

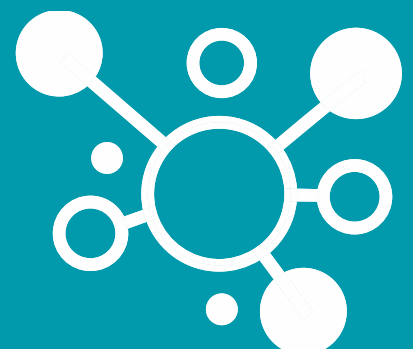
Client:  
**Macc Group**

Project:  
**Station Road  
Wigston**

Project No:  
**T22540**  
Report Title:  
**Travel Plan**

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Rev: B  
Date: 29/08/2023

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## TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION</b>	<b>1</b>
<b>2.0</b>	<b>TRAVEL PLAN STRUCTURE</b>	<b>2</b>
<b>3.0</b>	<b>SUSTAINABLE TRAVEL</b>	<b>3</b>
<b>4.0</b>	<b>TRAVEL PLAN MEASURES AND INITIATIVES</b>	<b>6</b>
<b>5.0</b>	<b>IMPLEMENTATION AND MONITORING</b>	<b>10</b>

### FIGURES

<b>1.1</b>	<b>Site Location Plan</b>
<b>3.1</b>	<b>Local Facilities</b>
<b>3.2</b>	<b>Walking Distances</b>
<b>3.3</b>	<b>Cycling Distance</b>

### APPENDICES

<b>Appendix A</b>	<b>TRICS Output – Health – Care Home (Elderly Residential)</b>
<b>Appendix B</b>	<b>TRICS Output – Residential – Assisted Living</b>

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# 1.0 Introduction

## Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Macc Group to provide transport advice regarding the part demolition and extension to Bushloe House and change of use from office to residential apartments (Use Class C2), and erection of care home (Use Class C2); with associated parking, landscaping and ancillary works.
- 1.2 The site was previously used as offices for Oadby & Wigston Borough Council and consent is now sought for an 80-bed Care Home along with 21 assisted living dwellings; the site location is shown on **Figure 1.1**.

## Purpose of the Report

- 1.3 The purpose of this report is to provide a Travel Plan to encourage sustainable travel through the provision of a set of measures which are designed to promote the use of sustainable modes of transport for journeys to/from the site.

## Limitations of the Report

- 1.4 This report has been undertaken at the request of Macc Group, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.5 This report has been compiled using data from a number of external sources (such as public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

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## 2.0 Travel Plan Structure

### Travel Plan Aims

- 2.1 A Travel Plan is defined as a package of measures intended to encourage sustainable travel choices and reduce the reliance on the private car; this effectively requires identifying and implementing a set of interconnected measures and initiatives which will reduce the environmental impact of the travel associated with development, particularly using public transport, walking and cycling.
- 2.2 The specific aim of the Travel Plan for the proposed Care Home development is to promote and facilitate sustainable travel choices and reduce single occupancy vehicle use.
- 2.3 In turn, this links to the principal transport aim for the site, which is to make it, within reason, as sustainable as possible in terms of people and movement.

### Travel Plan Objectives

- 2.4 The primary objectives of the Travel Plan for this development are as follows:
  - To reduce reliance on the private car and to minimise the number of additional single occupancy car movements to/from the development;
  - To encourage the use of alternative modes of transport which have less environmental impact, including walking and cycling; and,
  - To encourage the use of modes of transport that would improve the physical fitness of both residents and employees.

## 3.0 Sustainable Travel

### Sustainable Modes

#### Walking

- 3.1 The site takes access from Station Road, running along the southern edge of the site. The road is subject to a 30mph speed limit and has a segregated footway/cycleway on the northern edge of the carriageway and a footway along the southern edge of the carriageway.
- 3.2 There is a pelican crossing approximately 75m to the west of the site access, providing access to the southern footway.
- 3.3 The area in the immediate vicinity of the site is relatively flat, making the site easily accessible via wheelchair or pushchair.
- 3.4 The other roads around the site are generally lightly trafficked, subject to a 30mph speed limit and are overlooked by residential properties.
- 3.5 The proposed development site is on the outskirts of Wigston, approximately 900m southwest of the town centre. Wigston Town Centre has numerous amenities typical of such a town centre, such as supermarkets, cafes, and pubs.
- 3.6 Additionally, between 1.2 and 1.5km west of the site are amenities on Blaby Road in South Wigston, these facilities include convenience stores, cafes, takeaways, restaurants, pharmacies and a surgery.
- 3.7 The key local facilities in the vicinity of the site are listed in **Table 1** below can be identified in **Figure 3.1**.

