Proposed Care Home
Lingworth, Oathall Road, Haywards Heath

Transport Statement

For

Adelaide Healthcare Ltd

motion

Document Control Sheet

Proposed Care Home

Lingworth, Oathall Road, Haywards Heath

Adelaide Healthcare Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
06/09/2024	1st Draft	GL	PB
09/09/2024	2nd Draft	GL	PB

Motion
Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T 0208 065 5208
E info@motion.co.uk
W www.motion.co.uk

Contents

Figures

Appendices

1.0 Introduction

1.1 This Transport Statement has been prepared on behalf of Adelaide Healthcare Ltd to accompany a planning application for a new care home at Lingworth, Oathall Road, Haywards Heath, West Sussex (herein referred to as 'the site'). The planning application seeks permission for the change of use and minor extension to the existing single residential building and associated coach house building to provide a 29-bed care home with associated landscaping, along with 12 car parking spaces.

1.2 The site is located on the western side of Oathall Road, approximately 700 metres north of Haywards Heath town centre. Vehicular access from the site is taken via an access onto Oathall Road. The site falls within the administrative boundaries of Mid Sussex District Council (MSDC) and West Sussex County Council (WSCC).

1.3 A pre-application enquiry was submitted to WSCC in May 2024 and an online meeting took place on the 20th June 2024. The pre-application consultation response from WSCC is included in **Appendix A**. The planning history is set out within the DMH Stallard Planning Statement.

1.4 This Transport Statement has been prepared in accordance with the pre-application advice provided by WSCC and considers the highway and transportation aspects of the proposals, specifically access arrangements, parking and trip generation.

1.5 The remainder of this Transport Statement is structured as follows:

- Section 2 outlines the transport planning policies that are considered to be pertinent to the planning application;
- Section 3 considers the existing use of the site and reviews the accessibility of the site by a range of modes of transport;
- Section 4 provides an overview of the proposed development;
- Section 5 assesses the vehicular trip attraction of the development proposals and the likely effect on the local highway network; and
- Section 6 summarises the key findings and conclusions of the report.

2.0 Policy Context

Overview

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposal are as follows:

- National Planning Policy Framework – December 2023;
- Mid Sussex District Plan 2014-2031 – March 2018; and,
- West Sussex County Council Guidance on Parking at New Developments – September 2020.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2023 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 Section 9 of the NPPF deals with 'Promoting Sustainable Transport', with Paragraph 108 stating:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.4 Paragraph 112 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport."

2.5 Paragraph 114 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree"

2.6 Furthermore, paragraph 115 states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Mid Sussex District Plan 2014-2031

2.7 The Mid Sussex District Plan was adopted in March 2018 and provides the strategy to give the local people more ownership and control over planning within their area. Within the plan are numerous strategic policies relating to development and transport needs;

2.8 Policy DP21: Transport states;

"Strategic Objectives: 6) To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks; and 15) To create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.

Development will be required to support the objectives of the West Sussex Transport Plan 2011- 2026, which are:

- *A high quality transport network that promotes a competitive and prosperous economy;*
- *A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- *Access to services, employment and housing; and,*
- *A transport network that feels, and is, safer and healthier to use.*

To meet these objectives, decisions on development proposals will take account of whether:

- *The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);*
- *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;*
- *The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
- *Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*

- *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
- *The scheme protects the safety of road users and pedestrians; and*
- *The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.*

Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so."

West Sussex County Council Guidance on Parking at New Developments, September 2020

2.9 Parking standards for West Sussex are set out in WSCC's document entitled 'Guidance on Parking at New Development', September 2020. The standards state that car and cycle parking for the category 'C2 Residential Care Home' should be based on a site-specific assessment.

Summary

2.10 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.

3.0 Baseline Conditions

Overview

3.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with of the accessibility of the site by different modes of transport.

The Site and Surrounding Area

3.2 The site is located on the western side of Oathall Road, approximately 700 metres north of Haywards Heath town centre. The site falls within the administrative boundaries of Mid Sussex District Council and West Sussex County Council. The site is currently occupied by a single dwelling with associated couch house and vehicular access taken via Oathall Road. The site location in relation to the surrounding area is shown in Figure 3.1.

Figure 3.1 - Site Location Plan

Existing Highway Network

3.3 The B2112, Oathall Road, is a two-way single carriageway road subject to a 30 miles per hour speed limit within the vicinity of the site. The B2112 provides access north towards Lindfield via West Common. To the south, the B2112 provides access directly into Haywards Heath, where the highway connects to the B2272 and on to the A272, Lewes Road. The A272 connects the A3 to the A22 providing access between Maresfield and Petersfield.

Personal Injury Accident Data

3.4 A review of personal injury collision (PIC) data for Oathall Road has been carried out using the Crashmap online tool. This identified that no incidents have occurred along Oathall Road within the vicinity of the site in the latest 5-year period.

Accessibility of the Site by Non-Car Modes

3.5 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- *"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot…but beyond that distance cars are the dominant modes"* (Planning for Walking, 2015).
- *"Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles"* (Planning for Cycling, 2014).

3.6 The Manual for Streets identifies 'walkable neighbourhoods' as *"having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot".*

3.7 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that *"81% of all trips under one mile are walks"*, making it the most frequent mode of travel for very short distances.

Accessibility on Foot and by Cycle

3.8 Lit footways are provided on both sides of Oathall Road which provides a direct route south towards the centre of Haywards Heath and north towards Lindfield. A number of Public Rights of Way (PRoWs) are accessible within close proximity of the site. This includes Footpath HAH36bCU/1, which is located just north of the site and provides access into Clair Park.

3.9 Although no on-road cycle facilities are provided within the vicinity of the site, it is considered that the local highway network is suitable for cycling due to the width of Oathall Road, relatively low speed limit and flat topography.

Accessibility by Bus

3.10 The closest bus stops to the site are located approximately 750 metres west of the site along the B2028, as indicated on Figure 3.1, and can be accessed via a 10-minute walk. A summary of the destinations served, and the approximate frequency of the local bus services is provided below in Table 3.1.

