Transport Statement

April 2023

EAS

Former Bull & Monkie Pub

Churchgate, Spalding

PE11 2RA

Abbey Healthcare

Document History

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The content of this report is based on information available as of April 2023, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

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1 Introduction

1.1 This Transport Statement has been prepared by EAS Transport Planning on behalf of Abbey Healthcare (hereinafter referred to as the 'applicant'), regarding the proposed redevelopment of the former Bull and Monkie Pub site in Churchgate, Spalding PE11 2RA (hereinafter, the 'site').

1.2 A Location Plan is contained at **Appendix A**.

1.3 The site is thereby located within the administrative planning boundaries of South Holland District Council ('SHDC'), while Lincolnshire County Council ('LCC') act as the local Highways Authority, and are responsible in managing the local roads.

The Proposed Scheme

1.4 The site currently consists of the former Bull and Monkie Public House, with associated hard standing. It is proposed that this will be demolished and redeveloped to contain an 88-bedroom elderly residential care home, spread across five floors.

1.5 As such, the care home will offer 17 x bedrooms on the ground floor, 25 x bedrooms on the first floor, 27 x bedrooms on the second floor and 19 x bedrooms on the third floor. The proposals will also offer Lounge and Dining areas across all floors, as well as a quiet and activity room on the third floor. There are also staff facilities located within the basement floor, which consist of changing facilities, staff training rooms, laundry facilities and associated storage.

1.6 The proposed site layouts are included within **Appendix B**.

Aims and Structure of this Report

1.7 This Assessment has been prepared with regard to the Department of Communities and Local Government Guidance on Travel Plans, Transport Assessments and Statements in Decision Making (March 2014), as well as to guidance that the Local Authority have published on their website.

1.8 The contents of this Transport Statement are:

- Section 2 – sets the national, regional, and local policy context;
- Section 3 – describes the existing site's transport conditions;
- Section 4 – describes the proposed development;
- Section 5 – identifies the likely trip generation and traffic impact by the scheme; and
- Section 6 – summarises and concludes the statement.

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2 Policy Context

Introduction

2.1 This section will set out the current planning policy documents on national and regional levels that are relevant to the development.

2.2 The policy documents reviewed are:

- National Planning Policy Framework (2021)
- Lincolnshire Local Plan (2017)
- South East Lincolnshire Local Plan (2019)
- Spalding Transport Strategy (2014)

National Planning Policy Framework (NPPF) (2021)

2.1 The revised National Planning Policy Framework was published in 2021 and sets out the government's planning policies for England and how these are expected to be applied.

2.2 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.3 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.4 In respect of that, Paragraph 10 of the NPPF states:

> *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis)."*

2.5 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 104 and 105:

> *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
>
> - *the potential impacts of development on transport networks can be addressed;*
> - *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

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- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.6 Paragraph 107, in relation to parking standards, states that the following should be taken into account:

- *"the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.7 Paragraph 108 adds that:

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

2.8 Paragraphs 110 and 111 state that in assessing applications for development it should be ensured that:

- *"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*

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- *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.*

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."

2.9 Within that context, paragraphs 112 and 113 state that applications for development should:

- *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."

Lincolnshire Local Plan (2017)

2.10 This document sets out the key principles for strategic management of development within the county of Lincolnshire over the next 20 years. This document includes the development management policies.

2.11 Policy LP13 relating to Accessibility and Transport states:

"All developments should demonstrate, where appropriate, that they have had regard to the following criteria:

a. Located where travel can be minimised and the use of sustainable transport modes maximised;

b. Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, walking and cycling links and integration with existing infrastructure;

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c. Should provide well designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of pedestrian and cycle routes and green corridors, linking to existing routes where opportunities exist, that give easy access and permeability to adjacent areas;

d. Ensure allowance is made for low and ultra-low emission vehicle refuelling infrastructure."

2.12 For Transport Related Infrastructure:

"All development proposals should, where necessary, contribute to the delivery of the following transport objectives, either directly where appropriate (such as the provision of infrastructure or through the contribution of land to enable a scheme to occur) or indirectly (such as through some form of developer contributions or CIL payment as set out in LP12)."

2.13 For Strategic Transport Infrastructure:

"e. Improve and manage the strategic highway infrastructure to allow for a range of users and increased capacity where appropriate and viable;

f. Improve and manage the wider road infrastructure to benefit local communities including through the use of traffic management and calming initiatives where appropriate on rural roads, and key transport links in the towns and villages;

g. Improve and manage the strategic cycling network to allow for a range of users;

h. Support the enhancement of existing or proposed transport interchanges;

i. Explore opportunities to utilise waterways for transport, particularly freight."

For Walking and Cycling Infrastructure:

n. Deliver schemes that complement the aims of the Public Rights of Way Improvement Plan and the Green Infrastructure Study for Central Lincolnshire, where possible enhance linkages between settlements and to areas of natural greenspace and to the surrounding countryside;

o. Prioritise schemes that complete gaps in the network, especially those that will encourage more local walking and cycling journeys;

p. Deliver networks and facilities for walking and cycling, which are appropriately linked and integrated into the wider transport network, are well maintained and promoted, and which help facilitate schemes, such as Access Lincoln's 'Hirebike' scheme and 'Bikeability', to encourage people to walk or cycle."

2.14 For Parking Provision:

"q. Ensure that appropriate vehicle, powered two-wheeler and cycle parking provision is made for residents, visitors, employees, customers, deliveries and for people with impaired mobility. The number and nature of spaces provided, location and access should have regard to surrounding conditions and cumulative impact and set out clear reasoning in a note submitted with the application (whether that be in a Design and Access Statement / Transport Statement / Transport

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Assessment and/ or Travel Plan as appropriate, depending on the nature and scale of development proposed)."

South East Lincolnshire Local Plan (2019)

2.15 This adopted Local Plan has been produced by the South East Lincolnshire Joint Strategic Planning Committee (the Joint Committee). The Joint Committee is a partnership of Boston Borough, South Holland District and Lincolnshire County Councils who have worked together to create a single Local Plan for South East Lincolnshire (the name for the areas of South Holland District Council [South Holland] and Boston Borough Council [Boston Borough]).

2.16 The Local Plan will guide development and the use of land in South East Lincolnshire from 1 April 2011 to 31 March 2036, and will help to shape how the area will change over this period.

2.17 Policy 36 'Vehicle and Cycle Parking' states:

"The Local Planning Authorities will work with partners to make the best use of, and seek improvements to, existing transport infrastructure and services within, and connecting to South East Lincolnshire, having considered first solutions that are based on better promotion and management of the existing network and the provision of sustainable forms of travel."

Table 1: Appendix 6: Parking Standards

Type of Development (Use Class)	Car Parking Standard	Cycle Parking Standard
Residential care home (C2)	1 space per 3 residents	1 space per 3 employees

The minimum standards should be used in accordance with the guidance in Policy 36:Vehicle and Cycle Parking.

2.18 Policy 36 'Vehicle and Cycle Parking' states:

"All new development, including change of use, should provide vehicle and cycle parking, in accordance with the minimum Parking Standards adopted by the Local Planning Authorities (in Appendix 6), unless a high quality-design can demonstrate that a lower standard of provision delivers the requirements set out in 1-4 below.

Parking for residents, employees and visitors should be integral to the design and form of all new development, and should ensure that:

1. parking spaces are fit for their intended use in terms of size and design;

for major non-residential development:

a. secure, covered, convenient storage for bicycles for employees should be provided close to an entrance to the building. Changing and shower facilities should be provided where possible;

b. secure, covered bicycle storage for visitors are located close to the main entrance to the building;

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c. where more than 50 parking spaces are provided, at least one double electric vehicle charge point will be required (2 spaces). For each additional 50 parking spaces, one double charging point should be provided up to a maximum of three (6 spaces); and

4. parking is well-integrated within the townscape or landscape, through an appropriate use of materials and landscaping;

Innovative solutions to vehicle-parking provision including shared spaces (where the location and patterns of use permit), and the incorporation of measures such as car clubs, will be supported.

An adequate supply of safe, secure and convenient public parking for vehicles South East Lincolnshire Local Plan 2011-36 will be delivered within and adjacent to the town centres, in partnership with the Local Highway Authority."

Spalding Transport Strategy (2014)

2.19 The Spalding Transport Strategy (Strategy) has been developed jointly by Lincolnshire County Council's Highways Alliance and South Holland District Council.

2.20 The Strategy provides an approach to the improvement and provision of transport and access for the town and surrounding area. The Strategy addresses existing issues and supports proposals for significant growth in the town in the short, medium and long term. The Strategy covers provision of improved and sustainable transport policy, services and infrastructure. It is designed to support economic development aiding the long-term prosperity of Spalding and the surrounding area.

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3 Existing Site Assessment

Existing Site Function

3.1 The existing site currently houses the former disused Bull and Monkie Pub as well as an existing vehicle access off Churchgate and associated parking area. The site covers an area of approximately 0.24ha.

3.2 The site is accessed via a vehicle crossover set on the eastern side of Churchgate, which acts as both site access and egress.

Site Location and Local Facilities

3.3 The site is located at the former Bull and Monkie public house, Churchgate, Spalding PE11 2RA and is circa 330-metres (4-minute walk/2-minute cycle) from the centre of Spalding, based along Churchgate at its junction with The Vista. The site was previously used as a public house and is currently occupied by a derelict two-storey building and associated car parking.

3.4 The site is set within a predominantly residential area, with residential units bordering to the north and northeast. To the east, the site is bordered by a pay and display car park and the South Holland Community Church beyond this. The Vista and Churchgate form the south and west borders respectively, with the River Welland further to the west, circa 21-metres from the site.

3.5 A location plan is contained at **Appendix A.**

3.6 Spalding town centre is accessible via a 330-metre (4-minute) walk, which hosts a range of local amenities, including:

- Supermarkets/Convenience Stores;
- Cafes;
- Bakery;
- Hairdressers;
- Public Houses, Restaurants, Take-aways;
- Banks;
- Dentists;
- Doctors Surgery;
- Pharmacy; and
- Churches

3.7 The local area also provides good quality walking networks, offering circa 2-metre-wide footpaths, dropped kerbs and tactile paving facilities at crossing points. This enables easy access into the nearby Spalding town centre.

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Sustainable Travel - Public Transport

3.8 The site is well served by public transport and access to a wider range of services can be made very easily.

3.9 The Vine Street bus stops are located a circa 105-metre (1-minute) walk from the site. These stops offer access to the 301 and IT2 bus routes.

3.10 Bus route 301 runs between Bourne/Spalding and The Deepings/Stamford, offering an hourly service between 07:00-18:00. No services are available at the weekends.

3.11 Bus route IT2 is a circular bus route that runs within Spalding, offering access to Spalding Railway Station, The Health Centre and Council Offices. Hourly buses run between 07:00-18:00, Monday-Saturday, no buses run on Sundays.

3.12 Spalding Rail Station is located to the west of Spalding High Street, circa 710-meters (9-minute walk/3-minute cycle) from the site. The station is service by East Midlands Railway trains.

3.13 Spalding Train Station offers direct hourly access to Lincoln via a circa 54-minute northbound train. From here, other services can be accessed, offering connections to nearby towns and cities. The train station also allows direct access to Peterborough via hourly southbound trains, from here trains to London and Cambridge can be accessed. Reduced services are available on weekends.

Walking and Cycling

3.14 The footways in the vicinity are in good condition and many road crossing points include dropped kerbs and tactile paving. The footways are generally wide and even with level gradients suitable for walking for the elderly and with buggies and wheelchairs.

3.15 The residential areas surrounding the development site are also very accessible via the footway network. These provide alternative pedestrian routes on less busy roads, towards the Town Centre, local amenities and further bus stops.

3.16 Similarly, although there are no designated cycling routes in the vicinity of the site, the residential areas described offers good cycling porosity with low traffic flows, gentle gradients and would be conducive to cyclists.

The Local Road Network

3.17 The road network surrounding the site is of a typical residential nature and all parts of Spalding can be accessed with relative ease by road.

3.18 The site is located circa 1.7km (3-minute drive) west of the Low Road/A16/B1165 roundabout, that offers access to the A16. From here nearby towns such as Sutterton, Boston, Crowland and Peterborough can be accessed using the A16. Other local distributor roads such as the A1175 and A17 can also be accessed off the A16, offering connection to other nearby towns and cities.

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Highway Safety

3.19 A review of the accident record on the local highway was undertaken via the CrashMap portal (www.crashmap.co.uk/) within 300m of the site access off Churchgate, over the most recently available five-year period (2017-2021). This uncovered that eight 'slight' incident had occurred within 300m of the site access, as illustrated in Figure 1 below.

