7 Belvedere Road

Where applicable indicating proposals for:
• Existing levels of the finished highway tying into building threshold levels
• Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
• Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.
Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are: planned; approved in good time (including any statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.

3. Further details of new window before relevant element started

Detailed drawings at an appropriate scale of the proposed new window in the front elevation shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

Reason: In the interests of visual amenity and the character of the area.

4. Submission of samples before specified elements started

Samples or further details of the proposed materials for new windows and dormers shall be submitted to and be approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved samples before the building is occupied.

Reason: In order that the external appearance of the building is satisfactory.

5. Construction management plan

No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- 24 hour emergency contact number;
- Hours of operation;
- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Routes for construction traffic;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud being carried onto the highway;
- Measures to protect vulnerable road users (cyclists and pedestrians)
- Any necessary temporary traffic management measures;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;

- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

6. Air source heat pumps

Prior to the commencement of the relevant part of the works hereby approved details relating to the air source heat pumps (including the exact location, dimensions, design/technical specification and method of fixing) shall be submitted to and agreed in writing by the Local Planning Authority. The approved equipment shall be installed and operational prior to the first occupation of the use which they serve and retained as operational thereafter in perpetuity.

Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions and to ensure that the external appearance of the building is satisfactory.

Pre-occupation conditions

7. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken if contamination is found and where remediation is necessary a remediation scheme must be prepared in accordance with the findings of any risk assessment, which is to be submitted to and be approved in writing by the Local Planning Authority.

Should a remediation scheme be required, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

8. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on approved plans

No building or use hereby permitted shall be occupied or use commenced until the refuse store and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises; protect the general environment; prevent any obstruction to pedestrian movement and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

9. Completion and Maintenance of Vehicular Servicing facilities – Shown on approved plans

No building or use hereby permitted shall be occupied or use commenced until the facilities for loading, unloading, circulation and manoeuvring have been completed in accordance with the approved plans. Thereafter, these areas shall be kept free of obstruction and available for these uses.

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

10. Completion and Maintenance of Cycle Provision – Shown on approved plans
No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.
Reason: To ensure the provision and availability of adequate cycle parking.

11. Submission and Approval of Landscaping Scheme

No building or use herby permitted shall be occupied or the use commenced until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection, in the course of development. The approved scheme shall be implemented so that planting is carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory.

Post-occupation management

12. External Works to Match

All new external work and finishes and work of making good shall match existing original work adjacent in respect of materials used, detailed execution and finished appearance except where indicated otherwise on the approved drawings.

Reason: In the interests of visual amenity and the character of the area.

List of Approved Plans and Drawings

13. List of Approved Plans and Drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision:

Sustainability Statement, received 10 July 2019
Heritage statement, received 10 July 2019
Supporting planning statement, received 10 July 2019
3143 P03A Existing floor plans, received 10 July 2019
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3143 P05A Proposed floor plans, received 17 December 2019
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Construction method statement, received 10 July 2019

Development Control Committee B – 29 April 2020
Application No. 19/03104/F : 7 Belvedere Road Bristol BS6 7JG

Cover letter, received 10 July 2019
Excavation method statement, received 10 July 2019
Needs assessment report, received 10 July 2019
Transport statement, received 10 July 2019
Travel Plan, received 8 October 2019
Car Parking Provision Review (Survey), received 17 December 2019

Reason: For the avoidance of doubt.

Appendix 5

Bristol City Council Committee Report (27th May 2020)

Development Control Committee B – 27 May 2020
Application No. 19/03104/F : 7 Belvedere Road Bristol BS6 7JG

UPDATE FOLLOWING DEVELOPMENT CONTROL COMMITTEE B – 29 APRIL 2020
BACKGROUND

This application was deferred by Development Control (DC) Committee B on the 29 April after officers had recommended the approval of the change of use of 7 Belvedere Road from three flats (Use Class C3) to a 17-bed extension to the nursing home at 8-9 Belvedere Road. Committee unanimously resolved that an update report be provided by officers setting out grounds that could be legitimately used to refuse the application.

PARKING AND TRAFFIC

Officers have considered the Councillors' concerns in relation to the impact of the proposed change of use on car parking, as well as further information submitted by both the applicant and by local residents.

During the Committee, it was suggested that one of the car parking spaces in front of 6 Belvedere Road identified within the December 3rd 2019 Parking Survey (Entran Car Parking Provision Review, received December 2019) was in fact an access to a driveway and should be discounted. A further review of the Parking Survey has also identified that the access to the driveway of 20 Belvedere Road was included as an available space in the December 3rd Parking Survey.

This would still leave 9 and 8 daytime spaces respectively, however the applicant has been unable to confirm that the Parking Survey was undertaken as a 'snapshot' and instead indicated that the survey was carried out over a two-hour period. As a result of this new information, and the aforementioned errors, only limited weight has been given to the Parking Survey in the assessment for this report.

The applicant has provided data for the number of visitors over a period running from the week commencing 2 December 2019 to the week commencing 24 February 2020. Across this 13-week period, there was an average of 80 visitors per week, equivalent to 11.4 visitors per day. On this basis, the extension to the care home (resulting in an increase of 42.5% in the number of bedrooms at Glenview) would result in an additional 5 visitors per day (4.85 rounded up).

These figures have been reviewed by TDM, and are broadly similar to what they have assumed in the assessment for the original Committee Report. There would be an increase in one car related to the increase in staff provision (as confirmed within the application) and an additional 4 to 5 visitors (assumed worse case an additional 3 cars) over the course of the day.

Whilst officers consider that the impact in terms of traffic would be limited given the loss of the three flats at 7 Belvedere Road, the evidence submitted by local residents clearly demonstrates that there is pressure on parking on Belvedere Road and as the Parking Survey is to be afforded limited weight, it cannot be verified if there is sufficient parking to respond to any additional demand for spaces arising from development.

At the meeting, Members queried why the Parking Standards set out in Appendix 2 of the Site Allocations and Development Management Policies do not apply to this development. Whilst the Standards do apply, they are a maximum standard , and cater for every location across the city and relate to off-street parking.

The Parking Standards are generic and do not outline specific parking requirements for individual development, and are considered to be superseded by more effective and less generic data in the form of trip rates and travel planning data collected by the applicant's qualified Transport Consultants. Any assertion that a provision of 7 parking spaces is required in this case would be incorrect.

[1] Appendix 2 states that *"the parking standards set out minimum provision for cycle parking and parking for disabled people. Car parking standards are maximum provision"*

As the Parking Survey cannot be used to determine if sufficient parking would be available to cater for visitors, it is now the recommendation of officers that the application is refused. The proposed development would result in an unacceptable increase in demand for parking, leading to inappropriate on-street parking activities, highway safety concerns and potentially the obstruction of access to private driveways. This would be contrary to Policy DM23.

MIXED AND BALANCED COMMUNITIES

During DC Committee, Members raised concerns that the proposed development could result in harm to the mix and balance of the community as per the requirements of Policy BCS18 'Housing Type'. Whilst this development is not a residential proposal (Use Class C3), the proposed development does provide living accommodation and therefore the residential mix of the Local Super Output Area (LSOA) and Belvedere Road has been assessed.

The Manor Park LSOA consists of 2,049 residents at the time of the 2011 Census, of which there were 109 residents living within 'communal establishments', equivalent to 5.3% of the population. If a further 17 residents were to be added to the population, this would increase to 6.1%.

It is noted that these statistics are relatively outdated and assess population on a much larger level, and as such, officers have attempted to assess the impact on the population at street-level.

On the basis of Bristol City Council's Pinpoint Map (http://maps.bcc.lan/pinpointplus/) there are 42 addresses on Belvedere Road, and not accounting for subdivision, a total of 21 buildings. There are three care homes on Belvedere Road; Belvedere Lodge, Meadowcare Home, Glenview, and these occupy no's. 1, 2 to 3, 8 to 9. If the proposed development were to be implemented, of the 21 buildings on Belvedere Road, a total of 6 would be occupied as a residential institution, equivalent to 29% of the street.

Policy BCS18 does not set out what a proportion of residences in a particular use would result in an overconcentration, however given residential dwellings (use class C3) would result in a significantly larger proportion (71%) of overall buildings on the street, officers are not minded to amend their recommendations.

The above does not take into account variations in the numbers of people living in each residence as that data is not available.

It is the recommendation of officers that the proposed development would not sufficiently harm the mix of housing, both in the Manor Park LSOA and on Belvedere Road.

If members were minded to consider harm as a result of a subdivision of 7 Belvedere Road, they may wish to consider Policy DM2, which states that development that would create or contribute to a harmful concentration of such uses [shared housing] within a locality as a result of: exacerbating harmful conditions such as noise and disturbance, levels of on-street parking that cannot be accommodated, harmful physical alterations, inadequate storage of recycling and refuse, or by reducing the choice of homes in the area.

Notwithstanding the parking issue discussed previously, the submissions (both to DC Committee and as part of the application consultation) by local residents frequently cite concerns around noise and disturbance and inadequate storage of recycling. Whilst it is the opinion of officers that the proposed development in itself would not result in sufficient harm, there could be a case made that there would be harm to local amenity as a result of these issues.

Development Control Committee B – 27 May 2020
Application No. 19/03104/F : 7 Belvedere Road Bristol BS6 7JG

PROXIMITY TO SHOPS AND SERVICES

At the meeting, Members queried the relevance of officers assessing the site's proximity to shops and services due to the nature and limited mobility of the likely residents.

Policy DM2 is clear that Older persons' housing schemes should aim to meet the following criteria:
i. Located close to shops, services, community facilities and open space appropriate to the needs of the intended occupiers or provided on-site; and
ii. Located close to good public transport routes;

As such, the application was assessed on the basis of these criteria. The application material does not state at any point that none of the residents are able to leave Glenview. To the contrary, the Needs Assessment Report (Peter Webb, Director London Care & Support Forum), the local nature of the care home would enable residents to "gain personal care, socialise with others and provide their informal family carers with an opportunity for respite and the chance to have their own time".

This commentary and the requirements of Policy DM2 indicate that the sustainability of a location and proximity to shops, services, family and friends is a relevant planning consideration. Coupled with the need to ensure that the development is accessible to staff and visitors to reduce reliance on the private car, Officers consider that the development accords with Policy DM2.

OTHER MATTERS

During the Committee meeting, Members queried the level of staffing on site. In response to this, the applicant has provided the following statement:

"Councillors queried the applicant's evidence that the extension to the Care Home would require two additional care staff. You will appreciate that staffing levels are determined by the Care Quality Commission guidelines, which require that there should always be enough competent staff on duty. Staff should have the right mix of skills to make sure practice is safe and they can respond to unforeseen events. The service should regularly review staffing levels and adapts them to peoples changing needs.

Glenview currently has a maximum occupancy of 40 beds. It is proposed to increase this number by 17 to 57 beds. On average, the applicants have one carer per 6.5 residents on duty. Thus 40 beds requires just over 6 care staff on duty at any time; 57 beds requires just over 8 care staff on duty at any time. Thus the additional 17 beds would require an extra 2 carer staff on duty at any time.

The applicants already have senior care staff that are trained to undertake the additional medication requirements the extra residents would require. Management, Administration, Catering & Domestic staff numbers would not change - their shifts would become slightly longer. Instead of finishing at 14.30 they would work on through to early evening."

The above information has not been verified by officers.

POSSIBLE REASONS FOR REFUSAL

Noting the recommendations of officers above, if Members consider that the proposed development would result in an unacceptable increase in demand for parking, the following reason for refusal is recommended:

1. The proposed development would result in an unacceptable increase in demand for parking, leading to inappropriate on-street parking activities, safety concerns and the obstruction of access to private driveways. This would be contrary to Policy BCS10 (Transport and Access Improvements), Policy DM2 (Residential Sub-divisions, Shared and Specialist Housing) and Policy DM23 (Transport

Development Management).

If Members consider that the proposed development result in an overconcentration of care homes within the area, the following reasons for refusal could be used:

2. The proposed development would result in an overconcentration of residential institutions on Belvedere Road, which would lead to harm to the mix, balance and inclusivity of the community, contrary to Policy BCS18 (Housing Type) and reduce the choice of homes in the area by changing the housing mix contrary to Policy DM2 (Residential Sub-divisions, Shared and Specialist Housing).

3. The proposed development would result in a harmful concentration of shared housing / care homes on Belvedere Road, worsening the existing harmful conditions listed within point (i) of Policy DM2 (Residential Sub-divisions, Shared and Specialist Housing), including excessive noise and disturbance and inadequate storage of recycling/refuse.

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Appendix 6

Bristol City Council Decision Notice (2nd June 2022)

NOTICE OF DECISION

Town and Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management Procedure) (England) Order 2015

Decision :	REFUSED
Application no:	19/03104/F
Type of application:	Full Planning
Site address:	7 Belvedere Road, Bristol, BS6 7JG.
Description of development:	Change of use from 3 x flats to a 17 x bed extension to the nursing home at 8-9 Belvedere Road.
Applicant:	Meadowcare Homes
Agent:	OXF Architects
Committee/Delegation Date:	27.05.20
Date of notice:	02.06.20

The reason(s) for refusal associated with this decision are attached

Application No: 19/03104/F

DECISION: REFUSED

The following reason(s) for refusal are associated with this decision:

Reason(s)

1. The proposed development would result in an unacceptable increase in demand for parking, leading to inappropriate on-street parking activities, safety concerns and the obstruction of access to private driveways. This would be contrary to Policy BCS10 (Transport and Access Improvements), Policy DM2 (Residential Sub-divisions, Shared and Specialist Housing) and Policy DM23 (Transport Development Management).

2. The proposed development would result in an overconcentration of residential institutions on Belvedere Road, which would lead to harm to the mix, balance and inclusivity of the community, contrary to Policy BCS18 (Housing Type) and reduce the choice of homes in the area by changing the housing mix contrary to Policy DM2 (Residential Sub-divisions, Shared and Specialist Housing).

3. The proposed development would result in a harmful concentration of shared housing / care homes on Belvedere Road, worsening the existing harmful conditions listed within point (i) of Policy DM2 (Residential Sub-divisions, Shared and Specialist Housing), including excessive noise and disturbance and inadequate storage of recycling/refuse.

Advice(s)

1. Refused applications deposited plans/documents: The plans that were formally considered as part of the above application are as follows:-

   Sustainability Statement, received 10 July 2019
   Heritage statement, received 10 July 2019
   Supporting planning statement, received 10 July 2019
   3143 P03A Existing floor plans, received 10 July 2019
   3143 P04 Existing elevations, received 10 July 2019
   3143 P05A Proposed floor plans, received 17 December 2019
   3143 P06A Proposed elevations, received 10 July 2019
   Construction method statement, received 10 July 2019
   Cover letter, received 10 July 2019
   Excavation method statement, received 10 July 2019
   Needs assessment report, received 10 July 2019
   Transport statement, received 10 July 2019
   Travel Plan, received 8 October 2019
   Car Parking Provision Review (Survey), received 17 December 2019

Article 35 Statement

The council always wants to work with the applicant in a positive and proactive manner. Unfortunately the proposed development is contrary to the policies of the Development Plan as set out in the officer report. Clear reasons have been given to help the applicant understand why planning permission has not been granted.

The right to appeal

You have the right to appeal against this decision. Appeals can be made online at: https://www.gov.uk/planning-inspectorate. If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

If you intend to submit an appeal that you would like examined by inquiry then you must notify us (development.management@bristol.gov.uk) and the Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK.

You are allowed six months from the date of this notice of decision in which to lodge an appeal.

Negotiations

Before making an appeal, you may wish to contact the case officer who dealt with your application, who may be able to advise you, how the council's objections to your proposal might be overcome if you amend your scheme. Please note that if negotiations are successful, you will need to submit a new planning application, which may, of course, be refused by committee.

Lodging an appeal will not prejudice your negotiations but you may need to agree with the council to postpone the appeal, to allow negotiations to take place.

