connect CONSULTANTS

PROPOSED CARE HOME DEVELOPMENT
Great Wilsey Park, Haverhill
Transport Statement

FEBRUARY 2026

Proposed Care Home Development

Great Wilsey Park, Haverhill

Transport Statement

Connect Consultants, 78 Broad Street, Chipping Sodbury, Bristol BS37 6AG
t:01454 320 220 e:bristol@connect-consultants.com

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1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by LNT Care Developments Limited in relation to a proposed care home development at Great Wilsey Park, Haverhill.

1.2 Site Location

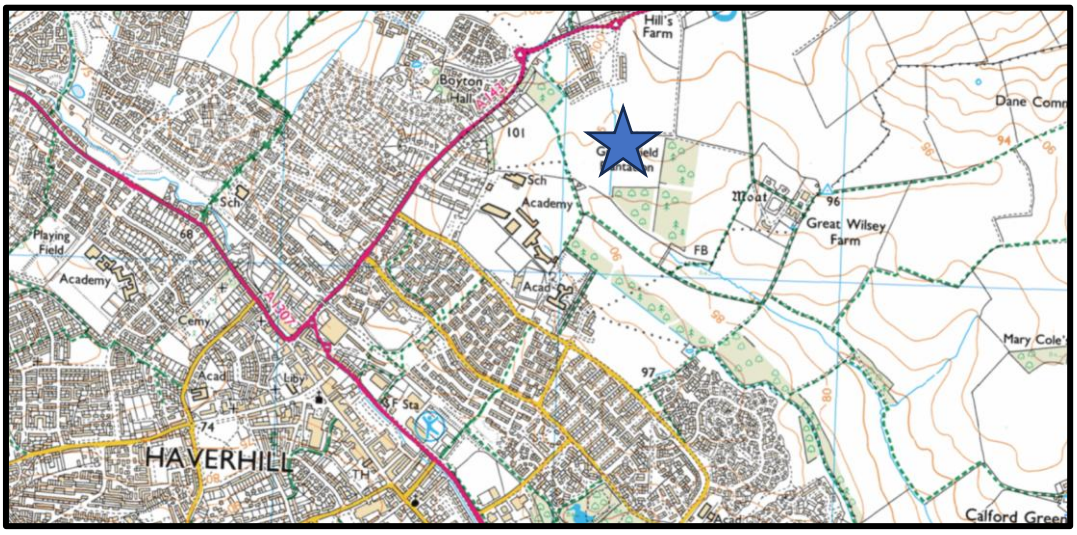
1.2.1 The proposal site (herein referred to as 'the Site') is located on the northeastern side of Haverhill. The Site is currently undeveloped.

1.2.2 The permitted use on the Site is for a residential care home class C2/3.

1.2.3 The Site is located within Phase 1 of Great Wilsey Park, an area allocated as an urban extension to the northeast of Haverhill. Within Phase 1, the Site is located in the northern half of the area allocated as zone A4 on the parameters plan. Zone A4 has a total area of 1.5 hectares, for the land use of a proposed extra care residential use class C2/3 with a maximum of 120 residential units.

1.2.4 The location of the Site is shown at Figure 1.1 below.

Figure 1.1 – Site Location Plan

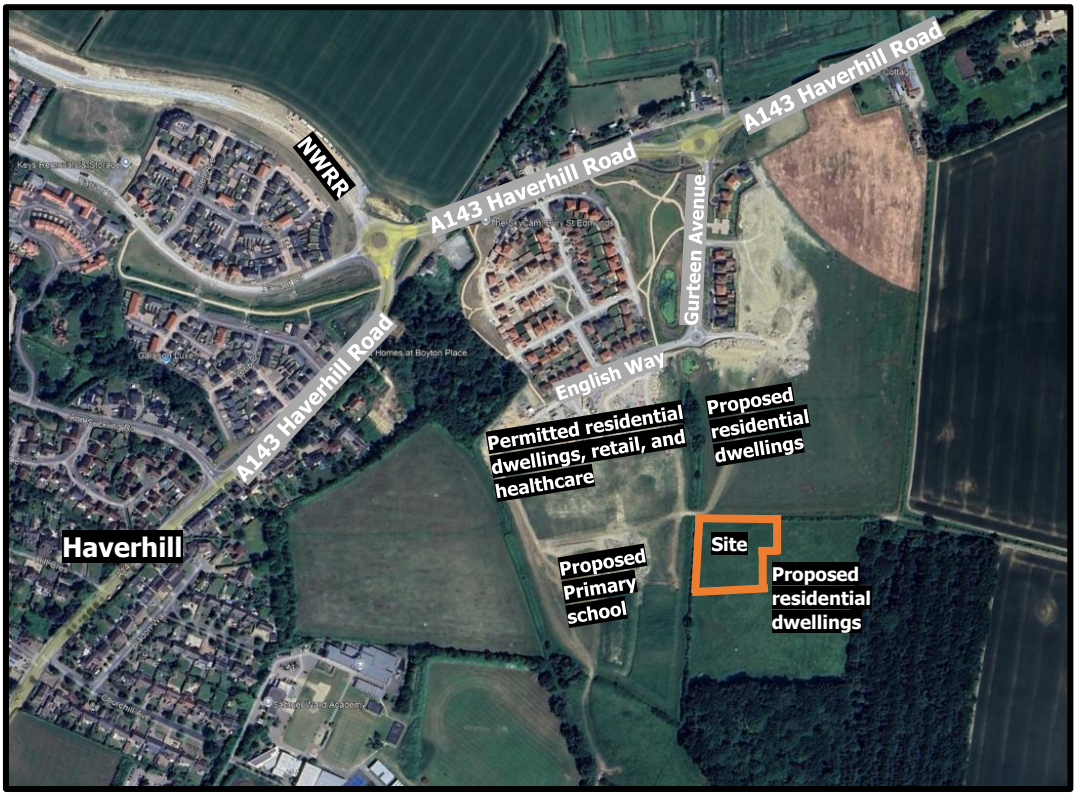


Source: Bing Maps, Ordnance Survey. N.B. The Site location is denoted by the blue star.

1.2.5 The Site is bound to the north and east by proposed residential development use class C3, to the south by the southern half of zone A4 and then existing woodland planting, and to the west by proposed green infrastructure and a proposed school.

1.2.6 Figure 1.2 below identifies the context of the Site in relation to the local area.

Figure 1.2 – Site in its Local Context



Source: Google Earth. N.B. The approximate Site boundary is drawn in orange.

1.3 Site Background and Planning History

1.3.1 The Site and adjoining sites benefit from several permitted planning permissions, including: -

Planning Application: DC/15/2151/OUT

1.3.2 Outline planning permission (local planning authority reference DC/15/2151/OUT) was granted by West Suffolk Council on 15th August 2018 for: -

> *"Outline Application (Means of Access to be considered) - Residential development of up to 2,500 units (within use classes C2/C3); two primary schools; two local centres including retail, community and employment uses (with use classes A1/A2/A3/A4/A5, B1 and D1/D2; open space; landscaping and associated infrastructure."*

1.3.3 The application was accompanied by a Transport Assessment, produced by Brookbanks dated May 2016.

Planning Application (to the north of the Site and to the southwest of the Site): DC/19/1940/RM

1.3.5 A reserved matters planning permission (local planning authority reference DC/19/1940/RM) was granted by West Suffolk Council on 23rd September 2020 for land located to the north of the Site and to the southwest of the Site: -

> *"Reserved Matters Application - Submission of details under Outline Planning Permission DC/15/2151/OUT (Residential development of up to 2,500 units (within use classes C2/C3); two primary schools; two local centres including retail, community and employment uses (with use classes A1/A2/A3/A4/A5, B1 and D1/D2; open space; landscaping and associated infrastructure)*
>
> *…*
>
> *Submission of details for the reserved matters access, appearance, landscaping, layout and scale for 499 dwellings (parcels A1, A2 and A8) and associated internal roads, car parking, landscaping, amenity and public open space."*

Planning Application (to the northwest of the Site): DC/24/1452/RM

1.3.6 A reserved matters planning permission (local planning authority reference DC/24/1452/RM) was granted by West Suffolk Council on 2nd May 2025 for land located to the northwest of the Site: -

> *"Reserved matters application - a. submission of details under DC/15/2151/OUT for access, appearance, landscaping, layout, and scale of the local community centre (Class F2(b)) within Parcel D1 pursuant to outline permission DC/15/2151/OUT, comprising community space which will also provide cafe, office, retail and nursery space (Class E) with associated internal roads, car and cycle parking, mobility hub, landscaping, play space, public open space and servicing, including detail reserved by conditions 4, 6, 9, 10, 28, 31, 37, 38 and 44 of DC/15/2151OUT."*

1.4 Development Proposals

1.4.1 The development proposals are shown on the plan provided at Appendix 1. The proposal is for a three-storey 66-bed care home development, with 35 parking spaces (including 6 No. EV charging spaces, 2 No. accessible spaces), 1 powered two-wheel parking space, and 10 cycle parking spaces (under a cycle shelter), accessed via a new priority T-junction on the northern boundary of the Site onto an unnamed road.

1.4.2 The care home facility will cater for elderly residents, meaning that travel to and from the Site mainly relates to staff, visitors, and supplier trips.

1.4.3 The Local Planning Authority is West Suffolk; the Local Highway Authority is Suffolk County Council (SCC).

1.5 National and Local Transport Planning Policy

National Planning Policy Framework (NPPF), December 2024

1.5.1 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 12th December 2024, with a minor update on 7th February

2025. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.

1.5.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

1.5.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.5.4 Paragraph 109 sets out how transport solutions should be based on a vison-led approach:

> *"109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
>
> *a) making transport considerations an important part of early engagement with local communities;*
>
> *b) ensuring patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
>
> *c) understanding and addressing the potential impacts of development on transport networks;*
>
> *d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
>
> *e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
>
> *f) identifying, assessing, and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

1.5.5 Paragraphs 115 – 118 address how development proposals are to be considered:

> *"115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users; and*
>
> *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
>
> *d) 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 through a vision-led approach."*

"116. 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, following mitigation, would be severe, taking into account all reasonable future scenarios."

"117. 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."

"118. 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Local Policy

1.5.6 The local planning policy relevant to the transport aspects of the development are set out in the following documents:

- Suffolk County Council Local Transport Plan 4 2025-2040
- Suffolk County Council Haverhill Area Transport Plan 2025
- Suffolk Guidance for Parking Fourth Edition, October 2023
- West Suffolk Local Plan 2024-2041, Adopted 2025

Suffolk County Council Local Transport Plan 2025-2040

1.5.7 The Suffolk County Council Local Transport Plan 4 has the following vision for Suffolk: -

"In 2040, Suffolk's transport emissions will have reached net zero because a connected and integrated network of sustainable transport solutions will have boosted economic growth and opportunities for us and our businesses. We will be healthier, happier, and our quality of life will be significantly improved through place-based enhancements that are designed to enable us to thrive."

1.5.8 The plan prioritises the following four themes: -

- Decarbonisation of transport
    - Avoid trips – enable active travel to be the most convenient for shorter journeys
    - Shift modes – enable bus and train services to be convenient travel options and promote rail-freight for journeys beyond Suffolk
    - Improve fuels – transition away from fossil fuel powered vehicles
- A strong, sustainable, and fair economy
    - Secure investment to deliver local transport schemes and public realm improvements
    - Collaborate with local planning authorities to secure investment and promote Suffolk's unique character
    - Promote transport infrastructure that unlocks inclusive economic growth
    - Improve network resilience to support sustainable economic growth
- Health, wellbeing, and social inclusion
    - Increase levels of physical activity through active travel
    - Reduce the levels of social isolation and deprivation, and support individuals to lead independent lives
    - Improve road safety by adopting Vision Zero
    - Improve air quality by decarbonising travel
- Creating better places
    - Improve access to passenger transport services and promote projects that improve service punctuality and reliability
    - Deliver transport schemes that have a positive impact on our natural and built environments
    - Ensure heavy goods and large vehicles are on the most suitable roads
    - Reflect road user hierarchy when resourcing maintenance activities

<u>Suffolk County Council Haverhill Area Transport Plan 2025</u>

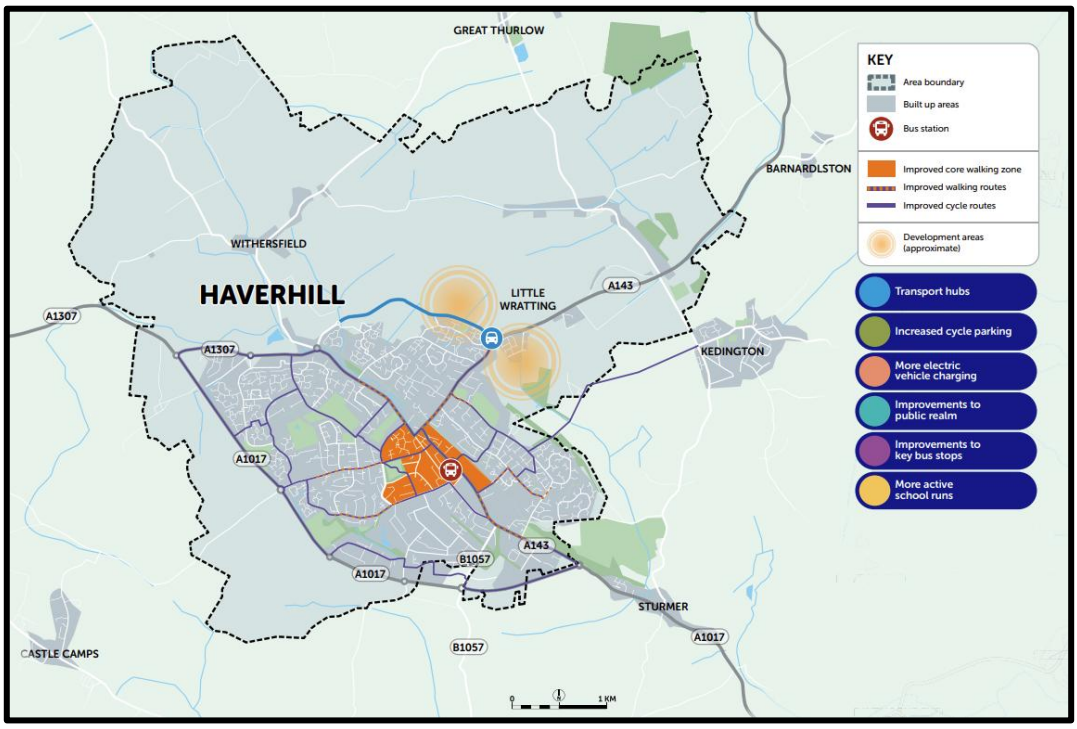
1.5.9 The Haverhill Area Transport Plan has the following objectives: -

- Enable active travel to be the default choice for shorter trips
    - Invest in a core walking zone
    - Prioritise walking routes

- Prioritise cycle routes
- Improve bus punctuality and reliability
- Improve the integration of modes
- Promote transport infrastructure that unlocks inclusive economic growth
- Support town centre economies"

1.5.10 Figure 1.3 below visualises the above objectives in Haverhill.

Figure 1.3 – Map of Haverhill Area Transport Plan Objectives



Source: Suffolk County Council Haverhill Area Transport Plan 2025.

