

**Care Home Facility
Holbeach Hospital
Holbeach**

**Transport Statement
February, 2016**

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1. INTRODUCTION

Introduction

- 1.1 Travel Plan Services Ltd (TPS) has been appointed by Karaolides Szynalska Architects Ltd to prepare a Transport Statement in support of an outline planning application for an extension to an existing care home facility at Holbeach Hospital.

Site Location and Development Proposals

- 1.2 Holbeach Hospital is a care home with nursing caring for the elderly or those with physical difficulties. The hospital can currently accommodate up to 46 residents.
- 1.3 The development proposals comprise an extension to the existing hospital to provide an eight private bedrooms and a hygiene suite as shown in **Karaolides Szynalska Architects Ltd Drawing 0019_C** provided at **Appendix A**. The extension will be accessed via the existing Holbeach Hospital access. Up to an additional eight members of staff will be required (four FTE).
- 1.4 Holbeach Hospital is located to the north west of Holbech, it is bound by Mill Lane to the north, Boston Road North to the east and rural land to the south and west as shown in **Figure 1.1**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

Report Structure

1.5 Following this introductory section:

- **Section 2** sets out the national and local policy context;
- **Section 3** considers the accessibility of the site by sustainable modes of travel as well as detailing the existing local highway network;
- **Section 4** sets out the anticipated trip generation associated with the development proposals and considers the impact the development will have upon highway; and
- **Section 5** provides a summary and conclusion.

2. POLICY CONTEXT

Introduction

- 2.1 This section of the Transport Statement considers the proposals in the context of local and national transport planning policy.

National Policy

Planning Practice Guidance (PPG)

- 2.2 The Planning Practice Guidance (PPG) offered by Planning Portal provides advice on when Transport Assessments, Transport Statements and Travel Plans are required and what they should contain. The advice simplifies (and supersedes) previously published guidance contained in the DfT's Guidance for Transport Assessment (GTA) 2007 and links demonstrably to the wider National Planning Policy Framework (NPPF).
- 2.3 Planning Practice Guidance identifies the need for Local Authorities to play an active role in promoting and encouraging development in locations that are readily accessible by non-car modes of travel.
- 2.4 This TS will consider the impact of the proposed care home facility on the operation of the local road network.

National Planning Policy Framework (NPPF – DCLG, 2012)

- 2.5 The NPPF suggests a presumption in favour of sustainable development, with the aim of:
- Making it easier for jobs to be created in cities, towns and villages;
 - Moving from a net loss of bio-diversity to achieving net gains for nature;
 - Replacing poor design with better design;
 - Improving the conditions in which people live, work, travel and take leisure; and
 - Widening the choice of high quality homes.
- 2.6 The document sets out the need for a Transport Statement and a Travel Plan in support of development proposals that are likely to have a significant impact on the surrounding highway network. It is supported in its aims by the (now superseded) *Guidance on Transport Assessment*.
- 2.7 The NPPF suggests that 'Any analysis of transport impacts should take account of the following:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

2.8 This Transport Statement demonstrates that the development proposals take advantage of existing facilities for sustainable travel and will not result in a significant impact on the local road network.

Local Policy

Lincolnshire County Council Local Transport Plan

2.9 The 4th Lincolnshire Local Transport Plan was published in April 2013 and sets out the transport strategy for Lincolnshire until 2023. Three key challenges were identified:

- Supporting growth and the local economy;
- Improving access to employment, training and key services; and
- Contributing to a healthier community.

2.10 Local Transport Plan Objectives include:

- To maintain the transport system to standards which allow safe and efficient movement of people and goods; and
- To improve the quality of life and health of residents and visitors by encouraging active travel and tackling air quality and noise problems

2.11 This Transport Statement will demonstrate how the development proposals support the Local Transport Plan, increasing health care provision available for residents whilst not having a detrimental impact upon highway operation.

South East Lincolnshire Local Plan

2.12 The South East Lincolnshire Local Plan is being prepared by South East Lincolnshire Joint Strategic Planning Committee. The Committee is a partnership of Boston Borough, South Holland District and Lincolnshire County Councils.

- 2.13 The Local Plan will guide development in South East Lincolnshire over the next twenty years, identifying opportunities for growth and setting out clear guidance on what planning applications will be permitted, and where.
- 2.14 The Local Plan is currently out for consultation until Friday 19th February 2016. However, over time the Local Plan will replace the saved policies in the Boston Borough and South Holland Local Plans.