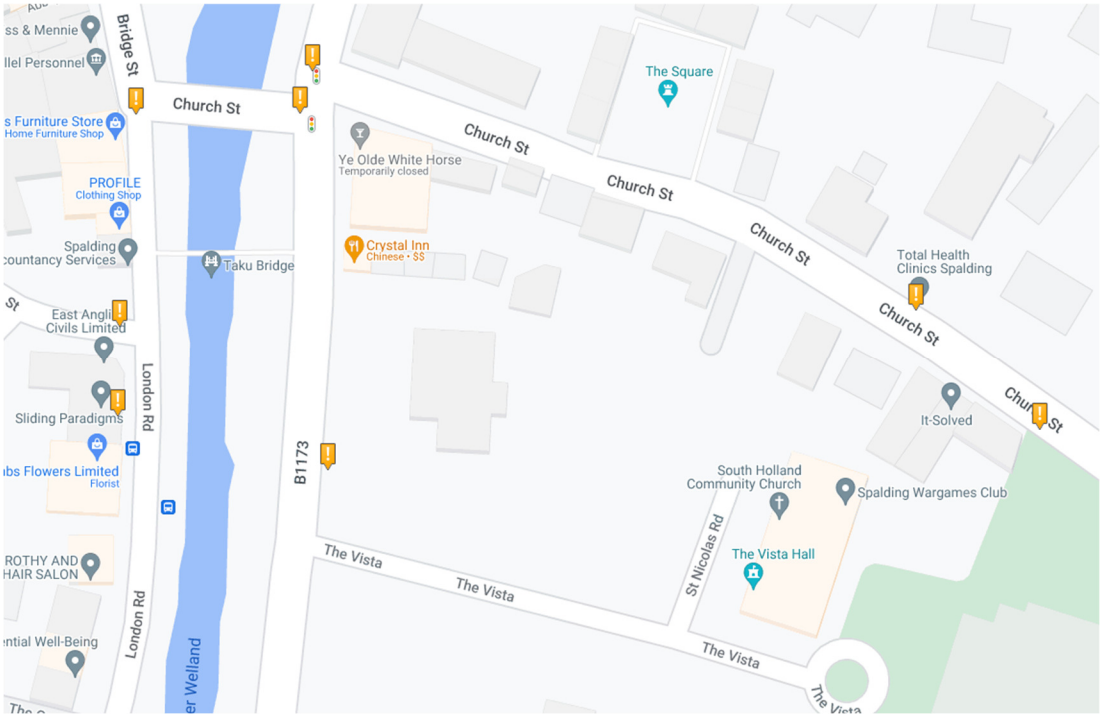

Figure 1: Map showing all recorded CrashMap incidents between 2017-2021 inclusive, within 300m of the site access

3.20 Of the eight 'slight' incidents recorded, five involved vehicles only, with three incidents involving a car and pedal cycle. These are examined in more detail below:

- **17/07/2017** – This incident occurred outside the Total Health Clinics Spalding and involved a car colliding with a cyclist, the car was in the process of moving off and the cyclist was proceeding normally along the carriageway. The cyclist was slightly injured in the incident.
- **02/11/2018** – This incident occurred at the Church Street/Churchgate crossroads, circa 30-metres north of the site access. The incident involved a car and cyclist colliding while the cyclists was in the act of turning left, the car was proceeding normally along the carriageway. The cyclist was slightly injured in the incident.
- **04/10/2020** – This incident occurred at the Vine Street/Bridge Street junction. The incident involved a car and cyclist colliding while both were in the act of turning right. The cyclist was slightly injured in the incident.

3.21 A copy of the incident reports obtained from CrashMap is contained at **Appendix C**.

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3.22 Through the completion of a desktop assessment using Google Streetview, it is suggested that the Church Street/Churchgate crossroads has been upgraded/improved with new signals and carriageway surfacing since the aforementioned incidents occurred. As such, the area surrounding the site is therefore considered safe, especially considering the upgrades made to the Church Street/Churchgate crossroads.

Summary

3.23 The site is located within the urban extents of Spalding, within a comfortable walking distance from the town centre. This provides access to local facilities and services that could be accessed by the sites residents/staff.

3.24 The site affords a good level of public transport connectivity into Spalding town centre and the neighbouring sustainable travel networks with access to two bus routes located within a 1-minute walk from the site. These services run hourly between 07:00-18:00 throughout the week and offer access into Spalding, as well as nearby towns and villages.

3.25 Spalding is well located to the local arterial network, with the Low Road/A16/B1165 roundabout accessible via a 3-minute drive from the site. From here nearby towns such as Sutterton, Boston, Crowland and Peterborough can be accessed using the A16.

3.26 A resident, employee or relative would be able to travel to and from the care home and access daily needs facilities without the need to use a private car and therefore the site location is deemed sustainable.

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4 The Proposed Development

The Development Proposals

4.1 The former public house on site will be demolished and redeveloped to contain an 88-bedroom elderly residential car home, spread across five floors. As such, the care home will offer 17 x bedrooms on the ground floor, 25 x bedrooms on the first floor, 27 x bedrooms on the second floor and 19 x bedrooms on the third floor.

4.2 The proposals will also offer Lounge and Dining areas across all floors, as well as a quiet and activity room on the third floor. There are also staff facilities located on within the basement floor, which consist of changing facilities, staff training rooms, laundry facilities and associated storage.

4.3 The proposed development layout is contained at **Appendix B**.

Vehicle Access

4.4 Vehicular access to the site will remain off Churchgate, although the access will be shifted slightly north and positioned in the northwest corner of the site. The development will offer 13 parking spaces, including two disabled spaces.

4.5 Churchgate has a 30mph enforced speed limit and as such visibility splays have been calculated in line with Manual for Streets requirements for a 30mph road. With this in mind, visibility splays of 2m x 43m must be achievable to the nearside kerbline in both and north and south direction.

4.6 The drawing contained at **Appendix D** illustrates that the required visibility splays of 2m x 43m, in line with Manual for Streets requirements for 30mph can be achieved to the nearside kerbline, ensuring that the splays fall wholly within land owned by the applicant and/or local highway authority.

4.7 Visibility splays have been shown with an X distance of 2m. Although the recommended X distance in Manual for Streets is 2.4m, a minimum figure of 2m may be considered in some very lightly-trafficked and slow-speed situations (paragraph 7.7.7 in Manual for Streets). This is deemed to be the case for the site access as presence of the Churchgate/Church Street crossroad junction should ensure that vehicles will be passing the site at speeds lower than the enforced 30mph.

Pedestrian and Cycle Access

4.8 Pedestrian access to the site is also made off Churchgate. Residents/staff can access the site on foot directly from the footway on the eastern side of Churchgate. Alternatively, pedestrian entry can also be made from the vehicular access, with an internal footway proposed that leads south to the main pedestrian access.

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4.9 A secondary pedestrian access, mainly for staff/servicing, can also be utilised at the north east portion of the building. This is accessed from the internal car park and will offer entry to a proposed stairwell, allowing each floor to be serviced.

4.10 Cyclist will also access the site via the proposed vehicle crossover off Churchgate, with a short-stay cycle store located circa 3-metres south of this access. A long-stay cycle store is located within the north-eastern portion of the site and can be accessed from the internal car parking area.

Parking Provision

4.11 It is proposed that the site's internal parking area will offer 13 parking spaces, including two disabled spaces. A drawing contained at **Appendix E** highlights that all spaces within the car park can be accessed.

4.12 The South East Lincolnshire Local Plan outlines in Appendix 6 that a residential care home should offer one space per three residents. As such, proposals should include 30 spaces on site. While the parking provisions available on site do somewhat fall short of the standards outlined in the South East Lincolnshire Local Plan, this is not expected to adversely affect the care homes operation, or local road infrastructure.

4.13 Firstly, the nature of the care home means that many future residents will be too frail to own a car or exit the care home unaccompanied. It is estimated that most parking spaces on site will be used by visitors and staff.

4.14 In any case, it is assumed that future visitors to the site will make use of nearby public pay and display car parks when visiting relatives; these include: The Vista pay and display car park, located circa 70-metres (1-minute walk) from the site; Vine Street pay and display car park, located circa 150-metres (2-minte walk) from the site; Herring Lane pay and display car park, located circa 255-metres (4-minte walk) from the site and Holland Road pay and display car park, located circa 325-metres (4-minute walk) from the site.

4.15 Further, approximately 210-metres of unrestricted parking spaces in the form of parallel bays are available along the majority of the western side of Churchgate.

4.16 As such, on a rare occasion that parking spill did occur, there is deemed to be ample parking provision within the local infrastructure to cater for visitors and staff to the site. This provision is formed of four pay and display car parks and 210-meters of unrestricted parallel bays along the western side of Churchgate. All of the aforementioned parking facilities can be accessed within a 4-minute (325-metre) walk from the site.

4.17 Further, parking restriction can be a useful tool in reducing car use and encouraging other more sustainable modes of travel. In this instance it would be appropriate to have less than the maximum policy standard allowance and this would be compliant with national policy as well as the South East Lincolnshire Local Plan. The sustainable transport options available to visitors and staff in close proximity to the site, further enforce this view.

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Local Car Parking Survey

4.18 A parking survey was carried out by K&M Traffic Surveys in February 2023 to help determine the existing parking stress on the existing local parking network, while also showing that this network could accommodate for any staff/visitors who cannot park on site.

4.19 A 'Lambeth Methodology' parking stress survey was carried out on Saturday 4th February at 10:00, 12:00 and 14:00 as well as Tuesday 7th February at 08:00, 13:00, 15:00 and 17:00. The survey measured occupancy of all on-street spaces on public roads and public car parks within circa 500m walk of the site. This was principally to assess the impact of a potential increase in parking demand from the proposed use at the site. A map of all the locations of street parking that was surveyed is included in **Appendix F**.

4.20 The Lambeth Methodology survey recorded that theoretically there are 241 parking spaces available within the surveyed road surrounding the site. This was calculated by measuring the total length of available parking and dividing this value by 5m. However, this does not take into account that some drivers may use more room when parking and not park as efficiently as expected.

4.21 The survey also identified that were 297 spaces available within the 4 pay and display car parks in close proximity to the site (Holland Road Car Park, Herring Lane Car Park, Vine Street Car Park and Vista Car Park).

4.22 With this in mind, the observed parking spaces that were in use on each road and car park were recorded and the practical capacity of available spaces was calculated using this value. As such, parking stress values for each hourly recorded time period are outlined in table 4.2 and 4.3 below. The parking survey results are included at **Appendix F**.

Table 4.1 – Summary of on-street and car park parking beat survey for Saturday 4th February

Time	Total available spaces	Occupied spaces	Parking stress
10:00	538	162	30.1%
12:00	538	199	36.9%
14:00	538	253	47.0%

4.23 It can be seen above that on Saturday at 10:00 there was a parking stress on the local network of 30.1%; increasing to 36.9% parking stress at 12:00; and 47.0% at 14:00. This is an accurate reflection of the parking spaces that would be available on an average weekend day, when staff/visitors will visit the site. As can be seen above, there is more than enough parking provision available to accommodate for staff/visitors attending the site, should the car park on site be full, although overspill is predicted to be uncommon.

Table 4.2 – Summary of on-street and car park parking beat survey for Tuesday 7th February

Time	Total available spaces	Occupied spaces	Parking stress
08:00	538	89	16.5%
13:00	538	260	48.3%
15:00	538	215	39.9%
17:00	538	130	24.2%

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4.24 Peak parking stress on the Tuesday was recorded to be slightly higher, although much more variable throughout the day. Parking stress was low in the AM and PM peaks (16.5% and 24,2% respectively) as expected, rising during the afternoon to 48.3% at 13:00 and 39.9% at 15:00. This shows that even on weekdays, when the local parking network may be placed under more pressure due to many residents of the surrounding area commuting into Spalding for work, there is still plenty of spaces within a 500-metre walk from the site that could be used by future staff and visitors.

4.25 It can be seen from both Table 4.1 and 4.2 that there would still be ample parking provisions within the local parking network during the expected peak parking demand for weekday and weekend periods. In any case, overspill from the car park on site is not expected to be common.

Cycle Parking

4.26 The development will provide 4 short stay cycle parking spaces and 15 secure and covered long stay cycle parking spaces, which is in line with policy requirements.

Refuse Collection

4.27 It is proposed that the care home will be serviced by the Council's Waste and Recycling Collection operations.

4.28 Refuse vehicles will service the site from the kerbside along Churchgate, much like what occurs for existing businesses located along this road. Refuse operatives will access bins stored in the refuse store and transfer them circa 10-metres to the waiting refuse vehicle. Once the bins have been emptied, operatives will return them to the bin store.

Servicing

4.29 Other site servicing such as postal or ambulances that are carried out using medium/large sized vans will utilise the internal turning area within the site's car park. Operatives will enter the site from Churchgate, perform a turn within using the internal turning-head, and then egress from the site in a forward gear.

4.30 Servicing to the site via a fire tender, will also use the same method as described above.

4.31 An overview of the ambulance servicing arrangements is contained at **Appendix G.**

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5 Development Impact

5.1 This section discusses the sustainability and predicted transport impacts of the site redevelopment proposals.

Existing Trip Generation

5.2 Although the site is currently unused, there is still a lawful land use in place for a public house, as such, trips generation associated with the existing use of a public house was explored.

5.3 To obtain an estimate of the likely vehicle trips associated with the existing use, a TRICS v7.9.4 assessment has been undertaken. The TRICS database is a national dataset of traffic surveys which are used as an estimation model for trip generation, based on similar developments elsewhere throughout the country. The TRICS database allows the filtering of sites by land use, location, size and other parameters to generate a trip rate for the proposed land use development.

5.4 To estimate the trip generation associated with the existing public house, the TRICS database was therefore interrogated to find surveys of sites that met the following criteria:

- Multi-modal survey;
- Pub/Restaurant (06/C);
- Located in England, outside of Greater London;
- Located in 'Edge of Town' or 'Edge of Town Centre' locations; and
- Surveyed within the last 11 years.

