Upwell Lodge, March

Transport Statement

Client: Liaise

i-Transport Ref: MS/DW/ITS19805-001A

Date: 15 March 2024

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITS19805-001A	Final	15/03/2024	DW	MS

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SECTION 1 Introduction

1.1 Overview

1.1.1 This Transport Statement assesses the proposed redevelopment of an existing residential property at Upwell Lodge, 28A, March for the provision of four individual assisted living homes, with associated car parking.

1.2 Transport Policy Context - The Key Tests and the High Bar

1.2.1 Paragraph 114 of the National Planning Policy Framework (the Framework) identifies the four key transport tests that apply to all development proposals. These can be summarised as follows:

- Will the opportunities for sustainable travel be taken up appropriately?
- Will safe and suitable access be provided?
- Will the site layout comply with design guidance?
- Will the traffic impacts be acceptable?

1.2.2 Paragraph 115 of the Framework sets a 'high bar' for preventing development from coming forward for transport reasons. It is only where there will be severe traffic impacts or an unacceptable safety impact that development proposals can be refused for transport reasons.

1.3 Scope and Structure of Report

1.3.1 This Transport Statement assesses the transport acceptability of the proposal in the context of the 'tests' at paragraph 114 and demonstrates that this 'high bar' is not breached. The report is structured as follows:

- Section 2 describes the existing transport conditions and accessibility. It identifies that the site is located in a sustainable location, with good opportunities for the new residents or staff to travel by walking, cycling and public transport.
- Section 3 sets out the development proposal, including the proposed and parking arrangements and demonstrates that it accords with relevant standards.
- Section 4 assesses the proposal's net trip generation compared with the existing use. It identifies that the proposal will have an imperceptible traffic impact (and far from a 'severe' one – i.e. the high bar is far from breached).

- Section 5 summarises the report and concludes that the proposal complies with the key transport tests.

SECTION 2 Existing Transport Conditions

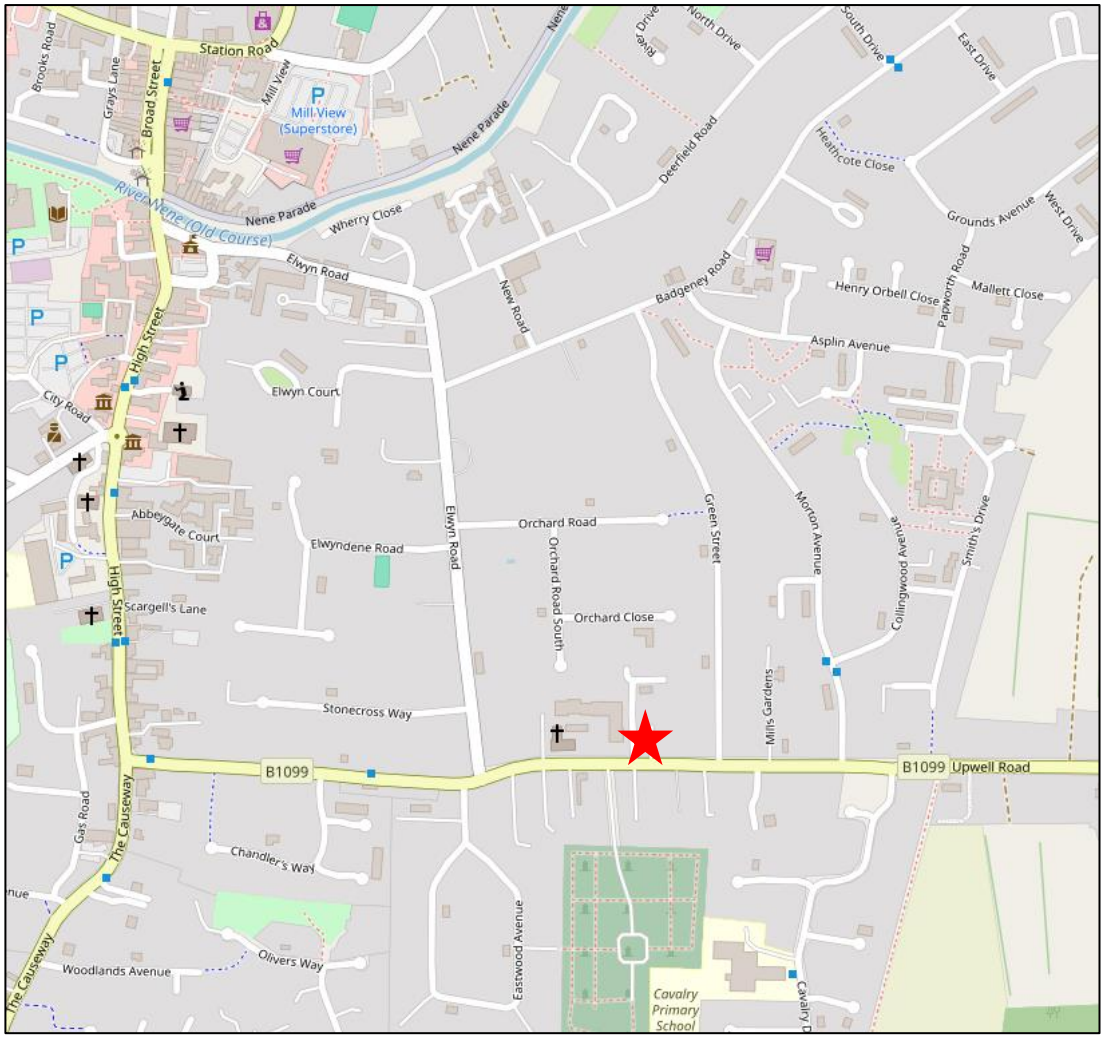
2.1 Introduction

2.1.1 This section of the Transport Statement sets out the existing transport conditions in the local area. This includes a review of the opportunities to use non-car modes, as well as the current operation of the existing highway network.