West Suffolk Local Plan 2024-2041, Adopted July 2025

1.5.11 The relevant policies are set out below.

Policy LP3: Electric vehicles charging points in new developments

"All proposals for non-residential development and residential institutions such as care homes are required to provide smart EV charging points and charging infrastructure including cable routes to enable the installation of electric vehicle charging points as appropriate to the use proposed, having regard to the adopted standards (Suffolk Guidance for Parking 2023 and successor documents).

Accessible electric bicycle, buggy and scooter electric charging facilities should be provided where necessary Sustainable growth as a key driver behind the transport strategy, whilst making sure that transport is delivered in the most health promoting and environmentally responsible manner.

All proposals should specify the type and output power rating of charge points to be installed. Electric vehicle charging power capacity should have regard to the power capacity set out in the Suffolk Guidance for Parking or successor documents. Chargers should provide suitable power for a meaningful charge to vehicles based on anticipated dwell time."

Policy LP41: Active and sustainable travel

"Proposals for development must provide for active travel on and off site by:

a. Maximising walking opportunities for all levels of personal mobility and contributing to a positive public realm. Proposals must maintain, improve and create new safe and attractive routes suitable for pedestrians, push chairs and wheelchairs including appropriate street furniture such as seating and lighting as necessary.

b. Promoting opportunities for an accessible, safe, and segregated cycle network, including protecting existing routes, and providing appropriate facilities for the use of cyclists. Cycle infrastructure should be built to the requirements of Gear Change and Cycle Infrastructure Design Local Transport Note 1/20 and related guidance or successor documents.

c. All destinations, transport hubs and commercial, business and service premises are required to have facilities to allow people to cycle all year around including, but not limited to, workplace showers, covered cycle storage, changing rooms, drying rooms and lockers provided, with opportunities for the hire of bicycles, e-bikes and e-scooters as appropriate to the use and scale of the proposal.

d. Provide sufficient, secure, convenient and accessible undercover cycle spaces for a range of bicycles and installing and maintaining secure, undercover cycle parking spaces in line with Suffolk Guidance for Parking 2023 or successor document.

e. Ensuring new or improved sustainable links both within the site and to local destinations are provided to enhance access within the settlement, between settlements and/or provide access to the countryside or green infrastructure sites, local facilities, services, and other destinations as appropriate.

f. Improvements to public transport infrastructure through upgrading bus and/or rail links, providing well-designed facilities, passenger information infrastructure, protection and enhancement of public transport routes, bus stops, provision of shelters and by appropriate contributions as necessary.

g. Safe and suitable access to public transport through direct provision of suitable infrastructure. Where it is necessary to mitigate and accommodate the transport impacts of development, developers will be required to make provision or financial contributions will be required, appropriate to the scale of the development, towards the delivery of improvements to transport infrastructure which includes facilitation or improvements to access for sustainable modes of transport."

Policy LP43: Transport assessments, transport statements, and travel plans

"For major development and/or where a proposal is likely to have significant or complex transport implications, the council requires the applicant to submit the following documents alongside their planning applications:

a. A multi modal transport assessment or transport statement appropriate to the scale and impacts of development identifying the likely extent of transport implications and proposed mitigation measures.

b. A travel plan that outlines physical and management measures necessary to mitigate impacts and deliver a sustainable transport solution for the development. The developer will be required to provide the necessary funding to deliver and monitor any required travel plan for at least 10 years from first occupation.

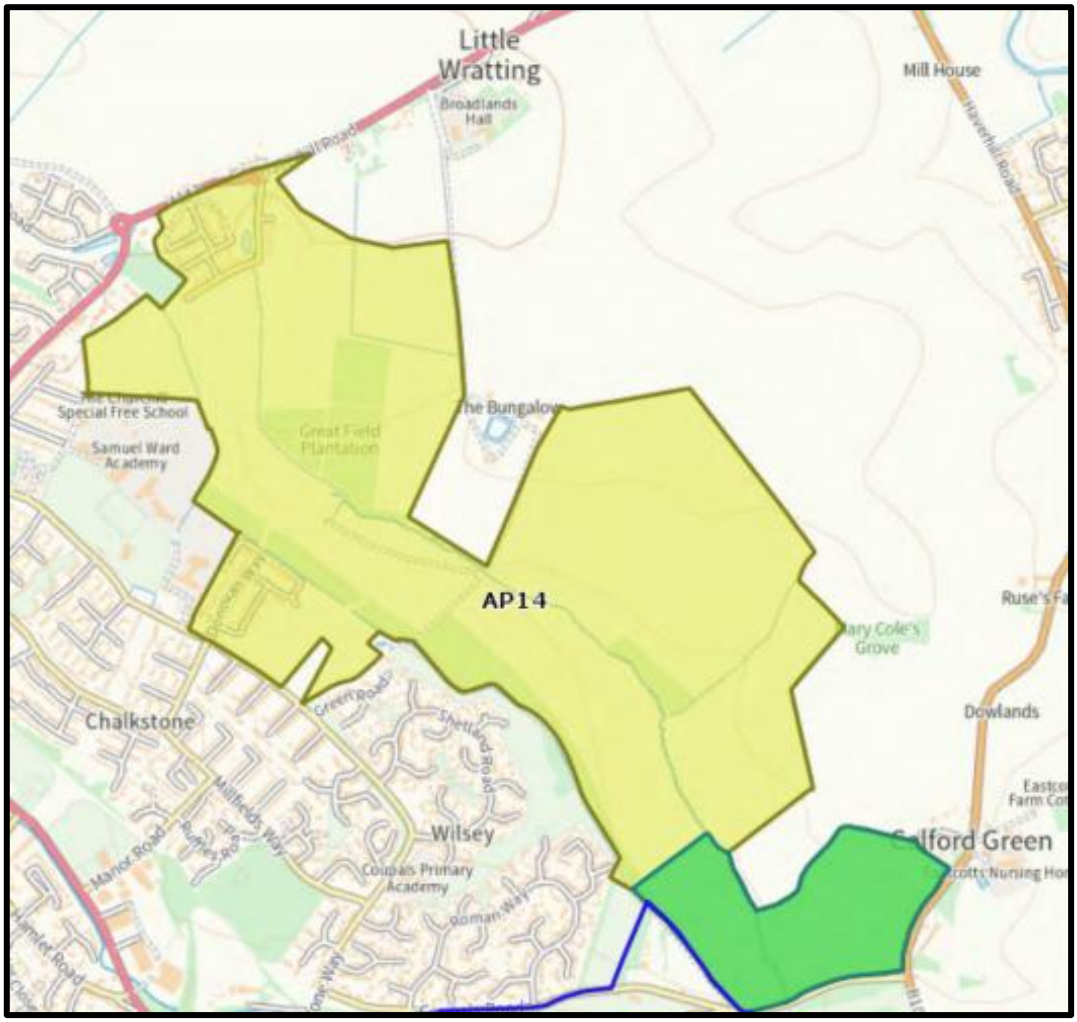
Where the local highway authority considers that a transport assessment, transport statement and/or travel plan indicates that the cumulative and residual travel impacts on the road network and other routes arising from the development would be severe, or there would be an unacceptable impact on highway safety, then planning permission will not normally be granted.

Where it is necessary to mitigate and accommodate the transport impacts of development, developers will be required to make provision or a financial contribution, appropriate to the scale of the development, towards the delivery of improvements to transport infrastructure which includes facilitation or improvements to access for sustainable modes of transport."

Policy AP14: North-east Haverhill

1.5.12 The Site is located within this area.

Figure 1.4 – Map Showing Allocated Area in North-east Haverhill



Source: West Suffolk Local Plan 2024-2041, Adopted July 2025, Policy AP14.

"A site of 47.4 hectares north-west of Haverhill, as shown on the policies map, is allocated for mixed-use development to provide around 980 homes. The site should provide as a minimum the following:

a. A relief road and associated strategic landscape buffers between Haverhill Road (A143) and Hales Barn Road and associated highways works.

b. 2.5 hectares of land for a primary school and community centre.

c. A local centre to include retail and community uses.

d. Sustainable travel connections both within the site and to existing local destinations, including nearby public rights of way and the countryside in accordance with policy LP41 including but not limited to:

- *Cycle and footway route along northern edge of the site.*
- *Cycle and pedestrian link to Hales Barn Road and further foot and cycle connection to existing route south of Billings Close.*
- *Bus gate connection to Howe Road.*

• Improvements to footpath 45.

• Improved walking and cycling links to Samuel Ward Academy and the town centre.

• Byway open to all traffic crossing point and alternative crossing point to facilitate access to countryside to the north, reducing impacts to Ann Suckling Way County Wildlife Site.

e. Green and blue infrastructure that will include:

• Strategic landscaping including to soften the development edge and reduce the visual impacts on the surrounding countryside and provide buffers between the relief road and residential areas.

• Green corridors across the site with retained and proposed habitats including mature hedgerows, trees, woodland, scrub and meadow areas.

• Blue corridors and sustainable drainage systems features.

f. Public open space, allotments and play equipment, with a minimum of three play spaces with a multi-use games area. g. Improvements to public transport including the provision of new bus stops and passenger travel boards."

1.6 Car Parking Policy

1.6.1 NPPF Chapter 9 *Promoting sustainable transport* sets out at paragraph 112 that,

"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."

1.6.2 Paragraph 113 states,

"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."

Adopted Local Parking Standards

1.6.3 Policy LP44 Parking Standards from the West Suffolk Local Plan 2024-2041, adopted July 2025 states the following: -

"All proposals for development, including changes of use, will be required to provide appropriately designed and sited car parking and secure cycle storage and where necessary two-wheeler parking. Provision should be made for visitor, emergency, delivery, service, and disabled vehicle parking. All proposals must have regard to the adopted standards (Suffolk Guidance for Parking 2023 or successor documents).

The council will seek to reduce over-reliance on the car and to promote more sustainable forms of transport. Provision should have regard to the accessibility of the site to sustainable transport modes with consideration for the need to decarbonise.

In the town centres and other locations with good accessibility to facilities and services, and/or well served by public transport, a reduced level of car parking may be permitted in new development proposals where it is demonstrated there are appropriate sustainable transport measures and no cumulative harm to the highway network."

Suffolk Guidance for Parking 2023

1.6.4 Paragraph 3.1 sets out Suffolk's policy for pedestrians: -

"The needs of pedestrians must be taken into account and met when designing parking layouts. This includes pedestrians who have parked within the development and those accessing the development on foot.

Pedestrian access to the development must be considered, and pedestrian desire lines through a site must be identified. Pedestrians must be able to walk easily and safely on a convenient route through car parks. Raised footways and crossing points will be suitable for larger sites; shared space areas with low traffic speeds and a design which gives priority to pedestrians may be more appropriate at smaller sites.

A tactile/tonal distinction should be made between pedestrian and vehicular areas so that people with visual impairment can distinguish between the two. The provision of raised areas, distinctively paved footway areas and tactile paving at all dropped kerbs will achieve this.

All development should be suitable for all user types and disabilities. Despite recent government restrictions in their use, shared facilities within residential developments have not been prevented.

A recent ministerial letter states: "The focus of the pause is on level-surface schemes in areas with relatively large amounts of pedestrian and vehicular movement, such as high streets and town centres (outside of pedestrian zones). The pause does not apply to streets within new residential areas, or the redesign of existing residential streets with very low levels of traffic, such as appropriately designed mews and cul-de-sacs, which take into account the relevant aspects of the National Planning Policy Framework and associated guidance."

1.6.5 Paragraph 3.2 sets out Suffolk's policy for cycle parking: -

> *"Cycle parking should be incorporated into the design of all developments (new, extended or change of use). As set out in Section 7, the number of spaces required is expressed as minimum standards to reflect the sustainable nature of this mode of travel and its importance in meeting Suffolk County Council's commitment to making the county of Suffolk carbon neutral by 2030 and in broad accordance with Local Transport Note 1/208.*
>
> *…*
>
> *Providing cycle parking for visitors is important when planning new developments. In some cases, visitors may be able to use spare space within residential cycle-parking facilities, whether shared or individual. Some provisions in the public realm may also be appropriate, particularly where residents' provision is not easily accessed by visitors. In mixed-use areas and where there are commercial or communal facilities in a residential neighbourhood, well-located and convenient public cycle parking will normally be necessary.*
>
> *Visitor cycle parking should be provided in well-overlooked areas, convenient for access to the building. Sheffield stands or similar should be used rather than less secure front wheel holders, which also have greater potential to damage cycles. Cycle spaces/stands should be conveniently located close to destination points but clear of the direct pedestrian desire lines. They should be detectable by blind or partially sighted people. A ground-level tapping rail at either end of a run of stands should be provided.*
>
> *Standards for cycle parking are described as "spaces". In some cases, a higher quality provision will be appropriate (e.g., under cover or with secure lockers). Generally, the longer cycles are expected to be parked at a location, the higher the level of weather protection and security is required. This will be a matter for consideration in individual planning applications.*
>
> *In addition to providing secure parking for visitors, as part of any agreement on Travel Plans, developers of non-residential proposals will be required to demonstrate that the Travel Plan has considered the additional needs of employees, such as locker, changing and shower facilities."*

1.6.6 Paragraph 3.3 sets out Suffolk's policy for powered two-wheeler parking: -

> *"The use of Powered Two-Wheeler vehicles (PTW) for short regular journeys can create significant benefits, most notably in the form of reduced congestion, lower emissions, and reduced land use for parking.*
>
> *Parking guidance for PTW vehicles is represented as the minimum provision required, which reflects the advantages they have over cars and single occupancy vehicles in particular. As with cycle parking, this guidance represents a basis for helping to provide sufficient PTW parking facilities throughout Suffolk. In addition to the provision of secure parking, designed carefully and be overlooked, developers will be required to demonstrate that they have considered additional needs for PTW users, such as secure anchorage, concrete base, locker and changing facilities.*

Government transport statistics show that the ratio between PTW and car ownership is approximately 1:25. However, with regard to the congestion benefits that the PTW provides, a varied ratio parking standard linked to car parking spaces should be applied, and guidance is given in the Use Class Tables in Section 7.