3. ACCESSIBILITY

Introduction

- 3.1 This section of the Transport Statement considers the accessibility of the site by sustainable modes of travel.

Access for Pedestrians

- 3.2 The Institution for Highways & Transportation (IHT) offers guidance on walking distance by journey purpose, as shown in **Table 3.1**, below.

Table 3.1 - Walking Distances by Journey Type

Criteria	Commuting / School	Elsewhere (other than town centres)
Desirable	500m	400m
Acceptable	1000m	800m
Preferred Maximum	2000m	1200m

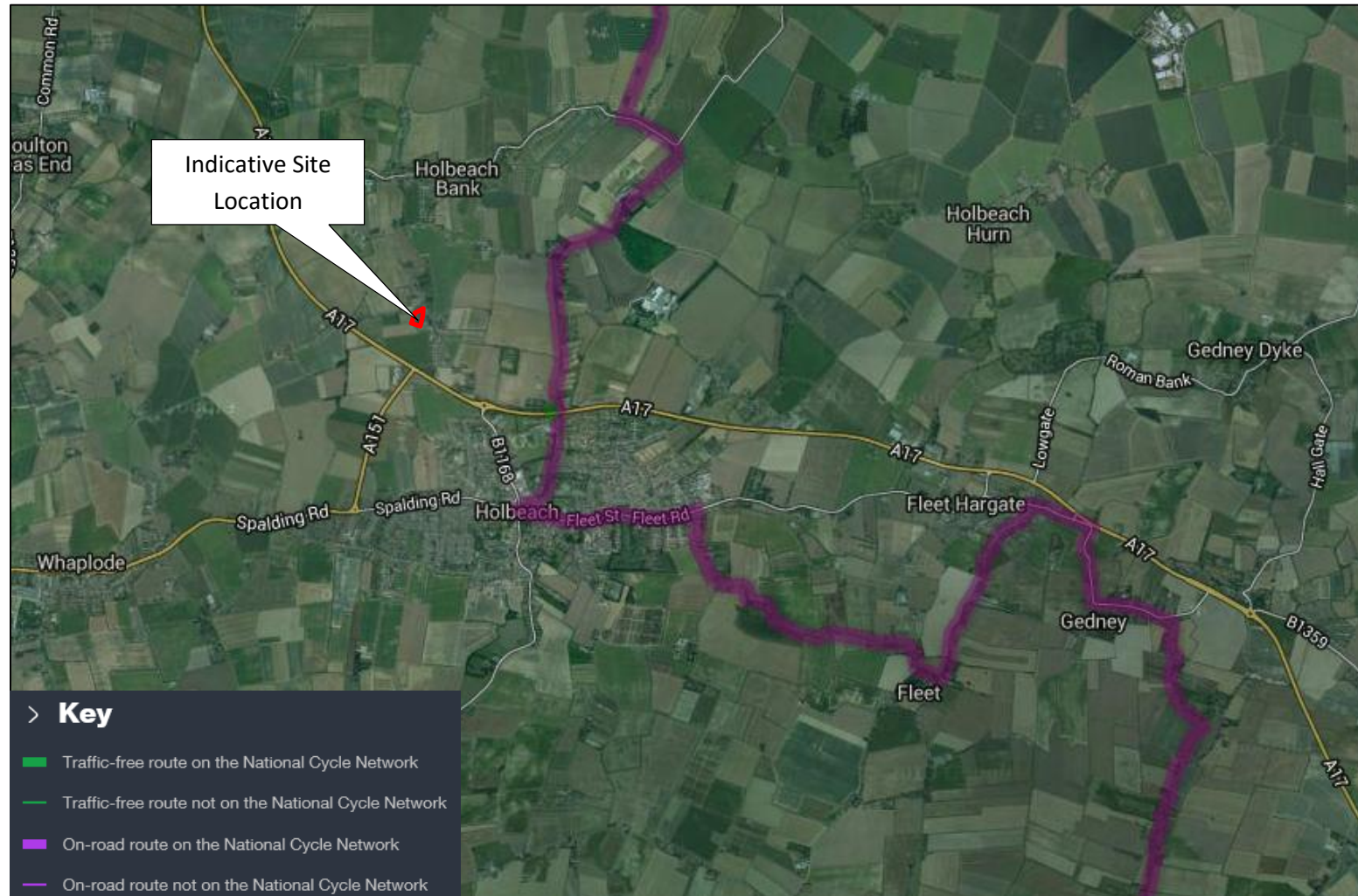
(Source: IHT)

