Country Court Care Homes

Beech Lodge Care Home, Holbeach

Transport Statement

June 2025
(Revision A, March 2026)

BANCROFT CONSULTING

bancroftconsulting.co.uk

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Transport Statement

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Jarodale House, 7 Gregory Boulevard

Nottingham, NG7 6LB

Tel: 0115 9602919

Email: office@bancroftconsulting.co.uk

AUTHOR:	CJB	**CHECKED:**	CJB	**APPROVED:**	CJB	**STATUS:**	DRAFT
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REV A	MARCH 2026	Updated Site Layout Plan

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1.0 INTRODUCTION AND DEVELOPMENT PROPOSALS

1.1 Bancroft Consulting were appointed by Country Court Care Homes to provide highways and transport advice regarding proposals to extend and improve the existing Beech Lodge Care Home at Holbeach in Lincolnshire. The site location is shown in **Figure 1**.

1.2 The site currently comprises the existing Beech Lodge Care Home and associated car parking/servicing areas. The care home has a capacity of up to 36 bed spaces, with approximately 14 formally marked car parking spaces, although on-site observations indicate an increased provision through double stacked parking and use of the adjacent verge area. The proposals comprise the extension of the existing building and parking area to deliver 10 further bed spaces and a total of 25 car parking spaces. The latest site layout plan is included in **Appendix A**.

1.3 The objective of this Transport Statement is to demonstrate that the proposed development could be considered acceptable in line with current Government Policy contained within the National Planning Policy Framework [NPPF] (MHCLG, December 2024).

2.0 EXISTING CONDITIONS

2.1 Site use and vehicular access

2.1.1 The existing care home provides up to 36 bed spaces for residents. Site car parking is split across two areas, with 9 spaces provided within an open courtyard area adjacent to the building access and a further 5 spaces to the south, perpendicular to the Frogs Abbey Gate carriageway. There is also a grass verge at the western edge of Frogs Abbey Gate opposite the site, which appears to accommodate occasional overspill parking from the development. **Image 2.1.1** below shows the existing site frontage and parking areas.



Image 2.1.1

2.1.2 Access to the care home is off Frogs Abbey Gate, which is a two-way single lane carriageway along most of its length with occasional informal passing areas. It extends between Hurdletree Bank to the north and Ravens Bank (B1165) to the south over a distance of approximately 2 kilometres. There are no footways or streetlighting along its length and the site is approximately 150 metres south of

Hurdletree Bank. Beyond the site, the surrounding area served by Frogs Abbey Gate is rural/agricultural.

2.1.3 To understand more about the current site parking demand, a parking beat survey was conducted between Saturday 5 April 2025 and Tuesday 8 April 2025. The survey comprised readings being taken at 15-minute intervals by on-site representatives on each day between 0600 and 2000 hours. The survey was split into the three current parking areas, which were the main courtyard area (with 9 marked bays), the perpendicular spaces adjacent to Frogs Abbey Gate (with 5 marked spaces), and the opposite grass verge (with up to 4 unmarked spaces). Details of the survey brief and corresponding results are provided at **Appendix B**.

2.1.4 The results of the parking beat survey (in terms of maximum occupancy levels) can be summarised as follows:

<u>Area A – Main Courtyard parking</u>

- Weekday (Monday) = 10 cars between 1100 and 1115 hours
- Weekday (Tuesday) = 9 cars on multiple occasions
- Saturday = 7 cars between 1345 and 1400 hours
- Sunday = 7 cars on multiple occasions

<u>Area B – Perpendicular parking</u>

- Weekday (Monday) = 5 cars on multiple occasions
- Weekday (Tuesday) = 5 cars on multiple occasions
- Saturday = 5 cars on multiple occasions
- Sunday = 5 cars on multiple occasions

<u>Area C – Opposite verge parking</u>

- Weekday (Monday) = 3 cars between 1600 and 1630 hours
- Weekday (Tuesday) = 2 cars between 1100 and 1130 hours
- Saturday = 2 cars between 1400 and 1415 hours
- Sunday = 4 cars between 1515 and 1545 hours

2.1.5 The above results show how the overall car parking levels peaked at around 18 vehicles during the weekday, with all available areas at or close to capacity.

2.1.6 The Hurdletree Bank/Frogs Abbey Gate T-junction comprises a wide bellmouth to accommodate turning manoeuvres with Frogs Abbey Gate comprising two lanes

on approach facilitating two-way flow. Visibility from Frogs Abbey Gate is limited due to adjacent vegetation although the layout of Hurdletree Bank results in approaching vehicles generally travelling within the centre of the carriageway at what appears to be relatively slow speeds.

2.1.7 The Ravens Bank/Frogs Abbey Gate T-junction sits immediately to the south of the Little South Hollan Drain and as such comprises a bridge at the Frogs Abbey Gate arm. Again, the Frogs Abbey Gate carriageway widens at the junction to provide two-way flow across the bridge (at around 4.5 metres width). The relatively straight alignment of Ravens Bank and grass verges at the northern edge ensure that visibility for drivers emerging from Frogs Abbey Gate is reasonable and in line with the observed traffic conditions.

2.1.8 To understand further details of traffic conditions along Frogs Abbey Gate a vehicle speed survey was conducted at the site, taking measurements of vehicles approaching the frontage. The survey took place on Wednesday 26 March 2025 between approximately 1400 and 1700 hours and during dry weather conditions. The results highlighted how lightly trafficked Frogs Abbey Gate is, with only 8 northbound readings and 7 southbound readings during the three-hour period. Although this is recognised to be a low sample rate, the results have been processed to establish what the corresponding 85th percentile approach speeds are, along with the corresponding splay requirements.

2.1.9 The results of the speed survey are provided at **Appendix C** and demonstrate 85th percentile approach speeds of 38 mph for both northbound and southbound vehicles. **Tables 1 and 2** subsequently confirm how this would equate to a requirement for 96 metres visibility splays in each direction from any access points. Based on these survey results it should be reasonable to conclude that Frogs Abbey Gate is a lightly trafficked and relatively slow speed route.

2.2 Sustainable Travel Infrastructure

2.2.1 The site is in a remote location that isn't well served by footways within the immediate surrounding road network. Inspection of the local area shows how a 1-kilometre catchment area centred on the care home includes only minimal development that primarily comprises individual residential dwellings and farm buildings. An extended 2 kilometres catchment area shows a very similar picture.

2.2.2 It is generally recognised that 5 kilometres represents a reasonable maximum comfortable cycling distance for commuting and leisure journeys. A 5 kilometres catchment area centred on the care home would include settlements to the north, such as Holbeach and Whaplode. There are no designated cycle facilities in the immediate vicinity of the site.

2.2.3 The nearest bus routes are approximately 3 kilometres from the site within Holbeach, where the 505 bus route operates between Kings Lynn and Spalding at a scheduled 30-minute frequency through the week. It is acknowledged that these bus facilities are generally outside of a typical comfortable walking distance, but they could be accessed by linked trips with other modes, such as a pre-arranged collection from the bus stop.

2.3 Highway Safety Records

2.3.1 **Figure 2** shows an extract of Personal Injury Accident data records that were obtained from the crashmap website (www.crashmap.co.uk) for the latest five years of available information (in line with standard best practice). It confirms how there have been no recorded incidents along Frogs Abbey Gate or its junctions at each end, suggesting that the local highway network currently operates without serious incident.

2.4 Existing use trip generation and parking demand (generic assessment)

2.4.1 To assess the potential conditions associated with the existing care home (36 beds) the TRICS database was interrogated to establish appropriate trip rates and, following this, a parking accumulation profile calculated.

2.4.2 To establish potential trip rates the category 'Health – Care Home (Elderly Residential)' was searched and any sites within the Greater London and Ireland regions were excluded. The search included all sites with between 17 and 180 bedrooms that were surveyed on a weekday. Due to the rural location of the care home and lack of comparable site locations offered, guidance contained within the 'Note on the compatibility of TRICS location type categories (taken from the 2023 TRICS Good Practice Guide)' was considered. **Image 2.4.2** below provides an extract from the guidance on how survey data from other location types can be incorporated within any assessment of trip rates.

Location Type	Town Centre	Edge of Town Centre	Suburban Area	Edge of Town	Neighbourhood Centre	Free Standing
Town Centre	-	Possibly compatible	Not compatible	Not compatible	Not compatible	Not compatible
Edge of Town Centre	Possibly compatible	-	Possibly compatible	Possibly compatible	Not compatible	Not compatible
Suburban Area	Not compatible	Possibly compatible	-	Possibly compatible	Possibly compatible	Not compatible
Edge of Town	Not compatible	Possibly compatible	Possibly compatible	-	Possibly compatible	Possibly compatible
Neighbourhood Centre	Not compatible	Not compatible	Possibly compatible	Possibly compatible	-	Possibly compatible
Free Standing	Not compatible	Not compatible	Not compatible	Possibly compatible	Possibly compatible	-

Image 2.4.2

2.4.3 The rural location of the care home would place it within the 'Free Standing' main location type and therefore any sites within the 'edge of town' and 'neighbourhood centre' locations were considered due to them being classed as 'possibly compatible'. This search then generated 5 results.

