

Country Court Care Homes

Holland Park Care Home

Transport Assessment

April 2026



**BANCROFT
CONSULTING**

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1.0 INTRODUCTION

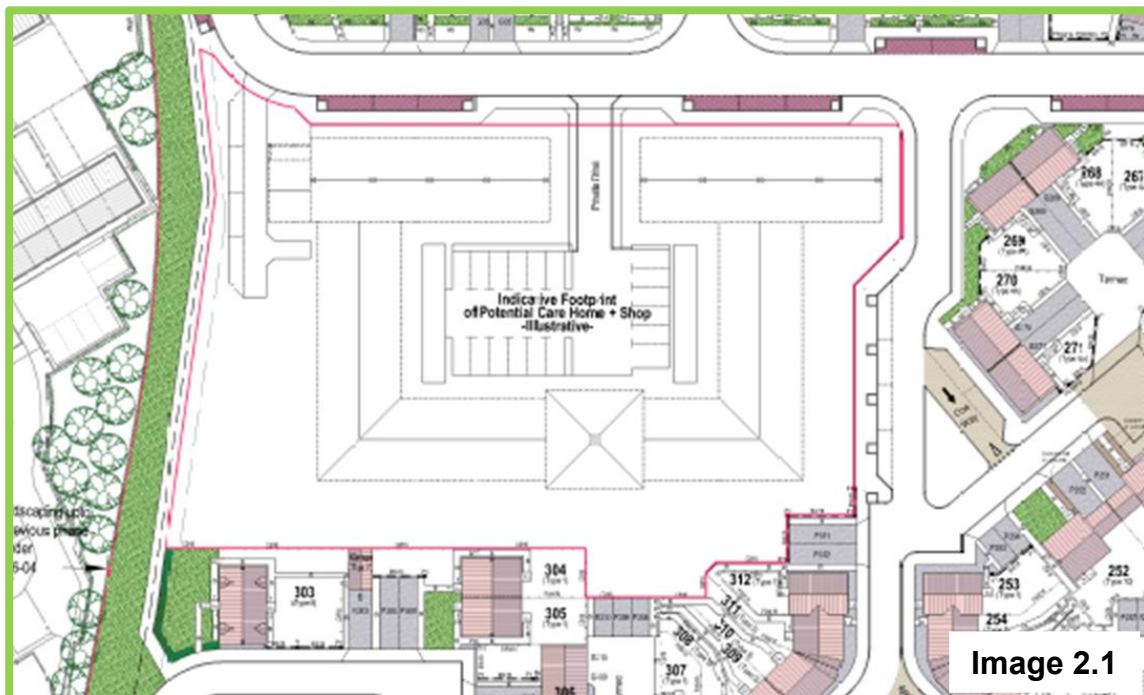
- 1.1 Bancroft Consulting were appointed by Country Court Care Homes to provide highways and transportation advice in respect of a proposed residential care home development with up to 75 bed spaces, located on land to the south of Shakespeare Way, at 'Little London' in Spalding, Lincolnshire. This Transport Assessment has been produced to support a planning application for the proposed scheme. The site location is demonstrated within **Figure 1**.
- 1.2 The purpose of this Transport Assessment is to provide Lincolnshire County Council, acting as the Highway Authority, with a detailed assessment of the key highways and transportation issues. It considers the off-site impact of the proposed development traffic increases in terms of both capacity and highway safety, whilst also identifying a safe and suitable site access arrangement. In addition, this report also provides detailed consideration of opportunities for access by non-car modes and whether any specific improvements are required in this respect.
- 1.3 This Transport Assessment report is structured as follows:
- **Section 2** provides a review of the sites planning history and established principles for any associated highway improvements.
 - **Section 3** provides a review of relevant local and national planning policy and design guidance.
 - **Section 4** outlines the existing conditions in terms of the local highway network, road safety records and accessibility.
 - **Section 5** outlines the development proposals.
 - **Section 6** describes the traffic generation and distribution and growth calculations appropriate for the scheme.
 - **Section 7** details the proposed site access arrangement and considers internal highway considerations such as parking and servicing.
 - **Section 8** considers the off-site highway impact of the proposed development in terms of capacity and safety.
 - **Section 9** discusses opportunities for residents of the new development to travel by sustainable modes.

- **Section 10** provides a summary and conclusions.

1.4 This Transport Assessment has been prepared with due regard to the overarching Government policy requirements contained within the revised National Planning Policy Framework [NPPF] (DCLG, December 2024). It also considers current best practice advice and design guidance in the document Manual for Streets [MfS] (DfT, March 2007) and its companion document Manual for Streets 2 [MfS2] (CIHT, September 2010). This Transport Assessment also considers the Highway Authority's own published guidance set out within its 'Streetscape design manual' (last updated December 2016).

2.0 BACKGROUND INFORMATION

2.1 **Image 2.1** below provides an extract of a site layout plan that was submitted as part of the previous proposals for the adjacent residential development (St Johns View). It shows how the principle of a care home and retail development has been promoted from an early stage. The plan also shows how access was considered directly from Shakespeare Way serving a modest car parking area.



2.2 Further inspection of the local authority's online planning file confirms that there was no specific technical highways submission in support of the above, including no direct planning permission. Hence, this assessment will address the implications of the current proposals directly in accordance with local and national policy/design guidance.

3.0 POLICY CONTEXT AND RELEVANT GUIDANCE

3.1 National Policy

3.1.1 The overarching national Government policy requirements are contained within the National Planning Policy Framework [NPPF] (MHCLG, Revised December 2024). In respect of planning obligations, Paragraph 58 states how contributions must only be sought where they meet all the following tests:

- “a) necessary to make the development acceptable in planning terms;*
- b) directly related to the development; and*
- c) fairly and reasonably related in scale and kind to the development.”*

3.1.2 The NPPF places heavy emphasis on the importance of sustainability, where Paragraph 110 sets out that:

“The planning system should actively manage patterns of growth in support of these objectives. 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 to reduce congestion and emissions, and improve air quality and public health. However, 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.”

3.1.3 Paragraph 115 of the NPPF goes on to set out key criteria that development sites should establish. It states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) 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*

*d) any significant impacts from the development on the transport network
(in terms of capacity and congestion), or on highway safety, can be cost-
effectively mitigated to an acceptable degree through a vision-led
approach.”*

3.1.4 Paragraph 116 of the NPPF states:

*“Development should only be prevented or refused on highways grounds
if there would be an unacceptable impact on highway safety, or the
residual cumulative impacts on the road network, following mitigation,
would be severe, taking into account all reasonable future scenarios.”*

3.1.5 Based on the above guidance, developments should only be refused where the residual cumulative transport impacts can be defined as ‘severe’, or if the traffic increases would cause an unacceptable impact on highway safety.

3.1.6 Paragraph 117 of the NPPF goes on to set out a list of preferred criteria for applications for development. It recommends that priority is given to both pedestrian and cycle movements, with the aim of minimising the scope for conflict with vehicles.

3.1.7 Paragraph 118 of the NPPF provides a summary of the above policies and outlines the level of detail that should be provided as part of any application, in relation to highways and transportation. It sets out the following requirements:

*“All developments that will generate significant amounts of movement
should be required to provide a travel plan, and the application should be
supported by a transport statement or transport assessment so that the
likely impacts of the proposal can be assessed.”*

3.1.8 The NPPF is supported by a range of associated Planning Practice Guidance (PPG) documentation. This includes advice on ‘Transport evidence bases in plan making and decision taking’ (updated March 2015), which provides guidance to assist local planning authorities to assess strategic transport needs and identify

suitable mitigation within Local Plans. The PPG documentation also includes 'Travel Plans, transport assessments and statements in decision-taking' (updated March 2014). This document provides general advice on the scope of Transport Assessments and where they might be required, taking into account Paragraph 117 of the NPPF, although it does not include any specific prescriptive guidance for assessments.

3.2 Assessment and Design Guidance

3.2.1 With respect to highway layout design, this report follows the overarching requirements of current best practice advice contained in the document 'Manual for Streets' [MfS] (DfT, March 2007) and its companion document 'Manual for Streets 2 – Wider Application of the Principles' [MfS2] (CIHT, September 2010). It also considers Lincolnshire County Council's published 'Streetscape design manual' where appropriate.

3.2.2 LTN 1/20 replaces previous guidance on cycle infrastructure design and seeks to *"provide guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy"*. As such, it should be used alongside local plans for delivering attractive and safe infrastructure that encourages the use of cycling for both short and long-distance trips.

4.0 EXISTING CONDITIONS

4.1 Site Location and Surrounding Area

- 4.1.1 The proposed development site is shown in **Figure 1** and comprises circa 0.4 hectares of undeveloped land. It is bound to the north by Shakespeare Way, to the east by Orwell Drive, to the south by third-party residential properties, and to the west by a shared footway/cycleway facility.
- 4.1.2 The site is served by a dropped kerb arrangement at the southern edge of Shakespeare Way, although this does not in itself lead to any obvious formal access route within the site.
- 4.1.3 On-site observations confirm the ongoing development of new dwellings within the surrounding area, which results in construction vehicles using the existing highway network.
- 4.1.4 Shakespeare Way measures approximately 5.5 metres wide at the site frontage, with direct access to the residential properties at the northern edge and layby parking facilities at the southern edge, adjacent to the site. Traffic passing the site is subject to a 30-mph speed limit and there are footways and street lighting at each edge of Shakespeare Way.
- 4.1.5 The Shakespeare Way/Dickens Street junction is approximately 15 metres east of the existing site access (centreline to centreline) and comprises a simple T-junction arrangement with footways and tactile paving at crossing points on both sides of Dickens Street. Dickens Street serves residential dwellings via a through route that extends north and connects with Meadow Way.
- 4.1.6 The proximity of the railway line and existing access routes means that most vehicular traffic will arrive and depart the site via the north, or Shakespeare Way and Broadway on route to Bourne Road and areas further afield. At the northwestern corner of the site Shakespeare Way bends to the north and connects with the Broadway at a roundabout. Broadway extends to the north, with Meadow Lane extending to the east and Westside to the west. Broadway forms a wide local distributor road with footways and grass verges on each side of the carriageway.

- 4.1.7 To the east, Shakespeare Way extends to serve a network of residential access roads, which includes Cross Approach, Doyle Lane, and Archer Court. These streets include a network of footways and provision for on-street parking facilities.

4.2 Survey Results

- 4.2.1 To inform access proposals a manual speed survey was undertaken at the existing site access location on Shakespeare Way, taking readings of all approaching vehicle speeds at a point approximately 25 metres away in each direction. The survey was undertaken on Thursday 27 March 2026 between approximately 1330 and 1600 hours. The results of this exercise are summarised in **Tables 1** and **2**, with full details of the results provided at **Appendix A**. They show an 85th percentile approach speed of 18.76 mph for eastbound movements and 24.74 mph for westbound movements.
- 4.2.2 Based on the above results, visibility splays of 23 metres are required to the west (for eastbound traffic) and 33 metres to the east (for westbound traffic). The results of these splay calculations are presented within **Tables 3** and **4**.
- 4.2.3 In addition to the low speeds, the survey results also confirm that Shakespeare Way is lightly trafficked, with up to 100 readings in each direction taking 2.5 hours to collect. Whilst the readings do not represent a complete sample, most passing vehicles were noted.