5.5 Six surveys were found that met these criteria, from which estimated trip rates were drawn, as summarised in Table 5.1 below. Table 5.2 scales these up pro-rata as estimated trip numbers. The full TRICS output is contained at **Appendix H.**

Table 5.1: Estimated trip rates per 100sqm of Pub/Restaurant Use (from TRICS)

	Lunchtime Peak 12:00 - 13:00			Evening Peak 17:00 - 18:00			10:00 - 24:00		
Trip rates:	In	Out	Total	In	Out	Total	In	Out	Total
Total people	10.996	2.669	13.650	7.402	5.694	13.096	66.072	66.337	132.402
Vehicles	4.662	1.317	5.979	3.416	2.491	5.907	28.468	28.175	56.643
Public transport users	0	0.036	0.036	0	0	0	0.142	0.180	0.322
Pedestrians	1.103	0.356	1.459	0.996	0.925	1.921	10.258	10.231	20.489
Cyclists	0.036	0	0.036	0.142	0.142	0.284	0.285	0.285	0.570
OGVs	0.036	0.036	0.072	0	0	0	0.036	0.036	0.072

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Table 5.2: Estimated trip numbers per 346sqm of existing Pub/Restaurant use. Allowing for rounding

	08:00 - 09:00			17:00 - 18:00			07:00 - 21:00		
Trip rates:	In	Out	Total	In	Out	Total	In	Out	Total
Total people	38 (38.046)	9 (9.235)	47 (47.229)	26 (25.611)	20 (19.701)	45 (45.312)	229 (228.609)	230 (229.526)	458 (458.111)
Vehicles	16 (16.131)	5 (4.557)	21 (20.687)	12 (11.819)	9 (8.619)	20 (20.438)	98 (98.499)	97 (97.486)	196 (195.985)
Public transport users	0	0 (0.125)	0 (0.125)	0	0	0	0 (0.491)	1 (0.623)	1 (1.114)
Pedestrians	4 (3.816)	1 (1.232)	5 (5.048)	3 (3.446)	3 (3.201)	7 (6.647)	35 (35.493)	35 (35.399)	71 (70.892)
Cyclists	0 (0.125)	0	0 (0.125)	0 (0.491)	0 (0.491)	1 (0.983)	1 (0.986)	1 (0.986)	2 (1.972)
OGVs	0 (0.125)	0 (0.125)	0 (0.250)	0	0	0	0 (0.125)	0 (0.125)	0 (0.250)

5.6 From Table 5.2 it can be seen that the existing lawful use at the site could generate 21 vehicle trips in the AM peak hour and 20 in the PM peak hour, with 196 over the day (07:00-21:00). Five trips would be made by pedestrians, as well as 0 by public transport users, in the AM peak hour. Seven trips would be made by pedestrians and 0 by public transport in the PM peak respectively.

Proposed Trip Generation

5.7 To estimate the trip generation associated with the proposed care home, the TRICS database was therefore interrogated to find surveys of sites that met the following criteria:

- Multi-modal survey;
- Care Home (Elderly Residential) (05/F);
- Located in England, outside of Greater London;
- Conducted on a weekday;
- Located in 'Edge of Town' or 'Edge of Town Centre' locations; and
- Surveyed within the last 11 years.

5.8 Four surveys were found that met these criteria, from which estimated trip rates were drawn, as summarised in Table 5.1 below. Table 5.2 scales these up pro-rata as estimated trip numbers. The full TRICS output is contained at **Appendix I.**

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Table 5.3: Estimated trip rates per C2 Retirement/Care home bedroom (from TRICS)

	AM Peak 08:00 - 09:00			PM Peak 17:00 - 18:00			07:00 - 21:00		
Trip rates:	In	Out	Total	In	Out	Total	In	Out	Total
Total people	0.109	0.073	0.182	0.055	0.073	0.128	1.608	1.701	3.309
Vehicles	0.036	0.027	0.063	0.045	0.045	0.090	0.944	0.999	1.943
Public transport users	0	0.009	0.009	0	0	0	0.036	0.045	0.081
Pedestrians	0.045	0.036	0.081	0	0.009	0.009	0.342	0.343	0.685
Cyclists	0.009	0	0.009	0	0.009	0.009	0.027	0.027	0.054
OGVs	0	0	0	0	0	0	0.018	0.018	0.036

Table 5.4: Estimated trip numbers for 88-bedroom Care Home. Allowing for rounding

	08:00 - 09:00			17:00 - 18:00			07:00 - 21:00		
Trip rates:	In	Out	Total	In	Out	Total	In	Out	Total
Total people	10 (9.592)	6 (6.424)	16 (16.016)	5 (4.840)	6 (6.424)	11 (11.264)	142 (141.504)	150 (149.688)	291 (291.192)
Vehicles	3 (3.168)	2 (2.376)	6 (5.544)	4 (3.960)	4 (3.960)	8 (7.920)	83 (83.072)	88 (87.912)	171 (170.984)
Public transport users	0	1 (0.792)	1 (0.792)	0	0	0	3 (3.168)	4 (3.960)	7 (7.128)
Pedestrians	4 (3.960)	3 (3.168)	7 (7.128)	0	1 (0.792)	1 (0.792)	30 (30.096)	30 (30.184)	60 (60.280)
Cyclists	1 (0.792)	0	1 (0.792)	0	1 (0.792)	1 (0.792)	2 (2.376)	2 (2.376)	5 (4.752)
OGVs	0	0	0	0	0	0	2 (1.584)	2 (1.584)	3 (3.168)

5.9 From Table 5.4 it can be seen that the proposed 88-bedroom care home would be expected to generate 6 vehicle trips in the AM peak hour and 8 in the PM peak hour, with 171 over the day (07:00-21:00). During the PM peak hour 7 trips would be expected to be made by pedestrians, as well as 1 by public transport users. During to PM peak hour 1 trip would be made by pedestrians and 0 trips would be made by public transport, with daily totals of 60 trips by pedestrians and 7 by public transport users.

Development Impact

5.10 Table 5.5 below explored the overall impact of the proposed development by comparing the trips generated by the existing and proposed use.

Table 5.5: Overall impact of the proposed development

	08:00 - 09:00			17:00 - 18:00			07:00 - 21:00		
Trip rates:	In	Out	Total	In	Out	Total	In	Out	Total
Total people	-28	-3	-31	-21	-14	-34	-87	-80	-167
Vehicles	-13	-3	-15	-8	-5	-12	-15	-9	-25
Public transport users	0	+1	+1	0	0	0	+1	+3	+6
Pedestrians	0	+2	+2	-3	-2	-6	-5	-5	-11
Cyclists	+1	0	+1	0	+1	0	+1	+1	+3
OGVs	0	0	0	0	0	0	+2	+2	+3

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5.11 From Table 5.5 it can be seen that the proposed 88-bedroom care home would be expected to have a negligible impact on the local highway network, as well as the local parking infrastructure. Over the course of the day, it is estimated that the site will generate 25 less vehicle trips when compared to the existing use. The proposed site is also expected to see an increase in both public transport and cycling trips over the course the day, increasing by 6 and 3 trips respectively. OGV trips are estimated to increase by 3 trips over the course of the day, although these trips are expected to fall outside of the network peak hours.

Summary

5.12 The proposed development would be expected to generate 6 vehicle trips in the AM peak hour and 8 in the PM peak hour, with 171 throughout the day (07:00-21:00).

5.13 Over the course of the day, it is estimated that the site will generate 25 less vehicle trips when compared to the existing use. The proposed site is also expected to see an increase in both public transport and cycling trips over the course the day, increasing by 6 and 3 trips respectively.

5.14 The proposed development therefore equates to a significant reduction in trips when compared to the existing lawful use at the site.

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6 Summary and Conclusions

6.1 This Transport Statement has been prepared by EAS Transport Planning on behalf of Abbey Healthcare, regarding the proposed redevelopment of the former Bull and Monkie Pub, Churchgate, Spalding PE11 2RA. It is proposed that the existing site will be converted into a 88-bed care home.

Summary

6.2 The site is located at the former Bull and Monkie public house, Churchgate, Spalding PE11 2RA and is circa 330-metres (4-minute walk/2-minute cycle) from the centre of Spalding, based along Churchgate at its junction with The Vista. The site was previously used as a public house and is currently occupied by a derelict two-storey building and associated car parking.

6.3 Spalding town centre is accessible via a 330-metre (4-minute) walk, which hosts a range of local amenities to meet the needs of one's day-to-day requirements.

6.4 The site is well served by public transport and access to a wider range of services can be made very easily. The Vine Street bus stops are located a circa 105-metre (1-minute) walk from the site. These stops offer access to the 301 and IT2 bus routes. Spalding Rail Station is located to the west of Spalding High Street, circa 710-meters (9-minute walk/3-minute cycle) from the site. The station is service by East Midlands Railway trains.

6.5 The proposals on site include a 13-space car park to be used by future visitors and staff. These proposals do fall slightly below South East Lincolnshire Local Plan guidelines, although the local parking network, which includes 241 spaces of on-road parking and 297 spaces within four public car parks, is expected to comfortably equate for times when the car park on site does overflow. A parking survey of the local parking network completed in February 2023 highlighted that there is ample space available to cater for any overspill that does occur.

6.6 Refuse vehicles will service the site from the kerbside along Churchgate, much like what occurs for existing businesses located along this road. Refuse operatives will access bins stored in the refuse store and transfer them circa 10-metres to the waiting refuse vehicle.

6.7 Other site servicing such as postal or ambulances that are carried out using medium/large sized vans will utilise the internal turning area within the site's car park. Operatives will enter the site from Churchgate, perform a turn within using the internal turning-head, and then egress from the site in a forward gear.

6.8 The proposed development would be expected to generate 6 vehicle trips in the AM peak hour and 8 in the PM peak hour, with 171 throughout the day (07:00-21:00).

6.9 Over the course of the day, it is estimated that the site will generate 25 less vehicle trips when compared to the existing use. The proposed site is also expected to see an increase in both public transport and cycling trips over the course the day, increasing by 6 and 3 trips

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respectively. OGV trips are estimated to increase by 3 trips over the course of the day, although these trips are expected to fall outside of the network peak hours.

Conclusion

6.10 It is concluded that the scheme will have negligible effect on the local highway network, with a small decrease in local traffic level, when compared to the existing lawful use at the site.

6.11 There are therefore no highways or transportation reason why the proposed development should not be granted planning consent.

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Appendices

Appendix: A - Location Plan
Appendix: B – Site Proposals
Appendix: C – Crashmap Incident Reports
Appendix: D – Site Access Visibility Splays
Appendix: E – Car Parking Swept Path Analysis
Appendix: F – Parking Survey Data
Appendix: G – Ambulance Swept Path Analysis
Appendix: H – TRICS Datasheet (Existing Use)
Appendix: I – TRICS Datasheet (Proposed Use)

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Appendix: A - Location Plan

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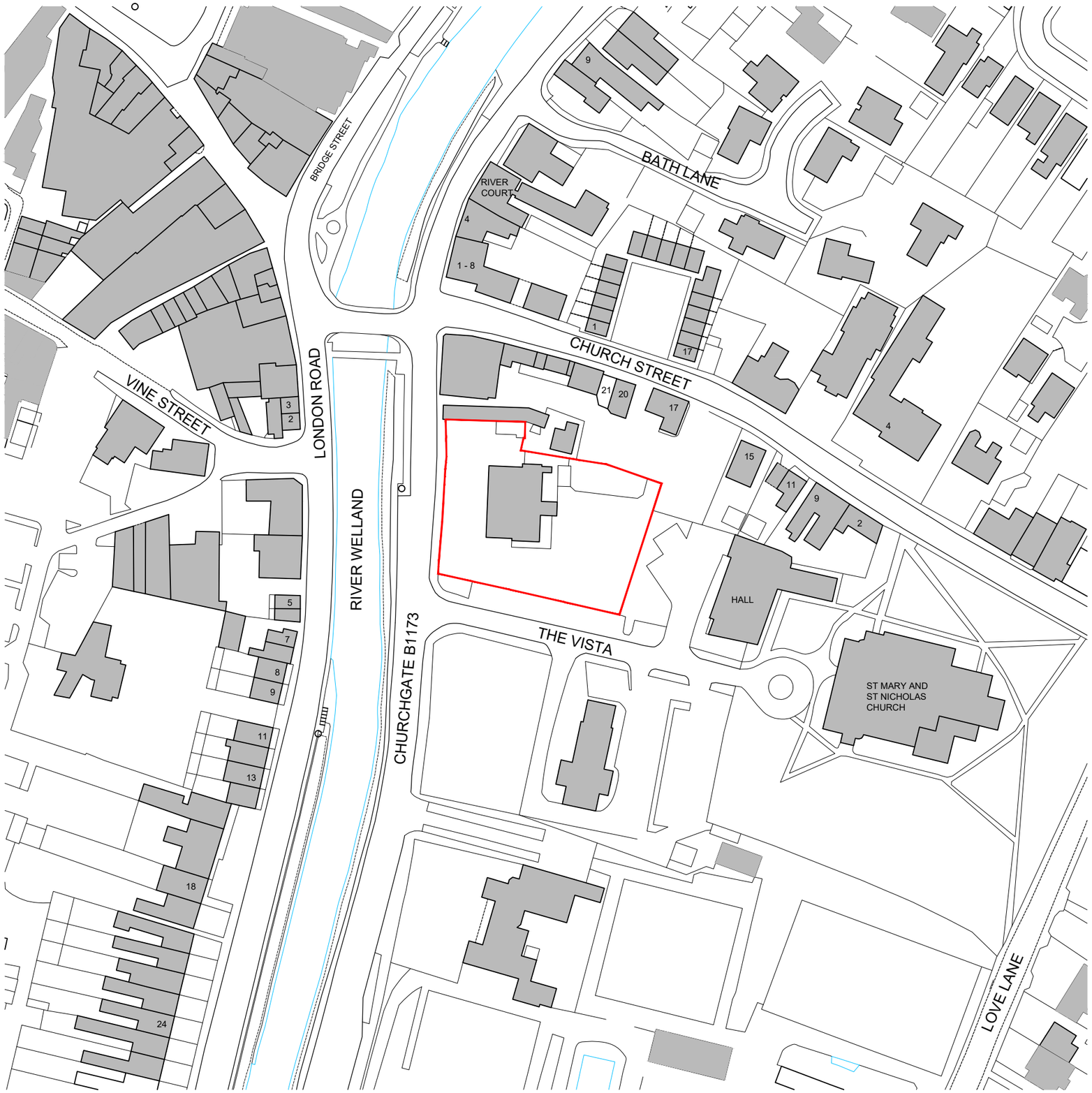

