



a company of Royal HaskoningDHV

## Transport Statement

HaskoningDHV UK Ltd.  
Mobility & Infrastructure

Client: Pollard Thomas Edwards  
 Author: Mark Lever-Green  
 Date: 16 July 2024  
 -  
 Our reference: PC5895-ITP-XX-XX-ME-CY-0001  
 Classification: Project related  
 Checked by: Dan Palmer

**Subject: Great Wilsey Park - Condition 28 Transport Statement**

## 1 Introduction

ITP, a company of Royal HaskoningDHV, have prepared this Transport Statement on behalf of the client, Pollard Thomas Edwards. The purpose of this Transport Statement is to demonstrate the parking requirements for a forthcoming reserved matters application for a new Local Centre at Great Wilsey Park, Haverhill, Suffolk. The Local Centre will be mixed-use, catering for a number of community uses for residents of Great Wilsey Park and the wider local area, including a Community hall, small retail unit, Café, Nursery and Co-working space.

Whilst Suffolk County Council's parking guidance provides a useful starting point; it is considered to overestimate the required number of parking spaces when viewing each use class element in isolation. This is reflected by the guidance, which is open to justification for alternative parking proposals. This TN assesses the likely parking demand at the site, accounting for linked trips and the overlap in uses.

The coalescence of the proposed Local Centre is illustrated well by Figure 1, which also demonstrates the proximity to surrounding housing and cycle and pedestrian links along the site's spine road and green corridor links.

Figure 1 Local Centre indicative masterplan (Pollard Thomas Edwards)



The current reserved matters application considers the majority of the Local Centre masterplan area, with the omission of the convenience food store and health centre, which will be subject to separate applications at a later date. There remains some uncertainty over the requirement for a health centre but it has been retained in our calculations to ensure a robust and future-proofed assessment of parking requirements.

## 2 Policy Context

The minimum parking standards within the *Suffolk Guidance for Parking* for new development within Suffolk are categorised by land use. The parking standards for each use as part of the proposed development is included within Table 1. At this stage, this does not reflect the need to assess shared parking facilities.

Table 2-1 Suffolk Guidance for Parking Standards

Land Use	Suffolk Parking Standards
Small Retail – Use Class E (a)	1 space per 20 m <sup>2</sup>
Café <sup>1</sup> – Use Class E (b)	1 space per 5 m <sup>2</sup> of public floor area
Co-working – Use Class E (g)	1 space per 30 m <sup>2</sup>
Community Hall and Facilities – Use Class F (e)	1 space per 25 m <sup>2</sup>
Nursery – Use Class E (f)	Teaching staff: 1 space per 4 pupils Visitors: 1 space per 20 pupils
Convenience food Store – Use Class A1	1 space per 16 m <sup>2</sup>
Health centre – Use Class D1	1 space per full time equivalent staff + 4 per consulting room

As well as providing baseline parking expectations, *Suffolk Guidance for Parking*, does also accept the need for flexibility when considering mixed-use development, such as this. It states,

*‘Where there is mixed-use development which operates at different times of the day, then a trade-off between the parking requirements may be made to enable a more efficient use of space.’* – Suffolk Guidance for Parking

The guidance also recognises that flexibility in parking provision may be needed to balance other planning considerations – in this case it relates strongly to the ability to provide an attractive landscape, biodiversity and to limit the visual dominance of parked cars. It states,

*‘The guidance contained within this document is only one factor to be taken into account by Local Planning Authorities when judging planning applications. The issue of parking provisions will be considered alongside existing local policy and all other material planning considerations. It is a matter for the Local Planning Authorities to balance this guidance against all the other material considerations.’* – Suffolk Guidance for Parking

Recognising the flexibility exhibited by the guidance, there is clearly scope to explore a more bespoke calculation of parking demand and provision, primarily based on the overriding factor that this development is intended to serve a local community, across a range of complimentary uses with a high level of sustainable accessibility from surrounding dwellings.

### 3 Methodology

#### 3.1 Use Classification

The calculations presented within this TN are based on a TRICS parking accumulation over a 24-hour weekday period. This allows for a better understanding of the overall peak car parking demand, since different uses will peak at different times of the day. A weekday was chosen since it presents the most robust period given some uses, such as the health centre and nursery, are likely to see reduced demand over the weekend.

Table 2 summarises the anticipated Local Centre elements, their individual floor areas and the chosen TRICS category that represents the most appropriate proxy for the scheme. Unfortunately, there are a limited number of reference sites for some uses, therefore filtering has had to take place in a controlled manner to retain statistical reliability.

Table 3-1 Development summary and floor areas

Local centre element	Floor area (NIA) m <sup>2</sup>	TRICS category	Floor area (NIA) m <sup>2</sup>
Small retail	30	Leisure – Community Centre	1,565
Café	165		
Workspace	260		
Community	1,110		
Nursery	630	Education - Nursery	630
Convenience food store	600	Retail – Convenience Store	600
Health centre	450/1000/2000 (TBC)	Health – GP Surgeries	450/1000/2000 (TBC)
<b>Total</b>	<b>3,245-4,795</b>		<b>3,245-4,795</b>

Certain elements of the Local Centre will naturally operate as a combined community-focussed offering. These include: the small retail unit, which is intended to offer space to local small businesses; the café, which will provide services for those attending the community centre; and the workspace, which is intended to operate a flexible co-working space for local residents; alongside the core community centre facilities. On this basis, it is considered appropriate to combine the floor areas of these four elements and consider it under the Leisure – Community Centre category in TRICS. This approach alone maintains the overall floor area so does not discount for linked trips.

The health centre has been considered exclusively based on its floor area, whilst it is understood that Section 106 negotiations require a specific provision solely for the use of the health centre. A suitable compromise could be to reserve an element of the parking for the sole use of health centre staff, with visitors making use of unallocated shared Local Centre parking.

#### 3.2 Trip Rates

Trip rates have been obtained from the TRICS database for car journeys. These are based on obtaining the largest number of suitable reference sites available within each use category, whilst conducting high level filtering to find the right balance of statistical reliability. Trip rate reports are included as Appendix A.

Reference sites have been selected predominantly as:

- Suburban, Edge of town or neighbourhood centre locations
- England, Wales and Scotland, excluding Greater London
- Weekday surveys
- Excluded surveys undertaken during Covid-19 restrictions

### 3.3 Parking Accumulation

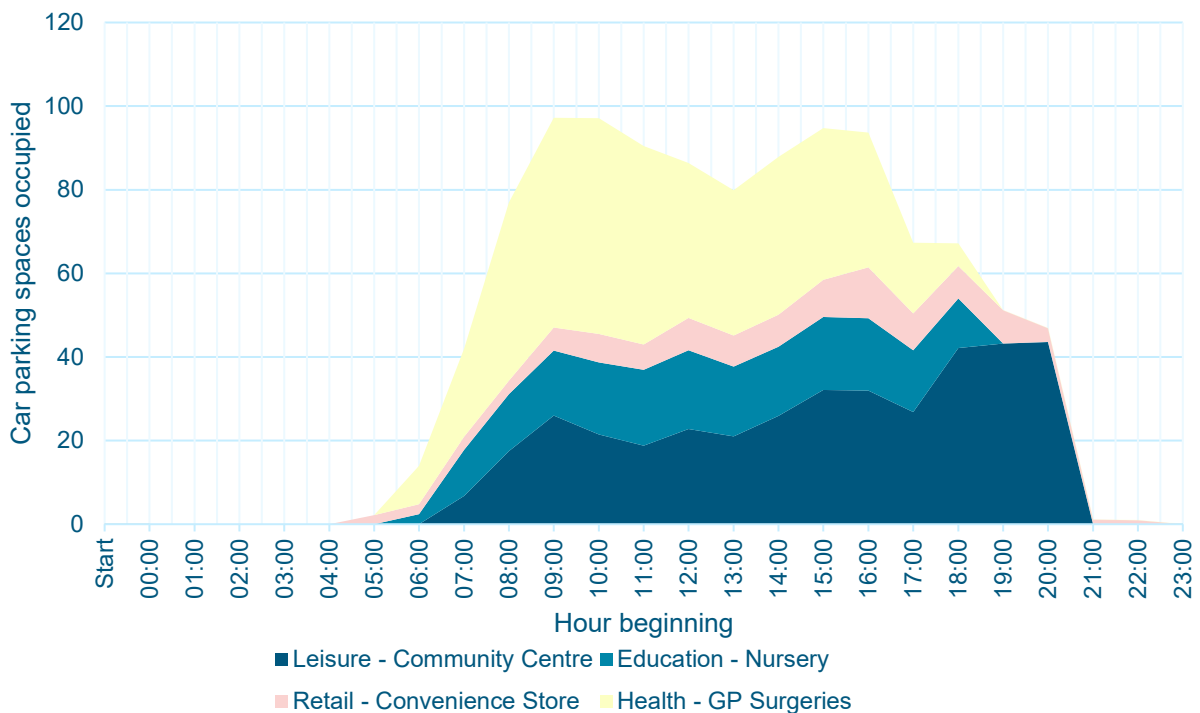
The parking accumulation calculation has been carried out by adding arrivals and subtracting departures from the cars parked in the previous hour. It has been assumed that the car park is empty at the start of the day.

Due to how TRICS calculates arrivals and departures based on multiple sites, there is a need to apply a marginal correction factor to balance the total arrivals and departures across the day and so to not end up with a positive or negative number of vehicles in the car park at the end of the day. This has been applied equally across the operational hours of each element and is detailed in the calculations included in Appendix B.

## 4 Results

The results of the parking accumulation exercise, represented graphically in Figure 2, evidences a robust parking requirement of just under 100 car parking spaces. This is based on the largest health centre, subject to discussions with the Integrated Care Board. For the current reserved matters application, the parking requirement is approximately 50 spaces, with the additional buffer useful for providing drop-off and loading provision, as well as future-proofing the site for the introduction of the remaining uses.

