

Kenelm Road, Rhos-on-Sea

Rosewood Healthcare Group

Transport Statement

Ref: KLR-DCE-XX-XX-RP-T-5001

Kenelm Road, Rhos-on-Sea

Transport Statement

DATE: October 2024
REPORT REF: KLR-DCE-XX-XX-RP-T-5001

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1. Background and Context

1.1. Introduction

1.1.1. Dice Consulting Engineers Ltd (Dice) has been appointed by Rosewood Healthcare Group to prepare a Transport Statement in support of a planning application 23/00098/PREAPP, which seeks demolition of existing care home facility and erection of a new 50no. bed care facility and associated external works, parking, and landscaping.

1.2. Site Location

1.2.1. The site is located at the southern edge of Rhos-on-Sea. The site is bound to the north, south and west by residential dwellings. To the east it is bound by Kenelm Road. The approximate site location is shown in **Figure 1.1**. The proposed arrangement may be seen in **Appendix A**.

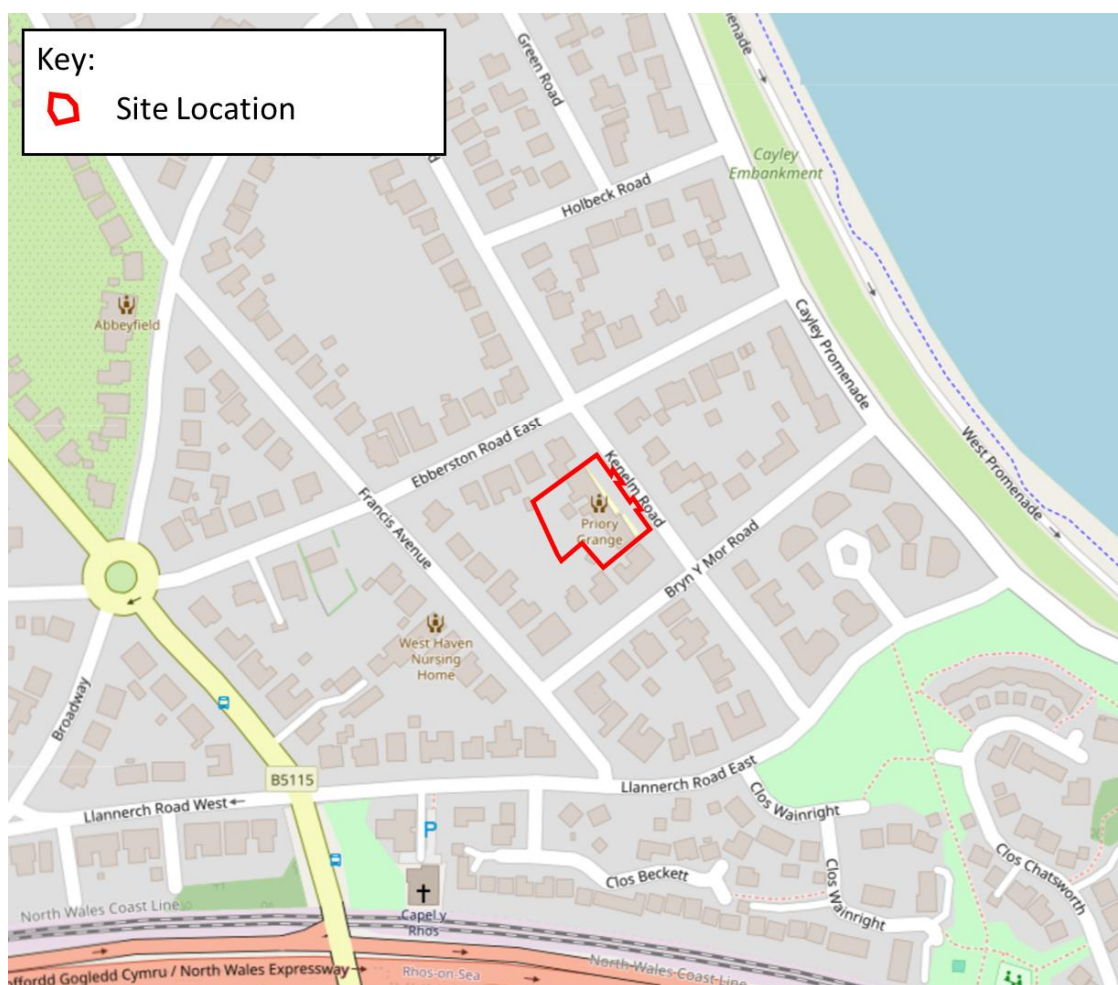


Figure 1.1 Site Location Plan

1.3. Report Structure

1.3.1. Following this introductory section:

- **Section 2** describes the transport planning policy context within which the proposals will be assessed;
- **Section 3** describes the existing highway network in the vicinity of the development and assesses the historical road safety records;
- **Section 4** details the accessibility of the development site, focusing on the means by which residents can access the site by non-car modes of travel;
- **Section 5** provides an overview of the development proposals;
- **Section 6** examines the proposed trip generation of the site and its likely impact on the local highway network;
- **Section 7** offers a summary and conclusion.

2. Transport Planning Policy Context

2.1. National Policy

Future Wales: The National Plan 2040

2.1.1. Future Wales – The National Plan 2040 is the national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining, and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems, and improving the health and wellbeing of our communities.

2.1.2. The National Plan consists of 11 Outcomes to be achieved over the next 20 years. The following outcomes relate to this development. A Wales where people live...

...and work in connected, inclusive and healthy places (Objective 1)

...in distinctive regions that tackle health and socio-economic inequality through sustainable growth (Objective 3)

...and work in towns and cities which are a focus and springboard for sustainable growth (Objective 5)

...in places where travel is sustainable (Objective 7)

...in places which are decarbonised and climate-resilient (Objective 11)

2.1.3. Relevant policies from the Future Wales National Plan include:

Policy 2: Shaping Urban Growth and Regeneration (Strategic Placemaking) – The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure.

