

TRANSPORT PLANNING (YORK) LIMITED



Retirement Living Housing/Residential Apartment Development Berneslai Close, Barnsley

Transport Statement

November 2017

RETIREMENT LIVING HOUSING/RESIDENTIAL APARTMENT
DEVELOPMENT, BERNESLAI CLOSE, BARNSELY

PLANNING APPLICATION BY
MCCARTHY & STONE RETIREMENT LIFESTYLES LIMITED

TRANSPORT STATEMENT

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1.0 INTRODUCTION

- 1.1 This Statement has been prepared to address the highway and transportation issues raised in association with the proposal by McCarthy & Stone Retirement Lifestyles Limited to build a 43 apartment (24 one-bedroom and 19 two-bedroom) Retirement Living housing development with 31 car parking spaces together with the conversion of part of the existing building to 11 residential apartments with 9 parking spaces on land to the north of Berneslai Close, Barnsley.
- 1.2 The application site comprises land upon which the former Barnsley Council Education Offices currently stands. The Education Offices site is currently accessed from Berneslai Close. The proposed Retirement Living/residential apartment development will continue to be accessed off Berneslai Close. Hence, there will be no increase in the number of accesses onto Berneslai Close as a direct consequence of the Retirement Living/residential apartment proposal.
- 1.3 Although it has now been withdrawn, the former DfT publication “Guidance on Transport Assessment” (GTA) identified thresholds above which the preparation of a Transport Statement or Transport Assessment may be appropriate. Paragraph 2.11 of the publication confirmed that:
- “Appendix B provides suggested thresholds below which a formal assessment may not be needed and above which the preparation of a TS or a TA would be appropriate. The thresholds in Appendix B are based upon scenarios which would typically generate 30 two-way peak hour vehicle trips. Whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions.”*
- 1.4 The Retirement Living/residential apartment development now proposed would be expected to generate up to some 96 vehicle movements per 12 hour day two-way (i.e. 47 in and 49 out), some 6 vehicle movements per hour two-way during the morning peak hour and some 8 vehicle movements per hour two-way during the evening peak hour. These generated trips would access and egress the application site via Berneslai Close and would be a replacement of the established trips to/from the Education Offices when it was operational and the staff parking on the site since the offices closed in 2011.
- 1.5 Even ignoring the traffic previously generated by the Education Offices, the level of traffic generated by the proposed development will have no material impact upon

the operation of the local highway network. Given the low traffic use associated with the proposed development, there can be no absolute requirement for a Transport Statement, Transport Assessment or Travel Plan to be prepared to accompany the planning application for the proposed development.

- 1.6 Notwithstanding the above, this Statement provides information on the access, traffic generation, parking demand and sustainability issues associated with the proposal. It clearly demonstrates that the Retirement Living/residential apartment development can be satisfactorily accessed, that it has sufficient on-site car parking provision and that the traffic generated by it will have no adverse impact upon the operation of the adjacent highway network.
- 1.7 This Statement will conclude that there are no defensible highway reasons why planning permission for the proposed Retirement Living/residential apartment development should be withheld.

2.0 RELEVANT CENTRAL AND LOCAL GOVERNMENT POLICIES

National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development which the document indicates should be seen as a 'golden thread' running through the decision making process.
- 2.2 Within the overarching roles that the planning system ought to play the NPPF indicates that there are a set of core land use planning principles which should underpin the decision making process. Specifically in relation to transport these principles include:
- Actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling, and focussing significant development in locations which are or can be made sustainable.
- 2.3 As identified previously, the NPPF at paragraph 32 indicates that all developments that generate significant amounts of movement should be supported by a Transport Assessment and the decision making process should take account of whether:
- 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.
- This document forms the Transport Statement for the site and has been developed in accordance with the principles set out in the now withdrawn Department for Transport's Guidance on Transport Assessment.
- 2.4 The NPPF indicates that the decision making process should ensure that developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised (Paragraph 34).

- 2.5 The NPPF further indicates that development should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to, inter alia:
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
 - Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and
 - Consider the needs of people with disabilities by all modes of transport (Paragraph 35).
- 2.6 The NPPF indicates that a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan (Paragraph 36). It will be demonstrated that the proposed development will not generate significant amounts of traffic movement and hence a Travel Plan is not required.
- 2.7 NPPF indicates that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities (Paragraph 37).
- 2.8 Finally, NPPF indicates that where practical, particularly within large scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties (Paragraph 38), and as will be demonstrated later in this Transport Statement, facilities likely to be used by residents of the proposed development are within easy walking distance of the whole of the site or within a short bus journey.

Manual for Streets (MfS1) 2.9 Guidance for the design of residential roads set out in Design Bulletin 32 and its companion guide Places Streets and Movement was superseded in March 2007 by the publication of the Departments for Transport and Communities and Local Government publication 'Manual for Streets' (MfS1). The focus of this document is on 'lightly trafficked' residential streets but it also states that many of its principles are applicable elsewhere (e.g. high streets and lightly-trafficked lanes in rural areas). The document sets out that:

"It is therefore strongly recommended that local authorities review their standards and guidance to embrace the principles of MfS."

- 2.10 The aims of the document are to bring about a transformation in the quality of streets and represent a fundamental culture change in the way streets are designed and adopted. MfS provides guidance in order that streets can be designed to:
- Help to build and strengthen the communities they serve;
 - Meet the needs of all users, by embodying the principles of inclusive design;
 - Form part of a well-connected network;
 - Be attractive and have their own distinctive identity;
 - Be cost-effective to construct and maintain; and
 - Be safe.
- 2.11 Manual for Streets advocates inclusive design and its principles which are to:
- Place people at the heart of the design process;
 - Acknowledge diversity and difference;
 - Offer choice where a single solution cannot accommodate all users;
 - Provide for flexibility in use; and
 - Provide buildings and environments that are convenient and enjoyable to use for everyone.
- 2.12 Manual for Streets defines a ‘street’ as a highway that has important public realm functions beyond the movement of traffic. Streets have a sense of place and are distinctive and are lined with and provide direct access to buildings and public spaces. Most highways in built-up areas can be considered as streets. The Manual does not define an upper limit in terms of traffic flow to define a ‘street’ as that was considered to be too prescriptive but as a general guide suggests a threshold of about 10,000 vehicles per day or about 1,000 vehicles per hour at peak times.
- Manual for Streets 2 (MfS2)**
- 2.13 The Chartered Institution of Highways and Transportation (CIHT) publication ‘Manual for Streets 2: Wider Application of the Principles’ (MfS2) was published in September 2010 and forms a companion guide to “Manual for Streets” (MfS1). MfS2 fills the perceived gap in design guidance between MfS1 and Design Manual for Roads and Bridges (DMRB) and has been endorsed by the Department for Transport (DfT).
- 2.14 The “Status and Application” section of MfS2 States:
- “DMRB is the design standard for Trunk Roads and Motorways in England, Scotland, Wales and Northern Ireland. The strict application of DMRB to*

non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume.”

