



Proposed Residential Care Development Perseverance Street, Barnsley

Transport Statement

On behalf of **Exemplar Health Care Services Limited**



Project Ref: 332010872 | Rev A | Date: April 2024

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1 Introduction

1.1 Background

- 1.1.1 Stantec UK Limited (Stantec) has been appointed by Exemplar Health Care Services Limited (Exemplar) to prepare a Transport Statement (TS) in support of a planning application for a proposed residential care development on land adjacent to Perseverance Street in Barnsley.
- 1.1.2 The site is currently vacant following its previous use as an ancillary carpark for the former Springfield House Co-operative building, approximately 70m to the west of the site, which is no longer in operation. Access to the car park was taken from a private drive access onto Perseverance Street, which is now gated. The location of the site in a general context is illustrated in **Figure 1.1** with the existing layout included as **Appendix A**. The Proposed Site Plan is included as **Appendix B**.
- 1.1.3 As part of the development, it is proposed that a new site access will be provided at the eastern site boundary on Perseverance Street.
- 1.1.4 This TS considers the transport impacts of the proposals and has been produced in accordance with the requirements of National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).
- 1.1.5 A Travel Plan (TP) has also been produced in support of the proposed development and should be read in conjunction with this TS.

1.2 Planning History

- 1.2.1 An application for the '*erection of a new three storey building to create a 33-bed residential care home with associated works including landscaping and car parking*' (reference: 2023/0587) was submitted to Barnsley Metropolitan Borough Council (BMBC) in June 2023. A TS and TP, also produced by Stantec on behalf of Exemplar, were submitted in support of the planning application in June 2023.
- 1.2.2 The planning application received comments from BMBC's Highway Development Control Officer in July 2023 via an email which has been attached as **Appendix C**. The primary comments have been summarised as follows:
- Lack of parking proposed – requirement for a minimum of 18 spaces;
 - Requirement for a left-out manoeuvre for servicing vehicles;
 - No obstruction within the visibility splay to be higher than 900m; and
 - Confirmation required that northern visibility does not conflict with third party land.
- 1.2.3 Discussions between Stantec, WSP (Planning Agents) and BMBC's Highway Development Control Officer via email and an online meeting (26 March 2024) were undertaken to discuss the outstanding issues.
- 1.2.4 The TS and TP have since been updated to reflect the discussions and alterations to the proposed site layout, to resolve the issues raised by BMBC's Highway Development Control Officer.

1.3 Report Structure

1.3.1 The remainder of this TS is structured as follows:

- **Section 2:** Description of the existing site and local highway network, including a review of Personal Injury Collision data in the vicinity of the site;
- **Section 3:** Description of the proposed development, including details of site access and a review of the internal layout;
- **Section 4:** Review of national and local transport related planning policies;
- **Section 5:** Assessment of the accessibility of the site by sustainable modes of travel, including on foot, by cycle and by public transport;
- **Section 6:** Assessment of trip generation associated with the proposed development during a weekday morning and evening highway network peak hour period;
- **Section 7:** Assessment of the proposed parking provision for the site; and
- **Section 8:** Summary and conclusion.

2 Existing Conditions

2.1 Introduction

2.1.1 This section provides a description of the application site and the local highway network, including a review of Personal Injury Collision data in the vicinity of the site.

2.2 Application Site

2.2.1 The location of the site in a general context is shown in **Figure 1.1**.

2.2.2 The site is located adjacent to Perseverance Street on the western side of the carriageway, approximately 1km west of Barnsley town centre. The site is located within a predominantly residential area with existing residential properties located in all directions of the site. A plan showing the existing layout of the site is included as **Appendix A**.

2.2.3 The site is bounded by residential properties to the north, Perseverance Street to the east, Springfield Street and residential properties fronting Springfield Street to the south and a residential property fronting Springfield Street to the west.

2.2.4 The site is currently vacant following its previous use as an ancillary carpark for the former Springfield House Co-operative building which is no longer in operation. Access to the car park was taken from a private drive access onto Perseverance Street, which is now gated.

2.3 Local Highway Network

2.3.1 **Figure 2.1** shows the site location in context with the local highway network.

2.3.2 Perseverance Street lies to the east of the site and runs north from Springfield Street and terminates onto Wheatcrofts to the north providing access to a number of residential properties. Perseverance Street is a single two-way carriageway and is subject to a 30mph speed limit with footways and street lighting provided along both sides of the road.

2.3.3 Parking is unprohibited along Perseverance Street. Based on a desktop survey of the site parking occurs along both sides of the carriageway along Perseverance Street.

2.3.4 Springfield Street is located to the south of the site and is subject to a 30mph speed limit. Springfield Street is a cul-de-sac with no through route with access, initially running north of Dodworth Road (A628) and then heads west at the southern end of Perseverance Street. The road provides access to a number of residential properties. Footways are provided along both sides of the carriageway and street lighting is provided along both sides of the road.

2.3.5 Parking restrictions in the form of double yellow lines are present along both sides of the carriageway for the majority of Springfield Street. However, approximately 130m from the western boundary of the site on Springfield Street parking for residential permit holders only is permitted between the hours of 0800 to 1800, Monday to Saturday, with parking permitted for all outside of these hours.

2.3.6 Dodworth Road is a single two-way carriageway located approximately 73m to the south of the site and links Townend Roundabout approximately 350m to the east of the site and a Dodworth Roundabout, grade separated junction with the M1, approximately 1.5km to the west of the site. Dodworth Road is a single two-way carriageway subject to a 30mph speed limit, has footways and street lighting provided along both sides of the carriageway.

- 2.3.7 A pedestrian crossing is located on Dodworth Road approximately 95m east of the junction with Springfield Street. In addition, pedestrian crossings are incorporated on all arms of the of the Townend Roundabout junction to the east of the site.
- 2.3.8 Parking and waiting restriction are in force on Dodworth Road in the form of a single yellow line and kerb markings from Dodworth Roundabout up until Penny Pie Park, located 850m to the west of the site. Double yellow lines are in force from Penny Pie Park on the approach to Townend Roundabout. Within the vicinity of the site parking and loading is prohibited Monday to Friday between the hours of 0800-0930 and 1630-1800. Outside of these hours parking and loading is permitted on Dodworth Road.

2.4 Speed Surveys

- 2.4.1 To understand the existing speeds of vehicles travelling along Perseverance Street, a speed survey was undertaken on Tuesday 25th April 2023. The location of the speed survey on Perseverance Street was at the northern end of the site. The full survey results are shown in **Appendix C**.
- 2.4.2 The speed survey shows that the 85th percentile speed recorded for southbound traffic was 24mph. The 85th percentile speed recorded for northbound traffic was 25mph. This demonstrates that the recorded speeds are below the 30mph speed limit for Perseverance Street.

2.5 Highway Safety

- 2.5.1 Personal Injury Collision (PIC) data for the most recent five-year period from 2018 to 2022 has been obtained from the CrashMap database, which is an official database of personal injury collision data in Great Britain.
- 2.5.2 PIC data is recorded by severity of injury, as slight, serious, or fatal. These are statistical definitions regarding the injuries to the casualties of a collision, which mean the following:
- **Slight:** at least one person is slightly injured, but no person is killed or seriously injured. Here a slight injury is one where treatment does not require a hospital stay as an in-patient;
 - **Serious:** at least one person is seriously injured, but no person is killed. Here a serious injury is one where treatment requires a hospital stay as an in-patient; and
 - **Fatal:** where a human casualty sustained injury, which caused death less than 30 days after the collision.
- 2.5.3 The PIC data was reviewed for Springfield Street and Perseverance Street including the Springfield Street/Dodworth Road priority junction.
- 2.5.4 Overall, two PICs have occurred within the study area within the last five years of most recent information available, all three incidents are slight in nature. No PICs recorded within the study area over the last five years of available information have resulted in a serious or fatal injury. In addition, no PICs have occurred on Perseverance Street in the past five years of available information.
- 2.5.5 Both PICs occurred on Springfield Street within the past 5 years of available information, on the section running north of Dodworth Road to Perseverance Street, although approximately 30m apart. The north PIC involved a young driver and car user, and the southern PIC involved a car user and a goods vehicle.

- 2.5.6 In summary, two PICs occurred within the study area approximately 30m apart, both resulting in slight injury. Therefore, it can be concluded that there is no inherent road safety issue with the existing highway layout in the vicinity of the site.

3 Development Proposals

3.1 Introduction

3.1.1 This section describes the proposed development, including the overall development proposals, site access, swept path analysis and parking provision.

3.2 Development Proposals

3.2.1 The development proposal is for a residential care development comprising a 33-bed care home and the Proposed Site Plan is included as **Appendix B**.

3.2.2 In terms of the proposed development, Exemplar are a leading provider of specialist nursing care, providing high-quality care for adults within 48 specialist homes based across the Northeast, parts of the Northwest and the Midlands. Exemplar have over 20 years' experience; starting out as a training provider and driven by determination to provide better care and greater choice, Exemplar Healthcare reinvented to become one of the country's most trusted providers of specialist care with focus on providing good quality of life, ensuring service users feel independent, empowered and inspired. Exemplar's highly trained nurses and support workers are experienced in caring for people with a wide range of needs such as Parkinson's, Huntington's Disease, Complex Dementia, Acquired Brain Injury, Spinal Injury, Mental Health Conditions and Rehabilitation.

3.2.3 Exemplar's mission is:

"Our mission is to make every day better for the people who live and work in our homes. Our community-based homes and OneCare services provide person-centred care and rehabilitation that focuses on maximising independence, building everyday living skills and empowering people to live as fulfilled lives as possible."

3.2.4 Exemplar care facilities have much fewer visitors compared to typical care and nursing homes. Unlike typical care and nursing homes, Exemplar offer specialist services. The following factors unfortunately reduce the number of visitors to a typical Exemplar site, in comparison with a typical care home development:

- Sadly, due to the resident's conditions some of Exemplar residents have little or no family involvement;
- Due to the specialist nature of Exemplar's care, some residents can be placed from other areas thus making it harder for families to visit;
- Exemplar has a nurse on each 10-bedroom unit along with other healthcare professionals like therapists meaning the home is quite "self-sufficient"; and
- In-house maintenance, chefs and laundry further reduce visitor numbers.

3.2.5 For this reason, most residents of Exemplar care facilities do not have access to a car and receive fewer visits than typical care and nursing homes.

3.3 Site Access

3.3.1 As can be seen from **Appendix B**, vehicular, cycle and pedestrian access to the site will be taken from a new access on Perseverance Street, allowing access to a parking area accommodating 13 spaces, including two disabled spaces and a service bay. A total of 3 electric vehicle charging spaces will also be provided.

- 3.3.2 As summarised in **Section 2.4**, the speed surveys undertaken have demonstrated that the 85th Percentile vehicle speeds recorded were 24mph for southbound traffic and 25mph for the northbound traffic. The visibility splay for the proposed site access has therefore been based on the 85th percentile speeds recorded.
- 3.3.3 Based on the stopping sight distance (SSD) calculation set out in Section 7.5 of Manual for Streets (MfS), a visibility splay distance of 33m is required to the right (25mph northbound) and a visibility splay distance of 31m is required to the left (24mph southbound).
- 3.3.4 **Drawing 332010873/100/004 Revision E** shows that a visibility splay of 2.4m x 33m can be achieved at the proposed site access to the right and that a visibility splay of 2.4m x 31m can be achieved at the proposed site access to the left. Therefore, both visibility splays are in accordance with MfS.
- 3.3.5 **Drawing 332010873/100/004 Revision E** also demonstrates that there is no conflict with third party land, specifically the boundary wall to the north of the site access. Likewise, the visibility splay will remain clear of obstruction in height no taller than 900mm in accordance with comments set out by BMBC's Highways Development Control Officer.

3.4 Staff

- 3.4.1 Further to discussion with Exemplar, it has been confirmed that the development will employ 34 to 38 members of staff during the day, including ancillary staff. The majority of staff will be recruited locally.
- 3.4.2 The shift patterns for care working staff will be split over two 12-hour shifts, from 8am to 8pm and from 8pm to 8am. The majority of the staff will therefore arrive between 7.30am and 8am for the day shift and between 7.30pm and 8pm for the night shift.
- 3.4.3 It has also been confirmed that there will be no resident members of staff employed at the site.

3.5 Parking Provision

- 3.5.1 As shown in **Appendix B** a total car park provision of 13 spaces, including two disabled spaces and a service bay are to be allocated within the proposed site. In addition, one of the standard parking spaces and both disabled spaces will have electric vehicle charging points.
- 3.5.2 A total of 8 cycle parking spaces will also be provided for the proposed development in the form of 4 Sheffield stands, located close to the main entrance.

3.6 Kitchen Deliveries

- 3.6.1 Swept path analysis has been carried out for a kitchen delivery vehicle, based on a 10m rigid vehicle, accessing the site. **Drawing 332010872/100/005 Revision E** shows a 10m rigid vehicle turning left into the site from Perseverance Street, turning within the site and exiting back onto Perseverance Street to the right.
- 3.6.2 The drawing demonstrates that the vehicle can enter and exit the site in forward gear.

