West Hill, East Grinstead

Transport Statement

Client: **Igloo Care LTD (Developer) and EQ Care East Grinstead (Operator)**

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NOTICE

This report has been prepared for Igloo Care LTD (Developer) and EQ Care East Grinstead (Operator) in accordance with the terms and conditions of appointment. Apex Transport Planning Ltd cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

The material presented in this report is confidential. This report has been prepared and is intended solely for Igloo Care LTD (Developer) and EQ Care East Grinstead (Operator) for use in relation to the West Hill, East Grinstead project.

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1. INTRODUCTION

1.1 Background

1.1.1 Apex Transport Planning Ltd has been commissioned by Igloo Care LTD and EQ Care East Grinstead to produce a Transport Statement (TS) in relation to an application for a proposed care home scheme at Highfields, West Hill, East Grinstead.

1.1.2 The proposals are to redevelop a site which currently contains a large residential dwelling for a new care home facility accommodating 85 residents. This comprises of a new main building which has care home facilities accommodating 78 residents and community facilities.

1.1.3 It also includes a detached building with 7 No. care units, also falling within Class C2. Whilst self-contained, they offer high levels of care intervention. Residents will have access to the same communal facilities as the care home residents (activities room, dining area, library, cinema, shop and salon, etc) with the same staff operating across both buildings. These units cater for clients seeking high levels of dementia and related care but who also want additional space and privacy. As such, the proposals will accommodate a total of 85 care facility residents.

1.1.4 The site would be accessed by vehicles from a new priority junction on West Hill, with cyclist and pedestrian access retained from the existing access on West Street.

1.1.5 This TS provides an assessment of the sustainable connectivity and transport impacts of the proposed development and sets out details of the proposed parking and access arrangements. This TS has been produced to inform West Sussex County Council (WSCC) of the highways and transport implications of the proposals.

1.2 Scope of Report

1.2.1 The scope of the report follows a previously agreed approach for a similar development on a refused application on the site. The scheme

1.2.2 Based on Apex TP's knowledge of other similar sites, the TS has been structured to include the following:

- Description of the existing site use, location and trip generation characteristics
- Review of the existing conditions including highway network characteristics, highway safety and existing travel behaviour
- Review of the sustainable connectivity of the site including walking and cycling routes and public transport connections
- Description of the development proposals, demonstrating safe and appropriate access by all modes, car and cycle parking standards and servicing and delivery arrangements
- Forecast of vehicle trip generation in the peak hours
- Consideration of the impact of the proposals on the local highway network

1.3 Relevant Planning Policies

1.3.1 Key policy and guidance documents in relation to transport at a national and local level have been considered when assessing the impact of the development proposals which include:

- National Planning Policy Framework (December 2023)
- Planning Practice Guidance Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014)

- Manual for Streets (2007)
- Manual for Streets 2 (2010)
- East Grinstead Neighbourhood Plan (2016)
- Mid Sussex District Plan 2014-2031
- West Sussex Transport Plan 2022 - 2036

1.3.2 The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling, public transport and electric vehicles.

1.3.3 Section 7 within the East Grinstead Neighbourhood Plan (2016) relates to transport and infrastructure. It seeks to ensure new developments are located close to existing transport infrastructure to aid in reducing the need for travel and to encourage alternative options to car.

1.3.4 The NPPF para 115 states that development should only be prevented or refused on transport grounds if there is an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network are severe.

2. EXISTING SITUATION

2.1 Site Location, Use and Access

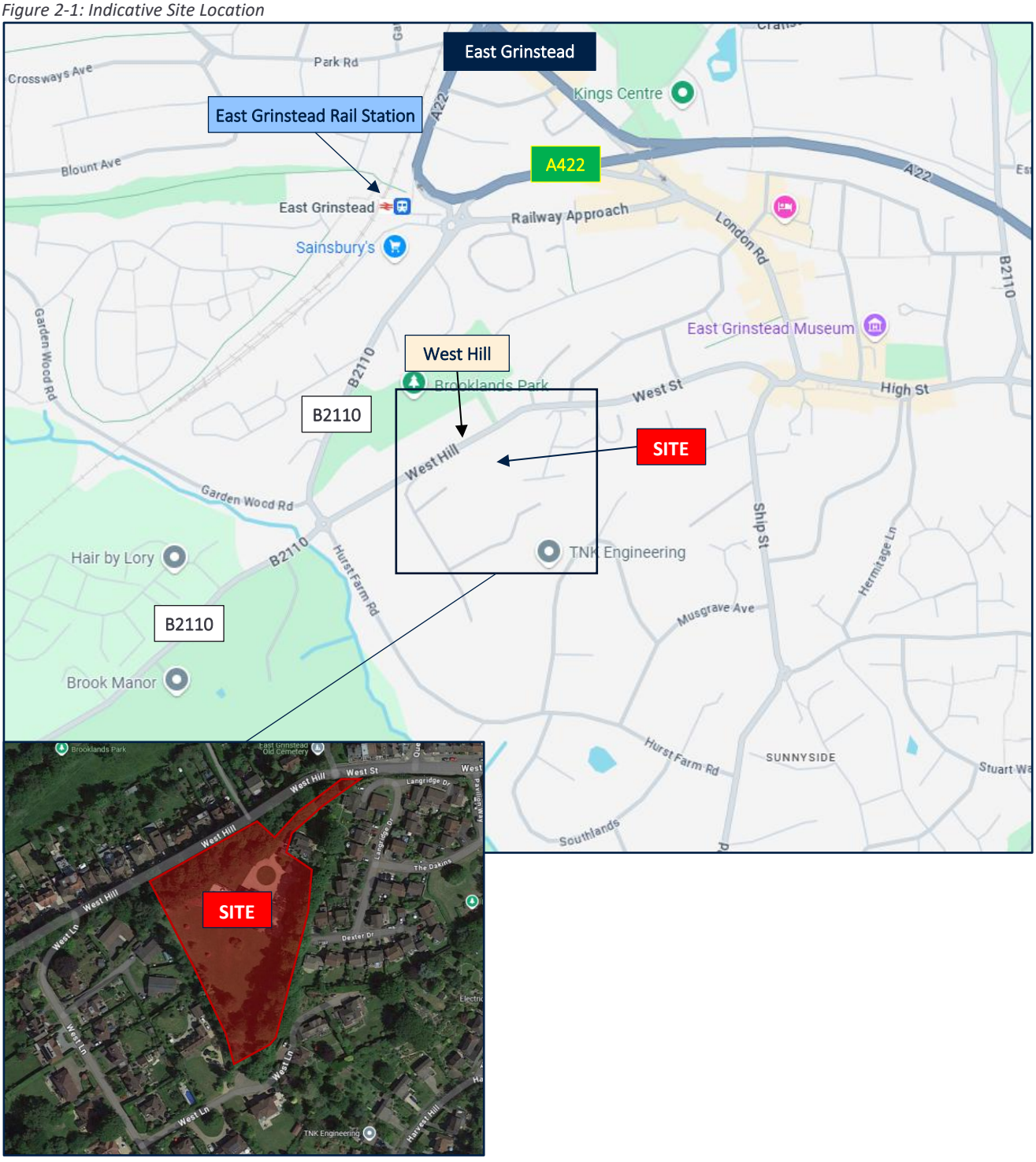
2.1.1 The site is located to the south of West Hill in East Grinstead, approximately 300m west of East Grinstead Town Centre. It is situated within an existing residential area and is surrounded by residential uses.

2.1.2 The current property is a single dwelling house located in grounds totalling approximately 1.23 hectares. The site is accessed from West Hill via a single lane track which also serves as access for Westfields, an adjacent property which has been converted into 2no. flats. The access forms a priority junction type arrangement onto West Hill which serves both vehicles and pedestrians. The existing access onto West Hill also has restricted visibility and is at an acute angle to the highway making manoeuvres to and from the west difficult.

2.1.3 The existing site therefore generates vehicle movements onto the network in relation to a large residential dwelling which utilises the existing access junction onto West Hill.

2.1.4 The indicative location of the site is shown in Figure 2-1.

Figure 2-1: Indicative Site Location



Source: Google Maps

2.2 Planning Context

2.2.1 An outline planning application was submitted on 3rd January 2023 for the redevelopment of the existing single dwelling house and the erection of a care home for up to 85 Bedrooms with all matters reserved except for access (Ref: DM/23/0007). This was refused on 29th November 2023 on the grounds that it failed to provide the required infrastructure contributions to serve the development. There were no objections raised from the highway authority in its latest consultation response, dated 25th April 2023. As such the proposed access arrangements, trip rates and trip generation were agreed as part of the application.

2.2.2 This application was supported by a Transport Statement (TS) produced by Apex Transport Planning in December 2022. The TS provided a general arrangement plan of the site access, including a road safety audit which was discussed and agreed with WSCC as overseeing agent. It also considered the suitability of parking provision, the forecast vehicle movements on the network relating to the proposals, and the resultant impacts. As such, the trip generation was agreed as part of this previous application.

2.2.3 The agreed access arrangements were set out in Section 4.4 and provided in a drawing in Appendix C of the TS for the outline application scheme. In summary, this included a new priority junction onto West Hill with 6m radii on each side and a carriageway width of 6 metres on the access road into the site. This access provided visibility splays of 43m to the south and 47.3m to the north, from an x-distance of 2.4m, with the splays allowing for the gradient on West Hill. The junction also provided appropriate gradients on the access road for 10m back from the carriageway edge (at 1:20) and suitable superelevation across the junction of 7%. These parameters were agreed and accepted by the highway authority.

2.2.4 In relation to parking provision, a review of similar sites in the TRICS database was undertaken to identify comparable levels of provision and apply those to the proposals. This was undertaken based on the 05 – Health / F – Care Home (Elderly Residential) category.

2.2.5 As set out within the TS for the outline application, a list of the comparable care homes from the TRICS database and the number of residents and parking provision is shown in Table 2-1. The full TRICS outputs have been reproduced in Appendix A for information.

Table 2-1: Comparable Care Home Developments – TRICS

Reference	Town/City	Area	Location	Residents	Parking	Parking per Resident
BD-05-F-01	Dunstable	Bedfordshire	Suburban Area (PPS6 Out of Centre)	60	22	0.37
DC-05-F-02	Bournemouth	Dorset	Suburban Area (PPS6 Out of Centre)	43	4	0.09
DS-05-F-01	Derby	Derbyshire	Suburban Area (PPS6 Out of Centre)	70	23	0.33
GM-05-F-03	Rochdale	Greater Manchester	Edge of Town	30	15	0.50
HC-05-F-01	Southampton	Hampshire	Edge of Town	42	29	0.69
NY-05-F-01	Ripon	North Yorkshire	Suburban Area (PPS6 Out of Centre)	38	12	0.32
NY-05-F-03	Tadcaster	North Yorkshire	Suburban Area (PPS6 Out of Centre)	33	16	0.48
NY-05-F-05	Richmond	North Yorkshire	Edge of Town	37	15	0.41
WG-05-F-01	Wokingham	Wokingham	Suburban Area (PPS6 Out of Centre)	58	20	0.34
					Average	**0.39**

2.2.6 This showed the average provision across all sites is 0.39 parking spaces per care home resident. Applying this to the outline proposals, this equates to a comparable parking level of 33 parking spaces on the site. However, this included a site with extremely low parking provision in Bournemouth, which reduced the average significantly and the highest provision was at 0.69 spaces per resident.

2.2.7 The report also set out vehicular trip generation associated with the existing singular dwelling and proposed care home scheme, which were agreed with the highway authority. These have been summarised in Table 2-1 and Table 2-3.

Table 2-2: Agreed Existing Residential Site Use Vehicle Trip Generation as part of previous outline application

Time Period	Vehicle Movements		
	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0	1	1
PM Peak (17:00-18:00)	1	0	1

Time Period	Vehicle Movements		
	Arrivals	Departures	Two-way
12 Hours (07:00-19:00)	3	3	6

Source: Apex Transport Planning Transport Statement December 2022 (from App Ref: DM/23/0007)

Table 2-3: Agreed Proposed Care Home Vehicle Trip Generation as part of previous outline application

Time Period	Trip Rates (per resident)			Vehicle Movements (85 residents)		
	Arrivals	Arrivals	Departures	Two-way	Departures	Two-way
AM Peak (08:00-09:00)	0.073	0.056	0.129	11	5	11
PM Peak (17:00-18:00)	0.049	0.073	0.122	10	6	10
12 Hours (07:00-19:00)	0.972	0.973	1.945	166	82	166

Source: Apex Transport Planning Transport Statement December 2022 (from App Ref: DM/23/0007)

2.2.8 This agreed level of trip generation and trip rates have been considered within this report when comparing the proposals to the previous outline scheme, although it is noted that the proposals are for the same number of residents as the previous outline, therefore the conclusions and agreed position from previously should remain valid for this application.

2.3 Local Highway Network

2.3.1 West Hill is a single carriageway road providing frontage access to a number of large residential dwellings. This is approximately 8m in width, with parking bays provided on the northern side. There are double yellow line parking restrictions on the southern side of the carriageway. West Hill is subject to 30mph speed restrictions and has street lighting along its length.

2.3.2 At its eastern end West Hill becomes West Street (broadly at the existing site access) and connects to East Grinstead High Street as part of a double mini-roundabout junction. At its western end West Hill connects to a four armed junction with Hurst Farm Road, Turners Hill Road and the B2110.

2.3.3 The B2110 routes to the north connecting to the A22, which is a key route into East Grinstead.

2.3.4 To the south of the site is a private road, West Lane, which connects to West Hill at its northern end.

2.3.5 Immediately to the east of the site is The Dakins / Dexter Drive / Langridge Drive residential area. These streets form a cul-de-sac residential estate, which is separated from the site boundary by two sections of third party land.

2.4 Road Safety

2.4.1 Personal Injury Accident (PIA) data has been reviewed from data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. This review covers the three-year period prior to the pandemic between 1st January 2017 and 31st December 2019, data from the two years during the pandemic between 1st January 2020 and 31st December 2021, as well as the most recent publicly available data which covers up to 31 December 2023. The most recent seven years of data has therefore been reviewed, which includes the most recent five full years of data outside of the pandemic.

2.4.2 The data has been reviewed using the Crashmap website, which provides full data until the end of 2022 and then the DfT Mapping Application, which provides data for 2023 (but which only starts in 2019).

2.4.3 The study area considered within the analysis covers the local highway network within the vicinity of the site, the length of West Hill, including the site access, and the route to the nearest bus stops. The study area and locations of recorded PIAs have been reproduced on Figure 2-2.

Figure 2-2: Location of Recorded PIAs within vicinity of the site

Source: Crashmap and Department for Transport

2.4.4 Over the seven year period, within the study area, a total of five PIAs occurred. Four of these were classified as slight injury accidents and one was classified as a serious injury accident. No PIAs resulted in fatal injuries. None of these occurred at or in close proximity to the existing site access.

2.4.5 None of the PIAs involved a pedestrian or a cyclist, as such there is no evidence to suggest there is a safety issue relating to active travel on key routes within the vicinity of the site.

2.4.6 There were no locations where a cluster of four or more PIAs occurred in the same location, as such there is no evidence of a recurring safety issue.

2.4.7 No PIAs occurred at the proposed access location or within the visibility splays. There is no evidence of any safety issue relating to vehicles turning to and from driveways or accesses along West Hill, including from West Lane, or the existing site access.