Complaints

Only planning matters can be considered at an appeal. If you think that the council did not properly consider your application, you can make a complaint under the council's complaints procedures, details can be found on the website www.bristol.gov.uk/complaints-and-feedback or by calling 0117 9223000.

Appendix 7

Planning Inspector's Appeal Decision (APP/Z0116/W/20/3263935)

Dated 10th March 2021

The Planning Inspectorate

Appeal Decision

Site visit made on 23 February 2021

by J P Longmuir BA (Hons) DipUD MRTPI

an Inspector appointed by the Secretary of State

Decision date: 10 March 2021

Appeal Ref: APP/Z0116/W/20/3263935
7 Belvedere Road, Westbury Park, Bristol BS6 7JG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr Baryah on behalf of Meadowcare Homes against the decision of Bristol City Council.
- The application Ref 19/03104/F, dated 20 June 2019, was refused by notice dated 2 June 2020.
- The development proposed is change of use from 3 x flats to a 17 x bed extension to the nursing home at 8-9 Belvedere Road.

Decision

1. The appeal is dismissed.

Main Issues

2. The main issues are:

   - the effects of the proposal on parking and highway safety and;
   - the effects of the proposal on the character and appearance of the area, including the Conservation Area, noise, disturbance, recycling/refuse and concentration of residential institutions/care homes.

Reasons

Highway safety

3. Belvedere Road is in a suburb of the city, close to mainstream facilities and services. It is predominately a residential street with several existing care homes.

4. Belvedere Road is part of a network of side roads, off the main direct thoroughfare. There is unrestricted parking along both sides of the road and two way traffic. Few of the dwellings have their own off street parking spaces.

5. The comments and photographs from local residents indicate a significant shortfall in parking. The appellants have undertaken their own surveys.

6. I undertook my site visit at 7-05 a.m. and I noted only two spaces available on the whole street. The parking would appear to be most severe during non-working times indicating that this is a problem for residents and is not caused by incoming commuters.

7. The parking surveys are only a snapshot in time and do not necessarily represent the situation at all times. Nonetheless it is clear to me that the parking is at a premium. As I saw several times on my site visit, the parking situation results in vehicles often having to park in the middle road. This causes congestion and conflict which is exacerbated by two way working and creates a hazard for all road users.

8. The existing building on the appeal site is subdivided into three flats. The proposal involves the loss of these three flats and the conversion of the building into an extension for the neighbouring care home. The removal of these 3 flats would ease parking demand as the care home residents would not be car owners. I note the submissions show the typical parking in the area for flats: 26% no car, 49% 1 car, 25% 2 or more. Assuming an average of one space per dwelling, the removal of the flats would ease demand potentially by 3 spaces.

9. The proposal would lead to two additional staff, from 08:00 to 14:00 and thereafter one additional staff member. The submission indicates that this would equate to the need for one additional parking space.

10. However, the proposal would lead to increased visitors which would be more likely to be significant at weekends. Although some of these visitors may arrive by public transport, this would not wholly be the case.

11. The proposal would also lead to additional deliveries and servicing. This would lead to more pressure for indiscriminate parking.

12. The submitted Transport Statement (TS) includes the provision of bays for ambulances outside the care homes at No. 2-3 and 8-9 Belvedere Road. However, this would result in the loss of parking spaces, where they are in great demand.

13. The suggested bays would help the emergency services and provide dignity and reassurance for patients. However, these bays may also be needed for deliveries and/or passing bays otherwise their value would be very limited, particularly with the conflicts of two way traffic. Therefore, the demarcation, specification and role of these bays would therefore need to be clarified.

14. These bays must function to optimum benefit to compensate for the loss of the on street parking. However, I do not find that there is sufficient clarity of how they would function and a planning condition would have to be specific in its requirements.

15. A Traffic Regulation Order (TRO) would also be required for the measures. The order making process requires consultation with residents and other parties. There is no certainty what conclusion would result. The loss of parking would have to be considered as well as the safety implications for pedestrians and motorists.

16. Whilst the suggested condition is worded to prevent a commencement pending the TRO, such a situation would lead to uncertainty.

17. Based on the submitted evidence, the TRO has uncertain deliverability and its overall benefits have not been demonstrated against the loss of car parking.

18. I therefore conclude that the proposal as submitted would harm highway safety. Policies BCS10, DM2 and DM23 of the Bristol Local Plan Site Allocations and Development Management Policies (LP) require safe streets integrated with the development, the regulation of parking impacts from shared housing and the avoidance of unacceptable traffic conditions. Paragraph 110 of the National Planning Policy Framework (The Framework) highlights the needs for deliveries and emergency vehicles and safety of streets for all users. Paragraph 109 of the Framework states that development should only be prevented if there would be an unacceptable impact on highway safety, or the residual cumulative impacts would be severe. The proposal would be in conflict with these policies.

Character of the area, conservation area and noise/disturbance

19. The appeal site is on the south side of Belvedere Road and is an integral part of a row of tall buildings. These have a substantial presence and look overly large for family dwellings and the use as a care home would be expected and accepted. Consequently, the use would not appear inappropriate.

20. I note concern about the concentration of care homes. This would be an extension and would be connected by the side rather than making a new frontage and entrance, which would have highlighted the use. Moreover, the proposal involves the removal of three flats which do not contribute to the perception of the area for established family houses. On the opposite side of the road are two storey detached houses which appear overtly different and would be perceived as family houses. I therefore conclude that this particular proposal would not lead to the harmful perception of excessive care homes.

21. Noise and disturbance were part of the reason for refusal in the decision notice. The proposal would remove 3 flats and as the care home is managed these issues would be reduced. There would be less pedestrian movements and therefore less potential noise/disturbance at any time of day or night. I note the comments about the distressing sight of ambulances being loaded, however such situations could happen anywhere.

22. The proposal involves the removal of the frontage door and changes to the windows. This would restore the window to its original form which would help the symmetrical appearance of the building. There would also be a dormer to the side roof, which is modest and sympathetic with the roof form. The rear dormer is similar to that on No. 8. These alterations would not detract from the form and detailing of the building which is orientated towards the front. There would be some lightwells for basement conversion, but these would be inconsequential.

23. As I observed on my site visit the 3 flats have bins spread over a dispersed area on the frontage. The proposal would allow scope for rationalising the bin storage in conjunction with the adjacent building. This would offset the extra volume of waste/recycling. Cycle parking would be provided to the front but would not be detracting. There would also be potential for landscaping.

24. The appeal site is within the Downs Conservation Area. This is notable for the consistency of the stone buildings with rich detailing, the formality of the layout of the streets and the street trees. The specialist officers at the Council had no objection in this regard. I concur bearing in mind the implications of the intended use as well as the physical alterations.

25. I therefore conclude that the proposal would not harm the character and appearance of the area including the conservation area and would not lead to significant noise and disturbance.

26. Policies BCS18 and DM2 of the LP seek to avoid an over concentration of residential institutions but do not quantify the amount. They also highlight excessive noise/disturbance, and problems of waste storage. The proposal would not be in conflict with these criteria and notably DM2 encourages accommodation for older persons in areas close to shops, facilities and public transport. Furthermore paragraph 61 of the Framework emphasises the need of providing housing for different groups in the community. Paragraph 8 has a social objective of providing a range of homes with accessible services. Paragraph 193 of the Framework requires great weight is given to the assets conservation and the proposal would not be in conflict.

Planning Balance

27. The proposal would provide specialist care by an established practice. There is a need for the proposal, particularly with an ageing population. Care is best provided within the community and a sustainable location. However, the proposal as currently submitted has not addressed the highway safety implications.

Conclusion

28. I therefore conclude that the appeal should be dismissed.

John Longmuir

INSPECTOR

Appendix 8

Bristol City Council Transport Development Management Team

Initial Consultation Response (23rd May 2022)

City Transport

Transport Development Management

Application Response

To:	[redacted], Planning Team
From:	[redacted] Transport Development Management
Date:	23rd May 2022
Address:	7 Belvedere Road Bristol BS6 7JG
Application No:	22/01529/F
Proposal:	Change of use from 3no. 2-bed flats (Class C3) to a 12-bed extension to the nursing home at 8-9 Belvedere Road (Class C2) (Revised proposal)
Response:	Initial
Recommendation:	**Refusal**

Principle / Property History

The application seeks approval for the change of use from 3no. 2-bed flats (Class C3) to a 12-bed extension to the nursing home at 8-9 Belvedere Road (Class C2).

This application follows the dismissed appeal, APP/Z0116/W/20/3263935. The proposals subject to appeal sought approval for the proposed change of use from 3 x flats to a 17 x bed extension to the nursing home at 8-9 Belvedere Road (19/03104/F).

Appeal

The appeal was dismissed on the basis the development would harm highway safety following consideration of the reduction in car ownership as a result of the proposal, the snapshot nature of the parking surveys and the requirement for loading bays. As referenced within the appeal decision 'the parking situation results in vehicles often having to park in the middle road. This causes congestion and conflict which is exacerbated by two way working and creates a hazard for all road users'.

Local Conditions

The site is located to the edge of the Cotham North residents parking scheme. Parking in this location is at a premium which is acknowledged within both the submitted parking survey, residents comments and the appeal decision.

Car Parking

No off-street parking has been provided as part of the application proposals. TDM raise concerns regarding the intensification of parking in this area given this proposal generates the requirement for more on street parking when compared to the previous proposal and would result in the loss of on-street parking during the day and is therefore be considered to harm highway safety.

The applicant has tried to address the concerns regarding highway safety raised by introducing timed loading bays. Whilst this may address some of the concern, outside of the loading bays operational hours the parking surveys show severe parking constraint throughout the day.

Cycle Parking and Waste
Noting the red line boundary, for the extension alone the three cycle parking spaces are considered sufficent and the design of the store acceptable.

In respect to waste storage TDM are content sufficent waste storage has been provided and this will not result in large bins being stored on the highway. Waste generated by the development will be collected privately. If planning permission were to be granted a suitably worded condition requiring a waste management plan should be applied.

Recommendation
In line with the dismissed planning appeal it is not considered the current proposal differs sufficiently in regard to impact upon the transport network to allow TDM to offer a positive recommendation. On this basis TDM recommend refusal of the application given it is contrary to the following policies:

- Policy DM23 of the Bristol Local Plan
- Policy BCS10 of the Bristol Core Strategy
- Chapter 9 of the National Planning Policy Framework

Appendix 9

Planning Inspector's Appeal Decision (APP/Z0116/W/22/3299847)

Dated 30th January 2023

The Planning Inspectorate

Appeal Decision

Site visit made on 9 January 2023

by O Marigold BSc DipTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 30th January 2023

Appeal Ref: APP/Z0116/W/22/3299847
7 Belvedere Road, Westbury Park, Bristol BS6 7JG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission.
- The appeal is made by Mr Jasbir Baryah of Meadowcare Homes against Bristol City Council.
- The application Ref 22/01529/F, is dated 25 March 2021.
- The development proposed is change of use from 3 x residential flats (Class C3) to a 12 x bed extension to the nursing home at 8-9 Belvedere Road (Class C2) (Revised proposal).

Decision

1. The appeal is dismissed, and planning permission is refused.

Preliminary Matter

2. The appeal results from the failure of the Council to determine the application within the prescribed period. Therefore, there is no decision notice. However, the Council's Statement of Case sets out the reasons why it would have refused permission.

Main Issue

3. The main issue is the effect of the proposal on highway safety and congestion, having regard to on-street parking availability in the locality.

Reasons

4. Belvedere Road is a two-way street primarily of residential uses including nursing homes. Unrestricted parking is available for much of its length, albeit punctuated by driveways and dropped kerbs, and with some spaces restricted to disabled people. Surrounding roads have similar on-street parking arrangements, but with a few residents-only permit spaces.

5. The appeal site has been the subject of previous proposals for additional bed spaces. These include an application[1] for a 17-bed extension, refused by the Council in June 2020 and later dismissed on appeal[2] on parking grounds. A subsequent application[3] was made for a smaller, 14-bed extension, which was also refused by the Council for similar reasons. The proposal now is further reduced, being for a 12-bed extension.

[1] LPA reference 19/03104/F
[2] APP/Z0116/W/20/3263935
[3] LPA reference 20/06030/F

6. The appellant has confirmed that residents of the care home cannot drive and so would not have a car. Furthermore, the appellant estimates that three spaces currently taken up by occupants of the three flats to be converted would become available because of the proposal. However, the increase in bed spaces would generate further demand for parking from additional visitors and staff members, which the appellant estimates would result in approximately four additional parked vehicles, taking into account staff changeover periods.

7. The appellant has undertaken surveys of vehicle parking in local roads. These date from October 2020, and despite their age the Council accepts that they remain robust. The site can be accessed by a range of transport modes, with services and facilities available nearby on foot or by cycle, for which additional parking is proposed. There are regular buses into the city centre and elsewhere from nearby stops. Even so, although the appellant's surveys found around 10 or 12 spaces available in the local area at times, they also found that space occupation was consistently above 90% and was sometimes oversubscribed at over 100%.

8. This accords with my findings when I visited, with evidence of parking stress on Belvedere Road including vehicles parked obstructively across driveways and dropped kerbs. Residents have undertaken further surveys which also show little parking availability locally. Although my visit and the surveys are only snapshots in time, there is no dispute that on-street parking in the area is at a premium with a high level of demand.

9. The previous appeal decision identified concerns regarding existing delivery and service vehicles blocking the road, and that this problem would be worsened by use of the site for more bedspaces. In response, the proposal includes the creation of two part-time loading bays on-street, in place of up to four parking spaces. The loading bays would be in operation during weekday daytimes. At other times the bays would be available for unrestricted parking.

10. Further clarity about the operation of the loading bays has been provided with the appeal. Funding for the necessary Traffic Regulation Order (TRO) has been secured by a Unilateral Undertaking planning obligation. As such, the proposal would differ from the arrangements before the other Inspector. The TRO process involves public consultation and so may not succeed. Although a negatively worded planning condition could be used to prevent implementation of the proposal until any TRO were approved, there would remain a degree of uncertainty.

11. In any case, the appellant's surveys identify that parking demand is high during weekday daytimes when the loading bays would be in operation. The appellant calculates that in the worst-case scenario, there would be an overall loss of four to five on-street spaces. Vehicles that would otherwise have parked in those spaces would be forced to find an alternative. In addition, some loading would take place when the bays are not available for this use, either outside of the hours of operation of the loading bays, or when occupied by other service vehicles.

12. The appellant proposes a Delivery and Servicing Management Plan (SMP). To minimise disruption, a qualified employee would co-ordinate deliveries and collections, and controls would be placed on delivery movements so that they are spread throughout the day rather than in clusters. The provision of an SMP

and its suggested content was not before the previous Inspector and could be secured by planning condition.

13. However, the SMP provided to me would permit deliveries after 8am, despite the high level of parking that still occurs beyond this time. Furthermore, the extent of the appellant's control over third party delivery and collection companies would in practice be limited. Therefore, whilst the provisions of the SMP would no doubt be beneficial, and its precise wording could be left to a planning condition, it would be unlikely to make a significant material difference to the effects of the proposal on parking and congestion locally.

14. Therefore, for the reasons given above, the proposal would result in additional demand for parking, exacerbating the existing problems. This would risk further vehicles blocking footways and dropped kerbs, causing some pedestrians, particularly those with buggies or in wheelchairs, to use the carriageway itself. This would result in conflict with moving vehicles and risk the highway safety of road users. The additional demand would also result in further congestion and blockage of driveways, causing greater inconvenience and conflict for residents.

15. I therefore conclude that the proposal would have a harmful effect on highway safety and congestion, having regard to on-street parking availability in the locality. I attach significant weight to this harm. As such, for the reasons given above, the proposal would be contrary to policies DM2 and DM23 of the Bristol Local Plan Site Allocations and Development Management Policies (SADM), adopted July 2014, and policy BCS10 of the Bristol Development Framework Core Strategy, adopted June 2011 (the Core Strategy).