3.7 Refuse Collection

- 3.7.1 As can be seen from **Appendix B**, the bin store is proposed to be located within the northwest corner of the car park. The refuse vehicle will collect the waste from within the site.
- 3.7.2 Swept path analysis has been carried out for a refuse vehicle accessing the site. **Drawing 332010872/100/006 Revision E** shows a refuse vehicle turning left into the site from

Perseverance Street, turning within the site and exiting back onto Perseverance Street to the left.

3.7.3 The drawing demonstrates that the vehicle can enter and exit the site in forward gear.

3.8 Construction Management Plan

3.8.1 No work will commence on site until a Construction Management Plan (CMP) for the development has been submitted and approved by Barnsley Metropolitan Borough Council. The CMP will include items such as:

- Phasing/Construction programme;
- Working days/hours;
- Route for construction vehicles to take from strategic highway network;
- Type of construction vehicles;
- Details of where construction staff will park during the day;
- Confirmation that construction vehicles can enter and exit site in forward gear;
- Details of loading/unloading and storage areas; and
- Confirmation of wheel washing facility.

4 Transport Policy

4.1 Introduction

4.1.1 This section sets out the relevant national and local transportation related policies and guidance against which the proposed development should be assessed, and comprises the following documents:

- National Planning Policy Framework (July 2021);
- Planning Practice Guidance (March 2015);
- Barnsley Local Plan (2019); and
- Barnsley Local Plan SPD: Parking (2019).

4.2 National Policy

National Planning Policy Framework (2021)

4.2.1 The Department for Communities and Local Government published its revised National Planning Policy Framework (NPPF) in July 2021 which replaced the 2012, 2018 and 2019 editions of the NPPF.

4.2.2 To promote sustainable transport, paragraph 110 states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a. *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b. *safe and suitable access to the site can be achieved for all users; and*
- c. *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.'*
- d. *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

4.2.3 In line with Paragraph 110, **Section 5** of this report details the accessibility of the site by sustainable modes and **Section 3.3** provides details of the proposed site access.

4.2.4 Additionally, Paragraph 113 of the NPPF states *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'* This TS has been prepared in support of the proposed development.

4.2.5 Paragraph 104 states that *'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a. *the potential impacts of development on transport networks can be addressed;*

- b. *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c. *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d. *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e. *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

4.2.6 This TS assesses the proposed development in the context of Paragraph 104 by reviewing the accessibility of the site by sustainable modes of travel (**Section 5**).

4.2.7 Paragraph 111 of the NPPF states '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*'

Planning Practice Guidance

4.2.8 The PPG adds further context to the NPPF. Within the 'Travel Plans, Transport Assessments and Statements in decision-taking' section, it states that these '*...are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.*'

4.2.9 The PPG identifies that '*Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required). The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts.*'

4.2.10 The PPG also states that '*Travel Plans, Transport Assessments and Statements can positively contribute to:*

- encouraging sustainable travel,
- lessening traffic generation and its detrimental impacts,
- reducing carbon emissions and climate impacts,
- creating accessible, connected, inclusive communities,
- improving health outcomes and quality of life,
- improving road safety, and
- reducing the need for new development to increase existing road capacity or provide new roads.'

4.2.11 The preparation of this TS accords with the principles of the PPG by demonstrating that the proposed development will not be detrimental to highway safety and that the transport impact of the proposed development will not be severe.

4.3 Local Policy

Barnsley Local Plan (2019)

4.3.1 Barnsley Local Plan was adopted in January 2019. The document provides local planning policy for the future development of Barnsley up to the year 2033. The Local Plan sets out the key elements of the planning framework for Barnsley, and the approach to its long-term physical development to achieve the Council's vision of what sort of place Barnsley wants to become.

4.3.2 Paragraph 4.18 of Local Plan sets out Barnsley's Transport Strategy and states:

"Barnsley Transport Strategy will be programmed to promote sustainable travel and parking options for residents, visitors and business to employment locations, attractions, interchanges and also reduce the adverse impact of travel on people and the environment."

4.3.3 Policy SD1 refers to the council's presumption in Favour of Sustainable Development. Policy SD1 states:

"When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area."

4.3.4 In addition, Policy T3 sets out requirements for new developments in regards to transport. Policy T3 states:

"New development will be expected to:

- *Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;*
- *Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;*
- *Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and*
- *Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.*

Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy I1.

If it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel."

4.3.5 Policy T4 New Development and Transport Safety aims to promote safe travel and states that:

"New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement. If a

development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.”

Barnsley Local Plan SPD: Parking (2019)

4.3.6 After the adoption of Barnsley Local Plan in January 2019, the Parking SPD (Supplementary Planning Document) was adopted in November 2019 and provides a supporting document to the Local Plan, with a focus on issues associated with Parking.

4.3.7 As stated in paragraph 2.2 of the SPD, the standards are indicative:

“Whilst the parking standards set out below do not prescribe maximum figures, they give an indicative figure of what will be considered acceptable.”

4.3.8 Paragraph 3.1 of the SPD states:

“It has been generally accepted that the availability of car parking has a major influence on a person’s choice of transport. The restriction and control of parking facilities within all new developments/redevelopment, especially in areas which are readily accessible by other modes of transport, has an effect on the choice of transport promoting more sustainable choices, and also potentially releases land for other uses.”

4.3.9 Paragraph 3.2 goes on to states:

“The guidelines set out in this note are based upon the accessibility of the area by other means of transport. Developers will be expected to reduce the levels of car parking provided where there are more sustainable transport options.”

4.3.10 **Section 5** of this TS provides an assessment of the site by sustainable modes of travel.

4.3.11 In terms of parking provision, Section 3 of the SPD sets out the Car Parking Standards for New Developments, providing standards for levels of car and cycle parking associated with new development in Barnsley. The car parking standards for residential institutions (C2), including hospitals, are set out in Table 1 which are summarised below:

- 1 space per 4-8 staff; and
- 1 space per 4 daily visitors.

4.3.12 Although no specific standard for disabled drivers is provided, the SPD states *“The Council encourages the provision of electric vehicle charging infrastructure.”* In addition, paragraph 10.1 of the SPD states *“Parking facilities will be required in all new developments to cater for the needs of all disabled people”.*

parking for the disabled, must be considered from the outset as part of a comprehensive strategy.”

4.3.13 In terms of cycle parking provision, Section 3 of the parking SPD sets out the parking standards for cycle parking. The parking SPD however does not set out standards for the proposed land use (C2).

5 Accessibility by Sustainable Modes of Travel

5.1 Introduction

- 5.1.1 Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people, particularly accessibility to education, jobs, shopping and leisure facilities by public transport, walking and cycling, in order to reduce the dependence on the private car.
- 5.1.2 In view of the current transport policy requirements, this section considers the accessibility of the proposed development by non-car modes.

5.2 Accessibility on Foot

- 5.2.1 In terms of accessibility on foot, it is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.
- 5.2.2 Nearly all trips made to and from the site made on foot will be staff trips. Given the nature of the proposed land use, residents of the site are unlikely to be walking to and from the site.
- 5.2.3 The site is located approximately 1km west of Barnsley town centre within a predominantly residential area. Perseverance Street is a single two-way carriageway and is subject to a 30mph speed limit, has footways and street lighting provided along both sides of the road. Springfield Street bounds the site to the south and has footways along both sides of the carriageway as well as street lighting at regular intervals.
- 5.2.4 In addition, Dodworth Road is located approximately 73m to the south of the site and has footways and street lighting along both sides of the carriageway. A pedestrian crossing is located on Dodworth Road approximately 95m east of the junction with Springfield Street. In addition, pedestrian crossings are incorporated on all arms of the of the sxi-arm Townend Roundabout junction to the east of the site.
- 5.2.5 **Figure 5.1** illustrates the 1km and 2km walking catchments from the site. These walking distances are in accordance with the Chartered Institution of Highways and Transportation (CIHT) document entitled "Guidelines for Providing for Journeys on Foot" (2000), which states a preferred maximum walking distance of 2km for commuters, school trips and sightseeing, with 1km being the acceptable distance. These distances have therefore been used to illustrate the catchment areas that are accessible on foot for staff from the site.
- 5.2.6 As the site is located approximately 1km from west of Barnsley town centre a wide range of amenities are accessible within a 1km walking distance.
- 5.2.7 A Lidl supermarket is located approximately 600m to the east of the site on Peel Street for staff working at the site to access during their breaks. In addition, other supermarkets including Morrisons, M&S and Iceland all located within a 1km walking distance from the site. The Glass Works Shopping Centre is located to the east of the site within Barnsley town centre and offers a number of local amenities including Costa, Greggs and other food outlets. Additionally, a number of banks and retail opportunities can be located to the east of the site within Barnsley town centre.
- 5.2.8 Due to the site being located in a predominantly residential area, large residential areas are located within 1km of the site which will attract local employment. Residential properties are located within all directions of the site including Shaw Lands to the south and the residential areas of Barnsley's town centre to the north, east and west.

- 5.2.9 It has therefore been demonstrated that the site is highly accessible on foot to local facilities and for staff living local to the site.

5.3 Accessibility by Cycle

- 5.3.1 It is widely accepted that cycling also has the potential to substitute for short car trips, particularly those less than 5km, and can form part of a longer journey by public transport.
- 5.3.2 Although there is little dedicated cycling infrastructure within the vicinity of the site, there are still opportunities to cycle. Based on Barnsley Metropolitan Borough Councils website, Cycle route 2b is a local cycle route located 1.2km to the east of the site on Kendray Street and connects Barnsley town centre to the west and provides access to National Cycle Route 67 and 62 to the east. Local cycle route 2b is a combination of traffic free and on road routes. National cycle route 67 provides access to a number of residential areas of the site including Lundwood, Cundy Cross and Monk Bretton to the east before continuing onto Wakefield. National Cycle route 62 provides access to the residential area of Worsborough to the south and Silkstone Common to the to the east before continuing onto into Manchester.
- 5.3.3 **Figure 5.2** illustrates the 3km and 5km cycling catchment areas from the site and the National Cycle Routes. As can be seen from **Figure 5.2**, the 3km cycling catchment extends to the encompass the residential areas of Honeywell and Wilthorpe to the north, Hoyle Mill to the east, Worsborough Common to the south, Pogmoor to the west and Gawber to the northwest.
- 5.3.4 In addition, **Figure 5.2** shows that the 5km cycling catchment extends to residential areas of Athersley North and Mapplewell to the north, Athersley South, Smithies and Monk Bretton to the northeast, Lundwood and Cundy Cross to the east, Worsbrough and Stamfoot to the southeast, Stainsbrough and Worsbrough Village to the north and Dodsworth to the west. These are all large residential areas which could attract staff.
- 5.3.5 It has therefore been demonstrated that the site is highly accessible by cycle for staff living within 5km of the site.

5.4 Accessibility by Public Transport

Accessibility by Bus

- 5.4.1 The CIHT document “Guidelines for Planning for Public Transport in Development” (March 1999) states that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.
- 5.4.2 The nearest bus stops to the site is located to the south of the site on Dodworth Road. The eastbound service is located approximately 130m to the southeast of the site on Dodworth Road and is sheltered with seating. The westbound service is located approximately 160m walking distance from the site access and is marked by post and flag. Both bus stops are served by Stagecoach.
- 5.4.3 A further bus stop is located to the west of the site on Summer Lane. The eastbound service is located approximately 350m to the west from the site and is marked by post and flag. In addition, the westbound service is located 450m to the west of the site. Based on a desktop survey, a google street view image shows that a temporary flagpole is in place on the western side of the carriageway. Both bus stops are served by Stagecoach.
- 5.4.4 As well as the bus stops on Dodworth Road and Summer Lane, an additional bus stop is located 500m southeast of the site on Racecourse Road. The bus stop on the northern carriageway is marked by post and flag. In addition, the bus stop on the southern side of the carriageway has no shelter or seating. Both bus stops are served by Global Coaches and South Pennine Community Transport.