SITE LOCATION PLAN

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SITE BOUNDARY
SITE AREA = 0.63 ACRES / 0.25 HECTARE

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REV	DESCRIPTION	BY	DATE
P1	PRELIMINARY ISSUE	CMY	14.12.22

PROJECT WORK STAGE
PLANNING

CLIENT
CRISPEN HOLDINGS LTD

PROJECT
PROPOSED NEW CARE HOME
FORMER BULL & MONKIE PUBLIC HOUSE
CHURCHGATE SPALDING, PE11 2RA

DRWG TITLE
SITE LOCATION PLAN

PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	DIS	NUMBER
1315PL	RDT	ZZ	XX	DR	A	0001

STATUS	SUITABILITY DESCRIPTION
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Appendix: B – Site Proposals

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PROPOSED SITE PLAN

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- ROAD
- FOOTPATH
- FOOTPATH 2
- PAVING SLABS
- BLOCK PAVING
- LAWN
- WILD FLOWER MEADOW
- PLANTING
- PROPOSED TREES
- CONTROLLED ACCESS POINT
- PROPOSED RETAINING WALL
- EXISTING RETAINING WALL
- PROPOSED BUILDING STRUCTURE OVER
- PROPOSED GARDEN FURNITURE REFER TO LANDSCAPE STRATEGY PREPARED BY TPM LANDSCAPE FOR FURTHER INFORMATION - REF 4220 101 REV A
- PROPOSED WHEELCHAIR ACCESSIBLE PLANTER REFER TO LANDSCAPE STRATEGY PREPARED BY TPM LANDSCAPE FOR FURTHER INFORMATION - REF 4220 101 REV A
- EV CHARGING BAY

REV	DESCRIPTION	BY	DATE
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PROJECT WORK STAGE: PLANNING

CLIENT: CRISPEN HOLDINGS LTD

PROJECT: PROPOSED NEW CARE HOME
FORMER BULL & MONKIE PUBLIC HOUSE
CHURCHGATE SPALDING, PE11 2RA

DRWG TITLE: PROPOSED SITE PLAN

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STATUS	SUITABILITY DESCRIPTION
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PROJECT: PROPOSED CARE HOME, FORMER BULL & MONKIE PUBLIC HOUSECHURCHGATE SPALDING, PE11 2RA

DRWG TITLE: PROPOSED FIRST FLOOR PLAN

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- RESIDENTS ANCILLARY ACOMMODATION
- STAFF / MANAGEMENT
- VERTICAL CIRCULATION

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PL1	PLANNING ISSUE	NS	28.04.23

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DRWG TITLE: PROPOSED SECOND FLOOR PLAN

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1315PL	RDT	ZZ	02	DR	A	2300

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- EXTERNAL AMENITY
- HORIZONTAL CIRCULATION
- LIVING & DINING
- RESIDENTS ANCILLARY ACOMMODATION
- STAFF / MANAGEMENT
- VERTICAL CIRCULATION

N

0 1 2 3 4 5M

KEY

* BLOCKED / OBSCURED GLAZING

REV	DESCRIPTION	BY	DATE
PL1	PLANNING ISSUE	NS	28.04.23

PROJECT WORK STAGE: PLANNING

CLIENT: CRISPEN HOLDING LTD

PROJECT: PROPOSED CARE HOME, FORMER BULL & MONKIE PUBLIC HOUSECHURCHGATE SPALDING, PE11 2RA

DRWG TITLE: PROPOSED THIRD FLOOR PLAN

PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	DIS	NUMBER
1315PL	RDT	ZZ	03	DR	A	2400

STATUS | SUITABILITY DESCRIPTION

DRAWN BY	DATE	SCALE	CHECKED BY
NS	DEC 2021	1 : 100	CC

RDT PROJECT REF.	PAPER SIZE	REVISION
1315	A1	PL1

r d t ARCHITECTS
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N

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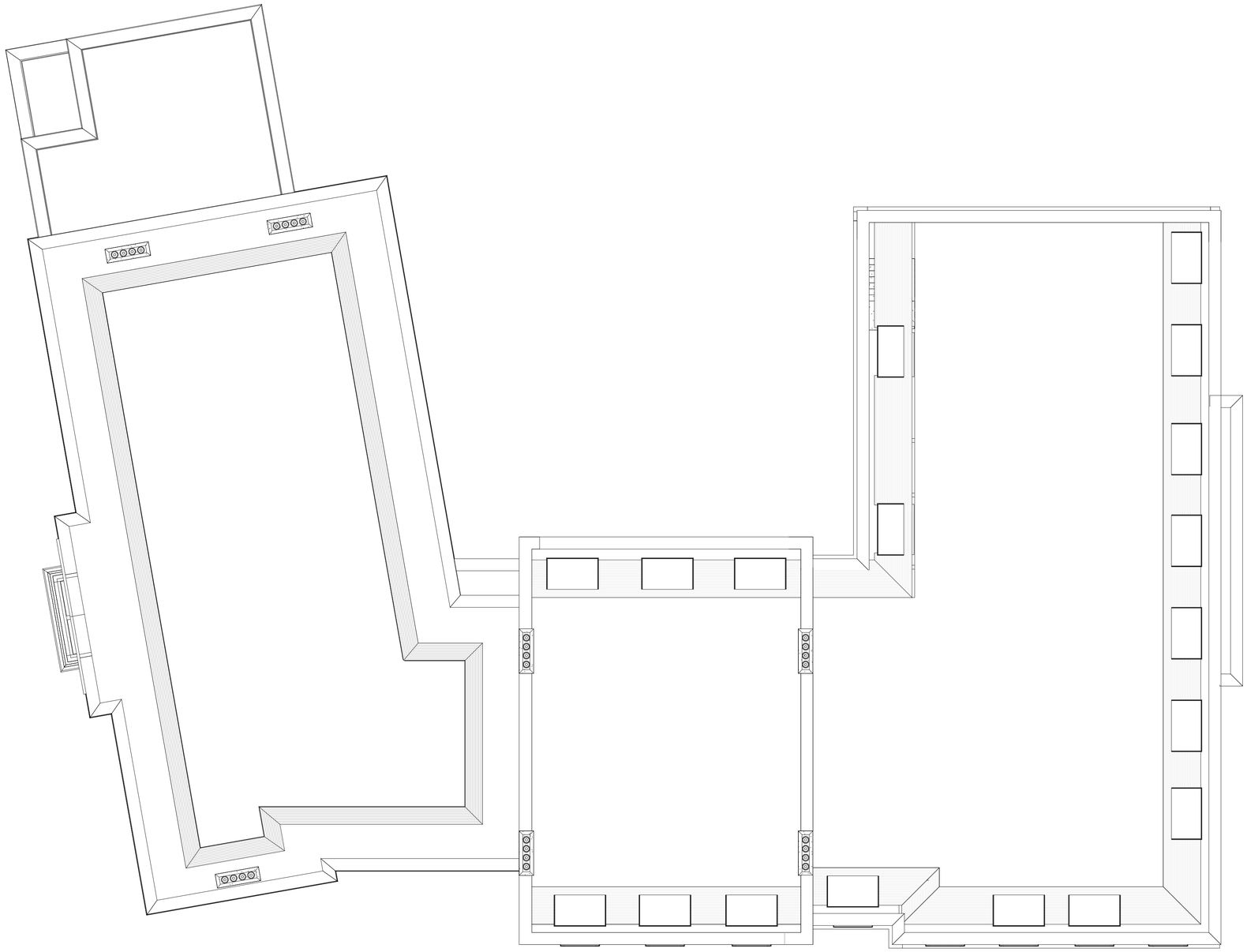
0 2 4



PROPOSED - ROOF PLAN

REV	DESCRIPTION	BY	DATE
PL1	PLANNING ISSUE	NS	28.04.23

PROJECT WORK STAGE
PLANNING

CLIENT
CRISPEN HOLDING LTD

PROJECT
PROPOSED CARE HOME, FORMER BULL & MONKIE PUBLIC HOUSECHURCHGATE SPALDING, PE11 2RA

DRWG TITLE
PROPOSED ROOF PLAN

PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	DIS	NUMBER
1315PL	RDT	ZZ	04	DR	A	2500

STATUS | SUITABILITY DESCRIPTION

DRAWN BY	DATE	SCALE	CHECKED BY
NS	DEC 2021	1 : 100	CC

RDT PROJECT REF.	PAPER SIZE	REVISION
1315	A1	PL1

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KEY

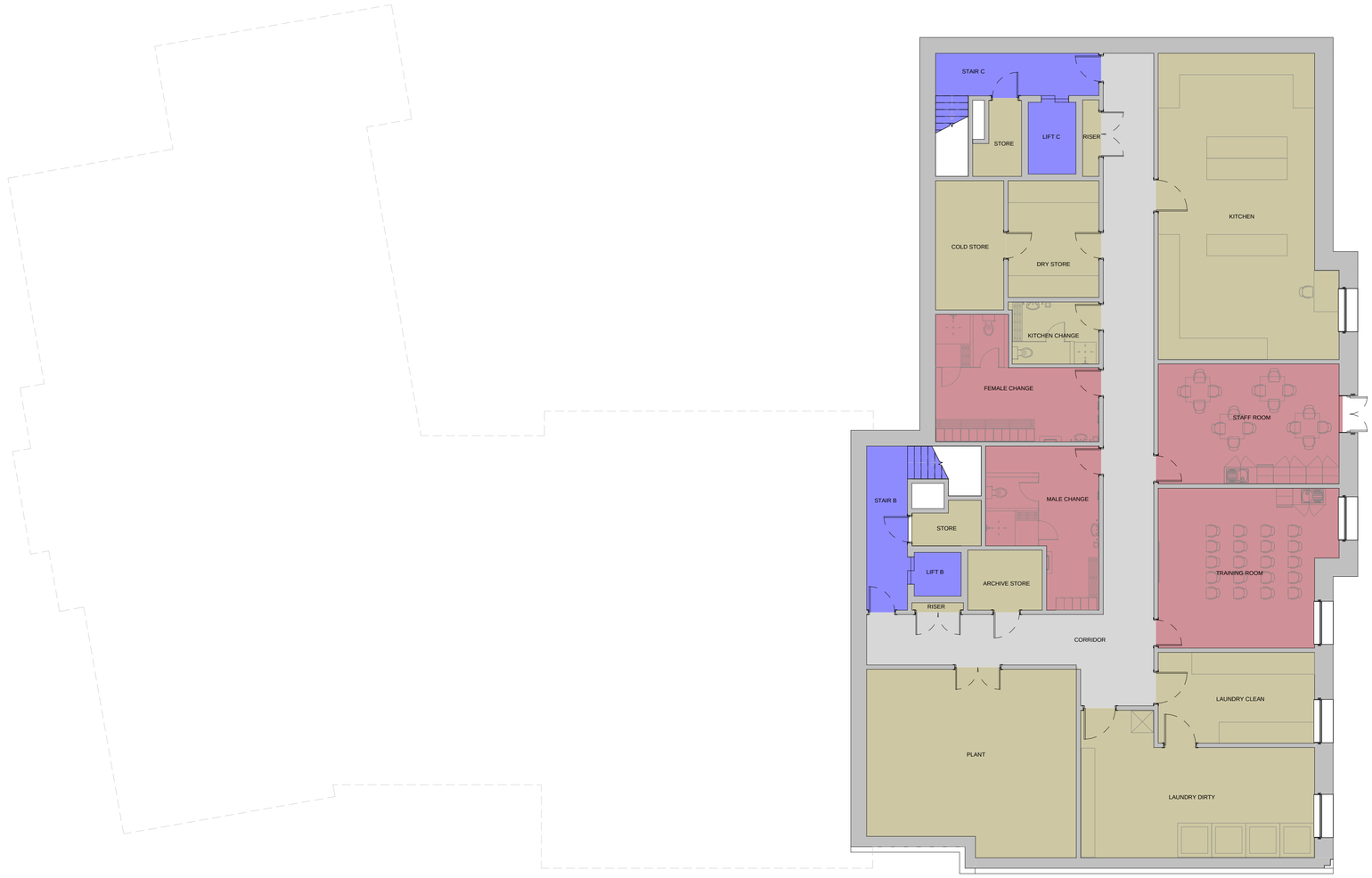
- BACK OF HOUSE
- HORIZONTAL CIRCULATION
- STAFF / MANAGEMENT
- VERTICAL CIRCULATION

N

0 1 2 3 4 5M

KEY

* BLOCKED / OBSCURED GLAZING



PROPOSED - LOWER GROUND FLOOR PLAN

REV	DESCRIPTION	BY	DATE
PL1	PLANNING ISSUE	NS	28.04.23

PROJECT WORK STAGE: PLANNING

CLIENT: CRISPEN HOLDING LTD

PROJECT: PROPOSED CARE HOME, FORMER BULL & MONKIE PUBLIC HOUSECHURCHGATE SPALDING, PE11 2RA

DRWG TITLE: PROPOSED LOWER GROUND FLOOR

PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	DIS	NUMBER
1315PL	RDT	ZZ	B1	DR	A	2000

