Member of iPRT Group of Companies





itransport statement

Proposed 69 Care Units Development

Land south of Windmill Court

27 Roman Bank

Spalding, PE12 6LG

Creative Minds, *Intelligent Thinking*

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CONTACT

☎ *0845 47 48 851*

itransportplanning@outlook.com

www.iprtgroup.com

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Leading Consultant CV Awards 2016, 2017, 2022
CIHT Chartered Consultancy
CIHT Diversity & Inclusion Charter
The Fisher Cassie Award 1998
The Royal Academy of Engineering Leadership Award 1997

i. The proposal comprises 69no. x 1-bed Care Units development (Use Class C2) on the land to the south of Windmill Court, 27 Roman Bank, Spalding, PE12 6LG, google maps link https://bit.ly/3WjNYms .

ii. ***The development will be available only to individuals who meet a minimum level of care requirement and as such residents will be assessed for a place based upon the level of care that they require.***

iii. The application site is located in a well-established residential area with local amenities and public transport available on foot, by cycle and public transport. Therefore, the development proposals are in line with the relevant national, regional and local transport policies where, at the heart of the NPPF, is a presumption in favour of sustainable development.

iv. Taking into consideration that the nature of the development, any nearby committed or highway network changes will not have an impact on the findings of this Analysis.

v. It is anticipated that the development would attract the usual servicing requirements such as refuse collection, post and internet deliveries; a layby / loading bay is provided within the site for LGVs, ambulance and taxis with refuse being serviced directly from Roman Bank. The development layout will allow for all turning manoeuvres to be accommodated within the site; vehicles will enter and egress in a forward gear.

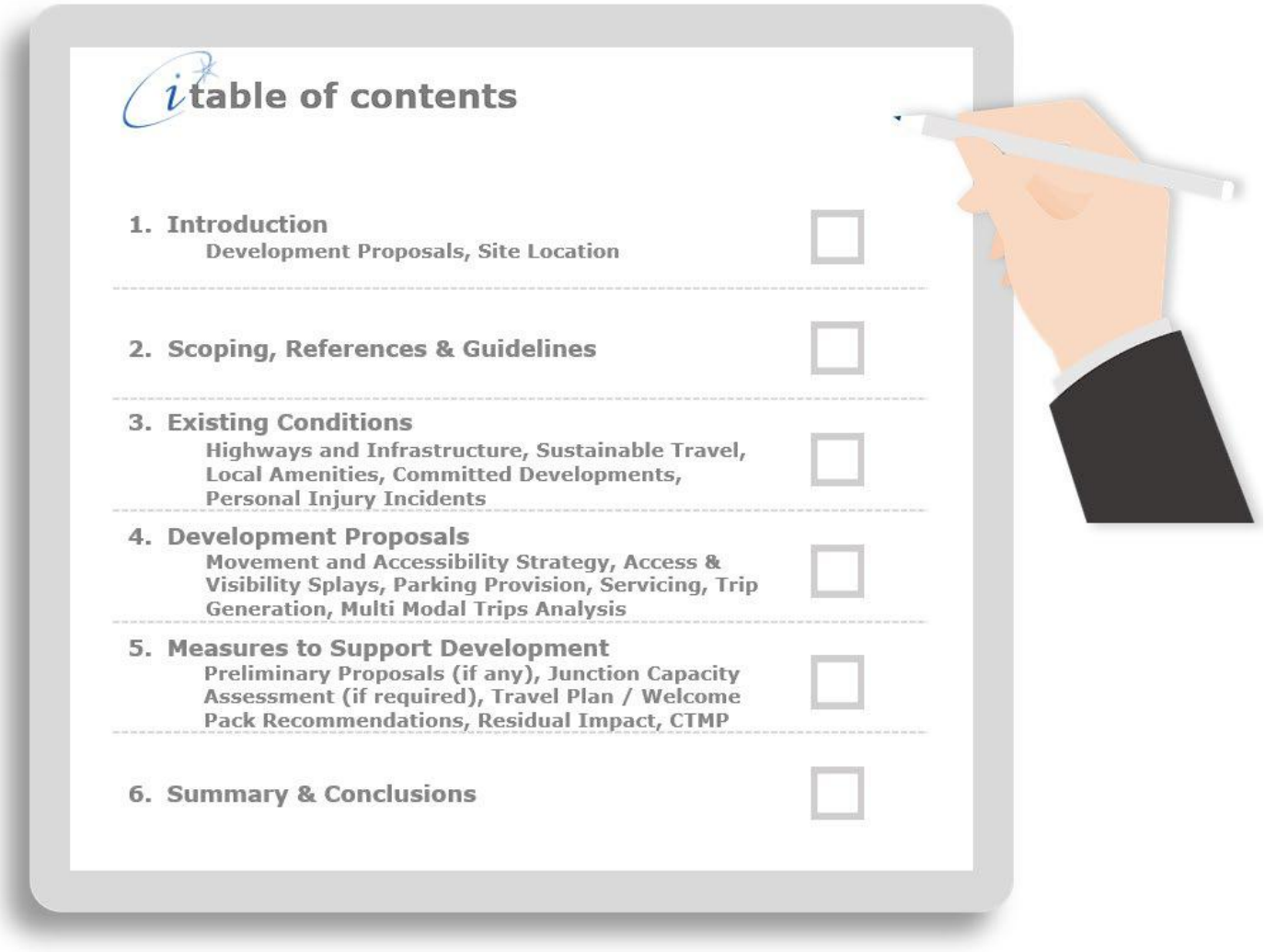
vi. 24 Car and 10 cycle parking are provided having regards to the revised NPPF of July 2021, SELLP Appendix 6 Parking Standards.

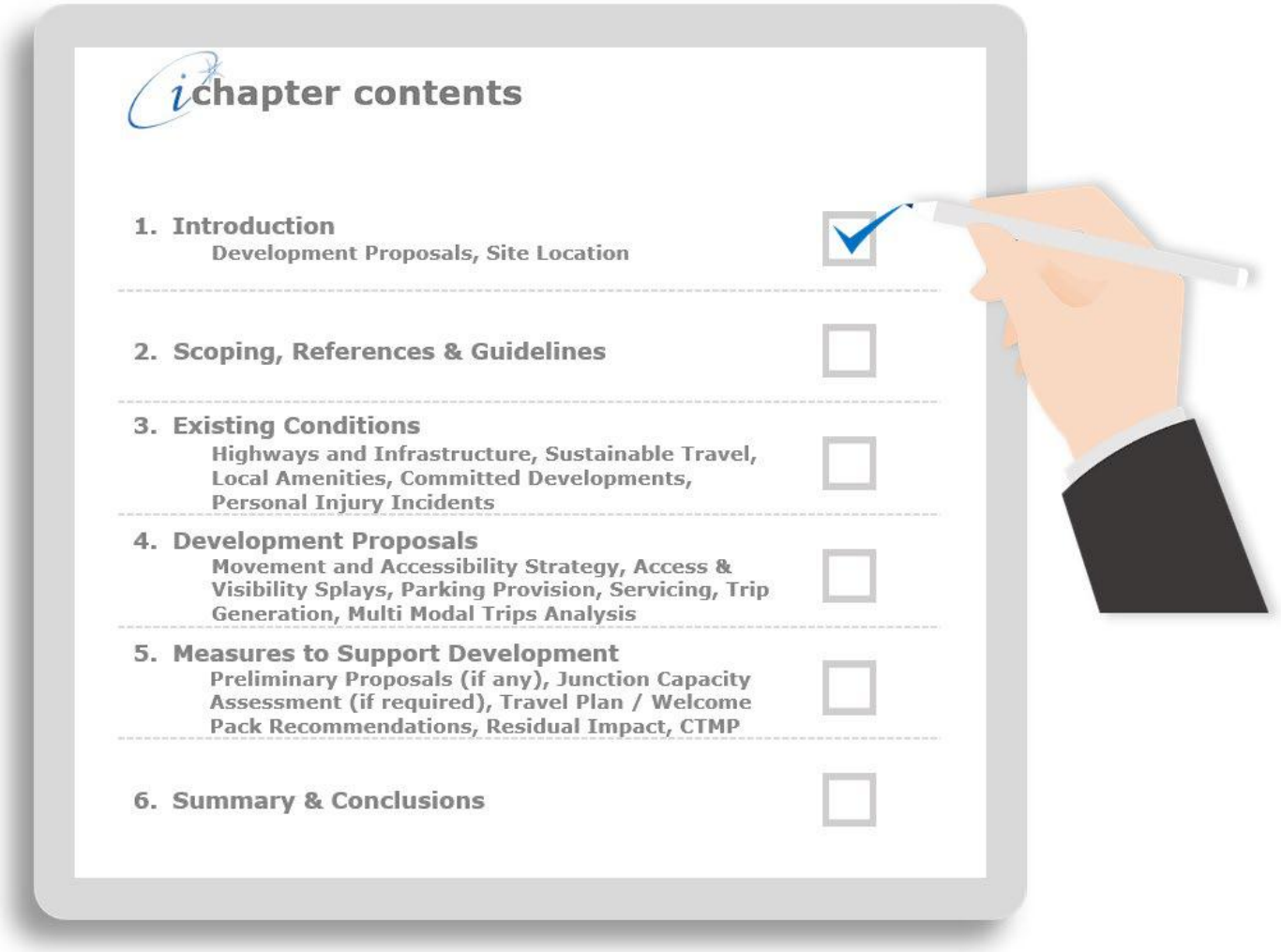
vii. Travel Plan Statement is produced incorporating personalised travel planning to promote and enhance the sustainability and accessibility of the site.

viii. The Analysis has therefore demonstrated that:

- All person trips can be accommodated within the existing infrastructure.
- 1.8m paved footway will be provided along the site frontage; Noother mitigation proposals are required; and
- The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 111 of the Revised NPPF.

ix. It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network and as such, there are no transport / highways reasons for refusal of planning permission.


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1.1 iTransport Planning, a specialist member of iPRT Group of companies, has been commissioned by the Applicant to provide a Transport Statement Analysis (Analysis) for the proposed 69no. x 1-bed Care Units development (Use Class C2) on the land to the south of Windmill Court, 27 Roman Bank, Spalding, PE12 6LG, google maps link https://bit.ly/3WjNYms. (Figure 1.1).

