

NYTON HOUSE CARE HOME, NYTON ROAD,
WESTERGATE

TRANSPORT STATEMENT

April 2019

Nyton House Ltd

TRANSPORT STATEMENT

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Checked by:	Jon Huggett		September 2018
Approved by:	Jon Huggett		September 2018

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Chkd</i>	<i>Aprvd</i>
2	16.01.2019	SB	Revised Site Layout	JH	JH
3	11.04.2019	MP	Revised Phase Scope	JH	JH

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NYTON HOUSE
PROFESSIONAL ACCOUNTANTS



paulbasham
associates

ARUN DISTRICT COUNCIL AL/43/19/L

RETIREMENT AND CARE
NYTON HOUSE CARE HOME
NYTON ROAD, WESTERGATE

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Nyton House Ltd to support a full planning application for a care development at Nyton House Care Home, Nyton Road, Westergate.
- 1.2 The development comprises the erection of a new dementia ward. The site location is demonstrated in **Figure 1**, with the site layout included in **Appendix A**.

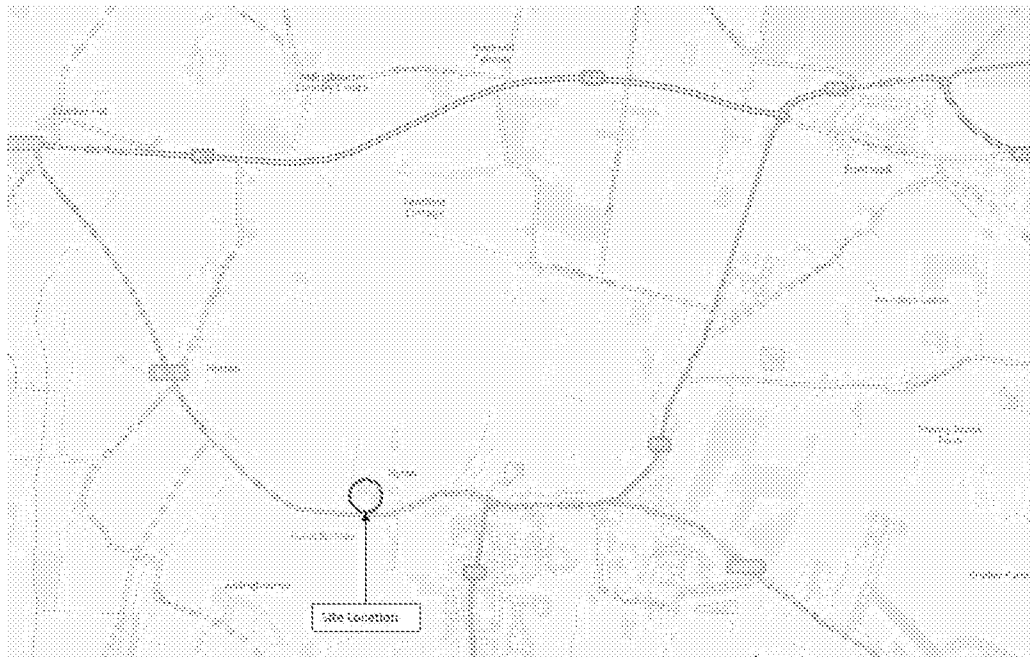


Figure 1: Site Location

- 1.3 This report has been informed by a site visit undertaken on 9th October 2018 which reviewed the opportunities and constraints associated with the site.
- 1.4 This TS will review the existing site conditions and local accessibility, Personal Injury Accident (PIA) data in the vicinity of the site, outlines the development proposals and parking standards, assesses the impact of the development on the operation of the local road network, reviews the internal site layout including vehicle tracking and details the access arrangements.

2. EXISTING SITE CONDITIONS

Site and Surroundings

- 2.1 Situated on the western perimeter of Westergate Village and approximately 9km east of Chichester, the site is currently occupied by Nyton House Care Home, a farm and two residential properties. The site is bordered by greenfield land to the north, east and west and Nyton Road to the south. The existing site and its surroundings are demonstrated in **Figure 2**.



Figure 2: Site Context (Source: Google)

- 2.2 Nyton Road measures approximately 6m in width and is subject to a 30mph speed limit across the site frontage, before becoming a 40mph speed limit approximately 300m to the west of the site. The existing conditions along Nyton Road are demonstrated in **Photograph 1**.



Photograph 1: Nyton Road Existing Conditions

- 2.3 Nyton Road connects to the A27 both northeast (eastbound travel) and northwest (westbound travel) of the site. Nyton Road forms part of a strategic route between the A27 and Bognor Regis, ensuring a key commuter route between Bognor Regis to the south of the site and the wider road network accessible via the A27 to the north.

Personal Injury Accident (PIA) Data

- 2.4 Personal Injury Accident (PIA) data has been obtained for the latest available 5 year period between January 2014 and December 2018 which indicates that no incidents have been recorded in the immediate vicinity of the site access during this period. Whilst two incidents have been recorded, of which both of them were classified as 'slight' in nature, the closest incident was recorded approximately 165m from the site access. The PIA data is included in **Figure 3**.

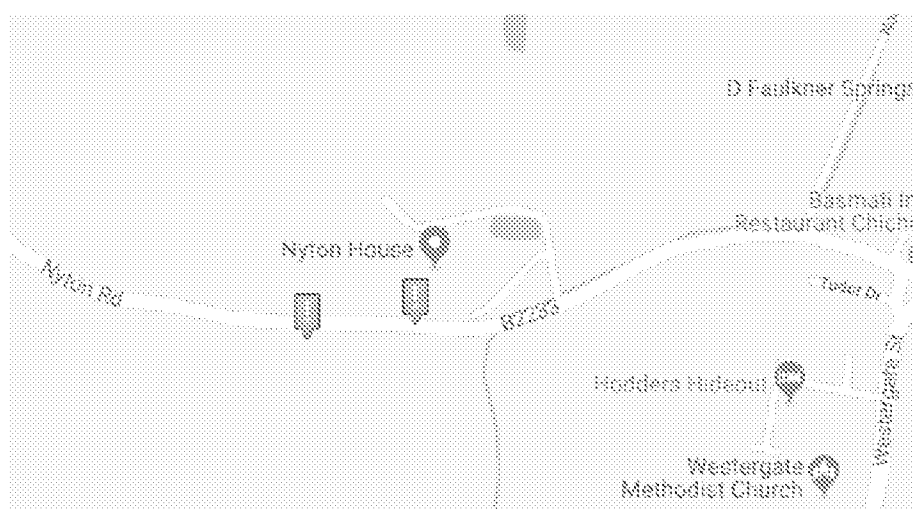


Figure 3: PIA Data: 2014 – 2018 (Source: Crashmap.co.uk)

- 2.5 The results of the PIA investigation demonstrated in **Figure 3** does not indicate any specific highways concern that would worsen as a result of the development or pose a safety concern for future site users.

Local Accessibility

- 2.6 The application site is situated on the western perimeter of Westergate village and approximately 1.5km north of Aldingbourne village. The site is 9km east of Chichester and 7.5km north of Bognor Regis which are accessible via the A27 and A29 respectively.
- 2.7 The site's proximity to existing local amenities within the village presents a good opportunity to encourage the use of non-car travel modes and create a sustainable development, particularly for short journeys.

Pedestrian Network

- 2.8 The gentle topography experienced along Nyton Road and within Westergate in general makes it attractive for use by pedestrians. A footway, c.2m in width flanks the southern side of Nyton Road from approximately 200m east of the proposed site access. Whilst there is no footway immediately adjacent to the site, a Public Right of Way (PRoW) is located directly opposite the site access presenting an alternative route to the facilities in the village.
- 2.9 The location of the PRoWs in the vicinity of the site are demonstrated in **Figure 4**.