Figure 2 Undiscounted weekday parking accumulation



Further sense checking the data, it is logical that:

- Parking demand for the nursery is consistent across the day presumably mainly due to staff being present at the site through the working day.
- Parking demand for the health centre is greatest mid-morning and gradually reduces through the afternoon, in line with usual surgery patterns. The quantity of spaces is significant and there would be some benefit in allowing shared use particularly at the start and end of the day for nursery drop-offs and pick-ups when the health centre is less busy.
- Parking demand for the community centre gradually increases through the day before peaking early evening, in line with the operational aspirations of the centre.
- Parking demand for the retail appears relatively low across the full hour but due to the short-stay nature of these trips it reflects that an individual parking space is likely to be used by multiple customers within the hour. It is expected that this will occur particularly in the early evening, when other elements of the Local Centre are less busy. Again, sharing parking spaces will lead to greater flexibility and efficiencies.

This remains a highly robust methodology as it does not discount trip generation based on the complimentary uses provided at the Local Centre. Each of the four elements can stand alone in terms of parking requirement, despite the high likelihood of linked trips.

## 4.1 Further Analysis

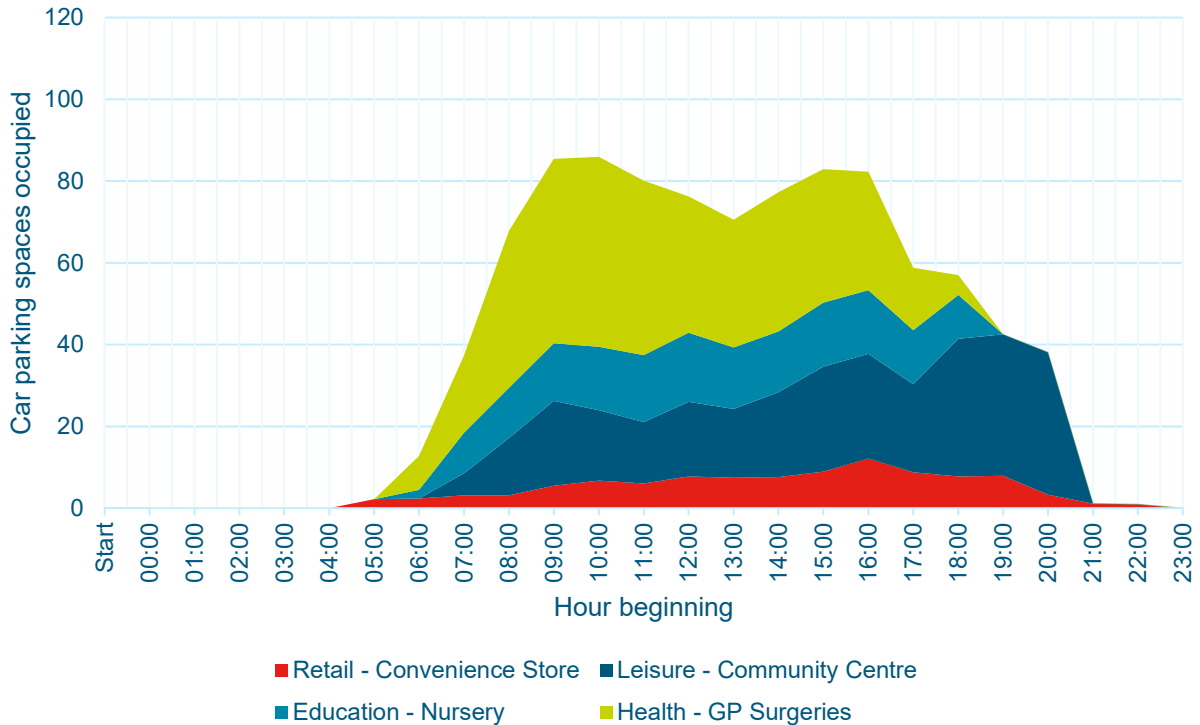
Applying even modest assumptions regarding the likelihood of linked trips would result in a reduction in the calculated car parking demand. Table 3 summarises a number of conservative assumptions around users of the community centre, nursery and health centre who may also visit the convenience store as part of the same trip. For example, trips to the nursery are estimated to also involve a trip to the convenience store 10% of the time, or once a week for a full-time child, on average – a highly conservative estimate. A similar assumption has been applied to the community and health centres.

Table 4-1 Linked trip assumption summary

		Secondary (linked) use			
		Community centre	Nursery	Health centre	Convenience store
Primary use	Community centre		Negligible	Negligible	20%
	Nursery	Negligible		Negligible	10%
	Health centre	Negligible	Negligible		10%
	Convenience store	Negligible	Negligible	Negligible	

Whilst there are likely to be further relationships between the other elements, these are likely to be smaller percentages so have not been included in any assessment and marked as negligible. Regardless, this further analysis demonstrates a reduction in parking demand of 12%, or 11 spaces, for the relationships indicated in Table 2. This is demonstrated in Figure 4.

Figure 3 Discounted weekday parking accumulation



## 5 Primary School Impact

Whilst not falling within the limits of the proposed Local Centre, a primary school as part of later phasing of the wider Great Wilsey Park masterplan will come forward to the immediate south of the Local Centre. To ensure robustness, consideration of the potential for the Local Centre car park to be used as an unofficial drop-off car park has been undertaken. This section provides additional analysis of this specific issue.

It is important to recognise that parking demand will not be a fixed quantity and that seeking to accommodate the school’s perceived parking demand on site risks simply encouraging more people to travel by car. This may undermine efforts made elsewhere to encourage shift to sustainable modes and result in a parking-dominated layout that leaves little room for attractive landscaping, biodiversity improvements or other factors that further encourage a shift away from private car use.

### 5.1 Scale of Impact

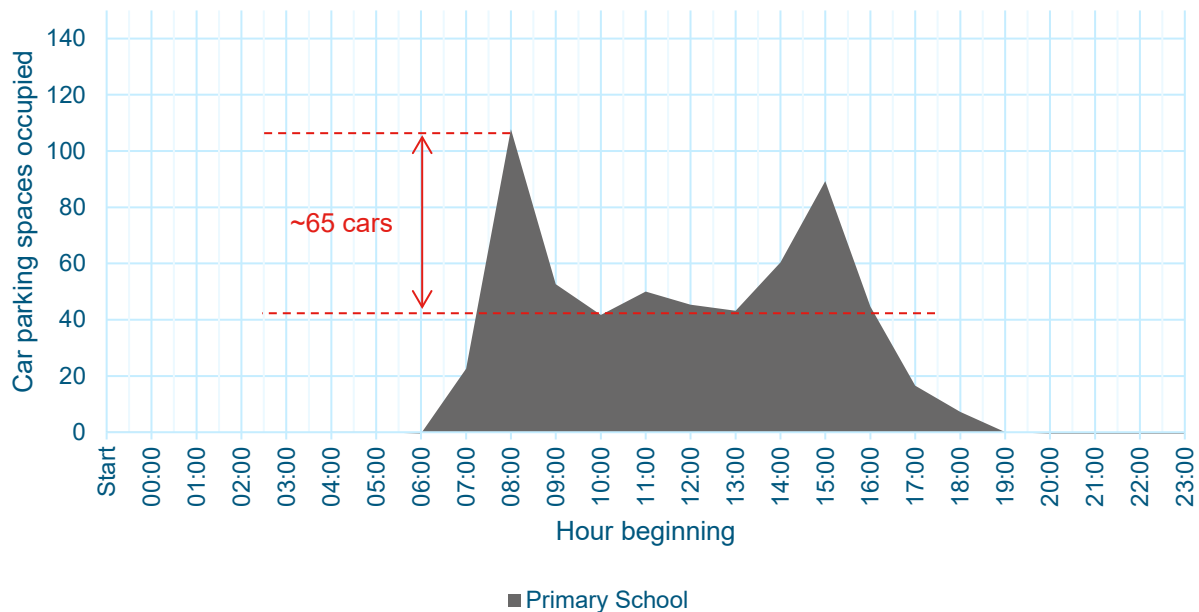
For two-form-entry primary school, equivalent to approximately 420 pupils, TRICS suggests the following car trip generation. This is based on the latest dataset, filtered for schools in similar edge of town locations with similar surrounding population numbers.

Whilst staff car parking is understood to be provided within the school site, no on-site car parking provision would be made for children’s drop-off and pick-up in line with Suffolk County Council’s policy on encouraging sustainable travel.

To determine the drop-off and pick-up demand that would not be accommodated by parking on the school site itself, the height of the peak relative to the average interpeak levels was obtained from the

parking accumulation calculation, as shown in Figure 4. This is considered to reflect a suitable proxy for non-staff related car parking demand. This shows that based on similar existing schools, notwithstanding any Travel Plan measures specific to Great Wilsey Park, there is a requirement to temporarily accommodate approximately 65 cars at drop-off and pick-up periods surrounding the school. A significant proportion of this would likely be delivered on the highway, such is standard for schools around the country.

Figure 4 Primary school weekday parking accumulation



## 5.2 Potential Mitigation

Instead of seeking to accommodate an increased number of private car users within the site to match a fluid level of demand, best practice suggests that demand management and the restriction of access to private car users is the only sustainable way to reduce the impacts of private cars over the long term. This could include the following example measures that should be brought forward by the future school:

- Communications to drivers dropping off or collecting children to encourage them to consider other modes of transport, linked to the school's future Travel Plan.
- Encouragement of linked trips through marketing and promotions so that if drivers do make use of the Local Centre car park to drop-off or pick-up children that they combine this with another trip to the Local Centre, reducing the overall number of private car trips.
- Introduction of waiting and loading restrictions on the estate roads during school drop-off and pick-up times so that parking on the highway network can be suitably managed to locations with the least impact, for example restricted to one side of the road and away from junctions.
- Operation of a car parking management regime that discourages the use of the Local Centre car park by drivers whose primary trip purpose is not connected to the Local Centre, for example by requiring parking sessions to be validated at the Local Centre reception.