2.4.4 The 5 sites were then ranked for both the morning and evening peak hours noting how TRICS guidance states that "*using 85% percentile highlighted trip rates in data sets of under 20 surveys is not recommended*". The site Near Saint Helens (TRICS ref: MS-05-F-01) ranked first in the morning peak although the difference

in the total trip rates between the first and second ranked sites was 0.07 and therefore negligible. In the evening peak all the trip rates were lower and again the difference between the first and second sites was very slight. The selected site of Near Saint Helens was ranked second in the evening peak.

2.4.5 It is accepted that the site chosen is not directly comparable with the Woodlands Care Home. However due to the limited information given and by taking the site ranked first during the morning peak and with the highest trip rates, this is considered to provide the most robust rates in line with TRICS best practice guidance.

2.4.6 Following the above, the full TRICS output data is contained within **Appendix D** with the corresponding weekday peak hour and daily trip rates (per resident/bedroom) summarised below:

▪ morning peak (0800 to 0900 hours)	0.180 arrive	0.140 depart
▪ evening peak (1700 to 1800 hours)	0.080 arrive	0.020 depart
▪ daily (0700 to 1900 hours)	1.280 arrive	1.260 depart

2.4.7 Based on the above rates, the predicted trip generation associated with the existing 36 bed care home would be as follows:

▪ morning peak (0800 to 0900 hours)	6 arrive	5 depart
▪ evening peak (1700 to 1800 hours)	3 arrive	1 depart
▪ daily (0700 to 1900 hours)	46 arrive	45 depart

2.4.8 Based on the TRICS survey data, the parking accumulation study demonstrates a potential maximum occupancy of only 7 parking spaces between 0800 and 0900 hours, with at least 3 spaces occupied from 0900 to 1700 hours. In comparing these findings with the results of the parking beat survey, it is evident that the remote location places a higher demand on car use and subsequent parking requirements. The existing use trip rates and associated parking accumulation study are shown in **Table 3**.

3.0 TRANSPORT CONSIDERATIONS

3.1 Change in Traffic Conditions

3.1.1 Based on the trip rates identified above for the existing 36 bed care home, it can be calculated that the proposed 46 bed care home would generate the following weekday peak hour and daily trip generation.

- morning peak (0800 to 0900 hours) 8 arrive 6 depart
- evening peak (1700 to 1800 hours) 4 arrive 1 depart
- daily (0700 to 1900 hours) 59 arrive 60 depart

This would equate to the following change in traffic conditions associated with the site activities.

- morning peak (0800 to 0900 hours) + 2 arrive + 1 depart
- evening peak (1700 to 1800 hours) + 1 arrive 0 depart
- daily (0700 to 1900 hours) + 13 arrive + 15 depart

3.1.2 Details of the above traffic generation calculations for the proposed development are summarised in **Table 4**. These confirm how the proposed development would only generate minimal changes in both peak hour and daily traffic generation within the surrounding highway network, where the evidence demonstrates that this has previously operated safely without recorded incident. Hence, it should be reasonable to conclude that the existing highway layout should continue to safely serve the proposed development and its associated activity.

3.2 Proposed parking provision

3.2.1 The proposed site layout seeks to deliver a total of 25 car parking spaces with an extended area to the south providing 11 formally marked spaces. Based on the generic assessment of parking demand **Table 4** suggests that a peak demand of only 9 vehicles could occur at the site. However, the parking beat survey results from the existing care home activity demonstrates that the 36 bed spaces generate a peak demand of around 18 spaces in total.

3.2.2 Taking the observed parking levels as a guide and applying the proportional increase (i.e. 36 to 46 bed spaces = 28% increase) then the proposed extension could generate a peak demand of up to 23 vehicles on-site. Hence, the proposed layout (comprising 25 car parking spaces) would satisfy this increased level of parking demand and should ensure that future overspill parking within the adjacent grass verge does not occur.

3.2.3 To address cycle travel at the site and accommodate potential future demand it is recommended that the proposed layout be amended to include 2 cycle parking spaces adjacent to the building entrance. These would be made available to both staff and visitors in the form of a single Sheffield Cycle Stand. Delivery of 2 cycle parking spaces would be equivalent to 8% of the total proposed car parking provision and represent a significant betterment over the present arrangement where none currently exist.

3.3 Proposed Internal Layout

3.3.1 Details of the latest site masterplan are shown within **Appendix A**. The proposed extension would be to the south of the site, allowing an expansion of the car parking with a further 11 spaces over two separate areas. Each of these parking areas would be served by dropped kerb arrangement similar to that of the existing courtyard area to the north.

3.3.2 Details of the extents of public highway were obtained from the Highway Authority and included within **Drawing Number F25012/01 Revision A,** with an extract of the plan provided shown below in **Image 3.3.2**.

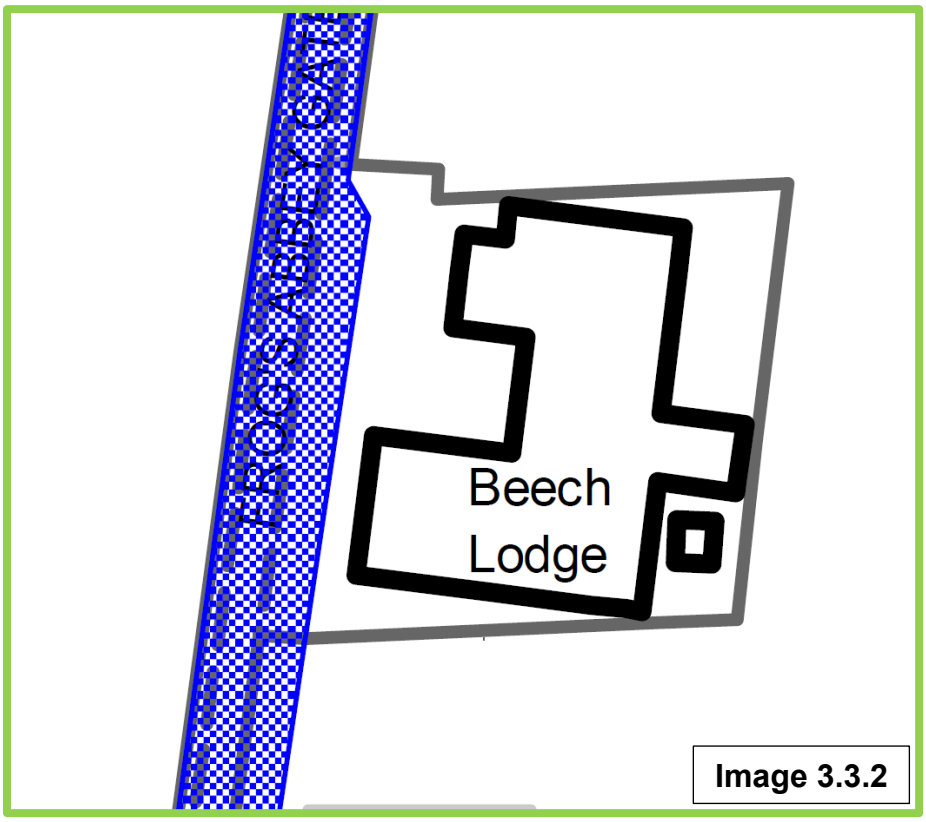


Image 3.3.2

3.3.3 **Drawing Number F25012/01 Revision A** shows the 2.4 x 96 metres visibility splays in each direction at both access points. It confirms how the required splays are achievable within land that is shown by the Highway Authority to be publicly maintained, or under the applicants control.

3.3.4 All car parking spaces would be a minimum of 2.4 x 4.8 metres, with 6 metres clearance on entry, in accordance with published design guidance.

3.3.5 In terms of servicing movements, the existing bin store location would be retained so there should be no change to the current operation. Ambulance collections/deliveries would also continue to be made via the existing arrangement, which is understood to be via the courtyard parking area.

3.4 Opportunities for sustainable travel

3.4.1 Section 2 of this report explains how there are limited opportunities for single occupancy car travel (or travel by sustainable modes) to and from the site.

However, in considering this position it is important to account for the fact that the proposals effectively only comprise a small increase in a well-established use for the site. Notwithstanding that, Paragraph 110 of the NPPF recognises how the "*opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*".

3.4.2 In this context sustainable travel opportunities can extend to include shared car trips alongside walking and cycling journeys within what is expected to be a lightly trafficked road network, with potential linked trips for drop offs or collections at the local train stations or bus routes. All of these should represent sustainable transport options for visitors and staff at the proposed development.

3.4.3 By provision of 2 cycle parking spaces within the proposed site layout (equivalent to 8% of the total car parking provision) it should be reasonable to conclude that the proposed development would provide an appropriate choice of sustainable transport modes, when taking into account the remote location and well-established principle of use already at the site alongside the requirements of Paragraph 110 of the NPPF.

4.0 SUMMARY

4.1 Bancroft Consulting were appointed by Country Court Care Homes to provide highways and transport advice in respect of proposals to extend the existing Beech Lodge Care Home facility, increasing the number of beds available from 36 to 46. The objective of this assessment is to demonstrate how the proposed development could be delivered in line with the requirements of the National Planning Policy Framework, in particular with safe and suitable access and without any severe residual cumulative impact within the surrounding highway network.

