



HORNCastle CARE CENTRE

Replacement Care Facilities Transport Statement

Project Number: 2504-01

Report Number: 2504-01/TS/01

Date: April 2025

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CONTENTS	PAGE
1 INTRODUCTION	1
2 EXISTING SITUATION	2
Site Location and Description	
Pedestrian infrastructure	
Cycle infrastructure	
Public Transport	
3 DEVELOPMENT PROPOSAL	4
Proposed Development	
Car Parking	
Mobility Parking	
Cycle Parking	
Access	
Servicing	
4 VEHICULAR TRIP IMPACT	9
Introduction	
Vehicular Trip generation comparison	
5 SUMMARY & CONCLUSION	11
Summary	
Conclusion	

TABLES

Table 1 Accommodation Schedule

Table 2 Car Park Accumulation 80 bed care facility plus 10 bed Acute Brain Injury unit

Table 3 TRICS derived peak hour and daily trip rates: Care Home

1 INTRODUCTION

- 1.1 Transport Planning & Highways Ltd has been commissioned by SHC Clemsfold Group Ltd to provide transport planning and highway engineering advice with regard to proposed upgraded care facilities situated at Horncastle Plawhatch Lane, Sharpthorne, East Grinstead, West Sussex.
- 1.2 The development proposes the demolition of the existing care facility, replacing this with a new care home comprising 80 bedrooms, car parking spaces and cycle parking. The site will also incorporate an existing 10-bedroom Acute Brain Injury unit with parking, plus 8 residential units for staff.
- 1.3 The development will provide 44 car parking spaces including 4 disabled bays, 9 Electric Vehicle (EV) bays, an ambulance bay, plus sufficient cycle parking.
- 1.4 The site is accessed directly off Plawhatch Lane. The existing access will be retained.
- 1.5 The TS supports the planning application and demonstrates that the site is located such that trips will be made via sustainable modes of travel, suitable access can be provided, and any additional net vehicular trips can be accommodated on the local highway network.
- 1.6 The TS is prepared in line with the advice set out in Department of Transport 'Guidance on Transport Assessments 2007'. Appendix B of this document suggests thresholds below which a formal assessment may not be needed, and above which the preparation of a TS or a TA would be appropriate. These are based upon scenarios which would typically generate an additional 30 two-way peak hour vehicle trips.
- 1.7 The structure of the TS is as follows

Chapter 2: Existing Situation

Chapter 3: Development Proposal

Chapter 4: Vehicular Trip Impact

Chapter 5: Summary and Conclusion

2 EXISTING SITUATION

Site Location and Description

- 2.1 The site is set on an irregular parcel of land with the entire site being set over 13.86 acres, encompassing existing care facilities and a wooded area to the north and west.
- 2.2 The site is located directly off Plawhatch Lane being approximately 10km northeast of the nearest major conurbation at Haywards Heath and a similar distance east of Crawley.
- 2.3 The location of the site is shown within **Appendix A**.

Pedestrian infrastructure

- 2.4 The site is set in a primarily rural location although there is a farm and coffee shop opposite the site together with a several private residential properties.
- 2.5 Due to its location no footways are provided within immediate vicinity of the site.
- 2.6 There does not appear to be any speed restriction signs on Plawhatch Lane and therefore we assume this is derestricted (60mph).
- 2.7 Due to its location, lack of footways and existing speed limit it is not anticipated that walking to the site is feasible.

Cycle infrastructure

- 2.8 The nearest National Cycle Network Route 21 runs in an east west alignment north of the site near Brambletye. Route 21 is located approximately 4.5km from the site.
- 2.9 Due to the location of the site, being approximately 10km from the nearest major conurbations, it is not anticipated that cycling to the site is feasible.

Public Transport

- 2.10 The Institute of Highways and Transportation (IHT) publication 'Planning for Public Transport in Developments' recommend that new developments be located within 400m of operational bus stops.
- 2.11 There does not appear to be any bus stops within 3km of the site and therefore travel via this mode is not possible.

Rail Facilities

- 2.12 Crawley railway station is located approximately 13km from the site and therefore travel via this mode would only be feasible via linking with car sharing or taxi.