## 6 Proposed Layout

### 6.1 Car Parking

As set out in Section 4 and Figure 2, the current reserved matters application is calculated to have a maximum parking accumulation of 50 spaces, with the a recommendation for allowing an additional buffer to account for drop-off and pick-ups and efficient operation.

The accompanying Design and Access Statement (page 85) demonstrates provision of 77 car parking spaces, designated as follows:

- 4 accessible bays (2 with active EV chargers).
- 73 standard car parking spaces (11 with active EV chargers).

Perpendicular spaces are shown at the standard dimension of 2.4m x 4.8m, with an additional 1.2m buffer on either side of the accessible spaces. Parallel spaces are shown with a dimension of 2m x 6m, with a 45-degree taper at either end to allow vehicles to manoeuvre appropriately. Swept-path analysis drawings are included in Appendix C, which demonstrate the accessibility of the site by a large car.

As the car park will not be put forward for adoption by the local highway authority, it will be managed privately with appropriate monitoring and enforcement to ensure that it fulfils its role to support the local centre. This will be reviewed regularly by the managing agents, as set out in the accompanying Travel Plan.

### 6.2 Loading Bay

A loading bay and turning head is proposed to the north of the Community Centre within the site. This allows full servicing of the Local Centre from a position off the public highway and without blocking access to the car park or footways.

It is anticipated that service vehicles will enter the site from the north and reverse into the loading bay, before exiting to the north in a forward gear. This is summarised in the accompanying Design and Access Statement (page 84). This arrangement prevents the need for service vehicles to navigate the car park and avoids limits conflict with pedestrians.

The loading bay dimensions of approximately 6m x 13m allows access to all vehicles likely to require regular access to the site, including large refuse vehicles, which are typically up to 11.5m in length. Swept-path analysis plans are included in Appendix C, which demonstrate the accessibility of the site by refuse vehicles and fire appliances. In the case of the fire appliance, access throughout the site and car park is included to demonstrate the ability to tackle vehicle fires.



### 6.3 Cycle Parking

The proposed level of cycle parking has been informed by the Suffolk Guidance for Parking document. Further analysis has determined what the allocation of long-stay and short-stay parking should be in order to accommodate for the needs of each individual use. The analysis is presented in Table 5-1.

Table 5-1: Proposed Cycle Parking

Land Use	Parking Standard	Proposed Development	Min. Spaces Required
Small Retail – Use Class E (a)	2 spaces per 200 m <sup>2</sup>	30 m <sup>2</sup>	2
Café' – Use Class E (b)	2 spaces per 100 m <sup>2</sup>	165 m <sup>2</sup>	4
Co-working – Use Class E (g)	2 spaces per 100 m <sup>2</sup>	260 m <sup>2</sup>	4
Community Hall and Facilities – Use Class F (e)	2 spaces per 4 staff	5 Staff	4
	Plus, individual merit for Community Use		12*
Nursery – Use Class E (f)	2 spaces per 5 staff	8 Staff	4
<b>Total</b>			<b>30</b>

*\*suggested by ITP with potential for further short-stay cycle parking to be delivered in future phases subject to demand*

As demonstrated, the level of cycle parking will accord with the minimum parking standards set by Suffolk County Council for each of the uses. An allowance has been made to accommodate additional visitor parking that will be generated by the community hall and facilities as deemed appropriate by ITP. Given the standards presented are minimums, combining uses has not been considered, resulting in a more robust level of provision.

The accompanying Design and Access Statement (page 83) sets out the proposed Mobility Hub design in detail, including spaces for 46 cycles, designated as follows:

- 30 spaces within two-tier racks for secure long-stay use.
- 12 spaces on standard Sheffield stands for secure short-stay use.
- 4 wider spaces alongside Sheffield stands for adapted and cargo bikes.

The proposed cycle provision significantly exceeds the minimum requirements, demonstrating the ambition of the client to promote a shift to sustainable transport. The Mobility Hub is a fully enclosed, secure building that additionally offers bike repair facilities and secure storage facilities for accessories. Changing facilities and showers will be located in the Community Centre building adjacent.

## 7 Conclusion

This Transport Statement has been prepared by ITP, a company of Royal HaskoningDHV, to set out the proposed car parking arrangements to support a reserved matters application for the first phase of a new Local Centre at Great Wilsey Park, Haverhill, Suffolk.

Parking for 77 cars, as proposed, would adequately serve the proposed Local Centre in its current intended form and scale, with redundancy to allow future addition of convenience retail and health centre uses that are currently excluded from the reserved matters application. This would deliver a suitable quantity of car parking, while allowing the delivery of attractive landscaping, a less car-dominated site and avoiding the undermining of the accompanying Travel Plan.

As a Local Centre primarily serving local residents within walking and cycling distance of the site, this reduction from the default levels suggested by Suffolk County Council's parking guidance is essential to deliver a sustainable non-car-dominated outcome without detrimental impact on future customers or surrounding residents. It is also the primary enabler to deliver sustainable travel behaviour, creating a virtuous circle with reduced parking levels allowing the creation of an attractive and sustainable Local Centre which itself helps to reduce parking demand by offering a highly walkable environment.

The calculation set out above is in line with the adopted policy, in that it reflects the mixed-use nature of the proposals and ensures that default parking guidance does not drive the outcomes of a scheme, where alternative justification can be put forward. Alongside this, a level of cycle parking in excess of policy requirements is proposed, supporting the desired shift to sustainable modes.

It is concluded that the provision of parking is suitable and as such there will not be a severe impact on the local highway network, either from a capacity or safety perspective and therefore the application should be supported.



## **Appendix A**

### **TRICS Reports**

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
Category : Q - COMMUNITY CENTRE  
CARS

Selected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	2 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: 100 to 880 (units: sqm)  
Range Selected by User: 100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/10/22

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	5

*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
Retail Zone	1
Village	2
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	6 days - Selected

Secondary Filtering selection:

Use Class:

F2(b) 7 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 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:

50,001 to 75,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 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	7 days
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*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	7 days
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*This data displays the number of selected surveys with PTAL Ratings.*



TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	5	374	0.321	5	374	0.000	5	374	0.321
08:00 - 09:00	7	500	1.428	7	500	0.857	7	500	2.285
09:00 - 10:00	7	500	1.342	7	500	0.914	7	500	2.256
10:00 - 11:00	7	500	0.371	7	500	0.771	7	500	1.142
11:00 - 12:00	7	500	0.343	7	500	0.628	7	500	0.971
12:00 - 13:00	7	500	1.114	7	500	0.971	7	500	2.085
13:00 - 14:00	7	500	0.400	7	500	0.628	7	500	1.028
14:00 - 15:00	7	500	0.514	7	500	0.314	7	500	0.828
15:00 - 16:00	7	500	1.200	7	500	0.914	7	500	2.114
16:00 - 17:00	6	531	0.911	6	531	1.036	6	531	1.947
17:00 - 18:00	6	531	0.754	6	531	1.193	6	531	1.947
18:00 - 19:00	5	487	1.684	5	487	0.821	5	487	2.505
19:00 - 20:00	5	487	1.068	5	487	1.109	5	487	2.177
20:00 - 21:00	4	541	0.000	4	541	0.092	4	541	0.092
21:00 - 22:00	2	363	0.000	2	363	2.897	2	363	2.897
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			11.450			13.145			24.595

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

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



Calculation Reference: AUDIT-703109-240222-0219

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION  
Category : D - NURSERY  
CARS

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
	BR BRISTOL CITY	1 days
	SD SWINDON	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	MM MONMOUTHSHIRE	1 days
	NW NEWPORT	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 150 to 1250 (units: sqm)  
 Range Selected by User: 150 to 2350 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 02/05/23

*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	5 days
Wednesday	1 days
Thursday	3 days
Friday	6 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	13
Village	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	5 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

E(f) 16 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days
50,001 to 100,000	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	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	8 days
2.1 to 2.5	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	16 days
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*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	16 days
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*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters (Cont.)

9	NN-04-D-01 ROCKINGHAM ROAD KETTERING	NURSERY		NORTH NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:		850 sqm	
	Survey date:	TUESDAY	07/06/22	Survey Type: MANUAL
10	NW-04-D-01 CHEPSTOW ROAD NEAR NEWPORT LANGSTONE	NURSERY		NEWPORT
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Gross floor area:		284 sqm	
	Survey date:	WEDNESDAY	12/10/22	Survey Type: MANUAL
11	NY-04-D-02 OAKNEY WOOD ROAD SELBY	NURSERY		NORTH YORKSHIRE
	Edge of Town Industrial Zone			
	Total Gross floor area:		450 sqm	
	Survey date:	TUESDAY	10/05/22	Survey Type: MANUAL
12	SD-04-D-01 SHREWSBURY ROAD SWINDON WALCOT	NURSERY		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:		500 sqm	
	Survey date:	THURSDAY	22/09/16	Survey Type: MANUAL
13	TV-04-D-01 COTSWOLD DRIVE REDCAR	NURSERY		TEES VALLEY
	Edge of Town Residential Zone			
	Total Gross floor area:		150 sqm	
	Survey date:	FRIDAY	19/05/17	Survey Type: MANUAL
14	TW-04-D-03 JUBILEE ROAD NEWCASTLE UPON TYNE GOSFORTH	NURSERY		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:		725 sqm	
	Survey date:	TUESDAY	21/05/19	Survey Type: MANUAL
15	WK-04-D-01 THE RIDGEWAY STRATFORD UPON AVON	NURSERY		WARWICKSHIRE
	Edge of Town Residential Zone			
	Total Gross floor area:		340 sqm	
	Survey date:	FRIDAY	29/06/18	Survey Type: MANUAL
16	WM-04-D-02 BERTRAM ROAD BIRMINGHAM SMALL HEATH	NURSERY		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone			
	Total Gross floor area:		880 sqm	
	Survey date:	FRIDAY	19/11/21	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
RC-04-D-01	Covid-19

