JNP GROUP

CONSULTING ENGINEERS

Transport Statement

Project: Proposed Nursery and Day Care Centre

Cobcar Sports and Social Club, Elsecar

Client: Little Cobs Daycare

Reference: S12090-JNP-66-XX-RP-T-0001 P03

Date: 06/10/2023

DOCUMENT CONTROL SHEET



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Date: October 2023

Document Issue Record

Rev	Date	Description	Prepared	Checked	Approved
P01	10/05/23	First Issue	EL	JW	JW
P02	12/05/23	Second Issue	EL	JW	JW
P03	06/10/23	Updated following comments from BMBC	EL	JW	JW
P04	06/10/23	Minor Wording Amendments	EL	JW	JW

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1 INTRODUCTION

1.1 Context

1.1.1 JNP Group have been appointed by Little Cobs Daycare to undertake a Transport Statement in support of the redevelopment of Cobcar Sports and Social Club (SASC) in Elsecar, Barnsley. The TS accompanies and supports a Full Planning Application to Barnsley Metropolitan Borough Council (BMBC), who are both the Local Planning Authority (LPA) and Local Highway Authority (LHA).

1.1.2 The proposals comprise the redevelopment of the former SASC to a nursery and day care centre. The existing site access from Cobcar Road will be retained, as will the existing parking provision along the frontage of the site.

1.1.3 This TS has been prepared to take account of national and local planning policy, including the National Planning Policy Framework (2023); the Barnsley Local Plan (2019) and the Transport Strategy.

1.1.4 An earlier iteration of this TS was submitted to BMBC under application reference 2023/0299 in June 2023 and feedback was provided from the LHA in July 2023. It was requested that additional information was submitted to assess the impact of the development on the surrounding highway network, particularly in relation to on-street parking.

1.1.5 The following information was requested:

- "Staff numbers updated and further details on start times, closing times, whether all children will be all-day attendees etc. submitted.
- A parking survey on the full length of Cobcar Street carried out in half hour periods between 06:00 and 10:00 and 15:00 and 19:00. Whilst HDC officers are not asking for a full Lambeth Method survey to be carried out, the parking stress on Cobcar Street should be similarly assessed by calculating the parking capacity of the street and comparing it to the spaces taken at each survey time. To calculate parking capacity each length of available road space must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number.
- An arrival and departure survey carried out at a nearby and comparable childcare facility with arrivals and departures given in 5-minute intervals. Whilst it is not imperative that this nursery is selected, Little Ducklings Day Nursery on Hemingfield Road, is approximately 2 miles from Cobcar Lane and is similarly lacking in off-street parking facilities (albeit this road benefits from marked bays away from the running lane of traffic). The survey should include the morning peak of 07:30-09:30 and the peak departure hours of the chosen nursery. The modes of transport should also be included in the resultant data."

1.1.6 The above information has been obtained and is assessed within this updated version of the TS.

1.2 Report Structure

1.2.1 The TS comprises the following sections:

- **Section 2 – Policy and Good Practice Guidance:** This section summarises policy which is relevant to the TS;
- **Section 3 – Baseline Conditions:** This section describes the existing highway conditions in the vicinity of the site, including access by sustainable modes of transport;
- **Section 4 - Development Proposals:** this section describes the proposed development, including the access arrangements and proposed parking provision;
- **Section 5 – Parking Assessment:** this section presents and analyses the results of a parking beat survey along Cobcar Street and an arrival departure survey of a comparable nursery;
- **Section 6 – Trip Generation:** this section sets out the methodology for calculating the proposed trip generation;
- **Section 7 – Summary and Conclusions:** This section concludes the report and summarises its findings.

2 POLICY AND BEST PRACTICE

2.1 Introduction

2.1.1 This section provides a summary of the transport policy context against which the proposals have been designed. These are contained within the national, regional and local policy documents relevant to the site.

2.1.2 These include the following:

National Policy and Guidance

- National Planning Policy Framework (NPPF), 2021;
- Planning Practice Guidance (PPG), 2014; and
- Local Transport Note 1/20 – Cycle Infrastructure Design, July 2020.

Local Policy and Guidance

- Barnsley Local Plan, Adopted January 2019; and
- BMBC Transport Strategy.

2.2 National Planning Policy Framework, 2023

2.2.1 The Ministry of Housing, Communities and Local Government published the revised NPPF in 2023, which replaces the previous versions of NPPF published in 2012, 2018, 2019 and 2021.

2.2.2 It revokes and replaces the previous system of Planning Policy Guidance Notes and Planning Policy Statements, all of which are superseded by NPPF except the Waste Policies. The NPPF should be consulted and considered when local plans are drawn up and it is also an important part of the planning decision making process. The revised versions of NPPF implement around 85 reforms, which were announced within the Housing White Paper and consultation regarding planning for the right homes in the right places.

2.2.3 The July 2021 revisions within the NPPF placed a greater emphasis on beauty, place-making, the environment, sustainable development and underlines the importance of local design codes. The revised Framework implores Local Authorities to provide maximum clarity about design expectations at an early stage, including through the preparation of design guides or codes. This reflects the principles set out within the National Design Guide and National Model Design Code.

2.2.4 National Planning Policy reflects and responds to growing concerns over environmental issues and a greater public awareness of the problems associated with unrestrained car use. Current policies place a greater emphasis on increasing accessibility by more sustainable modes, such as walking, cycling and public transport. The NPPF also states that sustainable developments are more favourable, and this approach should be reflected by local planning authorities in their local plans and the decision-making process.

2.2.5 Paragraph 104 of the NPPF states that transport should be considered from the earliest stages of plan making so that:

- *'The potential impacts of development on transport networks can be addressed;*

- *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;*
- *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *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*
- *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

2.2.6 Paragraph 105 goes on to state that *'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions and improve air quality and public health'.*

2.2.7 Paragraph 110 of NPPF provides information on the transport considerations that should be given in determining applications for development. These are as follows:

- *'Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the development type and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National design Guide and the National Model Design Code; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

2.2.8 Paragraph 111 states that *'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.'*

2.2.9 Paragraph 113 states that all developments which will generate significant amounts of movement must be supported by a Travel Plan and a Transport Statement / Transport Assessment so that the cumulative impacts of the proposal can be assessed.

2.3 Local Transport Note 1/20 – Cycle Infrastructure Design, July 2020

2.3.1 The Department for Transport (DfT) Published Local Transport Note 1/20 (LTN1/20) on cycle infrastructure design in July 2020. The Note provides national guidance for local authorities and designers to help cycling become a form of mass transport in more areas than at present.

2.3.2 LTN1/20 sets out five core design principles which present the essential requirements to achieve more people travelling by cycle or on foot. The key principles state that networks and routes should be:

- Coherent – planned and designed to allow people to reach their day-to-day destinations easily;
- Safe – The cycle infrastructure must be safe and also perceived as safe by those using it;
- Direct – Cycle routes should preferably be more direct than the routes available for motor vehicles;
- Comfortable – The route should have good quality, well-maintained, smooth surfaces; and
- Attractive – cycle infrastructure should help deliver public spaces that are well designed and finished in attractive materials. They should be places which people want to spend time using.

2.4 Planning Practice Guidance, March 2014

2.4.1 Planning Practice Guidance provides advice on when Transport Assessments and Transport Statements are required, as well as the information they should contain.

2.4.2 Paragraph 15 of 'Planning Practice Guidance on Travel Plans, Transport Assessments and Statements' presents the level of detail that a Transport Assessment must go to and what must be included. The following criteria are necessary:

- Information about the proposed development, site layout (particularly proposed transport access and layout across all modes of transport);
- Information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
- Data about existing public transport provision, including provision/frequency of services and proposed public transport changes;
- A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and near the site;
- An assessment of trips from all directly relevant committed development in the area (i.e., development that there is a reasonable degree of certainty will proceed within the next three years);
- Data about current traffic flows on links and at junctions (including different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highway network;
- An analysis of the injury accident records on the public highway near the site access for the most recent three-year period, or five-year period if the proposed site has been identified as being within a high accident area;
- An assessment of the likely environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);

- Measures to improve the accessibility of the location (such as provision/enhancement of nearby footpath and cycle linkages) where these are necessary to make the development acceptable in planning terms;
- A description of parking facilities in the area and the parking strategy of the development;
- Ways of encouraging environmental sustainability by reducing the need to travel; and
- Measures to mitigate the residual impacts of the development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads).

2.5 Barnsley Local Plan, Adopted January 2019

2.5.1 The Barnsley Local Plan was adopted by BMBC in January 2019 and sets out the Council's vision for future development up to the year 2033. The Plan considers a range of matters including housing, employment, commercial development and transport infrastructure.

2.5.2 Policy GD1 of the Plan states that proposals for development will be approved if there will be no significant adverse effect on living conditions and residential amenity for existing and future residents. It further states that adequate access and internal layouts should be provided to ensure appropriate vehicular and pedestrian links are available.

2.5.3 Section 12 of the Local Plan covers matters relating to transport. A series of key challenges are identified, which include reducing the need to travel, particularly by car, and encouraging a greater uptake in walking and cycling.

2.5.4 Policy T3 states that new development will be expected to be located and designed to reduce the need to travel, including through being accessible via public transport and meeting the needs of pedestrians and cyclists. A Transport Statement should be provided in line with the NPPF to support the development proposals.

