

**PROPOSED CARE HOME AND COMMUNITY HUB
BOORLEY GARDENS, KNOT ROAD,
BOTLEY, SO32 2BX**

Hedge End Care Homes Ltd
Transport Statement

JUNE 2024

Proposed Care Home and Community Hub Development

Boorley Gardens, Knot Road, Botley, SO32 2BX

Transport Statement

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1.0 INTRODUCTION

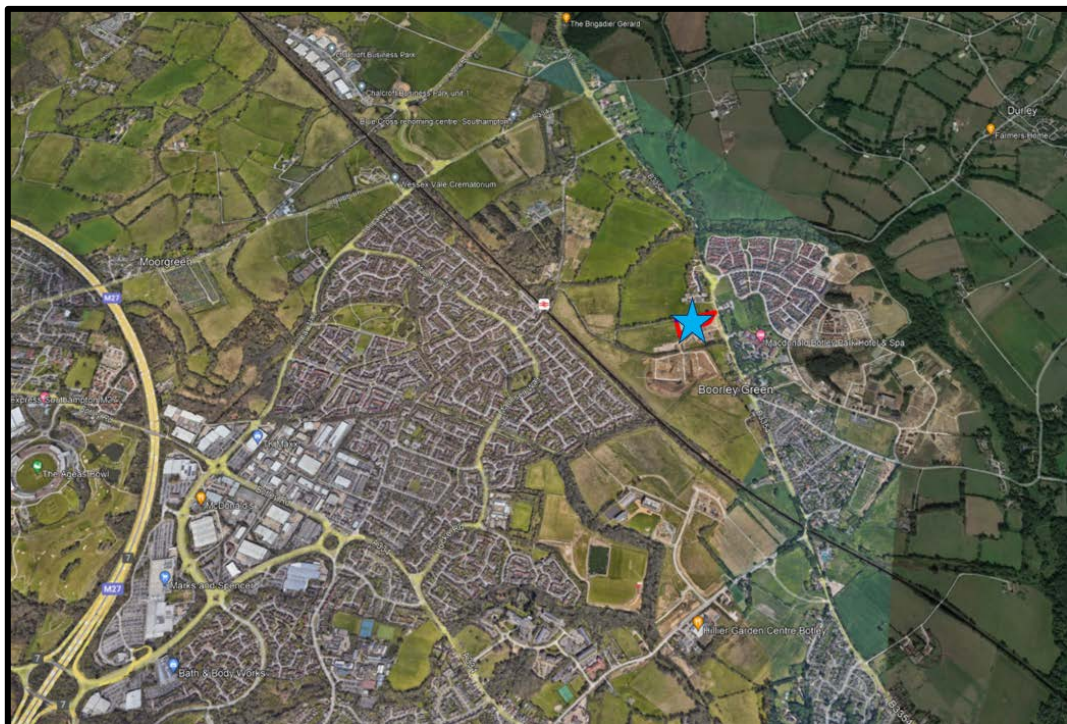
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants is a firm of transport planning and highway design consultants that have been instructed by Hedge End Care Homes Ltd in regards to their proposed 70-bedroom care home and community hub on land to the north of Knot Road, Boorley Gardens, Botley, SO32 2BX.
- 1.1.2 This Transport Statement (TS) has been produced to provide an assessment of the traffic and transport aspects of the proposed development.

1.2 Site Location

- 1.2.1 The proposal site is located on land to the north of Knot Road within Boorley Green, c2.5km northeast of central Hedge End.
- 1.2.2 The site is bound to the north by land being developed as part of the wider Boorley Gardens permitted development, to the east by the B3354 Winchester Road and the Knot Road / Winchester Road roundabout junction, to the south by Knot Road and to the west by further Boorley Gardens permitted development, and the Hedge End to Fareham railway line.
- 1.2.3 The location of the proposal site in the context of the wider area is presented at Figure 1.1 below.

Figure 1.1 – Site Location



Source: Google Earth

1.2.4 The proposal site forms part of a wider permitted development known as Boorley Gardens, more details of which are provided later in this report. The permitted development area is shown in grey at Figure 1.2 below.

1.2.5 Figure 1.2 below identifies the context of the site in relation to the local area.

Figure 1.2 – Site in Local Context



Source: Open Street Map

1.3 Existing Site Use and Permitted Development in Boorley Green

Existing Site / Extant Planning Permission

1.3.1 The proposal site is currently un-developed; however, it benefits from extant planning permission under reference O/15/75953 for a development known as Boorley Gardens located on land to the west of the B3354 Winchester Road and east of the railway lines. The permitted development consists of the following: -

- Development of 680 residential dwellings
- A two-form entry primary school
- Improved connections to Hedge End rail station via a cycle / pedestrian link
- Mixed use development area for retail and/or community/healthcare use
- Park including sports pitches and clubhouse
- Allotments and community orchard

- 1.3.2 The proposal site has permission for the mixed-use area, however to date this has not been built out.

Committed Developments in the Area

- 1.3.3 In the wider area, an outline planning application for a sustainable urban extension comprising up to 1,400 units on land to the north and east of the village of Boorley Green (on the western side of the B3354 Winchester Road) was granted permission by Eastleigh Borough Council on 28th November 2013 under reference O/12/71514. Subsequent reserved matters have been approved for the majority of the site, with most of the development now built out.
- 1.3.4 Planning permission (F/19/86233) has also been granted in 2020 for a mixed-use retail and residential development comprising a retail convenience store, flexible retail floorspace and 67 residential units on land to the east of the B3354 and immediately north of MacDonald Hotel and Spa.

1.4 Development Proposals

- 1.4.1 The development proposals are shown on the site layout drawing provided at Appendix 1.
- 1.4.2 The proposals include the construction of a 70-bedroom care home and community hub with site composition including the following: -
- 70 ensuite bedrooms with accompanying day space, dining areas, barbers, salon and offices.
 - A 110sq.m community hub with office, kitchen and toilets.
 - A car park with 34 car parking spaces, of which four spaces will be reserved for disabled users. Two by the care home entrance and two by the community hub entrance.
 - A mini bus parking bay and a dedicated drop off area.
 - A loading bay and a dedicated bin store.
 - Two separate cycle stores.
- 1.4.3 The site will be accessed via a priority junction with Knot Road to the west of the Knot Road / B3354 Winchester Road roundabout. Staff, visitor and service vehicles will use this access as shown at Appendix 2.
- 1.4.4 Pedestrian and cycle access will also be provided via the Knot Road vehicle access and via a dedicated pedestrian access on the western side of the site.
- 1.4.5 The proposed site access arrangements are shown on the site layout plan at Appendix 1 and the site access plan at Appendix 2.

1.5 National Planning Policy Framework

- 1.5.1 This report section provides a brief overview of the national planning policy context and objectives.

National Planning Policy Framework (NPPF), December 2023

- 1.5.2 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 19th December 2023. It sets out the Government's

planning policies for England and sets out a framework for local authorities to produce their own local plans.

1.5.3 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

1.5.4 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.5.5 Chapter 9 *Promoting sustainable transport* sets out at paragraph 108 that,

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network,…”

1.5.6 Paragraph 110 addresses how development proposals are to be considered. It sets out that,

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

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

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

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

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

1.5.7 Paragraph 111 states,

“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.”

1.6 Local Planning Policy

The Eastleigh Strategic Transport Study

1.6.1 The local planning policy relevant to the transport aspects of the development are set out in the following documents:

- Eastleigh Borough Local Plan (2016 – 2036) Adopted April 2022.
- The Eastleigh Strategic Transport Study (STS), Interim report - issues and options (2011 – 2036) published by Hampshire County Council in 2015.

The Eastleigh Borough Local Plan (2016 – 2036) Adopted April 2022

1.6.2 The Eastleigh Borough Local Plan (2016 – 2036) sets out the policies and plans to guide future development in Eastleigh Borough up to 2036.

1.6.3 This document sets out the strategic objectives reflecting the Borough Council's corporate priorities for new developments, which include: -

“Tacking congestion – Tackle local traffic congestion and associated pollution by reducing car usage and improving transport infrastructure”.

1.6.4 The document sets out strategic policies for transport infrastructure (S11), including:

“Working with the highway authorities, Solent Transport, transport operators, funding bodies and developers to minimise transport emissions, pollution and congestion by:

a) “Ensuring new development:

- i. Encourage walking, cycling and the use of public transport;*
- ii. Minimise congestion and support safety on the highway network; as informed by appropriate transport assessments;*

b) safeguarding the routes and securing the funding to deliver new and improved transport infrastructure.

The key proposals for new and improved transport infrastructure in the Borough are as follows:

- a) The Eastleigh Cycle Route Network and improved pedestrian routes as set out in the Solent Transport Delivery Plan, the Hampshire County Council/Eastleigh Borough Transport Statement, the Eastleigh Cycling Strategy, the Eastleigh Walking Strategy and strategic policy S12 below;*
- b) The Transforming Cities Fund public transport, cycling and walking upgrades on the following corridors:*
 - i. Southampton – Chandler's Ford – Winchester;*
 - ii. Southampton – Portswood – Eastleigh – Fair Oak;*
 - iii. Southampton – Bitterne – Hedge End – Bursledon – Hamble;*
- c) Enhancements to the railway system to improve access to Southampton Airport Parkway from the east; and*
- d) Local improvements to railway stations and bus services and infrastructure to enhance their accessibility and use.*
- e) New or improved road accesses into Eastleigh River Side associated sites, including the new Chickenhall Lane link road (see E6, E7, E9, and paragraphs 6.4.31 – 6.4.40);*
- f) The Botley bypass, comprising a new road bypassing Botley to the north of the village and improvements to Woodhouse Lane (see BO5, Chapter 6, section 6.5 and paragraphs 6.5.78 – 6.5.82);*

- g) A new road linking Burnetts Lane and Bubb Lane, serving the Chalcroft Business Park and new development west of Horton Heath (see WE1 and WE2, Chapter 6, section 6.5, HH1, Chapter 6, section 6.1 and paragraphs 6.5.53 – 6.5.55);*
- h) A new road to the south of Hedge End bypassing the Sundays Hill junction between Heath House Lane and Bursledon Road (the Sundays Hill bypass see paragraphs 6.2.23 – 6.2.25, Chapter 6, section 6.2);*
- i) A new road to the south of Hedge End linking the western end of the Sundays Hill bypass with St John's Road (see HE4 Chapter 6, section 6.5 paragraphs 6.5.30);*
- j) Road corridor improvements (walking, cycling, bus and/or junction upgrades):*
 - i. Eastleigh to Fair Oak (see policy E8 and paragraphs 6.1.30 – 6.1.35; 6.4.44 – 6.4.49)*
 - ii. Hamble Lane (see paragraphs 6.2.26 – 6.2.27)*
- k) Additional junction improvements at*
 - i. Botley (as set out in policy BO6 and paragraphs 6.5.84 – 6.5.85);*
 - ii. Eastleigh (as set out in policy E8 and paragraphs 6.4.44 and 6.4.46 – 6.4.52);*
 - iii. Fair Oak and Horton Heath (as set out in paragraphs 6.1.36 – 6.1.37);*
 - iv. Hedge End (as set out in paragraphs 6.5.28 – 6.5.34);*
 - v. West End (as set out in paragraphs 6.5.53 – 6.5.55)*
- l) improvements to junctions 5, 7 and 8 of the M27 motorway and to other junctions identified as being in need of improvement in the Highways England Roads Investment Strategy, Hampshire County Council Local Transport Plan, the Solent Transport Delivery Plan, the Hampshire County Council/Eastleigh Borough Transport Statement, the transport assessment of the Pre-submission Local Plan and other strategy documents, including improvements to the Windhover roundabout and A27 in Bursledon and the creation of smart motorways”.*

Eastleigh Strategic Transport Study (STS), Interim report - issues and options (2011 – 2036) published by Hampshire County Council in 2015

- 1.6.5 The Eastleigh Strategic Transport Study (STS), Interim report – issues and options published by Hampshire County Council in 2015 defines the need for multi-modal strategic transport infrastructure improvements to be delivered in Eastleigh Borough Local plan period to 2036.
- 1.6.6 The strategy seeks to identify new transport improvements to help encourage the use of sustainable modes, address existing congestion and identify mitigation measures which will support committed, allocated and potential new development sites.
- 1.6.7 The document sets out infrastructural requirements required to support and promote sustainable travel patterns within Eastleigh Borough, Including:

“Firstly, the connectivity from the potential development areas to the existing network of footways and cycle routes and how to facilitate access to existing bus routes and rail stations was considered.