4.3 Accident Study

- 4.3.1 National Planning Practice Guidance [PPG] includes the online document 'Travel Plans, Transport Assessments and Statements in decision-taking' (updated March 2014), which provides general advice on the scope of Transport Assessments. This document states consideration should be given to *"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area."*

4.3.2 Details of the latest Personal Injury Accident data have been obtained from the crashmap database (www.crashmap.co.uk) covering Shakespeare Way and the surrounding highway network. This search covered 2020 to 2024 (inclusive) and resulted in no recorded incidents during that period, as shown in **Figure 2**.

4.4 Pedestrian Travel

4.4.1 Table 3.2 of The Institute of Highways & Transportation's publication 'Guidelines for Providing for Journeys on Foot' (2000) is summarised below:

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

4.4.2 In light of these guidelines, **Figure 3** shows a 2000 metres isochrone taken from the site access location at Shakespeare Way, as the preferred maximum distance for commuting trips. This shows how the western part of Spalding would be within a comfortable walking distance which includes a large residential area, local retail facilities and schools.

4.4.3 On-site observations confirm that the surrounding highway network includes footways and crossing facilities throughout. These facilities are supported by streetlighting. **Figure 4** also shows the nearest Public Rights of Way exist to the west of the River Welland.

4.5 Cycle Travel

4.5.1 With reference to acceptable cycling distances, previously published guidance with the DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' states that:

"In common with other modes, many utility cycle journeys are under three miles (ECF, 1998), although, for commuter journeys, a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists will

cycle longer distances where the cycle ride is the primary purpose of their journey.”

This distance continues to represent a starting point for considering cycling opportunities although further guidance set out within the LTN 1/20 ‘Cycle Infrastructure Design’ publication places greater emphasis on the comfort and quality of cycling routes and infrastructure rather than a ‘distance travelled’ approach.

4.5.2 **Figure 5** shows a 5 kilometres cyclist catchment area centred on the site. It demonstrates how this would primarily include Spalding and its surrounding towns/villages, including Pinchbeck and Cowbit, with Weston and Moulton a short distance further to the east. **Figure 6** demonstrates how National Cycle Network Route 12 runs to the east of the site at Cradge Bank Road/London Road as it extends along the River Welland.

4.6 Bus Travel

4.6.1 The site is directly served by a single bus route (Route Number IT1) that extends along Shakespeare Way and the Broadway, with the nearest stops located within the site frontage at Shakespeare Way. These stops are unmarked with no formal waiting facilities, although on-site observations indicated they are regularly used. Details of the local bus routes and nearby stops are presented within **Figure 7**, with a summary of the route destinations and frequencies provided within **Table 5**. This table demonstrates how the site is served by up to three services in each of the weekday morning and evening peak periods (0730 to 0930 hours and then 1600 to 1800 hours) and then an hourly service during the day. These services provide connections to Spalding Town Centre and the local train station.

4.6.2 Further bus services exist to the east of the site (still within a comfortable walking distance) with the Route Number 37 providing hourly services throughout the week between Peterborough Queensgate Bus Station and Spalding Springfields Outlet.

4.6.3 All details of local buses have been taken from current published information online at www.bustimes.org.

4.7 Highway Boundary information

4.7.1 Details of the public highway boundary information for Witham Road were obtained from the Highway Authority. **Image 4.7.1** below provides an extract of the plan provided with full details of the information supplied included within **Appendix B**.



4.7.2 The above results show how Shakespeare Way is currently only adopted throughout the northern site frontage, with the network of roads to the east being unadopted. Correspondence with LCC has confirmed that these roads are intended to be part of a Section 38 Agreement although progress sits with the developer. It is assumed that they will be adopted once construction work in the area has finished.

5.0 DEVELOPMENT PROPOSALS

- 5.1 The current site masterplan is contained at **Appendix C**. The development proposals comprise a 75-bed care home with a new access arrangement and 30 car parking spaces (including two disabled bays).
- 5.2 **Drawing Number F26012/01** demonstrates how the proposed access arrangement would comprise a 6 metres wide carriageway and 6 metres control radii in line with standard practice for similar developments. The junction would also include footways that extend into the site from the southern edge of Shakespeare Way.
- 5.3 Bin collections would be undertaken from the western part of the site with a bin store area shown adjacent to a covered cycle parking area.

6.0 PROPOSED DEVELOPMENT TRAFFIC GENERATION

6.1 To assess the number of parking spaces for the proposed 75-bedroom care home, the TRICS database has been interrogated to establish appropriate trip rates and following this, a parking accumulation assessment has been completed.

6.2 To establish accurate potential trip rates to inform the parking assessment, the category 'Health – Care Home (Elderly Residential)' was searched and any sites within the Greater London, Wales, Scotland and Ireland regions were excluded. The search included any sites with between 16 and 180 bedrooms which were surveyed on a weekday and in 'Suburban Area/Edge of Town/Neighbourhood Centre' category. This search generated 5 results and therefore the average trip rates were concluded to provide the most robust trip rates. TRICS states that *"using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS, and may be misleading."*

6.3 The full TRICS output data is contained within **Appendix D** and summarised below (per resident/bedroom):

- | | | |
|-------------------------------------|--------------|--------------|
| • morning peak (0800 to 0900 hours) | 0.086 arrive | 0.065 depart |
| • evening peak (1700 to 1800 hours) | 0.043 arrive | 0.054 depart |
| • daily (0700 to 1900 hours) | 0.960 arrive | 0.986 depart |

6.4 Based on this, the existing movements associated with the proposed 75-bedroom care home would be as follows:

- | | | |
|-------------------------------------|-----------|-----------|
| • morning peak (0800 to 0900 hours) | 6 arrive | 5 depart |
| • evening peak (1700 to 1800 hours) | 3 arrive | 4 depart |
| • daily (0700 to 1900 hours) | 72 arrive | 74 depart |

6.5 The proposed care home trip generation and parking accumulation study are shown in **Table 6**.

7.0 SITE ACCESS AND INTERNAL LAYOUT

7.1 Site Access

7.1.1 **Drawing Number F26012/01** shows how the proposed development would be served by a new T-junction at Shakespeare Way. The proposed layout comprises a 6 metres wide carriageway with 6 metres control radii at each edge. The proposed layout includes a **2.4 x 33 metres** visibility splay to the east for westbound traffic and **2.4 x 23 metres** visibility splay to the west for eastbound traffic. These splays were calculated using the observed 85th percentile speeds on Shakespeare Way and formulae set out within Manual for Streets. The full calculations are presented within **Tables 3** and **4**.

7.1.2 **Drawing Number F26012/01** also shows how the existing unmarked bus stop would be relocated to a point immediately west of the proposed access where it could be supported by the provision of a new flag and pole arrangement for both eastbound and westbound services.

7.2 Parking and Servicing Requirements

7.2.1 Lincolnshire County Council's published document 'Lincolnshire Development Roads and Sustainable Drainage Design Approach' (2021 Edition) provides guidance on its expected parking levels for new community homes development. It states that "1 space per 3 residents" should be provided at page 63 of the document. Based on this, the proposed 75 bed care home would require 25 car parking spaces.

7.2.2 **Table 6** provides a parking accumulation profile based on the selected TRICS data outlined earlier in this report. The table demonstrates how the site could generate a maximum parking demand of 12 cars during the busiest weekday period.

7.2.3 In considering this, the latest site masterplan (see **Appendix C**) demonstrates how the proposals would include 30 car parking spaces in total, comprising 28 standard bays and 2 disabled bays. This would align with details of Lincolnshire County

Council's expectations for disabled parking provision (stated at Page 60 of the above document) where 5% of the total car park provision should be for disabled employees and visitors. These spaces are located close to the main entrance and have been designed with a 1.2 metres wide buffer area.

- 7.2.4 In terms of refuse collections, **Drawing Number F26012/02** demonstrates how a typical large waste collection vehicle could service the proposed bin store area. In practice it is likely that a commercial agreement would be set up for the care home, utilising smaller more efficient vehicles for servicing. Hence this is considered to represent a robust assessment.
- 7.2.5 **Drawing Number F26012/01** also demonstrates how there would be space for 8 cycles (minimum of four cycle stands) to park within a covered cycle store at the western end of the car park.

8.0 OFF-SITE HIGHWAY IMPACT

- 8.1 The above calculations demonstrate how the total proposed development would generate peak hour increases of up to 11 two-way movements, with up to 17 hourly two-way movements during the interpeak period. It is generally recognised that a figure of 30 two-way peak hour movements should be used as a guide for establishing where material changes in conditions might occur and form the basis of any detailed study area for impact assessment.
- 8.2 It is also noted how there have been no recorded incidents within the surrounding highway network. Accordingly, the proposals would not generate a significant traffic impact within the surrounding highway network and no further detailed assessment should be required.

9.0 FUTURE OPPORTUNITIES FOR SUSTAINABLE TRAVEL

9.1 The key emphasis of the NPPF is on the need for all new developments to be sustainable. Part of this requirement for sustainability means providing good opportunities for travel to and from sites by non-car modes.

9.2 To establish a potential modal split for the proposed care home development the Census 2011 'Location of usual residence and place of work by method of travel to work (MSOA level)' dataset (WU03EW) from the National Statistics website was examined. This shows the following modal split for people travelling to work within the South Holland 009 area (a copy of the output data from the website is contained at **Appendix E**):

• by underground, metro, light rail or tram	0.0%
• by train	1.0%
• by bus, minibus or coach	1.2%
• by taxi	0.2%
• by motorcycle / scooter / moped	0.6%
• by car / van (as driver)	72.1%
• by car / van (as passenger)	9.3%
• on bicycle	7.5%
• on foot	7.6%
• other method	0.3%

9.3 To calculate the hourly amount of person trips by each mode, the following approach has been adopted:

- 72.1% of car / van drivers is equal to 11 total movements during the busiest (morning) peak hour.
- $11 / 72.1$ therefore equals the number of person trips per percent, or 0.152.
- The morning peak hour person trips can therefore be calculated by multiplying the modal percentage for each category by 0.152.

9.4 Using the above process, it was possible to calculate that the proposed development would generate the following peak hour person trips. For simplicity

the 'underground, metro, light rail or tram' category has been incorporated within the 'train' category:

	peak hour
• by train	0
• by bus	0
• by taxi or minicab	0
• by motorcycle / scooter / moped	0
• by car / van (as driver)	11
• by car / van (as passenger)	1
• on bicycle	1
• on foot	1
• other method	0

Pedestrian Travel

9.5 The above calculations show that the proposed development would result in a maximum increase of 1 hourly pedestrian movement. This predicted level of increase should be safely accommodated within the surrounding highway network, where there is no evidence of any existing highway safety problems.

Cycle Travel

9.6 The above person trip calculations show that the proposed development would generate up to 1 hourly cyclist movement associated with the site. Looking at the potential range of destinations shown in the 5 kilometres isochrone (see **Figure 5**) it is likely that any cycle trips would be mainly within the Spalding area.

Bus Travel

9.7 In terms of bus journeys, the above calculations demonstrate that the proposed development would not result in any material increase. However, staff and visitors can access hourly services to Spalding Town Centre and the local train station from the bus stop adjacent to the site access.

Travel Plan

- 9.8 In accordance with standard practice for a development of this type and size, a Travel Plan has been prepared separately to support the proposed development planning application. The Travel Plan sets out a mechanism for how staff and visitors at the site will be encouraged by the operator to adopt sustainable travel practices, with further information on potential schemes and local initiatives. These should help to minimise any demand for car travel and corresponding impact within the surrounding highway network.