4.2 Calculations of the potential existing and proposed use traffic generation show that there would only be a negligible change in traffic conditions using Frogs Abbey Gate and the surrounding highway network. It is predicted that the proposals could generate a maximum increase of only 3 peak hour movements, or 28 daily movements, within the surrounding highway network which would be negligible. Inspection of highway safety records for the surrounding area also confirms how there are no established problems that would be exacerbated by the proposed increases.

4.3 The proposed development would create an extended car parking area with up to 11 additional spaces. **Drawing Number F25012/01 Revision A** shows how the proposed access and internal layout would deliver a satisfactory geometric arrangement with visibility splays calculated from the observed vehicle approach speeds and highway boundary information supplied by the Highway Authority. There would be no change to existing ambulance or refuse collection movements at the site so there should be no cause for concern.

4.4 The remote location of the site does offer limited opportunities for sustainable travel. However, the site is within a comfortable cycling distance of some nearby residential areas, whilst bus and rail travel could be linked with other modes such as taxi collections/drop-offs. To support potential demand for cycling, 2 cycle parking spaces would be provided (in the form of a single cycle stand) adjacent to the building entrance.

4.5 Overall, this Transport Statement has demonstrated that the proposals could be delivered in accordance with the NPPF. On this basis, the Highway Authority should be in a position to offer its support of the proposals.

Vehicle speeds	**38.24**	mph			
	61.53	kph			
	17.09	v (m/s)			
	292.11	v^2			
Driver Perception-Reaction time	**2**	t (s)			
	34.18	v x t			
Deceleration Rate	**0.25**	g			
	2.45	d (m/s)			
	4.91	2d			
Gradient	**0.00**	a*			
	2.45	d+0.1a			
	4.905	2(d+0.1a)			
	v t	+	v^2 / 2(d+0.1a)	=	SSD
Stopping Sight Distance (SSD) =	**34.18**	+	**59.55**	=	**93.74**
SSD Bonnet Adjusted (SSD+2.4)**	**96.14**				

Formula: $SSD = vt + v^2/2(d+0.1a)$

	Manual for Streets 2		DMRB	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)
Perception-Reaction Time (t)	**1.5s**	**1.5s**	**2s**	**2s**
Deceleration Rate ($g = 9.81 m/s^2$)	**0.45g**	**0.375g**	**0.375g**	**0.25g**

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 1 - VISIBILITY SPLAY CALCULATOR: FROG'S ABBEY GATE, SPALDING - NORTHBOUND

Vehicle speeds	**38.22**	mph			
	61.50	kph			
	17.08	v (m/s)			
	291.80	v^2			
Driver Perception-Reaction time	**2**	t (s)			
	34.16	v x t			
Deceleration Rate	**0.25**	g			
	2.45	d (m/s)			
	4.91	2d			
Gradient	**0.00**	a*			
	2.45	d+0.1a			
	4.905	2(d+0.1a)			
	v t	+	v^2 / 2(d+0.1a)	=	SSD
Stopping Sight Distance (SSD) =	**34.16**	+	**59.49**	=	**93.66**
SSD Bonnet Adjusted (SSD+2.4)**	**96.06**				

Formula: $SSD = vt + v^2/2(d+0.1a)$

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

	Manual for Streets 2		DMRB	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)
Perception-Reaction Time (t)	**1.5s**	**1.5s**	**2s**	**2s**
Deceleration Rate ($g = 9.81 m/s^2$)	**0.45g**	**0.375g**	**0.375g**	**0.25g**

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

TABLE 2 - VISIBILITY SPLAY CALCULATOR: FROG'S ABBEY GATE, SPALDING - SOUTHBOUND

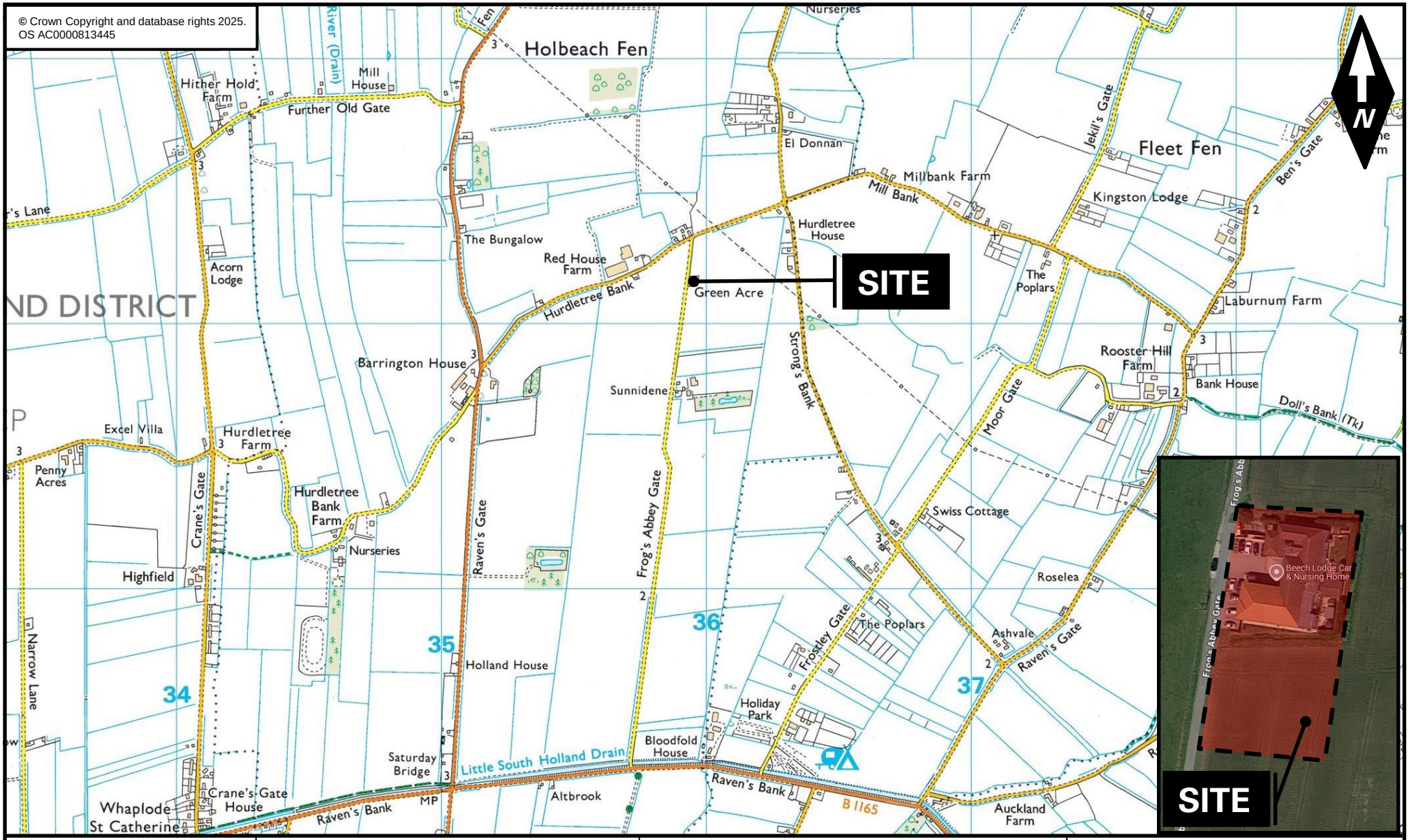
Time Period	Trip Rates (per resident)		Traffic Generation (36 residents)			Parking Accumulation (initial occupancy = 2 spaces)
	Arrive	Depart	Arrive	Depart	Total	
						2
07:00-08:00	0.14	0.02	5	1	6	6
08:00-09:00	0.180	0.140	6	5	11	7
09:00-10:00	0.040	0.100	1	4	5	4
10:00-11:00	0.100	0.060	4	2	6	6
11:00-12:00	0.040	0.080	1	3	4	4
12:00-13:00	0.060	0.080	2	3	5	3
13:00-14:00	0.200	0.120	7	4	11	6
14:00-15:00	0.160	0.200	6	7	13	5
15:00-16:00	0.100	0.100	4	4	8	5
16:00-17:00	0.000	0.040	0	1	1	4
17:00-18:00	0.080	0.020	3	1	4	6
18:00-19:00	0.040	0.100	1	4	5	3
19:00-20:00	0.140	0.140	5	5	10	3
20:00-21:00	0.000	0.060	0	2	2	1
Daily	1.280	1.260	45	46	91	

TABLE 3 - EXISTING TRIP RATES AND PARKING ACCUMULATION PROFILE (WEEKDAY)