2.4.8 As such, although all incidents are regrettable, the PIAs that occurred do not indicate a specific pattern or issue with the geometry of the highway that would be exacerbated by the proposals.

2.5 Existing Modal Share

2.5.1 The site is located within the Mid Sussex 001 middle layer super output area (MSOA). The Census data (2011) has been analysed for this MSOA to establish the journey to work modal split for the workplace

population to show the potential modes of travel for staff. The 2021 Census was undertaken during a period of pandemic restrictions and as such is not considered appropriate for considering modal splits.

2.5.2 Table 2-4 shows how the existing employees in this area currently travel to work, which has been compared with the entire of Mid Sussex.

Table 2-4: Journey to Work Mode Split (Census 2011)

Mode	Mid Sussex 001 %	Mid Sussex %
Public Transport	6%	8%
Car Driver	65%	69%
Motorcycle	0%	1%
Car Passenger	5%	5%
Bicycle	2%	2%
On Foot	21%	14%
Other	1%	1%
Total	**100%**	**100%**

2.5.3 Table 2-4 shows that 65% of existing employees travel to work to the Mid Sussex 001 MSOA as a car or motorcycle driver and an additional 4% travel to work as a car passenger. A total of 29% travel by sustainable modes of transport, of which 21% travel on foot, 6% travel by public transport and 2% by bicycle.

2.5.4 The data shows that a higher level of employees within this area travel by sustainable modes than across the entire of Mid Sussex. This is reflective of the sustainable location of the site.

2.5.5 As such, this demonstrates that there is potential for walking, cycling, and public transport trips to be made to and from the site for employees (and visitors) and that these movements already occur in this area.

3. CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 Due to the specialist nature of a care home, residents would typically be frail and/or living with cognitive impairments, such as dementia, and would not own a car or travel off site regularly – particularly by walking or other sustainable travel modes. As such, movements to and from the care home would be from staff and visitors, including staff potentially leaving the site at break times.

3.1.2 As care home residents are less likely to regularly walk to facilities, the proximity of facilities is not considered to be as important to this site as, for example, a 'typical' residential development. However, the location of some facilities within a short distance will be a benefit to visitors / staff and is consequently considered a positive feature of the development.

3.1.3 In addition, the development is likely to provide shared spaces with a café, living and dining areas, quiet spaces, and access to communal gardens. These are also positive features which will benefit residents by allowing access to facilities which can be accessed on foot internally within the site.

3.1.4 The site has an existing residential use and is also surrounded by further residential uses. It is situated within close proximity of the town centre and rail station. As such, it is considered to be situated in a location suitable for the type of development proposed and with excellent opportunities for travel by sustainable modes for employees and visitors. This section demonstrates the sustainable choices available.

3.1.5 It is also noted that the sustainable location of the site was accepted by the highway authority as part of the previous outline application.

3.2 Walking and Cycling

3.2.1 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys.

3.2.2 There are continuous and good quality footways connecting to the existing site access which link to East Grinstead Town Centre and surrounding residential areas and these provide access to numerous facilities and services within acceptable walking and cycling distances, as well as the closest bus stops and rail station.

3.2.3 West Hill has a footway running along its northern side which routes past the proposed site access and the site boundary. West Street has footways on both sides of the carriageway, including a footway which links to the existing site access point. This forms part of a continuous pedestrian route connecting to the town centre and the closest bus stop. The existing access would be utilised for sustainable modes of travel as a result of the proposals and this would be an attractive route to and from the site.

3.2.4 A signal controlled crossing is located to the east on West Street within proximity of Queensway, which offers pedestrians a crossing opportunity to connect with the wider town centre.

3.2.5 The footway on West Hill provides part of a continuous route that connects to further footways on Brooklands Way (B2110) which in turn connect to East Grinstead Rail Station and Sainsburys.

3.2.6 Additionally, there is a public right of way (footpath 57EG) that routes from West Hill through Brooklands Park and connects to Brooklands Way. This provides a shorter pedestrian connection to East Grinstead Rail Station and neighbouring facilities. The dropped kerb crossing slightly east of the

existing access provides pedestrian connection to the footways on the north of West Street/ West Hill which connects to footpath 57EG.

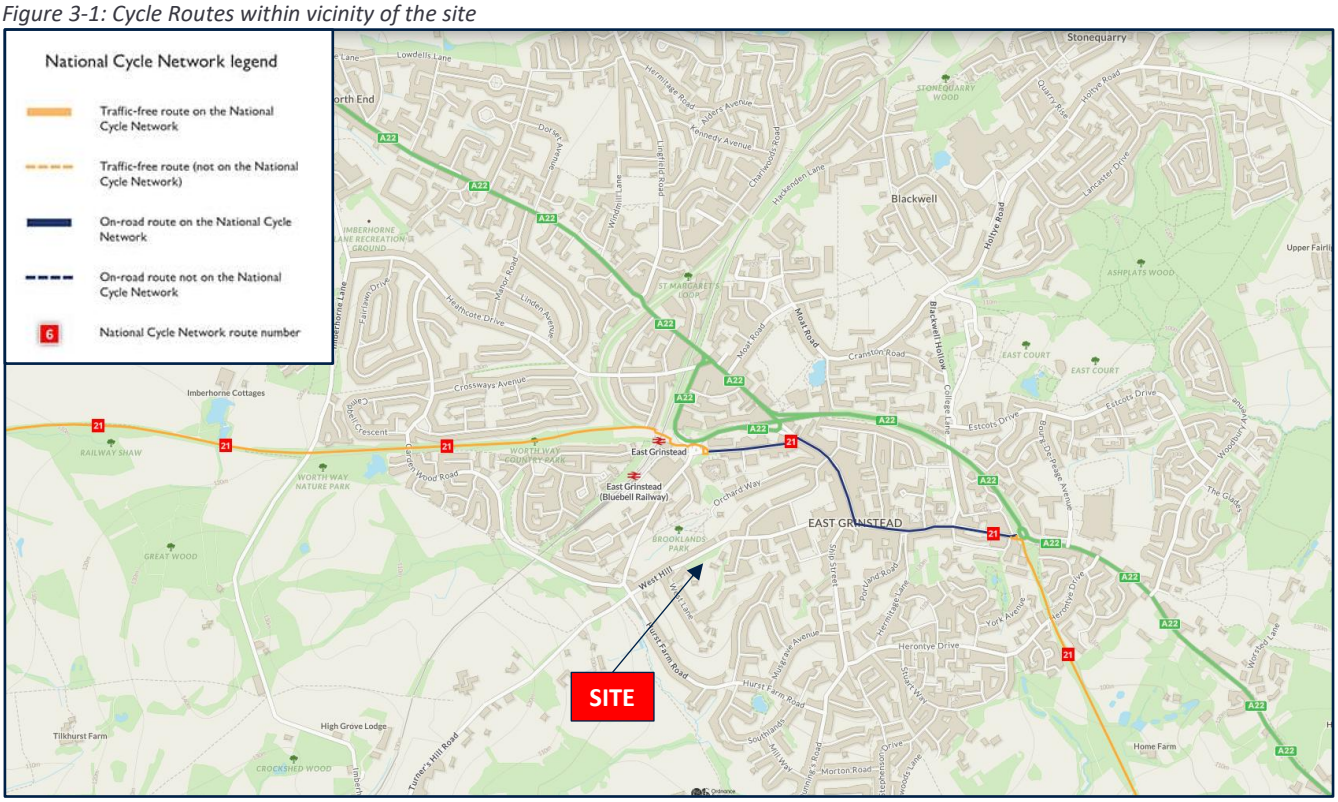
3.2.7 The majority of other surrounding streets have footways on both sides, as would be expected in an existing urban area, on the fringes of the town centre. As such, the site is well situated to encourage walking for potential employees and visitors (and residents).

3.2.8 As set out in Section 2, there is no evidence of a road safety issue in relation to pedestrian movements within the vicinity of the site and connecting to the nearest bus stops. As such, the arrangements have been operating safely and suitably for existing residents in the surrounding area over an extended period of time.

3.3 Cycling

3.3.1 The site is situated within c. 450 metres of National Cycle Network (NCN) Route 21 which can be accessed on-carriageway via West Hill and Brooklands Way, from where it is an off-carriageway route linking to Crawley Down to the west. This NCN cycle route is shown within Figure 3-1.

Figure 3-1: Cycle Routes within vicinity of the site



Source: Sustrans

3.3.2 As such, there is access to a suitable national cycling route for users of the site, which offers some opportunity for travel by this mode for employees and visitors.

3.4 Distances to Facilities

3.4.1 A summary of guidance distances to facilities, services and for commuting journeys is as follows, noting that distances would be applicable for staff and visitor movements (and to a much lesser extent to residents):

- Department for Transport (DfT) – Manual for Streets (2007): MfS states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes

walking distance (c. 800 metres). MfS also acknowledges that this is not an upper limit and references previous planning policy guidance in that it is generally acknowledged that walking offers the greatest potential to replace short car trips, particularly under 2km.

- CIHT - Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting are up to 2km and states that the average walking journey is approximately 1km.
- CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile (1.6km) are made wholly on foot'.
- DfT – National Travel Survey 2016 Report (NTS2016)– This suggests on page 16 that 80% of all trips under 1 mile (1.6km) were made by walking. Page 19 suggests that the average walking trip was 16 minutes in time (equating to around 1.3km based on a walking speed of 3mph).
- DMRB – Although recently superseded by CD143, TA91/05 Provision for Non-Motorised Users provided useful guidance on walking and cycling distances, which remains helpful in this regard. Paragraph 2.2 of TA91/05 states that 2 miles (3.2km) is 'a distance that could easily be walked by the majority of people'. Paragraph 2.3 also continues by stating that 'Walking is used to access a wide variety of destinations, normally within a range of up to 2 miles' (3.2km).
- DfT - LTN 1/20 Cycle Infrastructure Design states in paragraph 2.2.2 that a five mile trip (8km) is considered an achievable distance for most people. Journey distances for electric bicycle journeys are extended beyond this.
- With regard to cycling, TA91/05 states (paragraph 2.11) that 'Cycling is used for accessing a variety of different destinations up to a range of around 5 miles.' At paragraph 2.9, TA91/05 states that 5 miles (c.8km) is a distance 'that could easily be cycled by the majority of people'.

3.4.2 As such, based on guidance, it is considered that suitable walking distances are up to 3.2km but journeys within 2km have a greater potential to be made on foot. A 2km distance equates to around a 25-minute walk travelling at 3mph (4.8kph). A 3.2km distance equates to around a 40 minute walk.

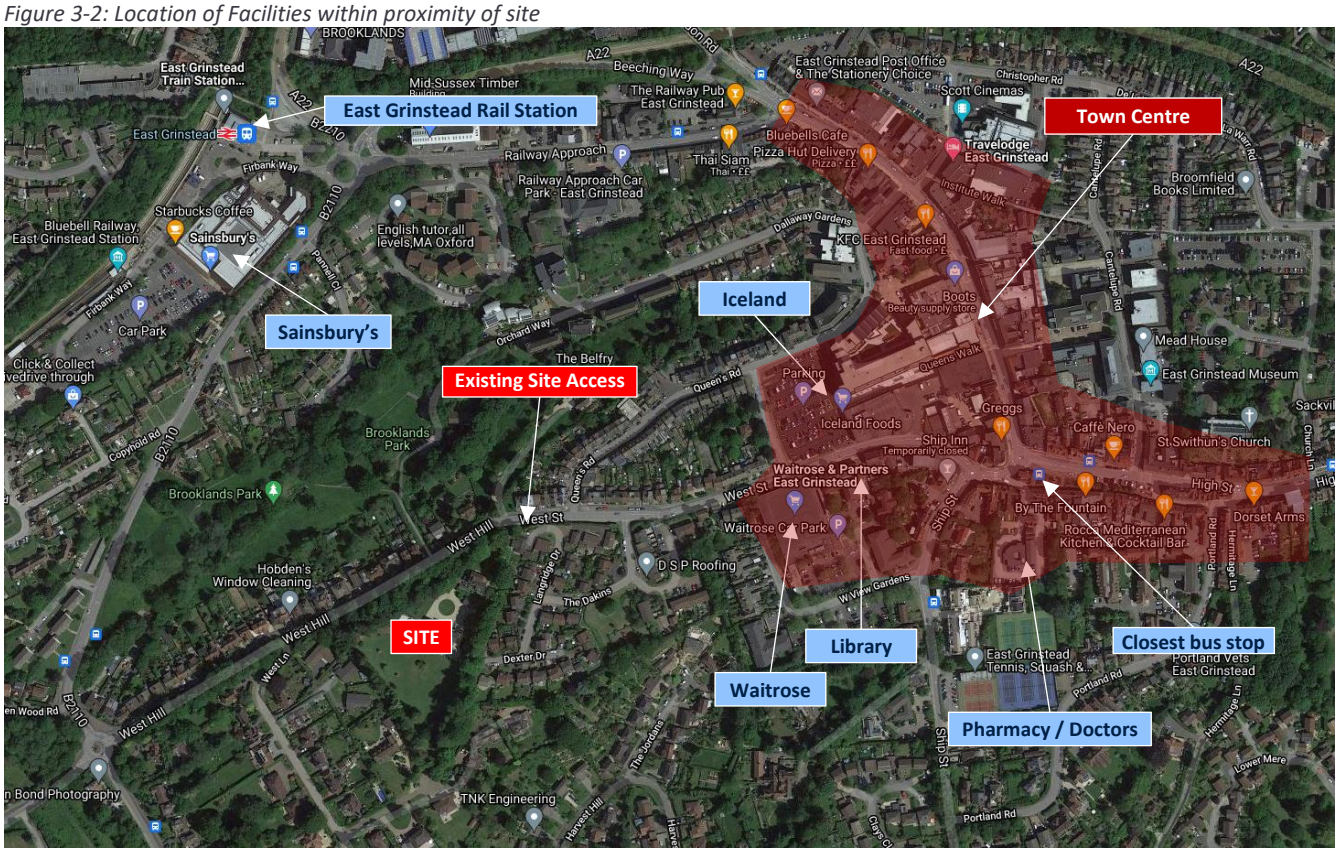
3.4.3 It is considered that journeys of up to 8km are within a suitable cycling distance. A cycling journey of 8km would equate to approximately a 25-minute travel time.

3.4.4 The site is situated within just 400 metres of the Town Centre and the extensive facilities and services this contains. Within approximately a 400m walk via continuous pedestrian routes from the site access are Waitrose, Iceland, the library, churches, tea rooms, doctors surgery, pharmacy and numerous takeaways, coffee shops, restaurants and public houses. In addition, Brooklands Park is on the opposite side of West Hill within 100 metres of the site, providing close by open space.

3.4.5 Sainsbury's, Starbucks and East Grinstead Rail Station are situated approximately a 500m (6 minutes) walk from the site if walking through Brooklands Park or c.800m if travelling via the footways on West Hill and Brooklands Way.

3.4.6 The location of the key facilities is shown in Figure 3-2.

Figure 3-2: Location of Facilities within proximity of site



Source: Google Maps

3.4.7 As such, the site has a highly sustainable location close to numerous and varied services and facilities and for a significant number of trips, travelling by walking would be a preferred option. This will assist in minimising the level of vehicle movements generated by the site, including from staff during breaks.