**Table 1 – Distance to Local Facilities**

Amenity	Distance
The Elms Social and Services Club	280m
Central Avenue Central Christian Church	310m
The Plough Inn	310m
Wigston Central Surgery and Pharmacy	350m
All Saints Church	410m
Spring House Chinese Takeaway	450m
Old Crown Pub	500m
Wigston Pool and Fitness Centre	550m
1852 Brewery Pub	600m
Cherry Stores	650m
SPAR Wigston	650m
Sainsbury's Local	700m
Blue Breeze Chippy	750m
Wigston Town Centre Amenities	750m - 1.1km

Lidl	850m
Tesco Superstore	950m
South Wigston Amenities	1.2-1.5km

- 3.8 In addition to the IHT guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 3.9 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 3.10 In respect of walking, Table NTS0303 of the latest National Travel Survey (released August 2022) indicates that the average walk trip distance in 2021 was 0.8 miles or 1.28km.
- 3.11 As such, it is reasonable to assume that the average person will walk between 800m and 2.0km to a defined destination (such as local facilities), but also being mindful of the 1.28km average walk distance.
- 3.12 **Figure 3.2** shows the 800m, 1.2km and 2.0km walking distances for the site. It is considered that the site is well located for residents and employees to access a significant range of amenities on foot, such as shops, education facilities, health care facilities and places to eat.

*Cycling*

- 3.13 Local residential streets across the area are subject to 30mph speed restrictions and considered suitable for use by cyclists.
- 3.14 In respect of cycling, Table NTS0303 indicates that the average cycle trip distance in 2021 was 3.6 miles or 5.76km.
- 3.15 There is potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips. Guidance suggests that 5km is a useful benchmark for a commutable distance by cycle, which is broadly in line with the NTS average cycle trip distance.
- 3.16 Given the above, it is considered that a 5km distance is a reasonable threshold within which to consider cycling trips to/from the site, particularly for employees; all facilities listed in **Table 1** are located well within the 5km maximum cycle distance and, in fact, such a distance covers a significant area extending through Wigston and other surrounding settlements such as Oadby and Blaby, as shown in **Figure 3.3**.

*Public Transport*

- 3.17 The nearest set of bus stops are located on Station Road, c.100m from the centre of the site.
- 3.18 These stops are served by the number 47/47A and 48/48A services; a summary is provided in **Table 2**.

**T22540**  
**Station Road, South Wigston**

**Table 2 – Local Bus Services**

Service No.	Route	Frequency per hour (approx.)		
		Mon - Fri	Sat	Sun
47/47A/48/48A	Leicester – Knighton – Wigston – South Wigston – Aylestone – Leicester (Circular Route)	4 per hour (06:50 – 22:30)	2 per hour 06:22 – 22:50	N/A

- 3.19 The nearest rail station to the site is South Wigston, approximately 1.4km to the west of the site. The station has no cycle or car parking facilities.
- 3.20 There is one service per hour running between Birmingham New Street and Leicester stations via Narborough, Hinckley, Nuneaton and Coleshill Parkway.

**Summary**

- 3.21 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce the reliance on the private car.
- 3.22 It is therefore considered that employees, visitors and residents will have a real choice about how they travel and that the proposals therefore accord with the guiding principles of the NPPF.



## 4.0 Travel Plan Measures and Initiatives

### Introduction

- 4.1 Travel Plans provide a package of measures to encourage site users to choose alternative travel options in preference to single occupancy car use.
- 4.2 There are also further, equally important, reasons for promoting sustainable travel including travel choice, the environment, need and health benefits.
- 4.3 A Travel Plan Co-ordinator (TPC) will be appointed to promote the Travel Plan and encourage the use of sustainable modes of travel.

### Modal Split

- 4.4 The proposed development is an 81-bed Care Home facility along with 21 assisted living apartments.
- 4.5 To determine the baseline modal splits (i.e. the expected travel patterns) for the two uses, multi-modal TRICS assessments have been undertaken separately for each of the Care Home facility and assisted living dwellings.
- 4.6 The TRICS output data is provided as **Appendix A** and **Appendix B**, and is based upon the following search parameters:

#### *Health - Care Home (Elderly Residential)*

- Land Use – Health, Care Home (Elderly Residential)
- Regions – United Kingdom (excl. Greater London and Ireland)
- Range – 17 to 78 residents
- Date Range – 01/01/2012 to 13/06/2022
- Selected Days – Weekdays
- Selected Locations – Edge of Town Centre, Suburban Area, Edge of Town

#### *Residential – Assisted Living*

- Land Use – Residential, Assisted Living
- Regions – United Kingdom (excl. Greater London and Ireland)
- Range – 40 to 66 dwellings
- Date Range – 01/01/2012 to 27/09/2022
- Selected Days – Weekdays
- Selected Locations – Edge of Town Centre, Suburban Area

4.7 The results are provided below, for the period 7am to 7pm (percentages have been rounded):

*Health - Care Home (Elderly Residential)*

- Car Driver/Single Occupancy: 43%
- Car Share/Multiple Occupancy: 26%
- Pedestrian: 22%
- Cyclist: 3%
- Bus: 3%
- Rail: 2%

*Residential – Assisted Living*

- Car Driver/Single Occupancy: 57%
- Car Share/Multiple Occupancy: 19%
- Pedestrian: 21%
- Cyclist: 1%
- Bus: 2%
- Rail: 0%

4.8 A reduction of 5% for car driver/single occupancy car use, over a five-year period, is considered reasonable, especially for the assisted living facilities where the residents will generally be more independent than the care home facility residents and thus able to switch to public transport more easily.

