

Kier Construction
**West Cornwall Hospital
Outpatient Department**
Transport Statement

Final Issue | 28 October 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

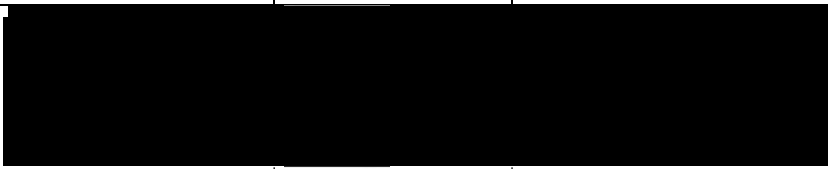

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Ove Arup & Partners Ltd
63 St Thomas Street
Bristol BS1 6JZ
United Kingdom
www.arup.com

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1 Introduction

1.1 Background

Kier Construction have been appointed by the Royal Cornwall Hospitals NHS Trust (RCHT) to facilitate the proposed redevelopment of the existing Outpatient Department at West Cornwall Hospital (WCH) in Penzance. Ove Arup & Partners Ltd (Arup) has been commissioned by Kier Construction to provide traffic and transportation advice in support of the proposed development.

The proposed redevelopment will accommodate existing services either provided at WCH or at the nearby Bellair Clinic and is therefore not anticipated to generate any new trips on the wider transport network.

This Transport Statement (TS) has been prepared to support the planning application. The purpose of this TS is to consider the traffic and highways impacts if the proposed development within the vicinity of the site, and demonstrate compliance with national, regional and local policy.

1.2 Scoping

This TS has been prepared following the submission of a TS Scoping Note to Cornwall Council (CC). The scoping report can be found included in Appendix A and this TS has been prepared following the receipt of comments from CC Officers.

1.3 Report Structure

The remainder of this report is structured as follows:

- Chapter 2 presents the policy context;
- Chapter 3 sets out an audit of the transport network;
- Chapter 4 outlines the development proposals;
- Chapter 5 presents the future travel demand for the proposed development; and
- Chapter 6 presents a summary of the report.

2 Policy Context

2.1 National Planning Policy

National Planning Policy Framework

The updated National Planning Policy Framework (NPPF, Ministry of Housing, Communities and Local Government, last updated July 2021) sets out the Government's planning policies for England and how these are expected to be applied. Section 9 sets out how the NPPF promotes sustainable transport, and includes:

- Paragraph 106 supports the provision of high-quality walking and cycling networks and supporting facilities such as cycle parking.
- Paragraph 110 states that it should be ensured that:
 - a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location
 - b) safe and suitable access to the site can be achieved for all users; and
 - c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- Paragraph 111 notes that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- Paragraph 112 sets out that development should:
 - a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2 Local Planning Policy

Connecting Cornwall

Connecting Cornwall: 2030 (CC, 2011) is the key strategic tool through which the council exercises its responsibilities for the movement of both people and goods. It sets out the vision, goals, objectives and policies for transport. The council will work with developers to ensure sustainable transport is built into new developments. All developments will need to demonstrate that they are accessible by walking and cycling and:

- create permeability and advantage through the use of connections and links not available to cars;
- provide links to the wider walking and cycling network including quality routes to town centres;
- include safe and covered cycle parking;
- complete a pedestrian and cycle audit of existing and proposed schemes;
- provide safe road crossings for cyclists and pedestrians; and
- provide information, maps and promotion of cycling and walking.

Cornwall Local Plan

The development plan for the area is the Cornwall Local Plan, adopted on 22 November 2016 for the period 2010-2030. With regards to transport, Policy 27 of the plan indicates all developments should *provide safe and suitable access to the site for all people and not cause significant adverse impact on the local highway network.*

To ensure a resilient and reliable transport network, proposals for major developments should:

1. *Be consistent with and contribute to the delivery of Connecting Cornwall 2030, Cornwall's Local Transport Plan or any subsequent LTPs;*
2. *Locate development and/or incorporate a mix of uses so that the need to travel will be minimised and the use of sustainable transport modes can be maximised by prioritising safe access by walking, cycling and public transport to minimise car travel;*
3. *Locate larger developments which attract a proportionally larger number of people in the city and main towns or locations which are highly accessible by public transport. Any proposals which do not accord with this will require significant justification and provide clear transport benefits; and*
4. *Be designed to provide convenient accessible and appropriate cycle and pedestrian routes, public transport and road routes within and in the immediate vicinity of the development;*

5. *Be accompanied by an effective travel plan that delivers hard and soft measures to support new occupants in adopting sustainable travel habits;*
6. *Safeguard land for the delivery of strategic transport opportunities including land around existing facilities to allow for expansion and use for future sustainable modes of travel e.g. closed branch rail lines and links to the Isles of Scilly; and*
7. *Provide public transport solutions including park and ride where there is evidence that it will remove traffic from the highway network, is economically viable and that which accord with the appropriate transport strategy for the area.*

In addition to Policy 27 of the Local Plan, the following policies are deemed to be of relevance to the development proposals:

- **Policy 4: Shopping, services and community facilities** notes that community facilities are expected to be retained, where possible, and supports the provision of services in locations accessible by walking, cycling or public transport;
- **Policy 12: Design** states that development should be able to clearly present a design process that has considered the existing context of its surroundings, especially in relation to social, economic and environmental elements of sustainable; and
- **Policy 13: Development standards** notes that developments should consider key elements through design, including appropriate levels of parking, including cars and bicycles.