Policy 12: Regional Connectivity – In urban areas, to support sustainable growth and regeneration, our priorities are improving and integrating active travel and public transport, including prioritising walking and cycling for all local travel.

The Wales Transport Strategy

2.1.4. The Wales National Transport Strategy has been in place since 2021. It sets out Welsh Government's vision for how the transport system can help deliver the priorities for Wales, helping to create a more prosperous, green, and equal society. The vision for the Strategy is to create 'an accessible, sustainable and efficient transport system'

2.1.5. The three priorities of the strategy are:

Priority 1: Bring services to people in order to reduce the need to travel

Priority 2: Allow people and goods to move easily from door to door by accessible, sustainable transport.

Priority 3: Encourage people to make the change to more sustainable transport.

2.1.6. Together, these three priorities will improve health, tackle poverty and open the country's transport system to all, particularly for those without access to a car and those living in rural areas.

2.2. Local Policy

Conwy Local Development Plan 2007- 2022 (adopted 2013)

2.2.1. A replacement Local Development Plan (LDP) is in progress but is yet to be submitted for adoption. In its absence the existing LDP has been examined.

2.2.2. Transport is examined in section 4.8 of the Local Development Plan. It is stated that 'new development is required to address the transport implications of that development.'

2.2.3. Strategic Policy STR/1 - Sustainable Transport, Development and Accessibility sets out that the council aims to reduce reliance on private cars by locating development in areas that to minimize travel needs. The policy promotes infrastructure for walking, cycling, and public transport to encourage sustainable travel. The council seeks to achieve the above by:

- Focusing future development in the Plan Area in highly accessible locations, predominantly along the A55 and railway network within and on the edge of the Urban Development Strategy Area within the coastal belt in line with Policy DP/2 – 'Overarching Strategic Approach'

- Promoting walking and cycling throughout the Plan Area as part of an integral and highly sustainable means of transport in line with Policy DP/4 – ‘Development Criteria

2.2.4. Policy STR/2 – Parking standards, states the following:

- Car parking provision should be in accordance with the Council’s maximum standards, to reduce dependency on the car and to promote more sustainable forms of transport.
- In locations with good accessibility to facilities and services, and served by high quality public transport, the Council will seek to reduce the amount of car parking provided, in line with the Conwy Parking Standards.
- Secure cycle storage should be provided in accordance with the Council’s standards.

2.2.5. Policy STR/4 – Non-Motorised Travel states the following:

The Council will support increased levels of non-motorised travel, including cycle use and walking, by ensuring that travel generating developments are located and designed to facilitate and encourage short distance trips between home, work, schools and colleges, other suitable destinations and for leisure. Apart from minimising the distance between trip origins and destinations, development proposals should ensure:

- That adequate safe and secure cycle parking is provided in accordance with the standards in Policy STR/2;
- That detailed designs and layouts encourage cycle use and walking.

2.3. Policy Compliance

2.3.1. The proposals have been found to comply with both national and local transport planning policy. The site is linked with the local road network and is therefore suitably accessible by the proposed residents. The site is also located sustainably, with good quality walking and cycling infrastructure enabling active travel to the site, and regular bus services routing within close proximity to and from the site enabling travel by public transport for much of the day.

2.3.2. As will be set out within the following sections of this report, it is not considered that the proposals will result in an increase in vehicle movements on the local road network.

3. Existing Highway Network

3.1. Introduction

3.1.1. This section of the Transport Statement considers the nature of the existing highway network including an analysis of historic personal injury collision data.

3.2. Local Highway Network

3.2.1. A description is provided below of the local highway network in the immediate vicinity of the site; for ease it is also shown in **Figure 3.1**.