4.9 Therefore, based on the above, the initial targets would be as follows:

*Health - Care Home (Elderly Residential)*

- Car Driver/Single Occupancy: 38% (-5%)
- Car Share/Multiple Occupancy: 27% (+1%)
- Pedestrian: 23% (+1%)
- Cyclist: 2%
- Bus: 5% (+2%)
- Rail: 3% (+1%)

*Residential – Assisted Living*

- Car Driver/Single Occupancy: 52% (-5%)
- Car Share/Multiple Occupancy: 21% (+2%)
- Pedestrian: 23% (+2%)
- Cyclist: 1%
- Bus: 3% (+1%)

- Rail: 0%

4.7 The above sets out modal split targets based on an initial forecast modal split for each use; however, surveys will be taken within 6 months of occupation to derive accurate modal splits and appropriate targets.

### Measures and Initiatives

4.10 To meet the aims stated in Section 2.0, the developer will seek to minimise travel impacts where possible through sustainable travel initiatives.

4.11 The proposed Travel Plan measures and initiatives are set out in full below:

- Encouraging sustainable car journeys to/from the development by:
  - Making employees aware of car share and car club schemes such as liftshare.com; and
  - Raising awareness of car ownership costs through Travel Information Packs.
- Encouraging cycling to/from the development by:
  - Publishing and providing details of the local cycle network, routes and suppliers; and,
  - Promoting cycling information websites such <https://www.leicestershire.gov.uk/roads-and-travel/cycling-and-walking/where-to-walk-in-leicestershire/> and [www.sustrans.org.uk](http://www.sustrans.org.uk).
  - Providing sheltered and secure cycle parking spaces within the development.
- Promoting the use of public transport through:
  - Provision of detailed public transport information packs e.g. including bus timetables, fares and journey planning services for each employee and for residents/visitors;
  - Provision of travel vouchers to each employee, providing the equivalent discount of a 6-month pass on a local public transport service;
- Encouraging walking to/from the development by:
  - Providing a map of local walking routes to all residents and employees;
  - Promoting websites such <http://www.lets-go.org.uk/> and [www.livingstreets.org.uk/](http://www.livingstreets.org.uk/);
  - Ensure the provision of appropriate well lit, safe footpaths on approach to the development and connecting to the bus stop
  - Providing appropriate pedestrian linkages from the site; and,
  - Promoting the health benefits of walking.
- Promoting the Travel Plan and its measures by:
  - Providing all residents and employees with a Travel Plan Information Pack; and
  - Publicising the Travel Plan and public transport information on a notice board, visible to employees, visitors and residents.

### Travel Plan Information Packs

4.12 A key aspect in achieving the Travel Plan measures and initiatives will be the distribution of travel information to residents once the development is completed.

**T22540**

**Station Road, South Wigston**

- 
- 4.13 When the site is built, each resident and employee will be provided with a Travel Plan Information Pack which will contain information about the modes of transport which are available for journeys to and from the site. The information packs will include public transport and sustainable travel information about services and routes within the local area.
  - 4.14 The packs will make residents aware of transport provision which is available to the local shops, schools, health and leisure facilities, bus stops, and rail station for those applicable.
  - 4.15 The packs will also include maps giving details of safe pedestrian and cycle routes from the site, together with fare, contact and timetable information for public transport services.
  - 4.16 A simple statement outlining the benefits of sustainable transport versus the use of private car will also be set out in the information pack, as well as the aims of the Travel Plan. This and all the information contained within the pack will be researched and published prior to occupation and will be reviewed annually and updated as necessary.

## 5.0 Implementation and Monitoring

### Travel Plan Coordinator

- 5.1 A fundamental aspect of the implementation of any Travel Plan is the identification and appointment of a Travel Plan Coordinator (TPC) for the site.
- 5.2 The TPC will be responsible for setting up, promoting and monitoring the following schemes:
- Travel Plan promotion and awareness, including information campaigns throughout the site; and,
  - Consultation with bus operators and the local authority, to provide up-to-date information on services and facilities.
- 5.3 Following the occupation, the TPC will ensure that Travel Plan Information Packs are provided to all residents of the Care Home and assisted living facility, as well as to employees.
- 5.4 The TPC will be responsible for the continued promotion of sustainable modes of travel, including preparing and undertaking the annual travel surveys for a period of 5 years.

### Monitoring

- 5.5 **Table 3** provides a timetable for the implementation of the Travel Plan.