10.0 SUMMARY AND CONCLUSIONS

10.1 Bancroft Consulting were appointed by Country Court Care Homes to provide highways and transportation advice in respect of a proposed residential care home development with up to 75 bed spaces, located on land to the south of Shakespeare Way, at Spalding in Lincolnshire. This Transport Assessment has been produced to support a planning application for the proposed scheme.

10.2 The proposed site layout plan confirms that a new access would be delivered to serve the proposed care home. **Drawing Number F26012/01** confirms that the layout of this access would be in accordance with standard geometric requirements, including the delivery of visibility splays calculated in accordance with the observed vehicle approach speeds.

10.3 Internally, the proposed layout includes a 6 metres wide carriageway that extends to serve the care home parking area which comprises 30 spaces (including 2 disabled bays). In addition, there is provision for up to 8 cycle parking spaces and a bin storage area adjacent to the western edge of the care home building. **Drawing Number F26012/02** confirms how a large refuse collection vehicle could satisfactorily service the proposed bin storage area.

10.4 Details of a TRICS search have confirmed trip rates for the proposed care home development. Using these it is calculated that the proposed development would generate the following peak hour and daily movements.

- | | | |
|-------------------------------------|-----------|-----------|
| • morning peak (0800 to 0900 hours) | 6 arrive | 5 depart |
| • evening peak (1700 to 1800 hours) | 3 arrive | 4 depart |
| • daily (0700 to 1900 hours) | 72 arrive | 74 depart |

The above traffic generation is not considered to represent a significant change in the current operation of the highway network, where there is no evidence of any ongoing highway safety problems and the proposed site access would be delivered in accordance with standard design requirements.

10.5 The following modal split and person trip generation has been established for the proposed development.

Mode of Travel	Proportion	Hourly Trips
Underground, metro, light rail or tram	0.0%	0
Train	1.0%	0
Bus	1.2%	0
Taxi or minicab	0.2%	0
Motorcycle, scooter or moped	0.6%	0
Driving a car or van	72.1%	11
Passenger in a car or van	9.3%	1
Bicycle	7.5%	1
On foot	7.6%	1
Other methods	0.3%	0

10.6 This Transport Assessment has identified how the proposed development would generate only a small increase in the number of hourly pedestrian and cyclist trips, which could be satisfactorily accommodated by the existing infrastructure. To facilitate access to bus services it is recommended that the existing unmarked bus stops are formalised with a new flag and pole arrangement at side of Shakespeare Way, as shown in **Drawing Number F26012/01**. The proposed development would be well served by a reasonable level of bus services that operate within a comfortable walking distance of the site both at Shakespeare Way and also at Little London.

10.7 In summary, the Transport Assessment has demonstrated how the proposed development could be satisfactorily served by a new T-junction access at the southern edge of Shakespeare Way, along with provision of formal bus stop facilities. Development traffic increases would be minimal and should not materially change the predicted operation of the local road network, let alone constitute a severe residual cumulative impact. Hence no mitigation works within the surrounding highway network should be necessary. Residents and staff at the care home would also have good access to local amenities within a comfortable walking/cycling distance, with bus services to destinations further afield. It is

therefore reasonable to conclude that the proposed development could be delivered in accordance with the requirements of the NPPF, in particular paragraphs 115 and 116.

observed speed mph	no. of readings		
	n	nxx	nxx ²
10	0	0	0
11	0	0	0
12	3	36	432
13	10	130	1690
14	18	252	3528
15	12	180	2700
16	14	224	3584
17	12	204	3468
18	11	198	3564
19	8	152	2888
20	4	80	1600
21	3	63	1323
22	2	44	968
23	3	69	1587
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	0	0	0
31	0	0	0
32	0	0	0
33	0	0	0
34	0	0	0
35	0	0	0
36	0	0	0
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	0	0	0
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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=	Σv ² =
Total Σ	100	1632	27332

SPEED READINGS FOR SINGLE CARRIAGEWAYS

location: **Shakespeare Way, Spalding**
direction: **Eastbound**
day: **Thursday**
date **26.03.26**
time: **1330 to 1600**

SUMMARY

mean 16.32 mph 26.3 kph
85%ile 18.76 mph 30.2 kph

Step 1: Mean speed

$$m = \frac{\sum v}{n} \quad m = 16.32 \text{ mph}$$

Step 2: Finding Value Σ

$$\sum (v - m)^2 = \sum v^2 - \frac{(\sum v)^2}{n} \quad \sum (v - m)^2 = 697.76$$

Step 3: Standard deviation

$$s = \sqrt{\frac{\sum (v - m)^2}{n - 1}} \quad s = 2.44 \text{ mph}$$

Step 4: 85 percentile dry weather spot speed

$$p85 = m + s \quad p = 18.76$$

checks: 85%ile/mean = 1.15
should be 1.1 to 1.25

S.D./mean = 0.15
should be approx 1/6 (0.17)

TABLE 1: HOLLAND PARK, SPALDING - EASTBOUND SPEED SURVEY RESULTS

observed speed mph	no. of readings n	n×x	n×x ²
10	0	0	0
11	0	0	0
12	3	36	432
13	1	13	169
14	4	56	784
15	2	30	450
16	2	32	512
17	2	34	578
18	8	144	2592
19	5	95	1805
20	10	200	4000
21	11	231	4851
22	12	264	5808
23	8	184	4232
24	5	120	2880
25	1	25	625
26	5	130	3380
27	3	81	2187
28	1	28	784
29	1	29	841
30	1	30	900
31	1	31	961
32	0	0	0
33	0	0	0
34	0	0	0
35	0	0	0
36	0	0	0
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	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=	Σv ² =
Total Σ	86	1793	38771

SPEED READINGS FOR SINGLE CARRIAGEWAYS

location: **Shakespeare Way, Spalding**
direction: **Westbound**
day: **Thursday**
date **26.03.26**
time: **1330 to 1600**

SUMMARY

mean 20.85 mph 33.5 kph
85%ile 24.74 mph 39.8 kph

Step 1: Mean speed

$$m = \frac{\sum v}{n} \quad m = 20.85 \text{ mph}$$

Step 2: Finding Value Σ

$$\sum (v-m)^2 = \sum v^2 - \frac{(\sum v)^2}{n} \quad \sum (v-m)^2 = 1389.03$$

Step 3: Standard deviation

$$s = \sqrt{\frac{\sum (v-m)^2}{n-1}} \quad s = 3.89 \text{ mph}$$

Step 4: 85 percentile dry weather spot speed

$$p85 = m + s \quad p = 24.74$$

checks: 85%ile/mean = 1.19
should be 1.1 to 1.25

S.D./mean = 0.19
should be approx 1/6 (0.17)

TABLE 2: HOLLAND PARK, SPALDING - WESTBOUND SPEED SURVEY RESULTS

Vehicle speeds	18.76 mph 30.18 kph 8.38 v (m/s) 70.30 v ²	Formula: $SSD = vt + v^2 / 2(d + 0.1a)$	<table border="1"> <tr> <th colspan="2">Manual for Streets 2</th> <th colspan="2">DMRB</th> </tr> <tr> <td>Light Vehicles (less than 5% HGVs)</td> <td>HGVs/Buses (over 5% of total vehicles)</td> <td>All traffic (Maximum decel.)</td> <td>All traffic (Desirable decel.)</td> </tr> <tr> <td>1.5s</td> <td>1.5s</td> <td>2s</td> <td>2s</td> </tr> <tr> <td>0.45g</td> <td>0.375g</td> <td>0.375g</td> <td>0.25g</td> </tr> </table>				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.)	1.5s	1.5s	2s	2s	0.45g	0.375g	0.375g	0.25g
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.)																			
1.5s	1.5s	2s	2s																			
0.45g	0.375g	0.375g	0.25g																			
Driver Perception-Reaction time	1.5 t (s) 12.58 v x t	<table border="1"> <tr> <td>Perception-Reaction Time (t)</td> <td></td> </tr> <tr> <td>Deceleration Rate (g = 9.81m/s²)</td> <td></td> </tr> </table>	Perception-Reaction Time (t)		Deceleration Rate (g = 9.81m/s ²)																	
Perception-Reaction Time (t)																						
Deceleration Rate (g = 9.81m/s ²)																						
Deceleration Rate	0.45 g 4.41 d (m/s) 8.83 2d	Enter gradient as positive for uphill towards junction and negative for downhill towards junction																				
Gradient	0.00 a* 4.41 d+0.1a 8.829 2(d+0.1a)																					
Stopping Sight Distance (SSD) =	v t + v ² / 2(d+0.1a)	12.58	7.96	20.54																		
SSD Bonnet Adjusted (SSD+2.4)**	22.94																					

* 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 3 - VISIBILITY SPLAY CALCULATOR: HOLLAND PARK, SPALDING - EASTBOUND

Vehicle speeds	24.74 mph 39.81 kph 11.06 v (m/s) 122.27 v ²	Formula: $SSD = vt + v^2 / 2(d + 0.1a)$																							
Driver Perception-Reaction time	1.5 t (s) 16.59 v x t	<table border="1"> <thead> <tr> <th></th> <th colspan="2">Manual for Streets 2</th> <th colspan="2">DMRB</th> </tr> <tr> <th></th> <th>Light Vehicles (less than 5% HGVs)</th> <th>HGVs/Buses (over 5% of total vehicles)</th> <th>All traffic (Maximum decel.)</th> <th>All traffic (Desirable decel.)</th> </tr> </thead> <tbody> <tr> <td>Perception-Reaction Time (t)</td> <td>1.5s</td> <td>1.5s</td> <td>2s</td> <td>2s</td> </tr> <tr> <td>Deceleration Rate (g = 9.81m/s²)</td> <td>0.45g</td> <td>0.375g</td> <td>0.375g</td> <td>0.25g</td> </tr> </tbody> </table>					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 = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g
	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 = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g																					
Deceleration Rate	0.45 g 4.41 d (m/s) 8.83 2d	Enter gradient as positive for uphill towards junction and negative for downhill towards junction																							
Gradient	0.00 a* 4.41 d+0.1a 8.829 2(d+0.1a)																								
Stopping Sight Distance (SSD) =	v t + v ² / 2(d+0.1a)	=	SSD																						
	16.59 + 13.85	=	30.43																						
SSD Bonnet Adjusted (SSD+2.4)**	32.83																								