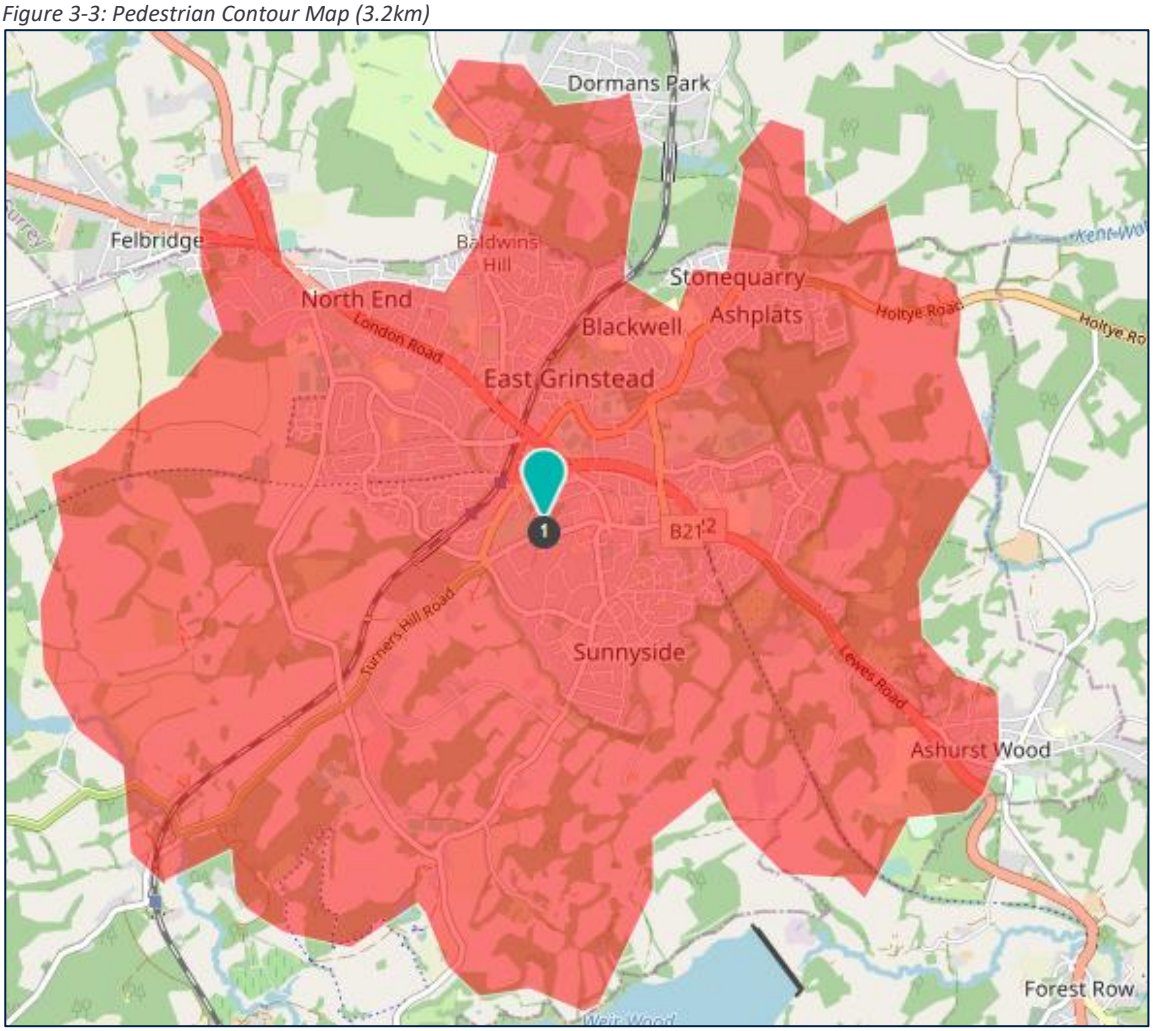
3.4.8 The site is therefore considered to be situated in a location which makes it possible for journeys to be made on foot or by cycle. This will encourage walking and cycling (particularly for staff) and reduce the reliance on the private car, consistent with relevant policy and guidance, including Mid Sussex District Council (MSDC) sustainable transport policies and the NPPF.

3.4.9 To further demonstrate the potential for walking and cycling from the site for staff commuting and visitors, the distances from the site to the surrounding areas have been considered. Openroute Service has been used to generate pedestrian contour plans at a 3.2km distance from the site (the upper walking distance from the site based on DfT guidance). This is shown in Figure 3-3.

3.4.10 The Openroute Service has also been used to generate cycle isochrones at five minute intervals up to a total of 30 minutes using roads and cycle routes (i.e. not straight line distances). This has been shown in Figure 3-4.

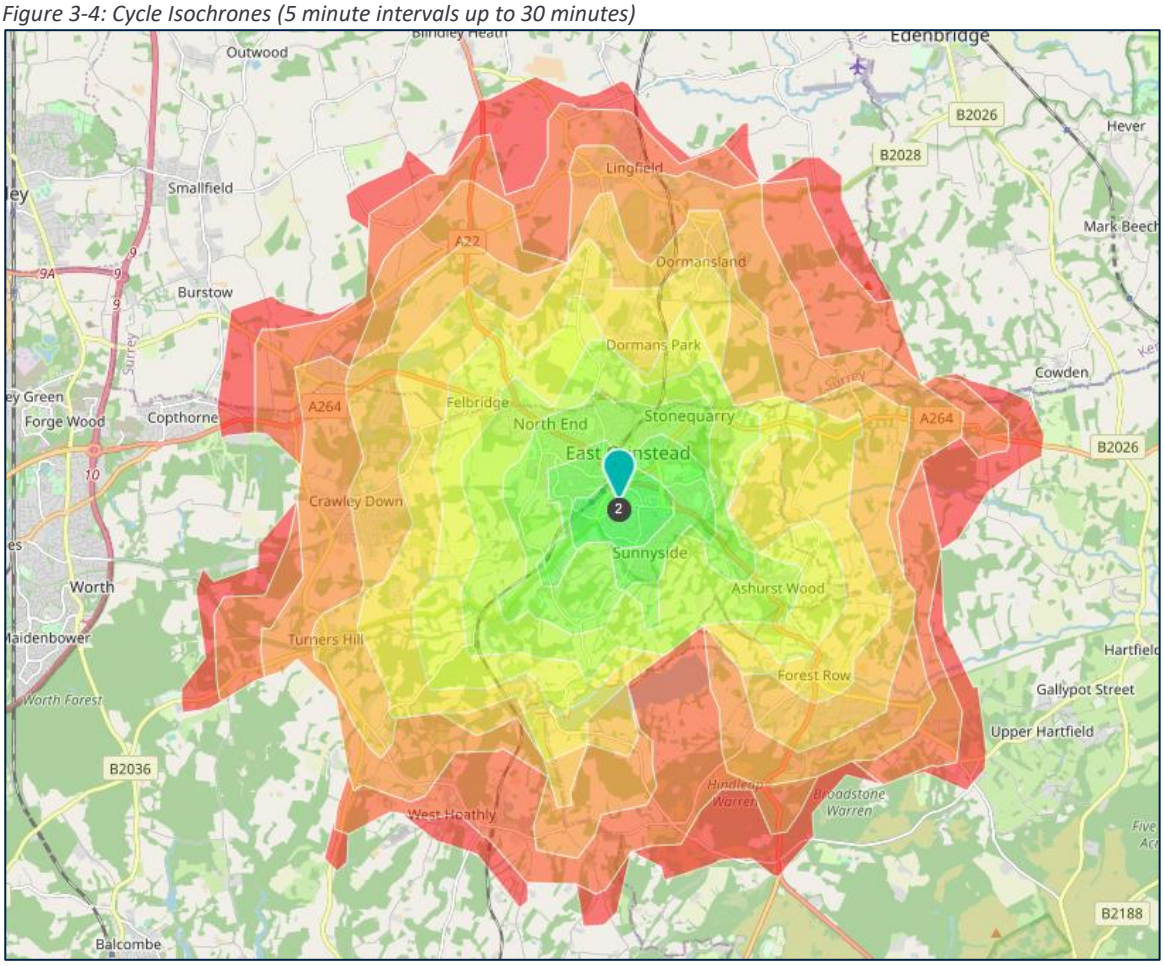
3.4.11 The cycle isochrones are generated based on speeds dependent on the surface and highway type. The majority (if not all) of the routes used would be paved and as such would be subject to an 18kph speed based on the parameters in the software. A five minute isochrone would therefore cover a distance of c. 1.5km, with a 25 minute isochrone covering a distance of c.7.5km and a 30 minute isochrone covering a distance of c.9km. As such, this is broadly in accordance with the relevant design guidance for an 8km distance being achievable by most people.

Figure 3-3: Pedestrian Contour Map (3.2km)



Source – Openroute Service

Figure 3-4: Cycle Isochrones (5 minute intervals up to 30 minutes)



Source – Openroute Service

3.4.12 Figure 3-3, demonstrates that the majority of East Grinstead, as well as parts of Felbridge, Ashurst, and Dormans Park are located within 3.2km of the site and therefore within potential walking distance for staff. As such, walking is a viable mode of travel for potential future employees of the proposed development from these areas, particularly given there is continuous walking infrastructure connecting to the site.

3.4.13 Figure 3-4 demonstrates that a significant area can be reached within a 30-minute cycle from the site, including the entire of East Grinstead, Ashurst Wood, Forest Row, North End, Felbridge, Dormans Park, Dormansland Crawley Down, Turners Hill, Stonequarry, and parts of West Hoathly. A significant number of residential areas are reachable within a 10-15-minute cycle journey. As such, cycling is considered to provide a viable mode for employees of the proposed development (or visitors).

3.4.14 The site is therefore considered to be situated in a location which would be attractive for journeys to be made on foot or by cycle. This will encourage walking and cycling (particularly for staff) and reduce the reliance on the private car, consistent with relevant policy and guidance, including WSCC sustainable transport policies and the NPPF.

3.5 Public Transport

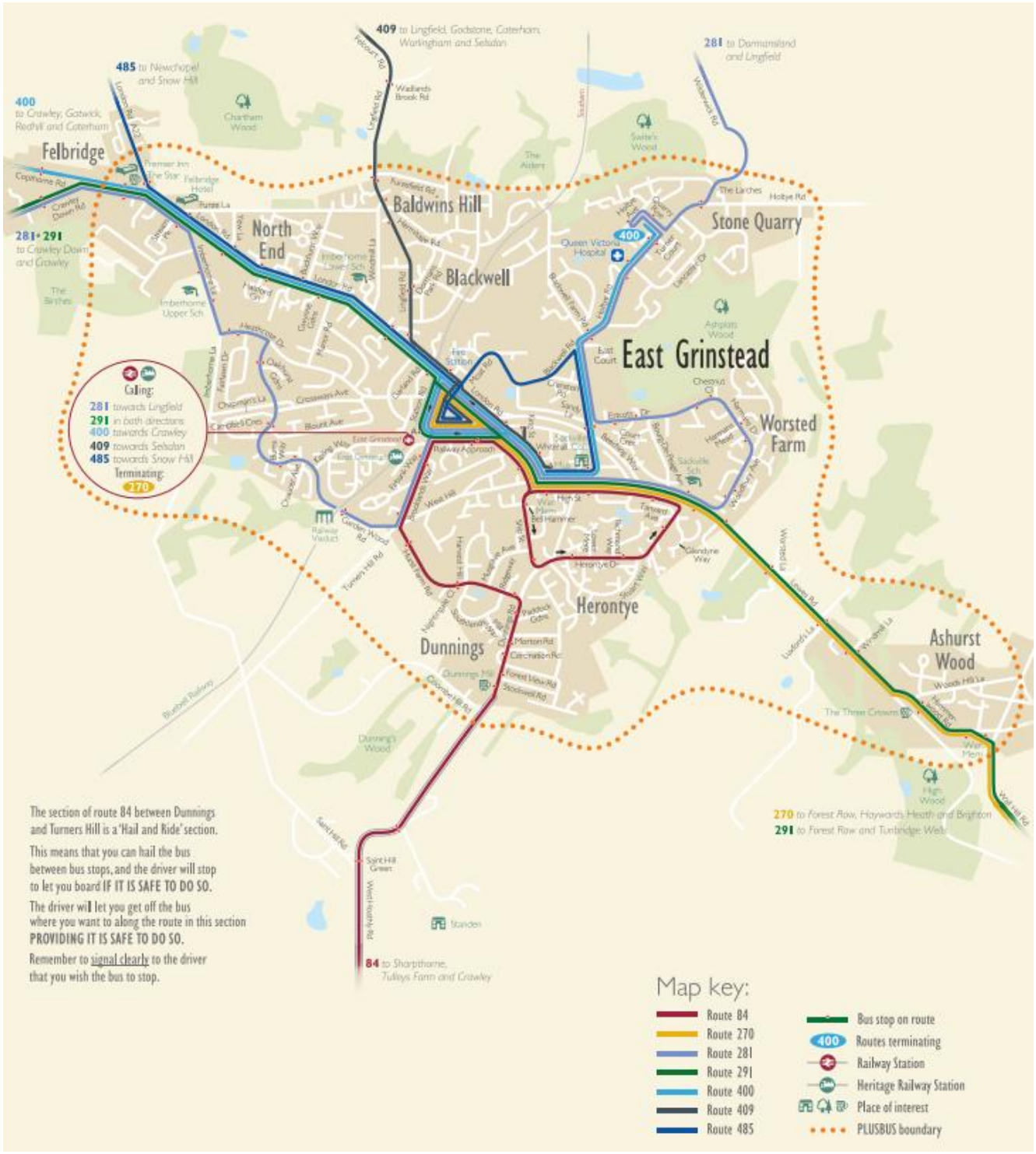
Bus

3.5.1 The closest bus stops are situated on Brooklands Way a c. 400 metre walk from the site. These are served by bus routes 84 and 281 operated by Metrobus.

3.5.2 Further stops are available on High Street within a c. 480 metre walk from the site. These stops benefit from shelter, seating, timetable information and bus cage markings. Numerous bus services stop in this location including the 84 and 281, in addition to 261, 270, 291, 400, 409, and 646.

3.5.3 These offer up to 8 services per hour during peak hours to destinations such as Crawley, Brighton, Rehill, Gatwick, Lingfield, and South Croydon. Services run from 04:47 until 00:19 Monday to Friday and extend across the weekend offering bus connections seven days a week. The services within the vicinity of the site are therefore extensive, with the Metrobus East Grinstead network map provided in Figure 3-5.

