

**OAKLANDS CARE HOME,
WATERLOOVILLE, HAMPSHIRE.**

Proposed Care Home Extension

Transport Statement

Prepared on behalf of T Maloney

PWPA/14/2068

February 2015



DOCUMENT CONTROL

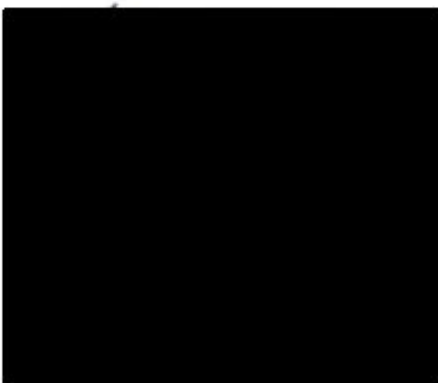
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Proposed Care Home Extension

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1 INTRODUCTION

- 1.1.1 This Transport Statement has been prepared by Russell Giles Partnership (RGP) on behalf of T. Maloney to support a planning application for the extension of Oakland's Care Home, Waterlooville, Hampshire.
- 1.1.2 The proposal entails the extension of the Care Home to provide an additional 26 rooms. The existing site is occupied by a 26 room care home, of which 22 rooms would be retained as part of the development proposal. The site location is demonstrated in **Figure 1.1**.



Figure 1.1 Site Location

- 1.1.3 The scope of this Transport Statement reflects the principles of DfT's 'Guidance on Transport Assessments' (March 2007), reviewing site accessibility, personal injury accident data, car and cycle parking requirements, visibility and access arrangements, servicing arrangements, and the proposed trip impact on the local road network, drawing conclusions from the assessment.
- 1.1.4 This Transport Statement has been undertaken alongside dialogue with the local planning authority Havant Borough Council (HBC).



2 SITE LOCATION AND ACCESSIBILITY

2.1 Site Context

- 2.1.1 The site is currently occupied by the 26 bedroom Oakland's Care Home and an associated 7 space car park which fronts on to Stakes Hill Road. Stakes Hill Road provides a direct link to Waterlooville town centre to the north, and to Crookhorn and Purbrook to the south.
- 2.1.2 The site has been subject to a relatively recent application which was consented in November 2006 (application reference 06/52148/007). The application proposed the incorporation of the adjacent property (no. 218 Stakes Hill Road) into the care home to provide an additional 4 rooms. The property has been adjoined to the main care home via a link building.
- 2.1.3 The site is bordered by residential land uses to the north, south and west, and Oakland's Catholic School and St Peter's Catholic Primary School to the east. The site benefits from the pedestrian and public transport infrastructure associated with the schools and the principal route into Waterlooville.
- 2.1.4 **Plan 01** appended hereto illustrates the location of the site in relation to public transport facilities and other amenities in the locality. As illustrated by the plan, the site is located 1.2km from Waterlooville town centre, which provides extensive retail services, and public transport facilities. The existing site frontage is shown in **Figure 2.1**.



Figure 2.1 Site Frontage

- 2.1.5 The existing site has a parking provision of c.7 spaces. The parking facilities are not formerly marked and are only used by staff and visitors, with residents no longer owning or using private cars. The accessibility credentials of the site are such that residents, staff and visitors would not be dependent upon private motor cars for transport.



2.1.6 Existing Access

- 2.1.7 The site is currently access via three vehicle crossovers served from Stakes Hill Road. Two of the access lead directly into the car park. The additional access leads into the adjoining property's (218 Stakes Hill Road) driveway which appears to be infrequently used. Neither of the crossovers which lead into the car park are prioritised as an entrance or egress. The crossovers are approximately 3m wide and serve as both pedestrian and vehicle access to the site. The access geometries are such that pedestrians and vehicles can pass without conflict.
- 2.1.8 Visibility conditions from the site accesses are favourable due to the alignment of Stakes Hill Road and the wide footway buffer either side of the access. The sites existing access points are demonstrated in **Figure 2.2**.



Figure 2.2 Existing Car Park Accesses

- 2.1.9 The accesses are within relatively close proximity, however conflict between vehicles concurrently using these access points is unlikely due to the good inter-visibility between the accesses, and their infrequent use.

2.2 Local Road Network

- 2.2.1 Stakes Hill Road serves as a regional distributor road running north - south through Waterlooville and provides a direct route to the town centre. Stakes Hill Road adjoins Purbrook Way to the south which connects to the A3(M) and A27 providing links to wider destinations such as Portsmouth, Fareham and Havant.
- 2.2.2 Stakes Hill Road is a two-way single lane carriageway with a 7.3m width in the vicinity of the site. The northbound and southbound carriageway is divided by an area of chevrons approximately 1m wide. The Stakes Hill Road carriageway is bordered by single white line road markings and is subject to a 30mph speed limit.



2.2.3 Stakes Hill Road has a number of junctions serving residential streets and property accesses in the vicinity of the site. The most immediate junctions to the site are the Shaftsbury Avenue/Stakes Hill Road junction which is located 10m to the south of the site, and Oakland's Catholic School access road which is opposite the site.

2.2.4 Pedestrian and Cycle Infrastructure

2.2.5 Journeys on foot and by bicycle would be an attractive option to future residents of the site, with Waterlooville town centre's associated shops and facilities located only 1.2km to the north. The Department for Transport identifies journeys within 800m and 2km as highly accessible for journeys on foot and by bicycle respectively. Pedestrians and cyclists movements from the site are anticipated to be predominantly to and from Waterlooville town centre.