16. These policies state that proposals must provide an appropriate level of parking provision and will not be permitted where on-street parking cannot be reasonably accommodated or regulated. They also seek to ensure safe streets that reduce the negative impacts of vehicles. For similar reasons, the proposal would also be contrary to the requirement of the National Planning Policy Framework (the Framework), that development should be refused on highway grounds if there would be an unacceptable impact on highway safety.

Other Considerations

17. The Planning Practice Guidance[4] confirms that housing for older people including within residential institutions is counted as part of the housing land supply. The Council accepts that it cannot currently demonstrate a five-year supply of housing land. As such, the Council's housing policies are deemed out of date and it is necessary for me to determine whether the adverse impacts of the development would significantly and demonstrably outweigh the benefits inherent in providing the proposed accommodation to assist the Council in addressing its undersupply, as set out in paragraph 11 of the Framework.

18. I have found conflict with SADM policies DM2 and DM23 and Core Strategy Policy BCS10, which are consistent with the Framework. Against that, the evidence of the appellant, undisputed by the Council, is that the number of older people in Bristol may rise by 44% by 2039 and that there is a significant shortfall in specialist dementia care bed spaces across the city. The suggested need is for 1,075 spaces now and 1,151 spaces by 2031.

[4] Paragraph: 035 Reference ID: 68-035-20190722

19. Despite the loss of the existing flats, the proposal would make a positive contribution to the supply of housing, and to addressing the need for bed spaces. Its future use would also make wider positive social and economic contributions including from both staff and residents, and the communal space within the proposal may be made available for community use. The proposal would also result in energy saving benefits. However, the number of additional bed spaces, at 12, would be relatively small, as would be the other benefits. As such, I give them moderate weight.

Other Matters

20. The site is within the Downs Conservation Area (CA). It is common ground between the Council and the appellant that there would be no adverse effect on the CA. Having visited the site and its surroundings, I concur that the proposal would have a neutral effect on the CA as a whole and so would preserve its character and appearance.

21. Concerns have also been raised regarding the effects of the proposal on the balance and character of the neighbourhood, noise and disturbance from construction, the living conditions of existing and future residents and other matters. However, the proposal would extend the existing home and would replace flats rather than family dwellings. As such, it would not result in a harmful perception of overdominance of care homes. Some of the other concerns may be mitigated by planning conditions. These matters did not form reasons for refusal and do not alter my overall conclusions.

Planning Balance and Conclusion

22. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications for planning permission, and therefore appeals, must be determined in accordance with the development plan, unless material considerations indicate otherwise.

23. The proposal benefits from the presumption of sustainable development as outlined in Paragraph 11d) ii of the Framework. Given the harm that I have identified to highway safety and congestion, in respect of on-street parking availability in the locality, the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole.

24. For the reasons given, I have found conflict with the Development Plan as a whole. The material considerations in this case do not indicate a decision other than in accordance with the Development Plan. This leads me to conclude that the appeal should be dismissed.

O Marigold

INSPECTOR

Appendix 10

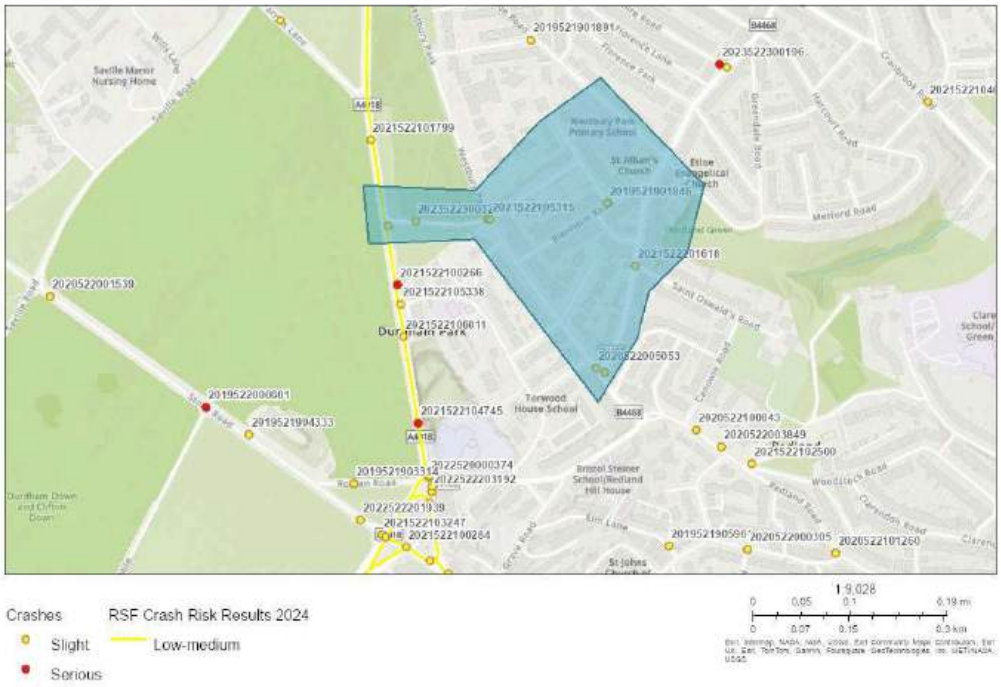
Personal Injury Accident Report

2330 - Personal Injury Collision Report

Area of Interest (AOI) Information

Area : 118,603.67 m²

Dec 4 2024 17:40:07 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	8	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	Police officer attended crash scene	May 10, 2022	2022	2	1	357448
2	None	Slight	No-accident reported via self-completion form	January 25, 2023	2023	1	1	357335
3	None	Slight	Police officer attended crash scene	May 22, 2020	2020	1	1	357617
4	None	Slight	Police officer attended crash scene	February 18, 2019	2019	2	1	357292
5	None	Slight	No officer attended crash scene	October 27, 2021	2021	2	1	357453
6	None	Slight	Police officer attended crash scene	January 21, 2019	2019	2	1	357637
7	None	Slight	Police officer attended crash scene	December 23, 2021	2021	2	1	357681
8	None	Slight	No officer attended crash scene	August 21, 2019	2019	2	1	357631

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	175328	Bristol	U	Fine without high winds	Single carriageway	Dry	20	Darkness: street lights present and lit
2	175325	Bristol	U	Fog or mist - if hazard	Single carriageway	Wet or Damp	20	Darkness: street lights present and lit
3	175092	Bristol	B4468	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit
4	175318	Bristol	A4018	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
5	175327	Bristol	U	Fine without high winds	Single carriageway	Dry	20	Daylight: regardless of presence of streetlights
6	175351	Bristol	U	Fine without high winds	Single carriageway	Dry	20	Darkness: street lights present and lit
7	175252	Bristol	B4468	Fine without high winds	Single carriageway	Wet or Damp	20	Daylight: regardless of presence of streetlights
8	175086	Bristol	U	Fine without high winds	Unknown	Dry	20	Daylight: regardless of presence of streetlights

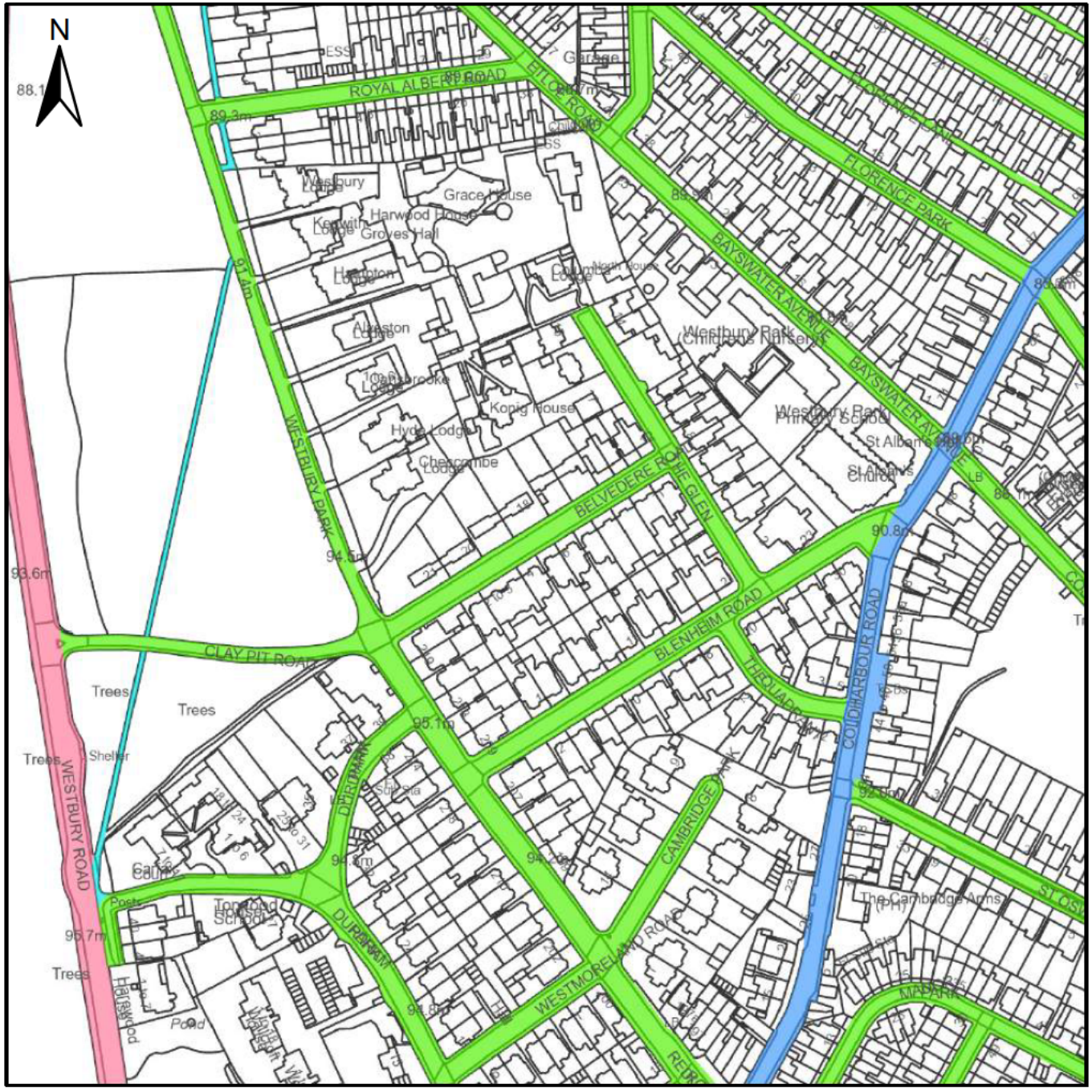
#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Crossroads	No physical crossing facility within 50 metres	0	1	0	0	0	1
2	Not at or within 20 metres of junction	Central refuge - no other controls	0	0	1	0	0	0
3	T or staggered junction	Central refuge - no other controls	0	0	0	0	0	0
4	T or staggered junction	Central refuge - no other controls	1	0	0	0	1	0
5	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
6	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	0	1	0
7	T or staggered junction	No physical crossing facility within 50 metres	0	1	0	0	0	1
8	T or staggered junction	No physical crossing facility within 50 metres	1	0	0	0	1	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Bristol	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022522204587	1
2	1	0	0	0	Bristol	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023522300323	1
3	1	0	0	0	Bristol	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020522005053	1
4	1	0	0	0	Bristol	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2019521903360	1
5	1	0	0	0	Bristol	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021522105315	1
6	1	0	0	0	Bristol	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2019521901846	1
7	1	0	0	1	Bristol	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021522201618	1
8	1	0	0	0	Bristol	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2019521905046	1

Appendix 11

The Highway Boundary and Public Rights of Way Plan

Bristol City Council map



30 15 0 30 60 90 120
m

1:3,000

Legend

Adopted highways

- A Road
- B Road
- C Road
- Footpath
- Motorway
- Pedestrianised
- Trunk Road A
- Unclassified
- Section 38
- Prospectively Maintainable

- A Road
- B Road
- C Road
- Footpath
- Motorway
- Pedestianised
- Trunk Road A
- Unclassified
- Prospectively Maintainable

Mastermap annotation

Mastermap areas (b&w)

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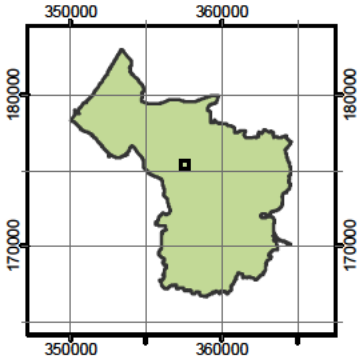