2.2 Site Location

2.2.1 The site is located some 750m south-east of March town centre (well within the built-up area of March) and accessed from the B1099 Upwell Road, which connects in turn to the B1101 The Causeway to the west. Fenland District Council (FDC) is the local planning authority, with Cambridgeshire County Council (CCC) the local highway authority. The site location is shown at **Image 2.1**:

Image 2.1: Site Location Plan



Source: Open Street Map Note: Site indicated by red star

2.3 Existing Use and Access

2.3.1 The site currently accommodates one four-bedroom house, with associated off-street car parking, accessed directly from the B1099 Upwell Road via an existing vehicle crossover adjacent to the junction with Noble Gardens. This existing access safely serves the property[1].

2.3.2 **Drawing ITS19805-GA-002** indicates that visibility splays of 2.4m x 43m, appropriate for a design speed of 30mph along Upwell Road, can be achieved in either direction[2].

2.4 Opportunities for Walking and Cycling

2.4.1 The B1099 Upwell Road, directly south of the site, is a circa 8m wide residential road with frontage access to existing residential properties. It provides a link between the B1101 High Street and March centre to the west with the residential areas on the eastern side of March and facilitates journeys between the site and a large surrounding residential catchment area. Upwell Road has continuous footways on either side of the carriageway, circa 2m in width, with dropped kerbs at the junctions of side roads to facilitate pedestrian crossing.

2.4.2 The local highway network is subject to blanket 30mph speed limits. Some 110m east of the site there is an on-carriageway cycle lane that provides a protected route past a one-way priority narrowing for eastbound vehicles on Upwell Road. The local roads within the surrounding areas of March are single carriageway, generally level, with generous carriageway widths and street-lighting meaning that the local area is suitable for on-carriageway cycling.

2.5 Opportunities for Public Transport Use

2.5.1 The closest bus stops to the site are located on Collingwood Avenue to the east of the site, broadly 300m walking distance from the site access. These stops provide regular services on a circular route around March that includes the town centre, rail station and a supermarket.

2.5.2 **Table 2.1** provides a summary of the routes serving the bus stop in the vicinity of the site and their typical weekday and Saturday frequencies.

[1] Ref: crashmap.co.uk- this shows no injury accidents have taken place in the vicinity of the site access in the most recent five-year period.

[2] Subject to clearance of hedgerow on the site frontage.

Table 2.1: Summary of Local Bus Services

Service	Route	Weekdays & Saturdays
Collingwood Avenue – 300m walking distance from site		
33A	March Town Service	7 services per day (first 09:26, last 17:10)

Source: Stagecoach, accessed March 2024

2.5.3 March Rail Station is located some 2.3km walking or cycling distance to the north of the site. The station can also be accessed via the March Town Service described above. The station provides frequent services to local destinations, including Ely, Peterborough and Cambridge.

2.6 Summary

2.6.1 Overall, the site is well connected to the surrounding residential area and March centre by sustainable modes in accordance with paragraph 114 of the NPPF. Furthermore, safe and suitable access can be achieved.

SECTION 3 Development Proposal

3.1 Overview

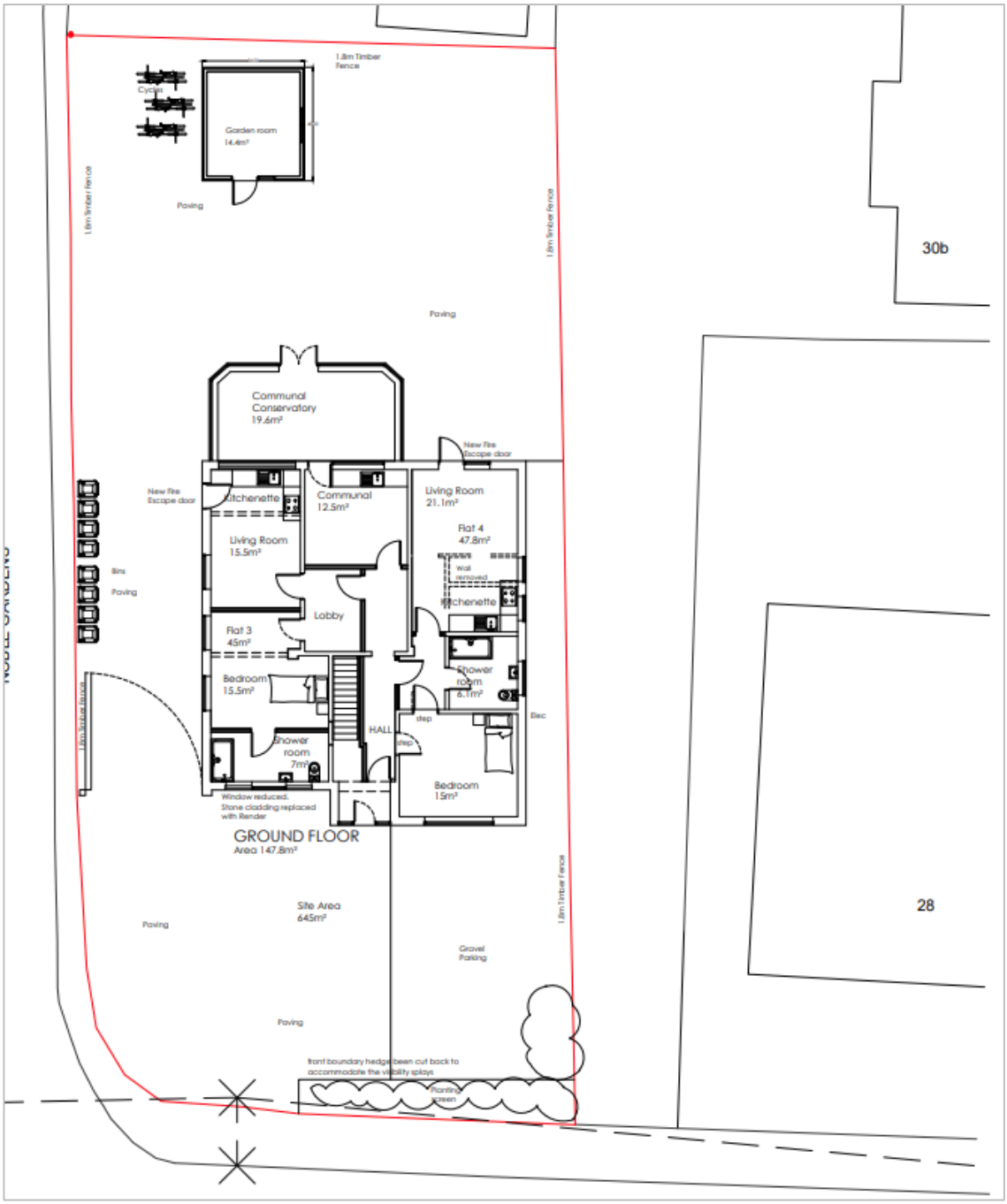
3.1.1 The development proposal comprises a full planning for the provision of four individual assisted living homes, with associated car parking.