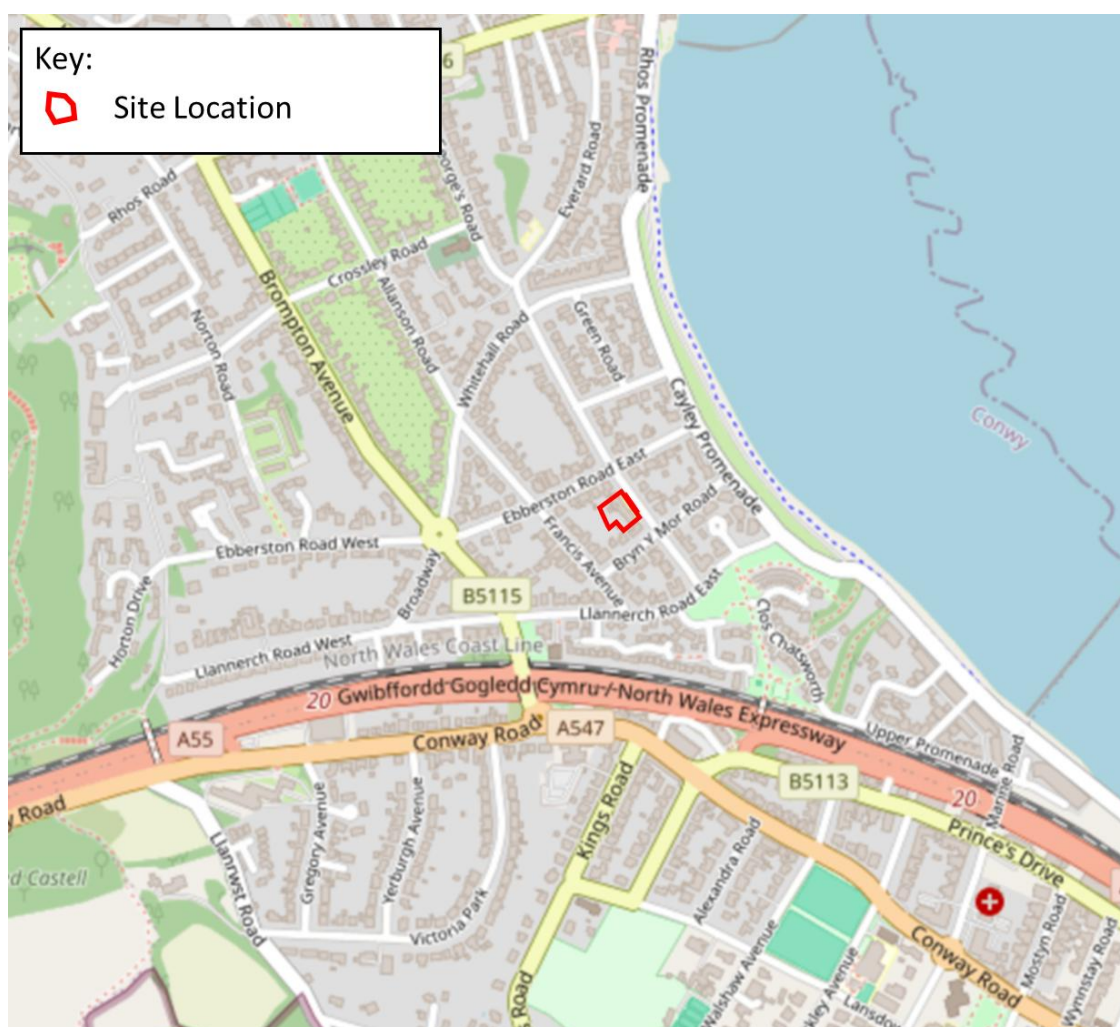


Figure 3.1: Local Highway Network

- 3.2.2. The site will continue to be accessed via Kenelm Road through two established entry points, both of which are equipped with dropped kerbs, allowing seamless vehicle access onto the highway.
- 3.2.3. Kenelm Road serves as the primary thoroughfare running north to south along the site's frontage, connecting to a well-integrated local road network. Approximately 30m to the north, Kenelm Road intersects with Ebberston Road East at a priority junction. This road provides an important connection westward to the Brompton Avenue Roundabout. From the roundabout, vehicles have multiple options: turning south will lead to the A55, offering regional access to key destinations across North Wales, while turning north takes vehicles towards Penrhyn Bay, a prominent local residential and recreational area. For vehicles turning right onto Ebberston Road East, the route leads to Cayley Promenade, a coastal road that merges into West Promenade. West Promenade is a scenic route that runs along the coast, providing access from Old Colwyn to Penrhyn Bay, serving both local traffic and visitors to the area's coastal amenities.
- 3.2.4. Kenelm Road and the surrounding residential streets are governed by a 20mph speed limit, which is the standard speed limit set for residential areas across Wales. This regulation promotes safety and ensures a calm traffic flow, particularly important in neighbourhoods with high pedestrian activity. The carriageway itself is approximately 8m wide, providing adequate space for two-way traffic without causing congestion. The road is bound by footways on both sides, each about 2m in width, offering safe pedestrian access. Street lighting is provided along the entire stretch of Kenelm Road and adjoining residential streets, ensuring visibility and safety for both pedestrians and drivers during the evening and night hours.
- 3.2.5. Kenelm Road benefits from extensive off-street parking facilities, largely due to the presence of private driveways attached to nearly every residential property in the area. This setup significantly reduces the need for on-street parking, thereby keeping the carriageway clear and ensuring unobstructed vehicle movement along the road. Additionally, the road is wide enough to accommodate vehicles parked along both sides without impeding traffic flow or forcing cars onto the central carriageway.

3.3. Road Safety

3.3.1. Accident data was sought for the area immediately surrounding the site for the most recent 5-year period (2018 – 2022) from www.crashmap.co.uk. Crashmap offers a definitive map of the official road collision statistics. The locations of the accidents in the vicinity of the site are shown in **Figure 3.2**.