Date: 31/08/2023

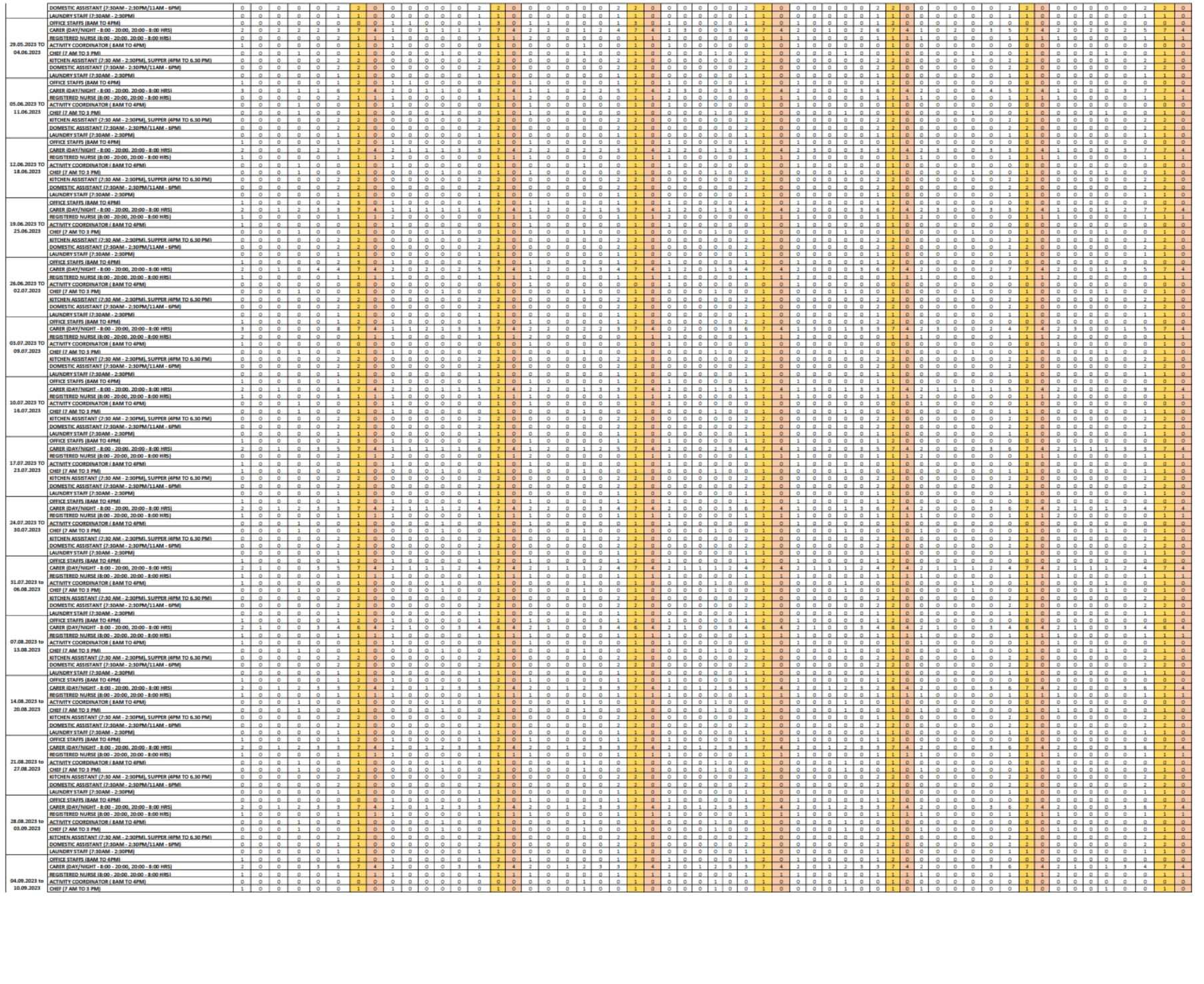
Appendix 12

Staff Travel Habits Data

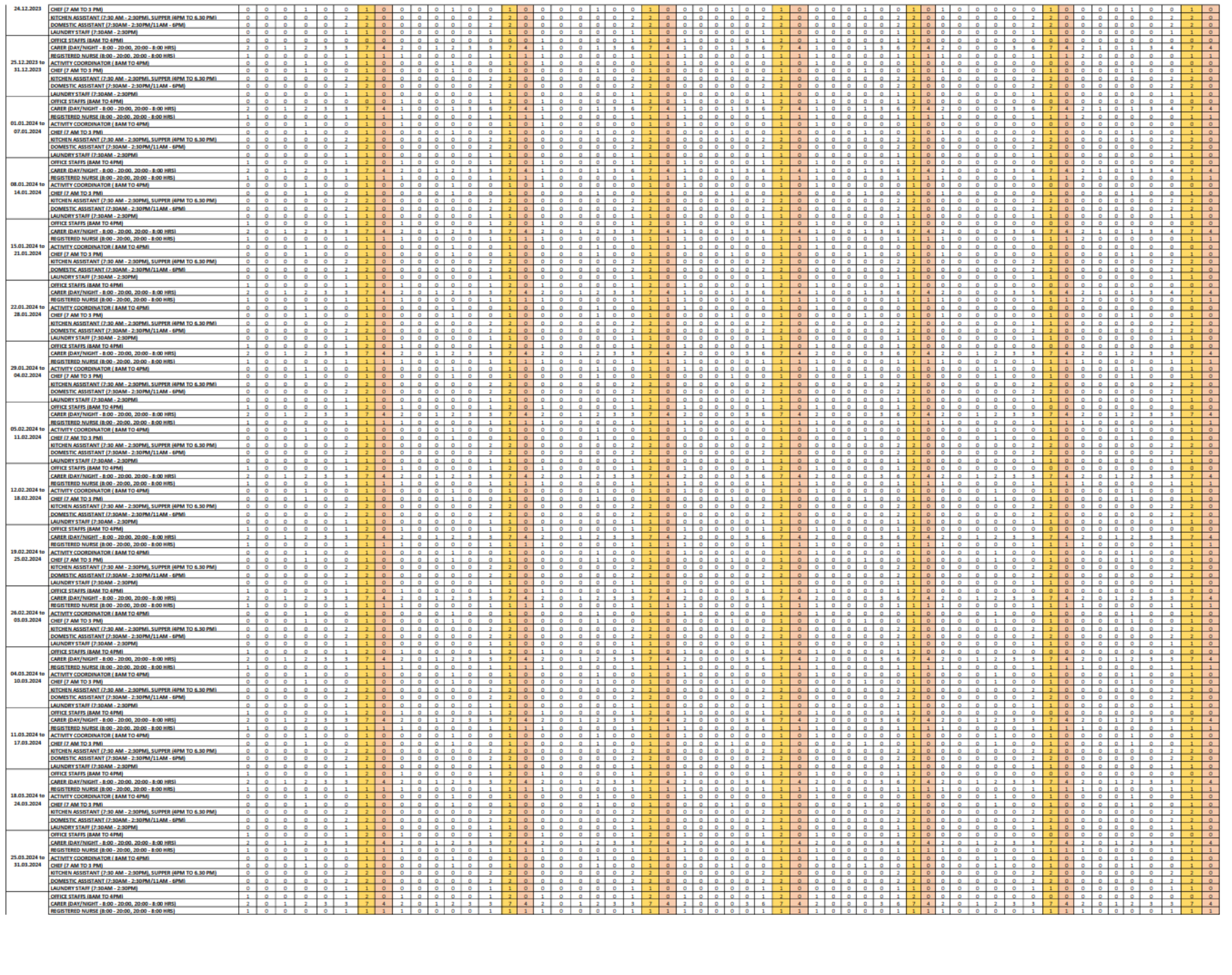
GLENVIEW HOME

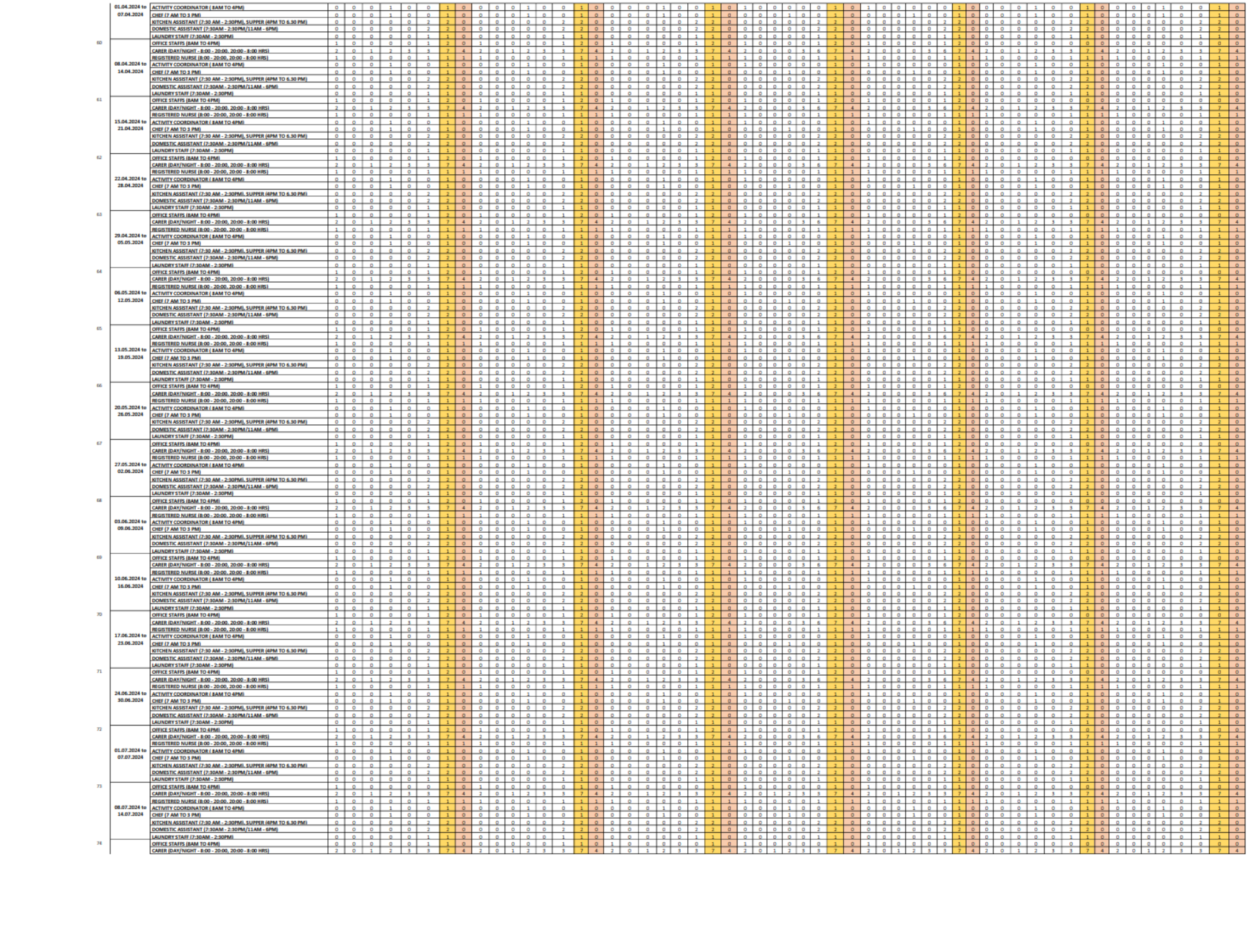
STAFF

	WEEKS	STAFF PROFILE & WORKING TIME	MONDAY								TUESDAY								WEDNESDAY								THURSDAY								FRIDAY								SATURDAY								SUNDAY							
			OWN CAR	CAR SHARE/LIFT	TAXI	CYCLE/ SCOOTER	WALK	PUBLIC TRANSPORT	DAY	NIGHT	OWN CAR	CAR SHARE/ DROP	TAXI	CYCLE	WALK	PUBLIC TRANSPORT	DAY	NIGHT	OWN CAR	CAR SHARE/DROP	TAXI	CYCLE	WALK	PUBLIC TRANSPORT	DAY	NIGHT	OWN CAR	CAR SHARE/ DROP	TAXI	CYCLE	WALK	PUBLIC TRANSPORT	DAY	NIGHT	OWN CAR	CAR SHARE/ LIFT	TAXI	CYCLE	WALK	PUBLIC TRANSPORT	DAY	NIGHT	OWN CAR	CAR SHARE/LIFT	TAXI	CYCLE	WALK	PUBLIC TRANSPORT	DAY	NIGHT	OWN CAR	CAR SHARE/ LIFT	TAXI	CYCLE	WALK	PUBLIC TRANSPORT	DAY	NIGHT
1	20.02.2023 TO 26.02.2023	OFFICE STAFFS (8AM TO 4PM)	1	0	0	0	0	1	2	0	1	1	0	0	0	0	2	0	1	0	0	0	0	1	2	0	1	1	0	0	0	0	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	2	1	0	0	3	5	7	4	2	2	0	0	2	5	7	4	1	1	1	1	3	4	7	4	2	2	0	1	3	3	7	4	1	2	0	1	2	5	7	4	2	2	1	1	3	2	7	4	2	1	1	1	3	3	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
		CHEF (7 AM TO 3 PM)	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		DOMESTIC ASSISTANT (7:30AM - 2:30PM/11AM - 6PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		LAUNDRY (7:30AM - 2:30PM)	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
2	27.02.2023 TO 05.03.2023	OFFICE STAFFS (8AM TO 4PM)	1	0	0	0	0	1	2	0	1	1	0	0	0	0	2	0	1	1	0	0	0	0	2	0	1	1	0	0	0	1	3	0	1	1	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	2	1	0	1	2	5	7	4	1	1	0	1	2	6	7	4	2	1	0	1	2	5	7	4	2	1	1	2	2	3	7	4	2	2	0	1	3	3	7	4	2	2	1	1	2	3	7	4	1	1	0	2	2	5	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CHEF (7 AM TO 3 PM)	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		DOMESTIC ASSISTANT (7:30AM - 2:30PM/11AM - 6PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		LAUNDRY STAFF (7:30AM - 2:30PM)	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
3	06.03.2023 TO 12.03.2023	OFFICE STAFFS (8AM TO 4PM)	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	2	2	1	1	2	3	7	4	2	2	1	1	2	3	7	4	2	0	2	0	2	5	7	4	2	2	1	1	3	2	7	4	2	1	0	2	3	3	7	4	2	2	1	1	2	3	7	4	2	2	0	0	2	5	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	2	0	0	0	0	0	1	1	0	0	0	0	0	2	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CHEF (7 AM TO 3 PM)	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		DOMESTIC ASSISTANT (7:30AM - 2:30PM/11AM - 6PM)	0	0	0	0	0	2	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		LAUNDRY STAFF (7:30AM - 2:30PM)	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
4	13.03.2023 TO 19.03.2023	OFFICE STAFFS (8AM TO 4PM)	1	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	1	1	0	0	0	0	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	2	0	0	1	2	6	7	4	1	0	1	1	3	5	7	4	2	0	0	2	2	5	7	4	1	1	1	2	2	4	7	4	2	0	0	0	2	7	7	4	2	2	0	2	2	3	7	4	1	3	0	0	3	4	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
		CHEF (7 AM TO 3 PM)	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		DOMESTIC ASSISTANT (7:30AM - 2:30PM/11AM - 6PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		LAUNDRY STAFF (7:30AM - 2:30PM)	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
5	20.03.2023 TO 26.03.2023	OFFICE STAFFS (8AM TO 4PM)	1	1	0	0	0	1	3	0	1	1	0	0	0	1	3	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	1	1	0	2	2	5	7	4	1	0	1	1	2	6	7	4	1	1	1	0	3	5	7	4	1	3	1	1	2	3	7	4	1	2	0	0	2	6	7	4	2	1	1	1	2	4	7	4	2	2	1	1	2	3	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
		CHEF (7 AM TO 3 PM)	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		DOMESTIC ASSISTANT (7:30AM - 2:30PM/11AM - 6PM)	1	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	2	0
		LAUNDRY STAFF (7:30AM - 2:30PM)	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
6	27.03.2023 TO 02.04.2023	OFFICE STAFFS (8AM TO 4PM)	1	0	0	0	0	2	3	0	1	1	0	0	0	1	3	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	0	0	1	2	3	5	7	4	2	0	0	3	3	3	7	4	1	1	0	1	1	7	7	4	1	2	0	1	2	5	7	4	1	2	0	0	3	5	7	4	1	3	0	0	3	4	7	4	2	2	2	0	0	5	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CHEF (7 AM TO 3 PM)	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		DOMESTIC ASSISTANT (7:30AM - 2:30PM/11AM - 6PM)	0	0	0	0	0	2	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		LAUNDRY STAFF (7:30AM - 2:30PM)	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
7	03.04.2023 TO 09.04.2023	OFFICE STAFFS (8AM TO 4PM)	1	0	0	0	0	2	3	0	1	0	0	0	0	2	3	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	2	0	0	1	3	5	7	4	1	0	1	2	4	3	7	4	1	2	0	2	2	4	7	4	2	0	0	1	3	5	7	4	2	2	0	0	3	4	7	4	2	3	0	2	1	3	7	4	2	3	0	0	2	4	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CHEF (7 AM TO 3 PM)	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		DOMESTIC ASSISTANT (7:30AM - 2:30PM/11AM - 6PM)	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		LAUNDRY STAFF (7:30AM - 2:30PM)	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
8	10.04.2023 TO 16.04.2023	OFFICE STAFFS (8AM TO 4PM)	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	1	1	0	0	0	1	3	0	1	0	0	0	0	2	3	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	2	0	1	1	3	4	7	4	2	0	0	2	2	5	7	4	2	1	0	2	2	4	7	4	1	3	0	1	3	3	7	4	1	3	0	0	2	5	7	4	2	1	0	1	2	5	7	4	2	2	0	0	3	4	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CHEF (7 AM TO 3 PM)	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		DOMESTIC ASSISTANT (7:30AM - 2:30PM/11AM - 6PM)	1	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		LAUNDRY STAFF (7:30AM - 2:30PM)	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
9	17.04.2023 TO 23.04.2023	OFFICE STAFFS (8AM TO 4PM)	1	0	0	0	0	2	3	0	1	0	0	0	0	2	3	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	1	0	1	2	2	5	7	4	2	0	1	1	1	6	7	4	2	3	0	2	1	3	7	4	2	3	0	1	3	2	7	4	2	0	0	0	3	6	7	4	1	3	0	0	3	4	7	4	0	3	0	0	3	5	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	0	0	0	0	0	2	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CHEF (7 AM TO 3 PM)	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		DOMESTIC ASSISTANT (7:30AM - 2:30PM/11AM - 6PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		LAUNDRY STAFF (7:30AM - 2:30PM)	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
10	24.04.2023 TO 30.04.2023	OFFICE STAFFS (8AM TO 4PM)	1	0	0	0	0	1	2	0	1	1	0	0	0	0	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	2	0	1	1	2	5	7	4	1	0	0	1	1	8	7	4	2	1	0	2	1	5	7	4	2	0	0	1	3	5	7	4	2	0	0	1	3	5	7	4	2	3	0	0	3	3	7	4	0	2	0	0	2	7	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CHEF (7 AM TO 3 PM)	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		DOMESTIC ASSISTANT (7:30AM - 2:30PM/11AM - 6PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		LAUNDRY STAFF (7:30AM - 2:30PM)	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
11	01.05.2023 TO 07.05.2023	OFFICE STAFFS (8AM TO 4PM)	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	2	0	0	1	3	5	7	4	2	0	1	1	2	5	7	4	2	1	0	1	2	5	7	4	2	0	0	1	3	5	7	4	0	0	1	0	3	7	7	4	2	2	0	0	0	7	7	4	1	1	1	1	1	6	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CHEF (7 AM TO 3 PM)	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		DOMESTIC ASSISTANT (7:30AM - 2:30PM/11AM - 6PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		LAUNDRY STAFF (7:30AM - 2:30PM)	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
12	08.05.2023 TO 14.05.2023	OFFICE STAFFS (8AM TO 4PM)	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	1	0	1	2	3	4	7	4	2	0	0	2	2	5	7	4	2	0	0	0	3	6	7	4	1	0	0	1	3	6	7	4	2	0	1	1	3	4	7	4	0	1	2	3	0	5	7	4	2	0	0	0	3	6	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	0	0	0	0	0	2	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CHEF (7 AM TO 3 PM)	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		DOMESTIC ASSISTANT (7:30AM - 2:30PM/11AM - 6PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		LAUNDRY STAFF (7:30AM - 2:30PM)	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
13	15.05.2023 TO 21.05.2023	OFFICE STAFFS (8AM TO 4PM)	0	0	0	0	0	2	2	0	0	1	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	2	0	1	3	2	3	7	4	1	0	1	1	1	7	7	4	2	2	0	0	3	4	7	4	1	0	0	1	3	6	7	4	2	0	0	1	2	6	7	4	2	0	0	0	0	9	7	4	2	0	0	0	2	7	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	1	0	0	0	0	2	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CHEF (7 AM TO 3 PM)	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		DOMESTIC ASSISTANT (7:30AM - 2:30PM/11AM - 6PM)	0	0	0	0	0	2	2	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0
		LAUNDRY STAFF (7:30AM - 2:30PM)	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
14	22.05.2023 TO 28.05.2023	OFFICE STAFFS (8AM TO 4PM)	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	2	0	1	0	0	0	0	2	3	0	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CARER (DAY/NIGHT - 8:00 - 20:00, 20:00 - 8:00 HRS)	3	0	1	2	1	4	7	4	2	0	1	2	1	5	7	4	2	2	0	1	3	3	7	4	2	2	0	0	2	5	7	4	2	3	0	1	3	2	7	4	0	3	0	0	3	5	7	4	2	0	0	0	3	6	7	4
		REGISTERED NURSE (8:00 - 20:00, 20:00 - 8:00 HRS)	0	0	0	0	0	2	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	2	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1
		ACTIVITY COORDINATOR (8AM TO 4PM)	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CHEF (7 AM TO 3 PM)	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
		KITCHEN ASSISTANT (7:30 AM - 2:30PM), SUPPER (4PM TO 6.30 PM)	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0