3.1.2 Assisted living (also referred to as extra-care housing) offers a degree of day-to-day support to residents but still allows residents to live independently. Each home will be self-contained and with associated living space, kitchen etc, but staff will be available to provide personal care and support services. Residents typically require a higher level of care than would be the case at sheltered accommodation but a lower level of care than a care home.

3.1.3 In this instance, residents will be of working age rather than retired. They will therefore attend work or study during the day.

3.1.4 A site layout plan is provided in **Appendix A** with an extract reproduced as Image 3.1:

Image 3.1: Site Layout Plan – Extract



Source: PDK Architecture and Surveying

Access

3.1.5 No changes are proposed to the existing access to the site from the local highway network via Upwell Road, with vehicles and cyclists using the carriageway and pedestrians using the existing footway. As set out in Section 2, the access safely serves the existing property and provides appropriate visibility. The hedgerow will be cut back to ensure 2.4m x 43m visibility splays are achieved.

3.1.6 In the context of the negligible changes in traffic generation of the site (see Section 4), there is no reason why the access will not safely serve the proposal.

Residents and Staffing

3.1.7 The applicant has provided information on the likely operation of the proposed development, including detail on the likely occupants and the staffing requirements of the assisted living homes, as outlined below.

Residents

- Each of the four assisted living homes will house one resident. The residents have disabilities or illnesses that inhibit their ability to live fully independently. However, unlike some assisted living facilities, many residents are of working age;
- The residents live relatively independently and usually attend education or employment during the day, meaning that some residents and associated staff are usually off-site during the daytime;

Staffing

- The assisted living homes will be staffed 24 hours;
- The daytime staffing of carers will be dependent on the number of residents present each day. A maximum of two residents will require support at a ratio of up to two staff members to each resident during the day. These staff will be supported by a warden and deputy warden who may visit the site from time-to-time; and
- Night-time staffing of carers will be provided at a maximum of one staff member per resident. As residents will typically be present overnight, this will be the period of peak occupancy for the homes (as would be the case for any residential use).

Travel Patterns

3.1.8 Turning to the normal travel habits of residents and staff:

- Residents do not normally drive or own cars and travel around predominantly by active travel modes or public transport; and
- Staff are recruited from the local area, and consequently use of active travel modes and public transport to the site is high. This is typical for providers of assisted living accommodation and the site has a large residential catchment area within comfortable walking and cycling distances for staff to travel to the site.

3.2 Internal Layout Considerations

Car Parking

Standards

3.2.1 Car parking standards for new development in March are set by Policy LP15 of the Fenland Local Plan (2014) and detailed in Appendix A. The following standard is provided for 'sheltered (warden controlled) and other elderly accommodation with care provision (e.g. Nursing Home)':

> ***"1 space per 4 residential units, plus one visitor space per 4 residential units plus 1 space for each resident member of staff."***

3.2.2 The Local Plan outlines that the standard is a maximum parking standard that should not be exceeded, but that parking provision lower than the standard may be considered appropriate.

3.2.3 Applying this maximum standard to the proposal for four homes yields the following requirement:

1. One space.
2. Plus one visitor space.
3. Plus four spaces per resident overnight staff.
4. Six spaces in total.

Provision

3.2.4 The driveway be retained and will continue to operate in a safe and satisfactory manner as it does to serve the existing residential property.

3.2.5 **Drawing ITS19805-GA-001** demonstrates that the driveway can comfortably accommodate five parked cars, while still providing pedestrian access to the entrances to the property. The car parking provision of five spaces therefore accords the sheltered (warden controlled) accommodation maximum car parking standard set out in the FDC Local Plan.

3.2.6 **Drawing ITS19806-GA-001** also presents swept path analysis that demonstrates that five parked vehicles can enter, turn within and exit the parking area in a forward gear at all times when the parking area is occupied by five vehicles.

3.2.7 As set out in this section, the operator's experience is that both residents and staff tend to travel by sustainable modes to assisted living homes. The provision of five parking spaces is not only compliant with the parking standard but more than adequate for typical (night time) peaks of demand.

Cycle Parking

3.2.8 FDC's Local Plan (2014) does not provide a minimum cycle parking standard for sheltered (warden controlled) accommodation.

3.2.9 The site layout plan in Appendix A indicates six cycle parking spaces, provided in the form of three Sheffield Stands, located adjacent to the rear of the existing building and accessed via the path on the western side of the building. This is adequate to provide one cycle space per resident with additional staff and visitor cycle parking.

3.3 Servicing and Refuse Vehicle Access

Servicing

3.3.1 Deliveries and servicing will continue to take place at the site in the same manner as the existing adjacent building is served, with delivery, service and emergency accessing the site via Upwell Road.

