TRANSPORT STATEMENT

VIASOLUTIONS

Nether Mill Barn, Penistone, Sheffield

ON BEHALF OF

Donaldson Vets Ltd

July 2022






Quality Management

Project Number	22070
Filename	22070 Nether Mill Barn, Penistone TS
Issue No	2
Issue Date	06.07.2022
Author	Usman Khan
Reviewer	Eric Appleton

Signatures:



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1. Introduction

1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application for a proposed veterinary practice on a site known as Nether Mill Barn off the A628 Barnsley Road in Penistone. Figure 1 at Appendix A shows the site location in relation to the local highway network.

1.1.2. This Transport Statement considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data. In preparing this report we have taken account of the comments made by the Highway Authority in their pre application response dated 28th April 2022.

1.1.3. Both local and national transport policy have been reviewed in respect of the development. A review of road safety has been undertaken within this report. Sustainable transport accessibility has also been reviewed. The development proposals have been explained and the impact on the highway network considered.

2. Transport Policy

2.1.1. When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government on 20 July 2021.

2.2.2. Paragraph 105 states that *"significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making."*

2.2.3. Paragraph 110 states that when considering planning applications, it should be ensured that:

- *Appropriate opportunities to promote sustainable transport can be - or have been - taken up, given the location and type of development;*
- *Safe and suitable access to the site can be achieved for all users;*
- *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.*

2.2.4. Paragraph 111 states that *"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.

2.2.5. Paragraph 112 states developments should:

- *Give priority first to pedestrians and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.3. LOCAL PLANNING POLICY

BARNSLEY LOCAL PLAN

2.3.1. The Barnsley Local Plan was adopted in January 2019 and sets out key elements of the planning framework for Barnsley and the approach to its long-term physical development to achieve the Council's vision. The policies in the local plan set out the development of land across the authority area over the Local Plan period (2014 – 2033).

2.3.2. A goal of the Local Plan is to promote sustainable development and reduce Barnsley's impact on climate change. Proposals will be supported by Barnsley Metropolitan Borough Council where they can deliver "*Convenient and integrated accessibility by public transport, cycle and foot and development located to reduce the need to travel.*" The location of the site and accessibility to sustainable travel modes ensures that this proposal meets the goal set out in the Local Plan.

2.3.3. The consistent objectives across these documents are to look to developments that promote more sustainable transport choices and reduce the need to travel by car and improve the environment.

3. Existing Situation

3.1. SITE DESCRIPTION

3.1.1. The site is located in the settlement of Penistone which is approximately 16.5km southeast of Huddersfield and 10km west of Barnsley. A site location plan (Figure 1) is provided in Appendix A.

3.1.2. The site is currently occupied by former farm buildings (barns) and lies to the northern most side of the A628 Barnsley Road in Penistone.

3.2. HIGHWAY NETWORK

3.2.1. The site is accessed from the A628 Barnsley Road in Penistone. The A658 runs from Barnsley to the east and skirts the northern fringe of Penistone, continuing in a general westerly direction over the Pennines towards Manchester. Barnsley Road is a bi-directional, segregated carriageway which has a 40mph posted speed limit as it passes the site.

3.2.2. In the vicinity of the site, Barnsley Road has a carriageway width of circa 10m which has two running lanes separated by a circa 3.0m wide central hatched area which links between adjacent pedestrian refuges to the north east and south west of the site, providing convenient crossing points for vulnerable road users.

3.2.3. The footway along the site frontage measures at 3.0m for some distance in either direction. This width combined with the straight alignment of Barnsley Road provides visibility splays which exceed the requirement in Manual for Streets or the Design Manual for Roads and Bridges.

3.2.4. Approximately 240m south west of the site access, Barnsley Road is joined by the B6462 Huddersfield Road which links Penistone to the A629 to the north and onwards towards Huddersfield. The A629 can also be accessed some 1.3km north east of the site at a roundabout junction with the A628. The A628 has a traffic signal-controlled junction with the southern leg of the B6462 Bridge Street some 300m south west of the site access. Bridge Street leads in to the centre of Penistone which provides a wide range of retail, employment and leisure opportunities.

3.2.5. A public footpath routes from Barnsley Road circa 170m north east of the site (Footpath 75 extending from Water Hall Lane) which provides an alternate and relatively traffic free route to the centre of Penistone, several bus stops and the rail station (via Wentworth Road).

3.3. PEDESTRIANS AND CYCLISTS

WALKING

3.3.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to "The Guidelines for Providing for Journeys on Foot" (Institution of Highways & Transportation, May 2000), which denotes a maximum 2km walking catchment for new developments).

3.3.2. The facilities within the preferred maximum walking distances are summarised in the Table 1 below. The walking distances are measured from the proposed vehicular and pedestrian access.

TABLE 1. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
400m	Bus stops, petrol station with shop, other shops and public houses, some residential areas
800m	High School, more residential areas, edge of settlement centre, bus stops
1000m	Penistone centre, rail station, more bus stops, schools and residential areas

CYCLING

3.3.3. National Cycle Network Route 62 and local cycle route 6 follow the former rail line east to west through the centre of Penistone and form part of the Trans Pennine Trail. The route traverses through multiple towns within South Yorkshire.

3.3.4. It is considered that the high concentration of residential streets within Penistone will also encourage the use of the bicycle for journeys to and from the development, particularly by staff.