* 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

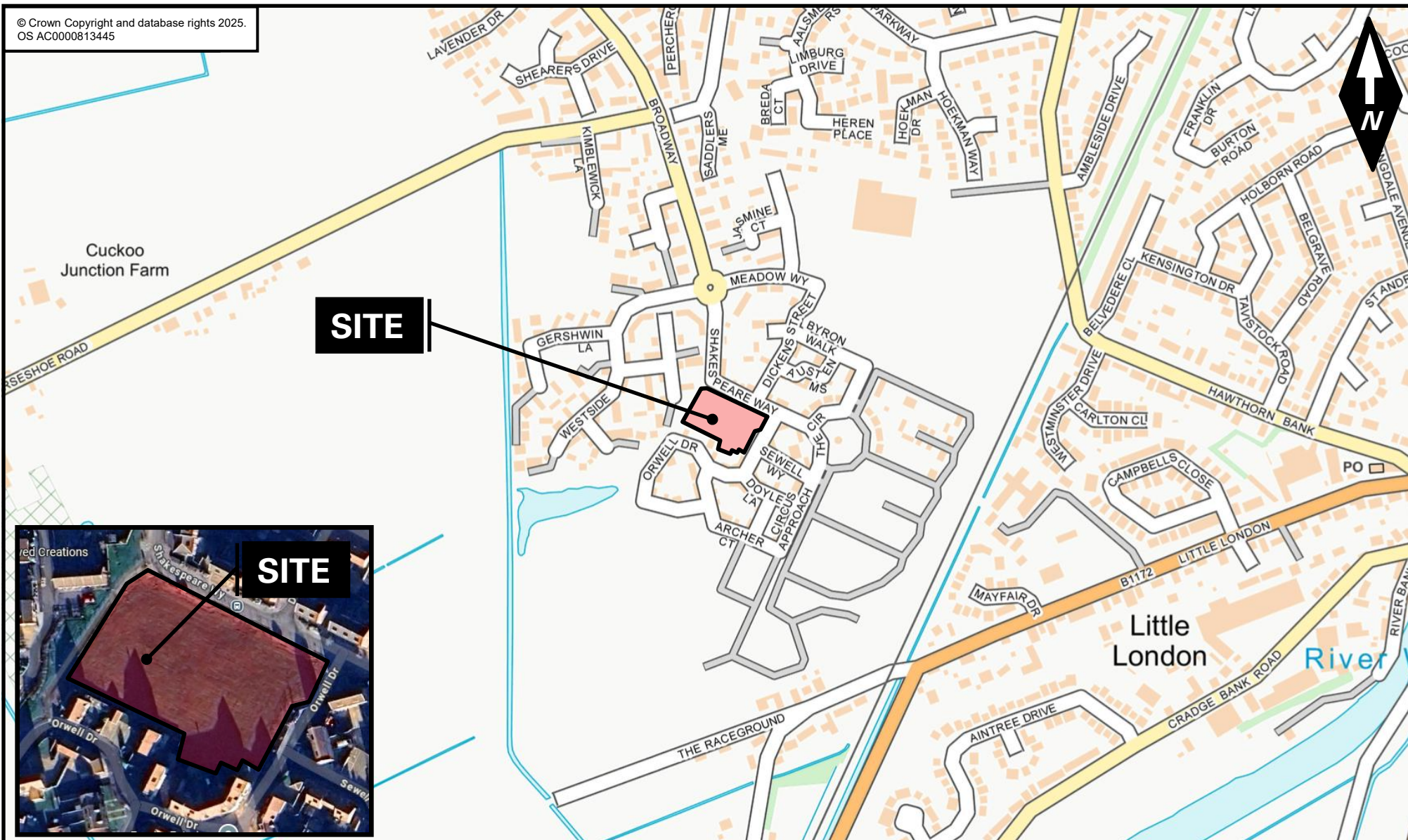
TABLE 4 - VISIBILITY SPLAY CALCULATOR: HOLLAND PARK, SPALDING - WESTBOUND

Route No.	Operator	Details	Frequency				
			Weekdays			Saturday	Sunday
			AM peak period (0730-0930)	PM peak period (1600-1800)	off peak frequency		
IT1	Stagecoach East Midlands	Spalding Town Service (route starts and ends at Spalding Bus Station)	3 services	3 services	Hourly	Hourly (0700 to 1900)	No service
37	Stagecoach East	Peterborough Queensgate Bus Station - Newark - Eye - Crowland - Cowbit - Spalding Common - Spalding - Spalding Springfields Outlet	2 services	2 services	Hourly	Hourly	5 services
		Spalding Springfields Outlet - Spalding - Spalding Common - Cowbit - Crowland - Eye - Wellend - Newark - Peterborough Queensgate Bus Staion	2 services	2 services	Hourly	Hourly	5 services

TABLE 5: SUMMARY OF LOCAL BUS SERVICES (TAKEN FROM BUSTIMES.ORG 10.03.26)

Time Period	Trip Rates (per resident)		Traffic Generation (75 residents)			Parking Accumulation (initial occupancy = 5 spaces)
	Arrive	Depart	Arrive	Depart	Total	
07:00-08:00	0.101	0.072	8	5	13	5
08:00-09:00	0.086	0.065	6	5	11	8
09:00-10:00	0.086	0.065	6	5	11	9
10:00-11:00	0.065	0.061	5	5	10	10
11:00-12:00	0.058	0.065	4	5	9	10
12:00-13:00	0.061	0.083	5	6	11	9
13:00-14:00	0.097	0.043	7	3	10	8
14:00-15:00	0.068	0.101	5	8	13	12
15:00-16:00	0.086	0.151	6	11	17	9
16:00-17:00	0.043	0.072	3	5	8	4
17:00-18:00	0.043	0.054	3	4	7	2
18:00-19:00	0.040	0.050	3	4	7	1
19:00-20:00	0.079	0.061	6	5	11	0
20:00-21:00	0.047	0.043	4	3	7	1
Daily	0.960	0.986	72	74	146	2