2.5.5 Policy I2 relates to the provision of educational and community facilities. The policy states that the Council will support the provision of schools, educational facilities, and other community facilities. Such provisions should be located centrally to the communities they serve, in places where they will be accessible by walking, cycling and public transport.

2.6 BMBC Transport Strategy

2.6.1 The Council's Transport Strategy is aligned with the Local Plan and sets out a vision for the period up to 2033. The Strategy provides a strategic direction for investment in transport in Barnsley.

2.6.2 The Transport Strategy outlines the Council's commitment to improving transport option for the community and reducing the negative impacts of travel in the borough. Various objectives are contained within the Strategy, including encouraging walking for short local journeys, and promoting cycling for health and leisure.

2.6.3 The Strategy considers existing travel behaviours among residents of the borough, identifying that 76% of residents travelled to work by car as of the 2011 census. This was higher than other surrounding areas in South Yorkshire.

2.6.4 To address this, active travel will be promoted, and a specific objective has been set to reduce conventional vehicular trips on the network for journeys of less than 2 miles. This is particularly concentrated on peak times on the network.

2.6.5 A further objective has been set to make walking a more attractive and accessible option for trips less than 2 miles. This will, in part, be achieved through affording pedestrians a higher level of priority through place making and establishing a target to increase walking from 10% in 2020 to 20% in 2030.

2.7 Summary

2.7.1 This section has reviewed national and local planning policy relevant to the development proposals and compliance is demonstrated where appropriate throughout the remainder of this TS.

3 BASELINE CONDITIONS

3.1 Introduction

3.1.1 This section provides information on the existing site, providing a baseline in terms of the development proposals. Consideration given to the accessibility of the site to local amenities, public transport services, pedestrian and cycle linkages.

3.2 Site Location

3.2.1 Cobcar SASC is located north of Cobcar Street in Elsecar, Barnsley. The site is bound to the north by the railway line, to the east by an access road to leading to two residential dwellings, to the south by Cobcar Street and to the west by residnetial dwellings. The location of the site is shown below as Figure 3.1.

Figure 3.1 - Site Location Plan



3.2.2 The building is currently vacant and is understood to have last been used for recreation purposes as a sports and social club in 2021. A small area of hard standing is provided along the frontage of the building, which can currently accommodate informal parking for around two vehicles. However, it should be noted that an existing brick perimeter raised flower bed that site at the corner of the existing building, will be removed as part of the re-development works and will provide sufficient space for an additional vehicle.

3.2.3 The informal parking area can be accessed via a vehicle crossover and is shown in Figure 3.2. Pedestrian access to the site is avialable from the site frontage along Cobcar Street.

Figure 3.2 - Access to Informal Parking Area along the Frontage of Cobcar SASC



3.3 Local Highway Network

3.3.1 Cobcar Street is a two-way, single carriageway road which is subject to a 30mph speed limit. The carriageway has a width of approximately 7m in the vicinity of the site, with 2m footways on each side of the carriageway. Street lighting columns are also present at regular intervals along both sides of the road.

3.3.2 The surrounding land use is predominantly residential. There are no parking restrictions along Cobcar Street and on-street parking is noted to occur intermittently along both sides of the carriageway. A review has confirmed that most dwellings in the vicinity of the site have off-street parking, such as driveways. This reduces the reliance on on-street parking and demonstrates that most of the on-street parking is likely to be sporadic and ad-hoc in nature. Some parked vehicles are also noted to mount the footway.

3.3.3 To the south, Cobcar Street forms a priority junction with B6098 Hill Street. The road continues north-west towards Elsecar village centre and south-west towards Elsecar Heritage Centre.

3.3.4 To the north, Cobcar Street forms a crossroad junction with Cobcar Lane and Strafford Avenue, with Cobcar Lane forming the major arm of the junction. Cobcar Lane continues north-west towards Jump and south-east towards Brampton.

3.4 Public Transport – Bus

3.4.1 The CIHT's 'Buses in Urban Developments' (2018) publication considers 400m as a maximum walking distance to bus stops. It recognises that in some instances it may be appropriate to increase this distance to 500m in order to access services on core bus corridors. For bus

stops served by lower frequency routes, the recommended maximum walking distance reduces to 300m.

3.4.2 The nearest bus stops to the proposed development are immediately south-west on Cobcar Street. The northbound bus stop is attached to a utility pole at the edge of the vehicle crossover to the site's car park, while the southbound bus stop is unmarked.

3.4.3 Each bus stop provides access to three public bus services, which are summarised in Table 3.1.

Table 3.1 - Bus Services accessible from Cobcar Street

Service and Operator	Route	Weekday Frequency	Approx. Journey Times
72 - Stagecoach	Chapeltown - Manvers	Approx. hourly towards Chapeltown between 10:00 and 19:00 Approx. hourly towards Manvers between 06:00 – 16:00	30 minutes to Chapeltown 25 minutes to Manvers
72a – Stagecoach	Chapeltown - Manvers	Three AM services and two PM services towards Chapeltown Three AM services and two PM services towards Manvers	30 minutes to Chapeltown 25 minutes to Manvers
136 – Stagecoach	Rotherham – Hoyland	Every 1.5 hours towards Rotherham Every 1.5 hours towards Hoyland	25 minutes to Kimberworth 35 minutes to Rotherham 5 minutes to Hoyland

3.4.4 The bus stops located along Cobcar Street provide access to many surrounding areas. This includes Hoyland to the north-west and other areas slightly further afield, such as Wath upon Dearne and Rotherham. The frequency of the bus services and the range of destinations may enable some persons who are travelling to and from the proposed nursery and day-care to use the bus, particularly staff.

3.5 Public Transport – Rail

3.5.1 The nearest railway station to the site is Elsecar Station, approximately 200m south. This equates to a walking time of around 6 minutes. The station is managed by Northern and provides regular services to destinations including Sheffield, Barnsley and Leeds.

3.5.2 The station has step-free access in the form of ramps from B6067 High Street. Platform 2 can also be accessed via the station car park. Each platform has seating, ticket machines and a shelter.

3.5.3 A summary of the service frequencies from Elsecar Station is provided in Table 3.2.

Table 3.2 - Rail Services from Elsecar Station

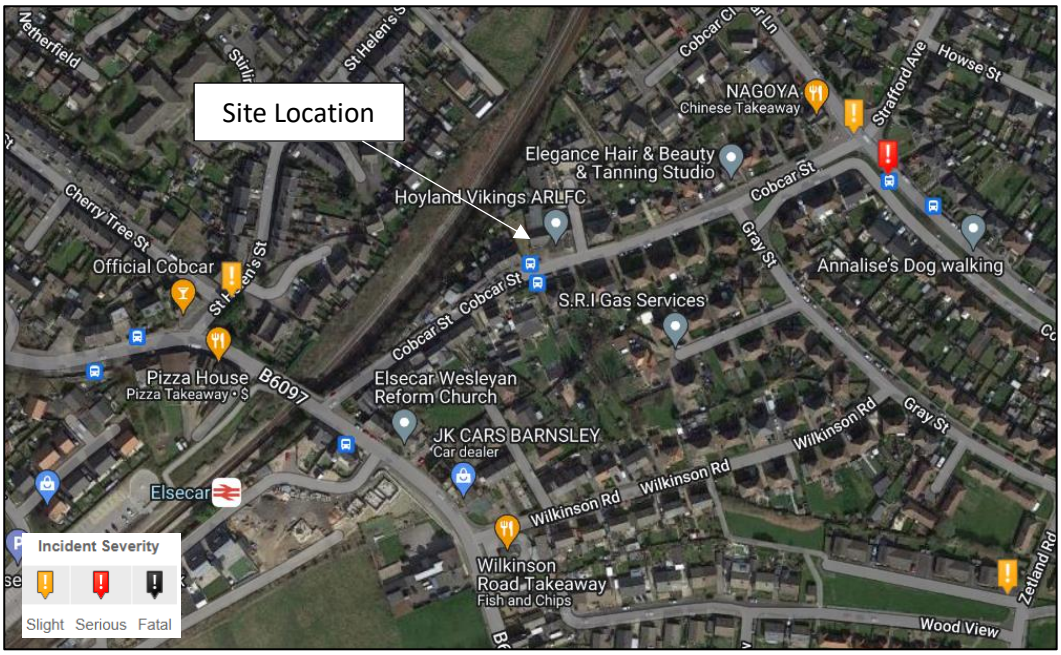
Destination	Service Frequency	Journey Time
Meadowhall Station	Two per hour	10 minutes
Sheffield Station	Two per hour	20 minutes
Barnsley Station	Two per hour	10 minutes
Penistone Station	Hourly	35 minutes
Huddersfield Station	Hourly	1 hour
Wakefield Kirkgate Station	Hourly	30 minutes
Leeds Station	Hourly	1 hour

3.5.4 As shown in Table 3.2, regular services are available to local destinations and the majority of stations can be reached within less than half an hour. The availability of services may enable some staff to travel to and from the site via train.

3.6 Analysis of Collision Data

3.6.1 A review of the CrashMap database has been undertaken to determine the amount and frequency of collisions resulting in personal injury which have occurred in the vicinity of the site. Data has been reviewed for the latest available five-year period, which covers 2017 - 2021 and includes the period within which the SASC was in use. An extract of the map is provided as Figure 3.3.

Figure 3.3 - Collison Data in the Vicinity of the Site



3.6.2 Two collisions have occurred to the north-east at the Cobcar Street / Cobscar Lane / Strafford Avenue junction, one of which was slight in severity, and one was serious in severity. The serious collision involved one vehicle and one casualty.