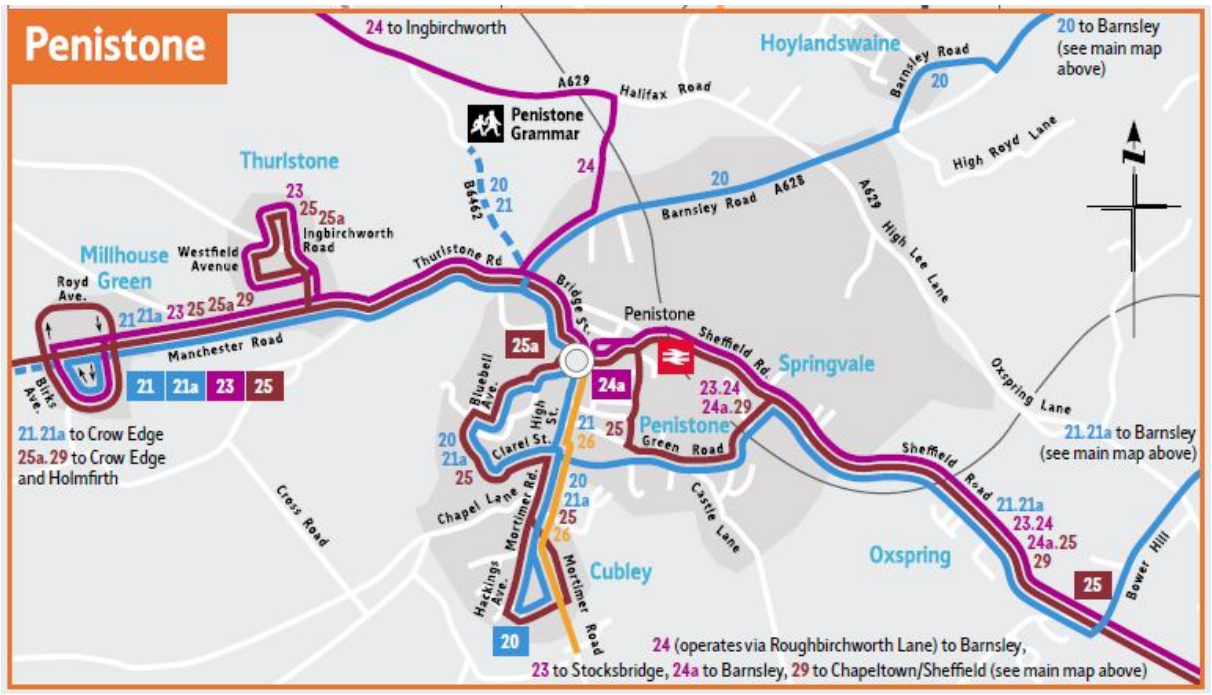
3.4. PUBLIC TRANSPORT

BUSES

3.4.1. There are bus stops within a 220m walk north east of the site on Barnsley Road, the location of the bus stops is indicated on Figure 1 contained within Appendix A.

3.4.2. The stops closest to the site have flags, shelters and timetable boards as a minimum provision. It is considered the level of facilities for bus passengers at these stops is good having due regard to their location.

3.4.3. The map extract and table below provide a summary of bus routes in the area.



Penistone Bus Map – Extract from Barnsley Bus Map and Guide [8]

TABLE 2. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
20	Barnsley Interchange - Pogmoor - Dodworth - Silkstone - Hoylandswaine - Penistone - Cubley	60 mins	-
21	Barnsley Interchange - Pogmoor - Dodworth - Silkstone - Silkstone Common - Oxspring - Spring Vane - Penistone - Thurlstone - Millhouse Green - Hazlehead - Crow Edge	60 mins	-
21a	Barnsley Interchange - Pogmoor - Dodworth - Silkstone - Silkstone Common - Oxspring - Spring Vane - Penistone - Thurlstone - Millhouse Green - Hazlehead - Crow Edge	60 mins	60 mins

Route No	Route Summary	Frequency	
		Monday to Saturday	Late Eve & Sunday
23	Millhouse Green - Thurlstone - Penistone - Spring Vane - Oxspring - Thurgoland - Wortley - Deepcar - Stocksbridge	120 mins	-
24	Barnsley Interchange - Kingstone - Gilroyd - Stainborough - Hood Green - Thurgoland - Crane Moor - Thurgoland - Green Moor - Oxspring - Spring Vale - Penistone - Ingbirchworth	120 mins	-
25	Penistone – Thurlstone – Millhouse Green – Spring Vale – Oxspring - Penistone*	60 mins (4 services)	-
25a	Holmfirth – Dunford Bridge – Millhouse Green – Thurlstone – Penistone*	Single Service - Mon, Tues, Wed only	-
29	Sheffield - Burngreave - Chapeltown - High Green - Wortley - Thurgoland - Penistone - Millhouse Green - Dunford Bridge - Holmfirth	180 mins	-
350	Holmfirth – Wooldale – Upper Cumberworth – Denby Dale – Penistone	60 mins (4 services) - Sat only	-

*operated by South Pennine Community Transport

3.4.4. The bus stops within the settlement centre are served by frequent bus services that provide access to key destinations including Barnsley and Sheffield as well as a number of other surrounding settlements.

3.4.5. The CIHT document, 'Planning for Public Transport in Developments,' March 2009, suggests that the maximum walking distance to a bus stop should not exceed 400m. However, CIHT's later document, 'Buses in Urban Environments,' January 2018, recognises that people will walk further to access more frequent bus services.

3.4.6. From the above, it is evident that the proposed site is considered to be adequately served by public transport, utilising stops that are within the walking distance of 220m.

TRAINS

3.4.7. Penistone train station is located approximately 1.25km from the site access and can be reached on foot by a generally traffic free route. This station is on the Penistone Line which runs between Huddersfield and Sheffield via Barnsley and Meadowhall, as well as numerous other smaller settlements in between. It provides an hourly service in each direction. Further national services can be accessed from Huddersfield and Sheffield.

3.4.8. The proposed development is considered to be satisfactorily served by public transport given its location, utilising stops that are well within the desirable walking distances of 400m given in 'Providing for Journeys on Foot' and 'Planning for Public Transport in Developments' as well as having a mainline station within reasonable distance.

3.5. INJURY COLLISION RECORDS

3.5.1. The personal injury collision record for the period 1st January 2016 to 30th June 2021 has been obtained from the CrashMap website. The collision data shows a single collision occurred some six years ago in the vicinity of the site access which resulted in slight injuries. No further collisions have been reported in this location within the study period since then.



Crashmap Screenshot – 01 / 01 / 16 – 30 / 06 / 21

3.5.2. It is therefore considered that there are no safety concerns, nor any safety trends on this section of the local highway network in the vicinity of the proposed development.