3.3.2 The largest expected vehicles are food delivery vehicles and occasional ambulances. As the building will continue to have a residential function, the proposal will not result in larger service vehicles. Refuse Vehicle Access

3.3.3 Refuse collection will continue to take place from the street outside. The bin / recycling store has been integrated along the western boundary of the site. Additional bins will be provided to reflect the use of the property for occupancy by several residents, with the site layout plan at Appendix A indicatively showing space for eight bins. Bins will be wheeled to the kerbside on collection day (by staff) as they would at any other residential property.

3.4 Summary

3.4.1 The proposal will provide safe and suitable access for all users and complies with relevant design standards.

SECTION 4 Net Traffic Impact

4.1 Introduction

4.1.1 To identify the likely trip generation of the existing site and proposed development, trip rates have been derived from surveys of comparable sites contained within the TRICS database, the nationally established database of traffic generation.

4.2 Trip Rates

Existing Development

4.2.1 Trip rates have been obtained from TRICS using the following parameters:

- **Land Use**: Houses Privately Owned;
- **Number of dwellings**: 6-20 dwellings;
- **Location**: Edge of Town Centre, Suburban Area, Edge of Town; and
- **Date Range**: January 2015 – June 2023, weekday surveys only.

Proposed Development

4.2.2 Trip rates have been obtained from TRICS using the following parameters for the appropriate residential category for the development proposal based on guidance in the TRICS Good Practice Guide:

- **Land Use**: Assisted Living;
- **Number of dwellings**: All sites (due to limited number in database;
- **Location**: Edge of Town Centre, Suburban Area, Edge of Town; and
- **Date Range**: January 2015 – June 2023, weekday surveys only.

4.3 Net Traffic Impact

4.3.1 Based on the trip rates obtained, **Table 4.1** outlines the vehicular trip rates and the resultant trip generation for the existing house and development proposal of four assisted living homes. The full TRICS output is included as **Appendix B**.

Table 4.1: Development Proposal – Vehicular Trip Rates and Trip Generation

Trip Rate (per home) and Trip Generation	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	In	Out	Two-Way	In	Out	Two-Way
Existing Use – Private House						
Vehicular Trip Rate per dwelling	0.255	0.277	0.532	0.383	0.149	0.532
Trip Generation – 1 house	0	1	1	1	0	1
Proposed Use – Assisted Living						
Vehicular Trip Rate per dwelling	0.193	0.188	0.381	0.068	0.091	0.159
Trip Generation – 4 homes	1	1	2	0	1	1
Net Impact						
Net Impact of Development Proposal	**+1**	**0**	**+1**	**-1**	**+1**	**0**

Source: TRICS Database and Consultant Calculations.

4.3.2 **Table 4.1** demonstrates that the development proposal is expected to generate one additional vehicle trip in the morning peak hour and the same level of vehicular trips in the evening peak hour when compared to the existing use of the site.

4.4 Summary

4.4.1 The very low predicted level of trip generation will result in an immaterial impact on the safety and operation of the surrounding local highway network. The high bar at paragraph 115 of the NPPF is far from breached.

SECTION 5 Summary and Conclusions

5.1 Summary

5.1.1 This Transport Statement assesses the redevelopment of an existing residential property at Upwell Lodge, 28A Upwell Road, March for the provision of four individual assisted living homes, with associated car parking.

5.1.2 The Transport Statement assesses the development proposal against the key transport tests identifies by paragraph 114 of the Framework, and that are reflected in local transport planning policy, as summarised in the following paragraphs.

5.1.3 The site is in a built-up area and well located for travel by non-car modes. There is a regular town circular bus service that provides links to the town centre and March Rail Station, with regular rail services to Peterborough, Ely and Cambridge. The local highway network is suitable for trips on foot and by cycle.

5.1.4 Access to the proposal will remain unchanged. This is acceptable in the context of the negligible change in trip generation.

5.1.5 The proposal provides car and cycle parking in accordance with relevant parking standards, at a level sufficient to meet expected parking demands (noting the high propensity of staff and residents to travel by sustainable modes).