Figure 3-5: East Grinstead Bus Network



Source: Metrobus

3.5.4 A summary of the services within the vicinity of the site has been provided within Table 3-1.

Table 3-1: Local Bus Services

Route No.	Operator and Route	Frequency				
		Mon-Fri AM Peaks	Mon-Fri Daytime	Mon-Fri PM Peaks	Sat	Sun
84	Crawley – East Grinstead. Metrobus	Hourly	Every 2 hours (07:18 – 17:14)	17:14	Every 2 hours (08:07 - 17:14)	No service

Route No.	Operator and Route	Frequency				
		Mon-Fri AM Peaks	Mon-Fri Daytime	Mon-Fri PM Peaks	Sat	Sun
261	Uckfield – East Grinstead. Compass Travel	Every 1.5 hours	Every 1.5 – 2 hours (06:27 – 17:47)	Every 1.5 hours	Every 2 hours (08:52 – 17:47)	No service
270	Brighton – Burgess Hill – Haywards Heath – East Grinstead. Metrobus	Hourly	Hourly (08:04 – 21:17)	Hourly (08:04 – 21:17)	Hourly (08:04 – 21:02)	Every 2-3 hours (10:37-18:14)
281	Lingfield – East Grinstead – Crawley. Metrobus	Hourly	Hourly (06:37 – 18:09)	Hourly	Hourly (07:43 – 17:27)	No service
291	Crawley – East Grinstead – Tunbridge Wells. Metrobus	Hourly from	Hourly (07:02 – 00:19)	Hourly	Hourly (08:09 – 00:19)	Every 2 hours (10:02 – 19:47)
400	Caterham – Redhill – Gatwick – Crawley – East Grinstead. Metrobus	Hourly	Hourly (04:47 – 19:51)	Hourly	Hourly (04:53 – 19:51)	Hourly (08:53 – 18:37)
409	Selsdon/ South Croydon– Godstone - East Grinstead. Metrobus	Every 1.5 hours	Hourly (06:54 – 18:39)	Hourly	Every 2 hours (08:39 – 17:30)	No service
646	Edenbridge - Lingfield - East Grinstead. Metro Bus	No service	One service 15:11	No service	No service	No service

3.5.5 Given the short distances to stops and the extensive services servicing these stops, the site is well situated to encourage travel by bus for visitors and employees.

Rail

3.5.6 The nearest railway station is East Grinstead Rail Station which is located approximately 640m from the site access. This can be accessed within an 8 minute walk or a 2 minute cycle. This is the terminus station on the Southern and Thameslink lines which provide connections to Oxted, Clapham Junction, and London Victoria. Services run every 30 minutes throughout the day and take around an hour to connect to London. This is a good frequency for all journey purposes.

3.5.7 The station has 96 secure cycle parking spaces and as such, staff could leave bicycles at the station and travel to and from the site by bike via West Hill, which is part of the High Weald Landscape Trail and on-carriageway via Brooklands Way.

3.5.8 As such, the rail services are considered a realistic and feasible alternative mode of travel for visitors and staff.

Community Transport

3.5.9 In addition to the bus and rail services, there is also a bookable transport service which may be possible to be utilised by some residents of the development. This is operated by the CT Sussex. This provides transport for the elderly and disabled across the Lewes and Mid Sussex Districts. This offers a door to door 'dial a ride' service which runs Monday to Friday, providing connections to local shops, health services, and leisure trips. This could be used by some residents of the site and journeys are shared with others and coordinated to maximise the sustainability of the services. This is also in line with WSCC Bus Strategy (2018-2026) that sets out WSCC's aims and objectives for community transport in West Sussex. As such, this offers some potential for an alternative and more sustainable form of transport to and from the site.

3.6 Summary

3.6.1 The site is considered to be situated in a location which offers a realistic choice of modes of travel. It is within walking distance of numerous residential areas and local day-to-day facilities and amenities. Some residents may also be able to access these facilities using mobility scooters.

3.6.2 Bus stops are situated within 400-480m from the site and provide access to numerous services to a variety of destinations. A rail station is situated within 640m from the site (dependent on route) and provides opportunities to travel to regional destinations via frequent services.

3.6.3 The excellent sustainable travel links will assist in minimising the level of vehicle generation and demand for parking on the site.

3.6.4 The site location therefore provides a suitable choice of modes of travel which is fully in accordance with sustainable transport policies in the NPPF.

4. DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The proposals are for the redevelopment of an existing large residential dwelling to provide a new residential care home which is within the C2 planning use class.

4.1.2 The proposals include a main building to include a 78 bed care home. It also includes a detached building with 7 No. care units, also falling within Class C2. Whilst self-contained, they offer high levels of care intervention. Residents will have access to the same communal facilities as the care home residents with the same staff operating across both buildings. These units cater for clients seeking high levels of dementia and related care but who also want additional space and privacy. As such, the proposals will accommodate a total of 85 care facility residents.

4.1.3 The main building includes communal areas including dining, living, and kitchen spaces, as well as gym, activity room, hairdressers, shop, treatment clinics.

4.1.4 The proposed site layout can be found in Appendix B.

4.2 Staff

4.2.1 It is estimated that around 50 staff could be based at the care home, based on experience of other similar sites. These would likely be working three shifts a day. The likely breakdown of staff will be as follows:

- Qualified Nursing Staff
- Care Assistants
- Catering and Household staff
- Admin and Maintenance staff

4.2.2 In addition to regular staff members, there will be other external consultants and specialists visiting the site on a regular basis, although these would not specifically be employees of the development (i.e. doctor, dentist, hairdresser, physio).

4.2.3 Based on knowledge of other similar sites, it is estimated that there would be around 15-18 employees on the site at one time.

4.3 Site Layout

4.3.1 The proposals are for one large single building over three floors (ground floor to floor two) which contains 78 bedrooms and another separate building containing an additional 7 units (therefore 85 units / residents in total). The proposals would provide a new access road and junction onto West Hill. The access road links to the car parking area located to the south of the building. This will provide a total of 40 spaces, two of which will be provided as disabled spaces and six of which will be provided with electric vehicle charging.

4.3.2 There will also be a parking area dedicated to an ambulance and deliveries at the eastern corner of the car park. This location ensures the shortest distance to the building entrance and separates the pedestrians from the vehicular traffic within the carpark. The internal footpaths also assist with the separation of pedestrians and vehicles by linking the car park to the building entrance.

4.3.3 The existing site access on the northern boundary would be retained for pedestrian / cyclist access to and from West Street which links to the building at ground floor level.

4.3.4 The units and facilities within the main building are spread across three floors, from ground to second floor. Reception, a hair salon, a shop, and the manager's office can be found on the ground floor adjacent to the entrance via the foyer. The foyer also links to the internal lift and staircase provide access to all floors.

4.4 Access

4.4.1 In terms of vehicular access to the site, the arrangements will be exactly as per the agreed arrangements for the previous outline application on the site (App Ref: DM/23/0007). A summary of the access arrangements has been set out as follows.

4.4.2 The boundaries with Dexter Drive and West Lane have strips of third party land adjacent to the site boundary which are owned by various parties including the East Grinstead Parish Council. Although the potential for access to the east via Dexter Drive is technically acceptable, it is not deliverable within the applicant's control and is therefore not an option for delivering the site.

4.4.3 As such, the proposals are to provide the main access via West Hill and utilise the existing access as a secondary access point for emergency access, if needed. The existing access would also be a shared route suitable for pedestrians and cyclists, offering a benefit over the existing situation, by reducing vehicle movements along this access road, as this is used as a vehicle route to the existing residential house. There would be signage at the existing site access stating that there is no access to the care home for vehicles, to ensure that all vehicles used the new access onto West Hill. This can state 'other than emergency vehicles' or similar, if needed.

4.4.4 The proposed West Hill access junction and new route into the site would use land entirely within the applicant's control and can be delivered to a technically acceptable standard with earthworks and retaining walls.

4.4.5 A general arrangement plan of the proposed access arrangements onto West Hill are shown in Appendix C. This is produced on topographical survey data and considers the gradients along West Hill as well as into the site.

4.4.6 There is a gradient running downhill from northeast to southwest across the site boundary with West Hill. As such, the proposed access road would be routed to the building to enable a maximum gradient of 1:7 to be provided to connect to the basement car parking area. This would not form a pedestrian route and the road would be privately maintained and as such this gradient is considered acceptable for accommodating vehicular traffic.

4.4.7 The access would straighten to tie in with West Hill at 90 degrees and the gradient would be reduced to 1:20 for the first 10m from the carriageway edge. This will ensure that there will not be surface water run-off onto the highway (with suitable drainage also provided) and that vehicles are approaching the highway at a relatively flat level. As such, where vehicles adjoin the highway, they will do so appropriately and safely. The gradient will also be reduced to 1:20 at the top of the slope where vehicle manoeuvring will occur. A plan showing the proposed access road levels and cross sections is provided in Appendix D.

4.4.8 In addition, the crossfall / superelevation across the stop line of the junction is c.7%. The DMRB CD109 provides advice in relation to maximum superelevation on highways and this states that superelevation shall not exceed 7%. Within the site, the crossfall will be reduced on the access road as soon as possible to 5% or less and as such, the access can be suitably accommodated without adverse cambers.

4.4.9 To obtain an access onto the highway at this location, minor earthworks will be required within the proximity of the highway, as well as some removal of trees. The position of the access seeks to minimise any tree loss (and would mitigate this where needed), although the removal of some trees along the site frontage will provide a benefit to the highway from overhanging canopies and unsafe trees. The access location towards the southwest of the site also allows for better visibility and a suitable route into the site basement area.

4.4.10 A priority junction access would be provided onto the highway, with 6m radii on each side and a carriageway width of 6 metres. Visibility can be achieved at up to 43m (and up to 90m) in each direction from an x-distance of 2.4m. To the north the visibility has been shown at 47.3m to reflect an 8% gradient to the north. To achieve a suitable visibility splay to a 1m offset from the nearside kerb will require minor works to the embankments and retaining walls, which will be agreed as part of a technical design approval following any forthcoming planning permission.

4.4.11 The access road has been shown on the proposed site layout plan to accommodate two-way movements of cars along its length, informed through swept path analysis. Vehicles would enter and exit the site in forward gear. As such, there would be no impact on queuing or reversing on the highway resulting from these arrangements. Swept path analysis has been provided in Appendix E of vehicles entering and exiting the site, as well as circulating within the car park.

4.4.12 A Stage 1 road safety audit was undertaken of the access arrangements as part of the previous outline application, with all recommendations considered in full within the design and designers response and agreed with WSCC. The design of the access has remained exactly the same as previously and as such, the agreed road safety audit remains suitable for this scheme which is broadly the same as that submitted for the outline application (indeed there is a reduction of 7 bedrooms).

4.4.13 The key recommendations of the audit, and how these have been included within the layout and access design are set out as follows.

- *Drainage* - this will be considered as part of any detailed design during the S278 approval process
- *Additional swept path analysis to include the parking bays on West Hill.* These have been included and show cars can turn into and out of the access without conflict, as in Appendix E.
- *Ensure that visibility splays are clear of vegetation.* All visibility splays can be accommodated within the adopted highway or the site ownership and there would be no restrictions between a height of 0.6m and 2m along and in front of the splays.
- *Provision of footways at the main access on West Hill.* This is not required as pedestrians will not access the site from West Hill and suitable signage will be placed in this regard at the entrance and within the site. All pedestrian movements would be to and from the site via the existing access onto West Street directly onto appropriate footways.
- *Widen the access to accommodate large vehicles without overrunning opposing traffic lane.* This is not considered necessary as the junction will accommodate a minimal level of large vehicle movements, which can turn in and out without conflict. If a large refuse vehicle being accommodated within the site is not acceptable to WSCC, refuse collection could be either undertaken from on-carriageway on West Hill, as occurs currently for the residential properties, or smaller vehicles can be utilised by the operator as part of a private collection.
- Pedestrians and cyclists will be accommodated via the existing access road linking to West Street at its northern end. This is considered a safe and suitable shared route, as this will be lightly trafficked with movements generated in relation to the two residential flats only. There is appropriate width for a vehicle to pass a pedestrian along the length of the route, or for pedestrians to step onto the verge areas away from oncoming vehicles, and it has appropriate

gradient to accommodate movements safely. This route connects directly onto the footway on the southern side of West Street which provides a continual connection to the town centre and the key bus stops at High Street.

4.4.14 The access arrangements are therefore considered safe and suitable for accommodating all movements to and from the proposed development.

4.5 Parking

Car Parking Standards

4.5.1 The proposals would provide 40 car parking spaces in the car park, with two of these spaces for disabled parking (12.5% of the total provision).

4.5.2 The Parking Standards in MSDC are based on WSCC standards set out in the Guidance on Parking at New Developments document (September 2020). The C2 care homes standards suggest that a site-specific assessment should be undertaken based on a travel plan and specific operational needs.

4.5.3 As shown in Section 2, the comparable sites within TRICS, as agreed for the outline application, which showed an average parking provision of 0.39 per resident and a highest rate of 0.69 per resident. Applied to the proposals, this equates to an average of 33 spaces or a highest provision of 59 spaces for 85 residents.

4.5.4 The proposed provision of 40 spaces on the site is therefore considered appropriate and broadly in line with the average provision across other comparable sites, and well below some of the sites at the higher end of the range. As such, the proposed level of parking is considered appropriate to accommodate the likely demand.

4.5.5 As a further consideration of the TRICS sites shown in Section 2, trip generation analysis has been undertaken utilising the average trip rates for all these sites across each hour of the day. The parking accumulation has then been considered based on the arrival and departure profile. This analysis has been set out in Table 4-1 which assumes 10 vehicles are parked on the site prior to the start of the surveys to represent overnight staff parking.

Table 4-1: TRICS Trip Generation and Parking Accumulation Analysis

Time Period	Trip Rates (per resident)			Trip Generation (85 residents)			Accumulation
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	
07:00-08:00	0.117	0.056	0.173	10	5	15	15
08:00-09:00	0.073	0.056	0.129	6	5	11	16
09:00-10:00	0.078	0.041	0.119	7	3	10	20
10:00-11:00	0.085	0.049	0.134	7	4	11	**23**
11:00-12:00	0.078	0.102	0.180	7	9	16	21
12:00-13:00	0.088	0.092	0.180	7	8	15	20
13:00-14:00	0.114	0.085	0.199	10	7	17	**23**
14:00-15:00	0.090	0.134	0.224	8	11	19	20
15:00-16:00	0.090	0.139	0.229	8	12	20	16
16:00-17:00	0.078	0.122	0.200	7	10	17	13
17:00-18:00	0.049	0.073	0.122	4	6	10	11
18:00-19:00	0.032	0.024	0.056	3	2	5	12
19:00-20:00	0.050	0.050	0.100	4	4	8	12
20:00-21:00	0.055	0.069	0.124	5	6	11	11
21:00-22:00	0.026	0.026	0.052	2	2	4	11

4.5.6 The parking accumulation analysis shows a maximum demand of 23 vehicles on the site during two separate hours. However, this may not necessarily allow for the short term temporary increase in demand during staff changeover periods.

4.5.7 As such, the proposed provision of 40 parking spaces is considered appropriate to accommodate the likely operational demand, as well as allow for some flexibility to accommodate short term peak demand from staff changeovers and for days where there could be higher levels of visitors.

4.5.8 As set out in Section 4.2, the development is forecast to have around 15-18 staff on site at one time, therefore the provision of parking will enable suitable provision for staff, including at changeover times, as well as visitors.

4.5.9 In addition, a service and delivery area has been shown in the car park which can accommodate service and delivery vehicles appropriately.

4.5.10 Additionally, as outlined in Policy EG12 – 'Car parking' within the East Grinstead Neighbourhood Plan (2016), developments that demonstrate high levels of accessibility to public transport, shops and services will be supported, even if they do not adhere to the WSCC parking standards. As outlined in section 3, the site is within walking distance to regular bus and rail services, and within suitable walking distances of a number of shops and services.

Electric Vehicle Charging

4.5.11 It is proposed to provide six electric vehicle charging points (15% of the total provision).

Cycle Parking

4.5.12 The WSCC standards also state this should be based on a site specific assessment. It is considered that due to the nature of the site, a demand for cycling would only be generated by some visitors and staff. It is proposed that 6 cycle parking spaces are provided within the site which is considered to adhere the guidelines and provide a mixture of both short term and long term secure parking. This is provided in a secure and covered facility, and would be accessed from the existing access route onto West Street.

