

Prepared on behalf of

Park Portfolio Ltd.

**Former Pow Beck Nursing Home
Meadow Road, Whitehaven**

Transport Statement

Acknowledgements:

National Geographic Society MapMaker has been utilised to generate figures used in the report.

The Crashmap database has been utilised to obtain collision records for the local highway network.

The TRICS database (v7.8.1) has been used to derive trip rate information for the existing and proposed land uses.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd, unless otherwise expressly stated within this report.

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1 Introduction

1.1 Sanderson Associates (Consulting Engineers) Limited has been appointed by Park Portfolio Ltd, to advise on traffic and transportation issues relating to the proposed redevelopment of the former Pow Beck Nursing Home, Meadow Road, Whitehaven. The proposals comprise the erection of a 36 bed Extra Care Facility comprising 27 single bed flats and 9 two-bed flats for rent.

1.2 This Transport Statement has been prepared in accordance with the Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' addresses key transport issues including:

- the local highway network
- the access arrangements to the proposed development
- the existing use of the site
- the proposed development and its operational facilities
- the impact of the development on the local highway network in terms of highway safety
- accessibility of the site in relation to sustainable transport and local facilities

1.3 The revised National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. NPPF paragraph 108 states that;

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

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, give the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all people; and*
- c) 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."*

1.4 Paragraph 109 goes on to say;

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

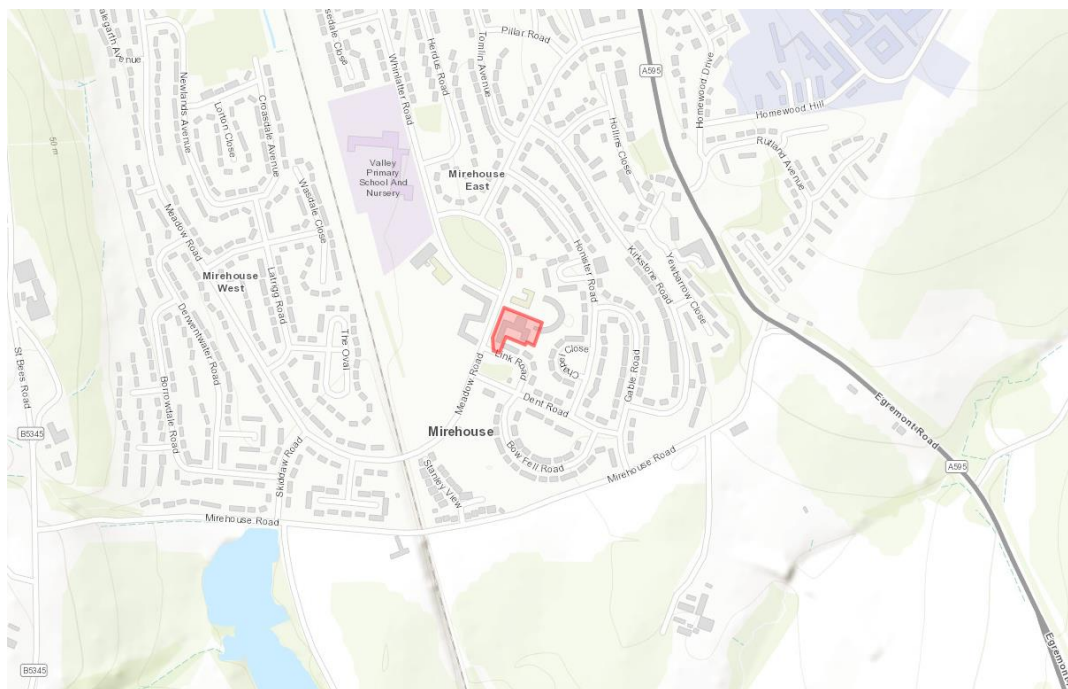
1.5 This Transport Statement seeks to demonstrate that there would not be an unacceptable impact on highway safety associated with the development and that, in the context of the NPPF, the residual cumulative impacts of the development are not severe, as such, there are no transport reasons why planning should not be granted.

2 Existing Situation

2.1 The Site and Surrounding Area

- 2.1.1 The application site consists of a detached former purpose built 38-bed Care Facility (~1,400sqm) with ancillary off-street parking facilities (14 spaces). The site was formerly owned and operated by the Council and has now been closed and decommissioned.
- 2.1.2 Access to the site is gained via a priority T-junction with Meadow Road towards the north-western corner of the site. In addition to the application site, the access road, which is unadopted, provides access to an additional car parking area to the north of the site which contains an additional 7 N^o parking spaces and is associated with housing along St Andrews Crescent; formerly Pow Beck Court.
- 2.1.3 The surrounding area is predominantly residential and is within approximately 3.3km of Whitehaven town centre. The site's location in respect to the surrounding area as illustrated within **Figure 1**.