**Table 3 – Travel Plan Implementation Timetable**

Travel Plan Process	Implementation Date
Appoint TPC	Prior to first occupation
Provision of Travel Plan Information Pack	Within one month of the first occupation of any room
Undertake Travel Surveys	Within 6 months of first occupation and annually thereafter for a period of 5 years

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**T22540**  
Station Road, South Wigston



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## Figures



**Legend**

-  Site
-  Bus Stops
-  Rail Station

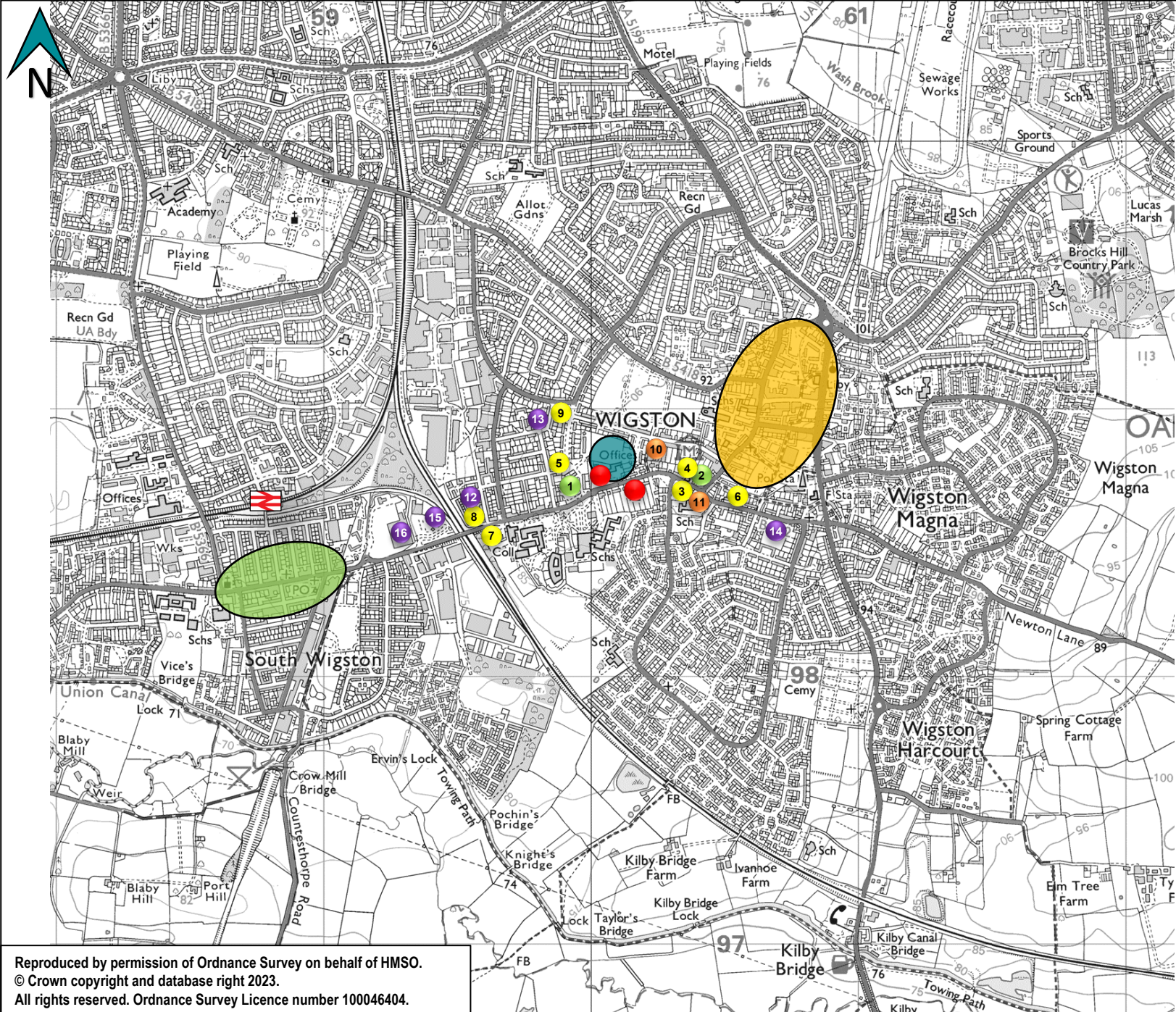
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*Not to Scale*  
 T22540  
 Station Road, Wigston  
**Figure 1.1 – Site Location**