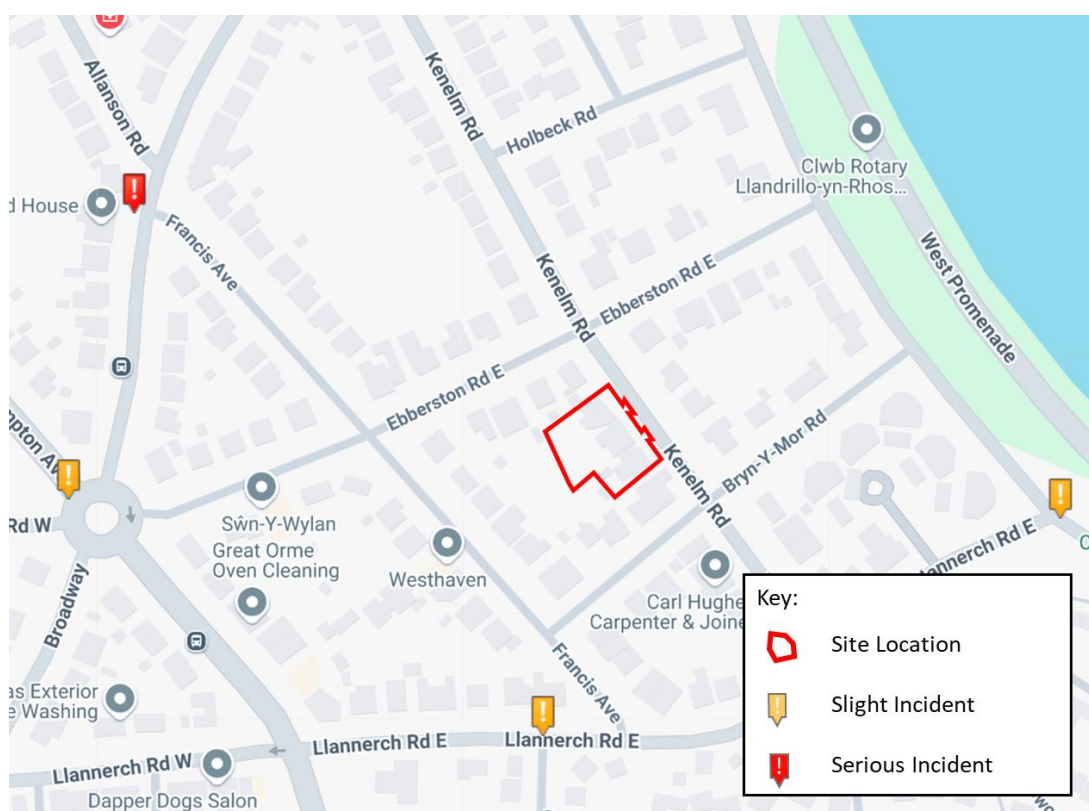


Figure 3.2: Accident data

3.3.2. As demonstrated by Figure 3.2, there have been a very limited number of incidents in the past 5 years. None have occurred in immediate proximity to the site. Furthermore all of these incidents took place prior to the introduction of the 20mph speed limit on residential roads. Given the low frequency of incidents in proximity of the site, there is no evidence to suggest that the development of the site would exacerbate a trend of accidents in the local highway network.

4. Site Accessibility

4.1. Introduction

4.1.1. This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage residents and visitors to walk, cycle or use public transport, rather than to travel by car.

4.2. Pedestrian Access

4.2.1. The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 4.1** below.

Criteria	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Table 4.1: Walking Distances by Journey Type

4.2.2. As **Table 4.1** shows, a 2km catchment is the preferred maximum walking distance for 'commuting / school'. This 2km walking catchment from the site includes all of Rhos-on-Sea and Colwyn Bay. This area has a population of approximately 16,000. This is a considerable population from which staff for the proposed site may be acquired.

4.2.3. **Figure 4.1**, below, illustrates a 2km walking catchment from the site.

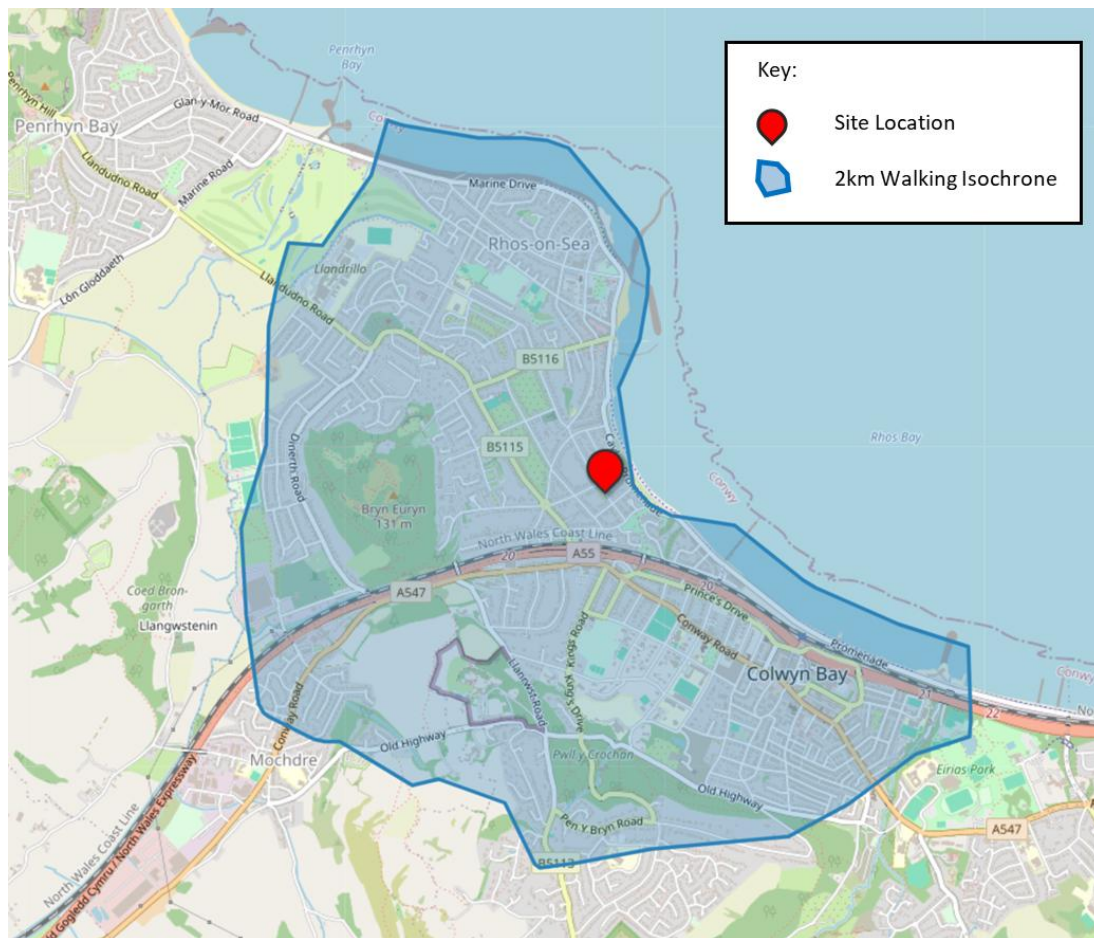


Figure 4.1: 2km Walking Catchment

- 4.2.4. Pedestrians walking into Rhos-on-Sea and Colwyn Bay may utilise the existing footways that are present on all surrounding streets. These are wide footways, 2m in width, and street lit.
- 4.2.5. It is anticipated that given the availability of footways and the proximity of residential areas in proximity to the site, that walking to the site would be an attractive travel choice for residents.

4.3. Cycle Access

- 4.3.1. Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment from the proposed site includes all of Colwyn Bay, Penrhyn-side, Mochdre and Old Colwyn.
- 4.3.2. **Figure 4.2** illustrates a 5km cycle catchment from the site.