Service	Route	Approximate Frequency		
		Weekdays	Saturday	Sunday
30	Haywards Heath Ridgeway – Haywards Heath Hospital – Lindfield – Haywards Heath Hospital – Haywards Heath Ridgeway	Every hour	Every hour	-
31A	Uckfield – Newick – North Chailey – Haywards Heath – Penland Road – Cuckfield	Every 2 hours	Every 2 hours	-
33	Hurstpierpoint – Hassocks – Burgess Hill – Haywards Heath	Every hour	Every hour	-
39	Haywards Heath Hospital – America Lane Shops – Bolnore – American lane Shops – Haywards heath Hospital	Every hour	Every hour	-
89	Horsham Bus Station – Mannings Heath – Warninglid – Bolney – Ansty – Cuckfield – Haywards Heath	Every 3 hours (Mon, Wed, Fri only)	-	-
149	Scaynes Hill – Haywards Heath – Lindfield – Wivelsfield – South Chailey	1 per day	1 per day	-
166	Lewes – Plumpton Green – Wivelsfield Green – Haywards Heath	Every 2-3 hours	Every 2-3 hours	-
STP2	Cowfold – Haywards Heath – Burgess Hill - (School Days Only)	1 per day	-	-
270	East Grinstead Station – Forest Row – Danehill – Lindfield – Haywards Heath – Burgess Hill – Hassocks – Pyecombe – Brighton	Every hour	Every hour	Every 2 hours
271	Crawley Bus Station – Three Bridges Station – Ardingly – Lindfield – Haywards heath – Wivelsfield – Burgess Hill - Hassocks – Pyecombe – Preston Road – Royal Sussex County Hospital	Every 2 hours	Every 2 hours	Every 2 hours
272	Crawley Bus Station – Three Bridges Station – Ardingly – Lindfield – Haywards heath – Wivelsfield – Burgess Hill - Hassocks – Pyecombe – Preston Road – Royal Sussex County Hospital	Every 2 hours	Every 2 hours	-

Table 3.1 – Local Bus Services

Accessibility by Train

3.11 Haywards Heath railway station is located approximately 850 metres north-west of the site and can be accessed by a 12-minute walk. Haywards Heath station provides frequent rail services to destinations including London Victoria, Bedford, Eastbourne and Brighton. A summary of the local rail services is provided in Table 3.2.

Service	Route	Approximate Frequency		
		Weekdays	Saturday	Sunday
Brighton	Haywards Heath – Wivelsfield – Burgess Hill – Hassocks – Preston Park – Brighton	Every 30 minutes	Every 30 minutes	Every 15 minutes
	Haywards Heath – Brighton	Every 30 minutes	Every 30 minutes	-
	Haywards Heath – Burgess Hill – Brighton	Every 30 minutes	Every 30 minutes	-
London Victoria	Haywards Heath – Gatwick Airport – London Victoria	Every 15 minutes	Every 15-20 minutes	-
	Haywards heath – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	1 per hour	1 per hour	Every 15-20 minutes
Bedford	Haywards Heath – Balcombe – Three Bridges – Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras International – West Hampstead Thameslink – St Albans City – Harpenden – Luton Airport Parkway – Luton – Leagrave – Harlington – Flitwick – Bedford	Every 30 minutes	Every 30 minutes	Every hour
Littlehampton	Haywards Heath –Burgess Hill – Hassocks – Preston Park – Hove – Portslade – Shoreham-by-Sea – Lancing – Worthing – West Worthing – Durrington-on-Sea – Goring-by-Sea – Angmering – Littlehampton	Every 30 minutes	Every hour	Every hour
Eastbourne	Haywards Heath – Wivelsfield – Cooksbridge – Lewes- Polegate – Hampden Park – Eastbourne	Every 30-35 minutes	Every 30 minutes	Every hour
Cambridge	Haywards Heath – Three Bridges - Gatwick Airport – East Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – London St Pancras International – Finsbury Park – Stevenage – Hitchin – Letchworth Garden City – Baldock – Ashwell and Morden – Royston – Cambridge	Every 30 minutes	Every 30 minutes	-

Table 3.2 – Local Rail Services

Access to Local Amenities

3.12 The site is located approximately 700 metres north of Haywards Heath town centre and therefore benefits from easy access to numerous local amenities, including supermarkets, leisure and health facilities. Table 3.3 summarises the duration of travel to key local facilities on foot and by cycle.

Amenity	Distance (metres)	Travel Time (minutes)	
		Walking	Cycling
Supermarkets			
Budgens	750	9	2
Waitrose & Partners	850	11	3
Sainsbury's	1,200	15	5
Health Facilities			
Haywards Heath Health Centre	400	6	2
Newton Surgery	550	8	3
Kamsons Pharmacy	550	8	3
Leisure and Social Facilities			
The Orchards Shopping Centre	650	9	4
The Centenary Hall Community Centre	650	9	4
The Dolphin Leisure Centre	1,300	17	7

Table 3.3 – Local Amenities

3.14 In addition to the above, it is noteworthy that the site is within a large residential area from where a significant proportion of the staff working at the proposed care home are likely to originate.

Summary

3.15 The above review demonstrates that the site is readily accessible by a variety of transport modes that have the potential to reduce reliance upon the private car. In this regard, it is considered that the location of the site accords with the National Planning Policy Framework and as such gives future users a real choice about how they travel.

4.0 Development Proposal

Overview

4.1 The following section provides details of how the site is to be developed, along with details of the site access, servicing and parking strategy. The planning application seeks permission for the change of use and minor extension to the existing dwelling and associated coach house building to a 29-bed care home with associated landscaping, with 12 car parking spaces. The site layout plan is attached at **Appendix B**.

Access Arrangements

4.2 Access to the development site is proposed via the existing access points onto Oathall Road. The site is currently accessed via a looped driveway with separate ingress and egress points. The existing access arrangements will continue to be utilised by the new development with some visitor car parking provided along the western edge of the driveway. Pedestrian and cycle access will be via the existing driveway.

4.3 As requested by WSCC during pre-application discussions, an access drawing with visibility splays has been produced. Oathall Road has a speed limit of 30 miles per hour and, in accordance with guidance set out in Manual for Streets, visibility splays of 43 metres have been illustrated in both directions. The visibility splays are constrained by the existing footway width and have therefore been drawn from a set-back distance of 2 metres. This is considered appropriate considering the width of Oathall Road and the presence of on-street parking. The access arrangements and visibility splays are shown on the drawing included within **Appendix C**.