5.4.5 A summary of the bus services available from the bus stops nearest to the site is summarised in **Table 5.1**.

Table 5.1: Local Bus Services and Frequencies

Bus Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
Dodworth Road Bus Services				
20	Barnsley Interchange - Penistone	First service 0558 0715 – 1725 Approximately every hour	0819- 1729 Approximately every hour	N/A
	Penistone – Barnsley Interchange	First service 0816 0849-1856 Approximately every hour	0933 – 1738 Approximately every hour	N/A
21	Barnsley Interchange – Penistone	First service 0630 0706 – 1756 Approximately every hour	0745 – 1555 Approximately every hour	N/A
	Penistone – Barnsley Interchange	First service 0704 0756 – 1737 Approximately every hour	0903 – 1723 Approximately every hour	N/A
21a	Barnsley Interchange – Penistone	1815 – 1915 Every hour 2014 - 2314 Every 2 hours	1815 – 1915 Every hour 2015 - 2315 Every 2 hours	0915 – 1715 Every hour 1915 – 2315 Every 2 hours
	Penistone – Barnsley Interchange	First service 0652 1909 – 1957 Approximately every hour 2057 – 2257 Every 2 hours	First services 0748 and 0833 1859 – 1959 Every hour 2059 – 2259 Every 2 hours	0956 – 1757 Every hour 1858 – 2258 Every 2 hours

Bus Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
22	Barnsley Interchange – Penistone	0702- 0721 Approximately every 30 minutes 0905 – 1405 Approximately every hour 1512 – 1652 Approximately every 30 minutes	0806 – 1741 Approximately every 30 minutes	N/A
	Penistone – Barnsley	0732 – 0910 Approximately every 30 minutes 0934 – 1432 Approximately every hour 1508 – 1812 Approximately every 30 minutes	0818 – 1808 Approximately every 30 minutes	N/A
Summer Lane Bus Services				
43	Barnsley Interchange – Pogmoor Kingstone (Circular)	0623 – 1913 Approximately every 30 minutes 1943 – 2243 Every hour	0623 – 1913 Approximately every 30 minutes 1943 – 2243 Every hour	1112 – 1915 Approximately every hour 1943 – 2243 Every hour
44	Barnsley Interchange – Pogmoor Kingstone (Circular)	0708 – 1901 Approximately every 30 minutes	0711 – 0811 Every hour 0856 – 1856 Approximately every 30 minutes	1059 – 1856 Approximately every hour
Racecourse Road Bus Services				
24	Barnsley – Ingbirchworth	0832 – 1832 Every 2 hours	0832 – 1832 Every 2 hours	N/A

Bus Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
	Ingbirchworth – Barnsley	First service 0658 1022 – 1822 Every 2 hours	First service 0748 0821-1820 Approximately every 2 hours	N/A
24a	Barnsley – Penistone	Two services at 20:07 and 2237	Two services at 20:07 and 2237	0937 – 2237 Approximately every 2 hours
	Penistone - Barnsley	Two services at 1959 and 2229	Two services at 1959 and 2229	0929 – 2229 Approximately every 2 hours
34	Barnsley - Stocksbridge	First service at 0853 0933 – 1718 Approximately every 2 hours	0933 – 1333 Every 2 hours	N/A
	Stocksbridge – Barnsley	First service 0921 1045 – 1746 Approximately every 2 hours	1045 – 1445 Every 2 hours	N/A

5.4.6 **Table 5.1** demonstrates that the proposed development benefits from six regular bus services Monday to Saturday and four regular services on a Sunday. All services provide access to Barnsley town centre as well as nearby residential areas, including Dodworth, Pogmoor, Worsbrough and Silkstone, that staff local to the site could live.

5.4.7 Taking account of the bus routes near the site, it has been demonstrated that the site is highly accessible by bus.

5.5 Travel Plan

5.5.1 The planning application for the proposed development is also supported by a Travel Plan (TP). This TS should be read in conjunction with the TP that has been prepared as a separate document.

5.5.2 The TP aims to encourage staff to travel by sustainable modes of transport. The proximity of the site to existing connections to local bus and rail services will help reduce the need to travel by private car and could encourage staff to make walking, cycling and travel by public transport their natural choice.

5.6 Accessibility Summary

5.6.1 In conclusion it has been demonstrated that the site is highly accessible on foot, by cycling and by public transport in accordance with national and local transport policies.

6 Trip Generation

6.1 Introduction

- 6.1.1 This section provides a forecast of the trip generation associated with the proposed 33 bed care home development during a weekday morning and evening highway network peak hour.
- 6.1.2 The latest Trip Rate Information Computer System (TRICS) database (version 7.9.4) has been interrogated to calculate the trip generation associated with the proposed development. This is a current and accepted methodology for forecasting the trip generation associated development.

6.2 Proposed Development

Weekday Trip Generation

- 6.2.1 The sites selected within the TRICS database were chosen from the “Care Home (Elderly Residential)” category, and following selection criteria:

Excluding Greater London, Southeast, Scotland, Wales, Northern Ireland and Ireland regions;

Range of 17 to 80 residents (rooms);

Date range from 1 January 2000 to 13 June 2022

Weekday surveys only; and

Excluding town centre locations.

- 6.2.2 The above criteria identified a selection of seven sites and the full TRICS output is included as **Appendix D. Table 6.1** provides a summary of the trip rates during a weekday morning and evening highway network peak hour, and a daily trip rate from 7am to 9pm.

Table 6.1: Care Home Weekday Trip Rates (per bedroom)

Time Period	Trip Rate	
	Arrivals	Departures
0800 – 0900	0.066	0.072
1700 - 1800	0.036	0.051
0700 - 2100	0.895	0.912

- 6.2.3 The resultant trip generation for the proposed 33 bed care home, during a weekday morning and evening highway network peak hour, and from 7am to 9pm is summarised in **Table 6.2**.

Table 6.2: Proposed Care Home Weekday Trip Generation (33 bedrooms)

Time Period	Trips		
	Arrivals	Departures	Total
0800 – 0900	2	2	4
1700 - 1800	1	2	3
0700 - 2100	30	30	60

- 6.2.4 As it can be seen from **Table 6.2**, the proposed development is forecast to generate a total of 4 two-way trips (arrivals and departures) during a weekday morning peak hour. This level of trip generation equates, on average, to one vehicle trip every 15 minutes.
- 6.2.5 In addition, the proposed development is forecasted to generate a total of 3 two-way trips during a weekday evening peak hour. This level of trip generation equates to, on average, one vehicle trips every 20 minutes.
- 6.2.6 During a full weekday, from 7am to 9pm, the proposed development is forecast to generate only 60 two-way trips.

Weekend Trip Generation

- 6.2.7 Using the same criteria as the weekday trips set out in paragraph 6.2.1, except selecting weekends only, as requested by the BMBC’s Highway Development Control Officer, the weekend trip generation has also been assessed.
- 6.2.8 The criteria identified a selection of six sites and the full TRICS output is also included as **Appendix D. Table 6.3** provides a summary of the trip rates during a weekend morning and evening highway network peak hour, and a daily trip rate from 7am to 9pm.

Table 6.3: Care Home Weekend Trip Rates (per bedroom)

Time Period	Trip Rate	
	Arrivals	Departures
0800 – 0900	0.047	0.034
1700 - 1800	0.025	0.066
0700 - 2100	0.620	0.632

- 6.2.9 The resultant trip generation for the proposed 33 bed care home, during a weekend morning and evening highway network peak hour, and from 7am to 9pm is summarised in **Table 6.4**.

Table 6.4: Proposed Care Home Weekend Trip Generation (33 bedrooms)

Time Period	Trips		
	Arrivals	Departures	Total
0800 – 0900	2	1	3
1700 - 1800	1	2	3
0700 - 2100	20	21	41

6.2.10 As it can be seen from **Table 6.4**, the proposed development is forecast to generate a total of 3 two-way trips during a weekend morning peak hour and also in a weekend evening peak hour. This level of trip generation equates, on average, to one vehicle trip every 15 minutes.

6.2.11 A total trip generation over a 14-hour period is anticipated to be 41 two-way trips.

6.3 Summary and Conclusion

6.3.1 In comparison the proposed development would generate almost the same number of trips on a weekday and a weekend during the morning and evening peak hours. Over the day however, the weekday is forecast to generate an additional 19 trips.

6.3.2 Therefore, the additional number of trips generated by the proposed development will have a negligible traffic impact on the wider highway network during the weekday and weekend peak hours.

7 Proposed Parking Provision

7.1 Introduction

- 7.1.1 This section provides an assessment of the proposed parking provision against Barnsley Metropolitan Borough Council parking standards.
- 7.1.2 In addition, this section also assesses the proposed development against a parking survey carried out at an existing Exemplar site.

7.2 Barnsley Metropolitan Borough Council Parking Standards

- 7.2.1 In terms of parking provision, Section 3 of the Parking Supplementary Planning Document (SPD) sets out the Car Parking Standards for new developments, providing the maximum standards of car and cycle parking associated with new development in Barnsley. The indicative standards for residential institutions (C2), including hospitals are set out in Table 1 of the SPD which are summarised below:
- 1 space per 4-8 staff; and
 - 1 space per 4 daily visitors.
- 7.2.2 As set out in **Section 5**, the site is located approximately 1km west of the town centre surrounded by residential areas in all sides, providing a realistic choice for staff living in the locality to walk and cycle to the site. In addition, there are bus stops on Dodworth Road and Summer Lane within walking distance of the site, which combined serve a total of six bus routes (six operating Monday to Saturday and three operating Monday to Sunday), with frequencies ranging from every 30 minutes to one hour throughout the day. It has therefore been demonstrated that the site is readily accessible by other modes of transport and in accordance with the SPD, the parking provision could be reduced to take account of more sustainable transport options available. A Travel Plan has also been submitted with the planning application, which is aimed at encouraging staff to travel by more sustainable transport options.
- 7.2.3 In terms of the parking provision for the proposed development, the SPD states that the parking standard for C2 Use classification covers Residential Institutions, including hospitals. Hospitals generate significantly more trips during a typical day in comparison with an Exemplar residential care home. Generally, there are more staff employed at a hospital, out-patients visit at all times during the day for appointments and they have an Accident & Emergency department, which generates both patient and ambulance trips. In addition, due to the short stay nature of patients in a hospital, a higher number of visitors can be expected. In comparison, residents at an Exemplar care home are long stay and have few visits during the week, and less likely to have a visitor every day.
- 7.2.4 The parking standard for staff for the C2 use classification provides a range from 1 space per 4 staff to 1 space per 8 staff. Taking account of the lower use of an Exemplar care home, in comparison with a hospital, based on the lower range of 1 space per 8 staff equates to an indicative parking requirement of 5 spaces for staff.
- 7.2.5 As residents of Exemplar care homes have few visits during the week, based on a more realistic number of 1 daily visit per two residents equates to an indicative parking requirement of 4 spaces for visitors.
- 7.2.6 An indicative parking requirement of 9 standard parking spaces is therefore required for the proposed development, which excludes disabled parking.

- 7.2.7 It is proposed that the development would provide a parking provision of 13 spaces, including two disabled spaces (a disabled parking provision of 15%, which is more in comparison with para 10.2 of the SPD) and one service bay.
- 7.2.8 In terms of cycle parking provision, Section 3 of the parking SPD sets out the parking standards for cycle parking, however, the parking SPD does not set out standards for the proposed land use (C2).

Existing Exemplar Case Studies

- 7.2.9 Aside from the Council's parking standards, an assessment of parking provision provided and permitted at existing Exemplar site has been carried out. This assessment has been based upon the parking levels and parking ratio on site. The Exemplar Site research is summarised in **Table 7.1**.

Table 7.1: Existing/permitted Exemplar Site Parking Information

Exemplar Care Home Site	Local Planning Authority	Reference Number	Number of Beds	Number of Parking Spaces	Parking Ratio
Burnley	Burnley Council	FUL/2022/0431	34	11	0.32
Barnsley	Barnsley Council	2016/0598	33	12	0.36
Blackmoor	Birmingham City Council	2019/06535/PA	30	11	0.36
Liverpool	Liverpool City Council	N/A	32	14	0.43

- 7.2.10 The existing and/or permitted sites demonstrate that the parking ratio ranges from 0.32 to 0.43; based on a 33-bed care home (as proposed) equates to a parking provision ranging from 11 spaces to 14 spaces. In comparison, a parking provision of 13 spaces equates to a parking ratio of 0.36, which is similar to those sites listed in **Table 7.1**.
- 7.2.11 It must also be noted that the existing Exemplar site in Barnsley (application reference: 2016/0598) provides 12 spaces for a 33-bed development with similar accessibility levels and one less parking space than the proposed site.

7.3 Parking Conclusion

- 7.3.1 In conclusion, a parking provision of 13 car parking spaces and 8 cycle parking spaces at the proposed development would be appropriate for this site.