Cornwall Site Allocations Development Plan Document (Allocations DPD)

The Allocations DPD was adopted by the council on 26 November 2019. The document sets out the strategy for the future growth of 10 towns/conurbations and two eco-communities in Cornwall, supporting the broader Local Plan. Chapter 3 covers the Newlyn and Penzance area.

With regards to transport, a key strategic objective for the Penzance and Newlyn conurbation is *to maintain and improve the area's strategic transport connections with the Isles of Scilly, develop high end tourism and promote Penzance as West Cornwall's Tourism Hub and destination in its own right.*

The document lists four key aims which form part of the Penzance and Newlyn Transport Strategy. These are:

- Improve walking and cycle connectivity, particularly to the town centre and along the waterfront;
- Improve public transport facilities and services;
- Provide highway improvements to accommodate the proposed growth; and

- Seek to deliver a more residential friendly A30 through Penzance that promotes permeability, whilst maintaining necessary capacity

In addition, the document states that transport improvement measures will be supported by initiatives that promote the use and benefits of sustainable travel particularly within new developments. This could include public transport timetables, information on car clubs and car share schemes and personalised travel plans. Travel planning advice will also be available to developers and employers.

Cornwall Climate Emergency

On 22nd January 2019 Cornwall Council declared a climate emergency. Subsequently, on 24th July 2019 the Cabinet unanimously approved an ambitious Climate Change Action Plan, which outlines how the authority intends to reduce carbon emissions and work towards becoming carbon neutral by 2030.

While the plan states that the Council cannot provide all the solutions to achieve carbon neutrality, it notes that methods including partnership, leadership, enabling action and galvanizing a collective approach will be used to tackle ‘the most fundamental challenge of our time’.

The Council is now committed to bringing forward ‘Vision 50:50’ proposals, which will set out a longer-term vision and spatial strategy for Cornwall. This will be focused mainly (but not exclusively) on a refresh of the Local Plan.

Areas where the Council expect to focus their influence on others and facilitate change include reducing transport emissions. For example, through increasing active travel, increasing bus patronage, increasing electric vehicle charging points and piloting hydrogen refuelling.

The content, aims and objectives within the Cornwall Climate Change Action Plan will be actively considered in in further developing proposals to relocate the outpatient building within the West Cornwall Hospital in Penzance.

2.3 Summary

The development proposals are accessible by all modes of transport including high-frequency bus services to key destinations. Our review of policy concludes that the proposed development is compliant with all policies identified.

3 Existing Conditions

3.1 The Site

The WCH site is located to the west of Penzance town centre, as shown in Figure 1.