- 3.3 Holbeach hospital is located approximately 1.6km to the north of Holbeach, there is a footpath from the site entrance along the southern side of Mill Lane and western side of Boston Road North. To the south of the A17, on Boston Road South there are footways on both sides of the carriageway which continue to Holbeach town centre.

Access for Cyclists

- 3.4 Cycling can substitute for short car trips, particularly those of up to 5km as well as forming part of a longer journey by public transport. It therefore has an important role to play in reducing the need to travel by car.
- 3.5 **Figure 3.1** overleaf illustrates the cycle routes in the vicinity of the site. As can be seen from **Figure 3.1**, National Cycle Route 1 passes to the east of the site, it is a long distance route connecting Dover and the Shetland Islands via the east coast of England and Scotland, more local to the site it links between Boston to the north and Wisbech to the south. There is also the Hull to Fakenham route, a long distance route along the east coast of England.

Figure 3.1: Cycle Route Map



(Source: Sustrans)

Access by Public Transport

- 3.6 The Institution of Highways and Transportation’s ‘Guidelines for Planning for Public Transport in Development’ recommends that the maximum walking distance to a bus route should not exceed 400m and preferably be no more than 300m.
- 3.7 There is a bus stop approximately 200m to the north east of the site on Boston Road North, further bus stops on Boston Road South 1.25km to the south of the site and bus stops in Holbeach town centre as shown in **Figure 3.2**.
- 3.8 The bus stops on Boston Road North and Boston Road South are served by school services, whilst the bus service through Holbeach town centre is the 505 which provides a 20-minute frequency service between Spalding and Kings Lynn seven days a week.

Figure 3.2: Bus Stop Location



(Source: Google Maps)

- 3.9 In addition to public transport there is also a community bus which can be called on demand.

Access by Car

- 3.10 Holbech Hospital takes access from Mill Lane, which is a single carriageway road between Boston Road North to the east and the A17 to the west. Mill Lane is subject to a 40mph speed limit along

the site frontage to Boston Road North. The speed limit increases to the national speed limit to the immediate west of the hospital to the A17.

- 3.11 Boston Road North links the areas of Holbeach clough, Holbeach Bank and Saracen's Head to the north with the A17 and Holbeach to the south. Boston Road North is a single carriageway road subject to a 40mph speed limit along most of its length, increasing to the national speed limit approximately 400m to the north of the junction with Mill Lane. South of the A17 Boston Road (South) remains a single carriageway, subject to a 30mph speed limit to Holbeach town centre.
- 3.12 The A17, accessed via Mill Lane 475m to the west of the site or via Boston Road North 850m to the south of the site, is a national speed limit strategic route between Kings Lynn to the east and Newark-on-Trent to the north west. The A17 also links in with a network of A roads across Lincolnshire.

Summary

- 3.13 It has been demonstrated that the site is accessible for pedestrians and cyclists, with pedestrian links to Holbeach town centre and cycle links further afield. There are public transport links, by bus, from Holbeach to and from Spalding and Kings Lynn.

4. TRIP GENERATION AND HIGHWAY IMPACT

Introduction

- 4.1 This section of the Transport Statement considers the trip generation and highway impact associated with the proposed extension at Holbeach Hospital.

Trip Generation and Highway Impact

- 4.2 In order to determine the trip generation associated with the development proposals the TRICS database was interrogated to derive comparable sites (Care Home (Specific Condition)). **Table 4.1** summarises the trip rates and resultant vehicle trip generation associated with eight private rooms, whilst the full TRICS outputs are appended to the note.