2.15 MfS2 paragraph 1.3.3 states that:

“Where designers do refer to DMRB for detailed technical guidance on specific aspects, for example on strategic inter-urban non-trunk roads, it is recommended that they bear in mind the key principles of MfS, and apply DMRB in a way that respects local context. It is further recommended that DMRB or other standards and guidance is only used where the guidance contained in MfS is not sufficient or where particular evidence leads a designer to conclude that MfS is not applicable.”

2.16 MfS2 paragraph 1.3.4 goes on to state:

“The application of MfS advice to all 30mph speed limits as a starting point is in keeping with MfS1.”

Guidance on Transport Assessment (GTA)

2.17 Whilst now withdrawn, the GTA published by the Department for Communities and Local Government and the Department for Transport provided up to date guidance on the preparation of transport assessments to address the potential implications of development proposals on the entire transport system (buses, rail and trams), the Strategic Road Network (SRN), local highways and footways. It is considered that much of the guidance set out in the GTA is still relevant.

2.18 Paragraph 1.19 of the GTA set out that the following considerations are relevant in preparing a Transport Assessment.

Environmental sustainability

- *Reducing the need to travel, especially by car – reducing the need for travel, reducing the length of trips and promoting multi-purpose or linked trips by promoting more sustainable patterns of development and more sustainable communities that reduce the physical separation of key land uses.*
- *Improving sustainable transport choices – by making it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.*
- *The accessibility of the location – the extent to which a site is, or is capable of becoming accessible by non-car modes, particularly for large developments which involve major generators of travel demand.*

- *Other measures which may assist in influencing travel behaviour (ITB), achieving reductions in car usage (particularly single occupancy vehicles), by measures such as car sharing/pooling, High Occupancy Vehicle (HOV) lanes and parking control.*

Managing the existing network

- *Making best possible use of existing transport infrastructure – for instance by low cost improvements to the local public transport network and using advanced signal control systems, public transport priority measures (bus lanes), or other forms of Intelligent Transport Systems (ITS) to improve operations on the local highway network. It should be noted the capacity of existing public transport infrastructure and footpaths is finite and in some areas overcrowding already exists.*
- *Managing access to the highway network – taking steps to maximise the extent to which development can be made to ‘fit’ within the available capacity by managing access from developments onto the highway network.*

Mitigating residual impacts

- *Through improvements to the local public transport network and walking and cycling facilities – for example by extending bus routes and increasing bus frequencies and designing sites to facilitate walking and cycling.*
- *Through minor physical improvements to existing roads – it may be possible in some circumstances to improve the capacity of existing roads by relatively minor physical adjustments such as improving the geometry of junctions etc, within the existing highway boundary.*
- *Through provision of new or expanded roads – it is considered good transport planning practice to demonstrate that the other opportunities above have been fully explored before considering the provision of additional road space such as new roads or major junction upgrades.*

2.19 Paragraph 4.3 stated the assessment should address the following issues using an iterative approach to ensure that the stages of the Transport Assessment are not approached in isolation.

- *Reducing the need to travel, especially by car – ensure, at the outset that thought is given to reducing the need to travel by a careful*

consideration of the types of uses (or mix of uses) and the scale of development to promote multipurpose or linked trips.

- *Sustainable accessibility to promote accessibility by all modes of travel, in particular public transport, cycling and walking, assess the likely travel behaviour or travel patterns to and from the proposed site and develop appropriate measures to influence travel behaviour.*
- *Dealing with residual trips – provide accurate quantitative and qualitative analyses of the predicted impacts of residual trips from the proposed development and ensure that sustainable measures are proposed to manage these impacts.*
- *Mitigation measures – ensure as much as possible that the proposed mitigation measures discourage avoidable physical improvements to highways and promote innovative and sustainable transport solutions.*

2.20

The guidance stated that when appraising the impact of the proposed development the impacts should be considered in the context of two alternative scenarios: 'with development' and 'without development' to enable a comparative analysis of the transport effects of allowing the development to take place.

3.0 DESCRIPTION OF THE APPLICATION SITE AND ADJACENT HIGHWAY

- 3.1 As previously identified, the application site comprises land on the northern side of Berneslai Close upon which the former Barnsley Council Education Offices currently stand. An illustrative layout plan of the proposed development is attached at **Appendix TPL1**. The Education Offices (approximately 27,000 sq. ft. GFA) closed in 2011 and the building is currently used for storage, although staff working in other parts of the Council still use the on-site car parking during the day.
- 3.2 The proposed development comprises 43 Residential Living housing apartments (24 one-bedroom and 19 two-bedroom) with 31 car parking spaces together with the conversion of part of the existing Education Offices building to 11 residential apartments with 9 parking spaces.
- 3.3 The Retirement Living housing element of the development proposal will be accessed via the existing vehicular access located towards the western extent of the site frontage. The residential apartment proposal will be accessed from the eastern boundary of the site. Hence there will be no net increase in the number of accesses onto this part of Berneslai Close as a direct consequence of the proposed Retirement Living/residential apartment development on the application site.
- 3.4 Berneslai Close forms separated 'in only' and 'out only' priority junctions with Churchfield; the 'in only' access being to the west and the 'out only' egress being to the east. The two single carriageway roads merge around 60 metres to the north of Churchfield where Berneslai Close continues as a two-way road in a northerly direction for a distance of around 40 metres before bending to run broadly in an east-west direction directly adjacent to the Education Offices building. There is good approach and egress visibility at the junctions of Berneslai Close with Churchfield (more than recommended in Manual for Streets for junctions within a 30 mph speed limit).
- 3.5 The single carriageway 'in only' and 'out only' lengths of Berneslai Close are typically around 3.6 metres wide with no formal footways and covered by waiting restrictions operating at all times. There are some hardened margins where pedestrians can walk or stand if a vehicle progressed along the road concurrently. Both lengths of single carriageway road are relatively straight, flat and lit.
- 3.6 To the north and across the frontage of Education Offices building, the two-way carriageway is typically around 5.5 metres wide with a 2.0 metre wide footway on the northern side of the carriageway. This length is also relatively flat and lit. There

is a segregated footpath on the southern side of the carriageway (on the northern boundary of Churchfield Park). A further footpath runs from the south-western boundary of the site to connect with Victoria Street to the north-west of the application site.