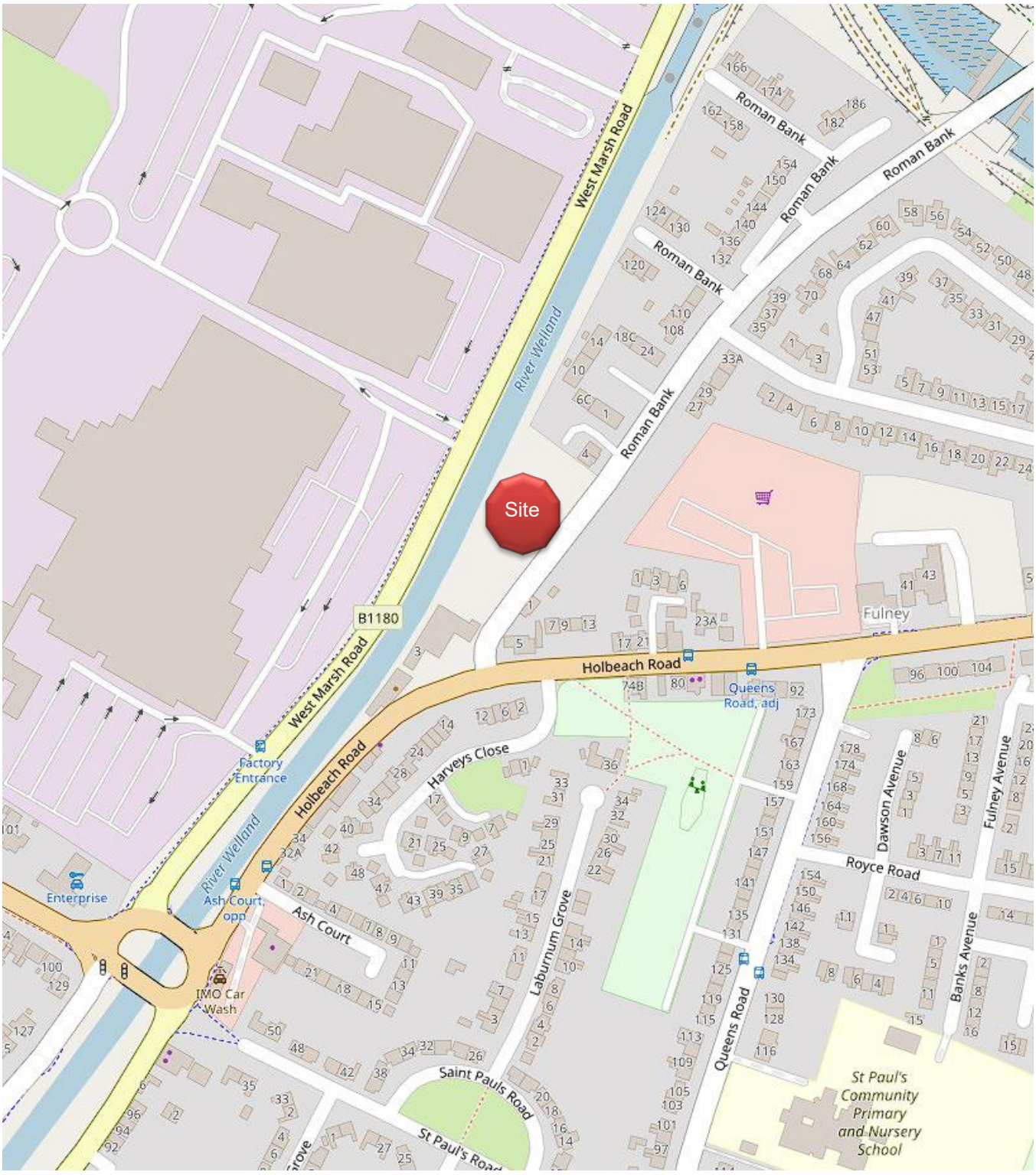
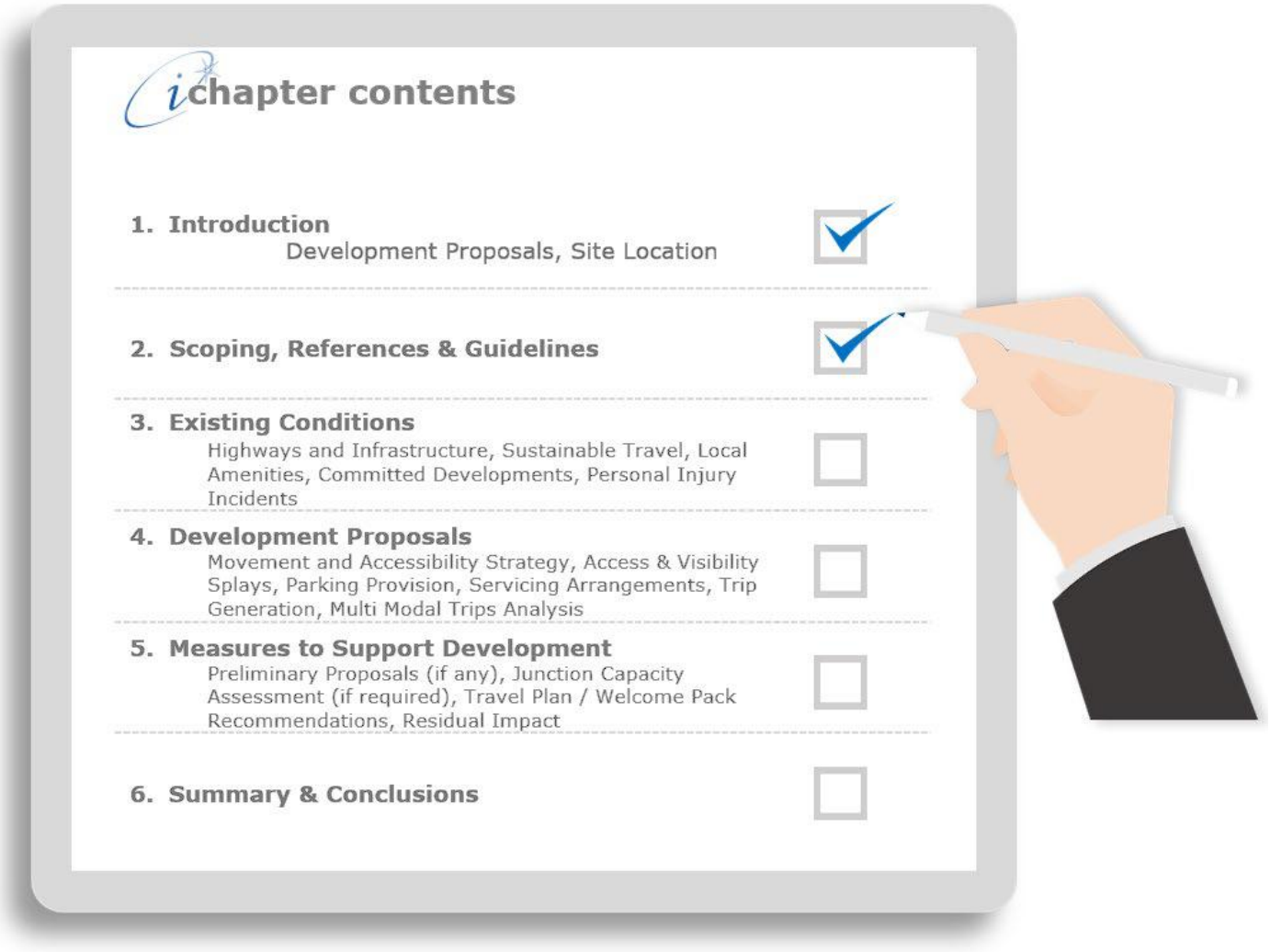


Figure 1.1
Illustrative site location

POLICY-FOCUSED ETHICAL APPROACH

1.2 *Where applicable*, iTP sought to provide an assessment of the impacts of the proposed development on the local highway network by utilising observed data and forecasting trip generation, distribution and future traffic growth using industry accepted techniques to present the LHA with a robust assessment.



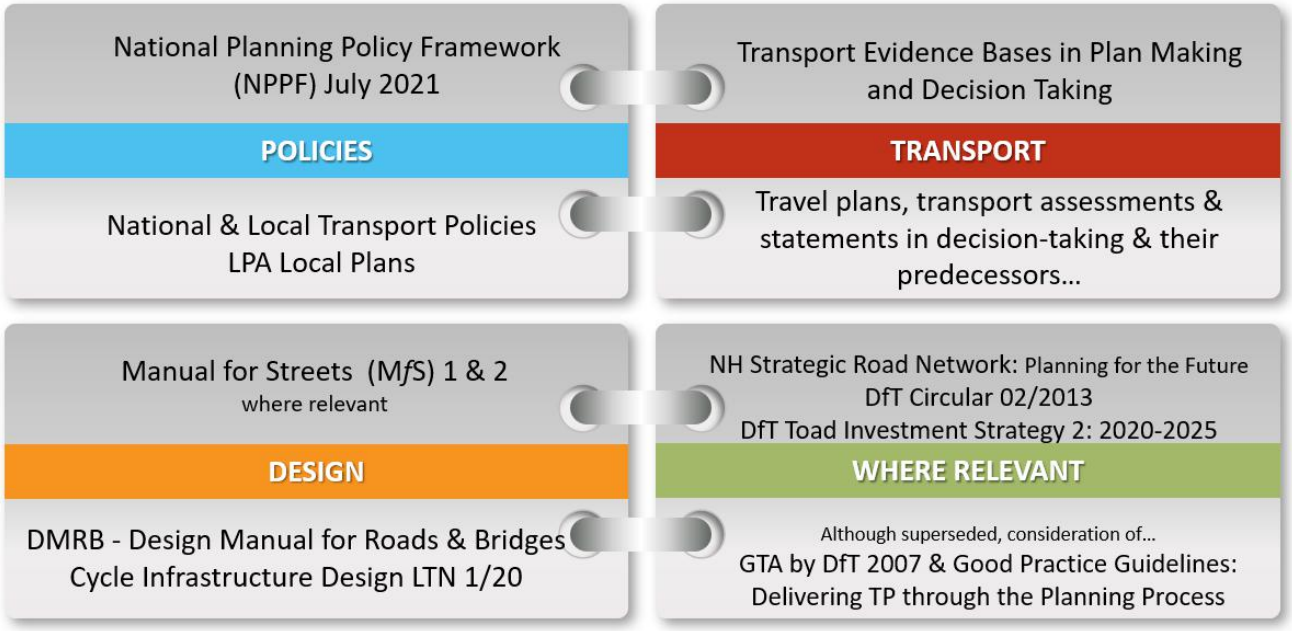

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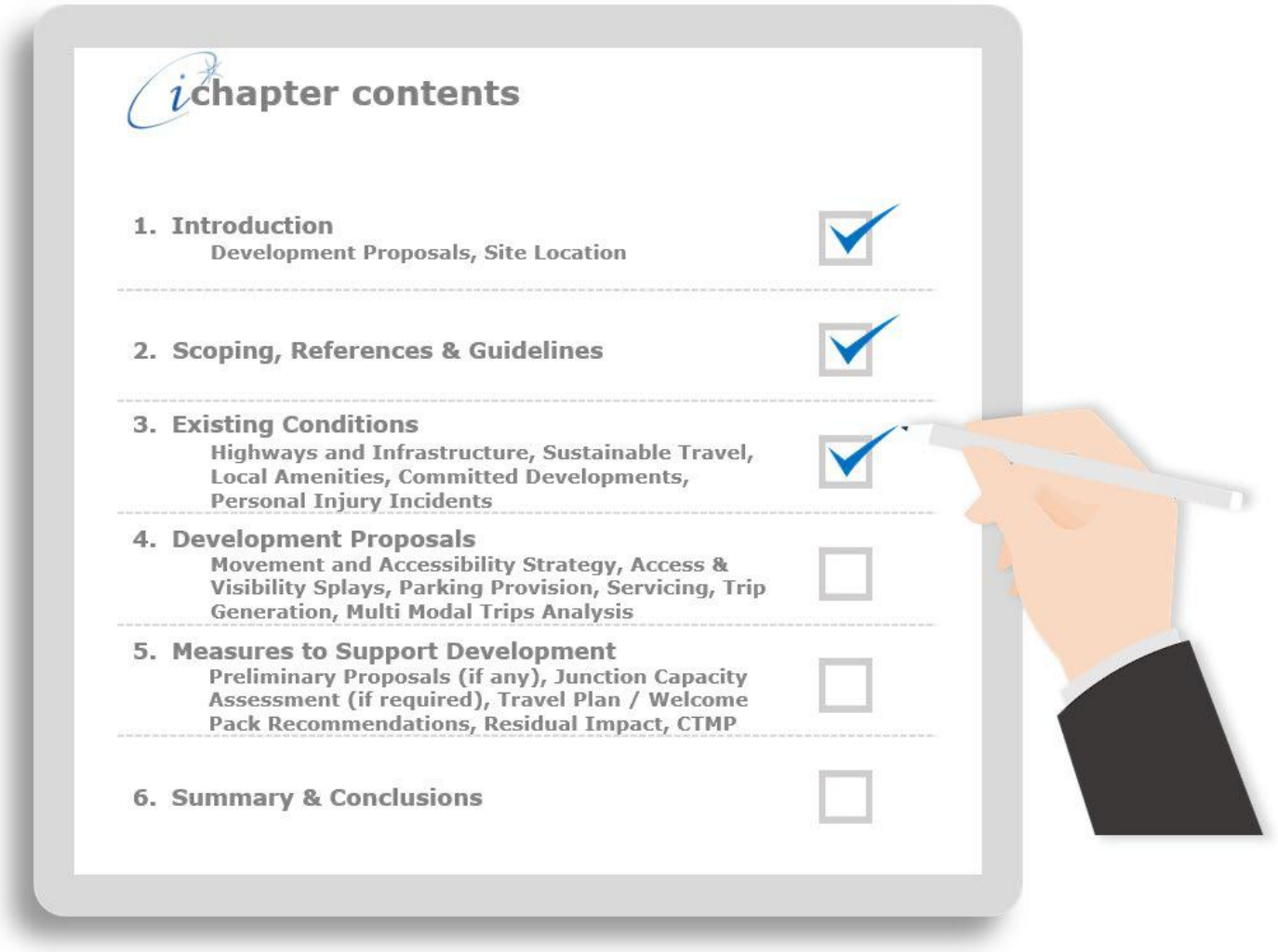
2.1 This Analysis in line with the Road Map and Contents on Page 4 and the pre-app comments received on 25th Nov 2022.

REFERENCES & GUIDELINES

2.2 Technical References are annotated as Ref: xx and for simplicity, a summary is included in the Appendices with full details available upon request.

2.3 Where relevant, the Analysis will be in line with LCC 4th Local Transport Plan, SELLP Car and Cycle Parking (Appendix 6) and:




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EXISTING INFRASTRUCTURE

3.1 In the vicinity of the application site, Roman Bank is c. 5.5m wide two-way single carriageway with paved footways, street lighting and 30mph as demonstrated in Figure 3.1 below. Along the site frontage and east, the footway is shared cycle / pedestrian.



Figure 3.1
Key Infrastructure Features in the vicinity of the application site

SUSTAINABLE MODES OF TRAVEL

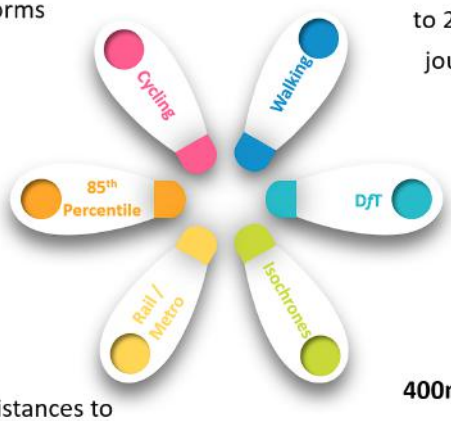
NTS, CIHT & Sustrans

Cycling substitute for short car trips, particularly under 5km Ref: 6 & forms part of a longer journey by public transport

Bus	**810 m**	Ref: 4
Walking	**1.95 km**	Ref: 5
Cycling	**7.25 km**	Ref: 6
Rail	**1.61 km**	Ref: 4

NTS & CIHT

Walking is a viable travel choice up to 2000 m (25 mins) where short journeys are required Ref: 4 & 5



Cycling & walking to become the norm by 2040 Ref: 6

Reasonable walking distances to ***"Rail"*** is 1000m with 85th percentile **1.61km**

400m, 800m, 2km & 5km isochrones available upon request

Bus Services

3.2 There are a number of bus services well within 300m as demonstrated in Figure 3.3 a summary of which is attached in Figure 3.2 with full timetables found at https://www.geopunk.co.uk/locality/E0057562

BUS SERVICE	ROUTE	*DAYTIME FREQUENCY (MINS)		
		M-F	SAT	SUN
505	Kings Lynn - Spalding	30		60
43	Sutton St James – Spalding (not Thursday)	One AM out, mid day return		-
B3X	Boston – Spalding			
G76	Gosberton Risegate - Spalding	scholar		
IT2	Spalding Into Town	60		
301	Spalding - Stamford	60	-	-
302	Spalding - Bourne	scholar		