Table 3: Residential Vehicle Trip Generation

	Arrival	AM Departure	Total	Arrival	PM Departure	Total
Trip Rate	0.097	0.08	0.177	0.055	0.076	0.131
Trip Generation	1	1	2	0	1	1

(Source: TRICS 7.2.3)

- 4.3 As can be seen from **Table 4.1**, it is anticipated that the development proposals to increase Holbeach Hospital by 8 beds would result in just two additional two-way vehicle trips in the AM peak hour and 1 additional two-way vehicle trip in the PM peak hour. This increase in vehicle movements would not be considered to be material.
- 4.4 As such, it is considered that the uplift in vehicular trips as a consequence of the proposals will be minimal and, moreover, would not have a detrimental impact on highway operation.

Summary

- 4.5 Trip generation has been derived using trip rates from TRICS. It has been demonstrated that the development proposals, an increase in 8 beds, would result in a negligible increase in trip generation. The increase in trip generation would not have a material impact on highway operation.

5. SUMMARY

Summary

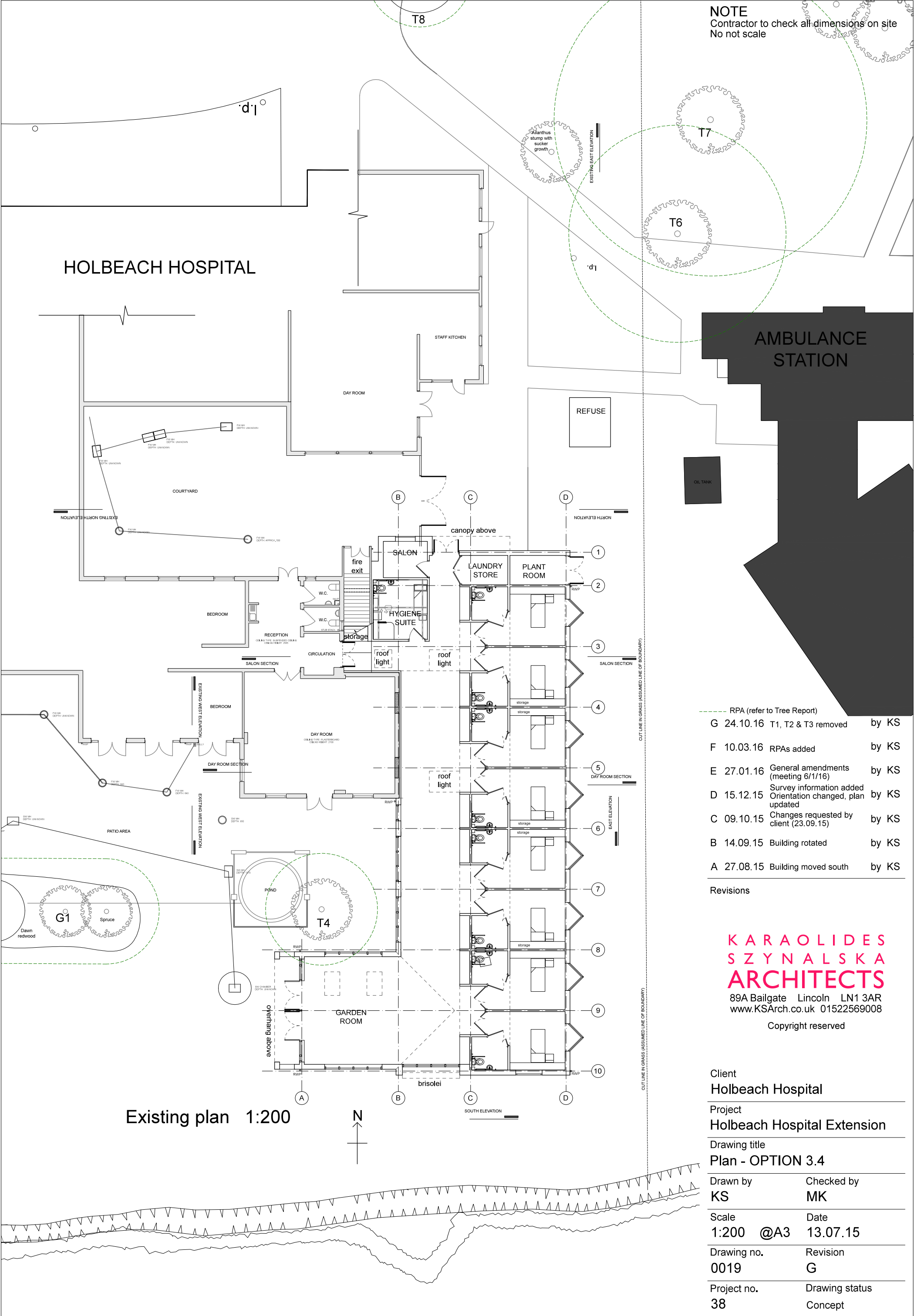
- 5.1 Travel Plan Services Ltd (TPS) has been appointed by Karaolides Szynalska Architects Ltd to prepare a Transport Statement (TS) in support of an outline planning application for a proposed care home facility at Holbeach Hospital.
- 5.2 The development proposals comprise an extension to the existing hospital to provide an eight private bedrooms and a hygiene suite.
- 5.3 The key findings from this Transport Statement can be summarised as:
- The site is accessible for pedestrians and cyclists, with pedestrian links to Holbeach town centre and cycle links further afield. There are public transport links, by bus, from Holbeach to and from Spalding and Kings Lynn;
 - It is anticipated that the development proposals to increase Holbeach Hospital by 8 beds would result in just two additional two-way vehicle trips in the AM peak hour and one additional two-way vehicle trip in the PM peak hour; and
 - The uplift in vehicular trips, as a consequence of the proposals, will be minimal and, moreover, would not have a detrimental impact on highway operation.