Secondly the 2011 Census data (MSOA - Middle Level Super Output Area's) for journeys to work was used to look across the Borough to help identify likely 'travel-to-work' characteristics for the potential development areas. This has been used to suggest what elements of sustainable infrastructure each potential area could financially contribute towards or provide in it is entirety, to ensure a choice of travel modes from each area and minimise the number of car trips.

Thirdly an initial draft list has been produced of sustainable transport infrastructure which the potential development areas could fund. These would help to ensure the provision/enhancement of sustainable transport links from the potential sites to main centres, in order to improve travel choices, enhance points of interchange and increase the ability to use different modes of non-car-based travel”.

1.7 Report Overview

- 1.7.1 The remainder of this report is divided into five further sections, which are as follows: -
- Section 2.0 Site Transport Context
- 1.7.2 This section of the report provides details of the site context, including its accessibility by all relevant transport modes.
- Section 3.0 Proposed Development
- 1.7.3 The various components of the development proposal, including the site access arrangements and servicing proposals, are described within this section of the report.
- Section 4.0 Traffic Assessment
- 1.7.4 This report section provides an assessment of the trip attraction of the proposed development.
- Section 5.0 Summary & Conclusions
- 1.7.5 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes.

2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice: -

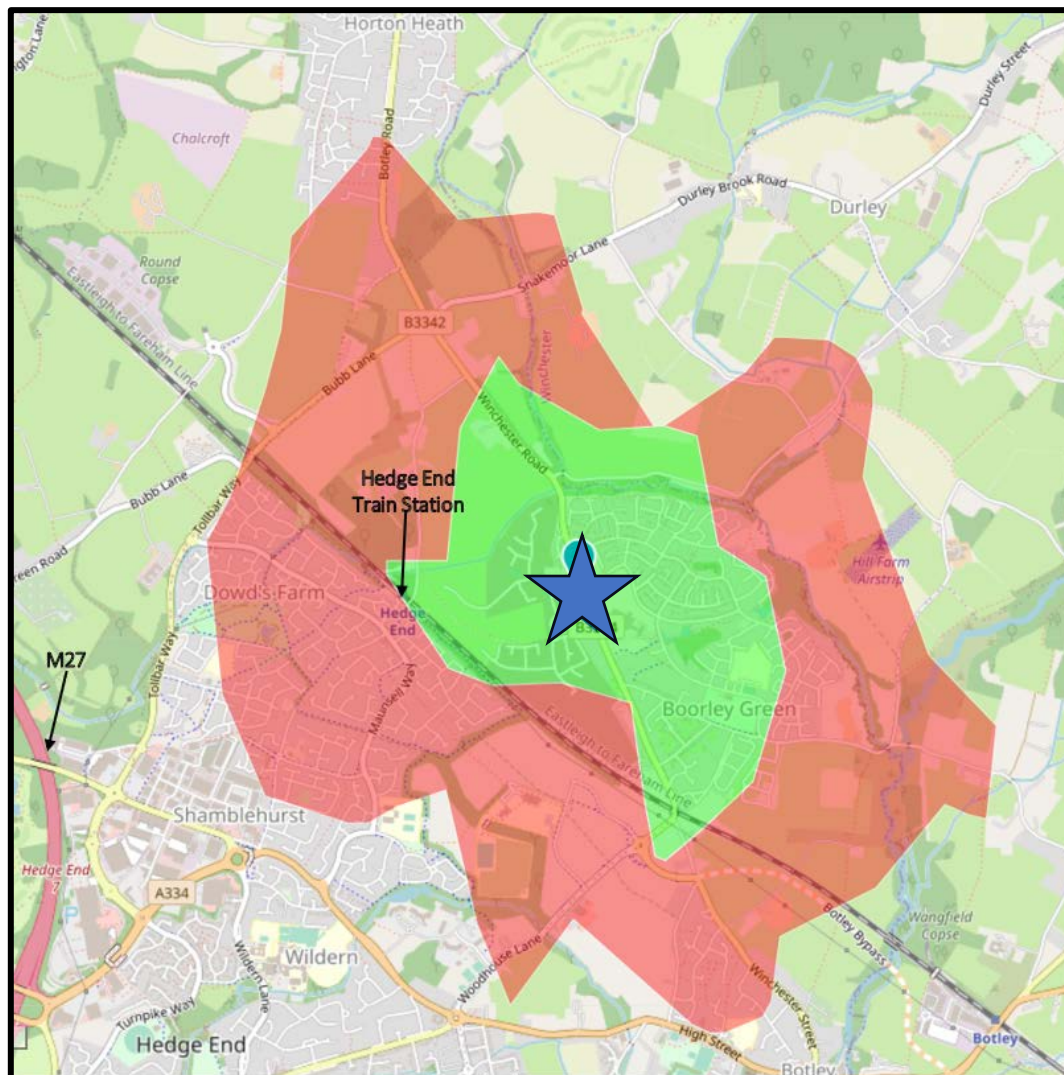
"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings and terrain. For work trips to the proposed care home, people are likely to be prepared to walk 2km which is referred to in 'Providing for Journeys on Foot'. For the community hub, visitors will be likely to walk between 1.2km and 2km.
- 2.2.6 Based on approximate walk distances of 1km and 2km, the walk catchments, are shown at Figure 2.1 below.

Figure 2.1 – Approximate 1 and 2km Walking Catchments



Source: Open route service. N.B. Site indicated by blue star, 0-1km catchment in green, 1-2km in red. Catchments are indicative.

- 2.2.7 The 1 and 2km walk catchments includes a significant proportion of the Boorley Green residential development, as well as residences in Dowd's Farm, Shamblehurst, Botley, and Horton Heath. This provides a significant population within walking distance of the site.
- 2.2.8 Knot Road is flanked by an existing footway on the site side, connecting the site to the local pedestrian network. A footway / cycle way is also present on the southern side of Knot Road.
- 2.2.9 Footways and cycleways will also be present (or to be constructed) throughout the Boorley Gardens permitted development, as well as the wider Boorley Green development and local centre.
- 2.2.10 Pedestrian and cycle routes are available to Hedge End station as shown at Figure 2.2 below.

Figure 2.2 – Walk Routes



Source: Open route service

2.2.11 In light of the local pedestrian facilities, the site is well connected to the local pedestrian network with opportunities for access on foot.

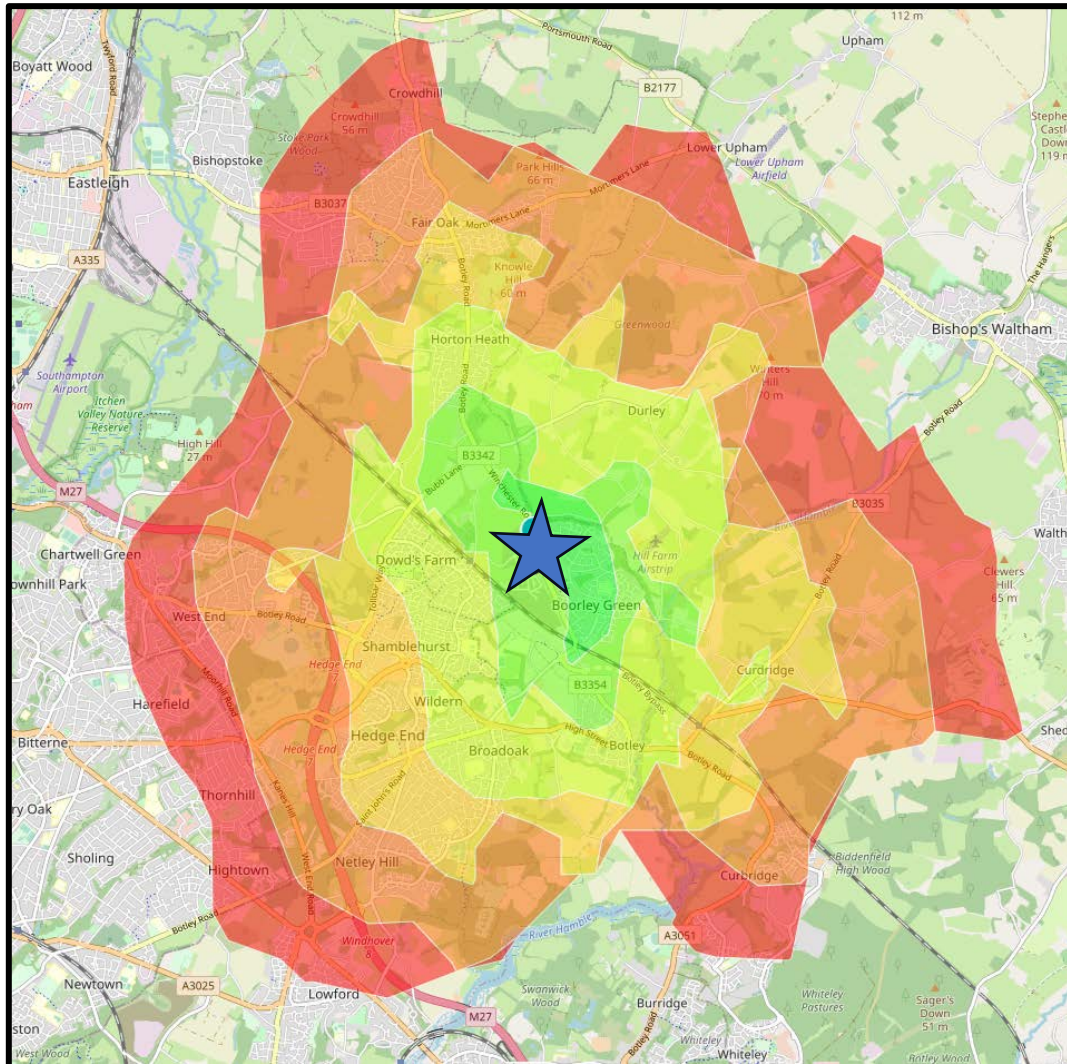
2.3 Cycling

2.3.1 The 2022 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.5.8km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 6km.

2.3.2 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 6km in length.

2.3.3 Based on a maximum cycle distance of 6km, the approximate cycle catchment is shown at Figure 2.3 below.

Figure 2.3 – 6km Cycle Catchment

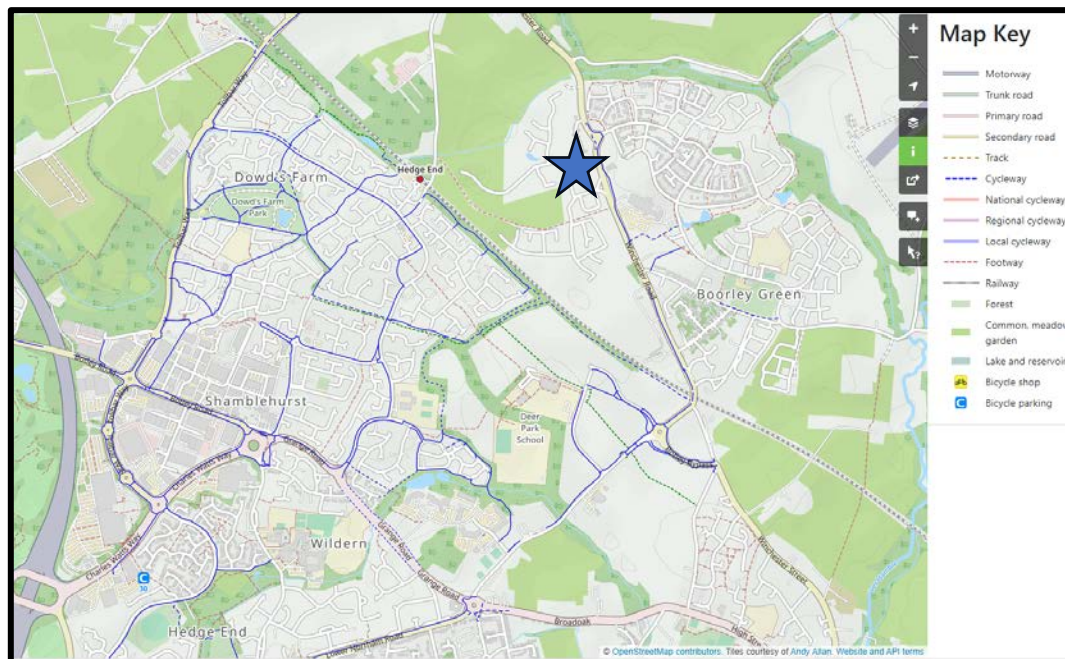


Source: Open route service. N.B. Site indicated by blue star, 0-1km catchment in green, 1-2km in light green, 2-3km yellow, 3-4km in light orange, 4-5km dark orange, 5-6km in red. Catchments are indicative.