Car and Cycle Parking Arrangements

4.4 The proposals include 12 car parking spaces, 9 of which will be located to the rear of the site and will typically be used by staff and 3 of which will be adjacent to the driveway and will typically be used by visitors. Parking standards for West Sussex state that car parking requirements should be determined based on a site-specific assessment. The maximum number of staff likely to be on site at any time is 9, many of whom are likely to be local and therefore travel to/from work by foot or cycle. Considering this along with the operator's experience of operating other care homes immediately to the south of the site, the 12 proposed spaces are considered appropriate to cater for staff and visitor parking. Swept path analysis of a car is shown within the drawing attached at **Appendix D**.

4.5 Cycle parking is located to the rear of the site which provides safe and secure cycle parking for 6 cycles.

Servicing and Deliveries

4.6 Deliveries and servicing will take place within the site and vehicles will be able to enter the site via the southern access point and drive round the driveway and leave via the northern egress point onto Oathall Road, thereby entering and leaving the site in forward gear. Swept path analysis of a refuse vehicle and fire appliance are shown on the drawing included within **Appendix E**.

Summary

4.7 This section demonstrates that the proposals make provision for safe and suitable access for private cars, emergency vehicles, pedestrians and cyclists and integrate with the existing highway network. In addition, appropriate provision will be made for drop-off/pick-up activity, car parking and servicing in accordance with relevant standards and guidance.

5.0 Trip Generation

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of development such as that proposed, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Existing Use – Single Dwelling

5.2 To calculate the trip attraction of the existing dwelling, an assessment utilising the TRICS database has been undertaken. The TRICS category '03-Residenital; A-Houses Privately Owned' has been used with the following criteria:

- Sites located in England, excluding Greater London; and,
- Sites in areas classed as 'Suburban Area' and 'Edge of Town'.

5.3 Table 5.1 provides a summary of the peak hour total vehicular trip rates and resultant trips for the current dwelling and the full TRICS output is included at **Appendix F**.

Mode of Travel	Weekday AM PEAK (08:00-09:00)		Weekday PM PEAK (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Person Trip Rates	0.278	0.778	0.333	0.500	5.110	5.611
Person Trips	0	1	0	1	5	6
Vehicular trip Rates	0.167	0.611	0.222	0.278	3.277	3.778
Vehicular Trips	0	1	0	0	3	4

Table 5.1 – Proposed Trip Rates and Resultant Trips

5.7 Table 5.1 indicates that during the existing dwelling would typically generate a single vehicle movement during the morning and evening peak periods and 7 vehicle movements over a typical day.

Proposed Development – Care Home

5.8 To calculate the proposed trip attraction of the proposed care home, an assessment utilising the TRICS database has been undertaken. The TRICS category '05-Health; F–Care Home (Elderly Residential)' has been used with the following criteria:

- Sites located in England, excluding Greater London;
- Sites with up to 50 residents to allow an even and fair number of sites to be compared; and,
- Sites in areas classed as 'Suburban Area' and 'Edge of Town'.

5.9 Table 5.1 provides a summary of the peak hour total vehicular trip rates and resultant trips for the proposed care home with capacity for 37 residents, the full TRICS output is included at **Appendix F**.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Person Trip Rates	0.142	0.110	0.087	0.123	1.818	1.830
Person Trips	5	4	3	5	67	67
Vehicle Trip Rates	0.078	0.058	0.045	0.071	0.931	0.951
Vehicle Trips	3	2	2	3	35	35

Table 5.2 – Proposed Nursing Home Trip Rates

5.10 Table 5.2 indicates that the proposed development will typically generate 5 vehicle movements during the morning and evening peak periods and around 70 vehicle movements over a typical day.

Summary

5.11 Based on the above, the proposals will lead to only a small increase in traffic on the local road network, particularly during the morning and evening peak periods.

6.0 Summary and Conclusion

6.1 This Transport Statement has been prepared on behalf of Adelaide Healthcare Ltd to accompany a planning application for a proposed care home at Lingworth, Oathall Road, Haywards Heath, West Sussex. The site is currently occupied by a single dwelling, with access taken from Oathall Road.

6.2 In summary, this Transport Statement demonstrates the following:

- Pedestrian facilities in the surrounding area are provided and create safe links between the site and key local amenities;
- The site is located close to bus and train links, which connect the site with the local area and provides access to a number of local amenities;
- Access to the development is proposed via the existing access to the site, at which appropriate visibility splays can be achieved; and
- The proposals will only lead to a small increase in vehicle movements on the local road network, particularly during peak periods.

6.3 On the basis of the above review, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the safety and operating capacity of the local highway network. As such, it is considered that there is no reason why the proposals should be resisted on traffic and transportation grounds.

Appendix A

Pre-application Consultation Reponse

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Organisation: Motion FAO: Phil Bell
FROM:	WSCC - Highways Authority
DATE:	24 June 2024
LOCATION:	17 Oathall Road Haywards Heath RH16 3EG
SUBJECT:	Internal Reference: PRE-41-24 The proposal seeks planning permission to convert both buildings into a 30-bed care home with minor extension and 12 car parking spaces.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted for a pre-application advice. The proposal seeks advice for change of use and minor extension to a single residential dwelling and associated coach house to a 30-bed care home, with associated parking and landscaping.

The applicant's Transport Consultant from Motion engaged in a formal discussion with the LHA via an online meeting held on Thursday, 20st June 2024. The pre-application discussion was supported by a Pre-application Transport Note (TN) to discuss highway safety and capacity implications of the proposal. The LHA would offer the following comments and the below requested information but not limited must be submitted within a Transport Statement (TS) to as part of any future planning application:

- The site is located along the western border of B2112 Oathall Road, within 500 metres north of Haywards Heath town centre. B2112 Oathall Road is subject to 30 miles per hour speed restriction. WSCC maps have been checked for visibility splays. In accordance with Manual for Streets (M*f*S), for the posted speed, 2.4m x 43m visibility splays are achievable in both directions. The TS must include a visibility splays plan.

- The site is accessed via two vehicle crossover (VCO) accesses secured by gates. The scheme proposes to retain the existing arrangement. The TS must include measures to ensure there is no build-up of traffic waiting to enter the building.

- WSCC accident data for the past 5 years reveal one slight injury near to site access caused due to driver behaviour. Therefore, there is no pattern to suggest there are safety concerns related to road layout / geometry. Personal Injury Accident (PIA) data for the last 5 years must be included within the TS.

- B2112 Oathall Road has continuous footways along both sides providing opportunities to walking. Bus stops are located to the north of site within 100 metre distance. Haywards Heath train station is within approx. 800 metres distance to the west of the site. Therefore, the site is in a sustainable location. The measures set out to maximise these sustainable transport opportunities must be included within the TS.