2.2.6 Stakes Hill Road is flanked by footways on both sides of the carriageway. The footways provide good quality, wide, well lit and continuous link into Waterlooville town centre and is supported by two signalised pedestrian crossings which are located 100m to the south and 170m to the north of the site. The pedestrian facilities on Stakes Hill Road are demonstrated in **Figure 2.3** and **Plan 01**.



Figure 2.3 Pedestrian Infrastructure

2.2.7 The National Cycle Network route 222 runs across the site frontage providing links to local destinations such as Horndean, Purbrook and Drayton. Whilst it is unlikely elderly residents would use bicycles, the cycle infra-structure may encourage staff and visitors to cycle. The local cycle network is demonstrated in **Figure 2.4**.



Figure 2.4 Local Cycle Routes

(map extract from www.CycleStreets.net)

2.3 Bus Services

2.3.1 As illustrated by **Plan 01**, the most immediate bus stops are located on Stakes Hill Road within 150m of the site within an accessible walking distance for residents of the site. The bus stops are used by the number 7 service which provides frequent links between Portsmouth and Waterloooville town centre with a typical weekday frequency of 1 bus every 10 minutes, operating between 05:42 and 23:45 hours. Bus services to Waterloooville Bus Station provide connections to wider destinations. A summary of the local bus services is provided in **Figure 2.5**.

BUS TIMETABLE (Oaklands School Bus Stops)			
Service	Route Summary	Typical Frequency	Hours of Operation
7	Southsea - Portsmouth (city centre) - Waterloooville - Wecock	Mon-Sat: Every 10 mins Sun: Every 20 mins	Mon-Fri: 05:42 - 23:45 Sat: 05:53 - 23:45 Sun: 08:00 - 23:45
37	Havant - Petersfield (Note: Sunday service only available from 18/05/2014 to 26/10/2014)	Mon-Sat: Every 60 mins Sun: Every 2 hours	Mon-Fri: 05:45 - 19:46 Sat: 07:15 - 19:46 Sun: 09:00 - 18:23
145	Hambledon - Waterloooville - Havant - Emsworth	Mon-Fri: school service only	Mon-Fri: 07:40 - 16:20
637	Crookham Corner - Horndean School	Mon-Fri: 1 morning / evening service only	Mon-Fri: 07:40 - 08:25 / 14:20 - 15:40
X9	Gunwharf - Portsmouth City Centre - QA Hospital - Waterloooville - Hambledon / Denmead	Mon-Sat: Every 30 mins	Mon-Fri: 06:02 - 19:00 Sat: 07:06 - 18:38

Figure 2.5 Summary of Local Bus Services



- 2.3.2 The local bus stops are supported by continuous pedestrian links and by the aforementioned signalised pedestrian crossings and an uncontrolled crossing located between the north and south bound bus stops. The stops also provide shelters, seating, timetables and bus access kerbs. These facilities will encourage use of the services by elderly residents. The southbound stop is demonstrated in **Figure 2.6**.



Figure 2.6 Local Bus Stop

- 2.3.3 The frequency and range of bus services provides a realistic travel option for staff, residents and visitors for commuting and domestic purposes. It is considered that the sites staff would predominantly work in the Waterloooville area, and would be encouraged to use bus services given their close proximity, frequency.



2.4 Personal Injury Accident Data

- 2.4.1 The distribution of Personal Accident Injury (PIA) incidents has been assessed in order to determine the existing safety on the local road network. The data ranges 5 years from 2008 – 2013. Patterns displayed in the data can be assessed with regards to their proximity, frequency and severity. Any correlation between these factors which occur in the vicinity of the site, may require more in depth consideration.
- 2.4.2 There have been a total of 2 PIA incidents in the vicinity of the site, which have been deemed slight in nature. A summary of PIA incidents on the local road network is provided in **Figure 2.7**.



Figure 2.7 PIA Incidents

(extract from www.CrashMap.co.uk)

- 2.4.3 The recorded PIA incidents do not suggest any pattern that in terms of distribution frequency or severity that can be attributed to any outstanding highway safety issues on the local road network.



3 PROPOSED DEVELOPMENT

3.1 Accommodation Schedule

- 3.1.1 The proposed development would provide an additional 26 single rooms, located in new build which would adjoin the existing main build (216 Stakes Hill Road) and replace the former Bungalow (no. 218 Stakes Hill Road). The redevelopment would retain 22 of the existing rooms, providing a total of 48 rooms. The proposed site layout is attached as **Appendix A**.

3.2 Access

- 3.2.1 The redeveloped site would utilise the existing access points on to Stakes Hill Road. The access into the former bungalow (no. 218 Stakes Hill Road) would be stopped up. The closure of the bungalow access would increase the spacing between Shaftsbury Avenue/Stakes Hill Road junction and the site's access from 10m to 26m, thus reducing the potential for conflict between vehicles egressing from these junctions and providing a wider benefit to the local road network.
- 3.2.2 The site accesses would take the form of vehicle crossovers as per the existing arrangement, the southern crossover measuring 3.2m wide and the northern crossover measuring 4.8m wide (narrowing to c.3m). The access geometries are such that a single car sized vehicle can comfortably negotiate the access as demonstrated in **Drawing 2014/2068/002**.
- 3.2.3 The site's southern access would be designated as an entrance and the northern access as an egress and accordingly signed. The application of this arrangement would reduce the potential for vehicle conflict at the access points and within the car park.
- 3.2.4 The site egress provides 2.4m x 43m visibility splays in the primary and secondary directions in accordance with Manual for Streets (MfS) design guidance for 30mph roads as demonstrated in **Drawing 2014/2068/001**.
- 3.2.5 Pedestrian access to the site would be served via the vehicle accesses, as per the existing arrangement. The access road maintains sufficient width such that a vehicle and pedestrians can pass one another. The low vehicle speeds and caution with which vehicles would enter the site means conflict between pedestrians and vehicles is unlikely.



