



Transport Statement

Project: Proposed Nursery and Day Care
Centre
Cobcar Sports and Social Club,
Elsecar

Client: Little Cobs Daycare

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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. It is intended that the TS will accompany and support 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 (2021); the Barnsley Local Plan (2019) and the Transport Strategy.

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 – trip generation:** this section sets out the methodology for calculating the proposed trip generation;
 - **Section 6 – 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, July 2021

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

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 to the NPPF place 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

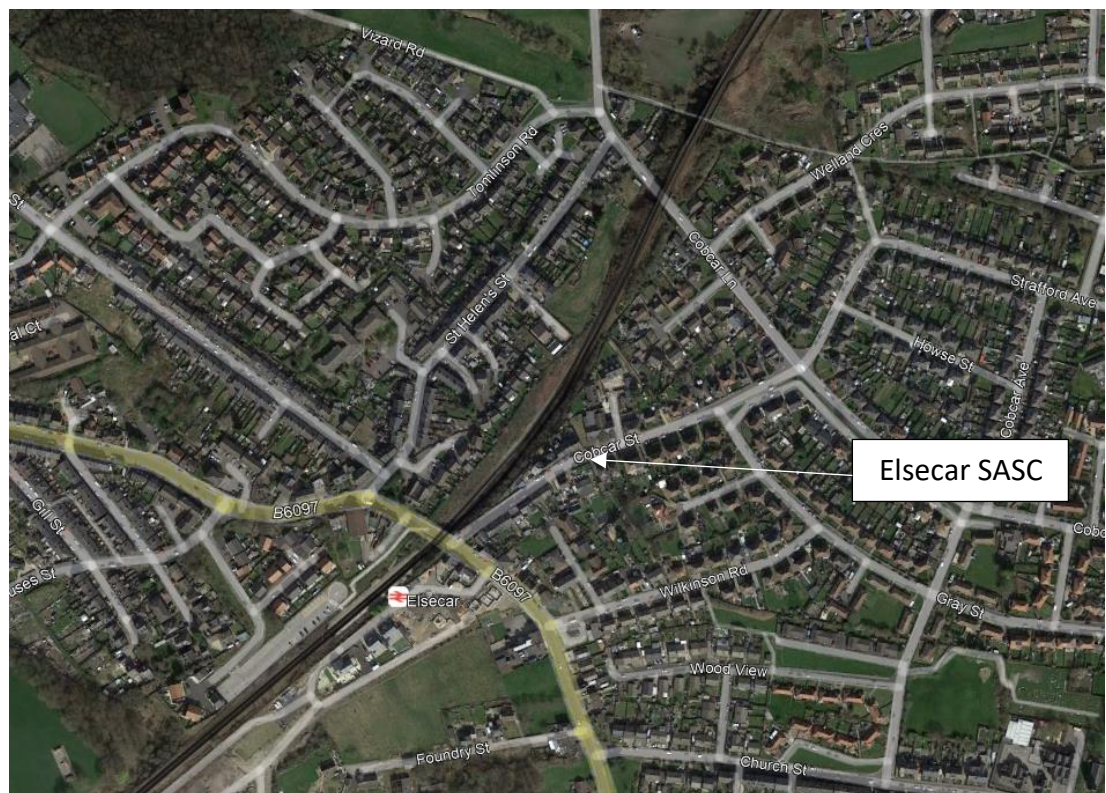
3.1 Introduction

- 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 residential 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 accommodate informal parking for around two vehicles. The informal parking area can be accessed via a vehicle crossover and is shown in Figure 3.2. Pedestrian access to the site is available 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	Chapelton - Manvers	Approx. hourly towards Chapelton between 10:00 and 19:00	30 minutes to Chapelton
		Approx. hourly towards Manvers between 06:00 – 16:00	25 minutes to Manvers
72a – Stagecoach	Chapelton - Manvers	Three AM services and two PM services towards Chapelton	30 minutes to Chapelton
		Three AM services and two PM services towards Manvers	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

