

**Beech Court, Romford
Proposed Care Home Extension
Transport Statement**

February 2020 (Final Issue)

Prepared on behalf of
Bondcare London

Quality Management

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Prepared by	T Pridmore	T Pridmore		
Signature				
Checked by	P Owen	P Owen		
Signature				
Authorised by	P Owen	P Owen		
Signature				

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1. Introduction

1.1 BACKGROUND

1.1.1 Optima have been appointed to produce a Transport Statement (TS) in support of a planning application for a care home extension at the Beech Court Care Home, Romford. The proposed Site layout is shown in Appendix A.

1.1.2 This TS supports a full planning application made on behalf of Bondcare Ltd for an additional 12 bedrooms, bathrooms and day rooms. These will be housed in an extension to the existing building.

1.1.3 The Local Planning Authority and Local Highway Authority is the London Borough of Havering.

1.1.4 A site visit was undertaken on Wednesday 29th January 2020. Information gathered from this Site visit along with information from the project team and third parties forms the basis of this report and its conclusions.

1.1.5 This TS has been prepared in accordance with the National Planning Practice Guidance “Travel Plans, Transport Assessments and Statements in Decision-Taking” document.

1.1.6 This report sets out the transport issues relating to the proposed development and identifies if any measures are required to accommodate the anticipated transport impacts of the scheme. This TS considers the sustainability of the Site, reviewing the provision for, and quality of, facilities and connections to and from the surrounding areas. It covers a variety of topics which are set out within the following chapters:

- Chapter 2 - describes the Site and the existing transport conditions and includes an analysis of personal injury accident data;
- Chapter 3 - describes the accessibility of the Site by non-car modes;
- Chapter 4 - defines the development proposals, access strategy and internal layout;
- Chapter 5 - set out the trip generation methodologies; and
- Chapter 6 - highlights the conclusions of the TS.



2. Existing Site Conditions

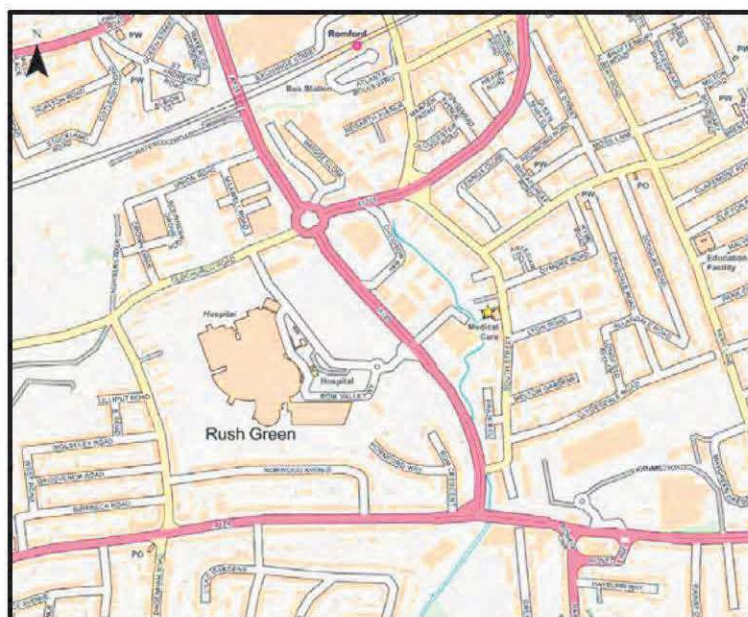
2.1 INTRODUCTION

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It includes a review of existing accident data and describes the existing local facilities.

2.2 EXISTING SITE

2.2.1 The Site is situated on land to the west of South Street, Romford. The present care home has been in situ for a number of years and the development proposals are for the extension of this existing unit. The Site in relation to the local and strategic transport networks is shown in Figures 1 and 2 respectively. Image 2.1 illustrates the indicative red line application boundary.

Image 2.1 Site Location



2.2.2 The Site is bound by residential properties on the north and south with a builders merchants to the east and commercial and retail properties to the west.

2.3 EXISTING LOCAL HIGHWAY NETWORK

2.3.1 The Site is accessed from South Street. This is a predominantly residential street that is presently used to access the existing care home, along with further residential streets and some commercial properties.

2.3.2 South Street links Romford Town Centre and the town's southern relief road, called Thurloe Gardens with A125 Rom Valley Way to the south.

2.3.3 The speed limit in the vicinity of the Site is 30mph as denoted by the lack of speed signage and street lighting being in place.

2.3.4 Parking restrictions are in place around the Site, but only on a Monday to Friday from 08:30 to 18:30. Just to the north of the existing building this controlled zone changes to Monday to Saturday with the same hours of operation. South Street is lit along its length close to the Site.



2.3.5 South Street connects the Site to the centre of Romford along with its rail station, main bus stop facility and multiple retail and leisure opportunities. As shown in the section below, South Street is an important bus route.

2.4 BUS SERVICES

2.4.1 The nearest bus stops to the Site are located on South Street, with the southbound bus stop being located opposite the Site and northbound stops within 200m from the centre of the Site, both to the south a north of the Site. These stops are provided with a shelter, seating, a litter bin, a flag and timetable information.