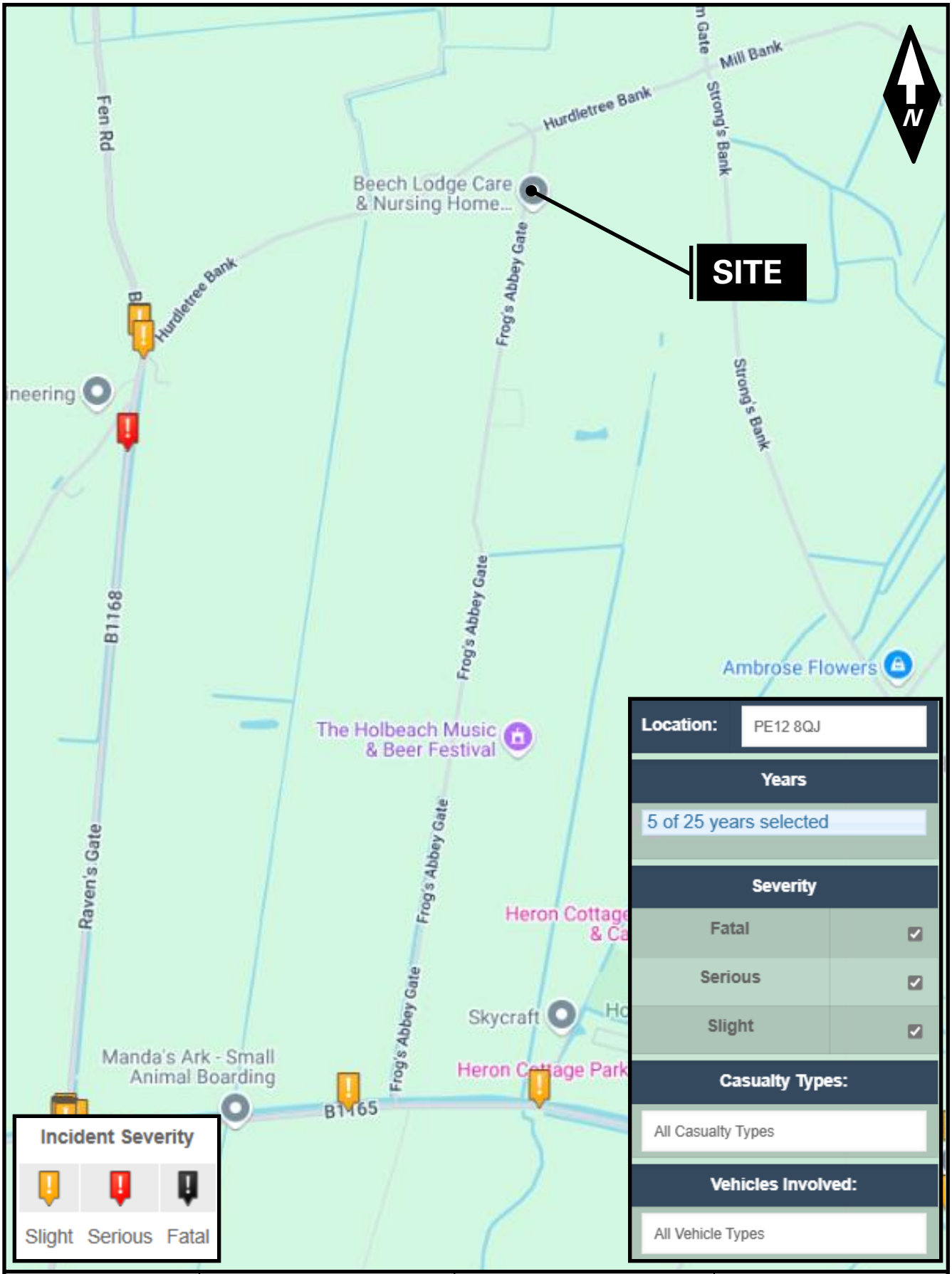
Time Period	Trip Rates (per resident)		Traffic Generation (46 residents)			Parking Accumulation (initial occupancy = 2 spaces)
	Arrive	Depart	Arrive	Depart	Total	
						2
07:00-08:00	0.14	0.02	6	1	7	7
08:00-09:00	0.180	0.140	8	6	14	9
09:00-10:00	0.040	0.100	2	5	7	6
10:00-11:00	0.100	0.060	5	3	8	8
11:00-12:00	0.040	0.080	2	4	6	6
12:00-13:00	0.060	0.080	3	4	7	5
13:00-14:00	0.200	0.120	9	6	15	8
14:00-15:00	0.160	0.200	7	9	16	6
15:00-16:00	0.100	0.100	5	5	10	6
16:00-17:00	0.000	0.040	0	2	2	4
17:00-18:00	0.080	0.020	4	1	5	7
18:00-19:00	0.040	0.100	2	5	7	4
19:00-20:00	0.140	0.140	6	6	12	4
20:00-21:00	0.000	0.060	0	3	3	1
Daily	1.280	1.260	59	60	119	

TABLE 4 - PROPOSED TRIP RATES AND PARKING ACCUMULATION PROFILE (WEEKDAY)

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OS AC0000813445

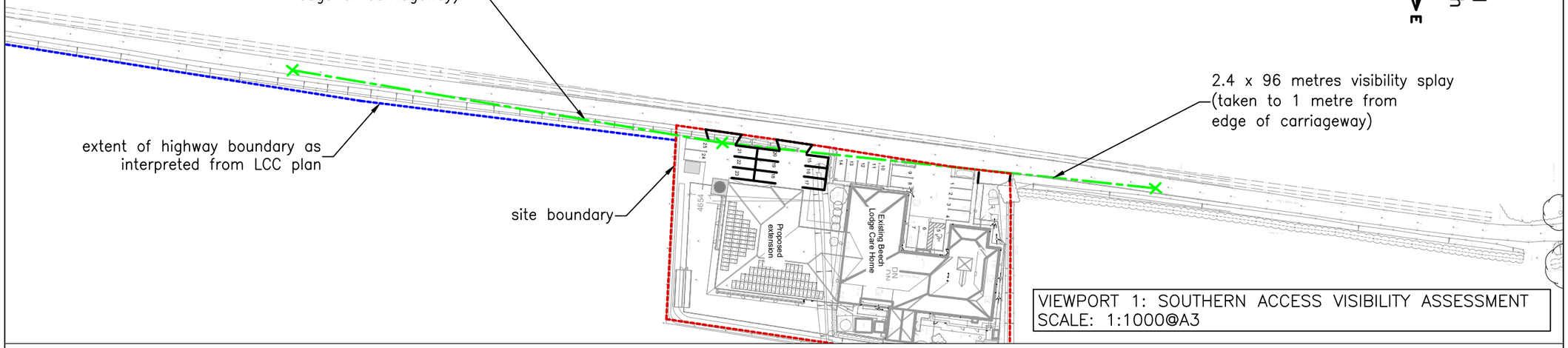


SCALE: **Do Not Scale**	CLIENT: **COUNTRY COURT CARE**	JOB TITLE: **BEECH LODGE CARE HOME**	BANCROFT CONSULTING
DATE: **20.05.25**			
DRAWN: **CAB**	TITLE: **DETAILED SITE LOCATION PLAN**	JOB NUMBER: **F25012**	FIGURE: **1**

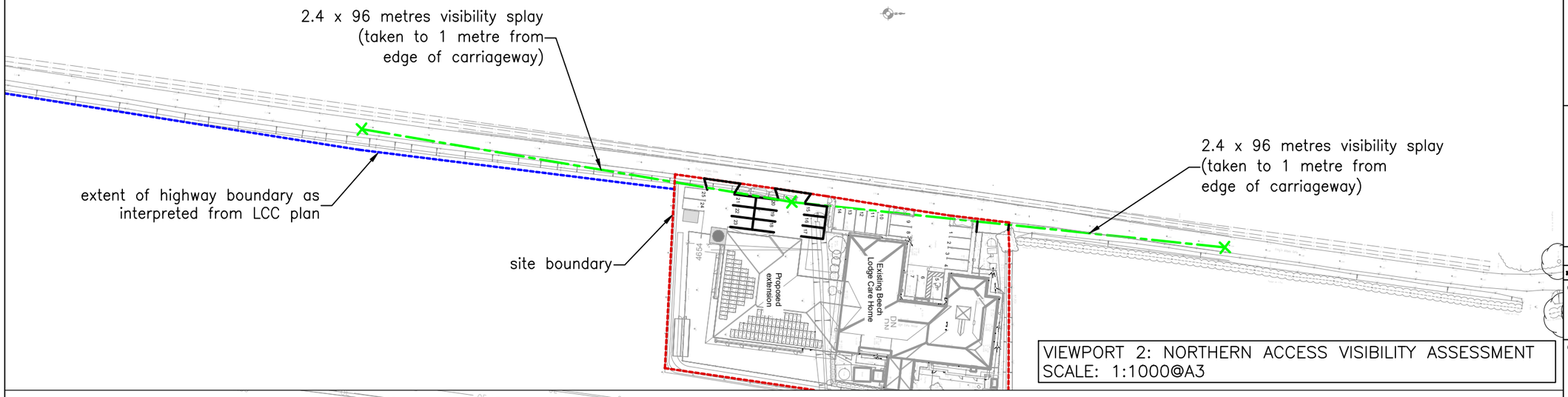


SCALE: Do Not Scale	CLIENT: COUNTRY COURT CARE	JOB TITLE: BEECH LODGE	BANCROFT CONSULTING
DATE: 20.05.25	TITLE: ACCIDENT DATA TAKEN FROM CRASHMAP.CO.UK (2019-2023)	JOB NUMBER: F25012	FIGURE: 2
DRAWN: CAB			