STATUS: SUITABILITY DESCRIPTION

DRAWN BY	DATE	SCALE	CHECKED BY
NS	DEC 2021	1 : 100	CC

RDT PROJECT REF.	PAPER SIZE	REVISION
1315	A1	PL1

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Appendix: C – Crashmap Incident Reports

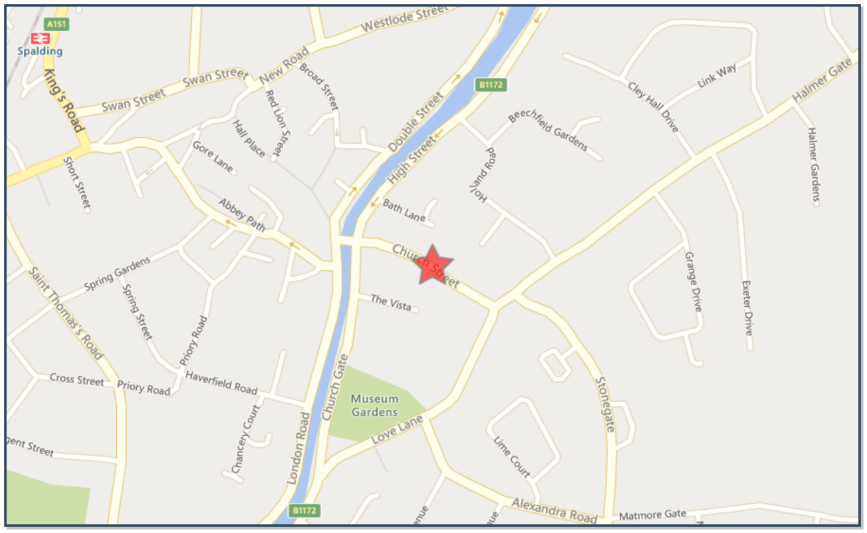
TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

crashmap.co.uk

Validated Data

Crash Date:	Saturday, October 07, 2017	**Time of Crash:**	5:00:00 PM	**Crash Reference:**	**2017320432039**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Lincolnshire			**Number of Vehicles:**	2
Local Authority:	South Holland District			**OS Grid Reference:**	524995 322506
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Female	36 - 45	Vehicle is moving off	Front	Unknown	None	None
2	Pedal cycle	-1	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

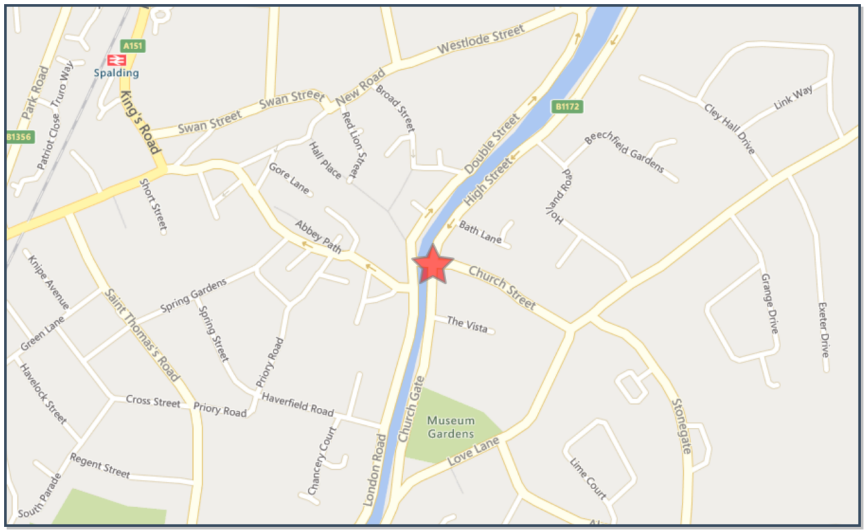
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Friday, November 02, 2018	**Time of Crash:**	8:35:00 AM	**Crash Reference:**	**2018320527654**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Lincolnshire			**Number of Vehicles:**	2
Local Authority:	South Holland District			**OS Grid Reference:**	524878 322540
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	One way street				
Junction Control:	Auto traffic signal				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	None
2	Pedal cycle	-1	Male	11 - 15	Vehicle is in the act of turning left	Offside	Unknown	None	None

Casualties

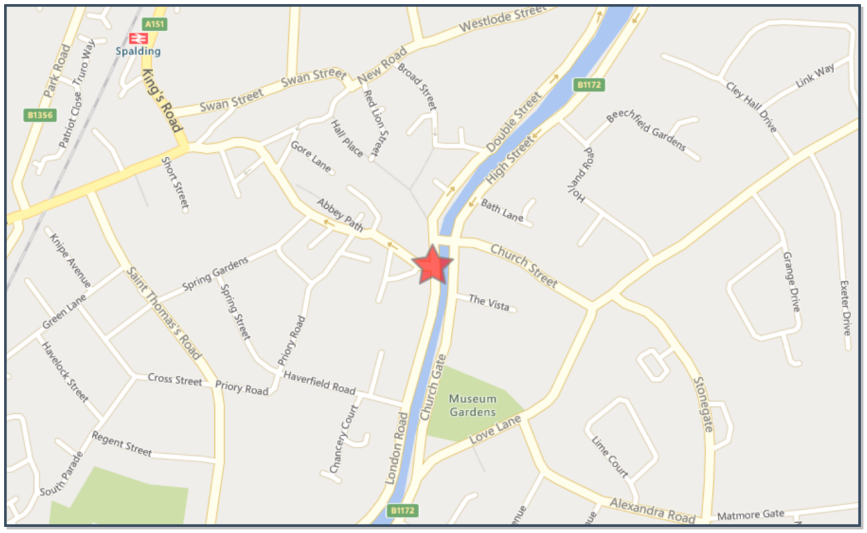
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Sunday, October 04, 2020	**Time of Crash:**	5:00:00 PM	**Crash Reference:**	**2020320524396**

Highest Injury Severity:	Slight	**Road Number:**	B1173	**Number of Casualties:**	1
Highway Authority:	Lincolnshire			**Number of Vehicles:**	2
Local Authority:	South Holland District			**OS Grid Reference:**	524845 322499
Weather Description:	Unknown				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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powered by agilysis

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Male	66 - 75	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle is in the act of turning right	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

Appendix: D – Site Access Visibility Splays

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

VISIBILITY SPLAYS OF 2m x 43m CAN BE ACHIEVED TO THE CENTRE OF THE CHURCHGATE/CHURCH STREET CROSSROAD FOR THE NORTHERN SPLAY, IN LINE WITH MfS REQUIREMENTS FOR ROADS OF 30mph SPEED LIMITS

CHU

YE OLDE WHITE HORSE

5-6 CHURCH

ACTIVE

ACTIVE

1 2 3 4 5

6.24

13 NO. PARKING SP

REFUSE STORE

ENTRANCE

FFL 6.2

CHURCHGATE B1173

RIVER WELLAND

VISIBILITY SPLAYS OF 2m x 43m CAN BE ACHIEVED TO THE NEARSIDE KERBLINE FOR THE SOUTHERN SPLAY, IN LINE WITH MfS REQUIREMENTS FOR ROADS OF 30mph SPEED LIMITS

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

FORMER BULL AND MONKIE PUBLIC HOUSE, CHURCHGATE, SPALDING

TITLE:

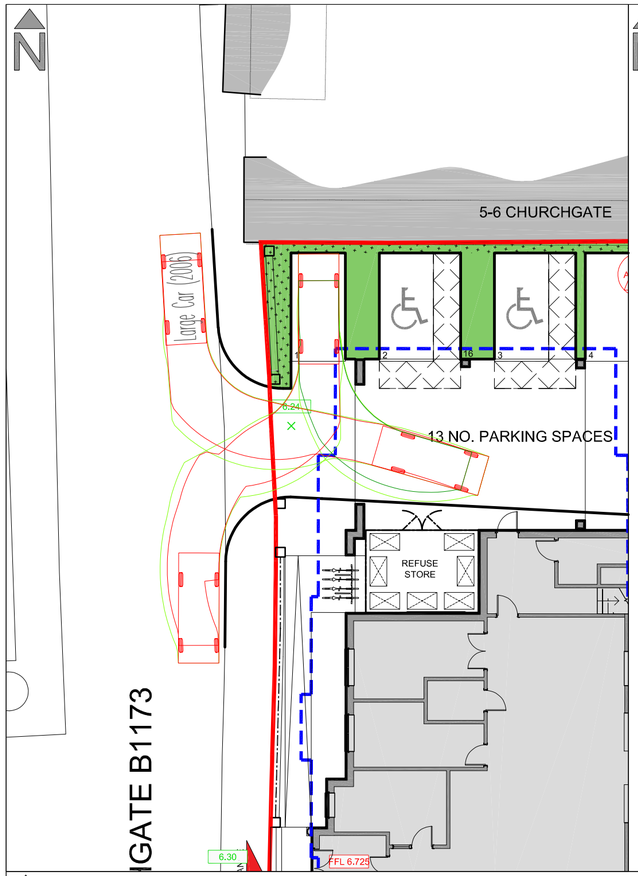
SITE ACCESS VISIBILITY SPLAYS

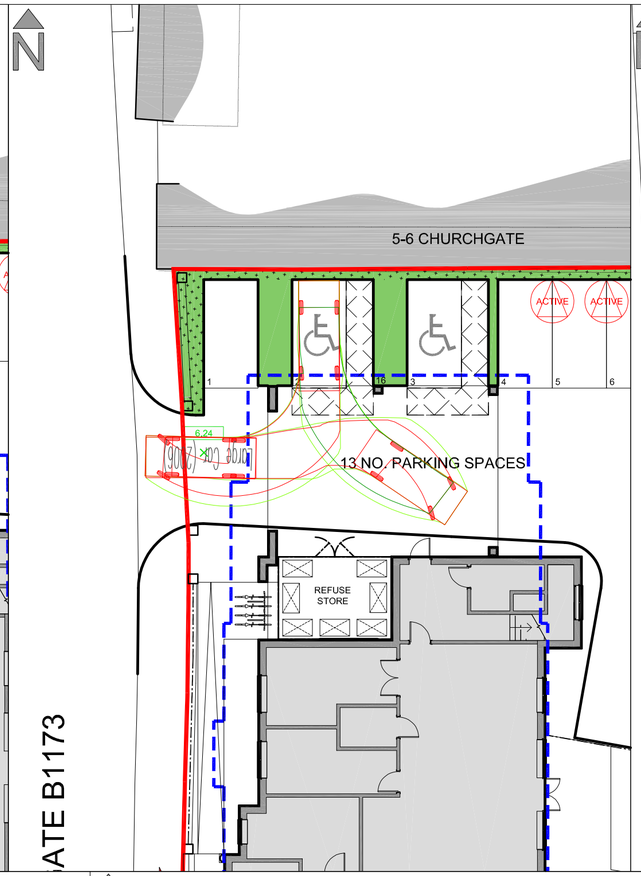
SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:250	CT	31/01/2023

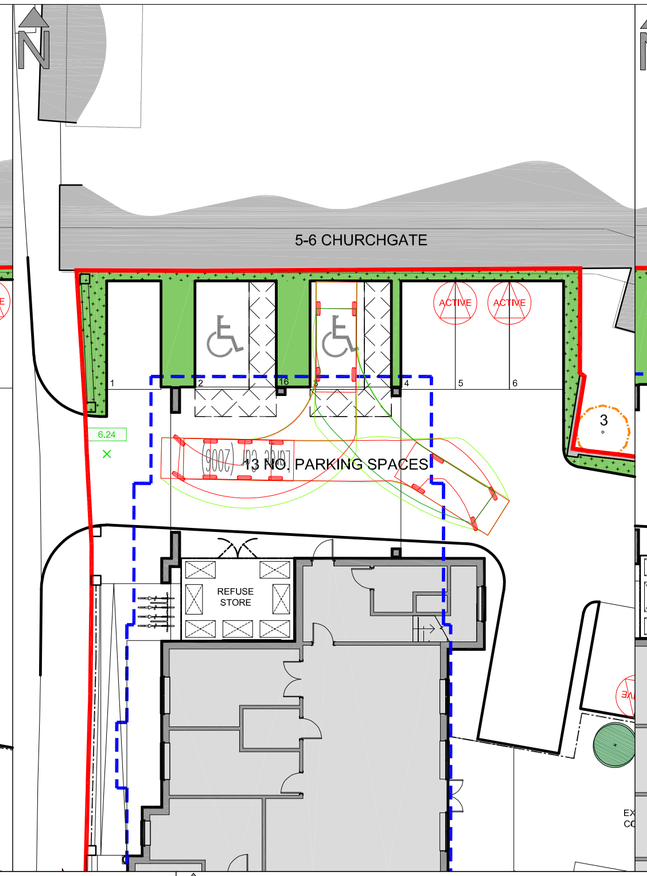
PROJECT No:	DRAWING No:
3943	SK03

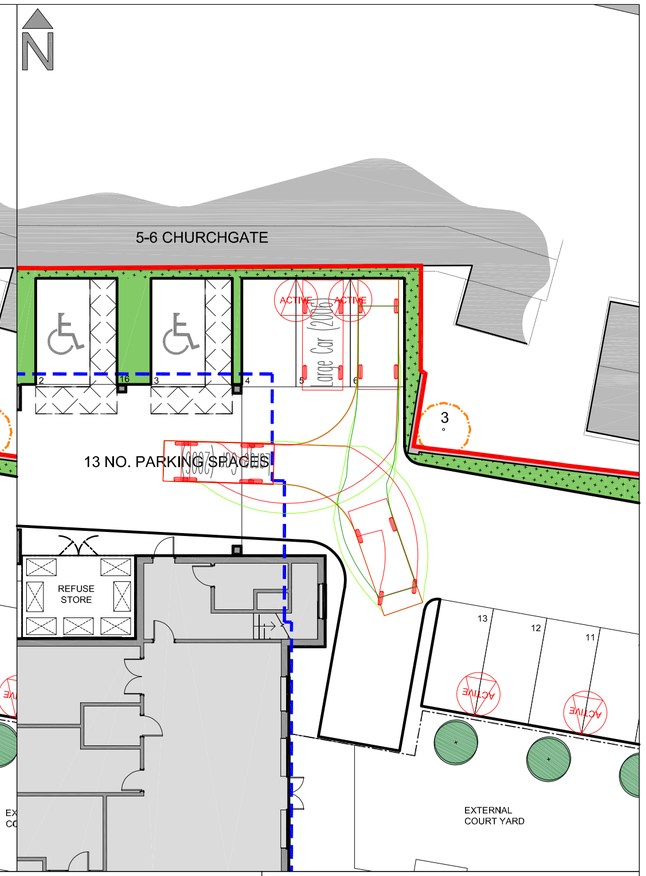
Appendix: E – Car Parking Swept Path Analysis