PTW parking provision should be reviewed annually as part of the Travel Plan monitoring to ensure adequate spaces to fulfil demand. If there proves to be insufficient allocation, increased parking should be provided.

A single PTW parking bay should measure a minimum of 2.5m x 1.2m."

1.6.7 Paragraph 3.4 sets out Suffolk's policy for car parking: -

1.6.8 Disabled Parking

"The number of spaces required for disabled motorists varies between classes, and the County Council guidance has been based on the Department for Transport (DfT)'s Traffic Advisory Leaflet 5/95: 'Parking for Disabled People'10 and guidance is given in the Use Class Tables in Section 7.

Blue Badge parking provision is to be included in the overall vehicle parking provision. In circumstances where the number of vehicle parking bays is less than ten, Blue Badge parking provision will be considered on a case-by-case basis, considering the quantity of available Blue Badge Parking in the vicinity.

It should be noted that a larger number of disabled user spaces may be required at facilities where a higher proportion of disabled users/visitors will be expected, for example, medical, health and care facilities. The provision at the above levels or any required by the LPA does not guarantee that the requirements of the Disability Discrimination Act will be met; this is the responsibility of the building occupier or service provider."

1.6.9 Low Emission Vehicle Parking

"Following on from DfT's publication of The Road to Zero13 and Suffolk County Council's commitment to making the county of Suffolk carbon neutral by 2030, sufficient provision of electric vehicle (EV) charging infrastructure must be made to help meet the government's ambition of all cars and vans being zero emission by 2050. As a result, all new developments are required to provide sufficient electric charging infrastructure to cater for the growing demand for EVs in Suffolk.

…

Commercial developments must provide suitable charging systems for a number of parking spaces, with ducting and infrastructure in place to install additional charging systems when future demand dictates. All charging-related equipment must comply with Building Regulations and be certified with the relevant British Standards.

Currently, SCC does not permit charging points for low-emission vehicles to be installed within areas of the adoptable highway."

1.6.10 The EV parking standards guidance for use class C2: Residential Institutions is set out in Figure 1.5 below.

Figure 1.5 – EV Parking Standards

Residential Developments	EV Charging Requirement	Minimum Nominal Rated Output
C1: Hotels	25% of all parking spaces to be fitted with a charging system, with an additional 25% of parking spaces with the infrastructure in place for future connectivity.	Any electric vehicle charging point must have a minimum nominal rated output of 7kW.
C2: Residential institutions - Hospitals, Care Homes, Education, Institutional Hostels	15% of all parking spaces to be fitted with a charging system, with an additional 15% of parking spaces with the infrastructure in place for future connectivity.	
C3: Dwellinghouses and Houses in Multiple Occupation (including Flats and Apartments)	Where the number of car parking spaces is **less than** the number of dwelling(s) those spaces serve - all spaces must be provided with an EV charging point. Where the number of car parking spaces is **equal to** or **more than** the number of dwelling(s) those spaces serve - the number of spaces with EV charging points must equal the number of dwellings. The remainder of the spaces must benefit from cable routes to allow for the installation of an EV charging point.	

Source: Suffolk Guidance for Parking 2023, p.64.

1.6.11 Car Parking

> *"The provision of parking that makes getting into and out of the vehicle as convenient as possible for the widest range of people (including those with reduced mobility and/or those with children) should be provided as per below.*
>
> - *Bay size for cars - including space to access car and boot 5.0m x 2.5m."*

1.6.12 The parking guidance for use class C2: Residential Institutions is set out in Figure 1.6 below.

Figure 1.6 – Parking Standards

Standard:				
Use	**Vehicle Requirement**	**Cycle Minimum**	**PTW Minimum**	**Disabled Minimum**
Residential care home	1 space per full time equivalent staff + 1 visitor space per 3 beds	2 spaces per 5 staff	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirement
Hospital	1 space per 4 staff members + 1 space per bed Additional spaces will be required when an outpatient department is provided	2 spaces per 4 staff + 1 space per 10 beds		

Source: Suffolk Guidance for Parking 2023, p.46.

1.7 Proposed Development Vision

1.7.1 In line with paragraph 109 of the NPPF, the vision of the proposed development is to develop a care home that has safe and suitable access by sustainable travel modes, and encourages their use. Also, that the development provides safe and suitable access by vehicular modes, and encourage the use of electric vehicles. Furthermore, that the development does not unacceptably impact on the operation of the surrounding road network.

1.8 Report Overview

1.8.1 The remainder of this report is divided into five further sections, which are as follows: -

Section 2.0 Site Transport Context

1.8.2 This section of the report provides details of the Site context, including its accessibility by all relevant transport modes, and a road safety review.

Section 3.0 Proposed Development

1.8.3 The various components of the development proposal, including the Site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

1.8.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Summary and Conclusions

1.8.5 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

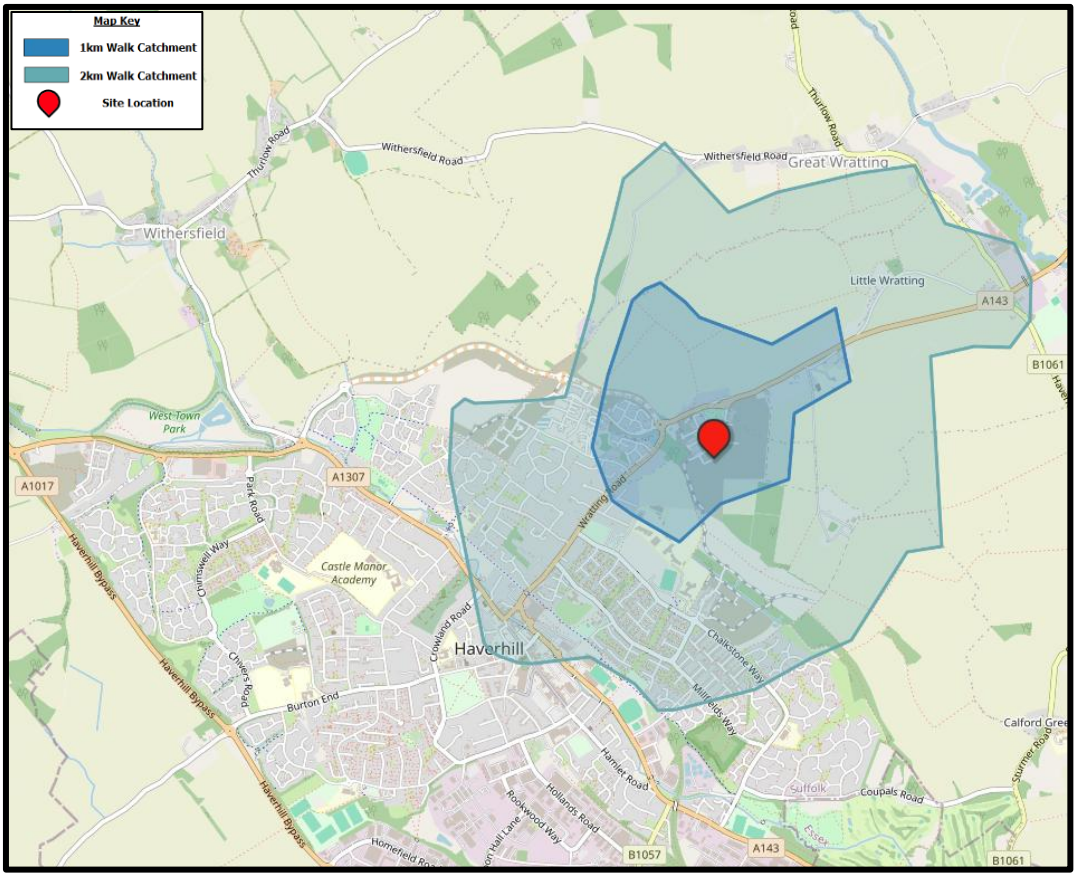
2.1 Introduction

2.1.1 This section of the report considers the accessibility of the Site in terms of a range of transport modes.

2.2 Pedestrian Access

2.2.1 An indicative 1km and 2km walking catchment of the Site is shown at Figure 2.1 below.

Figure 2.1 – Indicative 1km and 2km Walk Catchments



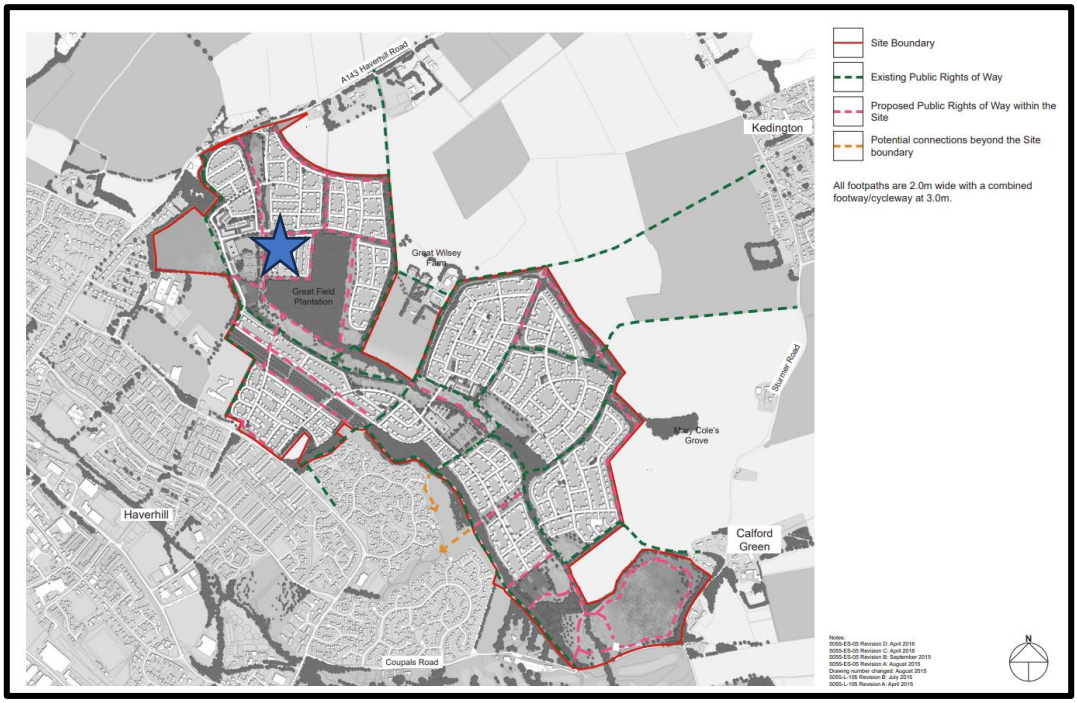
Source: OpenRouteService.

2.2.2 The walk catchments above indicate that there are residential dwellings within the 1km and 2km catchments of the Site.

2.2.3 The urban extension provides an extensive pedestrian and cycle network across the new development which plans to connect with the existing local walking and cycling routes.

2.2.4 As shown in Figure 2.2, there are a number of existing and proposed pedestrian routes within the vicinity of the Site. These provide a range of walking routes within the local area for staff and visitors accessing the care home.

Figure 2.2 – Local Footpaths and Public Rights of Way



Source: DC-15-2151-OUT/SUPERSEDED_PUBLIC_RIGHTS_OF_WAY-1089758. N.B. The Site location is denoted by the blue star.

2.2.5 In light of the local pedestrian facilities, the Site is well connected to the local pedestrian network with opportunities for employees and visitors to make trips by foot.

2.3 Access by Cycling

2.3.1 An indicative 5km (representing the 5.3km 2024 NTS average cycling distance) and an 8km catchment (being the distance of 80% of cycle trips) cycle catchment is shown in Figure 2.3 below.

Figure 2.3 – Cycle Catchment Area



Source: OpenRouteService.

2.3.2 The 5km cycle catchment includes all of Haverhill as well as the surrounding villages of Great Wratting, Kedington, Sturmer, and Withersfield.

2.3.3 Considering that the roads local to the Site are urban in character, and that the local topography is generally gentle, and the presence of cycle infrastructure, there are realistic and viable opportunities for staff and visitors to make trips by cycling.

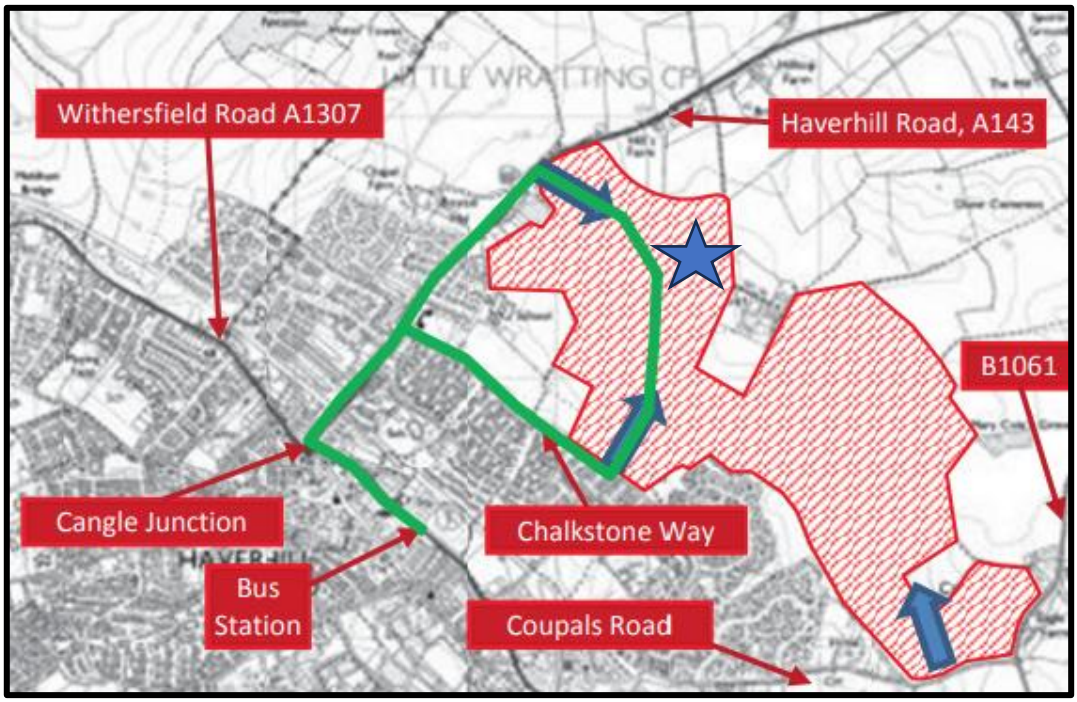
2.4 Access by Bus

2.4.1 The nearest bus stops to the Site are located on the A143 Haverhill Road outside the Fox (a derelict pub). These stops serve the route 13, X13 running between Cambridge to Haverhill the route 14, 14A running between Bury St Edmunds and Haverhill, and the 15A also running between Bury St Edwards and Haverhill. However, all services are very infrequent and run effectively as school buses and as a commuter service.