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY  
 CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	375	0.267	2	375	0.000	2	375	0.267
07:00 - 08:00	16	552	2.276	16	552	1.030	16	552	3.306
08:00 - 09:00	16	552	2.695	16	552	2.389	16	552	5.084
09:00 - 10:00	16	552	0.906	16	552	0.713	16	552	1.619
10:00 - 11:00	16	552	0.362	16	552	0.215	16	552	0.577
11:00 - 12:00	16	552	0.306	16	552	0.272	16	552	0.578
12:00 - 13:00	16	552	1.008	16	552	1.019	16	552	2.027
13:00 - 14:00	16	552	0.793	16	552	1.245	16	552	2.038
14:00 - 15:00	16	552	0.215	16	552	0.351	16	552	0.566
15:00 - 16:00	16	552	0.634	16	552	0.611	16	552	1.245
16:00 - 17:00	16	552	1.234	16	552	1.370	16	552	2.604
17:00 - 18:00	16	552	2.095	16	552	2.615	16	552	4.710
18:00 - 19:00	15	579	0.150	15	579	0.726	15	579	0.876
19:00 - 20:00	1	450	0.222	1	450	2.222	1	450	2.444
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			13.163			14.778			27.941

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

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

Calculation Reference: AUDIT-703109-240222-0243

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : 0 - CONVENIENCE STORE  
CARS

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SD SWINDON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days
	GC GLASGOW CITY	1 days

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



Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 275 to 550 (units: sqm)  
 Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 25/04/23

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

Selected survey days:

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

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	6

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

Selected Location Sub Categories:

Residential Zone	6
High Street	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	9 days
F2(a)	1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 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.*

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	10 days

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No	10 days
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*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	10 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	AS-01-O-01 REDCLOAK DRIVE STONEHAVEN	CO-OP		ABERDEENSHIRE
	Edge of Town Residential Zone Total Gross floor area:		275 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>20/04/22</i>	<i>Survey Type: MANUAL</i>
2	BC-01-O-01 WIMBORNE ROAD BOURNEMOUTH WINTON	SAINSBURY'S LOCAL		BOURNEMOUTH CHRISTCHURCH & POOLE
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area:		550 sqm	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
3	CF-01-O-02 HEOL-Y-DERI CARDIFF RHIWBINA	CO-OPERATIVE		CARDIFF
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		350 sqm	
	<i>Survey date: FRIDAY</i>		<i>07/10/16</i>	<i>Survey Type: MANUAL</i>
4	GC-01-O-01 GREAT WESTERN ROAD GLASGOW WEST END	CO-OP		GLASGOW CITY
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area:		332 sqm	
	<i>Survey date: TUESDAY</i>		<i>25/04/23</i>	<i>Survey Type: MANUAL</i>
5	LS-01-O-01 AINSTY ROAD WETHERBY	CO-OPERATIVE		LEEDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		539 sqm	
	<i>Survey date: MONDAY</i>		<i>26/09/16</i>	<i>Survey Type: MANUAL</i>
6	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		305 sqm	
	<i>Survey date: MONDAY</i>		<i>19/09/16</i>	<i>Survey Type: MANUAL</i>
7	SD-01-O-01 THE CIRCLE SWINDON	ONE STOP		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		292 sqm	
	<i>Survey date: FRIDAY</i>		<i>23/09/16</i>	<i>Survey Type: MANUAL</i>
8	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN	CO-OPERATIVE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		330 sqm	
	<i>Survey date: FRIDAY</i>		<i>07/04/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	WS-01-O-01 GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 500 sqm <i>Survey date: THURSDAY 12/05/22</i>	CO-OP	WEST SUSSEX	<i>Survey Type: MANUAL</i>
10	WS-01-O-02 GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 409 sqm <i>Survey date: WEDNESDAY 11/05/22</i>	SAINSBURY'S LOCAL	WEST SUSSEX	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	416	0.481	2	416	0.120	2	416	0.601
06:00 - 07:00	7	426	1.508	7	426	1.407	7	426	2.915
07:00 - 08:00	10	388	3.658	10	388	3.452	10	388	7.110
08:00 - 09:00	10	388	5.487	10	388	5.410	10	388	10.897
09:00 - 10:00	10	388	4.946	10	388	4.482	10	388	9.428
10:00 - 11:00	10	388	4.405	10	388	4.122	10	388	8.527
11:00 - 12:00	10	388	4.894	10	388	4.946	10	388	9.840
12:00 - 13:00	10	388	5.590	10	388	5.229	10	388	10.819
13:00 - 14:00	10	388	4.585	10	388	4.560	10	388	9.145
14:00 - 15:00	10	388	5.307	10	388	5.204	10	388	10.511
15:00 - 16:00	10	388	6.260	10	388	5.976	10	388	12.236
16:00 - 17:00	10	388	6.801	10	388	6.182	10	388	12.983
17:00 - 18:00	10	388	7.496	10	388	7.986	10	388	15.482
18:00 - 19:00	10	388	7.213	10	388	7.316	10	388	14.529
19:00 - 20:00	10	388	5.873	10	388	5.770	10	388	11.643
20:00 - 21:00	9	399	3.343	9	399	4.039	9	399	7.382
21:00 - 22:00	8	414	2.112	8	414	2.413	8	414	4.525
22:00 - 23:00	4	448	0.670	4	448	0.614	4	448	1.284
23:00 - 24:00	3	414	0.161	3	414	0.322	3	414	0.483
<b>Total Rates:</b>			<b>80.790</b>			<b>79.550</b>			<b>160.340</b>

*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 CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
Category : G - GP SURGERIES  
CARS

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	IW ISLE OF WIGHT	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	SD SWINDON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	3 days
10	WALES	
	CF CARDIFF	3 days
	CP CAERPHILLY	1 days
11	SCOTLAND	
	FI FIFE	2 days
	GC GLASGOW CITY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 215 to 1500 (units: sqm)  
 Range Selected by User: 143 to 2900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/10/22

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

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	8 days
Thursday	3 days
Friday	8 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	16

*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	20
Village	4
High Street	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	10 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:

Use Class:

E(e) 26 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days
20,001 to 25,000	5 days
25,001 to 50,000	10 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	9 days
500,001 or More	4 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	9 days
1.1 to 1.5	15 days
1.6 to 2.0	1 days
2.1 to 2.5	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	26 days
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*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	26 days
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*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters

1	AC-05-G-04 GP SURGERY KINGSMEAD SQUARE NORTHWICH KINGSMEAD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 650 sqm <i>Survey date: FRIDAY 07/06/19</i>	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	CF-05-G-01 GP SURGERY CAMBRIDGE STREET CARDIFF  Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1200 sqm <i>Survey date: FRIDAY 05/05/17</i>	CARDIFF	<i>Survey Type: MANUAL</i>
3	CF-05-G-02 GP SURGERY PARK ROAD CARDIFF WHITCHURCH Edge of Town Residential Zone Total Gross floor area: 450 sqm <i>Survey date: WEDNESDAY 05/10/16</i>	CARDIFF	<i>Survey Type: MANUAL</i>
4	CF-05-G-03 GP SURGERY DARTINGTON DRIVE CARDIFF PONTPRENNAU Edge of Town Residential Zone Total Gross floor area: 1243 sqm <i>Survey date: WEDNESDAY 14/03/18</i>	CARDIFF	<i>Survey Type: MANUAL</i>
5	CP-05-G-01 GP SURGERY HOEL BRO WEN CAERPHILLY  Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1500 sqm <i>Survey date: THURSDAY 13/10/22</i>	CAERPHILLY	<i>Survey Type: MANUAL</i>
6	DR-05-G-01 GP SURGERY GOODISON BOULEVARD DONCASTER CANTLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1050 sqm <i>Survey date: THURSDAY 23/09/21</i>	DONCASTER	<i>Survey Type: MANUAL</i>
7	DY-05-G-01 GP SURGERY OSMASTON ROAD DERBY  Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 676 sqm <i>Survey date: WEDNESDAY 25/09/19</i>	DERBY	<i>Survey Type: MANUAL</i>
8	ES-05-G-02 MEDICAL CENTRE JUZIERS DRIVE EAST HOATHLY  Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 215 sqm <i>Survey date: WEDNESDAY 13/07/16</i>	EAST SUSSEX	<i>Survey Type: MANUAL</i>
9	FI-05-G-02 GP SURGERY MAIN ROAD NEAR DUNFERMLINE CHARLESTOWN Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 325 sqm <i>Survey date: FRIDAY 29/05/15</i>	FIFE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