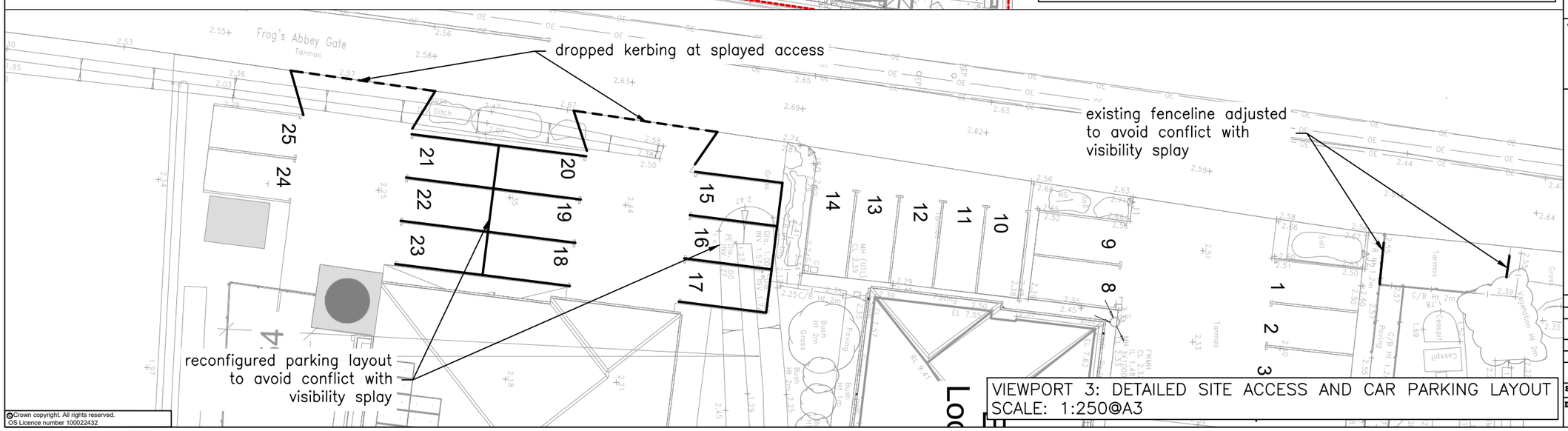
DRG. No.	REV. No.
F25012/01	A



VIEWPORT 1: SOUTHERN ACCESS VISIBILITY ASSESSMENT
SCALE: 1:1000@A3



VIEWPORT 2: NORTHERN ACCESS VISIBILITY ASSESSMENT
SCALE: 1:1000@A3



VIEWPORT 3: DETAILED SITE ACCESS AND CAR PARKING LAYOUT
SCALE: 1:250@A3

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NOTES:

REV.	DATE	DESCRIPTION	DRN	CHK'D
A	24.03.26	UPDATED LAYOUT PLAN	CAB	CJB

CLIENT
COUNTRY COURT CARE HOMES

CONTRACT
BEECH LODGE CARE HOME

TITLE
ACCESS AND VISIBILITY ASSESSMENT

BANCROFT CONSULTING
Bancroft Consulting Ltd
Jarodale House
7 Gregory Boulevard
Nottingham
NG7 6LB
t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

DRAWN BY	
NAME (PRINT)	DATE
CAB	27.06.25
CHECKED BY	
NAME (PRINT)	DATE
CJB	27.06.25

SCALE	AS SHOWN	STATUS	PRELIMINARY

DRG. NO.	REV
F25012/01	A

APPENDIX A – SITE LAYOUT PLAN

N

0 30m 50m

FOR PLANNING PURPOSES ONLY



(10) 002

Proposed Site Plan

1 : 500

Date	Rev	Comment
24.03.2026	3F	Consultant comments added
20.02.2026	3E	Amended to clients comments
08.12.2025	3D	Swale added. Sprinkler store/ Oil tank/ Red line boundary amended
26.08.2025	3C	Red line boundary amended
11.08.2025	3B	Visibility splays added
30.10.2024	3A	Planning Issue

Client: Country Court Care

Project Title: Proposed two storey extension to Beech Lodge Care Home, Frog's Abbeygate, Holbech, PE12 8QJ

Drawing Title: Proposed Site Plan

Size: A3

Status: Stage 3

Scale: 1 : 500

Date: 24.03.2026

Project No. 0451

Drawing No. 002

Rev: 3F

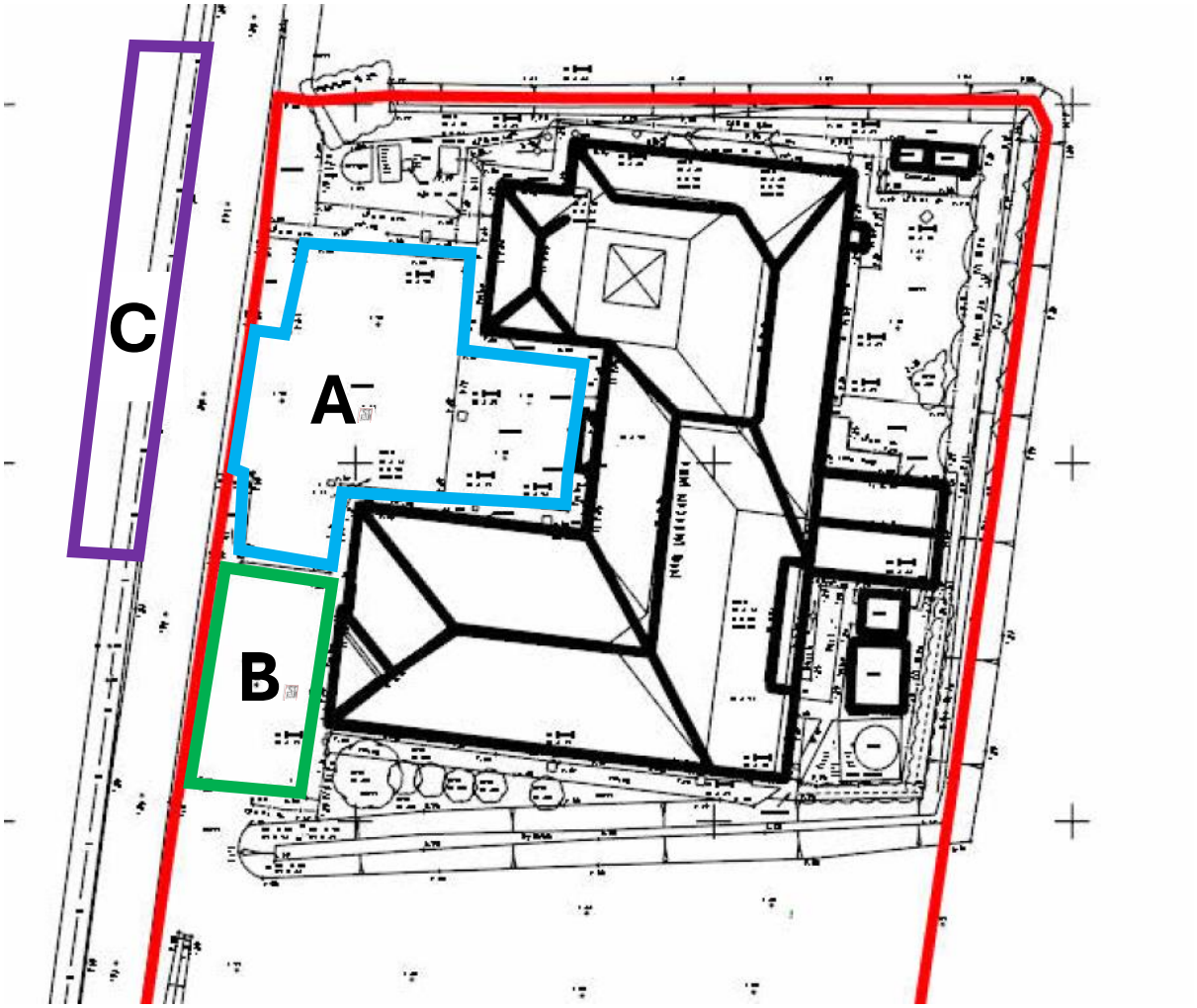
Series: 10

LINESTYLE STUDIO

4 Pelham Court
Pelham Road
Nottingham NG5 1AP
+44 (0)115 727 0559
design@linestyle.co.uk
www.linestyle.co.uk

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APPENDIX B – PARKING BEAT SURVEY DATA


C
A
B

BANCROFT CONSULTING

DATE: 5/4/2025.
DAY: saturday
WEATHER CONDITIONS: Sunny

TIME PERIOD	SURVEYORS INITIALS	AREA			COMMENTS
		A	B	C	
0600 - 0615	TT	2	0	0	
0615 - 0630	TT	2	1	0	
0630 - 0645	TT	2	1	0	
0645 - 0700	SC	6	2	0	
0700 - 0715	KA	5	2	—	
0715 - 0730	KA	5	2	—	
0730 - 0745	AL	5	2	—	
0745 - 0800	AL	5	2	—	
0800 - 0815	AL	5	2	—	
0815 - 0830	AL	5	2	—	
0830 - 0845	KA	6	2	—	
0845 - 0900	KA	6	2	—	
0900 - 0915	LR	6	2	0	
0915 - 0930	LR	6	2	0	
0930 - 0945	LR	6	2	0	
0945 - 1000	LR	6	2	0	
1000 - 1015	RL	6	3	1	
1015 - 1030	RL	6	3	1	
1030 - 1045	RL	6	3	1	
1045 - 1100	RL	6	4	1	