2.4.2 The Transport Assessment provided for the granted outlined planning permission for Great Wilsey Park (see paragraph 1.3.2 above) mentions that the bus routes adjacent to the site boundary are *"unsuitable for serving the proposed development" (Transport Assessment produced by Brookbanks, paragraph 5.32)*.

2.4.3 Therefore, a new bus route with a 30-minute service is proposed from Great Wilsey Park to Haverhill Town Centre whereby passengers could then change onto routes 13/13A to get to Sainsbury's or into Cambridge *(Transport Assessment produced by Brookbanks, paragraph 5.33)*. The route is shown below.

Figure 2.4 – Indicative Map of the Proposed Bus Route



Source: Transport Assessment produced by Brookbanks, paragraph 5.33. N.B. The approximate location of the Site is denoted by the blue star.

2.4.4 With the new service implemented, with bus stops located within Great Wilsey Park and a 30-minute service, the Site is accessible by public transport.

2.5 Access by Rail

2.5.1 The closest main railway station is located in the centre of Cambridge which is c.30km from the Site.

2.5.2 It is therefore not feasible that many / if any journeys can be made to the proposed development can be made by train.

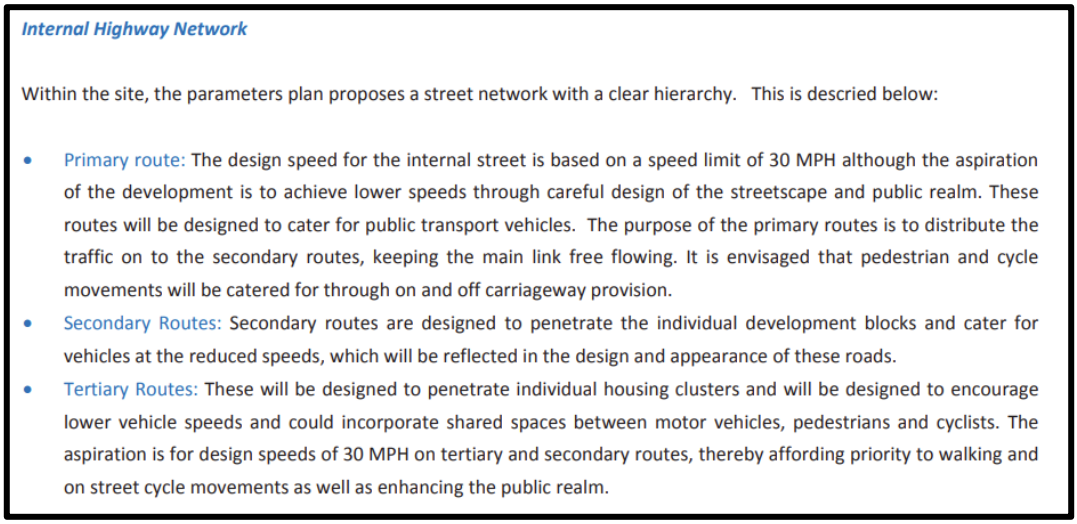
2.6 Vehicular Access

2.6.1 The Site will be served from an access onto an unnamed road which will connect to English Way.

2.6.2 The unnamed road will have a carriageway width of approximately 6m width with a speed limit of up to 30mph in the vicinity of the Site.

2.6.3 Figure 2.5 below is taken from the TA produced by Brookbanks that describes the proposed internal highway network in Great Wilsey Park.

Figure 2.5 – Great Wilsey Park Internal Highway Network



Internal Highway Network

Within the site, the parameters plan proposes a street network with a clear hierarchy. This is descried below:

- Primary route: The design speed for the internal street is based on a speed limit of 30 MPH although the aspiration of the development is to achieve lower speeds through careful design of the streetscape and public realm. These routes will be designed to cater for public transport vehicles. The purpose of the primary routes is to distribute the traffic on to the secondary routes, keeping the main link free flowing. It is envisaged that pedestrian and cycle movements will be catered for through on and off carriageway provision.
- Secondary Routes: Secondary routes are designed to penetrate the individual development blocks and cater for vehicles at the reduced speeds, which will be reflected in the design and appearance of these roads.
- Tertiary Routes: These will be designed to penetrate individual housing clusters and will be designed to encourage lower vehicle speeds and could incorporate shared spaces between motor vehicles, pedestrians and cyclists. The aspiration is for design speeds of 30 MPH on tertiary and secondary routes, thereby affording priority to walking and on street cycle movements as well as enhancing the public realm.

Source: TA produced by Brookbanks, dated May 2016, p.28.

2.6.4 English Way connects to Gurteen Avenue which meets the A143 Haverhill Road at a roundabout c.380m to the north of the Site.

2.6.5 The A143 is classified as part of the Local Road Network (LRN) and forms an important corridor within the LRN. The A143 provides a route from Haverhill passing through Bury St Edmunds (c.25km from the Site) where it crosses the A14 strategic route and terminates at the A12 London-Great Yarmouth Road in Great Yarmouth. The A143 is a predominantly single carriageway road which is subject to national speed limit along much of the length. However, the section of road passing the site and approaching Haverhill is subject to a 30mph speed limit.

2.6.6 Figure 1.1 above shows the Site in its local highway context.

2.6.7 Overall, the Site has a prominent location in relation to the local road network from which it is readily accessible.

2.7 Road Safety Review

2.7.1 Publicly available official collision records include collisions which resulted in a personal injury and which were reported to the police. The data does not include details of damage-only collisions or those which were not reported to the police.

2.7.2 Personal-injury collisions are classified by the police as one of either 'Slight', 'Serious' or 'Fatal'. Where more than one personal injury occurs, the classification is determined by the most serious. A description of each classification is provided in the DfT publication Instructions for the Completion of Road Accident Reports dated October 2004, summarised below:

Slight:

- Sprains, not necessarily requiring medical treatment
- Neck whiplash injury
- Bruises
- Slight cuts
- Slight shock requiring roadside attention.

- (Persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment).

Serious:

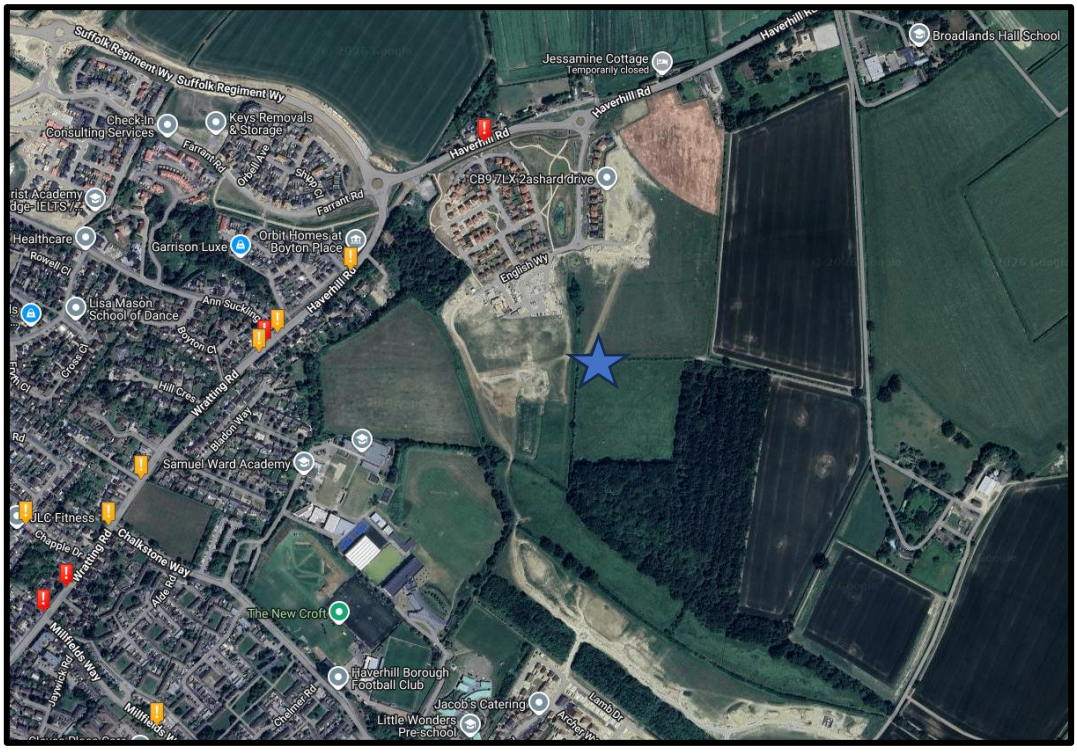
- Fracture
- Internal injury
- Severe cuts
- Crushing
- Burns (excluding friction burns)
- Concussion
- Severe general shock requiring hospital treatment
- Detention in hospital as an in-patient, either immediately or later
- Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.

Fatal:

- 'Fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.

2.7.3 Personal injury collision data has been obtained from Crashmap for the area local to the Site for the most recent five-year period between 2020-2024. The locations and levels of severity of the recorded collisions are shown at Figure 2.6 below.

Figure 2.6 – Local Collision Map



Source: Crashmap. N.B. The Site location is denoted by a blue star.

2.7.4 The collision data shows that no collisions have been recorded on the roundabout at the uran extension entrance.

2.7.5 There has been four 'serious' and four 'slight' collisions recorded on the A143 Haverhill Road / Wratting Road to the west of the Site.

2.7.6 All these collisions occurred in different locations and so there is understood to be no pattern which can be attributed to road layout deficiency which would be worsened by the development proposals.

2.8 Section Conclusion

2.8.1 The Site is surrounded by a pedestrian network that includes a number of crossing facilities, and a residential catchment within walking distance.

2.8.2 The area local to the Site is conducive to cycling, and there are good opportunities for staff and visitors to make their journeys by bike.

2.8.3 There are proposed to be bus stops local to the Site which should be served by frequent bus services, which provide access to / from a variety of destinations.

2.8.4 The nearest rail station is too far from the Site to be considered a viable option.

2.8.5 The Site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site which would be materially worsened by the development.

2.8.6 Overall, the Site has a good level of accessibility by all relevant transport modes, thereby complying with national and local transport planning policy including the vision of the proposed development.

3.0 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The development proposals are shown on the site layout plan provided at Appendix 1. The proposal is for the construction of a 66-bed care home with the Site composition including the following: -

- New access junction to accommodate pedestrians, cyclists, and vehicles.
- A car park with 35 parking spaces (including 6 EV charging spaces and 2 accessible spaces), and 1 powered two-wheeler space.
- Cycle parking for 10 bicycles within a secure and covered shelter in the car park.
- A dedicated bin store.

3.2 Proposed Site Access Arrangements

3.2.1 Vehicle and non-car access will be provided via a new access junction from the northern boundary of the Site onto an unnamed road which connects to English Way.

3.2.2 The unnamed road will be a newly constructed road which is 5.5m wide, with a 3m footway on the eastern side and a 2m wide footway on the western side.

3.2.3 The speed limit is up to 30mph in the vicinity of the proposed access. The Manual for Streets (MfS) stopping distance for 30mph (32kph) is 43m.

3.2.4 All vehicles, including service vehicles, will use the above access.

3.2.5 The alignment of the unnamed road coupled with the width of the footway and associated verge on the Site frontage means that MfS compliant vision splays will be available at the Site access within the footway area.

3.2.6 The internal site layout has been designed to prioritise pedestrian movements.

3.3 Deliveries / Servicing

Proposed Deliveries / Servicing Access Arrangements

3.3.1 Delivery and service vehicles will access the proposed development via the access junction described above.

3.3.2 The Site layout has been assessed for refuse vehicle manoeuvres based on an 11.2m refuse vehicle. Drawings of the swept path assessments are provided at Appendix 2.

3.3.3 The track plot shows that the service vehicle's access route is satisfactory and that service vehicles will be able to manoeuvre within the Site, enabling them to arrive and depart in forward gear.

3.4 Care Home Operating Patterns

3.4.1 LNT typically have the following staffing levels and shift patterns for a 66-bedroom care home, as shown in Figure 3.1 below.

Figure 3.1 – Staffing Levels and Pattern of 66-bedroom LNT Care Home

Day shifts (08.00 – 2000)	No. of staff in total	No. of staff per shift	Shift pattern
Manager	1	1	08.00 – 17.00
Care Manager	1	1	08.00 – 17.00
Front of House Manager	1	1	09.00 – 17.00
Lifestyle Manager	1	1	09.00 – 17.00
Activities Coordinator	2	1	10.00 – 15.00
Deputy	2	1	08.00 – 20.00
Senior Care Assistant	8	4	08.00 – 20.00
Care Assistant	8	4	08.00 – 20.00
Part time care assistant	6	3	07.00 – 14.30
Caretaker	1	1	10.00 – 14.00
Kitchen Manager/Cook	2	1	08.00 – 17.00
Kitchen assistant	2	1	09.00 – 15.00
Domestic staff	3	2	08.00 – 13.00
Head of Housekeeping	1	1	08.00 – 13.00
Laundry Staff	2	1	08.00 – 13.00
Total Day shift	**41**	**24**	
Evening shift (14.30 – 22.00)			
Part time care assistant	6	**3**	14.30 – 22.00
Night shifts (20.00 – 08.00)			
Night care manager	1	1	20.00 – 08.00
Senior Care Assistant	4	2	20.00 – 08.00
Care Assistant	6	3	20.00 – 08.00
Total Night shift	12	**6**	
Total Day & Night shift	58	**33**	
Total Week	**58**	**33**	

3.4.2 Figure 3.1 shows that the maximum number of staff expected to be on-site at any one time is 24 and this being between 10.00am and 01.00pm.