3 DEVELOPMENT PROPOSAL

Proposed Development

- 3.1 The application proposes the construction of a new 80 bed care home together with an 10-unit Acute Brian Injury facility.
- 3.2 The proposed care home replaces similar care facilities comprising accommodation for 43 residents plus an existing Acute Brain Injury facility that can accommodate 20 residents.
- 3.3 The care home will be constructed over 2 storeys, plus roof space, set within the southern sector of the site. Resident's gardens are situated to the south of the building with car parking to the north providing 44 vehicular spaces including 4 disabled bays plus a drop off bay, together with cycle parking.
- 3.4 The Acute Brian Injury facility is located to the north in an existing building which will be renovated to accommodate the revised use.
- 3.5 A loading bay is also provided for use with both units.
- 3.6 The proposed masterplan is provided as **Appendix B**.
- 3.7 A schedule of accommodation is summarised in **Table 1**.

Table 1 Accommodation Schedule

Level	Accommodation	Internal Floor Area
Ground Floor	40 bedrooms and ancillary	2055m ²
First Floor	40 bedrooms and ancillary	2045m ²
Second Floor	Service Wing	410m ²

Total	80 bedrooms	4510m2
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3.8 It is anticipated that when fully occupied the facility could employ up to 60 members of staff split between full and part time roles. 15 to 30 members of staff will be employed on a full time basis working over 30 hours per week. The remainder of staff will work part time; between 10 and 30 hours per week.

3.9 Generally, care staff will work the following shift patterns:

- 07:00 to 14:30
- 14:00 to 21:30
- 21:00 to 07:30

3.10 Domestic staff generally work 07:30 to 12:30 whilst kitchen staff operate a two-shift system 07:30 to 12:30 and 16:00 to 20:00. As would be expected the busiest period is during the day with up to 30 staff being present on site at any one time. Overnight it is expected that up to 8 staff will be on duty.

3.11 Staff will benefit from a changing room as well as their own shower/changing facilities, thus encouraging staff to commute by foot and cycle.

Car Parking

3.12 To determine the number of car parking spaces that should be provided within the development site, reference is made to West Sussex County Council Guidance on Parking at New Developments (September 2020) within which the following applies to Care Homes (Table 3):

C2 Residential Care Homes: Site-specific assessment based on travel plan and specific operational needs.

3.13 Based on our extensive previous experience in providing transport advice for care homes all over the UK, we consider that the provision of 44 spaces is sufficient to accommodate projected demand.

3.14 To understand the projected demand for parking it is considered appropriate to undertake an assessment of parking requirements based on a simple car

park accumulation assessment. This is based on the arrival and departure profile of vehicles derived from data contained within the TRICS database.

- 3.15 TRICS (Trip Rate Information Computer System) is a database of trip rates for developments used in the United Kingdom for transport planning purposes, specifically to quantify the trip generation of new developments.
- 3.16 As both facilities are similar in nature it is appropriate to consider both together in these calculations
- 3.17 **Table 2** provides predicted car parking accumulation with the assumption that 15 vehicles are parked on site overnight (8 vehicles associated with residential staff and 7 with other staff.

Table 2 Car Park Accumulation 80 bed care facility plus 10 bed Acute Brain Injury unit

Time Period	Arr	Dep	Accumulation
Assumed Parked Vehicles			15
07:00-08:00	11	6	20
08:00-09:00	7	6	21
09:00-10:00	9	5	25
10:00-11:00	10	7	29
11:00-12:00	10	10	29
12:00-13:00	7	10	26
13:00-14:00	10	8	28
14:00-15:00	11	12	26
15:00-16:00	11	15	22
16:00-17:00	6	9	19
17:00-18:00	5	8	16
18:00-19:00	5	5	16
19:00-20:00	5	7	13
20:00-21:00	3	3	13

- 3.18 As can be seen from the above, based on arrivals and departures from the TRICS database it is predicted that the maximum number of spaces that will be required on a typical day is 29, between 10:00 and 12:00.
- 3.19 The provision of 44 spaces will therefore be sufficient to accommodate demand as well as providing spare provision for busier periods such as Christmas and other holiday periods.