Figure 1 – Site Location Plan



2.2 **Local Highway Network**

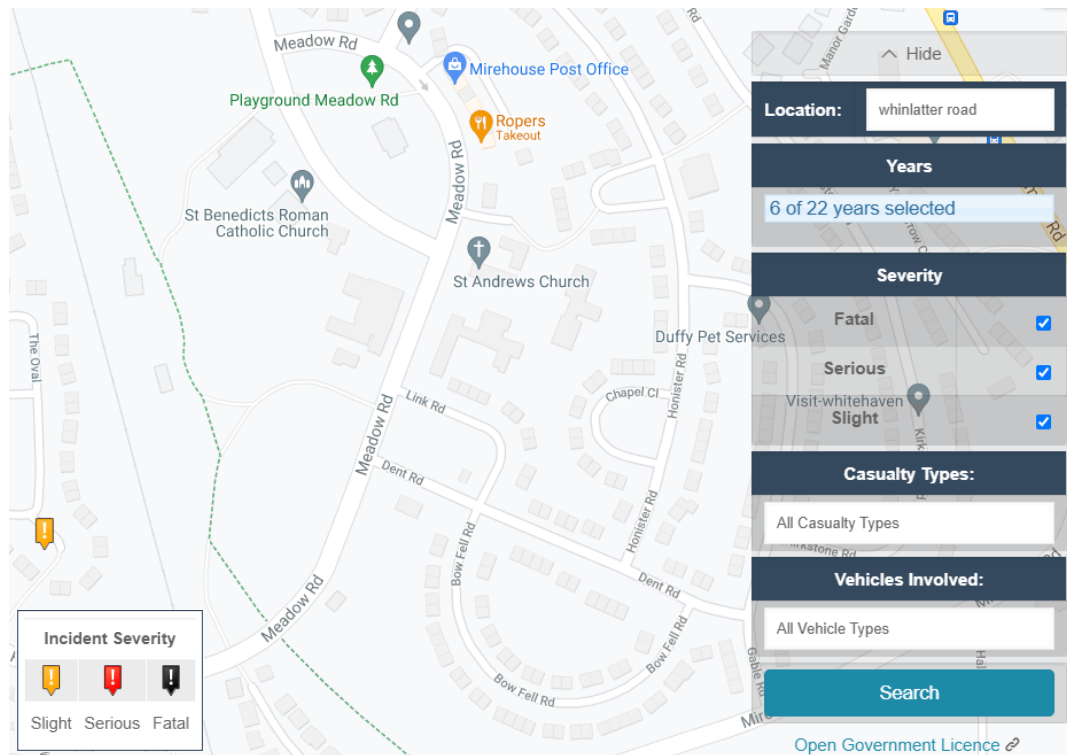
- 2.2.1 Meadow Road is a two-way single carriageway road which, along the site frontage, is subject to a 20mph speed limit. At the southern extent of the site, the speed limit increases to 30mph. Traffic calming in the form of a speed hump is present in the location of the speed limit change serving as a gateway feature to the Mirehouse estate. In proximity to the site, the road has a 2.0m footway on its western flank and a 1.8m footway on its eastern flank which is segregated from the carriageway by a 5.0m wide verge.
- 2.2.2 Approximately 25m north of the site access, Meadow Road takes a ~90° turn and becomes Whinlatter Road. Historically, Meadow Road continued north and Whinlatter Road joined as the minor arm of a priority T-junction; however, a highway improvement scheme was implemented to improve traffic flow through Mirehouse, which involved the formation of a one-way (southbound only) section of road along the frontage of 'Mirehouse shops' and the change of priority to make Whinlatter Road the main through-route.

2.3 **Road Traffic Incident Review**

- 2.3.1 National guidance on Travel Plans, Transport Assessments and Statements states that assessments should include *“an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;”*
- 2.3.2 Whilst the site is not considered to be in a 'high accident area', in order to provide a robust assessment, road traffic collision data has been reviewed on the online Crashmap database for the most recent five year period available (2015-2019). Provisional data for 2020 (up to June) has also been included. **Figure 2**, overleaf, shows the location and severity of recorded incidents in the vicinity of the site.

Figure 2 – Incidents in the last 5* years

[Crashmap]



- 2.3.3 As can be seen, no incidents of any injury severity have been recorded within relative proximity to the site in the latest 5 year period. It is, therefore, considered that there are no significant existing accident trends in proximity to the site that are likely to be adversely affected by the proposed development.

3 Accessibility by Sustainable Modes of Travel

3.1 Overview

3.1.1 This section of the report considers the accessibility of the development by the following modes of transport in order to review the opportunities that will exist for staff, care home residents and visitors.

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail

3.2 Accessibility on Foot

3.2.1 Walking is the most common form of travel in Britain and has the greatest potential to replace short car trips, particularly those under 2km. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) also offers the following advice.

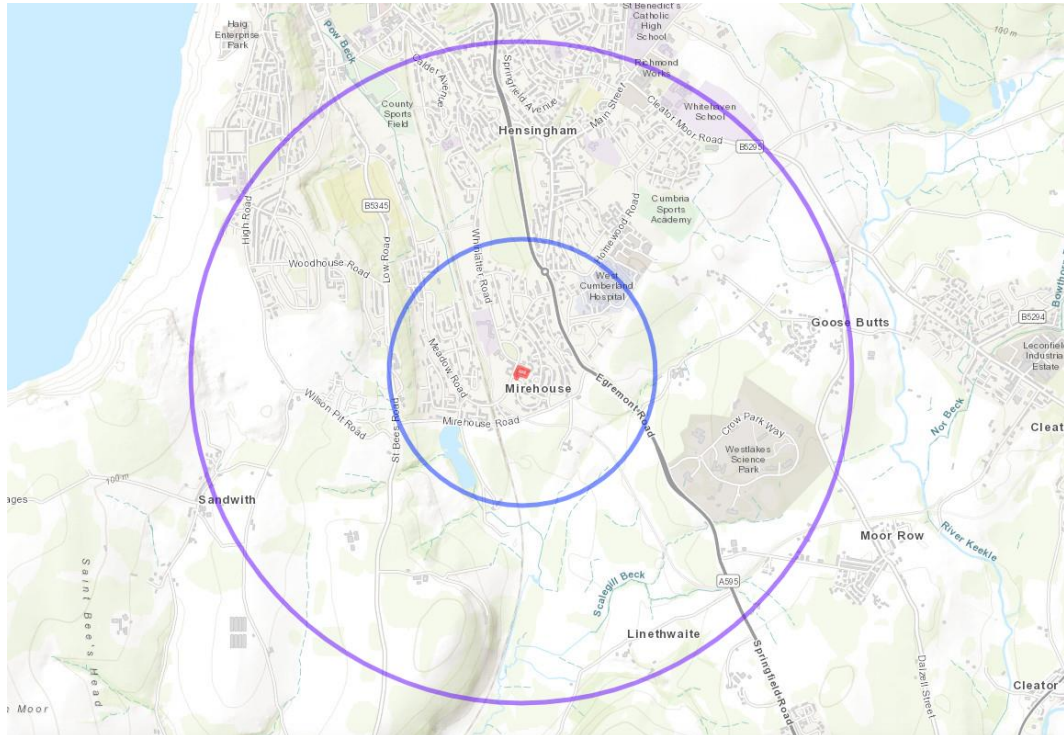
"Walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating."