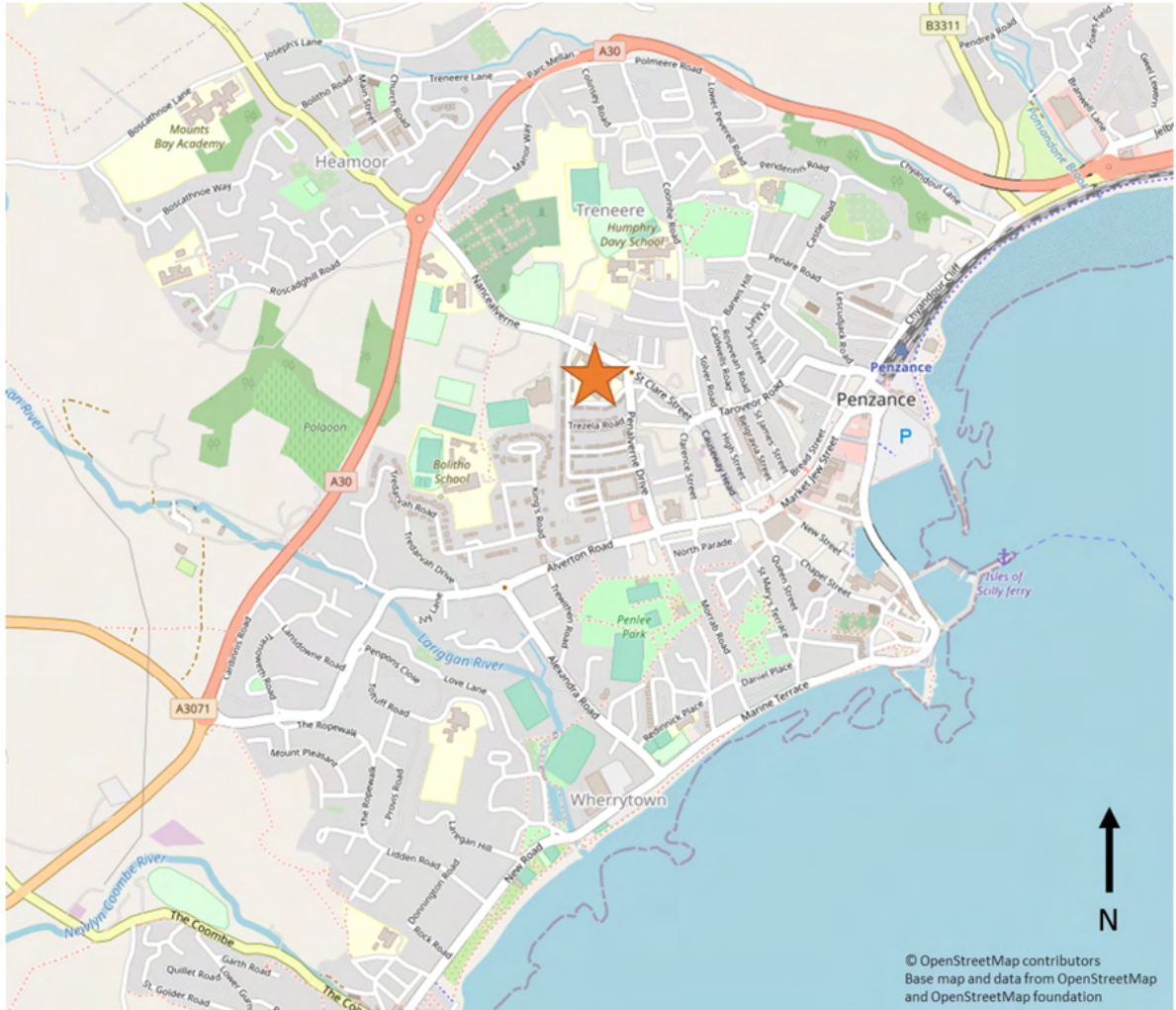


Figure 1: Proposed Site Location Plan

The proposed development is located in the south-western portion of the wider WCH site. It is located west of Penalverne Drive and north of Parc Wartha Crescent, as shown in Figure 2.

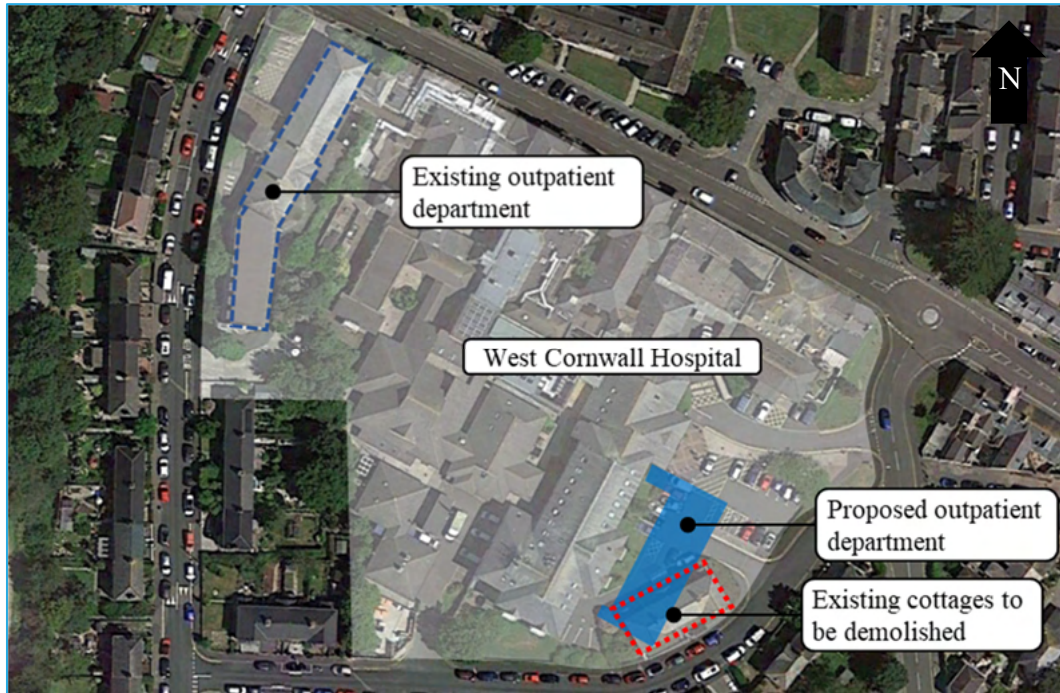


Figure 2: Proposed Site Location Plan

The site is occupied by four cottages that will be demolished, car parking that will be re-provided within the wider WCH site, and cycle parking that will be relocated adjacent to the proposed development.

3.2 Walking and Cycling

The WCH site is located within a dense residential area and therefore benefits from a good surrounding network of pedestrian footways. Figure 3 shows the 10-, 20- and 30-minute walking isochrones from the WCH site. This shows that all of Penzance is within a 20-minute walk.