- 3.7 There are around 16 Pay and Display car parking spaces on the northern side of Churchfield immediately to the east of the eastern 'out only' egress from Berneslai Close. The remainder of the length of Churchfield in the vicinity of the application site is covered by waiting restrictions operating at all times on both sides of the carriageway.
- 3.8 Churchfield is a single carriageway two-way road running broadly in a south-west to north-east direction. It connects the site to the wider highway network. In the vicinity of the development site, the road has a typical carriageway width of around 7.0 metres. There are standard footways on both sides of the carriageway. It is relatively straight, flat, lit and subject to a 30mph speed limit.
- 3.9 Victoria Road to the north-west of the site and Church Lane to the east of it are both bus routes with a bus stops for both directions of travel located within 200 metres of the site.

Personal Injury Accidents

- 3.10 An examination of the five year road safety characteristics of the local highway network in the vicinity of the application site has shown that no personal injury accidents have been recorded on Berneslai Close or Churchfield.
- 3.11 The lack of recorded personal injury accidents in the immediate vicinity of the site confirms that there are no deficiencies in the local highway network that would prevent planning permission for the proposed Retirement Living housing/residential apartment development on the application site being granted.

4.0 CONSIDERATIONS RELATING TO SUSTAINABILITY

- 4.1 A choice in how people can travel will produce travel patterns that are more sustainable in environmental terms. One of the major benefits which arise from the development of sites within or adjacent to urban areas is the opportunity to provide such a choice in the mode of transport available for residents or employees. A choice of destinations close to home, shopping or the place of work will reduce travel distances and encourage a higher proportion of trips to be made on foot and by bicycle.
- 4.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
- 4.3 In order to deliver the objectives of this guidance, when considering planning applications, Authorities should, amongst other things accommodate housing and retail in locations which are highly accessible by public transport, walking and cycling.
- 4.4 The application site is located adjacent to and will link in well with surrounding residential development. It has access to public transport on Victoria Road and Church Lane and there is easy access to the centre of Barnsley and the public transport hub around 400 metres to the south-east. There is a range of facilities in the centre of Barnsley to satisfy the everyday needs of residents of the proposed development.

Walking

- 4.5 With regard to pedestrian accessibility specific advice is set out in the Institution of Highways and Transportation publication "Guidelines for Providing for Journeys on Foot". These guidelines note that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1.6 kilometres). It also identifies a walking distance of 2.0 kilometres as a 'preferred maximum' distance for leisure journeys. A 2.0 kilometre catchment from the centre of the site encompasses all of Barnsley, including the local facilities and amenities within the town centre, bus stops, public transport hub, etc.

- 4.6 Walking is also an essential part of public transport travel with bus stops and in some instances railway stations usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links between the redevelopment site and existing public transport facilities.
- 4.7 The guidelines also provide 'ideal' walk distances for various trip types. As regards walk distances to retail outlets, the IHT Guidelines suggest a 'preferred maximum' walking distance to town centres of 800 metres. This advice is also reflected in the publication 'Planning for Sustainable Development' and the Department for Transport, Local Government and the Regions in conjunction with CABI published 'Better Places to Live: By design – A companion guide to PPG3', September 2001. This suggests that:
- "Having established the site's broad setting in terms of its relationship to a city, town or village centre, a good starting point is to examine the area within 10 minutes' (about 800 metre) walking distance of the site. This can help to identify the range of facilities which residents may access comfortably on foot, as well as opportunities to reach more distant facilities by public transport."*
- 4.8 Manual for Streets identifies that walkable neighbourhoods are typically characterised by having a range of facilities which are within ten minutes (up to about 800 metres) walking distance but that this is not an upper limit. Whilst PPG13 has now been withdrawn, it provided advice on how walking offers the greatest potential to replace short car trips, particularly those under 2.0 kilometres. This advice is still considered to be relevant. Furthermore, Guidelines for Providing for Journeys on Foot (2000) sets out that the 'preferred maximum' acceptable walking distance to town centres, which may be used for planning and evaluation purposes, should be 800 metres but it recognises:-
- ".....that it is not always possible to achieve ideal results in all situations due to site constraints, costs or other practicalities and that compromises must sometimes, rightly, be made."*
- 4.9 This publication goes on to advise that some 80% of walk journeys in urban areas are less than 1.0 mile long and that the average length is 1.0 kilometre (0.6 miles) and that this differs little by age or by sex.
- 4.10 As stated above, the application site is within around 400 metres walking distance of the centre of Barnsley, where there is a range of facilities to satisfy the everyday needs of residents. It is also within a similar distance of the public transport hub

where there are numerous bus and rail services. There are good pedestrian links between the site, the existing bus stops and the centre of Barnsley.

Cycling

- 4.11 Whilst PPG13 'Transport' has now been cancelled, the Department of the Environment publication [1996] 'PPG13: A Guide to Better Practice' which accompanied it stated that the bicycle is an ideal mode of transport for journeys under 8.0 kilometres. PPG13 stated that cycling "has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport." All of Barnsley is accessible within 5 km.
- 4.12 As regards cycling associated with the proposed Retirement Living housing development, given the average age of residents occupying the sheltered apartment development, it is unlikely many will cycle. The proposed residential apartments are aimed at a slightly younger age group and there is more prospect some residents will cycle.
- 4.13 Mobility buggy stores are provided on the Retirement Living element of the development together with appropriate parking and electrical charging facilities for residents who need to use this type of transport. These can also be used to store resident cycles. Hence no specific resident cycle parking provision is incorporated in the sheltered apartment scheme. However, visitors may cycle to and from the site and cycle storage will therefore be incorporated for visitors' cycles.
- 4.14 Residents of the residential apartments will be able to store cycles within the individual sites, etc.

Public Transport

- 4.15 The Department of the Environment publication [1996] 'PPG13: A Guide to Better Practice' also stated that for trips over 3.0 miles (5.0 kilometre), public transport is the main alternative mode of transport to the private car. It is recognised however that for public transport to be an attractive alternative mode of transport to the private car it needs to be easily accessible on foot.
- 4.16 The Institution of Highways and Transportation publication 'Planning for Public Transport in Development' states:

"The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m. These distances are quoted for

guidance, and should not be followed slavishly if that would lead to complex or indirect bus routes”

4.17 It goes on to advise that:

“It is important to provide frequent bus services that are easy for passengers to understand than to reduce walking distances to bus stops.....”