2.4.2 A summary of the bus services in the vicinity of the Site is provided in Table 2.1.

Table 2.1 Bus Service Summary – South Street

Service	Route	Days of Operation	Approx. Frequency	Time of operation
248	Romford – Hornchurch – Upminster – Cranham	Mon-Fri	Every 8 minutes	05:21 – 00:47
		Sat	Every 8 minutes	05:21 – 00:47
		Sun	Every 15 minutes	06:41 – 00:47
248	Cranham – Upminster – Hornchurch – Romford	Mon-Fri	Every 8 minutes	05:16 – 00:26
		Sat	Every 8 minutes	05:16 – 00:28
		Sun	Every 15 minutes	06:16 – 00:25
252	Collier Row – Romford – Hornchurch	Mon-Fri	Every 10 minutes	04:24 – 01:20
		Sat	Every 12 minutes	04:24 – 01:20
		Sun	Every 15 minutes	05:24 – 01:20
252	Hornchurch – Romford – Collier Row	Mon-Fri	Every 10 minutes	04:14 – 01:22
		Sat	Every 12 minutes	04:15 – 01:22
		Sun	Every 15 minutes	05:15 – 01:22
N15	Romford – Barking – Central London	Mon-Fri	Every 10 minutes	00:25 – 04:35
		Sat	Every 10 minutes	00:26 – 04:36
		Sun	Every 10 minutes	00:25 – 04:35
N15	Central London – Barking – Romford	Mon-Fri	Every 10 minutes	01:49 – 06:40
		Sat	Every 10 minutes	01:49 – 06:35
		Sun	Every 10 minutes	01:49 – 06:40

2.4.3 As can be seen from Table 2.1, the existing bus services provide journeys to many different areas of London, allowing staff and visitors at the Care Home to be able to directly access the Site by bus. It should also be noted that the service operate well into the night offering a travelling opportunity for any staff that have staff changeover periods at unsociable hours, as can be necessary with a care home.

2.4.4 To the north closer to the centre of Romford are further bus services available from the stops further north along South Street or Brentwood Road.

2.5 RAIL SERVICES

2.5.1 The nearest rail station to the site is Romford, which is 700m from the centre of the Site, to the north along South Street.



2.5.2 Romford is on the Great Eastern mainline, although none of the main express services stop. Stopping services are operated by TfL, London Overground and GreaterAnglia. The station is managed by TfL.

2.5.3 TfL offer a service every ten minutes between Liverpool Street and Shenfield stopping at all intermediary stations. The service frequency increases in peak periods. This service will form part of the Elizabeth Line when Crossrail becomes fully operational in 2021. Romford will then have direct trains through the heart of London and out to the west.

2.5.4 GreaterAnglia operate services that stop at the station during the off peak offering two service per hour to Liverpool Street to the west and Southend Victoria and Colchester to the east. These services do not stop in the peak periods.

2.5.5 London Overground operate a shuttle service that starts at Romford and runs to Upminster, which is located on the London, Tilbury and Southend Railway. This runs every half hour.

2.6 PTAL RATING

2.6.1 Analysis of the TfL website shows that the Site enjoys a PTAL rating of 5, which is the third best available. This is impressive considering the distance from central London and it can be attributed to the excellent public transport provision discussed within this report.

2.6.2 The full PTAL rating and report is shown in Appendix B.

2.7 PERSONAL INJURY ACCIDENT DATA

2.7.1 The Crashmap database has been interrogated to ascertain whether there have been any accident clusters or highway safety concerns in the local area.

2.7.2 Crashmap uses validated Department for Transport data for collisions where a Personal Injury Accident has occurred (where Police attended). Data outlined below is from the most recent available period covering from 2014 to 2018, which are the last five years full datasets.

2.7.3 The study area includes South Street close to the care home, along with the junctions with Lyon Road and Dymoke Road, to the north and south of the development site.

2.7.4 The data obtained from Crashmap is attached in Appendix C.

2.7.5 During the 5 year period, there were 2 collisions recorded within the immediate study area. One at both the junctions mentioned above.

2.7.6 There was a collision in 2014 at the junction of South Street and Dymoke Road, which included one casualty and one vehicle. It was classified as slight in severity.

2.7.7 There was a collision in 2016 at the junction of South Street and Lyon Road, which included one casualty and two vehicles. It was classified as slight in severity. One of the vehicles involved was a motorcycle.

2.7.8 The following conclusions can be made:

- Total of 2 accidents over 5 years;
- Average of 0.4 accidents per year;
- 2 slight accidents (100%), 0 serious accidents (0%) and 0 fatal accidents (0%);
- No accidents were recorded at the existing site access location;
- No accident clusters have been identified; and



- No accident trends have been identified.

2.7.9 Having reviewed the accidents in detail, it is not considered that there is a specific accident concern.



3. Site Accessibility

3.1 ACCESSIBILITY ON FOOT

3.1.1 It is generally considered that an acceptable maximum walking distance from home to a place of work is 2km. The CIHT document 'Guidelines for Providing for Journeys on Foot' recommends various thresholds for desired, acceptable and preferred maximum distances to various services as shown in Table 3.1.