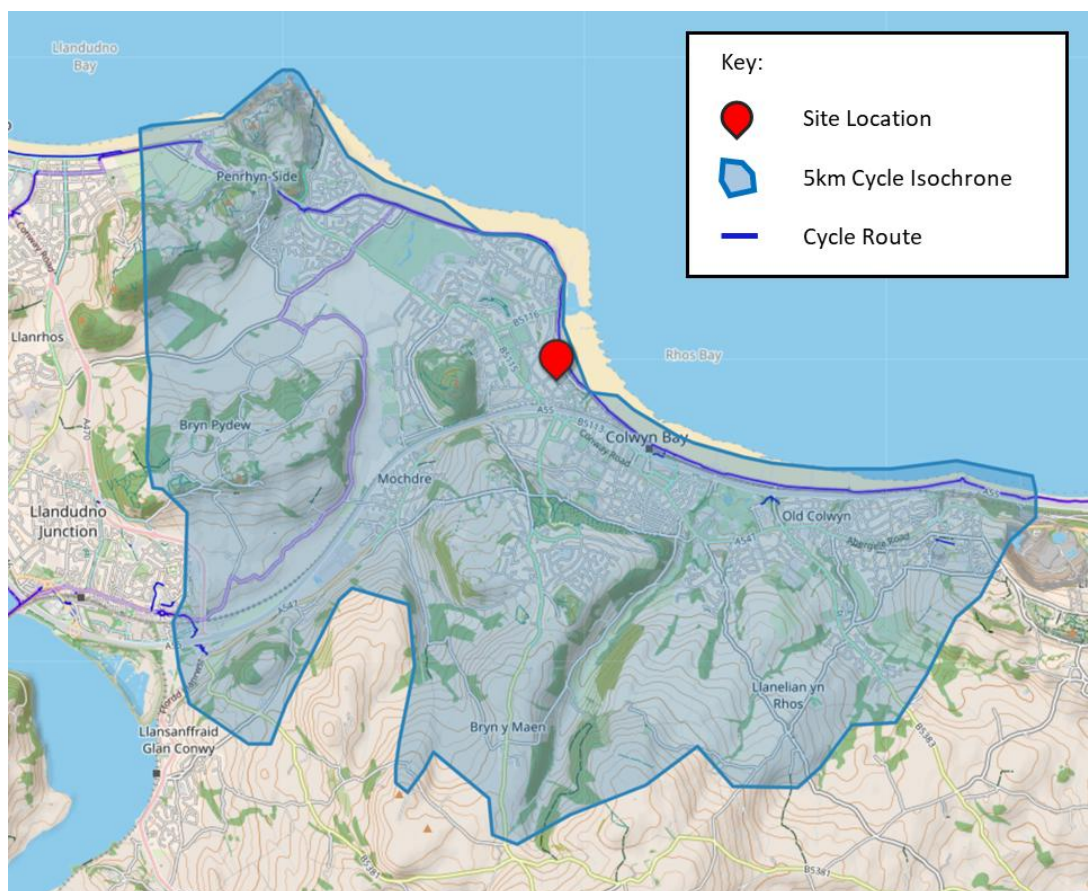


Figure 4.2: 5km Cycle Catchment

- 4.3.3. It is essential to carefully evaluate the routes available to cyclists traveling to and from the site, as providing safe and convenient cycling infrastructure can encourage sustainable transport choices. National Cycle Route 5 is located 150m east of the site it runs east west along the north Wales coast from Bangor in the west to Prestatyn in the east. This is a traffic free route that provides an easy access route to the site from the settlements of the north Welsh coast which cluster by the coast.
- 4.3.4. It is considered that cycling would represent an attractive travel option for staff travelling to the site.

4.4. Bus Services

- 4.4.1. A number of services are available in close proximity to the site. The nearest services may be accessed on Whitehall Road, approximately 400m from the site. A flagpole with timetable

information is provided for services running north, whilst a shelter, with seating, a flagpole and timetable information is provided for services running south.

4.4.2. Additional services are available on Brompton Avenue, approximately 450m from the site. Services running south from here are provided with a shelter, seating, a flagpole and timetable. Services running north, are provided with a flagpole, timetable information and seating.

4.4.3. **Figure 4.4** illustrates the location of the bus stops in proximity to the site.