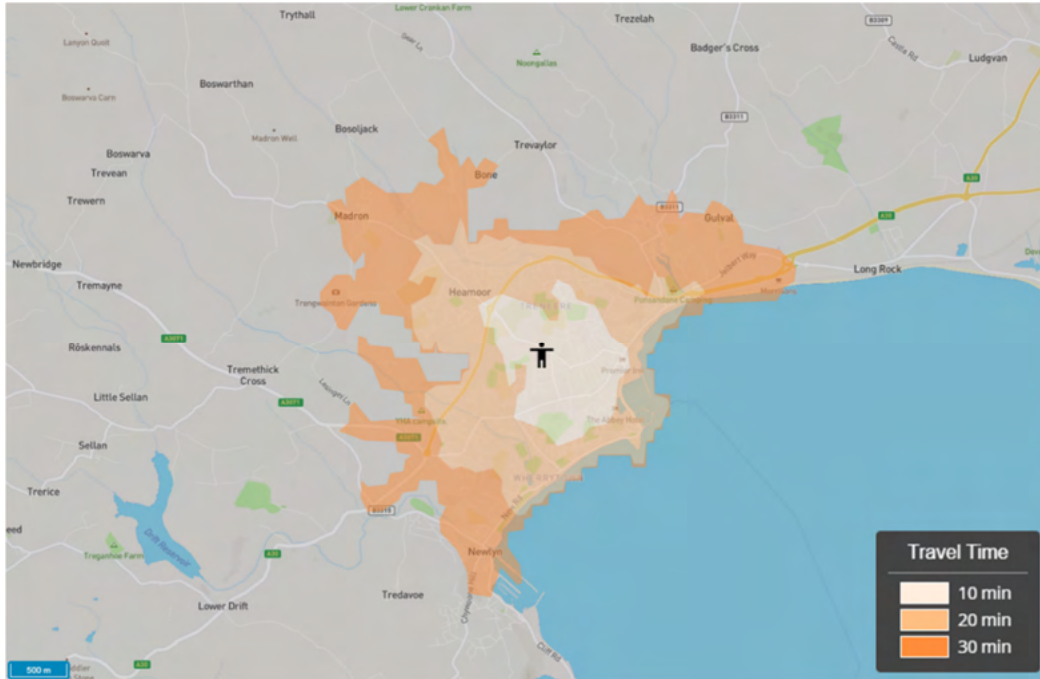


Figure 3: Walking Journey Time Isochrones

The hospital site is bounded by St Clare Street to the north, Penalverne Drive to the east, Parc Wartha Crescent to the south and Parc Wartha Avenue to the west. All of these residential roads have pedestrian footways on both sides which are approximately 2m in width. Street lighting is present along the length of each of these roads.

Pedestrian access to the existing outpatient building is currently via St Clare Street (to the north), and access to the main hospital reception is via Penalverne Drive (to the east). There are currently no controlled pedestrian crossings within the vicinity of the site.

There are speed bumps located along Parc Wartha Avenue to slow the approach of traffic leading into the priority junction with St Clare Street, thereby contributing towards a safer environment for pedestrians.

National Cycle Route 3 connects Land's End to Bristol and passes through Penzance via a coastal route. The hospital site is located approximately 1km from this cycle route. There are no other dedicated cycle lanes surrounding the site.

There is an existing covered bike shed adjacent to the existing main car park which has capacity for approximately six bicycles. Figure 4 shows the 10-, 20- and 30-minute cycling isochrones from the WCH site. This shows that all of Penzance is within a 10-minute cycle and many surrounding communities are within a 20-minute cycle.

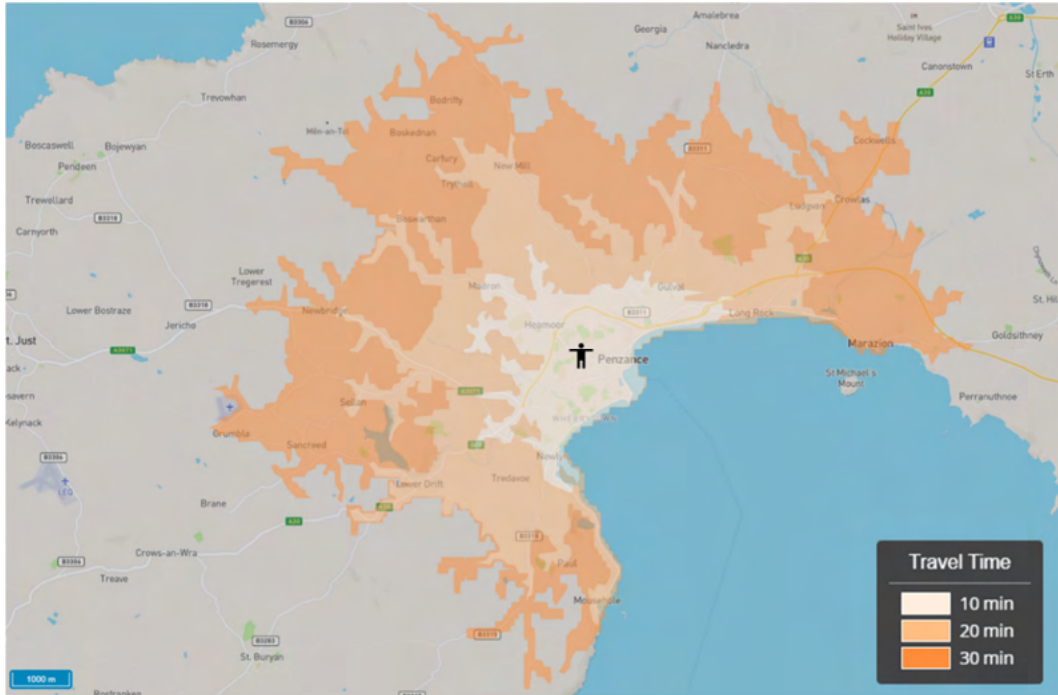


Figure 4: Cycling Journey Time Isochrones

3.3 Public Transport

Bus

The main bus stop which serves WCH is located adjacent to the main entrance on Penalverne Drive and has good waiting facilities including a bus shelter and street lighting. There are two additional bus stops on Nancelverne serving routes in the NW and SE directions. These stops are located approximately 120m from the entrance to the existing outpatients building. The SE bus stop has a bus layby and raised kerb, however neither bus stops have covered waiting facilities.