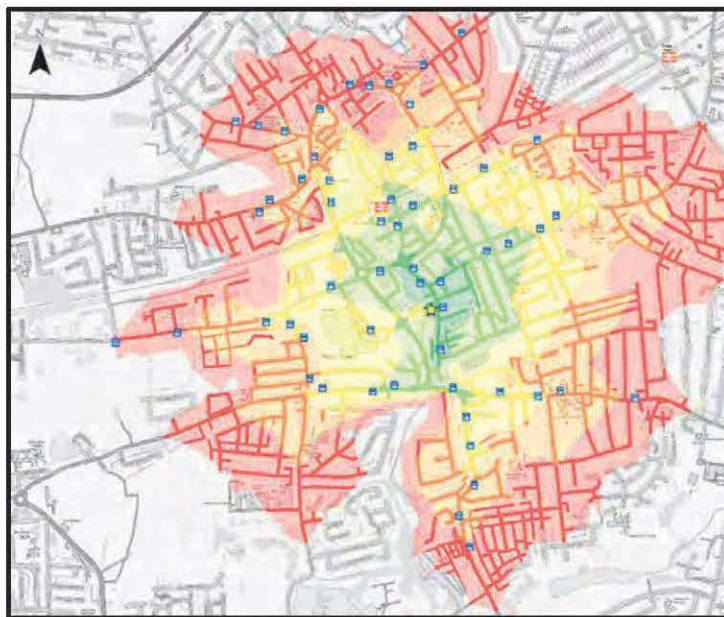
Table 3.1 Accessibility by Foot

	Town Centres (m)	School/Work (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source – Table 3.2 'Guidelines for Providing for Journeys on Foot' published by CIHT

3.1.2 Using GIS Network Analyst software, typical walk times (up to 25 mins equating to 2km) have been plotted from the centre of the proposed development which are shown on Figure 3. An extract of Figure 3 is provided at Image 3.1.

Image 3.1 Pedestrian Accessibility



3.1.3 The following key facilities can be accessed on foot:

- Bus stops along South Road can be walked to well within 5 minutes;
- Retail opportunities in Romford Town Centre can be walked to in 15 minutes;
- Romford Train station can be walked to within 10 minutes; and
- There are significant residential areas within 25 minutes.

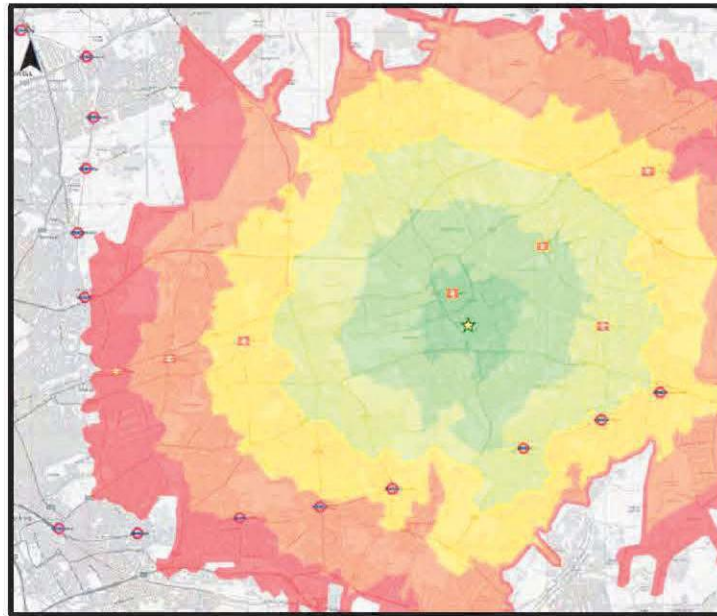
3.1.4 The Site is within walking distance of local public transport facilities and retail facilities. There are also numerous residential streets within acceptable walking distance of the Site. It is therefore concluded that the Site is accessible on foot.

3.2 ACCESSIBILITY BY CYCLE

3.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5km, as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips up to 8km.

3.2.2 Figure 4 illustrates an 8km (30 minute) cycle distance produced using Network Analyst software. An extract of Figure 4 is shown on Image 3.2.

Image 3.2 Cycle Accessibility



3.2.3 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres / 19-minutes as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips of up to 8km / 30-minutes for commuting.

3.2.4 Using GIS Network Analyst software typical times from the site are shown on Figure 4.

3.2.5 From the Site, an 8km catchment area encompasses an extensive amounts of residential areas and is likely to cover most areas where the staff live. The area can be defined by Harold Hill and Collier Row to the north, Cranham and Upminster to the east, Dagenham to the south and Ilford to the west. The Figure clearly shows that cycling is a potential travel mode for staff and visitors to the Site.

3.3 BUS SERVICES

3.3.1 The centre of the development Site is located close to existing bus stops on South Street.

3.3.2 The existing bus stops provide journeys to many different areas of London and will allow bus travel to be a possible mode choice for staff and visitors.

3.3.3 Local bus services are discussed in much more detail in the previous chapter.

4. Development Proposals and Access Arrangements

4.1 DEVELOPMENT PROPOSALS

4.1.1 The scheme proposals, which are illustrated on the Site Masterplan, contained in Appendix A, show an extension to the existing care home, with 12 new bedrooms, two new bathrooms and a dayroom being provided. There are presently 50 bedrooms in place.