3.2.2 In terms of pedestrian infrastructure, roads in the vicinity of the site have footways and are street-lit. The main destination for residents travelling on foot is likely to be 'Mirehouse shops' which include a convenience store, post office, pharmacy and hot food takeaways. These amenities are located ~90-140m north of the site, which equates to approximately a 1 minute walk.

3.2.3 **Figure 3**, overleaf, identifies 800m and 2km walking radii from the site. It is noted that walking routes will not follow the simple radii of this plan and it is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.

Figure 3 – Indicative Walking Distance

[NatGeo]



- 3.2.4 It is considered that the site is well located in terms of providing access to daily essentials for care home residents and visitors and is within the preferred maximum walking distance (2km) of a large residential catchment area, providing the opportunity for the development to recruit locally, and for those staff to have a realistic sustainable alternative to travelling by car.

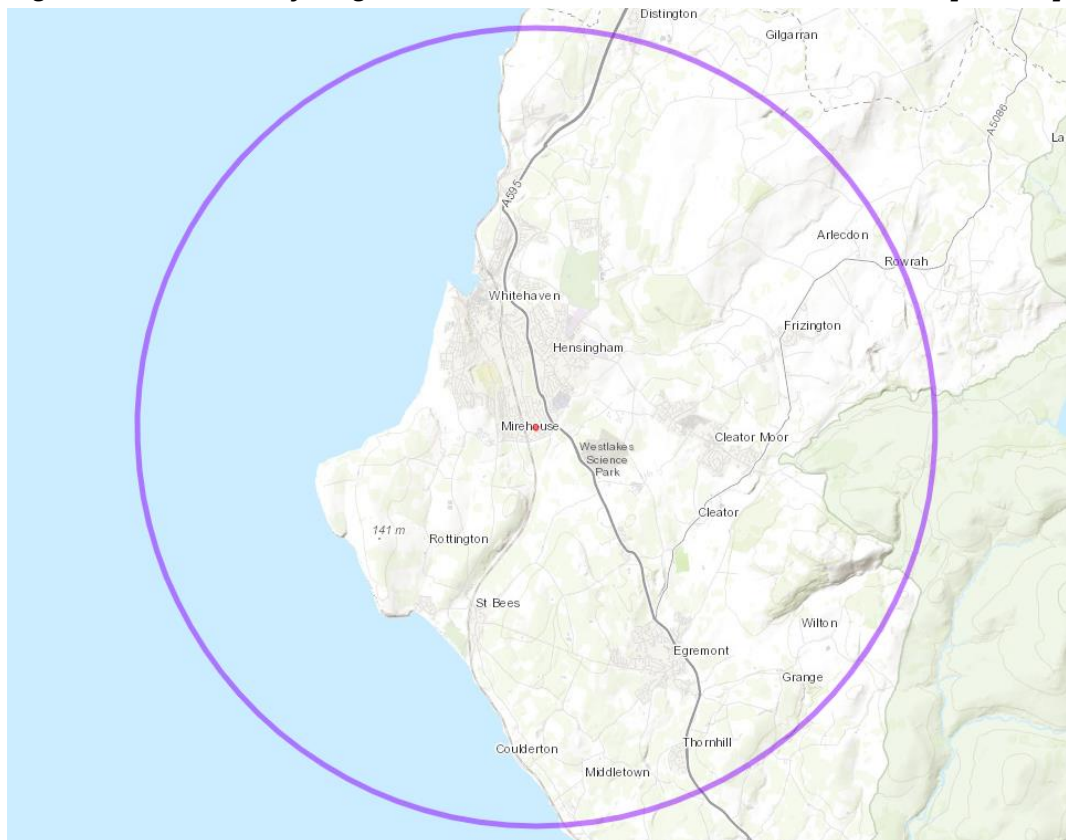
3.3 Accessibility by Cycle

- 3.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.
- 3.3.2 CIHT's Planning for Cycling (2014) states that the majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.

- 3.3.3 Whilst cycling is unlikely to be a feasible option for the care home residents, it is a mode of travel which may potentially be undertaken by staff and visitors. **Figure 4**, below, identifies an 8km (5 mile) cycling radius from the site. Again, it is noted that walking routes will not follow the simple radii of this plan and it is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.

Figure 4 – Indicative Cycling Distance

[NatGeo]



3.4 Accessibility by Bus

- 3.4.1 The closest bus stop to the site is located on Meadow Road approximately 100m north from the site. **Figure 5**, overleaf, shows the location of the stop, whilst details of the stop and the services it accommodates are set out within **Table 1**, also overleaf.

Figure 5 – Bus Stop Locations

[NatGeo]



Table 1 – Bus stop information

Meadow Road	
Reference	Meadow Road (Stop ID: cumawjdg)
Distance from site	~80m
Facilities	Bus layby with shelter, seating and timetable
Services	3, 3a

3.4.2 Details of the services available from these stops are given in **Table 2**, below.

Table 2 - Summary of bus services

#	Route	Approximate peak frequency		
		Mon-Sat Daytime	Mon-Sat Evening	Sunday
3/3A	Whitehaven – Corkickle – Mirehouse – Whitehaven (3 = clockwise route / 3a = anti-clockwise route)	15 mins	No service	12:00 & 16:00