The bus stop located to adjacent to the main hospital entrance is served by Routes 8, 16, 16A, 347 and 18. Combined, these services provide regular hourly connections to St Ives, Pendeen, Heamoor. The bus stop located on Nancelverne is served by eight different bus routes. Of these, the higher frequency routes which operate two buses per hour or more include Routes 2, 8 and A17. A summary of these local bus services are presented in Table 1 and full timetables are included in Appendix B.

Table 1: Local Bus Services

Service	Route	Operator	Service Frequency	First Arrival	Last Departure
Services from WCH Bus Stop (adjacent to Penalverne Entrance)					
8	Long Rock – Penzance – St Just (N-bound)	Transport for Cornwall	Mon-Sat, 2 hours	07:50	17:55
	St Just – Penzance – Long Rock (S-bound)			08:47	18:51
16	St Ives – Penzance – Heamoor (N-bound)	Transport for Cornwall	Mon-Sat, Hourly	09:44	18:44
16A	Heamoor – Penzance – St Ives	Transport for Cornwall	Mon-Sat, 1 per day	08:29	-
347	Lamorna – Sheffield - Penzance	West Coast Taxi	Mon-Fri, 2 per day	09:47	12:38
A17	St Ives – Pendeen	First Kernow	Mon-Sun, 30 mins	07:17	18:15
A17	Lower Boscawell – Heamoor – Penzance (S-bound)	Transport for Cornwall	Mon-Fri, 5 per day	00:45	22:52
	Penzance – Heamoor – Lower Boscawell (N-bound)			06:14	23:34
Services from St Clare Bus Stop on Nancelverne (SE-bound)					
2	Helston – Penzance	Transport for Cornwall	Mon-Sat, Hourly	09:54	18:54
8	St Just – Penzance – Long Rock	Transport for Cornwall	Mon-Sat, 2 hours	08:46	18:50
A17	Pendeen - St Ives	First Kernow	Mon-Sun, 30 mins	07:03	18:33
Services from St Clare Bus Stop on Nancelverne (NW-bound)					
8	Long Rock – Penzance – St Just	Transport for Cornwall	Mon-Sat, 2 Hours	07:50	17:55
A17	St Ives - Pendeen	First Kernow	Mon-Sun, 30 mins	07:16	18:16

Figure 5 and Figure 6 show the geographical area accessible to the hospital within one hour by bus, arriving at 09:00am and 18:00pm respectively. The shaded bands represent 15-minute time bands. This data reflects pre-Covid bus timetables (March 2020) and assumes a maximum 400m walking distance to the nearest bus stop. The isochrones show that key destinations including Hayle and Newlyn are accessible within an hour by bus, with St Ives also accessible in the AM peak.



Figure 5: Bus Journey Time Isochrones (AM Peak - 09:00am)

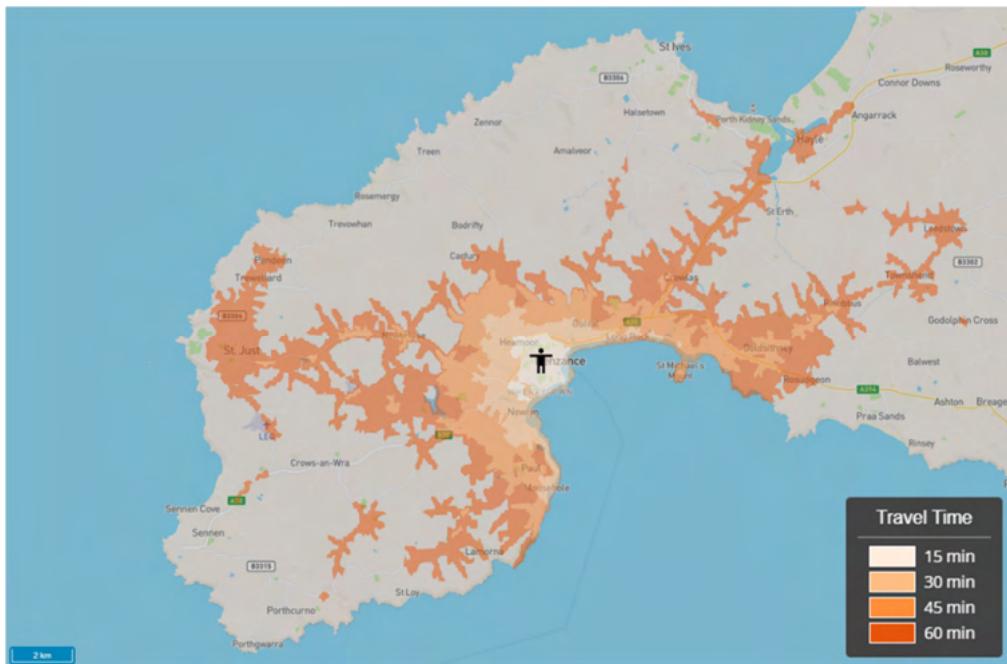


Figure 6: Bus Journey Time Isochrones (PM Peak - 18:00am)

Rail

The closest railway station to WCH is located in Penzance, approximately 1km east of the site, equating to a 15-minute walk or 8-minute cycle. It is the terminus of the Cornish Main Line which runs between Penzance and Plymouth.

The facilities available include refreshment facilities, a tourist information office and toilets. There is also a ticket office located on the platform which is staffed during weekdays (06:05 – 20:10), Saturdays (06:15 – 18:10) and Sundays (08:45

– 17:30). There are 15 unsheltered cycle stands which have CCTV monitoring installed. The car park located to the south of the rail station has capacity for 90 cars and is open 24 hours a day, 7 days a week.