**TABLE 6 - PROPOSED CARE HOME TRIP GENERATION AND PARKING ACCUMULATION PROFILE
(WEEKDAY)**



SCALE: **Do Not Scale**

DATE: **09.03.26**

DRAWN: **CAB**

CLIENT:
COUNTRY COURT CARE

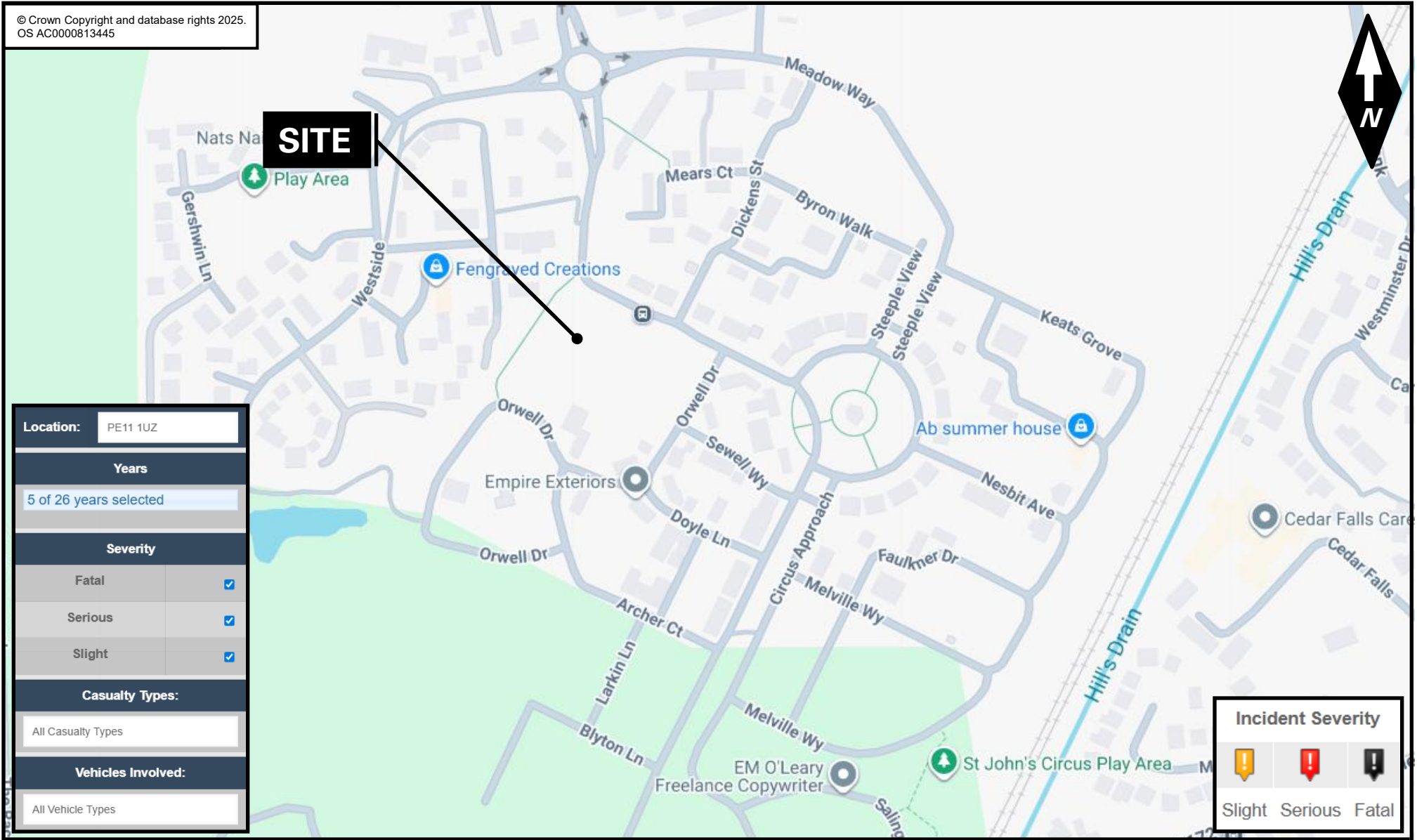
TITLE:
DETAILED SITE LOCATION PLAN

JOB TITLE:
HOLLAND PARK, SPALDING

bc **BANCROFT**
CONSULTING

JOB NUMBER:
F26012

FIGURE:
1



Location: PE11 1UZ

Years
5 of 26 years selected

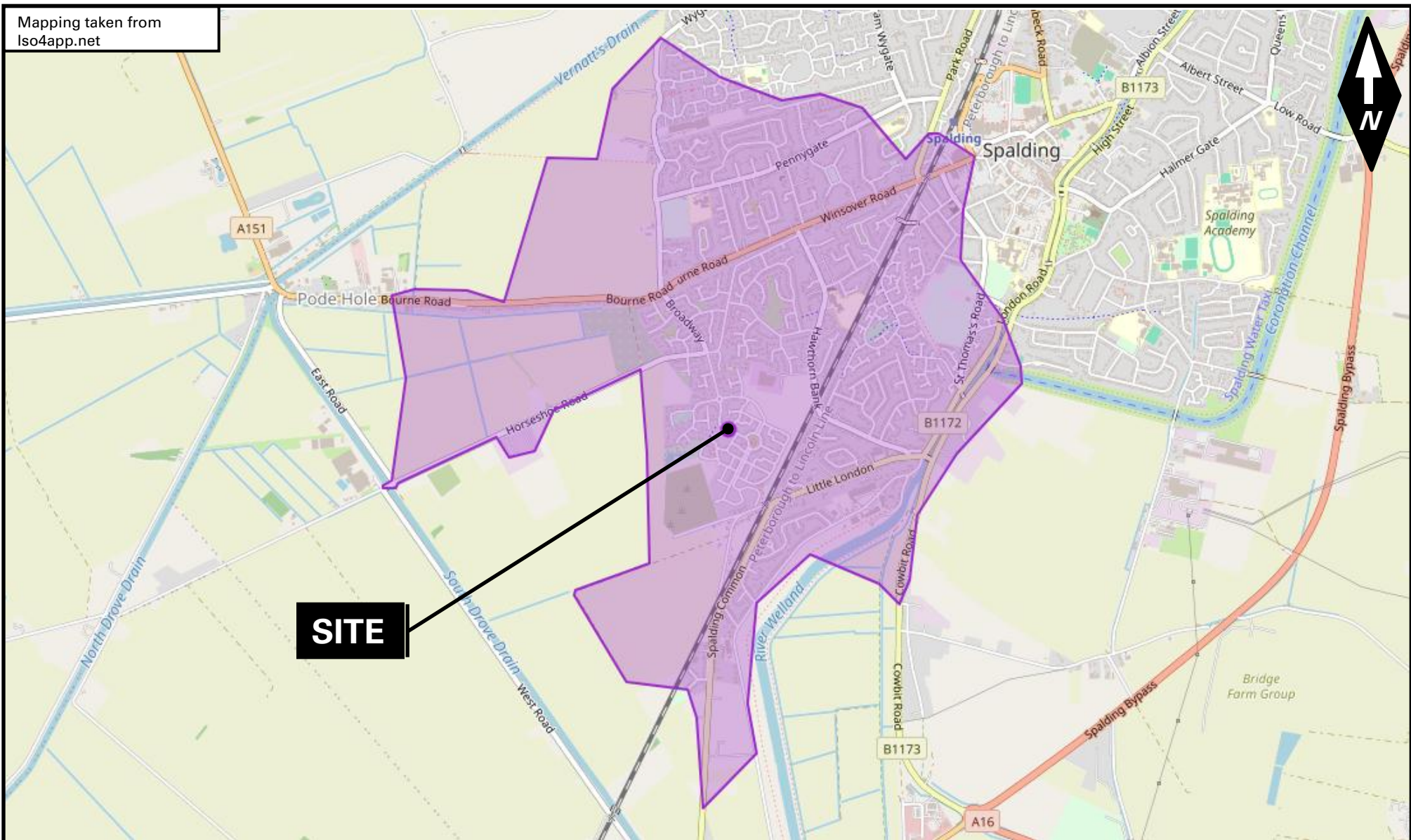
Severity

Fatal	☒
Serious	☒
Slight	☒

Casualty Types:
All Casualty Types

Vehicles Involved:
All Vehicle Types

SCALE: Do Not Scale	CLIENT: COUNTRY COURT CARE	JOB TITLE: HOLLAND PARK, SPALDING		
DATE: 09.03.26	TITLE: ACCIDENT DATA TAKEN FROM CRASHMAP.CO.UK (2020-2024)		JOB NUMBER: F26012	FIGURE: 2
DRAWN: CAB				



SCALE: **Do Not Scale**

DATE: **09.03.26**

DRAWN: **CAB**

CLIENT:
COUNTRY COURT CARE

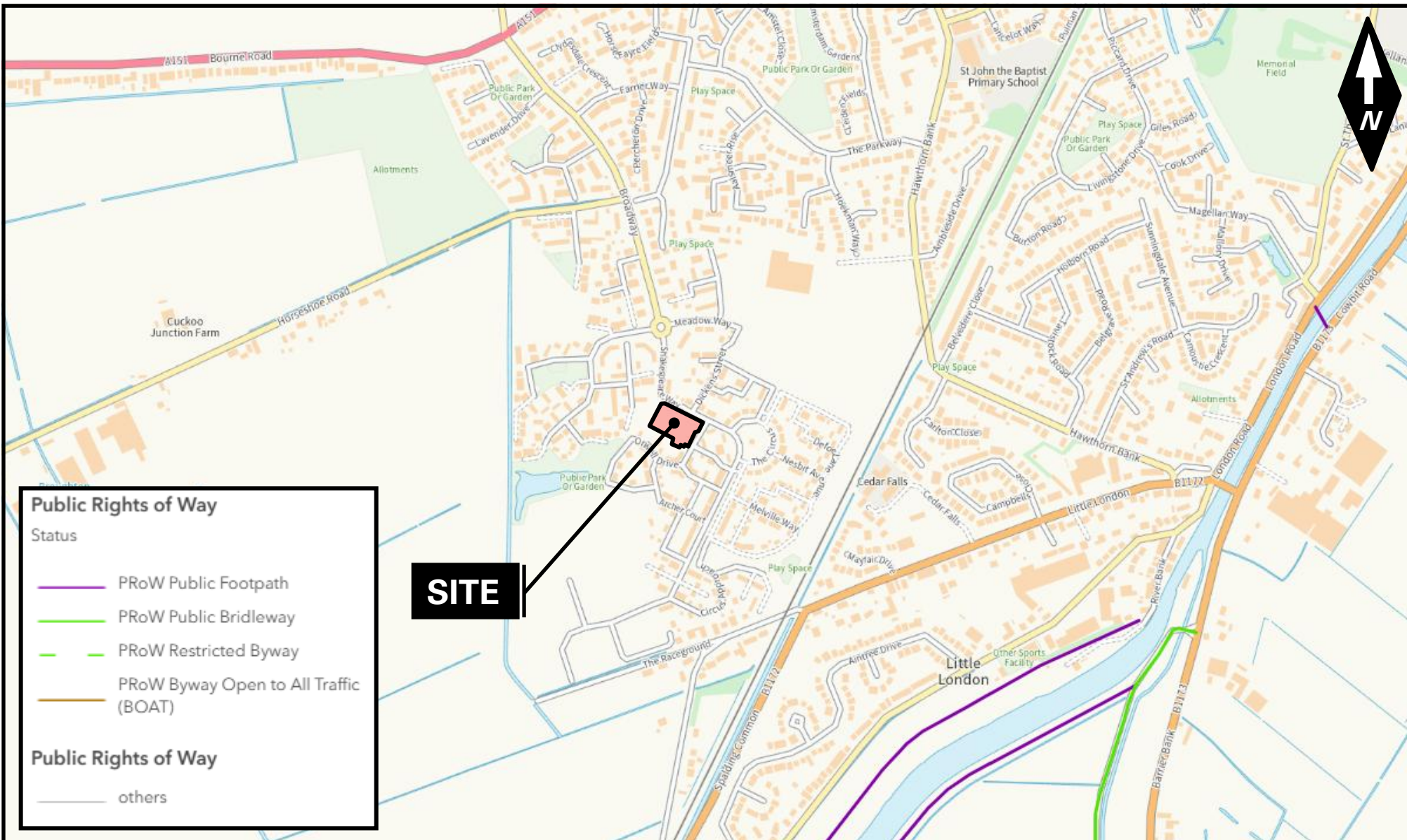
TITLE:
PEDESTRIAN ISODISTANCE (2 KILOMETRES)

JOB TITLE:
HOLLAND PARK, SPALDING

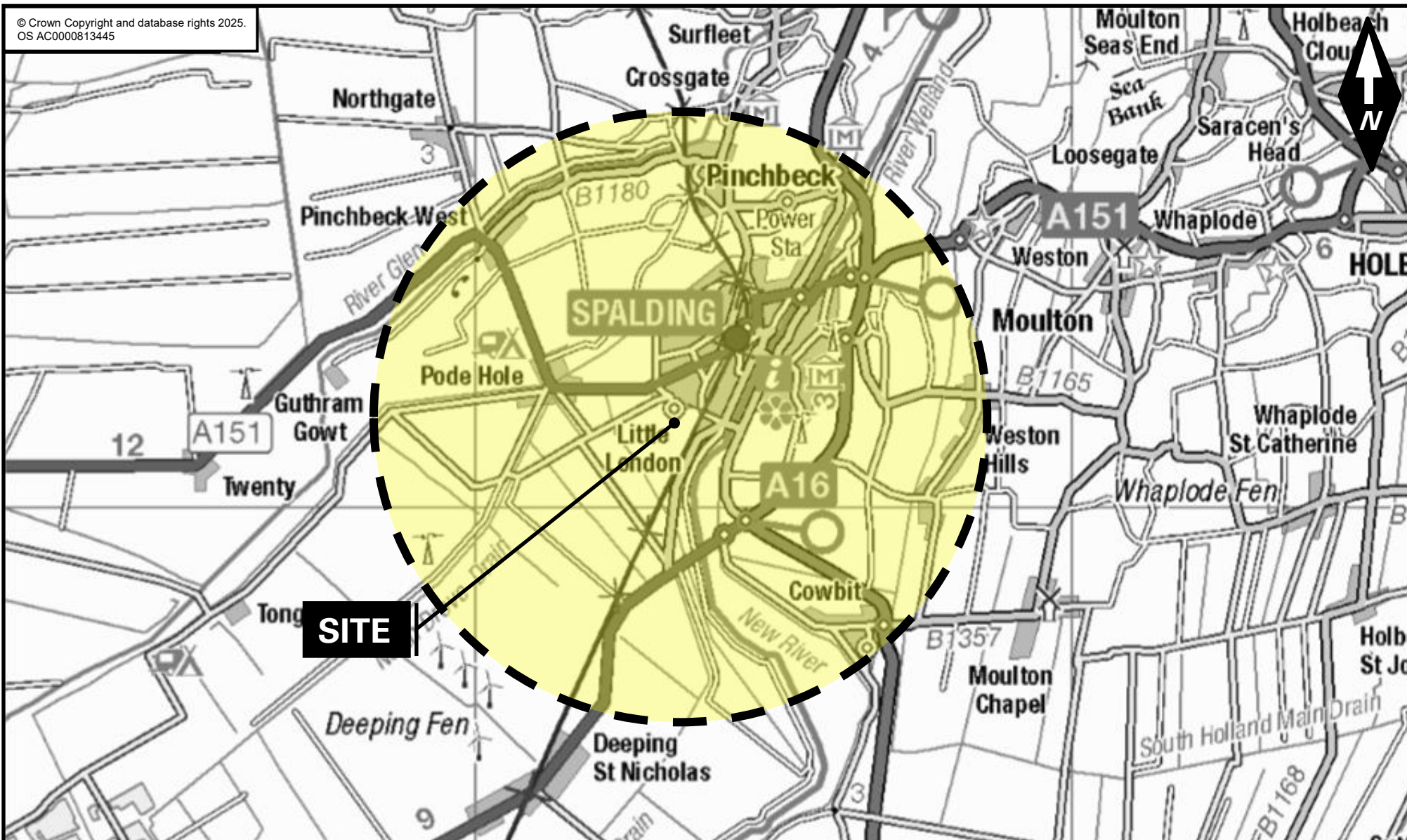
bc **BANCROFT**
CONSULTING

JOB NUMBER:
F26012

FIGURE:
3



SCALE: Do Not Scale	CLIENT: COUNTRY COURT CARE	JOB TITLE: HOLLAND PARK, SPALDING		
DATE: 09.03.26	TITLE: PUBLIC FOOTPATHS AND BRIDLEWAYS (TAKEN FROM LINCOLNSHIRE PUBLIC RIGHTS OF WAY MAP)		JOB NUMBER: F26012	FIGURE: 4
DRAWN: CAB				