Figure 3.2
Summary bus services

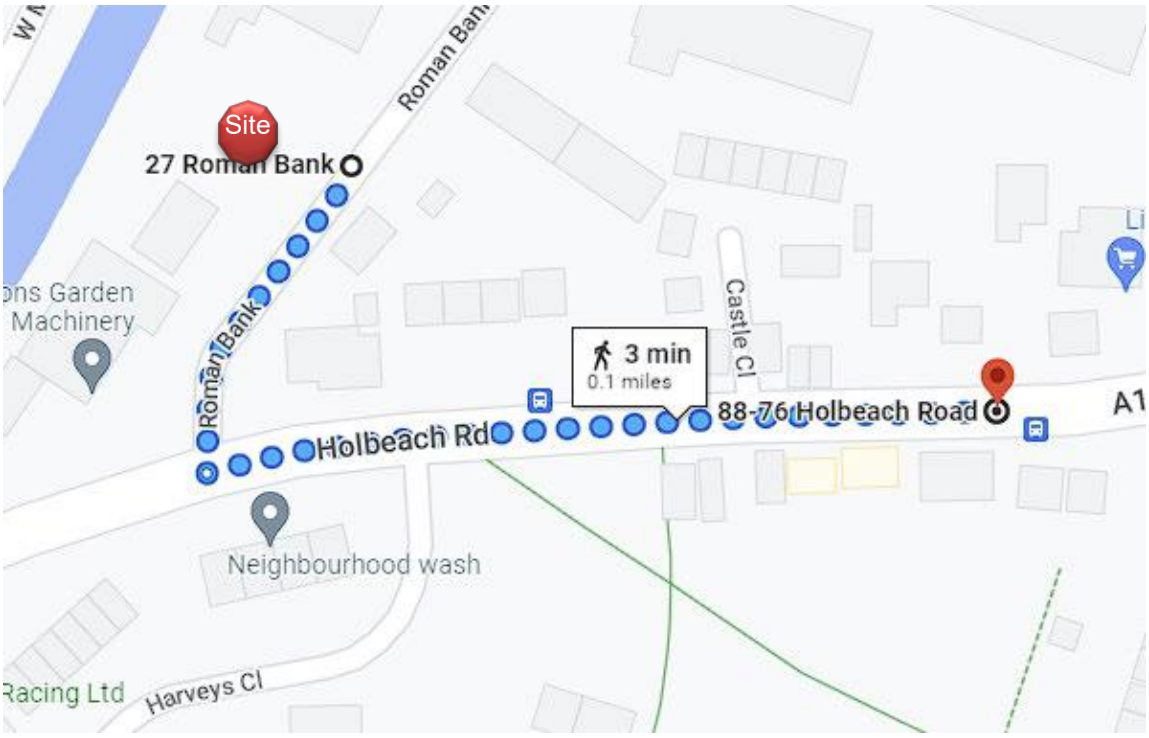


Figure 3.3
Public transport location relative to the site

3.3 Further, Spalding CallConnect operates six-days-a-week: 7am-7pm, Monday-Friday, and 7:30am-6:30pm on Saturdays. CallConnect Spalding has a large operating area from Crowland to Donington and includes Springfields Shopping and Garden Centre, Baytree Owl and Wildlife Centre and Moulton Windmill. There is a comprehensive network of bus services in and around Spalding town centre.

3.4 CallConnect does not offer town journeys in Spalding except for passengers who have mobility impairment and may use mobility aids such as wheelchairs and walking frames



Locations Served

Austendike
Burtey Fen
Cowbit
Cowbit Common
Crossgate
Crowland
Crowland Falls
Deeping Fen
Deeping St Nicholas
Donington
Dowsdale
Gedney Hill
Gosberton
Gosberton Cheal
Gosberton Clough
Gosberton
Risegate
Gosberton Fen
Guthram Gowt
Holbeach Drove
Hop Pole
Low Fulney
Moulton
Moulton Chapel
Moulton Seas End
Moulton Eaugate
Moulton Fen
Moulton Marsh
Northgate
Northorpe By Donington
Pinchbeck
Pode Hole
Quadring
Quadring Eaudike
Shepheau Stow
Spalding
Spalding Common
Spalding Fulney
Surfleet
Surfleet Seas End
Throckenholt
Tongue End
Westhorpe by Gosberton
Weston
Whaplode St Catherine
Whaplode Drove
Weston Hills
West Pinchbeck

Rail

Spalding Railway Station

3.5 Spalding Railway station is within 9mins cycle ride / c. 24mins on foot. On weekdays and Saturdays, the station is generally served by an hourly service northbound to Lincoln via Sleaford and southbound to Peterborough. Five trains per day are extended beyond Lincoln to Doncaster. The station is also served by a single daily service to and from Newark North Gate.

3.6 Interestingly, the station has 16 cycle spaces which deems a multi-modal sustainable travel a realistic and viable option. Many train operators do not require reservation for a space and carry bicycles at no extra cost.

Car Sharing

3.7 Liftshare.com and faxi.co.uk are examples of many car-sharing platforms operating throughout the UK. The programmes allow staff (and potentially visitors) to sign up and view any car-sharing opportunities in their area and this sustainable option will be promoted as part of the Welcome Pack package (discussed in Chapter 5).

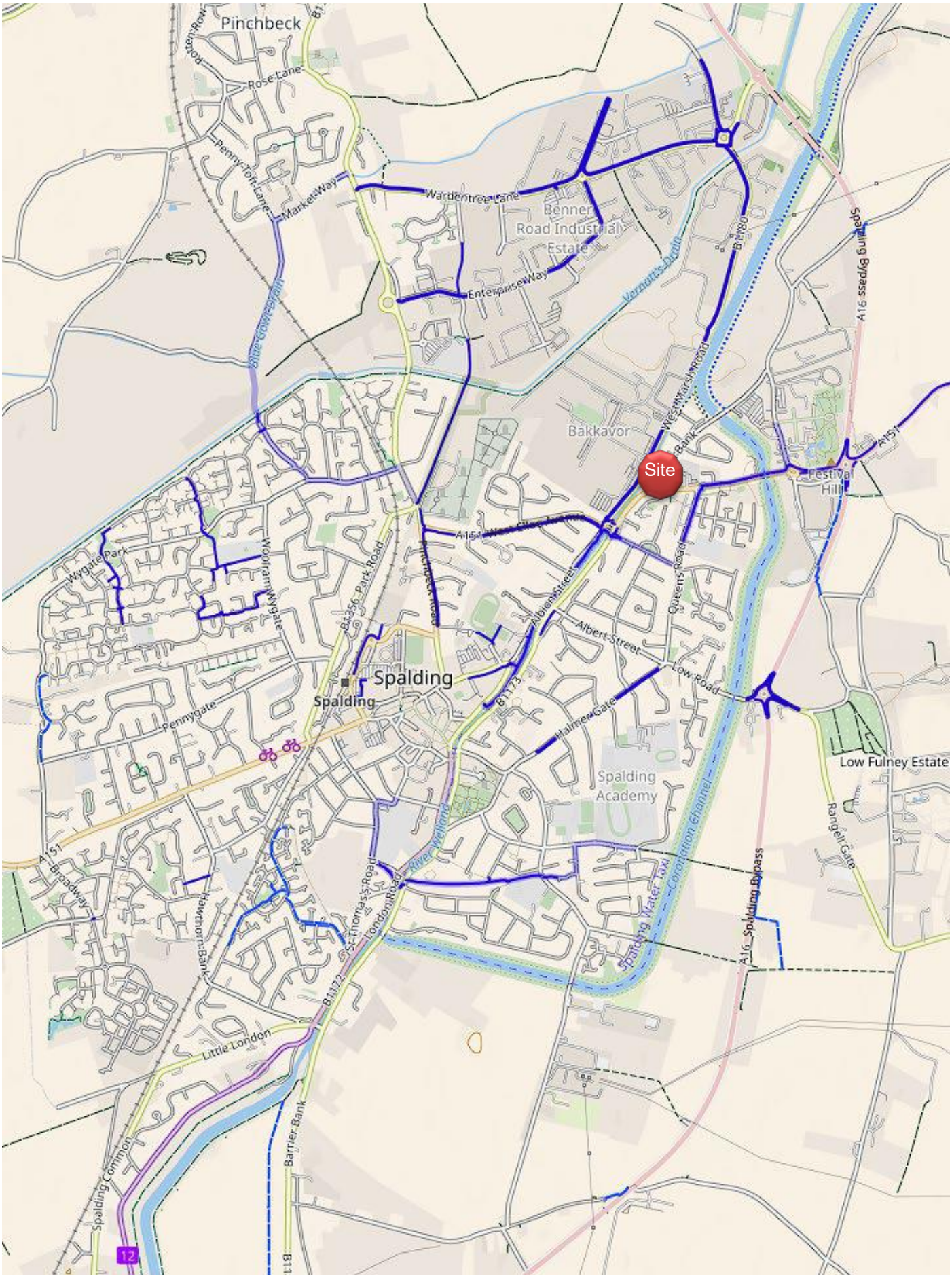
NON-MOTORISED ACCESSIBILITY

Walking & Cycling

3.8 As demonstrated in Figure 3.1, paved footways are available on the eastern flank of Roman Bank and both sides of the site frontage (currently the site frontage is fenced with soft verges) and generally continuous throughout the adjoining roads network.

3.9 Further, Figure 3.2 demonstrates the close proximity of cycle routes to the Application site linking it to the wider Spalding (which is within 4km isochrone), railway station, local amenities and residential areas.

Figure 3.2
Cycle routes relative to the site



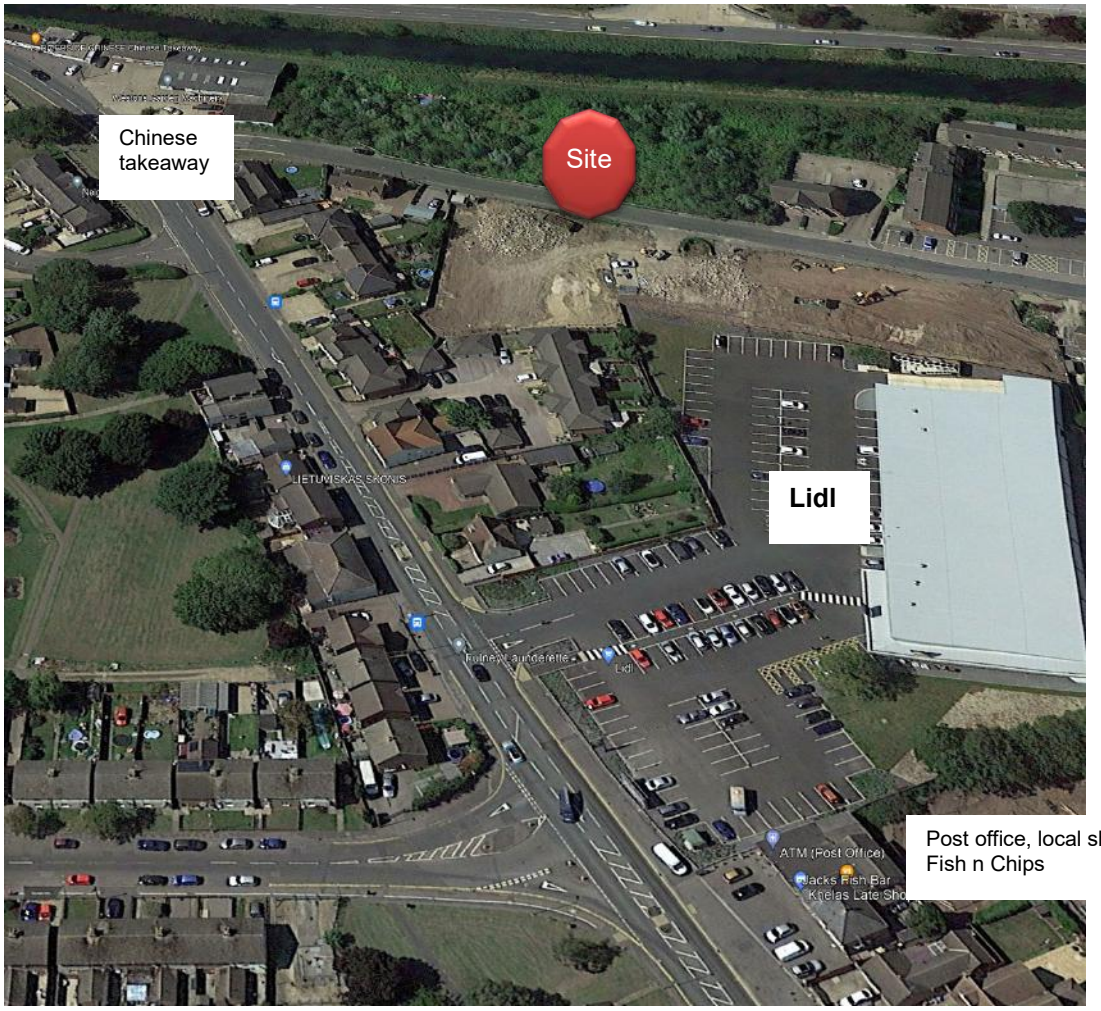
Local Amenities

3.10 Key to this type of development is residential catchment areas / settlements from where staff and visitors may originate / commute; The good percentage of Spalding is within 2km walking distance, including the Town Centre, and virtually all Spalding is within 4km cycling distance hence, the application site is accessible to staff and visitors on foot and by bicycle.