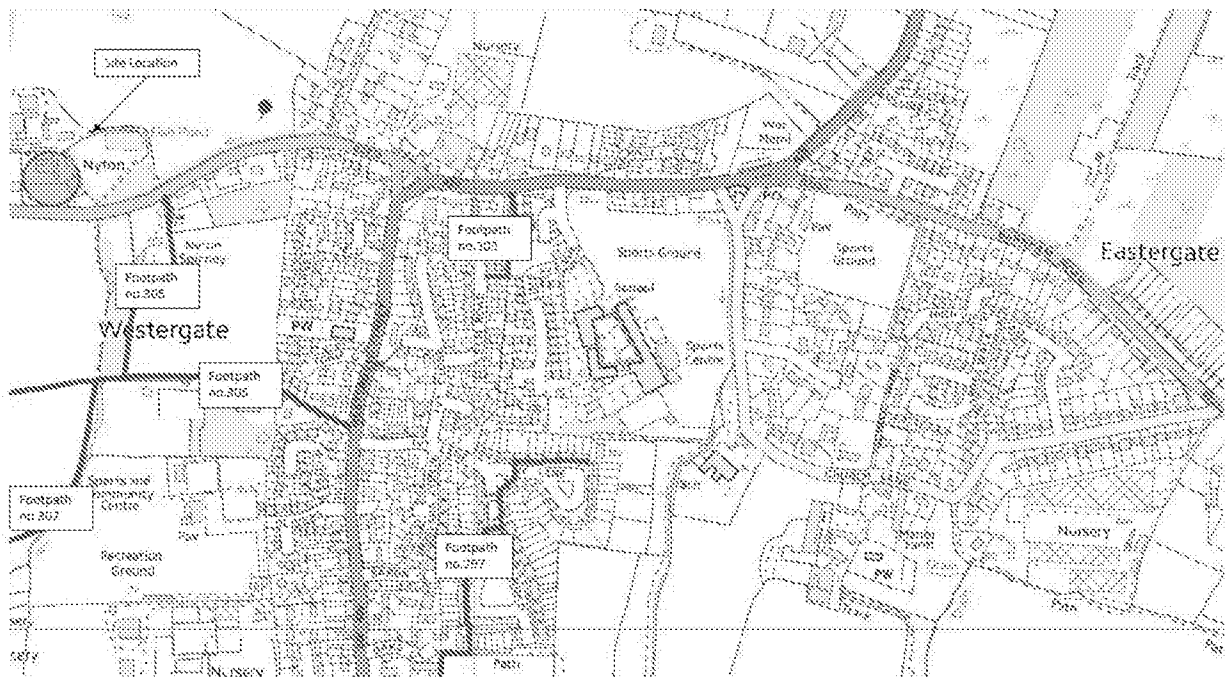


Figure 4: PRow Map (Source: West Sussex iMap)

Cycle Network

- 2.10 The gentle topography in the area also makes it attractive for use by cyclists. Whilst no formal cycle lanes are present within the village, the roads are suitably wide enough to safely accommodate both vehicles and cycles simultaneously. For a local cycle, a journey to Bognor Regis takes approximately 25 minutes whilst a journey to Chichester takes approximately 30 minutes.

Bus Services

- 2.11 The closest bus stops to the site are situated approximately 260m east along Nyton Road. Both bus stops comprise a single pole and timetable and serve bus services 85 and 85A. A summary of these services is provided in **Table 1**.

Service Number	Route	Frequency		
		Monday – Friday	Saturday	Sunday
85	Chichester – Westergate – Fontwell – Walberton – Worthing	0720*, 0820, 1150, 1420	0720*, 0820, 1150, 1420	No Service
85A	Chichester – Westergate – Barnham – Walberton – Worthing	1020, 1320, 1720	1020, 1320, 1720	No Service

Table 1: Local Bus Services
*school service

- 2.12 The bus services present an opportunity to encourage bus travel to Chichester and Worthing with journeys taking approximately 28 minutes and 50 minutes respectively.

Rail Services

- 2.13 Barnham Railway Station is located approximately 2.8km east of the site, accessible via a 35 minute walk or 10 minute cycle. The station is equipped with 62 sheltered and secure cycle storage spaces, car parking spaces, step free access, waiting rooms, CCTV and a manned ticket office.
- 2.14 Barnham Railway Station provides direct access to destinations including Bognor Regis, Portsmouth, Brighton, London Victoria, Southampton Central and Littlehampton. Trains typically operate at a frequency of 4 per hour to London and take approximately 80 minutes. Trains to Portsmouth typically operate at 3 per hour and take approximately 35 minutes. More locally, journeys to Bognor Regis and Chichester take 6 and 8 minutes respectively.
- 2.15 The location of the site in relation to the railway station presents a good opportunity to encourage cycle-rail-cycle commuter journeys from the site.

Summary

- 2.16 Whilst the nature of the proposed development does not necessarily lend itself to a sustainable site location, the proximity of the site, situated on the western perimeter of Westergate which provides a range of facilities and amenities, presents an opportunity to encourage visitors and staff to travel sustainably.

3. DEVELOPMENT PROPOSALS

- 3.1 The proposed development comprises the erection of a new dementia ward on the western side of the site, with access through the existing access to Nyton House Care Home. Nyton House Care Home will remain the same. The proposed increase in bedrooms is summarised in **Table 2**.

Type of Development	Total Number of Bedrooms
Proposed	
Dementia Ward	10

Table 2: Accommodation Schedule

- 3.2 The proposed development comprises the addition of 10 bedrooms as part of the construction of the new dementia ward. The existing care home is being retained and comprises 20 bedrooms.

Car Parking Standards

- 3.3 Car parking will be provided in accordance with the Revised County Parking Standards Supplementary Planning Guidance (SPD) which were adopted in 2003. The type of development lends itself to a C2 use class and therefore the parking standards and required provision are summarised in **Table 3**.

Dwelling Type	Number of Bedrooms	1995 Standard Requirements	Adopted Maximum Standard (2003)	Required Provision (Maximum)
C2 – Care, Nursing, Mentally and Physically Handicapped & Elderly Persons Homes	30	1 space per 20 residents	In review of the 1995 standards it was felt that the existing standards remained appropriate maximum standards given the nature of the use.	1.5
Visitors		1 space per 8 residents		4
Staff		1 space per 5 residents		6
Total	30	-	-	11.5

Table 3: Parking Standards and Requirement

- 3.4 **Table 3** demonstrates that the proposed development would be required to provide a maximum of 11.5 spaces on-site. As demonstrated on the site layout included in **Appendix A**, a total of 14 spaces are proposed and therefore the parking provision accords with the Council's requirements.
- 3.5 All car parking spaces measure 2.4m x 4.8m with a 6m aisle width provided where appropriate, ensuring elderly people have sufficient space to access and egress their vehicles. Tracking of the car park has been undertaken and is included in **Appendix B**.

Cycle Parking

- 3.6 Cycle parking will be accommodated on site within the garage located on the northern boundary, therefore encouraging staff and visitors to travel to and from the site sustainably.

4. TRAFFIC IMPACT ASSESSMENT

- 4.1 This section of the report assesses the likely traffic impact of the proposed development in comparison to the existing site use.

Existing Trip Generation

- 4.2 The existing site comprises a 25 bedroom care home and associated facilities. In order to calculate the existing trip generation of the site, a TRICS assessment has been undertaken for the residents of the care home, with additional information obtained from the client with regards to staff numbers and delivery vehicles.
- 4.3 Information obtained from the client has identified that the site currently employs 16 members of staff who work in shifts. Of the 16 staff members, 9 work between 0800 – 1400, 5 work between 1400 – 2000 and 2 work between 2000 – 0800. The site also receives approximately 4 commercial vehicles per day associated with servicing and delivery vehicles.
- 4.4 The trip rates derived from the TRICS database have been obtained via the following parameters;
- TRICS (v.7.5.3) database;
 - 'Health' – Care Home (Elderly Residential);
 - Sites in England and Wales (Excluding Greater London);
 - 17 – 80 bedrooms;
 - Weekday surveys only;
 - 'Suburban' and 'Edge of Town' Locations only
- 4.5 The results of the TRICS assessment are summarised in **Table 4**, with the full outputs included in **Appendix C**.