3.6.3 The frequency of collisions on the highway network surrounding the site averages significantly less than one collision per year, with no accidents in the latest five-year study period occurring along Cobcar Street or in the vicinity of the site. The development

proposals are therefore not expected to have a detrimental impact on the safety and operation of the existing highway network.

3.7 Walking and Cycling Facilities

Walking

3.7.1 Walking is traditionally recognised as a sustainable mode of travel which can replace shorter trips that are often made by car, particularly those under 2km. This was reflected in the now withdrawn 'PPG:13 Transport' guidance. Although the guidance has been superseded, it provides a useful indication of the walking distances that are considered reasonable for pedestrians.

3.7.2 CIHT's 'Planning for Walking' (2015) guidance document recognises that most short journeys are made wholly on foot, however walking also forms part of longer, multi-modal journeys. The guidance states that people will choose to walk if the length of their journey is less than one mile (1.6km). A typical catchment area is around half this distance at 800m or a 10-minute walk.

3.7.3 The IHT document 'Guidelines for Providing Journeys on Foot' (2000) provides preferred maximum walking distances for the purposes of commuting and other journeys. The distances are as follows:

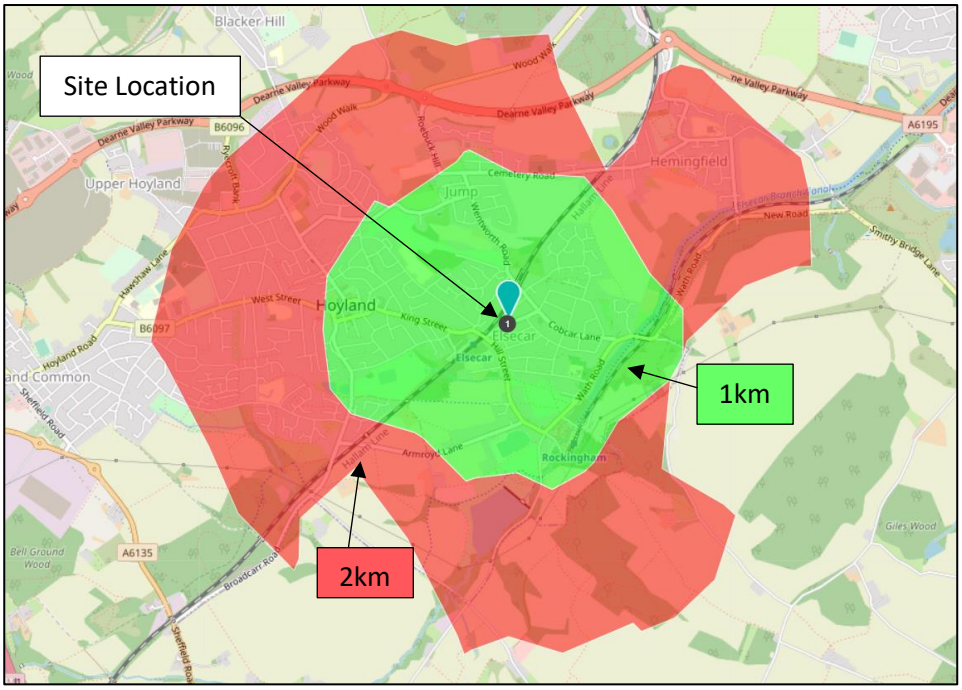
a) Town centres: 800m;

b) Commuting/school/sightseeing: 2,000m; and

c) Elsewhere: 1,200km.

3.7.4 Figure 3.4 shows the areas which fall within a 2km walking distance of the site.

Figure 3.4 - 2km Walking Isochrones



3.7.5 The walking isochrone in Figure 3.4 has been generated utilising the software available at https://maps.openrouteservice.org.

3.7.6 As shown in Figure 3.4, a range of residential areas are within a reasonable walking distance of the site. The entirety of Elsecar is within a 1km walking distance of the site and the eastern extents of Hoyland can also be reached within 1km. The eastern extents of Hoyland are within a 2km walking distance, as is Hemingfield. These areas are expected to form the natural catchment area of the nursery.

3.7.7 Footways are provided along both sides of Cobcar Street in the vicinity of the site. A continous footway is provided along the north side of the road between Hill Street to the south-west and Cobcar Lane to the north-east, while the footway on the south side of the carraigeway terminates at the Cobcar Street / Cobcar Lane junction. The footways are approximately 2m in width, though it is noted that the width is constrained in sections where vehicles parking on-street mount the pavement.

3.7.8 As noted previously, the site is within close walking distance of a pair of bus stops on Cobcar Street and is also around 200m walking distance from Eslecar Station.

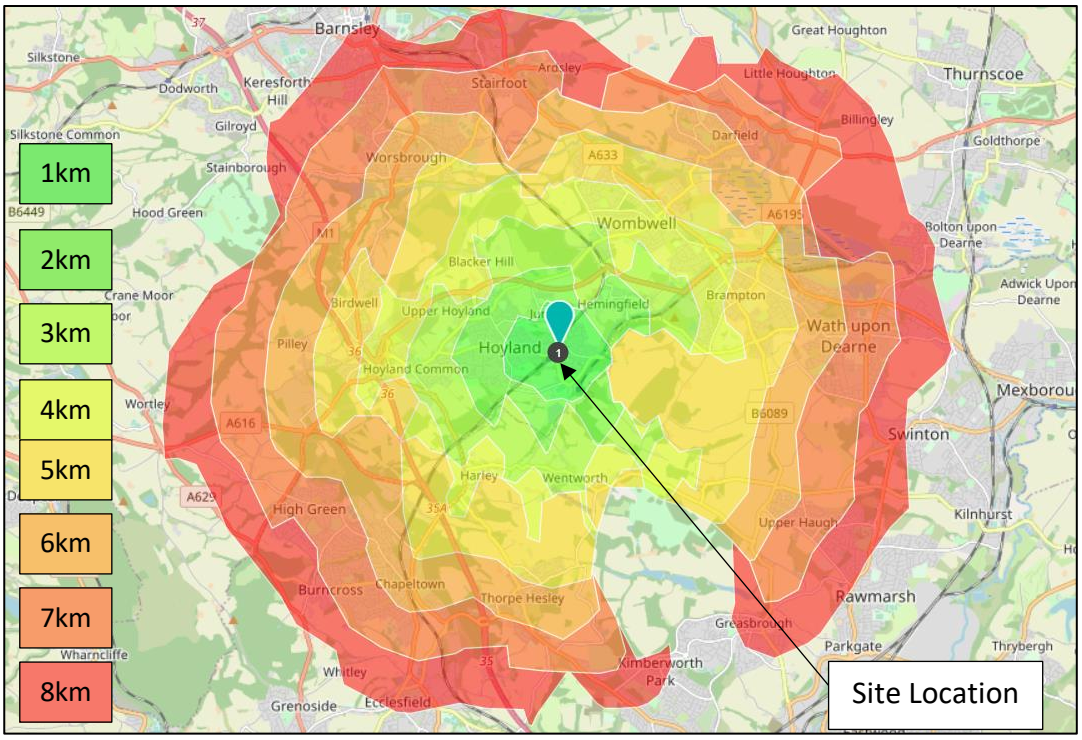
Cycling

3.7.9 CIHT's 'Planning for Cycling' (2014) guidance document states that the majority of cycling trips are made over short distances, with 80% being less than 5 miles (8km) and 40% being less than 2 miles (3.2km). Similarly, 'Chapter 10 – Cycling in New Developments' of the Sustrans Design Manual (draft, 2015) advises that distances up to five miles (8km) represents a reasonable cycling commute for most users.

3.7.10 The Department for Transport's 'Walking and Cycling Statistics, England: 2016' statistical release was published in January 2018. It states that shorter cycling trips under five miles (8km) made up 79% of all cycling trips in 2016, with 43% of all trips being under two miles (3.2km). The most common purpose for cycling trips is commuting, which accounts for an average of 36% of trips made by this mode.

3.7.11 The consensus among recent guidance and statistics is that 8km represents the maximum reasonable cycling distance, however a significant proportion of cycling trips are likely to be around 3km. Figure 3.5 shows the destinations within an 8km cycling distance of the site.

Figure 3.5 - 8km Cycling Isochrones



3.7.12 As shown in Figure 3.5, a wide area is accessible within an 8km cycling distance of the proposed development and this includes the entirety of Elsecar, Hoyland, Wath upon Dearne and Manvers. It is expected that those who wish to travel to the site by cycle, which is likely to comprise staff only, will be within a reasonable distance to do so.

3.7.13 National Cycle Network (NCN) Route 67 is accessible from Hill Street, approximately 600m south-west of the site on Fitzwilliam Street. The route continues north-east towards Wombwell and south-west towards Thorpe Hesley.

3.7.14 The area surrounding the site has a varying topography, with Cobcar Street sloping downhill in a north-west to south-east direction. Street lighting is provided on the surrounding road network and the roads are sufficiently wide for cycling on the carriageway.

3.8 Summary

3.8.1 A review of the existing walking, cycling and public transport provision has confirmed that there are several opportunities to travel by sustainable modes in the vicinity of the proposed development. The site is within 2km walking distance of the entirety of Elsecar plus other neighbouring residential areas, which increases the likelihood of staff and children travelling to the nursery on foot.

3.8.2 This is further supported by the continuous network of footway provision which links Cobcar Street to the surrounding area. Access via public transport modes is also readily available, with the nearest bus stops being adjacent to the site and Elsecar Station being within 200m walking distance.

