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**Proposed Subsidiary Facility / Annex to the Existing Schools
The Former Emsworth Surgery, 6 North Street, Emsworth**

**Transport Statement
August 2025**

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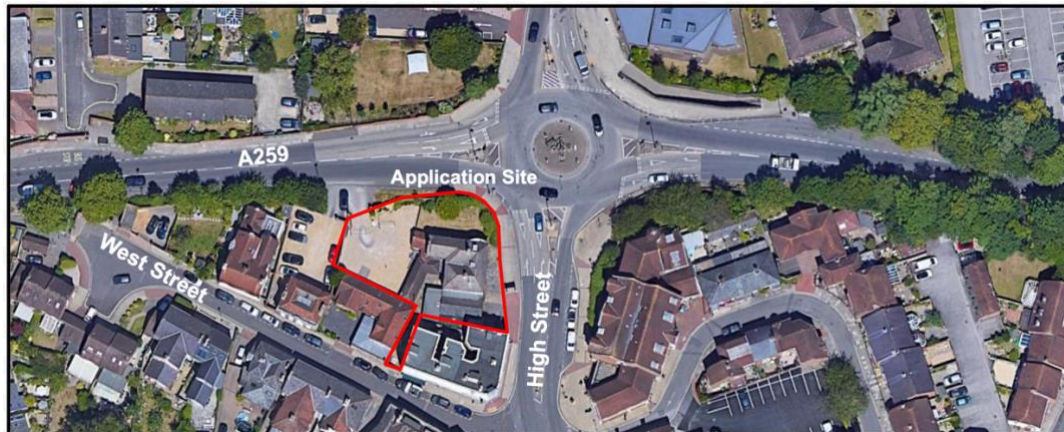
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1. Introduction

1.1. This Transport Statement has been commissioned to support a planning application submission to Havant Borough Council for a Subsidiary Facility / Annex to the existing local schools at the former Emsworth Surgery, High Street, Emsworth PO10 7DD. The location of the site is shown below.



1.4. The site is located to the south and west of the A259. / High Street / North Street roundabout in the centre of Emsworth and benefits from an existing access onto High Street as well as the A259 Havant Road to the north.

1.5. The site is served by existing wide pedestrian footways which also benefits from tactile paving at various crossing points, together with street lighting.

1.6 This Transport Statement has regard to the requirements of the National Planning Policy Framework (NPPF) and has been prepared to consider the transport impacts that may arise from the proposed development, and to consider the proposal against relevant transport and planning policy.

1.7. Specifically, the TS has been prepared to consider the key tests outlined in paragraph 115 of the National Planning Policy Framework, these being:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and;
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

1.8. The remainder of this Statement will comprise of:

- Section 2 – Planning History;
- Section 3 – Proposed Development;
- Section 4 – Policy Context;
- Section 5 – Alternative Transport Provision;
- Section 6 – Site Access and Servicing Arrangements;
- Section 7- Car Traffic Impact – Existing
- Section 8 – Traffic Impact – Proposed
- Section 9 – Car and Cycle Parking
- Section 10 – Summary and Conclusion

2. Planning History

- 2.1. A planning application was submitted under reference APP/23/00249 for a proposed conversion of the 2.5-storey surgery [Class E(e)] building to a Hotel (Class C1) together with the replacement of a single-storey surgery [Class E(e)] building with two-storey café [Class E(b)].
- 2.2. The application was supported by a comprehensive Transport Assessment, the content of which was considered by Hampshire County Council as Local Highway Authority (LHA). The LHA questioned the TRICS Data submitted together with the parking provision for staff employed by the Hotel and Café uses.
- 2.3. A subsequent Addendum was submitted with updated TRICS data which identified that the existing Doctors Surgery had the potential to generate around 33 traffic movements in the AM peak, 27 in the PM peak and around 415 daily traffic movements.
- 2.4. Traffic generation data was also included for the proposed Hotel and café uses, which equated to some 41 daily traffic movement, which resulted in a significant decrease in traffic on the highway network.
- 2.5. Following the submission of this additional data, the LHA said:

As requested previously, the applicant has now updated the trip generation using TRICS parameters that are more representative of the proposed site. Proposed trip generation has also been provided from the TRICS database for the cafe element of the proposals. The Highway Authority note that the proposed change of use provides a reduction in trips than that of the previous use and are therefore satisfied that the proposed development will not have a detrimental impact on the local highway network.