4.6 Service and Deliveries

4.6.1 Refuse collection would either be undertaken by a private refuse collector who would collect refuse from a dedicated bin storage location within the site, accessed from the new West Hill junction or waste collection can be undertaken via the Council services, accessed from on-street via West Hill. For private collection there would be a suitable turning area within the site to accommodate a refuse vehicle this can turn into and out of the site appropriately in forward gear. This turning area is shown in the site layout plan and swept path analysis is provided in Appendix E, which shows a large refuse vehicle entering and exiting the site appropriately.

4.6.2 The operator would ensure that the refuse collection contractor uses an appropriately sized vehicle which can turn within the space available (and be appropriately accommodated at the access), and the site will be designed to accommodate waste storage appropriately. If using the Council collection service, a bin collection point can be provided within the site, within 25m of the highway.

4.6.3 Other movements would be made in relation to patient transportation and deliveries to the care home. These movements are likely to be undertaken by small panel vans, ambulances and other disability transport vehicles. An ambulance can be accommodated on the site appropriately and turn to enter and exit in forward gear.

4.6.4 Fire tenders would be able to access the site from the main access road from West Hill and turn within the site using the refuse turning arrangements. As such, the site would be able to accommodate fire appliances appropriately.

5. TRIP GENERATION AND IMPACTS

5.1 Introduction

5.1.1 The change in vehicle trip generation between the existing and proposed use has been considered through analysis of the Trip Rate Information Computer System (TRICS). The TRICS database has been analysed for sites with similar characteristics in terms of scale and location.

5.1.2 The analysis considers the trip generation during network peak hours on a weekday as well as over a daily period. The network peak hours have been assumed as 08:00 to 09:00 in the AM peak and 17:00 to 18:00 in the PM peak.

5.1.3 The trip rates and generation for the existing and proposed care home use have been set out in Section 2 and 4, so a summary of the information in the peak hours is presented within this section.

5.2 Existing Vehicle Trip Generation

5.2.1 The same trip generation has been used for the existing residential site use, as was agreed as part of the previous outline application. The analysis has been repeated here for information, although a summary of the trip generation is set out in Section 2.

5.2.2 The TRICS category '03 - RESIDENTIAL/A – HOUSES PRIVATELY OWNED' has been selected to derive trip rates for the existing residential unit. The following parameters have been applied to the search criteria to obtain sites of a similar nature:

- Vehicle surveys
- Located within England and Wales (excluding Greater London)
- Up to 25 dwellings
- All Surveys from 2010 onwards
- Surveys from Monday to Friday
- Edge of town centre locations

5.2.3 The application of these parameters resulted in a total of five surveys of similar sites. A summary of the forecast vehicle trip rates and trip generation associated with the existing use (one dwelling) is shown in Table 5-1. The full outputs of the TRICS analysis including the filtering and sites used can be found in Appendix F.

Table 5-1: Vehicle Trip Generation for Existing Residential Use

Time Period	Trip rate (per dwelling)			Trip Generation (one dwelling)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.193	0.333	0.526	0	1	1
PM Peak (17:00-18:00)	0.351	0.228	0.579	1	0	1
12 Hours (07:00-19:00)	2.580	2.735	5.315	3	3	6

** Manually adjusted as two-way trips equate to one movement in peak hours*

5.2.4 Table 5-1 demonstrates that the existing residential use is estimated to generate one two-way vehicular movement during the AM peak hour (0800 – 0900) and PM peak hour (1700 – 1800).

5.2.5 Over a 12 hour period, the existing residential use is forecast to generate 6 two-way vehicle movements.

5.3 Proposed Vehicle Trip Generation

5.3.1 The trip rates and parameters have been set out in Section 4, with a summary of the peak hours and 12 hour trip generation provided in Table 5-2.

Table 5-2: Proposed Care Home – Vehicle Trip Generation

Time Period	Trip Rates (per resident)			Trip Generation (85 residents)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.073	0.056	0.129	6	5	11
PM Peak (17:00-18:00)	0.049	0.073	0.122	4	6	10
12 Hours	0.972	0.973	1.945	84	82	166

5.3.2 The proposed development is forecast to generate 11 two-way vehicle movements in the AM network peak hour and 10 two-way vehicle movements in the PM network peak hour. This is equivalent to one vehicle every 5-6 minutes, on average. This is a low level of vehicle movements in the peak hours and will not have severe impact on the surrounding network.

5.4 Net Change and Impacts

5.4.1 Based on the trip generation analysis, the forecast net change in vehicle generation resulting from the proposed redevelopment of the site for a care home use is set out in Table 5-3.

Table 5-3: Net Change in Two-Way Vehicle Generation

Time Period	Existing Residential Dwelling	Proposed Care Home Use	Net Change
AM Peak (08:00-09:00)	1	11	10
PM Peak (17:00-18:00)	1	10	9
12 Hour (07:00-19:00)	6	166	160

5.4.2 The TRICS analysis shows that the proposals are forecast to increase vehicle movements in the AM and PM network peak hours by 9-10 vehicle movements compared with the existing residential use. This is an average of just one vehicle movement every 6 minutes (or less) on the surrounding network.

5.4.3 Over a 12 hour period, there is forecast to be an increase of 160 vehicle movements, which equates to an average increase across each hour of the day of 13 vehicle movements. This is a minimal level of traffic on the network and into and out of the site. With this level of vehicle movements, the access is considered suitable for all vehicle movements. The level of movements is also the same as the level agreed as part of the previous outline application As such, the previously agreed conclusions remain valid for this application.

5.4.4 Based on the minimal increase in vehicle movements, particularly in the AM and PM network peak hours, the proposals would not have a severe impact on the operation of the highway or an unacceptable impact on road safety and are therefore in accordance with transport policies in the NPPF.

5.4.5 This conclusion would also be the same as agreed for the previous outline application, given that there is no change in forecast vehicle generation relating to the latest proposals.

6. TRAVEL PLAN STATEMENT

6.1 Introduction

6.1.1 To further promote sustainable means of travel, a Travel Plan Statement (TPS) will be produced prior to occupation, which would be submitted to, discussed and agreed with WSCC prior to first occupation of the site. This can be agreed by way of planning condition.

6.1.2 In advance of this, this section of the TS provides a set of measures and initiatives which could be implemented by any future occupier as part of a future TPS. The list of measures is not exhaustive and would be subject to review over time.

6.1.3 The initiatives reflect experience of other travel plans, the location of the site and travel planning guidelines.

6.2 Plan Promotion and Information Dissemination

Staff Welcome Packs

6.2.1 A welcome pack will be distributed to all staff upon occupation of the care home.

6.2.2 Information will include public transport information (fares, maps, timetables) and a journey planner link, along with details of available schemes such as free cycle training and Cycle to Work schemes. It will also emphasise the health and environmental benefits of using sustainable transport. The aim is to inform staff about their travel options from the outset.

Internet Page

6.2.3 A dedicated travel page will be developed as part of the Care Home website, potentially sitting under a 'Transport Links' or 'How to Get Here' section.

6.2.4 The webpage will be for the benefit of staff and visitors and would ensure that information on the TPS such as site location, cycle routes, community transport and public transport timetables can be viewed. Personal benefits such as cost savings and health benefits of more sustainable travel choices will also be promoted.

Notice board / Information Point

6.2.5 A notice board or leaflet information point will be provided in the entrance or reception area, which provides similar information to that on the internet page or in the welcome pack, where feasible. This is intended to benefit staff and residents / visitors with limited internet access.

6.3 Reducing the Need to Travel

6.3.1 The operator will, where feasible, reduce the need to travel through implementing working from home and videoconferencing, where possible. They will also be flexible with start and finish times to fit around public transport times, where possible. It is noted that due to the nature of the care home operation working from home and flexibility on shift times will be more limited than say a 'typical' residential use.

6.3.2 Online shopping and deliveries will be promoted to assist in minimising vehicle trips to and from the site, especially where such deliveries can be consolidated across multiple users.

6.4 Encouraging Walking

6.4.1 Online route planners (and apps) which enable users to get a walking route between two points and provide, for example information on journey time, calories burned, steps taken and carbon saving, will be advertised and promoted within the welcome pack (such as https://gb.mapometer.com/walking). Any relevant posters or information will be displayed on the noticeboards / leaflet information area.

6.4.2 Local and national travel awareness campaigns and events relating to walking will be promoted including walk to work week and national walking month (Livingstreets #walkthismay).

6.4.3 The operator will approach outdoor clothing shops seeking a discount for employees on the purchase of waterproof clothing to encourage walking in inclement weather conditions.

6.4.4 Promotional posters and leaflets highlighting the health and economic benefits of walking will be posted in the reception areas, as available. These can also be included within the welcome packs (where required).

6.4.5 The operator could consider providing a pool mobility scooter facility for residents who struggle with walking to enable them to reach some local services (whilst potentially being accompanied).

6.5 Encouraging Cycling

6.5.1 As part of the welcome pack, employees will be provided with information and advice on safe cycling routes to local services and facilities (and residential areas) as well as the benefits of cycling as a viable form of transport.

6.5.2 The development will provide safe, secure and accessible covered cycle parking at the site.

6.5.3 The Government's Cycle to Work initiative (i.e. Bike2Work) will be promoted. This is applicable to employees whose place of residence is located within a reasonable cycling distance to the site.

6.5.4 Many people would like to cycle to work or for pleasure but are put off by the traffic or because they feel out of practice. Cycle training is a great way of building confidence on a bike in a controlled environment. Cycle training and cycle maintenance advice is provided within the local area by a number of companies listed on the Bikeability website. Information on these services would be included within the welcome pack and provided on the noticeboard / leaflet information area to provide employees with more information on how to access this training if they should wish to do so.

6.5.5 The operator will contact local cycling shops seeking to agree discounts on cycling products for employees of the site.

6.5.6 A puncture repair kit and/or spare inner tubes will be provided within a staff area for use by employees. A puncture often becomes a barrier to people cycling to work as they do not repair the bike and it is often out of action for some length of time. It also means that if a tyre is punctured on the way into work (or visiting) then staff / visitors are still able to ride home. Staff will be informed of the location of the kit. A 'How to Fix a Puncture' flyer will be displayed on the noticeboard / information point area.

6.5.7 Local and national travel awareness campaigns and events relating to cycling will be promoted to employees, including Bike Week and Cycle to Work Day.

6.6 Encouraging Use of Public Transport

6.6.1 Information on public transport routes and timetables will be included in welcome packs including details of key public transport websites and route maps, including local stops. This will include the Traveline, Moovit and Google Maps travel planning websites. Bus and rail timetables are usually available from stations and will also be provided on the noticeboard / information area.

6.6.2 Real time information public transport mobile apps and websites will be promoted to employees, where these are available. This will assist with improving the user experience and reduce waiting times at stops, thereby encouraging bus use.

6.6.3 The operator will consider flexibility in working hours for employees using public transport where this might co-ordinate better with existing bus and rail service timetables. Albeit given the use on the site and need to be on site at specific hours, this may be limited.

6.6.4 The operator will consider offering staff interest free loans to purchase public transport season tickets.

6.7 Encouraging Car Sharing

6.7.1 Car sharing is an effective method of reducing vehicle generation and parking demand and will therefore be encouraged. The welcome pack will include information on car sharing, such as car sharing schemes in operation in the vicinity of the site such as www.liftshare.com.

6.7.2 Car sharing information and benefits will also be displayed on the noticeboard / leaflet information area.

6.7.3 The operator will also seek to informally encourage car sharing with staff, subject to GDPR restrictions. Coffee mornings can also be explored to encourage social connections between the staff. As such, staff may be inclined to car share with someone they feel closer to.

6.7.4 Should there be sufficient demand for car sharing amongst staff members, opportunities for a dedicated ‘car share’ bay/s will be explored. If feasible, this will provide a guaranteed car parking space within close proximity to the main entrance for those wishing to car share.

6.7.5 A guaranteed ride home policy will be established for those who have car shared and their car share partner is unexpectedly called away/delayed. To avoid possible abuse of this facility, it should be restricted to exceptional circumstances of genuine need.

7. SUMMARY AND CONCLUSIONS

7.1 Summary

7.1.1 Apex Transport Planning has been commissioned to produce a Transport Statement (TS) to accompany a planning application for a proposed care home scheme at Highfields, West Hill, East Grinstead.

7.1.2 This TS has been produced to inform the local highway authority, West Sussex County Council (WSCC), of the highways and transport implications of the proposals.

7.1.3 The proposals are to redevelop a site which currently contains a large residential dwelling for a new care home facility accommodating 85 residents. This comprises of a new main building which has care home facilities accommodating 78 residents and community facilities.

7.1.4 It also includes a detached building with 7 No. care units, also falling within Class C2. Whilst self-contained, they offer high levels of care intervention. Residents will have access to the same communal facilities as the care home residents (activities room, dining area, library, cinema, shop and salon, etc) with the same staff operating across both buildings. These units cater for clients seeking high levels of dementia and related care but who also want additional space and privacy. As such, the proposals will accommodate a total of 85 care facility residents.

7.1.5 The site will be accessed by vehicles from a new priority junction on West Hill, with cyclist and pedestrian access retained from the existing access on West Street.

7.1.6 The new access onto West Hill provides appropriate geometry and visibility to accommodate large vehicles and a fire tender (as needed) and is considered safe and suitable to accommodate the low level of vehicle movements which would be generated by the development proposals.

7.1.7 A previous outline application was submitted on the site for a care home facility for 85 residents. This was refused permission, but not on highways grounds and all highways matters were agreed with WSCC. As such, the proposals in terms of access, trip generation and impacts would remain the same as the previously agreed position for the outline application.

7.1.8 A total of 40 car parking spaces are proposed on the site which is considered appropriate given the nature of the site, shift patterns and comparable with parking provision at similar sites. This includes the provision of two disabled parking bays and electric vehicle charging provision.

7.1.9 The layout can accommodate service, delivery and emergency vehicles appropriately and these vehicles can enter and exit the site in forward gear.

7.1.10 The site is situated in location which has excellent sustainable transport links. The site benefits from being connected to existing walking infrastructure, as well as being close to cycling and public transport routes. It also benefits from access to community transport services.

7.1.11 Employees and visitors can walk (or cycle) to a number of facilities and services within appropriate distances, including East Grinstead town centre and can walk to the site from a number of residential areas. In addition, travelling to the site by public transport will be a realistic, attractive and feasible option for staff and visitors which will minimise the impact of the site on the highway network.

7.1.12 Road safety data has been analysed and there is no evidence of an existing highway safety issue within the vicinity of the site which would be exacerbated by the proposals.

7.1.13 The proposals are forecast to increase vehicle movements in the AM and PM network peak hours by up to 11 vehicle movements compared with the existing residential use. This is an average of just one vehicle movement every 5 minutes 27 seconds on the surrounding network.

7.1.14 This is a minimal level of traffic on the network and into and out of the site and would not have a severe impact on the network. This level of movements generated to and from the site has also been accepted by the highway authority for the previous outline application.

7.1.15 Travel Plan measures have also been proposed to further reduce the impact on the network.

7.2 Conclusions

7.2.1 The proposals offer a choice of travel options and represent sustainable development in line with the requirements of the NPPF.

7.2.2 The proposed development will not have a severe impact on the operation of the surrounding highway network or an unacceptable impact on road safety and is therefore in accordance with transport policies in the NPPF and Mid Sussex District Plan.

7.2.3 It is therefore considered that there are no reasons relating to transport or highways for objecting to the application.