10	FI-05-G-03 IZATT AVENUE DUNFERMLINE HOSPITAL HILL Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 425 sqm <i>Survey date: MONDAY 21/03/16</i>	GP SURGERY	FIFE	<i>Survey Type: MANUAL</i>
11	GC-05-G-01 POLLOKSHAWS ROAD GLASGOW SHAWLANDS Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 480 sqm <i>Survey date: TUESDAY 26/11/19</i>	GP SURGERY	GLASGOW CITY	<i>Survey Type: MANUAL</i>
12	GM-05-G-02 MOORSIDE ROAD SALFORD SWINTON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1160 sqm <i>Survey date: FRIDAY 21/06/19</i>	GP SURGERY	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
13	HF-05-G-01 CHELLS WAY STEVENAGE  Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 830 sqm <i>Survey date: FRIDAY 28/06/19</i>	GP SURGERY	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
14	IW-05-G-01 NEWPORT ROAD COWES  Edge of Town Residential Zone Total Gross floor area: 1400 sqm <i>Survey date: WEDNESDAY 26/06/19</i>	GP SURGERY	ISLE OF WIGHT	<i>Survey Type: MANUAL</i>
15	LC-05-G-01 DOCTORS LANE ECCLESTON  Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 700 sqm <i>Survey date: WEDNESDAY 20/04/22</i>	GP SURGERY	LANCASHIRE	<i>Survey Type: MANUAL</i>
16	LE-05-G-02 THE SANDS NEAR MELTON MOWBRAY LONG CLAWSON Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 363 sqm <i>Survey date: TUESDAY 29/11/16</i>	GP SURGERY	LEICESTERSHIRE	<i>Survey Type: MANUAL</i>
17	NF-05-G-03 MILE END ROAD NORWICH MOUNT PLEASANT Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 600 sqm <i>Survey date: FRIDAY 08/11/19</i>	GP SURGERY	NORFOLK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	NG-05-G-01 MANSFIELD ROAD NOTTINGHAM	GP SURGERY		NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 460 sqm <i>Survey date: WEDNESDAY 24/06/15</i>			
19	SC-05-G-02 ESHER GREEN DRIVE ESHER SANDOWN PARK	GP SURGERY		SURREY
	Edge of Town Residential Zone Total Gross floor area: 310 sqm <i>Survey date: WEDNESDAY 22/06/16</i>			
20	SD-05-G-01 CRICKDALE ROAD SWINDON	GP SURGERY		SWINDON
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 300 sqm <i>Survey date: FRIDAY 23/09/16</i>			
21	SM-05-G-03 FEVERSHAM LANE GLASTONBURY	GP SURGERY		SOMERSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1500 sqm <i>Survey date: TUESDAY 20/09/22</i>			
22	TW-05-G-02 BIDDLESTONE ROAD NEWCASTLE HEATON	GP SURGERY		TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 878 sqm <i>Survey date: FRIDAY 13/11/15</i>			
23	TW-05-G-03 CHURCH ROAD NEWCASTLE GOSFORTH	GP SURGERY		TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 678 sqm <i>Survey date: MONDAY 29/04/19</i>			
24	TW-05-G-04 MANOR WALK NEWCASTLE UPON TYNE BENTON	GP SURGERY		TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1400 sqm <i>Survey date: THURSDAY 18/10/18</i>			
25	WM-05-G-01 LEACH HEATH LANE BIRMINGHAM RUBERY	GP SURGERY		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 250 sqm <i>Survey date: TUESDAY 10/11/15</i>			

LIST OF SITES relevant to selection parameters (Cont.)

26 WM-05-G-04 GP SURGERY WEST MIDLANDS  
 STOURBRIDGE ROAD  
 DUDLEY

Neighbourhood Centre (PPS6 Local Centre)  
 Residential Zone

Total Gross floor area: 600 sqm

Survey date: TUESDAY

21/11/17

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.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HI-05-G-02	Covid-19

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	2	1115	0.493	2	1115	0.000	2	1115	0.493
07:00 - 08:00	25	767	0.798	25	767	0.172	25	767	0.970
08:00 - 09:00	26	756	2.327	26	756	1.217	26	756	3.544
09:00 - 10:00	26	756	2.586	26	756	2.179	26	756	4.765
10:00 - 11:00	26	756	2.530	26	756	2.423	26	756	4.953
11:00 - 12:00	26	756	2.225	26	756	2.403	26	756	4.628
12:00 - 13:00	26	756	1.695	26	756	2.184	26	756	3.879
13:00 - 14:00	26	756	1.588	26	756	1.670	26	756	3.258
14:00 - 15:00	26	756	2.097	26	756	1.914	26	756	4.011
15:00 - 16:00	26	756	2.052	26	756	2.097	26	756	4.149
16:00 - 17:00	26	756	1.868	26	756	2.036	26	756	3.904
17:00 - 18:00	26	756	1.161	26	756	1.894	26	756	3.055
18:00 - 19:00	25	760	0.379	25	760	0.921	25	760	1.300
19:00 - 20:00	2	1039	0.096	2	1039	0.337	2	1039	0.433
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			21.895			21.447			43.342

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

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

Calculation Reference: AUDIT-703109-240328-0351

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION  
Category : A - PRIMARY  
CARS

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	1 days
	SM SOMERSET	2 days
	WL WILTSHIRE	1 days
11	SCOTLAND	
	FI FIFE	2 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 pupils  
Actual Range: 159 to 440 (units: )  
Range Selected by User: 150 to 621 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/11/22

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

Selected survey days:

Tuesday 1 days  
Wednesday 3 days  
Thursday 2 days

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

Selected survey types:

Manual count 6 days  
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1  
Neighbourhood Centre (PPS6 Local Centre) 5

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

Selected Location Sub Categories:

Residential Zone 1  
Village 5

*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 7 days - Selected  
Servicing vehicles Excluded 16 days - Selected

Secondary Filtering selection:

Use Class:

F1(a) 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 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	1 days
1.1 to 1.5	5 days

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

Travel Plan:

Yes	2 days
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	6 days
-----------------	--------

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



LIST OF SITES relevant to selection parameters

1	CW-04-A-03 TREVERBYN RISE PENRYN	PRIMARY ACADEMY	CORNWALL
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 440 <i>Survey date: THURSDAY 28/03/19</i> <i>Survey Type: MANUAL</i>		
2	FI-04-A-01 NORTHBANK ROAD NEAR DUNFERMLINE CAIRNEYHILL	PRIMARY SCHOOL	FIFE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 285 <i>Survey date: WEDNESDAY 27/05/15</i> <i>Survey Type: MANUAL</i>		
3	FI-04-A-02 RINTOUL AVENUE NEAR DUNFERMLINE BLAIRHALL	PRIMARY SCHOOL	FIFE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 159 <i>Survey date: TUESDAY 22/03/16</i> <i>Survey Type: MANUAL</i>		
4	SM-04-A-01 BRIDGWATER ROAD NEAR TAUNTON BATHPOOL	PRIMARY SCHOOL	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 407 <i>Survey date: THURSDAY 27/09/18</i> <i>Survey Type: MANUAL</i>		
5	SM-04-A-02 ROWLANDS RISE NEAR BRIDGWATER PURITON	PRIMARY SCHOOL	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 200 <i>Survey date: WEDNESDAY 14/09/22</i> <i>Survey Type: MANUAL</i>		
6	WL-04-A-02 HIGH STREET ROWDE	C OF E PRIMARY ACADEMY	WILTSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 199 <i>Survey date: WEDNESDAY 03/04/19</i> <i>Survey Type: MANUAL</i>		

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY  
 CARS  
 Calculation factor: 1 PUPILS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	282	0.056	6	282	0.031	6	282	0.087
08:00 - 09:00	6	282	0.235	6	282	0.163	6	282	0.398
09:00 - 10:00	6	282	0.033	6	282	0.040	6	282	0.073
10:00 - 11:00	6	282	0.015	6	282	0.017	6	282	0.032
11:00 - 12:00	6	282	0.038	6	282	0.034	6	282	0.072
12:00 - 13:00	6	282	0.024	6	282	0.024	6	282	0.048
13:00 - 14:00	6	282	0.020	6	282	0.027	6	282	0.047
14:00 - 15:00	6	282	0.069	6	282	0.034	6	282	0.103
15:00 - 16:00	6	282	0.104	6	282	0.162	6	282	0.266
16:00 - 17:00	6	282	0.057	6	282	0.089	6	282	0.146
17:00 - 18:00	5	298	0.023	5	298	0.042	5	298	0.065
18:00 - 19:00	5	298	0.021	5	298	0.016	5	298	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.695			0.679			1.374

*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 B**

### **Parking Accumulation Calculations**

**Arrivals**

Hour Beginning	Retail - Convenience Store	Leisure - Community Centre	Education - Nursery	Health - GP Surgeries	Total
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	3	0	0	0	3
06:00	9	0	2	10	21
07:00	22	5	14	16	57
08:00	33	22	17	47	119
09:00	30	21	6	52	108
10:00	26	6	2	51	85
11:00	29	5	2	45	81
12:00	34	17	6	34	91
13:00	28	6	5	32	71
14:00	32	8	1	42	83
15:00	38	19	4	41	101
16:00	41	14	8	37	100
17:00	45	12	13	23	93
18:00	43	26	1	8	78
19:00	35	17	1	2	55
20:00	20	0	0	0	20
21:00	13	0	0	0	13
22:00	4	0	0	0	4
23:00	1	0	0	0	1

**Departures**

Hour Beginning	Retail - Convenience Store	Leisure - Community Centre	Education - Nursery	Health - GP Surgeries	Total
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	0	0	0	1
06:00	8	0	0	0	8
07:00	21	0	6	3	31
08:00	32	13	15	24	85
09:00	27	14	4	44	89
10:00	25	12	1	48	87
11:00	30	10	2	48	89
12:00	31	15	6	44	97
13:00	27	10	8	33	78
14:00	31	5	2	38	77
15:00	36	14	4	42	96
16:00	37	16	9	41	103
17:00	48	19	16	38	121
18:00	44	13	5	18	80
19:00	35	17	14	7	73
20:00	24	1	0	0	26
21:00	14	45	0	0	60
22:00	4	0	0	0	4
23:00	2	0	0	0	2