3.3 Internal Layout

- 3.3.1 The sites existing car park would be formalised with marked bays to increase the efficiency of parking in the car park. The car park uses bay sizes of 2.95m x 4.8m and an aisle widths of 4.5m allowing vehicles to comfortably manoeuvre in and out of spaces. A vehicle tracking exercise has been undertaken to demonstrate parking manoeuvres and is shown in **Drawing 2014/2068/001**.

3.4 Parking Provision

- 3.4.1 As previously identified the existing car park provides 7 spaces and has been observed to be lightly used by staff and visitors as demonstrated in **Figure 3.1** which shows 4 cars are using the parking facilities. On site observations and information provided by the site operator has identified this level of parking (4-5 vehicles, c.60%-70% capacity) to be typical for the site.



Figure 3.1 Existing Parking Demand

- 3.4.2 The existing parking provision does not accord with HBC parking standards, however the car parks existing operation and its minimal use demonstrates a departure from HBC parking standards is applicable in this locale.
- 3.4.3 Based on the adequacy of the existing parking arrangements an increased parking provision of 13 spaces has been proposed to serve the extended site, increasing the existing provision by circa 85% to reflect the 85% increase in room provision and the relative staff increase.
- 3.4.4 The sites proximity to Waterlooville town centre (1.2km), the bus route corridor location with services every 10 minutes, and excellent pedestrian infra-structure associated with the nearby schools result in higher than average accessibility and reduced dependency on the use of private motor cars particularly in respect to staff.



- 3.4.5 The availability of on-street parking on Shaftsbury Avenue and adjoining streets could comfortably accommodate any overspill parking from the site should it occur. Whilst it is recognised that the adjacent primary and secondary schools generate intensive parking during school start/finish times, this parking is temporary resulting from parents dropping off and picking up pupils. Contrary to this the nursing homes traffic generation (addressed subsequently) and related parking is typically low and evenly distributed throughout the day without concentrations at peak hours. The nursing homes parking demand would therefore not conflict with the schools parking demand.
- 3.4.6 Shaftsbury Avenue has recently had double yellow line parking TROs implemented on certain sections in places to alleviate the parking pressures associated with the school traffic. There however remains a significant quantum of parking available in this vicinity outside of the school start and finish times. The availability of parking at Shaftsbury Avenue is demonstrated in **Figure 3.2**.



Figure 2.5 Parking Availability On Shaftsbury Avenue

- 3.4.7 Cycle parking has been provide in line with HBC cycle parking standards which identified a cycle parking requirement of 1 long stay spaces for staff and 1 loop/hoop per 4 rooms requiring 13 spaces overall.

3.5 Trip Generation

- 3.5.1 The traffic generation associated with the proposal has been assessed with use of the TRICS 2014(a) database which contains traffic surveys of similar nursing home developments. The TRICS data has been filtered to include only representative data sets, in suburban and edge of town locations, and excludes data sets from Greater London, Ireland and Scotland.
- 3.5.2 As the existing site uses will remain largely unchanged the traffic generation associated with the net increase of 22 rooms would all be new to the local road network. A summary of the trip generation associated with the new dwellings is demonstrated in **Figure 3.2** whilst the raw TRICS data output is attached as **Appendix B**.



TRICS Trip Rates (C3 Residential)			
	ARRIVALS	DEPARTURES	TOTAL
AM Peak Hour (08:00-09:00)	0.070	0.064	0.134
PM Peak Hour (17:00-18:00)	0.059	0.108	0.167
Daily Traffic	1.092	1.103	2.195
TRICS Trip Generation - (net increase of 22 rooms/residents)			
AM Peak Hour (08:00-09:00)	2	1	3
PM Peak Hour (17:00-18:00)	1	2	4
Daily Traffic	24	24	48

Figure 3.2 Anticipated Trip Generation

- 3.5.3 The proposed development is anticipated to generate in the region of 48 additional daily vehicle trips, with 3 additional movements anticipated during the AM peak period (0800 – 0900) and 4 additional movements anticipated during the PM peak period (1700 – 1800). This equates to an additional vehicle movement every 20 minutes during the AM peak period and an additional vehicle movement every 15 minutes during the PM peak period. This minor increase in vehicle movements is not anticipated to be detrimental to the local road network or access arrangements in terms of highways safety or capacity.

3.6 Servicing Arrangements

- 3.6.1 It is proposed that refuse servicing would be carried out from Stakes Hill Road carriageway as per the existing collection arrangements, and therefore would not be detrimental to the existing situation/collection arrangements. Bins are currently moved to the edge of the Stakes Hill Road carriageway on collection days, ensuring efficient collection and minimal disruption to traffic movements, this arrangement would be continued.
- 3.6.2 Bin carry distances between the bin store and Stakes Hill Road carriageway are within the thresholds outlined in MfS which suggest carry distances should not exceed 25m for refuse collectors or 30m for staff.
- 3.6.3 The proposed layout would enable a fire tenders to be within 45m of the proposed dwellings without requiring a fire tender to reverse more than 20m and is therefore in line with Building Regulation requirements.



4 SUMMARY AND CONCLUSIONS

4.1.1 This Transport Statement has been prepared by Russell Giles Partnership (RGP) on behalf of T. Maloney to support a planning application for the extension of Oakland's Care Home, Waterlooville, Hampshire. The proposal entails the extension of the Care Home to provide an additional 26 rooms.