8 Summary and Conclusion

8.1 Summary

- 8.1.1 Stantec UK Limited has been appointed by Exemplar Health Care Services Limited to prepare a Transport Statement in support of a planning application for a proposed residential care development on land adjacent to Perseverance Street in Barnsley.
- 8.1.2 The site is currently vacant following its previous use as an ancillary carpark for the former Co-operative building which is no longer in operation. Access to the former private car park was taken from a private drive access onto Perseverance Street, which is now gated. As part of the development, it is proposed that a new site access will be provided at the eastern site boundary on Perseverance Street.
- 8.1.3 An application for the '*erection of a new three storey building to create a 33-bed residential care home with associated works including landscaping and car parking*' (reference: 2023/0587) was submitted to Barnsley Metropolitan Borough Council (BMBC) in June 2023. A Transport Statement and Travel Plan, produced by Stantec on behalf of Exemplar, were submitted in support of this application in June 2023.
- 8.1.4 The planning application received comments from BMBC Highway Development Control in July 2023. Discussions between Stantec, WSP (Planning Agents) and BMBC's Highway Development Control Officer via email and an online meeting (26 March 2024) were undertaken to discuss the outstanding issues. The Transport Statement has since been updated to reflect the discussions and alterations to the proposed site layout to resolve the issues raised by BMBC's Highway Development Control Officer.
- 8.1.5 The Personal Injury Collision (PIC) data was reviewed for Springfield Street and Perseverance Street including the Perseverance Street/Dodworth priority junction. Overall, three PICs have occurred within the study area within the last five years of most recent information available. No PICs recorded within the study area over the last five years of available injury have resulted in a serious or fatal injury. Therefore, it can be concluded that there are no inherent road safety issues with the existing highway layout in the vicinity of the site.
- 8.1.6 Vehicular, cycle and pedestrian access to the site of the proposed development will be taken from a new access on Perseverance Street, allowing access to a parking area accommodating 13 spaces, including two disabled spaces and a service bay. Three electric vehicle charging points spaces will also be provided (two of which are disabled bays and one standard bay) on site.
- 8.1.7 A speed survey was carried out on Perseverance Street to inform the visibility splays required for the proposed site access to serve the development. The results demonstrated that the recorded 85th percentile vehicle speeds were over than the 30mph speed limit of the road. Accordingly, it has been demonstrated that the visibility splay at the proposed site access would conform to current junction design standards, in accordance with Manual for Streets. Additionally, the visibility splay will not encroach over third party land and the area within the visibility splay will be kept clear of obstruction above 0.9m in height.
- 8.1.8 Swept path analysis has been carried out, which has demonstrated that a kitchen delivery vehicle and a refuse vehicle turning left into the site from Perseverance Street, turning within the site and exiting back onto Perseverance Street to the right. The drawings demonstrate that both vehicles can enter and exit the site in forward gear.
- 8.1.9 An assessment of the accessibility of the site by non-car mode has demonstrated that the site is highly accessible on foot, by cycling and by public transport, in accordance with national and local transport policies.

- 8.1.10 It has also been forecast that the proposed development will only generate a total of 4 two-way trips (arrivals and departures) during a weekday morning and 3 two-way trips during a weekday evening peak hour. The traffic impact associated with the proposed development therefore will be negligible on the local highway network.
- 8.1.11 A weekend trip generation has also been assessed and anticipates that the proposed development will only generate a total of 3 two-way trips (arrivals and departures) during a weekend morning peak hour and also in a weekend evening peak hour. This level of trip generation equates, on average, to one vehicle trip every 15 minutes.
- 8.1.12 Based on the council's parking standards and the proposed development comprising of 33 bed spaces and up to 38 members of staff, 11 car parking spaces would be required at the proposed development. A total of 13 car parking spaces including 2 disabled spaces and a service bay will be allocated to the proposed care home. Parking provision is in line with the Council's parking standards and coincides with existing parking provision on Exemplar sites in similar locations.
- 8.1.13 Although no cycle parking standards are specified for the proposed use class (C2), the proposed development will also provide 8 cycle parking spaces in the form of Sheffield stands for staff and visitors to the site.

8.2 Conclusion

- 8.2.1 In accordance with NPPF, it has been demonstrated that the proposed development is in a highly sustainable location with no local highway safety issues. This Transport Statement has also demonstrated that there will be no material traffic impact on the local highway network associated with the proposed development.
- 8.2.2 In conclusion, the planning application should therefore be considered acceptable in transportation and highway terms.

Drawings



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NOTES:

- DRAWING BASED ON 'PROPOSED SITE PLAN' (DRAWING REFERENCE PERSE-WBA-SI-ZZ-DR-A-PL-600-P2), PRODUCED BY WATSON BATTY ARCHITECTS, MAY 2024.
- VISIBILITY STANDARDS SHOWN IN LINE WITH MANUAL FOR STREETS GUIDANCE FOR A 25MPH AND 24MPH DESIGN SPEED.

Issue/Revision	By	Appd	YYYY.MM.DD
E	IG	BL	2024.05.03
D	IG	BL	2024.03.28
C	JH	BL	2023.06.02
B	AL	BL	04.05.2023
A	AL	BL	03.05.2023
			28.04.2023
			YYYY.MM.DD

Issue Status

S2 - FOR INFORMATION

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Client/Project
EXEMPLAR

PERSEVERANCE STREET, BARNSELY

Title
**PROPOSED SITE ACCESS,
 VISIBILITY SPLAYS**

Project No. 332010872 A2 Scale 1.500

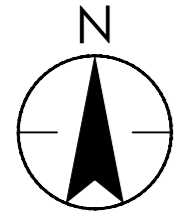
Revision E Drawing No. 332010872/100/004

Notes:

**SOUTHBOUND 85TH PERCENTILE VEHICLE SPEED
 24MPH - VISIBILITY SPLAY = 2.4M X 31M**

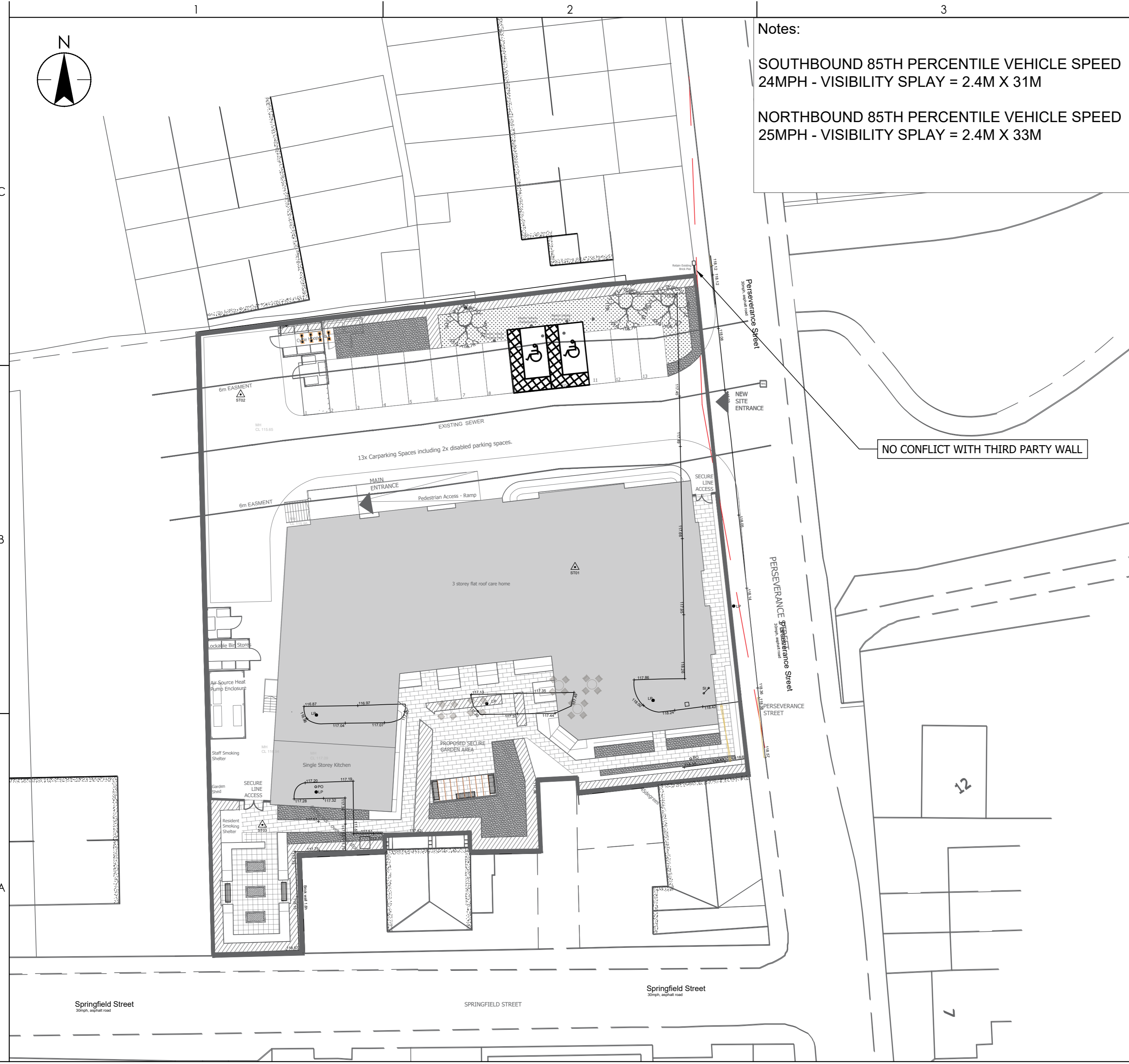
**NORTHBOUND 85TH PERCENTILE VEHICLE SPEED
 25MPH - VISIBILITY SPLAY = 2.4M X 33M**

NO CONFLICT WITH THIRD PARTY WALL



C
 B
 A

Plotted: 03.05.2024 05:03 2:32:46 PM By: Greenley, Isabelle
 ORIGINAL SHEET - ISO A2 \\vncr\mpe-001\comp\adm\mcr\projects\332010872\100 transport\drgs-maps-graphics\cad\dwg\332010872_100_004e



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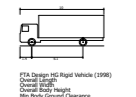
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VEHICLE DETAILS:



KEY:

- FORWARD GEAR
- REVERSE GEAR

Issued/Revision	By	Appd	YYYY.MM.DD
E	AL	AL	2024.05.03
D	AL	AL	2024.04.02
C	AL	AL	2024.03.12
B	JH	JH	02.06.2023
A	AL	AL	04.05.2023
	Dwn.	Dsgn.	Chkd.
	AL	AL	BL
			03.05.2023
			YYYY.MM.DD

Issue Status

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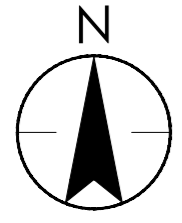
Client/Project
EXEMPLAR

PERSEVERANCE STREET, BARNSELY

Title
**SWEPT PATH ANALYSIS:
 10M RIGID VEHICLE**

Project No. 332010872 A2 Scale 1.500

Revision E Drawing No. 332010872/100/005



VEHICLE ENTERING THE SITE

VEHICLE EXITING THE SITE



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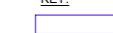

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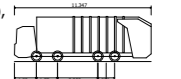
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VEHICLE DETAILS:

KEY:
 FORWARD GEAR
 REVERSE GEAR



Large Refuse Vehicle (4 axle)
 Overall length: 11.34m
 Overall width: 2.50m
 Max. height: 3.60m
 Max. wheelbase: 3.00m
 Max. wheel offset: 1.50m

E	UPDATED SITE LAYOUT	IG	BL	2024.05.03
D	UPDATED SITE LAYOUT	IG	BL	30.04.2024
C	UPDATED SITE LAYOUT	IG	BL	2024.04.02
B	UPDATED FOR FINAL LAYOUT UPDATES	JH	BL	02.06.2023
A	UPDATED FOR FINAL LAYOUT	AL	BL	04.05.2023
Issued/Revision		By	Appd	YYYY.MM.DD
		AL	AL	BL 03.05.2023
		Dwn.	Dsgn.	Chkd. YYYY.MM.DD

Issue Status

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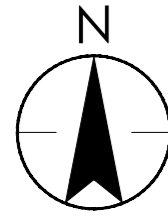
Client/Project
EXEMPLAR

PERSEVERANCE STREET, BARNSELY

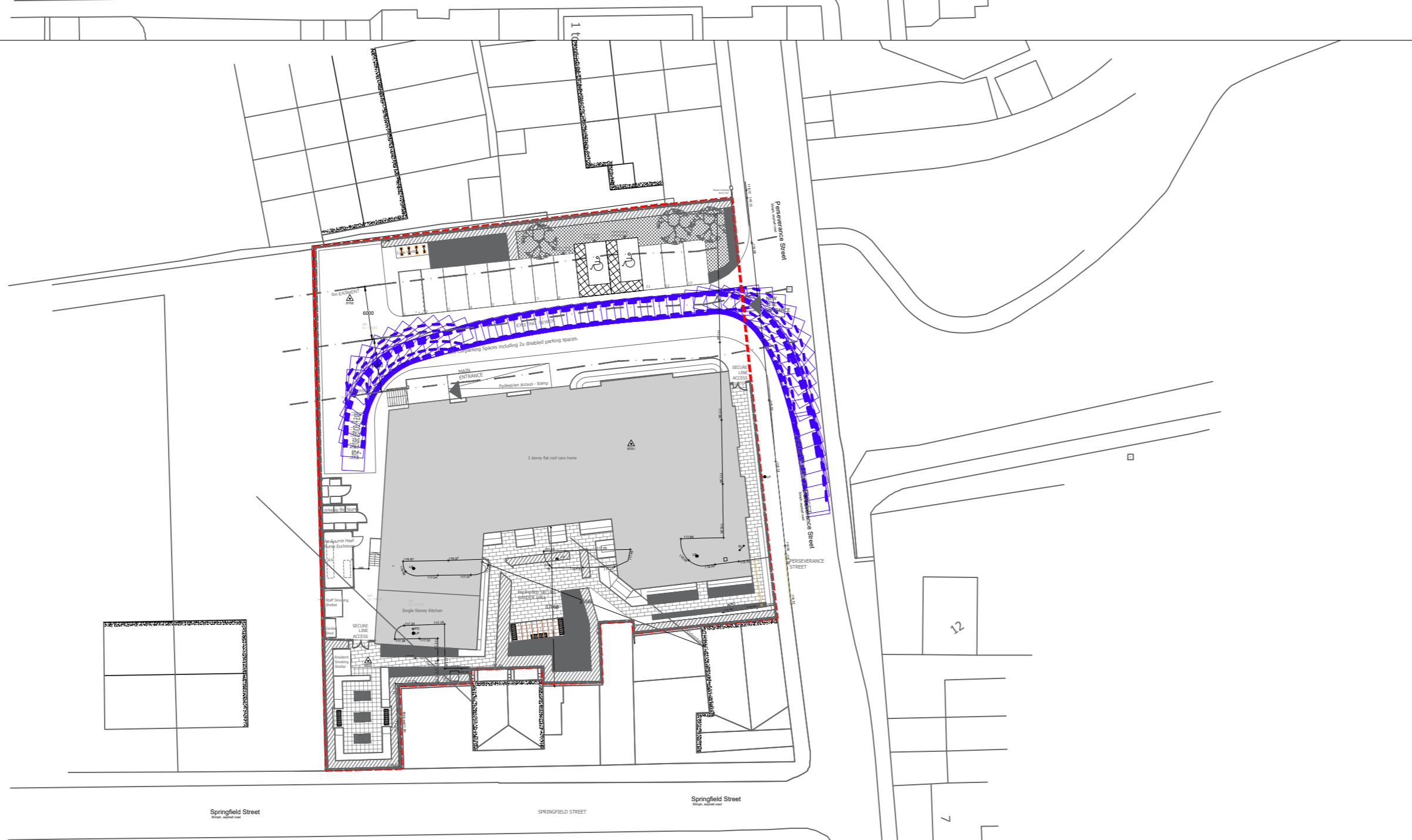
Title
**SWEPT PATH ANALYSIS:
LARGE REFUSE VEHICLE**