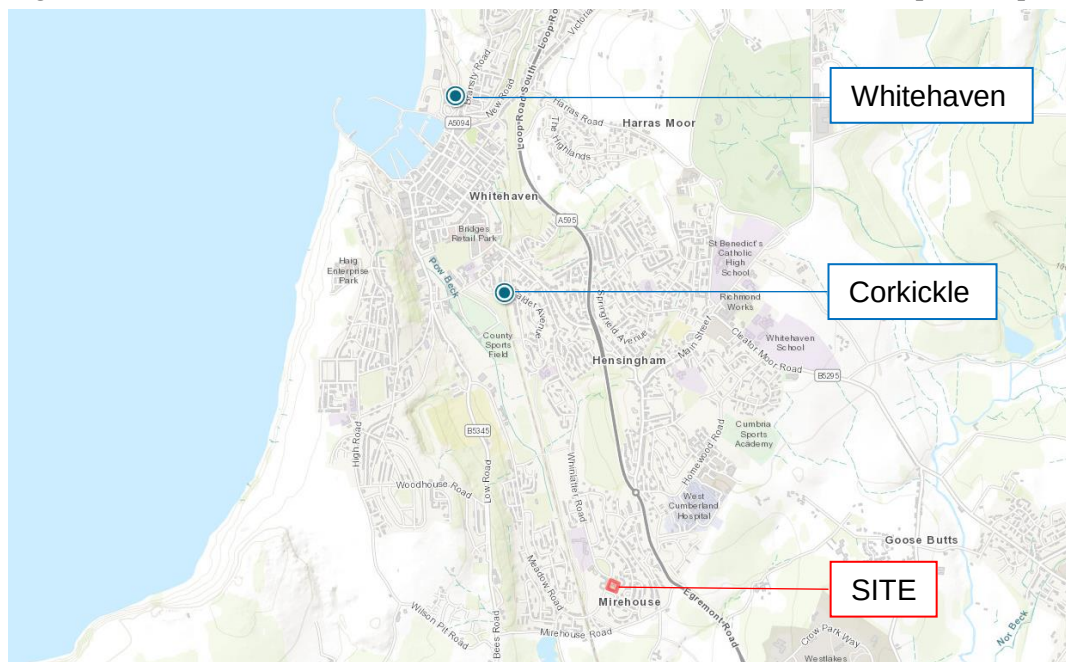
3.4.3 From the above, it is demonstrated that regular bus services are available within close proximity to the site which provide connection to Whitehaven town centre where further public transport options are available.

3.5 Accessibility by Rail

3.5.1 The closest station to the site is Corkickle Station which is located at a distance of approximately 2.5km to the north of the site. The station is situated along the Cumbrian Coast Line which operates an hourly service in each direction between Carlisle and Barrow-in-Furness (via Whitehaven). Whitehaven Station is located ~3.7km from the site and provides access to the same rail services as Corkickle Station, however, additional facilities including cycle parking, car park and taxi rank are available which may appeal greater to rail users despite the additional distance from the site. Both stations are identified on **Figure 6**, below.

Figure 6 – Station Location

[NatGeo]



3.6 Accessibility Summary

3.6.1 The site is considered to benefit from a reasonable level of accessibility by both active and public transport. As such, care home residents, staff and visitors to the site will have a choice of sustainable travel options which will reduce the need to travel by car.

4 Proposed Development

4.1 Overview

4.1.1 The proposal comprises the redevelopment of the former Pow Beck Nursing Home to provide a 36 bed Extra Care Facility comprising 27 single bed flats and 9 two-bed flats for rent. The site's existing access will be retained in its current form, however, the existing parking arrangements will be reconfigured to provide a total of 11 N^o parking spaces (including 2 N^o disabled bays). The proposed site layout is included at **Appendix A**.

4.1.2 On site there will be 24-hour care cover, however, no off-duty staff will stay at the development overnight. Staffing will be covered in shifts with 2 - 3 care staff there at all times, supplemented by 1 - 2 further staff when the kitchen/small bistro is open.

4.2 Parking

4.2.1 The applicable parking standards for residential type development are set out within Cumbria County Council's Development Design Guide: Appendix 1 – Parking. The standards presented are neither 'minimum' nor 'maximum' standards. The document states that:

"The parking guidance is provided to support Local Planning Authorities in assessing the potential impacts of development on a site by site basis within the context of the Development Plan, site specific considerations, and other material considerations (such as national policy). Developments may prove acceptable without offering parking levels as indicated above, or prove unacceptable despite offering parking levels equal to or greater than those indicated, depending on the circumstances, in support of the NPPF par 39 and 40."

4.2.2 The recommended standards for residents, visitors, disabled and cycle parking are presented overleaf:

Extract from CCC Development Design Guide: Appendix 1

	Provision for residents	Visitors	Disabled parking	Cycle Parking
C3 Dwelling houses - Major developments more than 10 dwellings				
1 bedroom	1.5 spaces per unit	1 space per 5 units	1 space for every 10 grouped spaces	
2 bedroom	2 spaces per unit	1 space per 5 units	1 space for every 10 grouped spaces	
3 & 4 bedroom	2.5 spaces per unit	1 space per 5 units	1 space for every 10 grouped spaces	
5 + bedrooms	3 spaces per unit	1 space per 5 units	1 space for every 10 grouped spaces	
Sheltered housing	1 space per unit	1 space per 5 units	1 space for every 5 grouped spaces	1 space for every 10 units, minimum of 2 spaces
Sheltered housing wardened	1 space per 4 units PLUS 1 space per resident staff PLUS access for ambulance	1 space per 5 units	1 space for every 10 grouped spaces	As above

- 4.2.3 Whilst no staff are proposed to reside at the development overnight, it is considered that the most applicable standard is the 'Sheltered Housing Wardened' standard as highlighted above. On this basis, the recommended provisions for residents would be 9 spaces, plus 1-2 spaces for staff and an additional 7 spaces for visitors.
- 4.2.4 The proposed 11 N° spaces are acknowledged to be below the County Council's recommended level of provision (61% of the standard), however, it is considered that given the site's accessible location (by both active travel and public transport) and proximity to local amenities, sufficient sustainable travel alternatives exist to reduce the reliance upon travel by private car, and therefore the demand for parking generated by the site will be limited.
- 4.2.5 With regards to cycle parking, the site will provide a minimum of two secure cycle parking bays, and also proposes a 'Scooter Store' which has a capacity to accommodate up to 14 mobility scooters. This facility will assist to reduce the need for residents to own, or travel by car.