- (i) The proposed development is located in an accessible location, close to a frequent bus service which provides direct access to and from the many amenities and services within Waterlooville town centre. The site benefits from good footway and cycle provision in close proximity, allowing easy access to the site from the town centre. It is anticipated that staff and visitors would consider use of alternatives to the private car for journeys to and from the site.
- (ii) The redeveloped site would utilise the existing access points on to Stakes Hill Road whilst former bungalow access (no. 218 Stakes Hill Road) would be stopped up. The access geometries are such that a single car sized vehicle can comfortably negotiate the access. The sites southern access would be designated as an entrance and the northern access as an egress and accordingly signed. The application of this arrangement would reduce the potential for vehicle conflict at the access points and within the car park.
- (iii) The site egress provides 2.4m x 43m visibility splays in the primary and secondary directions in accordance with Manual for Streets (MfS) design guidance for 30mph roads. Pedestrian access to the site would be served via the vehicle accesses, as per the existing arrangement.
- (iv) The sites existing car park provides 7 spaces and has been observed to be lightly used by staff and visitors. On site observations and information provided by the site operator has identified this level of parking (4 - 5 vehicles, c.60%-70% capacity) to be typical for the site. The existing parking provision does not accord with HBC parking standards, however the car parks existing operation and its minimal use demonstrates a departure from HBC parking standards is applicable in this locale
- (v) Based on the adequacy of the existing parking arrangements an increased parking provision of 13 spaces has been proposed to serve the extended site, increasing the existing provision by circa 85% to reflect the 85% increase in room provision and the relative staff increase.
- (vi) The sites proximity to Waterlooville town centre (1.2km), the bus route corridor location with services every 10 minutes, and excellent pedestrian infra-structure associated with the nearby schools result in higher than average accessibility and reduced dependency on the use of private motor cars particularly in respect to staff.



- (vii) The availability of on-street parking on Shaftsbury Avenue and adjoining streets could comfortably accommodate any overspill parking from the site should it occur. Whilst it is recognised that the adjacent primary and secondary schools generate intensive parking during school start/finish times, this parking is temporary. Contrary to this the nursing homes traffic generation and related parking is typically low and evenly distributed throughout the day. The nursing homes parking demand would therefore not conflict with the schools parking demand.
- (viii) The proposed development is anticipated to generate in the region of 48 additional daily vehicle trips, with 3 additional movements anticipated during the AM peak period (0800 – 0900) and 4 additional movements anticipated during the PM peak period (1700 – 1800). This equates to an additional vehicle movement every 20 minutes during the AM peak period and an additional vehicle movement every 15 minutes during the PM peak period. This minor increase in vehicle movements is not anticipated to be detrimental to the local road network or access arrangements in terms of highways safety or capacity.
- (ix) It is proposed that refuse servicing would be carried out from Stakes Hill Road carriageway as per the existing collection arrangements, and therefore would not be detrimental to the existing situation/collection arrangements. Bins are currently moved to the edge of Stakes Hill Road carriageway on collection days, ensuring efficient collection and minimal disruption to traffic movements, this arrangement would be continued.
- (x) The development site accords with the National Planning Policy Framework (NPPF) with opportunities for sustainable transport modes available reducing the need for transport infrastructure and dependency on private motor cars. The development provides safe and suitable access to the site and would not generate a severe residual cumulative impact on the local road network.

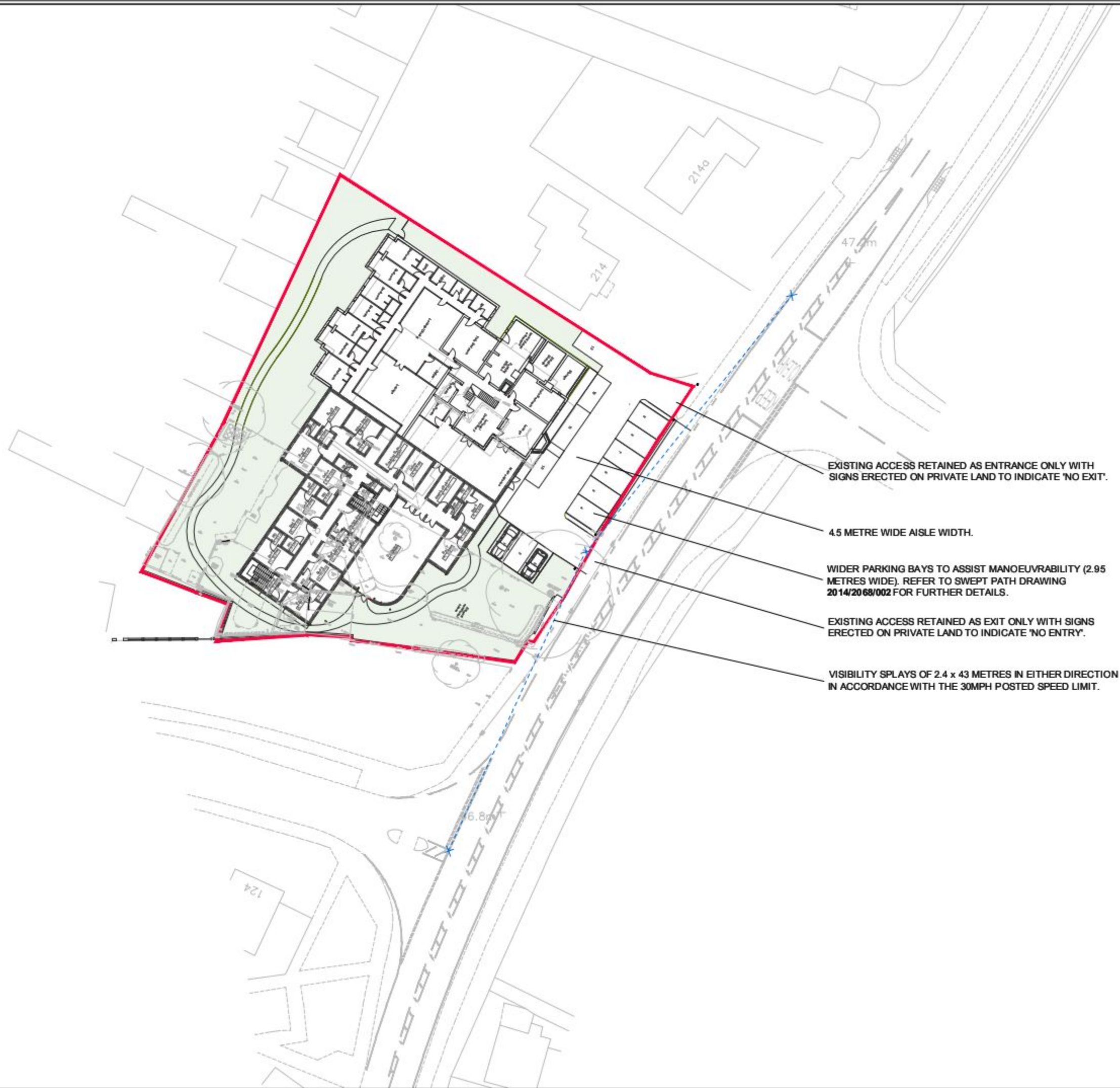
4.1.2 In light of the evidence presented within this report, HCC as the Local Highway Authority are respectfully asked to confirm that the development proposals are acceptable from a highways and transport planning perspective.