4. The Development Proposals

4.1. PROPOSED DEVELOPMENT

4.1.1. The development proposals are to convert the former farm buildings (barns) to provide accommodation for a new veterinary practice including the provision of 19 parking spaces on the old farmyard. The proposed site plan can be found attached in Appendix B.

4.2. VEHICULAR SITE ACCESS

4.2.1. The proposed development will utilise the existing access to the site which has a wide entrance from Barnsley Road.

4.2.2. The footway along the site frontage measures at 3.0m for some distance in either direction from the site access. This width combined with the straight alignment of Barnsley Road provides visibility splays which exceed the requirements set out in Manual for Streets or the Design Manual for Roads and Bridges.

4.2.3. In order to facilitate safe access in to the site for right turning vehicles, a section of the central hatched markings in the centre of Barnsley Road will be removed to form a right turn pocket, as shown in Drawing No. 2207001 attached in Appendix C

4.3. PEDESTRIANS AND CYCLE ACCESS

4.3.1. Pedestrians and cyclists will utilise the existing wide entrance from Barnsley Road to access the site. Pedestrian refuges located a short distance to the to the north east and south west of the site will provide convenient crossing points for vulnerable road users.

4.4. PARKING PROVISION

4.4.1. Parking for the proposed use shall be provided in accordance with the guidance of the local planning authority. The guidance has no specific details for veterinary type uses, but for medical practices, it suggests a maximum of 1 space per medical practitioner, 1 space per 2 non-medical staff and 3 spaces per consulting room occupied at the busiest time. Cycle parking guidance requires a minimum of 1 space per 3 consulting rooms and 1 space per 40 staff.

4.4.2. A total of four consulting rooms are proposed with a maximum of 3 veterinary surgeons being on site supported by up to 8 staff. Using the Council guidance, a maximum of 19 spaces (12 + 3 + 4) would be sought.

4.4.3. A total of 19 spaces are proposed which is in accordance with the guidance. Secure parking for four cycles will be provided on site which exceeds the minimum required.

4.4.4. Swept Path analysis of the most constrained parking bays has been carried out and is shown on Drawing No's. 2207003 and 2007004 attached at Appendix D.

4.5. SERVICING

4.5.1. Turning areas and space for vehicles to turn within the site can be provided to ensure that the anticipated size of vehicles delivering to the site can enter and leave the site in forward gear. Swept path analysis for the largest vehicle entering and exiting the site has been carried out and is shown on Drawing No, 2207002 included in Appendix D.

5. Development Assessment

5.1. TRAFFIC IMPACT

5.1.1. Given the scale of development and location of the site, the impact of the traffic generated on the local highway network will be minimal.

5.1.2. The traffic generation for the network peak hours (08:00-9:00, 16:00-17:00 Monday to Friday) has been calculated using trip rates derived from TRICS, which are contained within Appendix E and summarised in Table 3 below. Table 4 shows the resultant traffic generations for the application site.

TABLE 3. TRIP RATES FOR VETERINARY PRACTICE (PER VET)

	Residential	
	Arrivals	Departures
AM Peak	1.519	0.704
PM Peak	1.074	1.333

TABLE 4. TRAFFIC GENERATIONS FOR VETERINARY PRACTICE

	Residential		
	Arrivals	Departures	Two-Way
AM Peak	5	2	7
PM Peak	3	4	7

5.1.3. Based on the above outputs, the site is expected to generate no more than 7 two-way trips in the AM and PM peaks. The traffic generated by the site is well within the normal daily fluctuations in traffic flows that could be expected on Barnsley Road and the surrounding local highway network. The impact of the traffic generated by the site is therefore considered to be negligible.

5.2. PARKING

5.2.1. The proposed site layout as shown on the drawing in Appendix B shows 19 parking spaces. Given the sustainable location of the site, the proposal for 19 spaces to serve the proposed veterinary practice complies with Council guidance and is considered acceptable.

5.2.2. The proposed operation of the practice allows cases to be triaged and case histories to be taken by a nurse prior to the Vet consultation. This system (a tried and tested system which is employed in a number of Veterinary Practices) will cut the Vet time per consultation and increase the client throughput utilising the same number of staff.

5.2.3. As a business, the developer is looking at the prospect of continued COVID compliant working practices for some years to come and the impact that new COVID compliant work practices has on the use of the proposed space. This requires a strictly controlled appointment system to manage customers visiting the site.

5.2.4. This system improves the ability the practice will have to serve their clients in a safe and efficient manner. Decreasing customer waiting times should improve the customer experience, decrease pressure in both the Waiting Room within the building and also the pressure on the car park.

5.3. COMPLIANCE WITH NATIONAL AND LOCAL PLANNING POLICIES

5.3.1. The proposed development is considered to be located in a sustainable location and provides access by a range of transport modes which accords with paragraph 105 of the NPPF.

5.3.2. This report has shown that a safe means of access to and from the site for all road users is achievable and the traffic impact is negligible (paragraph 110 refers).

5.3.3. The highway proposals are considered to be safe and do not result in any severe residual cumulative highway impacts, and therefore comply with paragraph 111.

5.3.4. This report has also demonstrated that the proposed development accords with the policies within the Barnsley Local Plan in that the site is accessible by pedestrians, cyclists and bus users and adequate parking can be provided on site.

5.3.5. Therefore, the proposals comply with the national and local policies described in Section 2 of this report.

6. Conclusion

6.1.1. This Transport Statement assesses the characteristics of the existing infrastructure in the surrounding area of the site and it concludes that the adjacent highway network can adequately accommodate the traffic impact of the proposed development in terms of safety and capacity.

6.1.2. This assessment has considered the proposed operation of the highway in terms of highway safety, sustainability and capacity. It has shown that the predicted traffic from the proposed development has no material or significant impact on any of the junctions within the local highway network.

6.1.3. In conclusion, it has been demonstrated that the proposed development can be accommodated on the adjacent highway network without any significant negative impact and there are therefore no highway capacity or safety reasons why this development should not be granted planning approval.