- Trip rates derived from use of TRICS database is acceptable to be used to derive an estimate of the proposed vehicular trips. The estimated vehicular trips generated daily is below 100 trips; therefore, the proposed scheme falls short of a need for a Road Safety Audit (RSA).

- WSCC Parking Guidance mentions that vehicle parking must be based on site specific assessment. The applicant has agreed that the neighbouring nursing / care homes' data will be used to estimate the parking demand for the proposed scheme.

- The Highway Authority advise the provision of a safe and secure cycle parking facility to promote sustainable travel among staff, residents, and visitors. This facility must be located ideally near to the entrance, in a well-lit and easily accessible location.

- Swept path analysis must be carried out for the largest vehicle intended to access the site such as a fire appliance / ambulance / refuse vehicle demonstrating the suitability of the access.

- Delivery and servicing strategy must be detailed within the TS.

To summarise, the below information must be included with a Transport Statement submitted with any future planning application.

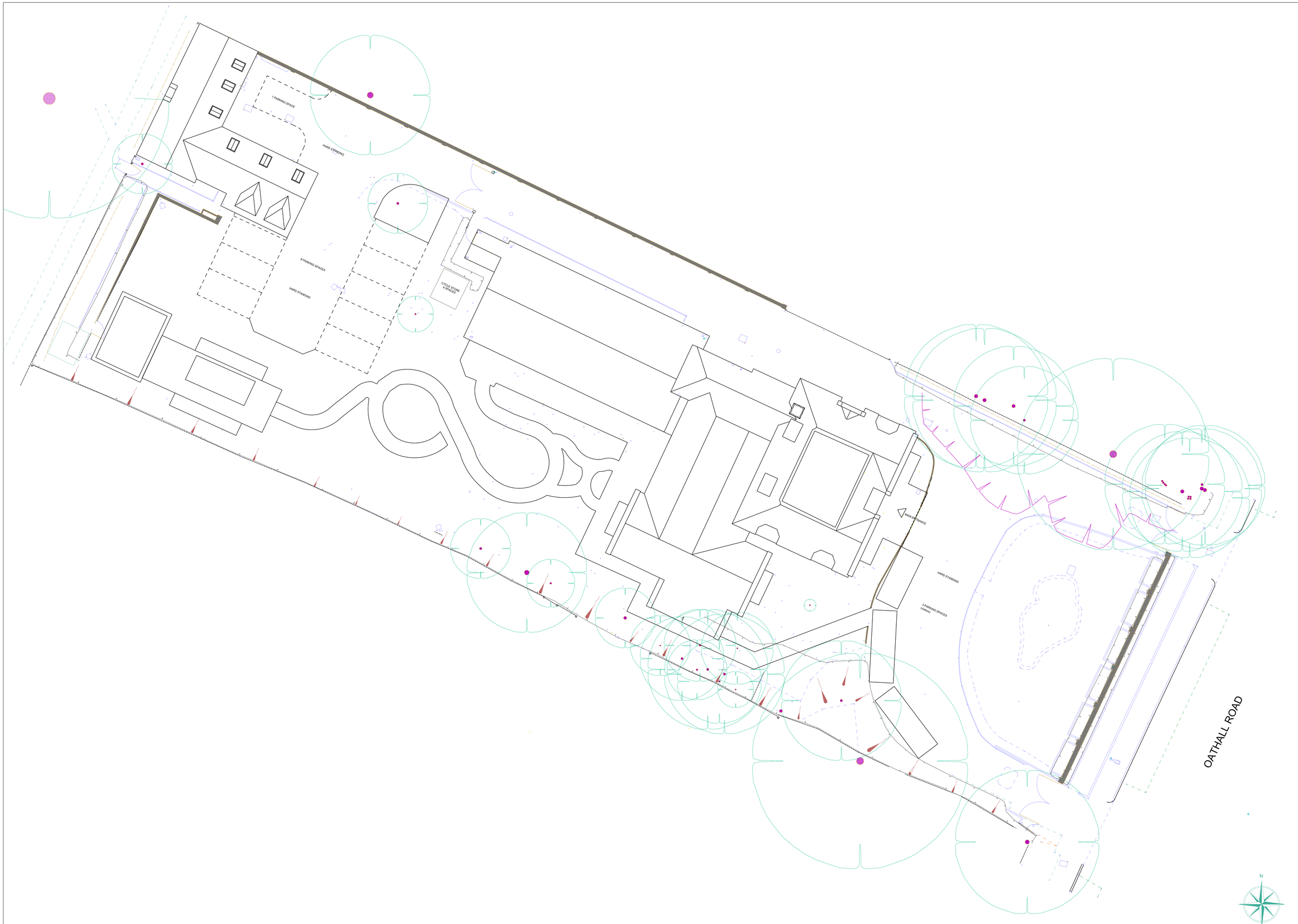
- A site location plan scale (1:1250) with site boundary indicated.
- Schedule of existing uses including planning history with reference numbers.
- Description, including site layout plans, of the proposed development and schedule of uses.
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated.
- A Transport Statement, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation.
- Reference to supporting national, regional, and local planning documents and policies.
- Personal Injury Accident (PIA) data near to the site access for the previous 5 years.
- Parking strategy, including provision of parking for all modes of transport.
- Relevant data collected to date.
- Previous and proposed estimated trips supported with First Principles methodology.

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council regarding the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Roopa Bilichodmath
Planning Services

Appendix B

Site Layout Plan



BUCHAN RUM ARCHITECTS

SURVEY
DRAWING

NOTES:

© Copyright of this drawing remains the property of Buchan Rum Architects Ltd and should not be reproduced in any form without the expressed written permission from Buchan Rum Architects Ltd.

- These drawings must be read in conjunction with all other consultants, sub-contractor and specialist's drawings & details.

- All dimensions are in millimetres, unless stated otherwise.

- All groundworks materials workmanship to conform with current building regulations BS5 and CDP's.

- All dimensions must be checked on site, and any discrepancies verified with the architect.

- Do not scale from the drawing.

- Any discrepancies between the drawings, details and specification must be reported to the architect immediately before work is put in hand.

- All works to be carried out in full accordance with current Building Regulations, British Standards and all Health & Safety Regulations.