Appendix A TRICS Outputs – Residential (Existing Site Use)

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff Licence No: 502501

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-25 DWELLS	
Actual Trip Rate Calculation Parameter Range	16-24 DWELLS	
Date Range	Minimum: 01/01/10	Maximum: 05/06/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday Friday	1 2
Main Location Types selected	Edge of Town Centre	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included Servicing vehicles Excluded	X - Selected 3 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000 25,001 to 50,000	2 1
Population <5 Mile ranges selected	5,001 to 25,000 250,001 to 500,000	1 2
Car Ownership <5 Mile ranges selected	0.6 to 1.0 1.1 to 1.5	1 2
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-502501-241127-1108

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 16 to 24 (units:)
Range Selected by User: 6 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 05/06/23

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

Selected survey days:

Monday	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	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	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3	3 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BP-03-A-01	Site area:	0.80 hect
Development Name:	SEMI-DETACHED	No of Dwellings:	24
Location:	BLACKPOOL	Housing density:	30
Postcode:	FY4 2DF	Total Bedrooms:	72
Main Location Type:	Edge of Town Centre	Survey Date:	14/06/13
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	40
Site(2):	PS-03-A-01	Site area:	1.12 hect
Development Name:	MIXED HOUSES	No of Dwellings:	16
Location:	WELSHPOOL	Housing density:	15
Postcode:	SY21 7DT	Total Bedrooms:	49
Main Location Type:	Edge of Town Centre	Survey Date:	11/05/15
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	26
Site(3):	ST-03-A-06	Site area:	0.37 hect
Development Name:	SEMI-DET. & TERRACED	No of Dwellings:	17
Location:	WOLVERHAMPTON	Housing density:	65
Postcode:	WV2 4NH	Total Bedrooms:	51
Main Location Type:	Edge of Town Centre	Survey Date:	09/05/14
Sub-Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.123	3	19	0.246	3	19	0.369
08:00 - 09:00	3	19	0.193	3	19	0.333	3	19	0.526
09:00 - 10:00	3	19	0.193	3	19	0.140	3	19	0.333
10:00 - 11:00	3	19	0.123	3	19	0.211	3	19	0.334
11:00 - 12:00	3	19	0.123	3	19	0.175	3	19	0.298
12:00 - 13:00	3	19	0.193	3	19	0.263	3	19	0.456
13:00 - 14:00	3	19	0.246	3	19	0.175	3	19	0.421
14:00 - 15:00	3	19	0.263	3	19	0.333	3	19	0.596
15:00 - 16:00	3	19	0.281	3	19	0.175	3	19	0.456
16:00 - 17:00	3	19	0.228	3	19	0.193	3	19	0.421
17:00 - 18:00	3	19	0.351	3	19	0.228	3	19	0.579
18:00 - 19:00	3	19	0.263	3	19	0.263	3	19	0.526
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.580			2.735			5.315

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

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

Parameter summary

Trip rate parameter range selected:	16 - 24 (units:)
Survey date date range:	01/01/10 - 05/06/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.000	3	19	0.018	3	19	0.018
08:00 - 09:00	3	19	0.000	3	19	0.000	3	19	0.000
09:00 - 10:00	3	19	0.018	3	19	0.000	3	19	0.018
10:00 - 11:00	3	19	0.018	3	19	0.035	3	19	0.053
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.018	3	19	0.018	3	19	0.036
13:00 - 14:00	3	19	0.018	3	19	0.000	3	19	0.018
14:00 - 15:00	3	19	0.018	3	19	0.018	3	19	0.036
15:00 - 16:00	3	19	0.000	3	19	0.018	3	19	0.018
16:00 - 17:00	3	19	0.000	3	19	0.018	3	19	0.018
17:00 - 18:00	3	19	0.035	3	19	0.018	3	19	0.053
18:00 - 19:00	3	19	0.018	3	19	0.035	3	19	0.053
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.143			0.178			0.321

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.018	3	19	0.018	3	19	0.036
08:00 - 09:00	3	19	0.053	3	19	0.053	3	19	0.106
09:00 - 10:00	3	19	0.018	3	19	0.000	3	19	0.018
10:00 - 11:00	3	19	0.000	3	19	0.018	3	19	0.018
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.000	3	19	0.000	3	19	0.000
13:00 - 14:00	3	19	0.018	3	19	0.018	3	19	0.036
14:00 - 15:00	3	19	0.000	3	19	0.000	3	19	0.000
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.000	3	19	0.000	3	19	0.000
17:00 - 18:00	3	19	0.018	3	19	0.018	3	19	0.036
18:00 - 19:00	3	19	0.000	3	19	0.000	3	19	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.125			0.250

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.000	3	19	0.000	3	19	0.000
08:00 - 09:00	3	19	0.018	3	19	0.035	3	19	0.053
09:00 - 10:00	3	19	0.000	3	19	0.000	3	19	0.000
10:00 - 11:00	3	19	0.000	3	19	0.000	3	19	0.000
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.018	3	19	0.000	3	19	0.018
13:00 - 14:00	3	19	0.000	3	19	0.000	3	19	0.000
14:00 - 15:00	3	19	0.000	3	19	0.000	3	19	0.000
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.000	3	19	0.018	3	19	0.018
17:00 - 18:00	3	19	0.053	3	19	0.018	3	19	0.071
18:00 - 19:00	3	19	0.018	3	19	0.018	3	19	0.036
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.107			0.089			0.196

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.088	3	19	0.175	3	19	0.263
08:00 - 09:00	3	19	0.070	3	19	0.246	3	19	0.316
09:00 - 10:00	3	19	0.088	3	19	0.088	3	19	0.176
10:00 - 11:00	3	19	0.088	3	19	0.123	3	19	0.211
11:00 - 12:00	3	19	0.123	3	19	0.140	3	19	0.263
12:00 - 13:00	3	19	0.175	3	19	0.228	3	19	0.403
13:00 - 14:00	3	19	0.193	3	19	0.158	3	19	0.351
14:00 - 15:00	3	19	0.193	3	19	0.263	3	19	0.456
15:00 - 16:00	3	19	0.246	3	19	0.123	3	19	0.369
16:00 - 17:00	3	19	0.211	3	19	0.175	3	19	0.386
17:00 - 18:00	3	19	0.281	3	19	0.175	3	19	0.456
18:00 - 19:00	3	19	0.193	3	19	0.193	3	19	0.386
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.949			2.087			4.036

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.018	3	19	0.035	3	19	0.053
08:00 - 09:00	3	19	0.070	3	19	0.035	3	19	0.105
09:00 - 10:00	3	19	0.070	3	19	0.053	3	19	0.123
10:00 - 11:00	3	19	0.018	3	19	0.035	3	19	0.053
11:00 - 12:00	3	19	0.000	3	19	0.035	3	19	0.035
12:00 - 13:00	3	19	0.000	3	19	0.018	3	19	0.018
13:00 - 14:00	3	19	0.018	3	19	0.000	3	19	0.018
14:00 - 15:00	3	19	0.053	3	19	0.053	3	19	0.106
15:00 - 16:00	3	19	0.035	3	19	0.035	3	19	0.070
16:00 - 17:00	3	19	0.018	3	19	0.000	3	19	0.018
17:00 - 18:00	3	19	0.018	3	19	0.018	3	19	0.036
18:00 - 19:00	3	19	0.053	3	19	0.035	3	19	0.088
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.371			0.352			0.723

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

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

Appendix B Site Layout Plan

East Grinstead

Igloo Care Ltd.

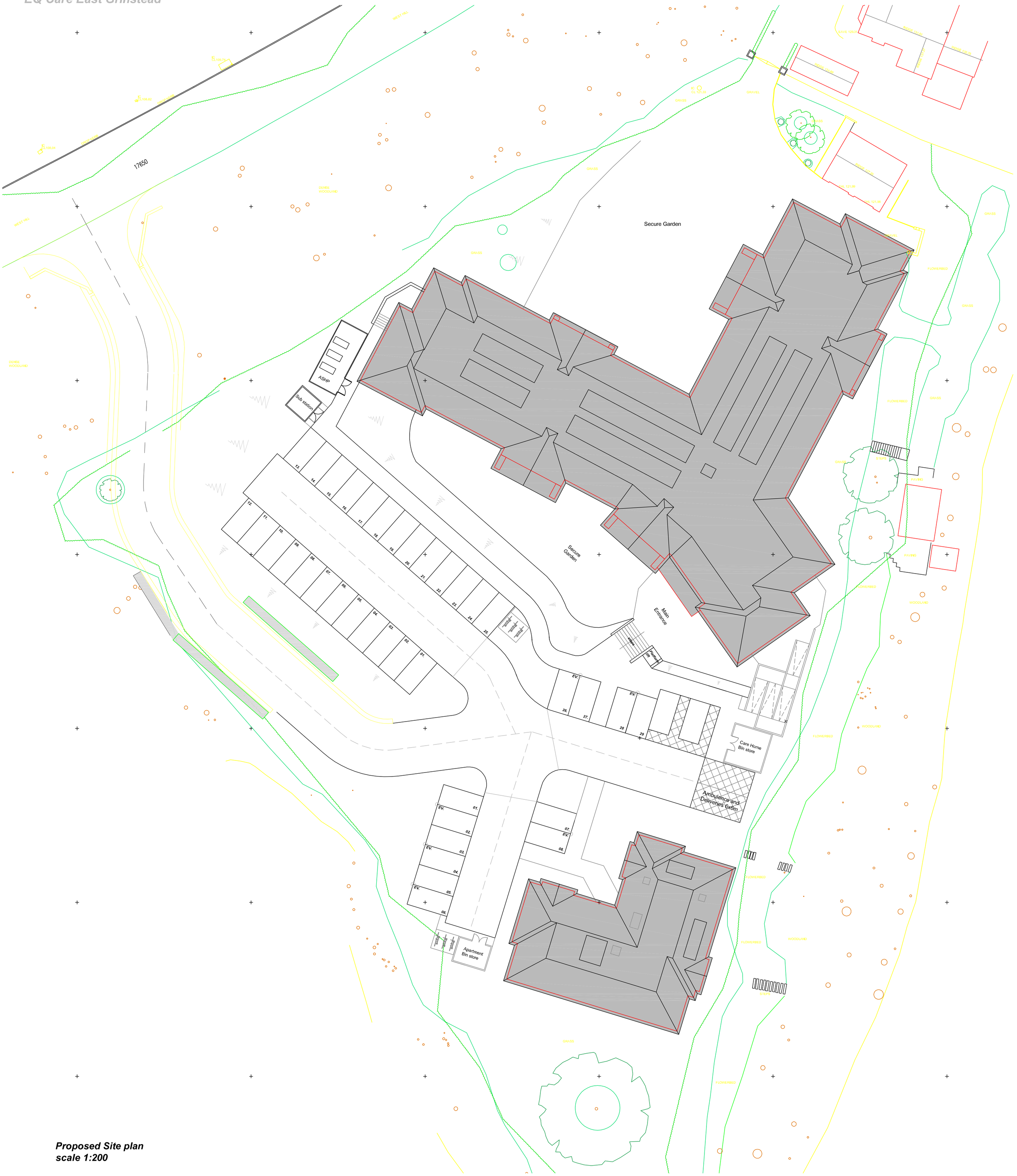
EQ Care East Grinstead

N

Sheet Size	
A1	

5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

(Scale Bar - 1 to 1mm)



Proposed Site plan
scale 1:200

Revision :	Date :	Description :	By :
H	04.12.24	Cycle provision moved	ST
G	28.11.24	Roof plan shown and car parking updated	ST
F	25.11.24	Care Home floor plan updated	ST
E	20.11.24	External services added	ST
D	19.11.24	Apartment block size revised	ST
C	11.11.24	Site plan revised.	ST
B	26.09.24	Site plan revised.	RP
A	30.07.24	Site plan revised.	RP

Client :
Igloo Care Ltd. &
EQ Care East Grinstead

Project :
Proposed Care Home Development at West Hill, East Grinstead RH19 4DL

Drawing :
Proposed Site Plan

Date :
25.07.24

Drawn By :
RP

Drawing No :
AP24022- D01

Revision :
H

Scale :
1.200

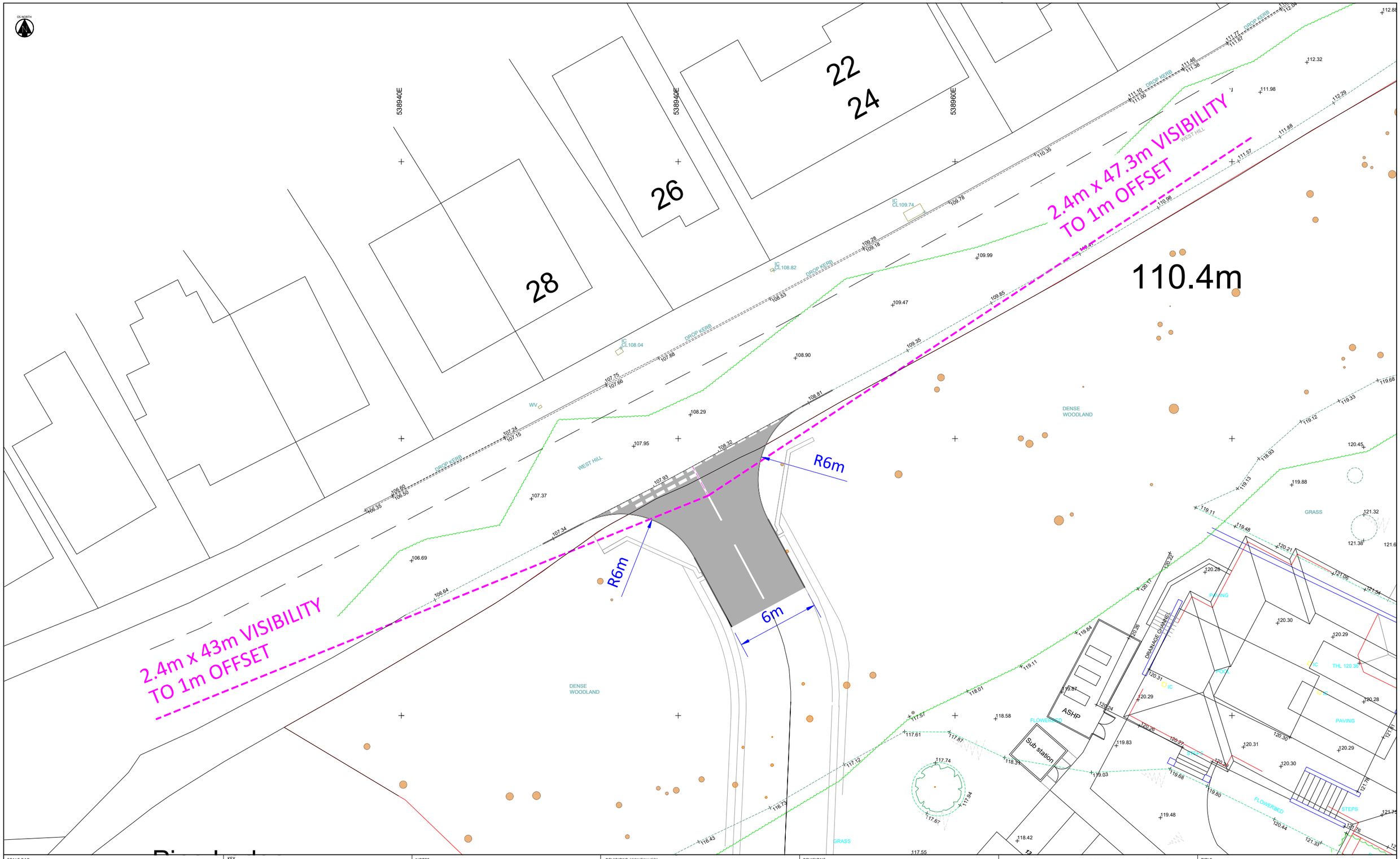
AP ARCHITECTURE LIMITED
Chartered Architect &
Chartered Architectural Technologists