**Accumulation (Raw)**

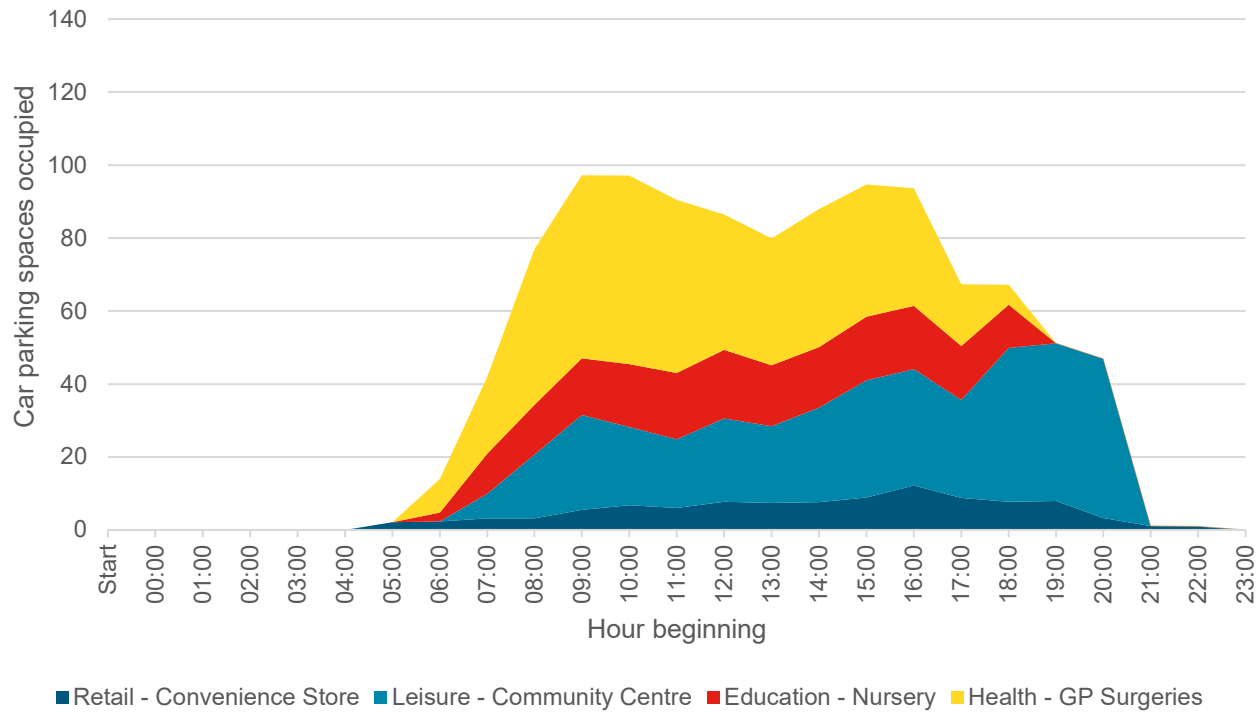
Hour Beginning	Retail - Convenience Store	Leisure - Community Centre	Education - Nursery	Health - GP Surgeries	Total
Start	0	0	0	0	0
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	0	0	0	2
06:00	3	0	2	10	14
07:00	4	5	10	22	41
08:00	4	14	11	45	74
09:00	7	21	13	53	93
10:00	9	14	14	55	92
11:00	9	10	14	51	84
12:00	11	12	14	42	78
13:00	11	9	11	40	70
14:00	12	12	10	44	77
15:00	13	16	10	43	82
16:00	17	14	9	39	80
17:00	14	7	6	25	52
18:00	13	21	2	14	51
19:00	14	20	-10	9	33
20:00	10	19	-10	9	27
21:00	8	-27	-10	9	-20
22:00	8	-27	-10	9	-19
23:00	7	-27	-10	9	-20

Operation hours	17	15	14	14
Correction	0.438	-1.768	-0.727	0.640

**Accumulation (Corrected)**

Hour Beginning	Retail - Convenience Store	Leisure - Community Centre	Education - Nursery	Health - GP Surgeries	Total
Start	0	0	0	0	0
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	0	0	0	2
06:00	2	0	2	9	14
07:00	3	7	11	21	42
08:00	3	17	14	43	77
09:00	6	26	16	50	97
10:00	7	21	17	52	97
11:00	6	19	18	47	90
12:00	8	23	19	37	86
13:00	7	21	17	35	80
14:00	8	26	17	38	88
15:00	9	32	17	36	95
16:00	12	32	17	32	94
17:00	9	27	15	17	67
18:00	8	42	12	5	67
19:00	8	43	0	0	51
20:00	3	44	0	0	47
21:00	1	0	0	0	1
22:00	1	0	0	0	1
23:00	0	0	0	0	0

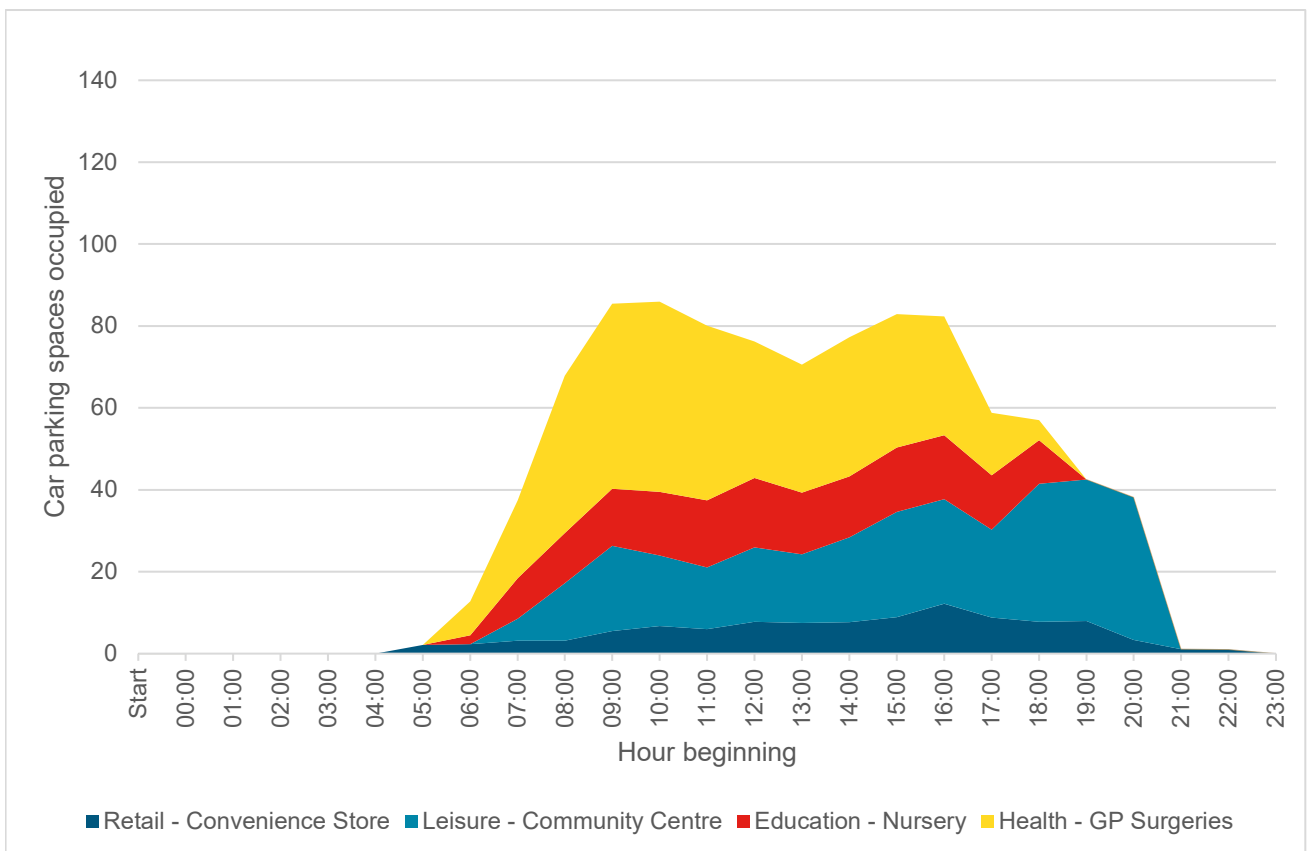
Scenario 1a - Specific Uses - Arr and Dep Same Hour



**Accumulation (Discounted)**

Hour Beginning	Retail - Convenience Store	Leisure - Community Centre	Education - Nursery	Health - GP Surgeries	Total
Start	0	0	0	0	0
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	0	0	0	2
06:00	2	0	2	8	13
07:00	3	5	10	19	37
08:00	3	14	12	38	68
09:00	6	21	14	45	85
10:00	7	17	16	46	86
11:00	6	15	16	43	80
12:00	8	18	17	33	76
13:00	7	17	15	31	71
14:00	8	21	15	34	77
15:00	9	26	16	33	83
16:00	12	26	16	29	82
17:00	9	21	13	15	59
18:00	8	34	11	5	57
19:00	8	35	0	-8E-15	43
20:00	3	35	0	-8E-15	38
21:00	1	0	0	-8E-15	1
22:00	1	0	0	-8E-15	1
23:00	0	0	0	-8E-15	0

		Secondary (linked) use			
		Community centre	Nursery	Health centre	Convenience store
Primary use	Community centre	Negligible	Negligible	Negligible	20%
	Nursery	Negligible	Negligible	Negligible	10%
	Health centre	Negligible	Negligible	Negligible	10%
	Convenience store	Negligible	Negligible	Negligible	Negligible