- If in doubt please ask.

rev	date	comment
amendments		

Client

Site address

17 Oathall Road
Haywards Heath

Job Title

LINGWORTH

Drawing Title

PROPOSED SITE PLAN

9 SAVILL ROAD
LINDFIELD
WEST SUSSEX RH162NY

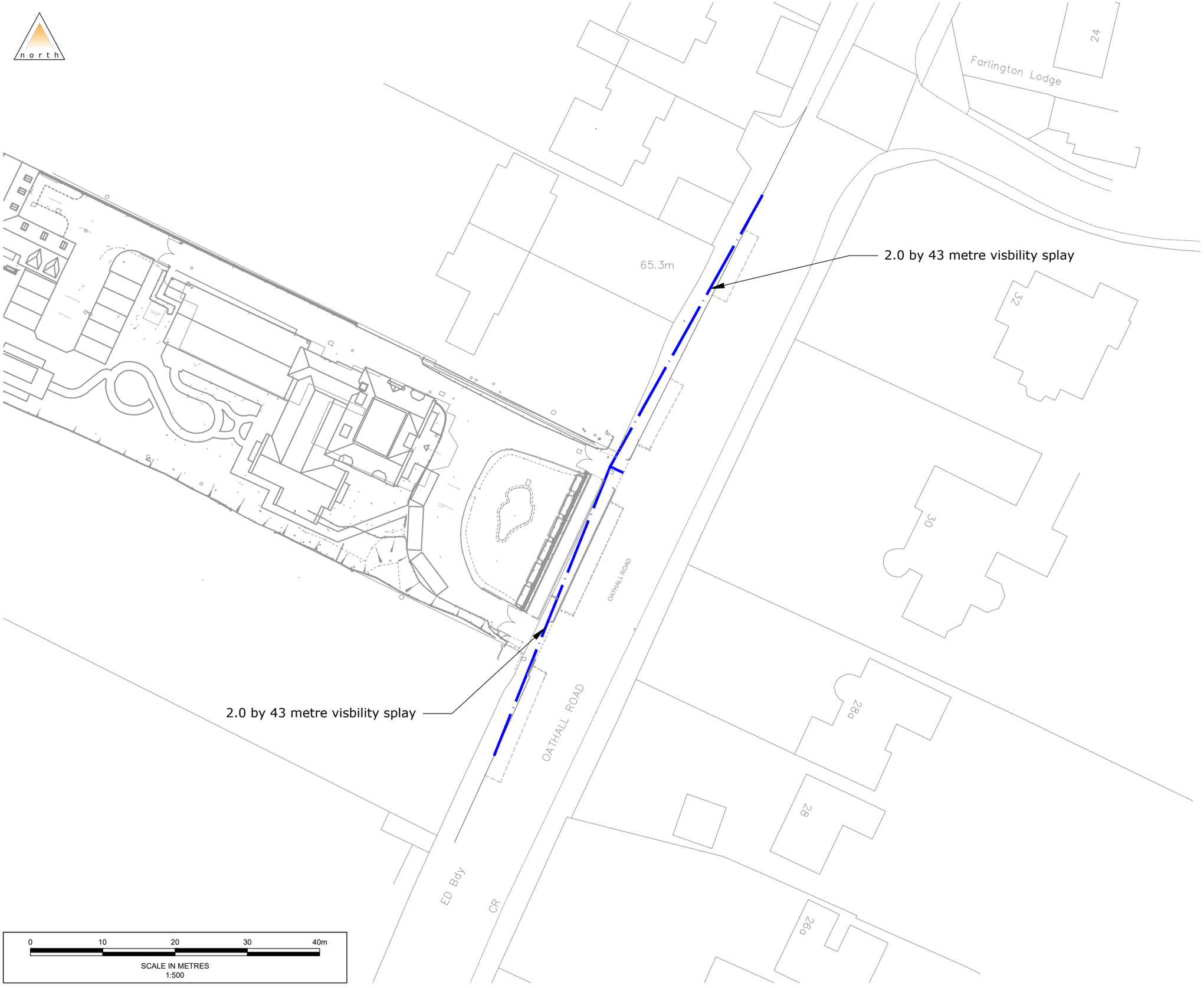
E : info@buchanrumarchitects.co.uk

Scale	1:100	Size	A0
Date	08/2024	Dwn By	BRA

Drawing number: 23_023_PL_301_00 | Rev: 02

Appendix C

Access Arrangements



C:\Users\glester.MOTION\Motion\StaffSite - Dmhay2 2405055\Drawings\2405055-01.dwg

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

Legend

Visibility Splay

Rev.	Description	Drn	Chk	App	Date
-	First Issue	GL	PB	PB	05/09/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
www.motion.co.uk

Client:
Lindsay Shookhye

Project:
Lingworth, Oathall Road,
Haywards Heath

Title:
Access Arrangements
Refuse Vehicle

Scale: 1:500 (@ A3)

Drawing: 2405055-01

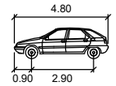
Revision: -

Appendix D

Swept Path Analysis – Car

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

Rev.	Description	Drn	Chk	App	Date
-	First Issue	GL	PB	PB	05/09/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
www.motion.co.uk

Client:
Lindsay Shookhye

Project:
Lingworth, Oathall Road,
Haywards Heath

Title:
Swept Path Analysis
Large Car

Scale: 1:200 (@ A3)