4.3 *Access and Servicing*

- 4.3.1 The existing access will be retained in its current form. Given that the proposal is of a similar scale and land use to the site's previous use, it is considered that the existing access arrangement is fit for purpose and that the site's previous servicing arrangements will be retained.

5 Traffic Impact

5.1 This section of the report utilises trip rate information from the TRICS database to identify the trip generation potential of the proposed development, a 36-bed Extra Care facility, against the site's previous use as a 38-bed Care Home.

5.2 Care Home trip generations (previous land use)

5.2.1 The TRICS database (v7.8.1) has been interrogated using the Land Use category '05 – Health, F – Care Home (Elderly Residential)' with the filtering parameters refined to be representative of the site's characteristics, so far as is practicable.

5.2.2 The following tables identify the estimated peak hour and daily vehicle and multimodal trip generations associated with a 38-bed care home:

Table 3 – Vehicle Trip Generations

	Trip Rates		Trip Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM	0.071	0.057	3	2	5
PM	0.062	0.081	2	3	5
Daily	0.897	0.933	34	35	69

Table 4 – Multimodal Trip Generations

	Mode of Travel	Trip Rate	Modal Split %	Generations
AM Peak Period	Pedestrians	0.038	14.2%	1
	Cyclists	0	0.0%	0
	Public Transport Users	0.057	21.3%	2
	Vehicle Occupants	0.172	64.4%	7
	Total People Trips	0.267	100.0%	10
PM Peak Period	Pedestrians	0.019	8.7%	1
	Cyclists	0.01	4.6%	0
	Public Transport Users	0.02	9.1%	1
	Vehicle Occupants	0.172	78.5%	7
	Total People Trips	0.219	100.0%	9
Daily	Pedestrians	0.582	18.2%	22
	Cyclists	0.04	1.3%	2
	Public Transport Users	0.37	11.6%	14
	Vehicle Occupants	2.207	69.2%	84
	Total People Trips	3.191	100.0%	122

5.3 *Extra Care facility (proposed land use)*

5.3.1 The TRICS database (v7.8.1) has been interrogated using the Land Use category '03 – Residential, P – Assisted Living' with the filtering parameters refined to be representative of the site's proposed characteristics, so far as is practicable. For clarity, the TRICS land use definition for 'Assisted Living' is as follows:

“Housing developments for older people that offer more support than sheltered housing, but still allow residents to live independently. Residents usually live in a self-contained flat with their own front door, but meals may be provided. Personal care and support services are generally available on-site 24 hours per day. Trip rates are calculated by Site Area, Dwellings, Housing Density or Bedrooms.”

5.3.2 The following tables identify the estimated peak hour and daily vehicle and multimodal trip generations associated with the proposed facility:

Table 5 – Vehicle Trip Generations

	Trip Rates		Trip Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM	0.094	0.063	3	2	5
PM	0.047	0.016	2	1	3
Daily	1.718	1.625	62	59	121

Table 6 – Multimodal Trip Generations

	Mode of Travel	Trip Rate	Modal Split %	Generations
AM Peak Period	Pedestrians	0.016	7.3%	1
	Cyclists	0	0.0%	0
	Public Transport Users	0	0.0%	0
	Vehicle Occupants	0.203	92.7%	7
	Total People Trips	0.219	100.0%	8
PM Peak Period	Pedestrians	0.016	14.7%	1
	Cyclists	0	0.0%	0
	Public Transport Users	0.016	14.7%	1
	Vehicle Occupants	0.078	71.6%	3
	Total People Trips	0.109	100.0%	5
Daily	Pedestrians	0.735	15.1%	26
	Cyclists	0.048	1.0%	2
	Public Transport Users	0.032	0.7%	1
	Vehicle Occupants	4.063	83.3%	146
	Total People Trips	4.876	100.0%	175

5.4 Net Impact

5.4.1 When comparing the predicted vehicle trip generations associated with the site's previous and proposed land uses, it is clear that the impact in the typical AM and PM network peak periods is equally modest. However, it is acknowledged that, over the course of the day, the proposed land use is likely to generate a more notable number of vehicle movements.

Table 7 – Comparison of Vehicle Trip Generations

	Two-Way Vehicle Trip Generations		
	Existing	Proposed	+/-
AM	5	5	0
PM	5	3	-2
Daily	69	121	+52

5.4.2 Whilst the proposed land use is expected to generate in the order of 52 additional vehicle trips over the course of the day, as shown in the following table, the proposed land use is expected to generate no more than 17 vehicle movements during any given hourly period, which equates to less than 1 vehicle movement every 3 minutes. It is considered that this level of generation is unlikely to have a discernible adverse impact on the operation of the local highway network.

Table 8 – Hourly profile of proposed vehicle trips

	Trip Rates		Trip Generations		
	Arrivals	Departures	Arrivals	Departures	Total
07:00-08:00	0.109	0.078	4	3	7
08:00-09:00	0.094	0.063	3	2	6
09:00-10:00	0.297	0.172	11	6	17
10:00-11:00	0.281	0.203	10	7	17
11:00-12:00	0.172	0.250	6	9	15
12:00-13:00	0.141	0.188	5	7	12
13:00-14:00	0.156	0.156	6	6	11
14:00-15:00	0.109	0.172	4	6	10
15:00-16:00	0.125	0.141	5	5	10
16:00-17:00	0.125	0.125	5	5	9
17:00-18:00	0.047	0.016	2	1	2
18:00-19:00	0.063	0.063	2	2	5

-
- 5.4.3 In terms of modal split, the TRICS data suggests that the proposed development will generate a greater proportion of vehicle occupants (83.3% daily) than the previous care home use (69.2%) daily. In reality it is expected that travel behaviours are likely to be more comparable than the TRICS data suggests. The variance identified is likely to be attributable to the fact that the TRICS database only contains a limited number of 'Assisted Living' sites, therefore, it is possible that the data may be somewhat skewed.
- 5.4.4 Notwithstanding the above, the demand for walking, cycling and public transport generated by the proposal is modest, and no greater than what the site previously generated. As such, it is considered that no further improvements to existing infrastructure would be required in order to accommodate the proposal.
- 5.4.5 Full copies of the TRICS outputs for the previous Care Home and proposed Assisted Living land uses are included at **Appendix B**.