4.18 As identified previously, there are existing bus stops for both directions of travel on Victoria Road and Church Lane within around 200 metres of the development site. The public transport hub is also within around 400 metres of the application site. The public transport hub and the existing bus stops on Victoria Road and Church Lane offer a range of bus services connecting the application site to the wider area.

4.19 The bus stops are all within the recommended 400 metre walking distance to a bus stop identified in current guidance. There are good, well-lit footways between the application site and the existing bus stops. Hence there is no reason why pedestrian movement between the application site and the bus stops should be discouraged.

Conclusion

4.20 It is concluded that the proposed development is within a sustainable location in terms of the availability of alternative modes of transport. It will further the aims and objectives of the Government’s Sustainable Transport Policy by promoting the use of alternative modes of transport and hence reducing the need to travel by private car.

Travel Planning

4.21 The Department for Transport (DfT) publication: “Guidance on Transport Assessment” (GTA) which has now been withdrawn, gave in Appendix B indicative thresholds of development scale when it is considered that transport statements, transport assessments and travel plans should be prepared as part of any proposed development. The thresholds were predominantly based upon traffic generated by the development.

4.22 For a Travel Plan to be required for the retirement element of the development, the GTA suggested open market residential developments over 80 dwellings should qualify. This scale of residential development would typically generate around 50 trips per hour two-way during the peak traffic hours.

- 4.23 As will be shown later in this Statement, the proposed Retirement Living housing/residential apartment development will generate a maximum of 6-8 trips per hour two-way during the peak traffic hours. The traffic generation will be well below the threshold identified in the GTA. Hence, there can be no absolute requirement for a Travel Plan to be submitted as part of the proposed development.
- 4.24 As an alternative, at every McCarthy and Stone development, the residents occupying the apartments are provided with a Travel Pack which provides information on available retail/medical/dental services, public transport provision, taxi operators, etc, to encourage residents to give up the use of the car in favour of more environmentally friendly modes of travel.
- 4.26 An example of a typical Travel Pack is attached at **Appendix TPL2**. This has obviously been prepared for a different site but provides an example on the type of information provided to the residents of the apartments. A Travel Pack prepared specifically for the Barnsley site will be distributed to residents of the Retirement Living apartments upon first occupation.

5.0 NATURE OF RETIREMENT LIVING HOUSING DEVELOPMENT

- 5.1 In order to better understand the transport characteristics of the proposed Retirement Living housing development, it is necessary to have an understanding of the nature of the residents who will occupy it. The proposed development is designed to meet the needs of the elderly, who wish to live a relatively independent life, but in a community that provides security, companionship and assistance, particularly in the case of any emergency.
- 5.2 McCarthy and Stone has unrivalled experience in developing sheltered housing for the elderly, having implemented over 1000 developments throughout England, Scotland and Wales. The company also retains an on-going interest in the operation of these developments.
- 5.3 The communal facilities provided typically include a residents' lounge, where the residents can meet other residents or visitors, and can hold social events. The apartments have a number of safety features including a "care line" alarm system, allowing the residents to call for assistance, if an emergency arises. A guest suite (en-suite bedroom) is normally provided to allow visitors to stay overnight.
- 5.4 There is a house manager who looks after the communal areas and provides residents with general assistance as required. When he or she is on duty, the residents' alarm system would normally be connected through to the house manager. At other times it is linked to a central control, where the necessary assistance can be organised. It should be noted, however, that such developments are not nursing homes. The only "full time" member of staff is the house manager, who will not normally have any medical qualifications and who, in the event of illness or an accident, would only provide assistance as a non-qualified person, and who would summon qualified medical assistance. No restaurant facilities are provided within the development.
- 5.5 The age of residents will normally be restricted such that they must be 60 years of age, or over, except that where a resident over the age of 60 has a partner of 55 years of age or over, this partner may also occupy an apartment. This is normally controlled by a planning condition or legal agreement, although it is also a standard clause in the resident's lease. The average age of entry to McCarthy and Stone Retirement Living housing developments is 78 years.
- 5.6 The proposed redevelopment incorporates 31 parking spaces for residents, visitors and the house manager. It is considered that this level of parking will accommodate

the anticipated parking demands at all times and ensure no additional on-street parking will occur as a direct consequence of the proposed Retirement Living housing redevelopment.

- 5.7 The site access is designed to accommodate all of the vehicles likely to visit the proposed development as demonstrated by the refuse vehicle Autotrack attached at **Appendix TPL3**.

6.0 TRAFFIC CONSEQUENCES OF THE DEVELOPMENT

- 6.1 The development proposals comprise the construction of some 43 Retirement Living housing apartments (24 one-bedroom and 19 two-bedroom) Retirement Living housing development with 31 car parking spaces together with the conversion of part of the existing Education Offices building to 11 residential apartments with 9 parking spaces on land to the north of Berneslai Close, Barnsley. This development replaces the former Education Offices that operated on the application site and the staff vehicles that continued to use the available car parking after the offices closed in 2011.
- 6.2 The starting point for assessment of the traffic implications of any development is a comparison between the existing and proposed land uses. This approach is consistent with current advice set out in the Institution of Highways and Transportation document, Guidelines for Traffic Impact Assessment. On the question of net impact the Guidelines state:
- “3.3.4 Frequently a new development will be proposed that will replace an existing use. In such cases it will be important to identify as much information as possible about a current activity since the traffic impact of the proposal will be the net change between the two uses.”
- “3.4.10 Many developments are not on greenfield sites and account needs to be taken of the traffic generation of the existing use which is to be replaced. The quantification of traffic generated by the existing use is therefore important and should be separately identified within the assessment of existing conditions.”
- 6.3 It is also consistent with the advice given in the Guidance on Transport Assessment (GTA) which acknowledges the quantification of the trips generated from the existing site or, where the site is vacant or partially vacant, the trips which might realistically be generated by any extant planning permission or permitted uses.
- 6.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications be determined in accordance with the development plan unless other material considerations indicate otherwise. In the general note on this section in the Encyclopaedia of Planning Law, paragraph 9(8) discusses material considerations. Reference is made to the planning history of the site stating that “an existing planning permission may be a material consideration in determining an application”. The sub-paragraph goes on:

“The planning authority are entitled, and indeed obliged, to have regard to the “fall-back” position, i.e. what the applicant could do without any fresh planning permission.”