Electric Vehicle (EV) Parking

3.1 The parking standards state:

'Active' charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future.

As 9 EV spaces are provided; this accommodates parking standard requirements

Mobility Parking

3.2 With respect to the care home the parking standards state:

'Disabled persons parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on the site. For sites with no or low parking provision due to site constraints, justification of exclusion of disabled person parking places should be clearly set out in planning applications. However, it is advisable that a minimum of one disabled parking space is provided.

Where specific facilities are likely to attract a higher level of disabled visitors, this should be identified during the planning application process and detailed in transport assessments or access statements. Disabled persons parking should be suitably designed and located to cater for the needs of disabled people. The location of suitable drop-off points should also be specified in transport assessments or access statement to demonstrate how the needs of disabled people have been addressed and to inform planning decisions.'

3.3 As such based on 5% the 4 spaces provided is deemed appropriate based on the proposed use.

Cycle Parking

- 3.4 In respect of care homes, the parking standards state the same as for vehicular parking – Site specific assessment based on travel plan and specific operational needs.
- 3.5 A Sheffield stand will be provided close to the main entrance, being capable of accommodating 6 cycles. In addition, a cycle store is provided being covered and lit accommodating a further 6 cycles. We consider this number to be appropriate.

Access

- 3.6 The existing access into the site is located directly off Plawhatch Lane and appears to have been in operation for a number of years. This access will be retained and used to serve the development.

Servicing

- 3.7 The development provides a turning area which is designed to accommodate the swept path of a typical refuse vehicle measuring 11.2m in length to ensure that it is capable of entering the site, manoeuvring and exiting the site in forward gear.
- 3.8 Swept path analysis is provided as **Figure 1**.

4 VEHICULAR TRIP IMPACT

Introduction

- 4.1 This chapter of the Transport Statement presents the derivation of appropriate trip rates for the proposed development whilst also considering the existing lawful use that currently occupies the site. The output of this section provides estimated net traffic attraction.

Vehicular Trip generation comparison

- 4.2 In order to derive likely weekday daily and peak hour vehicular trip rates and trip generation for the existing and proposed site uses, TRICS has been interrogated for land use code 05: Health; F: Care Home (Elderly Residential) during weekdays. Peak hours are assumed to be 08:00 to 09:00 and 17:00 to 18:00. TRICS data is provided as **Appendix C**.
- 4.3 The results in respect of the existing and proposed care homes are reported in **Table 3**.

Table 3 TRICS derived peak hour and daily trip rates: Care Home

Care Home	Trip Generation		Trip Generation		Trip Generation	
Time Period	08:00-09:00		17:00-18:00		Daily	
	Arr	Dep	Arr	Dep	Arr	Dep
Trip rate	0.078	0.070	0.059	0.091	1.221	1.242
Trip attraction existing 43 bed Care Facility plus 20 bed Acute Brain Injury unit (63 total)	5	5	4	6	77	78
Trip attraction proposed 80 bed Care Facility plus 10 bed Acute Brain Injury unit (90 Total)	7	6	5	8	110	112
Net Trip attraction	+2	+1	+1	+2	+33	+34

- 4.4 During traditional peak hours the proposed development is expected to generate only 3 additional two-way trips during both the AM and PM peak hours; this represents only 1 two-way trip every 20 minutes.
- 4.5 Over a typical weekday the replacement facility is predicted to generate only 67 additional two-way trips. This represents, on average, only 6 two-way trips per hour over a 12-hour period, being approximately one trip every 10 minutes.
- 4.6 Trips associated with the acute brain injury unit will remain as per the existing situation.
- 4.7 Clearly this quantum of additional vehicular trips will have a negligible impact on the operation of the local highway network.