Conclusion

- 5.4 Given the above, it is considered that the proposed development will bring benefit in terms of providing expanded health care opportunities. The assessment has clearly demonstrated that the proposals are not likely to result in a significant increase in new trips to the local highway network or a severe impact and, therefore, meets the test highlighted in the National Planning Policy Framework.
- 5.5 It is, therefore, considered that there are no substantive highway reasons why the proposals should not be granted planning consent.

Appendix A

Site Layout



Appendix B

TRICS Output

Calculation Reference: AUDIT-640801-160204-0206

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days
	DE DERRY	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of residents
 Actual Range: 9 to 58 (units:)
 Range Selected by User: 9 to 58 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 13/12/12

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	2 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	5

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
------------------	---

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

Filtering Stage 3 selection:

Use Class:

C2

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

2 days

20,001 to 25,000

1 days

25,001 to 50,000

4 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

75,001 to 100,000

2 days

125,001 to 250,000

2 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:

0.6 to 1.0

4 days

1.1 to 1.5

3 days

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

Travel Plan:

No

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.

LIST OF SITES relevant to selection parameters

1	AN-05-L-01 3-5 MINORCA DRIVE CARRICKFERGUS Edge of Town Centre Residential Zone Total Number of residents: Survey date: FRIDAY	KARUNA 9 02/12/11	ANTRIM Survey Type: MANUAL
2	BU-05-L-01 BELVOIR AVENUE BLETCHLEY MILTON KEYNES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: FRIDAY	CARE HOME 9 11/11/11	BUCKINGHAMSHIRE Survey Type: MANUAL
3	DE-05-L-01 RACECOURSE ROAD SHANTALLOW LONDONDERRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: WEDNESDAY	CARE HOME 43 20/06/12	DERRY Survey Type: MANUAL
4	DH-05-L-01 TRINITY MEWS PIERREMONT DARLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: WEDNESDAY	CARE CENTRE 35 10/11/10	DURHAM Survey Type: MANUAL
5	DS-05-L-01 DOUGLAS STREET ROSE HLL DERBY Edge of Town Centre Residential Zone Total Number of residents: Survey date: THURSDAY	CARE HOME 43 14/07/11	DERBYSHIRE Survey Type: MANUAL
6	NR-05-L-01 ST MATTHEWS PARADE KINGSLEY PARK NORTHAMPTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: MONDAY	CARE HOME & HOSPITAL 58 24/11/08	NORTHAMPTONSHIRE Survey Type: MANUAL
7	WY-05-L-01 NORTH PARK ROAD BRADFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: THURSDAY	CARE HOME 40 13/12/12	WEST YORKSHIRE 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/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									
07:00 - 08:00	7	34	0.173	7	34	0.105	7	34	0.278
08:00 - 09:00	7	34	0.097	7	34	0.080	7	34	0.177
09:00 - 10:00	7	34	0.097	7	34	0.055	7	34	0.152
10:00 - 11:00	7	34	0.118	7	34	0.055	7	34	0.173
11:00 - 12:00	7	34	0.105	7	34	0.127	7	34	0.232
12:00 - 13:00	7	34	0.076	7	34	0.105	7	34	0.181
13:00 - 14:00	7	34	0.110	7	34	0.084	7	34	0.194
14:00 - 15:00	7	34	0.118	7	34	0.135	7	34	0.253
15:00 - 16:00	7	34	0.084	7	34	0.122	7	34	0.206
16:00 - 17:00	7	34	0.059	7	34	0.148	7	34	0.207
17:00 - 18:00	7	34	0.055	7	34	0.076	7	34	0.131
18:00 - 19:00	7	34	0.051	7	34	0.042	7	34	0.093
19:00 - 20:00	6	30	0.128	6	30	0.089	6	30	0.217
20:00 - 21:00	6	30	0.022	6	30	0.101	6	30	0.123
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.293			1.324			2.617	