2.6. In relation to car parking, the Planning Authority said:

It is noted that onsite parking is proposed, which falls slightly short of the standard required for hotels in the Councils parking SPD. Given the location of the development in the town centre, which is both accessible by other modes of transport and has public car parking provision nearby, the amount of parking proposed is considered acceptable in policy terms.

2.7. Planning Consent was subsequently granted subject to a number of conditions.

3. Proposed Development

- 3.1. The site is located in the centre of Emsworth Village, at the northern end of the High Street. The Surgery has now relocated to a nearby site, but previously served some 13,000 patients.
- 3.2. The current proposal seeks convert the existing listed building on the site to provide a 24 space Annex / Facility, together with rear drop off area and retention of the parking spaces to the front of the site.
- 3.3. The School will result in the employment of 8 full time equivalent staff.

4. Policy Context

- 4.1. To provide context for the TS, this section of the report provides an overview of relevant national and local transport planning policy.
- 4.2. **National Planning Policy Framework**

This Transport Statement (TS) assesses the acceptability of the proposed development in transport terms. In particular, the TS assesses the proposal against the four key tests identified in paragraph 115 of the National Planning Policy Framework (NPPF), which states:

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

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- 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.

Furthermore, paragraph 116 of the NPPF goes on to state:

“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”

Therefore, development should provide opportunities for sustainable travel, achieve safe access, and should only be prevented where the residual cumulative impact is **‘severe’**.

4.3. Hampshire’s Local Transport Plan (LTP) (2011 – 2031) – April 2013

HCC’s transport strategy for the next 20 years is set out in its LTP. The document also outlines how the LTP will contribute to the Council’s corporate priorities and includes a three-year implementation plan.

Three main priorities are set out in the LTP for the next 20 years. These are:

“Support economic growth by ensuring the safety, soundness, and efficiency of the transport network in Hampshire;

Provide a safe, well-maintained, and more resilient road network in Hampshire, as the basic transport infrastructure of the County, on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction; and

Manage traffic to maximise the efficiency of the existing network capacity, improving journey time reliability and reducing emissions, and thereby supporting the efficient and sustainable movement of people and goods.”

The LTP identifies Havant as being within the South Hampshire Joint Strategy area and identifies its vision for the area to create:

“A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment”

The LTP identifies many transport policies to deliver this objective. Policies relevant to Havant Borough include:

- To develop transport improvements that support sustainable economic growth and development within South Hampshire;

- To optimise the capacity of the highway network and improve journey time reliability for all modes;
- To achieve and sustain a high-quality, resilient and well-maintained highway network for all;
- To deliver improvements in air quality;
- To improve road safety across the sub-region;
- To promote active travel modes and develop supporting infrastructure;
- To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services;
- To work with Local Planning Authorities to integrate planning and transport; and
- To safeguard and enable the future delivery of transport improvements within the TfSH area.

4.4. Havant Borough Transport Statement – December 2013

In addition to the LTP, HBC and HCC have produced a Transport Statement for the Borough. There are four objectives outlined in the document:

“Promote economic growth by providing a well maintained, safe and efficient highway network;

Improve access to jobs, facilities and services by all types of transport;

Facilitate and enable new development to come forward; and

Reduce carbon emissions and minimise the impacts of transport on the environment”.

4.5. Havant Borough Council Adopted Local Plan (2011)

The adopted Local Plan is made up of the Core Strategy 2011 – 2026, which is the principal document outlining how planning will be managed in the borough until 2026.

Policy CS20 of the Core Strategy ‘Transport and Access Strategy’ states,

Development will be permitted that:

- 1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.*
- 2. Does not increase congestion and promotes better use of existing transport networks.*
- 3. Improves accessibility to goods, services and employment and promotes equality in the transport system.*
- 4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.*
- 5. Ensures that highway design responds positively to the characteristics of the area and delivers a high- quality public realm for all users.*
- 6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate. assesses the non-transport infrastructure requirements to support the proposed new development.*

4.6. Havant Borough Council Parking Supplementary Planning Document (July 2016)

Car and Cycle parking standards for new development are provided within HBC's Parking Standards SPD (adopted July 2016). The development consists of a 24-place Annex / Facility which is to be staffed by 8 full time equivalent staff members. The suggested parking standards for such a development are shown in the table below.