TRICS (v.7.5.3)	AM Peak Period (0800 – 0900)		PM Peak Period (1700 – 1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per room)	0.080	0.065	0.041	0.080	2.012
Trip Generation (20 bedrooms)	2	1	1	2	40

Table 4: Existing Trip Generation (Care Home)

- 4.6 **Table 4** demonstrates that the existing care home element of the site generated 3 vehicle trips in the AM peak period, 3 vehicle trips in the PM peak period and 40 vehicle trips across a 12 hour day.

- 4.7 In order to understand the existing trip generation across the site as a whole the anticipated vehicle movements generated by staff and delivery vehicles have been added to the resident's trip generation demonstrated in **Table 5**.
- 4.8 It should be noted, that as the staff work in shifts only 9 arrivals and 2 departures have been added to AM peak period volume (associated with staff arriving for the 0800 – 1400 shift and those finishing the 2000 – 0800 shift) given that the vehicle trips associated with the other shifts occur outside the network peak periods.
- 4.9 The site also receives 4 commercial vehicles on-site per day associated with servicing and deliveries. It is likely that these would also occur outside the peak periods, however, to ensure a robust assessment is undertaken, 4 vehicle movements have been added to the AM and PM peak periods.

TRICS (v.7.5.3)	AM Peak Period (0800 – 0900)		PM Peak Period (1700 – 1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Care Home Residents	2	1	1	2	40
Staff	9	2	0	0	32
Deliveries	4	0	0	4	8
Total	15	3	1	6	80

Table 5: Existing Trip Generation

- 4.10 **Table 5** demonstrates that, as a worst-case scenario, the site is anticipated to generate 18 vehicle trips in the AM peak period, 7 vehicle trips in the PM peak period and 80 vehicle trips across a 12 hour day.

Proposed Trip Generation

- 4.11 The proposed development comprises the erection of a new 10-bedroom dementia ward, with the retention of the existing 20 bedroom care home.
- 4.12 Information obtained from the client has identified that the proposed site would employ 24 members of staff who work in shifts. Of the 24 staff members, 12 will work between 0800 – 1400, 8 will work between 1400 – 2000 and 4 will work between 2000 – 0800. The site also receives approximately 4 commercial vehicles per day associated with servicing and delivery vehicles which is anticipated to remain the same.
- 4.13 In order to calculate the trip generation associated with the proposed development, a TRICS assessment has been undertaken for the dementia ward, to illustrate the potential increase in trips caused by the addition of 10 bedrooms. The parameters used to generate the dementia ward trip rates are as follows;
- TRICS (v.7.5.3) database;

- 'Health' – Care Home (Specific Condition);
- Sites in England and Wales (Excluding Greater London);
- 9 – 50 bedrooms;
- Weekday surveys only;
- 'Suburban' and 'Edge of Town' Locations only

4.14 The results of the TRICS assessment are summarised in **Table 6**, with the full outputs included in **Appendix C**.

TRICS (v.7.5.3)	AM Peak Period (0800 – 0900)		PM Peak Period (1700 – 1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Dementia Ward					
Trip Rate (per room)	0.097	0.068	0.039	0.072	2.602
Trip Generation (10 bedrooms)	1	1	0	1	26
Total	2		1		26

Table 6: Proposed Trip Generation (Dementia Ward)

4.15 **Table 6** demonstrates that the construction of the dementia ward will generate 2 vehicle trips in the AM peak period, 1 vehicle trips in the PM peak period and 26 vehicle trips across a 12 hour day.

4.16 In order to ensure a similar method is applied as per the existing trip generation, the existing generation and an additional 12 arrivals and 4 departures have been added to the AM peak period volumes (associated with staff arriving for the 0800 – 1400 shift and those finishing the 2000 – 0800 shift) given that the vehicle trips associated with the other shifts occur outside the network peak periods.

4.17 The site is also anticipated to retain the existing 4 commercial vehicles on-site per day associated with servicing and deliveries. Therefore, whilst it is likely that these would also occur outside the peak periods, 4 vehicle movements have been added to the AM and PM peak periods.

4.18 The proposed trip generation for the site as a whole is summarised in **Table 7**.

TRICS (v.7.5.3)	AM Peak Period (0800 – 0900)		PM Peak Period (1700 – 1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Care Home Residents	2	1	1	2	40
Dementia Ward Residents	1	1	0	1	26

Staff	12	4	0	0	48
Deliveries	4	0	0	4	8
Total	19	6	1	7	122

Table 7: Proposed Trip Generation

4.19 **Table 7** demonstrates that, as a worst-case scenario, the proposed site is anticipated to generate 25 vehicle trips in the AM peak period, 8 vehicle trips in the PM peak period and 122 vehicle trips across a 12 hour day.

4.20 It should be noted that the proposed trip generation presented in **Tables 6** and **7** present a worst-case scenario with regards to the vehicle trips generated by the residents of the dementia ward. Given the nature of the site use, it is highly likely that no vehicle trips would be generated by the residents of the dementia ward depending on the level of their condition and therefore the proposed trip generation would be significantly lower.

Net Impact Assessment

4.21 To understand the impact of the proposed development in comparison to the existing site, a net impact assessment has been undertaken using the information provided in **Tables 5** and **7**. The resultant net impact assessment is provided in **Table 8**.

TRICS (v.7.5.3)	AM Peak Period (0800 – 0900)		PM Peak Period (1700 – 1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Existing Trip Generation	15	3	1	6	80
Proposed Trip Generation	19	6	1	7	122
Net Impact	+4	+3	+0	+1	+42

Table 8: Net Impact Assessment

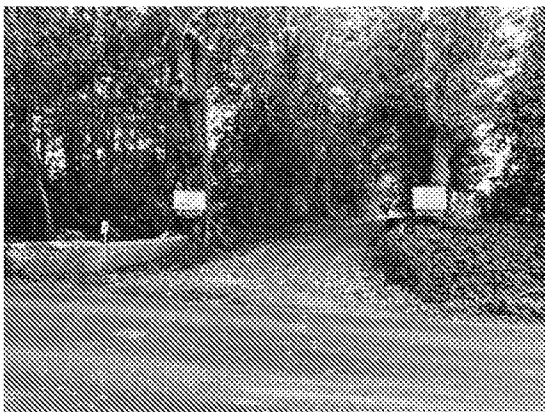
4.22 **Table 8** demonstrates that the proposed development would generate an additional 7 vehicle trips in the AM peak period, an additional 1 vehicle trip in the PM peak period and an additional 42 vehicle trips across a 12 hour period. This equates to an additional vehicle trip approximately every 8 minutes in the AM peak period, every 60 minutes in the PM peak period and every 15 minutes across a 12 hour day.

4.23 The local road network is considered suitable to accommodate this additional level of vehicle traffic.

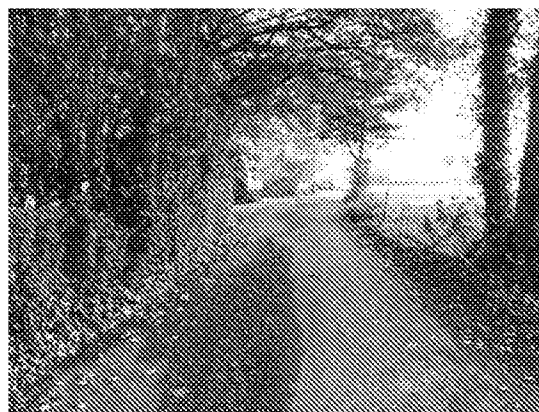
5. ACCESS ARRANGEMENT

Existing Access

- 5.1 The proposed development will continue to utilise the existing access which has been demonstrated as already suitable for accommodating approximately 80 vehicle trips across a 12 hour day. The access is provided in the form of a bellmouth arrangement, measuring approximately 10m at the give-way point, before narrowing to a 5m wide access road which serves the existing care home, farm and residential properties. The existing access and access road are demonstrated in **Photographs 2** and **3**.