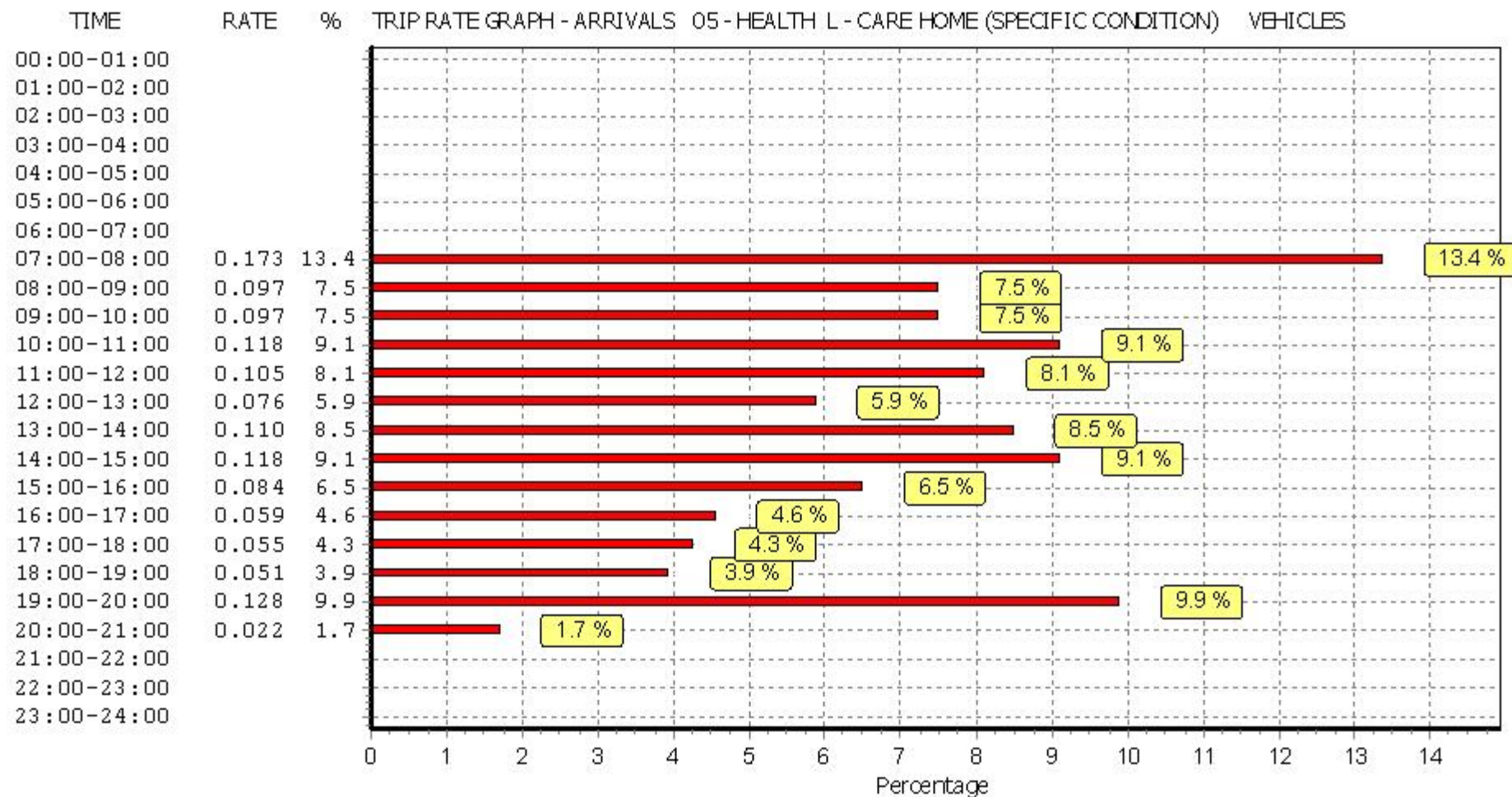
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