3.11 In addition, residents have on site activity room and visiting nurse / doctor and hairdresser.

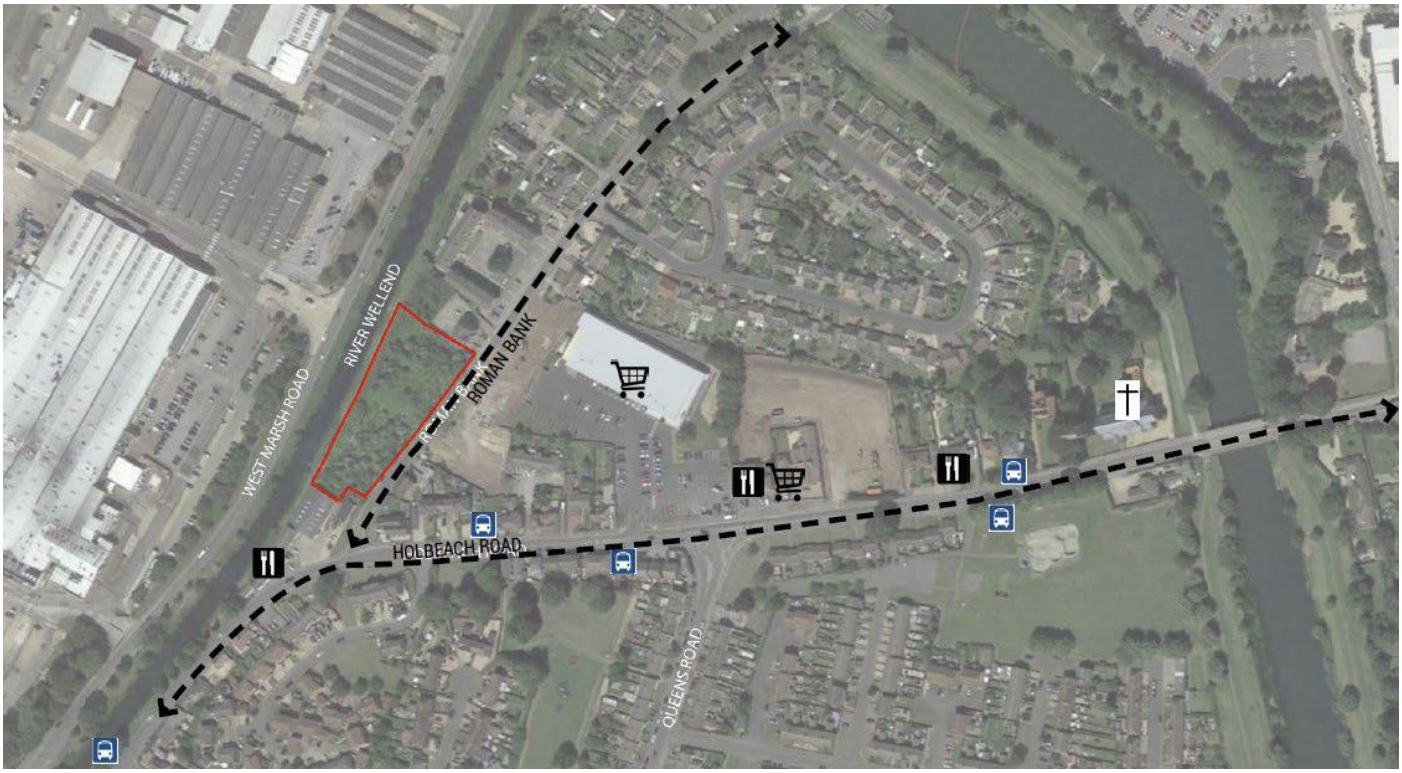
3.12 Further, Lidl is within 300m / 4 mins walk along Holbeach Road next to which there is a fish and chips takeaway shop and within 1 additional minute walk, a church. Furthermore, a Chinese takeaway shop is 2 minutes' walk, a post office is next to Lidl with a free ATM and Beechfield Medical Centre (W Elloe Av) is within 800m / 10 minutes' walk

3.13 Substantial retail opportunities are within 800m / 10 minutes' walk at Springfields Outlet Shopping and Leisure Centre – a full list is attached in Appendix 4.



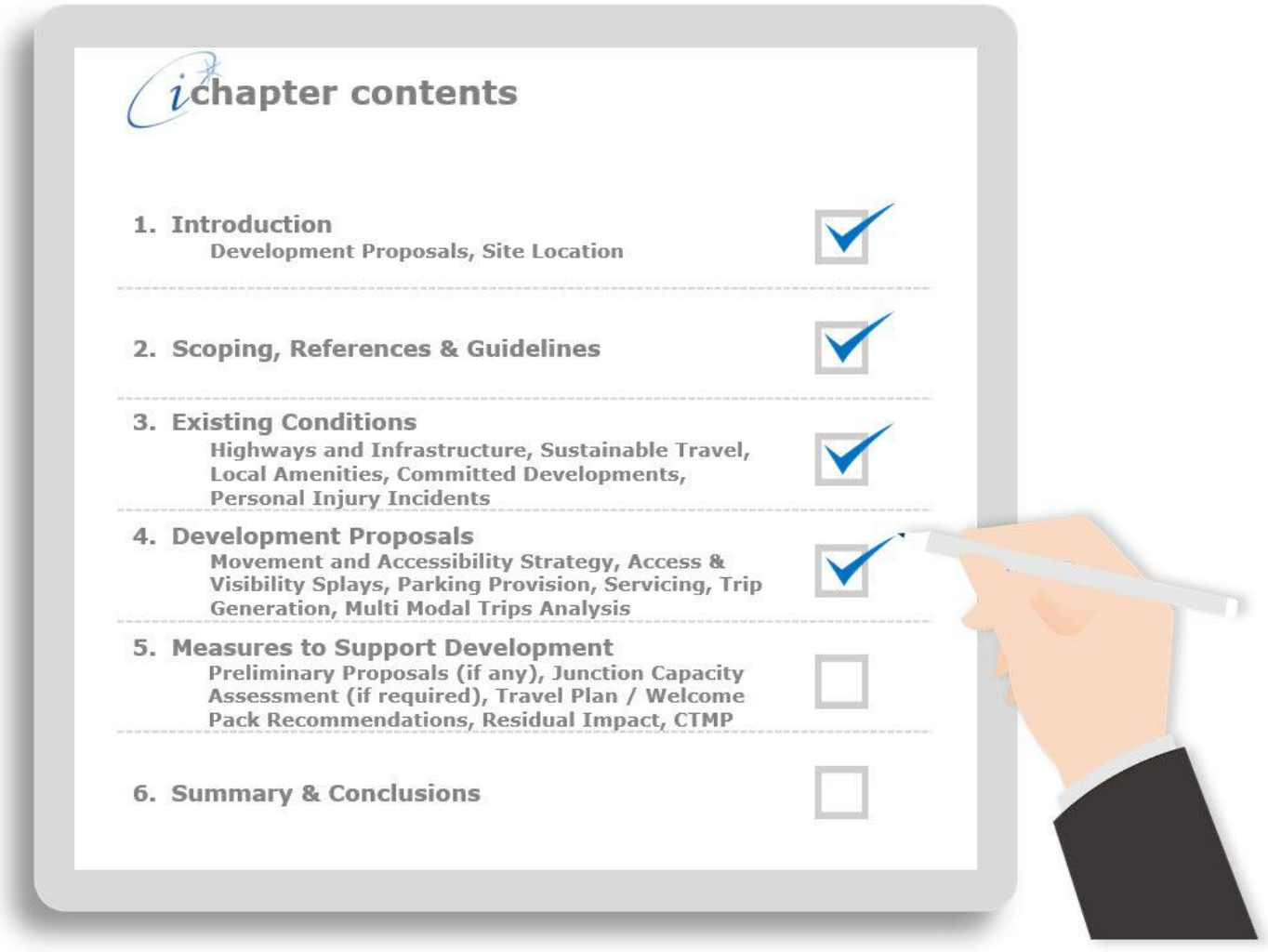
Accessibility Summary & Compliance with Policy

3.14 This Chapter describes the surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrated that, in line with the NPPF, the development is situated in a sustainable location offering residents access to employment and local amenities from 400m walking up to 5km cycling distance from the site.



COMMITTED DEVELOPMENTS & HIGHWAY NETWORK CHANGES

3.15 Taking into consideration the site's location and its nature, no committed developments or highway network infrastructure changes will have an impact on, or be affected by, the findings of this Analysis.


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4.1 The development proposals comprise 69no. x 1-bed Care Units development (Use Class C2). ***The development will be available only to individuals who meet a minimum level of care requirement and as such residents will be assessed for a place based upon the level of care that they require.***

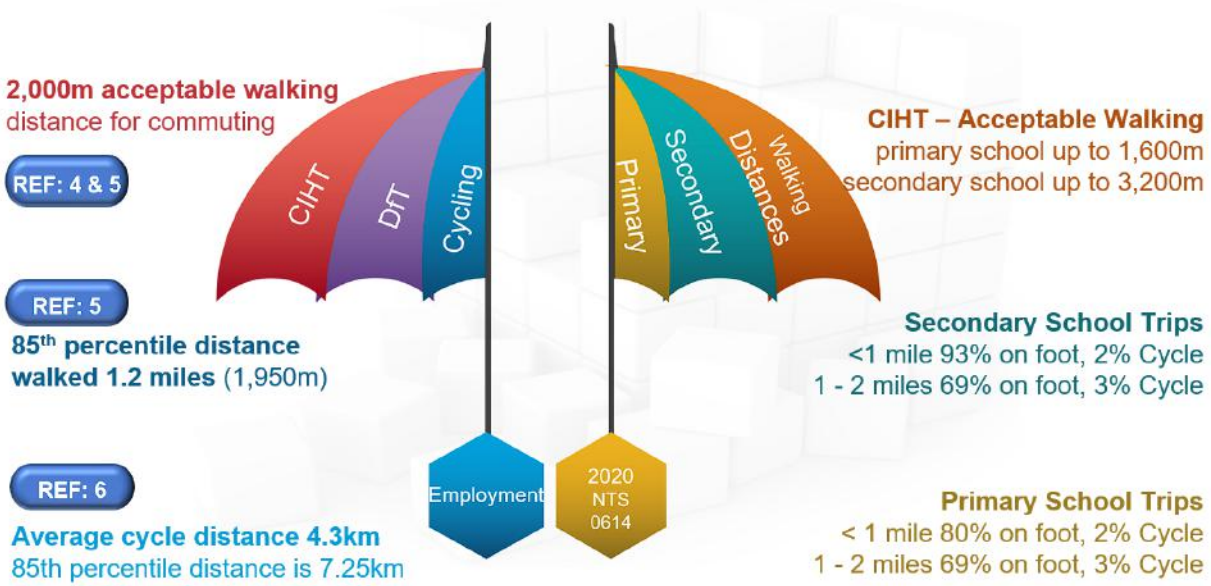
4.2 In support of the above, the building will incorporate an activity room, a communal kitchen and visiting hairdresser and doctor/nurse. The Care facility may have up to 10 members of staff, including kitchen staff, house cleaning and management, on-site at any one time.

MOVEMENT AND ACCESSIBILITY STRATEGY

4.3 iTPs movement and access strategy provides a balanced approach between the various road user functions, taking account of constraints and opportunities and informed by key guiding principles, including:

- Putting People First.
- Creating Sustainable Places.
- Sense of Place
- Improving Quality
- The promotion of road safety.
- Sustainability - minimising impact on the environment.
- Integration with the local community, promoting accessibility by non-car modes of travel; and
- The operational efficiency of the local and strategic networks.

Accessibility Audit



Public Transport

4.4 As demonstrated in Chapter 3, bus stops are within 300m from the Application site and rail station is accessible by bicycle, on foot or public transport.

Pedestrian and Cycle Connectivity

4.5 As discussed in earlier sections:

- Cycle routes run in the vicinity of the application site.
- Footways are generally provided throughout the adjoining roads network.
- In addition, a 1.8 metre wide footway and associated highway drainage across the entire frontage of the site will be introduced to fill-in the gap in the existing footway along the west side of Roman Bank.

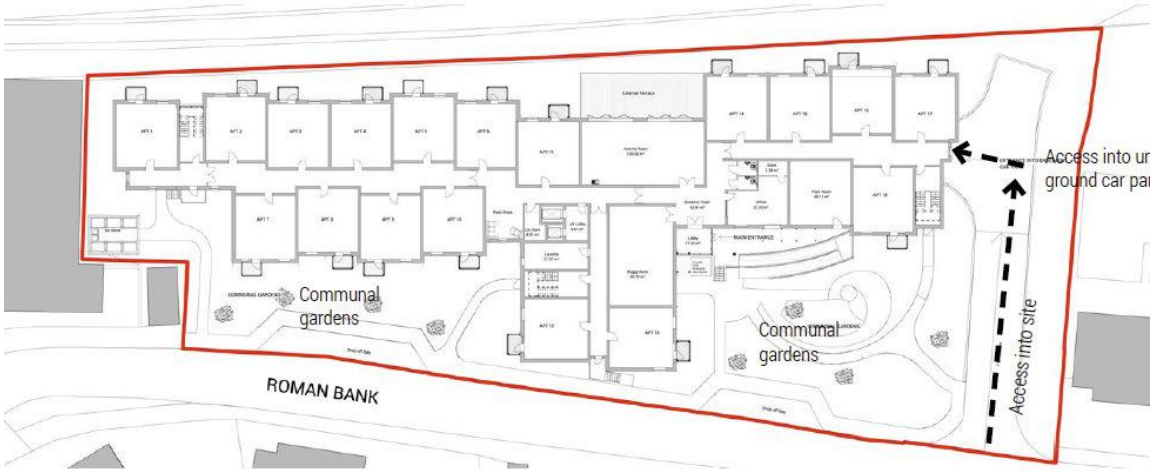
Access Local Amenities

4.6 The site accessibility audit confirmed that the site is within an acceptable walking and cycling distances of key local amenities (Food, non-food retail, leisure, employment centres, residential areas, etc) that are currently servicing the entire community as well as residential areas from where staff and potentially visitors may originate.

4.7 In **conclusion**, it is considered that there are opportunities to encourage walking, cycling and public transport users between the site and the adjoining local services.

ACCESS ARRANGEMENTS

4.8 Access to the undercroft car park will be directly from Roman Bank and will take the form of a simple priority junction in line with Ref: 4 . The access road is 6m wide with 6m kerbline radii on both sides of the bellmouth. The vehicular access crossing will be detail designed and constructed in accordance with the LHA highway specifications and in accordance with any planning conditions imposed.



4.9 Pedestrians have a separate access from that of vehicles; To support this, a 1.8m public footpath will be introduced along Roman Bank to (a) provide continuity of the existing footway system along the highway and (b) footways within the site then connect into the highway footpaths forming a continuous link to the main entrance of the building.

SERVICING

4.10 It is anticipated that the development would attract the usual servicing requirements such as refuse collection internet deliveries and post.