4 DEVELOPMENT PROPOSALS

4.1 Introduction

4.1.1 This section of the Transport Statement discusses the proposals for the development of Cobcar SASC, including the access arrangements, parking provision and servicing arrangements.

4.2 Development Proposals

4.2.1 It is proposed that the site is redeveloped to form a nursery and day care centre. No changes are proposed to the footprint of the existing building on site, with the principal changes being to the internal layout. The proposed site layout is provided as **Appendix A.**

4.2.2 The proposed staff and attendance numbers are summarised below:

- A total of 8 part time and 4 full time members of staff, with up to 8 members of staff on site at any one time; and
- A maximum capacity of 42 children in attendance at any one time.

4.2.3 The nursery and day care centre would operate on weekdays only, with children able to arrive from 07:30 and the nursery closing at 18:00. Funded sessions will be offered between 08:30 and 11:30 in the AM and 13:00 to 16:00 in the PM. Funded sessions will not operate outside of term time, which will lower attendance and staff numbers during school holiday periods.

4.2.4 It is proposed that arrival and departure times are staggered per age group, reducing the number of drop off and pick up activities at any one time. The proposed drop off and pick up process will also see staff collect children from the entrance and vice versa, rather than parents bringing children into the nursery and increasing their dwell time whilst parked.

4.3 Site Access

4.3.1 No changes are proposed to the existing site access arrangements for vehicles, which take the form of a vehicle crossover from Cobcar Street. The vehicle crossover provides access to a small area for parking. As part of the re-development work, the existing brick lined raised plant bed will be removed to increase available parking space to 3 vehicles.

4.3.2 Pedestrian access to the existing building is available via both steps and a ramp along the frontage of the building, which can be accessed from the footway along the north side of Cobcar Street. This arrangement will be retained for the proposed nursery and day care centre.

4.3.3 Parking provision is discussed in further detail in Section 5 of this report.

4.4 Servicing

4.4.1 It is expected that servicing will be carried out from Cobcar Street, with no internal access to the site for refuse collection vehicles and fire tenders. This mirrors the arrangement which was in place for the sports and social club when operational. It is expected that bins will be provided at the edge of the site boundary on collection day.

5 PARKING ASSESSMENT

5.1 Introduction

5.1.1 This section of the TS presents information relating to the proposed parking provision and expected parking demand for both staff and children. This has been determined through existing on-street parking surveys along Cobcar Street and a survey of arrival and departures for a similar nursery nearby. The BMBC parking standards have also been reviewed.

5.2 Parking Standards

5.2.1 The parking standards for new developments in the area are set out in BMBC's 'Parking' Supplementary Planning Document (SPD), which was adopted in November 2019. The SPD sets out the recommended levels of car parking for different types of development. Different standards are provided for the areas defined as 'Urban Barnsley' and 'Borough Wide'.

5.2.2 For day nurseries, it is recommended that 1 space is provided per full time staff. Based on the proposed development having eight FTEs, this results in a recommended parking requirement of 8 spaces.

5.2.3 The existing site has capacity for 3 off-street parking spaces along the frontage of the building. Access rights have been secured for an additional 3 spaces along the side of the nursery, resulting in a total off-site parking provision of 6 spaces. This is 2 spaces fewer than the BMBC standards.

5.2.4 It is understood that discussions have taken place with BMBC via email regarding the parking provision, with the LHA noting that the shortfall against the standards. The response from the LHA states that it is for the applicant to justify the suitability of the proposed parking provision, which should be demonstrated through the results of on-street parking surveys along Cobcar Street and an arrival/drop off survey at a similar nursery. This is discussed in the remainder of this section.

5.3 Parking Beat Survey along Cobcar Street

5.3.1 A parking beat survey was conducted along Cobcar Street on Tuesday 26th September 2023 at 30-minute intervals during the morning peak period of 06:00 to 10:00 and the afternoon peak period of 15:00 and 19:00.

5.3.2 In accordance with the requirements set out by BMBC, stated previously in Section 1.1.4, the survey was not a full Lambeth Methodology survey but sought to accurately capture existing on-street parking demand at times when nursery drop offs and pickups would occur.

5.3.3 A review of Cobcar Street between the junction with B6097 Hill Street to the south-west and Cobcar Lane to the north-east has confirmed that the following opportunities and constraints for on-street parking along both sides of the carriageway:

- Dropped kerbs account for 76.5m of carriageway, amounting to 34m on the south side and 42.5m on the north side;

- Double yellow line restrictions are present along 61m on the north side and 14.5m on the south side, accounting for 75.5m in total; and
- 460m of Cobcar Street is unclassified with no parking restrictions or constraints, amounting to 244.5m on the north side and 215.5m on the south side.

5.3.4 The above designations are shown illustratively below as Figure 5.1.

Figure 5.1 - On-Street Parking Opportunities and Constraints along Cobcar Street



5.3.5 Each section of unrestricted carriageway has been assessed to consider the parking capacity, with 5m amounting to one parking space. This accords with the recommended methodology set out by BMBC. The total available parking capacity is 84 spaces along Cobcar Street.

5.3.6 The results of the parking beat survey and resultant parking stress for each peak period is shown below as Tables 5.1 and 5.2. The full results are presented as **Appendix C.**

Table 5.1 – AM Peak Period Parking Beat Survey Results

Time Period	Capacity	Parked Vehicles	Remaining Capacity	Parking Stress
06:00 – 06:30	84	33	51	39%
06:30 – 07:00	84	30	54	36%
07:00 – 07:30	84	28	56	33%
07:30 – 08:00	84	24	60	29%
08:00 – 08:30	84	20	64	24%
08:30 – 09:00	84	16	68	19%
09:00 – 09:30	84	14	70	17%
09:30 – 10:00	84	12	72	14%

Table 5.2 – PM Peak Period Parking Beat Survey Results

Time Period	Capacity	Parked Vehicles	Remaining Capacity	Parking Stress
15:00 – 15:30	84	14	70	7%
15:30 – 16:00	84	12	72	14%
16:00 – 16:30	84	10	74	12%
16:30 – 17:00	84	17	67	20%
17:00 – 17:30	84	19	65	23%
17:30 – 18:00	84	23	61	27%
18:00 – 18:30	84	24	60	29%
18:30 – 19:00	84	7	77	8%

5.3.7 The results demonstrate that the maximum AM Peak parking stress along Cobcar Street is 39%, which occurs in the 06:00 – 06:30 period. This precedes the proposed opening time of the nursery. From 07:30 onwards, the parking stress is less than 30% with a minimum of 60 available spaces along Cobcar Street.

5.3.8 In the PM Peak, the maximum parking stress occurs in the 18:00-18:30 period when there are 24 parked vehicles. This results in a parking stress of 29% and remaining capacity for 60 vehicles. The timing of the peak period likely aligns with when residents are arriving home and parking vehicles overnight, though it is noted that this reduces further in the following 30-minute period. Given that the nursery will close at 18:00, any demand for on-street parking associated with the nursery is likely to have reduced by this time.

5.3.9 Given that the nursery will accommodate 42 children and 8 staff, sufficient capacity for on-street parking would therefore be available for all staff and drop/off pickups to occur simultaneously within any given peak period during the opening times of the nursery. While this scenario would not occur, as some staff will park off-street and not all children will arrive via car, or in the same time window. The results of the survey demonstrate that Cobcar Street could comfortably accommodate any potential increase in on-street parking associated with the nursery. It is also worth noting that, with regards to dwell time, the nursery proposes to meet parents at the door, and this seeks to minimise the time that vehicles are parked on street, as previously highlighted in Section 4.

5.3.10 A further review of the locations of the parked vehicles has confirmed that some spaces were permanently utilised during both survey periods, whereas others experienced smaller clusters of parking demand. The section of Cobcar Street fronting the nursery has longer stretches of unclassified parking which were occupied at some points during the survey, however generally spaces were available both south-east and north-west of the survey along each side of the road.

5.3.11 Cobcar Street has a total length of 310m with the nursery towards the centre of this distance, meaning those completing drop offs and pick ups would likely only need to walk up to 155m from their vehicle to the nursery entrance. This is considered a reasonable walking distance, reducing the dependency on the stretch of Cobcar Street immediately near the nursery being available for on-street parking.

5.4 Arrival and Departure Survey at a Comparable Nursery

5.4.1 The application response from BMBC in July 2023 also recommended that an arrival and departure survey was carried out at a similar nursery to understand the trip generation profile and modes of travel. Little Ducklings Day Nursery on Hemingfield Road was identified as a suitable site for comparison, as it also has limitations relating to the availability and reliance on on-street parking. It is however noted that lay-bys are provided along both sides of Hemingfield Road which offer more formalised off-carriageway parking facilities when compared to Cobcar Street.

5.4.2 The nursery is considerably larger than the proposed provision on Cobcar Street. Per the latest Ofsted inspection in May 2023, the nursery has 100 places and 24 members of staff. The trip generation will therefore be proportionally higher than the proposed development.

5.4.3 An arrival and departure survey was carried out on Tuesday 26th September 2023 during the AM Peak period of 07:30-09:30 per BMBC's request, as well as the PM Peak period of 16:15-18:15. The nursery closes at 18:00, therefore the 2-hour window for the PM Peak period was chosen to ensure that departures were captured for the network peak and for a suitable duration after the published closure time. Arrivals and departures were recorded in 5-minute intervals.