6.5 Given that the site has a previous office use, it is clear that the Authority must pay full and detailed regard to this use, including making an allowance of the traffic generated by it within the baseline of traffic forecasts and consideration of how the offices are accessed.

6.6 The background information provided by the Council has identified the office floorspace on the site being some 27,000 sq. ft. GFA (2,508 sq. m. GFA) with associated on-site car parking for around 50 vehicles. Trip generation data for the former office use contained in the TRICS national trip rate database has been utilised to estimate the morning, evening peak hour and daily trip rates for the former office use. The TRICS office trip rates and the corresponding generated traffic for the former Education Offices is also tabulated at Table 6.1 below.

Table 6.1
Vehicular Trip Rates and Generated Traffic for
Former Education Offices

	Trip Rate (Trips per 100 sq. m. GFA)			Traffic Flows (2,508 sq. m. GFA)		
	In	Out	2-Way	In	Out	2-Way
Weekday AM Peak	2.427	0.284	2.711	61	7	68
Weekday PM Peak	0.355	2.747	3.102	9	69	78
Daily	8.642	8.726	17.368	217	219	436

6.7 The above estimated office trips represent the legitimate fallback against which the transport impact of the proposed Retirement Living housing/residential apartment development should be compared.

6.8 For the purpose of assessing the traffic generated by the proposed Retirement Living housing/residential apartment development, data collected by Dr Allan Burns of traffic generated by existing Retirement Living developments similar to the current proposal has been used together with TRICS data for the proposed residential apartments.

Retirement Living Housing

- 6.9 The Retirement Living housing development currently proposed is defined as *“grouped flatlets to meet the needs of the less active elderly people”*. Based upon extensive survey work undertaken by Dr Allan Burns, it was found that the average age of entry to McCarthy and Stone developments of this description was 75 years and 6 months, well above the minimum age restriction. It is believed that this reflects the fact that, in the majority of cases, elderly people do not normally want or need the facilities provided by this form of housing until they are well into their 70s. Subsequent, albeit less exhaustive, research suggests that this average age of entry is rising and may now stand at approximately 78 years of age.
- 6.10 Surveys over a 12 hour period (07:00-19:00) undertaken by Dr Allan Burns in 2015 and 2016 at 6 Retirement Living Housing type developments throughout the country. The results are shown in Table 6.2 below.

Table 6.2
Traffic Generation at Retirement Living Housing Developments

Development	Date of Survey	No. of Apartments	Two-way Vehicle movements (12 hour)	Generation per Apartment
Haven Court, Hythe	28 April 2015	36	68	1.89
Hanna Court, Wilmslow	1 August 2016	40	63	1.58
Eadhelm Court, Edenbridge	29 April 2015	34	56	1.65
Pagham Court, Bognor	8 July 2015	36	105	2.92
Lauder Court, Hamilton	29 July 2016	64	55	0.86
Middleton Court, Porthcawl	26 July 2016	60	69	1.15
Totals		270	416	1.54

* There were no recorded visits by heavy goods vehicles. However, the occasional visit, such as that by the refuse collection vehicle must be expected.

- 6.11 The average traffic generation rate of Retirement Living housing type developments was found to be 1.54 vehicle movements per 12 hour day per apartment. The surveys also showed very few additional movements outside this 12 hour period, with most, if not all, taking place between 7 pm and 10 pm.

6.12 Based upon the average trip rate of 1.54 trips per apartment two-way per 12 hour day, the 43 Retirement Living housing type apartments would be expected to generate some 66 vehicle movements per 12 hour day (say. 33 in and 33 out). These generated trips would access and egress the site via the vehicular access onto Berneslai Close.

6.13 Also based upon the survey data gathered, it is possible to estimate a likely hourly split of this traffic generation. This split of traffic is shown in Table 6.3 below.

Table 6.3
Distribution of Trips throughout 12 Hour Day

Time Period	Arrivals %	Departures %	Barnsley Arrivals	Barnsley Departures
0700-0800	1.94	2.38	1	1
0800-0900	3.88	3.81	1	1
0900-1000	10.19	12.86	3	4
1000-1100	13.59	11.43	4	4
1100-1200	14.56	12.38	5	4
1200-1300	16.99	17.14	5	5
1300-1400	7.77	8.57	2	3
1400-1500	5.34	4.76	2	2
1500-1600	7.28	10.95	2	3
1600-1700	9.71	6.67	3	2
1700-1800	5.34	4.76	2	2
1800-1900	3.4	4.28	1	1
Totals	99.99	99.99	33	33

Rounded to the nearest whole number.

6.14 Table shows a very low peak hour generation, at some 2 vehicle movements per hour two-way, or on average one movement every 30 minutes, during the morning peak hour and some 4 vehicle movements per hour two-way, or on average one movement every 15 minutes, during the evening peak hour.

- 6.15 Even during the busiest site generation period for the development, the total traffic generation would only be likely to be some 10 vehicle movements per hour two-way, or on average one movement every 6 minutes.

Residential Apartments

- 6.16 To estimate the vehicular traffic generated by the proposed residential apartments, the TRICS national trip rate database has been interrogated for similar developments. The morning, evening and daily trip rates and resultant generated traffic for the 11 residential apartments are tabulated at Table 6.4 below with the full TRICS data contained at **Appendix TPL4**.

Table 6.4
Vehicular Trip Rates and Generated Traffic for Residential Apartments

	Trip Rate (Trips per apartment)			Traffic Flows (11 apartments)		
	In	Out	2-Way	In	Out	2-Way
Weekday AM Peak	0.067	0.292	0.359	1	3	4
Weekday PM Peak	0.270	0.133	0.403	3	1	4
Daily	1.315	1.437	2.752	14	16	30

- 6.17 The traffic generated by the Retirement Living housing/residential apartment development is shown in Table 6.5 below. For comparison the estimated traffic generated by the former office use of the site (from Table 6.1) is also shown in Table 6.5:

Table 6.5
Comparison of Traffic Generated by the Former Office Use and the Proposed Retirement Living/Residential Apartments Use of the Application Site

	Estimate of Former Office Trips			Estimate of Proposed Retirement Living/Residential Apartment Trips		
	In	Out	2-Way	In	Out	2-Way
Weekday AM Peak	61	7	68	2	4	6
Weekday PM Peak	9	69	78	5	3	8
Daily	217	219	436	47	49	96

- 6.18 It can be seen from the trip comparison at Table 6.5 that the proposed Retirement Living housing/residential apartment development will generate significantly less traffic than the former office use of the site during both the morning and evening peak hours and also during the entire day.
- 6.19 The traffic generated by the proposed Retirement Living housing/residential apartment development will have no material adverse impact upon the operation of the surrounding highway network or upon highway safety. Therefore, there can be no traffic generation/capacity related reason why the proposed Retirement Living development should not be acceptable.