APPENDICES

APPENDIX A: Site Location Plan



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PROPOSED VETERINARY SURGERY

NETHER MILL BARN, PENISTONE, SHEFFIELD

SITE LOCATION PLAN

SCALE: 1:1,000 @A4

DATE: MAY 2022

FIGURE 1

APPENDIX B: Proposed Development Layout



DO NOT SCALE FROM THIS DRAWING

Notes

All dimensions to be checked on site

Any discrepancies to be reported immediately to the Architect

Drawing to be read in conjunction with all relevant design information, including Architects, Services, Civil and Structural Engineers drawings

All existing site, tree, building and survey information has been compiled from different sources, including information supplied by third parties

NOT FOR CONSTRUCTION

Drawing Notes:

This drawing has been produced utilising survey data from information supplied by a Third Party:

MT Surveys Ltd Drawing Ref: 1001-170_2D-(A1)

Red line indicates the extent of the application site in relation to the statutory applications for the change of use to a veterinary Surgery

Car Parking Notes:

1 - 8	Public parking to serve Veterinary Surgery (Nether Mill Barn) Cellular Grass Paving i.e. permeable surface
9	Public parking (Accesible) to serve Veterinary Surgery (Nether Mill Barn) Existing stone cobble surface
10 - 16	Staff parking to serve Veterinary Surgery (Nether Mill Barn) Cellular Grass Paving i.e. permeable surface
17 - 19	Additional parking spaces Existing tarmac surface
A1 - A3	Parking in undercroft of adjacent building to serve the future use of the space above

Existing soft landscaping to be replaced with cellular grass paving i.e. permeable surface

Existing hard landscaping to be retained / repaired as necessary to create safe walking surface (tarmac)

Existing hard landscaping to be retained / repaired as necessary to create safe walking surface (stone cobbles)

New hard landscaping (stone cobbles)

Dotted red line indicates extent of demolition / downtakings

Rev 2 2022.06.24	Car parking strategy updated following review with Highway Consultant
Rev 1 2022.05.11	Car parking strategy updated following progress meeting with Client

C1096 100 Rev 2

TITLE SKETCH DRAWING
SITE PLAN
CAR PARKING STRATEGY

SCALE 1:125 @ A1 / 1:250 @ A3

PLANNING

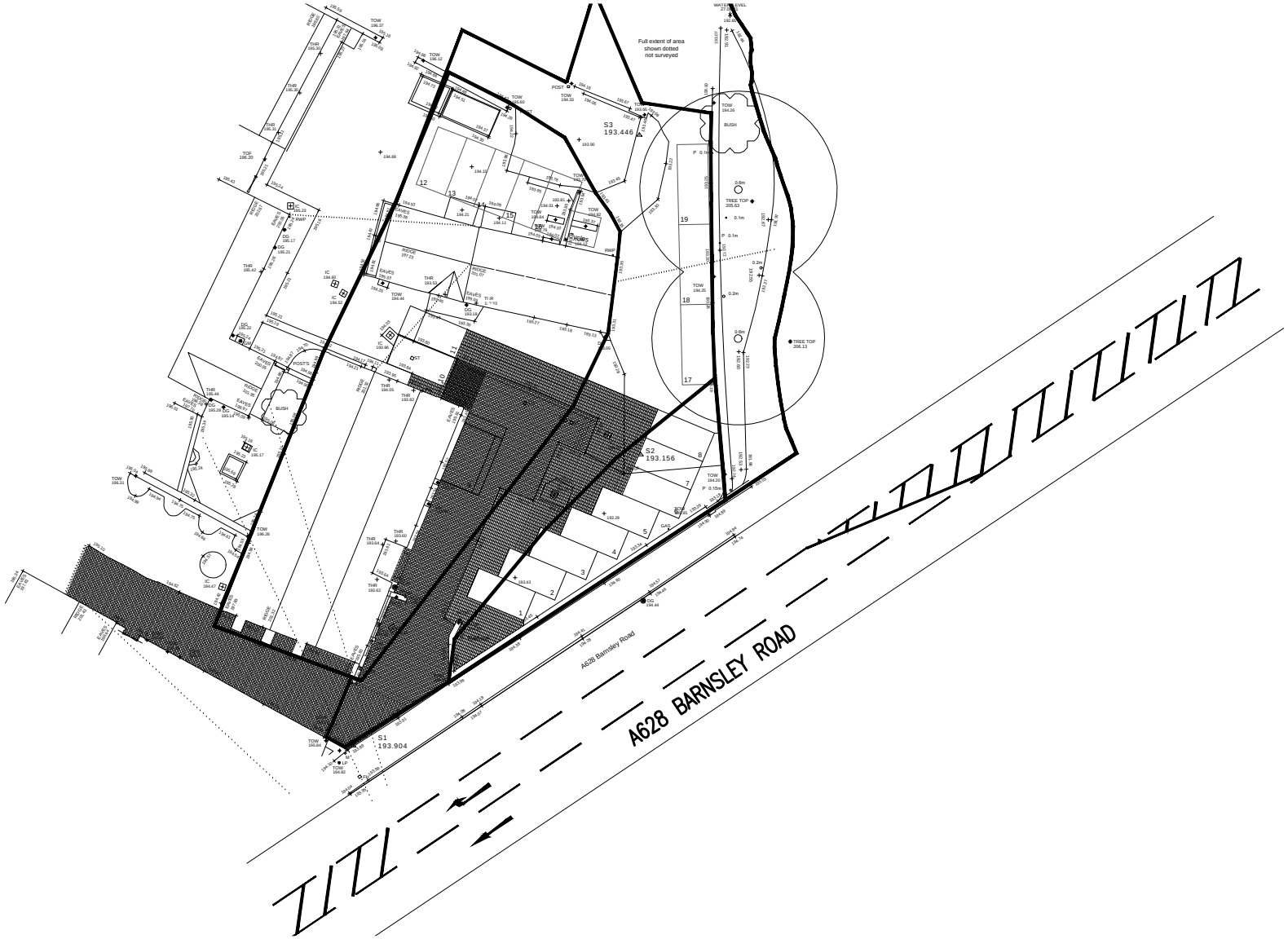
PROJECT REFURBISHMENT OF NETHER MILL BARN
(GRADE II LISTED BUILDING)
TO FORM NEW VETERINARY SURGERY
BARNSLEY ROAD
PENISTONE
S36