2.3.4 The 6km cycle catchment includes all of Boorley Green, Horton Heath, Dowd's Farm, Shamblehurst, Wildern, Broadoak, Netley Hill, Botley, and Durley, as well as parts of Hedge End, Fair Oak, West End, Curridge and Thornhill. This provides a significant population within cycle distance of the site.

2.3.5 Figure 2.4 shows the current cycleways in the area (blue lines). Further cycle ways are proposed as part of the Boorley Green development, connecting the site to existing facilities in Hedge End including the station.

Figure 2.4 – Local Cycle Map



Source: Open street map. N.B. Site indicated by blue star

- 2.3.6 Considering that the roads local to the site are urban in character, and that the local topography is generally gentle, cycling provides an opportunity to access the site by a sustainable mode of transport for staff members and visitors.

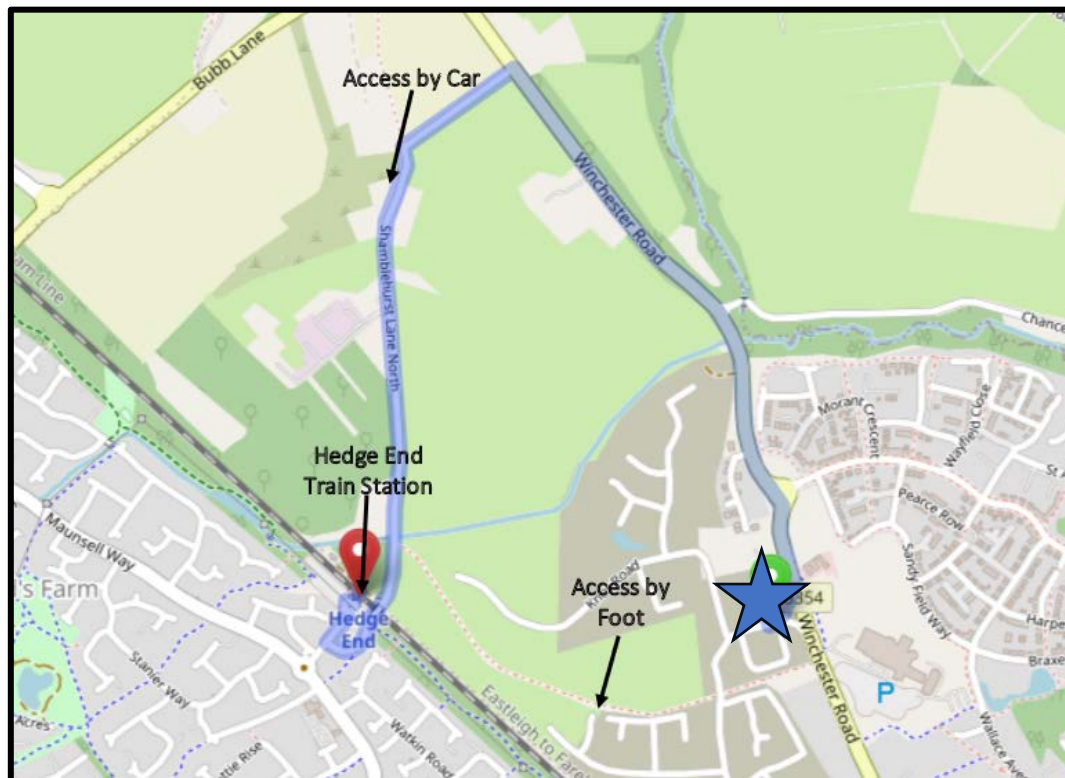
2.4 Access by Bus

- 2.4.1 The publication Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.4.2 The nearest bus stops to the site are located on the B3354 Winchester Road c300m northeast of the proposal site but are only served by the 649-school bus service.
- 2.4.3 Further bus stops are located on the B3354 Winchester Road c530m south of the site, and on Kingsman Drive c475m northeast of the site, which is just outside of the IHT distance, but still accessible by foot for most people, especially those with limited travel opportunities.
- 2.4.4 The southern B3354 Winchester Road stops are served by the 3 and 425 services (plus the 649-school bus) at frequencies of up to every 60 minutes, connecting to places such as Southampton City Centre, Eastleigh and Curdridge.
- 2.4.5 The Kingsman Drive stops are served by 2, 3 and 425 services at frequencies of up to every 60 minutes, to places such as Southampton City Centre and Eastleigh.
- 2.4.6 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the site is accessible by bus.

2.5 Access by Rail

- 2.5.1 The guidance contained within the IHT Guidelines titled 'Planning for Public Transport in Developments' suggests railway stations have an 800m catchment area, albeit that 800m is not an absolute barrier, and longer walk distances are common.
- 2.5.2 The closest rail station to the proposal site is Hedge End railway station, located 1km walk distance west of the proposal site, as shown at Figure 2.5 below.

Figure 2.5 – Rail Access



Source: Open route service N.B. Site indicated by blue star.

- 2.5.3 The station, operated by South West trains, provides services to London Waterloo and Portsmouth Harbour at a frequency of two services per hour. The station also operates services to Eastleigh and Winchester as often as one per hour.
- 2.5.4 Having regard to the proximity of the rail station, the frequency of services and the areas that the existing trains serve, the site is accessible by rail.

2.6 Highways Access

- 2.6.1 Vehicular access to the site for all vehicles will be via the Knot Road site access junction.
- 2.6.2 Knot Road connects to the B3354 Winchester Road at a roundabout junction immediately southeast of the proposal site.
- 2.6.3 To the southeast of the site, the B3354 Winchester Road connects with the A334 in Botley, whilst to the northwest the B3354 Winchester Road provides routes to Horton Heath and Fair Oak.

2.6.4 The A334 provides a route through Hedge End to Junction 7 of the M27.

2.6.5 Figure 2.6 below provides an extract from google earth, showing the location of the site in the context of the local highway network.

Figure 2.6 – Local Highways Context



Source: Google earth N.B. The Site is denoted by a Blue Star.

2.6.6 Overall, the site is well located in relation to the existing local road network and is readily accessible.

2.7 Section Conclusion

2.7.1 The proposal site is surrounded by a pedestrian network that includes a number of pedestrian facilities, including those being built as part of the Boorley Gardens permitted development.

2.7.2 Boorley Green, Hedge End and the surrounding area is conducive to cycling with a number of cycle connections being built as part of the Boorley Gardens permitted development.

2.7.3 Bus stops local to the site are served by frequent bus services, which provide access to / from a variety of destinations.

2.7.4 The site is located near to Hedge End rail station, connecting the site to the national rail network-

2.7.5 The proposal site also is well located relative to the local highway network.

2.7.6 Overall, the site has a good level of accessibility by all relevant transport modes.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 This section of the report provides details of the proposed development, including the built form of the development, the proposed access arrangements, the servicing arrangements and the proposed parking provision.

3.2 Built Form

3.2.1 The proposals include the construction of a 70-bedroom care home and community hub with site composition including the following: -

- 70 ensuite bedrooms with accompanying day space, dining areas, barbers, salon and offices.
- A 110sq.m community hub with office, kitchen and toilets.
- A car park with 34 car parking spaces, of which four spaces will be reserved for disabled users. Two by the care home entrance and two by the community hub entrance.
- A mini bus parking bay and a dedicated drop off area.
- A loading bay and a dedicated bin store.
- Two cycle stores, one for the care home and one for the community hub.

3.3 Proposed Care Home Staffing

3.3.1 The proposed development will provide nursing care for its residents, with 63 staff working across 3 shifts. There will a maximum of 21 staff on site at any one time.

3.4 Proposed Access Arrangements

3.4.1 The site will be accessed via a priority junction with Knot Road immediately west of the Knot Road / B3354 Winchester Road roundabout as shown on the site access drawing at Appendix 2.

3.4.2 Staff, visitor and service vehicles will use this access, as well as pedestrians and cyclists. A dedicated pedestrian access, with internal raised table zebra crossing, is provided from Knot Road, opposite the community hub entrance.

3.4.3 The geometry of the junction has been designed to be suitable for its intended use. The access is 6m in width with allowing two-way access for cars. Cars will also be able to wait inside the site for larger service vehicles (delivery and refuse) to enter.

3.4.4 Vision splays of 2.4 x 43m, based on a 30mph speed limit, can be achieved in both directions as shown at Appendix 2.

3.4.5 The 3m footway to the north of Knot Road will continue into the site (2m wide), connecting the care home and community hub to the local pedestrian network.

3.5 Servicing

3.5.1 Servicing for the proposed development will be via a private service, utilising a 7.5 tonne refuse vehicle and by small delivery vans.

3.5.2 Swept path analysis of the refuse and delivery vehicles manoeuvring is shown on the drawings at Appendix 3. Swept path analysis is also provided of a mini bus accessing the mini-bus parking bay.

3.5.3 The track plots show that the service route through the car park is satisfactory and that service vehicles would be able to manoeuvre within the site, enabling service vehicles to arrive and depart to / from the site in forward gear.

3.6 National Car Parking Policy

3.6.1 Paragraph 107 of the National Planning Policy Framework NPPF, December 2023 states: -

“If setting local parking standards for residential and non-residential development, policies should take into account: -

- *The accessibility of the development;*
- *The type, mix and use of the development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and”*

3.6.2 Paragraph 108 of the NPPF 2023 states: -

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

3.7 Local Car Parking Standards

3.7.1 The car parking standards applicable to the proposed development are found the following two documents: -

- Table of residential parking standards (page 9) within the Eastleigh Borough Council Residential Parking Standards Supplementary Planning Document, adopted in January 2009.
- Section 5.11 of the Eastleigh Borough Council Parking Standard Supplementary Planning Document, Draft for Consultation document published in July 2023.

3.7.2 An extract from the adopted 2009 care home parking standards is provided at Figure 3.1 below. The 2009 standards are maximum standards.

Figure 3.1 – Local Car Parking Standards Extract

Table of Residential Parking Standards 2009							
Property Size	Car Ownership		Car Parking Standard			Long Term Cycle Storage	
	2001 (Census)	2026 (TEMPO growth)	with 50% or more unallocated spaces	with <50% unallocated spaces	Individual/ 'on- plot' allocation	Individual storage	Communal storage
	cars per household		parking spaces per dwelling				
GENERAL RESIDENTIAL							
1 bed	0.96	1.00	1.00	1.25	2	1	1
2/3 bed	1.37	1.44	1.50	1.75	2	2	1
4+ bed	1.69	1.77	2.00	2.25	3	2	1
OLDER PEOPLE'S HOUSING							
Active elderly with Warden Control	0.39	0.41	0.50	0.60	1	1	1
Nursing and rest homes	1 space per 6 bedrooms plus 1 space per staff member					1 per 6 staff	
Notes 1. A minimum of 20% unallocated parking is required to provide for casual and overspill parking. 2. All proportions to be rounded up to the next whole number. 3. Garages less than 6m x 3m internally will not count towards parking provision. 4. A minimum of 5% of residential spaces should be designated for use by disabled people.							

Source: Eastleigh Borough Council Parking Standards Supplementary Planning Document 2009

- 3.7.3 The proposed care home will provide nursing care for its residents, therefore falling into the 'Nursing and rest homes' category.
- 3.7.4 Based on the above, and that the proposed development will operate with 63 staff members working across 3 shifts (maximum of 21 staff members per shift), the parking standards equate to a maximum of 34 car parking spaces (21 staff + 1 per 6 bedrooms ($[70 \div 6 = 12] + 21 = 33$)). With 34 parking spaces proposed the development accords with the adopted 2009 parking standards.
- 3.7.5 No standards are provided in the 2009 documents for community hub / centre uses.
- 3.7.6 The above standards also state that a minimum of 5% of spaces should be allocated for use by disabled. This equates to 2 spaces ($34 \times 5\% = 1.7$), therefore with 4 spaces proposed the development exceeds with the adopted 2009 parking standards.
- 3.7.7 An extract from the 2023 draft parking standards document is provided at Figure 3.2 below. The below standards are minimum as opposed to maximum standards.