3.4.3 It is expected that most staff will be employed from Haverhill or the surrounding areas. Therefore, some staff members are likely to walk/cycle, or car share, as well as travel by car, when travelling to / from work.

3.5 Car and Cycle Parking

3.5.1 The adopted local parking standards are set out in Section 1.6 above.

Car Parking

3.5.2 For residential care home developments, there is understood to be two parts to the parking standards.

3.5.3 The first part indicates that there should be one space per full time staff. This equates to 18 spaces.

3.5.4 The second part states that there should be one visitor space per three beds. This equates to 22 spaces [66÷ 3 = 22]. This takes the total to 40.

3.5.5 On experience from delivering over 250 care homes across the UK in the past 30 years, LNT has established that 35 car parking spaces at this Site would be the optimal number; striking the right balance by ensuring sufficient parking for staff and visitors without overproviding. This is because although there are 18 full time staff not all of them would drive by private car and they would not all be on site all at the same time and so some of this parking need could accommodate visitor and part time staff parking.

Disabled Parking Standards and Provision

3.5.6 The proposed development will provide two disabled car parking bays. This meets the guidelines of DfT 6% of the total parking provision (6% x 35 = 2).

Electric Vehicle (EV) Parking Standards and Provision

3.5.7 The proposed development provides 6 electric vehicle charging points. This exceeds the guidelines of Suffolk Guidance for Parking 2023 of 15% of the total parking provision (15% x 35 = 5).

3.5.8 However, it does not meet the guidelines for 15% of passive parking provision as there are not any passive spaces proposed. This is because, LNT are already over providing active electric vehicle charging points and so the passive spaces are not deemed to be necessary.

Powered Two-Wheelers

3.5.9 The proposed development will provide 1 powered two-wheeler parking bay. This is under the standards of 1 plus 1 per 20 parking spaces (1 + (35÷20) = 3).

3.5.10 However, should there arrive a situation when there is more than one powered two-wheeler at the Site at any one time, the second powered two-wheeler can use any one of the standard car parking bays.

Cycle Parking

3.5.11 The proposed development provides 10 cycle parking spaces within a secure covered shelter. This exceeds the guidelines of Suffolk Guidance for Parking 2023 of 2 per 5 staff ((18 ÷ 5) x 2 = 7).

3.6 Section Conclusion

3.6.1 The proposed site access junction has been designed in accordance with the MfS standards for the observed traffic speeds.

3.6.2 Pedestrian movements are accommodated within the internal site layout.

3.6.3 Swept path analysis shows that the access arrangements and layout of the proposed development are suitable for the largest vehicles that are expected to use the Site.

3.6.4 The proposed on-site parking is under the parking standards, however LNT feel that 35 spaces is the optimum number without being excessive.

3.6.5 The proposal therefore accords with policy LP44 of the West Suffolk Local Plan 2024-2041 and with paragraphs 109, 112 and 113 of the NPPF. This includes complying with the vision of the proposed development.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 This section of the report provides details of the traffic data used for the assessment of the proposed development.

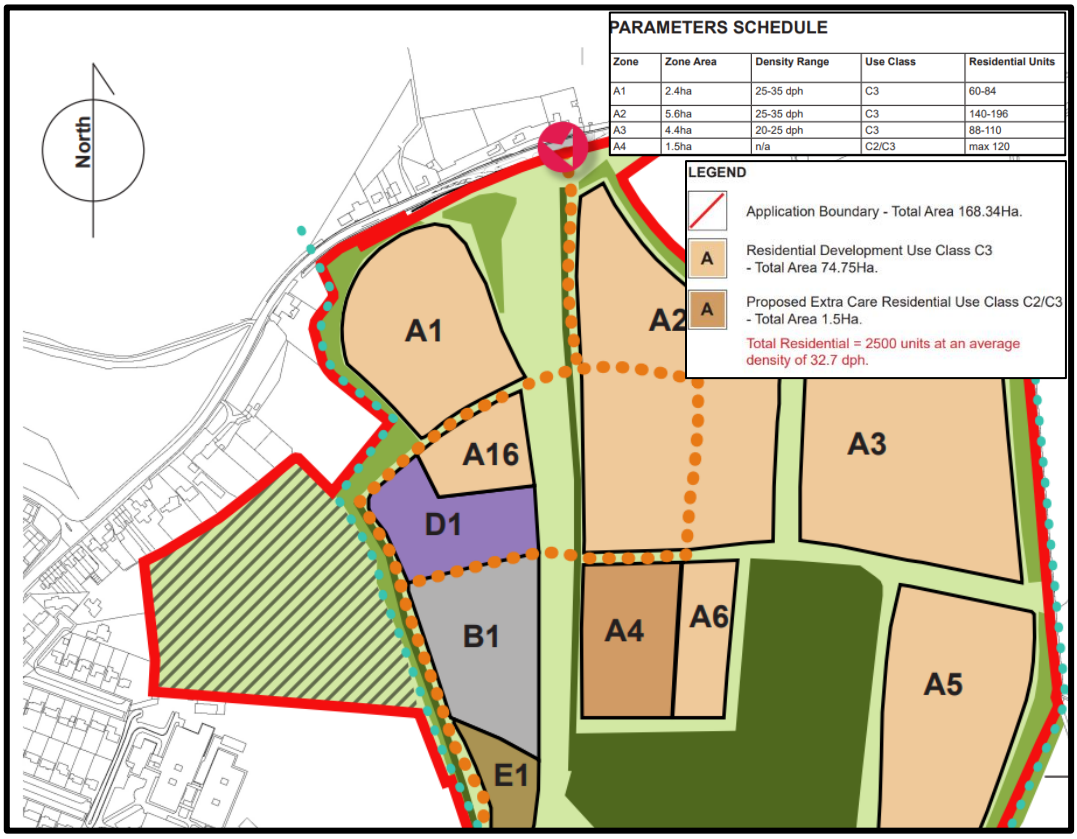
4.2 Existing Site Trip Attraction

4.2.1 The Site is currently un-developed; thus, the Site has no existing trip attraction. However, the Site has a permitted use.

Previously Accepted Vehicle Trip Rates

4.2.2 As mentioned in paragraph 1.3.6, an outline planning application for Great Wilsey Park (area including the Site) was granted on 16th August 2018. Within the Amended Land Use Parameters Plan, the Site includes the northern half of zone A4. A section of this plan is shown at Figure 4.1 below for reference.

Figure 4.1 – Section of Amended Land Use Parameters Plan



Source: AMENDED_LANDUSE_PARAMETERS-1345725.

4.2.3 Figure 4.1 shows in the parameters schedule that there is permitted up to 120 extra care residential units in zone A4.

4.2.4 As the Site includes only half of zone A4, this would be up to 60 extra care residential units.

4.2.5 The TA produced by Brookbanks does not provide a specific trip rate for the extra care residential units and so it has been grouped with the blended residential trip rates. These trip rates are provided at Figure 4.2 below.

Figure 4.2 – Blended Residential Trip Rates

	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Resultant Residential trip rate (Vehicles)	0.169	0.405	**0.574**	0.396	0.247	**0.643**

Source: Brookbanks TA, May 2016, Figure 8e: Resultant Residential trip rate (Vehicles).

4.2.6 Using the above trip rates, the approximated permitted vehicle trip numbers for the Site during the peak hours are shown in Table 4.1 below.

Table 4.1 – Assessed Vehicle Trip Generation

	Vehicle Trip Rates			Vehicle Trip Numbers		
	Arrivals	Departures	Total	Arrivals	Departures	Total
60 Residential Units						
AM 08:00 – 09:00	0.169	0.405	0.574	10	24	34
PM 17:00 – 18:00	0.396	0.247	0.643	24	15	39

4.2.7 Using the above trip rates, the accepted vehicle trip numbers for the Site are 34 in the AM peak and 39 in the PM peak (comprising arrivals and departures).

4.3 Proposed Development Trip Attraction

4.3.1 The industry-standard TRICS database (version 8.25.12) has been used to identify the average trip generation of developments with comparable characteristics to the proposed development.

4.3.2 The TRICS database is an industry-standard collection of traffic surveys, detailing hourly trip arrivals and departures, recorded from a variety of existing development sites using a standardised methodology.

4.3.3 Following the TRICS best practice guidance, the database has been filtered using the following criteria in Table 4.2 to obtain a dataset of comparable development sites.

Table 4.2 – TRICS Database Key Selection Criteria

TRICS version 8.25.12	
Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	05 - HEALTH
Sub Land Use:	F - CARE HOME (ELDERLY RESIDENTIAL)
Calculation Options:	Multi-Modal Total Vehicles
Primary filtering	
Trip Rate Parameters:	Number of Residents
Range:	36 to 89
Selected Dates:	Full list Of Active Main/Sub Land Uses
Week days to include:	Monday - Friday
Location Types to include:	Suburban Area and Edge of Town
Secondary filtering	
Population < 1 Mile:	1,001-10,000
Population < 5 Miles:	25,001-125,000

4.3.4 The full TRICS outputs are provided at Appendix 3; summaries of the resultant vehicular trip rates (per resident / bedroom) during the weekday AM and PM are set out at Table 4.3, alongside the equivalent vehicle trip numbers for the proposed 66-bedroom care home.

Table 4.3 – TRICS Vehicle Trip Rate Data – Proposed Development

	Average Vehicle Trip Rates (per bed)			Vehicle Trip Attraction (66 beds)		
Peak	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday 08:00-09:00	0.11	0.082	0.192	7	5	13
Weekday 16:00-17:00	0.082	0.105	0.187	5	7	12
Daily	1.401	1.406	2.807	92	93	185

N.B. Some of the figures include mathematical rounding.

4.3.5 The TRICS data shows that the proposed development can be expected to generate an average of 13 and 12 vehicle movements (comprising arrivals and departures) during the weekday AM and PM peak hours respectively.

4.3.6 As expected, the TRICS data for the proposed development is considerably lower than the blended residential trips shown in Table 4.1 above.

4.4 Car Park Accumulation Assessment

First Principles Parking Data

4.4.1 An assessment of the likely demand for car parking at the proposed care home has been undertaken using data collected by LNT at six of their existing care homes listed below.

- Ebor Court, York – 64 beds and 18 parking spaces.
- Greenacres, Meltham – 64 beds and 18 parking spaces.
- Handley House, York – 66 beds and 20 parking spaces.
- Hepworth House, Wakefield – 66 beds and 20 parking spaces.
- Woodthorpe Lodge, Loughborough – 66 beds and 18 parking spaces.
- Haywood Lodge, Mappleborough Green – 66 beds and 24 parking spaces.

4.4.2 These care homes and the proposed care home were assessed under the four criteria which is matched to a score. This is shown in Table 4.4 below.

Table 4.4 – Accessibility Definitions

Score	**Location**	**Distance to nearest bust stop**	**Frequency of buses per hour**	**Distance to nearest train station**
Low = 1	Rural	>500m	Less than 1 bus per hour	> 3km
Medium = 2	Suburb	<500m	More than 1 bus per hour	< 3km
High = 3	Central	<100m	More than 2 buses per hour	< 1.5km

4.4.3 An accessibility average score of all the scores for each of the care homes was then made and compared to the Site average. The Site has an average 1.75. The care homes with an accessibility average of +/- 0.25 have been used for comparison.

4.4.4 The four LNT care home sites are: -

- Ebor Court, York – 64 beds and 18 parking spaces (the parking accumulation was scaled up to 66 beds). Average accessibility score of 1.75.
- Greenacres, Meltham – 64 beds and 18 parking spaces (the parking accumulation was scaled up to 66 beds). Average accessibility score of 2.
- Handley House, York – 66 beds and 20 parking spaces. Average accessibility score of 2.
- Woodthorpe Lodge, Loughborough – 66 beds and 18 parking spaces. Average accessibility score of 1.66.

4.4.5 The recorded car park occupancy data at each of the four existing care homes is shown in Figure 4.3, Figure 4.4, Figure 4.5, and Figure 4.6. The parking capacity for the Site is also included for reference.