Commercial | Residential | Retail | Healthcare | Offices

E-Innovation Centre, Priorslee, Telford, Shropshire. TF2 9FT
www.ap-architecture.co.uk mail@ap-architecture.co.uk

Tel : 01952 288 290 Birmingham - 0121 369 0290
Fax : 01952 288 291 Wolverhampton - 01902 518 290

Appendix C General Arrangement of Site Access



SCALE BAR

0m 5m 10m

SCALE BAR (1:250)

KEY

NOTES

1. General Arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction
2. The content of this drawing is subject to detailed design considerations as part of a S278 technical approval and this would fully consider levels, retaining walls, drainage, utilities and ground conditions
3. Drawing is based on topographical survey data supplemented with OS mapping data. Ordnance Survey, (c) Crown Copyright 2024. All rights reserved. Licence number 100022432
4. Extent of adopted highway boundary to be confirmed.
5. Please do not scale from this drawing

REVISIONS *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	App
P02	04/12/24	Second Issue	SD	DC
P01	25/11/24	First Issue	SD	DC

Apex TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
t: 02920 619 361
e: cardiff@apextp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU
t: 0117 427 0414
e: bristol@apextp.co.uk

CLIENT
IGLOO CARE LTD (DEVELOPER) AND EQ CARE EAST GRINSTEAD (OPERATOR)

PROJECT
WEST HILL, EAST GRINSTEAD

TITLE
GENERAL ARRANGEMENT OF PRIORITY JUNCTION SITE ACCESS AND VISIBILITY SPLAYS

PROJECT NO.
C24-195

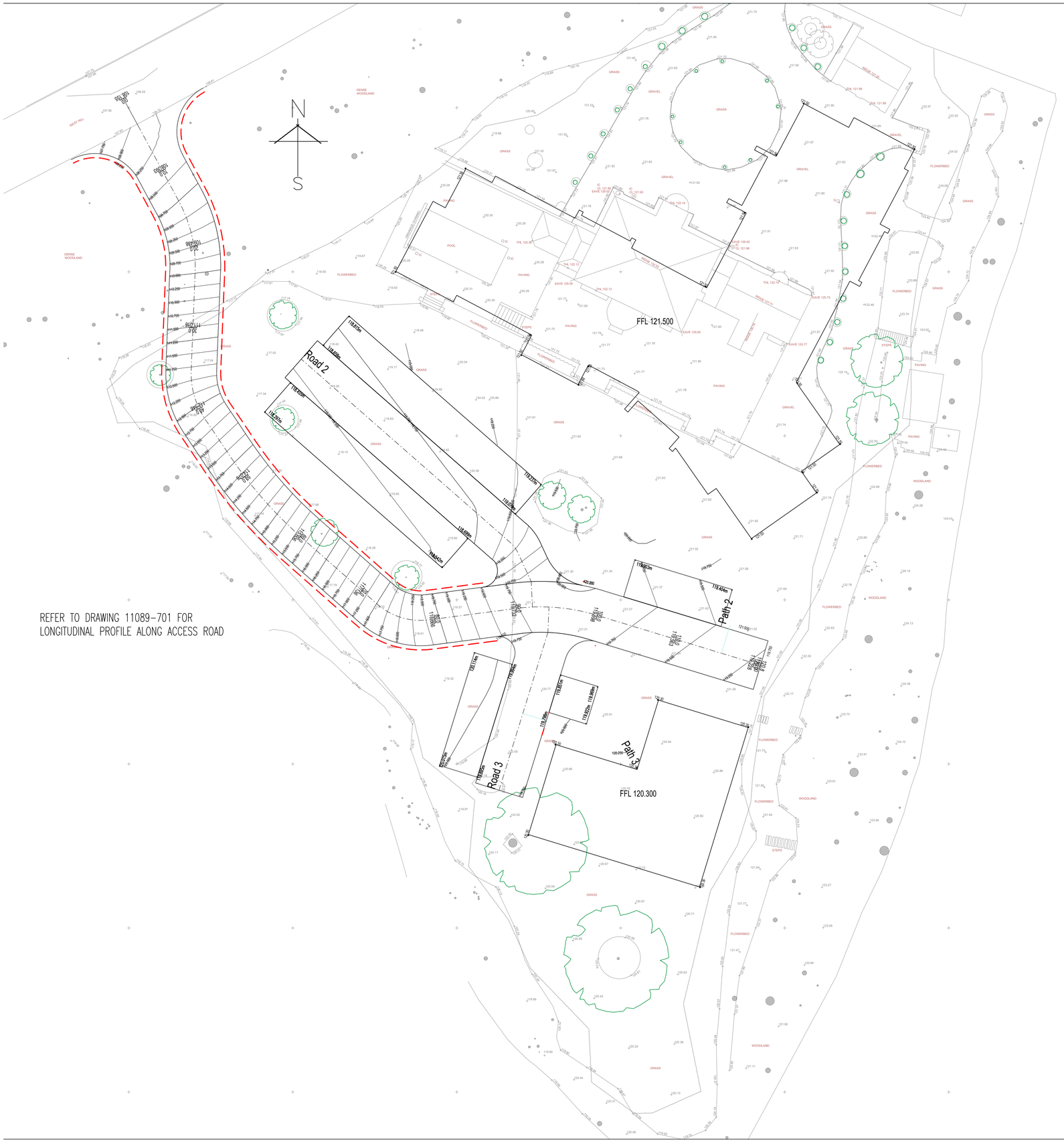
SCALE @ A3
1:250

STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO.
C24195-ATP-DR-TP-001

Appendix D Cross-section of Site Access Road



NOTES

1. DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS ONLY, IF IN DOUBT ASK.

2. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.

3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS AND ARCHITECTS DRAWINGS AND SPECIFICATIONS.

–	–	–
–		
REVISION		DRAWN
DATE		CHECKED

Client:
IGLOO CARE LTD &
EQ CARE EAST GRINSTEAD

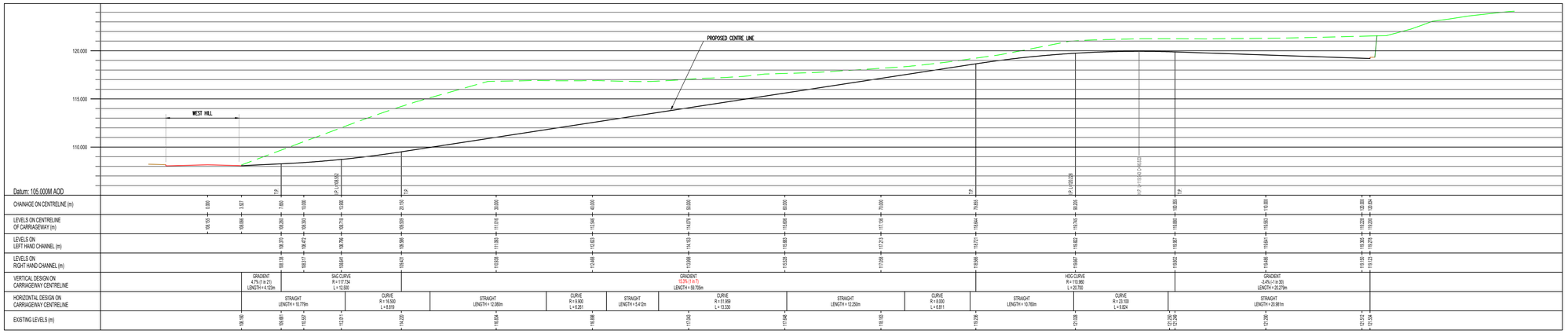
Project Title:
EAST GRINSTEAD:PROPOSED CARE HOME AND ADDITIONAL CARE UNITS HIGHFIELDS WEST HILL

Drawing Title:
PROPOSED ACCESS ROAD ALIGNMENT

Drawn By: RN	Scales: 1:250@A1	
Date: DEC 2024	Drawing Number: 11089-700	Rev:
Checked By: ANR		
Date: DEC 2024		
Drawing Status:		

NJP Consulting Engineers Limited
20 St Andrews Crescent
Cardiff CF10 3DD

Tel: 029 2072 9500
Email: info@njpuk.com
Web: www.njpuk.com



ACCESS ROAD LONGITUDINAL PROFILE

SCALE 1:250

REFER TO DRAWING 11089-700 FOR ACCESS ROAD PLAN

NOTES

1. DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS ONLY, IF IN DOUBT ASK.

2. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE.

3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS AND ARCHITECTS DRAWINGS AND SPECIFICATIONS.

-	-	-
-		
REVISION		DRAWN
DATE		CHECKED

Client:
IGLOO CARE LTD &
EQ CARE EAST GRINSTEAD

Project Title:
EAST GRINSTEAD:PROPOSED CARE HOME AND ADDITIONAL CARE UNITS HIGHFIELDS WEST HILL

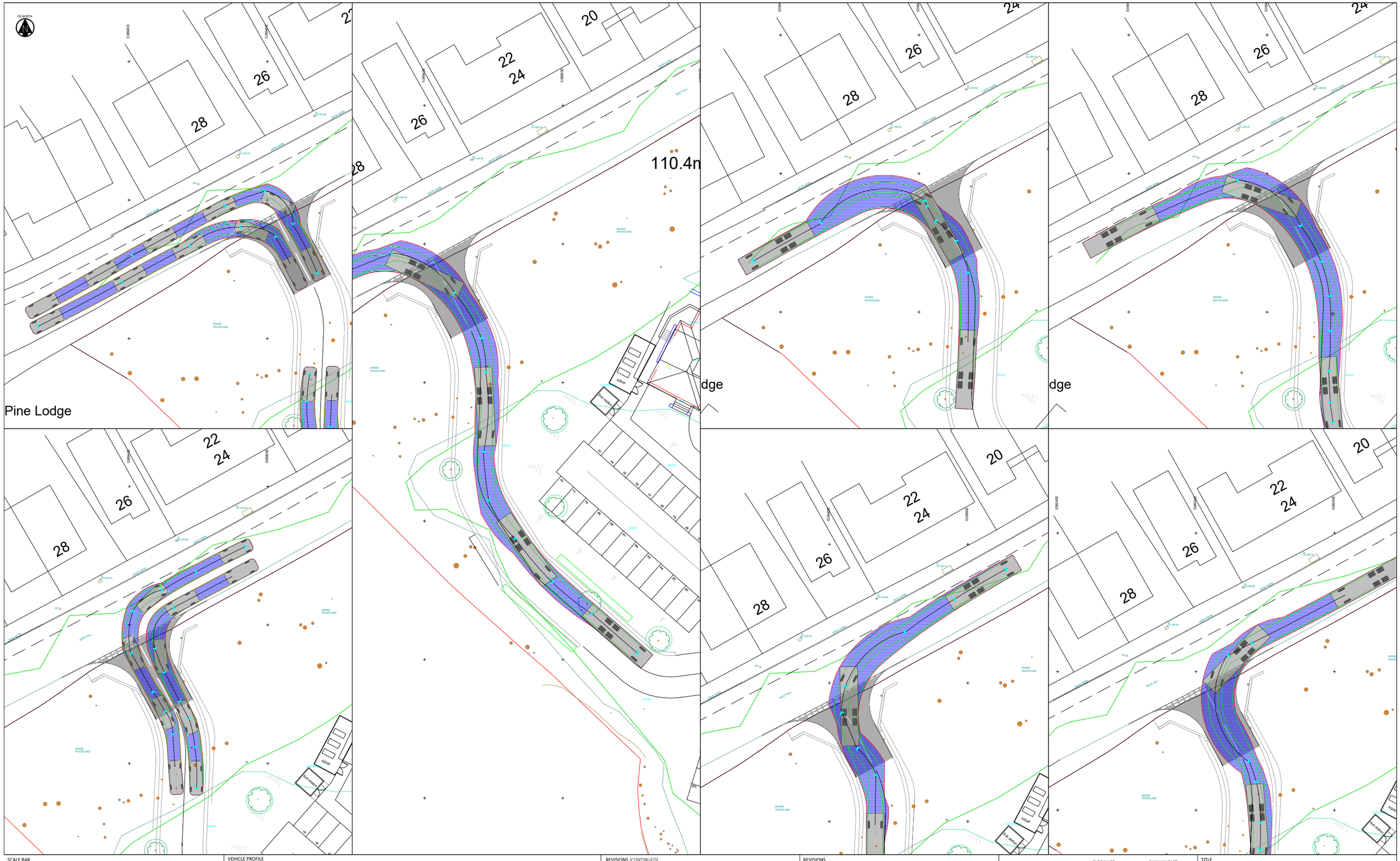
Drawing Title:
PROPOSED ACCESS ROAD LONGITUDINAL PROFILE

Drawn By: RN
Date: DEC 2024
Checked By: ANR
Date: DEC 2024
Scales: 1:2500A1
Drawing Number: 11089-701
Rev:
Drawing Status:

NJP Consulting Engineers Limited
20 St Andrews Crescent
Cardiff CF10 3DD

Tel: 029 2072 9500
Email: info@njpuk.com
Web: www.njpuk.com

Appendix E Swept Path Analysis

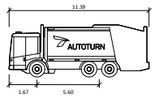


SCALE BAR

0m 10m 20m

SCALE BAR (1:500)

VEHICLE PROFILE

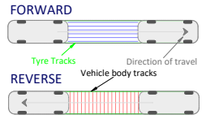


Large Refuse Vehicle

	metres
Width	: 2.53
Track	: 2.15
Lock to Lock Time	: 4.0
Steering Angle	: 30.2

2010 BMW 5-Series

	metres
Width	: 1.86
Track	: 1.85
Lock to Lock Time	: 6.0
Steering Angle	: 36.9



REVISIONS *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	App
P01	04/12/24	First Issue.	DC	DC

Apex TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
t: 02920 619 361
e: cardiff@apextp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU
t: 0117 427 0414
e: bristol@apextp.co.uk

CLIENT
IGLOO CARE LTD (DEVELOPER) AND EQ CARE EAST GRINSTEAD (OPERATOR)