4.11 The building contains internal refuse storage areas on each floor for residents to take rubbish to on a daily basis. Refuse will intermittently be taken by staff out to the refuse collection point (located adjacent to the vehicular drop off bay along Roman Bank and the site access point) for a refuse vehicle to collect. The use of separate bins will enable the independent storage of both refuse and recycling.

4.12 Two laybys are proposed along the site frontage which also provide as a drop-off. One of the laybys is in the vicinity of the refuse collection point and the other leads directly to the Extra Care main entrance.

CAR & CYCLE PARKING

4.13 24 Car (including 2 accessible and 2EV) and 6 cycle parking would be provided having regards to the July 2021 NPPF, Local Plan Appendix 6 (Policy 36) Parking standards which requires for C2 Use Class 1 parking space per 3 residents and 1 cycle space per 3 employees.

- Residents — 1 space per 3 residents — 69 / 3 = 23…**24** provided of which

  2 spaces are accessible (1.2m to the rear and side) and at least 2 Active and 2 Passive EV bays

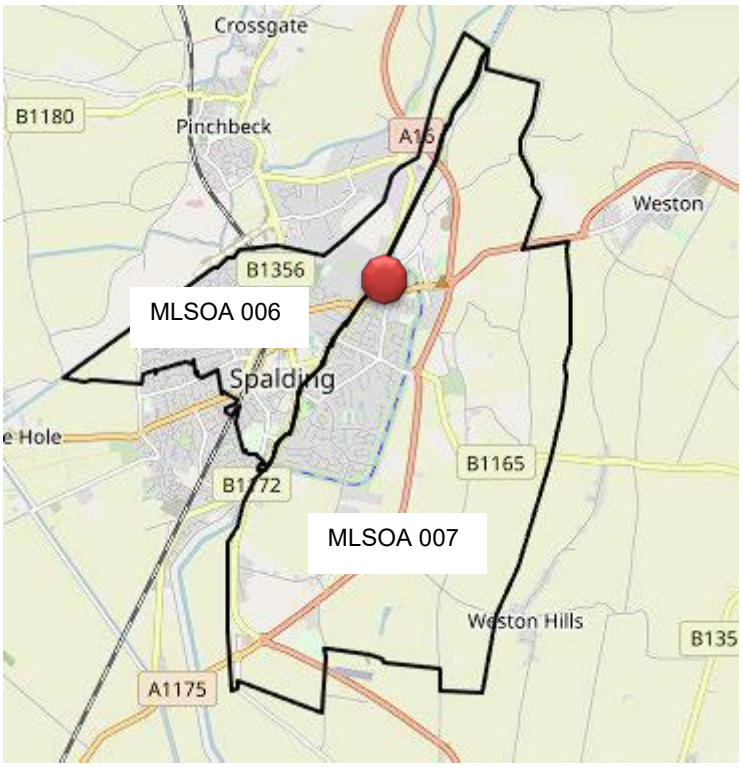
- Cycles — 1 space per 3 staff — assume 10 staff = 3 spaces… **6** covered and secure cycle spaces are provided at the entrance of the building.

DISABLED ACCESS

4.14 Within the redline of the development, all newly constructed footpaths and kerbs would have level access approaches with drop kerbs at crossing points. It is intended that the development would be fully compliant with the Equality Act 2010.

TRIP GENERATION

4.15 To estimate the likely modal split associated with travel to/from the proposed development, the existing travel characteristics of local residents [employed and not working from home] for Mid Layers Super Output Area South Holland 006 & 007 (where the site is located) which were recorded during the 2021 Census have been studied.



4.16 The percentage modal split has been applied to the Total People trip rates to derive the total number of multi-modal person trips associated with the proposed development as shown in Figure 4.1.

4.17 To establish the Total People trips rates generated by the proposed development, estimates were provided to iTP by TRICS consortium; The ***analysis methodology was conducted in accordance with TRICS Good Practice Guide 2021*** based on the following selection parameters:

- 05 - Health F – Care Home (Elderly Residential)
- The TRICS database version used was 2022 v7.9.3.
- Sites in London, Northern Ireland, Republic of Ireland and the Isle of Man were excluded.
- The busiest AM and PM peak hours between 07:00 – 09:00 and 15:00 – 18:00 is considered.
- Re-surveyed sites were filtered and the older data excluded; and
- The data was 'cross-tested'.

4.18 A summary of the TRICS output is shown in Figure 4.1 and a full set of printout included in Appendix 3.

test		AM Peak		PM Peak	
Mode of Travel	Percentage	In	Out	In	Out
Tram / Metro	0.1%	0	0	0	0
Train	0.4%	0	0	0	0
Bus	0.6%	0	0	0	0
Taxi	0.6%	0	0	0	0
Motorcycle	0.6%	0	0	0	0
Car	64.9%	7	1	4	6
Passenger	9.9%	1	0	1	1
Cycle	7.6%	1	0	0	1
Walking	14.4%	1	0	1	1
Other	1.1%	0	0	0	0
Total	100.0%	10	2	6	9

TRICS

		AM Peak		PM Peak	
Dwellings	69	In	Out	In	Out
TRICS People Trip Rates / Dwelling		0.15	0.033	0.092	0.125
Person Trips		10	2	6	9

Figure 4.1
Multi-modal Peak hour trips generated by the proposed development – based on TRICS

4.19 Figure 4.1 demonstrates that the development proposals may result in a maximum of 10 vehicular movements (arrival + departure) in the peak hours, one every c. 6 minutes which is negligible.

4.20 Further, the Census Data indicated that on average 64.9% of staff will travel by SOV followed by walking, car-sharing and cycling; this will be useful to benchmark the development and appropriately promote sustainable travel.

4.21 Therefore, in line with Ref: 9 and the acknowledged industry threshold, since the 30 movements per hour is not exceeded in any one directions, no highway or junction capacity assessment is required and the proposed development would, in highway terms, have no material impact on the highway network in terms of its capacity and safety.


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EXTENT OF IMPACT

Vehicular Impact

5.1 Figure 4.1 demonstrates that the development proposals may result in a maximum of 10 vehicular movements (arrival + departure) in the peak hours, one every c. 6 minutes which is negligible.

5.2 Therefore, in line with Ref: 9 and the acknowledged industry threshold, since the 30 movements per hour is not exceeded in any one directions, no highway or junction capacity assessment is required and the proposed development would, in highway terms, have no material impact on the highway network in terms of its capacity and safety.

Sustainable Modal Impact Assessment

5.3 The Census Data indicated that on average 64.9% of staff will travel by SOV followed by walking, car-sharing and cycling; this will be useful to benchmark the development and appropriately promote sustainable travel.

5.4 The level of new trips, e.g. 1 pedestrians, will have no material impact on the highway network and is well within the hourly variations in movements.

Welcome Pack

5.5 Due to the small scale and nature of development and its occupants, a Travel Plan would not be of value hence, a Welcome Pack should be produced and distributed to all staff and residents at the interview and viewing stage respecdtively,

5.6 The objectives of the Welcome Pack are:

- To reduce the need to travel to and from the Care Home
- To reduce single-occupancy car travel to and from the Care Home
- To promote walking as a healthy and sustainable way of travelling to and from the Care Home
- To promote cycling as a healthy and sustainable way of travelling to and from the Care Home
- To encourage the use of public transport where walking and cycling are not possible

5.7 As such, the Pack should include:

- Sustainable Transport Links Ref: 16, live links can also be found at https://www.iprtgroup.com/Links/
- Assist staff, visitors and if relevant residents in producing personalised local travel arrangements, highlighting the travel options available to them by walking, cycling and public transport and the benefits thereof.
- Information about travelling to the development by sustainable means of transport.

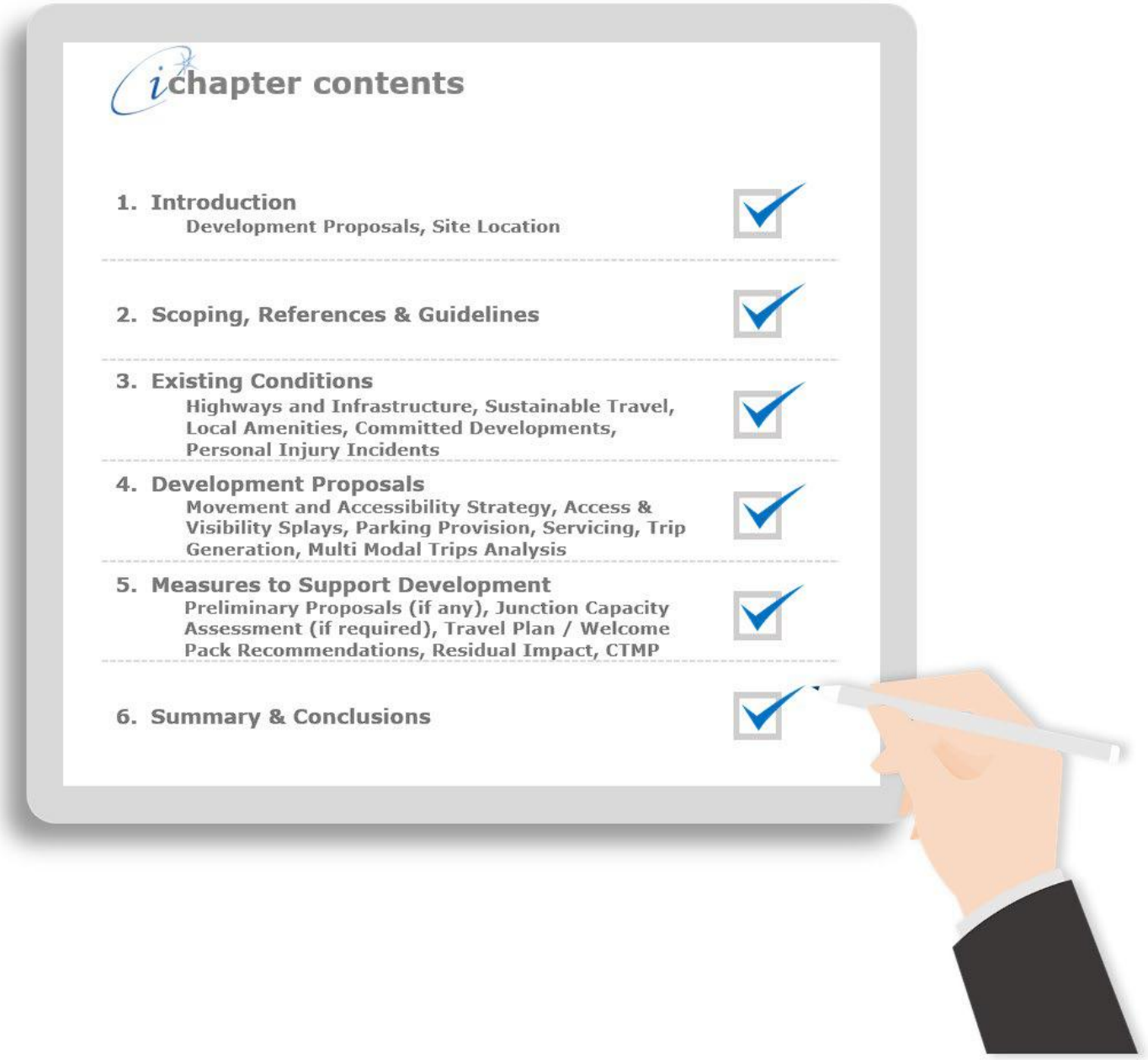
- Information regarding the journey to and from work by public transport including a map of the route and location of bus stops, timetable information for the journey to and from work, and the cost of travel. Similar information provided for other regular journeys made by staff, visitors and if relevant residents that could be made by public transport.
- Telephone numbers to local taxi companies.
- Map showing cycle routes to regular destinations and information on the cycle facilities applicable to the person.

- Information regarding the health and cost benefits of sustainable modes of travel.
  - Advertise any promotions or discounted fares offered by public transport operators.
  - Incentives to encourage residents and employees to trial travel by bus.
  - Financial incentives for bicycle ownership.

Construction Traffic Management Plan

5.8 A CTMP will be produced in satisfaction of any planning conditions imposed and pre-commencement. Local site conditions will dictate the range of considerations for inclusion in a CEMP, but a non-exhaustive list includes:

- Duration of build.
- Hours of operation.
- Number and size of delivery vehicles (average day).
- Location of the site compound for storage and parking.
- A condition survey of surrounding roads.
- Wheel washing facilities.
- A strategy to inform the local community of activities, including the provision of complaints procedures.
- Any temporary access arrangements.
- Likely temporary traffic management arrangements; and
- HGV routing.


chapter contents
1. Introduction
Development Proposals, Site Location
2. Scoping, References & Guidelines
3. Existing Conditions
Highways and Infrastructure, Sustainable Travel, Local Amenities, Committed Developments, Personal Injury Incidents
4. Development Proposals
Movement and Accessibility Strategy, Access & Visibility Splays, Parking Provision, Servicing, Trip Generation, Multi Modal Trips Analysis
5. Measures to Support Development
Preliminary Proposals (if any), Junction Capacity Assessment (if required), Travel Plan / Welcome Pack Recommendations, Residual Impact, CTMP
6. Summary & Conclusions

6.1 This Analysis assessed the impact of the proposed development on the highway network and concluded 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.
- The highway network in the area can accommodate the anticipated trip generation; and
- The highway remains unobstructed for the safe passage of all users of the highway and that any development does not have an adverse impact on the safety of all users of the highway.

6.2 The Analysis described the development proposals and surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrate that the development proposal complies with the local and national guidelines and policies.

6.3 Additionally, the Analysis tests the impact of the development on the highway network to establish the extent of any significant highway impacts and evaluates compliance with the NPPF transport planning 'test' which prevents refusal on transport grounds unless the impacts of development are 'severe'.

6.4 The detailed analysis demonstrated that:

- Total person trips can be accommodated within the existing infrastructure.
- 1.8m paved footway will be provided along the site frontage; Noother mitigation proposals are required; and
- The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 111 of the Revised NPPF.