Figure 4.3 – Ebor Court Car Park Occupancy Survey

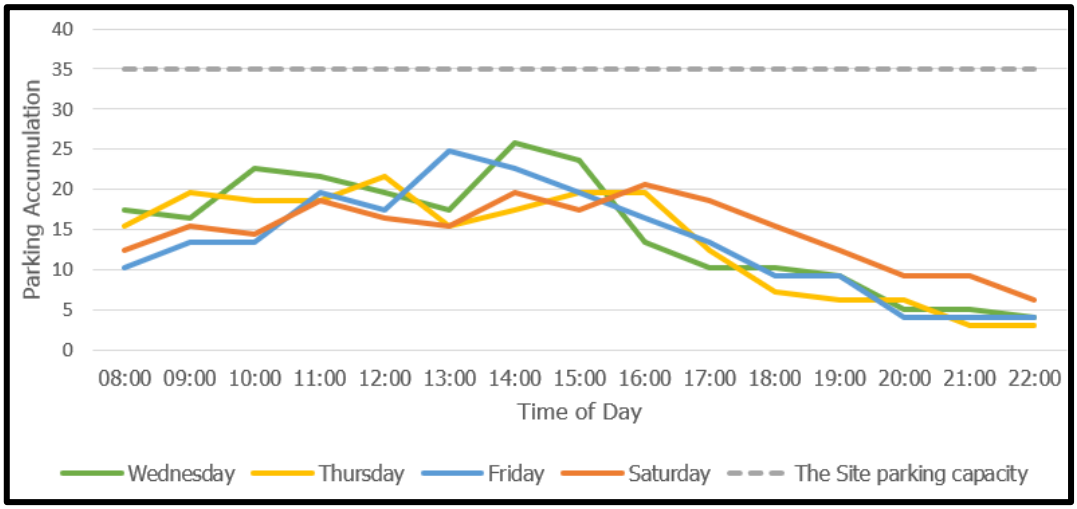


Figure 4.4 – Greenacres Car Park Occupancy Survey

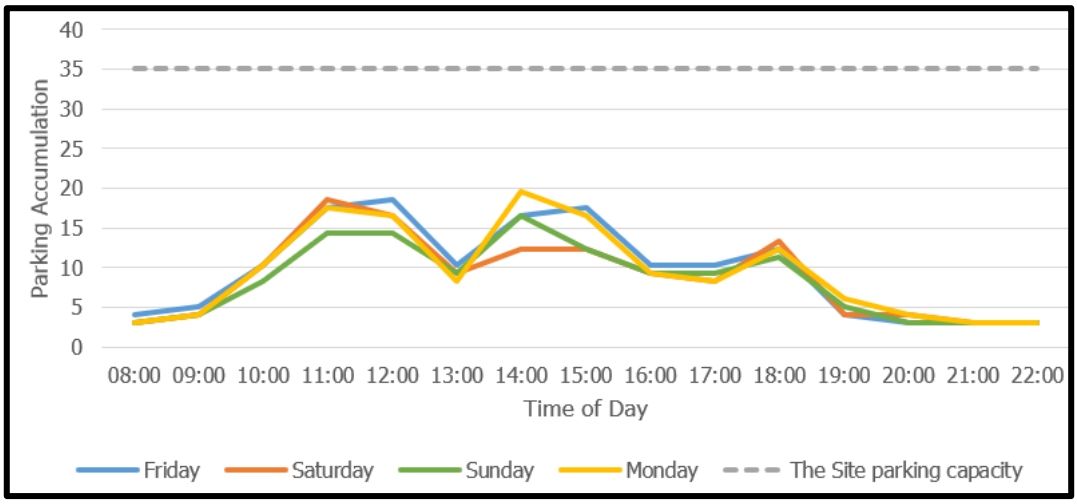


Figure 4.5 – Handley House Car Park Occupancy Survey

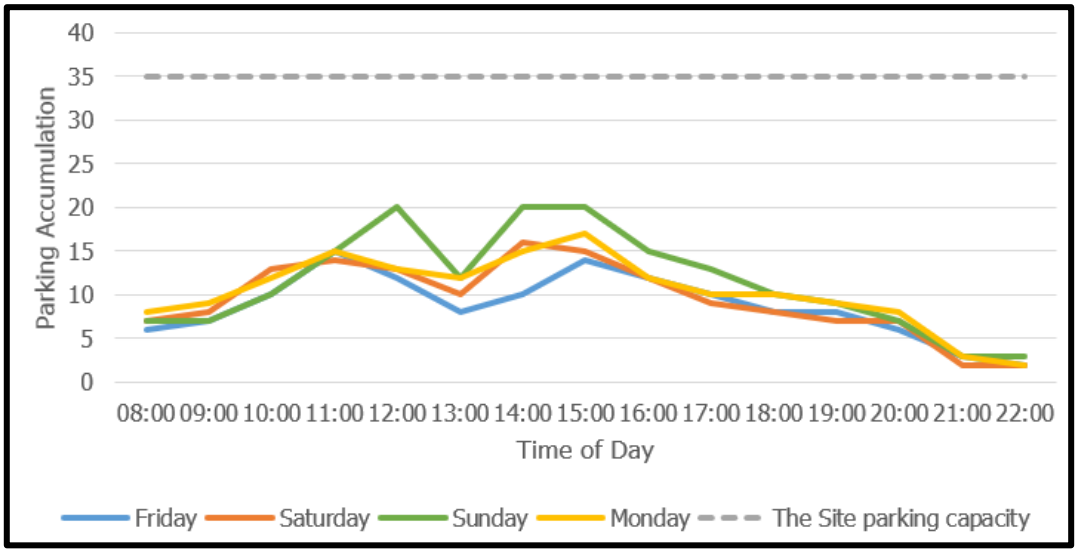
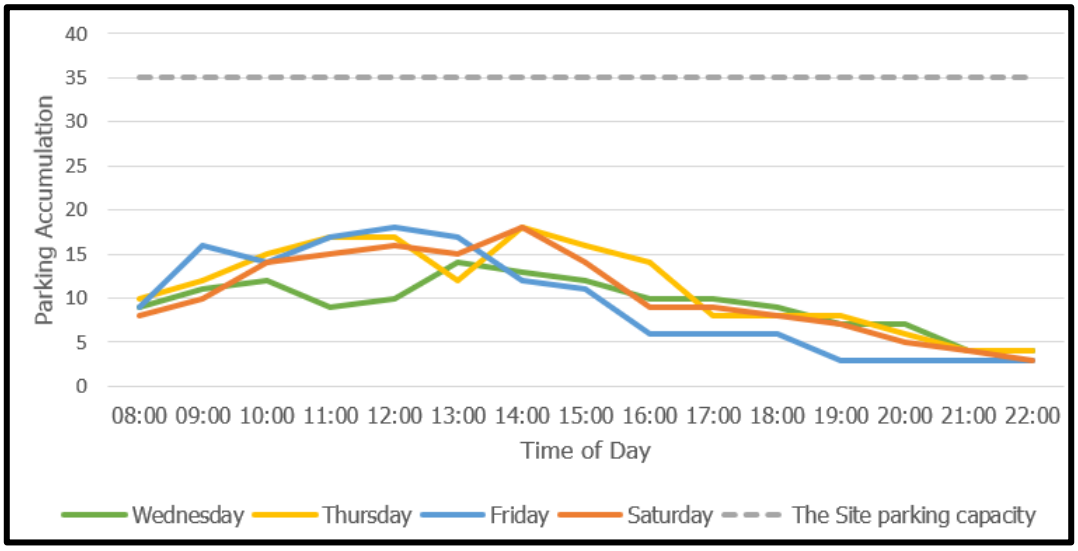
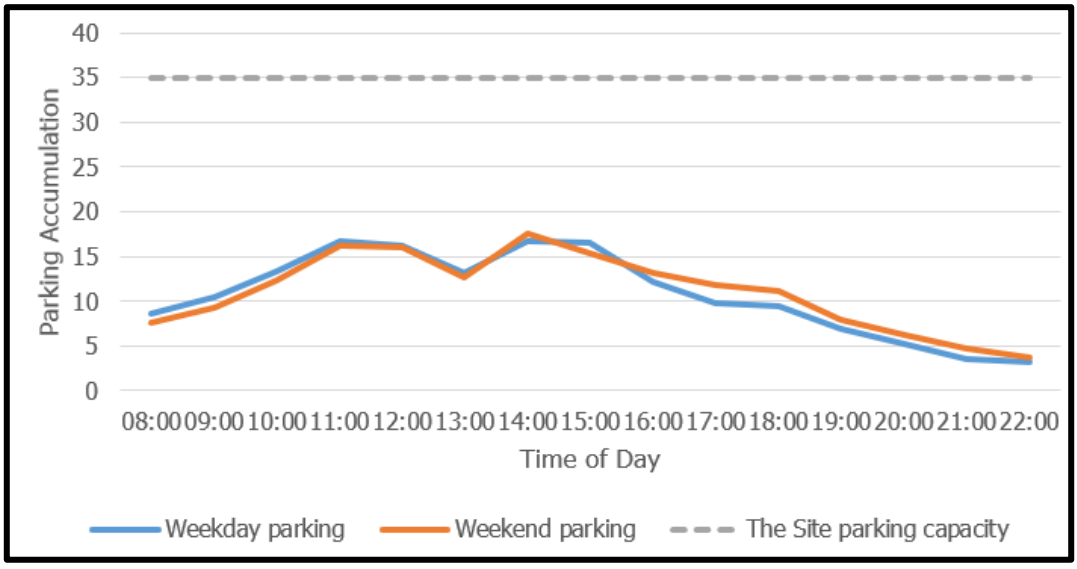


Figure 4.6 – Woodthorpe Lodge Car Park Occupancy Survey



4.4.6 The four care homes' car park survey data have been used to calculate the average weekday and average weekend car parking profile. This is shown in Figure 4.7 below.

Figure 4.7 – Average Car Park Accumulation



4.4.7 The parking assessment above indicates that the proposed care home would experience an average maximum accumulation of 18 cars at the weekend and 17 cars on a weekday.

TRICS Data

4.4.8 In addition to the LNT car park data, the TRICS trip rate data has also been used to determine the car parking accumulation based on the hourly average number of vehicle arrivals and departures to/from a 66-bed care home.

4.4.9 Table 4.5 shows the TRICS weekday hourly arrivals, departures, and accumulation for the proposed 66-bed care home.

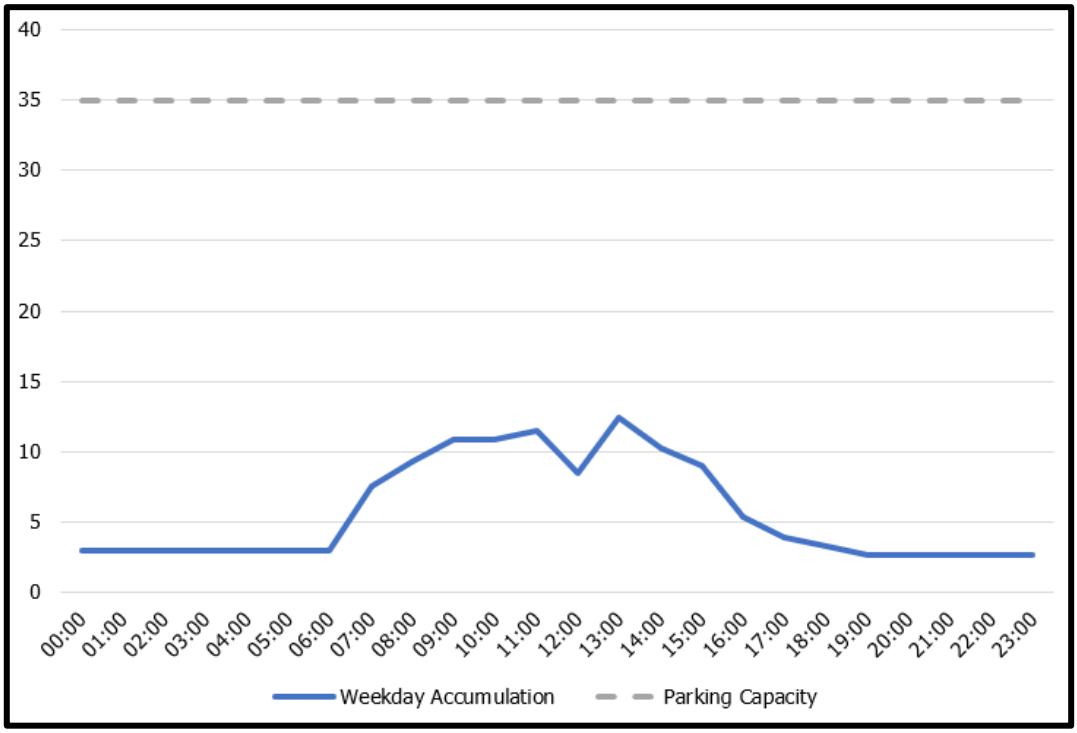
4.4.10 The LNT first principles parking data shows that there was an average of approximately three cars parked overnight. Therefore, to account for cars parked overnight, three cars were added to the accumulation.

4.4.11 The accumulation profiles of the weekday TRICS data are shown in Figure 4.8.

Table 4.5 – TRICS Car Parking Accumulation

	Weekday		
Times	**Arrivals**	**Departures**	**Accumulation**
00:00-01:00	0	0	3
01:00-02:00	0	0	3
02:00-03:00	0	0	3
03:00-04:00	0	0	3
04:00-05:00	0	0	3
05:00-06:00	0	0	3
06:00-07:00	0	0	3
07:00-08:00	8	4	7
08:00-09:00	7	5	9
09:00-10:00	8	7	11
10:00-11:00	6	6	11
11:00-12:00	9	8	11
12:00-13:00	6	9	8
13:00-14:00	7	3	12
14:00-15:00	8	11	10
15:00-16:00	8	9	9
16:00-17:00	5	9	5
17:00-18:00	5	7	4
18:00-19:00	5	6	3
19:00-20:00	7	8	3
20:00-21:00	2	2	3
21:00-22:00	0	0	3
22:00-23:00	0	0	3
23:00-24:00	0	0	3

Figure 4.8 – TRICS Car Parking Accumulation



4.4.12 Based on the TRICS data, the proposed development is shown to have a maximum parking accumulation of 12 vehicles on a weekday.

4.4.13 Therefore, the proposed 35 parking spaces is more than sufficient to accommodate the anticipated peak demand without overspill off-site, and with spare capacity for spikes in demand.

4.5 Section Conclusions

4.5.1 The data shows that the development could generate 13 vehicle movements during the AM peak and 12 vehicle movements during the PM peak (comprising arrivals and departures).

4.5.2 The assessment shows that the proposed development is expected to result in a lower number of vehicle movements than what has previously been assessed for the Site.

4.5.3 The permitted proposed pedestrian, cycle, and public transport infrastructure is suitable to accommodate the trips associated with the proposed development.

4.5.4 The proposed car park of 35 parking spaces is shown to be sufficient to accommodate the anticipated peak parking demand without overspill parking off-site, and with spare capacity for spikes in demand.

4.5.5 Considering that the proposals represent a negligible number of vehicle trips to the Site, the proposal is unlikely to have a detrimental effect on road safety.

4.5.6 Based on the calculated development trips, it is not necessary to undertake any junction capacity tests.

4.5.7 The car park assessment shows that the proposed 35 parking spaces is more than sufficient for the Site.

4.5.8 The proposal therefore accords with the adopted local plan and does not conflict with Paragraph 116 of the NPPF.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by LNT in relation to a proposed care home development at Great Wilsey Park, Haverhill.

5.1.2 The proposal comprises the construction of a 66-bed care home with associated parking facilities.

5.1.3 The Site is surrounded by a pedestrian network that will include a number of crossing facilities, and a residential catchment within walking distance.

5.1.4 The area local to the Site is conducive to cycling, and there are good opportunities for staff and visitors to make their journeys by bike.

5.1.5 The proposed bus stops local to the Site will be served by frequent bus services, which provide access to / from a variety of destinations.

5.1.6 The Site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no existing road safety problem in the vicinity of the Site which would be worsened by the development.

5.1.7 Overall, the Site has a good level of accessibility by all relevant transport modes in line with the development's vision.

5.1.8 Vehicle and non-car access will be provided via the proposed site access onto an unnamed road to the north of the Site.

5.1.9 Pedestrian movements are accommodated within the internal site layout.

5.1.10 Swept path analysis shows that the access arrangements and layout of the proposed development are suitable for the largest vehicles that are expected to use the Site.

5.1.11 The proposed on-site parking is provided is sufficient to meet the anticipated demand.

5.1.12 The industry-standard TRICS database has been used to identify the average vehicle trip rates for the proposed development.

5.1.13 The TRICS data shows that the proposed development can be expected to generate an average of 13 - 12 vehicle movements (comprising arrivals and departures) during the weekday AM and PM peak hours.