| | | |





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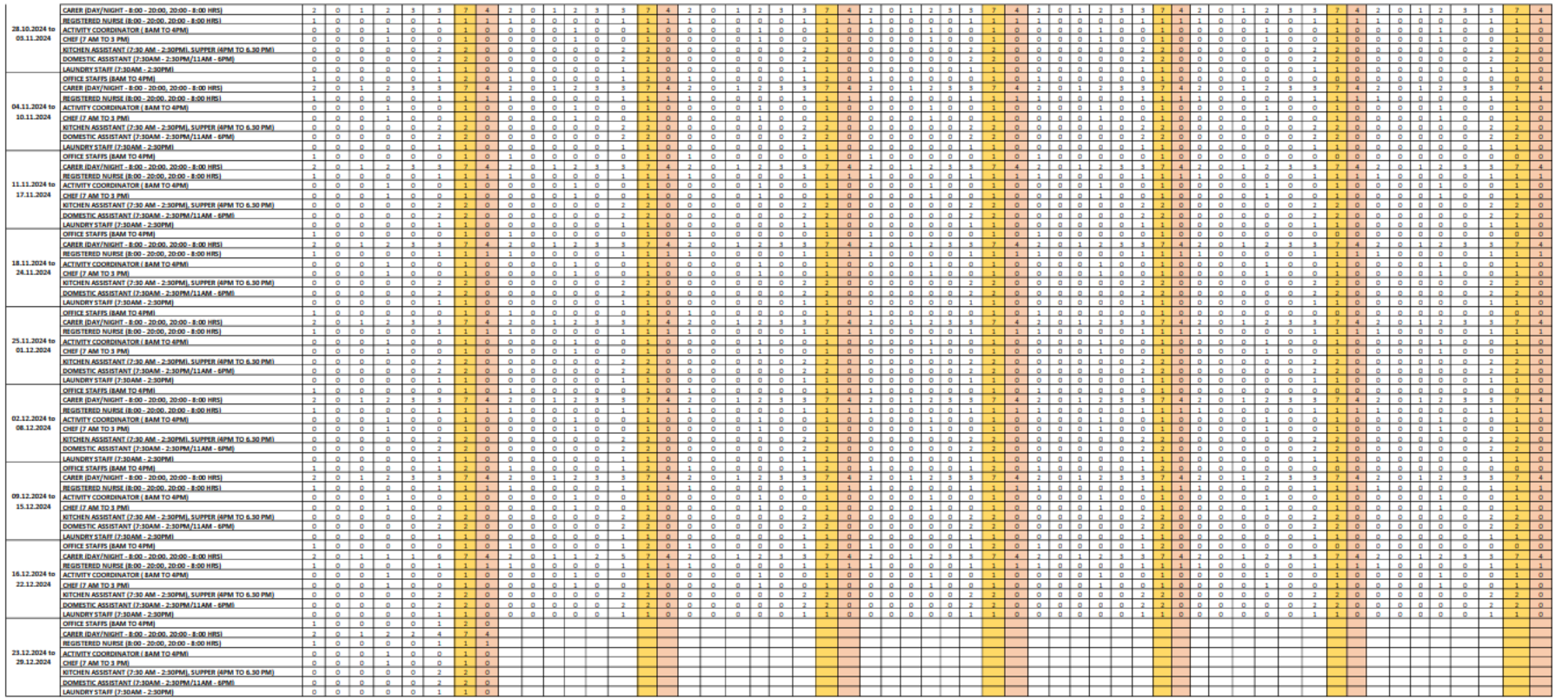
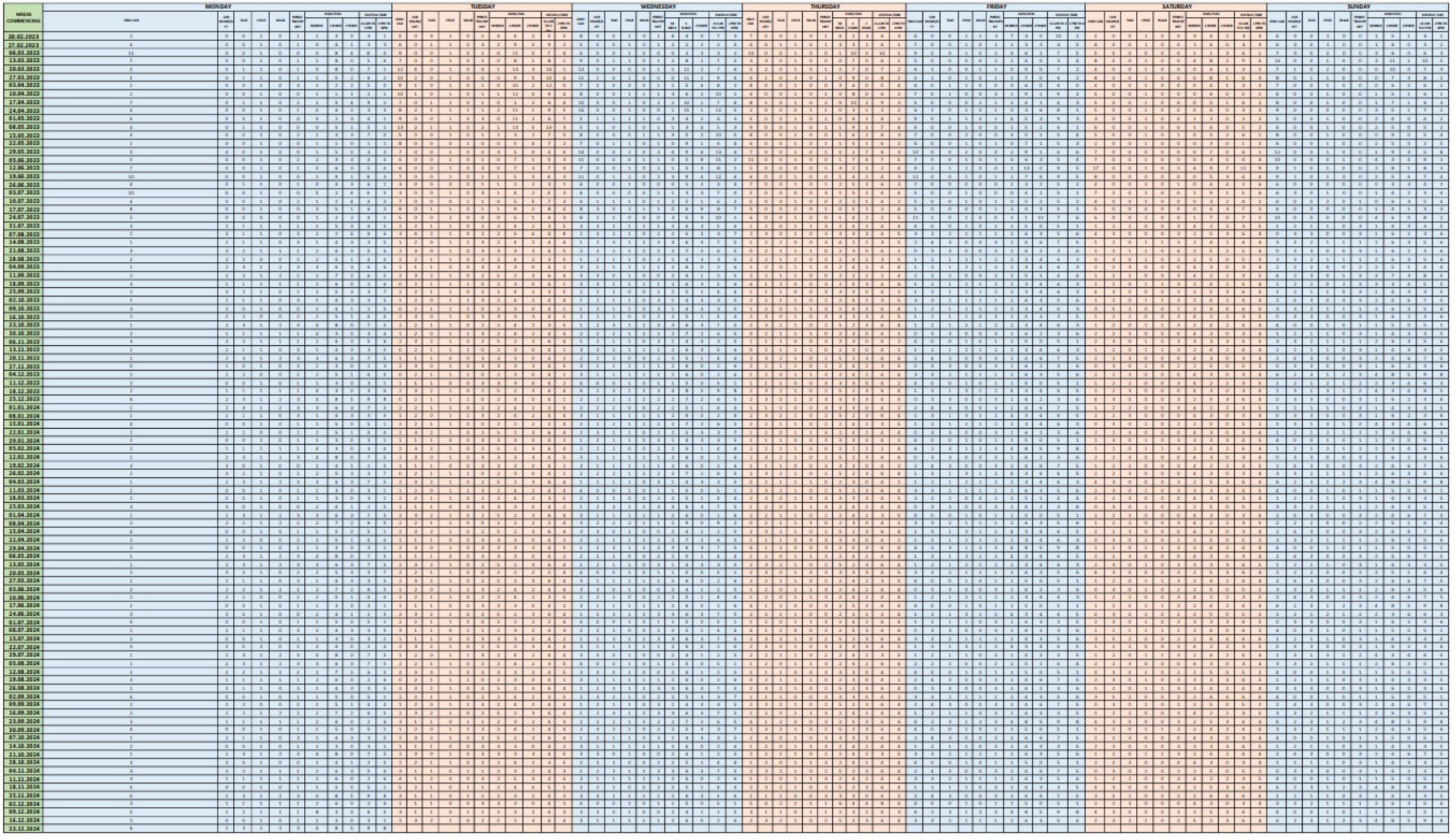


Appendix 13

Visitor Travel Habits Data

VISITORS



Appendix 14

Delivery and Collection Data

SUPPLIERS

	WEEKS	SUPPLIERS	MONDAY					TUESDAY					WEDNESDAY					THURSDAY					FRIDAY				
			VAN	TRUCK	PARKED ON THE STREET	PARKED ON THE MAIN ROAD	DURATION IN MINS	VAN	TRUCK	PARKED ON THE STREET	PARKED ON THE MAIN ROAD	DURATION	VAN	TRUCK	PARKED ON THE STREET	PARKED ON THE MAIN ROAD	DURATION IN MINS	VAN	TRUCK	PARKED ON THE STREET	PARKED ON THE MAIN ROAD	DURATION	VAN	TRUCK	PARKED ON THE STREET	PARKED ON THE MAIN ROAD	DURATION IN MINS
1	20.02.2023 TO 26.02.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
2	27.02.2023 TO 05.03.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	10
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	06.03.2023 TO 12.03.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	13.3.2023 TO 19.03.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	20.03.2023 TO 26.03.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	27.3.2023 TO 02.04.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
7	03.04.2023 TO 09.04.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	10.04.2023 TO 16.04.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	17.04.2023 TO 23.04.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	24.04.2023 TO 30.04.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
11	01.05.2023 TO 07.05.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	08.05.2023 TO 14.05.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

13	15.05.2023 TO 21.05.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	22.05.2023 TO 28.05.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	8
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
15	29.05.2023 TO 04.06.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	05.06.2023 TO 11.06.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	12.06.2023 TO 18.06.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	19.06.2023 TO 25.06.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	26.06.2023 TO 02.07.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
20	03.07.2023 TO 09.07.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	8
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
21	10.07.2023 TO 16.07.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	17.07.2023 TO 23.07.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	24.07.2023 TO 30.07.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
24	31.07.2023 TO 06.08.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	7	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	07.08.2023 TO 13.08.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26		INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0

	14.08.2023 TO 20.08.2023	NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	21.08.2023 TO 27.08.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	
28	28.08.2023 TO 03.09.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
29	04.09.2023 TO 10.09.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30	11.09.2023 TO 17.09.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	7	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
31	18.09.2023 TO 24.09.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
32	25.09.2023 TO 01.10.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	7	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	
33	02.10.2023 TO 08.10.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
34	09.10.2023 TO 15.10.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
35	16.10.2023 TO 22.10.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
36	23.10.2023 TO 29.10.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	8	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	
37	30.10.2023 TO 05.11.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
38	05.11.2023 TO	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	08.11.2023 TO 12.11.2023	DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	13.11.2023 TO 19.11.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
40	20.11.2023 TO 26.11.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	
41	27.11.2023 TO 03.12.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
42	04.12.2023 TO 10.12.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	7	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
43	11.12.2023 TO 17.12.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
44	18.12.2023 TO 24.12.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	8	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	10	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	
45	25.12.2023 TO 31.12.2023	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
46	01.01.2024 TO 07.01.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
47	08.01.2024 TO 14.01.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
48	15.01.2024 TO 21.01.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
49	22.01.2024 TO 28.01.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	
50	29.01.2024 TO 04.02.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	[illegible]	RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	05.02.2024 TO 11.02.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	12.02.2024 TO 18.02.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
53	19.02.2024 TO 25.02.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
54	26.02.2024 TO 03.03.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	04.03.2024 TO 10.03.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	11.03.2024 TO 17.03.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	18.03.2024 TO 24.03.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	25.03.2024 TO 31.03.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
59	01.04.2024 TO 07.04.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60	08.04.2024 TO 14.04.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	15.04.2024 TO 21.04.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	22.04.2024 TO 28.04.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5

		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
63	29.04.2024 TO 05.05.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	8
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	06.05.2024 TO 12.05.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65	13.05.2024 TO 19.05.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	20.05.2024 TO 26.05.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0
		NHS (PPE SUPPLY)	0	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
67	27.05.2024 TO 02.06.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0
		NHS (PPE SUPPLY)	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DJB (CLEANING/LAUNDRY SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
68	03.06.2024 TO 09.06.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
69	10.06.2024 TO 16.06.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70	17.06.2024 TO 23.06.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	24.06.2024 TO 30.06.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
72	01.07.2024 TO 07.07.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
73	08.07.2024 TO 14.07.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
74	15.07.2024 TO 21.07.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

75	22.07.2024 TO 28.07.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
76	29.07.2024 TO 04.08.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
77	05.08.2024 TO 11.08.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
78	12.08.2024 TO 18.08.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	19.08.2024 TO 25.08.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	26.08.2024 TO 01.09.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
81	02.09.2024 TO 08.09.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
82	09.09.2024 TO 15.09.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
83	16.09.2024 TO 22.09.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
84	23.09.2024 TO 29.09.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
85	30.09.2024 TO 06.10.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86	07.10.2024 TO 13.10.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87		INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0

	14.10.2024 TO 20.10.2024	*NHS (PPE SUPPLY)*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
88	21.10.2024 TO 27.10.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
89	28.10.2024 TO 03.11.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90	04.11.2024 TO 10.11.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
91	11.11.2024 TO 17.11.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	18.11.2024 TO 24.11.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
93	25.11.2024 TO 01.12.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	
94	02.12.2024 TO 08.12.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
95	09.12.2024 TO 15.12.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
96	16.12.2024 TO 22.12.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	10	
		RD JONES (CATERING SUPPLY)	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
97	23.12.2024 TO 29.12.2024	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	12	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
98	30.12.2024 TO 05.01.2025	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	12	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	
99	30.12.2024 TO	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	

	30.12.2024 TO 05.01.2025	DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		RD JONES (CATERING SUPPLY)	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	06.01.2025 TO 12.01.2025	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	7	0	0	0	0	0	
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
101	13.01.2025 TO 19.01.2025	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	4	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
102	20.01.2025 TO 26.01.2025	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	7	0	0	0	0	0	
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	10	
103	27.01.2025 TO 02.02.2025	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0	
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
104	03.02.2025 TO 09.02.2025	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	0	0	
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	2	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	6	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
105	10.02.2025 TO 16.02.2025	INITIAL (CLINICAL WASTE)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	0	0	0	
		NHS (PPE SUPPLY)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
		DJB (CLEANING/LAUNDRY SUPPLY)	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		RD JONES (CATERING SUPPLY)	1	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	
		PADS SUPPLY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Appendix 15

The Architect's Proposed Site Layout Plan

Staff cycle store (4 bikes)

New steps to lower ground floor level

Enlarged lightwell created to rear

New extension on ground and lower ground floor

Existing floor level raised to that of rest of ground floor

Alternative exit this level

BEDROOM

WHEELCHAIR ACCESSIBLE BATHROOM

DAY ROOM

WHEELCHAIR ACCESSIBLE BATHROOM

STORE

BEDROOM

BEDROOM

STORE

STORE

BATHROOM

BEDROOM

Sheffield stands for visitors

Existing steps down to lower ground floor retained

Forecourt largely unchanged. Back of pavement stone wall retained. Space for additional bin to those in 8-9 if required.