5.4.4 The nursery has no on-site car park, and all drop offs and pickups are therefore completed partly or fully on foot. This could take the form of walking from home to the nursery and vice versa, or by walking from a parked car to the entrance. Vehicles are expected to park along Hemingfield Road.

5.4.5 Tables 5.3 and 5.4 below summarise the arrival and departure profiles for pedestrians in each peak period. This includes both children and adults. While cyclists entering and exiting the nursery gates were also counted as part of the survey, none were recorded within either peak period. Please note the five-minute intervals have been grouped into 30-minute windows, though the full results are presented in **Appendix C.**

Table 5.3 – Pedestrian Arrival and Departures, AM Peak Period

Time Period	Entries	Exits	Total
07:30 – 08:00	23	10	33
08:00 – 08:30	41	21	62
08:30 – 09:00	28	14	42
09:00 – 09:30	43	24	67
Total	**135**	**69**	**204**

Table 5.4 – Pedestrian Arrival and Departures, PM Peak Period

Time Period	Entries	Exits	Total
16:15 – 16:45	5	12	17
16:45 – 17:15	10	23	33
17:15 – 17:45	20	47	67
17:45 – 18:15	7	26	33
Total	**42**	**108**	**150**

5.4.6 The arrivals is higher in the AM Peak and departures higher in the PM Peak, reflecting children being dropped off at the nursery at the start of the day and being collected at the end of the day. Additional data has been provided for adult trips only, which provides a clearer indication of the trip generation. This is shown in Tables 5.4 and 5.5.

Table 5.5 – Pedestrian Arrival and Departures, AM Peak Period – Adults (Parents/Guardians) Only

Time Period	Entries	Exits	Total
07:30 – 08:00	14	10	24
08:00 – 08:30	21	21	42
08:30 – 09:00	13	14	27
09:00 – 09:30	25	24	49
Total	**73**	**69**	**142**

Table 5.6 – Pedestrian Arrival and Departures, PM Peak Period – Adults (Parents/Guardians) Only

Time Period	Entries	Exits	Total
16:15 – 16:45	5	6	11
16:45 – 17:15	10	11	21
17:15 – 17:45	20	20	40
17:45 – 18:15	7	16	23
Total	**42**	**43**	**95**

5.4.7 When considering the AM Peak and based on 24 members of staff and 100 children, the trip rate for arrivals when calculated per adult is 0.58 per person. It is acknowledged that not all staff and children may have been in attendance on the day of the survey, though the data gives a useful profile as to the spread of arrivals and departures across the peak periods.

5.4.8 The maximum number of arrivals within any given 5-minute window was 15, which occurred in the AM Peak between 09:00 and 09:05. There were 7 departures within the same window and 9 adult arrivals, indicating that this amounted to 6 children being dropped off. With regards to dwell time, the profile of arrivals and departures indicates that this is relatively equal and that parents/guardians are not spending signficant time in the nursery when completing drop offs and pick ups.

5.4.9 The data further illustrates that the drop offs are relatively evenly distributed across the two surveyed hours, highlighting that trips generated by nurseries are not concentrated into a small window which would increase demand on parking and highway capacity within that given period.

5.4.10 This is particularly notable when comparing the existing nursery to that proposed on Cobcar Street, as it indicates that the demand for on-street parking among those who do arrive via vehicle will be spread throughout the arrival and departure windows.

5.4.11 The rate of arrivals and departures in the PM Peak is lower than that of the AM. This is likely due to some pick up activities occurring before 16:15 when the survey commenced.

5.4.12 The results of the parking beat survey presented in Section 5.3 demonstrate that the minimum number of available parking spaces during the survey periods was 46, or 60 when

considering the survey periods which corresponded to the proposed operating times of the nursery. When considering the arrival and departure profiles for Little Duckings Day Nursery, the arrivals within any given 30-minute window or 60-minute window could be accommodated on Cobcar Street if all were to travel by vehicle.

5.4.13 Information was also collected during the survey relating to where vehicles parked when completing drop off and pick up activities. There is space for approximately 16 parking spaces along the frontage of the nursery on-street, which were principally used for by those completing drop offs and pickups. An additional 14 spaces are available along the opposite side of the road, which typically were free and were also used by some parents/guardians. In the PM Peak, on-street parking was observed to be higher for non-nursery reasons and some parents/guardians parked closer to the Hemingfield Road / B6096 Hough Lane junction and walked to the nursery.

5.4.14 The results of the survey clearly demonstrates the ability of Cobcar Street to accommodate any on-street parking demand it may generate, given that the attendance and staff numbers at Little Ducklings Day Nursery is notably higher.

5.5 Cycle Parking Provision

5.5.1 The cycle parking standards for new developments in the area are also set out in BMBC's 'Parking' Supplementary Planning Document (SPD), which was adopted in November 2019.

5.5.2 For day nurseries, the standards are as follows:

- 1 long stay space;
- 1 short-stay space;
- 1 long stay space per 20 staff on duty at the busiest time; ad
- 1 short stay space per 40 children present at the busiest time.

5.5.3 This results in a requirement for a minimum of two long-stay cycle parking spaces and 2 short-stay cycle parking spaces. It is proposed that the cycle parking will be contained within the curtilage of the site, such as in the informal car parking area for short-stay spaces and to the rear of the building for long-stay spaces.

6 TRIP GENERATION

6.1 Introduction

6.1.1 This section of the Transport Statement sets out the extant and proposed trip generation associated with the development.

6.2 Extant Trip Generation

6.2.1 The site has an extant land use as a sports and social club, which ceased regular operations in 2021. A review of the TRICS (version 7.10.3) database has confirmed that it does not contain any sites which are comparable to the extant land use. As such, it is not possible to quantify the trips associated with the sports and social club.

6.2.2 It is expected that use of the sports and social club was higher on weekends and evenings, times during which the proposed nursery and day care centre will not be operational.

6.2.3 While the site is not currently in use, it could effectively be brought back into use at any time for the same land use purposes. While the periods within which trips will be generated by the proposed developments are not fully aligned, this Transport Statement acknowledges that the vehicular and multi-modal trips generated by the extant land use form the baseline against which the proposed trip generation should be assessed.

6.3 Proposed Trip Generation

6.3.1 The trip generation associated with the proposed development has been calculated using multi-modal trip rates obtained from the TRICS database, within the '04 – Education – D – Nursery' category.

6.3.2 Sites selected from the TRICS database were filtered in order to conform with the following criteria:

- Sites in England, excluding Greater London;
- 'Suburban Area' and 'Neighbourhood Centre' sites only;
- Surveys which collected data from January 2015 onwards; and
- Weekday surveys only.

6.3.3 A total of five sites within the TRICS database meet the above criteria. Following feedback from BMBC on an earlier iteration of this DIA, one site in Hove has been removed from the assessment as it was not deemed to be in a comparable location.

6.3.4 A summary of each site in terms of its location and on-site parking provision is provided below as Table 6.1. The TRICS output is provided at the rear of this report as **Appendix B.**

Table 6.1 - Review of TRICS Nursery Site Parameters

TRICS Reference	Location	Capacity	Parking Provision
LN-04-D-01	Lincoln	49 pupils, 12 employees	5 employee parking spaces, 3 visitor parking spaces
NN-04-D-01	North Northamptonshire	90 pupils, 23 employees	12 visitor parking bays
SY-04-D-01	Doncaster	111 pupils, 36 employees	29 visitor parking bays
TW-04-D-03	Newcastle upon Tyne	108 pupils, 35 employees	14 visitor parking bays

6.3.5 As shown in Table 6.1, the four sites within the TRICS database which meet the selection criteria have varying capacity when compared to the proposed development and varying levels of on-site parking provision.

6.3.6 The trip rates associated with the sites listed above and the resultant multi-modal trip generation of the proposed development is shown in Table 6.2. The trip rates have been calculated per pupil, rather than per GFA or staff member. This form of measurement is considered more comparable to the proposed nursery, given the varying capacities and sizes of the sites in the TRICS database.

6.3.7 Trip generation has also been assessed for the traditional network peak hours of 08:00-09:00 and 17:00-18:00, which also aligns with the expected peak periods in drop-off and pick up activity at the nursery.

Table 6.2 - Multi-Modal Trip Rate and Trip Generation

Mode	Trips	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Cars	Trip Rate (per pupil)	0.165	0.089	0.254	0.115	0.179	0.294
	Trip Gen (42 pupils)	7	4	11	5	8	12
Pedestrians	Trip Rate (per pupil)	0.087	0.031	0.118	0.050	0.087	0.137
	Trip Gen (42 pupils)	4	1	5	2	4	6
Public Transport Users	Trip Rate (per pupil)	0.028	0.003	0.031	0.008	0.011	0.019
	Trip Gen (42 pupils)	1	0	1	0	0	1
Cyclists	Trip Rate (per pupil)	0.003	0.000	0.003	0.000	0.003	0.003
	Trip Gen (42 pupils)	0	0	0	0	0	0
Total (all modes)	**Trip Generation**	**12**	**5**	**17**	**7**	**12**	**19**

*Errors in arithmetic are due to rounding

6.3.8 The proposed development is expected to generate 17 two-way multi-modal trips in each the AM Peak period and 19 in the PM Peak period, when assessed against the trip rates

obtained from the TRICS database. A total of 11 two-way vehicle trips will be generated in in the AM Peak period and 12 in the PM Peak period, which equates to an average of one arrival and departure every 5 minutes.