Photograph 2: Nyton House Access



Photograph 3: Nyton House Access Road

- 5.2 The proposed development is anticipated to generate an additional 7 vehicle trips in the AM peak period, an additional 1 vehicle trip in the PM peak period and an additional 42 vehicle trips across a 12 hour day. The existing access is considered sufficient to accommodate this modest level of traffic increase, particularly given that no incidents have occurred in the vicinity of the junction within the latest 5-year period.

Servicing Arrangement

- 5.3 Servicing will take place internally within the site boundary in order to reduce the impact on the local road network. A bin storage point is located adjacent to the development access enabling the site to be serviced from the main access road. The refuse vehicle can therefore get within 10m of the collection point as required in MfS guidance for euro bins.
- 5.11 Fire tender vehicles can get within 45m of all dwellings in accordance with building regulations Part M. Swept path analysis of a fire tender has been undertaken and is included in **Appendix D**.

6. SUMMARY AND CONCLUSION

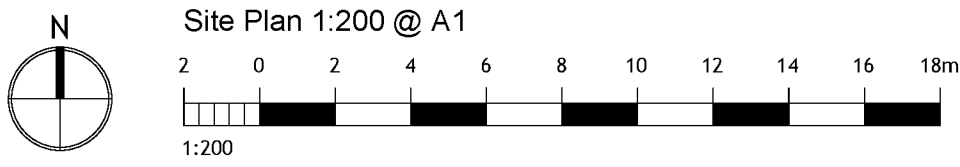
- 6.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Nyton House Ltd to support a full planning application for a retirement and care development comprising the extension of the existing care home and erection of a new dementia ward at Nyton House Care Home, Nyton Road, Westergate.
- 6.2 Situated on the western perimeter of Westergate Village and approximately 9km east of Chichester, the site is currently occupied by Nyton House Care Home, a farm and two residential properties. The site is bordered by greenfield land to the north, east and west and Nyton Road to the south.
- 6.3 Whilst the nature of the proposed development does not necessarily lend itself to a sustainable site location, the proximity of the site, situated on the western perimeter of Westergate presents an opportunity to encourage visitors and staff to travel sustainably.
- 6.4 The development comprises the erection of a new dementia ward providing 10 new rooms. The parking for the site is provided in accordance with WSCC non-residential parking standards ensuring that all parking will be accommodated within the curtilage of the site and not overspill onto the access road.
- 6.5 A combination of a TRICS assessment and utilising information obtained from the client has enabled a net traffic impact assessment to be undertaken of the proposals. The net impact assessment has demonstrated that the proposed development would generate an additional 7 vehicle trips in the AM peak period, and additional 1 vehicles trip in the PM peak period and an additional 42 vehicle trips across a 12 hour day.
- 6.6 The site will continue to be accessed from the existing access onto Nyton Road. As the site is anticipated to generate a modest increase in vehicle traffic and given that there have been no incidents recorded in the vicinity of the access for the latest available 5-year period, the existing access is considered suitable to accommodate the increase in vehicle trips.
- 6.7 This Transport Statement has demonstrated that the proposed development would generate a modest increase in vehicle traffic, particularly in the peak periods which would not have a severe impact on the operation, safety or capacity of the local road network. We therefore encourage WSCC to look favourably upon this development in relation to highways.

Appendix A

Nyton House Care Home, Nyton Road, Westergate
Transport Statement

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Paul Basham Associates Ltd
Report No 143.0001/TS/3



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- Client Approval
- X A - Approved
- X B - Approved with comments
- X C - Do not use
- | Rev. | Revision Note/Purpose of Issue | Drw By | Date | CHK By | Date |
|------|--------------------------------|--------|----------|--------|----------|
| P4 | Site amendments | JL | 04/03/19 | CJP | 04/03/19 |



Development At Nyton House Care Home
Nyton Rd, Westergate
Chichester PO20 3UL
Nyton House Residential Care Home

Drawing title											
Proposed Site Plan											
Drawn	Date	Checked	Date	Scale at A1							
JL/IK	Oct 2018			1:200							
Job No.	Pro.	Drg.	Zone	Level	Type	Role	No.	Rev.			
18-003	NYT	MHA	00	XX	DR	A	203	P4			
Purpose of Issue											
DETAILED & LISTED BUILDING CONSENT											

Ground Floor - Bicentennial Building
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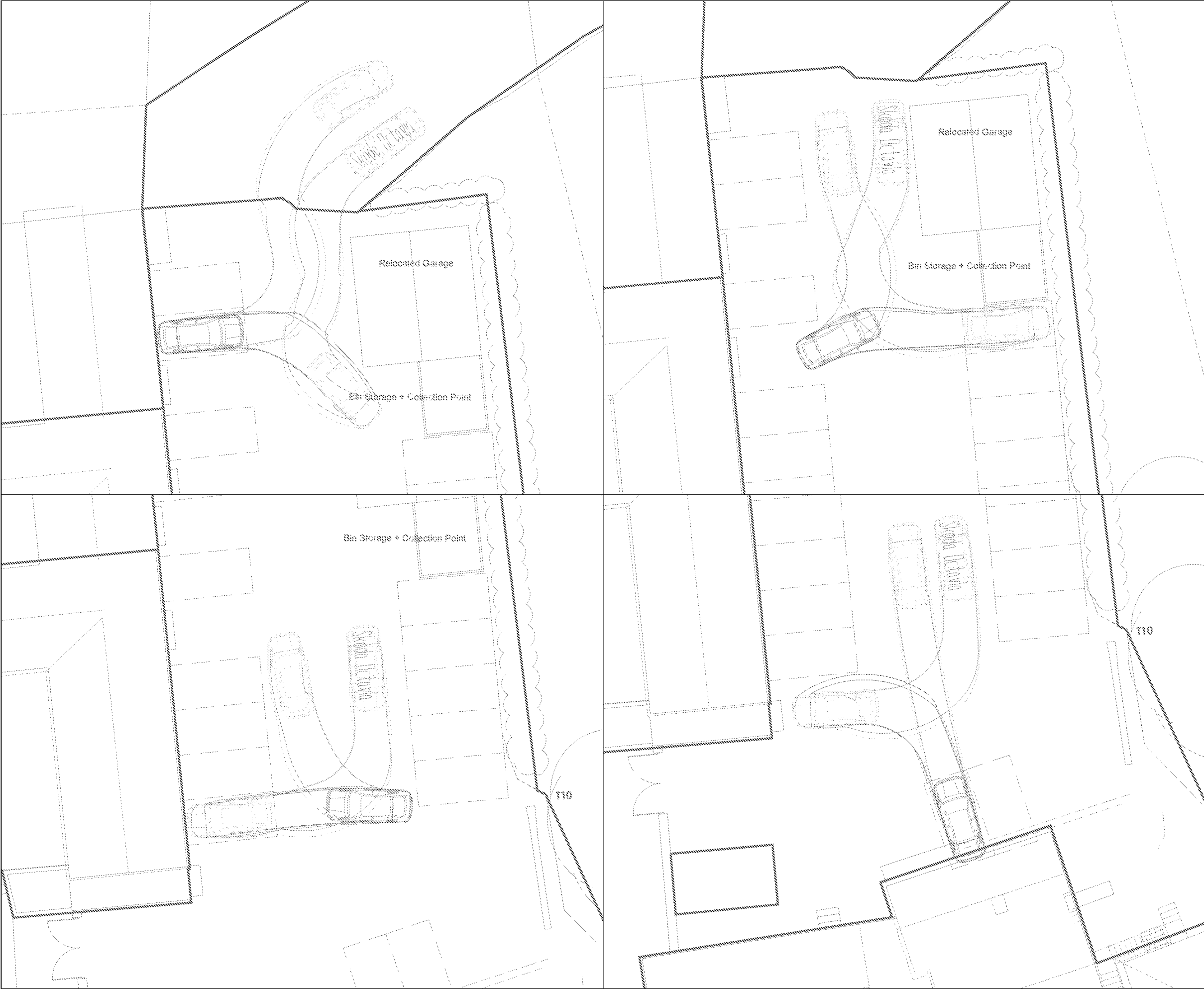
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ARCHITECTS