Lightwell to serve new windows at lower ground floor level. Traditional pattern metal railing guarding.

Existing door converted to windows as original condition.

Link through to 8-9 Belvedere Road

2 Ground Floor Plan
Scale: 1:100

New steps to lower ground floor level

Enlarged lightwell/lower patio created to rear

New extension on ground and lower ground floor

DINING/LIVING

KITCHENETTE

STAFF AREA

LOUNGE

WC

LAUNDRY

Existing steps down to lower ground floor retained

Lightwell to serve new windows at lower ground floor level

New windows to align with those on ground floor over.

Link through to 8-9 Belvedere Road

0 1 2 3 4 5 M

1 Lower Ground Floor Plan
Scale: 1:100

Rev.	Issue date	Revision Notes
A	03/03/2025	Minor amendments and annotation changes.

PLANNING

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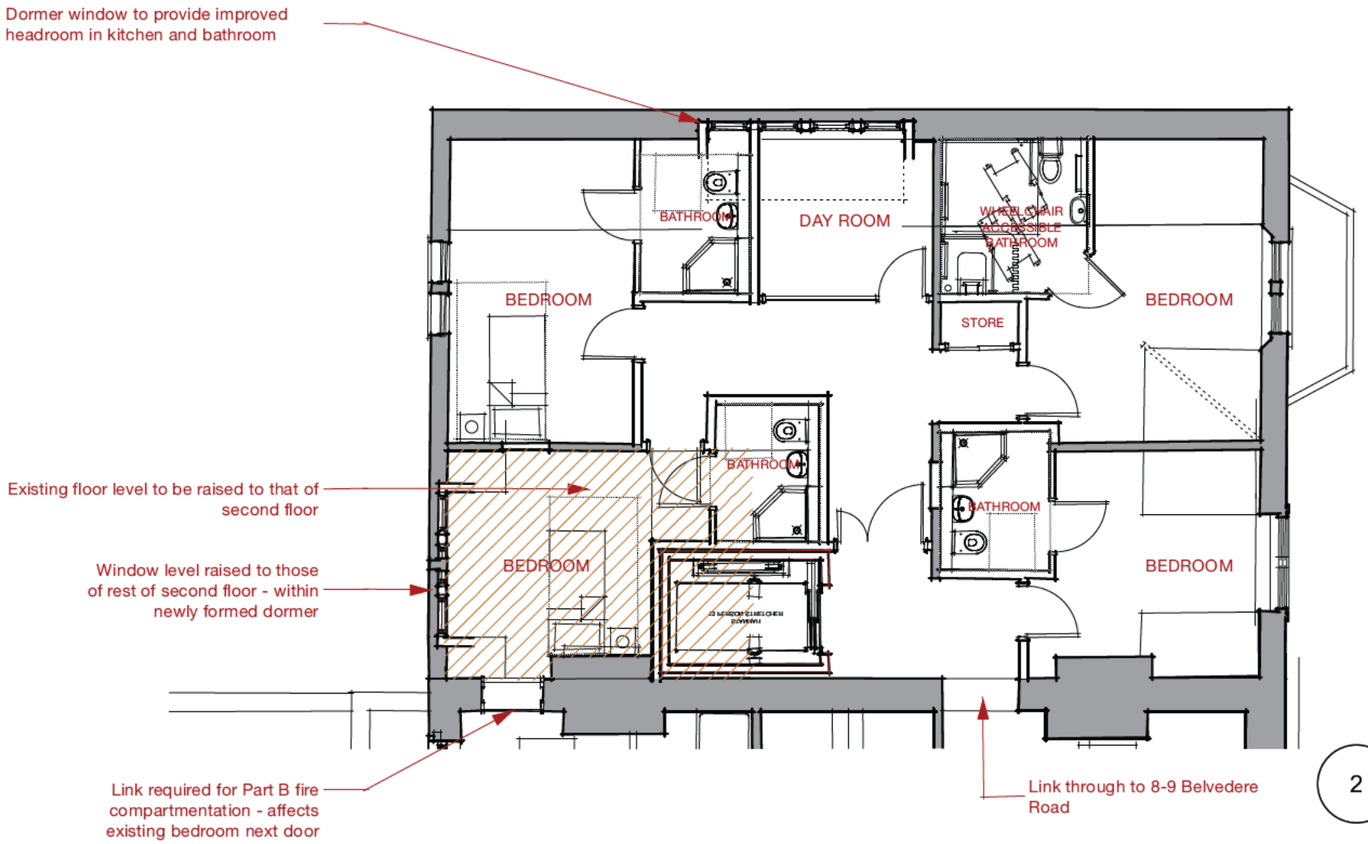
Project Title
Care Home Annexe
7 Belvedere Road
Bristol

Drawing Title
Proposed Lower Ground and Ground Floor Plans

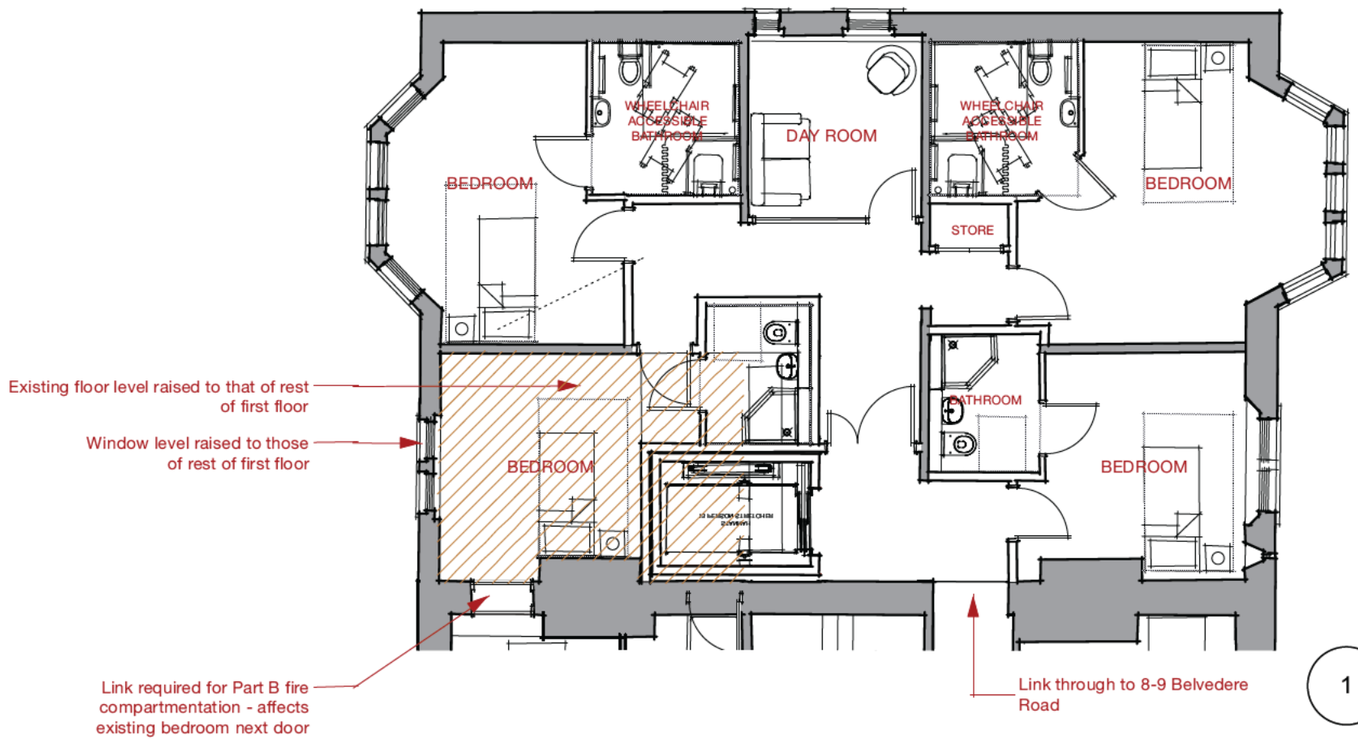
Project No.	Drawing No.	Revision
3333	PA 031	A

Date	Scale
10/02/2025	1:100

Drawn by	Checked by
ROL	XX



2 Second Floor Plan
Scale: 1:100



1 First Floor Plan
Scale: 1:100

0 1 2 3 4 5 M

Rev.	Issue date	Revision Notes

PLANNING

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Project Title
Care Home Annexe
7 Belvedere Road
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Drawing Title
Proposed First and Second Floor Plans

Project No.	Drawing No.	Revision
3333	PA 032	_

Date	Scale
10/02/2025	1:100

Drawn by	Checked by
ROL	XX

Proposed side dormer between chimneys.

Existing access to No. 7 retained as secondary access, and access to rear garden.

REAR EXTENSION

Proposed rear dormer

REAR EXTENSION

Additional refuse and recycling area for annexe requirements

Parapet to align with that of neighbouring care home.

roof light

B in Store

Refuse and recycling area for existing care home

Forecourt to care home unchanged.

EXISTING CARE HOME

Main entrance to care home, including access to proposed annexe in No. 7

0 1 2 3 4 5 M

1 Roof Plan
Scale: 1:100

Rev.	Issue date	Revision Notes
A	04/03/2025	Front forecourts added. Roof of Nos 8 9 added.

PLANNING

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Project Title
Care Home Annexe
7 Belvedere Road
Bristol

Drawing Title
Proposed Roof Plan with front forecourts

Project No.	Drawing No.	Revision
3333	PA 033	A

Date	Scale
10/02/2025	1:100

Drawn by	Checked by
XX	XX

Appendix 16

TRICS Output File – Existing/Extant Residential Land Use

Highgate Transportation Ltd Park Street Bristol Licence No: 355901

Calculation Reference: AUDIT-355901-250221-0218

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BM	BROMLEY	2 days
	EN	ENFIELD	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NG	NOTTINGHAM	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	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: No of Dwellings
Actual Range: 9 to 82 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/10/23

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	3 days
Tuesday	3 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	10 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)	10

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:

Development Zone	1
Residential Zone	7
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	6 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	10 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
20,001 to 25,000	5 days
25,001 to 50,000	3 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:

75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	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	8 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	10 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	8 days
1b Very poor	2 days

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

LIST OF SITES relevant to selection parameters

1 BM-03-C-02 BLOCK OF FLATS BROMLEY
ORCHARD ROAD
BROMLEY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 20
Survey date: TUESDAY *17/10/23* *Survey Type: MANUAL*

2 BM-03-C-03 BLOCKS OF FLATS BROMLEY
ORCHARD ROAD
BROMLEY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *18/10/23* *Survey Type: MANUAL*

3 CA-03-C-03 BLOCKS OF FLATS CAMBRIDGESHIRE
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

4 DY-03-C-03 BLOCKS OF FLATS DERBY
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

5 EN-03-C-03 BLOCKS OF FLATS ENFIELD
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

6 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

7 NF-03-C-02 MIXED FLATS & HOUSES NORFOLK
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

8 NG-03-C-01 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 SH-03-C-01 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

10 SH-03-C-02 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 12
Survey date: FRIDAY *16/06/23* *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.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WF-03-C-06	25/05/21	Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.65

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.064	10	39	0.182	10	39	0.246
08:00 - 09:00	10	39	0.084	10	39	0.235	10	39	0.319
09:00 - 10:00	10	39	0.115	10	39	0.176	10	39	0.291
10:00 - 11:00	10	39	0.092	10	39	0.105	10	39	0.197
11:00 - 12:00	10	39	0.084	10	39	0.092	10	39	0.176
12:00 - 13:00	10	39	0.090	10	39	0.077	10	39	0.167
13:00 - 14:00	10	39	0.079	10	39	0.097	10	39	0.176
14:00 - 15:00	10	39	0.102	10	39	0.090	10	39	0.192
15:00 - 16:00	10	39	0.148	10	39	0.087	10	39	0.235
16:00 - 17:00	10	39	0.138	10	39	0.100	10	39	0.238
17:00 - 18:00	10	39	0.202	10	39	0.105	10	39	0.307
18:00 - 19:00	10	39	0.130	10	39	0.066	10	39	0.196
19:00 - 20:00	3	24	0.192	3	24	0.123	3	24	0.315
20:00 - 21:00	3	24	0.096	3	24	0.055	3	24	0.151
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.616			1.590			3.206

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:	9 - 82 (units:)
Survey date date range:	01/01/16 - 18/10/23
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:	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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.010	10	39	0.010	10	39	0.020
08:00 - 09:00	10	39	0.005	10	39	0.005	10	39	0.010
09:00 - 10:00	10	39	0.013	10	39	0.010	10	39	0.023
10:00 - 11:00	10	39	0.005	10	39	0.008	10	39	0.013
11:00 - 12:00	10	39	0.005	10	39	0.005	10	39	0.010
12:00 - 13:00	10	39	0.005	10	39	0.003	10	39	0.008
13:00 - 14:00	10	39	0.005	10	39	0.008	10	39	0.013
14:00 - 15:00	10	39	0.008	10	39	0.008	10	39	0.016
15:00 - 16:00	10	39	0.005	10	39	0.005	10	39	0.010
16:00 - 17:00	10	39	0.008	10	39	0.008	10	39	0.016
17:00 - 18:00	10	39	0.005	10	39	0.005	10	39	0.010
18:00 - 19:00	10	39	0.005	10	39	0.005	10	39	0.010
19:00 - 20:00	3	24	0.000	3	24	0.000	3	24	0.000
20:00 - 21:00	3	24	0.000	3	24	0.000	3	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.080			0.159