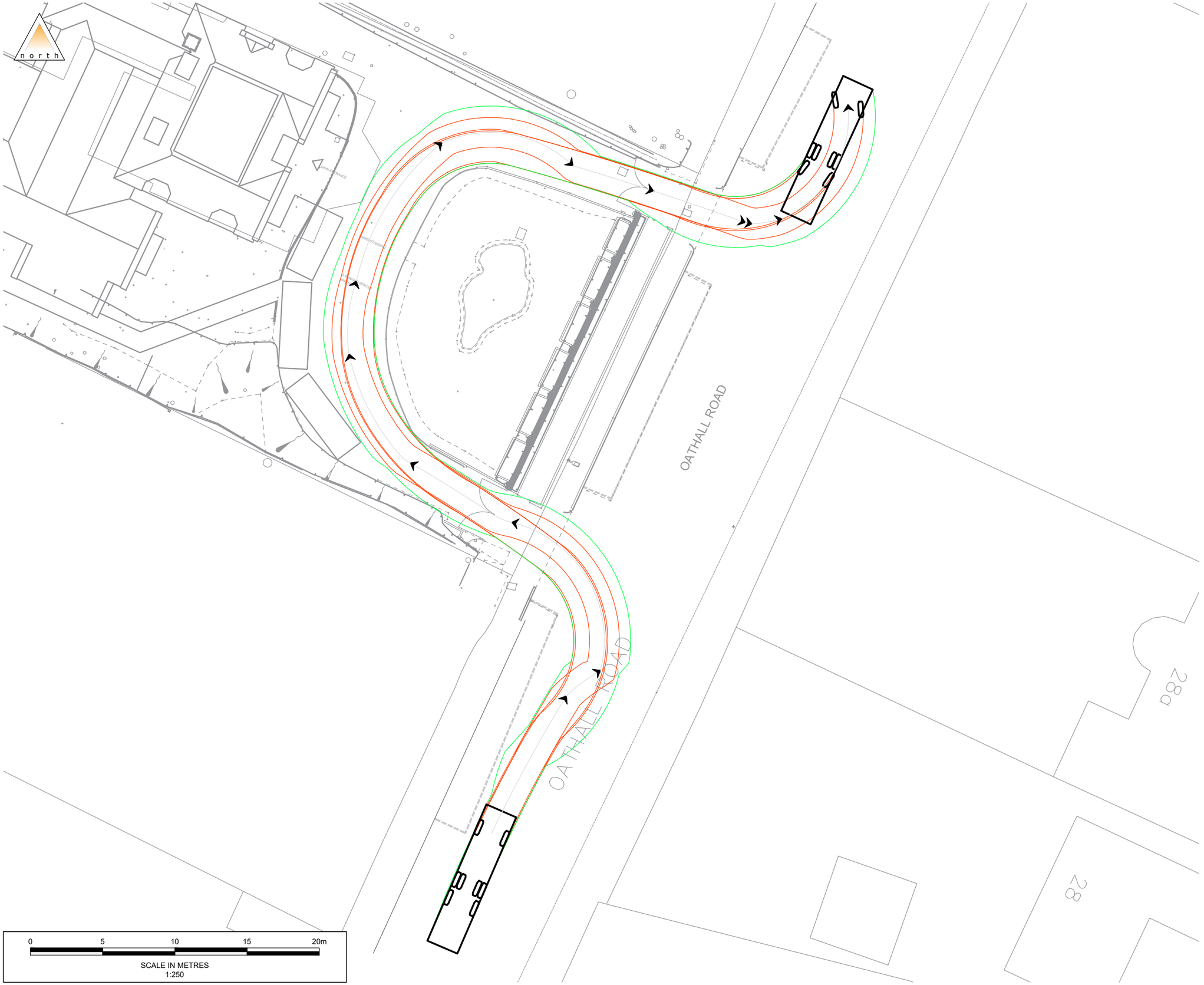
Drawing: 2405055-TK01

Revision: -

C:\Users\glester.MOTION\Motion\StaffSite - Dmhay2 2405055\Drawings\2405055-01.dwg

Appendix E

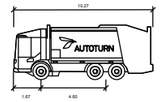
Swept Path Analysis – Refuse Vehicle and Fire Appliance



C:\Users\glester.MOTION\Motion\StaffSite - Dmhay2 2405055\Drawings\2405055-01.dwg

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.



Refuse Vehicle

		meters
Width	:	2.25
Track	:	2.25
Lock to Lock Time	:	4.0
Steering Angle	:	30.4

Rev.	Description	Drn	Chk	App	Date
-	First Issue	GL	PB	PB	05/09/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
www.motion.co.uk

Client:
Lindsay Shookhye

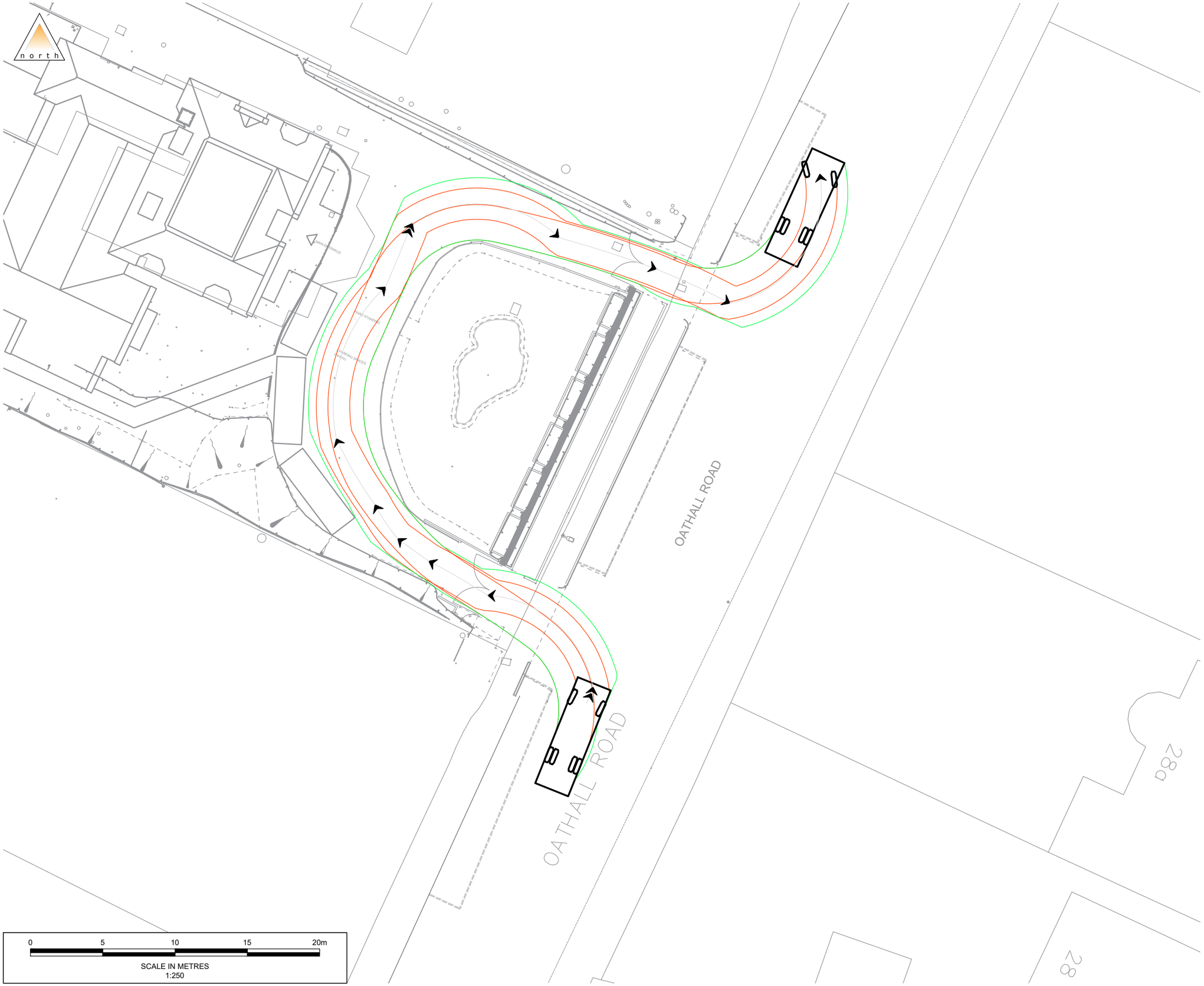
Project:
Lingworth, Oathall Road,
Haywards Heath