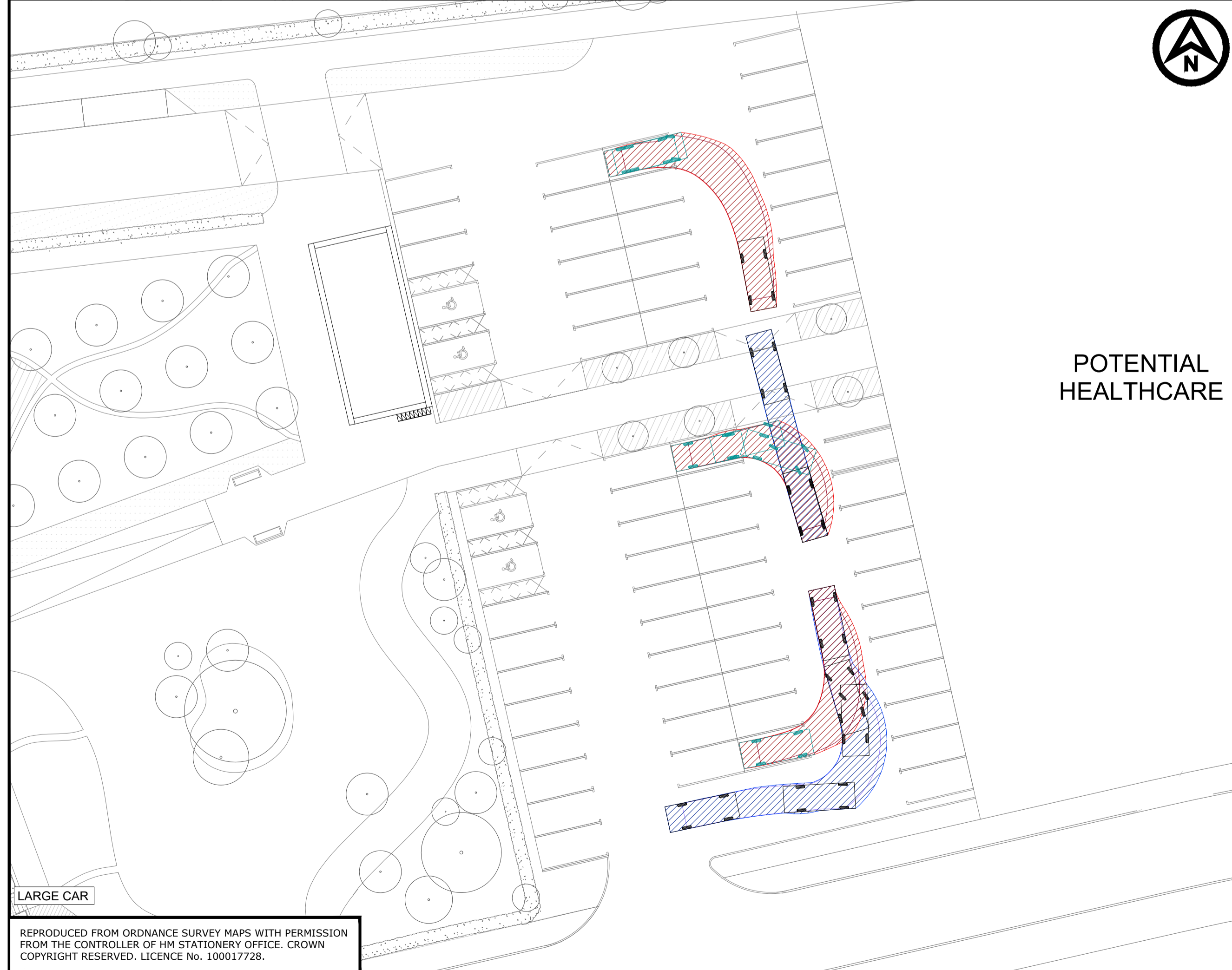
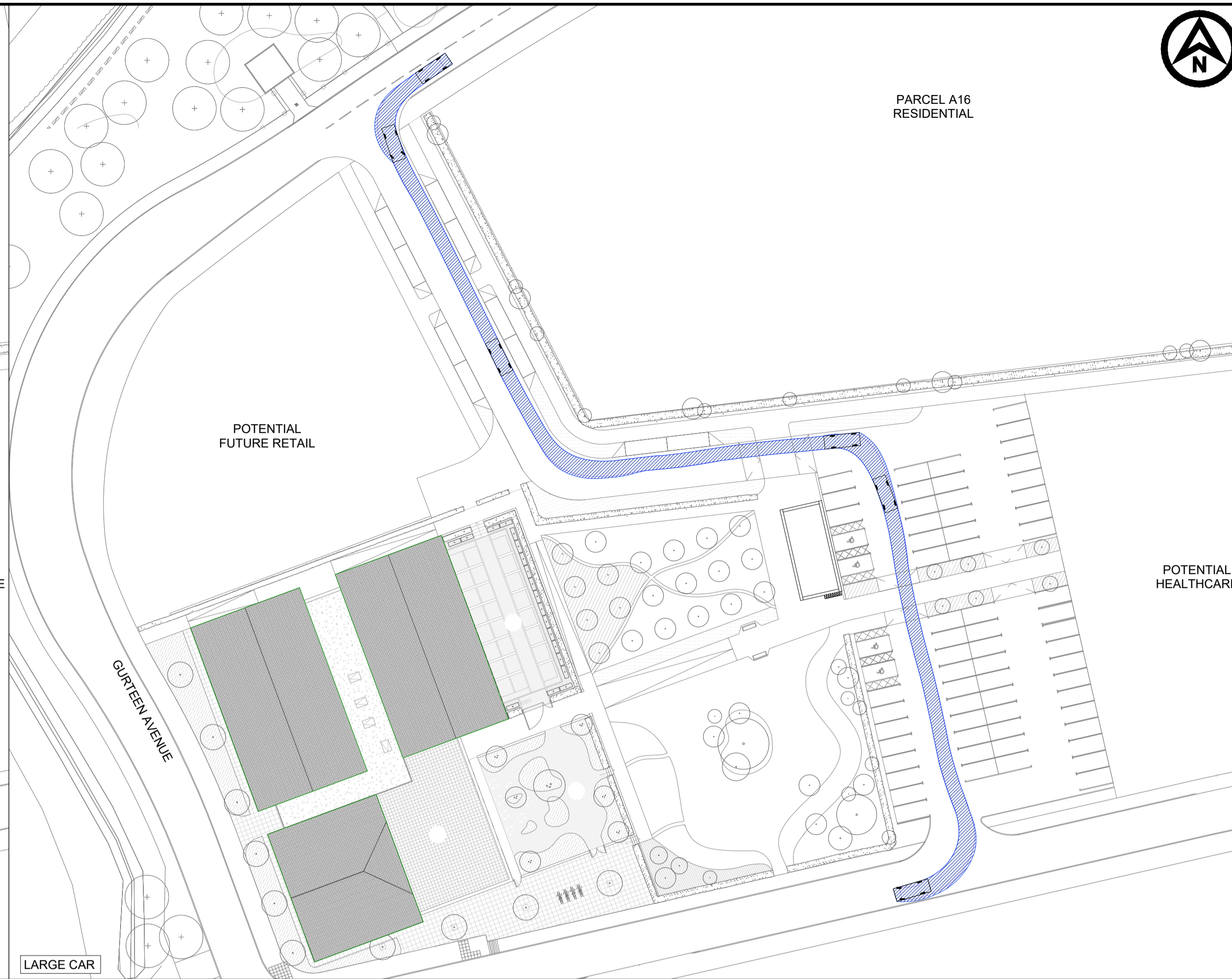
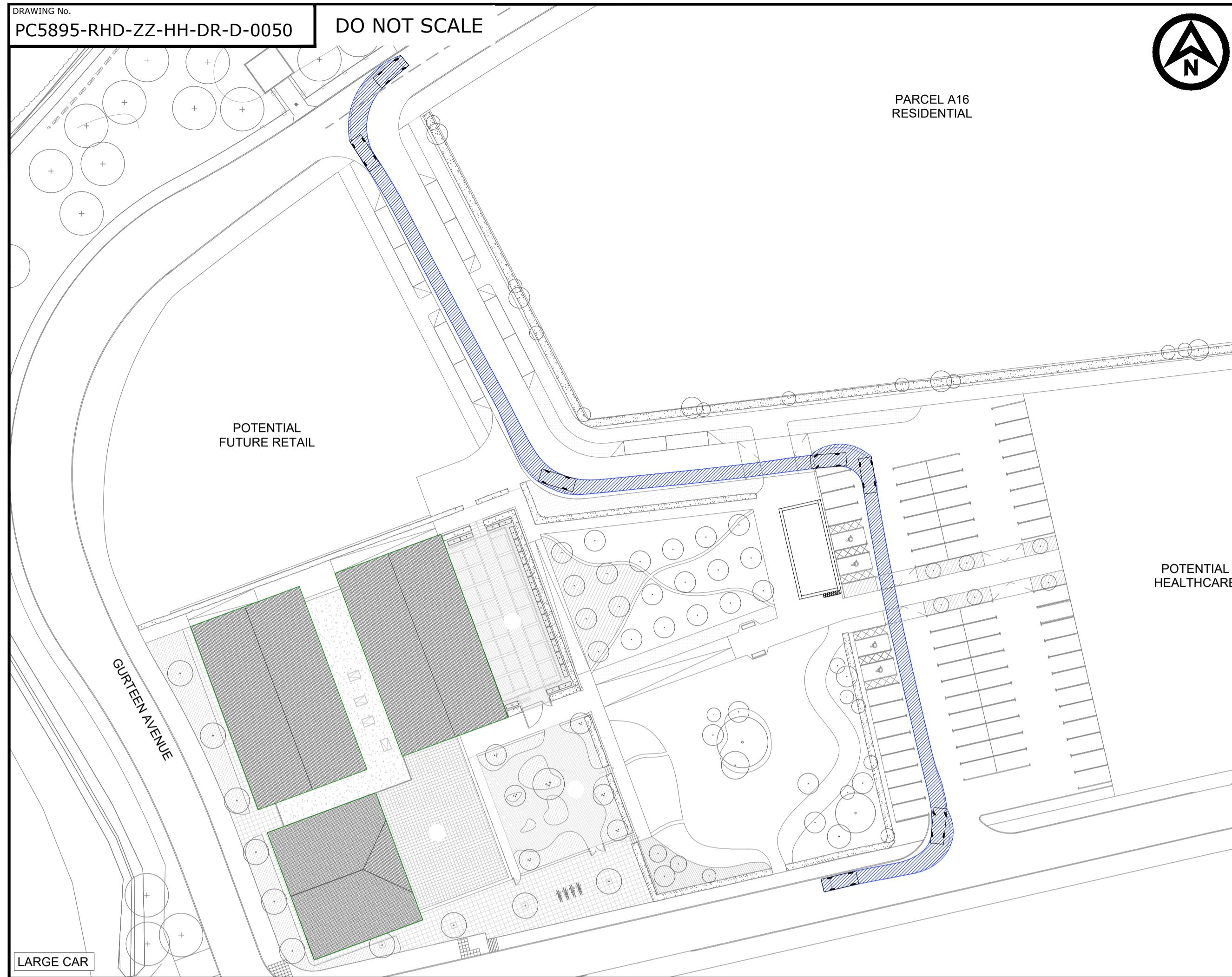