6.3.9 With respect to the impact of the trip generation on on-street parking demand, the results of the parking beat survey presented in Section 5.3 of this report demonstrate that sufficient on-street parking is available to accommodate all arrivals and departures, noting that this will not amount to 12 parked vehicles as some trips are generated by the same vehicle arriving and departing in each peak hour.

6.3.10 The trip generation set out in Table 6.2 has also been compared to the trip generation for the comparable nursery identified by BMBC, namely Little Ducklings Day Nursery on Hemingfield Road. The total AM Peak trip rate per pupil from Table 6.2 is 0.406, or 0.453 in the PM Peak. This is lower than that of the surveyed nursery, given that a nursery with a capacity for 100 children generated 76 two-way trips in the busiest peak hour, resulting in a trip rate of 0.76.

6.3.11 If this trip rate was applied to the proposed 42 children at the Cobcar Street nursery, 32 two-way trips would be generated in each peak period. Sufficient on-street parking is available to accommodate this if all trips were made by car modes, though this is unlikely to be the case given that the nursery is within a reasonable walking distance of surrounding areas.

6.3.12 Furthermore, there is expected to be a quick turnover of spaces for vehicles parked on-street, as the duration of a child being dropped off and picked up from school will be relatively short. This is promoted through the proposed policies of staggering arrival and departure times per age group and limiting the dwell time of parked vehicles through staff walking children to/from the entrance, rather than parents needing to enter the nursery to complete the drop off/pick up process.

6.3.13 On the basis of the above, the trip generation is not expected to have a detrimental impact on the safety and capacity of the surrounding highway network, which is the test set out in Paragraph 110 of the NPPF.

7 SUMMARY AND CONCLUSIONS

7.1 Summary

7.1.1 JNP Group have been appointed by Little Cobs Daycare to undertake a Transport Statement in support of the redevelopment of Cobcar SASC in Elsecar, Barnsley. This Transport Statement has been updated to reflect comments provided by BMBC in July 2023 and has been expanded to include additional information about staff and student numbers, plus traffic surveys.

7.1.2 The Transport Statement will be submitted in support of a planning application to BMBC, who are both the Local Planning Authority and Local Highway Authority. Consideration has been given to local and national planning policy documents, including NPPF (2021) and the Barnsley Local Plan (2019).

7.1.3 A review of the baseline highway conditions surrounding the site has confirmed that there are a range of opportunities to travel by sustainable modes of transport. The entirety of Elsecar and some neighbouring residential areas are within a 2km walking distance, while Elsecar Station is within 200m. The nearest bus stops to the site are immediately west on Cobcar Street.

7.1.4 The proposals comprise the redevelopment of the former SASC to a nursery and day care centre. The existing site access from Cobcar Road will be retained, as will the existing parking provision for two vehicles along the frontage of the site.

7.1.5 While the parking provision is two spaces below the recommended standard, it is considered that the sustainable location of the nursery will lessen the reliance on private car travel for staff. Liaison with the applicant has identified two members of the nursery's management team who live within a reasonable walking distance of the nursery and plan to travel by this mode.

7.1.6 Furthermore, there are no parking restrictions along Cobcar Street and while on-street parking may increase momentarily during drop offs and pickups, this is not expected to be severe particularly when compared to the extant land use. This has been confirmed through a parking beat survey along Cobcar Street during weekday peak hours, which demonstrates a minimum on-street parking availability of 46 spaces, or 60 when counted from the nursery's opening times. This is sufficient to accommodate all children arriving by car and all staff parking on-street, though neither scenario is expected to occur.

7.1.7 A review of the proposed trip generation has confirmed that the nursery is expected to generate 17 two-way multi-modal trips in the AM Peak and 19 in the PM Peak, with vehicle trips accounting for a total of 11 and 12 two-way vehicle trips respectively. This has been compared to the trips generated by a comparable nursery nearby. Through calculating a trip rate from the comparable site and applying this to the proposed nursery, it could generate up to 32 two-way trips in the busiest peak period. Even if each trip was to be generated by a car mode, the trip generation would not exceed the available parking capacity. The data further demonstrates that dwell time is expected to be low.

7.1.8 In view of the above it is considered that the proposals will not generate unacceptable impacts on highways safety or capacity, the two grounds for which a recommendation for refusal is warranted under paragraph 111 of the NPPF (2023).

APPENDIX A: PROPOSED SITE LAYOUT



004 Proposed Site Plan 1:100

Notes

This drawing is prepared for the purposes of obtaining Town and Country Planning Permission and Building Regulation Approval only. Unless stated otherwise, the designs shown are subject to detailed site survey, investigations, and legal definition, the CDM Regulations, and the comments and/or approval of the various relevant Local Authority Officers, Statutory Undertakers, Fire Officers, Engineers, and the like.

The Contractor is to check and clarify all levels, dimensions, drainage construction and specification prior to any works starting on site. The Contractor is to inform the Client in writing of any proposed variations to the design before the work is carried out. The Contractor shall take into account everything necessary for the proper execution of the works and to the satisfaction of the Local Authority Building Surveyor, whether or not indicated on the drawing or in the specification

All materials shall be fixed, applied, or mixed in accordance with all the manufacturer's instructions, recommendations, and specifications. All materials shall be fit for the purposes that they are to be used for.

It is the responsibility of the Owner / Client to serve a notice on the adjoining or adjacent neighbours for the proposed works under 'The Party Wall Act 1996'. Explanatory booklets can be obtained free of charge from the D.O.E. publications despatch centre, Blackhorse Road, London SE99 6TT. Tel 0181 691 9191.

Key

- Site Boundary Line
- Existing Wall Construction
- New Wall Construction
- Demolition

0 10 20 25m Scale Bar 1:500

N

Rev	Description	Date
01	Issue for Comment	19/01/23
02	Issue for Comment	11/02/23
03	Issue for Planning	15/03/23

Client

Mr David Kay

Project	Project No.
Cobcar Sports and Social Club	129

Drawing Title	Date
Proposed Site Plan	15/03/2023

Status	Scale / Format
Planning	1:100

Drawing Number	Revision
129-003	03

APPENDIX B: TRICS OUTPUT

Calculation Reference: AUDIT-730701-231006-1047

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	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 pupils
Actual Range:	49 to 111 (units:)
Range Selected by User:	37 to 124 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 07/06/22

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:

Tuesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4

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

Selected Location Sub Categories:

Residential Zone	4

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:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

E(f)	4 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:

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	1 days
2.1 to 2.5	1 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 DR-04-D-01 NURSERY DONCASTER
BAWTRY ROAD
DONCASTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 111
Survey date: FRIDAY *13/05/22* *Survey Type: MANUAL*

2 LN-04-D-01 NURSERY LINCOLNSHIRE
NEWARK ROAD
LINCOLN
SWALLOW BECK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 49
Survey date: TUESDAY *31/10/17* *Survey Type: MANUAL*

3 NN-04-D-01 NURSERY NORTH NORTHAMPTONSHIRE
ROCKINGHAM ROAD
KETTERING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 90
Survey date: TUESDAY *07/06/22* *Survey Type: MANUAL*

4 TW-04-D-03 NURSERY TYNE & WEAR
JUBILEE ROAD
NEWCASTLE UPON TYNE
GOSFORTH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 108
Survey date: TUESDAY *21/05/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BH-04-D-01	not comparable

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.50

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	4	90	0.115	4	90	0.031	4	90	0.146
08:00 - 09:00	4	90	0.168	4	90	0.092	4	90	0.260
09:00 - 10:00	4	90	0.059	4	90	0.047	4	90	0.106
10:00 - 11:00	4	90	0.008	4	90	0.006	4	90	0.014
11:00 - 12:00	4	90	0.003	4	90	0.003	4	90	0.006
12:00 - 13:00	4	90	0.067	4	90	0.089	4	90	0.156
13:00 - 14:00	4	90	0.064	4	90	0.087	4	90	0.151
14:00 - 15:00	4	90	0.014	4	90	0.022	4	90	0.036
15:00 - 16:00	4	90	0.028	4	90	0.025	4	90	0.053
16:00 - 17:00	4	90	0.053	4	90	0.056	4	90	0.109
17:00 - 18:00	4	90	0.117	4	90	0.184	4	90	0.301
18:00 - 19:00	4	90	0.008	4	90	0.061	4	90	0.069
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.704			0.703			1.407

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:	49 - 111 (units:)
Survey date date range:	01/01/15 - 07/06/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL CYCLISTS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	4	90	0.006	4	90	0.000	4	90	0.006
08:00 - 09:00	4	90	0.003	4	90	0.000	4	90	0.003
09:00 - 10:00	4	90	0.000	4	90	0.000	4	90	0.000
10:00 - 11:00	4	90	0.000	4	90	0.000	4	90	0.000
11:00 - 12:00	4	90	0.000	4	90	0.000	4	90	0.000
12:00 - 13:00	4	90	0.008	4	90	0.003	4	90	0.011
13:00 - 14:00	4	90	0.003	4	90	0.006	4	90	0.009
14:00 - 15:00	4	90	0.000	4	90	0.000	4	90	0.000
15:00 - 16:00	4	90	0.000	4	90	0.006	4	90	0.006
16:00 - 17:00	4	90	0.000	4	90	0.000	4	90	0.000
17:00 - 18:00	4	90	0.000	4	90	0.003	4	90	0.003
18:00 - 19:00	4	90	0.000	4	90	0.000	4	90	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			0.038