SCALE: **Do Not Scale**

DATE: **09.03.26**

DRAWN: **CAB**

CLIENT:
COUNTRY COURT CARE

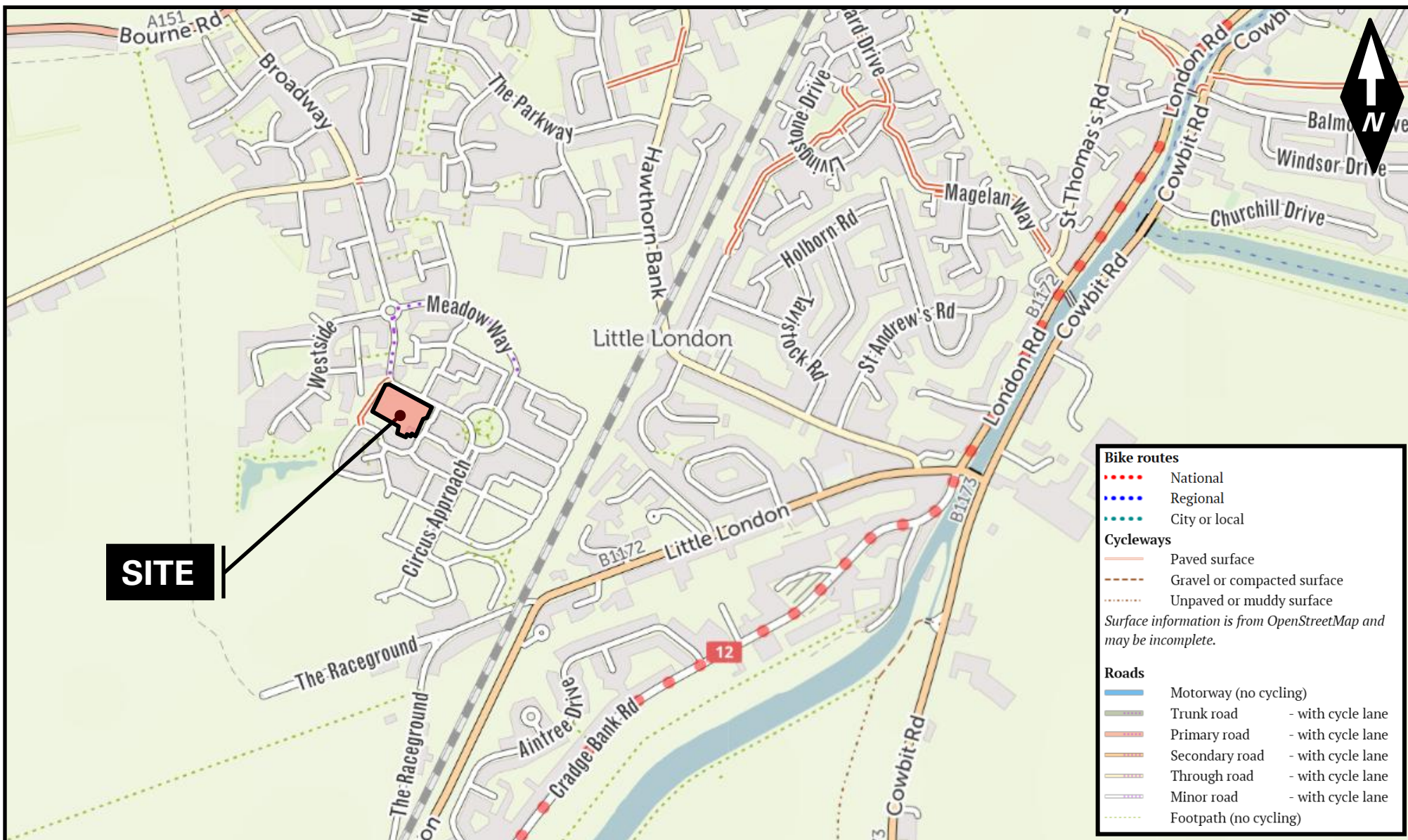
TITLE:
CYCLIST CATCHMENT AREA (5 KILOMETRES)

JOB TITLE:
HOLLAND PARK, SPALDING

bc **BANCROFT**
CONSULTING

JOB NUMBER:
F26012

FIGURE:
5



SCALE: **Do Not Scale**

DATE: **09.03.26**

DRAWN: **CAB**

CLIENT:
COUNTRY COURT CARE

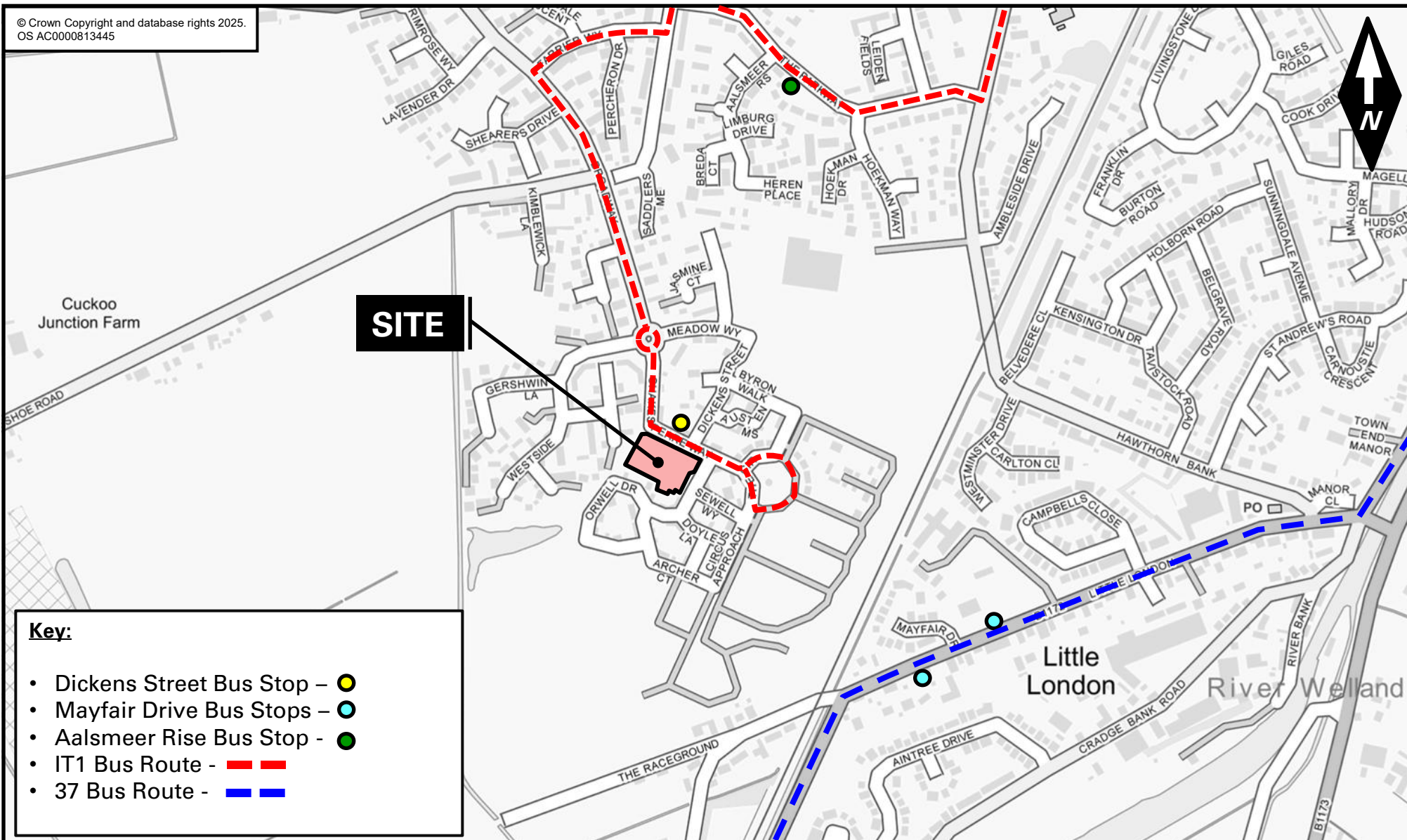
TITLE:
LOCAL CYCLE ROUTES (TAKEN FROM WWW.CYCLE.TRAVEL/MAP)

JOB TITLE:
HOLLAND PARK, SPALDING

bc **BANCROFT**
CONSULTING

JOB NUMBER:
F26012

FIGURE:
6



SCALE: **Do Not Scale**

DATE: **09.03.26**

DRAWN: **CAB**

CLIENT:
COUNTRY COURT CARE

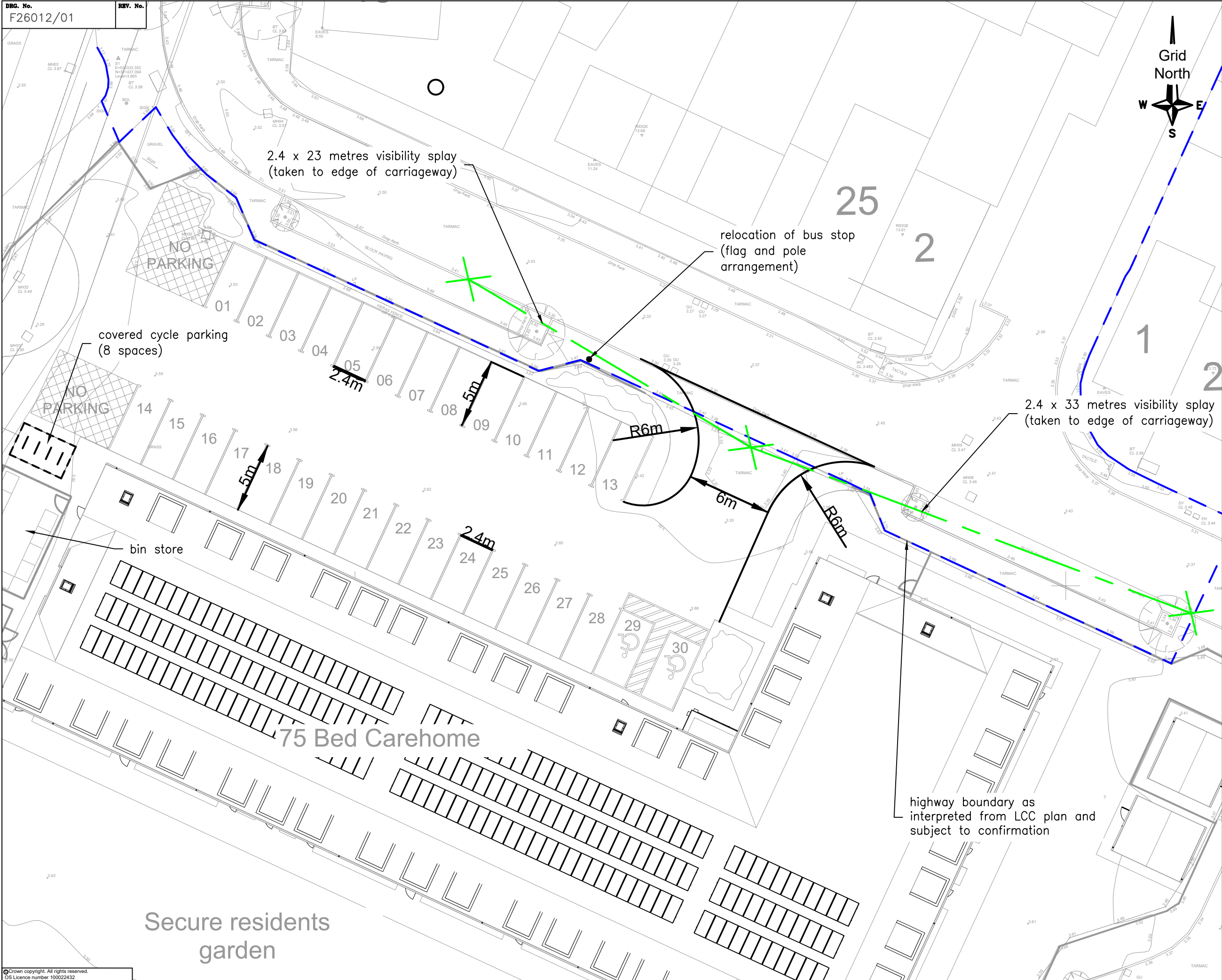
TITLE:
LOCAL BUS ROUTES

JOB TITLE:
HOLLAND PARK, SPALDING

bc **BANCROFT**
CONSULTING

JOB NUMBER:
F26012

FIGURE:
7



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NOTES:

REV.	DATE	DESCRIPTION	BY	CHK'D

CLIENT
COUNTRY COURT CARE

CONTRACT
HOLLAND PARK, SPALDING

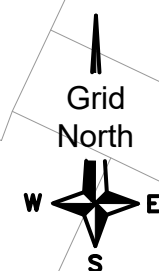
TITLE
PROPOSED SITE LAYOUT AND VISIBILITY ASSESSMENT

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	01.04.26

CHECKED BY	
NAME (PRINT)	DATE
CJB	01.04.26

SCALE	1:250@A3	STATUS	PRELIMINARY
DRG. NO.	F26012/01	REV	



NOTES:



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REV.	DATE	DESCRIPTION	DWN	CHK'D
------	------	-------------	-----	-------

CLIENT

COUNTRY COURT CARE

CONTRACT

HOLLAND PARK, SPALDING

TITLE

SWEPT PATH ASSESSMENT
(REFUSE COLLECTION VEHICLE)



Bancroft Consulting Ltd
Jarodale House
7 Gregory Boulevard
Nottingham
NG7 6LB

t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

1		DRAWN BY	
NAME (PRINT)		DATE	
CAB		02.04.26	
2		CHECKED BY	
NAME (PRINT)		DATE	
CJB		02.04.26	
SCALE	1:250@A3	STATUS	PRELIMINARY
DRG. NO.		REV	
F26012/02			

APPENDIX A – SPEED SURVEY DATA

Vehicle Speed Survey

Date: THURSDAY 26TH MARCH 2026

Location: SHAKESPEARE WAY, SPALDING

Time Start: 1330

Time Finish: 1600



**BANCROFT
CONSULTING**

POSTCODE: PE11 1UZ

Direction: → EASTBOUND				Direction: ← WESTBOUND			
VERY LARGE HGV - NO READING	23	19	17	22	14	19	27
18	14	15	19	HGV - NO READING	13	HGV - NO READING	12
15	ANOTHER HGV	20	15 BUS 13.54	22	12 BUS 13.56	30	14 14.00
18	17	17 14.00	13	20	28	12	16
18	14	17	16	21	23	23	18
13	20	14	21	18	26	15	21
15	13	13	17	18	20	24	26
15	12	16	16 14.30	21	14 14.30	21	20
14	18	21	14	18	24	31	17
13	14	14	14	23	17 BUS 14.40	21	22
13	16	15	14	21	22	27	18
23	22	18	17	24	20	21	19
14	18 15.00	13	16	21	18	21	23
12	18	14	16	22 15.00	22	22	18
15	17	13	14	22	19	23	21
19	22	14	12	19	22	21	14
18	16	19	16	16	23	21	23
17	19	15	21	22	26	20	26
16	15	15	17	26	23	25	20
14	13 BUS 15.30	14	15	24 15.30	20	15	22
19	14	14	13	29	24	19	22
20	23	15	17	18	20	20 15.46	HGV NO READING
16	20	18	16	20 16.00			
16	17	16	18				
19	16	17	15				

19 18 15.46

Comments (HGV's/gradients/on-street parking/weather conditions)

FINE + DRY

BUSES

→ 1354, 1438, 1530

← 1356, 1440, 1531 (STOPPED)

SPEED SURVEY

DAY/DATE THURSDAY 26TH MARCH 2026

ENUMERATOR _____

TIME 1330 - 1600

LOCATION _____

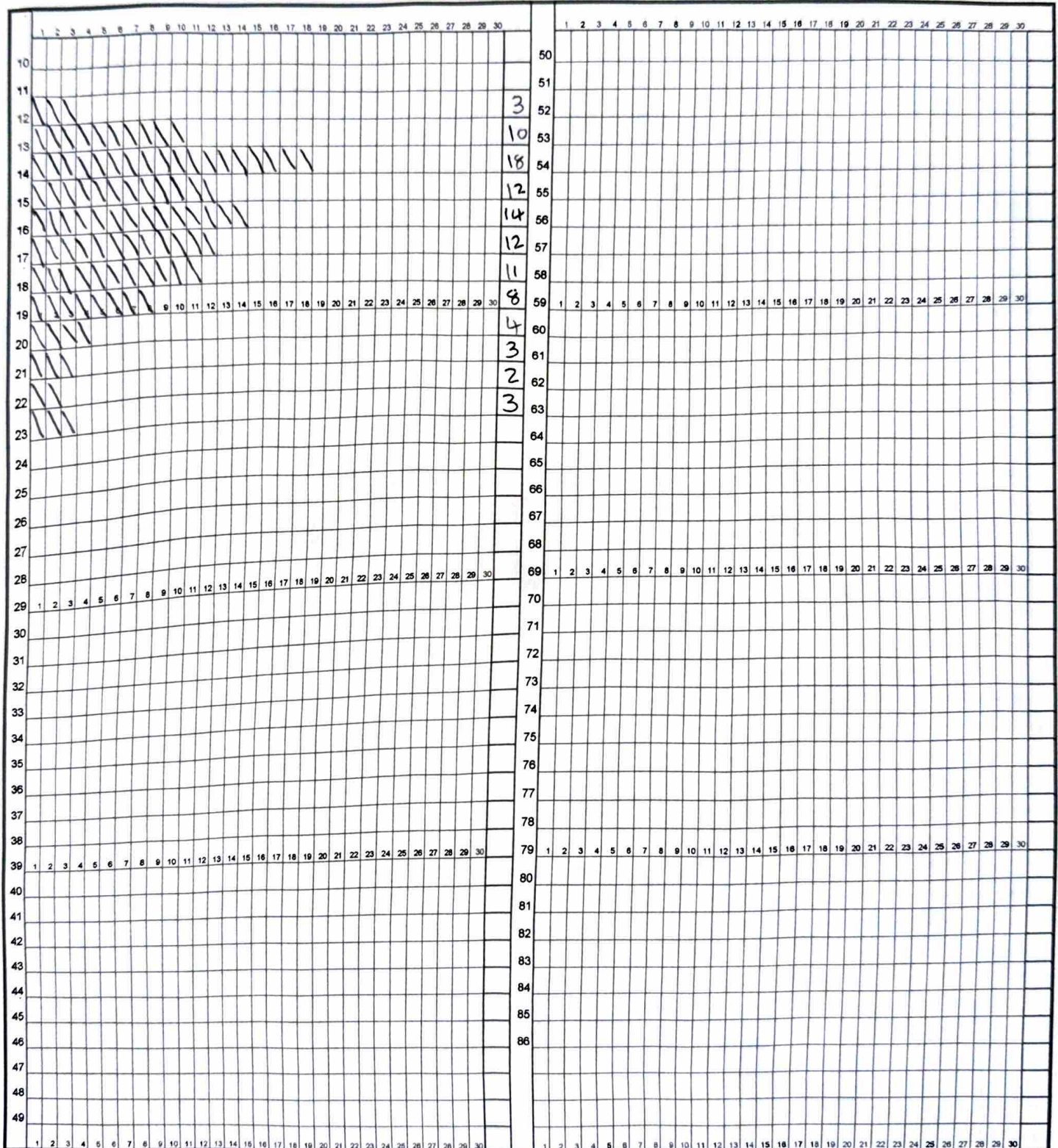
START TUNING FORK TEST READING _____

MPH _____

DIRECTION → EASTBOUND

END TUNING FORK TEST READING _____

MPH _____

WEATHER FINE + DRY

SPEED SURVEY

DAY/DATE TUESDAY 26TH MARCH 2026

ENUMERATOR _____

TIME 1330 - 1600

LOCATION _____

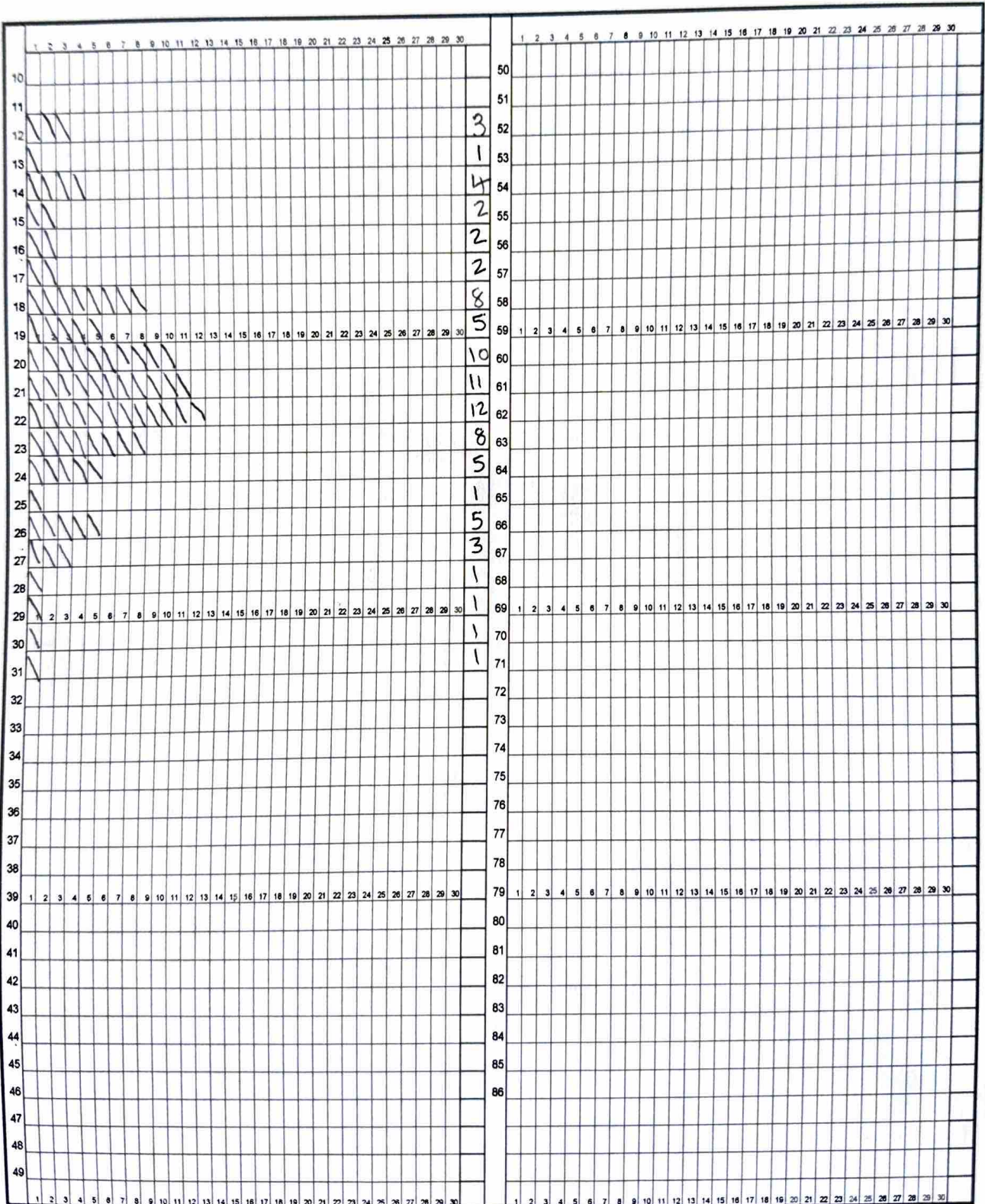
START TUNING FORK TEST READING _____

MPH

DIRECTION → WESTBOUND

END TUNING FORK TEST READING _____

MPH

WEATHER FINE & DRY

APPENDIX B – HIGHWAY BOUNDARY DATA

BANCROFT CONSULTING LIMITED

Callum Butcher
Searches Team
County Offices, Newland, Lincoln, LN1 1YL

Tel: 01522 782070
Email: highway_searches@lincolnshire.gov.uk

Ref: CKB/MTCE/1/P1
Your Ref: F26012

Date: 11th March 2026

Dear

SUBJECT: SHAKESPEARE WAY, SPALDING, PE11 1UZ

I refer to your search request submitted on our portal on 10th March 2026. The area shown coloured blue, green and yellow on the attached plan indicates the extent of the public highway maintainable by Lincolnshire County Council as highway authority at public expense as shown on my current liability for maintenance records. It does not purport to cover instances of presumed dedication referred to in the Highways Act 1980 or any public highway rights that may exist under Common Law.