Project No. 332010872 A2 Scale 1.500

Revision E Drawing No. 332010872/100/006

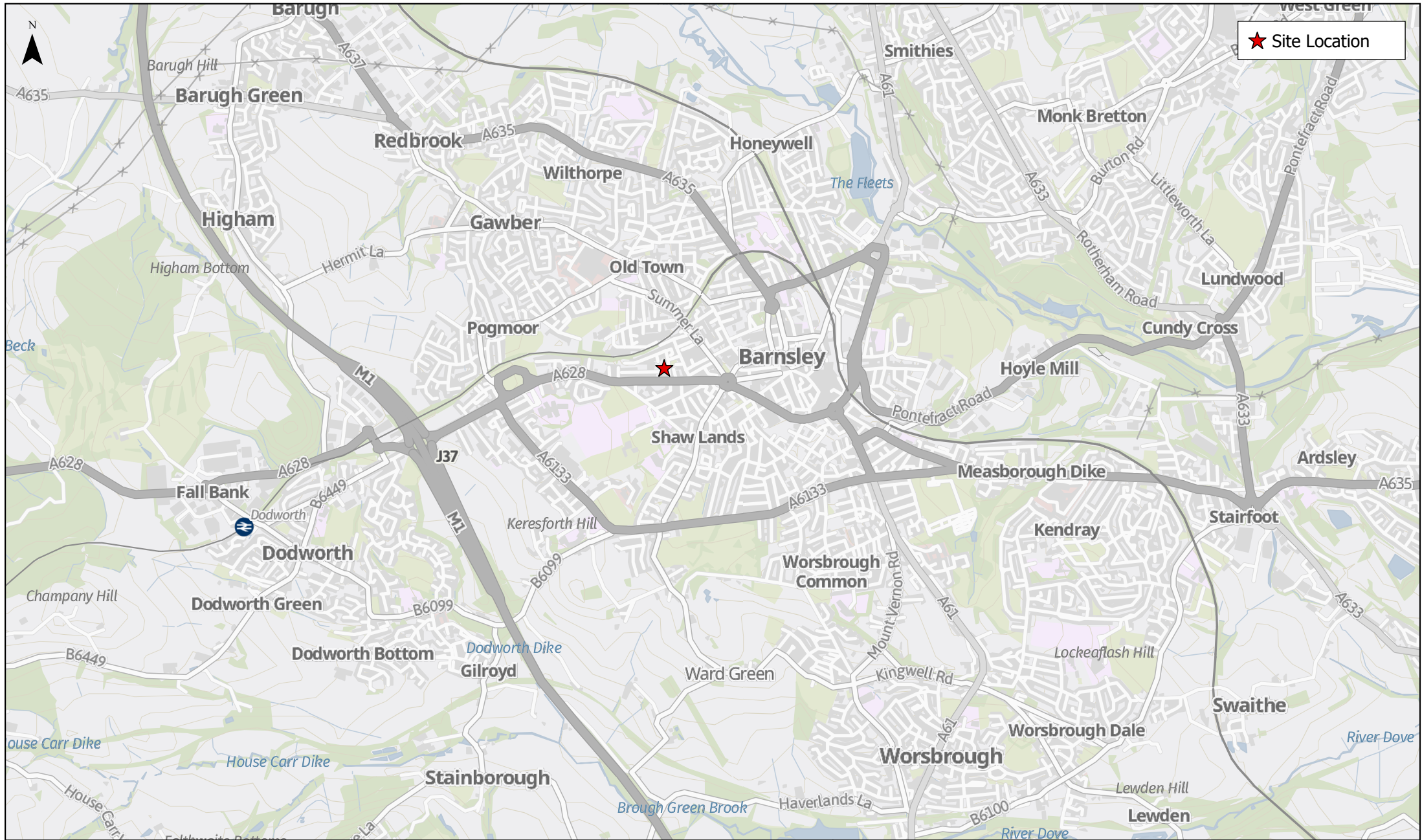


VEHICLE ENTERING THE SITE



VEHICLE EXITING THE SITE

Figures




Client

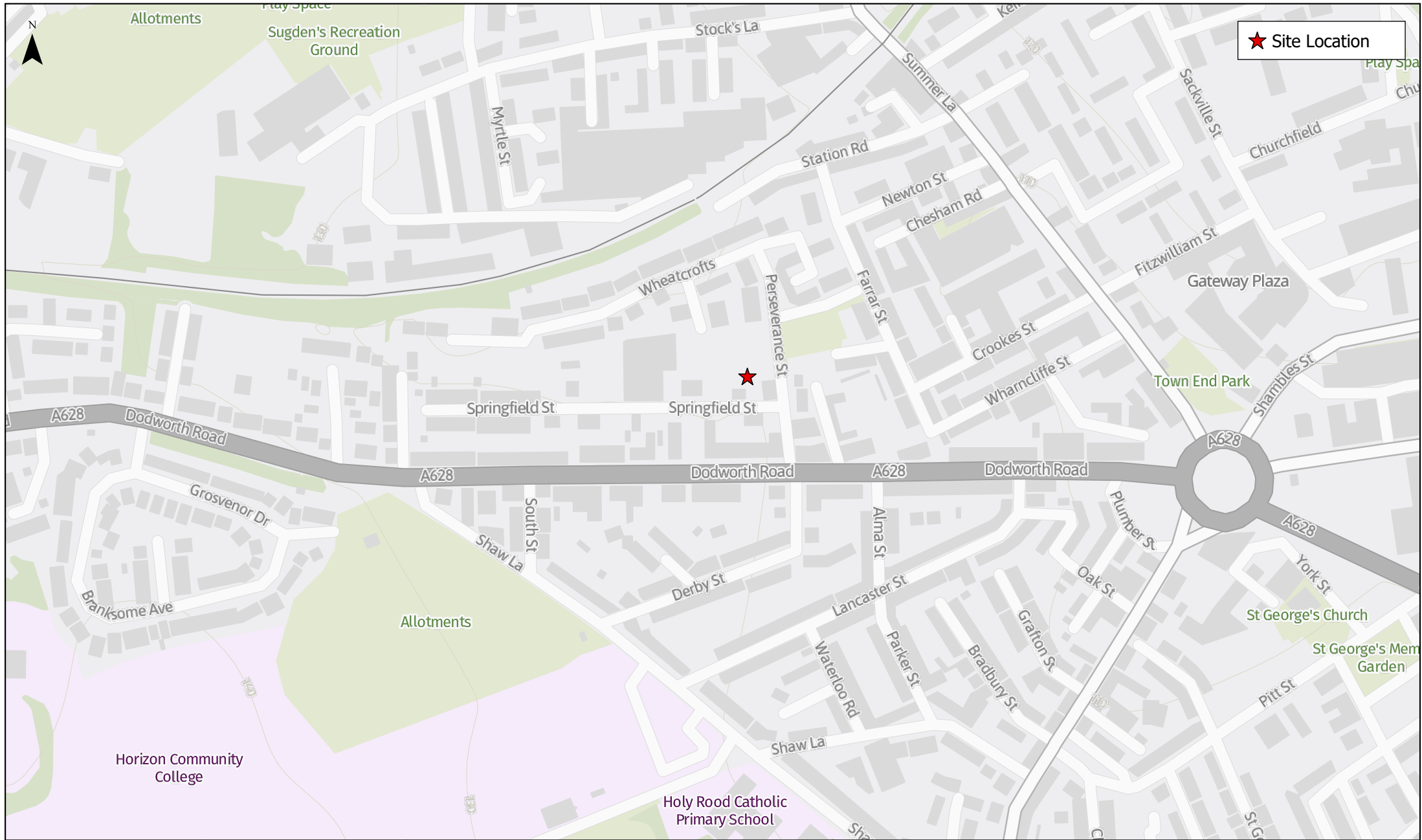



PERSEVERANCE STREET, BARNSLEY
 Figure 1.1: Site Location

GB Background: Contains OS data © Crown Copyright and database right 2022
 Contains data from OS Zoomstack



1:30,000 @ A4	Date: 09/03/2023
Drawn: AL	Checked: BL
Figure 1.1	



★ Site Location



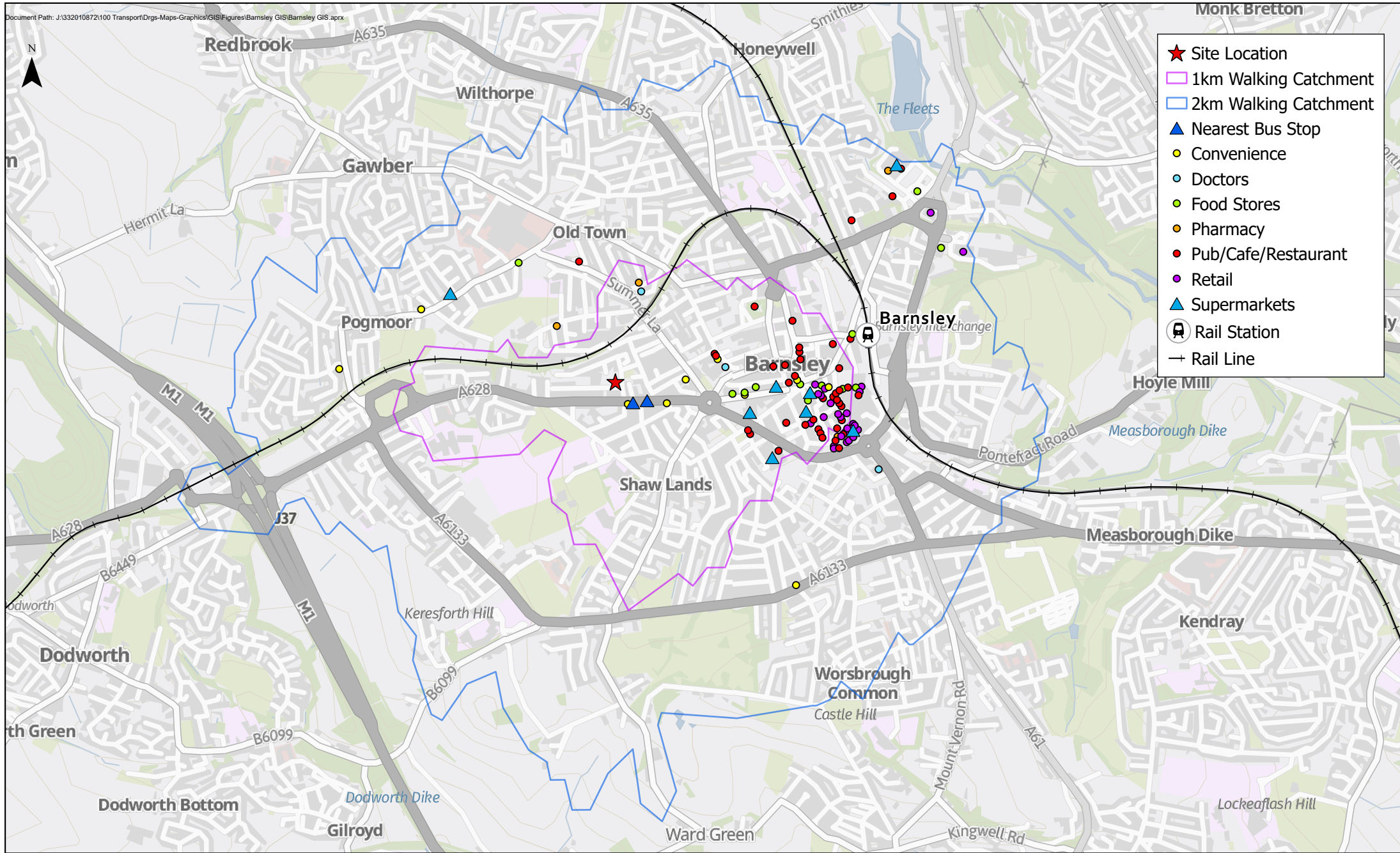
Client
Exemplar
 HealthCare

PERSEVERANCE STREET, BARNSELY
 Figure 2.1: Local Highway Network

GB Background: Contains OS data © Crown Copyright and database right 2022
 Contains data from OS Zoomstack