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PEDESTRIANS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	4	90	0.089	4	90	0.025	4	90	0.114
08:00 - 09:00	4	90	0.087	4	90	0.031	4	90	0.118
09:00 - 10:00	4	90	0.025	4	90	0.006	4	90	0.031
10:00 - 11:00	4	90	0.006	4	90	0.003	4	90	0.009
11:00 - 12:00	4	90	0.020	4	90	0.045	4	90	0.065
12:00 - 13:00	4	90	0.092	4	90	0.106	4	90	0.198
13:00 - 14:00	4	90	0.061	4	90	0.070	4	90	0.131
14:00 - 15:00	4	90	0.011	4	90	0.006	4	90	0.017
15:00 - 16:00	4	90	0.020	4	90	0.034	4	90	0.054
16:00 - 17:00	4	90	0.022	4	90	0.045	4	90	0.067
17:00 - 18:00	4	90	0.050	4	90	0.087	4	90	0.137
18:00 - 19:00	4	90	0.003	4	90	0.056	4	90	0.059
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.486			0.514			1.000

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	4	90	0.039	4	90	0.003	4	90	0.042
08:00 - 09:00	4	90	0.028	4	90	0.003	4	90	0.031
09:00 - 10:00	4	90	0.014	4	90	0.003	4	90	0.017
10:00 - 11:00	4	90	0.003	4	90	0.000	4	90	0.003
11:00 - 12:00	4	90	0.000	4	90	0.017	4	90	0.017
12:00 - 13:00	4	90	0.022	4	90	0.031	4	90	0.053
13:00 - 14:00	4	90	0.003	4	90	0.011	4	90	0.014
14:00 - 15:00	4	90	0.006	4	90	0.003	4	90	0.009
15:00 - 16:00	4	90	0.003	4	90	0.017	4	90	0.020
16:00 - 17:00	4	90	0.003	4	90	0.006	4	90	0.009
17:00 - 18:00	4	90	0.008	4	90	0.011	4	90	0.019
18:00 - 19:00	4	90	0.000	4	90	0.025	4	90	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.129			0.130			0.259

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL CARS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	4	90	0.115	4	90	0.031	4	90	0.146
08:00 - 09:00	4	90	0.165	4	90	0.089	4	90	0.254
09:00 - 10:00	4	90	0.059	4	90	0.047	4	90	0.106
10:00 - 11:00	4	90	0.006	4	90	0.006	4	90	0.012
11:00 - 12:00	4	90	0.000	4	90	0.000	4	90	0.000
12:00 - 13:00	4	90	0.056	4	90	0.075	4	90	0.131
13:00 - 14:00	4	90	0.061	4	90	0.087	4	90	0.148
14:00 - 15:00	4	90	0.011	4	90	0.020	4	90	0.031
15:00 - 16:00	4	90	0.028	4	90	0.022	4	90	0.050
16:00 - 17:00	4	90	0.050	4	90	0.056	4	90	0.106
17:00 - 18:00	4	90	0.115	4	90	0.179	4	90	0.294
18:00 - 19:00	4	90	0.008	4	90	0.061	4	90	0.069
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.674			0.673			1.347

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.*

APPENDIX C: PARKING SURVEY RESULTS



Legend	
DK	Dropped Kerb
DY	Double Yellow Lines
UN	Unclassified

Elsecar, Barnsley
Parking Beat

Date
Tuesday 26 September 2023

		06:00		06:30		07:00		07:30		08:00		08:30		09:00		09:30	
Road Name	Capacity	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
Cobcar Street	84	33	39%	30	36%	28	33%	24	29%	20	24%	16	19%	14	17%	12	14%
TOTAL	84	33	39%	30	36%	28	33%	24	29%	20	24%	16	19%	14	17%	12	14%

		15:00		15:30		16:00		16:30		17:00		17:30		18:00		18:30	
Road Name	Capacity	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
Cobcar Street	84	14	17%	12	14%	10	12%	17	20%	19	23%	23	27%	24	29%	7	8%
TOTAL	84	14	17%	12	14%	10	12%	17	20%	19	23%	23	27%	24	29%	7	8%

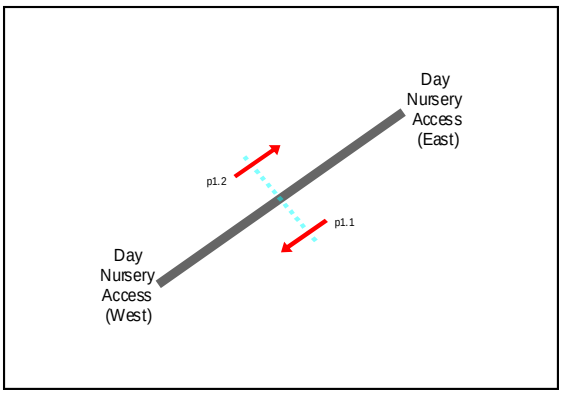
Elsecar, Barnsley
Parking Beat

Date
Tuesday 26 September 2023

S.No.	Road Name	Side	Feature	Length	Capacity	0600	0630	0700	0730	0800	0830	0900	0930	1500	1530	1600	1630	1700	1730	1800	1830
START AT JUNCTION WITH COBCAR LANE, LEFT SIDE HEADING WESTBOUND																					
1	Cobcar Street	SS	UN	60	12																
2	Cobcar Street	SS	UN																		
3	Cobcar Street	SS	UN																		
4	Cobcar Street	SS	UN																		
5	Cobcar Street	SS	UN																		
6	Cobcar Street	SS	UN																		
7	Cobcar Street	SS	UN																		
8	Cobcar Street	SS	UN																		
9	Cobcar Street	SS	UN																		
10	Cobcar Street	SS	UN																		
11	Cobcar Street	SS	UN																		
12	Cobcar Street	SS	UN																		
CROSS OVER AT GRAY STREET																					
13	Cobcar Street	SS	UN	13.5	2																
14	Cobcar Street	SS	UN			x	x	x	x	x								x	x	x	
15	Cobcar Street	SS	DK	3.5		x	x	x	x									x	x	x	
16	Cobcar Street	SS	UN	12.5	2					x											
17	Cobcar Street	SS	UN																		
18	Cobcar Street	SS	DK	4																	
19	Cobcar Street	SS	UN	26.5	5							x	x	x		x	x				
20	Cobcar Street	SS	UN										x	x	x	x	x	x	x	x	
21	Cobcar Street	SS	UN																		
22	Cobcar Street	SS	UN																		
23	Cobcar Street	SS	UN			x	x	x	x	x	x										
24	Cobcar Street	SS	DK	8.5								x									
25	Cobcar Street	SS	UN	35	7	x	x	x	x	x	x	x									
26	Cobcar Street	SS	UN			x															
27	Cobcar Street	SS	UN																	x	
28	Cobcar Street	SS	UN			x	x	x	x	x	x							x	x	x	
29	Cobcar Street	SS	UN			x	x	x	x	x	x							x	x	x	
30	Cobcar Street	SS	UN																		
31	Cobcar Street	SS	UN																		
32	Cobcar Street	SS	DK	5																	
33	Cobcar Street	SS	UN	14.5	2																
34	Cobcar Street	SS	UN			x	x	x	x					x	x	x	x	x	x	x	
35	Cobcar Street	SS	DK	5		x	x	x	x	x	x							x	x		
36	Cobcar Street	SS	UN	8	1	x	x	x	x	x	x										
37	Cobcar Street	SS	DK	8																	
38	Cobcar Street	SS	UN	74.5	14																
39	Cobcar Street	SS	UN																x	x	
40	Cobcar Street	SS	UN			x	x	x	x												
41	Cobcar Street	SS	UN																		
42	Cobcar Street	SS	UN			x	x	x											x	x	
43	Cobcar Street	SS	UN																		
44	Cobcar Street	SS	UN			x	x	x	x	x							x	x	x	x	
45	Cobcar Street	SS	UN														x	x	x		
46	Cobcar Street	SS	UN														x	x	x	x	
47	Cobcar Street	SS	UN							x				x	x		x	x	x	x	
48	Cobcar Street	SS	UN			x	x	x	x	x	x			x	x		x	x	x	x	
49	Cobcar Street	SS	UN			x	x	x	x	x	x	x			x		x	x	x	x	
50	Cobcar Street	SS	UN			x	x	x	x	x	x	x					x				
51	Cobcar Street	SS	UN			x	x	x	x	x	x	x									
52	Cobcar Street	SS	DY	14.5																	
53	Cobcar Street	SS	DY																		
CROSS OVER AT B6097 HILL STREET AND GO BACK EASTBOUND																					
54	Cobcar Street	NS	DY	61																	
55	Cobcar Street	NS	DY																		
56	Cobcar Street	NS	DY																		
57	Cobcar Street	NS	DY																		
58	Cobcar Street	NS	DY																		
59	Cobcar Street	NS	DY																		
60	Cobcar Street	NS	DY																		
61	Cobcar Street	NS	DY																		
62	Cobcar Street	NS	DY																		
63	Cobcar Street	NS	DY																		
64	Cobcar Street	NS	DY																		
65	Cobcar Street	NS	DY																		
66	Cobcar Street	NS	UN	78	15	x	x	x	x	x	x	x	x	x							
67	Cobcar Street	NS	UN			x							x								
68	Cobcar Street	NS	UN																		
69	Cobcar Street	NS	UN																		
70	Cobcar Street	NS	UN																		
71	Cobcar Street	NS	UN																x	x	x
72	Cobcar Street	NS	UN																		
73	Cobcar Street	NS	UN			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
74	Cobcar Street	NS	UN			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
75	Cobcar Street	NS	UN			x	x	x	x										x	x	x
76	Cobcar Street	NS	UN			x	x	x	x										x	x	x
77	Cobcar Street	NS	UN			x														x	x
78	Cobcar Street	NS	UN			x	x	x	x	x	x	x	x	x	x	x	x				
79	Cobcar Street	NS	UN			x	x	x	x	x	x	x	x	x	x	x	x	x		x	x
80	Cobcar Street	NS	UN			x	x	x	x												
81	Cobcar Street	NS	DK	4.5																	
82	Cobcar Street	NS	UN	15	3	x	x	x													
83	Cobcar Street	NS	UN			x	x														
84	Cobcar Street	NS	UN																		
85	Cobcar Street	NS	DK	6																	
86	Cobcar Street	NS	UN	33	6																
87	Cobcar Street	NS	UN																		
88	Cobcar Street	NS	UN																		
89	Cobcar Street	NS	UN																		
90	Cobcar Street	NS	UN																		
91	Cobcar Street	NS	UN																		
92	Cobcar Street	NS	DK	5																	
93	Cobcar Street	NS	UN	12.5	2													x	x		
94	Cobcar Street	NS	UN									x	x	x	x	x	x				
95	Cobcar Street	NS	DK	7																	
96	Cobcar Street	NS	UN	5																	
97	Cobcar Street	NS	DK	9																	
98	Cobcar Street	NS	UN	16	3																
99	Cobcar Street	NS	UN																		
100	Cobcar Street	NS	UN										x	x							
101	Cobcar Street	NS	DK	5.5																	
102	Cobcar Street	NS	UN	17	3																
103	Cobcar Street	NS	UN			x	x						x	x	x	x	x	x	x		
104	Cobcar Street	NS	UN																		
105	Cobcar Street	NS	DK	3																	
106	Cobcar Street	NS	UN	12	2	x	x	x													
107	Cobcar Street	NS	UN			x	x	x													
108	Cobcar Street	NS	DK	2.5								x									
109	Cobcar Street	NS	UN	27	5															x	
110	Cobcar Street	NS	UN																		
111	Cobcar Street	NS	UN																	x	
112	Cobcar Street	NS	UN																		
113	Cobcar Street	NS	UN			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
END AT JUNCTION WITH COBCAR LANE																					