5 SUMMARY & CONCLUSION

Summary

- 5.1 Transport Planning & Highways Ltd has been commissioned by SHC Clemsfold Group Ltd to provide transport planning and highway engineering advice with regard to proposed upgraded care facilities situated at Horncastle Plawhatch Lane, Sharpthorne, East Grinstead, West Sussex.
- 5.2 The development proposes the demolition of the existing care facility, replacing this with a new care home comprising 80 bedrooms, car parking spaces and cycle parking. The site will also incorporate an existing 10-bedroom Acute Brain Injury unit with parking, plus 8 residential units for staff.
- 5.3 During traditional peak hours the proposed development is expected to generate only 3 additional two-way trips during both the AM and PM peak hours; this represents only 1 two-way trip every 20 minutes.
- 5.4 Over a typical weekday the replacement facility is predicted to generate only 67 additional two-way trips. This represents, on average, only 6 two-way trips per hour over a 12-hour period, being approximately one trip every 10 minutes.
- 5.5 This quantum of additional vehicular trips will have a negligible impact on the operation of the local highway network.

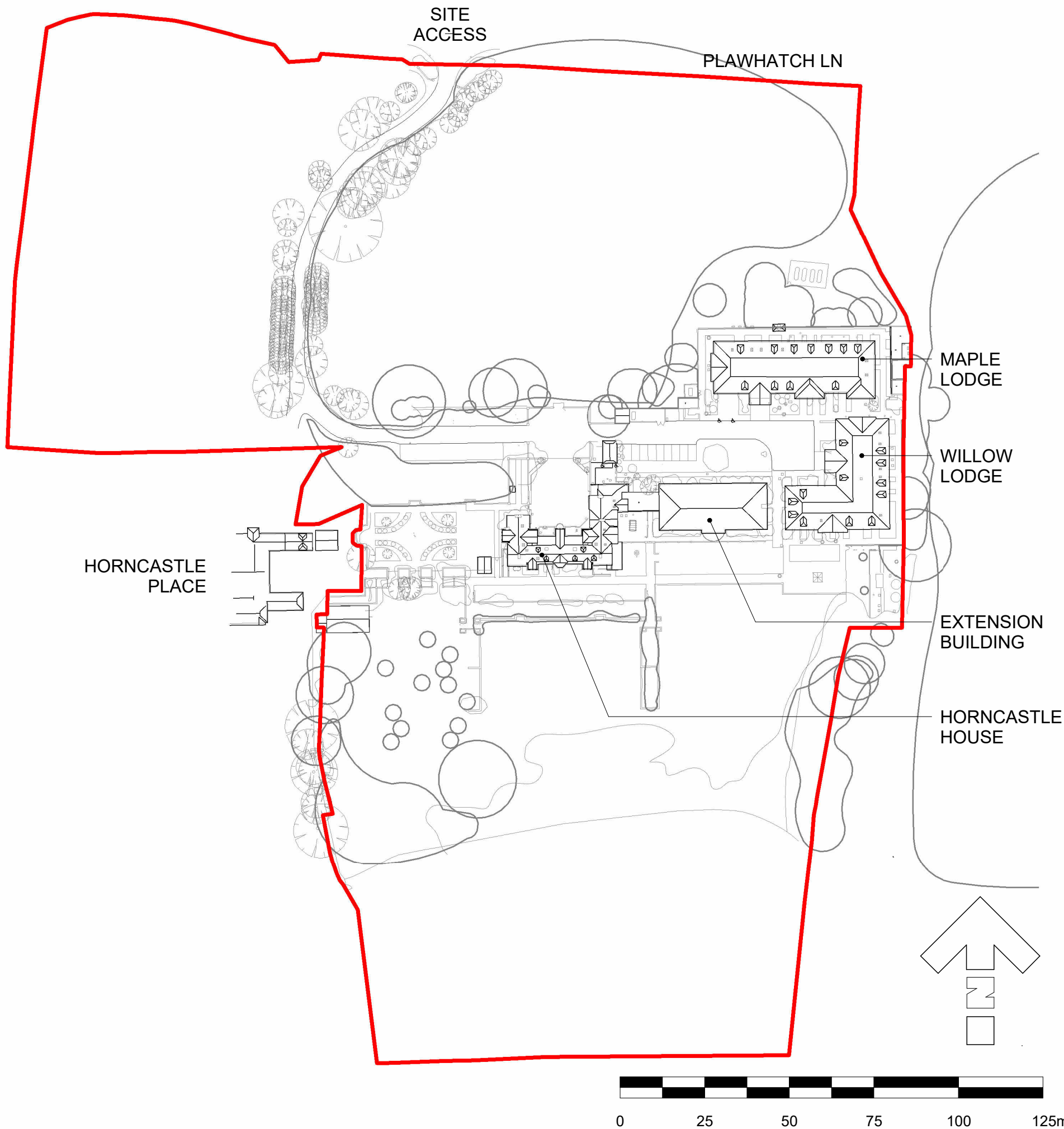
Conclusion

- 5.6 We consider that there is no highways and transport reason why the development cannot proceed.

FIGURES

APPENDIX A

Site Location



SITE AREA
5.61 Ha / 13.86 acres

P2	ISSUED FOR COORDINATION	VK	MD	03/04/2025
P1	ISSUED FOR COMMENTS	MD	RZ	28/03/2024
Rev.	Description	Chkd	Initial	Date

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Client
SPLENDID HEALTHCARE

Project
HORNCASTLE
EAST GRINSTEAD

Title
SITE LOCATION PLAN

CAP no.
A

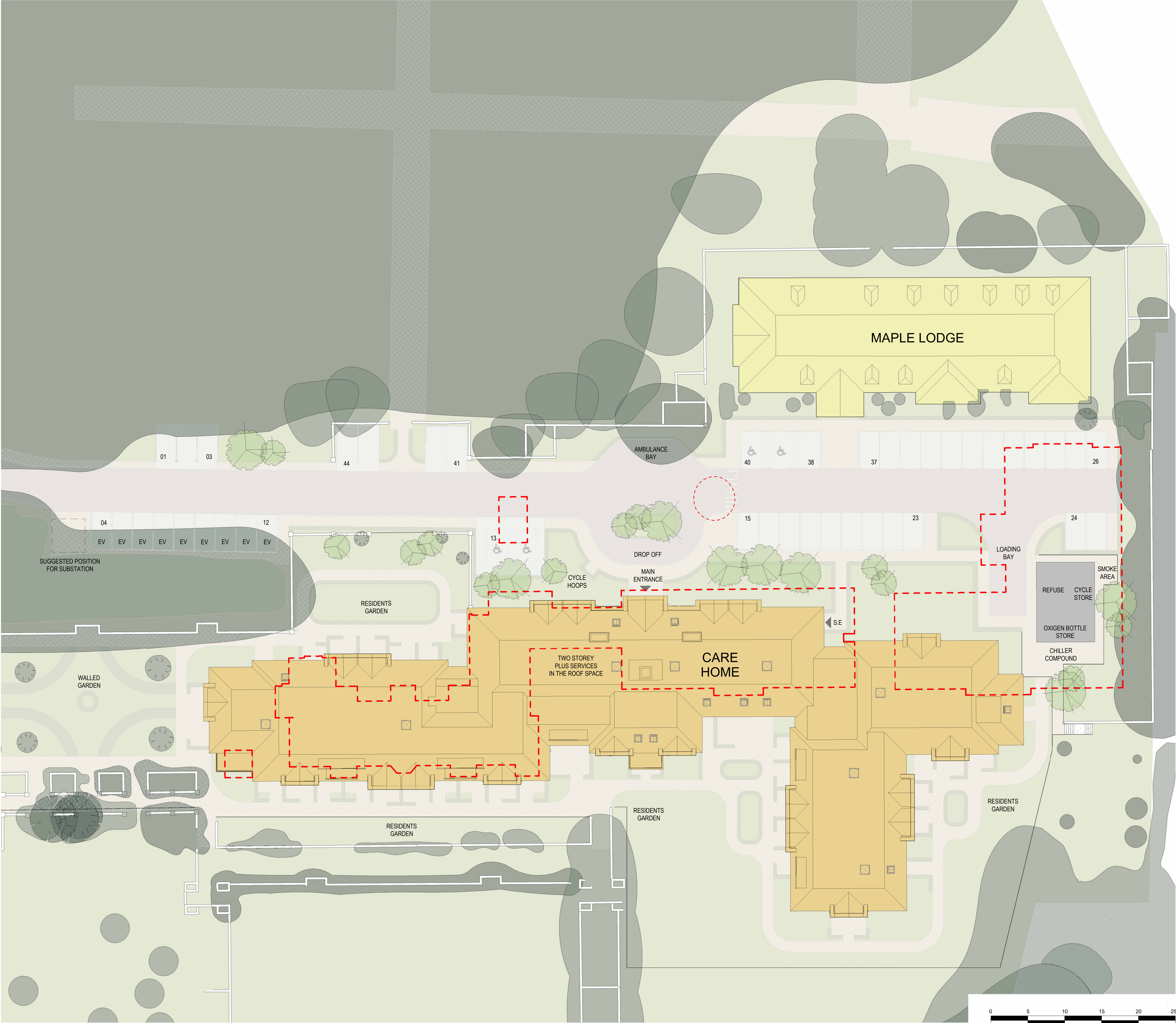
scale	1 : 1250	author	SR	chk'd	MD	date	21/02/24	size	A3
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project.	org.	zone.	level.	type.	role.	class.	num.	status.	rev.
1034	CA	01			A		04		P2