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:250 (@ A3)

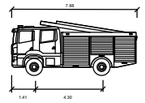
Drawing: 2405055-TK02

Revision: -



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.



Fire Appliance Scania Emergency One

		meters
Width	:	2.45
Track	:	2.45
Lock to Lock Time	:	6.0
Steering Angle	:	33.7

Rev.	Description	Drn	Chk	App	Date
-	First Issue	GL	PB	PB	05/09/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
www.motion.co.uk

Client:
Lindsay Shookhye

Project:
Lingworth, Oathall Road,
Haywards Heath

Title:
Swept Path Analysis
Fire Appliance

Scale: 1:250 (@ A3)

Drawing: 2405055-TK03

Revision: -

C:\Users\glester.MOTION\Motion\StaffSite - Drnhay2 2405055\Drawings\2405055-01.dwg

Appendix F

Full TRICS Output

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-240902-0918

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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:	31 to 75 (units:)
Range Selected by User:	17 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/23

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	3 days
Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	5
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	5 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C2	6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 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	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 BP-05-F-01 NURSING HOME BLACKPOOL
LYTHAM ROAD
BLACKPOOL
SQUIRES GATE
Edge of Town
Residential Zone
Total Number of residents: 31
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

2 NN-05-F-01 NURSING HOME NORTH NORTHAMPTONSHIRE
MALHAM DRIVE
KETTERING

Edge of Town
No Sub Category
Total Number of residents: 60
Survey date: MONDAY *13/06/22* *Survey Type: MANUAL*

3 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*

4 NY-05-F-06 CARE HOME NORTH YORKSHIRE
HAMBLETON GROVE
KNARESBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 75
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

5 TW-05-F-03 NURSING HOME TYNE & WEAR
MOORE STREET
GATESHEAD
FELLING SHORE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 52
Survey date: THURSDAY *02/05/19* *Survey Type: MANUAL*

6 WS-05-F-02 NURSING HOME WEST SUSSEX
WYKEHAM ROAD
WORTHING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 54
Survey date: TUESDAY *17/05/22* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.94

	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	6	52	0.097	6	52	0.068	6	52	0.165
08:00 - 09:00	6	52	0.078	6	52	0.058	6	52	0.136
09:00 - 10:00	6	52	0.081	6	52	0.061	6	52	0.142
10:00 - 11:00	6	52	0.061	6	52	0.058	6	52	0.119
11:00 - 12:00	6	52	0.065	6	52	0.068	6	52	0.133
12:00 - 13:00	6	52	0.058	6	52	0.078	6	52	0.136
13:00 - 14:00	6	52	0.091	6	52	0.039	6	52	0.130
14:00 - 15:00	6	52	0.068	6	52	0.097	6	52	0.165
15:00 - 16:00	6	52	0.087	6	52	0.149	6	52	0.236
16:00 - 17:00	6	52	0.045	6	52	0.071	6	52	0.116
17:00 - 18:00	6	52	0.045	6	52	0.052	6	52	0.097
18:00 - 19:00	6	52	0.036	6	52	0.052	6	52	0.088
19:00 - 20:00	6	52	0.074	6	52	0.055	6	52	0.129
20:00 - 21:00	6	52	0.045	6	52	0.045	6	52	0.090
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.931			0.951			1.882

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:	31 - 75 (units:)
Survey date date range:	01/01/16 - 19/06/23
Number of weekdays (Monday-Friday):	6
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.

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-240902-0933

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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:	31 to 75 (units:)
Range Selected by User:	17 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/23

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	3 days
Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	5
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	5 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C2	6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 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	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 BP-05-F-01 NURSING HOME BLACKPOOL
LYTHAM ROAD
BLACKPOOL
SQUIRES GATE
Edge of Town
Residential Zone
Total Number of residents: 31
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

2 NN-05-F-01 NURSING HOME NORTH NORTHAMPTONSHIRE
MALHAM DRIVE
KETTERING

Edge of Town
No Sub Category
Total Number of residents: 60
Survey date: MONDAY *13/06/22* *Survey Type: MANUAL*

3 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*

4 NY-05-F-06 CARE HOME NORTH YORKSHIRE
HAMBLETON GROVE
KNARESBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 75
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

5 TW-05-F-03 NURSING HOME TYNE & WEAR
MOORE STREET
GATESHEAD
FELLING SHORE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 52
Survey date: THURSDAY *02/05/19* *Survey Type: MANUAL*

6 WS-05-F-02 NURSING HOME WEST SUSSEX
WYKEHAM ROAD
WORTHING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 54
Survey date: TUESDAY *17/05/22* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.94

	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	6	52	0.097	6	52	0.068	6	52	0.165
08:00 - 09:00	6	52	0.078	6	52	0.058	6	52	0.136
09:00 - 10:00	6	52	0.081	6	52	0.061	6	52	0.142
10:00 - 11:00	6	52	0.061	6	52	0.058	6	52	0.119
11:00 - 12:00	6	52	0.065	6	52	0.068	6	52	0.133
12:00 - 13:00	6	52	0.058	6	52	0.078	6	52	0.136
13:00 - 14:00	6	52	0.091	6	52	0.039	6	52	0.130
14:00 - 15:00	6	52	0.068	6	52	0.097	6	52	0.165
15:00 - 16:00	6	52	0.087	6	52	0.149	6	52	0.236
16:00 - 17:00	6	52	0.045	6	52	0.071	6	52	0.116
17:00 - 18:00	6	52	0.045	6	52	0.052	6	52	0.097
18:00 - 19:00	6	52	0.036	6	52	0.052	6	52	0.088
19:00 - 20:00	6	52	0.074	6	52	0.055	6	52	0.129
20:00 - 21:00	6	52	0.045	6	52	0.045	6	52	0.090
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.931			0.951			1.882