5.1.14 The trip attraction considered in this assessment for the care home is lower than that previously assessed for the extra care residential element of the Site.

5.1.15 The traffic assessment in this report is based on a robust traffic scenario and demonstrates that the development traffic effects will be negligible.

5.1.16 There does not appear to be any particular pattern within the recent collision records, and the effect of the proposed development traffic is not likely to materially worsen the occurrence or materially affect the pattern of collisions in the vicinity of the Site.

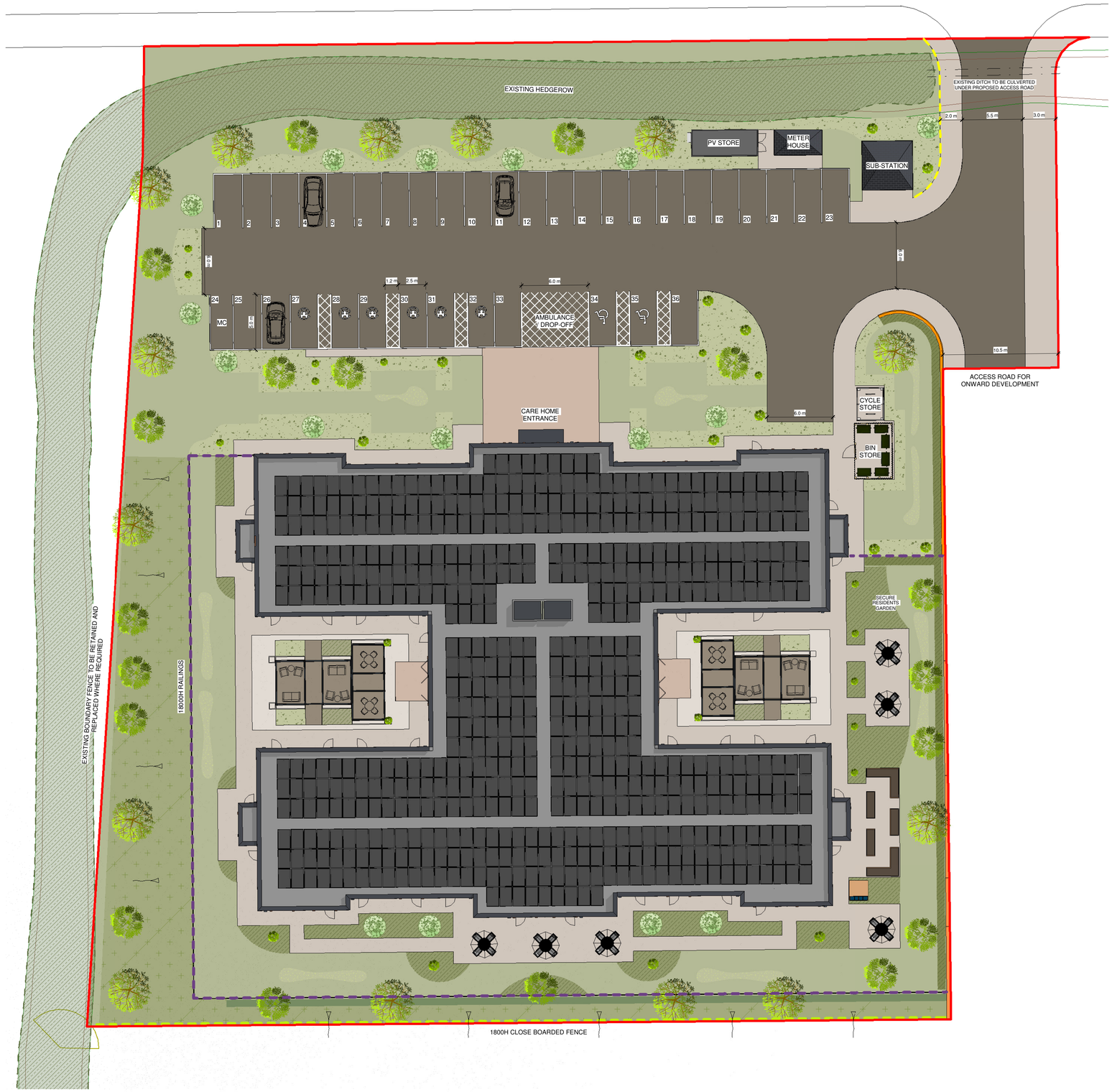
5.2 Conclusions

5.2.1 The proposal is shown to accord with the Suffolk Transport Plan, Haverhill Area Transport Plan, and the West Suffolk local plan and with Paragraphs 115 and 117 of the NPPF.

5.2.2 Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF paragraph 116). The proposals are also in line with the development's vision.

APPENDICES

APPENDIX 1 – SITE LAYOUT PLAN



1 **PROPOSED SITE PLAN**
1 : 200

0 2 5 10 20 m

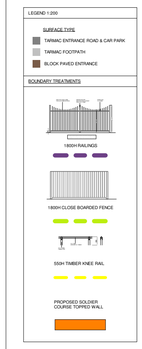
PROPOSED 66 BED CARE HOME

SITE AREA 6797 m² (1.67 acres)

BUILDING FOOTPRINT 1787 m²

AMENITY SPACE 3832 m²

36No PARKING SPACES (INC. 6 No ELECTRIC VEHICLE CHARGING POINTS & 2 No DISABLED SPACES & MC PARKING SPACE)



REV	DATE	DETAILS OF AMENDMENTS	DRAWN
E	29.01.26	REVISED ACCESS PATHWAY WIDTHS	CB
D	01.10.25	LANDSCAPING DESIGN UPDATED	VF
C	06.08.25	RED LINE AMENDED TO MATCH CANNON DRW. ZD541-PL-SK-290 P02	VF
B	04.08.25	RED LINE AMENDED	VF
A	15.07.25	COURTYARD LAYOUTS REVISED	VF

REVISIONS

LNT CONSTRUCTION LTD
UNIT 2, HELIOS 47
ISABELLA ROAD
GARFORTH
LS25 2DY
Tel: 0113 385 3858
Fax: 0113 385 3859

CLIENT
LNT CARE DEVELOPMENTS

SITE
Land at Great Wilsey Park
Haverhill
CB9 7UE

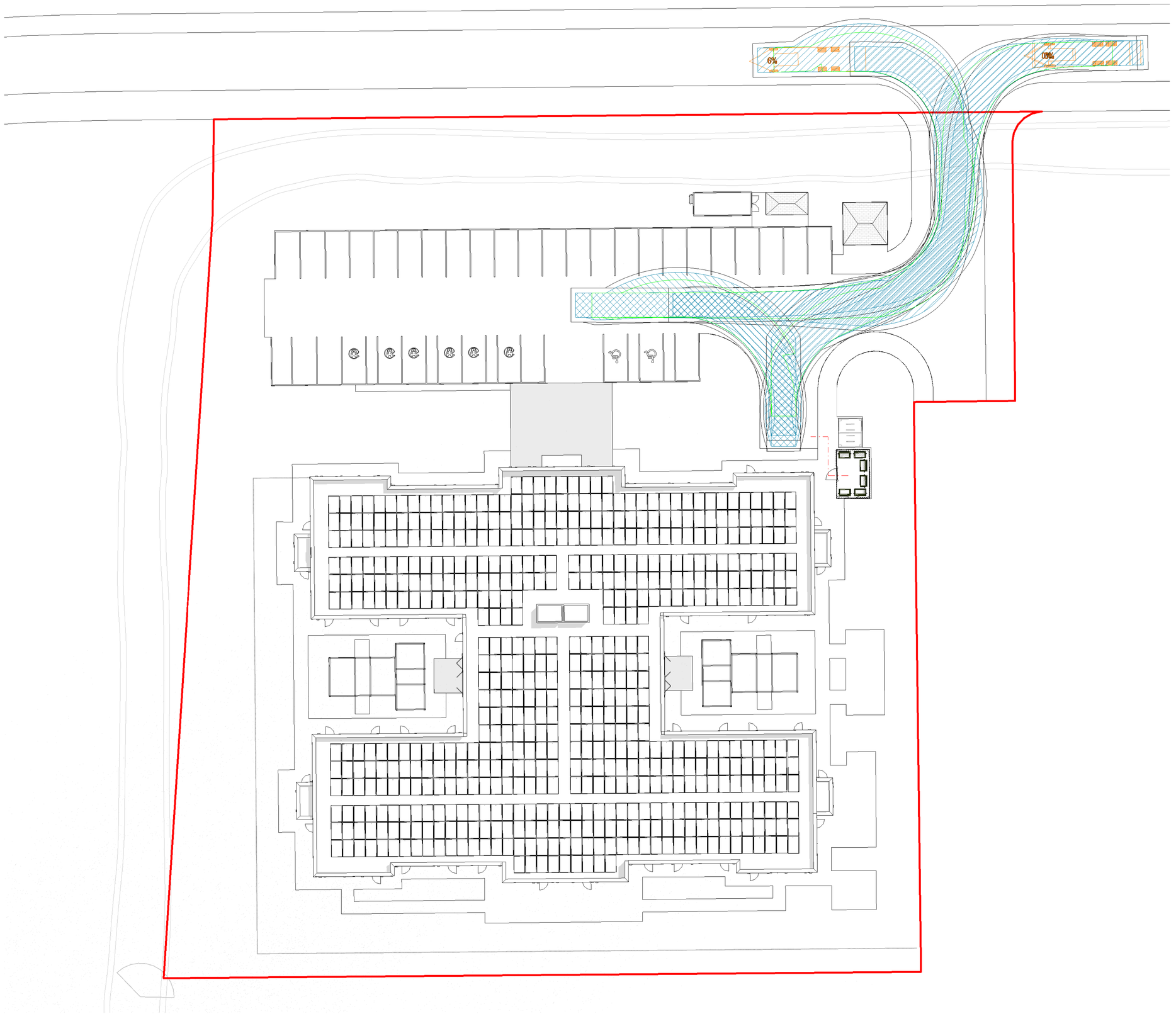
TITLE
PROPOSED SITE PLAN

SCALE @A1	1 : 200	DATE	29/01/2026 16:57:51
DRAWN	CB	DWG NO.	CB9 7UE - A-03

DRAWING STATUS
FOR PLANNING APPROVAL

CHECKED BY	L-JL	DATE	
APPROVED BY	Approver	DATE	

APPENDIX 2 – SWEPT PATH ANALYSIS

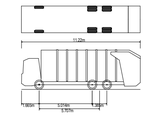


1 PROPOSED SITE PLAN Copy 2

1 : 200

0 2 5 10 20 m

VEHICLE TRACKING



PHOENIX 2 DUO RECYCLER
(P2-15W WITH ELITE 6x4 CHASSIS)

OVERALL LENGTH	11.220m
OVERALL WIDTH	2.530m
OVERALL BODY HEIGHT	3.756m
MIN BODY GROUND CLEARANCE	0.309m
TRACK WIDTH	2.530m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	11.550m

ANALYSIS CARRIED OUT AT 15km/h FORWARD SPEED AND 2.5km/h REVERSING SPEED

- VEHICLE BODY SWEPT PATH
- VEHICLE BODY TRACKING
- VEHICLE WHEEL-BASE TRACKING
- EXTENT OF 500mm BUFFER
- REFUSE COLLECTION ROUTE

REV	DATE	DETAILS OF AMENDMENTS	DRAWN
B	29.01.26	REVISED ACCESS PATHWAY WIDTHS	CB
A	11.11.25	RED LINE AMENDED	VF

REVISIONS

LNT CONSTRUCTION LTD
UNIT 2, HELIOS 47
ISABELLA ROAD
GARFORTH
LS25 2DY
Tel: 0113 385 3858
Fax: 0113 385 3859

CLIENT

LNT CARE DEVELOPMENTS

SITE

Land at Great Wilsey Park
Haverhill
CB9 7UE

TITLE

VEHICLE TRACKING

SCALE @A1	1 : 200	DATE	29/01/2026 16:40:44
DRAWN	CB	DWG NO.	CB9 7UE - A-07

DRAWING STATUS

FOR PLANNING APPROVAL

CHECKED BY	L-JL	DATE	
APPROVED BY	Approver	DATE	

APPENDIX 3 – TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH

Category: F - CARE HOME (ELDERLY RESIDENTIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	2 days
14	**LEINSTER**		
	WX	WEXFORD	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AR	ARMAGH	1 day

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

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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:	RESIDE
Actual Range:	37 to 89 (units:RESIDE)
Range Selected by User:	36 to 89 (units:RESIDE)
Parking Spaces Range:	3 - 43

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 22/04/25

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
Thursday	2 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Suburban Area	2 days

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

Selected Location Sub Categories:

Residential Zone	4 days

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 Vehicle Counts:

Servicing vehicles Included	4 days

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Secondary Filtering Selection:

Use Class:

C2	4 surveys

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:

1013 - 7900

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
25,001 to 50,000	2 surveys
50,001 to 75,000	1 surveys

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 surveys
1.1 to 1.5	3 surveys

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.

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Petrol filling station:

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	4 surveys

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

PTAL Rating:

No PTAL Present	4 surveys

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.