CLIENT DONALDSONS VETS LTD

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APPENDIX C: Proposed Right-Turn Lane



NOTES

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PROPOSED VETERINARY PRACTICE

NETHER MILL BARN, PENISTONE

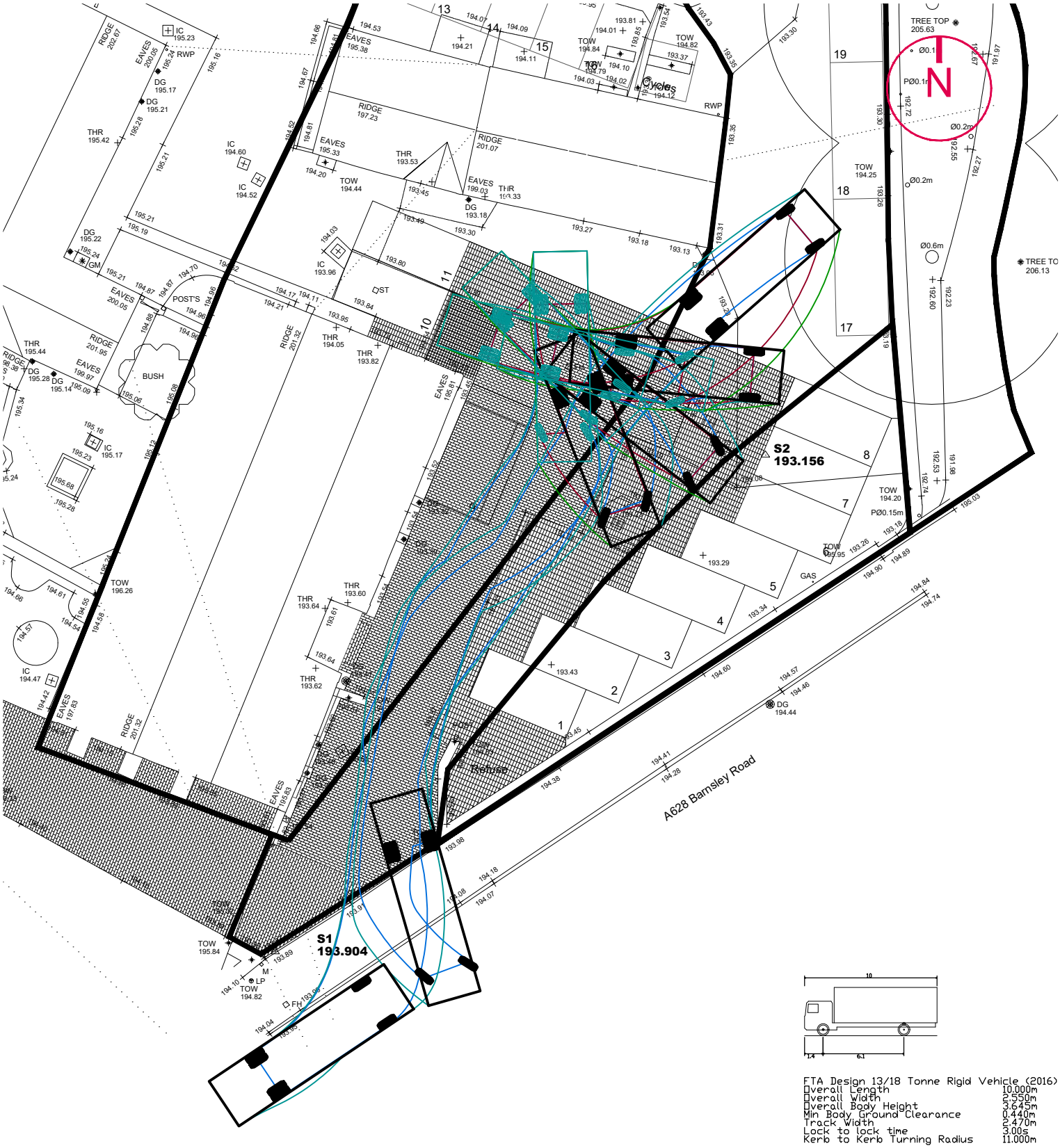
PROPOSED RIGHT-TURN LANE

SCALE: 1:500 @A4

DATE: JULY 2022

DRAWING NUMBER: 2207001 Rev. A

APPENDIX D: Swept Path Analyses



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

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PROPOSED VETERINARY PRACTICE