0 25 50 100 150 200 M

1:4,000 @ A4	Date: 09/03/2023
Drawn: AL	Checked: BL
Figure 2.1	



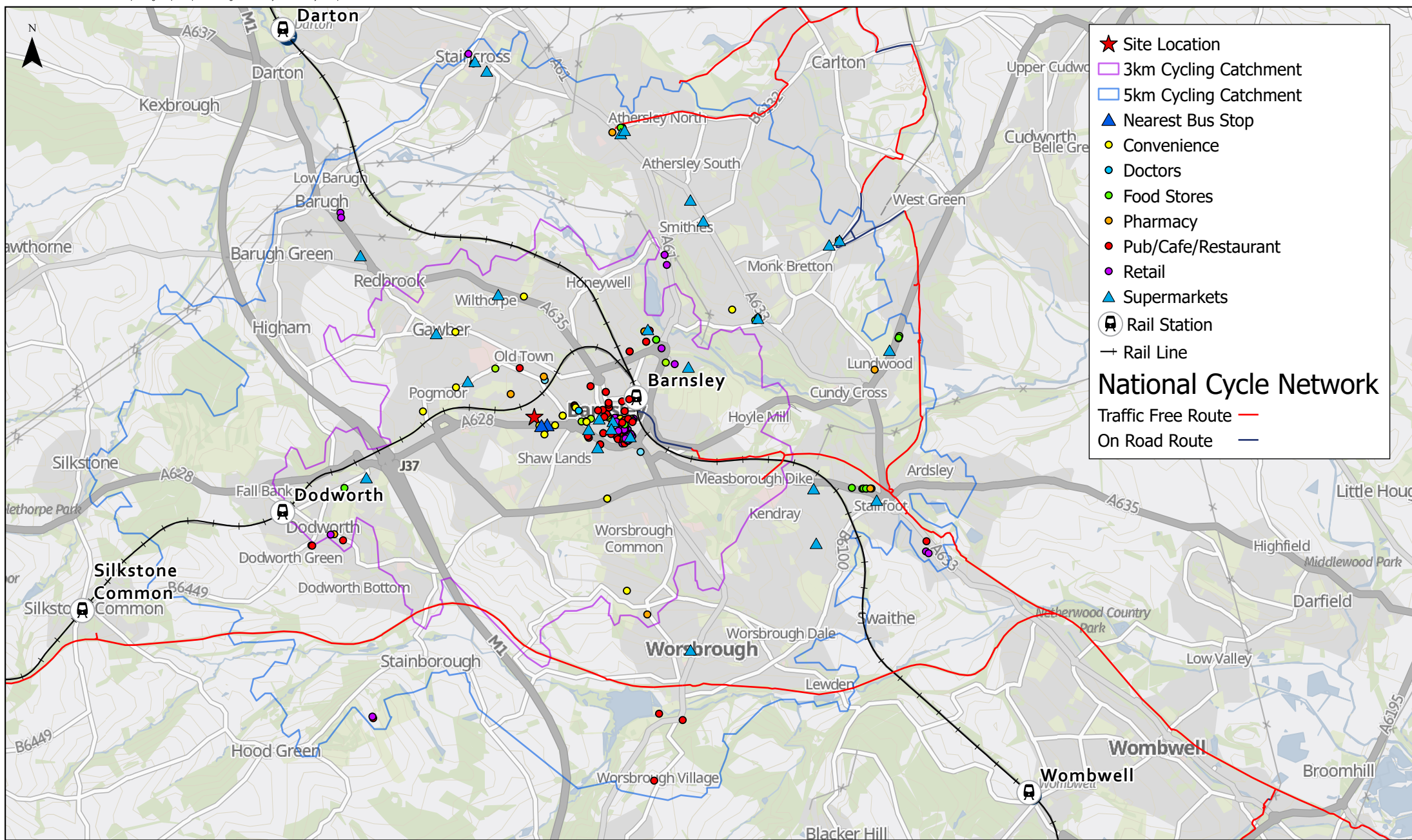
Client
Exemplar
 HealthCare

PERSEVERANCE STREET, BARNSELEY
 Figure 5.1: 1km and 2km Walking Catchments

GB Background: Contains OS data © Crown Copyright and database right 2022
 Contains data from OS Zoomstack

0 0.25 0.5 1 KM

1:20,000 @ A4	Date: 14/03/2023
Drawn: AL	Checked: BL
Figure 5.1	



- ★ Site Location
- ◻ 3km Cycling Catchment
- ◻ 5km Cycling Catchment
- ▲ Nearest Bus Stop
- Convenience
- Doctors
- Food Stores
- Pharmacy
- Pub/Cafe/Restaurant
- Retail
- ▲ Supermarkets
- 🚂 Rail Station
- Rail Line

National Cycle Network

- Traffic Free Route —
- On Road Route —



Client
Exemplar
 HealthCare

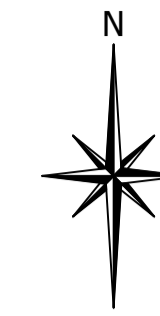
PERSEVERANCE STREET, BARNSLEY
 Figure 5.2: 3km and 5km Cycling Catchments

GB Background: Contains OS data © Crown Copyright and database right 2022
 Contains data from OS Zoomstack

1:50,000 @ A4	Date: 14/03/2023
Drawn: AL	Checked: BL
Figure 5.2	

Appendices

Appendix A Existing Site Layout



Revision:	Date:	Drawn:	Checked:
-----------	-------	--------	----------

PL Planning

Residential Care Home
Existing Site Plan with Topo

Location:
Perseverance Street
BARNSLLEY

Client:
Exemplar Healthcare

LPR#	Originator	Zone	Level	Type	Role	Number	Revision
PERSE	WBA	SI	00	DR	A	PL-002	

Date: May '23 Drawn: GB Checked: NM Scale: 1:200@A1 Int. Job No: 4009_022 CAD REF:

WATSON BATTY ARCHITECTS

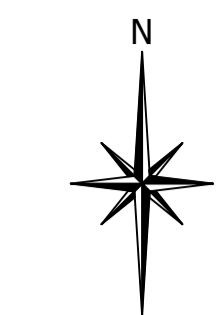
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FUTURE BUILT

Note: Do not Scale from this drawing. All dimensions to be checked on site.


Appendix B Proposed Site Plan



KEY

----- Red Line Site Boundary

TREES

 Proposed Tree's, please refer to Amenity Tree's 'Proposed Landscaping Planting Plans' Drawing

BOUNDARY CONDITION

----- Proposed 2100mm High Close Boarded Timber Fence

----- Proposed 1800mm High Close Boarded Timber Fence

FOR ALL LANDSCAPING DETAILS REFER TO AMENITY TREE'S LANDSCAPING PLANTING, SOFTWARES & HARDWORKS DRAWING'S.

FOR ALL PROPOSED EXTERNAL SITE LEVELS DETAILS PLEASE REFER TO EASTWOODS STRUCTURAL & CIVIL CONSULTANT'S DRAWING'S.

FOR ALL EXISTING SHRUBS, REFER TO REPORT: 'TREE SURVEY AND CONSTRAINTS REPORT' BY AMENITY TREE

Revision: P2	Date: 03.05.24	Drawn: GB	Checked: NM
Updated Parking arrangement.			
Revision: P1	Date: 30.04.24	Drawn: GB	Checked: NM
Bin store moved closer to building.			

PL Planning

Residential Care Home
Proposed Site Plan

Location:
Perseverance Street
BARNSELEY

Client:
Exemplar Healthcare

UPRN	Originator	Zone	Level	Type	Role	Number	Revision
PERSE	WBA	SI	00	DR	A	PL-600	P2

Date: Jan '24 Drawn:GB Checked:NM Scale:1:200@A1 Int Job No: 4009_022
CAD REF:

WATSON BATTY ARCHITECTS

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FUTURE BUILT

Note: Do not Scale from this drawing. All dimensions to be checked on site.

Appendix C Speed Survey Results



14012
Perseverance Street
Apr-23
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Perseverance Street 53.55323, -1.492624	North	30	Tuesday, 25 April 2023		412	412	3	0.7	0	0.0	0	0.0	16.9	21.9
		South	30	Tuesday, 25 April 2023		410	410	5	1.2	0	0.0	0	0.0	16.9	22.2
		Both Directions	30	Tuesday, 25 April 2023		822	822	8	1.0	0	0.0	0	0.0	16.9	21.9

Site 1
 Location Perseverance Street 53.55323, -1.492624
 Direction North

14012
 Perseverance Street
 Apr-23

Tuesday, 25 April 2023

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	21.2	-
0100	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	14.8	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	10.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
0500	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	11.8	-
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.5	-
0700	13	0	11	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.6	20.2
0800	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.6	19.2
0900	15	0	14	0	1	0	0	0	0	0	0	0	0	1	6.7	0	0.0	0	0.0	17	21.3
1000	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.5	-
1100	14	0	12	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.6	20.2
1200	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.1	22.1
1300	25	0	24	0	1	0	0	0	0	0	0	0	0	1	4.0	0	0.0	0	0.0	16.1	23.3
1400	25	2	21	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.5	24.9
1500	26	0	25	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.1	21.2
1600	37	0	37	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.8	23.7
1700	46	2	42	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.5	21.4
1800	51	0	49	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.6	22.7
1900	33	0	32	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.4	19.9
2000	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.8	22.7
2100	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.4	22.2
2200	15	0	15	0	0	0	0	0	0	0	0	0	0	1	6.7	0	0.0	0	0.0	17.3	21.9
2300	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	13	-
07-19	292	4	273	0	15	0	0	0	0	0	0	0	0	2	0.7	0	0.0	0	0.0	17.2	22
06-22	377	4	356	0	17	0	0	0	0	0	0	0	0	2	0.5	0	0.0	0	0.0	17.1	21.9
06-00	400	5	378	0	17	0	0	0	0	0	0	0	0	3	0.8	0	0.0	0	0.0	17	21.9
00-00	412	5	387	0	20	0	0	0	0	0	0	0	0	3	0.7	0	0.0	0	0.0	16.9	21.9

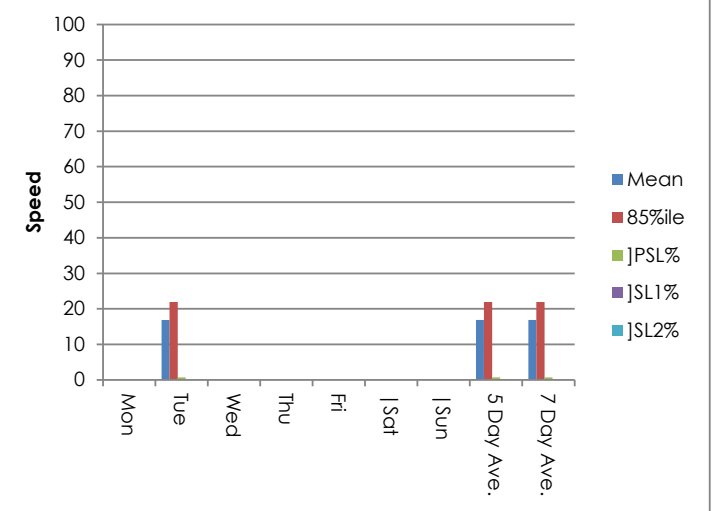
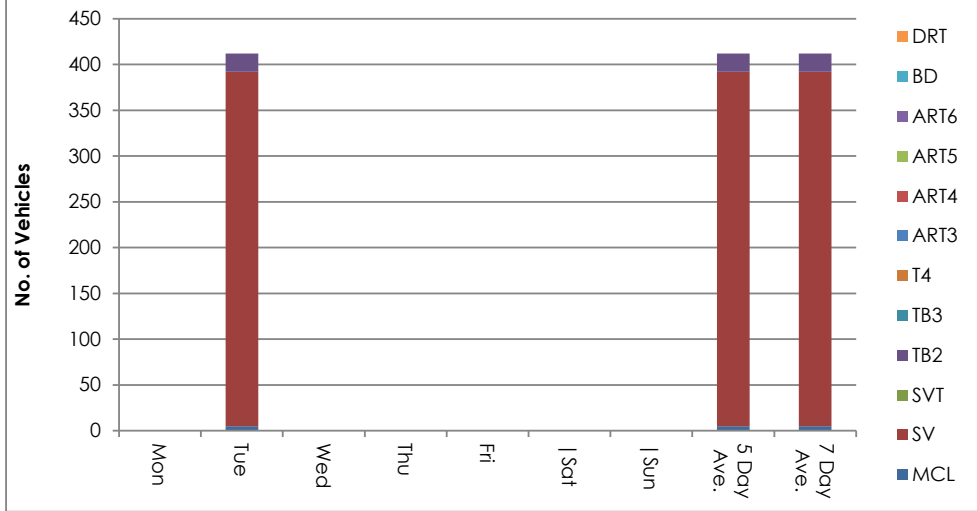
Site 1
 Location Perseverance Street 53.55323, -1.492624
 Direction North