6.5 It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network.

TERM	DEFINITION
AADT	**Annual Average Daily Traffic**. Average of 24 hours flows, seven days a week, for all days within the year
AAWT	**Annual Average Weekday Traffic**. As AADT but for five days, (Monday to Friday) only.
Accessibility	Accessibility can be defined as 'ease of reaching'. The accessibility objective is concerned with increasing the ability with which people in different locations, and with differing availability of transport, can reach different types of facility.
AM / PM / IP Peak	Denoting the morning, afternoon or inter peak period
Analysis	This report – a Transport Assessment or Statement as applicable
ATC	**Automatic Traffic Count**, a machine which measures traffic flow at a point in the road.
GFA	**Gross Floor Area**
CIHT	Chartered Institution of Highways and Transportation
CERS / PERS	**Cycling Environment Review System / Pedestrian Environment Review System**
DfT	**Department for Transport**
DMRB	**Design Manual for Roads and Bridges**
FTP	**Framework Travel Plan**
LGV / HGV	Light Goods Vehicle / Heavy Goods Vehicle
LHA / LPA	**Local Highway Authority / Local Planning Authority**
MfS	**Manual for Streets**
Movements / Trips	**= the sum of Arrivals + Departures**
NPPF	**National Planning Policy Framework**
NRTF	**National Road Traffic Forecast**.
OGV1,OGV2	**Other Goods Vehicle**. OGV1=Goods Vehicles with 2 or 3 axles, OGV2=Goods vehicle.
PCU	Passenger Car Unit
PIC / PII	**Personal Injury Collisions / Incidents**
Severance	Community severance is the separation of adjacent areas by road or heavy traffic, causing negative impact on non-motorised users, particularly pedestrians.
SRN	Strategic Road Network
TA / TIA / TS	**Transport Assessment / Traffic Impact Assessment / Transport Statement**
Total People	**All modes of travel including car, pedestrians, cycle, car-share, public transport,**
TP	**Travel Plan**
TAG	Transport Analysis Guidance, as defined in Web TAG
TEMPRO	**Trip End Model Presentation Program**, DFT software which provides forecast data on trips for transport planning purposes.
VPD	**Vehicles Per Day**
Web TAG	Government guidance on transport analysis at https://www.gov.uk/guidance/transport-analysis-guidance-tag
SHDC / LCC / SELLP	South Holland District Council / Lincolnshire County Council / South East Lincolnshire Local Plan March 2019

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iappendices

Creative Minds, *Intelligent Thinking*

APPENDIX	CONTENT	PAGE
	TECHNICAL REFERENCES	*3*
1	*Key National Transport Policies*	*5*
2	*Development Proposals*	*10*
3	*TRICS data*	*11*
4	*Springfields Outlet*	*12*

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Most Outstanding Transport Planning Consultancy Award 2021, 2022
Best Transport Planning Consultancy 2019, 2020, 2022
Innovation and Excellence Award Winner 2020
International Transport CEO of the Year 2019, 2021
Leading Consultant CV Awards 2016, 2017, 2022
CIHT Chartered Consultancy
CIHT Diversity & Inclusion Charter
The Fisher Cassie Award 1998
The Royal Academy of Engineering Leadership Award 1997

The following is an extract summary for ease of reference, however, we would only be pleased to send full technical pack if requested

Ref: 1	*MfS & MfS2*	**MfS2** paras 1.3.3 – 1.3.7
Ref: 2	*Visibility Splays*	**MfS** paras 1.3.2, 1.3.6, 10.5.2 & Table 7.1
Ref: 3	*Pedestrian Visibility Splays*	2m x 2m x 2m at a height not exceeding 600 mm
Ref: 4	*Acceptable Walking Distances to Public Transport*	**CIHT** publication "Guidelines for Planning for Public Transport in Developments" **iTP** NTS 2002 - 2012 Analysis

	Median	Mean	85th Percentile
Bus Stops	480	580	810
Rail Stations	810	1010	1610

CIHT 2018 Buses In Urban Development publications

Table 4: Recommended maximum walking distances to bus stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

Ref: 5	*Acceptable Walking Distances*	MfS s4.4, para 6.3.1 CIHT Providing for Journeys on Foot Table 3.2
Ref: 6	*Acceptable Cycling Distances*	Sustrans 2004 Travel Behaviour Research Baseline Survey
Ref: 7	*Form of Access*	CD123
Ref: 8	*TRICS*	Paras 6.9, 6.10, Table 4.1

<table>
<tr><td>Ref: 9</td><td>DfT and HE Guidance on Development Impact</td><td>GTA para 2.11
CIHT Guidelines for Traffic Impact Assessment
National Highways Network Analysis Tool (NAT)</td></tr>
<tr><td>Ref: 10</td><td>Environmental Impact</td><td>Guidelines for the Environmental Assessment of Road Traffic</td></tr>
<tr><td>Ref: 11</td><td>Car Parking – NPPF</td><td>Paras 107, 108</td></tr>
<tr><td></td><td>Car Parking – MfS</td><td>Paras 8.3.2, 8.3.6, 8.3.13, 8.3.15</td></tr>
<tr><td>Ref: 12</td><td>Setting of Local Speed Limits</td><td>Department for Transport Circular 01/2013 - Setting of Local Speed Limits</td></tr>
<tr><td>Ref: 13</td><td>Construction Traffic Guidance</td><td>Available upon request</td></tr>
<tr><td>Ref: 14</td><td>Swept Path Analysis</td><td>Based on largest vehicle likely to access the site such as refuse vehicle (for residential) or artic for commercial</td></tr>
<tr><td>Ref: 15</td><td>Centreline Radii & Widening on Bends (informal generic advice, always consult the LHA standards)</td><td></td></tr>
<tr><td colspan="3"><table>
<tr><td>Centre line radius (m)</td><td>20</td><td>30</td><td>40</td><td>50</td><td>60</td><td>80-400</td><td>400 +</td></tr>
<tr><td>Minimum widening (m)</td><td>0.60</td><td>0.40</td><td>0.35</td><td>0.25</td><td>0.20</td><td>0.15</td><td>0.00</td></tr>
</table></td></tr>
<tr><td>Ref: 16</td><td>Welcome Pack Links</td><td>http://iprtgroup.com/links or scan the QR code</td></tr>
<tr><td>Ref: 17</td><td>PIIs Analysis Criteria</td><td></td></tr>
</table>

TRANSPORT POLICY CONTEXT

National Planning Policy Framework [NPPF] – *para numbering reflects that in the NPPF*

Promoting sustainable transport

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a. the potential impacts of development on transport networks can be addressed.

b. 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.

c. opportunities to promote walking, cycling and public transport use are identified and pursued.

d. 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

e. patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

105. 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.

106. Planning policies should:

a. support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

b. be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned.

c. identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.

d. provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).

e. provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider

economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

f. recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

107. If setting local parking standards for residential and non-residential development, policies should take into account:

a. the accessibility of the development.

b. the type, mix and use of development.

c. the availability of and opportunities for public transport.

d. local car ownership levels; and

e. the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. 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 accordance with chapter 11 of this Framework). 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.

109. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

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

a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.

b. safe and suitable access to the site can be achieved for all users; and

c. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111. 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.

112. Within this context, applications for development should:

a. 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.

b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

c. 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.

d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

113. 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.

MANUAL FOR STREETS (M*F*S1)

i. Guidance for the design of residential roads set out in Design Bulletin 32 and its companion guide Places Streets and Movement was superseded in March 2007 by the publication of the Departments for Transport and Communities and Local Government publication 'Manual for Streets' (MfS). The document sets out that:

"It is therefore strongly recommended that local authorities review their standards and guidance to embrace the principles of MfS."

ii. The aims of the document are to bring about a transformation in the quality of streets and represent a fundamental culture change in the way streets are designed and adopted. MfS provides guidance in order that streets can be designed to:

- Help to build and strengthen the communities they serve.
- Meet the needs of all users, by embodying the principles of inclusive design.
- Form part of a well-connected network.
- Be attractive and have their own distinctive identity.
- Be cost-effective to construct and maintain; and
- Be safe.

iii. Manual for Streets advocates inclusive design and its principles which are to:

- Place people at the heart of the design process.

- Acknowledge diversity and difference.
- Offer choice where a single solution cannot accommodate all users.
- Provide for flexibility in use; and
- Provide buildings and environments that are convenient and enjoyable to use for everyone.

iv. Manual for Streets defines a 'street' as …

a highway that has important public realm functions beyond the movement of traffic. *Streets have a sense of place and are distinctive and are lined with and provide direct access to buildings and public spaces. Most highways in built-up areas can be considered as streets. The Manual does not define an upper limit in terms of traffic flow to define a 'street' as that was considered to be too prescriptive but as a general guide suggests a threshold of about 10,000 vehicles per day or about 1,000 vehicles per hour at peak times.*

v. Scope of M*f*S:

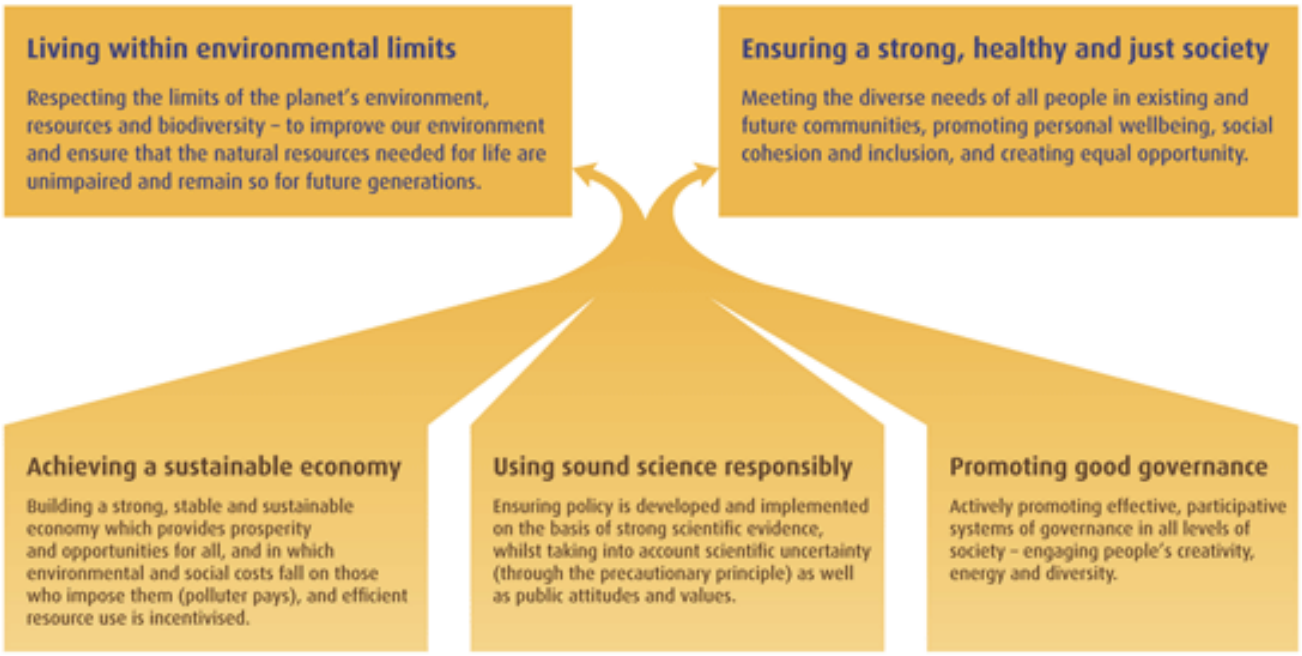
Speed Limit	20mph	30mph	40mph	50+mph
User Hierarchy	●	●	●	●
Team Working	●	●	●	●
Community Function	●	●	●	●
Inclusive Design	●	●	●	●
Ped/Cycle Support	●	●	●	●
Master Plans/Design Codes	●	●	●	●
Stopping Sight Distance	●	●	●	●
Frontage Access	●	●	●	●
Minimise Signs and Street Furniture	●	●	●	●
Quality Audits	●	●	●	●
Connectivity/Permeability	●	●	●	●

Table 1.1 Application of key areas of MfS advice Note: ● yes ● subject to local context

SUSTAINABLE DEVELOPMENTS

vi. In order for the UK to become more sustainable, it is important to have an agreed set of principles that can be used as a basis for co-ordinated national policies, strategies and action plans.

vii. The UK Government published its 'Five Principles of Sustainable Development' in its Shared Framework for Sustainable Development, released in March 2005.



CYCLE INFRASTRUCTURE DESIGN LTN 1/20

viii. The guidance has been developed closely with stakeholders so that it reflects the latest developments in cycle infrastructure design, including proven design elements pioneered by Transport for London and by the Cycle Ambition Cities and in Wales under the Welsh Active Travel Design Guidance.

ix. It reflects current best practice, standards and legal requirements. Inclusive cycling is an underlying theme throughout so that people cycling of all ages and abilities are considered. The design options include segregation from traffic, measures for cycling at junctions and roundabouts, and updated guidance on crossings, signal design and the associated traffic signs and road markings.

x. In Summary, the requirements are:

- Local authorities are responsible for setting design standards for their roads.
- The guidance contains tools which give local authorities flexibility on infrastructure design and sets a measurable quality threshold to achieve when designing cycling schemes. The Cycling Level of Service (CLoS) and the Junction Assessment tools (JAT) are new mechanisms introduced to set minimum quality criteria.