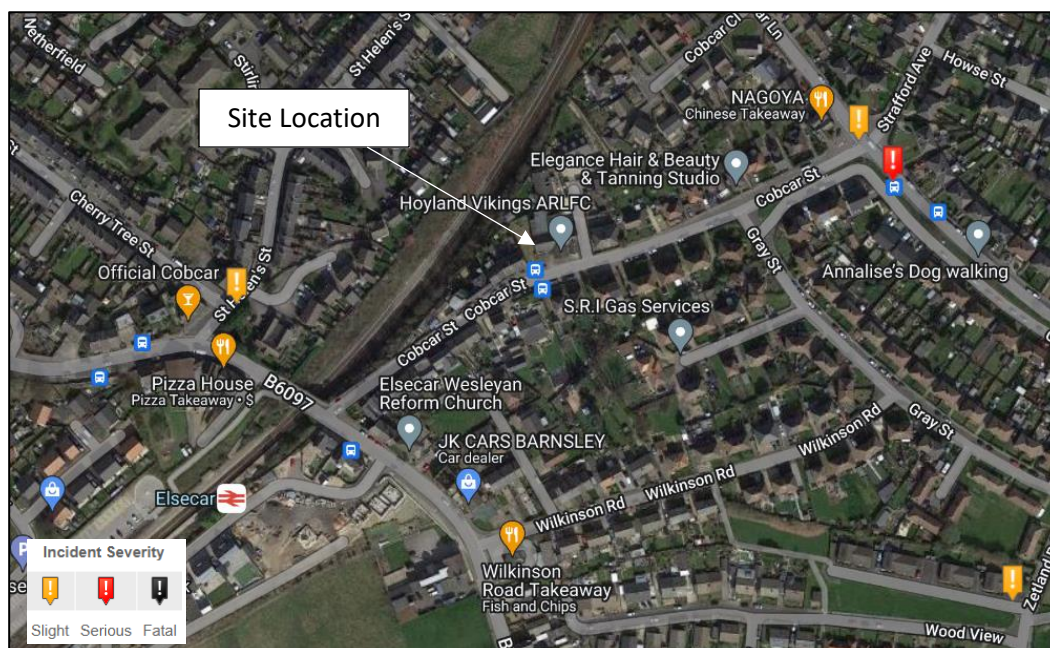
Destination	Service Frequency	Journey Time
Meadowhall Station	Two per hour	10 minutes
Sheffield Station	Two per hour	20 minutes
Barnsley Station	Two per hour	10 minutes
Penistone Station	Hourly	35 minutes
Huddersfield Station	Hourly	1 hour
Wakefield Kirkgate Station	Hourly	30 minutes
Leeds Station	Hourly	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 - Collision Data in the Vicinity of the Site



3.6.2 Two collisions have occurred to the north-east at the Cobcar Street / Cobscar Lane / Stafford 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

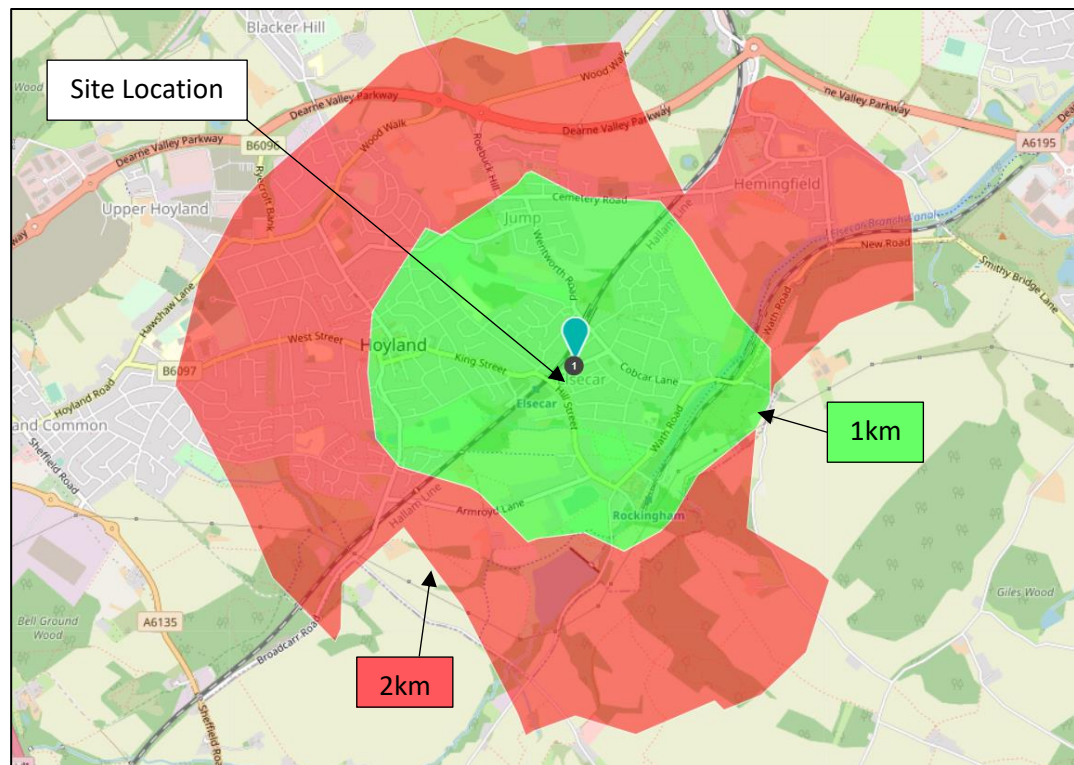
proposals are therefore not expected to have a detrimental impact on the safety and operation of the existing highway network.