Figure 3.2 – Local Car Parking Standards Extract

Property Size	Car Ownership (figures used for setting the car parking standards)		Car Parking Standard			Cycle Storage	
	2011 (Census)	2026 (TEMPO growth)	with 50% or more (of site) unallocated spaces	with <50% (of site) unallocated spaces	Individual/ 'on-plot' allocation	Long Term Secure storage	Short Term Communal storage
	cars per household		parking spaces per dwelling				
GENERAL RESIDENTIAL							
1 bed	0.73	0.82	0.75	1.00	1	1	1
2/3 bed	1.36	1.52	1.50	1.75	2	2	1
4+ bed	2.04	2.28	2.25	2.50	3	3	2
OLDER PEOPLE'S HOUSING							
Active elderly with Warden Control	0.39	0.44	0.50	0.60	1	1	1
Nursing and rest homes			1 vehicle space per 6 bedrooms plus 1 space per staff member (A provision for motorised scooters should also be provided, preferably internally)			1 per 6 staff	

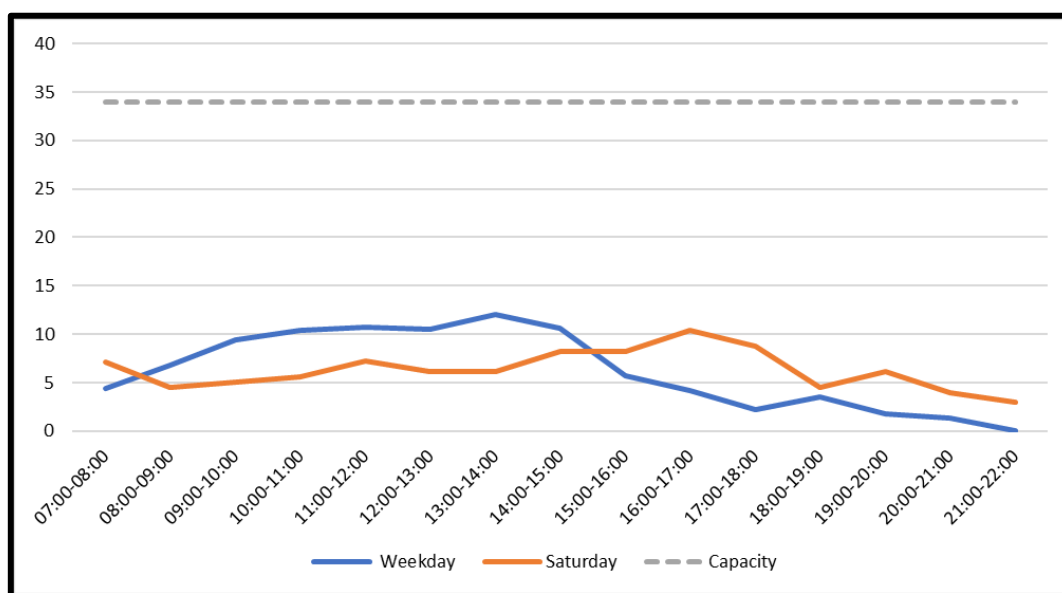
Source: Eastleigh Borough Council Draft Parking Standards Supplementary Planning Document 2023

- 3.7.8 The above draft parking standards equate to a minimum of 33 car parking spaces (22 staff + 1 per 6 bedrooms ($[70 \div 6 = 12] + 21 = 33$)).
- 3.7.9 The proposed development provides a total of 34 car parking spaces, according with the draft standards. A parking assessment presented below demonstrates that 34 parking spaces will meet operational demand for the care home and community hub, with spaces also available at shift change overs.
- 3.7.10 Again, no standards are provided in the 2023 draft document for community hub / centre uses.
- 3.7.11 The 2009 parking standards do not include references to electric vehicle charging. The 2023 draft standards include the following standards for electric vehicles provision: -
- Residential apartment buildings with 10 or more associated parking spaces – 1 active charging point per dwelling, plus passive provision for all remaining parking spaces. Active charging points must be fully wired, capable of rapid and slow charging as appropriate to the location in order to support grid balancing.
 - For non-residential developments: - active provision for approximately 20% of all parking spaces provided. Charging points must be fully wired, capable of rapid charging (40kw+) and ready to use. Passive provision for an additional 20% of all parking spaces provided.
- 3.7.12 As the proposed development does not include separate residential dwellings and is a care facility with the parking provision more akin to a commercial facility, it is assumed the non-residential standards are more appropriate for staff and visitors at the site. The above equates to 7 active and 7 passive parking spaces ($20\% \times 34 = 6.8$).
- 3.7.13 Four electric charging spaces are proposed for the development. The demand for additional spaces will be monitored and additional spaces provided if needed.

3.8 Parking Accumulation Assessment

- 3.8.1 A car park assessment has been undertaken using data from the TRICS (Version 7.11.1) database (full details at Section 4.0) to determine the average number of arrivals and departures to/from a 70-bedroom care home and 110 sq.m community hub per hour. This data has been combined and used to determine the parking accumulation profile of the proposal site.
- 3.8.2 Based on the TRICS data, the proposed development's parking accumulation is shown at Figure 3.3 below.
- 3.8.3 It shows a maximum parking space occupancy at any one hour of 12 spaces. This is within the 34-space capacity, providing space for fluctuations in visitor numbers and staff shift change.

Figure 3.3 – Proposed Parking Accumulation



3.9 Local Cycle Parking Standards

- 3.9.1 The cycle parking standards applicable to the proposed development are also found in the adopted 2009 SPD and draft 2023 SPD.
- 3.9.2 Minimum cycle parking standards for the care home element are shown at Figure 3.1 and Figure 3.2 above. 1 per 6 staff ($21 \div 6 = 3.5$) should be provided. Based on the above, the standards equate to a total of 4 cycle parking spaces.
- 3.9.3 The 'Standards for Public Cycle Parking' document states *"A minimum of 1 accessible space must be provided at every cycle parking location. It is suggested that 5% of parking capacity is accessible to all."* One accessible cycle parking space is proposed ($4 \times 0.05 = 0.2$ – rounded up to 1).
- 3.9.4 The proposed care home development provides a total of 4 cycle parking spaces as 'Sheffield' style cycle parking loops, with one larger accessible cycle parking space is proposed, which therefore accords with local car parking standards.

- 3.9.5 No specific cycle parking standards are provided for the community hub within the adopted of draft standards. For Sui Generis uses 1 cycle space per 6 staff should be provided for long stay use and 1 space per 20 sq.m for short stay use. This equates to 6 short stay space ($110/20 = 5.5$). The number of staff is currently unknown.
- 3.9.6 4 Covered Sheffield stands (8 spaces) are proposed near to the entrance of the community hub.

3.10 Mobility Scooter Parking

- 3.10.1 As residents of the care home, will be largely bed bound, mobility scooter parking is not required, or provided.

3.11 Section Conclusion

- 3.11.1 The proposed site access includes appropriate geometry and vision splays. Swept path analysis has shown that access arrangements of the proposed development are suitable for their intended use.
- 3.11.2 The proposed development accords with the 2009 adopted local car parking standards and the 2023 draft standards. The proposed parking also meets operational demand based on TRICS.
- 3.11.3 The proposed development accords with local cycle parking standards.
- 3.11.4 The proposed development falls short of the 2023 draft electric vehicle charging provision, but provides active electric vehicle charging that will be monitored.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 This section of the report details the traffic assessment of the proposed development.

4.1.2 This assessment is based on the following assumed network peak hours:

- AM Peak Hour: 08:00 – 09:00.
- PM Peak Hour: 17:00 – 18:00.
- Saturday peak Hour: – 12:00-13:00

4.2 Existing Site Trip Attraction

4.2.1 The proposal site is currently un-developed, however benefits from extant planning permission under reference O/15/75953 for a development known as Boorley Gardens located on land to the west of the B3354 and east of the railway lines. The proposal site has permission for a mixed-use area, however to date this has not been built out.

4.2.2 For the purpose of this assessment, no existing site trip attraction has been calculated given the very low magnitude of the care home traffic flows.

4.3 Proposed Site Trip Attraction

4.3.1 The TRICS (Version 7.11.1) has been interrogated to provide the trip rates for the proposed care home and community hub development.

4.3.2 The TRICS database is an industry standard collection of traffic surveys, detailing hourly trip arrivals and departures from a variety of fully operation sites using a standardised methodology.

4.3.3 Following the TRICS best practice guidance, the database has been interrogated based on the following parameters:

- Category '05 – HEALTH' and Subcategory 'F – CARE HOME (ELDERLY RESIDENTIAL)'.
- Surveys in England, excluding Greater London.
- Surveys from 01/01/16 – 18/06/23. (From 01/01/00 on Saturdays).
- Weekdays only, Saturday only.
- Surveys in 'Edge of Town Centre, 'Suburban Area' and 'Edge of Town centre' locations.

4.3.4 As the trip rates are given per resident, the trip rates have been multiplied by the number of beds for the proposed care home.

4.3.5 The resultant trip attraction for vehicles for the proposed development during the assumed peak hours, is shown in Table 4.1 below.

Table 4.1 – TRICS – Proposed Care Home Trip Attraction

Peak Period	Trip Rates			Trip Numbers (70 beds)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM (08:00 - 09:00)	0.089	0.062	0.151	6	4	11
PM (17:00 - 18:00)	0.042	0.074	0.116	3	5	8
SAT (12:00-13:00)	0.053	0.068	0.121	4	5	8

**Includes rounding*

4.3.6 Following the TRICS best practice guidance, the database has been interrogated based on the following parameters:

- Category 07 – LEISURE' and Subcategory 'Q - COMMUNITY CENTRE'.
- Surveys in England, excluding Greater London.
- Surveys from 01/01/16 – 10/01/23. (No Saturday surveys).
- Weekdays only.
- Surveys in 'Edge of Town Centre, 'Suburban Area' and 'Edge of Town centre' locations.

4.3.7 The resultant trip attraction for vehicles for the proposed development during the assumed peak hours, is shown in Table 4.2 below.

Table 4.2 – TRICS – Proposed Community Hub Trip Attraction

Peak Period	Trip Rates			Trip Numbers (110 sq.m)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM (08:00 - 09:00)	0.611	0.188	0.799	1	0	1
PM (17:00 - 18:00)	0.639	0.434	1.073	1	0	1

**Includes rounding*

4.3.8 The above have been combined to give the following overall trip attraction. The Saturday community hub trip attraction has been assumed to be the same as the weekdays, given the lack of TRICS data.

Table 4.3 – Total Proposed Trip Attraction

Peak Period	Total Trip Attraction		
	Arrivals	Departures	Totals
AM (08:00 - 09:00)	7	5	11
PM (17:00 - 18:00)	4	6	9
SAT (12:00-13:00)	4	5	9

**Includes rounding*

4.3.9 The traffic effect of the proposed development is therefore negligible and requires no further assessment.

4.3.10 Full TRICS outputs are provided at Appendix 4.

5.0 JUNCTION CAPACITY AND COLLISION ANALYSIS

5.1 Introduction

5.1.1 This section of the report provides details of any junction capacity testing conducted, as well as a review of road collisions in the local area.

5.2 Junction Capacity Analysis

5.2.1 Considering that the proposals represent a negligible increase in trip attraction to the proposal site, no junction capacity analysis has been deemed necessary.

5.3 Collision Analysis

5.3.1 Road collision data has been obtained from crashmap.com for the area local to the proposal site for the most recent five-year period available (2017 – 2021). Figure 5.1 below shows a plan showing reported road collisions within the vicinity of the site.

Figure 5.1 – Collision Map



Source: Crashmap.com. N.B. proposal site denoted by blue star.

5.3.2 Only one collision classified as 'slight' has been recorded in the local area. The collision occurred in 2020 involving two vehicles and one casualty.

5.3.3 The collision data suggests that there have been no locations where more than five collisions in five years have occurred.

5.3.4 On this basis, overall, no pattern of collisions has been identified which is attributable to a road layout deficiency, nor one which is likely to be materially worsened by the development proposals.

5.4 Section Conclusion

5.4.1 Considering that the proposals represent a negligible increase in trip attraction to the proposal site, neither junction capacity testing, nor detailed road collisions analysis has been conducted.

6.0 SUMMARY & CONCLUSIONS

6.1 Summary

6.1.1 Connect Consultants is a firm of transport planning and highway design consultants that have been instructed by Hedge End Care Homes Ltd in regards to their proposed care home and community hub on Knot Road, Hedge End in Eastleigh.