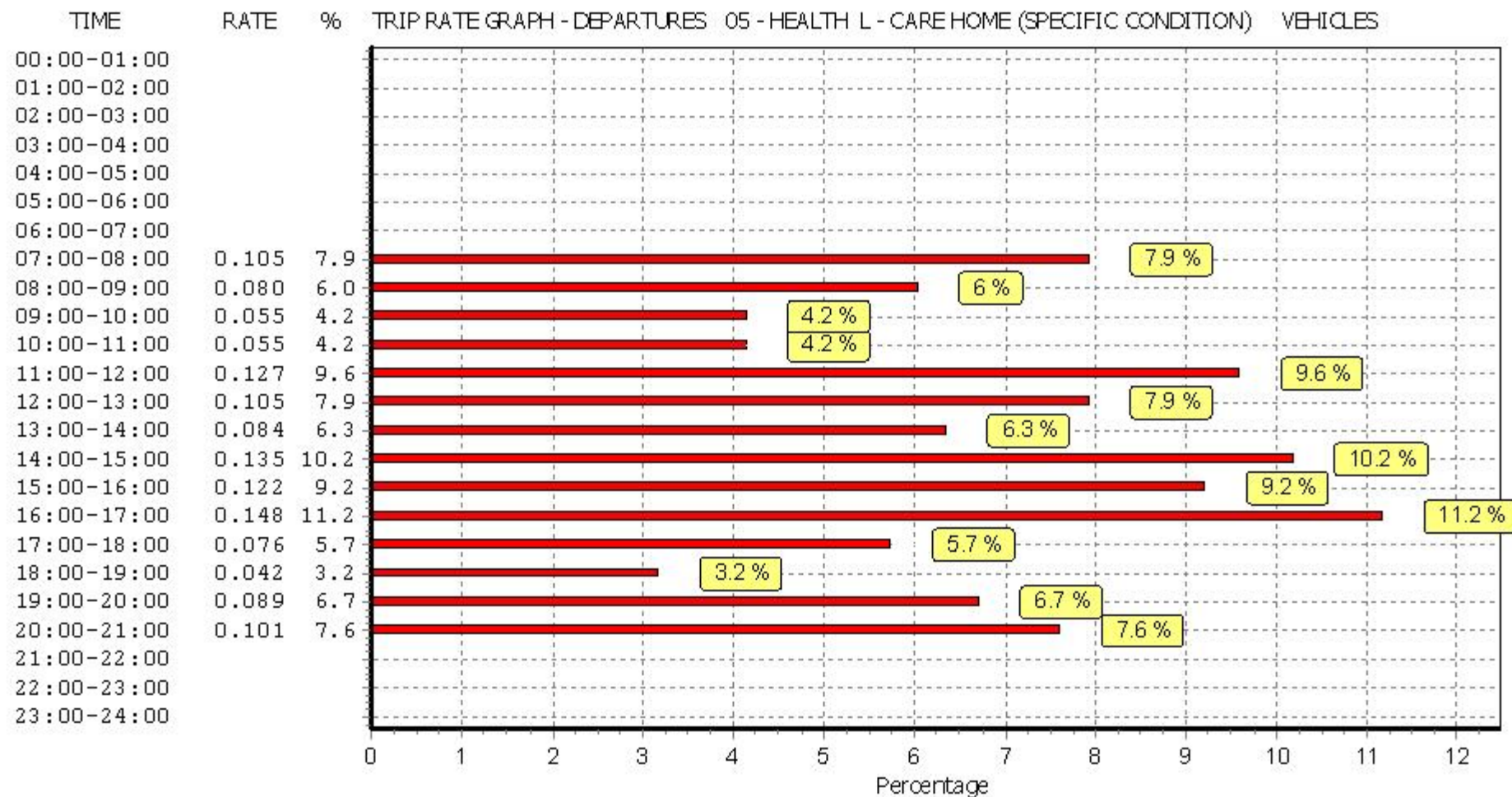
Parameter summary

Trip rate parameter range selected: 9 - 58 (units:)
 Survey date range: 01/01/07 - 13/12/12
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