Appendix B

Nyton House Care Home, Nyton Road, Westergate
Transport Statement

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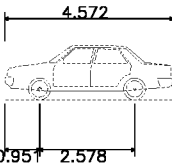
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CAR VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



Project Name NYTON HOUSE CAPE HOME, NYTON ROAD, WESTERGATE	Title CAR PARK TRACKING	 Paul Basham Associates Ltd Lancaster Court, 8 Dantzic Walk Road, Fareham, PO15 9PU 01489 885134 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Checked By JH	Checked Date 16.01.19	Scale 1:200	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By SB	Drawn Date 16.01.19	Client Drawing No. -	PBA Drawing No. 143.0001.001	Revision A	ARUN DISTRICT COUNCIL

Appendix C

Nyton House Care Home, Nyton Road, Westergate
Transport Statement

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Paul Basham Associates Ltd
Report No 143.0001/TS/3

Calculation Reference: AUDIT-247601-181025-1012

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : L - CARE HOME (SPECIFIC CONDITION)

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	1 days

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

Secondary 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: 9 to 48 (units:)
 Range Selected by User: 9 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 04/10/17

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

Selected survey days:

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

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
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	6
------------------	---

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

Secondary Filtering selection:Use Class:

C2

6 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:

1,001 to 5,000

1 days

5,001 to 10,000

1 days

20,001 to 25,000

3 days

25,001 to 50,000

1 days

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

Population within 5 miles:

75,001 to 100,000

1 days

125,001 to 250,000

3 days

250,001 to 500,000

2 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

0.6 to 1.0

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

6 days

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

PTAL Rating:

No PTAL Present

6 days

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

LIST OF SITES relevant to selection parameters

1	BU-05-L-01	CARE HOME		BUCKINGHAMSHIRE
	BELVOIR AVENUE			
	MILTON KEYNES			
	BLETCHLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	9		
	Survey date: FRIDAY	11/11/11		Survey Type: MANUAL
2	DH-05-L-01	CARE CENTRE		DURHAM
	TRINITY MEWS			
	DARLINGTON			
	PIERREMONT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	35		
	Survey date: WEDNESDAY	10/11/10		Survey Type: MANUAL
3	GM-05-L-01	CARE HOME		GREATER MANCHESTER
	LEA VIEW			
	OLDHAM			
	ROYTON			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	41		
	Survey date: THURSDAY	22/10/15		Survey Type: MANUAL
4	HC-05-L-01	CARE HOME		HAMPSHIRE
	BEACH ROAD			
	HAYLING ISLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	34		
	Survey date: MONDAY	23/11/15		Survey Type: MANUAL
5	LN-05-L-01	CARE HOME		LINCOLNSHIRE
	ALTHAM TERRACE			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	48		
	Survey date: WEDNESDAY	04/10/17		Survey Type: MANUAL
6	WY-05-L-01	CARE HOME		WEST YORKSHIRE
	NORTH PARK ROAD			
	BRADFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	40		
	Survey date: THURSDAY	13/12/12		Survey Type: MANUAL

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

Paul Basham Associates Hamble Lane Southampton

Licence No: 247601

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

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	1	41	0.073	1	41	0.024	1	41	0.097
07:00 - 08:00	6	35	0.130	6	35	0.053	6	35	0.183
08:00 - 09:00	6	35	0.097	6	35	0.068	6	35	0.165
09:00 - 10:00	6	35	0.082	6	35	0.039	6	35	0.121
10:00 - 11:00	6	35	0.087	6	35	0.048	6	35	0.135
11:00 - 12:00	6	35	0.072	6	35	0.097	6	35	0.169
12:00 - 13:00	6	35	0.092	6	35	0.101	6	35	0.193
13:00 - 14:00	6	35	0.169	6	35	0.101	6	35	0.270
14:00 - 15:00	6	35	0.111	6	35	0.155	6	35	0.266
15:00 - 16:00	6	35	0.111	6	35	0.169	6	35	0.280
16:00 - 17:00	6	35	0.068	6	35	0.159	6	35	0.227
17:00 - 18:00	6	35	0.039	6	35	0.072	6	35	0.111
18:00 - 19:00	6	35	0.082	6	35	0.043	6	35	0.125
19:00 - 20:00	6	35	0.082	6	35	0.092	6	35	0.174
20:00 - 21:00	6	35	0.014	6	35	0.072	6	35	0.086
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.309			1.293			2.602

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.