LOCAL POLICIES

xi. Please refer to planning statement

NOTES:

1. DO NOT SCALE from the drawing
2. Further dimensions required to be requested from the project technical team
3. Report discrepancies to JDDK project team immediately.
4. This model file contains the following consultants model files:-

   a) Structural Engineer
   b) Mechnical Model
   c) Electrical Model
   d) Subcontractor Model



1 *Proposed Site Plan*
1 : 200

0m 10m 20m

REV	ISSUED BY	DATE	DESCRIPTION
5	OH	08/12/22	Bin Store Location Revised
4		07/12/22	Additional footpath added
3		28/11/22	Access ramp updated. FFL updated to 5.35
2		11/10/22	Drop off layby & levels information added
1		05/10/22	Landscape revised to Glen Kemps layout

REVISION LOG

JDDK Architects
Millmount Ponteland Road
Newcastle upon Tyne
NE5 3AL
t. 0191 286 0811
f. 0191 286 3870
e. millmount@jddk.co.uk
jddk.co.uk
DISCOVER DESIGN DELIVER

CLIENT
Sea Island Developments

PROJECT TITLE
Roman Bank Extracare

PROJECT ADDRESS
Former Jewsons Builders Merchants Site, Roman Bank, Spalding PE11 2AL

TITLE
Proposed Site Plan

MAIN CONTRACTOR

QUANTITY SURVEYOR | **M&E CONSULTANT**

STRUCTURAL CONSULTANT | **OTHER CONSULTANT**

DRAWING No. 4238-JDK-DR-A-1003 | **REV** 5

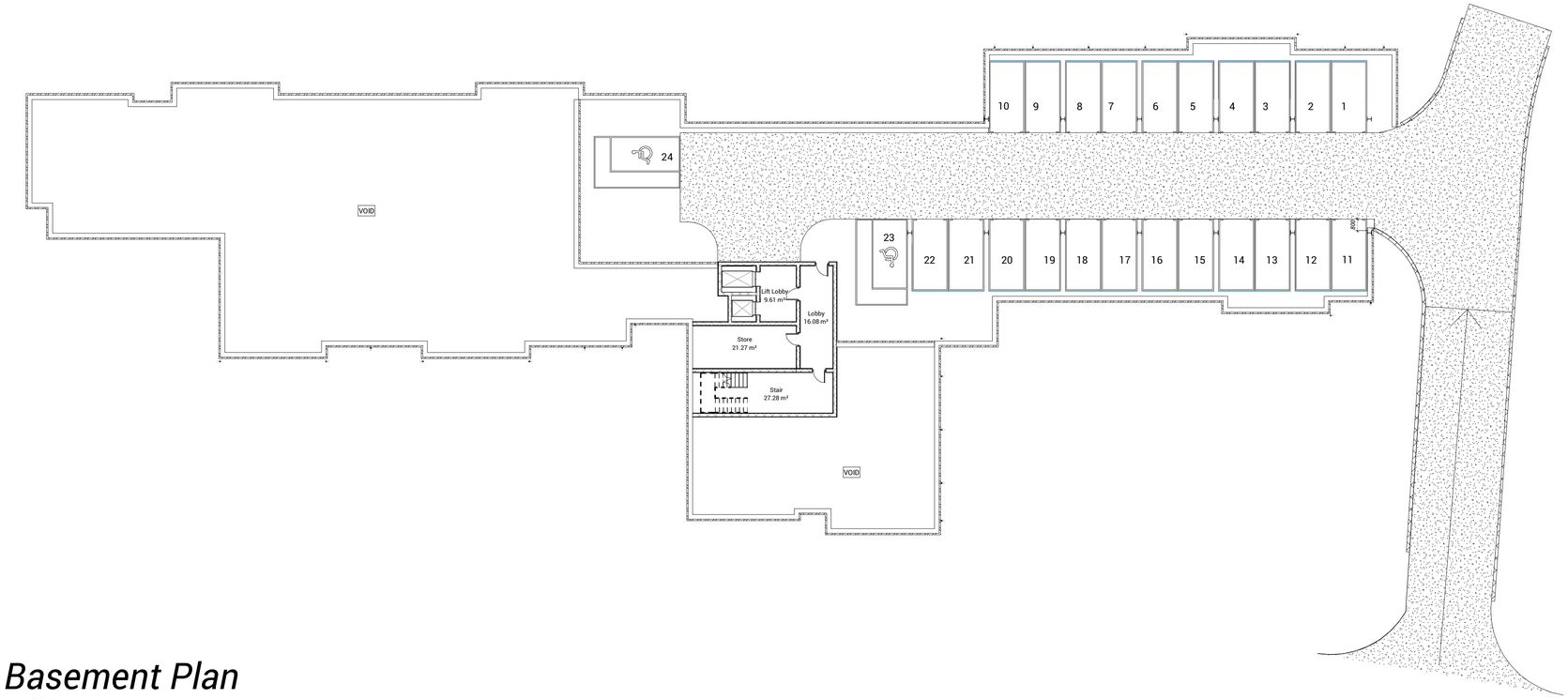
JDDK REF:	4238	**JDDK REF NO:**	10.03
SCALE:	1 : 200 @ A1	**INITIAL ISSUE:**	10/04/22
DRAWN BY:	SD	**CHECKED BY:**	KT

STATUS: | **PURPOSE OF ISSUE:** PLANNING

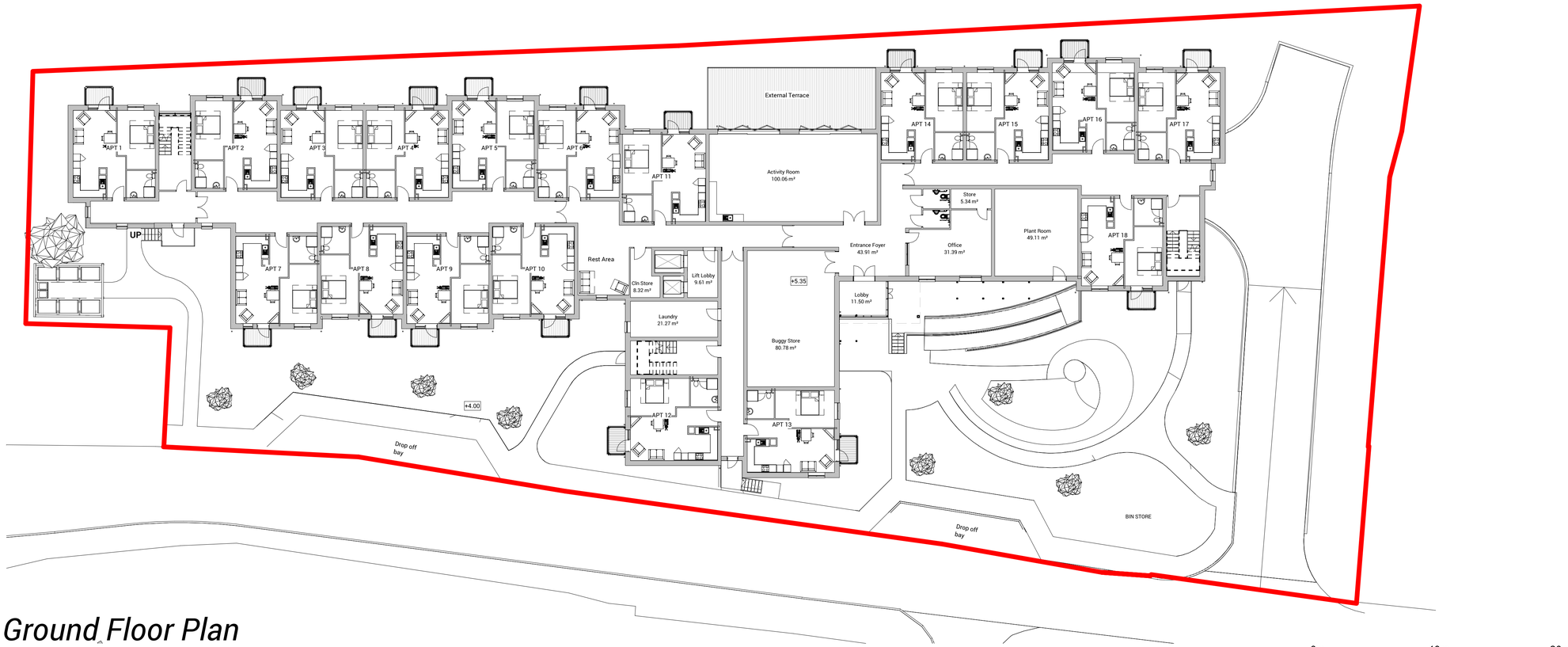
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   b) Mechnical Model
   c) Electrical Model
   d) Subcontractor Model



1 Basement Plan
1 : 200



2 Ground Floor Plan
1 : 200

0m 10m 20m

REV	ISSUED BY	DATE	DESCRIPTION
4	OH	08/12/22	Bin Store Location Revised
3		09/11/22	Columns added to basement car park
2		11/10/22	Drop off layby & levels information added
1		29/09/22	Revised Building design

REVISION LOG

JDDK Architects
Millmount Ponteland Road
Newcastle upon Tyne
NE5 3AL
t. 0191 286 0811
f. 0191 286 3870
e. millmount@jddk.co.uk
jddk.co.uk
DISCOVER DESIGN DELIVER

CLIENT
Sea Island Developments

PROJECT TITLE
Roman Bank Extracare

PROJECT ADDRESS
Former Jewsons Builders Merchants Site, Roman Bank, Spalding PE11 2AL

TITLE
BASEMENT & GROUND FLOOR PLAN

MAIN CONTRACTOR

QUANTITY SURVEYOR | **M&E CONSULTANT**

STRUCTURAL CONSULTANT | **OTHER CONSULTANT**

DRAWING No. 4238-JDK-DR-A-2001	**REV** 4
JDDK REF: 4238	**JDDK REF NO:** 20.01
SCALE: 1 : 200 @ A1	**INITIAL ISSUE:** 09/09/22
DRAWN BY: SD	**CHECKED BY:** KT
STATUS:	**PURPOSE OF ISSUE:** PLANNING



KEY

- Specimen tree
- Specimen shrub / climber
- Native shrub planting
- Tall shrub planting
- Ornamental shrub planting
- New native hedge planting
- New ornamental hedge planting
- Wildflower turf
- Swathes of bulb planting
- Mown grass areas

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Target Notes:

1. Mown grass verge to provide tidy edge to footpaths.
2. 'Scrub' habitat formed using specimen hazels within a species rich grassland wildflower sward and with swathes of native bulbs.
3. Native species boundary hedging.
4. Communal bin compound with ornamental timber screen.
5. Narrow belt of ornamental shrub planting low enough to permit views out across the river from the development.
6. Ornamental boundary hedge.
7. Communal garden with seating and water feature.
8. Raised planting bed.
9. Bench & planters to main entrance patio area.
10. Avenue tree planting to vehicle access route.
11. Tree group and tall shrub planting to enhance a sense of containment to the communal garden space.
12. Higher ornamental shrub planting to provide some privacy and sense of containment to the outdoor social space.
13. Covered & secure cycle parking.
14. Dew pond / amphibian scrape to be formed to create seasonally damp area with rock pile habitat.

Rev	Date	Description
A	07-12-22	New footpath link S of building, cycle store added.
B	08-12-22	Bin store re-located.
C	09-12-22	Drop off bays switched. Planting amended to suit.
D	13-12-22	Dew pond / amphibian scrape added.

glenkemp
LANDSCAPE ARCHITECTS
design works, william street, gateshead, NE10 0JP
tel: 0191 495 2495
email: info@glenkemp.co.uk

PROJECT
Roman Bank, Spalding

DRAWING TITLE
Landscape Strategy Plan

CLIENT
Sea Island Developments

ISSUE PURPOSE	DRAWN	CHECKED
APPROVAL	PB/QV	PB

SCALE	DATE
1:200@A1	Nov. '22

DRAWING NUMBER	REVISION
1607-2-1	D

Calculation Reference: AUDIT-208601-221208-1210

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 31 to 52 (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: 01/01/14 to 02/05/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
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

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

Secondary Filtering selection:

Use Class:

C2	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 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	1 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

1	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	NY-05-F-05	NURSING HOME		NORTH YORKSHIRE
	SEAGRIM CRESCENT			
	RICHMOND			
	Edge of Town			
	Residential Zone			
	Total Number of residents:		37	
	Survey date: MONDAY		*04/03/19*	*Survey Type: MANUAL*
3	TW-05-F-03	NURSING HOME		TYNE & WEAR
	MOORE STREET			
	GATESHEAD			
	FELLING SHORE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		52	
	Survey date: THURSDAY		*02/05/19*	*Survey Type: MANUAL*

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): 1.86

	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	3	40	0.025	3	40	0.017	3	40	0.042
08:00 - 09:00	3	40	0.050	3	40	0.025	3	40	0.075
09:00 - 10:00	3	40	0.083	3	40	0.042	3	40	0.125
10:00 - 11:00	3	40	0.025	3	40	0.042	3	40	0.067
11:00 - 12:00	3	40	0.075	3	40	0.092	3	40	0.167
12:00 - 13:00	3	40	0.050	3	40	0.042	3	40	0.092
13:00 - 14:00	3	40	0.075	3	40	0.017	3	40	0.092
14:00 - 15:00	3	40	0.058	3	40	0.133	3	40	0.191
15:00 - 16:00	3	40	0.083	3	40	0.108	3	40	0.191
16:00 - 17:00	3	40	0.050	3	40	0.075	3	40	0.125
17:00 - 18:00	3	40	0.058	3	40	0.050	3	40	0.108
18:00 - 19:00	3	40	0.033	3	40	0.033	3	40	0.066
19:00 - 20:00	3	40	0.033	3	40	0.033	3	40	0.066
20:00 - 21:00	3	40	0.042	3	40	0.050	3	40	0.092
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.740			0.759			1.499

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

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

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Parameter summary

Trip rate parameter range selected:	31 - 52 (units:)
Survey date date range:	01/01/14 - 02/05/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	40	0.000	3	40	0.000	3	40	0.000
08:00 - 09:00	3	40	0.000	3	40	0.000	3	40	0.000
09:00 - 10:00	3	40	0.000	3	40	0.000	3	40	0.000
10:00 - 11:00	3	40	0.000	3	40	0.000	3	40	0.000
11:00 - 12:00	3	40	0.008	3	40	0.008	3	40	0.016
12:00 - 13:00	3	40	0.008	3	40	0.000	3	40	0.008
13:00 - 14:00	3	40	0.000	3	40	0.000	3	40	0.000
14:00 - 15:00	3	40	0.000	3	40	0.008	3	40	0.008
15:00 - 16:00	3	40	0.000	3	40	0.000	3	40	0.000
16:00 - 17:00	3	40	0.008	3	40	0.008	3	40	0.016
17:00 - 18:00	3	40	0.008	3	40	0.000	3	40	0.008
18:00 - 19:00	3	40	0.000	3	40	0.008	3	40	0.008
19:00 - 20:00	3	40	0.000	3	40	0.000	3	40	0.000
20:00 - 21:00	3	40	0.000	3	40	0.000	3	40	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