BANCROFT CONSULTING

DATE:
DAY:
WEATHER CONDITIONS:

TIME PERIOD	SURVEYORS INITIALS	AREA			COMMENTS
		A	B	C	
1100 - 1115		6	5	1	
1115 - 1130		6	5	1	
1130 - 1145		6	5	1	
1145 - 1200		6	5	1	
1200 - 1215		6	5	1	
1215 - 1230		6	5	1	
1230 - 1245		6	4	1	
1245 - 1300		6	4	1	
1300 - 1315		6	5	1	
1315 - 1330		6	5	1	
1330 - 1345		6	5	1	
1345 - 1400		7	5	1	
1400 - 1415		6	5	2	
1415 - 1430		6	4	—	
1430 - 1445		6	4	—	
1445 - 1500		6	5	1	
1500 - 1515		4	5	1	
1515 - 1530		4	5	1	
1530 - 1545		4	5	1	
1545 - 1600		4	5	1	

BANCROFT CONSULTING

DATE: 5, 4, 25.
DAY: Saturday
WEATHER CONDITIONS:

TIME PERIOD	SURVEYORS INITIALS	AREA			COMMENTS
		A	B	C	
1600 - 1615		4	4	1	
1615 - 1630		4	4	1	
1630 - 1645		4	4	1	
1645 - 1700		4	4	1	
1700 - 1715		2	2	0	
1715 - 1730		2	2	0	
1730 - 1745		2	2	0	
1745 - 1800		2	2	0	
1800 - 1815		2	2	0	
1815 - 1830		2	2	0	
1830 - 1845		2	2	0	
1845 - 1900		3	3	0	
1915 - 1915		2	0	0	
1915 - 1930		2	0	0	
1930 - 1945		2	0	0	
1945 - 2000		2	0	0	

BANCROFT CONSULTING

DATE: 6/4/25
DAY: Sunday.
WEATHER CONDITIONS: Sunny.

TIME PERIOD	SURVEYORS INITIALS	AREA			COMMENTS
		A	B	C	
0600 - 0615	JD	3	1	0	
0615 - 0630	JD	3	1	0	
0630 - 0645	JD	3	2	0	
0645 - 0700	JD	3	3	0	
0700 - 0715	JD	4	4	0	
0715 - 0730	JD	4	4	0	
0730 - 0745	JD	4	4	0	
0745 - 0800	JD	4	4	0	
0800 - 0815	JD	5	5	0	
0815 - 0830	JD	5	5	0	
0830 - 0845	JD	5	5	0	
0845 - 0900	JD	5	5	0	
0900 - 0915	JD	6	5	0	
0915 - 0930	JD	6	5	0	
0930 - 0945	JD	6	5	0	
0945 - 1000	JD	6	5	0	
1000 - 1015	JD	6	5	0	
1015 - 1030	JD	5	5	0	
1030 - 1045	JD	7	5	2	
1045 - 1100	JD	7	5	2	

BANCROFT CONSULTING

DATE: 6/4/25
DAY:
WEATHER CONDITIONS:

TIME PERIOD	SURVEYORS INITIALS	AREA			COMMENTS
		A	B	C	
1100 - 1115	JD	6	5	0	
1115 - 1130	JD	6	5	0	
1130 - 1145	JD	6	5	1	
1145 - 1200	JJ	5	5	1	
1200 - 1215	JJ	7	5	2	
1215 - 1230	JD	5	5	2	
1230 - 1245	JJ	6	5	2	
1245 - 1300	JD	5	5	2	
1300 - 1315	JD	6	5	2	
1315 - 1330	JD	7	5	3	
1330 - 1345	JD	7	5	3	
1345 - 1400	JD	6	5	3	
1400 - 1415	JD	6	5	3	
1415 - 1430	JD	7	5	2	
1430 - 1445	JD	7	5	2	
1445 - 1500	JD	7	5	2	
1500 - 1515	JD	7	5	2	
1515 - 1530	JD	7	5	4	
1530 - 1545	JD	6	5	4	
1545 - 1600	JD	5	5	3	

BANCROFT CONSULTING

DATE:
DAY:
WEATHER CONDITIONS:

TIME PERIOD	SURVEYORS INITIALS	AREA			COMMENTS
		A	B	C	
1600 - 1615	JD	5	5	2	
1615 - 1630	JD	5	5	2	
1630 - 1645	JD	6	5	2	
1645 - 1700	JD	5	5	2	
1700 - 1715	JD	6	5	2	
1715 - 1730	JD	6	5	2	
1730 - 1745	JD	5	5	1	
1745 - 1800	JD	5	5	1	
1800 - 1815	JD	4	5	1	
1815 - 1830	JD	4	5	0	
1830 - 1845	JD	4	5	0	
1845 - 1900	JD	4	5	0	
1915 - 1915	SS	3	1	0	
1915 - 1930	SS	3	1	0	
1930 - 1945	SS	3	1	0	
1945 - 2000	SS	4	1	0	

BANCROFT CONSULTING

DATE: 7/4/2025
DAY: Monday
WEATHER CONDITIONS: SUNNY

TIME PERIOD	SURVEYORS INITIALS	AREA			COMMENTS
		A	B	C	
0600 - 0615	AB	4	-	-	
0615 - 0630	AB	4	-	-	
0630 - 0645	AB	4	-	-	
0645 - 0700	KA	4	3	-	
0700 - 0715	KA	4	4	1	
0715 - 0730	KA	4	4	1	
0730 - 0745	KA	4	4	1	
0745 - 0800	KA	4	5	1	
0800 - 0815	KA	4	5	1	
0815 - 0830	KA	5	5	0	
0830 - 0845	KA	5	5	0	
0845 - 0900	KA	6	5	0	
0900 - 0915	BO	9	5	1	
0915 - 0930	BO	8	5	0	
0930 - 0945	BO	8	5	1	
0945 - 1000	BO	9	5	1	
1000 - 1015	BO	9	5	1	
1015 - 1030	BO	9	5	1	
1030 - 1045	BO	9	5	1	
1045 - 1100	BO	9	5	1	

BANCROFT CONSULTING

DATE:
DAY:
WEATHER CONDITIONS:

TIME PERIOD	SURVEYORS INITIALS	AREA			COMMENTS
		A	B	C	
1100 - 1115	BO	10	5	1	
1115 - 1130	BO	9	5	1	
1130 - 1145	BO	9	5	1	
1145 - 1200	BO	9	5	1	
1200 - 1215	BO	9	5	1	
1215 - 1230	BO	9	5	1	
1230 - 1245	BO	8	5	1	
1245 - 1300	BO	8	5	1	
1300 - 1315	BO	8	5	1	
1315 - 1330	BO	8	5	1	
1330 - 1345	BO	8	5	1	
1345 - 1400	BO	8	5	2	
1400 - 1415	BO	8	5	2	
1415 - 1430	BO	8	5	1	
1430 - 1445	BO	8	5	1	
1445 - 1500	BO	8	5	1	
1500 - 1515	BO	8	5	2	
1515 - 1530	BO	8	5	1	
1530 - 1545	BO	8	5	1	
1545 - 1600	BO	8	5	1	

DATE: 7-4-25
DAY: MONDAY
WEATHER CONDITIONS: SUNNY

TIME PERIOD	SURVEYORS INITIALS	AREA			COMMENTS
		A	B	C	
1600 - 1615	BO	7	4	3	
1615 - 1630	BO	7	4	3	
1630 - 1645	BO	6	3	1	
1645 - 1700	BO	6	3	1	
1700 - 1715	BO	6	3	1	
1715 - 1730	BO	6	3	1	
1730 - 1745	BO	6	3	1	
1745 - 1800	BO	6	3	1	
1800 - 1815	KA	6	3	1	
1815 - 1830	KA	6	3	1	
1830 - 1845	KA	6	3	1	
1845 - 1900	KA	7	3	1	
1915 - 1915	AB	6	0	0	
1915 - 1930	AB	2	0	0	
1930 - 1945	AB	2	0	0	
1945 - 2000	AB	2	0	0	

BANCROFT CONSULTING

DATE: 8th April 2025
DAY: TUESDAY
WEATHER CONDITIONS: SUNNY

TIME PERIOD	SURVEYORS INITIALS	AREA			COMMENTS
		A	B	C	
0600 - 0615	SS	1	1	0	
0615 - 0630	SS	2	1	0	
0630 - 0645	SS	1	1	0	
0645 - 0700	SS	4	2	0	
0700 - 0715	JD	3	2	0	
0715 - 0730	JD	4	3	0	
0730 - 0745	JD	4	3	0	
0745 - 0800	JD	4	4	0	
0800 - 0815	JD	4	4	0	
0815 - 0830	JD	5	4	0	
0830 - 0845	JD	6	4	0	
0845 - 0900	BO	9	5	0	
0900 - 0915	BO	9	5	0	
0915 - 0930	BO	9	5	0	
0930 - 0945	BO	9	5	0	
0945 - 1000	BO	9	5	0	
1000 - 1015	BO	9	5	0	
1015 - 1030	BO	9	5	1	
1030 - 1045	BO	9	5	1	
1045 - 1100	BO	9	5	1	