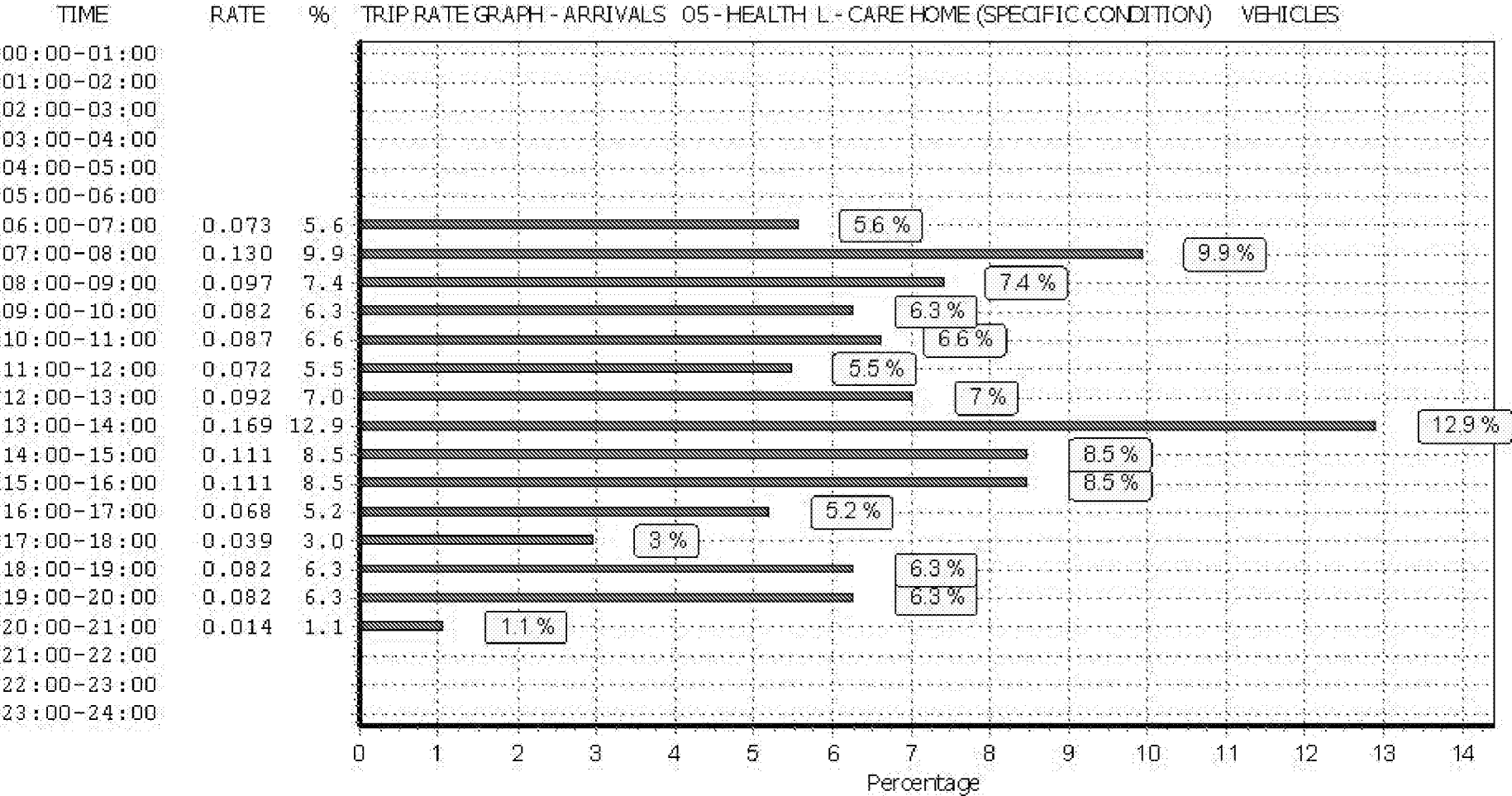
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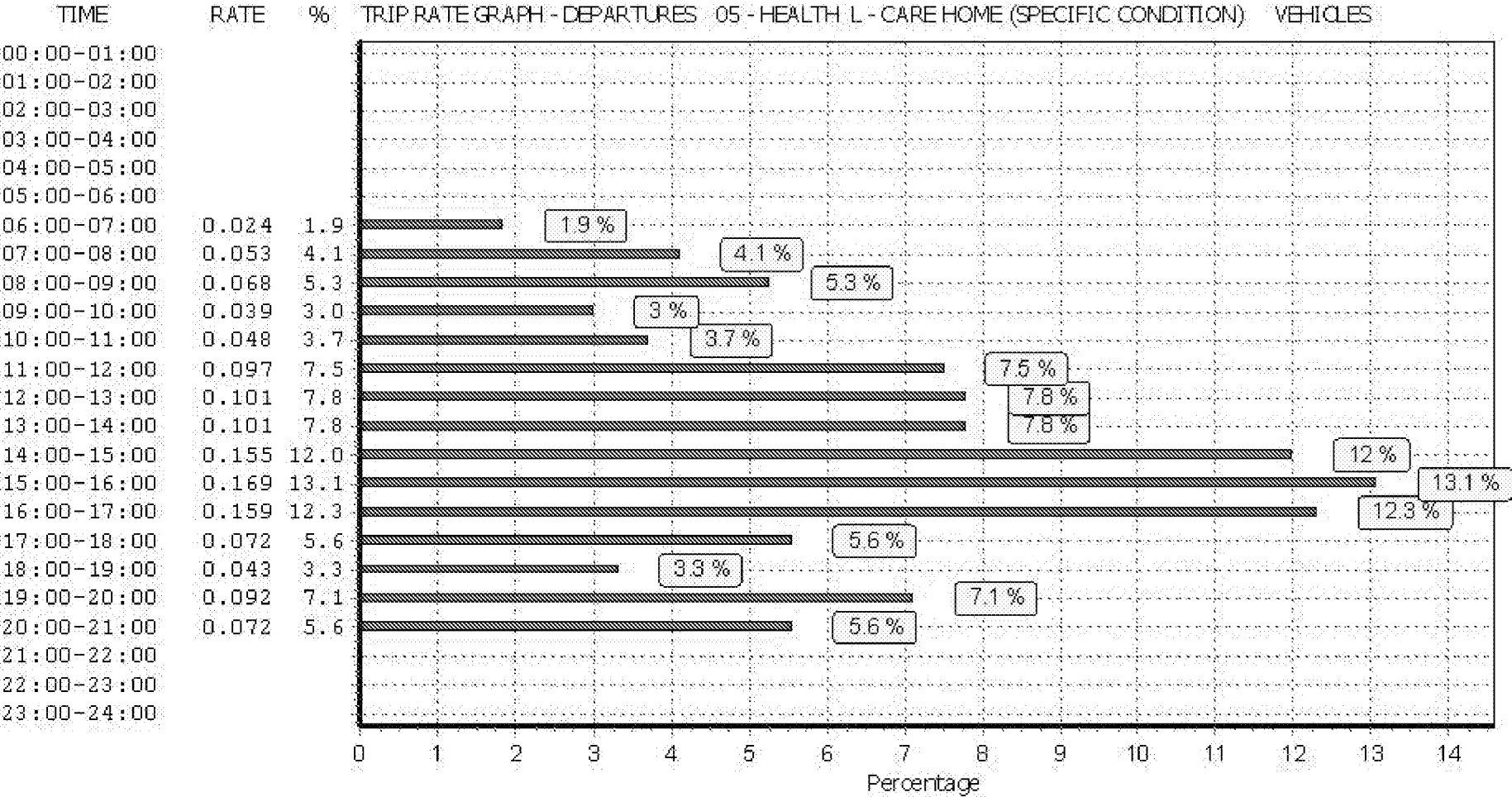
Parameter summary

Trip rate parameter range selected:	9 - 48 (units:)
Survey date range:	01/01/10 - 04/10/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

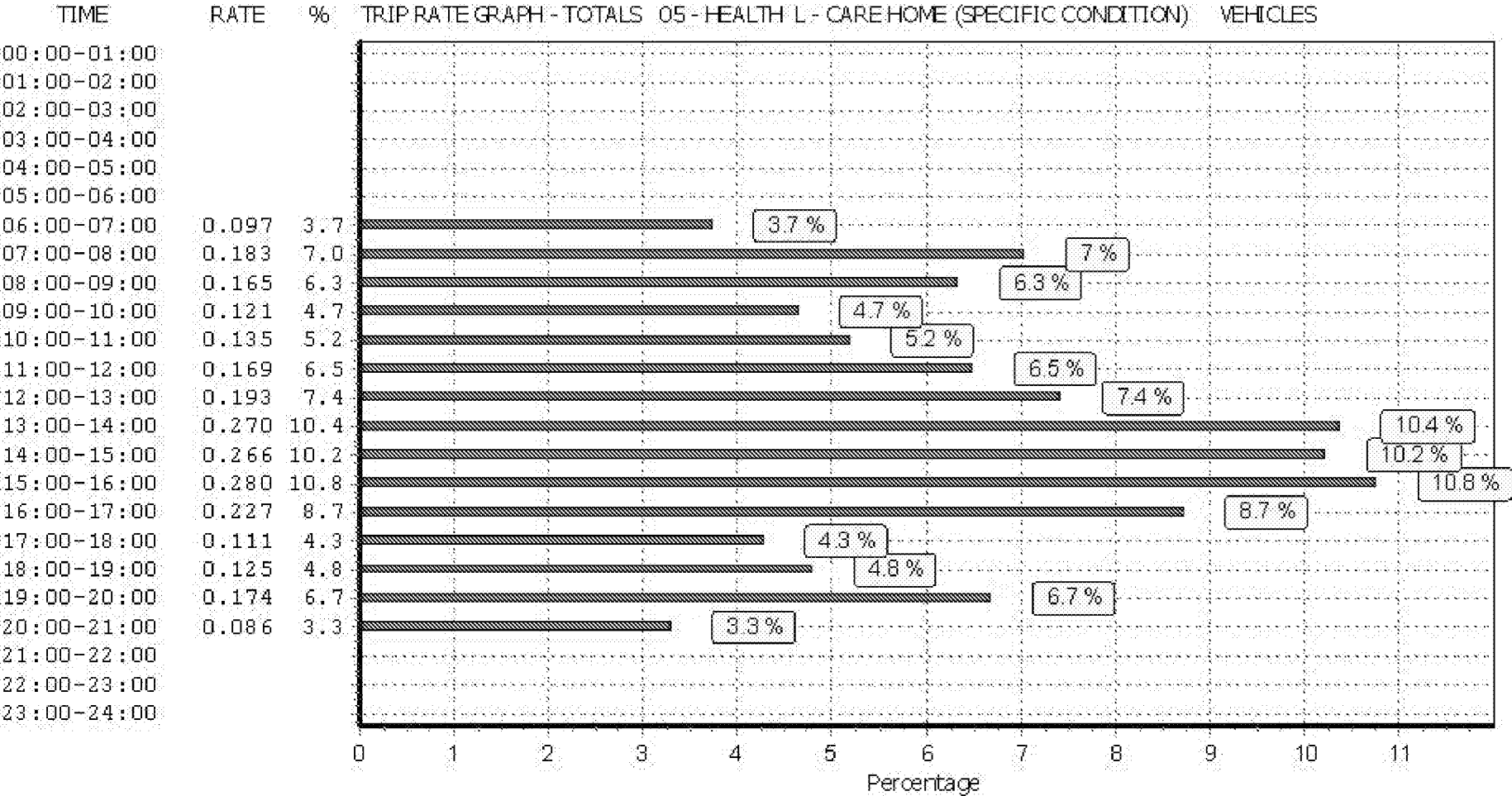
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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.