4.1.2 The extension will take the form of a 2.5 storey extension to the west wing of the existing building on to existing greenspace.

4.2 ACCESS ARRANGEMENTS

4.2.1 Access to the Site will be gained from South Street, as it presently does, with no improvements to the local highway required due to the low quantum of development.

4.3 INTERNAL LAYOUT & SERVICING

4.3.1 There will be no changes to the internal layout, which consist of a single vehicle access from South Street and a car parking area and bin store.

4.3.2 Servicing will take place from the car park, as it presently does. There are no reports of any operational issues with the current arrangements. It is not envisaged that an additional 12 bed spaces will require any extra serving capacity.

4.4 PARKING

4.4.1 The London Borough of Havering do not have specific car parking standards for care homes.

4.4.2 There are presently eight marked parking spaces available at the care home, located next to the main pedestrian access. Two of these are disabled spaces. These are located to the north of the building line. There is also an informal car parking area to the north west of the building line and adjacent to the existing bin store. It is estimated that a further 8 to 10 cars could be parked within this informal area, if required, taking the available capacity to 16 to 18 spaces.

4.4.3 It is proposed to formalise parking arrangements with 14 marked out spaces, including the two existing disabled bays.

4.4.4 During the Site visit, which took place on the Wednesday 29th January 2020, 5 cars were noted parked in the car park, showing significant spare capacity, with 11 to 13 available

4.4.5 Evidence taken for a staff survey and through discussions with the care home manager suggest that there are on average, 20 visitors a day to the care home and these travel by public transport or car. Visiting is available from 10:00 until 19:30.

4.4.6 This would suggest that there is clearly sufficient capacity to keep all parking associated with visitors within the curtilage of the Site, even with the extension in place, given the available capacity. Effectively this is likely to equate to one visitor per 3 residents per day, therefore with the additional 12 rooms there would be an additional 4 visitors per day.

4.4.7 There are 53 staff presently working at the care home. Due to the nature of the business and the 24 hour requirement for staffing, all staff work in shift patterns. There are three shift patterns in place, which are 08:00-14:00, 14:00-20:00 and 20:00-08:00.

4.4.8 10 staff members presently drive to the Site, with the others using a mixture of public transport, walking and cycling. There would be a requirement for 10 staff parking spaces. It should be noted that these will not all be required at the same time as the requirement for the 10 spaces



will be spread over 24 hours. The most staff cars that have been observed parked are four at any one time. The car parking available clearly has spare capacity.

4.4.9 The proposed 14 car parking spaces will therefore be able to ensure that all staff and visitor car parking is within the curtilage of the Site, with no impact on surrounding streets.

4.5 STAFF MODAL SPLIT

4.5.1 Staff at the care home were asked how they travelled to work. The modal split for the Site is shown in Table 4.1 below.

Table 4.1 Accessibility by Foot

Method of Travel to Work	Total	Percentage
Train	2	4%
Bus, Minibus or Coach	20	38%
Motorcycle, Scooter or Moped	0	0%
Driving a Car or Van	10	19%
Passenger in a Car or Van	8	15%
Bicycle	0	0%
Walking	13	24%
Total	53	100.0%

4.5.2 This clearly shows that the vast majority of staff at the Site, travel by sustainable modes with only 19% driving on their own to the Site.



5. Trip Generation

5.1 INTRODUCTION

5.1.1 This chapter sets out the trip generation methodology associated with the Site.

5.1.2 The planning application is for an additional 12 bedrooms. The trip generation is based upon that figure.

5.2 PROPOSED VEHICULAR TRIP RATES

5.2.1 In order to predict the level of traffic generated by the proposed development, the latest TRICS 7.6.4 online database has been interrogated. Given the sustainable nature of the Site, as demonstrated elsewhere within this report, average trip rates have been used.

5.2.2 The time periods selected are the weekday morning (08:00-09:00) and evening (17:00-18:00) peak hour periods.

5.2.3 Table 5.2 shows the predicted trip rates per resident.

5.2.4 Survey sites within the database have been chosen using the following parameters:

- Land use: 05 Health - F Care Home (Elderly Residential);
- Calculation options: Vehicular trip rates selected;
- Regions: Scottish, Irish and Welsh sites excluded;
- Trip Rate Parameters: per Resident;
- Parameter range: 17-40 selected (average of 28 Residents);
- Date range: 1st January 2011 and 4th March 2019;
- Days included: Monday to Friday; and
- Location Type: Edge of Town, Town Centre and Suburban locations.

Table 5.1 TRICS Vehicular Trip Rates

Time Period	Total Vehicular Trip Rates (per resident)		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.045	0.063	0.108
PM Peak 17:00-18:00	0.045	0.058	0.103

5.2.5 The TRICS output is contained in Appendix D.

5.3 PROPOSED TRAFFIC GENERATION

5.3.1 The vehicular traffic generation associated with the proposal for 12 additional bedrooms, applying the above trip rates is shown in Table 5.2.