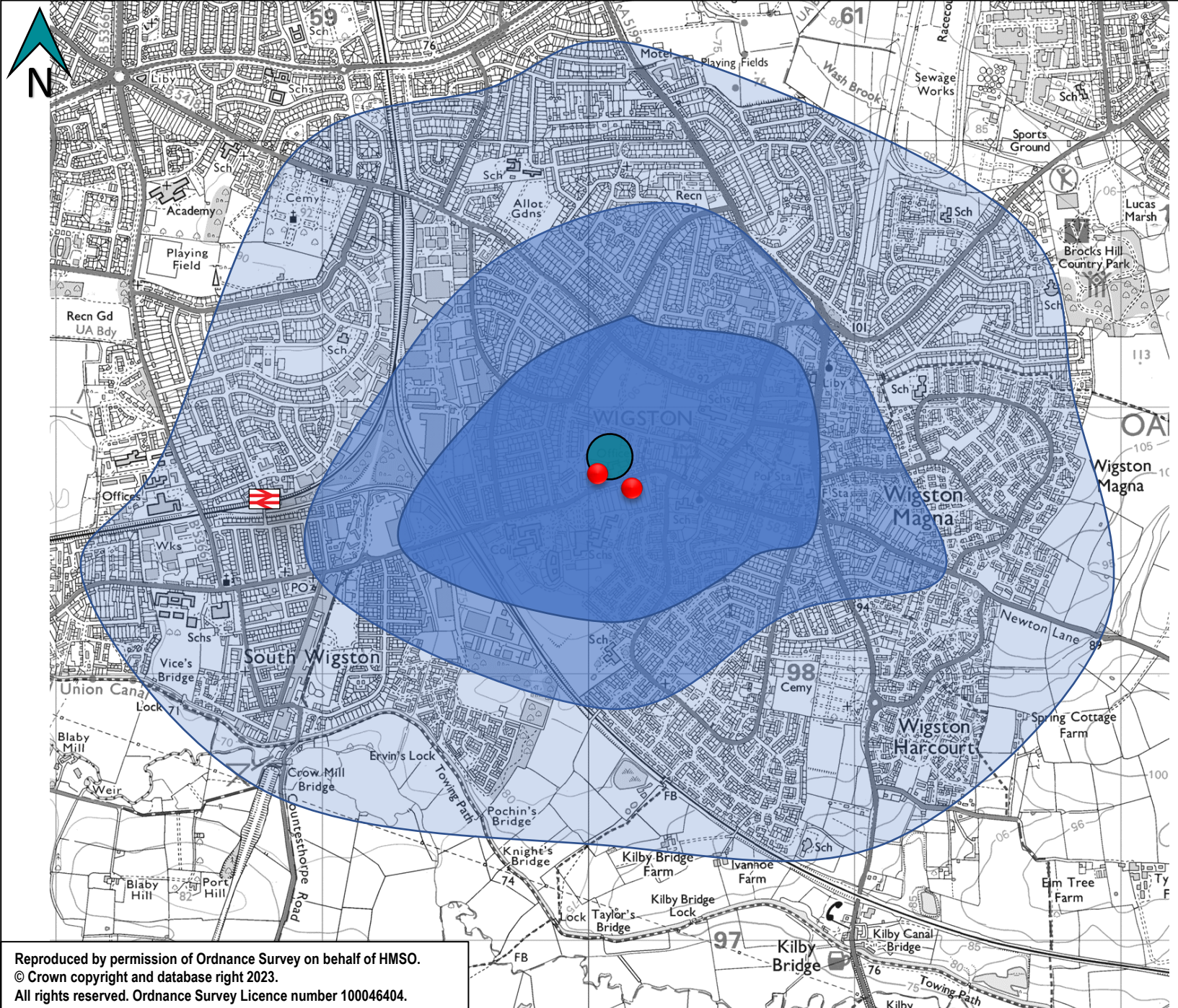
- Legend**
- Site
  - Bus Stops
  - Rail Station
  - Wigston Town Centre Amenities
  - South Wigston Amenities
  - 1 Wigston Central Surgery and Pharmacy
  - 2 Bushloe End Surgery
  - 3 The Elms Social and Services Club
  - 4 The Plough Inn
  - 5 Spring House Chinese Takeaway
  - 6 Old Crown Pub
  - 7 Wigston Pool and Fitness Centre
  - 8 1852 Brewery Pub
  - 9 Blue Breeze Chippy
  - 10 Central Avenue Central Christian Church
  - 11 All Saints Church
  - 12 Cherry Stores
  - 13 SPAR Wigston
  - 14 Sainsbury's Local
  - 15 Lidl
  - 16 Tesco Superstore

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 T22540  
 Station Road, Wigston  
**Figure 3.1 – Local Facilities**



- Legend**
- Site
  - Bus Stops
  - Rail Station
  - 800m Walk Distances
  - 1.2km Walk Distances
  - 2km Walk Distances