The station also provides access to the ‘Park and Ride’ rail facilities at St Erth, with a journey time of 10 minutes between St Erth station and Penzance station.

Penzance Bus and Coach Station is located adjacent to the rail station which serves 16 local bus services, including all routes listed in Table 1. The Bus and Coach Station is also the location for any rail replacement services.

The station is owned by Network Rail and managed by Great Western Rail, who also operate the train services together with CrossCountry. There are typically two services per hour from Penzance to Plymouth. The journey time to/from London Paddington station is between five and six hours and there are additional services as far as Plymouth and Exeter St Davids. There are a limited number of CrossCountry trains providing a service to destinations in the West Midlands and the North such as Birmingham New Street, Manchester Piccadilly and Leeds. Figure 7 presents the route map Great Western Railway route map of Cornwall and Devon.



Figure 7: Great Western Railway Route Map

3.4 Local Highway Network

The existing hospital site is bounded by St Clare Street to the north, Penalverne Drive to the east, Parc Wartha Crescent to the south and Parc Wartha Avenue to the west.

Penalverne Drive is two-way carriageway approximately 8m in width with 30 mph speed restrictions and street lighting. Car parking is prohibited along its length. Towards the northern end, it forms a priority junction with a hospital

access road which provides access to a pay and display car park from the north, as well as an ambulance vehicle zone.

Parc Wartha Avenue forms the minor arm of a priority junction with Pernalverne Drive. It has a 20 mph speed restriction and street lighting along its length. Towards the eastern end, Parc Wartha Avenue provides access to the same Pay and Display carpark from the south. Halfway along the road, there is an additional access point to the hospital site. There are few parking restrictions along the length of the road, and as such, the road is typically lined with on-street parked cars on both sides.

Parc Wartha Crescent forms the major arm of a priority junction with Parc Wartha Avenue. It has 20 mph speed restrictions, speed bumps and street lighting along its length. There is a delivery/servicing access point to the hospital towards the northern end of this road. There is a combination of on-street parking and designated blue-badge parking along the road.

St Clare Street is a two-way carriageway with 30 mph speed restrictions and regular street lighting. St Clare Street provides access to the existing Outpatient Department located to the west of the hospital site. There is a car park located here with two disabled parking bays. In addition, there is a car layby along St Clare Street, north of the hospital, with capacity for approximately 13 vehicles.

St Clare Street continues west to merge into Nancealverne. Approximately 600m west of the hospital site, Nancealverne connects to the A30 at a five-arm roundabout. The A30 is a major road connecting London with Land's End. South of Exeter the road is mainly single carriageway but approaching Penzance the road briefly becomes a dual carriageway. Once west of Penzance, the A30 becomes a more rural road running through or past several villages, before terminating at Land's End. Highways England are proposing to upgrade a section of the A30 between Chiverton Cross and Carland Cross roundabouts to provide a 70mph dual carriageway.

3.5 Car Parking

The main car park serving the hospital is located in front of the main hospital entrance off Penalverne Drive. This has 24 spaces, 4 of which (17%) are for disabled users. The majority of these spaces are for public use and are operated on a pay and display basis by QPark Limited, charging £1 per hour up to 5 hours, and £10 for any stay between 6-24 hours. There are concessionary tickets available for long-term patients and visitors. There are also drop off points directly outside the entrance. Four of the spaces within the car park are staff parking bays allocated for consultants.

In addition to the car park at the front of the hospital, there are also two accessible parking spaces outside the existing Outpatient department, accessed from St Clare Street. This results in a total car parking provision of 26 spaces, 4 of which are for staff and 6 of which are for blue badge users.

There are two additional car parks managed by Cornwall Council within the vicinity of the site; St Erbyn's car park and Wellfields car park. It is understood that these are used by hospital staff, visitors, and patients.

St Erbyn's carpark is located 200m south-west of the hospital site (2.5 minutes walk) and is open 24 hours per day. It has 201 spaces including disabled parking, although at the time of writing the capacity of the car park has been temporarily reduced to 134 spaces to accommodate a vaccination centre. It is a pay and display carpark and also facilitates payment by mobile phone. A 24 hr ticket costs £8.00 (April to October), and £5.90 (November to March) and charges apply 09:00-16:00 Monday through to Sunday. Outside of these hours, parking is free.

Wellfields Car Park is located 500m south of the hospital site (6 minutes walk) on Alverton Road. It is a pay and display carpark with 141 spaces, including four for Blue Badge holders. A 24 hr ticket costs £2.50 and charges only apply 09:00-16:00 Monday through to Saturday. Outside of these hours, parking is free.

The Royal Cornwall Hospitals NHS Trust (RCHT) is responsible for three hospitals within Cornwall including West Cornwall Hospital. The Trust's Sustainable Management Plan seeks to promote low carbon travel and transport to improve health and wellbeing whilst also reducing car parking demand. West Cornwall Hospital has an intentionally low number of carparking spaces available in the main car park and a good level of bus provision to the site (see Table 1) to encourage sustainable travel behaviour.

To determine the extent to which public car parking around the site is used, a car parking beat survey was undertaken on Tuesday 4th October 2021. The extent of the survey was agreed with Cornwall Council and covered all roads within a 200m radius of the site, including St Erbyn's car park. The extent of the survey is shown in Figure 8.