DRAWINGS



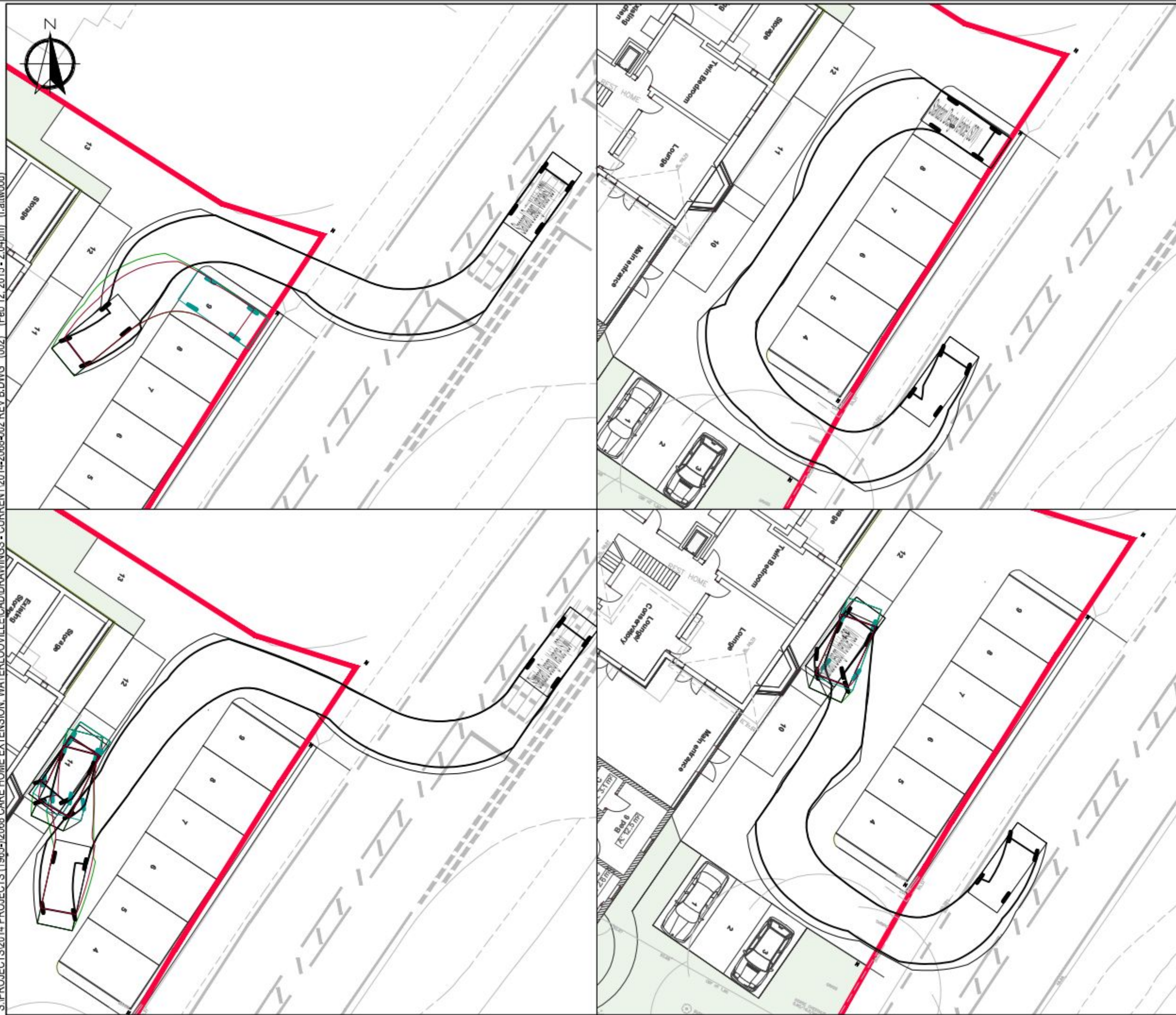
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Client			
PWP Architects			
Project			
Oaklands Care Home, Stakes Hill Road, Waterlooville			
Drawing Title			
Proposed Access & Visibility			
Scale	Drawn By	Checked By	Approved By
1:500 @ A3	RAA	ALB	NDR
Drawing No.	Date	Rev.	
2014/2068/001	February 2015	D	