7.0 PARKING PROVISION

Parking Policy

- 7.1 The most recent planning policy guidance is given in the National Planning Policy Framework (March 2012). With reference to car parking, it states that:-

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

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport; local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles”.

- 7.2 With reference to this proposal, the site is in an accessible location within convenient walking distance of shopping and local bus stops/public transport hub. It is adjacent to a larger residential area. As will be demonstrated, it is of a type and use that would only require a limited level of on-site car parking.

Manual for Streets (March 2007)

- 7.3 The latest guidance is given in the DoT publication “Manual for Streets” (MfS). Section 8 of this publication deals specifically with parking issues associated with development.

- 7.4 Paragraph 8.3.2 of this publication quotes:

“Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently”.

- 7.5 Paragraph 8.3.6 of MfS states that:

“Provision below demand can work successfully when adequate on-street parking controls are present and where it is possible for residents to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car. This will normally be in town and city centres where there will be good public transport and places can be

accessed easily on foot and by cycle. For residents who choose not to own a car, living in such an area may be an attractive proposition.”

- 7.6 The Retirement Living housing/residential apartment development is within convenient walking distance of the existing local facilities that will meet the majority of their everyday needs of the residents living on the site. It is also within convenient walking distance of existing public transport routes/public transport hub. It is clear that residents of the retirement element of the site will be able to reach shops, bus stops, etc, without the need to use a car.

- 7.7 Paragraph 8.3.13 recommends that:

“...in most circumstances, at least some parking demand in residential and mixed use areas is met with well-designed on-street parking”.

- 7.8 In paragraph 8.3.15 it states that:

“...it is not always necessary to provide parking on site (i.e. within curtilage or in off-street parking areas). In some cases it may be appropriate to cater for all of the anticipated demand on-street.”

- 7.9 The Barnsley Council Supplementary Planning Document on Parking provides the parking recommendations for new developments. For Class C3 it has two categories, namely:

Type of Development	Resident Parking
Houses and Flats	1 space per unit (1 and 2 bed)
Elderly Housing	1 space per unit

- 7.10 The residential apartments include 9 parking spaces for 11 units. This is slightly below the recommended level of parking. However, given the sustainable location of the site and the accessibility to shopping, bus stops and the public transport hub, it is considered that this slight under-provision of on-site car parking will result in no material detriment to the operation of the public highway or road safety.

- 7.11 The parking category for Elderly Housing does not provide any clarification of the type of accommodation and whether this is applicable to the type of accommodation being provided on the application site. The adequacy of the car parking provision to serve the proposed Retirement Living housing development on the application site has therefore been determined on the basis of the McCarthy &

Stone's unrivalled experience of parking requirements for this type of development.

- 7.12 Car ownership is low in this form of sheltered housing. This allows a relatively low level of parking provision to be made, when compared with other forms of residential development.
- 7.13 Parking surveys have been undertaken at the applicant's existing Retirement Living development sites by Dr Allan Burns. The recent surveys can be used to assess the likely car parking requirements. It should be noted that the survey staff were instructed to include all residents, visitor and servicing vehicles, including vehicles that may have parked on the adjoining highway.
- 7.14 **Table 7.1**, below, gives the peak parking demand for the developments surveyed by Dr Burns. It can be seen that the average peak demand equates to 0.474 spaces per apartment. The peak demand was surveyed at Eadhelm Court, Edenbridge, where the demand represented 0.676 spaces per apartment.

Table 7.1
Retirement Living - Peak Parking Demand

Development	Apartments	Date of Survey	Peak Parking Demand	Peak Parking demand Spaces per Apartment
Haven Court, Hythe	36	28 April 2015	24	0.667
Hanna Court, Wilmslow	40	1 August 2016	14	0.350
Eadhelm Court, Edenbridge	34	29 April 2015	23	0.676
Pagham Court, Bognor	36	8 July 2015	20	0.556
Lauder Court, Hamilton	64	29 July 2016	21	0.328
Middleton Court, Porthcawl	60	26 July 2016	26	0.433
Totals	270		128	0.474

- 7.15 The total parking provision proposed at the Barnsley Retirement Living development is 31 spaces to serve 43 apartments. This represents a parking provision of 0.72 spaces per apartments which is greater than the parking provision of all of the surveyed sites shown in Table 7.1 above.

- 7.16 The on-site parking proposed is considered to be sufficient to accommodate all anticipated car borne visitors to the proposed Retirement Living development and will not result in any on-street parking on the roads in the immediate vicinity of the site.

General Comment

- 7.17 McCarthy and Stone have considered the level of car parking to be provided at its developments over a number of years. Over recent years the company has increased the provision of car parking spaces and operated some developments with car parking permits for use by the residents. The latest surveys undertaken by Dr Allan Burns have been undertaken at new developments where these provisions are currently in place.
- 7.18 Given the level of on-site car parking being provided, it is not envisaged that there will be any problems of vehicles parking on the adjacent highways. The level of on-site car parking provision is considered appropriate for the proposed use and will accommodate all of the parking demands anticipated. It is concluded that there is sufficient on-site car parking to accommodate the proposed development without detriment to road safety or operation.

8.0 SUMMARY AND CONCLUSIONS

- 8.1 This Statement has been prepared to address the highway and transportation issues raised in association with the proposal by McCarthy & Stone Retirement Lifestyles Limited to build a 43 apartment (24 one-bedroom and 19 two-bedroom) Retirement Living housing development with 31 car parking spaces together with the conversion of part of the existing Education Offices building to 11 residential apartments with 9 parking spaces on land to the north of Berneslai Close, Barnsley.
- 8.2 The application site comprises land upon which the former Barnsley Council Education Offices currently stands. The Education Offices site is currently accessed from Berneslai Close. The proposed Retirement Living/residential apartment development will continue to be accessed off Berneslai Close. Hence, there will be no increase in the number of accesses onto Berneslai Close as a direct consequence of the Retirement Living/residential apartment proposal.
- 8.3 Although it has now been withdrawn, the former DfT publication “Guidance on Transport Assessment” (GTA) identified thresholds above which the preparation of a Transport Statement or Transport Assessment may be appropriate. Paragraph 2.11 of the publication confirmed that:
- “Appendix B provides suggested thresholds below which a formal assessment may not be needed and above which the preparation of a TS or a TA would be appropriate. The thresholds in Appendix B are based upon scenarios which would typically generate 30 two-way peak hour vehicle trips. Whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions.”*
- 8.4 The Retirement Living/residential apartment development now proposed would be expected to generate up to some 96 vehicle movements per 12 hour day two-way (i.e. 47 in and 49 out), some 6 vehicle movements per hour two-way during the morning peak hour and some 8 vehicle movements per hour two-way during the evening peak hour. These generated trips would access and egress the application site via Berneslai Close and would be a replacement of the established trips to/from the Education Offices when it was fully operational.
- 8.5 Even ignoring the traffic previously generated by the Education Offices, the level of traffic generated by the proposed development will have no material impact upon the operation of the local highway network. Given the low traffic use associated

with the proposed development, there can be no absolute requirement for a Transport Statement, Transport Assessment or Travel Plan to be prepared to accompany the planning application for the proposed development.