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



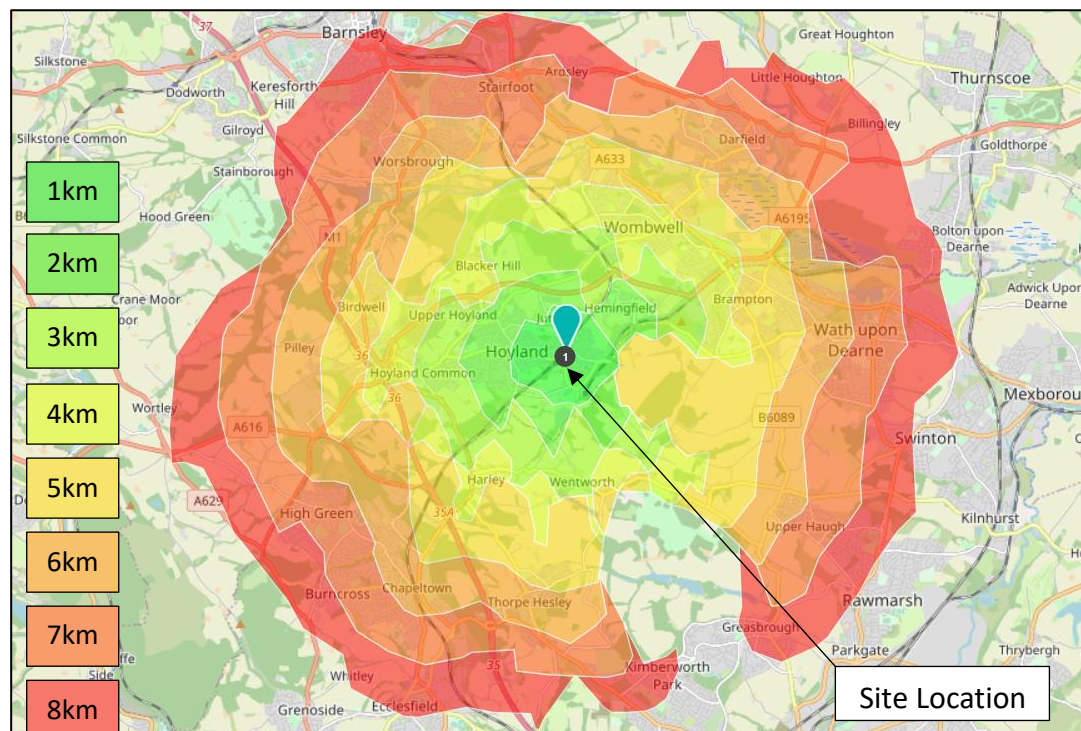
- 3.7.5 The walking isochrone in Figure 3.4 above has been generated utilising the software available at <https://maps.openrouteservice.org>.
- 3.7.6 As shown in Figure 3.4, a range of residential areas are within a reasonable walking distance of the site. The entirety of Elsecar is within a 1km walking 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 continuous 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 carriageway 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 Elsecar 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. 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 4 full time equivalent (FTE) members of staff; and
 - A maximum capacity of 52 children in attendance at any one time.
- 4.2.3 The nursery and day care centre would operate on weekdays only, opening at 07:30 and closing at 18:00. It is expected that most children would arrive at the nursery between 08:30 and 09:00.