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Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock-to-lock time 4.00s
Wall to Wall Turning Radius 6.000m



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Client
PWP Architects

Project
Oaklands Care Home,
Stakes Hill Road, Waterlooville

Drawing Title
Swept Path Analysis:
Parking Spaces

Scale 1:200@A3	Drawn By RAA	Checked By ALB	Approved By NDR
Drawing No. 2014/2068/002	Date February 2015	Rev. B	



PLANS



APPENDIX A





APPENDIX B

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - NURSING HOMES

VEHICLESSelected regions and areas:

02 SOUTH EAST		
HF	HERTFORDSHIRE	1 days
WG	WOKINGHAM	1 days
03 SOUTH WEST		
DC	DORSET	1 days
05 EAST MIDLANDS		
NR	NORTHAMPTONSHIRE	1 days
06 WEST MIDLANDS		
WK	WARWICKSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NY	NORTH YORKSHIRE	2 days
WY	WEST YORKSHIRE	1 days
08 NORTH WEST		
GM	GREATER MANCHESTER	1 days
09 NORTH		
TV	TEES VALLEY	1 days
10 WALES		
CF	CARDIFF	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of residents
 Actual Range: 30 to 120 (units:)
 Range Selected by User: 19 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 05/10/13

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

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	9
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.

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.

Filtering Stage 3 selection:

Use Class:

C2

11 days

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

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	4 days
500,001 or More	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	4 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

No

11 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.

LIST OF SITES relevant to selection parameters

1	CF-05-F-01	NURSING HOME		CARDIFF
	ROMILLY CRESCENT			
	CANTON			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	48		
	Survey date: WEDNESDAY	11/10/06		Survey Type: MANUAL
2	DC-05-F-02	NURSING HOME		DORSET
	WHARNCLIFFE ROAD			
	BOSCOMBE			
	BOURNEMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	43		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
3	GM-05-F-03	NURSING HOME		GREATER MANCHESTER
	HALIFAX ROAD			
	ROCHDALE			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	30		
	Survey date: WEDNESDAY	29/05/13		Survey Type: MANUAL
4	HF-05-F-01	NURSING HOME		HERTFORDSHIRE
	EXPLORER DRIVE			
	WATFORD			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Number of residents:	120		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
5	NR-05-F-01	NURSING HOME		NORTHAMPTONSHIRE
	ROCKINGHAM ROAD			
	CORBY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:	55		
	Survey date: FRIDAY	21/11/08		Survey Type: MANUAL
6	NY-05-F-01	NURSING HOME		NORTH YORKSHIRE
	HARROGATE ROAD			
	RIPON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	38		
	Survey date: MONDAY	22/09/08		Survey Type: MANUAL
7	NY-05-F-03	NURSING HOME		NORTH YORKSHIRE
	LEEDS ROAD			
	TADCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	33		
	Survey date: TUESDAY	19/04/05		Survey Type: MANUAL
8	TV-05-F-01	NURSING HOME		TEES VALLEY
	HUNDENS LANE			
	DARLINGTON			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of residents:	59		
	Survey date: MONDAY	25/04/05		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WG-05-F-01	NURSING HOME	WOKINGHAM
	BARKHAM ROAD		
	WOKINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	20/11/12	Survey Type: MANUAL
10	WK-05-F-01	NURSING HOME	WARWICKSHIRE
	CLARENDON SQUARE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	32	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL
11	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	HYDE PARK		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	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 - NURSING HOMES

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	11	52	0.118	11	52	0.066	11	52	0.184
08:00 - 09:00	11	52	0.070	11	52	0.064	11	52	0.134
09:00 - 10:00	11	52	0.064	11	52	0.030	11	52	0.094
10:00 - 11:00	11	52	0.094	11	52	0.075	11	52	0.169
11:00 - 12:00	11	52	0.099	11	52	0.099	11	52	0.198
12:00 - 13:00	11	52	0.080	11	52	0.091	11	52	0.171
13:00 - 14:00	11	52	0.108	11	52	0.096	11	52	0.204
14:00 - 15:00	11	52	0.098	11	52	0.111	11	52	0.209
15:00 - 16:00	11	52	0.057	11	52	0.094	11	52	0.151
16:00 - 17:00	11	52	0.070	11	52	0.080	11	52	0.150
17:00 - 18:00	11	52	0.059	11	52	0.108	11	52	0.167
18:00 - 19:00	11	52	0.054	11	52	0.073	11	52	0.127
19:00 - 20:00	8	53	0.066	8	53	0.054	8	53	0.120
20:00 - 21:00	7	55	0.029	7	55	0.036	7	55	0.065
21:00 - 22:00	1	38	0.026	1	38	0.026	1	38	0.052
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.092			1.103			2.195