6.1.2 The report is summarised as follows: -

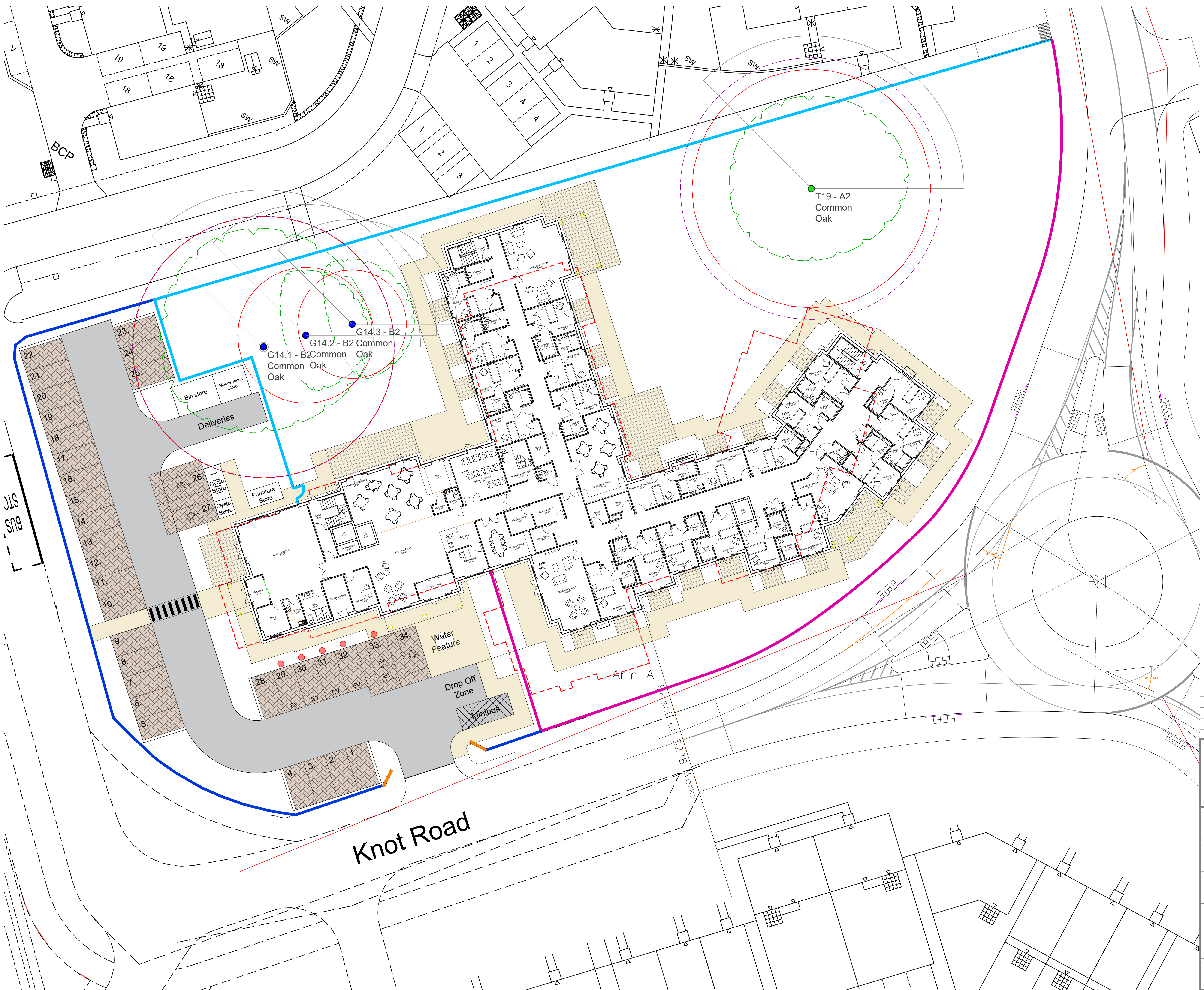
- The site is accessible by a choice of travel modes and the development will reduce reliance on the private car consistent with national and local planning policy.
- The site will be accessed via a proposed priority junction to the north of Knot Road, to the west of the Knot Road /B3354 Winchester Road roundabout.
- The proposed development is well conceived in terms of its access arrangements, composition and layout.
- Track plots demonstrate that the site is well designed in terms of its servicing arrangements and that service vehicles will be able to access the site, and arrive and depart in forward gear.
- The proposed development accords with the 2009 adopted car and cycle parking standards. The development also accords with the 2023 draft car parking standards. EV parking provision will be monitored.
- The traffic assessment included in this report shows that the potential increase in trip attraction as a result of the proposals is negligible.
- The collision data shows that there were no locations where more than five collisions occurred during the study period.

6.2 Conclusions

6.2.1 The results of this assessment highlight that the proposed development is acceptable from a transport perspective.

APPENDICES

APPENDIX 1 – PROPOSED SITE LAYOUT



- Parking Bays - Block Paving (Colour - Brindle)
- Black Tarmac
- Paths - Resin Bound Gravel
- 600mm x 600mm Saxon Buff Paving Slabs
- 1.8m High Chain Link Fence with 1.2m High Laurel Hedge
- 1.8m High Green Weld Mesh Fence
- 1.1m High Estate Rail Fencing (Black Metal)
- Brick wing walls with signage
- 15m RPA Zones
- Outline of previous building footprint
- EV Charging Parking Space

V	27/06/24	EV charging points added	CFF	JB
U	25/06/24	Entrance area updated	CFF	JB
-	02/01/18	Original Drawing	JB	JB
Rev	Date	Revision Description	Drawn By	Approved By

6 Pioneer Court, Darlington, DL1 4WD
t: 01325 464 111
e: studio@adgarchitects.co.uk
w: www.adgarchitects.co.uk

Client
Halebourne Group

Project Information
Proposed Care Home Development
Boorley Gardens, Botley, Hampshire, SO32 2BX

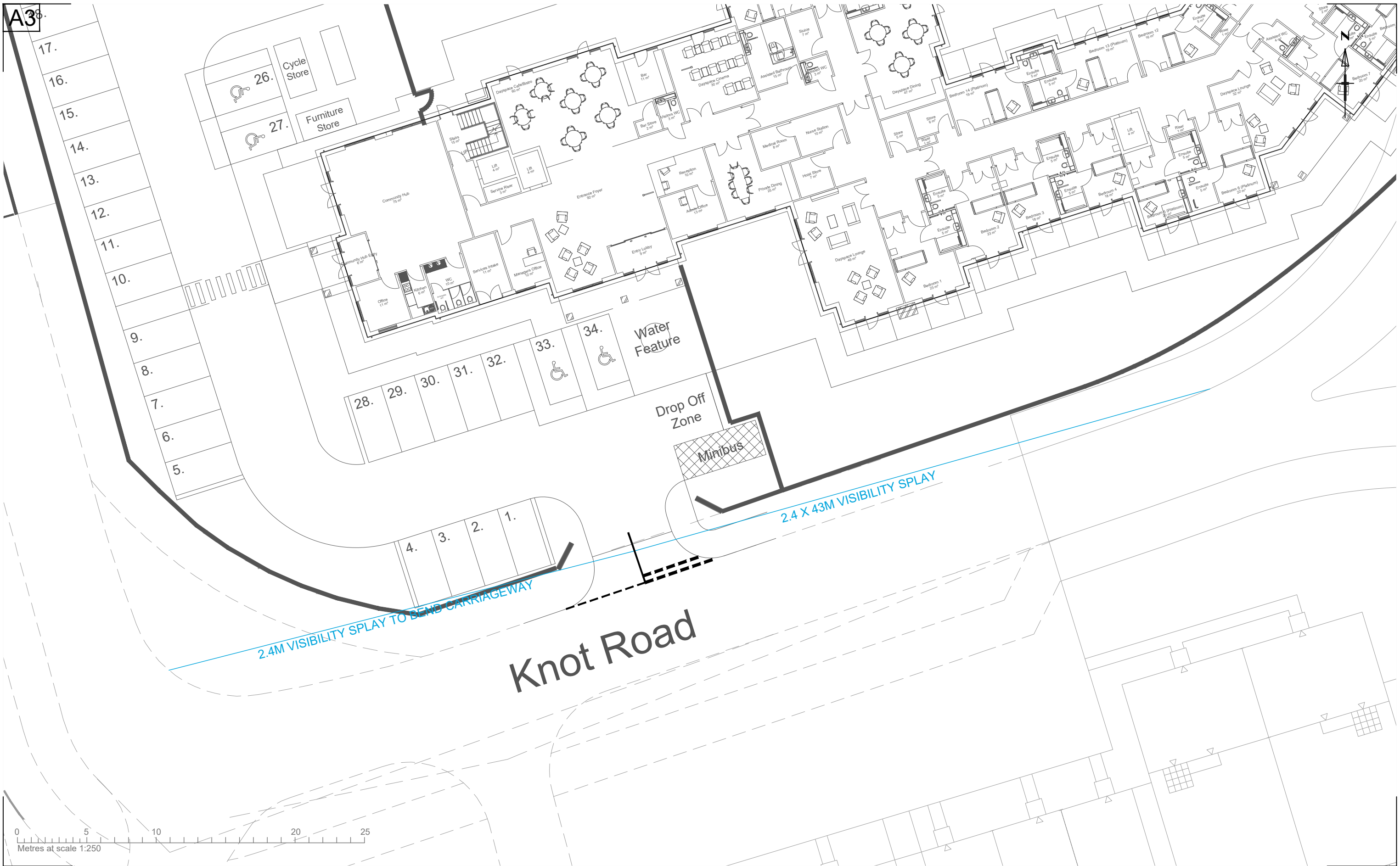
Drawing Title
Proposed Site Plan

A1 Scale 1:200	A3 Scale	
Job Number H.21.61	Drawing Number (9-) 2	Revision V

Drawing Issue
PLANNING

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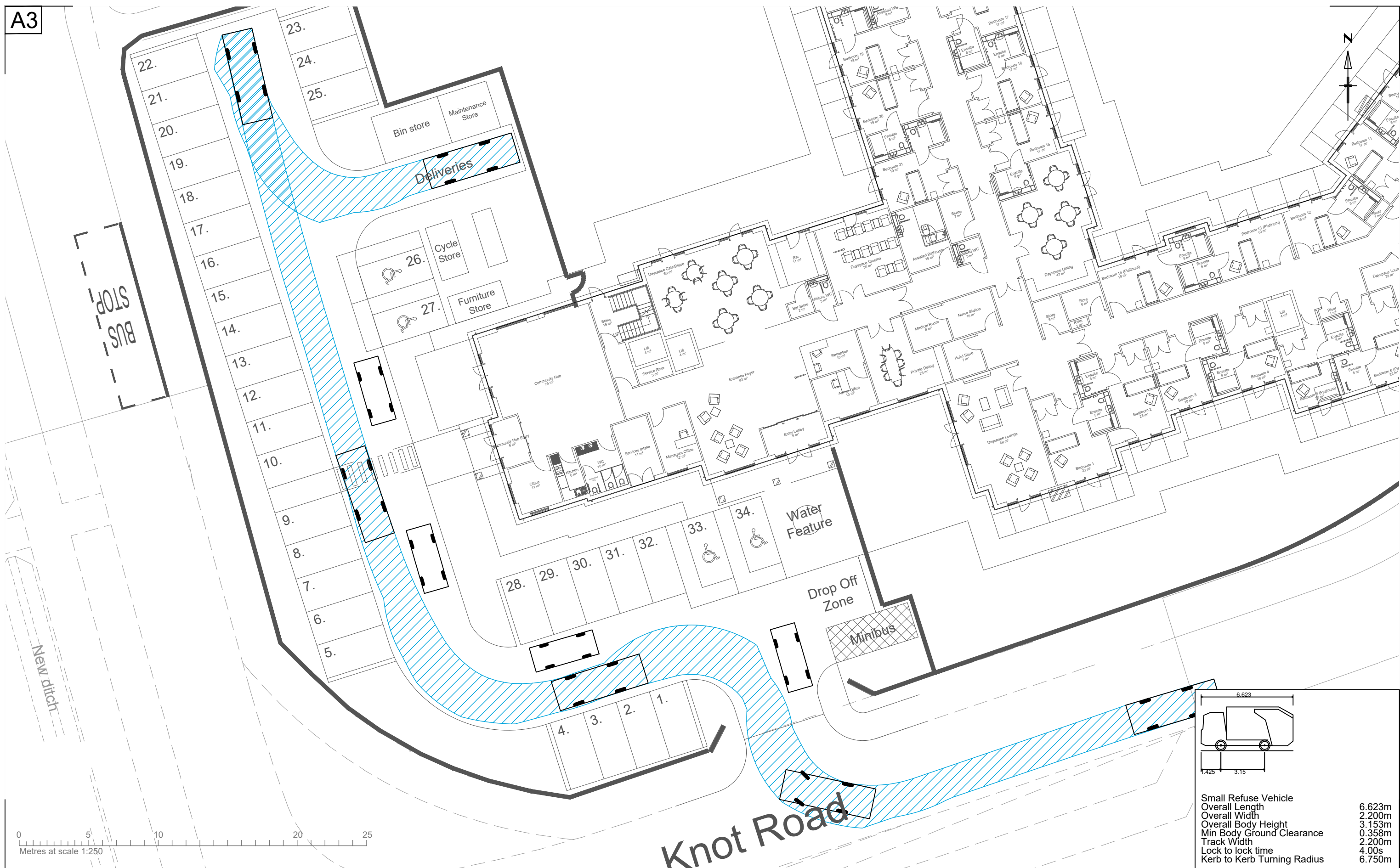
APPENDIX 2 – SITE ACCESS ARRANGEMENTS