Figure 8: Extent of parking beat survey

Parking was surveyed on the roads shown in Figure 8 every hour between 8am and 5pm. The results of the car parking beat survey are summarised in Table 2, with full results in Appendix C. This shows that there is spare parking capacity across the area, with 259 of the 650 parking spaces surveyed (40%) not being occupied at the busiest time of the day (1pm). It should be noted that at the time of the survey approximately 67 spaces in the St Erbyn's car park were closed off to allow for a vaccination clinic, and the results reflect this temporary lower capacity.

Table 2: Parking Beat Survey results

Road Name	Capacity	08:00		09:00		10:00		11:00		12:00		13:00		14:00		15:00		16:00		17:00	
		Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
York Street	26	18	69%	15	58%	14	54%	23	88%	21	81%	21	81%	19	73%	21	81%	20	77%	18	69%
Richmond Street	26	14	54%	20	77%	19	73%	24	92%	25	96%	23	88%	23	88%	24	92%	21	81%	20	77%
St Clare Street - Section 1	16	11	69%	9	56%	9	56%	12	75%	15	94%	16	100%	14	88%	16	100%	14	88%	13	81%
St Clare Street - Section 2	19	14	74%	16	84%	19	100%	20	105%	20	105%	20	105%	20	105%	19	100%	17	89%	17	89%
St Clare Street - Section 3	24	14	58%	14	58%	12	50%	14	58%	12	50%	14	58%	14	58%	12	50%	14	58%	10	42%
Pendarves Road	75	56	75%	53	71%	53	71%	55	73%	57	76%	53	71%	53	71%	55	73%	55	73%	56	75%
Treeneere Road	15	11	73%	10	67%	10	67%	9	60%	14	93%	13	87%	12	80%	10	67%	12	80%	9	60%
Parc Wartha Crescent	30	32	107%	31	103%	31	103%	30	100%	20	67%	25	83%	28	93%	26	87%	27	90%	27	90%
Parc Wartha Avenue	39	42	108%	43	110%	43	110%	43	110%	43	110%	44	113%	40	103%	33	85%	39	100%	38	97%
Penalverne Drive	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Penalverne Crescent	37	27	73%	26	70%	23	62%	26	70%	25	68%	29	78%	24	65%	27	73%	21	57%	18	49%
Penalverne Avenue	52	39	75%	22	42%	19	37%	22	42%	21	40%	36	69%	23	44%	21	40%	37	71%	23	44%
Penalverne Place (E-W)	16	12	75%	14	88%	10	63%	10	63%	10	63%	14	88%	15	94%	13	81%	12	75%	8	50%
Penalverne Place (N-S)	19	15	79%	13	68%	13	68%	14	74%	14	74%	16	84%	15	79%	14	74%	16	84%	16	84%
Alverne Buildings	69	34	49%	39	57%	32	46%	35	51%	28	41%	42	61%	41	59%	42	61%	39	57%	38	55%
Trevean Road	29	11	38%	11	38%	11	38%	11	38%	22	76%	24	83%	4	14%	7	24%	17	59%	17	59%
Trezela Road	24	24	100%	19	79%	20	83%	20	83%	15	63%	24	100%	24	100%	19	79%	23	96%	25	104%
St Erbyns Car Park	134	78	58%	118	88%	117	87%	123	92%	121	90%	128	96%	131	98%	122	91%	104	78%	53	40%
TOTAL	516	374	72%	355	69%	338	66%	368	71%	362	70%	414	80%	369	72%	359	70%	384	74%	353	68%

3.6 Summary

The site has good accessibility on foot and by bicycle, as well as good coverage by bus services. The local car parks and on-street parking facilities show that there is significant spare capacity at the busiest times of day, despite surveys being undertaken in COVID-19 circumstances.

4 Development Proposals

4.1 Introduction

The existing building that accommodates the Outpatient Department is dated and no longer deemed fit for purpose. The proposed development seeks to relocate the Outpatient Department into a new purpose-built facility within the wider WCH campus. The development proposal will be contained within two storeys of accommodation.

In addition, it is proposed that the activity that currently takes place at the Bellair Health Office on Alverton Road, approximately 400m to the south of the WCH site, would be relocated to WCH. Some of this activity would be relocated into the new Outpatient Department, and some would be accommodated in the old Outpatient Department building.

4.2 Existing Arrangement

The existing access and parking arrangement for the proposed development site is shown in Figure 9.



Figure 9: Access and Car Parking Existing Arrangement

There are two vehicle accesses into the site, taken from Penalverne Drive (north) and Parc Wartha Crescent (south). The north access with Penalverne Drive is also understood to accommodate blue-light and service access.

The primary pedestrian access into the WCH site from the east is via the footway between the two vehicle accesses described above. For those travelling by cycle, there is a bike shelter directly north of the existing cottages.

4.3 Proposed Scheme

The proposed scheme is to construct a new Outpatient Department, totalling 903m² Gross Internal Area (GIA). Figure 10 shows a plan of the proposed development, alongside the proposed alterations to the car park and vehicle access arrangement.

It is intended that the new Outpatient Department is a direct replacement for the current building, but built to modern standards to provide an appropriate healthcare environment. In addition, clinics, District Nurses, Community Therapists and admin staff currently based at the Bellair Health Centre will relocate to the WCH site, split between the new Outpatient Department and the existing building. This is discussed further in Section 5.



Figure 10: Emerging Transport Proposals

The detailed plan can be seen more clearly in Appendix D, with a masterplan for the site located in Appendix E.