14012
 Perseverance Street
 Apr-23

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Tue	412	5	387	0	20	0	0	0	0	0	0	0	0	0	3	0.7	0	0.0	0	0.0	16.9	21.9
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
5 Day Ave.	412	5	387	0	20	0	0	0	0	0	0	0	0	3	0.7	0	0.0	0	0.0	16.9	21.9	
7 Day Ave.	412	5	387	0	20	0	0	0	0	0	0	0	0	3	0.7	0	0.0	0	0.0	16.9	21.9	
--	412	5	387	0	20	0	0	0	0	0	0	0	0	3	0.7	0	0.0	0	0.0	16.9	21.9	

Summary Graphs



Site 1
 Location Perseverance Street 53.55323, -1.492624
 Direction North

14012
 Perseverance Street
 Apr-23

Tuesday, 25 April 2023

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	1	1	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	13	0	2	2	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	15	0	1	6	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	8	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	14	0	2	1	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	19	0	1	2	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	25	1	3	5	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	25	0	3	4	6	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	26	0	2	8	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	37	0	2	9	14	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	46	0	2	18	16	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	51	0	0	10	21	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	33	0	1	11	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	27	0	3	4	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	18	0	0	7	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	15	0	2	3	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	292	1	20	68	125	64	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	377	1	25	92	166	77	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	400	1	28	100	175	79	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	412	1	33	103	177	81	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

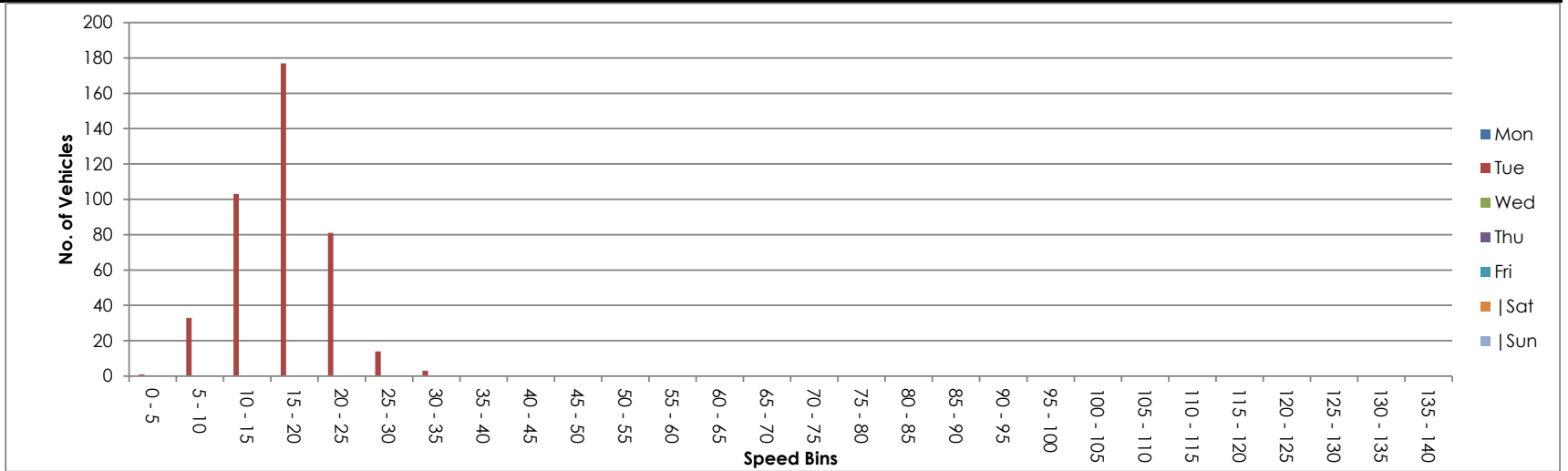
Site 1
 Location Perseverance Street 53.55323, -1.492624
 Direction North

14012
 Perseverance Street
 Apr-23

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	412	1	33	103	177	81	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	412	1	33	103	177	81	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	412	1	33	103	177	81	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	412	1	33	103	177	81	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
 Location Perseverance Street 53.55323, -1.492624
 Direction South

14012
 Perseverance Street
 Apr-23

Tuesday, 25 April 2023

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.1	-
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	13.8	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	7.8	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	11.6	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	10.6	-
0500	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.2	18.9
0600	20	0	18	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.3	20.4
0700	38	0	36	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18	23.8
0800	38	0	37	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17	22.5
0900	19	0	18	0	1	0	0	0	0	0	0	0	0	1	5.3	0	0.0	0	0.0	17.7	22.3
1000	12	0	10	0	1	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	14.7	18.4
1100	27	0	26	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.9	22.4
1200	15	1	14	0	0	0	0	0	0	0	0	0	0	1	6.7	0	0.0	0	0.0	17.5	24.1
1300	23	1	19	0	2	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16	21
1400	25	0	23	0	2	0	0	0	0	0	0	0	0	1	4.0	0	0.0	0	0.0	17.6	23.4
1500	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.1	24.5
1600	35	0	34	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.7	22.4
1700	31	0	30	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.1	21.1
1800	27	0	25	0	2	0	0	0	0	0	0	0	0	1	3.7	0	0.0	0	0.0	20.1	26.1
1900	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.2	24
2000	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.6	19.7
2100	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.8	21.7
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	1	16.7	0	0.0	0	0.0	16.2	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	13	-
07-19	305	2	287	0	14	2	0	0	0	0	0	0	0	4	1.3	0	0.0	0	0.0	17.4	22.4
06-22	382	2	362	0	16	2	0	0	0	0	0	0	0	4	1.0	0	0.0	0	0.0	17.1	22.3
06-00	391	2	371	0	16	2	0	0	0	0	0	0	0	5	1.3	0	0.0	0	0.0	17.1	22.4
00-00	410	2	389	0	17	2	0	0	0	0	0	0	0	5	1.2	0	0.0	0	0.0	16.9	22.2

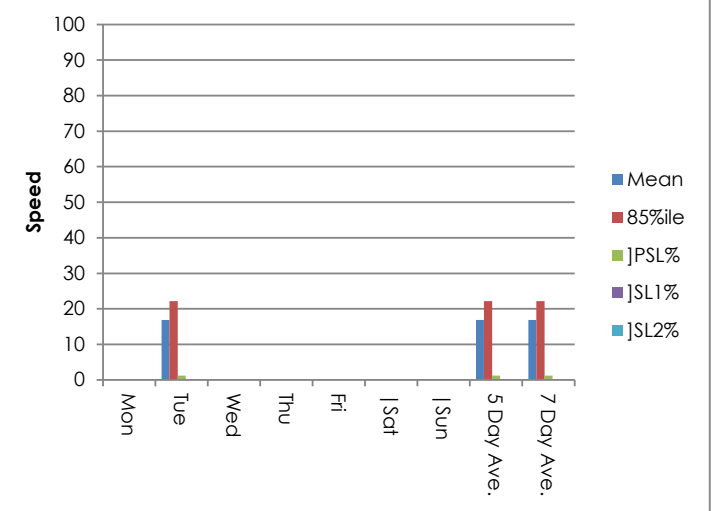
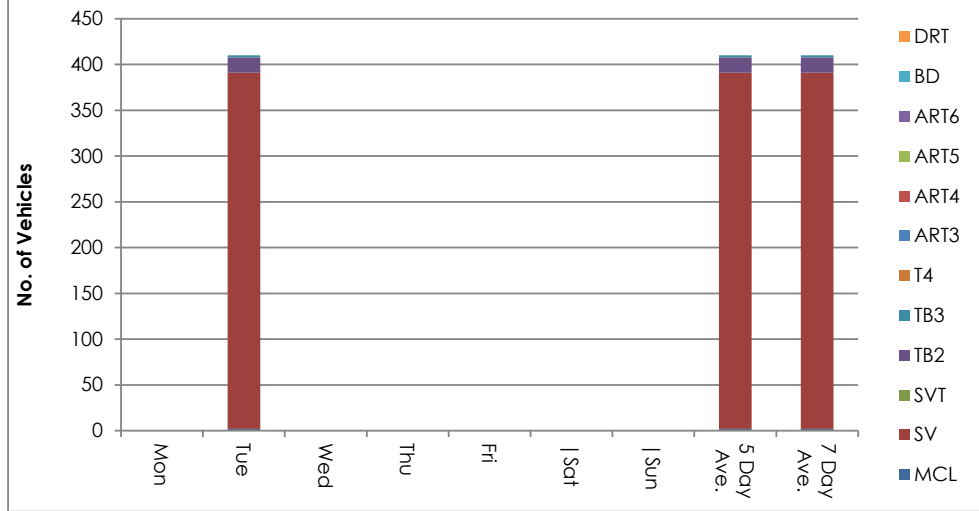
Site 1
 Location Perseverance Street 53.55323, -1.492624
 Direction South

14012
 Perseverance Street
 Apr-23

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Tue	410	2	389	0	17	2	0	0	0	0	0	0	0	0	5	1.2	0	0.0	0	0.0	16.9	22.2
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
5 Day Ave.	410	2	389	0	17	2	0	0	0	0	0	0	0	5	1.2	0	0.0	0	0.0	16.9	22.2	
7 Day Ave.	410	2	389	0	17	2	0	0	0	0	0	0	0	5	1.2	0	0.0	0	0.0	16.9	22.2	
--	410	2	389	0	17	2	0	0	0	0	0	0	0	5	1.2	0	0.0	0	0.0	16.9	22.2	

Summary Graphs



Site 1
 Location Perseverance Street 53.55323, -1.492624
 Direction South

14012
 Perseverance Street
 Apr-23

Tuesday, 25 April 2023

Automatic Traffic Count

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	1	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	20	2	1	5	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	38	0	4	5	16	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	38	0	4	8	16	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	19	0	0	6	6	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	12	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	27	0	2	9	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	15	0	3	2	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	23	0	5	2	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	25	0	3	6	3	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	15	0	1	3	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	35	0	2	10	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	31	0	1	6	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	27	0	1	2	9	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	20	0	5	5	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	18	0	2	5	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	19	0	1	2	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	3	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	305	0	27	64	118	76	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	382	2	36	81	151	88	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	391	2	40	82	153	89	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	410	3	43	88	161	90	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

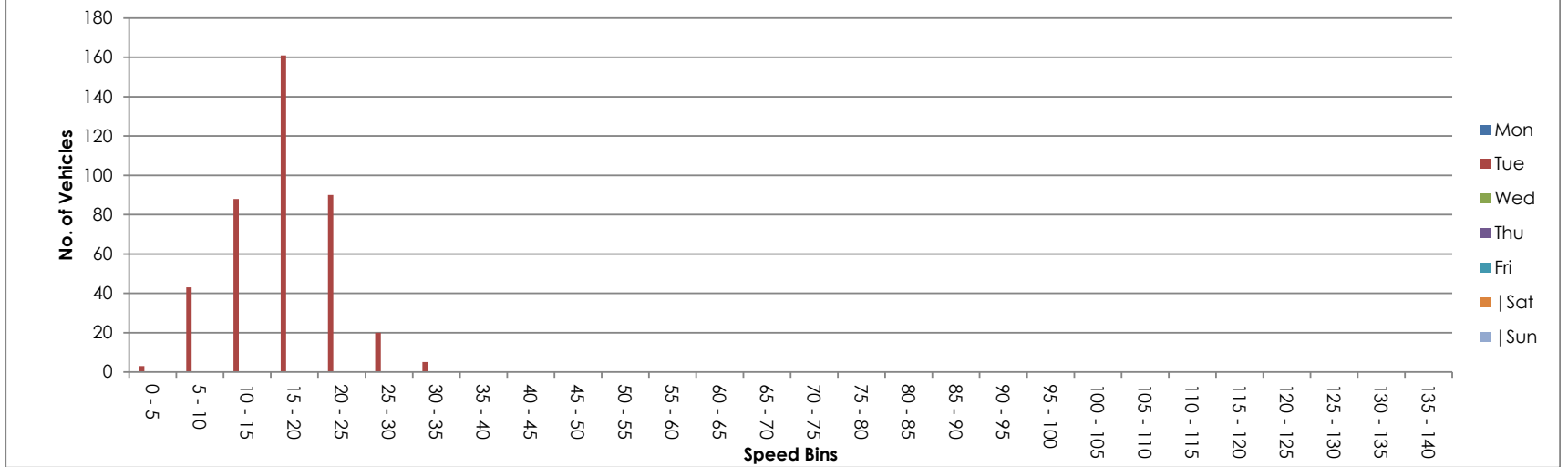
Site 1
 Location Perseverance Street 53.55323, -1.492624
 Direction South