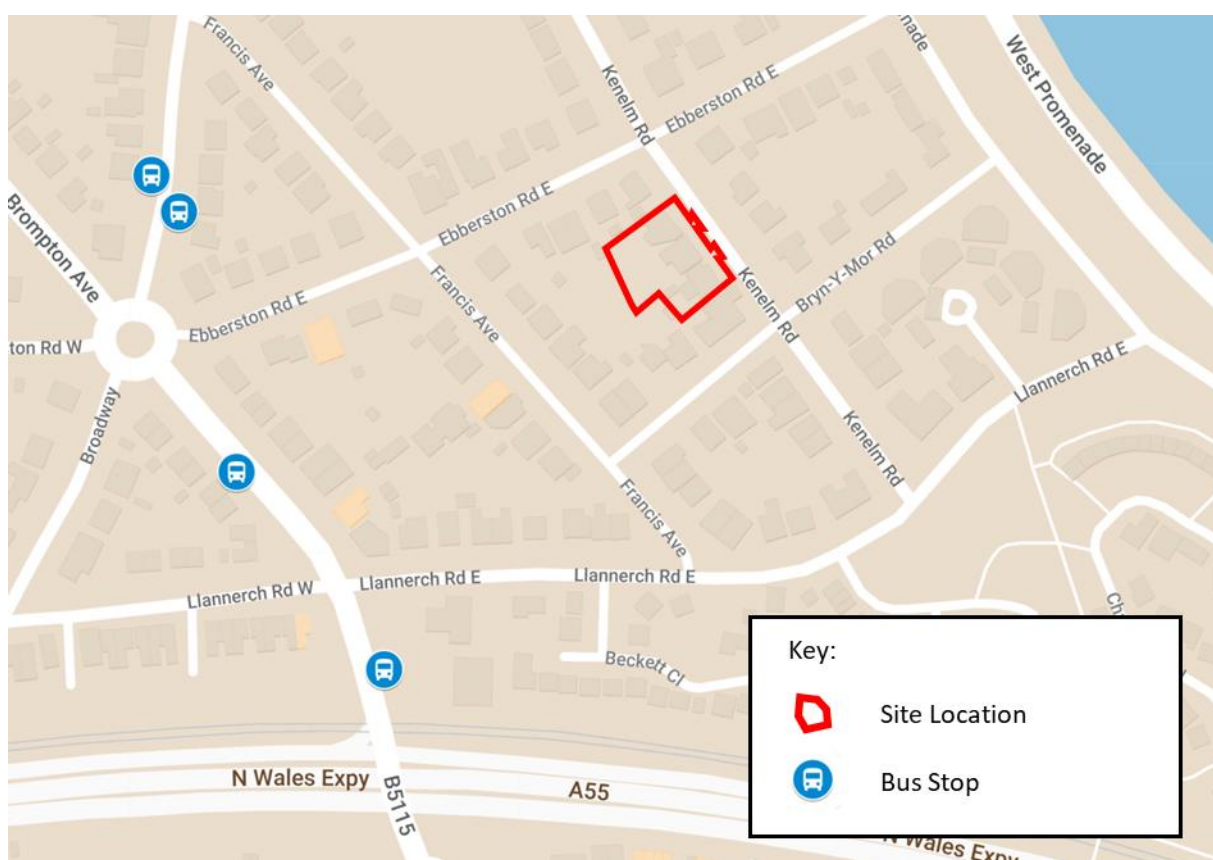


Figure 4.4: Bus Stop Locations

4.4.4. **Table 4.2** summarises the services available and the destinations and frequencies of these bus services.

		Frequency		
		Monday – Friday	Saturday	Sunday
Whitehall Road				
12/ X12	Llandudno, Penrhyn Bay, Rhos-on-Sea, Whitehall Road, Colwyn Bay, Llanddulas, Abergele, Towyn, Rhyl	12 mins	15 mins	20 mins
14/ 15	Conwy, Llandudno, Craig-y-Don, Penrhyn-side, Rhos-on-Sea, Whitehall Road, Old Colwyn, Mynydd Marian	30 mins	30 mins	No Service
Brompton Avenue				
21	Abergele, Rhyd-y-foel, Dolwen, Colwyn Bay, Llanddulas, Colwyn Bay, Rhos-on-Sea, Cowlyn Bay	120 mins, 4 services	120 mins, 4 services	No Service
24	Mochdre, Rhos-on-Sea, Brompton Avenue, Colwyn Bay Station	60 mins	60 mins 5 services	No Service

Table 4.2: Bus Service Summary

4.4.5. As can be seen in **Table 4.2**, there are regular bus services available within a walkable of the site, Monday – Sunday, which offer services to a range of local and regional destinations.

4.4.6. This high level of provision make travel to or from the site a practical method that staff or visitors may use to travel to or from the site.

4.5. Rail Services

4.5.1. Rail transport offers a sustainable alternative for traveling from more distant locations. When combined with other modes of transport, such as cycling or walking, it becomes a practical substitute for private car usage, helping to reduce traffic congestion and environmental impact.

4.5.2. The nearest train station to the site is Colwyn Bay, located approximately a 17-minute walk or a 4-minute cycle ride away. Its proximity provides convenient access to rail services for residents and visitors alike.

4.5.3. Colwyn Bay station offers regular services to a range of destinations. Trains run approximately every hour to key locations such as Holyhead, Llandudno, and Manchester Airport, with additional services connecting to Chester, Crewe, and Birmingham. This network provides excellent regional and national connectivity, making it an appealing option for both local commuters and long-distance travellers.

4.6. Summary

4.6.1. The site is well located to take advantage of existing sustainable transport characteristics, in particular the cycle links and bus services available in very close proximity to the site. As such travel by sustainable transport is a realistic and practical possibility for staff and visitors.

5. Development Proposals

5.1. Introduction

- 5.1.1. As previously noted, the site was formerly operated as Priory Grange Nursing Home, though it has since fallen into disuse. The property originally consisted of three buildings, which were later connected through extensions to form a single facility. Before its closure, the nursing home employed 14 resident staff and provided 29 bed spaces. In 2014, planning approval was granted (Ref: 0/41296) for the demolition of a rear extension and garages, along with the construction of a new rear extension. This extension would have added 7 additional beds, increasing the total capacity to 36 bedrooms.
- 5.1.2. The proposal is to demolish the existing structure, which is not fit for purpose, and replace it with a newly constructed, purpose-built care facility offering 50 beds. This modern facility will be specifically designed to meet current standards and provide improved accommodations for future residents.

5.2. Vehicular Access

- 5.2.1. The site will continue to be accessed via the two existing entry points on Kenelm Road, which are established breaks in the perimeter wall. These access points have been in place for many years and have historically provided efficient and unobstructed entry and exit without any reported issues. Given that the proposed development will maintain similar traffic levels and patterns as the site's former use, it is not anticipated that the new care facility will result in any access-related concerns. Furthermore, the established design of the entry points allows for safe vehicle and pedestrian movement, ensuring that both residents and visitors can easily access the site. In addition, these access points are well integrated with the local road network, minimising any potential disruption to traffic flow on Kenelm Road and the surrounding residential streets. The continued use of these existing access points is a logical choice, as it avoids the need for additional modifications to the local infrastructure while maintaining the site's overall functionality and accessibility.