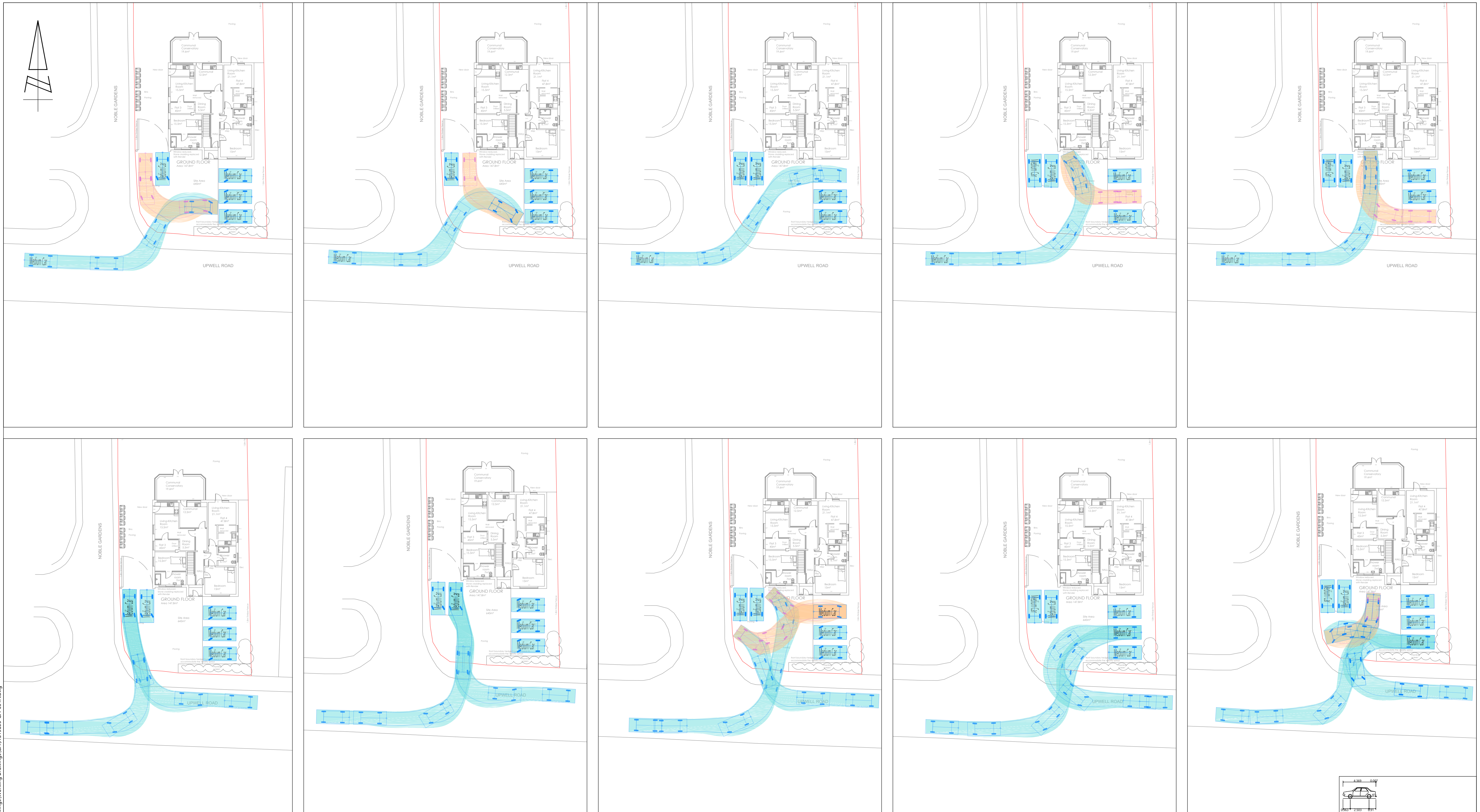
5.1.6 Servicing arrangements will remain unchanged – refuse collection and deliveries can safely be undertaken from the B1099 Upwell Road.

5.1.7 The very small increase in the level of trip generation will result in an immaterial impact on the safety and operation of the surrounding local highway network. The high bar will not be breached.

5.2 Conclusion

5.2.1 The proposal complies with the key transport tests at paragraph 114 of the NPPF and is acceptable in transport terms. The traffic impact will be immaterial and therefore acceptable.

DRAWINGS



SCALE BAR @ 1:500
0 5 10 25 50

4.369 0.007
0.963 2.503 0.91

Medium Car	
Overall Length	4.376m
Overall Width	1.857m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.042m

i-Transport
Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Porstmouth, Hampshire, PO6 3EZ
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REV	DATE	BY	DESCRIPTION	CHK	APD
A	15.03.24	MM	SITE LAYOUT UPDATED	MS	MS

STATUS: FOR INFORMATION

TITLE: PROPOSED PARKING ARRANGEMENT AND SWEPT PATH ANALYSIS (MEDIUM CAR)

PROJECT: UPWELL LODGE MARCH

CLIENT: LIAISE

DRAWN:	CHECKED:	APPROVED:
MM	MS	MS
PROJECT No:	SCALE @ A3:	DATE:
ITS19805	1:500	29.02.24

DRAWING No: ITS19805-GA-001 REV: A

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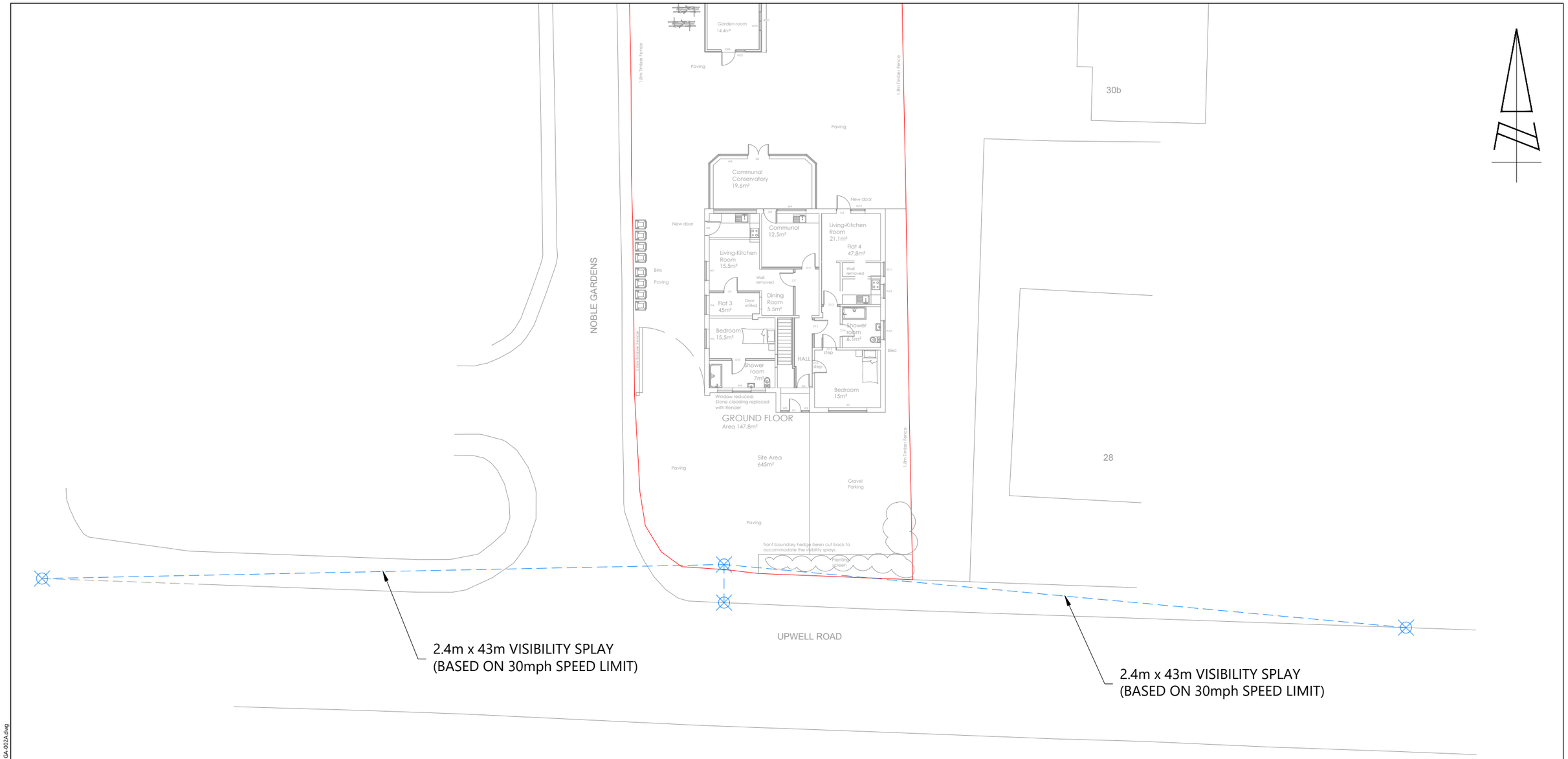