Table 5.2 Proposed Traffic Generation

Time Period	Total Vehicular Trips – 12 Bedrooms		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	1	1	2
PM Peak 17:00-18:00	1	1	2



5.3.2 As can be seen from Table 5.2, the proposal for 12 additional bed spaces is predicted to generate negligible traffic.

5.4 CONCLUSIONS

5.4.1 It has been demonstrated that the peak hour development trips are below the materiality measure of 30 two way trips in a peak period, typically applied by local authorities and Highways England. This level of traffic will not be perceived from day to day fluctuations on the wider highway network and will not result in a material impact.



6. Conclusions

6.1.1 This Transport Statement has been prepared by Optima Highways, on behalf of Bondcare to support a full planning application for the development of 12 additional bed spaces at the Beech Court Care Home, Romford.

6.1.2 This report has provided a commentary on the existing Site and its conditions. It has demonstrated that the Site is in a very sustainable location with good public transport and pedestrian links. This provision provides future residents with opportunities to travel via alternatives modes of transport and minimise trips by the private car. Most facilities are within a 10 minute walk of the development site. This is confirmed with an impressive PTAL rating of 5, which is high for a Site that is not located within central London.

6.1.3 Personal injury accident information has been interrogated which concluded that there are no specific causes of concern.

6.1.4 Although there are no specific car parking standards for the care home land use within the Havering car parking standards, anecdotal evidence suggests that the present arrangements are satisfactory. As the trip generation associated with the proposals is so low, it is not expected that this situation will change. All parking associated with the Site will be self- contained with no impact on existing local highways.

6.1.5 Due to the small scale of the development and the negligible highway impact, there will be no changes to the internal layout or highway access.

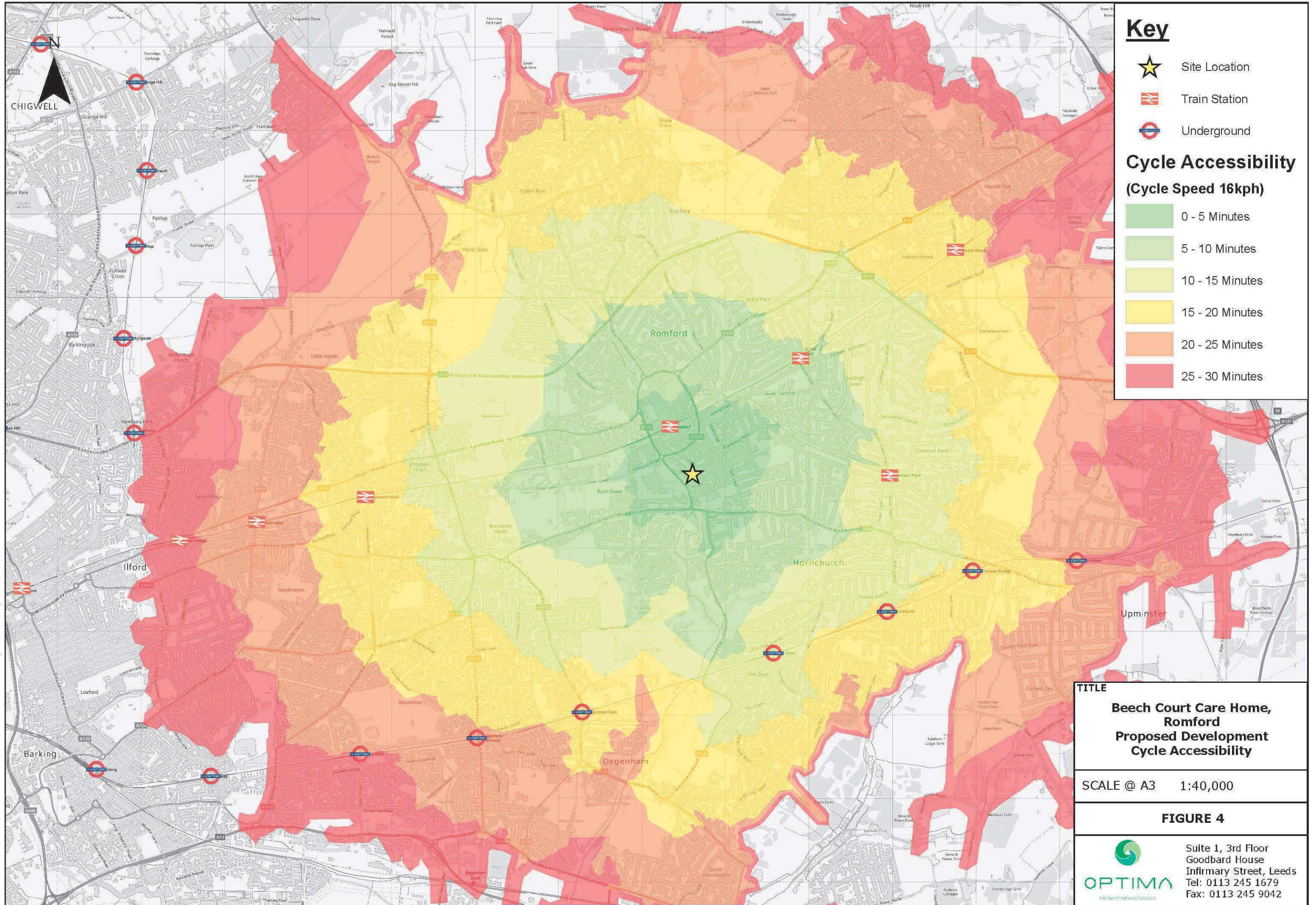
6.1.6 The level of traffic generated by the development is minimal and will not result in a material impact on the local highway network.