Car and Cycle Parking Requirements			
	Car	Short Stay Cycle	Long Stay Cycle
D1 Educational Establishments (school)	1 space /per teaching member plus 2 spaces per 3 non -teaching staff	(Note 1)	(Note 1)

4.7. Summary

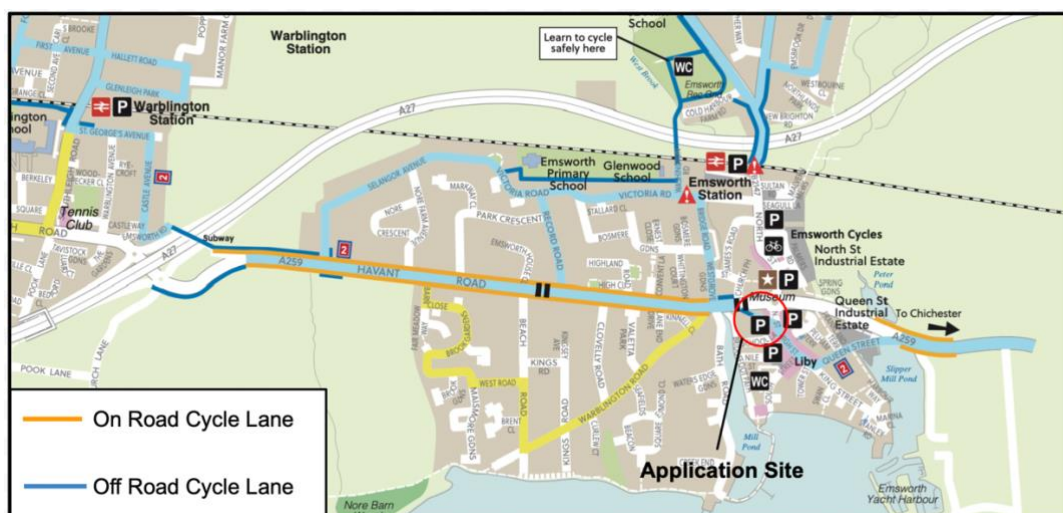
Taken together, national and local transport planning policy requires new development to be located where there is the opportunity for the development to be accessed by a choice of modes of transport including walking, cycling and public transport, so as to minimise the number and length of car journeys. Safe and suitable access to new developments should be achieved for all people.

National and local policy is clear that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

This TS therefore describes how the proposed development complies with these transport planning policy considerations.

5. Alternative Transport Provision

- 5.1. Walking Facilities – The site is located within the centre of Emsworth which is well served by pedestrian facilities. Pavements are located on both sides of carriageways and dropped crossings all have tactile paving to aide partially sighted and blind users.
- 5.2. Cycle Facilities – Emsworth is well served by convenient and safe cycle facilities. The National Cycle Route Network 2 travels through Emsworth along the A329. Route 2 is a long-distance cycle route which, when complete, will link Dover in Kent with St. Austell in Cornwall via the south coast of England. The route is currently 361 miles long. The only major gaps in this route are between Dawlish and Totnes, and Plymouth and St Austell. The diagram below shows the location of the site in relation to Route 2 and the more local cycle facilities.



- 5.3. Bus Facilities – Bus stops are located on Havant Road 75m from the site and on North Street 60m away. Bus routes 700 & 27 serve these stops. Route 700 operates from around 06:00 to 22:30 Monday to Friday at a frequency of up to twice per hour in each direction. The 700 also operates on Saturdays between approximately 06:00 to 20:30 and on Sundays between 07:30 and 21:30. The 27 operates between 09:00 and 17:30, Monday to Friday, with around 5 services per day in each direction.
- 5.4. Rail Facilities – Emsworth train station is located 420m north of the site and provides frequent services to Havant, Portsmouth & Southampton to the west and to Chichester, Horsham, Brighton and London to the east, as well as numerous other intermediate stops. A summary of the rail services operating from Emsworth Station is given below.

Destination	Typical Peak Frequency	Typical Off-Peak Frequency	Typical Journey Duration
Southampton Central	2	2	45mins
Brighton	2	2	1hr 3 mins
London Victoria	3	3	1hr 48 mins
Horsham	3	3	50 mins
Portsmouth Harbour	3	2	20 – 34 mins
Chichester	4	3	10 - 20 mins

- 5.5. The site is therefore considered to be located within a very sustainable location where genuine alternative measures of transport are available to users of the site other than the motor vehicle.
- 5.6 This was recognised by the LPA when considering the parking implications of the previously approved Café / Hotel use.