BANCROFT CONSULTING

DATE: 08-04-25
DAY: TUESDAY
WEATHER CONDITIONS: SUNNY

TIME PERIOD	SURVEYORS INITIALS	AREA			COMMENTS
		A	B	C	
1100 - 1115	BO	9	5	2	
1115 - 1130	BO	9	5	2	
1130 - 1145	BO	9	5	1	
1145 - 1200	BO	9	5	1	
1200 - 1215	BO	9	5	0	
1215 - 1230	BO	9	5	0	
1230 - 1245	BO	9	5	0	
1245 - 1300	BO	9	5	0	
1300 - 1315	BO	9	5	0	
1315 - 1330	BO	9	5	0	
1330 - 1345	BO	9	5	0	
1345 - 1400	BO	9	5	0	
1400 - 1415	BO	9	5	1	
1415 - 1430	BO	9	5	1	
1430 - 1445	BO	9	5	1	
1445 - 1500	BO	9	5	0	
1500 - 1515	BO	9	5	0	
1515 - 1530	BO	9	5	0	
1530 - 1545	BO	9	5	0	
1545 - 1600	BO	9	5	0	

DATE: 08/4/25
DAY: Tuesday
WEATHER CONDITIONS: Sunny

TIME PERIOD	SURVEYORS INITIALS	AREA			COMMENTS
		A	B	C	
1600 - 1615	BO	9	5	0	
1615 - 1630	BO	9	5	0	
1630 - 1645	BO	9	5	0	
1645 - 1700	BO	9	5	1	
1700 - 1715	BO	9	5	1	
1715 - 1730	BO	9	5	1	
1730 - 1745	BO	8	5	0	
1745 - 1800	BO	8	5	0	
1800 - 1815	D	7	4	0	
1815 - 1830	D	7	4	0	
1830 - 1845	D	7	4	0	
1845 - 1900	D	8	3	0	
1915 - 1915	TT	3	0	0	
1915 - 1930	TT	3	0	0	
1930 - 1945	TT	2	0	0	
1945 - 2000	TT	2	0	0	

APPENDIX C – SPEED SURVEY DATA

observed speed mph	no. of readings n	n×x	n×x²
10	0	0	0
11	0	0	0
12	2	24	288
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	1	20	400
21	0	0	0
22	0	0	0
23	0	0	0
24	1	24	576
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	1	30	900
31	0	0	0
32	1	32	1024
33	0	0	0
34	0	0	0
35	0	0	0
36	1	36	1296
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	1	48	2304
49	0	0	0
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
	n=	Σv=	Σv²=
Total Σ	8	214	6788

SPEED READINGS FOR SINGLE CARRIAGEWAYS

location: **Frog's Abbey Gate, Spalding**
direction: **Northbound**
day: **Wednesday**
date **26.03.25**
time: **1405 to 1705**

SUMMARY

mean	26.75 mph	43.0 kph
85%ile	38.24 mph	61.5 kph

Step 1:
Mean speed

$$m = \frac{\sum v}{n}$$ *m=* 26.75 **mph**

Step 2:
Finding Value ∑

$$\sum(v\text{-}m)^2 = \sum v^2 - \frac{(\sum v^2)}{n}$$ *∑(v - m)²=* 1063.50

Step 3:
Standard deviation

$$s = \sqrt{\frac{\sum(v-m)^2}{n-1}}$$ *s=* 11.49 **mph**

Step 4:
85 percentile dry weather spot speed

$$p85 = m + s$$ *p=* 38.24

checks: 85%ile/mean = 1.43
should be 1.1 to 1.25

S.D./mean = 0.43
should be approx 1/6 (0.17)

FROG'S ABBEY GATE, SPALDING - NORTHBOUND SPEED SURVEY RESULTS

observed speed mph	no. of readings n	n×x	n×x²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	1	24	576
25	1	25	625
26	1	26	676
27	1	27	729
28	0	0	0
29	0	0	0
30	0	0	0
31	0	0	0
32	1	32	1024
33	0	0	0
34	0	0	0
35	0	0	0
36	0	0	0
37	0	0	0
38	1	38	1444
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	1	45	2025
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
	n=	Σv=	Σv²=
Total Σ	7	217	7099

SPEED READINGS FOR SINGLE CARRIAGEWAYS

location: **Frog's Abbey Gate, Spalding**
direction: **Southbound**
day: **Wednesday**
date **26.03.25**
time: **1405 to 1705**

SUMMARY

mean	31.00 mph	49.9 kph
85%ile	38.22 mph	61.5 kph

Step 1:
Mean speed

$$m = \frac{\sum v}{n}$$

m= 31.00 **mph**

Step 2:
Finding Value ∑

$$\sum(v\text{-}m)^2 = \sum v^2 - \frac{(\sum v^2)}{n}$$

∑ (v - m)² = 372.00

Step 3:
Standard deviation

$$s = \sqrt{\frac{\sum(v-m)^2}{n-1}}$$

s= 7.22 **mph**

Step 4:
85 percentile dry weather spot speed

$$p85 = m + s$$

p= 38.22

checks: 85%ile/mean = 1.23
should be 1.1 to 1.25

S.D./mean = 0.23
should be approx 1/6 (0.17)

FROG'S ABBEY GATE, SPALDING - SOUTHBOUND SPEED SURVEY RESULTS

APPENDIX D – TRICS OUTPUT DATA

Site Reference:	MS-05-F-01
Created:	Version: 7.11.3 20/12/23
Latitude/Longitude:	53.50475, -2.78930
Land Use Type:	05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
Region/Area	NORTH WEST/MERSEYSIDE
Description:	NURSING HOME
Street:	VICTORIA STREET
District:	RAINFORD
Town:	NEAR SAINT HELENS
Post Code:	WA11 8DA
Planning Authority:	ST HELENS COUNCIL
Location:	Neighbourhood Centre (PPS6 Local Centre)
Location Sub Category:	Village
Use Class:	C2
Population within 500m:	2945
Population within 1 Mile:	5,001 to 10,000
Population within 5 Miles:	125,001 to 250,000
Car ownership within 5 Miles:	1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	33		33
Monday-Friday	0700-1000	7		7
Monday-Friday	1600-1900	8		8
Saturday	0700-1900	33		33
Sunday	0700-1900	12		12

Is site associated with a travel plan:	No
If not, are there any plans to implement a Travel Plan in the future?	No
Is survey data available before the implementation of the Travel Plan?	
Is the location of the site hilly or flat:	Flat
Urban Regeneration:	No
Covid-19 Restrictions:	No

Local Traffic Calming Features

Speed limit (mph)	30
Speed bumps	Yes
Speed cameras	No
Give way restrictions	No
Stopping restrictions	Yes
Bus lanes	No
20 mph roads	No
Number of residents	50
No. of developments for this Site:	1
No. of survey Days for this Site:	1

Comments

This site is located in the small village of Rainford to the north-west of Saint Helens. The closest main route Ormskirk Road (B5203) can be accessed to the south-west of the site and heads north-west to join A570 and then the M58 further to the north. The A570 also heads south to join Rainford Road which heads south-east towards Saint Helens town centre. Other local routes head towards various parts of the local area.
There are mainly residential streets in all directions surrounding the site, with a church located to the immediate south of the site and a primary school located to the north. The Old Hall playing fields are also located to the east of the site.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There are 3 different hourly circular bus services running from bus stops close to the site.
The nearest railway station is Rainford, which is 1.3 kilometres from the site.

Design features encouraging non-car modes

12. Pedestrians

The surrounding roads have wide and well lit pavements and there are a number of off-road footpaths available nearby.

13. Pedal cycles

As above.

14. Public transport

There are a couple of sets of bus stops within walking distance of the site.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2023
Nearest Primary School	0.3 kilometres
Nearest Secondary School	0.8 kilometres
Nearest Local Shop/Corner Shop	0.7 kilometres
Nearest Main Supermarket	7.9 kilometres
Nearest Doctors Surgery	0.7 kilometres
Nearest Hospital with Minor Injuries/A & E	10.0 kilometres
Nearest Sports/Leisure Centre	6.9 kilometres

Census Data	
Year of Census	2021
Census Output Area/Data Zone	E00034891
Number of people employed within Census Output Area	74
Number of households within Census Output Area	123
Number of people living within Census Output Area	265
Area of Census Output Area (hectares)	7.14
Population density within Census Output Area (per hectare)	37.11

Site reference:	MS-05-F-01
Trade name:	VICTORIA CARE HOME
Site area (h/a):	0.39
Open since	2009
Total Employees	49
Full Time Employees	32 65%
Part Time Employees	17 35%
Approximate % of total employees working standard 9-5 hours or similar	18%
Approximate % of total employees working from home (any amount)	%
Number of residents	50
Name of nearest site	STOCKS HALL NURSING H.
Distance to nearest similar site	6.6 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	00:00	to	24:00
Friday	00:00	to	24:00
Saturday	00:00	to	24:00
Sunday	00:00	to	24:00

Comments

The site cares for residents aged 65 and over and provide general nursing care, residential care, respite care, dementia care and palliative care. Facilities include single and shared rooms, a choice of lounges and a garden with a patio. There is an in-house hairdresser.