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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TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02 SOUTH EAST	
HC HAMPSHIRE	1 days
WG WOKINGHAM	1 days
04 EAST ANGLIA	
SF SUFFOLK	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
LC LANCASHIRE	1 days

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

Secondary 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: 17 to 70 (units:)
 Range Selected by User: 17 to 80 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 14/11/16

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:

Tuesday	5 days
Wednesday	1 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	8 days
Directional ATC Count	0 days

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

Selected Locations:

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

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
No Sub Category	1

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

Secondary Filtering selection:Use Class:

C2

8 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	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 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	3 days
1.1 to 1.5	4 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

8 days

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

PTAL Rating:

No PTAL Present

8 days

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

LIST OF SITES relevant to selection parameters

1	DS-05-F-01	NURSING HOME	DERBYSHIRE
	29 VILLAGE STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	70	
	Survey date: TUESDAY	21/10/14	Survey Type: MANUAL
2	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
3	HC-05-F-01	CARE HOME	HAMPSHIRE
	BOTLEY ROAD		
	SOUTHAMPTON		
	Edge of Town		
	No Sub Category		
	Total Number of residents:	42	
	Survey date: TUESDAY	24/11/15	Survey Type: MANUAL
4	LC-05-F-02	NURSING HOME	LANCASHIRE
	LYTHAM ROAD		
	BLACKPOOL		
	SQUIRES GATE		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	31	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
5	SF-05-F-01	CARE HOME	SUFFOLK
	COLCHESTER ROAD		
	IPSWICH		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	17	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
6	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
7	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
8	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	LEEDS		
	HYDE PARK		
	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 - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	42	0.107	8	42	0.056	8	42	0.163
08:00 - 09:00	8	42	0.080	8	42	0.065	8	42	0.145
09:00 - 10:00	8	42	0.068	8	42	0.030	8	42	0.098
10:00 - 11:00	8	42	0.083	8	42	0.065	8	42	0.148
11:00 - 12:00	8	42	0.065	8	42	0.077	8	42	0.142
12:00 - 13:00	8	42	0.077	8	42	0.071	8	42	0.148
13:00 - 14:00	8	42	0.101	8	42	0.074	8	42	0.175
14:00 - 15:00	8	42	0.095	8	42	0.107	8	42	0.202
15:00 - 16:00	8	42	0.086	8	42	0.133	8	42	0.219
16:00 - 17:00	8	42	0.056	8	42	0.086	8	42	0.142
17:00 - 18:00	8	42	0.041	8	42	0.080	8	42	0.121
18:00 - 19:00	8	42	0.047	8	42	0.059	8	42	0.106
19:00 - 20:00	8	42	0.056	8	42	0.041	8	42	0.097
20:00 - 21:00	8	42	0.041	8	42	0.065	8	42	0.106
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.003			1.009			2.012

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.

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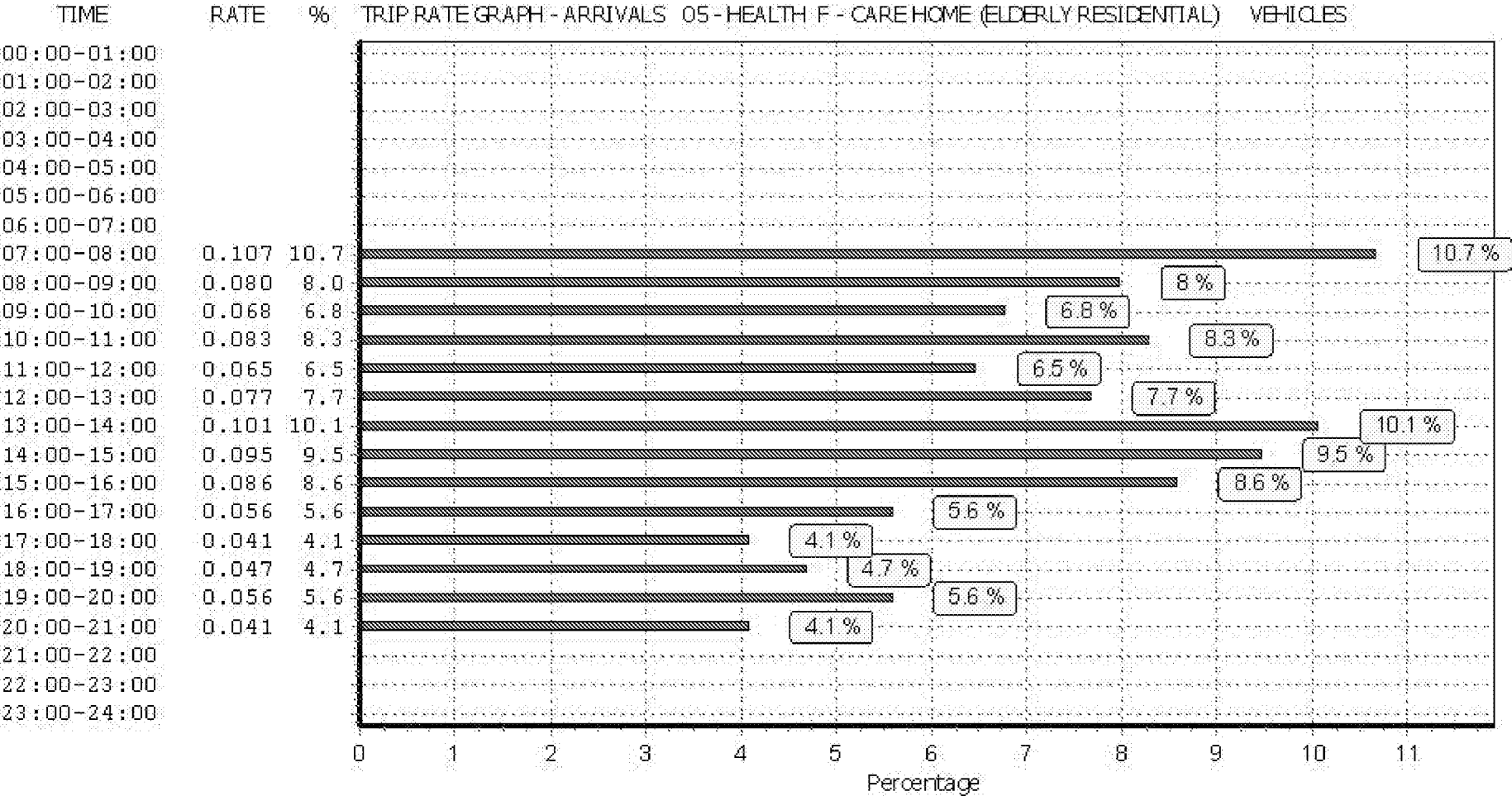
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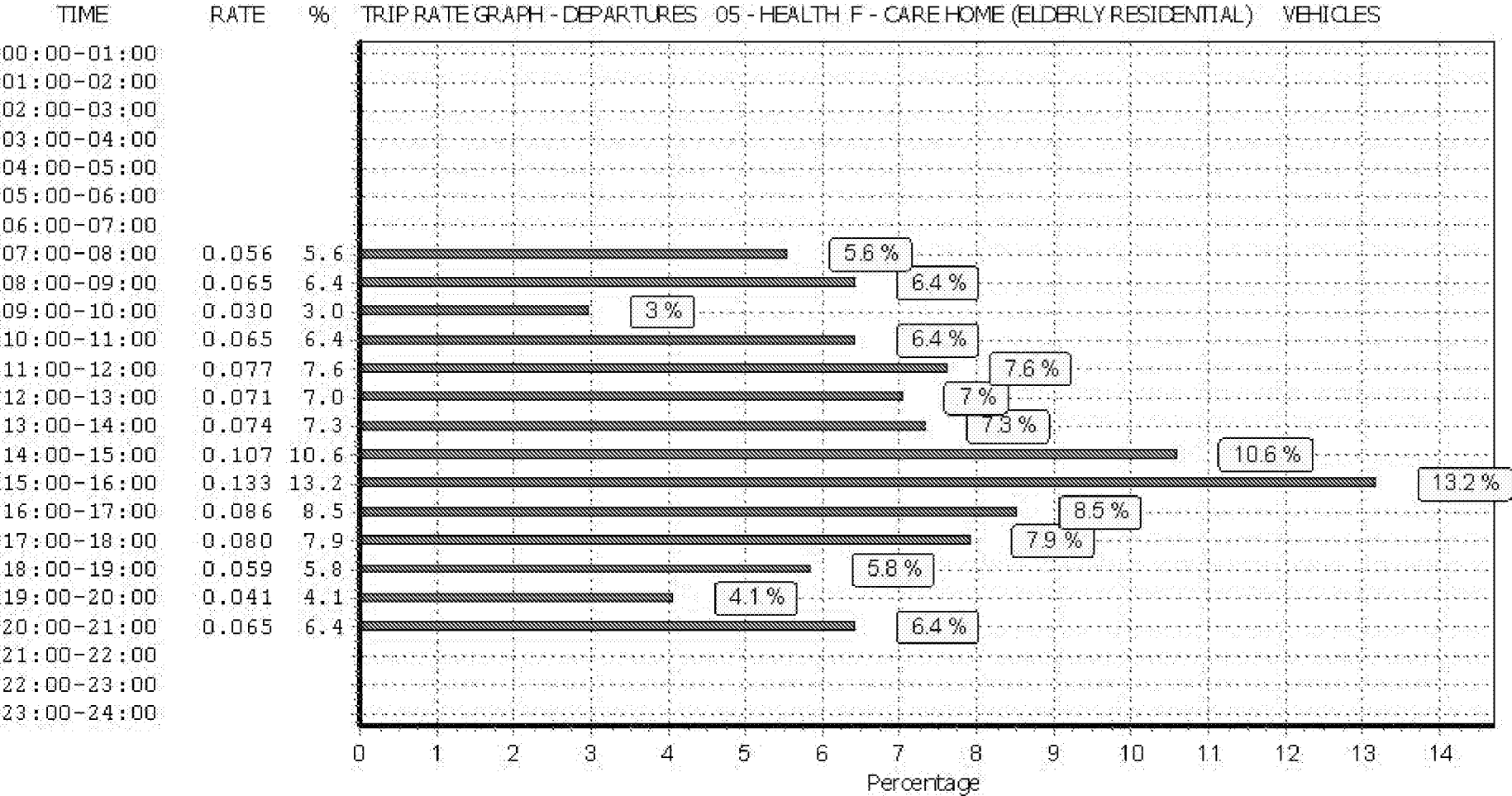
Parameter summary