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.
- 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.

4.4 Parking Provision

- 4.4.1 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'.
- 4.4.2 For day nurseries, it is recommended that 1 space is provided per full time staff. Based on the proposed development having four FTEs, this results in a recommended parking requirement of 4 spaces.
- 4.4.3 The existing site has capacity for two off-street parking spaces along the frontage of the building. This is two spaces below the recommended provision, though it is expected to be suitable for the nature of the development and is not expected to give rise to any on-street parking issues or highway safety issues for the following reasons:

- The location of the proposed nursery is considered sustainable and can be accessed via range of different modes of transport. It is within 200m of Elsecar Station, there is a bus stop adjacent to the nursery and it is within a 2km walking and cycling distance of Elsecar and neighbouring residential areas. Staff who travel to the nursery are not expected to be reliant on the use of a car in order to travel to and from work, given the range of other options available;
 - The staff team at the nursery will comprise two of the owners. Liaison with the applicant has confirmed that the two individuals live less than 1km from the nursery and plan to travel to and from the nursery on foot. This further reduces the demand for parking on-site.
 - The nursery will encourage the use of sustainable modes of transport among staff and will also encourage car sharing for those who wish to travel by car. This is expected to reduce the parking demand and car sharing for those who live locally to each other can be facilitated and encouraged by the management team at the nursery; and
 - There are no parking restrictions along Cobcar Street in the vicinity of the nursery. In the event that more than two members of staff seek to travel by car to work, it is expected that sufficient space will be available on-street to accommodate this. It is also likely that a third vehicle could park in front of the two cars parked off-site, as staff will be able to liaise with each other to manage the use of the spaces and access to/from them as necessary.
- 4.4.4 The parking standards do not set out any requirements for on-site spaces which can be used when children are dropped off and picked up from the nursery. As such, no allowance has been made for this within the development proposals.
- 4.4.5 It is also expected that the majority of those attending the nursery will travel by sustainable modes, such as on foot. This is further encouraged by the central location of the nursery relative to Elsecar, with continuous footway provision linking the site to nearby residential areas.
- 4.4.6 As highlighted above, there are no on-street parking restrictions along Cobcar Street. While most children are expected to arrive and depart by non-car modes, sufficient space is expected to be available on-street for those who are arriving or departing via car. For instance, the frontage of the site has on-street capacity for around 3 vehicles, with additional capacity available to the east and west.
- 4.4.7 Vehicles which park on-street to drop off and collect children from the nursery are also expected to be parked for a short amount of time, allowing for a high turnover of on-street parking spaces.
- 4.5 Cycle Parking Provision**
- 4.5.1 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.
- 4.5.2 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.

4.5.3 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.

4.6 Servicing

4.6.1 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 TRIP GENERATION

5.1 Introduction

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

5.2 Extant Trip Generation

- 5.2.1 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 7.10.1) 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.
- 5.2.2 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.
- 5.2.3 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.

5.3 Proposed Trip Generation

- 5.3.1 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.
- 5.3.2 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.
- 5.3.3 A total of six sites within the TRICS database meet the above criteria. A summary of each site in terms of its location and on-site parking provision is provided below as Table 5.1. The TRICS output is provided at the rear of this report as **Appendix B**.

Table 5.1 - Review of TRICS Nursery Site Parameters

TRICS Reference	Location	Capacity	Parking Provision
BH-04-D-01	Brighton	45 pupils, 10 employees	No on-site parking, on-street parking available nearby
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
PB-04-D-01	Peterborough	50 pupils, 17 employees	4 employee parking bays, 8 parent and toddler 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