On-Site parking

Total no. of parking spaces	34
Parking Spaces Per resident	0.680

Number of spaces

Employee	0
Disabled	0
Visitor/Customer	32
OGV parking bays	0
Cycle racks	0
OGV loading bays	2
Parent & Toddler	0
Motorcycle spaces	0
Electric Vehicle Charging Bays	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

The car park is managed by the site.

Site parking surface or non-surface (multi-storey/underground)
Surface

General Comments on Parking

The parking area is unmarked so the figures are an estimate. The car park is used by parents dropping off and picking up children at the adjacent primary school but all such trips were identified and excluded from the counts. All local off-site off-street car parks are private.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)
Yes
off-site (on-street, in designated loading/servicing bays)
No
off-site (in restricted areas e.g. double yellow lines)
No

Off-Site parking details

Is there off-site parking available
Yes
Off-Site parking included in the counts
No
Free On-Street parking available nearby
Yes
If yes, considered easy to find a space
Yes
If prepared to pay, easy to find somewhere to park off-site all day
Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)
No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site
No

Site reference: MS-05-F-01 Survey date: 15/09/23 Day of week: Friday

Survey type: Manual Count
AM weather: Mild and Light Rain
PM weather: Mild and Cloudy
Initial car park occupancy: 2 Final car park occupancy: 3
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity 29% (34 On-Site Spaces)

Data proportions in %

Motor cars	79	Motor cycles	0	Public service	2
Light goods	11	OGV (1)	3	OGV (2)	0
				Taxis	5

Servicing Vehicles count recorded Yes

Servicing/Standard Vehicle percentages			
	Vehicles	Servicing %	Standard %
OGV (1)	4	100	0
OGV (2)	0		
Light Goods	14	86	14
Motor Car	101	4	96
Motor Cycle			

Time	Arr 64	Dep 63	Totals 127	Parking Accum
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	7	1	8	8
08:00-09:00	9	7	16	10
09:00-10:00	2	5	7	7
10:00-11:00	5	3	8	9
11:00-12:00	2	4	6	7
12:00-13:00	3	4	7	6
13:00-14:00	10	6	16	10
14:00-15:00	8	10	18	8
15:00-16:00	5	5	10	8
16:00-17:00	0	2	2	6
17:00-18:00	4	1	5	9
18:00-19:00	2	5	7	6
19:00-20:00	7	7	14	6
20:00-21:00	0	3	3	3
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No motorcycles, pedal cycles or scooters visited the site during this survey.

Site reference: MS-05-F-01 Survey date: 15/09/23 Day of week: Friday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

	INBOUND				OUTBOUND					
Time	OGV1 2	OGV2 0	Total 2		OGV1 2	OGV2 0	Total 2		Totals 4	Accum
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	0	0	0		0	0	0		0	(0)
08:00-09:00	0	0	0		0	0	0		0	(0)
09:00-10:00	0	0	0		0	0	0		0	(0)
10:00-11:00	0	0	0		0	0	0		0	(0)
11:00-12:00	0	0	0		0	0	0		0	(0)
12:00-13:00	1	0	1		1	0	1		2	(0)
13:00-14:00	0	0	0		0	0	0		0	(0)
14:00-15:00	1	0	1		1	0	1		2	(0)
15:00-16:00	0	0	0		0	0	0		0	(0)
16:00-17:00	0	0	0		0	0	0		0	(0)
17:00-18:00	0	0	0		0	0	0		0	(0)
18:00-19:00	0	0	0		0	0	0		0	(0)
19:00-20:00	0	0	0		0	0	0		0	(0)
20:00-21:00	0	0	0		0	0	0		0	(0)
21:00-22:00										
22:00-23:00										
23:00-24:00										

Site reference: MS-05-F-01 Survey date: 15/09/23 Day of week: Friday

Vehicles surveyed: PSV

Time	Arr 1	Dep 1	Totals 2	Accumulation
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	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	1	1	2	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: MS-05-F-01 Survey date: 15/09/23 Day of week: Friday

Vehicles surveyed: Taxis

Time	Arr 3	Dep 3	Totals 6	Accumulation
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	0	0	0	(0)
08:00-09:00	2	2	4	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	1	1	2	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: MS-05-F-01 Survey date: 15/09/23 Day of week: Friday

Vehicles surveyed: Cars

Time	Arr 51	Dep 50	Totals 101	Accumulation
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	7	1	8	(6)
08:00-09:00	6	5	11	(7)
09:00-10:00	2	5	7	(4)
10:00-11:00	5	2	7	(7)
11:00-12:00	1	3	4	(5)
12:00-13:00	1	2	3	(4)
13:00-14:00	7	4	11	(7)
14:00-15:00	6	7	13	(6)
15:00-16:00	4	4	8	(6)
16:00-17:00	0	2	2	(4)
17:00-18:00	3	0	3	(7)
18:00-19:00	2	5	7	(4)
19:00-20:00	7	7	14	(4)
20:00-21:00	0	3	3	(1)
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: MS-05-F-01 Survey date: 15/09/23 Day of week: Friday

Vehicles surveyed: LGV

Time	Arr 7	Dep 7	Totals 14	Accumulation
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	0	0	0	(0)
08:00-09:00	1	0	1	(1)
09:00-10:00	0	0	0	(1)
10:00-11:00	0	1	1	(0)
11:00-12:00	1	1	2	(0)
12:00-13:00	1	1	2	(0)
13:00-14:00	2	1	3	(1)
14:00-15:00	1	2	3	(0)
15:00-16:00	1	1	2	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: MS-05-F-01 Survey date: 15/09/23 Day of week: Friday

Vehicles surveyed: Servicing Vehicles

	INBOUND						OUTBOUND					
Time	Car 2	LGV 6	MOTC 0	OGV1 2	OGV2 0	Total 10	Car 2	LGV 6	MOTC 0	OGV1 2	OGV2 0	Total 10
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	0	0	0	0	0	0	0	0	0	0	0	0
08:00-09:00	0	1	0	0	0	1	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:00-11:00	1	0	0	0	0	1	0	1	0	0	0	1
11:00-12:00	0	1	0	0	0	1	1	1	0	0	0	2
12:00-13:00	0	1	0	1	0	2	0	1	0	1	0	2
13:00-14:00	0	1	0	0	0	1	0	0	0	0	0	0
14:00-15:00	0	1	0	1	0	2	0	2	0	1	0	3
15:00-16:00	0	1	0	0	0	1	0	1	0	0	0	1
16:00-17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:00-19:00	1	0	0	0	0	1	1	0	0	0	0	1
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00-22:00												
22:00-23:00												
23:00-24:00												

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Calculation Reference: AUDIT-539501-250521-0535

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

08	NORTH WEST		
	MS	MERSEYSIDE	1 days

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

Primary Filtering selection:

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

Parameter:	Number of residents
Actual Range:	50 to 50 (units:)
Range Selected by User:	17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 21/04/24

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:

Friday	1 days

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

Selected survey types:

Manual count	1 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:

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:

Village	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C2	1 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:

5,001 to 10,000	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:
125,001 to 250,000 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 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 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1 MS-05-F-01 NURSING HOME MERSEYSIDE
VICTORIA STREET
NEAR SAINT HELENS
RAINFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of residents: 50
Survey date: FRIDAY *15/09/23* *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
BP-05-F-01	single site selection
FA-05-F-01	single site selection
NN-05-F-01	single site selection
NY-05-F-05	single site selection

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	50	0.140	1	50	0.020	1	50	0.160
08:00 - 09:00	1	50	0.180	1	50	0.140	1	50	0.320
09:00 - 10:00	1	50	0.040	1	50	0.100	1	50	0.140
10:00 - 11:00	1	50	0.100	1	50	0.060	1	50	0.160
11:00 - 12:00	1	50	0.040	1	50	0.080	1	50	0.120
12:00 - 13:00	1	50	0.060	1	50	0.080	1	50	0.140
13:00 - 14:00	1	50	0.200	1	50	0.120	1	50	0.320
14:00 - 15:00	1	50	0.160	1	50	0.200	1	50	0.360
15:00 - 16:00	1	50	0.100	1	50	0.100	1	50	0.200
16:00 - 17:00	1	50	0.000	1	50	0.040	1	50	0.040
17:00 - 18:00	1	50	0.080	1	50	0.020	1	50	0.100
18:00 - 19:00	1	50	0.040	1	50	0.100	1	50	0.140
19:00 - 20:00	1	50	0.140	1	50	0.140	1	50	0.280
20:00 - 21:00	1	50	0.000	1	50	0.060	1	50	0.060
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.280			1.260			2.540

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:	50 - 50 (units:)
Survey date date range:	01/01/16 - 21/04/24
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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.

Jarodale House
7 Gregory Boulevard
Nottingham NG7 6LB

0115 960 2919
office@bancroftconsulting.co.uk

bancroftconsulting.co.uk