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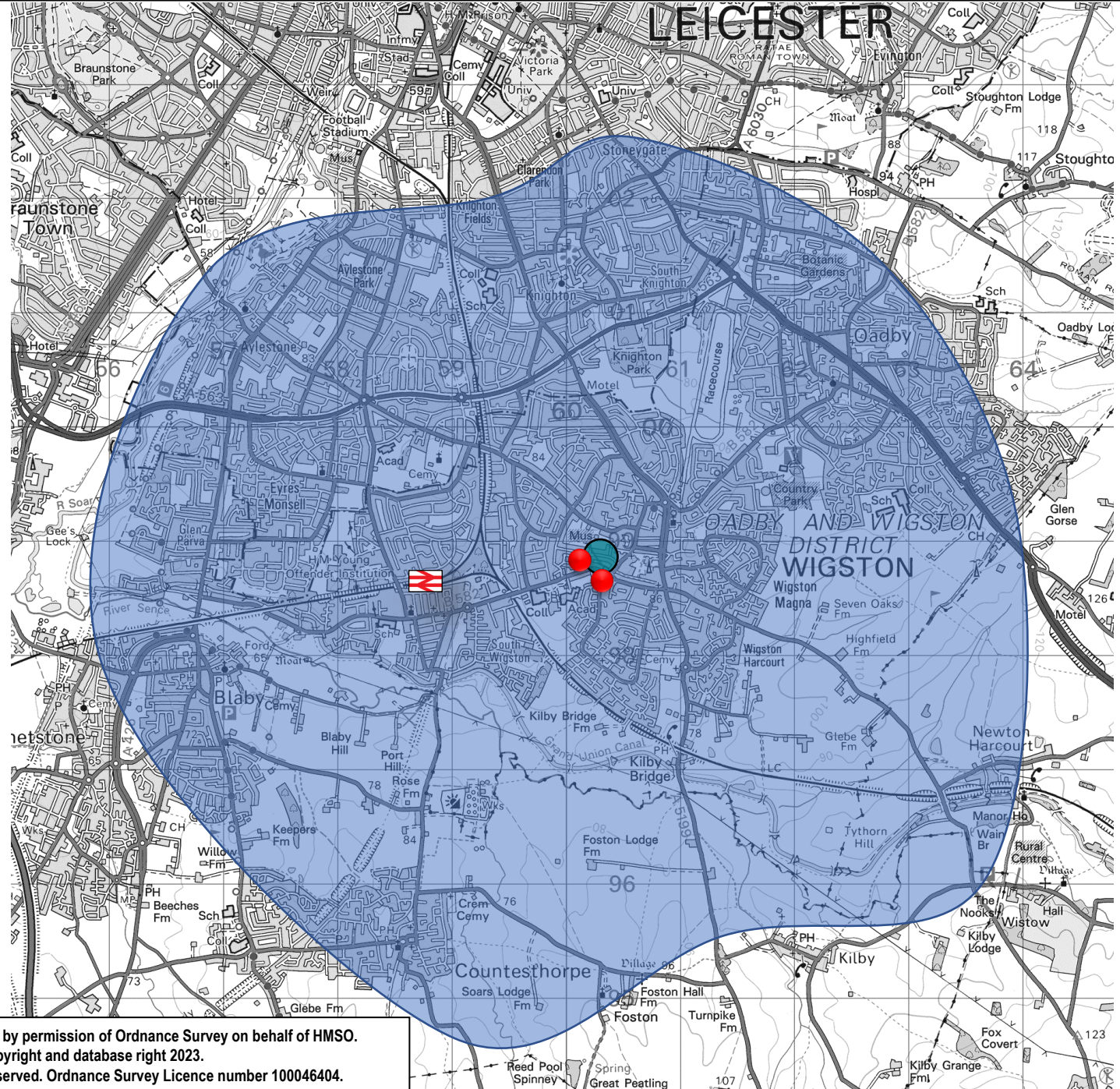
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 T22540  
 Station Road, Wigston  
**Figure 3.2 – Walk Distances**




# LEICESTER

**Legend**

-  Site
-  Bus Stops
-  Rail Station
-  5km Cycle Distances



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*Not to Scale*  
T22540  
Station Road, Wigston  
**Figure 3.3 – Cycle Distances**

**T22540**  
Station Road, South Wigston



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## Appendix A

### TRICS Output Health – Care Home (Elderly Residential)

Calculation Reference: AUDIT-141301-230829-0807

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	SS SOUTHEND ON SEA	1 days
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	SW SWANSEA	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: 17 to 78 (units: )  
 Range Selected by User: 17 to 180 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/06/22

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	1 days
Thursday	3 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

*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	6
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected

Secondary Filtering selection:

Use Class:

C2 9 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	6 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	5 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 9 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 9 days