- 5.3.4 As shown in Table 5.1, the six 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.
- 5.3.5 It is expected that site BH-04-D-01 is the most similar in terms of operation, as it has a similar level of attendance and no on-site parking provision. Consideration of sites with greater levels of parking is considered robust, as more staff and parents/guardians may seek to travel by car when plentiful parking is available.
- 5.3.6 The trip rates associated with the six sites listed above and the resultant multi-modal trip generation of the proposed development is shown in Table 5.2. 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.
- 5.3.7 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 5.2 - 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)	0.172	0.113	0.285	0.113	0.166	0.279
	Trip Gen (52 pupils)	9	6	15	6	9	15
Pedestrians	Trip Rate (per pupil)	0.086	0.044	0.130	0.055	0.082	0.137
	Trip Gen (52 pupils)	5	2	7	3	4	7
Public Transport Users	Trip Rate (per pupil)	0.035	0.002	0.03	0.007	0.011	0.018
	Trip Gen (52 pupils)	2	0	2	0	1	1
Cyclists	Trip Rate (per pupil)	0.004	0.000	0.004	0.000	0.002	0.002
	Trip Gen (52 pupils)	0	0	0	0	0	0
Total (all modes)	Trip Generation	16	8	24	9	14	23

*Errors in arithmetic are due to rounding

- 5.3.8 The proposed development is expected to generate 24 two-way multi-modal trips in the AM Peak period, with 23 multi-modal two-way trips in the PM Peak period.
- 5.3.9 The majority of trips are expected to be generated by cars, the trip rates of which align with the total vehicle trip rates listed in the TRICS output report. This indicates that most of those who do arrive and depart by vehicle will do so by car, rather than by taxi for example.
- 5.3.10 A total of 15 two-way vehicle trips will be generated in each peak period, which equates to an average of one arrival and departure every 4 minutes. 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.
- 5.3.11 Furthermore, a maximum of 9 vehicle arrivals in any given peak period is not expected to give rise to on-street parking capacity concerns along Cobcar Street, given that there are no parking restrictions in the vicinity of the proposed development and the existing level of on-street parking is expected to have residual capacity. 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.

6 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 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.
- 6.1.2 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).
- 6.1.3 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.
- 6.1.4 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.
- 6.1.5 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.
- 6.1.6 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.
- 6.1.7 A review of the proposed trip generation has confirmed that the nursery is expected to generate 24 two-way multi-modal trips in the AM Peak and 23 in the PM Peak. Vehicle trips account for a total of 15 two-way vehicle trips will be generated in each peak period, which equates to an average of one arrival and departure every 4 minutes.
- 6.1.8 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 (2021).

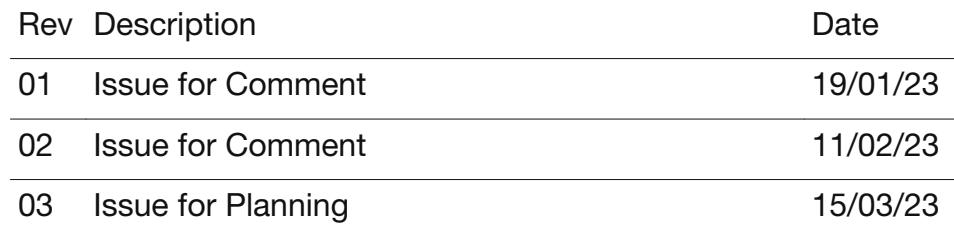
APPENDIX A: PROPOSED SITE LAYOUT

The Contractor 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.

 Site Boundary Line
 Existing Wall Construction
 New Wall Construction
 Demolition



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-730701-230509-0556

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	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: 45 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	4 days
Friday	2 days

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

Selected survey types:

Manual count	6 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:

Suburban Area (PPS6 Out of Centre)	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	6
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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	1 days - Selected

Secondary Filtering selection:

Use Class:

E(f) 6 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	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
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:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	3 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 6 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 6 days

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

LIST OF SITES relevant to selection parameters

1	BH-04-D-01	NURSERY		BRIGHTON & HOVE
	CONNAUGHT ROAD			
	BRIGHTON			
	HOVE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of pupils:	45		
	Survey date: FRIDAY	22/09/17	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	PB-04-D-01	NURSERY		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	50		
	Survey date: TUESDAY	18/10/16	Survey Type: MANUAL	
5	SY-04-D-01	NURSERY		SOUTH YORKSHIRE
	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	
6	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.