5.3. Parking

- 5.3.1. The previous use of the site included only 5 informal on-site parking spaces. However, this was not problematic due to the abundant on-street parking available along Kenelm Road. This limited provision equated to 1 parking space for every 7.2 bedrooms.
- 5.3.2. Parking standards for developments are outlined in the Supplementary Planning Guidance (SPG) of the Conwy Local Development Plan (LDP). These standards vary depending on the site's location, considering factors such as the level of urban development and nearby amenities. The proposed site would be classified as Zone 4—Suburban or Near-Urban—under this guidance.
- 5.3.3. According to the SPG, parking requirements for nursing homes include 1 space per resident staff, 1 space per non-residential staff, and 1 space per 4 beds to accommodate visitors.
- 5.3.4. The previous nursing home on the site did not meet these parking standards, though this lower provision was accepted in prior planning applications. For instance, planning application 0/41296, which proposed increasing the number of beds from 29 to 36, did not include additional parking despite the increase in capacity.
- 5.3.5. The new development will provide 9 on-site parking spaces, including 1 disabled-accessible bay. This results in a parking ratio of 1 space per 5.5 beds, an improvement over the previous provision of 1 space per 7.2 beds. Given the significant availability of on-street parking and the accessibility of public transport in the area, it would not be appropriate to allocate more of the site to parking, as doing so would reduce the space available for other essential functions of the care facility.

5.4. Cycle Parking

- 5.4.1. Cycle parking requirements are outlined in Appendix 1 of the Supplementary Planning Guidance (SPG) to the Conwy Local Development Plan (LDP). For elderly care accommodation, the SPG recommends 1 cycle stand per 20 bed spaces for long-term parking and 1 stand per 20 bed spaces for short-term parking. Based on the proposed 50-bed nursing home, this translates to a requirement of 3 long-stay and 3 short-stay cycle stands. These provisions will support and encourage the use of bicycles as a viable mode of transport to and from the site, promoting sustainable travel options.

5.5. Servicing

5.5.1. The site successfully operated as a nursing home before its closure, indicating that the proposed development should be able to function effectively with similar servicing arrangements. The new facility will include a designated loading area to accommodate deliveries and collections, ensuring efficient and unobstructed service access without disrupting daily operations, while the area will also be used by ambulances.

6. Trip Generation

6.1.1. The TRICS database has been interrogated to derive representative trip rates associated with the development proposals. The development will be made up of a nursing home with 50 beds. The TRICS parameters used for this assessment are set out as follows:

- Planning Lane Use: Health – Care Home
- The regions of Ireland and Greater London have been excluded
- Number of residents: 25 – 75
- Selected dates: 01/01/2016 – 27/03/2024
- Location types: Edge of Town Centre, Suburban area, Edge of town
- Sites surveyed during covid excluded

6.1.2. **Table 6.1** shows the resultant trip generations from the development.

	AM Peak Hour Weekday			PM Peak Hour Weekday		
	Arrival	Departure	Total	Arrivals	Departure	Total
Trip Rate	0.084	0.056	0.140	0.054	0.073	0.127
Trip Generation	4	3	7	3	4	6

Table 6.1: Proposed Vehicle Trip Rates and Trip Generation

6.1.3. **Table 6.1** illustrates that the proposed development would be anticipated to generate 7 two-way trips in the AM peak hour and 6 two-way trips in the PM peak hour.

6.1.4. Furthermore, it is important to note that before the site fell into disuse, it operated as a 36-bed nursing home, which would have generated its own vehicle trips. The table below illustrates the anticipated trip generation associated with the previous operation.

	AM Peak Hour Weekday			PM Peak Hour Weekday		
	Arrival	Departure	Total	Arrivals	Departure	Total
Trip Rate	0.084	0.056	0.140	0.054	0.073	0.127
Trip Generation	3	2	5	2	3	5

Table 6.2: Previous Use Vehicle Trip Rates and Trip Generation

6.1.5. **Table 6.3** illustrates the proposed uplift in vehicles trips, as a result of the development proposals.

	AM Peak Hour Weekday			PM Peak Hour Weekday		
	Arrival	Departure	Total	Arrivals	Departure	Total
Proposed Trip Generation	4	3	7	3	4	6
Previous Trip Generation	3	2	5	2	3	5
Net Change	+1	+1	+2	+1	+1	+1*

Table 6.3: Proposed Net Change in Vehicle Trip Generation

*Subject to rounding

6.1.6. Given the above, the proposals will not result in a discernible increase in traffic to other users of the network. As such no further assessment is proposed.

7. Summary and Conclusions

7.1. Summary

7.1.1. Dice has prepared this Transport Statement to accompany a planning application for the demolition of the existing care home facility and the construction of a new 50-bed care facility, along with associated external works, parking, and landscaping. The key points of this proposal are summarised as follows:

- The proposed development aligns with both local and national transport and land use planning policies.
- The site is well-connected to local facilities and amenities, providing opportunities for staff and visitors to utilise non-car modes of transport.
- An analysis of historical accident data indicates no significant accident trends that would be worsened by the increase in development traffic.
- Vehicle and cycle parking provisions have been deemed adequate, based on previous parking demand and the availability of off-street parking.
- An assessment of trip generation suggests that the development will likely result in approximately 7 two-way vehicle trips during the AM peak hour and 6 two-way trips during the PM peak hour. This represents an increase of only 2 two-way trips in the AM peak and 1 two-way trip in the PM peak.

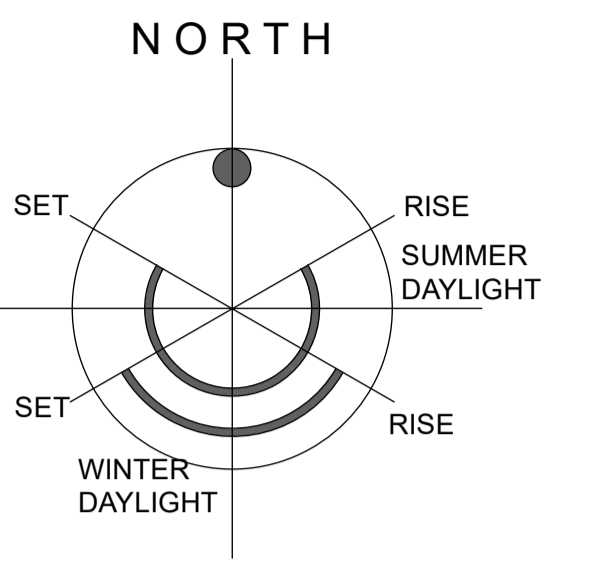
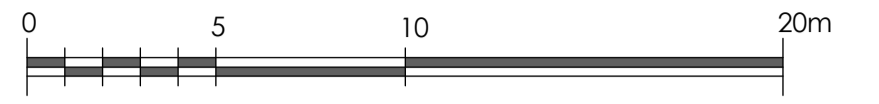
7.2. Conclusion

7.2.1. In light of the information presented, it is concluded that the proposed development is consistent with the existing policy framework. Therefore, there are no significant highway-related reasons to withhold consent for this development.