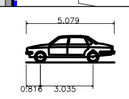
TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk











Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS
Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777
www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:
FORMER BULL AND MONKIE PUB, SPALDING

TITLE:
CAR PARKING SWEPT PATH ANALYSIS

SCALE @ A2:	DESIGN-DRAWN:	DATE:
1:200	CT	13/03/2023
PROJECT No:	DRAWING No:	
3943	SK01 REV A	

Appendix: F – Parking Survey Data

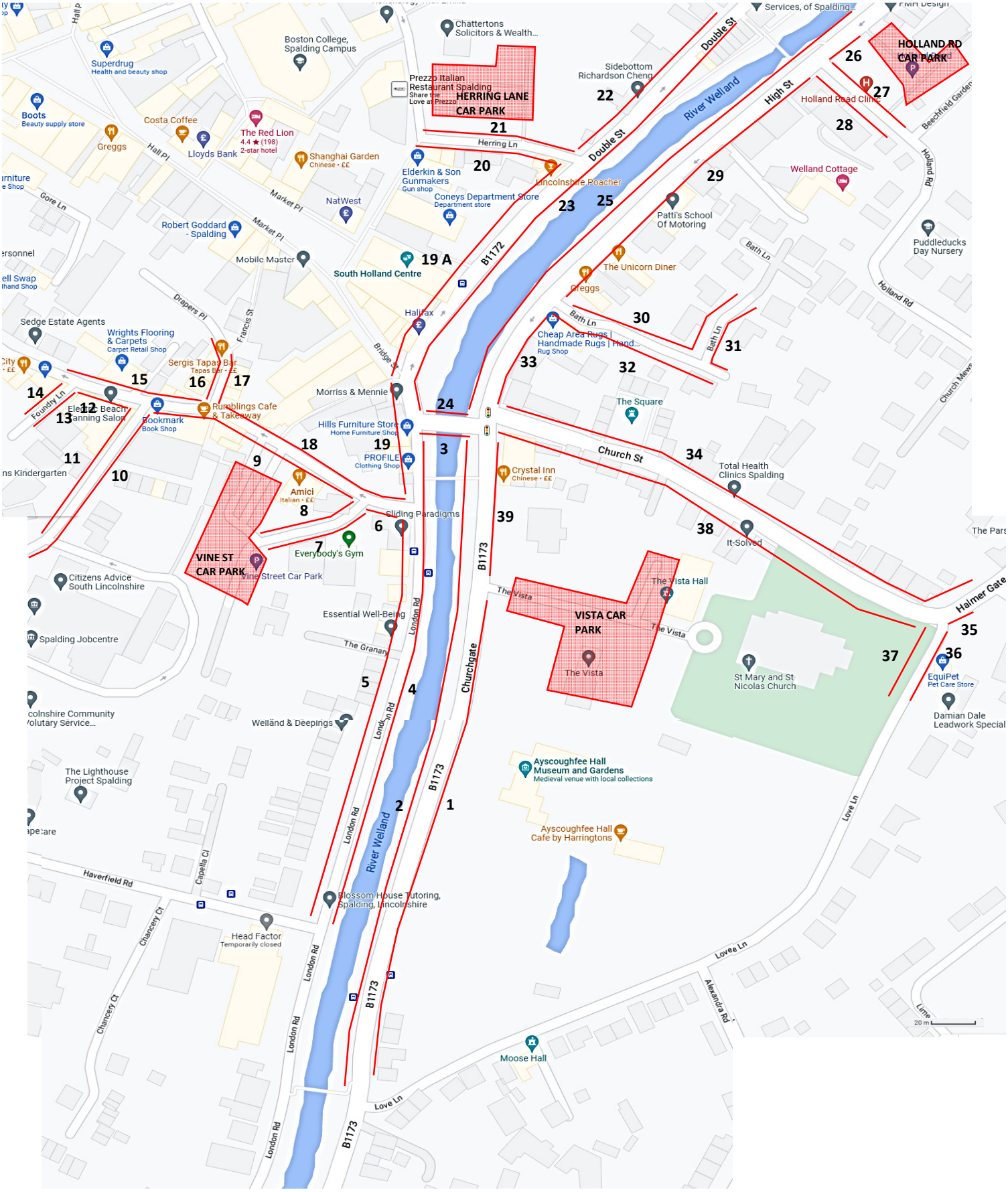
TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