Trip Rates for Key Periods		Trips per 1 PUPILS	
Period	Inbound	Outbound	Total
0800-0900	0.177	0.117	0.294
1700-1800	0.115	0.170	0.285

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): 2.46

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	76	0.110	6	76	0.033	6	76	0.143
08:00 - 09:00	6	76	0.177	6	76	0.117	6	76	0.294
09:00 - 10:00	6	76	0.055	6	76	0.042	6	76	0.097
10:00 - 11:00	6	76	0.007	6	76	0.004	6	76	0.011
11:00 - 12:00	6	76	0.004	6	76	0.004	6	76	0.008
12:00 - 13:00	6	76	0.060	6	76	0.077	6	76	0.137
13:00 - 14:00	6	76	0.062	6	76	0.077	6	76	0.139
14:00 - 15:00	6	76	0.011	6	76	0.022	6	76	0.033
15:00 - 16:00	6	76	0.035	6	76	0.031	6	76	0.066
16:00 - 17:00	6	76	0.053	6	76	0.060	6	76	0.113
17:00 - 18:00	6	76	0.115	6	76	0.170	6	76	0.285
18:00 - 19:00	6	76	0.011	6	76	0.062	6	76	0.073
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.700			0.699			1.399

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: 45 - 111 (units:)
Survey date range: 01/01/15 - 07/06/22
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

MULTI-MODAL TAXIS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	76	0.002	6	76	0.002	6	76	0.004
08:00 - 09:00	6	76	0.002	6	76	0.002	6	76	0.004
09:00 - 10:00	6	76	0.000	6	76	0.000	6	76	0.000
10:00 - 11:00	6	76	0.000	6	76	0.000	6	76	0.000
11:00 - 12:00	6	76	0.000	6	76	0.000	6	76	0.000
12:00 - 13:00	6	76	0.009	6	76	0.009	6	76	0.018
13:00 - 14:00	6	76	0.000	6	76	0.000	6	76	0.000
14:00 - 15:00	6	76	0.000	6	76	0.000	6	76	0.000
15:00 - 16:00	6	76	0.000	6	76	0.000	6	76	0.000
16:00 - 17:00	6	76	0.000	6	76	0.000	6	76	0.000
17:00 - 18:00	6	76	0.002	6	76	0.002	6	76	0.004
18:00 - 19:00	6	76	0.000	6	76	0.000	6	76	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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 CYCLISTS
 Calculation factor: 1
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	76	0.004	6	76	0.000	6	76	0.004
08:00 - 09:00	6	76	0.004	6	76	0.002	6	76	0.006
09:00 - 10:00	6	76	0.000	6	76	0.000	6	76	0.000
10:00 - 11:00	6	76	0.000	6	76	0.000	6	76	0.000
11:00 - 12:00	6	76	0.000	6	76	0.000	6	76	0.000
12:00 - 13:00	6	76	0.007	6	76	0.002	6	76	0.009
13:00 - 14:00	6	76	0.002	6	76	0.004	6	76	0.006
14:00 - 15:00	6	76	0.000	6	76	0.000	6	76	0.000
15:00 - 16:00	6	76	0.000	6	76	0.004	6	76	0.004
16:00 - 17:00	6	76	0.000	6	76	0.000	6	76	0.000
17:00 - 18:00	6	76	0.000	6	76	0.002	6	76	0.002
18:00 - 19:00	6	76	0.000	6	76	0.000	6	76	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00	1	50	0.000	1	50	0.000	1	50	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.014			0.031

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 VEHICLE OCCUPANTS
 Calculation factor: 1
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	76	0.177	6	76	0.038	6	76	0.215
08:00 - 09:00	6	76	0.358	6	76	0.119	6	76	0.477
09:00 - 10:00	6	76	0.102	6	76	0.046	6	76	0.148
10:00 - 11:00	6	76	0.007	6	76	0.004	6	76	0.011
11:00 - 12:00	6	76	0.004	6	76	0.004	6	76	0.008
12:00 - 13:00	6	76	0.093	6	76	0.102	6	76	0.195
13:00 - 14:00	6	76	0.091	6	76	0.106	6	76	0.197
14:00 - 15:00	6	76	0.013	6	76	0.033	6	76	0.046
15:00 - 16:00	6	76	0.040	6	76	0.064	6	76	0.104
16:00 - 17:00	6	76	0.051	6	76	0.124	6	76	0.175
17:00 - 18:00	6	76	0.119	6	76	0.318	6	76	0.437
18:00 - 19:00	6	76	0.011	6	76	0.102	6	76	0.113
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.066			1.060			2.126