PROPOSED

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SCALE BAR @ 1:250
0 1 2 5 10 25

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Tel: 03316 300366
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REV	DATE	BY	DESCRIPTION	CHK	APD
A	15.03.24	MM	SITE LAYOUT UPDATED	MS	MS

STATUS: FOR INFORMATION

TITLE: VISIBILITY SPLAYS FROM EXISTING ACCESS

PROJECT: UPWELL LODGE MARCH

CLIENT: LIAISE

DRAWN:	CHECKED:	APPROVED:
MM	MS	MS
PROJECT No:	SCALE @ A3:	DATE:
ITS19805	1:500	29.02.24
DRAWING No:		REV:
ITS19805-GA-002		A

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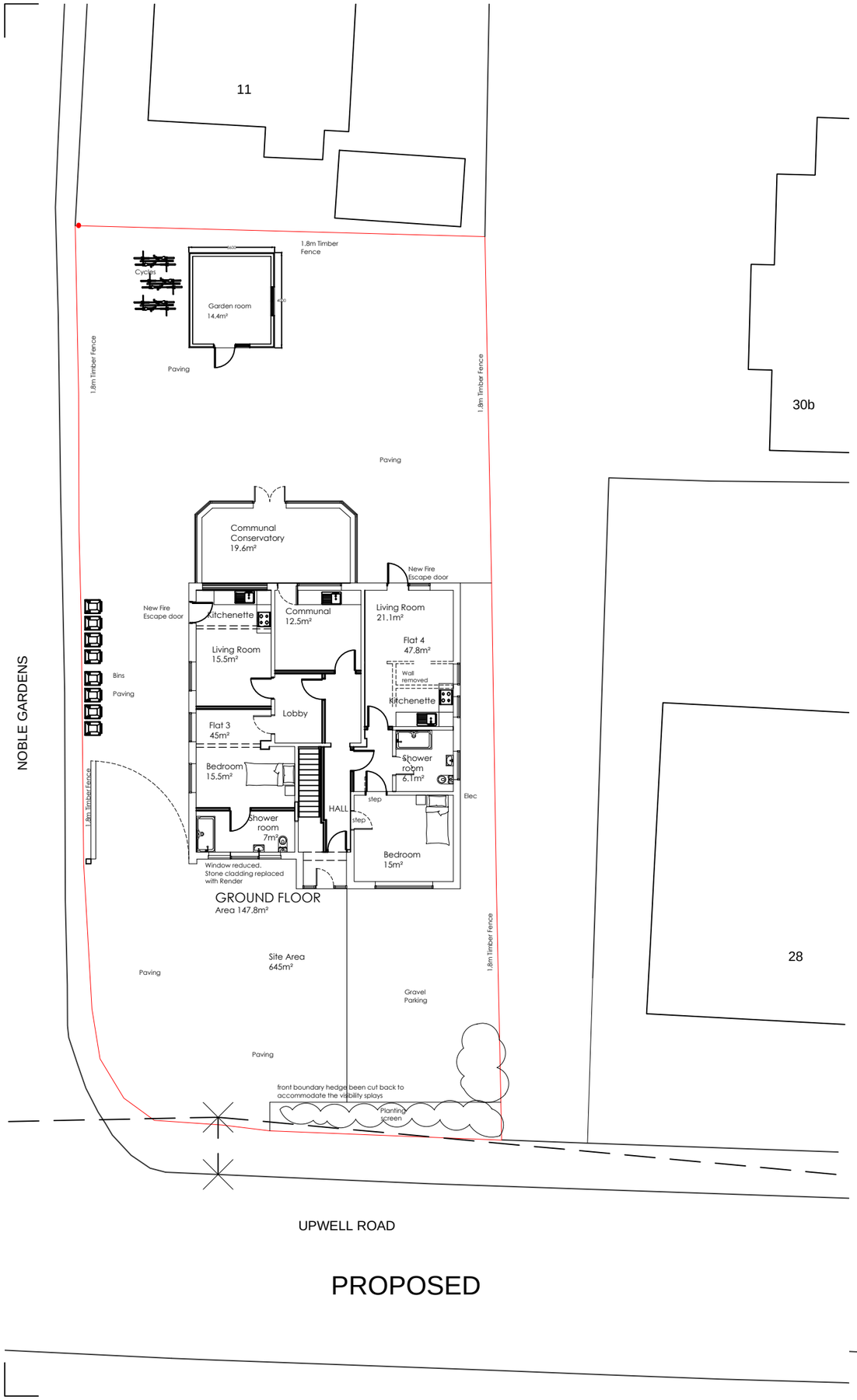
APPENDIX A. Site Layout Plan