6.1.7 It is therefore concluded that there are no highway or transport related issues that prevent the proposed care home extension from being granted full planning consent.



Figures



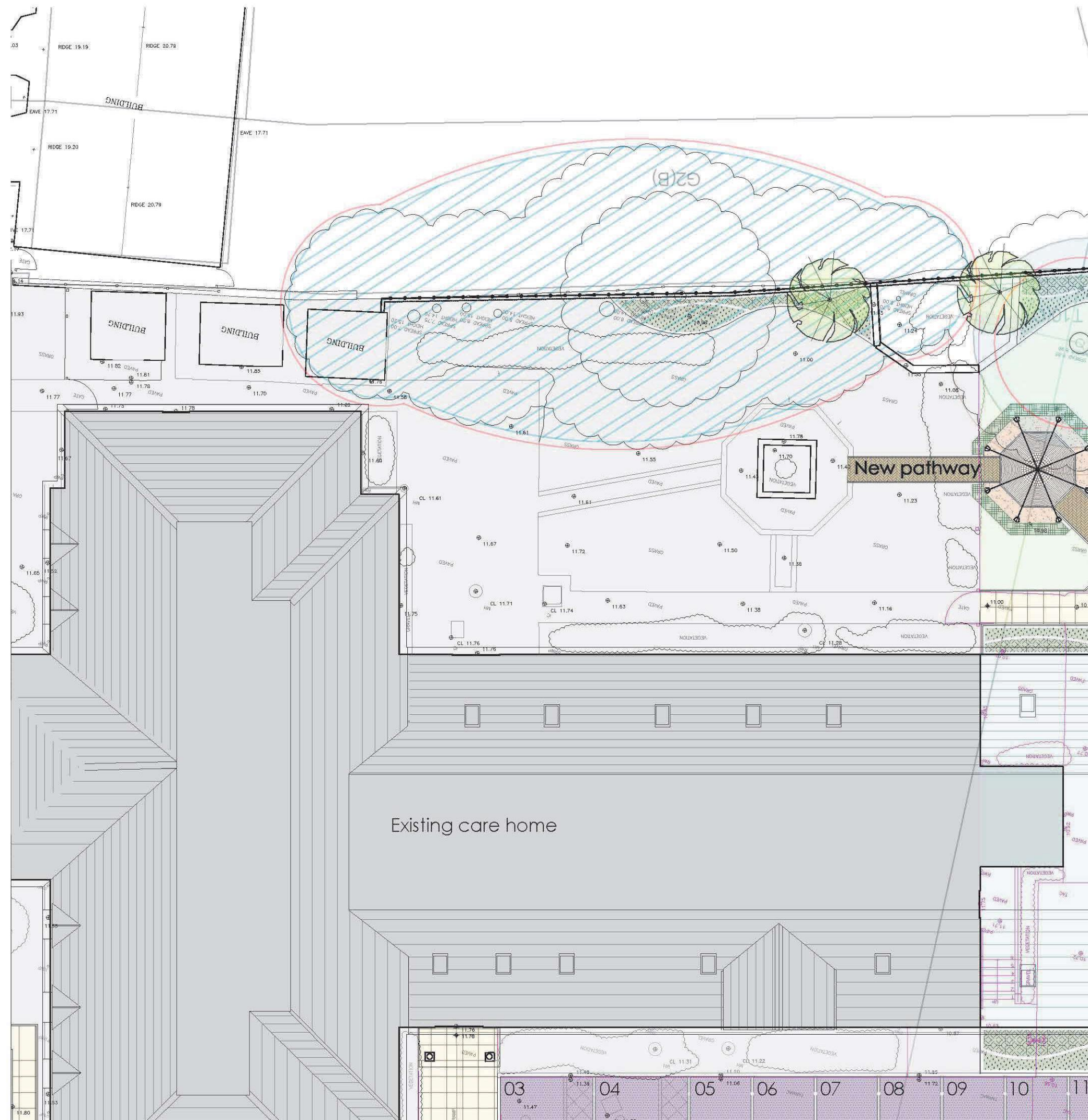


Appendices



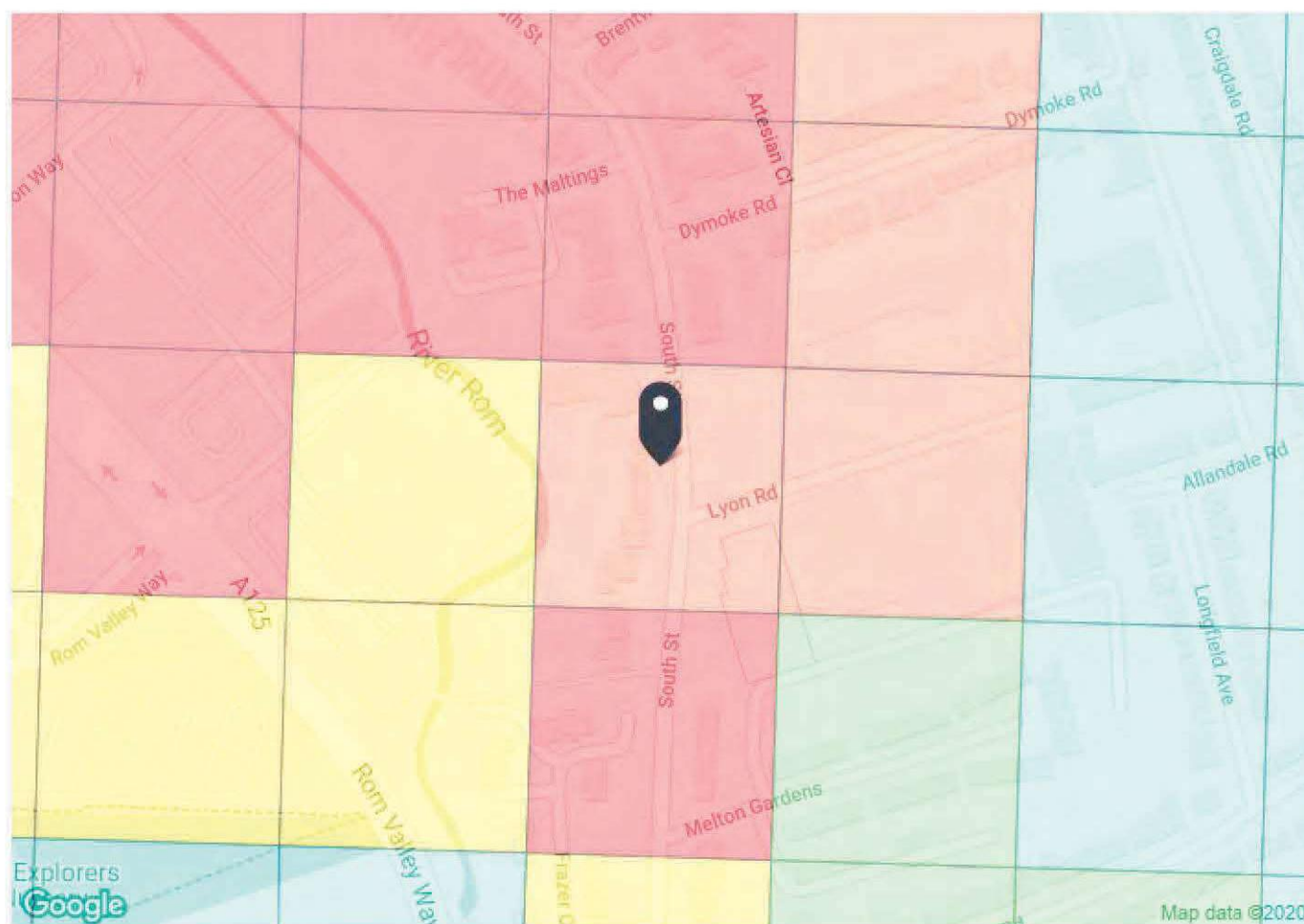
Appendix A Proposed Site Plan





Appendix B PTAL Rating





PTAL output for Base Year 5

310 South St, Romford RM1 2AJ, UK
Easting: 551648, Northing: 187853

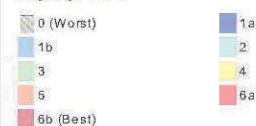
Grid Cell: 120048

Report generated: 10/01/2020

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus ReliabilityFactor	2.0
LU Station Max. Walk Access Time (mins)	12
LU ReliabilityFactor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail ReliabilityFactor	0.75