PROJECT
WEST HILL, EAST GRINSTEAD

TITLE
SWEPT PATH ANALYSIS AT SITE ACCESS

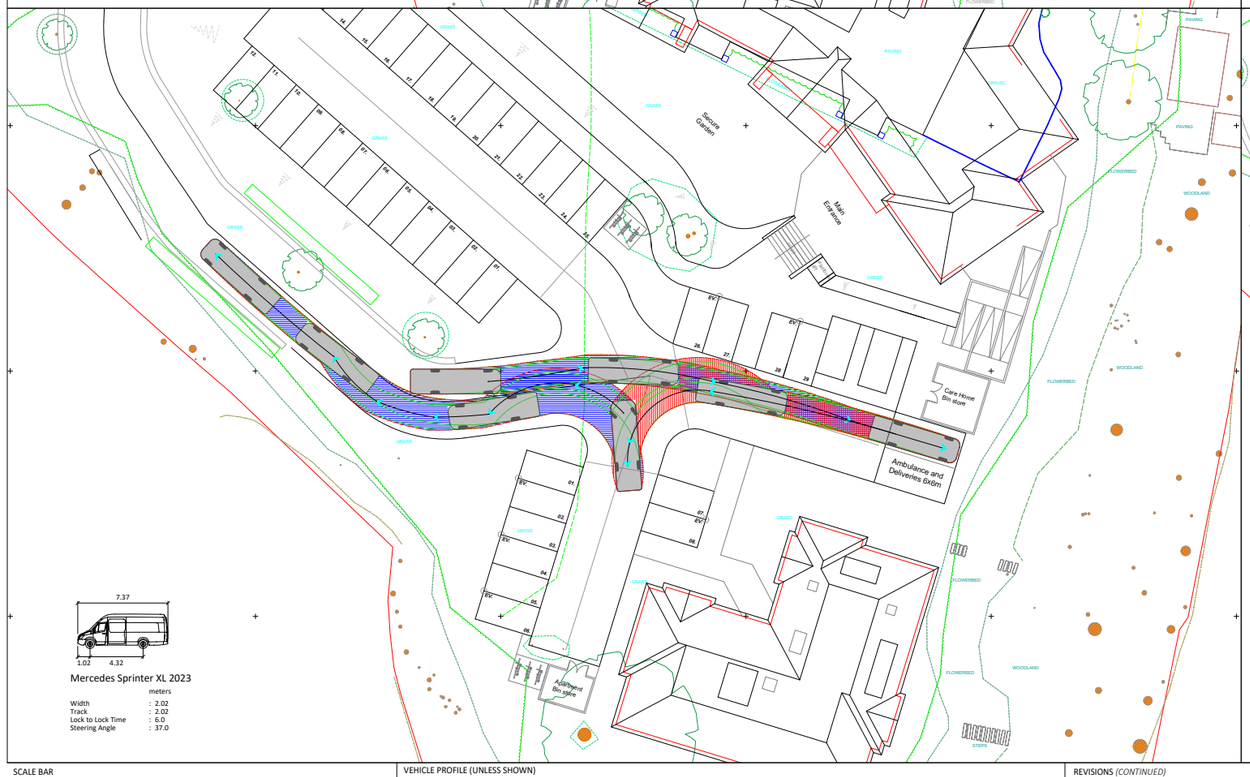
PROJECT NO.
C24-195

SCALE @ A3
1:500

STATUS DESCRIPTION
INFORMATION

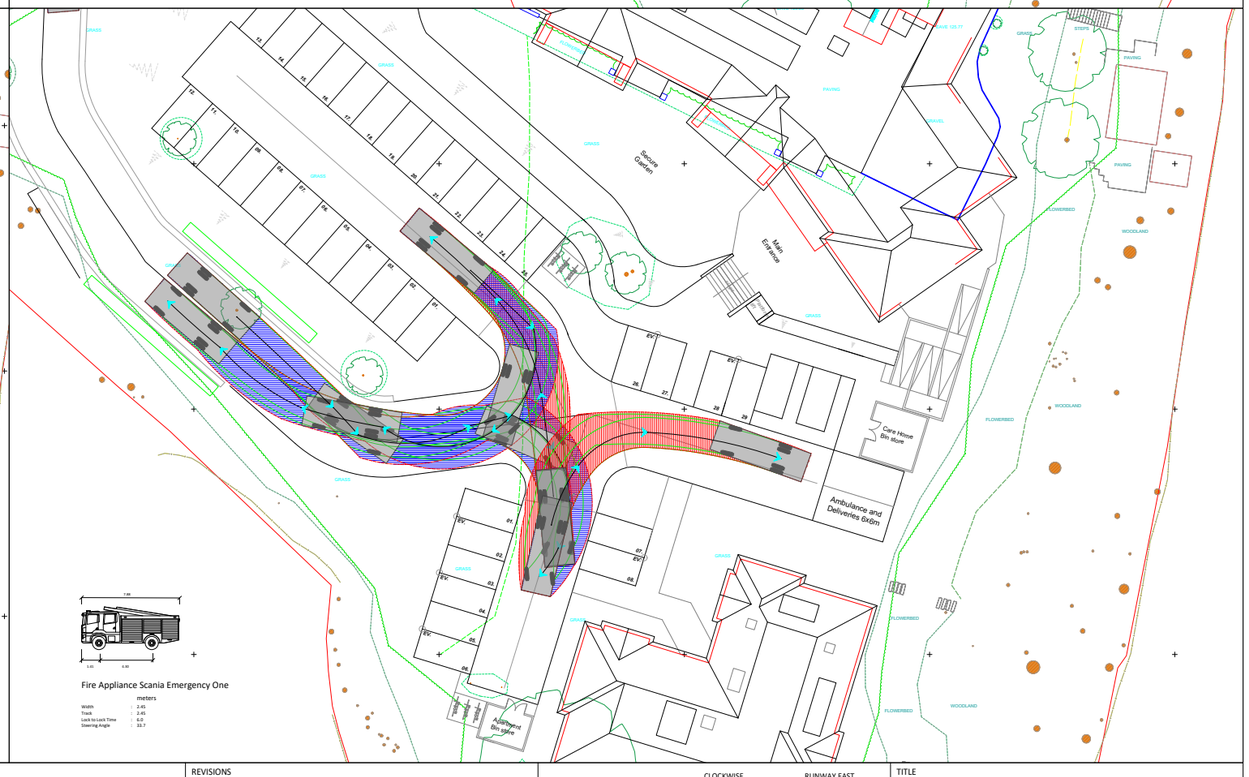
STATUS
S2

DRAWING NO.
C24195-ATP-DR-TP-002



Mercedes Sprinter XL 2023

	meters
Width	: 2.02
Track	: 2.02
Lock to Lock Time	: 6.0
Steering Angle	: 37.0



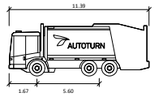
Fire Appliance Scania Emergency One

	meters
Width	: 2.45
Track	: 2.45
Lock to Lock Time	: 6.0
Steering Angle	: 31.7

SCALE BAR

SCALE BAR (1:500)

VEHICLE PROFILE (UNLESS SHOWN)

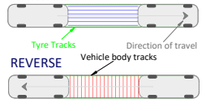


Large Refuse Vehicle

	metres
Width	: 2.53
Track	: 2.15
Lock to Lock Time	: 4.0
Steering Angle	: 30.2

2010 BMW 5-Series

	metres
Width	: 1.86
Track	: 1.85
Lock to Lock Time	: 6.0
Steering Angle	: 36.9



REVISIONS *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	App
P01	04/12/24	First issue.	DC	DC

Apex TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
t: 02920 619 361
e: cardiff@apextp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU
t: 0117 427 0414
e: bristol@apextp.co.uk

CLIENT
IGLOO CARE LTD (DEVELOPER) AND EQ CARE EAST GRINSTEAD (OPERATOR)

PROJECT
WEST HILL, EAST GRINSTEAD

TITLE
SWEPT PATH ANALYSIS OF SITE LAYOUT

PROJECT NO.
C24-195

SCALE @ A3
1:500

STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO.
C24195-ATP-DR-TP-003

Appendix F TRICS Outputs – Care Homes (Proposed Site Use)

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff Licence No: 502501

Filtering Summary

Land Use	05/F	HEALTH/CARE HOME (ELDERLY RESIDENTIAL)
Selected Trip Rate Calculation Parameter Range	30-100 RESIDE	
Actual Trip Rate Calculation Parameter Range	30-70 RESIDE	
Date Range	Minimum: 01/01/00	Maximum: 02/05/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	3
	Tuesday	4
	Wednesday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	6
	Edge of Town	3
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	5,001 to 10,000	2
	10,001 to 15,000	2
	20,001 to 25,000	1
	25,001 to 50,000	3
Population <5 Mile ranges selected	5,001 to 25,000	2
	25,001 to 50,000	1
	125,001 to 250,000	2
	250,001 to 500,000	4
Car Ownership <5 Mile ranges selected	1.1 to 1.5	8
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	9

Calculation Reference: AUDIT-502501-220822-0843

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	HC	HAMPSHIRE	1 days
	WG	WOKINGHAM	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	3 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 30 to 70 (units:)
Range Selected by User: 30 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 02/05/19

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

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	2 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
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	7
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C2	9 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
20,001 to 25,000	1 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:

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

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

Car ownership within 5 miles:

1.1 to 1.5	8 days
1.6 to 2.0	1 days

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

Travel Plan:

No	9 days

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

PTAL Rating:

No PTAL Present	9 days

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

LIST OF SITES relevant to selection parameters

1 BD-05-F-01 NURSING HOME BEDFORDSHIRE
BRANDRETH AVENUE
DUNSTABLE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of residents: 60
Survey date: MONDAY *05/07/04* *Survey Type: MANUAL*

2 DC-05-F-02 NURSING HOME DORSET
WHARNCLIFFE ROAD
BOURNEMOUTH
BOSCOMBE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 43
Survey date: WEDNESDAY *16/07/08* *Survey Type: MANUAL*

3 DS-05-F-01 NURSING HOME DERBYSHIRE
29 VILLAGE STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 70
Survey date: TUESDAY *21/10/14* *Survey Type: MANUAL*

4 GM-05-F-03 NURSING HOME GREATER MANCHESTER
HALIFAX ROAD
ROCHDALE

Edge of Town
Residential Zone
Total Number of residents: 30
Survey date: WEDNESDAY *29/05/13* *Survey Type: MANUAL*

5 HC-05-F-01 CARE HOME HAMPSHIRE
BOTLEY ROAD
SOUTHAMPTON

Edge of Town
No Sub Category
Total Number of residents: 42
Survey date: TUESDAY *24/11/15* *Survey Type: MANUAL*

6 NY-05-F-01 NURSING HOME NORTH YORKSHIRE
HARROGATE ROAD
RIPON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 38
Survey date: MONDAY *22/09/08* *Survey Type: MANUAL*

7 NY-05-F-03 NURSING HOME NORTH YORKSHIRE
LEEDS ROAD
TADCASTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 33
Survey date: TUESDAY *19/04/05* *Survey Type: MANUAL*

8 NY-05-F-05 NURSING HOME NORTH YORKSHIRE
SEAGRIM CRESCENT
RICHMOND

Edge of Town
Residential Zone
Total Number of residents: 37
Survey date: MONDAY *04/03/19* *Survey Type: MANUAL*

9 WG-05-F-01 NURSING HOME WOKINGHAM
BARKHAM ROAD
WOKINGHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 58
Survey date: TUESDAY *20/11/12* *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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	46	0.117	9	46	0.056	9	46	0.173
08:00 - 09:00	9	46	0.073	9	46	0.056	9	46	0.129
09:00 - 10:00	9	46	0.078	9	46	0.041	9	46	0.119
10:00 - 11:00	9	46	0.085	9	46	0.049	9	46	0.134
11:00 - 12:00	9	46	0.078	9	46	0.102	9	46	0.180
12:00 - 13:00	9	46	0.088	9	46	0.092	9	46	0.180
13:00 - 14:00	9	46	0.114	9	46	0.085	9	46	0.199
14:00 - 15:00	9	46	0.090	9	46	0.134	9	46	0.224
15:00 - 16:00	9	46	0.090	9	46	0.139	9	46	0.229
16:00 - 17:00	9	46	0.078	9	46	0.122	9	46	0.200
17:00 - 18:00	9	46	0.049	9	46	0.073	9	46	0.122
18:00 - 19:00	9	46	0.032	9	46	0.024	9	46	0.056
19:00 - 20:00	7	45	0.050	7	45	0.050	7	45	0.100
20:00 - 21:00	6	46	0.055	6	46	0.069	6	46	0.124
21:00 - 22:00	1	38	0.026	1	38	0.026	1	38	0.052
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.103			1.118			2.221

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.*

Parameter summary

Trip rate parameter range selected:	30 - 70 (units:)
Survey date date range:	01/01/00 - 02/05/19
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	46	0.002	9	46	0.000	9	46	0.002
08:00 - 09:00	9	46	0.000	9	46	0.002	9	46	0.002
09:00 - 10:00	9	46	0.002	9	46	0.002	9	46	0.004
10:00 - 11:00	9	46	0.005	9	46	0.002	9	46	0.007
11:00 - 12:00	9	46	0.012	9	46	0.015	9	46	0.027
12:00 - 13:00	9	46	0.002	9	46	0.002	9	46	0.004
13:00 - 14:00	9	46	0.002	9	46	0.002	9	46	0.004
14:00 - 15:00	9	46	0.000	9	46	0.000	9	46	0.000
15:00 - 16:00	9	46	0.002	9	46	0.002	9	46	0.004
16:00 - 17:00	9	46	0.002	9	46	0.002	9	46	0.004
17:00 - 18:00	9	46	0.000	9	46	0.000	9	46	0.000
18:00 - 19:00	9	46	0.000	9	46	0.000	9	46	0.000
19:00 - 20:00	7	45	0.000	7	45	0.000	7	45	0.000
20:00 - 21:00	6	46	0.000	6	46	0.000	6	46	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.029			0.058

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	46	0.002	9	46	0.002	9	46	0.004
08:00 - 09:00	9	46	0.002	9	46	0.002	9	46	0.004
09:00 - 10:00	9	46	0.000	9	46	0.000	9	46	0.000
10:00 - 11:00	9	46	0.002	9	46	0.002	9	46	0.004
11:00 - 12:00	9	46	0.000	9	46	0.000	9	46	0.000
12:00 - 13:00	9	46	0.002	9	46	0.000	9	46	0.002
13:00 - 14:00	9	46	0.000	9	46	0.002	9	46	0.002
14:00 - 15:00	9	46	0.000	9	46	0.000	9	46	0.000
15:00 - 16:00	9	46	0.005	9	46	0.005	9	46	0.010
16:00 - 17:00	9	46	0.002	9	46	0.002	9	46	0.004
17:00 - 18:00	9	46	0.000	9	46	0.000	9	46	0.000
18:00 - 19:00	9	46	0.000	9	46	0.000	9	46	0.000
19:00 - 20:00	7	45	0.000	7	45	0.000	7	45	0.000
20:00 - 21:00	6	46	0.000	6	46	0.000	6	46	0.000
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	46	0.002	9	46	0.002	9	46	0.004
08:00 - 09:00	9	46	0.005	9	46	0.002	9	46	0.007
09:00 - 10:00	9	46	0.005	9	46	0.002	9	46	0.007
10:00 - 11:00	9	46	0.000	9	46	0.000	9	46	0.000
11:00 - 12:00	9	46	0.000	9	46	0.000	9	46	0.000
12:00 - 13:00	9	46	0.000	9	46	0.000	9	46	0.000
13:00 - 14:00	9	46	0.000	9	46	0.000	9	46	0.000
14:00 - 15:00	9	46	0.002	9	46	0.005	9	46	0.007
15:00 - 16:00	9	46	0.015	9	46	0.010	9	46	0.025
16:00 - 17:00	9	46	0.000	9	46	0.005	9	46	0.005
17:00 - 18:00	9	46	0.010	9	46	0.012	9	46	0.022
18:00 - 19:00	9	46	0.000	9	46	0.000	9	46	0.000
19:00 - 20:00	7	45	0.000	7	45	0.000	7	45	0.000
20:00 - 21:00	6	46	0.004	6	46	0.000	6	46	0.004
21:00 - 22:00	1	38	0.000	1	38	0.000	1	38	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.038			0.081

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

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