COVID-19 Restrictions:

No

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1	**AR-05-F-01**	**CARE HOME**	**ARMAGH**
MOY ROAD PORTADOWN Edge of Town Residential Zone Number of residents: 38 RESIDE Survey date: Thursday 19/10/2023			Survey Type: Manual
2	**NY-05-F-05**	**NURSING HOME**	**NORTH YORKSHIRE**
SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Number of residents: 37 RESIDE Survey date:			Survey Type: Manual
3	**NY-05-F-06**	**CARE HOME**	**NORTH YORKSHIRE**
HAMBLETON GROVE KNARESBOROUGH Suburban Area Residential Zone Number of residents: 75 RESIDE Survey date:			Survey Type: Manual
4	**WX-05-F-01**	**NURSING HOME**	**WEXFORD**
DAVITT ROAD NORTH WEXFORD Suburban Area Residential Zone Number of residents: 69 RESIDE Survey date: Thursday 20/04/2023			Survey Type: Manual

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Total Vehicles

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.123	0.055	0.178
08:00-09:00	4	55	0.110	0.082	0.192
09:00-10:00	4	55	0.123	0.100	0.223
10:00-11:00	4	55	0.096	0.096	0.192
11:00-12:00	4	55	0.132	0.123	0.255
12:00-13:00	4	55	0.087	0.132	0.219
13:00-14:00	4	55	0.105	0.046	0.151
14:00-15:00	4	55	0.128	0.160	0.288
15:00-16:00	4	55	0.123	0.142	0.265
16:00-17:00	4	55	0.082	0.137	0.219
17:00-18:00	4	55	0.082	0.105	0.187
18:00-19:00	4	55	0.078	0.087	0.165
19:00-20:00	4	55	0.105	0.114	0.219
20:00-21:00	4	55	0.027	0.027	0.054
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.401	1.406	2.807

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:	36 - 89 (units: RESIDE)
Survey date date range:	04/03/2019 - 19/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Total People

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.201	0.073	0.274
08:00-09:00	4	55	0.160	0.132	0.292
09:00-10:00	4	55	0.174	0.137	0.311
10:00-11:00	4	55	0.151	0.128	0.279
11:00-12:00	4	55	0.196	0.196	0.392
12:00-13:00	4	55	0.137	0.183	0.320
13:00-14:00	4	55	0.205	0.105	0.310
14:00-15:00	4	55	0.196	0.233	0.429
15:00-16:00	4	55	0.196	0.228	0.424
16:00-17:00	4	55	0.169	0.247	0.416
17:00-18:00	4	55	0.128	0.192	0.320
18:00-19:00	4	55	0.155	0.155	0.310
19:00-20:00	4	55	0.187	0.265	0.452
20:00-21:00	4	55	0.082	0.064	0.146
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.337	2.338	4.675

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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Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Cyclists

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.000	0.000	0.000
08:00-09:00	4	55	0.005	0.000	0.005
09:00-10:00	4	55	0.000	0.000	0.000
10:00-11:00	4	55	0.000	0.000	0.000
11:00-12:00	4	55	0.000	0.000	0.000
12:00-13:00	4	55	0.000	0.000	0.000
13:00-14:00	4	55	0.000	0.000	0.000
14:00-15:00	4	55	0.000	0.000	0.000
15:00-16:00	4	55	0.005	0.000	0.005
16:00-17:00	4	55	0.000	0.005	0.005
17:00-18:00	4	55	0.000	0.005	0.005
18:00-19:00	4	55	0.000	0.000	0.000
19:00-20:00	4	55	0.000	0.000	0.000
20:00-21:00	4	55	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.010	0.010	0.020

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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Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

PSVs

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.000	0.000	0.000
08:00-09:00	4	55	0.000	0.000	0.000
09:00-10:00	4	55	0.000	0.000	0.000
10:00-11:00	4	55	0.000	0.000	0.000
11:00-12:00	4	55	0.000	0.000	0.000
12:00-13:00	4	55	0.000	0.000	0.000
13:00-14:00	4	55	0.000	0.000	0.000
14:00-15:00	4	55	0.000	0.000	0.000
15:00-16:00	4	55	0.000	0.000	0.000
16:00-17:00	4	55	0.000	0.000	0.000
17:00-18:00	4	55	0.000	0.000	0.000
18:00-19:00	4	55	0.000	0.000	0.000
19:00-20:00	4	55	0.000	0.000	0.000
20:00-21:00	4	55	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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:	36 - 89 (units: RESIDE)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

OGVs

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.000	0.000	0.000
08:00-09:00	4	55	0.000	0.000	0.000
09:00-10:00	4	55	0.000	0.000	0.000
10:00-11:00	4	55	0.005	0.005	0.010
11:00-12:00	4	55	0.005	0.005	0.010
12:00-13:00	4	55	0.000	0.000	0.000
13:00-14:00	4	55	0.000	0.000	0.000
14:00-15:00	4	55	0.000	0.000	0.000
15:00-16:00	4	55	0.005	0.005	0.010
16:00-17:00	4	55	0.000	0.000	0.000
17:00-18:00	4	55	0.000	0.000	0.000
18:00-19:00	4	55	0.000	0.000	0.000
19:00-20:00	4	55	0.000	0.000	0.000
20:00-21:00	4	55	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.015	0.015	0.030

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:	36 - 89 (units: RESIDE)
Survey date date range:	04/03/2019 - 19/10/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Taxis

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.000	0.000	0.000
08:00-09:00	4	55	0.005	0.005	0.010
09:00-10:00	4	55	0.000	0.000	0.000
10:00-11:00	4	55	0.005	0.005	0.010
11:00-12:00	4	55	0.000	0.000	0.000
12:00-13:00	4	55	0.005	0.005	0.010
13:00-14:00	4	55	0.005	0.005	0.010
14:00-15:00	4	55	0.005	0.005	0.010
15:00-16:00	4	55	0.000	0.000	0.000
16:00-17:00	4	55	0.014	0.009	0.023
17:00-18:00	4	55	0.000	0.005	0.005
18:00-19:00	4	55	0.005	0.005	0.010
19:00-20:00	4	55	0.005	0.005	0.010
20:00-21:00	4	55	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.049	0.049	0.098

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

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Parameter Summary:

Trip rate parameter range selected:	36 - 89 (units: RESIDE)
Survey date date range:	04/03/2019 - 19/10/2023
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.

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Cars

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.119	0.055	0.174
08:00-09:00	4	55	0.091	0.064	0.155
09:00-10:00	4	55	0.105	0.091	0.196
10:00-11:00	4	55	0.082	0.068	0.150
11:00-12:00	4	55	0.114	0.114	0.228
12:00-13:00	4	55	0.064	0.105	0.169
13:00-14:00	4	55	0.082	0.032	0.114
14:00-15:00	4	55	0.114	0.142	0.256
15:00-16:00	4	55	0.114	0.123	0.237
16:00-17:00	4	55	0.064	0.123	0.187
17:00-18:00	4	55	0.082	0.100	0.182
18:00-19:00	4	55	0.073	0.082	0.155
19:00-20:00	4	55	0.100	0.110	0.210
20:00-21:00	4	55	0.027	0.027	0.054
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.231	1.236	2.467

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

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Parameter Summary:

Trip rate parameter range selected:	36 - 89 (units: RESIDE)
Survey date date range:	04/03/2019 - 19/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

LGVs

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.005	0.000	0.005
08:00-09:00	4	55	0.014	0.014	0.028
09:00-10:00	4	55	0.018	0.009	0.027
10:00-11:00	4	55	0.005	0.018	0.023
11:00-12:00	4	55	0.014	0.005	0.019
12:00-13:00	4	55	0.018	0.023	0.041
13:00-14:00	4	55	0.018	0.009	0.027
14:00-15:00	4	55	0.009	0.009	0.018
15:00-16:00	4	55	0.005	0.014	0.019
16:00-17:00	4	55	0.005	0.009	0.014
17:00-18:00	4	55	0.000	0.000	0.000
18:00-19:00	4	55	0.000	0.000	0.000
19:00-20:00	4	55	0.000	0.000	0.000
20:00-21:00	4	55	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.111	0.110	0.221

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:	36 - 89 (units: RESIDE)
Survey date date range:	04/03/2019 - 19/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Motorcycles

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.000	0.000	0.000
08:00-09:00	4	55	0.000	0.000	0.000
09:00-10:00	4	55	0.000	0.000	0.000
10:00-11:00	4	55	0.000	0.000	0.000
11:00-12:00	4	55	0.000	0.000	0.000
12:00-13:00	4	55	0.000	0.000	0.000
13:00-14:00	4	55	0.000	0.000	0.000
14:00-15:00	4	55	0.000	0.000	0.000
15:00-16:00	4	55	0.000	0.000	0.000
16:00-17:00	4	55	0.000	0.000	0.000
17:00-18:00	4	55	0.000	0.000	0.000
18:00-19:00	4	55	0.000	0.000	0.000
19:00-20:00	4	55	0.000	0.000	0.000
20:00-21:00	4	55	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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:	36 - 89 (units: RESIDE)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Servicing Vehicles

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.005	0.000	0.005
08:00-09:00	4	55	0.014	0.014	0.028
09:00-10:00	4	55	0.018	0.009	0.027
10:00-11:00	4	55	0.009	0.023	0.032
11:00-12:00	4	55	0.014	0.009	0.023
12:00-13:00	4	55	0.018	0.018	0.036
13:00-14:00	4	55	0.018	0.009	0.027
14:00-15:00	4	55	0.009	0.005	0.014
15:00-16:00	4	55	0.000	0.014	0.014
16:00-17:00	4	55	0.000	0.005	0.005
17:00-18:00	4	55	0.000	0.000	0.000
18:00-19:00	4	55	0.000	0.000	0.000
19:00-20:00	4	55	0.000	0.000	0.000
20:00-21:00	4	55	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.105	0.106	0.211

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:	36 - 89 (units: RESIDE)
Survey date date range:	04/03/2019 - 19/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Vehicle Occupants

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.137	0.068	0.205
08:00-09:00	4	55	0.137	0.087	0.224
09:00-10:00	4	55	0.146	0.119	0.265
10:00-11:00	4	55	0.128	0.119	0.247
11:00-12:00	4	55	0.164	0.151	0.315
12:00-13:00	4	55	0.100	0.160	0.260
13:00-14:00	4	55	0.142	0.050	0.192
14:00-15:00	4	55	0.151	0.201	0.352
15:00-16:00	4	55	0.151	0.178	0.329
16:00-17:00	4	55	0.110	0.178	0.288
17:00-18:00	4	55	0.100	0.142	0.242
18:00-19:00	4	55	0.110	0.105	0.215
19:00-20:00	4	55	0.137	0.174	0.311
20:00-21:00	4	55	0.037	0.037	0.074
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.750	1.769	3.519

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

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Parameter Summary:

Trip rate parameter range selected:	36 - 89 (units: RESIDE)
Survey date date range:	04/03/2019 - 19/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Pedestrians

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.041	0.005	0.046
08:00-09:00	4	55	0.005	0.023	0.028
09:00-10:00	4	55	0.027	0.014	0.041
10:00-11:00	4	55	0.014	0.005	0.019
11:00-12:00	4	55	0.023	0.027	0.050
12:00-13:00	4	55	0.027	0.018	0.045
13:00-14:00	4	55	0.064	0.050	0.114
14:00-15:00	4	55	0.037	0.023	0.060
15:00-16:00	4	55	0.023	0.037	0.060
16:00-17:00	4	55	0.041	0.059	0.100
17:00-18:00	4	55	0.027	0.037	0.064
18:00-19:00	4	55	0.041	0.041	0.082
19:00-20:00	4	55	0.041	0.078	0.119
20:00-21:00	4	55	0.037	0.023	0.060
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.448	0.440	0.888

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

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Parameter Summary:

Trip rate parameter range selected:	36 - 89 (units: RESIDE)
Survey date date range:	04/03/2019 - 19/10/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Public Transport Users

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.023	0.000	0.023
08:00-09:00	4	55	0.014	0.023	0.037
09:00-10:00	4	55	0.000	0.005	0.005
10:00-11:00	4	55	0.009	0.005	0.014
11:00-12:00	4	55	0.009	0.018	0.027
12:00-13:00	4	55	0.009	0.005	0.014
13:00-14:00	4	55	0.000	0.005	0.005
14:00-15:00	4	55	0.009	0.009	0.018
15:00-16:00	4	55	0.018	0.014	0.032
16:00-17:00	4	55	0.018	0.005	0.023
17:00-18:00	4	55	0.000	0.009	0.009
18:00-19:00	4	55	0.005	0.009	0.014
19:00-20:00	4	55	0.009	0.014	0.023
20:00-21:00	4	55	0.009	0.005	0.014
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.132	0.126	0.258

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

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Parameter Summary:

Trip rate parameter range selected:	36 - 89 (units: RESIDE)
Survey date date range:	19/06/2023 - 19/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Bus/Tram Passengers

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.018	0.000	0.018
08:00-09:00	4	55	0.014	0.023	0.037
09:00-10:00	4	55	0.000	0.005	0.005
10:00-11:00	4	55	0.009	0.005	0.014
11:00-12:00	4	55	0.009	0.018	0.027
12:00-13:00	4	55	0.009	0.005	0.014
13:00-14:00	4	55	0.000	0.005	0.005
14:00-15:00	4	55	0.009	0.009	0.018
15:00-16:00	4	55	0.018	0.014	0.032
16:00-17:00	4	55	0.018	0.005	0.023
17:00-18:00	4	55	0.000	0.005	0.005
18:00-19:00	4	55	0.005	0.009	0.014
19:00-20:00	4	55	0.009	0.014	0.023
20:00-21:00	4	55	0.009	0.005	0.014
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.127	0.122	0.249

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

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Parameter Summary:

Trip rate parameter range selected:	36 - 89 (units: RESIDE)
Survey date date range:	19/06/2023 - 19/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Coach Passengers

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.000	0.000	0.000
08:00-09:00	4	55	0.000	0.000	0.000
09:00-10:00	4	55	0.000	0.000	0.000
10:00-11:00	4	55	0.000	0.000	0.000
11:00-12:00	4	55	0.000	0.000	0.000
12:00-13:00	4	55	0.000	0.000	0.000
13:00-14:00	4	55	0.000	0.000	0.000
14:00-15:00	4	55	0.000	0.000	0.000
15:00-16:00	4	55	0.000	0.000	0.000
16:00-17:00	4	55	0.000	0.000	0.000
17:00-18:00	4	55	0.000	0.000	0.000
18:00-19:00	4	55	0.000	0.000	0.000
19:00-20:00	4	55	0.000	0.000	0.000
20:00-21:00	4	55	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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Parameter Summary:

Trip rate parameter range selected:	36 - 89 (units: RESIDE)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

Total Rail Passengers

Calculation factor: 1 RESIDE

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	55	0.005	0.000	0.005
08:00-09:00	4	55	0.000	0.000	0.000
09:00-10:00	4	55	0.000	0.000	0.000
10:00-11:00	4	55	0.000	0.000	0.000
11:00-12:00	4	55	0.000	0.000	0.000
12:00-13:00	4	55	0.000	0.000	0.000
13:00-14:00	4	55	0.000	0.000	0.000
14:00-15:00	4	55	0.000	0.000	0.000
15:00-16:00	4	55	0.000	0.000	0.000
16:00-17:00	4	55	0.000	0.000	0.000
17:00-18:00	4	55	0.000	0.005	0.005
18:00-19:00	4	55	0.000	0.000	0.000
19:00-20:00	4	55	0.000	0.000	0.000
20:00-21:00	4	55	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.005	0.005	0.010

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

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Parameter Summary:

Trip rate parameter range selected:	36 - 89 (units: RESIDE)
Survey date date range:	19/06/2023 - 19/06/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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