6 Summary and Conclusions

- 6.1 Sanderson Associates (Consulting Engineers) Limited has been appointed by Park Portfolio Ltd, to advise on traffic and transportation issues relating to the proposed redevelopment of the former Pow Beck Nursing Home, Meadow Road, Whitehaven. The proposals comprise the erection of a 36 bed Extra Care Facility comprising 27 single bed flats and 9 two-bed flats for rent.
- 6.2 The existing access will be retained in its current form. Given that the proposal is of a similar scale and land use to the site's previous use, it is considered that the existing access arrangement is fit for purpose and that the site's previous servicing arrangements will be retained.
- 6.3 The site is considered to benefit from a reasonable level of accessibility by both active and public transport. As such, care home residents, staff and visitors to the site will have a choice of sustainable travel options which will reduce the need to travel by car.
- 6.4 The proposed 11 N° spaces are acknowledged to be below the County Council's recommended level of provision (61% of the standard), however, it is considered that given the site's accessible location (by both active travel and public transport) and proximity to local amenities, sufficient sustainable travel alternatives exist to reduce the reliance upon travel by private car, and therefore the demand for parking generated by the site will be limited.
- 6.5 The net traffic impact of the proposed development in the typical AM and PM network peak periods is negligible. Over the course of a full day the proposed land use is expected to generate an additional 52 vehicle trips (two-way), however, even during peak development periods (09:00-11:00 hours), the development is likely to generate less than 1 vehicle movement every 3 minutes. This level of traffic generation is unlikely to have a discernible adverse impact on the operation of the local highway network.

- 6.6 There are no significant existing accident trends in proximity to the site that are likely to be adversely affected by the proposed development.
- 6.7 In summary, it is considered that in the context of the National Planning Policy Framework, the residual cumulative impacts of the development are not severe and therefore should not be prevented on highways grounds.

APPENDIX A
Proposed Site Layout

Sketch proposals are for illustrative purposes only & are subject to detailed site investigation including ground conditions, contaminants, drainage, design & planning identity negotiations. Sketch proposals may be based upon enlargements of OS sheets & visual estimations of existing site features, accuracy will therefore need to be verified by survey. Sketch proposals have not been considered in respect of CDM Regulations. This drawing and the building works described are the copyright of Staniforth Architects Ltd and may not be reproduced or amended without the written permission. No liability will be accepted for amendments or additions by other persons.

FOR PLANNING

0 5 10 20
Metres at scale 1:200

Revision Date Notes

1 2 3

STANIFORTH ARCHITECTS

Ground Floor Plan

The Warehouse
1A Stamford Street
Leicester LE1 6NL
0116 2652775
www.staniforth.co.uk

Drawing Status:
Cad Reference:
Drawn:
Checked:
Date:
Scale:

For Comment
1610-P01
SC
IP
03-03-2021
1:200 @ A1

Project No. Drawing No. Revision

Meadow Road
Whitehaven

1610 P03



APPENDIX B

TRICS Data

Calculation Reference: AUDIT-109307-210504-0544

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	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: 24 to 40 (units:)
 Range Selected by User: 24 to 58 (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: 01/01/10 to 22/11/19

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

Selected survey days:

Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	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 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

20,001 to 25,000 1 days

25,001 to 50,000 1 days

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

Population within 5 miles:

125,001 to 250,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

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

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	AD-03-P-01	ASSISTED LIVING	ABERDEEN CITY
	ST MACHAR DRIVE		
	ABERDEEN		
	OLD ABERDEEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total No of Dwellings:	24	
	Survey date: WEDNESDAY	20/11/19	Survey Type: MANUAL
2	NF-03-P-02	ASSISTED LIVING	NORFOLK
	LAKENFIELDS		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: FRIDAY	22/11/19	Survey Type: MANUAL

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	2	32	0.109	2	32	0.078	2	32	0.187
08:00 - 09:00	2	32	0.094	2	32	0.063	2	32	0.156
09:00 - 10:00	2	32	0.297	2	32	0.172	2	32	0.469
10:00 - 11:00	2	32	0.281	2	32	0.203	2	32	0.484
11:00 - 12:00	2	32	0.172	2	32	0.250	2	32	0.422
12:00 - 13:00	2	32	0.141	2	32	0.188	2	32	0.329
13:00 - 14:00	2	32	0.156	2	32	0.156	2	32	0.312
14:00 - 15:00	2	32	0.109	2	32	0.172	2	32	0.281
15:00 - 16:00	2	32	0.125	2	32	0.141	2	32	0.266
16:00 - 17:00	2	32	0.125	2	32	0.125	2	32	0.250
17:00 - 18:00	2	32	0.047	2	32	0.016	2	32	0.063
18:00 - 19:00	2	32	0.063	2	32	0.063	2	32	0.124
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.718			1.625			3.343

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:	24 - 40 (units:)
Survey date range:	01/01/10 - 22/11/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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/P - ASSISTED LIVING

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	2	32	0.000	2	32	0.000	2	32	0.000
08:00 - 09:00	2	32	0.000	2	32	0.000	2	32	0.000
09:00 - 10:00	2	32	0.016	2	32	0.000	2	32	0.016
10:00 - 11:00	2	32	0.000	2	32	0.016	2	32	0.016
11:00 - 12:00	2	32	0.016	2	32	0.000	2	32	0.016
12:00 - 13:00	2	32	0.000	2	32	0.000	2	32	0.000
13:00 - 14:00	2	32	0.000	2	32	0.000	2	32	0.000
14:00 - 15:00	2	32	0.000	2	32	0.000	2	32	0.000
15:00 - 16:00	2	32	0.000	2	32	0.000	2	32	0.000
16:00 - 17:00	2	32	0.000	2	32	0.000	2	32	0.000
17:00 - 18:00	2	32	0.000	2	32	0.000	2	32	0.000
18:00 - 19:00	2	32	0.000	2	32	0.000	2	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.016			0.048