- 8.6 Notwithstanding the above, this Statement provides information on the access, traffic generation, parking demand and sustainability issues associated with the proposal. It clearly demonstrates that the Retirement Living/residential apartment development can be satisfactorily accessed, that it has sufficient on-site car parking provision and that the traffic generated by it will have no adverse impact upon the operation of the adjacent highway network.
- 8.7 It is concluded that there are no defensible highway or road safety reasons why planning permission for the proposed Retirement Living housing development should be withheld.

Appendix TPL1

- notes
- DO NOT SCALE FROM THIS DRAWING - USE FIGURED DIMENSIONS ONLY.
 - TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS / SPECIALISTS DRAWINGS. REPORT ANY DISCREPANCIES BEFORE AFFECTED WORK COMMENCES.
 - ALL SETTING OUT DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR BEFORE WORK COMMENCES.

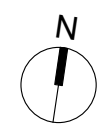
revisions			
A	ABu	Site layout plan updated	09-11-17
B	ABu	Planning Application	15-11-17
C	ABu	Planning Application	27-11-17

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client	Retirement Living Housing M&S Berneslai Close, Barnsley		
project			
drawing title	Proposed Site Layout		
job number	017146		
drawing number	NE-2473-03-01-AC-002-2		
revision	C		
drawing status	Planning		
scale	1 : 200 @ A1		
date	11/06/17		
drawn by	ABu		
checked by	ADC		

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0 5m 10m
1:200

M&S Berneslai Close, Barnsley
Proposed Site Layout

Appendix TPL2



Artist impression - Gardens indicate several years growth. Development may be subject to variations in appearance.

Local Transport and Door-to-Door Services

Trinity Court

Oxford Road, Halifax


McCarthy & Stone
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Bus Services

With a number of local bus services operating throughout the Halifax area, together with regional and local rail services provided by the towns central station, you should have no problem getting to where you want to be.

The nearest bus stops to our new development 'Trinity Court' are located close to the junction of Skircoat Road and Oxford Road. North bound routes provide services to Portland Place and Halifax Town Centre, Southbound services provide routes along Skircoat Road to Hunger Hill.

The main bus interchange is located at Halifax Bus Station, Winding Road, Halifax, West Yorkshire HX1 1UU. Arriva, First West Yorkshire, The Halifax Bus Company, Halifax Joint Committee, Huddersfield Bus Company, T.J.Walsh and National Express are the main bus operators providing services throughout Halifax and the Calderdale region.

For bus enquiries and time tables call MetroLine on 0113 245 7676 (open 7am-10pm, seven days a week, except Christmas Day, Boxing Day and New Year's Day) or Email: metroline@wypte.gov.uk.

More Destinations by Bus

Should you wish to travel further a field by bus, more non – local destinations can be accessed through National Express Coaches from stops at Halifax Bus Station. For more information visit: www.nationalexpress.com

Doorstep Delivery Services

A number of local businesses in Halifax are able to provide a 'door to door' service for the residents of our development Trinity Court.

These include:

Boots - Chemist – Market Street – Telephone 01422352009.

Pegasus – Home Furnishings – Skircoat Road - Telephone: 01422 330220

Cohens – Chemist – Savile Park Street – Telephone: 01422 352450

In addition to the above Asda, Sainsbury and Tesco's supermarkets will deliver to the development from their online shopping services.

Other non delivery services include:

Boulevard Medical Practice – Doctors – Savile Park Road – Telephone: 01422 365533

Boots Chemist – Opticians – Market Street – Telephone: 01422352009.

Prescott Street Dental Practice – Prescott Street HX1 2QW – Telephone: 01422 354147

Trinity Court
Oxford Road, Halifax

Rail Services

Located in the town centre, the nearest railway station is at Horton Street, Halifax HX1 1QE. The train station is on the Caldervale Line, providing services to Leeds, Bradford Interchange, Brighouse, Hebden Bridge, Huddersfield, Blackburn, Preston, Blackpool, Rochdale and Manchester Victoria.

For information regarding destinations and train times visit the [National Rail Enquiries web site](#) or Telephone: National Rail Enquiries 08457 48 49 50 or for local and regional information call MetroLine on 0113 245 7676 or visit www.wymetro.com/

Airports

The nearest Airport is Leeds Bradford Airport. With many International destinations the airport is 16.3 miles from Halifax and can be easily reached by car, local bus services or taxi. Alternatively, Manchester International Airport, 43 miles, is one of the UK's leading domestic and international gateways and has excellent bus and rail links.

For more information on flights and services visit: www.leedsbradford.co.uk or www.manchesterairport.co.uk

Taxi Services

There are numerous local Taxi services operating throughout the Halifax area, providing residents with a door-to-door service, to both local and non-local destinations.

A. Star Private Hire, 262, Gibbet St, Halifax – Telephone: 01274 614374

Express Cars, 7-8 Wards End, Halifax – Telephone: 01422 322245

Premier Taxi, 4 Bull Green, Halifax – Telephone: 01422 384242

Ziggy Cars, 20 King Cross St, Halifax – Telephone: 01422 364219

Car Hire

There are a number of car hire services in Halifax, some offering pickup and delivery service, a small number have been listed below for your convenience.

Auto Hire, King Cross St, Halifax, HX1 2SH – Telephone: 01422 344400

Enterprise Long Term Rental, Skircoat Moor Rd, Kings Cross, HX3 0HA – Telephone: 01422 323030

United Rental Group, Commercial Street, Northgate, Halifax, HX1 1HJ – Telephone: 0800 975 0310

Trinity Court
Oxford Road, Halifax

Shop Mobility

AccessBus is a dial-a-ride; door to door bus service for people who have difficulty using conventional public transport. The buses have either low floor, ramped access or are fitted with a passenger lift. Both types of vehicle are fitted with the most up-to-date safety equipment.