14012
 Perseverance Street
 Apr-23

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	410	3	43	88	161	90	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	410	3	43	88	161	90	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	410	3	43	88	161	90	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	410	3	43	88	161	90	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
 Location Perseverance Street 53.55323, -1.492624
 Direction Both Directions

14012
 Perseverance Street
 Apr-23

Tuesday, 25 April 2023

Automatic Traffic Count

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	18.1	-
0100	8	0	6	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	14.5	-
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	8.9	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	11.6	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	10.6	-
0500	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	14.3	19.7
0600	27	0	25	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15.6	21.3
0700	51	0	47	0	4	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.9	23
0800	51	0	49	0	2	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.7	21.9
0900	34	0	32	0	2	0	0	0	0	0	0	0	0	2	5.9	0	0.0	0	0.0	17.4	21.7
1000	20	0	17	0	2	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	15	18.6
1100	41	0	38	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.8	21.9
1200	34	1	33	0	0	0	0	0	0	0	0	0	0	1	2.9	0	0.0	0	0.0	17.8	22.8
1300	48	1	43	0	3	1	0	0	0	0	0	0	0	1	2.1	0	0.0	0	0.0	16	22.1
1400	50	2	44	0	4	0	0	0	0	0	0	0	0	1	2.0	0	0.0	0	0.0	18	24.6
1500	41	0	40	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.9	22
1600	72	0	71	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.2	22.4
1700	77	2	72	0	3	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.8	21.3
1800	78	0	74	0	4	0	0	0	0	0	0	0	0	1	1.3	0	0.0	0	0.0	19.1	23.1
1900	53	0	52	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.3	20
2000	45	0	45	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	16.4	21.9
2100	37	0	36	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	17.1	21.8
2200	21	0	21	0	0	0	0	0	0	0	0	0	0	2	9.5	0	0.0	0	0.0	17	23
2300	11	1	10	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	13	16.2
07-19	597	6	560	0	29	2	0	0	0	0	0	0	0	6	1.0	0	0.0	0	0.0	17.3	22.3
06-22	759	6	718	0	33	2	0	0	0	0	0	0	0	6	0.8	0	0.0	0	0.0	17.1	22.1
06-00	791	7	749	0	33	2	0	0	0	0	0	0	0	8	1.0	0	0.0	0	0.0	17	22.1
00-00	822	7	776	0	37	2	0	0	0	0	0	0	0	8	1.0	0	0.0	0	0.0	16.9	21.9

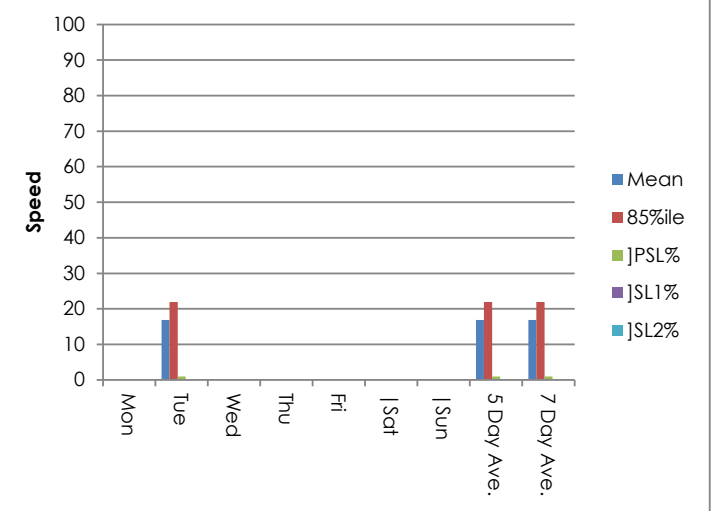
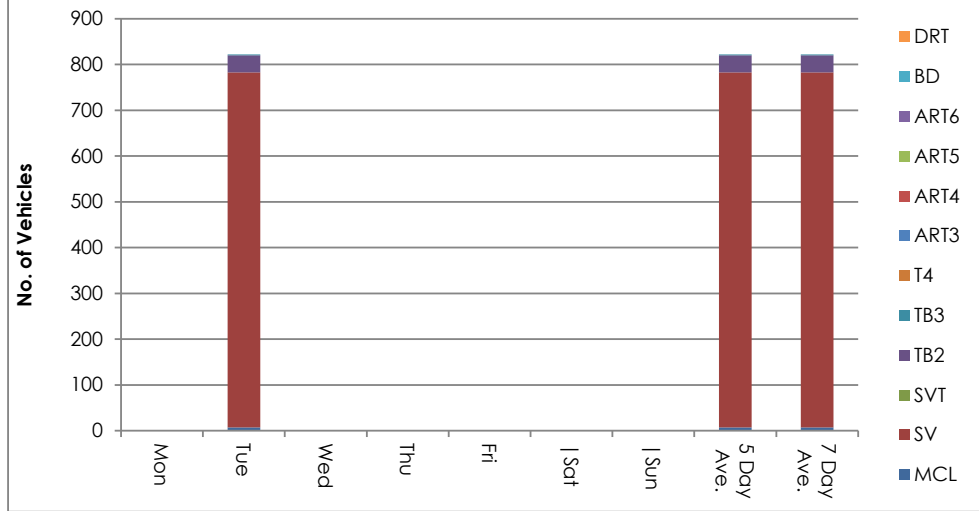
Site 1
 Location Perseverance Street 53.55323, -1.492624
 Direction Both Directions

14012
 Perseverance Street
 Apr-23

Virtual Week (1)

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DfT	JSL2% 40 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Tue	822	7	776	0	37	2	0	0	0	0	0	0	0	0	8	1.0	0	0.0	0	0.0	16.9	21.9
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	-	-
5 Day Ave.	822	7	776	0	37	2	0	0	0	0	0	0	0	0	8	1.0	0	0.0	0	0.0	16.9	21.9
7 Day Ave.	822	7	776	0	37	2	0	0	0	0	0	0	0	0	8	1.0	0	0.0	0	0.0	16.9	21.9
--	822	7	776	0	37	2	0	0	0	0	0	0	0	0	8	1.0	0	0.0	0	0.0	16.9	21.9

Summary Graphs



Site 1
 Location Perseverance Street 53.55323, -1.492624
 Direction Both Directions

14012
 Perseverance Street
 Apr-23

Tuesday, 25 April 2023

Automatic Traffic Count

Time	Total	Speed Bins (mph)																										
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135
0000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	15	1	3	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	27	2	2	7	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	51	0	5	6	25	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	51	0	6	10	24	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	34	0	1	12	11	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	20	0	2	7	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	41	0	4	10	17	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	34	0	4	4	17	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	48	1	8	7	21	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	50	0	6	10	9	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	41	0	3	11	15	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	72	0	4	19	29	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	77	0	3	24	35	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	78	0	1	12	30	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	53	0	6	16	24	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	45	0	5	9	22	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	37	0	1	9	18	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	21	0	5	3	8	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	597	1	47	132	243	140	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	759	3	61	173	317	165	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	791	3	68	182	328	168	34	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	822	4	76	191	338	171	34	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



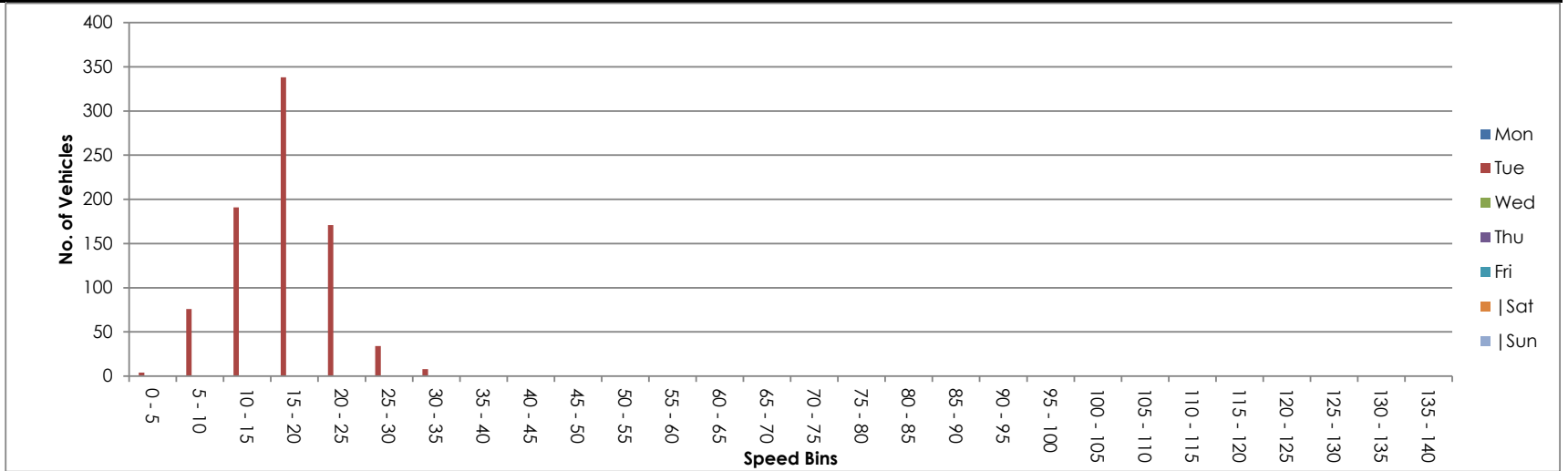
Site 1
 Location Perseverance Street 53.55323, -1.492624
 Direction Both Directions

14012
 Perseverance Street
 Apr-23

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	822	4	76	191	338	171	34	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	822	4	76	191	338	171	34	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	822	4	76	191	338	171	34	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	822	4	76	191	338	171	34	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Appendix D TRICS Report

Calculation Reference: AUDIT-706701-230109-0155

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
 Actual Range: 17 to 68 (units:)
 Range Selected by User: 17 to 80 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 13/06/22

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

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	5
No Sub Category	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.

Inclusion of Servicing Vehicles Counts:

Secondary Filtering selection:

Use Class:

C2 8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 days

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

Travel Plan:

No 8 days

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

PTAL Rating:

No PTAL Present 8 days

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

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: <i>Survey date: TUESDAY</i>	NURSING HOME 31 27/09/16	BLACKPOOL <i>Survey Type: MANUAL</i>
2	GM-05-F-03 HALIFAX ROAD ROCHDALE Edge of Town Residential Zone Total Number of residents: <i>Survey date: WEDNESDAY</i>	NURSING HOME 30 29/05/13	GREATER MANCHESTER <i>Survey Type: MANUAL</i>
3	NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: <i>Survey date: MONDAY</i>	NURSING HOME 60 13/06/22	NORTH NORTHAMPTONSHIRE <i>Survey Type: MANUAL</i>
4	NN-05-F-02 ROCKINGHAM ROAD CORBY Edge of Town Centre Residential Zone Total Number of residents: <i>Survey date: FRIDAY</i>	NURSING HOME 55 21/11/08	NORTH NORTHAMPTONSHIRE <i>Survey Type: MANUAL</i>
5	NT-05-F-02 MOOR LANE NEAR NOTTINGHAM BINGHAM Edge of Town Centre No Sub Category Total Number of residents: <i>Survey date: MONDAY</i>	NURSING HOME 34 14/11/16	NOTTINGHAMSHIRE <i>Survey Type: MANUAL</i>
6	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: <i>Survey date: MONDAY</i>	NURSING HOME 37 04/03/19	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
7	SF-05-F-01 COLCHESTER ROAD IPSWICH Edge of Town Residential Zone Total Number of residents: <i>Survey date: FRIDAY</i>	CARE HOME 17 18/09/15	SUFFOLK <i>Survey Type: MANUAL</i>
8	TW-05-F-01 CROWHALL LANE FELLING Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Number of residents: <i>Survey date: WEDNESDAY</i>	NURSING HOME 68 04/05/05	TYNE & WEAR <i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	42	0.078	8	42	0.027	8	42	0.105
08:00 - 09:00	8	42	0.066	8	42	0.072	8	42	0.138
09:00 - 10:00	8	42	0.069	8	42	0.045	8	42	0.114
10:00 - 11:00	8	42	0.066	8	42	0.042	8	42	0.108
11:00 - 12:00	8	42	0.069	8	42	0.087	8	42	0.156
12:00 - 13:00	8	42	0.057	8	42	0.057	8	42	0.114
13:00 - 14:00	8	42	0.096	8	42	0.054	8	42	0.150
14:00 - 15:00	8	42	0.114	8	42	0.145	8	42	0.259
15:00 - 16:00	8	42	0.066	8	42	0.133	8	42	0.199
16:00 - 17:00	8	42	0.072	8	42	0.090	8	42	0.162
17:00 - 18:00	8	42	0.036	8	42	0.051	8	42	0.087
18:00 - 19:00	8	42	0.039	8	42	0.033	8	42	0.072
19:00 - 20:00	6	35	0.024	6	35	0.038	6	35	0.062
20:00 - 21:00	6	35	0.043	6	35	0.038	6	35	0.081
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.895			0.912			1.807

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: 17 - 68 (units:)
 Survey date range: 01/01/00 - 13/06/22
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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.