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

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: <i>Survey date: TUESDAY</i>	NURSING HOME      31 <i>27/09/16</i>	BLACKPOOL      <i>Survey Type: MANUAL</i>
2	HF-05-F-02 BEACONSFIELD ROAD ST ALBANS  Edge of Town Centre No Sub Category Total Number of residents: <i>Survey date: TUESDAY</i>	NURSING HOME      25 <i>01/10/13</i>	HERTFORDSHIRE      <i>Survey Type: MANUAL</i>
3	NN-05-F-01 MALHAM DRIVE KETTERING  Edge of Town No Sub Category Total Number of residents: <i>Survey date: MONDAY</i>	NURSING HOME      60 <i>13/06/22</i>	NORTH NORTHAMPTONSHIRE      <i>Survey Type: MANUAL</i>
4	NY-05-F-05 SEAGRIM CRESCENT RICHMOND  Edge of Town Residential Zone Total Number of residents: <i>Survey date: MONDAY</i>	NURSING HOME      37 <i>04/03/19</i>	NORTH YORKSHIRE      <i>Survey Type: MANUAL</i>
5	SS-05-F-01 WINSTON AVENUE SOUTHEND-ON-SEA WESTCLIFF Edge of Town Centre Residential Zone Total Number of residents: <i>Survey date: THURSDAY</i>	NURSING HOME      17 <i>24/10/13</i>	SOUTHEND ON SEA      <i>Survey Type: MANUAL</i>
6	SW-05-F-01 ST HELENS ROAD SWANSEA  Edge of Town Centre No Sub Category Total Number of residents: <i>Survey date: WEDNESDAY</i>	NURSING HOME      78 <i>11/12/13</i>	SWANSEA      <i>Survey Type: MANUAL</i>
7	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: <i>Survey date: THURSDAY</i>	NURSING HOME      52 <i>02/05/19</i>	TYNE & WEAR      <i>Survey Type: MANUAL</i>
8	WK-05-F-01 CLARENDON SQUARE LEAMINGTON SPA  Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: <i>Survey date: THURSDAY</i>	NURSING HOME      32 <i>25/10/12</i>	WARWICKSHIRE      <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9 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): 1.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	43	0.088	9	43	0.083	9	43	0.171
08:00 - 09:00	9	43	0.060	9	43	0.060	9	43	0.120
09:00 - 10:00	9	43	0.083	9	43	0.041	9	43	0.124
10:00 - 11:00	9	43	0.070	9	43	0.070	9	43	0.140
11:00 - 12:00	9	43	0.075	9	43	0.083	9	43	0.158
12:00 - 13:00	9	43	0.060	9	43	0.062	9	43	0.122
13:00 - 14:00	9	43	0.117	9	43	0.047	9	43	0.164
14:00 - 15:00	9	43	0.073	9	43	0.101	9	43	0.174
15:00 - 16:00	9	43	0.083	9	43	0.130	9	43	0.213
16:00 - 17:00	9	43	0.041	9	43	0.085	9	43	0.126
17:00 - 18:00	9	43	0.041	9	43	0.073	9	43	0.114
18:00 - 19:00	9	43	0.039	9	43	0.047	9	43	0.086
19:00 - 20:00	9	43	0.052	9	43	0.039	9	43	0.091
20:00 - 21:00	9	43	0.036	9	43	0.041	9	43	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.918			0.962			1.880

*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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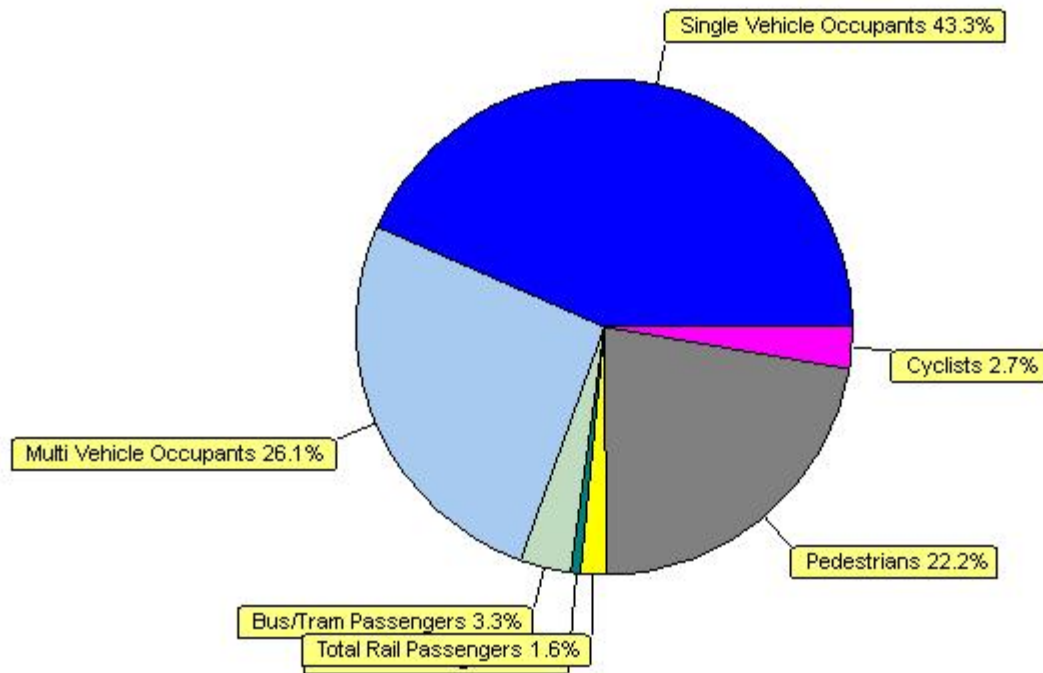
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Parameter summary

Trip rate parameter range selected: 17 - 78 (units: )  
 Survey date range: 01/01/12 - 13/06/22  
 Number of weekdays (Monday-Friday): 9  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

### Modal Split Percentages



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

**T22540**  
Station Road, South Wigston



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## Appendix B

### TRICS Output – Residential – Assisted Living

Calculation Reference: AUDIT-141301-230829-0828

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : P - ASSISTED LIVING  
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 40 to 66 (units: )  
Range Selected by User: 24 to 66 (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: 01/01/12 to 27/09/22

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4

*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	4
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 2 days  
 20,001 to 25,000 1 days  
 25,001 to 50,000 3 days

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

Population within 5 miles:

5,001 to 25,000 1 days  
 50,001 to 75,000 1 days  
 125,001 to 250,000 2 days  
 250,001 to 500,000 1 days  
 500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days  
 1.1 to 1.5 4 days

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

Travel Plan:

Yes 1 days  
 No 5 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

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

LIST OF SITES relevant to selection parameters

1	AC-03-P-01 CHESTER WAY NORTHWICH	ASSISTED LIVING		CHESHIRE WEST & CHESTER
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		58	
	<i>Survey date: FRIDAY</i>		<i>14/06/19</i>	<i>Survey Type: MANUAL</i>
2	BC-03-P-01 SAINT STEPHEN'S ROAD BOURNEMOUTH	ASSISTED LIVING		BOURNEMOUTH CHRISTCHURCH & POOLE
	Edge of Town Centre No Sub Category Total No of Dwellings:		66	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
3	NF-03-P-02 LAKENFIELDS NORWICH LAKENHAM	ASSISTED LIVING		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		40	
	<i>Survey date: FRIDAY</i>		<i>22/11/19</i>	<i>Survey Type: MANUAL</i>
4	NY-03-P-01 FENNELL GROVE RIPON	ASSISTED LIVING		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		40	
	<i>Survey date: TUESDAY</i>		<i>24/05/22</i>	<i>Survey Type: MANUAL</i>
5	TW-03-P-01 KENTON ROAD NEWCASTLE UPON TYNE	ASSISTED LIVING		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		42	
	<i>Survey date: THURSDAY</i>		<i>07/10/21</i>	<i>Survey Type: MANUAL</i>
6	WS-03-P-01 DURRINGTON LANE WORTHING	ASSISTED LIVING		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		54	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING  
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): 1.47

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	6	50	0.050	6	50	0.030	6	50	0.080
08:00 - 09:00	6	50	0.080	6	50	0.037	6	50	0.117
09:00 - 10:00	6	50	0.163	6	50	0.147	6	50	0.310
10:00 - 11:00	6	50	0.150	6	50	0.147	6	50	0.297
11:00 - 12:00	6	50	0.140	6	50	0.137	6	50	0.277
12:00 - 13:00	6	50	0.127	6	50	0.150	6	50	0.277
13:00 - 14:00	6	50	0.157	6	50	0.143	6	50	0.300
14:00 - 15:00	6	50	0.097	6	50	0.133	6	50	0.230
15:00 - 16:00	6	50	0.090	6	50	0.083	6	50	0.173
16:00 - 17:00	6	50	0.100	6	50	0.113	6	50	0.213
17:00 - 18:00	6	50	0.063	6	50	0.090	6	50	0.153
18:00 - 19:00	6	50	0.037	6	50	0.030	6	50	0.067
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.254			1.240			2.494

*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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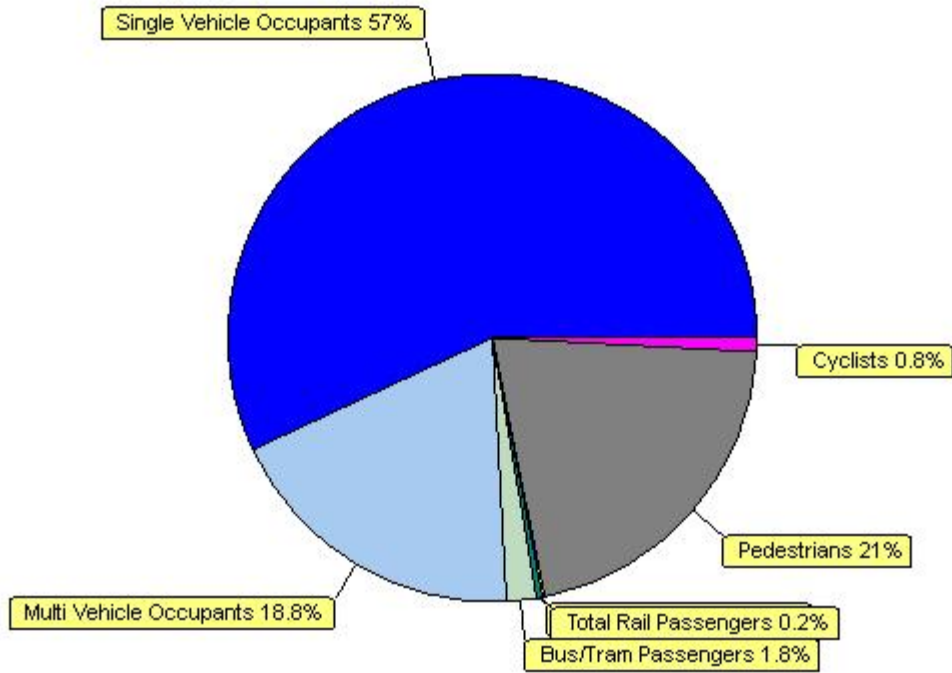
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#### Parameter summary

Trip rate parameter range selected: 40 - 66 (units: )  
 Survey date range: 01/01/12 - 27/09/22  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

### Modal Split Percentages



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