Map key - PTAL



Map layers

PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	OLDCHURCH R ROM VALLEY W	365	493.84	5	6.17	8	14.17	2.12	0.5	1.06
Bus	OLDCHURCH R ROM VALLEY W	498	493.84	3	6.17	12	18.17	1.65	0.5	0.83
Bus	OLDCHURCH R ROM VALLEY W	499	493.84	3	6.17	12	18.17	1.65	0.5	0.83
Bus	OLDCHURCH R ROM VALLEY W	174	493.84	7.5	6.17	6	12.17	2.46	0.5	1.23
Bus	OLDCHURCH R ROM VALLEY W	103	493.84	6	6.17	7	13.17	2.28	0.5	1.14
Bus	OLDCHURCH R ROM VALLEY W	175	493.84	5	6.17	8	14.17	2.12	0.5	1.06
Bus	SOUTH ST BRENTWOOD RD	193	184.16	7	2.3	6.29	8.59	3.49	0.5	1.75
Bus	SOUTH ST BRENTWOOD RD	165	184.16	5	2.3	8	10.3	2.91	0.5	1.46
Bus	SOUTH ST BRENTWOOD RD	294	184.16	5	2.3	8	10.3	2.91	0.5	1.46
Bus	SOUTH ST BRENTWOOD RD	248	184.16	7.5	2.3	6	8.3	3.61	0.5	1.81
Bus	SOUTH ST BRENTWOOD RD	252	184.16	6	2.3	7	9.3	3.23	0.5	1.61
Bus	SOUTH ST BRENTWOOD RD	5	184.16	9	2.3	5.33	7.64	3.93	1	3.93
Rail	Romford	'GIDEARF-LIVST 2C07'	768.33	3	9.6	10.75	20.35	1.47	0.5	0.74
Rail	Romford	'GIDEARF-LIVST 2C21'	768.33	1.67	9.6	18.71	28.32	1.06	0.5	0.53
Rail	Romford	'SHENFLD-LIVST 2W09'	768.33	1.67	9.6	18.71	28.32	1.06	0.5	0.53
Rail	Romford	'SHENFLD-LIVST 2W11'	768.33	1.33	9.6	23.31	32.91	0.91	0.5	0.46
Rail	Romford	'LIVST-SHENFLD 2W16'	768.33	6	9.6	5.75	15.35	1.95	1	1.95
Rail	Romford	'SHENFLD-LIVST 2W19'	768.33	3	9.6	10.75	20.35	1.47	0.5	0.74
Rail	Romford	'LIVST-CLCHRTN 2F30'	768.33	0.33	9.6	91.66	101.26	0.3	0.5	0.15
Rail	Romford	'LIVST-STHVIC 2K12'	768.33	0.33	9.6	91.66	101.26	0.3	0.5	0.15
Rail	Romford	'STHVIC-LIVST 2K25'	768.33	0.33	9.6	91.66	101.26	0.3	0.5	0.15
Rail	Romford	'STHVIC-LIVST 2K37'	768.33	0.33	9.6	91.66	101.26	0.3	0.5	0.15
Rail	Romford	'ROMFORD-UPMNSP6 2V06'	768.33	2.33	9.6	13.63	23.23	1.29	0.5	0.65
Rail	Romford	'UPMNSP6-ROMFORD 2V07'	768.33	2.33	9.6	13.63	23.23	1.29	0.5	0.65

Total Grid Cell AI: 25

Appendix C Personal Injury Accident Data



Appendix D TRICS Output



Calculation Reference: AUDIT-750701-200127-0145

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days

Secondary Filtering selection:

Parameter: Number of residents
 Actual Range: 17 to 37 (units:)
 Range Selected by User: 17 to 40 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 04/03/19

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	2

Secondary Filtering selection:Use Class:

C2	8 days
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Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	3 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

Population within 5 miles:

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

Optima Highways and Transportation Infirmary Street Leeds

Licence No: 750701

Secondary Filtering selection (Cont.):Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 days

Travel Plan:

No	8 days
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PTAL Rating:

No PTAL Present	8 days
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LIST OF SITES relevant to selection parameters

1	EX-05-F-01	NURSING HOME		ESSEX
	WINSTON AVENUE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:	17		
2	GM-05-F-03	NURSING HOME		GREATER MANCHESTER
	HALIFAX ROAD			
	ROCHDALE			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	30		
3	HF-05-F-02	NURSING HOME		HERTFORDSHIRE
	BEACONSFIELD ROAD			
	ST ALBANS			
	Edge of Town Centre			
	No Sub Category			
	Total Number of residents:	25		
4	LC-05-F-02	NURSING HOME		LANCASHIRE
	LYTHAM ROAD			
	BLACKPOOL			
	SQUIRES GATE			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	31		
5	NT-05-F-02	NURSING HOME		NOTTINGHAMSHIRE
	MOOR LANE			
	NEAR NOTTINGHAM			
	BINGHAM			
	Edge of Town Centre			
	No Sub Category			
	Total Number of residents:	34		
6	NY-05-F-05	NURSING HOME		NORTH YORKSHIRE
	SEAGRIM CRESCENT			
	RICHMOND			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	37		
7	SF-05-F-01	CARE HOME		SUFFOLK
	COLCHESTER ROAD			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	17		
8	WK-05-F-01	NURSING HOME		WARWICKSHIRE
	CLARENDON SQUARE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	32		

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

VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	28	0.058	8	28	0.067	8	28	0.125
08:00 - 09:00	8	28	0.045	8	28	0.063	8	28	0.108
09:00 - 10:00	8	28	0.081	8	28	0.036	8	28	0.117
10:00 - 11:00	8	28	0.108	8	28	0.094	8	28	0.202
11:00 - 12:00	8	28	0.094	8	28	0.121	8	28	0.215
12:00 - 13:00	8	28	0.072	8	28	0.058	8	28	0.130
13:00 - 14:00	8	28	0.135	8	28	0.045	8	28	0.180
14:00 - 15:00	8	28	0.112	8	28	0.135	8	28	0.247
15:00 - 16:00	8	28	0.076	8	28	0.126	8	28	0.202
16:00 - 17:00	8	28	0.076	8	28	0.103	8	28	0.179
17:00 - 18:00	8	28	0.045	8	28	0.058	8	28	0.103
18:00 - 19:00	8	28	0.054	8	28	0.054	8	28	0.108
19:00 - 20:00	8	28	0.022	8	28	0.045	8	28	0.067
20:00 - 21:00	8	28	0.031	8	28	0.027	8	28	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.009			1.032			2.041

Parameter summary

Trip rate parameter range selected: 17 - 37 (units:)
 Survey date range: 01/01/11 - 04/03/19
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0