## **Appendix C**

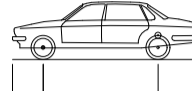
### **Swept Path Analysis**







- GENERAL NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
  2. ALL LEVELS ARE IN METRES ABOVE CHART DATUM UNLESS NOTED OTHERWISE.
  3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS DRAWINGS AND PROJECT SPECIFICATION.
  4. WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAYS WORKS (SHW) UNLESS NOTED OTHERWISE.
  5. ALL DIMENSIONS AND LEVELS ARE TO BE VERIFIED AND CONFIRMED ON SITE PRIOR TO WORK COMMENCING.
  6. ANY DISCREPANCIES TO OR OMISSIONS ARE TO BE REPORTED TO THE PROJECT MANAGER FOR FURTHER INSTRUCTIONS BEFORE COMMENCEMENT OF WORKS.

**VEHICLE LIBRARY**

	
Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	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

- KEY**
-  FORWARD MOVEMENT
  -  REVERSE MOVEMENT

P01 29/05/24	FIRST ISSUE	SS	DJ	DJ
REV	DATE	DESCRIPTION	BY	CHK APP

DRAWING STATUS: **FOR APPROVAL**

CLIENT  
**Pollard Thomas Edwards**

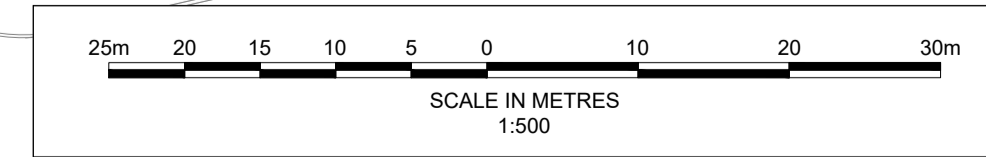
PROJECT  
**HAVERHILL LOCAL CENTRE**

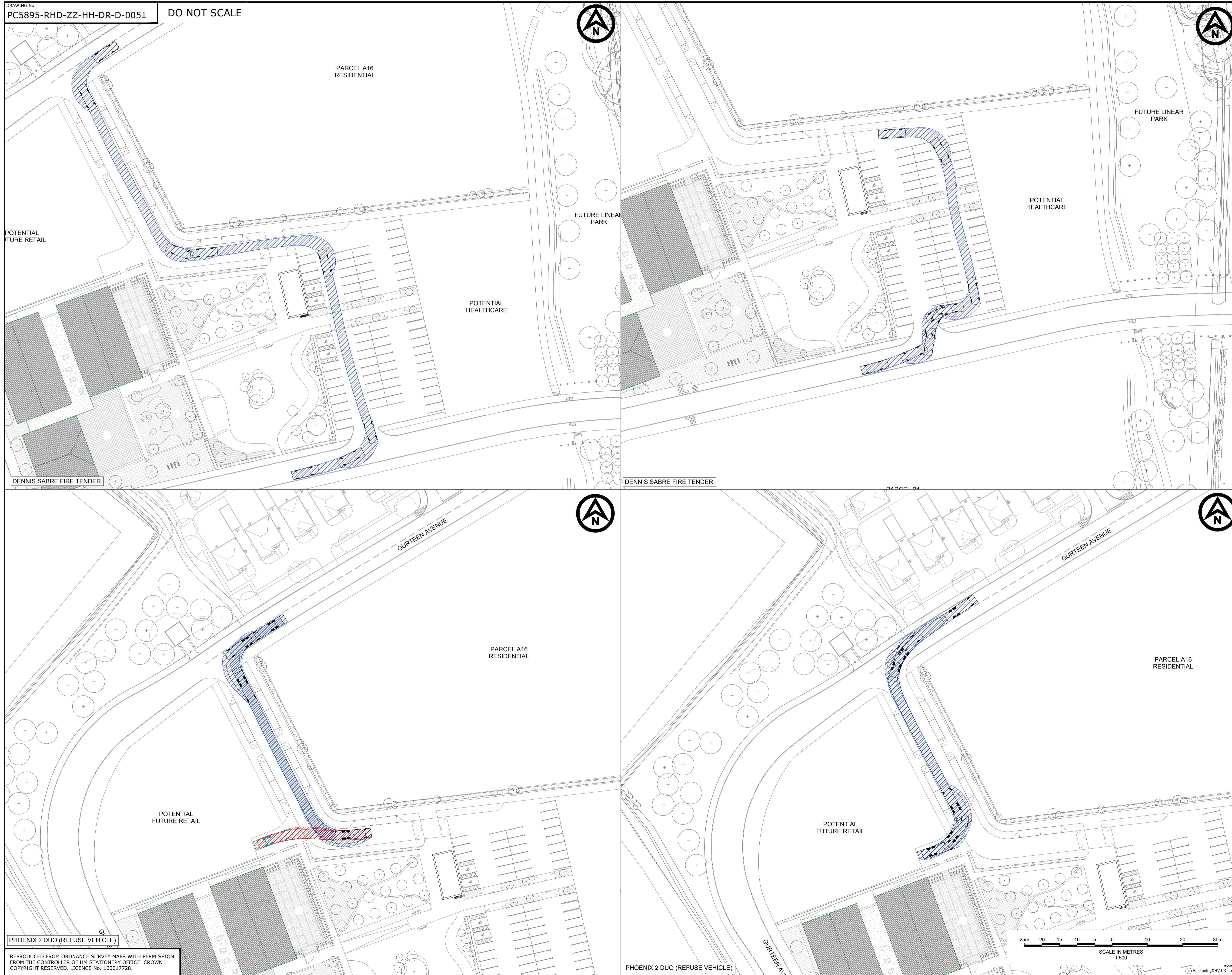
TITLE  
**HAVERHILL SWEEP PATH ANALYSIS SHEET 1**

  
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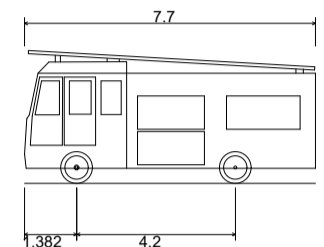
DRAWN	SS	CHECKED	DJ	APPROVED	DJ
DATE	MAY 24	SCALE AT A1	1:500	PROJECT NUMBER	PC5895
DRAWING No.	PC5895-RHD-ZZ-HH-DR-D-0050	SUITABILITY	S3	REVISION	P01



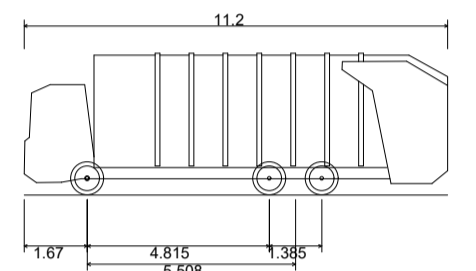


- GENERAL NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
  2. ALL LEVELS ARE IN METRES ABOVE CHART DATUM UNLESS NOTED OTHERWISE.
  3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS DRAWINGS AND PROJECT SPECIFICATION.
  4. WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAYS WORKS (SHW) UNLESS NOTED OTHERWISE.
  5. ALL DIMENSIONS AND LEVELS ARE TO BE VERIFIED AND CONFIRMED ON SITE PRIOR TO WORK COMMENCING.
  6. ANY DISCREPANCIES TO OR OMISSIONS ARE TO BE REPORTED TO THE PROJECT MANAGER FOR FURTHER INSTRUCTIONS BEFORE COMMENCEMENT OF WORKS.

**VEHICLE LIBRARY**



Dennis Sabre Fire Tender (LWB)  
 Overall Length 7.700m  
 Overall Width 2.430m  
 Overall Body Height 3.512m  
 Min Body Ground Clearance 0.397m  
 Track Width 2.380m  
 Lock to lock time 5.00s  
 Kerb to Kerb Turning Radius 7.400m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
 Overall Length 11.200m  
 Overall Width 2.530m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.394m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.500m

**KEY**

- FORWARD MOVEMENT
- REVERSE MOVEMENT

P01 29/05/24	FIRST ISSUE	SS	DJ	DJ
REV	DATE	DESCRIPTION	BY	CHK APP

DRAWING STATUS	FOR APPROVAL
CLIENT	

**Pollard Thomas Edwards**

PROJECT  
HAVERHILL LOCAL CENTRE

TITLE  
HAVERHILL SWEEP PATH ANALYSIS SHEET 2

a company of Royal HaskoningDHV

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DRAWN	SS	CHECKED	DJ	APPROVED	DJ
DATE	MAY 24	SCALE AT A1	1:500	PROJECT NUMBER	PC5895
DRAWING No.	PC5895-RHD-ZZ-HH-DR-D-0051	SUITABILITY	S3	REVISION	P01