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	project PROPOSED DEVELOPMENT HEDGE END FIELDFARE AVENUE		scale 1:250	status PLANNING				
			drawing number 23150 - 010					rev. D

APPENDIX 3 – SWEPT PATH ANALYSIS



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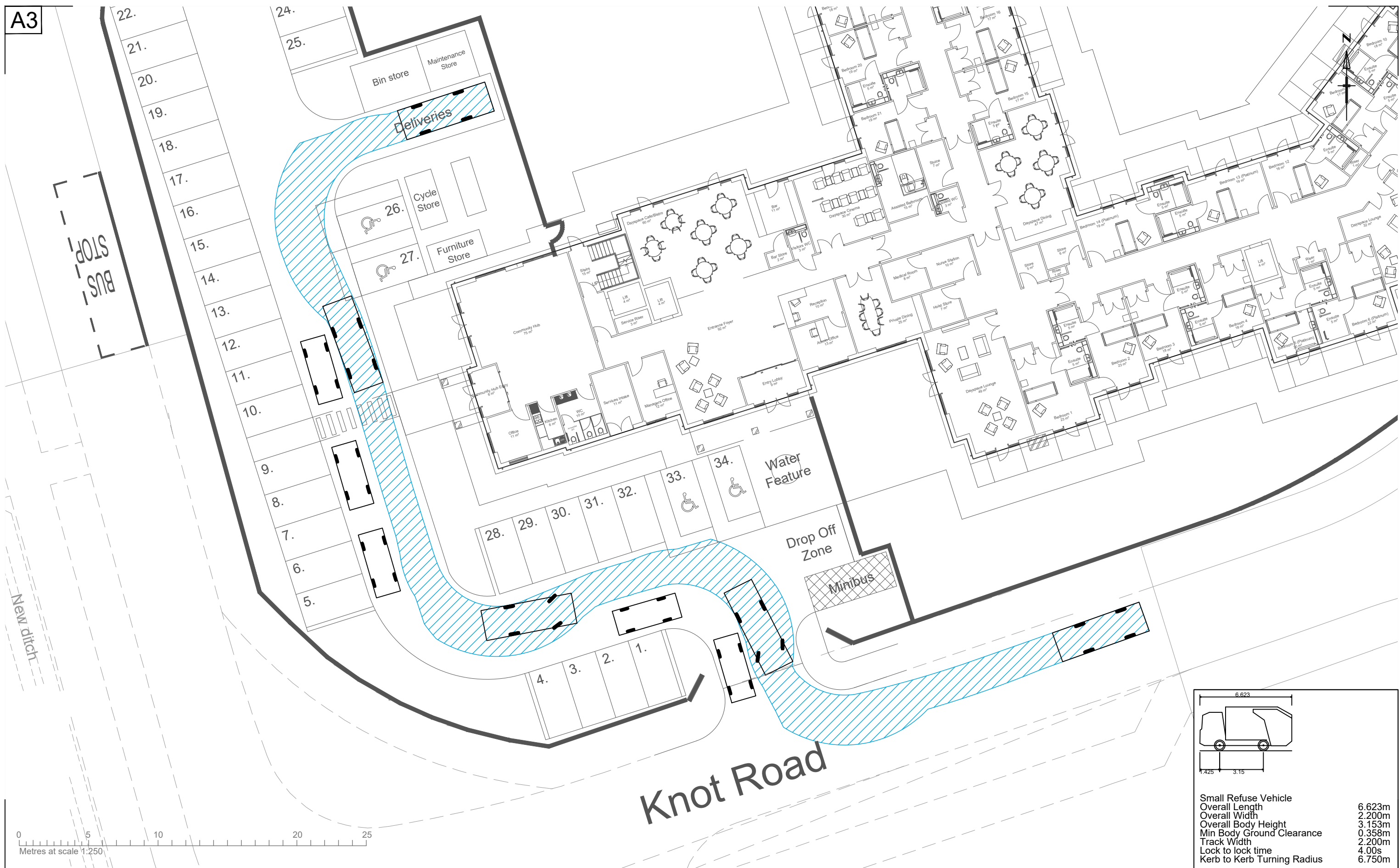
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project
PROPOSED DEVELOPMENT
HEDGE END
FIELDFARE AVENUE

title
SWEEP PATH ANALYSIS
SMALL REFUSE VEHICLE
INBOUND MANOEUVRE

date JUNE 2024	drawn by T.A.S	checked by R.H.L
scale 1:250	status PLANNING	
drawing number 23150 - TR001	rev. D	

A3



6.623	
1.425 3.15	
Small Refuse Vehicle	
Overall Length	6.623m
Overall Width	2.200m
Overall Body Height	3.153m
Min Body Ground Clearance	0.358m
Track Width	2.200m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.750m

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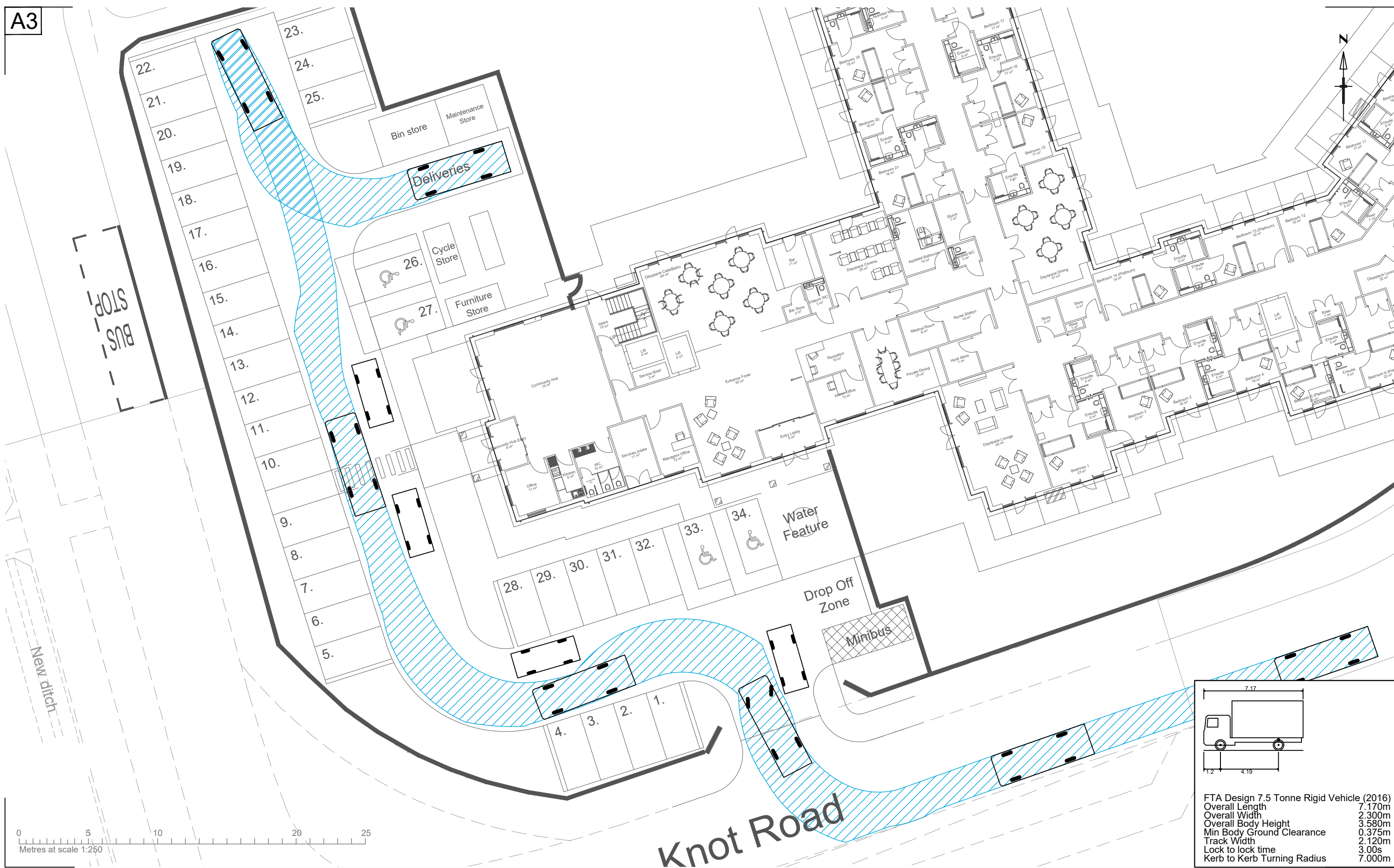
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HEDGE END
FIELDFARE AVENUE

title
SWEEP PATH ANALYSIS
SMALL REFUSE VEHICLE
OUTBOUND MANOEUVRE

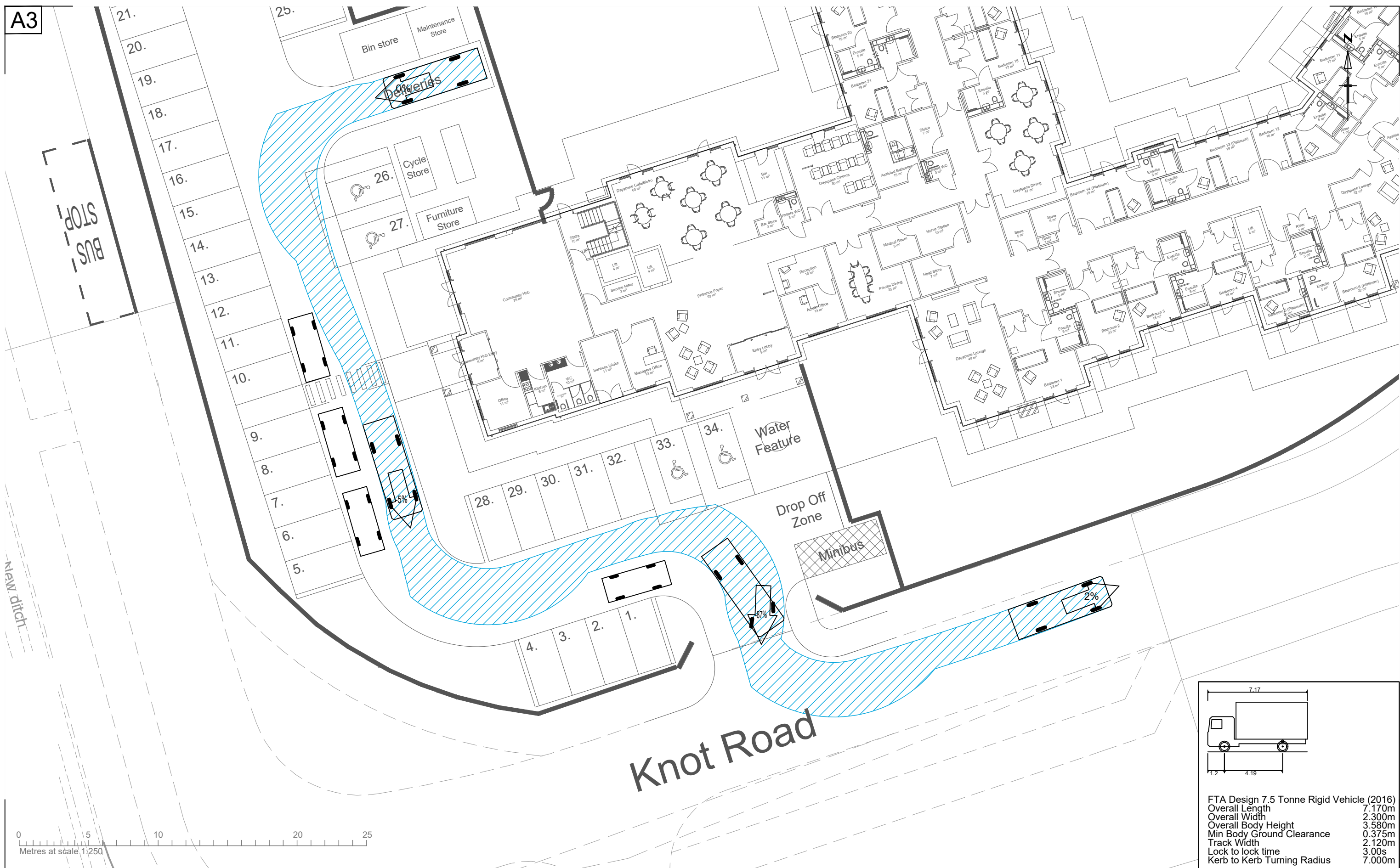
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drawing number	23150 - TR002	rev.	D		