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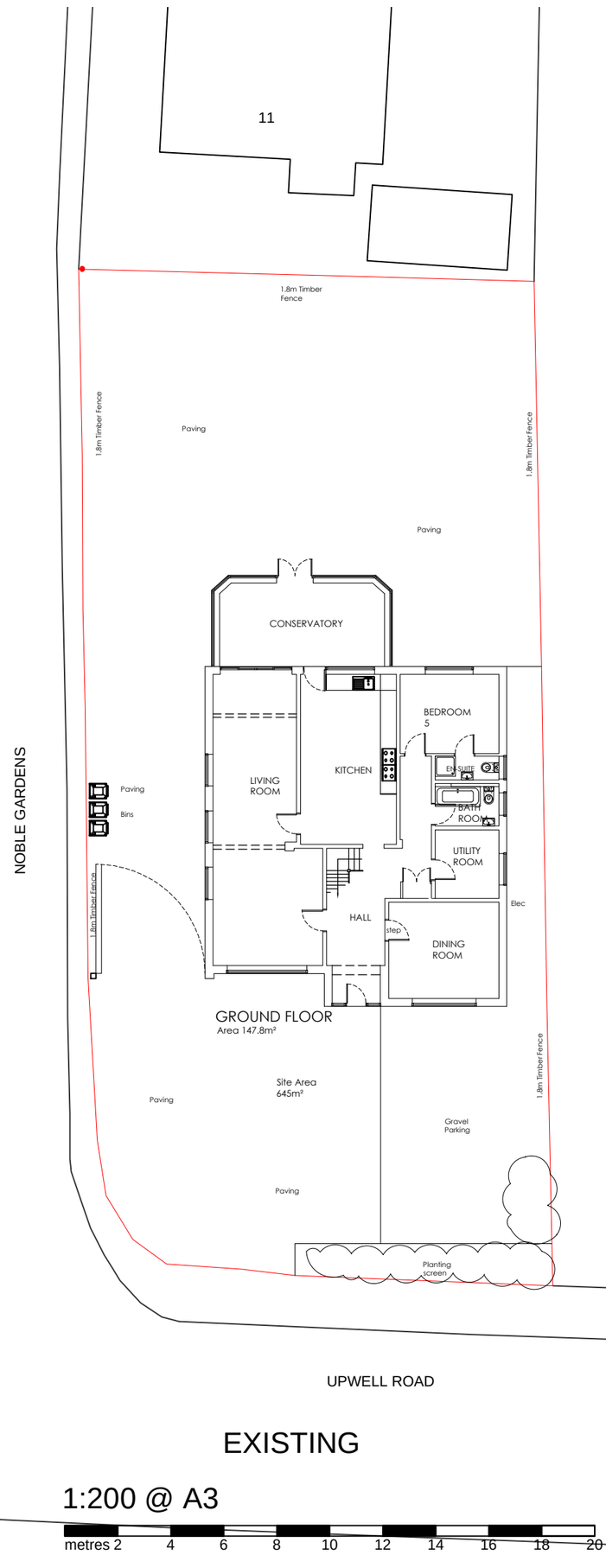

EXISTING

1:200 @ A3

metres 2 4 6 8 10 12 14 16 18 20

NOTE
THIS DRAWING MAY BE SCALED FOR PLANNING PURPOSES ONLY.
ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORK. ALL DIMENSIONS RELATING TO SUB-CONTRACTORS OR SUPPLIERS WORK MUST BE CHECKED AND AGREED BETWEEN THE GENERAL CONTRACTOR, THE SUB-CONTRACTOR(S) AND / OR SUPPLIER(S).
ALL DIMENSIONS ARE IN MILLIMETRES. ALL WORKS OR MATERIALS INDICATED ON THE DRAWING ARE TO BE TO THE LATEST BRITISH STANDARDS AND ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE RELEVANT CODES OF PRACTICE OR RECOGNISED TRADE ASSOCIATION RECOMMENDATIONS AND PUBLICATIONS.
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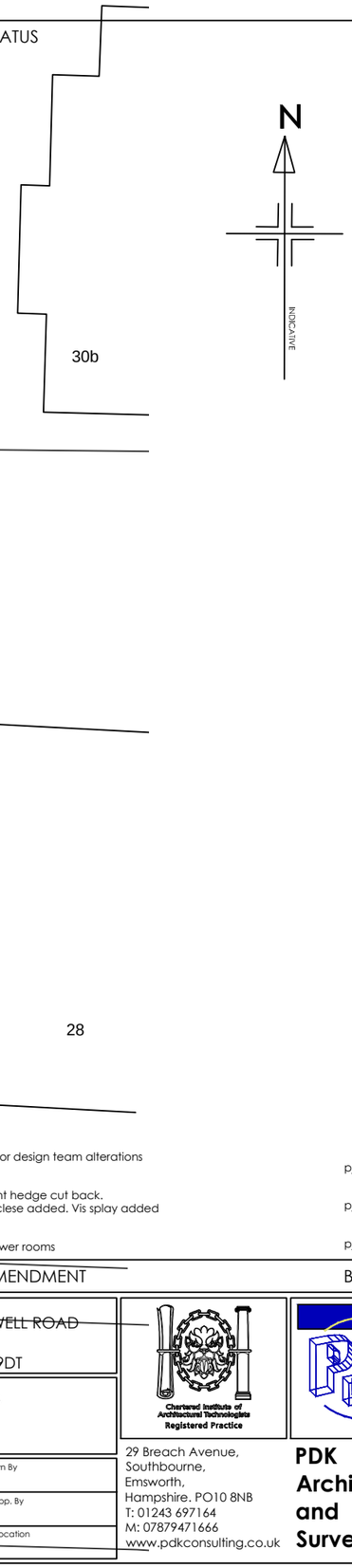
ANY DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF PDK ARCHITECTURE AND SURVEYING . IF IN DOUBT ASK.