AccessBus is free of charge to residents of West Yorkshire and you can find out more information on the Metro website at www.wymetro.com. Passengers wishing to travel must register with Metro's booking service, who will advise on the availability of the service in their area. If a space is free, passengers may reserve their place on that trip on an ongoing basis. A flat fare of £3 per journey applies to travel on AccessBus. Passengers over 60 and disabled people holding English National Concessionary Fare passes travel free of charge.

Registering for AccessBus

You can register for AccessBus in the following ways:

- Download an AccessBus registration form (Word, 33k)
- Telephone: 0113 348 1903 (7.30am until 4pm, Monday to Friday)
- Email: accessbus@wypte.gov.uk

Trinity Court
Oxford Road, Halifax



Sir George Young, formerly Secretary of State for Transport and now member of Parliament for North West Hampshire, is a keen cyclist and regularly pedals to the House of Commons.

“Motoring is not the enjoyable pursuit it once was. Our roads are becoming ever more congested, whilst travel times are becoming extended. The motorist is increasingly being targeted as a source of additional revenue for local and central government, as they seek to fund public transport alternatives.

McCarthy & Stone’s “Green Transport Plan” is an initiative that will be welcomed by environmentalists and all those who support the concept of sustainable housing. It will help residents, many of whom have sold their cars, to make the best use of alternative transport and delivery services, of which there is a surprising variety in the area.

Residents at established McCarthy & Stone developments also find it can be worth pooling appointments with visiting practitioners like chiropodists and hairdressers; and most major supermarkets now offer a local delivery service for a nominal sum. These initiatives can often significantly reduce traffic movements and make a contribution towards reducing some of the problems society is now facing.

Choosing alternatives to the private motorcar does not, of course, mean losing independence - far from it. I commend the Green Transport Plan to you and wish you much happiness in your McCarthy & Stone apartment.”

Appendix TPL3

1. DO NOT SCALE FROM THIS DRAWING - USE FIGURED DIMENSIONS ONLY.
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3. ALL SETTING OUT DIMENSIONS TO BE CHECKED ON SITE BY CONTRACTOR BEFORE WORK COMMENCES.

revisions	
A	ABu
B	ABu
Site layout pin updated Planning Application	
09-11-17 15-11-17	

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client	
project	M&S Bernstad Close, Barnaby
drawing title	Proposed Site Layout
job number	017146
drawing number	NE-2473-3-AC-002-2
revision	B
drawing status	Pink File
scale	1 : 200 @ A1
date	11/06/17
drawn by	ABU
checked by	ADC

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Appendix TPL4

Calculation Reference: AUDIT-709703-150805-0833

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	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: Gross floor area
 Actual Range: 1500 to 2000 (units: sqm)
 Range Selected by User: 1500 to 2000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 27/02/14

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	3 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	5 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)	2
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
Built-Up Zone	1
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

B1	5 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
10,001 to 15,000	1 days
15,001 to 20,000	1 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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	1 days
No	4 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	DC-02-A-08	OFFICE	DORSET
	STATION APPROACH		
	DORCHESTER		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	1550 sqm	
	Survey date: THURSDAY	03/07/08	Survey Type: MANUAL
2	DH-02-A-02	CONSTRUCTION COMPANY	DURHAM
	DURHAM ROAD		
	BOWBURN		
	NEAR DURHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2000 sqm	
	Survey date: TUESDAY	27/11/12	Survey Type: MANUAL
3	KC-02-A-09	COUNCIL OFFICES	KENT
	SANDLING ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
4	SC-02-A-15	ACCOUNTANTS	SURREY
	BOXGROVE ROAD		
	GUILDFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1896 sqm	
	Survey date: TUESDAY	05/10/10	Survey Type: MANUAL
5	TW-02-A-05	TELEVISION CO.	TYNE & WEAR
	DELTA BANK ROAD		
	METRO RIVERSIDE PARK		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: TUESDAY	29/09/09	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 02 - EMPLOYMENT/A - OFFICE
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	1689	0.189	5	1689	0.059	5	1689	0.248
07:30 - 08:00	5	1689	0.710	5	1689	0.118	5	1689	0.828
08:00 - 08:30	5	1689	1.113	5	1689	0.142	5	1689	1.255
08:30 - 09:00	5	1689	1.314	5	1689	0.142	5	1689	1.456
09:00 - 09:30	5	1689	0.888	5	1689	0.154	5	1689	1.042
09:30 - 10:00	5	1689	0.521	5	1689	0.189	5	1689	0.710
10:00 - 10:30	5	1689	0.414	5	1689	0.249	5	1689	0.663
10:30 - 11:00	5	1689	0.213	5	1689	0.154	5	1689	0.367
11:00 - 11:30	5	1689	0.213	5	1689	0.260	5	1689	0.473
11:30 - 12:00	5	1689	0.107	5	1689	0.142	5	1689	0.249
12:00 - 12:30	5	1689	0.178	5	1689	0.391	5	1689	0.569
12:30 - 13:00	5	1689	0.403	5	1689	0.367	5	1689	0.770
13:00 - 13:30	5	1689	0.438	5	1689	0.296	5	1689	0.734
13:30 - 14:00	5	1689	0.343	5	1689	0.142	5	1689	0.485
14:00 - 14:30	5	1689	0.332	5	1689	0.166	5	1689	0.498
14:30 - 15:00	5	1689	0.260	5	1689	0.249	5	1689	0.509
15:00 - 15:30	5	1689	0.130	5	1689	0.272	5	1689	0.402
15:30 - 16:00	5	1689	0.107	5	1689	0.130	5	1689	0.237
16:00 - 16:30	5	1689	0.201	5	1689	0.651	5	1689	0.852
16:30 - 17:00	5	1689	0.095	5	1689	0.983	5	1689	1.078
17:00 - 17:30	5	1689	0.272	5	1689	1.563	5	1689	1.835
17:30 - 18:00	5	1689	0.083	5	1689	1.184	5	1689	1.267
18:00 - 18:30	5	1689	0.071	5	1689	0.332	5	1689	0.403
18:30 - 19:00	5	1689	0.047	5	1689	0.391	5	1689	0.438
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.642			8.726			17.368

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: $\text{COUNT} / \text{TRP} * \text{FACT}$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1500 - 2000 (units: sqm)
Survey date date range:	01/01/07 - 27/02/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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.

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