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	76	0.079	6	76	0.022	6	76	0.101
08:00 - 09:00	6	76	0.086	6	76	0.044	6	76	0.130
09:00 - 10:00	6	76	0.024	6	76	0.007	6	76	0.031
10:00 - 11:00	6	76	0.007	6	76	0.004	6	76	0.011
11:00 - 12:00	6	76	0.026	6	76	0.040	6	76	0.066
12:00 - 13:00	6	76	0.102	6	76	0.102	6	76	0.204
13:00 - 14:00	6	76	0.051	6	76	0.077	6	76	0.128
14:00 - 15:00	6	76	0.009	6	76	0.004	6	76	0.013
15:00 - 16:00	6	76	0.046	6	76	0.046	6	76	0.092
16:00 - 17:00	6	76	0.022	6	76	0.042	6	76	0.064
17:00 - 18:00	6	76	0.055	6	76	0.082	6	76	0.137
18:00 - 19:00	6	76	0.004	6	76	0.053	6	76	0.057
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.511			0.523			1.034

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 BUS/TRAM PASSENGERS
 Calculation factor: 1
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	76	0.029	6	76	0.002	6	76	0.031
08:00 - 09:00	6	76	0.029	6	76	0.007	6	76	0.036
09:00 - 10:00	6	76	0.011	6	76	0.002	6	76	0.013
10:00 - 11:00	6	76	0.002	6	76	0.000	6	76	0.002
11:00 - 12:00	6	76	0.000	6	76	0.015	6	76	0.015
12:00 - 13:00	6	76	0.024	6	76	0.029	6	76	0.053
13:00 - 14:00	6	76	0.004	6	76	0.011	6	76	0.015
14:00 - 15:00	6	76	0.004	6	76	0.002	6	76	0.006
15:00 - 16:00	6	76	0.004	6	76	0.013	6	76	0.017
16:00 - 17:00	6	76	0.002	6	76	0.011	6	76	0.013
17:00 - 18:00	6	76	0.007	6	76	0.011	6	76	0.018
18:00 - 19:00	6	76	0.000	6	76	0.018	6	76	0.018
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.121			0.237

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	76	0.035	6	76	0.002	6	76	0.037
08:00 - 09:00	6	76	0.029	6	76	0.007	6	76	0.036
09:00 - 10:00	6	76	0.011	6	76	0.002	6	76	0.013
10:00 - 11:00	6	76	0.002	6	76	0.000	6	76	0.002
11:00 - 12:00	6	76	0.000	6	76	0.015	6	76	0.015
12:00 - 13:00	6	76	0.024	6	76	0.029	6	76	0.053
13:00 - 14:00	6	76	0.004	6	76	0.011	6	76	0.015
14:00 - 15:00	6	76	0.004	6	76	0.002	6	76	0.006
15:00 - 16:00	6	76	0.004	6	76	0.013	6	76	0.017
16:00 - 17:00	6	76	0.002	6	76	0.011	6	76	0.013
17:00 - 18:00	6	76	0.007	6	76	0.011	6	76	0.018
18:00 - 19:00	6	76	0.000	6	76	0.022	6	76	0.022
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.122			0.125			0.247

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	76	0.108	6	76	0.031	6	76	0.139
08:00 - 09:00	6	76	0.172	6	76	0.113	6	76	0.285
09:00 - 10:00	6	76	0.055	6	76	0.042	6	76	0.097
10:00 - 11:00	6	76	0.004	6	76	0.004	6	76	0.008
11:00 - 12:00	6	76	0.000	6	76	0.002	6	76	0.002
12:00 - 13:00	6	76	0.049	6	76	0.064	6	76	0.113
13:00 - 14:00	6	76	0.060	6	76	0.077	6	76	0.137
14:00 - 15:00	6	76	0.009	6	76	0.020	6	76	0.029
15:00 - 16:00	6	76	0.035	6	76	0.029	6	76	0.064
16:00 - 17:00	6	76	0.051	6	76	0.057	6	76	0.108
17:00 - 18:00	6	76	0.113	6	76	0.166	6	76	0.279
18:00 - 19:00	6	76	0.011	6	76	0.062	6	76	0.073
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.667			0.667			1.334

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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