A3



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A3



FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

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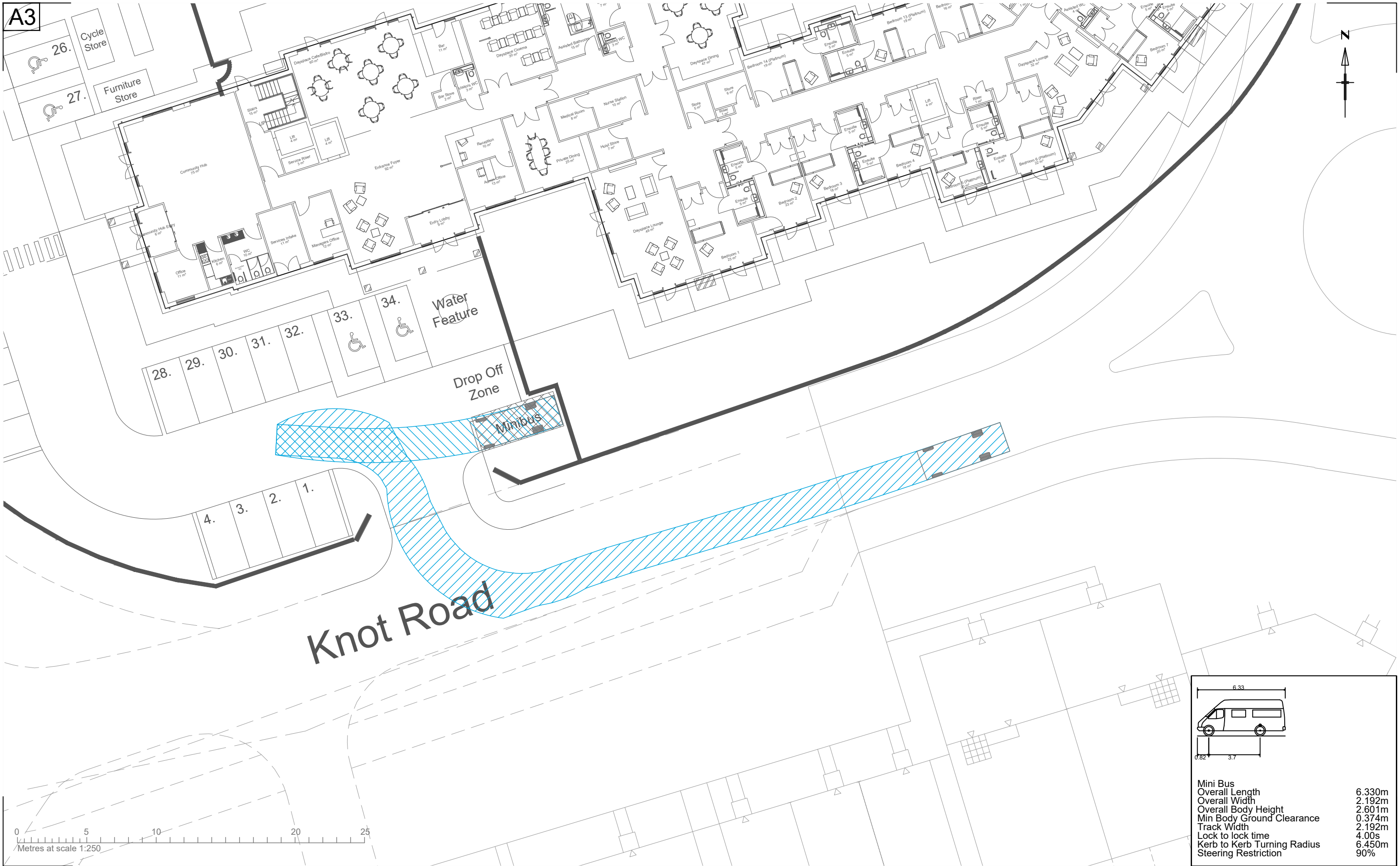


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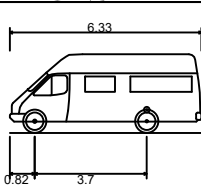
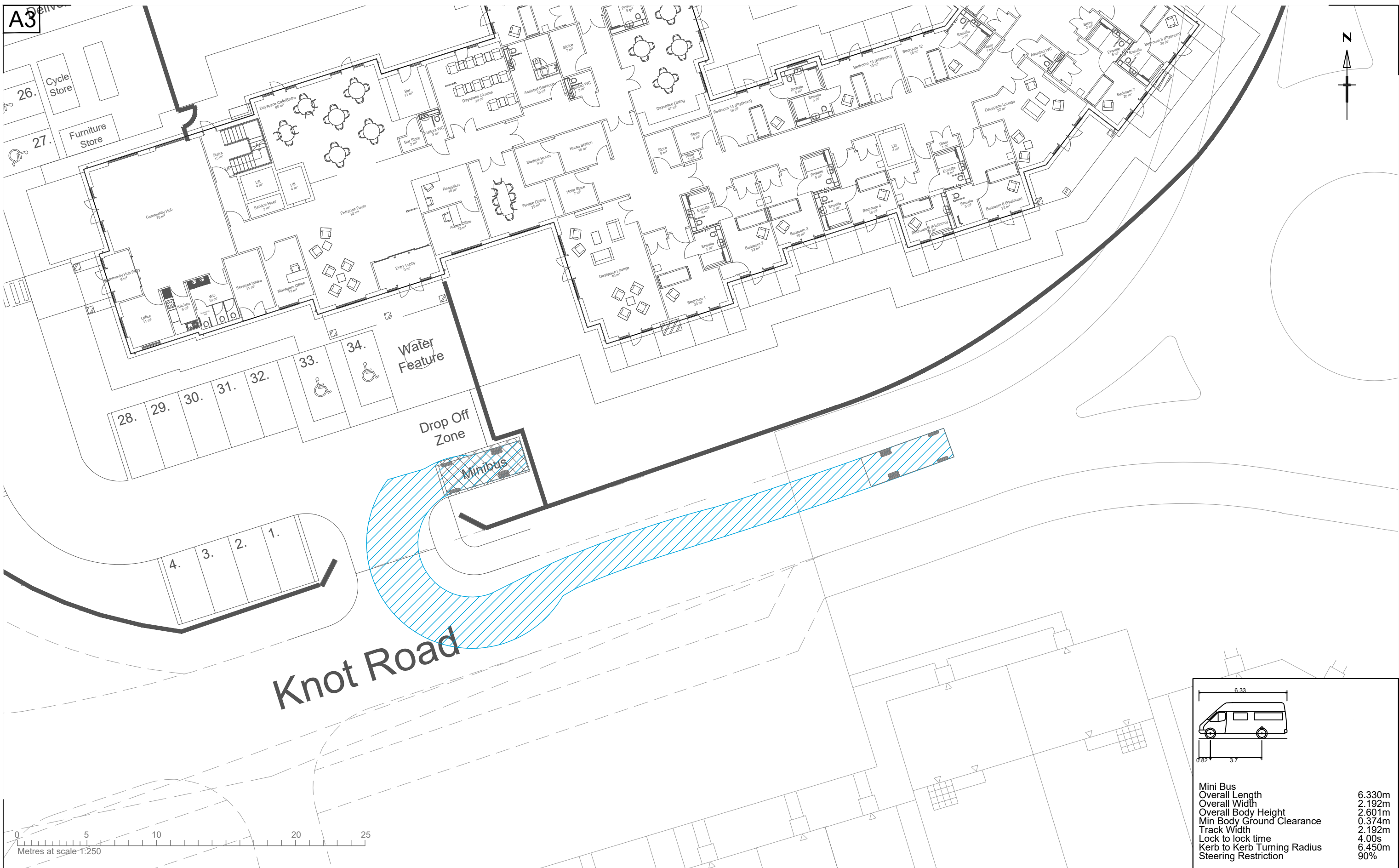
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PROPOSED DEVELOPMENT
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SWEEP PATH ANALYSIS
FTA DESIGN 7.5 TONNE RIGID VEHICLE
OUTBOUND MANOEUVRE

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drawing number	23150 - TR004	rev.	D		



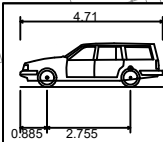
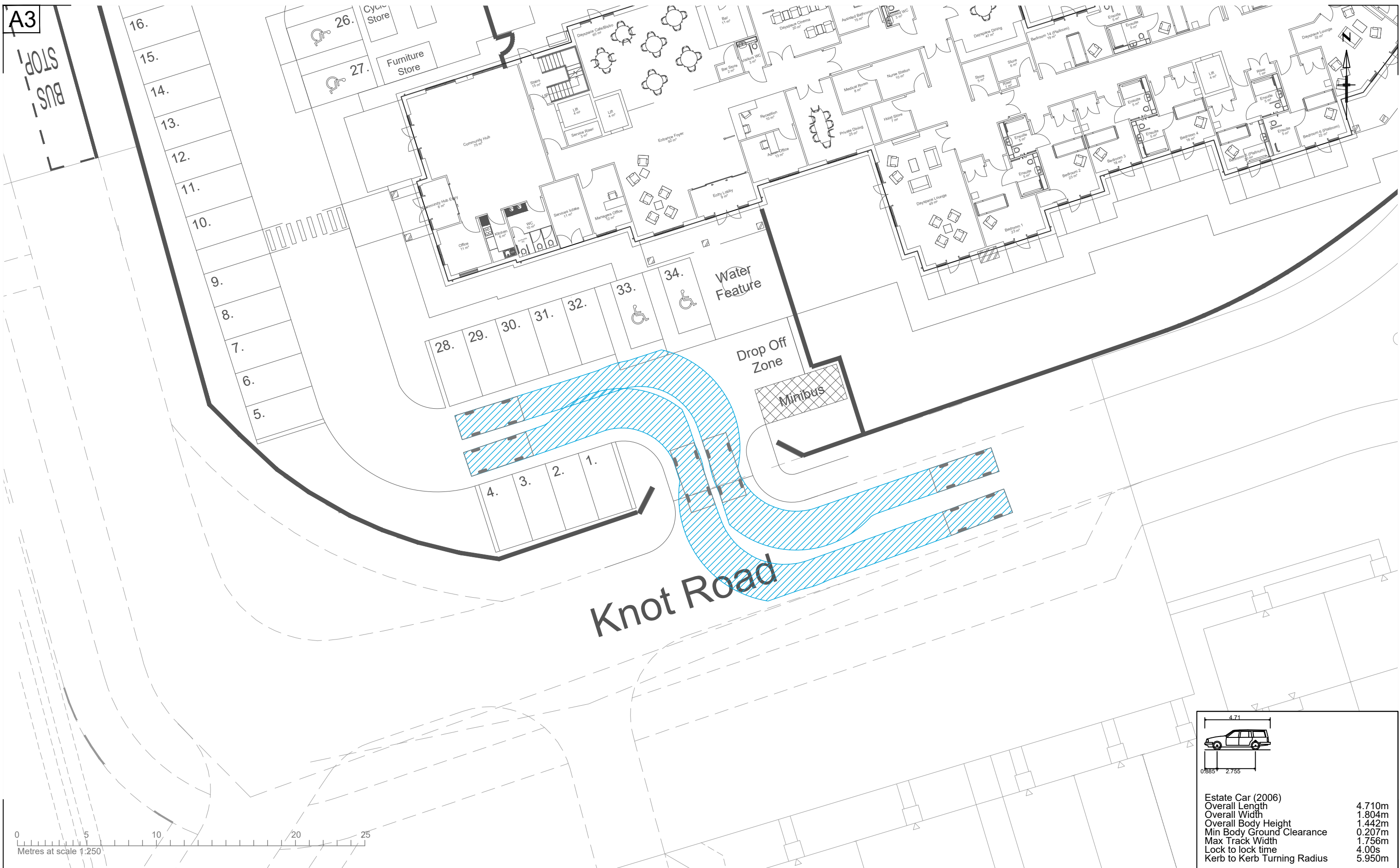
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Mini Bus	
Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m
Steering Restriction	90%

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			scale 1:250 status PLANNING
			drawing number 23150 - TR006 rev. C



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

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CAR

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scale 1:250	status PLANNING	
drawing number 23150 - TR007	rev. A	

APPENDIX 4 – TRICS OUTPUTS

Calculation Reference: AUDIT-142301-240619-0631

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	TE TELFORD & WREKIN	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	HP HARTLEPOOL	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 210 to 2329 (units: sqm)
Range Selected by User: 100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 18/10/22

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	1 days
Thursday	4 days
Friday	4 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	5
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

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	7
Built-Up Zone	2
High Street	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

F2(b)	11 days
-------	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	4 days
125,001 to 250,000	2 days
250,001 to 500,000	1 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	6 days
1.1 to 1.5	5 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.