Appendix A

PRIORY GRANGE NURSING HOME - RHOS-ON-SEA

NOTES
ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING REGULATIONS AND THE REQUIREMENTS OF THE LOCAL AUTHORITY.



SITE AREA (as defined by red line) - 0.52ac / 0.21hec

PD1	SITE DIMENSIONS ADDED, MINOR MODIFICATIONS.	IR	19/06/24
REV	DESCRIPTION	BY	CHKD DATE



5TH FLOOR, 15 ST. PAUL'S STREET, LEEDS, LS1 2JG
T: 0113 233 7755
W: WWW.LOROC.CO.UK

3RD FLOOR, 86 - 90 PAUL STREET, LONDON, EC2A 4NE
T: 0203 875 5333

PROJECT: PRIORY GRANGE NURSING HOME
RHOS-ON-SEA

TITLE: GENERAL ARRANGEMENT
PLANNING
PROPOSED SITE PLAN

DRAWING NO.	1710-ARC-22-XX-OR-A_1002	REVISION	PD1
SCALE	1:200 @ A1	DATE	JULY 2024
DRAWN BY	IR	CHECKED BY	

PURPOSE OF ISSUE		
<input checked="" type="radio"/> PLANNING	<input type="radio"/> BUILDING REGS	<input type="radio"/> TENDER
<input type="radio"/> COMMENT	<input type="radio"/> INFORMATION	<input type="radio"/> CONSTRUCTION

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Appendix B

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	NW NEWPORT	1 days

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

MJMC Southgate House, Southgate Wakefield

Licence No: 703001

Primary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 31 to 75 (units:)
 Range Selected by User: 25 to 75 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 15/09/23

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

Selected survey days:

Monday	4 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C2	9 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	6 days

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

Travel Plan:

No	9 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	9 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: <i>Survey date: TUESDAY</i>	NURSING HOME 31 <i>27/09/16</i>	BLACKPOOL <i>Survey Type: MANUAL</i>
2	ES-05-F-02 BATTLE ROAD HAILSHAM Edge of Town Centre Residential Zone Total Number of residents: <i>Survey date: WEDNESDAY</i>	CARE HOME 69 <i>13/07/16</i>	EAST SUSSEX <i>Survey Type: MANUAL</i>
3	NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: <i>Survey date: MONDAY</i>	NURSING HOME 60 <i>13/06/22</i>	NORTH NORTHAMPTONSHIRE <i>Survey Type: MANUAL</i>
4	NT-05-F-02 MOOR LANE NEAR NOTTINGHAM BINGHAM Edge of Town Centre No Sub Category Total Number of residents: <i>Survey date: MONDAY</i>	NURSING HOME 34 <i>14/11/16</i>	NOTTINGHAMSHIRE <i>Survey Type: MANUAL</i>
5	NW-05-F-01 GOLDCROFT COMMON NEAR NEWPORT CAERLEON Edge of Town Centre No Sub Category Total Number of residents: <i>Survey date: WEDNESDAY</i>	NURSING HOME 54 <i>12/10/22</i>	NEWPORT <i>Survey Type: MANUAL</i>
6	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: <i>Survey date: MONDAY</i>	NURSING HOME 37 <i>04/03/19</i>	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
7	NY-05-F-06 HAMBLETON GROVE KNARESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: <i>Survey date: MONDAY</i>	CARE HOME 75 <i>19/06/23</i>	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	TW-05-F-03	NURSING HOME	TYNE & WEAR
	MOORE STREET		
	GATESHEAD		
	FELLING SHORE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	52	
	Survey date: THURSDAY	02/05/19	Survey Type: MANUAL
9	WS-05-F-02	NURSING HOME	WEST SUSSEX
	WYKEHAM ROAD		
	WORTHING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	54	
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 50 RESIDE shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	9	52	0.114	5.687	9	52	0.077	3.863	9	52	0.191	9.550
08:00 - 09:00	9	52	0.084	4.185	9	52	0.056	2.790	9	52	0.140	6.975
09:00 - 10:00	9	52	0.084	4.185	9	52	0.056	2.790	9	52	0.140	6.975
10:00 - 11:00	9	52	0.067	3.326	9	52	0.060	3.004	9	52	0.127	6.330
11:00 - 12:00	9	52	0.077	3.863	9	52	0.064	3.219	9	52	0.141	7.082
12:00 - 13:00	9	52	0.067	3.326	9	52	0.082	4.077	9	52	0.149	7.403
13:00 - 14:00	9	52	0.094	4.721	9	52	0.062	3.112	9	52	0.156	7.833
14:00 - 15:00	9	52	0.079	3.970	9	52	0.086	4.292	9	52	0.165	8.262
15:00 - 16:00	9	52	0.073	3.648	9	52	0.146	7.296	9	52	0.219	10.944
16:00 - 17:00	9	52	0.054	2.682	9	52	0.075	3.755	9	52	0.129	6.437
17:00 - 18:00	9	52	0.054	2.682	9	52	0.073	3.648	9	52	0.127	6.330
18:00 - 19:00	9	52	0.052	2.575	9	52	0.049	2.468	9	52	0.101	5.043
19:00 - 20:00	9	52	0.064	3.219	9	52	0.088	4.399	9	52	0.152	7.618
20:00 - 21:00	9	52	0.032	1.609	9	52	0.032	1.609	9	52	0.064	3.218
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.995	49.678			1.006	50.322			2.001	100.000

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: 31 - 75 (units:)
 Survey date range: 01/01/16 - 15/09/23
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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



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