6. Site Access and Servicing Arrangements

- 6.1. The site benefits from two existing vehicular accesses, one from High Street and one from the A259 Havant Road. The High Street access is in the form of a dropped footway crossing and historically served two to three car parking spaces.
- 6.2. The second access onto Havant Road was the main access and this is to remain in its current form of a wide dropped footway crossing, which is shared with the adjoining Solicitors Office Car Park.
- 6.3. The existing car park is to be redeveloped to provide two small teaching pods, a central courtyard area and a children's play area. The access will remain, and this will serve a parking and turning area for a mini-bus sized vehicle, which will be used to transport pupils to and from the school. General day – day servicing can also be undertaken from this access, although the access onto The High Street can also be used for smaller deliveries. The A259 access is shown below.



6.4. A pedestrian access is also present to the rear of the site which leads south into West Street. This access will be used for refuse collection, as happens at present. West Street is a cul de sac where the refuse freighter operates a kerbside collection service. The turning head at the western end of West Street ensures that such a vehicle is able to turn so to enter and leave High Street in forward gear.

7. Traffic Impact Existing

- 7.1. The lawful use as a 9 Doctor Surgery generated a considerable number of traffic movements, although as this is no longer operating, in order to ascertain the likely number of movements it could have generated, a first principles approach was taken. 9 doctors working a 7-hour day could see on average 6 patients per hour giving a total of 378 patients.
- 7.2. As part of the previous submission, TRICS data was submitted to ascertain the likely traffic generation from the original permitted Doctors Surgery use and when selecting suitable comparison sites, the following criteria was applied:

- Land Use – GP Surgeries
- Number of Doctors – 4 to 12
- Date Range - 01/01/10 to 25/05/22
- Areas – Town Centre and Edge of Town Centre - England Only

The trip rates and likely traffic impact is given in the table below.

7.3.

Health – GP Surgeries			
	Arrivals	Departures	Total Two-way
AM Peak	2.509	1.236	3.745
PM Peak	1.073	1.855	2.928
Daily	23.007	23.141	46.148
Vehicle Trips Based on 9 Consulting Rooms			
AM Peak	22.6 (23)	11.12 (11)	33
PM Peak	9.66 (10)	16.7 (17)	27
Daily	207.06 (207)	208.27 (208)	415

- 7.4. From the above it can be seen that based on TRICS data, the existing surgery could have generated around 40 traffic movements in the AM peak, 27 in the PM peak and around 447 daily traffic movements.
- 7.5. This TRICS data was agreed with the LHA, who recognised that the proposed Café and Hotel use would result in a reduction in traffic impact over the permitted Doctor's Surgery use.
- 7.6. The TRICS Data is included as [Appendix 1](#) to this Statement.

8. Traffic Impact Proposed

- 8.1. The facility is likely to operate between the hours of 8:45 and 2:25, in order to meet the Governments requirements of a 32.5-hour School week. This will include lunch, breaks, teaching time and enrichments activities.
- 8.2. The School anticipates that the staff catchment will be local for teaching assistants and full-time teachers would be prepared to travel up to an hour due to their specialist field. Staff would begin arriving from 8:00am, whilst teaching assistants would leave at the end of the school day (3:30/3:40pm) and teachers would leave between 4:30-6:30pm.
- 8.3. The majority of pupils will arrive by mini-bus and all drop-off / pick-up activity will take place within the site away from the public highway thereby causing no disruption to local residents. The mini-bus will drop off students at 8:45 and will collect them again at 2:25. This will allow the parking to the rear of the site to be used for drop offs and pick ups prior to 8:40 and after 2:35.
- 8.4. Given that the majority of pupils will arrive by arranged transport there will be minimal parent / pupil drop-off / pick-up activity taking place on-site. The existing parking spaces at the front of the site will be reserved for parent / carer drop offs, whilst the majority of the children will be transported by mini bus, which will access the site from A259, from the rear. Pupils will be directed by staff along the central courtyard to board the mini buses and this process will be carefully managed by staff to ensure that process is as efficient as possible.
- 8.5. Once all children are safely within the site, the access will be secured by a sliding gate, which is set back sufficiently to allow the mini bus to stand clear of the public highway, whilst the gate is being opened or closed.
- 8.6. Traffic impact from the Facility will therefore be minimal as pupil numbers will be limited to 24, whilst the use of a 12-seater mini bus will see the majority of children transported by this method.
- 8.7. Staff will be encouraged to use public transport where possible, and the lack of any on-site staff parking will discourage the private car as a mode of transport. Those that do use this method will need to make their own parking arrangements, and this is discussed further below.
- 8.8. The level of traffic from the Facility is therefore likely to be significantly decreased compared to agreed levels of traffic that the existing permitted doctor's surgery could generate, which is seen as a betterment in this instance.