For construction purposes dimensions shall not be scaled & figured dimensions must be verified on site before work commences. This drawing is Copyright ©

APPENDIX B

Development Masterplan

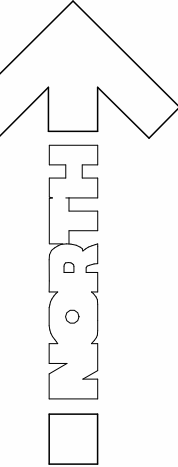


SCHEDULE OF ACCOMMODATION	
SITE AREA BOUNDARY	
5.61 Ha / 13.86 acres	
CARE HOME	
GROUND FLOOR	40 BEDROOMS
FIRST FLOOR	40 BEDROOMS
TOTAL	80
GROSS INTERNAL FLOOR AREA	
GROUND	2,055 m ²
FIRST	2,045 m ²
SECOND	410 m ²
TOTAL	4,510 m ²
SPACE PER RESIDENT	56.4 m ²
PARKING (INCL. 4 DISABLED BAYS)	44

--- OUTLINE OF EXISTING BUILDINGS TO BE DEMOLISHED

KEY:

- PROPOSED TREES
- EXISTING TREES
- REMOVED TREES



P9	ISSUED FOR COORDINATION	MD	VK	03/04/2025
P8	ISSUED FOR COORDINATION	MD	PK	20/02/2025
P7	DESIGN REVIEW PANEL	MD	PK	12/12/2024
P6	ISSUED FOR COMMENTS	MD	PK	28/06/2024
P5	ISSUED FOR COMMENTS	MD	PK	30/05/2024

Rev.	Description	Author	Checked	Date
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Design the best,
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Client

SPLENDID HEALTHCARE

Project

HORNCastle
EAST GRINSTEAD

Title

SITE LAYOUT

CAP no.

A

scale

1 : 250

author

SR

chk'd

MD

date

21/02/2024

sheet size

A1

project.	org.	zone.	level.	type.	role.	class.	num.	status.	rev.
1034	CA	01			A		01		P9

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APPENDIX C

TRICS Data

Calculation Reference: AUDIT-418201-240529-0542

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	NW NEWPORT	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
14	LEINSTER	
	WX WEXFORD	1 days
15	GREATER DUBLIN	
	DL DUBLIN	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: 16 to 99 (units:)
 Range Selected by User: 16 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/06/23

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	4 days
Tuesday	4 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	1

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	10
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

C2	14 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	6 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	4 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	3 days
1.1 to 1.5	11 days

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

Travel Plan:

Yes	1 days
No	13 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	14 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: Survey date: TUESDAY	NURSING HOME 31 27/09/16	BLACKPOOL Survey Type: MANUAL
2	CS-05-F-01 CHURCH HILL SLIGO Edge of Town Residential Zone Total Number of residents: Survey date: MONDAY	NURSING HOME 99 27/04/15	SLIGO Survey Type: MANUAL
3	DL-05-F-01 MOUNT ANVILLE PARK DUBLIN GOATSTOWN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: TUESDAY	NURSING HOME 16 05/09/17	DUBLIN Survey Type: MANUAL
4	ES-05-F-02 BATTLE ROAD HAILSHAM Edge of Town Centre Residential Zone Total Number of residents: Survey date: WEDNESDAY	CARE HOME 69 13/07/16	EAST SUSSEX Survey Type: MANUAL
5	FA-05-F-01 BROWN STREET FALKIRK CAMELON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of residents: Survey date: WEDNESDAY	NURSING HOME 56 20/04/22	FALKIRK Survey Type: MANUAL
6	NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: Survey date: MONDAY	NURSING HOME 60 13/06/22	NORTH NORTHAMPTONSHIRE Survey Type: MANUAL
7	NT-05-F-02 MOOR LANE NEAR NOTTINGHAM BINGHAM Edge of Town Centre No Sub Category Total Number of residents: Survey date: MONDAY	NURSING HOME 34 14/11/16	NOTTINGHAMSHIRE Survey Type: MANUAL
8	NW-05-F-01 GOLDCROFT COMMON NEAR NEWPORT CAERLEON Edge of Town Centre No Sub Category Total Number of residents: Survey date: WEDNESDAY	NURSING HOME 54 12/10/22	NEWPORT Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-05-F-05 SEAGRIM CRESCENT RICHMOND	NURSING HOME		NORTH YORKSHIRE
	Edge of Town Residential Zone Total Number of residents:		37	
	Survey date: MONDAY		04/03/19	Survey Type: MANUAL
10	SF-05-F-01 COLCHESTER ROAD IPSWICH	CARE HOME		SUFFOLK
	Edge of Town Residential Zone Total Number of residents:		17	
	Survey date: FRIDAY		18/09/15	Survey Type: MANUAL
11	SP-05-F-01 BOTLEY ROAD SOUTHAMPTON	CARE HOME		SOUTHAMPTON
	Edge of Town No Sub Category Total Number of residents:		42	
	Survey date: TUESDAY		24/11/15	Survey Type: MANUAL
12	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:	NURSING HOME		TYNE & WEAR
	Survey date: THURSDAY		02/05/19	Survey Type: MANUAL
13	WS-05-F-02 WYKEHAM ROAD WORTHING	NURSING HOME		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:		54	
	Survey date: TUESDAY		17/05/22	Survey Type: MANUAL
14	WX-05-F-01 DAVITT ROAD NORTH WEXFORD	NURSING HOME		WEXFORD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:		69	
	Survey date: THURSDAY		20/04/23	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	49	0.120	14	49	0.062	14	49	0.182
08:00 - 09:00	14	49	0.078	14	49	0.070	14	49	0.148
09:00 - 10:00	14	49	0.100	14	49	0.055	14	49	0.155
10:00 - 11:00	14	49	0.114	14	49	0.075	14	49	0.189
11:00 - 12:00	14	49	0.107	14	49	0.106	14	49	0.213
12:00 - 13:00	14	49	0.080	14	49	0.110	14	49	0.190
13:00 - 14:00	14	49	0.114	14	49	0.091	14	49	0.205
14:00 - 15:00	14	49	0.119	14	49	0.138	14	49	0.257
15:00 - 16:00	14	49	0.119	14	49	0.165	14	49	0.284
16:00 - 17:00	14	49	0.070	14	49	0.104	14	49	0.174
17:00 - 18:00	14	49	0.059	14	49	0.091	14	49	0.150
18:00 - 19:00	14	49	0.058	14	49	0.059	14	49	0.117
19:00 - 20:00	13	45	0.051	13	45	0.080	13	45	0.131
20:00 - 21:00	13	45	0.032	13	45	0.036	13	45	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.221			1.242			2.463

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

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

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Parameter summary

Trip rate parameter range selected: 16 - 99 (units:)
 Survey date range: 01/01/15 - 18/06/23
 Number of weekdays (Monday-Friday): 14
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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