APPR DATE STATUS



REV	DATE	AMENDMENT	BY
C	15-03-24	Minor design team alterations	pjc
B	12-03-24	Front hedge cut back. Cyclese added. Vis splay added	pjc
A	21-02-24	Shower rooms	pjc

PROJECT
UPWELL LODGE. 28a UPWELL ROAD
MARCH
CAMBRIDGESHIRE. PE15 9DT

DRAWING
PROPOSED and EXISTING
SITE
PLANS

Date: Feb 2024 | Drawn By: PJC
Scale: 1: 200 @A3 | Iss. App. By: DKC
Drawing No: 006 C | File Location: 0510

Chartered Institute of Architectural Technologists
Registered Practice

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Southbourne,
Emsworth,
Hampshire. PO10 8NB
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M: 07879471666
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PDK Architecture and Surveying

APPENDIX B. TRICS Outputs

Calculation Reference: AUDIT-236603-240229-0236

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	MW	MEDWAY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	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: 10 to 19 (units:)
Range Selected by User: 6 to 20 (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: 01/01/15 to 06/06/22

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	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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	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	1 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	3 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
50,001 to 75,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

1 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY *06/06/22* *Survey Type: MANUAL*

2 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

3 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-A-04	Covid
KC-03-A-09	Covid
NY-03-A-13	Terraced housing, no off-street parking

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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): 1.58

	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	3	16	0.043	3	16	0.106	3	16	0.149
08:00 - 09:00	3	16	0.255	3	16	0.277	3	16	0.532
09:00 - 10:00	3	16	0.085	3	16	0.170	3	16	0.255
10:00 - 11:00	3	16	0.234	3	16	0.234	3	16	0.468
11:00 - 12:00	3	16	0.106	3	16	0.128	3	16	0.234
12:00 - 13:00	3	16	0.191	3	16	0.340	3	16	0.531
13:00 - 14:00	3	16	0.213	3	16	0.170	3	16	0.383
14:00 - 15:00	3	16	0.064	3	16	0.043	3	16	0.107
15:00 - 16:00	3	16	0.191	3	16	0.234	3	16	0.425
16:00 - 17:00	3	16	0.149	3	16	0.128	3	16	0.277
17:00 - 18:00	3	16	0.383	3	16	0.149	3	16	0.532
18:00 - 19:00	3	16	0.234	3	16	0.149	3	16	0.383
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.148			2.128			4.276

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

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

Parameter summary

Trip rate parameter range selected:	10 - 19 (units:)
Survey date date range:	01/01/15 - 06/06/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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/A - HOUSES 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): 1.58

	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	3	16	0.128	3	16	0.255	3	16	0.383
08:00 - 09:00	3	16	0.404	3	16	0.468	3	16	0.872
09:00 - 10:00	3	16	0.106	3	16	0.255	3	16	0.361
10:00 - 11:00	3	16	0.362	3	16	0.426	3	16	0.788
11:00 - 12:00	3	16	0.170	3	16	0.213	3	16	0.383
12:00 - 13:00	3	16	0.277	3	16	0.489	3	16	0.766
13:00 - 14:00	3	16	0.298	3	16	0.277	3	16	0.575
14:00 - 15:00	3	16	0.170	3	16	0.128	3	16	0.298
15:00 - 16:00	3	16	0.340	3	16	0.319	3	16	0.659
16:00 - 17:00	3	16	0.191	3	16	0.128	3	16	0.319
17:00 - 18:00	3	16	0.596	3	16	0.213	3	16	0.809
18:00 - 19:00	3	16	0.319	3	16	0.213	3	16	0.532
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.361			3.384			6.745

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.*

Calculation Reference: AUDIT-236603-240229-0244

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
04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	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 54 (units:)
Range Selected by User: 40 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: 01/01/15 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	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3	4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	2 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	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	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1	NF-03-P-02 LAKENFIELDS NORWICH LAKENHAM	ASSISTED LIVING		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		40	
	Survey date: FRIDAY		*22/11/19*	*Survey Type: MANUAL*
2	NY-03-P-01 FENNELL GROVE RIPON	ASSISTED LIVING		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		40	
	Survey date: TUESDAY		*24/05/22*	*Survey Type: MANUAL*
3	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	
	Survey date: THURSDAY		*07/10/21*	*Survey Type: MANUAL*
4	WS-03-P-01 DURRINGTON LANE WORTHING	ASSISTED LIVING		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		54	
	Survey date: WEDNESDAY		*18/05/22*	*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 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): 1.33

	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	4	44	0.080	4	44	0.051	4	44	0.131
08:00 - 09:00	4	44	0.085	4	44	0.040	4	44	0.125
09:00 - 10:00	4	44	0.193	4	44	0.188	4	44	0.381
10:00 - 11:00	4	44	0.193	4	44	0.170	4	44	0.363
11:00 - 12:00	4	44	0.170	4	44	0.159	4	44	0.329
12:00 - 13:00	4	44	0.142	4	44	0.170	4	44	0.312
13:00 - 14:00	4	44	0.176	4	44	0.176	4	44	0.352
14:00 - 15:00	4	44	0.119	4	44	0.159	4	44	0.278
15:00 - 16:00	4	44	0.102	4	44	0.074	4	44	0.176
16:00 - 17:00	4	44	0.097	4	44	0.136	4	44	0.233
17:00 - 18:00	4	44	0.068	4	44	0.091	4	44	0.159
18:00 - 19:00	4	44	0.045	4	44	0.023	4	44	0.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.470			1.437			2.907

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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Parameter summary

Trip rate parameter range selected:	40 - 54 (units:)
Survey date date range:	01/01/15 - 27/09/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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