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.000	10	39	0.000	10	39	0.000
08:00 - 09:00	10	39	0.000	10	39	0.000	10	39	0.000
09:00 - 10:00	10	39	0.000	10	39	0.000	10	39	0.000
10:00 - 11:00	10	39	0.000	10	39	0.000	10	39	0.000
11:00 - 12:00	10	39	0.000	10	39	0.000	10	39	0.000
12:00 - 13:00	10	39	0.000	10	39	0.000	10	39	0.000
13:00 - 14:00	10	39	0.000	10	39	0.000	10	39	0.000
14:00 - 15:00	10	39	0.000	10	39	0.000	10	39	0.000
15:00 - 16:00	10	39	0.000	10	39	0.000	10	39	0.000
16:00 - 17:00	10	39	0.003	10	39	0.000	10	39	0.003
17:00 - 18:00	10	39	0.000	10	39	0.003	10	39	0.003
18:00 - 19:00	10	39	0.000	10	39	0.000	10	39	0.000
19:00 - 20:00	3	24	0.000	3	24	0.000	3	24	0.000
20:00 - 21:00	3	24	0.000	3	24	0.000	3	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.000	10	39	0.023	10	39	0.023
08:00 - 09:00	10	39	0.005	10	39	0.031	10	39	0.036
09:00 - 10:00	10	39	0.003	10	39	0.005	10	39	0.008
10:00 - 11:00	10	39	0.005	10	39	0.003	10	39	0.008
11:00 - 12:00	10	39	0.010	10	39	0.000	10	39	0.010
12:00 - 13:00	10	39	0.000	10	39	0.003	10	39	0.003
13:00 - 14:00	10	39	0.000	10	39	0.000	10	39	0.000
14:00 - 15:00	10	39	0.010	10	39	0.008	10	39	0.018
15:00 - 16:00	10	39	0.015	10	39	0.000	10	39	0.015
16:00 - 17:00	10	39	0.010	10	39	0.008	10	39	0.018
17:00 - 18:00	10	39	0.013	10	39	0.013	10	39	0.026
18:00 - 19:00	10	39	0.013	10	39	0.003	10	39	0.016
19:00 - 20:00	3	24	0.000	3	24	0.000	3	24	0.000
20:00 - 21:00	3	24	0.055	3	24	0.014	3	24	0.069
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.111			0.250

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.066	10	39	0.230	10	39	0.296
08:00 - 09:00	10	39	0.095	10	39	0.320	10	39	0.415
09:00 - 10:00	10	39	0.130	10	39	0.235	10	39	0.365
10:00 - 11:00	10	39	0.115	10	39	0.141	10	39	0.256
11:00 - 12:00	10	39	0.115	10	39	0.138	10	39	0.253
12:00 - 13:00	10	39	0.123	10	39	0.113	10	39	0.236
13:00 - 14:00	10	39	0.100	10	39	0.113	10	39	0.213
14:00 - 15:00	10	39	0.146	10	39	0.105	10	39	0.251
15:00 - 16:00	10	39	0.205	10	39	0.118	10	39	0.323
16:00 - 17:00	10	39	0.184	10	39	0.110	10	39	0.294
17:00 - 18:00	10	39	0.256	10	39	0.138	10	39	0.394
18:00 - 19:00	10	39	0.176	10	39	0.092	10	39	0.268
19:00 - 20:00	3	24	0.219	3	24	0.151	3	24	0.370
20:00 - 21:00	3	24	0.123	3	24	0.068	3	24	0.191
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.053			2.072			4.125

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.020	10	39	0.151	10	39	0.171
08:00 - 09:00	10	39	0.056	10	39	0.251	10	39	0.307
09:00 - 10:00	10	39	0.087	10	39	0.141	10	39	0.228
10:00 - 11:00	10	39	0.066	10	39	0.095	10	39	0.161
11:00 - 12:00	10	39	0.069	10	39	0.077	10	39	0.146
12:00 - 13:00	10	39	0.102	10	39	0.092	10	39	0.194
13:00 - 14:00	10	39	0.072	10	39	0.084	10	39	0.156
14:00 - 15:00	10	39	0.102	10	39	0.107	10	39	0.209
15:00 - 16:00	10	39	0.136	10	39	0.074	10	39	0.210
16:00 - 17:00	10	39	0.138	10	39	0.066	10	39	0.204
17:00 - 18:00	10	39	0.169	10	39	0.097	10	39	0.266
18:00 - 19:00	10	39	0.128	10	39	0.069	10	39	0.197
19:00 - 20:00	3	24	0.110	3	24	0.096	3	24	0.206
20:00 - 21:00	3	24	0.014	3	24	0.000	3	24	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.269			1.400			2.669

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.003	10	39	0.061	10	39	0.064
08:00 - 09:00	10	39	0.003	10	39	0.077	10	39	0.080
09:00 - 10:00	10	39	0.020	10	39	0.041	10	39	0.061
10:00 - 11:00	10	39	0.023	10	39	0.036	10	39	0.059
11:00 - 12:00	10	39	0.023	10	39	0.028	10	39	0.051
12:00 - 13:00	10	39	0.026	10	39	0.020	10	39	0.046
13:00 - 14:00	10	39	0.018	10	39	0.020	10	39	0.038
14:00 - 15:00	10	39	0.023	10	39	0.038	10	39	0.061
15:00 - 16:00	10	39	0.051	10	39	0.018	10	39	0.069
16:00 - 17:00	10	39	0.064	10	39	0.005	10	39	0.069
17:00 - 18:00	10	39	0.066	10	39	0.013	10	39	0.079
18:00 - 19:00	10	39	0.033	10	39	0.005	10	39	0.038
19:00 - 20:00	3	24	0.041	3	24	0.014	3	24	0.055
20:00 - 21:00	3	24	0.055	3	24	0.000	3	24	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.449			0.376			0.825

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.000	10	39	0.054	10	39	0.054
08:00 - 09:00	10	39	0.003	10	39	0.087	10	39	0.090
09:00 - 10:00	10	39	0.003	10	39	0.018	10	39	0.021
10:00 - 11:00	10	39	0.000	10	39	0.008	10	39	0.008
11:00 - 12:00	10	39	0.003	10	39	0.010	10	39	0.013
12:00 - 13:00	10	39	0.005	10	39	0.005	10	39	0.010
13:00 - 14:00	10	39	0.005	10	39	0.008	10	39	0.013
14:00 - 15:00	10	39	0.005	10	39	0.013	10	39	0.018
15:00 - 16:00	10	39	0.020	10	39	0.003	10	39	0.023
16:00 - 17:00	10	39	0.013	10	39	0.005	10	39	0.018
17:00 - 18:00	10	39	0.036	10	39	0.000	10	39	0.036
18:00 - 19:00	10	39	0.069	10	39	0.000	10	39	0.069
19:00 - 20:00	3	24	0.123	3	24	0.000	3	24	0.123
20:00 - 21:00	3	24	0.055	3	24	0.000	3	24	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.340			0.211			0.551

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.000	10	39	0.000	10	39	0.000
08:00 - 09:00	10	39	0.000	10	39	0.003	10	39	0.003
09:00 - 10:00	10	39	0.000	10	39	0.000	10	39	0.000
10:00 - 11:00	10	39	0.000	10	39	0.000	10	39	0.000
11:00 - 12:00	10	39	0.000	10	39	0.000	10	39	0.000
12:00 - 13:00	10	39	0.000	10	39	0.000	10	39	0.000
13:00 - 14:00	10	39	0.000	10	39	0.000	10	39	0.000
14:00 - 15:00	10	39	0.000	10	39	0.000	10	39	0.000
15:00 - 16:00	10	39	0.000	10	39	0.000	10	39	0.000
16:00 - 17:00	10	39	0.000	10	39	0.000	10	39	0.000
17:00 - 18:00	10	39	0.000	10	39	0.000	10	39	0.000
18:00 - 19:00	10	39	0.000	10	39	0.000	10	39	0.000
19:00 - 20:00	3	24	0.000	3	24	0.000	3	24	0.000
20:00 - 21:00	3	24	0.000	3	24	0.000	3	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.003			0.003

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.003	10	39	0.115	10	39	0.118
08:00 - 09:00	10	39	0.005	10	39	0.166	10	39	0.171
09:00 - 10:00	10	39	0.023	10	39	0.059	10	39	0.082
10:00 - 11:00	10	39	0.023	10	39	0.043	10	39	0.066
11:00 - 12:00	10	39	0.026	10	39	0.038	10	39	0.064
12:00 - 13:00	10	39	0.031	10	39	0.026	10	39	0.057
13:00 - 14:00	10	39	0.023	10	39	0.028	10	39	0.051
14:00 - 15:00	10	39	0.028	10	39	0.051	10	39	0.079
15:00 - 16:00	10	39	0.072	10	39	0.020	10	39	0.092
16:00 - 17:00	10	39	0.077	10	39	0.010	10	39	0.087
17:00 - 18:00	10	39	0.102	10	39	0.013	10	39	0.115
18:00 - 19:00	10	39	0.102	10	39	0.005	10	39	0.107
19:00 - 20:00	3	24	0.164	3	24	0.014	3	24	0.178
20:00 - 21:00	3	24	0.110	3	24	0.000	3	24	0.110
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.789			0.588			1.377

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.65

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.090	10	39	0.519	10	39	0.609
08:00 - 09:00	10	39	0.161	10	39	0.767	10	39	0.928
09:00 - 10:00	10	39	0.243	10	39	0.440	10	39	0.683
10:00 - 11:00	10	39	0.210	10	39	0.281	10	39	0.491
11:00 - 12:00	10	39	0.220	10	39	0.253	10	39	0.473
12:00 - 13:00	10	39	0.256	10	39	0.233	10	39	0.489
13:00 - 14:00	10	39	0.194	10	39	0.225	10	39	0.419
14:00 - 15:00	10	39	0.286	10	39	0.271	10	39	0.557
15:00 - 16:00	10	39	0.427	10	39	0.212	10	39	0.639
16:00 - 17:00	10	39	0.409	10	39	0.194	10	39	0.603
17:00 - 18:00	10	39	0.540	10	39	0.261	10	39	0.801
18:00 - 19:00	10	39	0.419	10	39	0.169	10	39	0.588
19:00 - 20:00	3	24	0.493	3	24	0.260	3	24	0.753
20:00 - 21:00	3	24	0.301	3	24	0.082	3	24	0.383
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.249			4.167			8.416

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.051	10	39	0.166	10	39	0.217
08:00 - 09:00	10	39	0.064	10	39	0.217	10	39	0.281
09:00 - 10:00	10	39	0.084	10	39	0.148	10	39	0.232
10:00 - 11:00	10	39	0.074	10	39	0.082	10	39	0.156
11:00 - 12:00	10	39	0.069	10	39	0.082	10	39	0.151
12:00 - 13:00	10	39	0.079	10	39	0.072	10	39	0.151
13:00 - 14:00	10	39	0.069	10	39	0.082	10	39	0.151
14:00 - 15:00	10	39	0.084	10	39	0.077	10	39	0.161
15:00 - 16:00	10	39	0.128	10	39	0.072	10	39	0.200
16:00 - 17:00	10	39	0.120	10	39	0.077	10	39	0.197
17:00 - 18:00	10	39	0.189	10	39	0.087	10	39	0.276
18:00 - 19:00	10	39	0.115	10	39	0.054	10	39	0.169
19:00 - 20:00	3	24	0.164	3	24	0.110	3	24	0.274
20:00 - 21:00	3	24	0.096	3	24	0.055	3	24	0.151
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.386			1.381			2.767

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.003	10	39	0.005	10	39	0.008
08:00 - 09:00	10	39	0.015	10	39	0.010	10	39	0.025
09:00 - 10:00	10	39	0.015	10	39	0.018	10	39	0.033
10:00 - 11:00	10	39	0.013	10	39	0.015	10	39	0.028
11:00 - 12:00	10	39	0.010	10	39	0.005	10	39	0.015
12:00 - 13:00	10	39	0.005	10	39	0.003	10	39	0.008
13:00 - 14:00	10	39	0.005	10	39	0.008	10	39	0.013
14:00 - 15:00	10	39	0.008	10	39	0.005	10	39	0.013
15:00 - 16:00	10	39	0.013	10	39	0.008	10	39	0.021
16:00 - 17:00	10	39	0.008	10	39	0.015	10	39	0.023
17:00 - 18:00	10	39	0.003	10	39	0.003	10	39	0.006
18:00 - 19:00	10	39	0.005	10	39	0.005	10	39	0.010
19:00 - 20:00	3	24	0.014	3	24	0.000	3	24	0.014
20:00 - 21:00	3	24	0.000	3	24	0.000	3	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.100			0.217

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	39	0.000	10	39	0.000	10	39	0.000
08:00 - 09:00	10	39	0.000	10	39	0.003	10	39	0.003
09:00 - 10:00	10	39	0.003	10	39	0.000	10	39	0.003
10:00 - 11:00	10	39	0.000	10	39	0.000	10	39	0.000
11:00 - 12:00	10	39	0.000	10	39	0.000	10	39	0.000
12:00 - 13:00	10	39	0.000	10	39	0.000	10	39	0.000
13:00 - 14:00	10	39	0.000	10	39	0.000	10	39	0.000
14:00 - 15:00	10	39	0.003	10	39	0.000	10	39	0.003
15:00 - 16:00	10	39	0.003	10	39	0.003	10	39	0.006
16:00 - 17:00	10	39	0.000	10	39	0.000	10	39	0.000
17:00 - 18:00	10	39	0.005	10	39	0.008	10	39	0.013
18:00 - 19:00	10	39	0.005	10	39	0.003	10	39	0.008
19:00 - 20:00	3	24	0.014	3	24	0.014	3	24	0.028
20:00 - 21:00	3	24	0.000	3	24	0.000	3	24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.031			0.064

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.*

Appendix 17

TRICS Output File – Proposed Care Home Land Use

Calculation Reference: AUDIT-355901-250221-0206

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	IS	ISLINGTON	1 days
	KI	KINGSTON	1 days
02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter:	Number of residents
Actual Range:	48 to 89 (units:)
Range Selected by User:	17 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 21/04/24

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Thursday	1 days
Saturday	1 days
Sunday	2 days

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

Selected survey types:

Manual count	8 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)	8

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	8

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	6 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C2	8 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	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days
100,001 or More	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	2 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	4 days
1.1 to 1.5	3 days

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

Travel Plan:

No	8 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	6 days
2 Poor	1 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1 EB-05-F-01 NURSING HOME CITY OF EDINBURGH
CRAIGHOUSE TERRACE
EDINBURGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 56
Survey date: SATURDAY *19/03/16* *Survey Type: MANUAL*

2 IS-05-F-01 NURSING HOME ISLINGTON
HIGHBURY NEW PARK
HIGHBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 51
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

3 KI-05-F-01 NURSING HOME KINGSTON
COOMBE LANE WEST
KINGSTON UPON THAMES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 89
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

4 NY-05-F-06 CARE HOME NORTH YORKSHIRE
HAMBLETON GROVE
KNARESBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 75
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

5 PB-05-F-01 NURSING HOME PETERBOROUGH
PARK CRESCENT
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 48
Survey date: SUNDAY *16/10/16* *Survey Type: MANUAL*

6 SH-05-F-01 CARE HOME SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 54
Survey date: SUNDAY *18/06/23* *Survey Type: MANUAL*

7 TW-05-F-03 NURSING HOME TYNE & WEAR
MOORE STREET
GATESHEAD
FELLING SHORE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 52
Survey date: THURSDAY *02/05/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 WS-05-F-02 NURSING HOME WEST SUSSEX
WYKEHAM ROAD
WORTHING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 54
Survey date: TUESDAY *17/05/22* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.36

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.092	8	60	0.063	8	60	0.155
08:00 - 09:00	8	60	0.071	8	60	0.058	8	60	0.129
09:00 - 10:00	8	60	0.067	8	60	0.050	8	60	0.117
10:00 - 11:00	8	60	0.090	8	60	0.065	8	60	0.155
11:00 - 12:00	8	60	0.048	8	60	0.048	8	60	0.096
12:00 - 13:00	8	60	0.061	8	60	0.071	8	60	0.132
13:00 - 14:00	8	60	0.071	8	60	0.056	8	60	0.127
14:00 - 15:00	8	60	0.061	8	60	0.052	8	60	0.113
15:00 - 16:00	8	60	0.075	8	60	0.109	8	60	0.184
16:00 - 17:00	8	60	0.044	8	60	0.065	8	60	0.109
17:00 - 18:00	8	60	0.040	8	60	0.065	8	60	0.105
18:00 - 19:00	8	60	0.025	8	60	0.063	8	60	0.088
19:00 - 20:00	8	60	0.048	8	60	0.044	8	60	0.092
20:00 - 21:00	8	60	0.033	8	60	0.044	8	60	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.826			0.853			1.679