Elsecar, Barnsley
Pedestrian Survey ADULTS/GUARDIANS ONLY

Site 1 of 1
Day Nursery Access (Entry)
Day Nursery Access (Exit)



Lat/Long
lat 53.515551°° lon -1.414432°°

Date
Tuesday 26 September 2023

Weather
Cloudy
Temp: 11°C

0730 - 0930 (Weekday AM Peak)

TIME	Entry		Exit	
	Pedestrian	Cyclist	Pedestrian	Cyclist
0730 - 0735	4	0	0	0
0735 - 0740	4	0	2	0
0740 - 0745	2	0	2	0
0745 - 0750	4	0	4	0
0750 - 0755	0	0	2	0
0755 - 0800	0	0	0	0
0800 - 0805	4	0	4	0
0805 - 0810	2	0	2	0
0810 - 0815	2	0	2	0
0815 - 0820	6	0	6	0
0820 - 0825	2	0	2	0
0825 - 0830	5	0	5	0
Hourly Total	35	0	31	0
Hourly Average	2.92	0.00	2.58	0.00
0830 - 0835	2	0	3	0
0835 - 0840	1	0	2	0
0840 - 0845	2	0	2	0
0845 - 0850	2	0	2	0
0850 - 0855	2	0	2	0
0855 - 0900	4	0	3	0
0900 - 0905	9	0	7	0
0905 - 0910	8	0	7	0
0910 - 0915	2	0	3	0
0915 - 0920	1	0	2	0
0920 - 0925	5	0	5	0
0925 - 0930	0	0	0	0
Hourly Total	38	0	38	0
Hourly Average	3.17	0.00	3.17	0.00

Session Total	73	0	69	0
Session Average	3.04	0.00	2.88	0.00

Date
Tuesday 26 September 2023

Weather
Sunny Intervals
Temp: 19°C

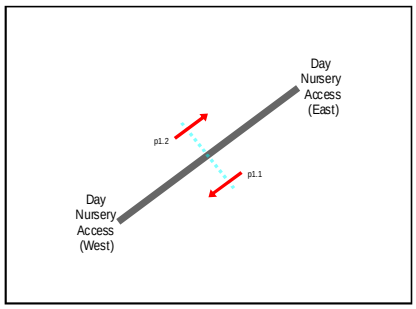
1615 - 1815 (Weekday PM Peak)

TIME	Entry		Exit	
	Pedestrian	Cyclist	Pedestrian	Cyclist
1615 - 1620	0	0	0	0
1620 - 1625	1	0	2	0
1625 - 1630	1	0	1	0
1630 - 1635	1	0	1	0
1635 - 1640	0	0	0	0
1640 - 1645	2	0	2	0
1645 - 1650	2	0	2	0
1650 - 1655	1	0	1	0
1655 - 1700	4	0	4	0
1700 - 1705	1	0	2	0
1705 - 1710	1	0	1	0
1710 - 1715	1	0	1	0
Hourly Total	15	0	17	0
Hourly Average	1.25	0.00	1.42	0.00
1715 - 1720	3	0	3	0
1720 - 1725	5	0	5	0
1725 - 1730	3	0	3	0
1730 - 1735	2	0	2	0
1735 - 1740	6	0	6	0
1740 - 1745	1	0	1	0
1745 - 1750	4	0	4	0
1750 - 1755	2	0	2	0
1755 - 1800	1	0	1	0
1800 - 1805	0	0	9	0
1805 - 1810	0	0	0	0
1810 - 1815	0	0	0	0
Hourly Total	27	0	36	0
Hourly Average	2.25	0.00	3.00	0.00

Session Total	42	0	53	0
Session Average	1.75	0.00	2.21	0.00

Elsecar, Barnsley
Pedestrian Survey - ADULTS AND CHILDREN

Site 1 of 1
Day Nursery Access (Entry)
Day Nursery Access (Exit)



Notes
Approx 16 spaces on road in front of the building used to park / drop-off pick-up Parents also parking on the opposite side of the road approx 14 spaces Later AM some parked closer to the junction and walked down Staff also used this entrance

Lat/Long
lat 53.515551°° lon -1.414432°°

Date
Tuesday 26 September 2023

Weather
Cloudy
Temp: 11°C

0730 - 0930 (Weekday AM Peak)

TIME	Entry		Exit	
	Pedestrian	Cyclist	Pedestrian	Cyclist
0730 - 0735	5	0	0	0
0735 - 0740	6	0	2	0
0740 - 0745	4	0	2	0
0745 - 0750	8	0	4	0
0750 - 0755	0	0	2	0
0755 - 0800	0	0	0	0
0800 - 0805	8	0	4	0
0805 - 0810	4	0	2	0
0810 - 0815	4	0	2	0
0815 - 0820	11	0	6	0
0820 - 0825	3	0	2	0
0825 - 0830	11	0	5	0
Hourly Total	64	0	31	0
Hourly Average	5.33	0.00	2.58	0.00
0830 - 0835	4	0	3	0
0835 - 0840	2	0	2	0
0840 - 0845	5	0	2	0
0845 - 0850	4	0	2	0
0850 - 0855	4	0	2	0
0855 - 0900	9	0	3	0
0900 - 0905	15	0	7	0
0905 - 0910	13	0	7	0
0910 - 0915	4	0	3	0
0915 - 0920	2	0	2	0
0920 - 0925	9	0	5	0
0925 - 0930	0	0	0	0
Hourly Total	71	0	38	0
Hourly Average	5.92	0.00	3.17	0.00

Session Total	135	0	69	0
Session Average	5.63	0.00	2.88	0.00

Date
Tuesday 26 September 2023

Weather
Sunny Intervals
Temp: 19°C

1615 - 1815 (Weekday PM Peak)

TIME	Entry		Exit		
	Pedestrian	Cyclist	Pedestrian	Cyclist	
1615 - 1620	0	0	0	0	
1620 - 1625	1	0	4	0	
1625 - 1630	1	0	2	0	
1630 - 1635	1	0	2	0	
1635 - 1640	0	0	0	0	
1640 - 1645	2	0	4	0	
1645 - 1650	2	0	4	0	
1650 - 1655	1	0	2	0	
1655 - 1700	4	0	8	0	
1700 - 1705	1	0	5	0	
1705 - 1710	1	0	2	0	
1710 - 1715	1	0	2	0	
Hourly Total	15	0	35	0	
Hourly Average	1.25	0.00	2.92	0.00	
1715 - 1720	3	0	7	0	
1720 - 1725	5	0	11	0	
1725 - 1730	3	0	7	0	
1730 - 1735	2	0	4	0	
1735 - 1740	6	0	15	0	
1740 - 1745	1	0	3	0	
1745 - 1750	4	0	10	0	
1750 - 1755	2	0	5	0	
1755 - 1800	1	0	2	0	
1800 - 1805	0	0	9	0	Just staff leaving
1805 - 1810	0	0	0	0	
1810 - 1815	0	0	0	0	
Hourly Total	27	0	73	0	
Hourly Average	2.25	0.00	6.08	0.00	

Session Total	42	0	108	0
Session Average	1.75	0.00	4.50	0.00



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