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:	31 - 75 (units:)
Survey date date range:	01/01/16 - 19/06/23
Number of weekdays (Monday-Friday):	6
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)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.94

	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	6	52	0.227	6	52	0.071	6	52	0.298
08:00 - 09:00	6	52	0.142	6	52	0.110	6	52	0.252
09:00 - 10:00	6	52	0.142	6	52	0.110	6	52	0.252
10:00 - 11:00	6	52	0.104	6	52	0.074	6	52	0.178
11:00 - 12:00	6	52	0.129	6	52	0.110	6	52	0.239
12:00 - 13:00	6	52	0.104	6	52	0.129	6	52	0.233
13:00 - 14:00	6	52	0.172	6	52	0.081	6	52	0.253
14:00 - 15:00	6	52	0.113	6	52	0.197	6	52	0.310
15:00 - 16:00	6	52	0.168	6	52	0.249	6	52	0.417
16:00 - 17:00	6	52	0.129	6	52	0.155	6	52	0.284
17:00 - 18:00	6	52	0.087	6	52	0.123	6	52	0.210
18:00 - 19:00	6	52	0.094	6	52	0.136	6	52	0.230
19:00 - 20:00	6	52	0.136	6	52	0.175	6	52	0.311
20:00 - 21:00	6	52	0.071	6	52	0.110	6	52	0.181
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.818			1.830			3.648

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.*

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-240902-0946

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	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: 8 to 10 (units:)
Range Selected by User: 6 to 10 (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: 01/01/16 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
Wednesday	1 days

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

Selected survey types:

Manual count	2 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)	1
Edge of Town	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	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	2 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:

15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	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:

Yes	1 days
No	1 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	2 days

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

LIST OF SITES relevant to selection parameters

1	HF-03-A-05	TERRACED HOUSES		HERTFORDSHIRE
	HOLMSIDE RISE			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		8	
	Survey date: MONDAY		*05/06/23*	*Survey Type: MANUAL*
2	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		10	
	Survey date: WEDNESDAY		*10/05/17*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.52

	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	2	9	0.222	2	9	0.556	2	9	0.778
08:00 - 09:00	2	9	0.167	2	9	0.611	2	9	0.778
09:00 - 10:00	2	9	0.167	2	9	0.111	2	9	0.278
10:00 - 11:00	2	9	0.111	2	9	0.111	2	9	0.222
11:00 - 12:00	2	9	0.111	2	9	0.278	2	9	0.389
12:00 - 13:00	2	9	0.389	2	9	0.278	2	9	0.667
13:00 - 14:00	2	9	0.333	2	9	0.222	2	9	0.555
14:00 - 15:00	2	9	0.444	2	9	0.444	2	9	0.888
15:00 - 16:00	2	9	0.167	2	9	0.278	2	9	0.445
16:00 - 17:00	2	9	0.611	2	9	0.333	2	9	0.944
17:00 - 18:00	2	9	0.222	2	9	0.278	2	9	0.500
18:00 - 19:00	2	9	0.333	2	9	0.278	2	9	0.611
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.277			3.778			7.055

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:	8 - 10 (units:)
Survey date date range:	01/01/16 - 05/06/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.52

	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	2	9	0.556	2	9	0.944	2	9	1.500
08:00 - 09:00	2	9	0.278	2	9	0.778	2	9	1.056
09:00 - 10:00	2	9	0.167	2	9	0.111	2	9	0.278
10:00 - 11:00	2	9	0.111	2	9	0.167	2	9	0.278
11:00 - 12:00	2	9	0.222	2	9	0.389	2	9	0.611
12:00 - 13:00	2	9	0.444	2	9	0.389	2	9	0.833
13:00 - 14:00	2	9	0.389	2	9	0.556	2	9	0.945
14:00 - 15:00	2	9	0.944	2	9	0.611	2	9	1.555
15:00 - 16:00	2	9	0.444	2	9	0.444	2	9	0.888
16:00 - 17:00	2	9	0.778	2	9	0.444	2	9	1.222
17:00 - 18:00	2	9	0.333	2	9	0.500	2	9	0.833
18:00 - 19:00	2	9	0.444	2	9	0.278	2	9	0.722
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.110			5.611			10.721

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.*

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-240902-0957

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	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: 8 to 10 (units:)
Range Selected by User: 6 to 10 (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: 01/01/16 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
Wednesday	1 days

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

Selected survey types:

Manual count	2 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)	1
Edge of Town	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	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	2 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:

15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	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:

Yes	1 days
No	1 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	2 days

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

LIST OF SITES relevant to selection parameters

1	HF-03-A-05	TERRACED HOUSES		HERTFORDSHIRE
	HOLMSIDE RISE			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		8	
	Survey date: MONDAY		*05/06/23*	*Survey Type: MANUAL*
2	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		10	
	Survey date: WEDNESDAY		*10/05/17*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.52

	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	2	9	0.222	2	9	0.556	2	9	0.778
08:00 - 09:00	2	9	0.167	2	9	0.611	2	9	0.778
09:00 - 10:00	2	9	0.167	2	9	0.111	2	9	0.278
10:00 - 11:00	2	9	0.111	2	9	0.111	2	9	0.222
11:00 - 12:00	2	9	0.111	2	9	0.278	2	9	0.389
12:00 - 13:00	2	9	0.389	2	9	0.278	2	9	0.667
13:00 - 14:00	2	9	0.333	2	9	0.222	2	9	0.555
14:00 - 15:00	2	9	0.444	2	9	0.444	2	9	0.888
15:00 - 16:00	2	9	0.167	2	9	0.278	2	9	0.445
16:00 - 17:00	2	9	0.611	2	9	0.333	2	9	0.944
17:00 - 18:00	2	9	0.222	2	9	0.278	2	9	0.500
18:00 - 19:00	2	9	0.333	2	9	0.278	2	9	0.611
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.277			3.778			7.055

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:	8 - 10 (units:)
Survey date date range:	01/01/16 - 05/06/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.