9. Car and Cycle Parking

- 9.1. The site is recognised as being in a sustainable location, close to many facilities and services and is well served by public transport as well as a safe and convenient pedestrian route network.
- 9.2. There are alternative parking facilities available if any staff choose a car as a method of travel where nearby public parking is available at South Street (82 spaces), Palmers Road (118 spaces), Bridge Road (54 spaces) and North Street (14 spaces).
- 9.3. The adopted parking standards suggest that parking should be provided as a rate of 1 space per teacher, and 2 spaces per non-teaching staff. In this case there is to be 8 full time equivalent members of staff with a ratio of 50% being teachers and 50% being assistants. Assuming a worst-case scenario, the site would therefore require a total of 6 parking spaces.
- 9.4. Notwithstanding the above, the site does benefit from a legal fallback of a Class D1 Doctors Surgery, which historically had 9 consulting rooms, together with other ancillary offices and 12 car parking spaces. The Havant parking standards for such a use required 3 spaces per consulting room, therefore a total of 27 spaces would have been required. When this is compared to the 12 spaces available, it is evident that there was an existing shortfall of 15 parking spaces, which is greater than the parking demand for this current proposal.
- 9.5. Notwithstanding this, the Parking Standards policy recognises that a lower level of parking can be provided within sustainable areas, such as this. In this case, essential operation parking is to be provided to ensure that children can be safely deposited and collected from within the site, whilst any staff parking demand can be accommodated within nearby public car parks. Any shortfall of parking will not take place within nearby streets as all streets within the vicinity of the site are controlled by traffic regulation orders in the form of double yellow lines. Any available dedicated on-street parking bays are strictly controlled by stringent waiting restrictions that limit parking to just 45-minutes Monday to Saturday between the hours of 9:00am and 6:00pm, with no return within 45 minutes. Staff will therefore not be able to park on the surrounding public highway.
- 9.6. With regards to cycle parking, a dedicated cycle store is to be provided at the rear of the site within the access to West Street. It is therefore concluded that the amount of car and cycle parking for the proposed uses is appropriate in this instance.
- 9.7. A parking strategy will be implemented to control the way the parent parking is operated and this will include measures such as:

- *A “no drop-off” policy for parents will be implemented unless in exceptional circumstances. The use of signage and newsletters will help to reinforce this measure. Any drop offs will be prior to 8:40 and after 2:35.*
- *Alternative travel options will be highlighted in all school communications.*
- *In the rare circumstances that students are needed to be dropped off, the school will operate a staggered pick-up and drop-off system.*

- Staggered Pick-Up and Drop-Off Policy To ensure the safety of our students and to manage traffic flow effectively around the school premises, we will be implementing a staggered pick-up and drop-off system for all families who need to drive to school.
- Each family will be assigned a specific time slot for both morning drop-off and afternoon pick up. These time slots are designed to reduce congestion and ensure a smooth and safe transition for all students. Important Guidelines: Only families with an assigned time slot will be permitted to drop off or pick up their child by car.
- No vehicles will be allowed to stop or wait outside of their designated time slot.
- Families arriving outside of their allocated time will be required to use the off-site parking option.
- Off-site parking is available at the public car park located nearby.

10. Summary and Conclusion

- 10.1. This Transport Statement has been commissioned to support a planning application for an Annex / Facility for 24 Children at the former Emsworth Surgery, High Street, Emsworth.
- 10.2. The site is located within the centre of Emsworth Village, which is considered to be a highly accessible location, being served by a wealth of local services and facilities as well as public transport options, cycle and rail connections and pedestrian accessibility.
- 10.3. The site is to have 2 car parking spaces and a dedicated mini bus space, together with a number of secure and undercover cycle parking spaces, which given the sustainable location, is deemed to be sufficient in this instance.
- 10.4. It is considered that the proposed School will not generate any significant traffic impact when compared to the existing permitted Doctor's Surgery use.
- 10.5. The development is therefore considered to be in accordance with National, Regional and Local Planning policy, particularly in regard to the NPPF as the development will not result in an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe.