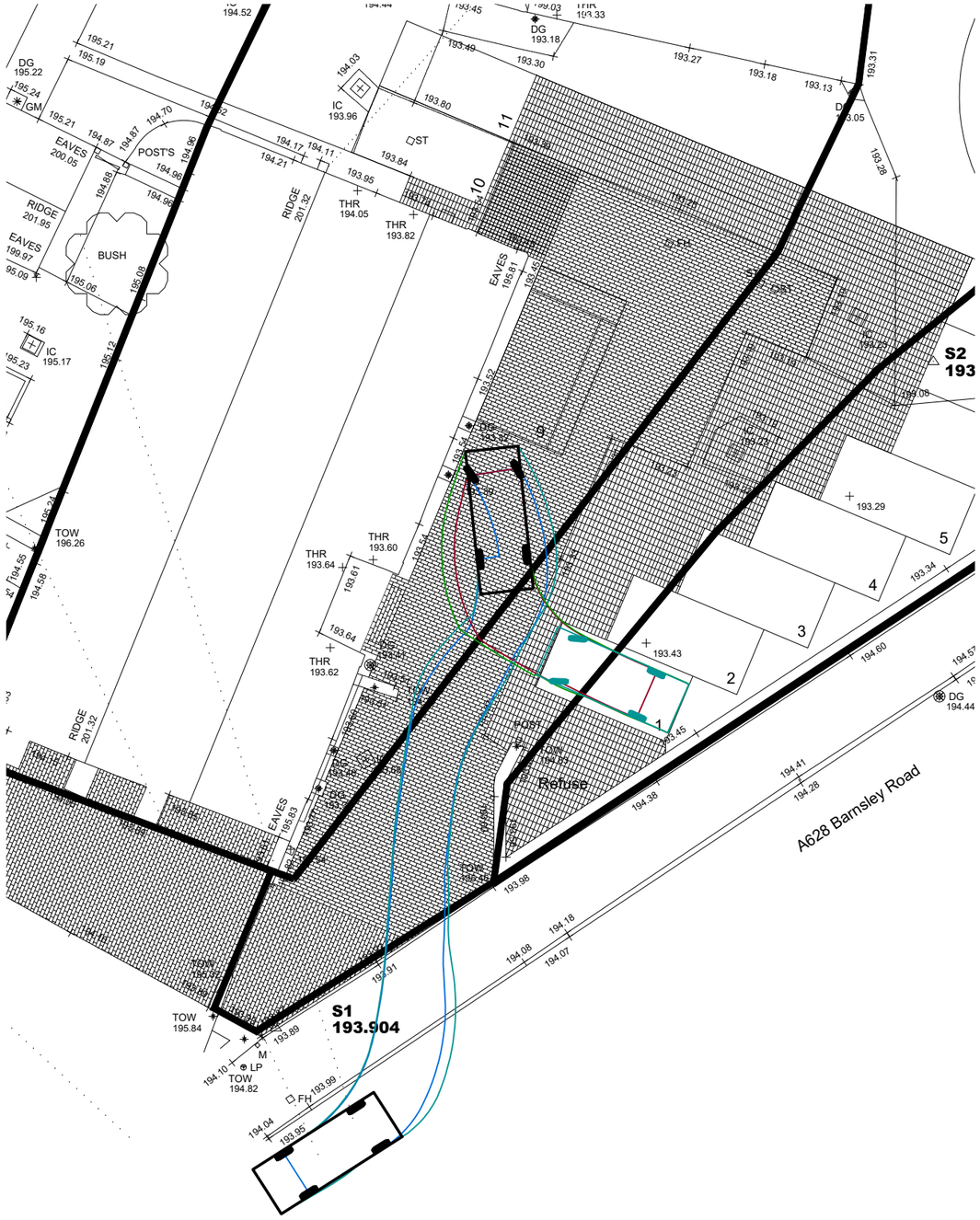
NETHER MILL BARN, PENISTONE

10m RIGID LORRY – SWEPT PATH ANALYSIS

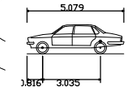
SCALE: 1:250 @A4

DATE: JULY 2022

DRAWING NUMBER: 2207002 REV. A







Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

N

NOTES

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PROPOSED VETERINARY PRACTICE