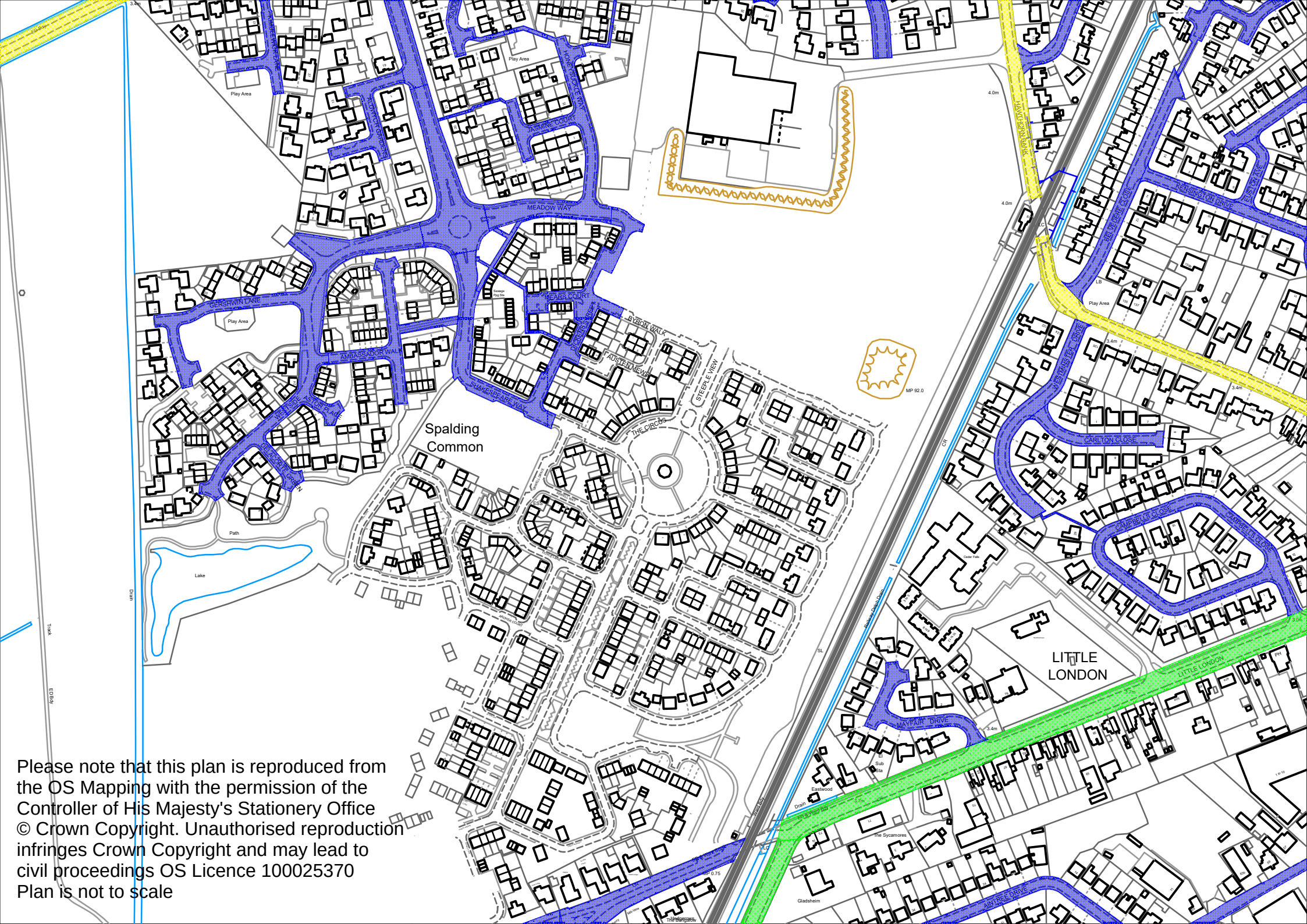
It should be noted that, notwithstanding what is shown on any plans, where there is a ditch fronting the property, it is unlikely that it forms part of the public highway. Further investigation regarding ownership will need to be carried out.

Thank you for your payment of £74.00 for your highways extent search result.

Yours faithfully

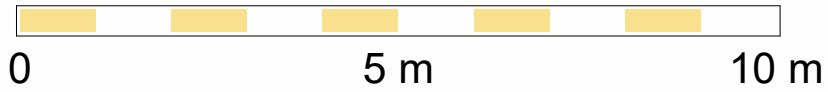
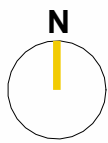


for Executive Director for Place



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APPENDIX C – CURRENT SITE MASTERPLAN



DRAFT FOR COMMENT ONLY



Site Plan
1 : 500

Boundary treatments key:



Client:	Country Court Care
Project Title:	Proposed care development at land off Shakespeare Way, Lincolnshire, PE11 1GU
Drawing Title:	Proposed Site Plan
Status:	STAGE 2
Date:	11.03.2026

Project No.	0481
Drawing No.	002
Rev.	2B

10

LINESTYLE STUDIO

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www.linestyle.co.uk

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11.03.2026	2B
26.02.2026	2A
Date	Rev

Comments Added
Draft For Comment
Comment

Size: A2

1 : 500

APPENDIX D – TRICS DATA

Audit Code: 12f31961-ea37-4295-affd-b85eaff33d1e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH
Category: F - CARE HOME (ELDERLY RESIDENTIAL)
Selected Vehicle Type: Total Vehicles

Selected regions and areas:		
02	SOUTH EAST	
	WS	WEST SUSSEX 1 day
05	EAST MIDLANDS	
	NN	NORTH NORTHAMPTONSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 2 days
09	NORTH	
	TW	TYNE & WEAR 1 day

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

Audit Code: 12f31961-ea37-4295-affd-b85eaff33d1e

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:	RESIDE
Actual Range:	16 to 89 (units:RESIDE)
Range Selected by User:	16 to 180 (units:RESIDE)
Parking Spaces Range:	3 - 45

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/17 to 22/04/25

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

Selected survey days:	
Monday	3 days
Thursday	1 days
Tuesday	1 days

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

Selected survey types:	
Manual count	5
Direction ATC Count	0

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

Selected Locations:	
Edge of Town	2 days
Suburban Area	3 days

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:	
No Sub Category	1 days
Residential Zone	4 days

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 Vehicle Counts:	
Servicing vehicles Included	5 days

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Secondary Filtering Selection:

Use Class:

C2	5 surveys
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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:

450 - 9627

Population within 1 mile:

10,001 to 15,000	1 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	4 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 5 surveys

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 5 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	NN-05-F-01	NURSING HOME	NORTH NORTHAMPTONSHIRE
MALHAM DRIVE KETTERING Edge of Town No Sub Category Number of residents: 60.00 RESIDE Survey date:			
			Survey Type: Manual
2	NY-05-F-05	NURSING HOME	NORTH YORKSHIRE
SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Number of residents: 37.00 RESIDE Survey date:			
			Survey Type: Manual
3	NY-05-F-06	CARE HOME	NORTH YORKSHIRE
HAMBLETON GROVE KNARESBOROUGH Suburban Area Residential Zone Number of residents: 75.00 RESIDE Survey date:			
			Survey Type: Manual
4	TW-05-F-03	NURSING HOME	TYNE & WEAR
MOORE STREET GATESHEAD FELLING SHORE Suburban Area Residential Zone Number of residents: 52.00 RESIDE Survey date: Thursday 02/05/2019			
			Survey Type: Manual
5	WS-05-F-02	NURSING HOME	WEST SUSSEX
WYKEHAM ROAD WORTHING Suburban Area Residential Zone Number of residents: 54.00 RESIDE Survey date: Tuesday 17/05/2022			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AR-05-F-01 19-10-2023	19-10-2023	geographical selection
AR-05-F-02 18-10-2023	18-10-2023	geographical selection
BN-05-F-01 09-11-2021	09-11-2021	geographical selection
DL-05-F-01 05-09-2017	05-09-2017	geographical selection
FA-05-F-01 20-04-2022	20-04-2022	geographical selection
IS-05-F-01 05-11-2019	05-11-2019	geographical selection
KI-05-F-01 05-11-2019	05-11-2019	geographical selection
WX-05-F-01 20-04-2023	20-04-2023	geographical 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*

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	5	56	0.101	0.072	0.173
08:00-09:00	5	56	0.086	0.065	0.151
09:00-10:00	5	56	0.086	0.065	0.151
10:00-11:00	5	56	0.065	0.061	0.126
11:00-12:00	5	56	0.058	0.065	0.123
12:00-13:00	5	56	0.061	0.083	0.144
13:00-14:00	5	56	0.097	0.043	0.140
14:00-15:00	5	56	0.068	0.101	0.169
15:00-16:00	5	56	0.086	0.151	0.237
16:00-17:00	5	56	0.043	0.072	0.115
17:00-18:00	5	56	0.043	0.054	0.097
18:00-19:00	5	56	0.040	0.050	0.090
19:00-20:00	5	56	0.079	0.061	0.140
20:00-21:00	5	56	0.047	0.043	0.090
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.960	0.986	1.946

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:	16 - 180 (units: RESIDE)
Survey date date range:	04/03/2019 - 19/06/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

APPENDIX E – 2011 CENSUS DATA

Mode	No. of people	Percentage
Underground, Metro, Light Rail, Tram	2	0.0%
Train	42	1.0%
Bus, Minibus or Coach	50	1.2%
Taxi	10	0.2%
Motorcycle, Scooter or Moped	25	0.6%
Driving a Car or Van	2,954	72.1%
Passenger in a Car or Van	379	9.3%
Bicycle	308	7.5%
On Foot	311	7.6%
Other Method of Travel to Work	14	0.3%
Of those who Travel (Total)	4,095	100%

Holland Park Care Home - National Statistics 'Location of usual residence and place of work by method of travel to work (MSOA level)' dataset (WU03EW) for South Holland 009 Middle Super Output Area (E02005473)



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