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/P - ASSISTED LIVING
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	2	32	0.109	2	32	0.078	2	32	0.187
08:00 - 09:00	2	32	0.125	2	32	0.078	2	32	0.203
09:00 - 10:00	2	32	0.344	2	32	0.203	2	32	0.547
10:00 - 11:00	2	32	0.328	2	32	0.281	2	32	0.609
11:00 - 12:00	2	32	0.188	2	32	0.250	2	32	0.438
12:00 - 13:00	2	32	0.250	2	32	0.297	2	32	0.547
13:00 - 14:00	2	32	0.141	2	32	0.203	2	32	0.344
14:00 - 15:00	2	32	0.125	2	32	0.219	2	32	0.344
15:00 - 16:00	2	32	0.141	2	32	0.109	2	32	0.250
16:00 - 17:00	2	32	0.188	2	32	0.156	2	32	0.344
17:00 - 18:00	2	32	0.063	2	32	0.016	2	32	0.078
18:00 - 19:00	2	32	0.078	2	32	0.094	2	32	0.172
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.079			1.984			4.063

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/P - ASSISTED LIVING

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	2	32	0.016	2	32	0.016	2	32	0.032
08:00 - 09:00	2	32	0.016	2	32	0.000	2	32	0.016
09:00 - 10:00	2	32	0.031	2	32	0.031	2	32	0.062
10:00 - 11:00	2	32	0.063	2	32	0.016	2	32	0.078
11:00 - 12:00	2	32	0.063	2	32	0.047	2	32	0.109
12:00 - 13:00	2	32	0.031	2	32	0.047	2	32	0.078
13:00 - 14:00	2	32	0.063	2	32	0.094	2	32	0.156
14:00 - 15:00	2	32	0.016	2	32	0.016	2	32	0.032
15:00 - 16:00	2	32	0.031	2	32	0.047	2	32	0.078
16:00 - 17:00	2	32	0.000	2	32	0.031	2	32	0.031
17:00 - 18:00	2	32	0.016	2	32	0.000	2	32	0.016
18:00 - 19:00	2	32	0.031	2	32	0.016	2	32	0.047
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.374			0.361			0.735

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/P - ASSISTED LIVING
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	2	32	0.000	2	32	0.000	2	32	0.000
08:00 - 09:00	2	32	0.000	2	32	0.000	2	32	0.000
09:00 - 10:00	2	32	0.000	2	32	0.000	2	32	0.000
10:00 - 11:00	2	32	0.000	2	32	0.000	2	32	0.000
11:00 - 12:00	2	32	0.000	2	32	0.000	2	32	0.000
12:00 - 13:00	2	32	0.016	2	32	0.000	2	32	0.016
13:00 - 14:00	2	32	0.000	2	32	0.000	2	32	0.000
14:00 - 15:00	2	32	0.000	2	32	0.000	2	32	0.000
15:00 - 16:00	2	32	0.000	2	32	0.000	2	32	0.000
16:00 - 17:00	2	32	0.000	2	32	0.000	2	32	0.000
17:00 - 18:00	2	32	0.000	2	32	0.016	2	32	0.016
18:00 - 19:00	2	32	0.000	2	32	0.000	2	32	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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/P - ASSISTED LIVING

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	2	32	0.125	2	32	0.094	2	32	0.219
08:00 - 09:00	2	32	0.141	2	32	0.078	2	32	0.219
09:00 - 10:00	2	32	0.391	2	32	0.234	2	32	0.625
10:00 - 11:00	2	32	0.391	2	32	0.313	2	32	0.703
11:00 - 12:00	2	32	0.266	2	32	0.297	2	32	0.563
12:00 - 13:00	2	32	0.297	2	32	0.344	2	32	0.641
13:00 - 14:00	2	32	0.203	2	32	0.297	2	32	0.500
14:00 - 15:00	2	32	0.141	2	32	0.234	2	32	0.375
15:00 - 16:00	2	32	0.172	2	32	0.156	2	32	0.328
16:00 - 17:00	2	32	0.188	2	32	0.188	2	32	0.376
17:00 - 18:00	2	32	0.078	2	32	0.031	2	32	0.109
18:00 - 19:00	2	32	0.109	2	32	0.109	2	32	0.218
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.502			2.374				4.876

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-109307-210504-0550

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	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: Number of residents
 Actual Range: 31 to 58 (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: 01/01/10 to 02/05/19

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	2 days
Thursday	2 days

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

Selected survey types:

Manual count	5 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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

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	5
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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:

C2	5 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

LIST OF SITES relevant to selection parameters

1	LC-05-F-02	NURSING HOME	LANCASHIRE
	LYTHAM ROAD		
	BLACKPOOL		
	SQUIRES GATE		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	31	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
2	NY-05-F-05	NURSING HOME	NORTH YORKSHIRE
	SEAGRIM CRESCENT		
	RICHMOND		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	37	
	Survey date: MONDAY	04/03/19	Survey Type: MANUAL
3	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
4	WK-05-F-01	NURSING HOME	WARWICKSHIRE
	CLARENDON SQUARE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	32	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL
5	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	LEEDS		
	HYDE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	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

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	5	42	0.048	5	42	0.052	5	42	0.100
08:00 - 09:00	5	42	0.071	5	42	0.057	5	42	0.128
09:00 - 10:00	5	42	0.095	5	42	0.038	5	42	0.133
10:00 - 11:00	5	42	0.048	5	42	0.076	5	42	0.124
11:00 - 12:00	5	42	0.086	5	42	0.095	5	42	0.181
12:00 - 13:00	5	42	0.062	5	42	0.052	5	42	0.114
13:00 - 14:00	5	42	0.095	5	42	0.043	5	42	0.138
14:00 - 15:00	5	42	0.067	5	42	0.119	5	42	0.186
15:00 - 16:00	5	42	0.067	5	42	0.086	5	42	0.153
16:00 - 17:00	5	42	0.057	5	42	0.067	5	42	0.124
17:00 - 18:00	5	42	0.062	5	42	0.081	5	42	0.143
18:00 - 19:00	5	42	0.067	5	42	0.076	5	42	0.143
19:00 - 20:00	5	42	0.043	5	42	0.043	5	42	0.086
20:00 - 21:00	5	42	0.029	5	42	0.048	5	42	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.897			0.933			1.830