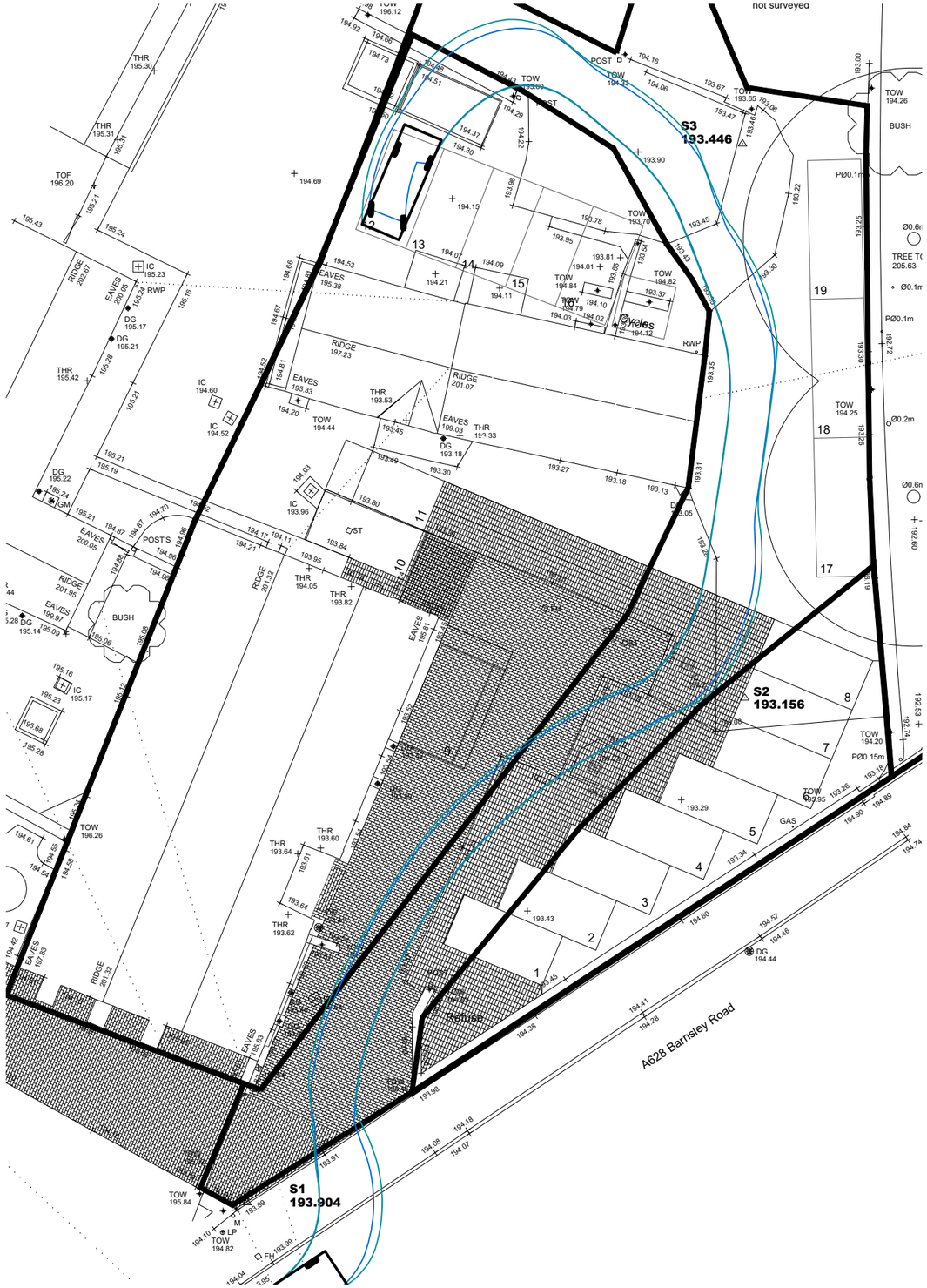
NETHER MILL BARN, PENISTONE

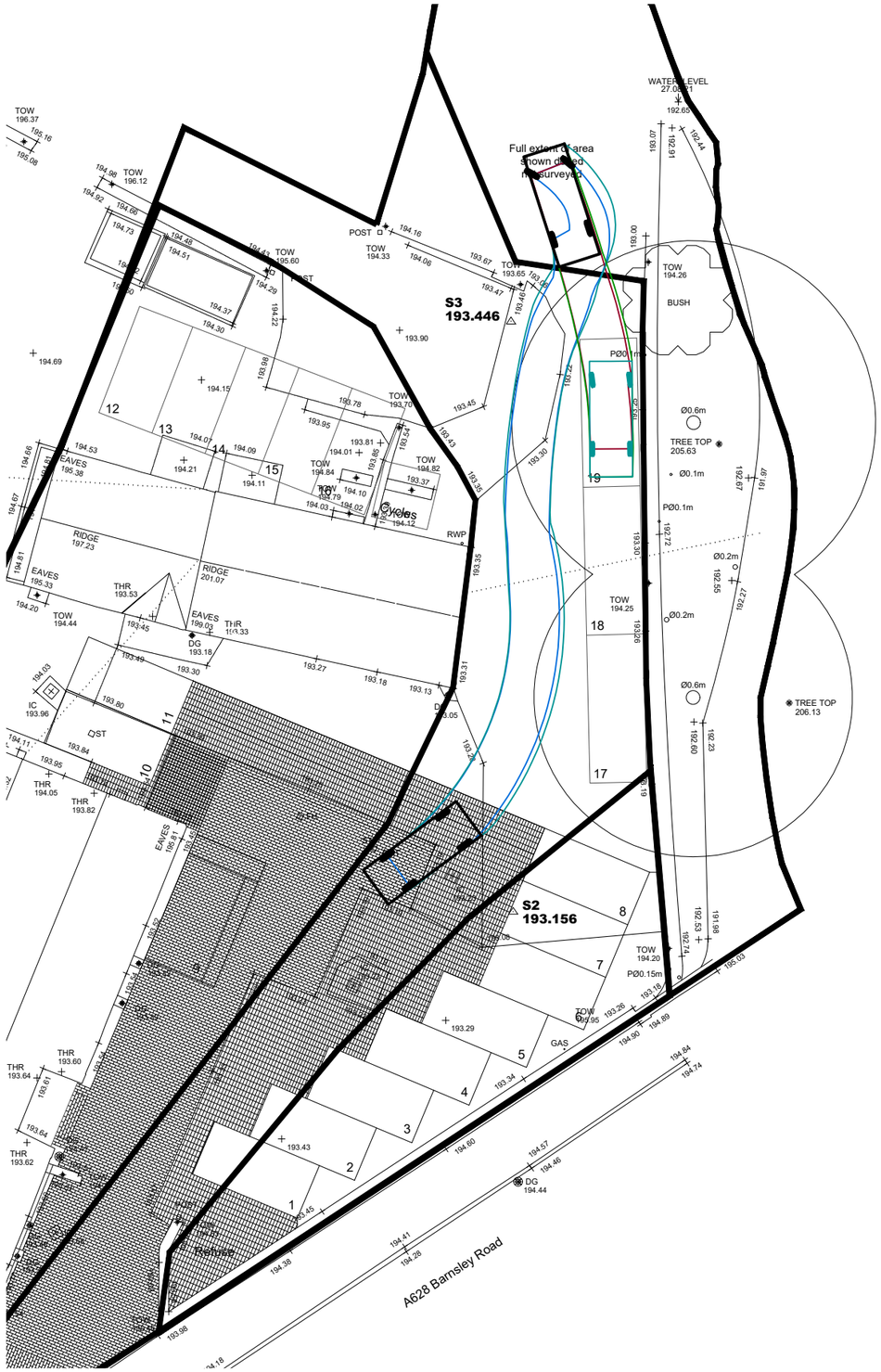
LARGE CAR – SWEPT PATH ANALYSIS

SCALE: 1:200 @A3

DATE: JULY 2022

DRAWING NO: 2207003 REV. A







Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

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PROPOSED VETERINARY PRACTICE

NETHER MILL BARN, PENISTONE

LARGE CAR – SWEPT PATH ANALYSIS

SCALE: 1:250 @A3

DATE: JULY 2022

DRAWING NO: 2207004 REV. A

APPENDIX E: TRICS Data

Calculation Reference: AUDIT-407201-220530-0532

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : M - VETERINARY SURGERY
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
11	SCOTLAND		
	LO	WEST LOTHIAN	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 surgeons
Actual Range: 5 to 13 (units:)
Range Selected by User: 1 to 13 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

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	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 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	1
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	3

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:

E(e)	3 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 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

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	3 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.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 LO-05-M-01 VETERINARY SURGERY WEST LOTHIAN
BANKTON SQUARE
LIVINGSTON

Edge of Town
Residential Zone
Total Number of surgeons: 9
Survey date: TUESDAY *08/06/21* *Survey Type: MANUAL*

2 WK-05-M-01 VETERINARY SURGERY WARWICKSHIRE
EDWARD STREET
NUNEATON

Edge of Town Centre
Residential Zone
Total Number of surgeons: 13
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