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

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

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	3	40	0.000	3	40	0.000	3	40	0.000
08:00 - 09:00	3	40	0.000	3	40	0.000	3	40	0.000
09:00 - 10:00	3	40	0.000	3	40	0.000	3	40	0.000
10:00 - 11:00	3	40	0.000	3	40	0.000	3	40	0.000
11:00 - 12:00	3	40	0.008	3	40	0.008	3	40	0.016
12:00 - 13:00	3	40	0.000	3	40	0.000	3	40	0.000
13:00 - 14:00	3	40	0.000	3	40	0.000	3	40	0.000
14:00 - 15:00	3	40	0.000	3	40	0.000	3	40	0.000
15:00 - 16:00	3	40	0.008	3	40	0.008	3	40	0.016
16:00 - 17:00	3	40	0.000	3	40	0.000	3	40	0.000
17:00 - 18:00	3	40	0.000	3	40	0.000	3	40	0.000
18:00 - 19:00	3	40	0.000	3	40	0.000	3	40	0.000
19:00 - 20:00	3	40	0.000	3	40	0.000	3	40	0.000
20:00 - 21:00	3	40	0.000	3	40	0.000	3	40	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

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

TRIP RATE for Land Use 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	3	40	0.000	3	40	0.000	3	40	0.000
08:00 - 09:00	3	40	0.000	3	40	0.000	3	40	0.000
09:00 - 10:00	3	40	0.000	3	40	0.000	3	40	0.000
10:00 - 11:00	3	40	0.008	3	40	0.000	3	40	0.008
11:00 - 12:00	3	40	0.000	3	40	0.000	3	40	0.000
12:00 - 13:00	3	40	0.000	3	40	0.008	3	40	0.008
13:00 - 14:00	3	40	0.008	3	40	0.000	3	40	0.008
14:00 - 15:00	3	40	0.000	3	40	0.008	3	40	0.008
15:00 - 16:00	3	40	0.008	3	40	0.000	3	40	0.008
16:00 - 17:00	3	40	0.000	3	40	0.000	3	40	0.000
17:00 - 18:00	3	40	0.008	3	40	0.008	3	40	0.016
18:00 - 19:00	3	40	0.000	3	40	0.008	3	40	0.008
19:00 - 20:00	3	40	0.000	3	40	0.000	3	40	0.000
20:00 - 21:00	3	40	0.000	3	40	0.000	3	40	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	40	0.033	3	40	0.042	3	40	0.075
08:00 - 09:00	3	40	0.075	3	40	0.025	3	40	0.100
09:00 - 10:00	3	40	0.100	3	40	0.058	3	40	0.158
10:00 - 11:00	3	40	0.025	3	40	0.050	3	40	0.075
11:00 - 12:00	3	40	0.100	3	40	0.100	3	40	0.200
12:00 - 13:00	3	40	0.067	3	40	0.050	3	40	0.117
13:00 - 14:00	3	40	0.092	3	40	0.017	3	40	0.109
14:00 - 15:00	3	40	0.067	3	40	0.183	3	40	0.250
15:00 - 16:00	3	40	0.100	3	40	0.142	3	40	0.242
16:00 - 17:00	3	40	0.067	3	40	0.092	3	40	0.159
17:00 - 18:00	3	40	0.067	3	40	0.067	3	40	0.134
18:00 - 19:00	3	40	0.050	3	40	0.042	3	40	0.092
19:00 - 20:00	3	40	0.042	3	40	0.042	3	40	0.084
20:00 - 21:00	3	40	0.042	3	40	0.050	3	40	0.092
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.927			0.960			1.887

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	3	40	0.025	3	40	0.000	3	40	0.025
08:00 - 09:00	3	40	0.025	3	40	0.008	3	40	0.033
09:00 - 10:00	3	40	0.017	3	40	0.000	3	40	0.017
10:00 - 11:00	3	40	0.017	3	40	0.008	3	40	0.025
11:00 - 12:00	3	40	0.008	3	40	0.000	3	40	0.008
12:00 - 13:00	3	40	0.008	3	40	0.000	3	40	0.008
13:00 - 14:00	3	40	0.033	3	40	0.017	3	40	0.050
14:00 - 15:00	3	40	0.008	3	40	0.042	3	40	0.050
15:00 - 16:00	3	40	0.025	3	40	0.033	3	40	0.058
16:00 - 17:00	3	40	0.000	3	40	0.008	3	40	0.008
17:00 - 18:00	3	40	0.008	3	40	0.017	3	40	0.025
18:00 - 19:00	3	40	0.025	3	40	0.033	3	40	0.058
19:00 - 20:00	3	40	0.008	3	40	0.075	3	40	0.083
20:00 - 21:00	3	40	0.008	3	40	0.008	3	40	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.215			0.249			0.464

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	40	0.008	3	40	0.000	3	40	0.008
08:00 - 09:00	3	40	0.025	3	40	0.000	3	40	0.025
09:00 - 10:00	3	40	0.025	3	40	0.008	3	40	0.033
10:00 - 11:00	3	40	0.008	3	40	0.000	3	40	0.008
11:00 - 12:00	3	40	0.000	3	40	0.000	3	40	0.000
12:00 - 13:00	3	40	0.008	3	40	0.008	3	40	0.016
13:00 - 14:00	3	40	0.000	3	40	0.000	3	40	0.000
14:00 - 15:00	3	40	0.000	3	40	0.008	3	40	0.008
15:00 - 16:00	3	40	0.000	3	40	0.000	3	40	0.000
16:00 - 17:00	3	40	0.017	3	40	0.008	3	40	0.025
17:00 - 18:00	3	40	0.000	3	40	0.000	3	40	0.000
18:00 - 19:00	3	40	0.025	3	40	0.025	3	40	0.050
19:00 - 20:00	3	40	0.008	3	40	0.025	3	40	0.033
20:00 - 21:00	3	40	0.000	3	40	0.008	3	40	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.090			0.214

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	40	0.000	3	40	0.000	3	40	0.000
08:00 - 09:00	3	40	0.025	3	40	0.000	3	40	0.025
09:00 - 10:00	3	40	0.008	3	40	0.008	3	40	0.016
10:00 - 11:00	3	40	0.000	3	40	0.000	3	40	0.000
11:00 - 12:00	3	40	0.008	3	40	0.000	3	40	0.008
12:00 - 13:00	3	40	0.000	3	40	0.008	3	40	0.008
13:00 - 14:00	3	40	0.008	3	40	0.000	3	40	0.008
14:00 - 15:00	3	40	0.000	3	40	0.000	3	40	0.000
15:00 - 16:00	3	40	0.008	3	40	0.008	3	40	0.016
16:00 - 17:00	3	40	0.008	3	40	0.017	3	40	0.025
17:00 - 18:00	3	40	0.008	3	40	0.017	3	40	0.025
18:00 - 19:00	3	40	0.000	3	40	0.008	3	40	0.008
19:00 - 20:00	3	40	0.000	3	40	0.008	3	40	0.008
20:00 - 21:00	3	40	0.000	3	40	0.008	3	40	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.082			0.155

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	3	40	0.008	3	40	0.000	3	40	0.008
08:00 - 09:00	3	40	0.050	3	40	0.000	3	40	0.050
09:00 - 10:00	3	40	0.033	3	40	0.017	3	40	0.050
10:00 - 11:00	3	40	0.008	3	40	0.000	3	40	0.008
11:00 - 12:00	3	40	0.008	3	40	0.000	3	40	0.008
12:00 - 13:00	3	40	0.008	3	40	0.017	3	40	0.025
13:00 - 14:00	3	40	0.008	3	40	0.000	3	40	0.008
14:00 - 15:00	3	40	0.000	3	40	0.008	3	40	0.008
15:00 - 16:00	3	40	0.008	3	40	0.008	3	40	0.016
16:00 - 17:00	3	40	0.025	3	40	0.025	3	40	0.050
17:00 - 18:00	3	40	0.008	3	40	0.017	3	40	0.025
18:00 - 19:00	3	40	0.025	3	40	0.033	3	40	0.058
19:00 - 20:00	3	40	0.008	3	40	0.033	3	40	0.041
20:00 - 21:00	3	40	0.000	3	40	0.017	3	40	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.197			0.175			0.372

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): 1.86

	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	3	40	0.067	3	40	0.042	3	40	0.109
08:00 - 09:00	3	40	0.150	3	40	0.033	3	40	0.183
09:00 - 10:00	3	40	0.150	3	40	0.075	3	40	0.225
10:00 - 11:00	3	40	0.058	3	40	0.058	3	40	0.116
11:00 - 12:00	3	40	0.117	3	40	0.100	3	40	0.217
12:00 - 13:00	3	40	0.083	3	40	0.075	3	40	0.158
13:00 - 14:00	3	40	0.142	3	40	0.033	3	40	0.175
14:00 - 15:00	3	40	0.075	3	40	0.242	3	40	0.317
15:00 - 16:00	3	40	0.142	3	40	0.183	3	40	0.325
16:00 - 17:00	3	40	0.092	3	40	0.125	3	40	0.217
17:00 - 18:00	3	40	0.092	3	40	0.108	3	40	0.200
18:00 - 19:00	3	40	0.100	3	40	0.117	3	40	0.217
19:00 - 20:00	3	40	0.058	3	40	0.150	3	40	0.208
20:00 - 21:00	3	40	0.050	3	40	0.075	3	40	0.125
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.376			1.416			2.792

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	3	40	0.025	3	40	0.017	3	40	0.042
08:00 - 09:00	3	40	0.050	3	40	0.025	3	40	0.075
09:00 - 10:00	3	40	0.067	3	40	0.033	3	40	0.100
10:00 - 11:00	3	40	0.025	3	40	0.033	3	40	0.058
11:00 - 12:00	3	40	0.042	3	40	0.067	3	40	0.109
12:00 - 13:00	3	40	0.042	3	40	0.042	3	40	0.084
13:00 - 14:00	3	40	0.058	3	40	0.008	3	40	0.066
14:00 - 15:00	3	40	0.050	3	40	0.108	3	40	0.158
15:00 - 16:00	3	40	0.067	3	40	0.092	3	40	0.159
16:00 - 17:00	3	40	0.042	3	40	0.067	3	40	0.109
17:00 - 18:00	3	40	0.050	3	40	0.050	3	40	0.100
18:00 - 19:00	3	40	0.033	3	40	0.025	3	40	0.058
19:00 - 20:00	3	40	0.025	3	40	0.033	3	40	0.058
20:00 - 21:00	3	40	0.042	3	40	0.042	3	40	0.084
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.618			0.642			1.260

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	40	0.000	3	40	0.000	3	40	0.000
08:00 - 09:00	3	40	0.000	3	40	0.000	3	40	0.000
09:00 - 10:00	3	40	0.017	3	40	0.008	3	40	0.025
10:00 - 11:00	3	40	0.000	3	40	0.008	3	40	0.008
11:00 - 12:00	3	40	0.017	3	40	0.008	3	40	0.025
12:00 - 13:00	3	40	0.000	3	40	0.000	3	40	0.000
13:00 - 14:00	3	40	0.017	3	40	0.008	3	40	0.025
14:00 - 15:00	3	40	0.008	3	40	0.008	3	40	0.016
15:00 - 16:00	3	40	0.008	3	40	0.008	3	40	0.016
16:00 - 17:00	3	40	0.000	3	40	0.008	3	40	0.008
17:00 - 18:00	3	40	0.000	3	40	0.000	3	40	0.000
18:00 - 19:00	3	40	0.000	3	40	0.000	3	40	0.000
19:00 - 20:00	3	40	0.008	3	40	0.000	3	40	0.008
20:00 - 21:00	3	40	0.000	3	40	0.008	3	40	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.075			0.064			0.139

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

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- Springfields Springy's American Diner
- CAFFÈ NERO
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- Cash Machine
- Electric Car Charging Point
- Baby Changing
- Toilets
- Disabled Toilets
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- Bike Parking
- Cycle Parking
- Disabled Parking
- Parent and Child Parking
- Car Parking Pay Station
- Springfields is a non-smoking destination
- For the benefit of all our visitors, only assistance dogs are allowed in the mall and gardens. All other dogs can enjoy the riverside walk and outdoor areas of Caffé Nero and The Kitchen.

UNIT	BRAND
1	The Parlour
2	Craghopper & Regatta
3	White Stuff
4	Pavers Shoes
5	Ernest Jones The Outlet Collection
6/7	Fat Face Outlet
8	Chapelle
9	Lazy Jacks
10	Grape Tree
11	Saltrock

UNIT	BRAND
12	EE
13	The Gift Company
14	Klass
15	Weird Fish
16	Denby
17	ProCook
18	Julian Charles
19	Costa
20	Claire's
21	The Body Shop
22	Designer Warehouse

UNIT	BRAND
23b	Roman
23a	Joules
24	Hallmark
24a	New Retailer coming soon
25	Caffé Nero
26/27	Sports Direct/Game
28/29	Skechers
30	Mountain Warehouse
31-34 44/45	Marks & Spencer Outlet

UNIT	BRAND
35a	Crew Clothing Company
35b	The Sweet Emporium
35c	Raging Bull
37/38	Clarks
39	The Cosmetics Company Store
40b	OSPREY LONDON
40a	Dune London
41	The Works
41a	Subway
42a/ 42b	Starling's Toy Outlet

UNIT	BRAND
43	The Kitchen
46-48	Next Outlet
49	New Retailer coming soon
50	Jack Wills
51	Beauty Outlet
52	The Fragrance Shop
53a	Suit Direct
53b	Jeff Banks
53c	Eden
53d	Radley
59	The Craft Outlet

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