Trip rate parameter range selected:	17 - 70 (units:)
Survey date range:	01/01/10 - 14/11/16
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

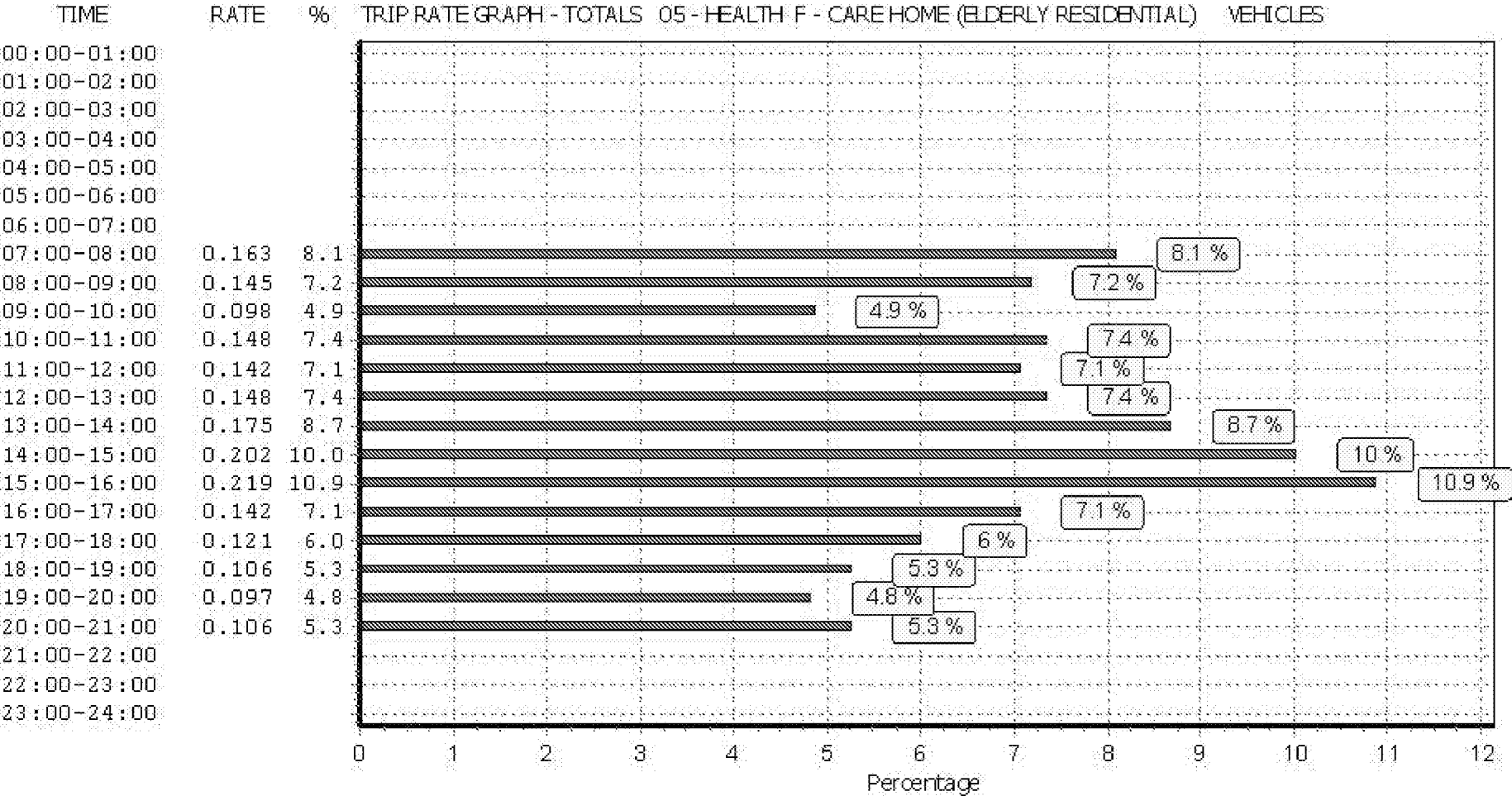
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, 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.



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Appendix D

Nyton House Care Home, Nyton Road, Westergate
Transport Statement

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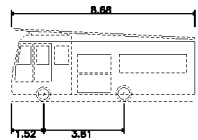
Paul Basham Associates Ltd
Report No 143.0001/TS/3



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FIRE VEHICLE PROFILE



DB32 Fire Appliance	8.680m
Overall Length	2.480m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	8.00s
Lock to lock time	7.910m
Kerb to Kerb Turning Radius	



A	REVISED LAYOUT	01.04.19	MP	JH
Rev	Description	Date	By	Check

Project Name NYTON HOUSE CAPE HOME, NYTON ROAD, WESTERGATE	Title FIRE TENDER TRACKING	 paulbasham associates Paul Basham Associates Ltd Lancaster Road, 8 Dantzler Wharf Road, Fareham PO15 9TU 01489 585134 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Checked By JH	Checked Date 16.01.19	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By SB	Drawn Date 16.01.19	Client Drawing No. -	PBA Drawing No. 143.0001.002	Revision A	ARUN DISTRICT COUNCIL