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

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

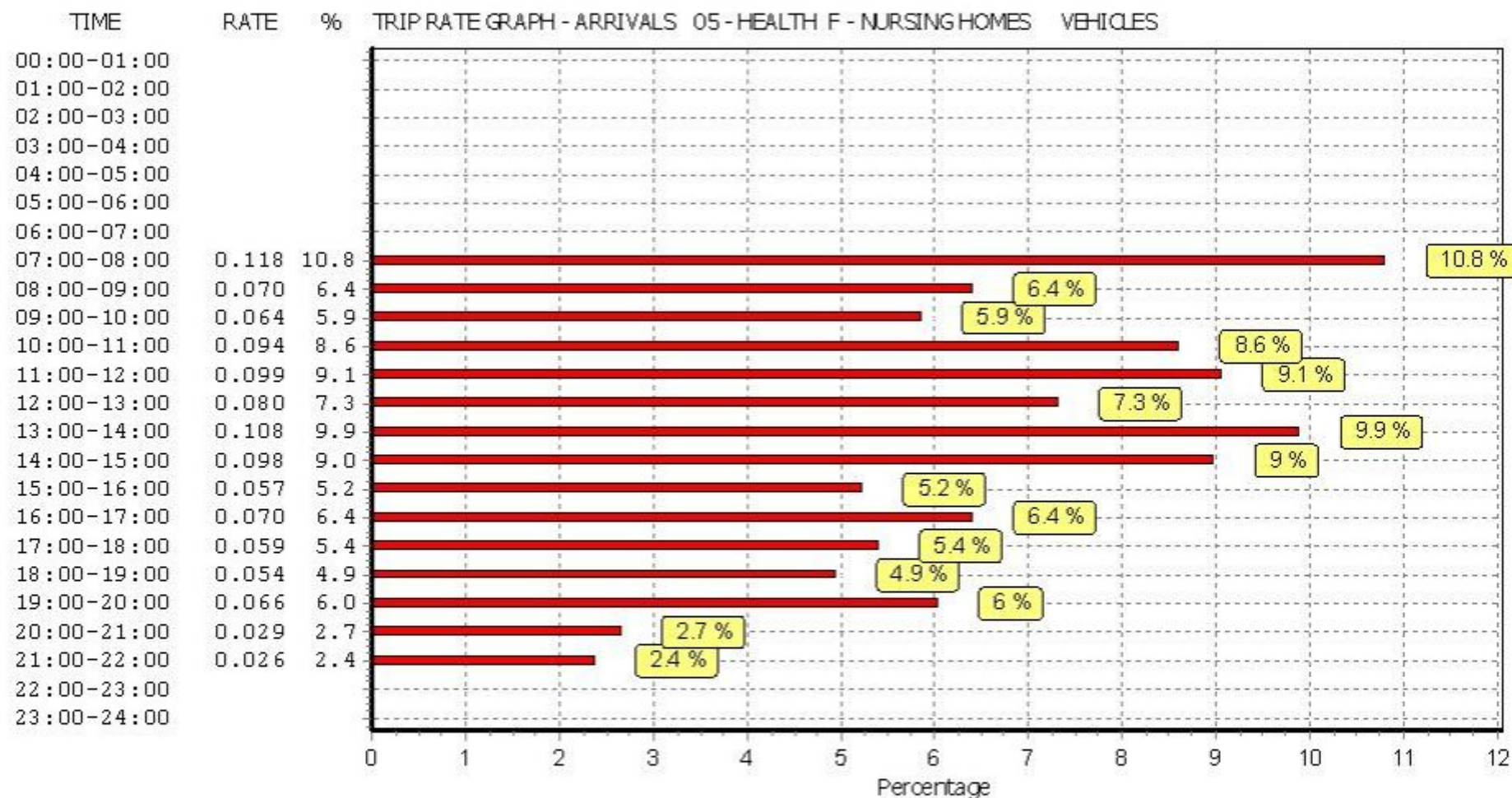
Parameter summary

Trip rate parameter range selected: 30 - 120 (units:)
 Survey date range: 01/01/05 - 05/10/13
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 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.