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BA-07-Q-01 SAINT MARKS ROAD BATH	COMMUNITY CENTRE	BATH & NORTH EAST SOMERSET
	Edge of Town Centre Built-Up Zone Total Gross floor area: 900 sqm Survey date: FRIDAY 29/09/06		Survey Type: MANUAL
2	BA-07-Q-02 OFF THE A36 BATH	COMMUNITY CENTRE	BATH & NORTH EAST SOMERSET
	Edge of Town Centre Residential Zone Total Gross floor area: 415 sqm Survey date: MONDAY 02/10/06		Survey Type: MANUAL
3	CA-07-Q-02 HIGH STREET CAMBOURNE	COMMUNITY CENTRE	CAMBRIDGESHIRE
	Edge of Town Centre High Street Total Gross floor area: 629 sqm Survey date: THURSDAY 07/06/18		Survey Type: MANUAL
4	GM-07-Q-01 MOODY STREET STANDISH	COMMUNITY CENTRE	GREATER MANCHESTER
	Edge of Town Residential Zone Total Gross floor area: 270 sqm Survey date: THURSDAY 28/04/22		Survey Type: MANUAL
5	HP-07-Q-01 JUTLAND ROAD HARTLEPOOL	COMMUNITY CENTRE	HARTLEPOOL
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 500 sqm Survey date: FRIDAY 28/09/07		Survey Type: MANUAL
6	NG-07-Q-01 61B MANSFIELD ROAD NOTTINGHAM	COMMUNITY CENTRE	NOTTINGHAM
	Edge of Town Centre Residential Zone Total Gross floor area: 800 sqm Survey date: THURSDAY 13/06/13		Survey Type: MANUAL
7	ST-07-Q-01 DUDLEY ROAD WOLVERHAMPTON	COMMUNITY CENTRE	STAFFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Gross floor area: 2329 sqm Survey date: FRIDAY 09/05/14		Survey Type: MANUAL
8	TE-07-Q-01 SOUTHGATE TELFORD SUTTON HILL	COMMUNITY CENTRE	TELFORD & WREKIN
	Edge of Town Residential Zone Total Gross floor area: 1486 sqm Survey date: THURSDAY 24/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TV-07-Q-01	COMMUNITY CENTRE	TEES VALLEY
	FULBECK ROAD		
	MIDDLESBROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	225 sqm	
	Survey date: WEDNESDAY	26/09/07	Survey Type: MANUAL
10	TW-07-Q-03	COMMUNITY CENTRE	TYNE & WEAR
	ASKEW ROAD W		
	GATESHEAD		
	TEAMS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	750 sqm	
	Survey date: FRIDAY	24/05/19	Survey Type: MANUAL
11	WL-07-Q-01	COMMUNITY CENTRE	WILTSHIRE
	OLD COURT		
	WOOTTON BASSETT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	210 sqm	
	Survey date: TUESDAY	03/10/06	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.

Connect Consultants 78 Broad Street Chipping Sodbury

Licence No: 142301

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	270	0.000	1	270	0.000	1	270	0.000
07:00 - 08:00	3	600	0.334	3	600	0.056	3	600	0.390
08:00 - 09:00	11	774	0.611	11	774	0.188	11	774	0.799
09:00 - 10:00	11	774	0.728	11	774	0.458	11	774	1.186
10:00 - 11:00	11	774	0.493	11	774	0.529	11	774	1.022
11:00 - 12:00	11	774	0.352	11	774	0.611	11	774	0.963
12:00 - 13:00	10	829	0.603	10	829	0.579	10	829	1.182
13:00 - 14:00	10	829	0.458	10	829	0.471	10	829	0.929
14:00 - 15:00	10	829	0.326	10	829	0.471	10	829	0.797
15:00 - 16:00	10	829	0.434	10	829	0.543	10	829	0.977
16:00 - 17:00	10	829	0.253	10	829	0.277	10	829	0.530
17:00 - 18:00	10	829	0.639	10	829	0.434	10	829	1.073
18:00 - 19:00	9	838	0.902	9	838	0.438	9	838	1.340
19:00 - 20:00	9	838	0.464	9	838	0.676	9	838	1.140
20:00 - 21:00	8	909	0.055	8	909	0.358	8	909	0.413
21:00 - 22:00	6	957	0.122	6	957	0.592	6	957	0.714
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.774			6.681			13.455

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: 210 - 2329 (units: sqm)
Survey date range: 01/01/00 - 18/10/22
Number of weekdays (Monday-Friday): 11
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-142301-240618-0642

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 19 to 60 (units:)
Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/0 to 18/06/23

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

Selected survey days:
Saturday 3 days

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

Selected survey types:
Manual count 2 days
Directional ATC Count 1 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 2
Edge of Town 1

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

Selected Location Sub Categories:
Residential Zone 2
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:
C2 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:
15,001 to 20,000 2 days
25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	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:

Not Known	2 days
No	1 days

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	ES-05-F-01	NURSING HOME	EAST SUSSEX
	WILLINGDON ROAD		
	EASTBOURNE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	54	
	Survey date: SATURDAY	14/07/01	Survey Type: MANUAL
2	TW-05-F-02	NURSING HOME	TYNE & WEAR
	SPLIT CROW ROAD		
	GATESHEAD		
	DECKHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	60	
	Survey date: SATURDAY	05/10/13	Survey Type: MANUAL
3	WS-05-F-01	NURSING HOME	WEST SUSSEX
	WHYKE ROAD		
	CHICHESTER		
	WHYKE		
	Edge of Town		
	No Sub Category		
	Total Number of residents:	19	
	Survey date: SATURDAY	08/12/01	Survey Type: DIRECTIONAL ATC COUNT

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00	1	19	0.105	1	19	0.158	1	19	0.263
01:00 - 02:00	1	19	0.000	1	19	0.000	1	19	0.000
02:00 - 03:00	1	19	0.053	1	19	0.000	1	19	0.053
03:00 - 04:00	1	19	0.053	1	19	0.053	1	19	0.106
04:00 - 05:00	1	19	0.000	1	19	0.000	1	19	0.000
05:00 - 06:00	1	19	0.000	1	19	0.000	1	19	0.000
06:00 - 07:00	1	19	0.000	1	19	0.000	1	19	0.000
07:00 - 08:00	3	44	0.158	3	44	0.113	3	44	0.271
08:00 - 09:00	3	44	0.008	3	44	0.045	3	44	0.053
09:00 - 10:00	3	44	0.045	3	44	0.038	3	44	0.083
10:00 - 11:00	3	44	0.068	3	44	0.060	3	44	0.128
11:00 - 12:00	3	44	0.053	3	44	0.030	3	44	0.083
12:00 - 13:00	3	44	0.053	3	44	0.068	3	44	0.121
13:00 - 14:00	3	44	0.045	3	44	0.045	3	44	0.090
14:00 - 15:00	3	44	0.105	3	44	0.075	3	44	0.180
15:00 - 16:00	3	44	0.053	3	44	0.053	3	44	0.106
16:00 - 17:00	3	44	0.083	3	44	0.053	3	44	0.136
17:00 - 18:00	3	44	0.045	3	44	0.068	3	44	0.113
18:00 - 19:00	3	44	0.053	3	44	0.113	3	44	0.166
19:00 - 20:00	3	44	0.105	3	44	0.083	3	44	0.188
20:00 - 21:00	3	44	0.030	3	44	0.060	3	44	0.090
21:00 - 22:00	2	37	0.027	2	37	0.041	2	37	0.068
22:00 - 23:00	1	19	0.105	1	19	0.105	1	19	0.210
23:00 - 24:00	1	19	0.053	1	19	0.053	1	19	0.106
Total Rates:			1.300			1.314			2.614

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

19 - 60 (units:)
 01/01/00 - 18/06/23
 0
 3
 0
 0
 0

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

Calculation Reference: AUDIT-142301-240618-0648

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 31 to 69 (units:)
Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/06/23

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

Selected survey days:
Monday 3 days
Tuesday 2 days
Wednesday 1 days
Thursday 1 days

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

Selected survey types:
Manual count 7 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:
Edge of Town Centre 2
Suburban Area (PPS6 Out of Centre) 2
Edge of Town 3

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

Selected Location Sub Categories:
Residential Zone 5
No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 4 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:
C2 7 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Travel Plan:

No	7 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: 31 Survey date: TUESDAY 27/09/16	NURSING HOME CARE HOME	BLACKPOOL EAST SUSSEX
2	ES-05-F-02 BATTLE ROAD HAILSHAM Edge of Town Centre Residential Zone Total Number of residents: 69 Survey date: WEDNESDAY 13/07/16		Survey Type: MANUAL
3	NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: 60 Survey date: MONDAY 13/06/22	NURSING HOME	NORTH NORTHAMPTONSHIRE
4	NT-05-F-02 MOOR LANE NEAR NOTTINGHAM BINGHAM Edge of Town Centre No Sub Category Total Number of residents: 34 Survey date: MONDAY 14/11/16	NURSING HOME	NOTTINGHAMSHIRE
5	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: 37 Survey date: MONDAY 04/03/19	NURSING HOME	NORTH YORKSHIRE
6	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 52 Survey date: THURSDAY 02/05/19	NURSING HOME	TYNE & WEAR
7	WS-05-F-02 WYKEHAM ROAD WORTHING Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 54 Survey date: TUESDAY 17/05/22	NURSING HOME	WEST SUSSEX
			Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	48	0.122	7	48	0.092	7	48	0.214
08:00 - 09:00	7	48	0.089	7	48	0.062	7	48	0.151
09:00 - 10:00	7	48	0.080	7	48	0.047	7	48	0.127
10:00 - 11:00	7	48	0.062	7	48	0.047	7	48	0.109
11:00 - 12:00	7	48	0.083	7	48	0.074	7	48	0.157
12:00 - 13:00	7	48	0.065	7	48	0.068	7	48	0.133
13:00 - 14:00	7	48	0.089	7	48	0.068	7	48	0.157
14:00 - 15:00	7	48	0.080	7	48	0.098	7	48	0.178
15:00 - 16:00	7	48	0.083	7	48	0.151	7	48	0.234
16:00 - 17:00	7	48	0.050	7	48	0.071	7	48	0.121
17:00 - 18:00	7	48	0.042	7	48	0.074	7	48	0.116
18:00 - 19:00	7	48	0.045	7	48	0.033	7	48	0.078
19:00 - 20:00	7	48	0.050	7	48	0.071	7	48	0.121
20:00 - 21:00	7	48	0.036	7	48	0.039	7	48	0.075
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.976			0.995			1.971

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:

31 - 69 (units:)

Survey date date range:

01/01/16 - 18/06/23

Number of weekdays (Monday-Friday):

7

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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