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: 31 - 58 (units:)
 Survey date range: 01/01/10 - 02/05/19
 Number of weekdays (Monday-Friday): 5
 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 shown. 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 CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

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	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	5	42	0.005	5	42	0.000	5	42	0.005
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.005	5	42	0.005
13:00 - 14:00	5	42	0.005	5	42	0.000	5	42	0.005
14:00 - 15:00	5	42	0.000	5	42	0.005	5	42	0.005
15:00 - 16:00	5	42	0.005	5	42	0.000	5	42	0.005
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.005	5	42	0.005	5	42	0.010
18:00 - 19:00	5	42	0.000	5	42	0.005	5	42	0.005
19:00 - 20:00	5	42	0.000	5	42	0.000	5	42	0.000
20:00 - 21:00	5	42	0.000	5	42	0.000	5	42	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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

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	5	42	0.062	5	42	0.067	5	42	0.129
08:00 - 09:00	5	42	0.105	5	42	0.067	5	42	0.172
09:00 - 10:00	5	42	0.105	5	42	0.048	5	42	0.153
10:00 - 11:00	5	42	0.057	5	42	0.105	5	42	0.162
11:00 - 12:00	5	42	0.100	5	42	0.100	5	42	0.200
12:00 - 13:00	5	42	0.067	5	42	0.052	5	42	0.119
13:00 - 14:00	5	42	0.119	5	42	0.043	5	42	0.162
14:00 - 15:00	5	42	0.071	5	42	0.152	5	42	0.223
15:00 - 16:00	5	42	0.076	5	42	0.110	5	42	0.186
16:00 - 17:00	5	42	0.067	5	42	0.086	5	42	0.153
17:00 - 18:00	5	42	0.067	5	42	0.105	5	42	0.172
18:00 - 19:00	5	42	0.095	5	42	0.100	5	42	0.195
19:00 - 20:00	5	42	0.048	5	42	0.048	5	42	0.096
20:00 - 21:00	5	42	0.033	5	42	0.052	5	42	0.085
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.072			1.135			2.207

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

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	5	42	0.014	5	42	0.005	5	42	0.019
08:00 - 09:00	5	42	0.019	5	42	0.019	5	42	0.038
09:00 - 10:00	5	42	0.033	5	42	0.010	5	42	0.043
10:00 - 11:00	5	42	0.043	5	42	0.024	5	42	0.067
11:00 - 12:00	5	42	0.019	5	42	0.014	5	42	0.033
12:00 - 13:00	5	42	0.024	5	42	0.038	5	42	0.062
13:00 - 14:00	5	42	0.033	5	42	0.014	5	42	0.047
14:00 - 15:00	5	42	0.014	5	42	0.029	5	42	0.043
15:00 - 16:00	5	42	0.014	5	42	0.043	5	42	0.057
16:00 - 17:00	5	42	0.010	5	42	0.024	5	42	0.034
17:00 - 18:00	5	42	0.005	5	42	0.014	5	42	0.019
18:00 - 19:00	5	42	0.029	5	42	0.019	5	42	0.048
19:00 - 20:00	5	42	0.005	5	42	0.048	5	42	0.053
20:00 - 21:00	5	42	0.005	5	42	0.014	5	42	0.019
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.267			0.315			0.582

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

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	5	42	0.029	5	42	0.000	5	42	0.029
08:00 - 09:00	5	42	0.038	5	42	0.019	5	42	0.057
09:00 - 10:00	5	42	0.019	5	42	0.010	5	42	0.029
10:00 - 11:00	5	42	0.010	5	42	0.000	5	42	0.010
11:00 - 12:00	5	42	0.014	5	42	0.000	5	42	0.014
12:00 - 13:00	5	42	0.005	5	42	0.014	5	42	0.019
13:00 - 14:00	5	42	0.010	5	42	0.000	5	42	0.010
14:00 - 15:00	5	42	0.010	5	42	0.024	5	42	0.034
15:00 - 16:00	5	42	0.005	5	42	0.010	5	42	0.015
16:00 - 17:00	5	42	0.014	5	42	0.019	5	42	0.033
17:00 - 18:00	5	42	0.010	5	42	0.010	5	42	0.020
18:00 - 19:00	5	42	0.014	5	42	0.019	5	42	0.033
19:00 - 20:00	5	42	0.024	5	42	0.019	5	42	0.043
20:00 - 21:00	5	42	0.005	5	42	0.019	5	42	0.024
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.207			0.163			0.370

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

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	5	42	0.105	5	42	0.071	5	42	0.176
08:00 - 09:00	5	42	0.162	5	42	0.105	5	42	0.267
09:00 - 10:00	5	42	0.157	5	42	0.067	5	42	0.224
10:00 - 11:00	5	42	0.114	5	42	0.129	5	42	0.243
11:00 - 12:00	5	42	0.133	5	42	0.114	5	42	0.247
12:00 - 13:00	5	42	0.095	5	42	0.110	5	42	0.205
13:00 - 14:00	5	42	0.167	5	42	0.057	5	42	0.224
14:00 - 15:00	5	42	0.095	5	42	0.210	5	42	0.305
15:00 - 16:00	5	42	0.100	5	42	0.162	5	42	0.262
16:00 - 17:00	5	42	0.090	5	42	0.129	5	42	0.219
17:00 - 18:00	5	42	0.086	5	42	0.133	5	42	0.219
18:00 - 19:00	5	42	0.138	5	42	0.143	5	42	0.281
19:00 - 20:00	5	42	0.076	5	42	0.114	5	42	0.190
20:00 - 21:00	5	42	0.043	5	42	0.086	5	42	0.129
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.561			1.630			3.191

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.