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:	48 - 89 (units:)
Survey date date range:	01/01/16 - 21/04/24
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	1
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.002	8	60	0.002	8	60	0.004
08:00 - 09:00	8	60	0.002	8	60	0.002	8	60	0.004
09:00 - 10:00	8	60	0.002	8	60	0.002	8	60	0.004
10:00 - 11:00	8	60	0.006	8	60	0.006	8	60	0.012
11:00 - 12:00	8	60	0.002	8	60	0.002	8	60	0.004
12:00 - 13:00	8	60	0.006	8	60	0.004	8	60	0.010
13:00 - 14:00	8	60	0.010	8	60	0.010	8	60	0.020
14:00 - 15:00	8	60	0.000	8	60	0.002	8	60	0.002
15:00 - 16:00	8	60	0.004	8	60	0.004	8	60	0.008
16:00 - 17:00	8	60	0.002	8	60	0.002	8	60	0.004
17:00 - 18:00	8	60	0.002	8	60	0.000	8	60	0.002
18:00 - 19:00	8	60	0.002	8	60	0.004	8	60	0.006
19:00 - 20:00	8	60	0.002	8	60	0.002	8	60	0.004
20:00 - 21:00	8	60	0.000	8	60	0.000	8	60	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.004	8	60	0.004	8	60	0.008
08:00 - 09:00	8	60	0.000	8	60	0.000	8	60	0.000
09:00 - 10:00	8	60	0.002	8	60	0.002	8	60	0.004
10:00 - 11:00	8	60	0.002	8	60	0.002	8	60	0.004
11:00 - 12:00	8	60	0.000	8	60	0.000	8	60	0.000
12:00 - 13:00	8	60	0.000	8	60	0.000	8	60	0.000
13:00 - 14:00	8	60	0.000	8	60	0.000	8	60	0.000
14:00 - 15:00	8	60	0.000	8	60	0.000	8	60	0.000
15:00 - 16:00	8	60	0.000	8	60	0.000	8	60	0.000
16:00 - 17:00	8	60	0.000	8	60	0.000	8	60	0.000
17:00 - 18:00	8	60	0.000	8	60	0.000	8	60	0.000
18:00 - 19:00	8	60	0.002	8	60	0.002	8	60	0.004
19:00 - 20:00	8	60	0.000	8	60	0.000	8	60	0.000
20:00 - 21:00	8	60	0.000	8	60	0.000	8	60	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.000	8	60	0.000	8	60	0.000
08:00 - 09:00	8	60	0.000	8	60	0.000	8	60	0.000
09:00 - 10:00	8	60	0.000	8	60	0.000	8	60	0.000
10:00 - 11:00	8	60	0.000	8	60	0.000	8	60	0.000
11:00 - 12:00	8	60	0.000	8	60	0.000	8	60	0.000
12:00 - 13:00	8	60	0.000	8	60	0.000	8	60	0.000
13:00 - 14:00	8	60	0.002	8	60	0.002	8	60	0.004
14:00 - 15:00	8	60	0.000	8	60	0.000	8	60	0.000
15:00 - 16:00	8	60	0.000	8	60	0.000	8	60	0.000
16:00 - 17:00	8	60	0.002	8	60	0.002	8	60	0.004
17:00 - 18:00	8	60	0.000	8	60	0.000	8	60	0.000
18:00 - 19:00	8	60	0.000	8	60	0.000	8	60	0.000
19:00 - 20:00	8	60	0.000	8	60	0.000	8	60	0.000
20:00 - 21:00	8	60	0.000	8	60	0.000	8	60	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.013	8	60	0.002	8	60	0.015
08:00 - 09:00	8	60	0.002	8	60	0.000	8	60	0.002
09:00 - 10:00	8	60	0.000	8	60	0.000	8	60	0.000
10:00 - 11:00	8	60	0.002	8	60	0.000	8	60	0.002
11:00 - 12:00	8	60	0.002	8	60	0.000	8	60	0.002
12:00 - 13:00	8	60	0.006	8	60	0.002	8	60	0.008
13:00 - 14:00	8	60	0.002	8	60	0.000	8	60	0.002
14:00 - 15:00	8	60	0.000	8	60	0.006	8	60	0.006
15:00 - 16:00	8	60	0.000	8	60	0.000	8	60	0.000
16:00 - 17:00	8	60	0.000	8	60	0.004	8	60	0.004
17:00 - 18:00	8	60	0.002	8	60	0.000	8	60	0.002
18:00 - 19:00	8	60	0.000	8	60	0.004	8	60	0.004
19:00 - 20:00	8	60	0.002	8	60	0.000	8	60	0.002
20:00 - 21:00	8	60	0.000	8	60	0.002	8	60	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.020			0.051

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.109	8	60	0.054	8	60	0.163
08:00 - 09:00	8	60	0.094	8	60	0.069	8	60	0.163
09:00 - 10:00	8	60	0.088	8	60	0.058	8	60	0.146
10:00 - 11:00	8	60	0.123	8	60	0.069	8	60	0.192
11:00 - 12:00	8	60	0.061	8	60	0.075	8	60	0.136
12:00 - 13:00	8	60	0.077	8	60	0.088	8	60	0.165
13:00 - 14:00	8	60	0.096	8	60	0.061	8	60	0.157
14:00 - 15:00	8	60	0.069	8	60	0.073	8	60	0.142
15:00 - 16:00	8	60	0.102	8	60	0.154	8	60	0.256
16:00 - 17:00	8	60	0.061	8	60	0.092	8	60	0.153
17:00 - 18:00	8	60	0.052	8	60	0.092	8	60	0.144
18:00 - 19:00	8	60	0.031	8	60	0.086	8	60	0.117
19:00 - 20:00	8	60	0.067	8	60	0.063	8	60	0.130
20:00 - 21:00	8	60	0.027	8	60	0.050	8	60	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.057			1.084			2.141

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.052	8	60	0.010	8	60	0.062
08:00 - 09:00	8	60	0.044	8	60	0.029	8	60	0.073
09:00 - 10:00	8	60	0.044	8	60	0.015	8	60	0.059
10:00 - 11:00	8	60	0.027	8	60	0.017	8	60	0.044
11:00 - 12:00	8	60	0.046	8	60	0.031	8	60	0.077
12:00 - 13:00	8	60	0.031	8	60	0.027	8	60	0.058
13:00 - 14:00	8	60	0.031	8	60	0.044	8	60	0.075
14:00 - 15:00	8	60	0.042	8	60	0.050	8	60	0.092
15:00 - 16:00	8	60	0.054	8	60	0.065	8	60	0.119
16:00 - 17:00	8	60	0.040	8	60	0.050	8	60	0.090
17:00 - 18:00	8	60	0.033	8	60	0.048	8	60	0.081
18:00 - 19:00	8	60	0.029	8	60	0.054	8	60	0.083
19:00 - 20:00	8	60	0.031	8	60	0.058	8	60	0.089
20:00 - 21:00	8	60	0.025	8	60	0.054	8	60	0.079
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.529			0.552			1.081

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.046	8	60	0.015	8	60	0.061
08:00 - 09:00	8	60	0.040	8	60	0.027	8	60	0.067
09:00 - 10:00	8	60	0.029	8	60	0.013	8	60	0.042
10:00 - 11:00	8	60	0.023	8	60	0.004	8	60	0.027
11:00 - 12:00	8	60	0.025	8	60	0.025	8	60	0.050
12:00 - 13:00	8	60	0.010	8	60	0.013	8	60	0.023
13:00 - 14:00	8	60	0.023	8	60	0.015	8	60	0.038
14:00 - 15:00	8	60	0.013	8	60	0.033	8	60	0.046
15:00 - 16:00	8	60	0.017	8	60	0.027	8	60	0.044
16:00 - 17:00	8	60	0.019	8	60	0.025	8	60	0.044
17:00 - 18:00	8	60	0.004	8	60	0.013	8	60	0.017
18:00 - 19:00	8	60	0.008	8	60	0.029	8	60	0.037
19:00 - 20:00	8	60	0.023	8	60	0.027	8	60	0.050
20:00 - 21:00	8	60	0.008	8	60	0.029	8	60	0.037
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.288			0.295			0.583

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.004	8	60	0.002	8	60	0.006
08:00 - 09:00	8	60	0.010	8	60	0.002	8	60	0.012
09:00 - 10:00	8	60	0.004	8	60	0.002	8	60	0.006
10:00 - 11:00	8	60	0.000	8	60	0.000	8	60	0.000
11:00 - 12:00	8	60	0.004	8	60	0.002	8	60	0.006
12:00 - 13:00	8	60	0.000	8	60	0.006	8	60	0.006
13:00 - 14:00	8	60	0.008	8	60	0.000	8	60	0.008
14:00 - 15:00	8	60	0.002	8	60	0.004	8	60	0.006
15:00 - 16:00	8	60	0.004	8	60	0.004	8	60	0.008
16:00 - 17:00	8	60	0.004	8	60	0.008	8	60	0.012
17:00 - 18:00	8	60	0.002	8	60	0.008	8	60	0.010
18:00 - 19:00	8	60	0.000	8	60	0.004	8	60	0.004
19:00 - 20:00	8	60	0.002	8	60	0.002	8	60	0.004
20:00 - 21:00	8	60	0.000	8	60	0.002	8	60	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.046			0.090

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.000	8	60	0.000	8	60	0.000
08:00 - 09:00	8	60	0.000	8	60	0.000	8	60	0.000
09:00 - 10:00	8	60	0.000	8	60	0.000	8	60	0.000
10:00 - 11:00	8	60	0.000	8	60	0.000	8	60	0.000
11:00 - 12:00	8	60	0.000	8	60	0.000	8	60	0.000
12:00 - 13:00	8	60	0.000	8	60	0.000	8	60	0.000
13:00 - 14:00	8	60	0.002	8	60	0.000	8	60	0.002
14:00 - 15:00	8	60	0.000	8	60	0.000	8	60	0.000
15:00 - 16:00	8	60	0.000	8	60	0.000	8	60	0.000
16:00 - 17:00	8	60	0.000	8	60	0.002	8	60	0.002
17:00 - 18:00	8	60	0.000	8	60	0.000	8	60	0.000
18:00 - 19:00	8	60	0.000	8	60	0.000	8	60	0.000
19:00 - 20:00	8	60	0.000	8	60	0.000	8	60	0.000
20:00 - 21:00	8	60	0.000	8	60	0.000	8	60	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.050	8	60	0.017	8	60	0.067
08:00 - 09:00	8	60	0.050	8	60	0.029	8	60	0.079
09:00 - 10:00	8	60	0.033	8	60	0.015	8	60	0.048
10:00 - 11:00	8	60	0.023	8	60	0.004	8	60	0.027
11:00 - 12:00	8	60	0.029	8	60	0.027	8	60	0.056
12:00 - 13:00	8	60	0.010	8	60	0.019	8	60	0.029
13:00 - 14:00	8	60	0.033	8	60	0.015	8	60	0.048
14:00 - 15:00	8	60	0.015	8	60	0.038	8	60	0.053
15:00 - 16:00	8	60	0.021	8	60	0.031	8	60	0.052
16:00 - 17:00	8	60	0.023	8	60	0.035	8	60	0.058
17:00 - 18:00	8	60	0.006	8	60	0.021	8	60	0.027
18:00 - 19:00	8	60	0.008	8	60	0.033	8	60	0.041
19:00 - 20:00	8	60	0.025	8	60	0.029	8	60	0.054
20:00 - 21:00	8	60	0.008	8	60	0.031	8	60	0.039
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.334			0.344			0.678

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.36

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.223	8	60	0.084	8	60	0.307
08:00 - 09:00	8	60	0.190	8	60	0.127	8	60	0.317
09:00 - 10:00	8	60	0.165	8	60	0.088	8	60	0.253
10:00 - 11:00	8	60	0.175	8	60	0.090	8	60	0.265
11:00 - 12:00	8	60	0.138	8	60	0.134	8	60	0.272
12:00 - 13:00	8	60	0.125	8	60	0.136	8	60	0.261
13:00 - 14:00	8	60	0.163	8	60	0.119	8	60	0.282
14:00 - 15:00	8	60	0.125	8	60	0.167	8	60	0.292
15:00 - 16:00	8	60	0.177	8	60	0.251	8	60	0.428
16:00 - 17:00	8	60	0.123	8	60	0.182	8	60	0.305
17:00 - 18:00	8	60	0.094	8	60	0.161	8	60	0.255
18:00 - 19:00	8	60	0.069	8	60	0.177	8	60	0.246
19:00 - 20:00	8	60	0.125	8	60	0.150	8	60	0.275
20:00 - 21:00	8	60	0.061	8	60	0.138	8	60	0.199
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.953			2.004			3.957

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.079	8	60	0.052	8	60	0.131
08:00 - 09:00	8	60	0.058	8	60	0.052	8	60	0.110
09:00 - 10:00	8	60	0.048	8	60	0.035	8	60	0.083
10:00 - 11:00	8	60	0.071	8	60	0.044	8	60	0.115
11:00 - 12:00	8	60	0.042	8	60	0.046	8	60	0.088
12:00 - 13:00	8	60	0.044	8	60	0.054	8	60	0.098
13:00 - 14:00	8	60	0.054	8	60	0.040	8	60	0.094
14:00 - 15:00	8	60	0.056	8	60	0.044	8	60	0.100
15:00 - 16:00	8	60	0.056	8	60	0.090	8	60	0.146
16:00 - 17:00	8	60	0.038	8	60	0.048	8	60	0.086
17:00 - 18:00	8	60	0.031	8	60	0.061	8	60	0.092
18:00 - 19:00	8	60	0.019	8	60	0.052	8	60	0.071
19:00 - 20:00	8	60	0.044	8	60	0.040	8	60	0.084
20:00 - 21:00	8	60	0.033	8	60	0.042	8	60	0.075
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.673			0.700			1.373

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.004	8	60	0.004	8	60	0.008
08:00 - 09:00	8	60	0.008	8	60	0.004	8	60	0.012
09:00 - 10:00	8	60	0.015	8	60	0.010	8	60	0.025
10:00 - 11:00	8	60	0.010	8	60	0.013	8	60	0.023
11:00 - 12:00	8	60	0.004	8	60	0.000	8	60	0.004
12:00 - 13:00	8	60	0.010	8	60	0.013	8	60	0.023
13:00 - 14:00	8	60	0.004	8	60	0.004	8	60	0.008
14:00 - 15:00	8	60	0.004	8	60	0.004	8	60	0.008
15:00 - 16:00	8	60	0.015	8	60	0.015	8	60	0.030
16:00 - 17:00	8	60	0.002	8	60	0.010	8	60	0.012
17:00 - 18:00	8	60	0.006	8	60	0.004	8	60	0.010
18:00 - 19:00	8	60	0.002	8	60	0.004	8	60	0.006
19:00 - 20:00	8	60	0.002	8	60	0.002	8	60	0.004
20:00 - 21:00	8	60	0.000	8	60	0.002	8	60	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.089			0.175

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.002	8	60	0.000	8	60	0.002
08:00 - 09:00	8	60	0.002	8	60	0.000	8	60	0.002
09:00 - 10:00	8	60	0.000	8	60	0.000	8	60	0.000
10:00 - 11:00	8	60	0.000	8	60	0.000	8	60	0.000
11:00 - 12:00	8	60	0.000	8	60	0.000	8	60	0.000
12:00 - 13:00	8	60	0.000	8	60	0.000	8	60	0.000
13:00 - 14:00	8	60	0.000	8	60	0.000	8	60	0.000
14:00 - 15:00	8	60	0.000	8	60	0.002	8	60	0.002
15:00 - 16:00	8	60	0.000	8	60	0.000	8	60	0.000
16:00 - 17:00	8	60	0.000	8	60	0.002	8	60	0.002
17:00 - 18:00	8	60	0.000	8	60	0.000	8	60	0.000
18:00 - 19:00	8	60	0.000	8	60	0.000	8	60	0.000
19:00 - 20:00	8	60	0.000	8	60	0.000	8	60	0.000
20:00 - 21:00	8	60	0.000	8	60	0.000	8	60	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.*