K&M TRAFFIC SURVEYS

DATE : 4th AND 7th FEBRUARY 2023

DAY: SATURDAY AND TUESDAY

LOCATION: SPALDING, LINCOLNSHIRE

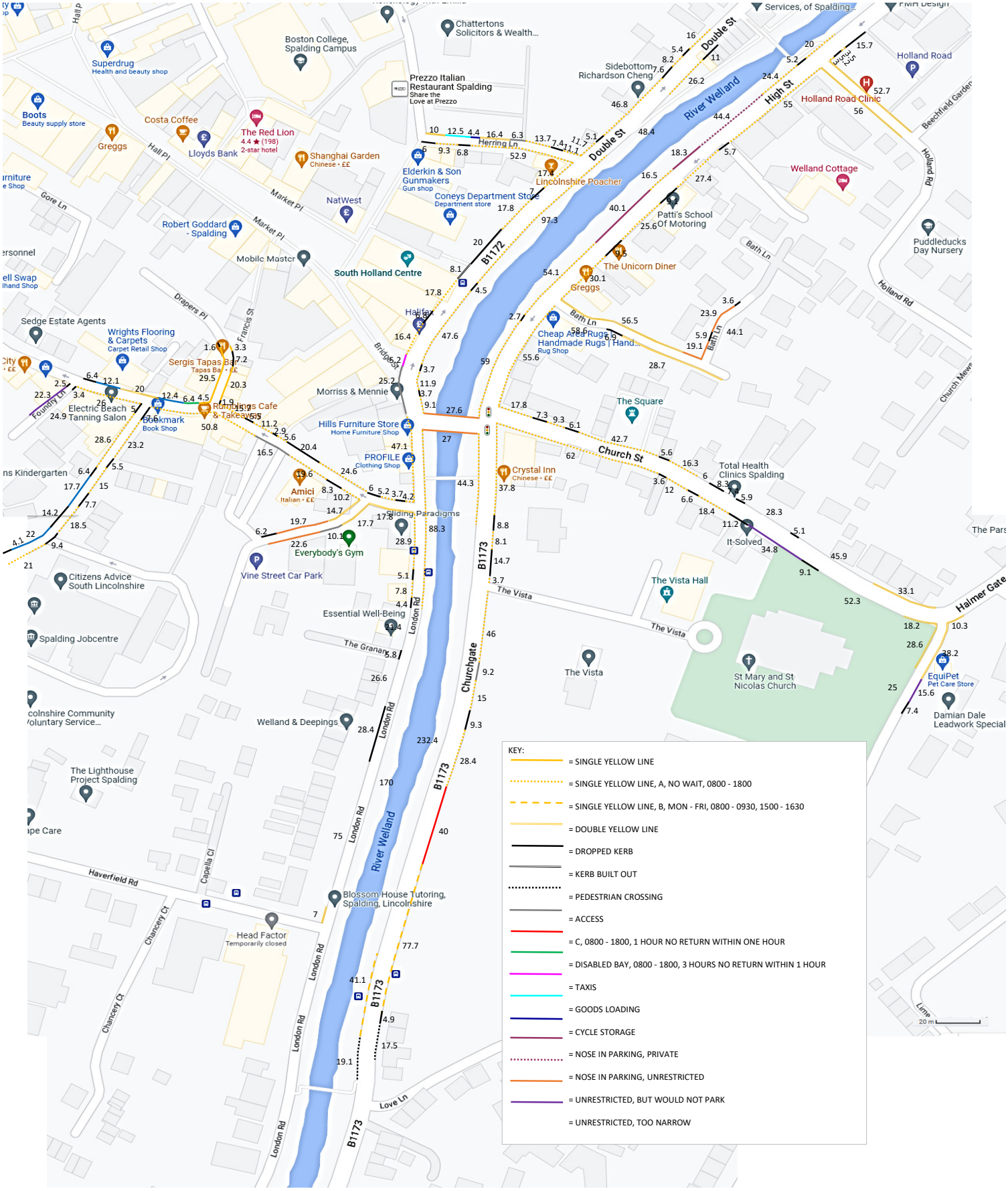


K&M TRAFFIC SURVEYS

DATE : 4th AND 7th FEBRUARY 2023

DAY: SATURDAY AND TUESDAY

LOCATION: SPALDING, LINCOLNSHIRE



K&M TRAFFIC SURVEYS

DATE : 4th AND 7th FEBRUARY 2023

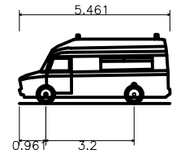
DAY: SATURDAY AND TUESDAY

LOCATION: SPALDING, LINCOLNSHIRE

					SATURDAY 4th FEBRUARY 2023									TUESDAY 7th FEBRUARY 2023											
					10:00			12:00			14:00			08:00			13:00			15:00			17:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
CHURCHGATE	1	SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	89.4																						
		ACCESS	9.2																						
		DROPPED KERB	14.2																						
		2 HOURS, NO RETURN WITHIN 2 HOURS	40	8	2	4	33.3%	0	8	0.0%	4	2	66.7%	0	8	0.0%	4	2	66.7%	1	5	16.7%	1	5	16.7%
		SINGLE YELLOW LINE, B, MON - FRI, 0800 - 0930, 1500 - 1630	77.7	15	1	14	6.7%	1	14	6.7%	1	14	6.7%	0	15	0.0%	0	15	0.0%	0	15	0.0%	0	15	0.0%
		PEDESTRIAN CROSSING	17.5																						
	2	PEDESTRIAN CROSSING	19.1																						
		SINGLE YELLOW LINE, B, MON - FRI, 0800 - 0930, 1500 - 1630	41.1	8	0	8	0.0%	0	8	0.0%	0	8	0.0%	0	8	0.0%	0	8	0.0%	0	8	0.0%	0	8	0.0%
		UNRESTRICTED	232.4	46	26	15	63.4%	32	6	84.2%	34	3	91.9%	14	27	34.1%	37	2	94.9%	32	8	80.0%	14	27	34.1%
		SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	44.3																						
BRIDGE ST	3	UNRESTRICTED, BUT WOULD NOT PARK	27																						
LONDON RD	4	SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	88.3																						
		UNRESTRICTED	170	34	0	34	0.0%	0	34	0.0%	0	34	0.0%	0	34	0.0%	0	34	0.0%	0	34	0.0%	0	34	0.0%
	5	DOUBLE YELLOW LINE	7																						
		UNRESTRICTED	123	24	17	5	77.3%	19	2	90.5%	18	3	85.7%	11	12	47.8%	17	5	77.3%	18	3	85.7%	16	6	72.7%
		DROPPED KERB	43.7																				1		
		SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	36.7																						
VINE ST	6	DOUBLE YELLOW LINE	17.8																						
	7	DOUBLE YELLOW LINE	17.7																						
		ACCESS	10.1																						
		UNRESTRICTED, BUT WOULD NOT PARK	22.6																						
	8	DROPPED KERB	6.2																						
		UNRESTRICTED, BUT WOULD NOT PARK	19.7																						
		DOUBLE YELLOW LINE	14.7																						
	9	SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	80.6																						
		DROPPED KERB	8.3																						
		ACCESS	16.5																						
PRIORY RD	10	DROPPED KERB	30.2																						
		SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	77.7																						
	11	DOUBLE YELLOW LINE	4.1																						
		C, 0800 - 1800, 1 HOUR, NO RETURN WITHIN 1 HOUR	39.7	7	3	3	50.0%	5	1	83.3%	5	1	83.3%	4	2	66.7%	7	0	100.0%	5	2	71.4%	2	5	28.6%
		DROPPED KERB	25.6																						
		SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	28.6																						
VINE ST	12	SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	26																						
FOUNDRY LANE	13	DROPPED KERB	3.4																						
		UNRESTRICTED	24.9	4	3	1	75.0%	2	2	50.0%	1	3	25.0%	2	2	50.0%	4	0	100.0%	3	1	75.0%	0	4	0.0%
	14	UNRESTRICTED, TOO NARROW	22.3																						
		DROPPED KERB	2.5																						
VINE ST	15	DROPPED KERB	6.4																						
		C, 0800 - 1800, 1 HOUR, NO RETURN WITHIN 1 HOUR	24.5	4	4	0	100.0%	4	0	100.0%	3	1	75.0%	2	2	50.0%	4	0	100.0%	3	1	75.0%	4	0	100.0%
		DOUBLE YELLOW LINE	20		2			1																	
		DISABLED BAY, 0800 - 1800, 3 HOURS, NO RETURN WITHIN 1 HOUR	6.4	1	1	0	100.0%	1	0	100.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	1	0	100.0%	1	0	100.0%
		SINGLE YELLOW LINE	4.5		1						1												1		
FRANCIS ST	16	SINGLE YELLOW LINE	29.5																						
		DROPPED KERB	1.6																						
	17	SINGLE YELLOW LINE	23.6																						
		DROPPED KERB	9.1																						
VINE ST	18	SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	66.5											1											
		DROPPED KERB	38.5																						
LONDON RD	19	SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	47.1																						
		ACCESS	25.2		2									1			1			1					
DOUBLE ST	19 A	TAXIS	5.2	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%
		SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	69.4		1			2									1			2			2		
		DROPPED KERB	33.8																						
		KERB BUILT OUT	8.1																						
HERRING LANE	20	SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	62.2																						
		DROPPED KERB	12.8																						
	21	DOUBLE YELLOW LINE	26.4																						
		GOODS LOADING	12.5	2	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
		CYCLING STORAGE	4.4																						
		ACCESS	6.3																						
		SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	24.8																						
		DROPPED KERB	7.4																						
DOUBLE ST	22	SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	82.7																						
		DROPPED KERB	18.1																						
	23	DROPPED KERB	22.9																						
		SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	192.1		1																				
		UNRESTRICTED	48.4	9	8	0	100.0%	7	1	87.5%	8	0	100.0%	8	0	100.0%	7	1	87.5%	7	1	87.5%	5	3	62.5%
BRIDGE ST	24	UNRESTRICTED, BUT WOULD NOT PARK	27.6																						
HIGH ST	25	SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	174																						
		DROPPED KERB	7.9																						
		NOSE IN PARKING, PRIVATE	58.4	20	1	19	5.0%	1	19	5.0%	1	19	5.0%	4	16	20.0%	9	11	45.0%	8	12	40.0%	7	13	35.0%
		NOSE IN PARKING, UNRESTRICTED	44.4	14	6	8	42.9%	9	5	64.3%	7	7	50.0%	14	0	100.0%	13	1	92.9%	9	5	64.3%	5	9	35.7%
	26	DROPPED KERB	20.9																						
		SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	6.5																						
HOLLAND RD	27	DOUBLE YELLOW LINE	52.7																						
	28	DOUBLE YELLOW LINE	56																						
HIGH ST	29	SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	138.1														1								
		DROPPED KERB	24.3																						
BATH LANE	30	DOUBLE YELLOW LINE	56.5																						
		UNRESTRICTED, BUT WOULD NOT PARK	43														1								
		DROPPED KERB	9.5																						
	31	UNRESTRICTED	44.1	8	0	8	0.0%	0	8	0.0%	0	8	0.0%	0	8	0.0%	0	8	0.0%	0	8	0.0%	0	8	0.0%
	32	UNRESTRICTED	28.7	5	0	5	0.0%	0	5	0.0%	1	4	20.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	1	4	20.0%
		DROPPED KERB	6.9																						
		DOUBLE YELLOW LINE	58.6																						
HIGH ST	33	SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	55.6																						
CHURCH ST	34	SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	86.1														4								
		DROPPED KERB	38.3																						
		UNRESTRICTED	87.6	16	2	12	14.3%	7	8	46.7%	13	1	92.9%	5	8	38.5%	12	1	92.3%	8	6	57.1%	3	11	21.4%
		DOUBLE YELLOW LINE	33.1																						
	35	DOUBLE YELLOW LINE	10.3																						
LOVE LANE	36	DOUBLE YELLOW LINE	38.2																						
		UNRESTRICTED, TOO NARROW	15.6																						
		DROPPED KERB	7.4																						
	37	UNRESTRICTED	25	5	0	5	0.0%	3	1	75.0%	3	1	75.0%	0	5	0.0%	0	5	0.0%	4	0	100.0%	0	5	0.0%
		DOUBLE YELLOW LINE	28.6																						
CHURCH ST	38	DOUBLE YELLOW LINE	18.2																						
		UNRESTRICTED	52.3	10	0	10	0.0%	0	10	0.0%	0	10	0.0%	0	10	0.0%	0	10	0.0%	0	10	0.0%	0	10	0.0%
		DROPPED KERB	30.5																						
		UNRESTRICTED, TOO NARROW	34.8																						
		SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	92.4																						
CHURCHGATE	39	SINGLE YELLOW LINE, A, NO WAIT, 0800 - 1800	49.6																						
		DROPPED KERB	23.5																						
VINE ST CAR PARK		ELECTRIC CHARGING BAYS		2	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%
		DISABLED BAY		3	3	0	100.0%	2	1	66.7%	2	1	66.7%	0	3	0.0%	1	2	33.3%	0	3	0.0%	1	2	33.3%
		PAY AND DISPLAY BAYS		65	18	47	27.7%	17	48	26.2%	25	40	38.5%	1	64	1.5%	27	38	41.5%	25	40	38.5%	10	55	15.4%
HOLLAND RD CAR PARK		ELECTRIC CHARGING BAYS		4	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	0	4	0.0%	1	3	25.0%
		DISABLED BAY		2	0	2	0.0%	0	2	0.0%	0	2	0.0%	0	2	0.0%	1	1	50.0%	1	1	50.0%	0	2	0.0%
		PAY AND DISPLAY BAYS		44	3	41	6.8%	6	38	13.6%	4	40	9.1%	6	38	13.6%	27	17	61.4%	24	20	54.5%	13	31	29.5%
VISTA CAR PARK		DISABLED BAY		6	0	6	0.0%	1	5	16.7%	3	3	50.0%	0	6	0.0%	1	5	16.7%	0	6	0.0%	0	6	0.0%
		UNRESTRICTED STRETCH OF ROAD IN CAR PARK		5	5	0	100.0%	4	1	80.0%	4	1	80.0%	2	3	40.0%	4	1	80.0%	4	1	80.0%	0	5	0.0%
		PAY AND DISPLAY BAYS		61	10	51	16.4%	24	37	39.3%	41	20	67.2%	6	55	9.8%	22	39	36.1%	15	46	24.6%	13	48	21.3%
		LINCOLCSHIRE COUNTY COUNCIL OFFICE BAYS		27	3	24	11.1%	3	24	11.1%	13	14	48.1%	2	25	7.4%	17	10	63.0%	13	14	48.1%	7	20	25.9%
HERRING LANE CAR PARK		PAY AND DISPLAY BAYS		74	35	39	47.3%	44	38	53.7%	57	17	77.0%	3	71	4.1%	37	37	50.0%	29	45	39.2%	22	52	29.7%
		DISABLED BAY		4	4	0	100.0%	4	0	100.0%	4	0	100.0%	3	1	75.0%	1	3	25.0%	2	2	50.0%	0	4	0.0%

Appendix: G – Ambulance Swept Path Analysis

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk



Ambulance	
Overall Length	5.461m
Overall Width	2.020m
Overall Body Height	2.498m
Min Body Ground Clearance	0.225m
Track Width	1.860m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.500m

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

FORMER BULL AND MONKIE PUB, SPALDING

TITLE:

AMBULANCE SWEPT PATH ANALYSIS

SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:200	CT	13/03/2023
PROJECT No:	DRAWING No:	
3943	SK02 REV A	

Appendix: H – TRICS Datasheet (Existing Use)

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Calculation Reference: AUDIT-743101-230201-0243

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	2 days
05	EAST MIDLANDS		
	NM	WEST NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
09	NORTH		
	DH	DURHAM	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: Gross floor area
Actual Range: 175 to 694 (units: sqm)
Range Selected by User: 175 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 01/03/20

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:

Friday	3 days
Saturday	1 days
Sunday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Edge of Town	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:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
Retail 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	2 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	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
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	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1	DC-06-C-01 MONMOUTH ROAD DORCHESTER	PUB/RESTAURANT		DORSET
	Edge of Town Centre Residential Zone Total Gross floor area:		175 sqm	
	Survey date: SUNDAY		*18/09/16*	*Survey Type: MANUAL*
2	DC-06-C-02 ALINGTON AVENUE DORCHESTER	PUB/RESTAURANT		DORSET
	Edge of Town Residential Zone Total Gross floor area:		400 sqm	
	Survey date: SUNDAY		*18/09/16*	*Survey Type: MANUAL*
3	DH-06-C-02 STADIUM WAY BISHOP AUCKLAND TINDALE	PUB/RESTAURANT		DURHAM
	Edge of Town Retail Zone Total Gross floor area:		450 sqm	
	Survey date: FRIDAY		*31/03/17*	*Survey Type: MANUAL*
4	EC-06-C-01 OXFORD ROAD MACCLESFIELD	PUB/RESTAURANT		CHESHIRE EAST
	Edge of Town Centre No Sub Category Total Gross floor area:		471 sqm	
	Survey date: FRIDAY		*10/11/17*	*Survey Type: MANUAL*
5	NM-06-C-01 BEDFORD ROAD NORTHAMPTON BRACKMILLS	PUB/RESTAURANT		WEST NORTHAMPTONSHIRE
	Edge of Town Commercial Zone Total Gross floor area:		620 sqm	
	Survey date: FRIDAY		*11/11/16*	*Survey Type: MANUAL*
6	WY-06-C-05 PIONEER WAY CASTLEFORD	PUB/RESTAURANT		WEST YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:		694 sqm	
	Survey date: SATURDAY		*20/05/17*	*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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.34

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	527	0.645	5	527	0.607	5	527	1.252
11:00 - 12:00	6	468	1.566	6	468	0.890	6	468	2.456
12:00 - 13:00	6	468	4.662	6	468	1.317	6	468	5.979
13:00 - 14:00	6	468	3.238	6	468	2.989	6	468	6.227
14:00 - 15:00	6	468	1.957	6	468	3.167	6	468	5.124
15:00 - 16:00	6	468	1.993	6	468	2.064	6	468	4.057
16:00 - 17:00	6	468	2.811	6	468	2.135	6	468	4.946
17:00 - 18:00	6	468	3.416	6	468	2.491	6	468	5.907
18:00 - 19:00	6	468	2.456	6	468	2.527	6	468	4.983
19:00 - 20:00	6	468	2.420	6	468	3.203	6	468	5.623
20:00 - 21:00	6	468	1.423	6	468	2.278	6	468	3.701
21:00 - 22:00	6	468	1.423	6	468	1.744	6	468	3.167
22:00 - 23:00	6	468	0.391	6	468	2.028	6	468	2.419
23:00 - 24:00	4	374	0.067	4	374	0.735	4	374	0.802
Total Rates:			28.468			28.175			56.643

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:	175 - 694 (units: sqm)
Survey date date range:	01/01/12 - 01/03/20
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	1
Number of Sundays:	2
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	527	0.000	5	527	0.000	5	527	0.000
11:00 - 12:00	6	468	0.036	6	468	0.036	6	468	0.072
12:00 - 13:00	6	468	0.000	6	468	0.000	6	468	0.000
13:00 - 14:00	6	468	0.000	6	468	0.000	6	468	0.000
14:00 - 15:00	6	468	0.000	6	468	0.000	6	468	0.000
15:00 - 16:00	6	468	0.000	6	468	0.000	6	468	0.000
16:00 - 17:00	6	468	0.000	6	468	0.000	6	468	0.000
17:00 - 18:00	6	468	0.000	6	468	0.000	6	468	0.000
18:00 - 19:00	6	468	0.000	6	468	0.000	6	468	0.000
19:00 - 20:00	6	468	0.000	6	468	0.000	6	468	0.000
20:00 - 21:00	6	468	0.000	6	468	0.000	6	468	0.000
21:00 - 22:00	6	468	0.000	6	468	0.000	6	468	0.000
22:00 - 23:00	6	468	0.000	6	468	0.000	6	468	0.000
23:00 - 24:00	4	374	0.000	4	374	0.000	4	374	0.000
Total Rates:			0.036			0.036			0.072

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	527	0.000	5	527	0.000	5	527	0.000
11:00 - 12:00	6	468	0.000	6	468	0.000	6	468	0.000
12:00 - 13:00	6	468	0.036	6	468	0.000	6	468	0.036
13:00 - 14:00	6	468	0.071	6	468	0.036	6	468	0.107
14:00 - 15:00	6	468	0.000	6	468	0.071	6	468	0.071
15:00 - 16:00	6	468	0.000	6	468	0.000	6	468	0.000
16:00 - 17:00	6	468	0.000	6	468	0.000	6	468	0.000
17:00 - 18:00	6	468	0.142	6	468	0.142	6	468	0.284
18:00 - 19:00	6	468	0.000	6	468	0.000	6	468	0.000
19:00 - 20:00	6	468	0.000	6	468	0.000	6	468	0.000
20:00 - 21:00	6	468	0.000	6	468	0.000	6	468	0.000
21:00 - 22:00	6	468	0.036	6	468	0.036	6	468	0.072
22:00 - 23:00	6	468	0.000	6	468	0.000	6	468	0.000
23:00 - 24:00	4	374	0.000	4	374	0.000	4	374	0.000
Total Rates:			0.285			0.285			0.570