Nick Culhane August 2025

Appendix 1

TRICS Data

Calculation Reference: AUDIT-405201-230607-0658

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	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 doctors
Actual Range: 4 to 12 (units:)
Range Selected by User: 4 to 12 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 25/05/22

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
Tuesday	1 days
Wednesday	3 days
Thursday	1 days
Friday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	8 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:

Town Centre	1
Edge of Town Centre	7

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

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	3
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.

Secondary Filtering selection:

Use Class:

E(e) 8 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

Population within 1 mile:

10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	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	5 days
1.1 to 1.5	3 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 8 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 8 days

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	AC-05-G-01 HOOL LANE CHESTER	GP SURGERY		CESHIRE WEST & CHESTER
	Edge of Town Centre Residential Zone Total Number of doctors:	6		
	Survey date: SUNDAY	13/05/12	Survey Type: MANUAL	
2	LN-05-G-01 95 MONKS ROAD LINCOLN	GP SURGERY		LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total Number of doctors:	4		
	Survey date: TUESDAY	25/06/13	Survey Type: MANUAL	
3	NF-05-G-02 OAK STREET NORWICH	GP SURGERY		NORFOLK
	Edge of Town Centre Residential Zone Total Number of doctors:	6		
	Survey date: FRIDAY	24/09/10	Survey Type: MANUAL	
4	NY-05-G-02 ASH TREE ROAD KNARESBOROUGH	GP SURGERY		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Number of doctors:	6		
	Survey date: WEDNESDAY	28/09/16	Survey Type: MANUAL	
5	NY-05-G-03 NORTH STREET RIPON	GP SURGERY		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Number of doctors:	12		
	Survey date: MONDAY	16/05/22	Survey Type: MANUAL	
6	NY-05-G-04 PARK STREET RIPON	GP SURGERY		NORTH YORKSHIRE
	Town Centre Built-Up Zone Total Number of doctors:	7		
	Survey date: WEDNESDAY	25/05/22	Survey Type: MANUAL	
7	SM-05-G-02 COAL ORCHARD TAUNTON	GP SURGERY		SOMERSET
	Edge of Town Centre Built-Up Zone Total Number of doctors:	10		
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL	
8	WK-05-G-01 COURT STREET LEAMINGTON SPA	GP SURGERY		WARWICKSHIRE
	Edge of Town Centre No Sub Category Total Number of doctors:	4		
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the 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/G - GP SURGERIES

TOTAL VEHICLES

Calculation factor: 1 DOCTOR

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	7	1.538	6	7	0.103	6	7	1.641
08:00 - 09:00	8	7	2.509	8	7	1.236	8	7	3.745
09:00 - 10:00	8	7	3.018	8	7	2.418	8	7	5.436
10:00 - 11:00	8	7	2.655	8	7	2.527	8	7	5.182
11:00 - 12:00	8	7	2.364	8	7	2.455	8	7	4.819
12:00 - 13:00	8	7	1.582	8	7	2.109	8	7	3.691
13:00 - 14:00	8	7	1.200	8	7	1.255	8	7	2.455
14:00 - 15:00	8	7	1.673	8	7	1.418	8	7	3.091
15:00 - 16:00	8	7	2.636	8	7	2.582	8	7	5.218
16:00 - 17:00	8	7	2.073	8	7	2.636	8	7	4.709
17:00 - 18:00	8	7	1.073	8	7	1.855	8	7	2.928
18:00 - 19:00	7	7	0.286	7	7	1.347	7	7	1.633
19:00 - 20:00	1	10	0.300	1	10	0.500	1	10	0.800
20:00 - 21:00	1	10	0.100	1	10	0.700	1	10	0.800
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			23.007			23.141			46.148

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: 4 - 12 (units:)
Survey date range: 01/01/10 - 25/05/22
Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 1
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.

Calculation Reference: AUDIT-405201-230607-0641

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
09	NORTH	
	CB CUMBRIA	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 bedrooms
 Actual Range: 38 to 92 (units:)
 Range Selected by User: 38 to 92 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 25/11/19

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

Selected survey days:

Monday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town 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:

Built-Up Zone	2
High Street	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	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C1 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 3 days

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

Population within 5 miles:

75,001 to 100,000 2 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

1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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