RGP Fry's Yard Godalming

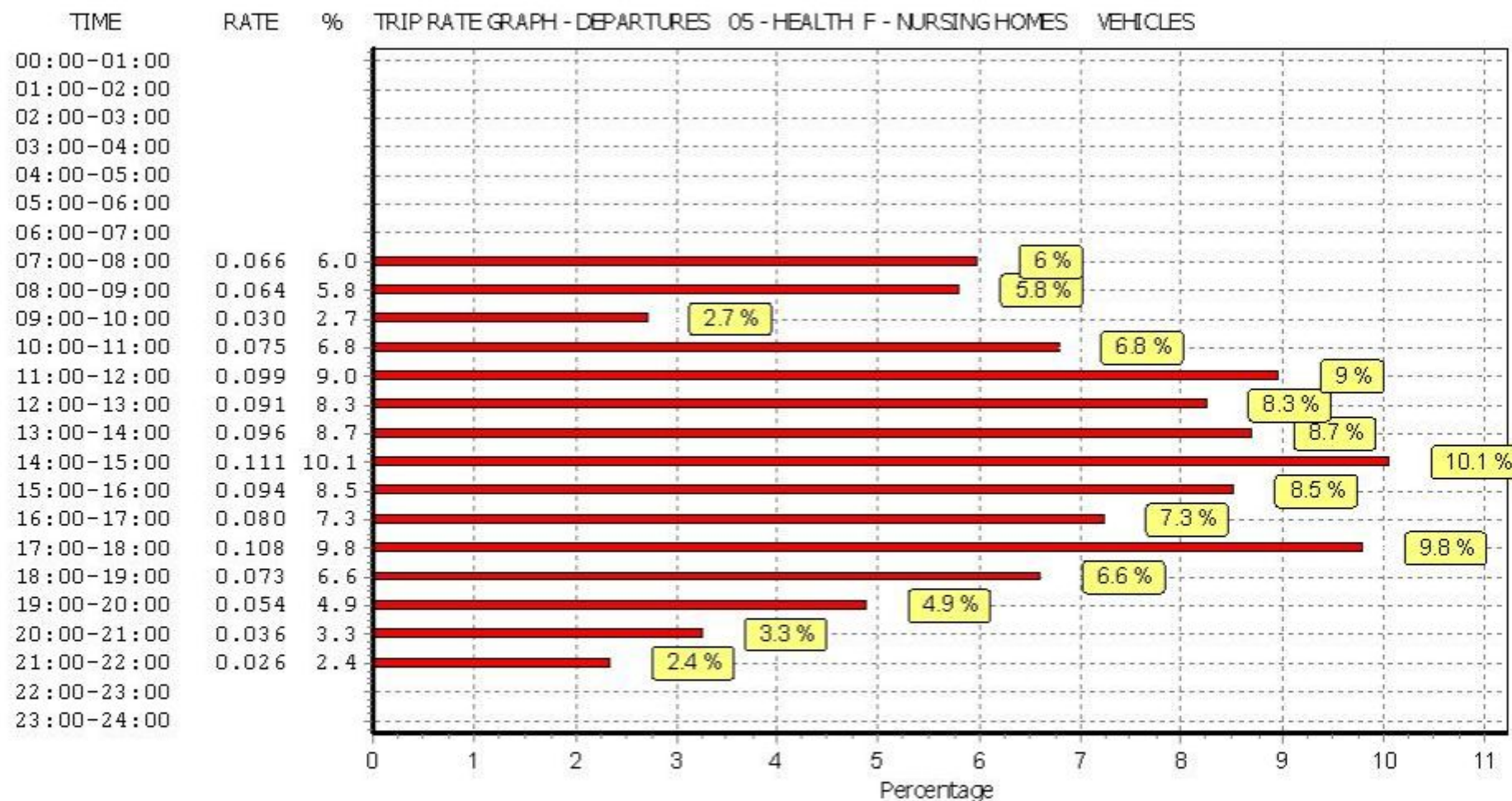
Licence No: 728001



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

RGP Fry's Yard Godalming

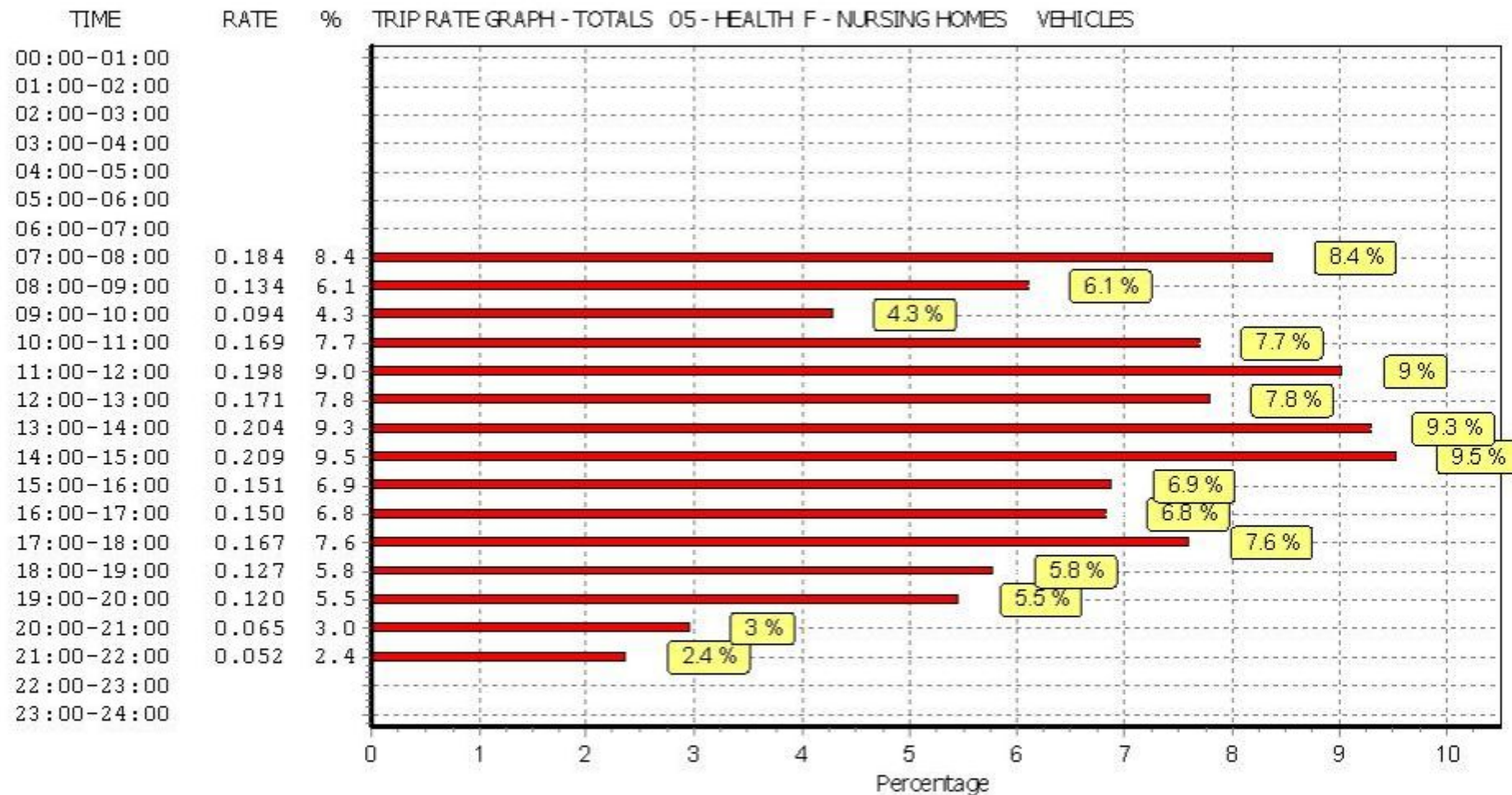
Licence No: 728001



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.