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	527	0.152	5	527	0.000	5	527	0.152
11:00 - 12:00	6	468	0.498	6	468	0.107	6	468	0.605
12:00 - 13:00	6	468	1.103	6	468	0.356	6	468	1.459
13:00 - 14:00	6	468	1.637	6	468	1.032	6	468	2.669
14:00 - 15:00	6	468	0.427	6	468	0.854	6	468	1.281
15:00 - 16:00	6	468	1.317	6	468	0.534	6	468	1.851
16:00 - 17:00	6	468	1.103	6	468	1.174	6	468	2.277
17:00 - 18:00	6	468	0.996	6	468	0.925	6	468	1.921
18:00 - 19:00	6	468	0.996	6	468	1.317	6	468	2.313
19:00 - 20:00	6	468	1.317	6	468	1.530	6	468	2.847
20:00 - 21:00	6	468	0.285	6	468	1.139	6	468	1.424
21:00 - 22:00	6	468	0.356	6	468	0.498	6	468	0.854
22:00 - 23:00	6	468	0.071	6	468	0.498	6	468	0.569
23:00 - 24:00	4	374	0.000	4	374	0.267	4	374	0.267
Total Rates:			10.258			10.231			20.489

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	527	0.000	5	527	0.000	5	527	0.000
11:00 - 12:00	6	468	0.071	6	468	0.036	6	468	0.107
12:00 - 13:00	6	468	0.000	6	468	0.036	6	468	0.036
13:00 - 14:00	6	468	0.000	6	468	0.036	6	468	0.036
14:00 - 15:00	6	468	0.000	6	468	0.000	6	468	0.000
15:00 - 16:00	6	468	0.071	6	468	0.000	6	468	0.071
16:00 - 17:00	6	468	0.000	6	468	0.036	6	468	0.036
17:00 - 18:00	6	468	0.000	6	468	0.000	6	468	0.000
18:00 - 19:00	6	468	0.000	6	468	0.036	6	468	0.036
19:00 - 20:00	6	468	0.000	6	468	0.000	6	468	0.000
20:00 - 21:00	6	468	0.000	6	468	0.000	6	468	0.000
21:00 - 22:00	6	468	0.000	6	468	0.000	6	468	0.000
22:00 - 23:00	6	468	0.000	6	468	0.000	6	468	0.000
23:00 - 24:00	4	374	0.000	4	374	0.000	4	374	0.000
Total Rates:			0.142			0.180			0.322

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.34

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	527	1.176	5	527	0.911	5	527	2.087
11:00 - 12:00	6	468	3.345	6	468	1.317	6	468	4.662
12:00 - 13:00	6	468	10.996	6	468	2.669	6	468	13.665
13:00 - 14:00	6	468	8.612	6	468	7.189	6	468	15.801
14:00 - 15:00	6	468	4.270	6	468	9.288	6	468	13.558
15:00 - 16:00	6	468	5.587	6	468	5.018	6	468	10.605
16:00 - 17:00	6	468	7.117	6	468	5.516	6	468	12.633
17:00 - 18:00	6	468	7.402	6	468	5.694	6	468	13.096
18:00 - 19:00	6	468	5.836	6	468	6.192	6	468	12.028
19:00 - 20:00	6	468	5.231	6	468	7.865	6	468	13.096
20:00 - 21:00	6	468	2.420	6	468	5.409	6	468	7.829
21:00 - 22:00	6	468	3.203	6	468	3.772	6	468	6.975
22:00 - 23:00	6	468	0.676	6	468	4.093	6	468	4.769
23:00 - 24:00	4	374	0.201	4	374	1.404	4	374	1.605
Total Rates:			66.072			66.337			132.409

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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	5	527	0.569	5	527	0.569	5	527	1.138
11:00 - 12:00	6	468	1.388	6	468	0.747	6	468	2.135
12:00 - 13:00	6	468	4.520	6	468	1.246	6	468	5.766
13:00 - 14:00	6	468	2.847	6	468	2.633	6	468	5.480
14:00 - 15:00	6	468	1.708	6	468	2.847	6	468	4.555
15:00 - 16:00	6	468	1.779	6	468	1.922	6	468	3.701
16:00 - 17:00	6	468	2.562	6	468	1.886	6	468	4.448
17:00 - 18:00	6	468	3.274	6	468	2.278	6	468	5.552
18:00 - 19:00	6	468	2.278	6	468	2.313	6	468	4.591
19:00 - 20:00	6	468	2.171	6	468	2.883	6	468	5.054
20:00 - 21:00	6	468	1.352	6	468	2.171	6	468	3.523
21:00 - 22:00	6	468	1.246	6	468	1.566	6	468	2.812
22:00 - 23:00	6	468	0.320	6	468	1.957	6	468	2.277
23:00 - 24:00	4	374	0.067	4	374	0.668	4	374	0.735
Total Rates:			26.081			25.686			51.767

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

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

Appendix: I – TRICS Datasheet (Proposed Use)

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Calculation Reference: AUDIT-743101-230131-0154

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	SS	SOUTHEND ON SEA	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 17 to 37 (units:)
Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 01/03/20

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	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:

Edge of Town Centre	2
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	3
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C2	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

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	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:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	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	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	BP-05-F-01	NURSING HOME		BLACKPOOL
	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	HF-05-F-02	NURSING HOME		HERTFORDSHIRE
	BEACONSFIELD ROAD			
	ST ALBANS			
	Edge of Town Centre			
	No Sub Category			
	Total Number of residents:		25	
	Survey date: TUESDAY		*01/10/13*	*Survey Type: MANUAL*
3	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*
4	SS-05-F-01	NURSING HOME		SOUTHEND ON SEA
	WINSTON AVENUE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:		17	
	Survey date: THURSDAY		*24/10/13*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	28	0.036	4	28	0.055	4	28	0.091
08:00 - 09:00	4	28	0.036	4	28	0.027	4	28	0.063
09:00 - 10:00	4	28	0.091	4	28	0.055	4	28	0.146
10:00 - 11:00	4	28	0.100	4	28	0.064	4	28	0.164
11:00 - 12:00	4	28	0.109	4	28	0.145	4	28	0.254
12:00 - 13:00	4	28	0.055	4	28	0.055	4	28	0.110
13:00 - 14:00	4	28	0.145	4	28	0.027	4	28	0.172
14:00 - 15:00	4	28	0.073	4	28	0.145	4	28	0.218
15:00 - 16:00	4	28	0.091	4	28	0.155	4	28	0.246
16:00 - 17:00	4	28	0.073	4	28	0.136	4	28	0.209
17:00 - 18:00	4	28	0.045	4	28	0.045	4	28	0.090
18:00 - 19:00	4	28	0.036	4	28	0.027	4	28	0.063
19:00 - 20:00	4	28	0.018	4	28	0.036	4	28	0.054
20:00 - 21:00	4	28	0.036	4	28	0.027	4	28	0.063
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.944			0.999			1.943

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:	17 - 37 (units:)
Survey date date range:	01/01/12 - 01/03/20
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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL OGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	28	0.000	4	28	0.000	4	28	0.000
08:00 - 09:00	4	28	0.000	4	28	0.000	4	28	0.000
09:00 - 10:00	4	28	0.000	4	28	0.000	4	28	0.000
10:00 - 11:00	4	28	0.000	4	28	0.000	4	28	0.000
11:00 - 12:00	4	28	0.009	4	28	0.009	4	28	0.018
12:00 - 13:00	4	28	0.000	4	28	0.000	4	28	0.000
13:00 - 14:00	4	28	0.000	4	28	0.000	4	28	0.000
14:00 - 15:00	4	28	0.000	4	28	0.000	4	28	0.000
15:00 - 16:00	4	28	0.009	4	28	0.009	4	28	0.018
16:00 - 17:00	4	28	0.000	4	28	0.000	4	28	0.000
17:00 - 18:00	4	28	0.000	4	28	0.000	4	28	0.000
18:00 - 19:00	4	28	0.000	4	28	0.000	4	28	0.000
19:00 - 20:00	4	28	0.000	4	28	0.000	4	28	0.000
20:00 - 21:00	4	28	0.000	4	28	0.000	4	28	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	28	0.000	4	28	0.000	4	28	0.000
08:00 - 09:00	4	28	0.009	4	28	0.000	4	28	0.009
09:00 - 10:00	4	28	0.000	4	28	0.009	4	28	0.009
10:00 - 11:00	4	28	0.000	4	28	0.000	4	28	0.000
11:00 - 12:00	4	28	0.009	4	28	0.009	4	28	0.018
12:00 - 13:00	4	28	0.000	4	28	0.000	4	28	0.000
13:00 - 14:00	4	28	0.000	4	28	0.000	4	28	0.000
14:00 - 15:00	4	28	0.000	4	28	0.000	4	28	0.000
15:00 - 16:00	4	28	0.009	4	28	0.000	4	28	0.009
16:00 - 17:00	4	28	0.000	4	28	0.000	4	28	0.000
17:00 - 18:00	4	28	0.000	4	28	0.009	4	28	0.009
18:00 - 19:00	4	28	0.000	4	28	0.000	4	28	0.000
19:00 - 20:00	4	28	0.000	4	28	0.000	4	28	0.000
20:00 - 21:00	4	28	0.000	4	28	0.000	4	28	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	28	0.027	4	28	0.009	4	28	0.036
08:00 - 09:00	4	28	0.045	4	28	0.036	4	28	0.081
09:00 - 10:00	4	28	0.045	4	28	0.009	4	28	0.054
10:00 - 11:00	4	28	0.018	4	28	0.009	4	28	0.027
11:00 - 12:00	4	28	0.018	4	28	0.045	4	28	0.063
12:00 - 13:00	4	28	0.009	4	28	0.018	4	28	0.027
13:00 - 14:00	4	28	0.036	4	28	0.036	4	28	0.072
14:00 - 15:00	4	28	0.027	4	28	0.073	4	28	0.100
15:00 - 16:00	4	28	0.018	4	28	0.009	4	28	0.027
16:00 - 17:00	4	28	0.036	4	28	0.009	4	28	0.045
17:00 - 18:00	4	28	0.000	4	28	0.009	4	28	0.009
18:00 - 19:00	4	28	0.027	4	28	0.036	4	28	0.063
19:00 - 20:00	4	28	0.027	4	28	0.045	4	28	0.072
20:00 - 21:00	4	28	0.009	4	28	0.000	4	28	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.342			0.343			0.685

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	28	0.000	4	28	0.000	4	28	0.000
08:00 - 09:00	4	28	0.000	4	28	0.009	4	28	0.009
09:00 - 10:00	4	28	0.009	4	28	0.009	4	28	0.018
10:00 - 11:00	4	28	0.000	4	28	0.000	4	28	0.000
11:00 - 12:00	4	28	0.000	4	28	0.000	4	28	0.000
12:00 - 13:00	4	28	0.009	4	28	0.000	4	28	0.009
13:00 - 14:00	4	28	0.000	4	28	0.000	4	28	0.000
14:00 - 15:00	4	28	0.018	4	28	0.000	4	28	0.018
15:00 - 16:00	4	28	0.000	4	28	0.018	4	28	0.018
16:00 - 17:00	4	28	0.000	4	28	0.009	4	28	0.009
17:00 - 18:00	4	28	0.000	4	28	0.000	4	28	0.000
18:00 - 19:00	4	28	0.000	4	28	0.000	4	28	0.000
19:00 - 20:00	4	28	0.000	4	28	0.000	4	28	0.000
20:00 - 21:00	4	28	0.000	4	28	0.000	4	28	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.045			0.081

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	28	0.073	4	28	0.127	4	28	0.200
08:00 - 09:00	4	28	0.109	4	28	0.073	4	28	0.182
09:00 - 10:00	4	28	0.173	4	28	0.100	4	28	0.273
10:00 - 11:00	4	28	0.118	4	28	0.073	4	28	0.191
11:00 - 12:00	4	28	0.164	4	28	0.218	4	28	0.382
12:00 - 13:00	4	28	0.100	4	28	0.082	4	28	0.182
13:00 - 14:00	4	28	0.218	4	28	0.073	4	28	0.291
14:00 - 15:00	4	28	0.136	4	28	0.273	4	28	0.409
15:00 - 16:00	4	28	0.136	4	28	0.218	4	28	0.354
16:00 - 17:00	4	28	0.145	4	28	0.191	4	28	0.336
17:00 - 18:00	4	28	0.055	4	28	0.073	4	28	0.128
18:00 - 19:00	4	28	0.091	4	28	0.073	4	28	0.164
19:00 - 20:00	4	28	0.045	4	28	0.100	4	28	0.145
20:00 - 21:00	4	28	0.045	4	28	0.027	4	28	0.072
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.608			1.701			3.309

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CARS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	28	0.027	4	28	0.036	4	28	0.063
08:00 - 09:00	4	28	0.036	4	28	0.027	4	28	0.063
09:00 - 10:00	4	28	0.073	4	28	0.045	4	28	0.118
10:00 - 11:00	4	28	0.091	4	28	0.045	4	28	0.136
11:00 - 12:00	4	28	0.073	4	28	0.118	4	28	0.191
12:00 - 13:00	4	28	0.055	4	28	0.055	4	28	0.110
13:00 - 14:00	4	28	0.100	4	28	0.009	4	28	0.109
14:00 - 15:00	4	28	0.064	4	28	0.127	4	28	0.191
15:00 - 16:00	4	28	0.064	4	28	0.118	4	28	0.182
16:00 - 17:00	4	28	0.045	4	28	0.118	4	28	0.163
17:00 - 18:00	4	28	0.045	4	28	0.036	4	28	0.081
18:00 - 19:00	4	28	0.036	4	28	0.027	4	28	0.063
19:00 - 20:00	4	28	0.018	4	28	0.036	4	28	0.054
20:00 - 21:00	4	28	0.036	4	28	0.027	4	28	0.063
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.763			0.824			1.587

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.*