3 WL-05-M-01 VETERINARY SURGERY WILTSHIRE
STRATFORD ROAD
SALISBURY

Edge of Town
Residential Zone
Total Number of surgeons: 5
Survey date: WEDNESDAY *17/11/21* *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/M - VETERINARY SURGERY
TOTAL VEHICLES
Calculation factor: 1 SURGNS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	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	9	0.111	1	9	0.000	1	9	0.111
07:00 - 08:00	3	9	0.593	3	9	0.074	3	9	0.667
08:00 - 09:00	3	9	1.519	3	9	0.704	3	9	2.223
09:00 - 10:00	3	9	1.000	3	9	1.185	3	9	2.185
10:00 - 11:00	3	9	1.222	3	9	1.074	3	9	2.296
11:00 - 12:00	3	9	1.148	3	9	0.852	3	9	2.000
12:00 - 13:00	3	9	1.259	3	9	1.481	3	9	2.740
13:00 - 14:00	3	9	1.630	3	9	1.704	3	9	3.334
14:00 - 15:00	3	9	1.667	3	9	1.667	3	9	3.334
15:00 - 16:00	3	9	1.407	3	9	1.778	3	9	3.185
16:00 - 17:00	3	9	1.074	3	9	1.333	3	9	2.407
17:00 - 18:00	3	9	1.185	3	9	1.111	3	9	2.296
18:00 - 19:00	3	9	0.556	3	9	1.037	3	9	1.593
19:00 - 20:00	1	9	0.111	1	9	0.889	1	9	1.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.482			14.889			29.371

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:	5 - 13 (units:)
Survey date date range:	01/01/14 - 19/11/21
Number of weekdays (Monday-Friday):	3
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.

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY
TAXIS
Calculation factor: 1 SURGNS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	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	9	0.000	1	9	0.000	1	9	0.000
07:00 - 08:00	3	9	0.000	3	9	0.000	3	9	0.000
08:00 - 09:00	3	9	0.000	3	9	0.000	3	9	0.000
09:00 - 10:00	3	9	0.000	3	9	0.000	3	9	0.000
10:00 - 11:00	3	9	0.037	3	9	0.037	3	9	0.074
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.000	3	9	0.000	3	9	0.000
13:00 - 14:00	3	9	0.000	3	9	0.000	3	9	0.000
14:00 - 15:00	3	9	0.000	3	9	0.000	3	9	0.000
15:00 - 16:00	3	9	0.000	3	9	0.000	3	9	0.000
16:00 - 17:00	3	9	0.074	3	9	0.037	3	9	0.111
17:00 - 18:00	3	9	0.000	3	9	0.037	3	9	0.037
18:00 - 19:00	3	9	0.000	3	9	0.000	3	9	0.000
19:00 - 20:00	1	9	0.000	1	9	0.000	1	9	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.111			0.222

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.*

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY
OGVS
Calculation factor: 1 SURGNS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	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	9	0.000	1	9	0.000	1	9	0.000
07:00 - 08:00	3	9	0.000	3	9	0.000	3	9	0.000
08:00 - 09:00	3	9	0.000	3	9	0.000	3	9	0.000
09:00 - 10:00	3	9	0.000	3	9	0.000	3	9	0.000
10:00 - 11:00	3	9	0.000	3	9	0.000	3	9	0.000
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.000	3	9	0.000	3	9	0.000
13:00 - 14:00	3	9	0.037	3	9	0.037	3	9	0.074
14:00 - 15:00	3	9	0.000	3	9	0.000	3	9	0.000
15:00 - 16:00	3	9	0.000	3	9	0.000	3	9	0.000
16:00 - 17:00	3	9	0.000	3	9	0.000	3	9	0.000
17:00 - 18:00	3	9	0.000	3	9	0.000	3	9	0.000
18:00 - 19:00	3	9	0.000	3	9	0.000	3	9	0.000
19:00 - 20:00	1	9	0.000	1	9	0.000	1	9	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.037			0.074

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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TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY
CARS
Calculation factor: 1 SURGNS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	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	9	0.111	1	9	0.000	1	9	0.111
07:00 - 08:00	3	9	0.593	3	9	0.074	3	9	0.667
08:00 - 09:00	3	9	1.481	3	9	0.667	3	9	2.148
09:00 - 10:00	3	9	0.889	3	9	1.148	3	9	2.037
10:00 - 11:00	3	9	1.037	3	9	0.815	3	9	1.852
11:00 - 12:00	3	9	1.148	3	9	0.852	3	9	2.000
12:00 - 13:00	3	9	1.185	3	9	1.407	3	9	2.592
13:00 - 14:00	3	9	1.556	3	9	1.630	3	9	3.186
14:00 - 15:00	3	9	1.556	3	9	1.556	3	9	3.112
15:00 - 16:00	3	9	1.333	3	9	1.704	3	9	3.037
16:00 - 17:00	3	9	0.963	3	9	1.259	3	9	2.222
17:00 - 18:00	3	9	1.185	3	9	1.037	3	9	2.222
18:00 - 19:00	3	9	0.556	3	9	1.037	3	9	1.593
19:00 - 20:00	1	9	0.111	1	9	0.889	1	9	1.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.704			14.075			27.779

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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TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY
LGVS
Calculation factor: 1 SURGNS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	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	9	0.000	1	9	0.000	1	9	0.000
07:00 - 08:00	3	9	0.000	3	9	0.000	3	9	0.000
08:00 - 09:00	3	9	0.037	3	9	0.037	3	9	0.074
09:00 - 10:00	3	9	0.111	3	9	0.037	3	9	0.148
10:00 - 11:00	3	9	0.148	3	9	0.222	3	9	0.370
11:00 - 12:00	3	9	0.000	3	9	0.000	3	9	0.000
12:00 - 13:00	3	9	0.074	3	9	0.074	3	9	0.148
13:00 - 14:00	3	9	0.037	3	9	0.037	3	9	0.074
14:00 - 15:00	3	9	0.111	3	9	0.111	3	9	0.222
15:00 - 16:00	3	9	0.074	3	9	0.074	3	9	0.148
16:00 - 17:00	3	9	0.037	3	9	0.037	3	9	0.074
17:00 - 18:00	3	9	0.000	3	9	0.037	3	9	0.037
18:00 - 19:00	3	9	0.000	3	9	0.000	3	9	0.000
19:00 - 20:00	1	9	0.000	1	9	0.000	1	9	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.629			0.666			1.295

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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