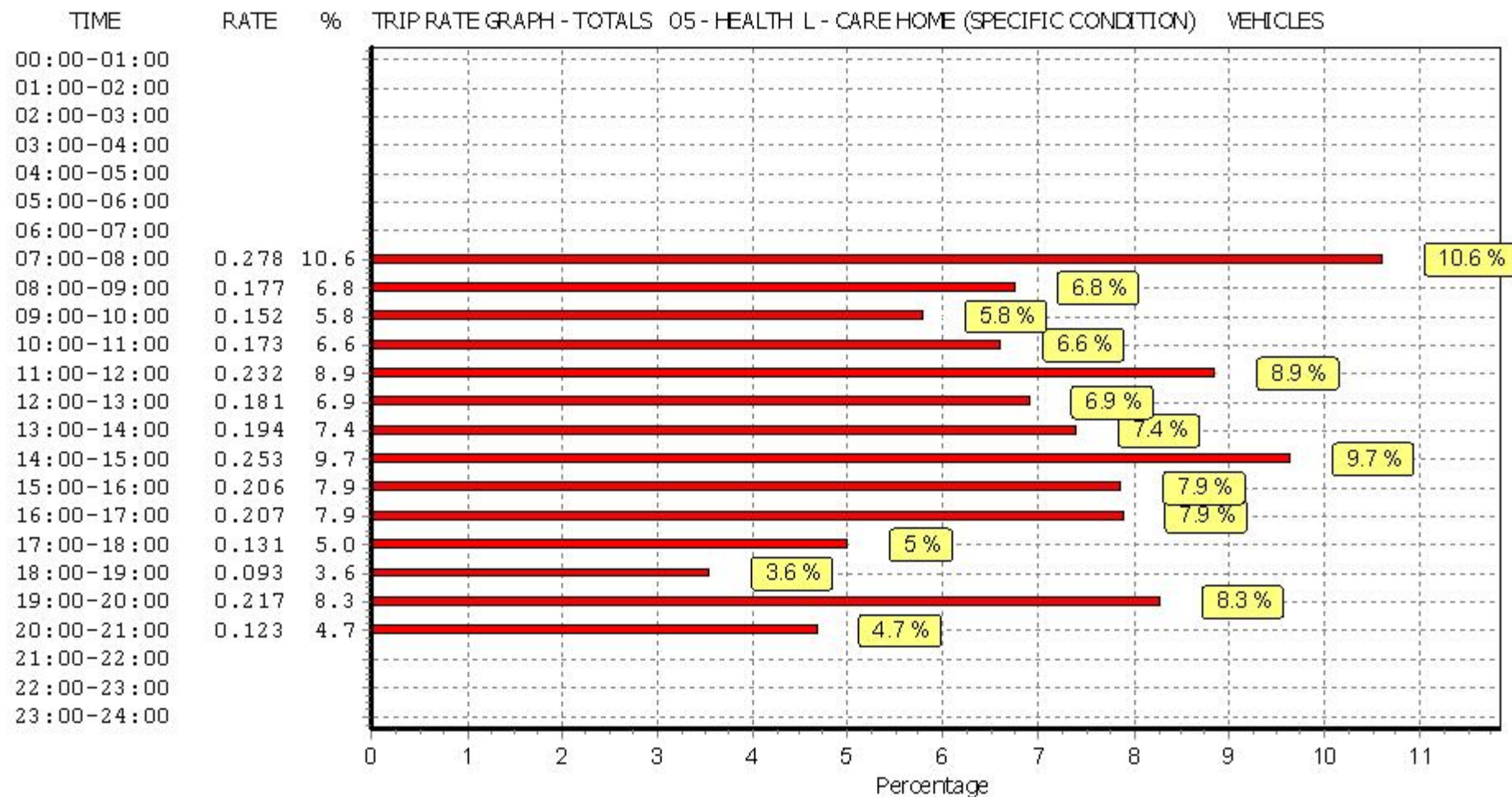
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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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