As illustrated above the proposals do not propose changes to the main points of access to the site from Penalverne Drive, Parc Wartha Crescent or St Clare Street. Vehicle and pedestrian access to the main hospital site will continue to be from Penalverne Drive, including blue light access.

4.4 Car and Cycle Parking

Car Parking

The proposed development will result in changes to car parking around the site. There will be a reduced provision of car parking in the main hospital car park, accessed from Penalverne Drive. However, additional car parking will be provided outside the current Outpatient Department accessed from St Clare Street, and the location of the current Vacuum Insulated Evaporator (VIE) store accessed from Parc Wartha Avenue. These locations are shown in Figure 11, with the changes in car parking provision summarised in Table 3.

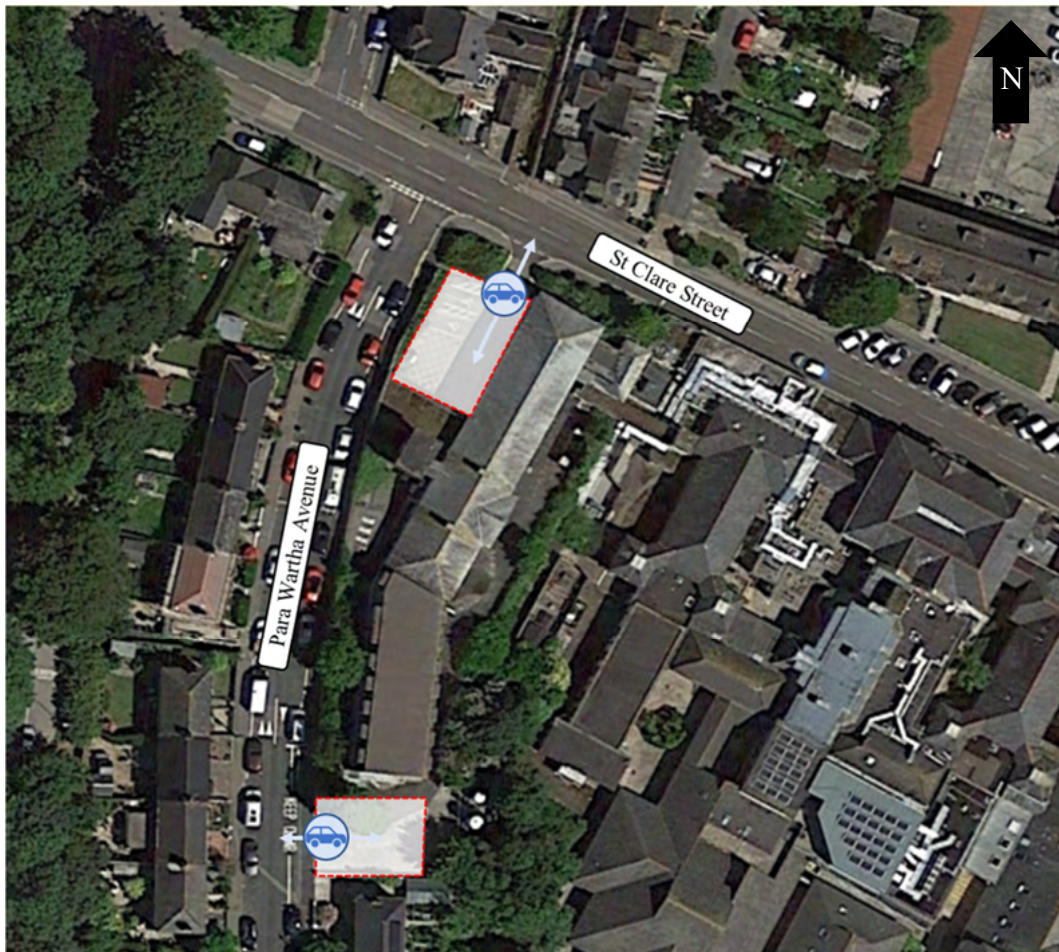


Figure 11: Potential Relocation of Car Parking

Table 3: Proposed changes to car parking

	Existing			Proposed		
	Standard Public	Accessible	Standard Staff	Standard Public	Accessible	Standard Staff
Front of Site	16	4	4	6	6	-
Existing OPD	-	2	-	-	1	5
VIE Store	-	-	-	-	1	4
Total	16	6	4	6	8	9
Combined Total	26			23		

The location of the car parking can be seen on the masterplan in Appendix E. Overall, the proposals will result in negligible change in overall parking numbers, however there will be additional staff and accessible parking and reduced standard public spaces.

Cycle Parking

The site proposes to relocate the existing cycle shelter (which provides six cycle spaces) and install four cycle hoops in its place. The cycle shelter will be relocated into the car park. This is an increase of four spaces, bringing the total number of proposed cycle spaces to ten. The changes in cycle parking provision are summarised in Table 4. The location of the cycle parking can be seen on the masterplan in Appendix E.

Table 4: Proposed changes to cycle parking

	Existing	Proposed
Front of Site	6	4
In car park	0	6
Total	6	10

4.5 Travel Planning

As previously noted, the Trust is seeking to increase the proportion of patient appointments that are undertaken virtually which is anticipated to reduce the overall travel demand for WCH. Alongside the existing sustainable transport measures in place, this should positively contribute to the number of vehicle trips generated by the proposed development.

4.6 Summary

The proposals do not propose changes to the main points of access to the site. Vehicle and pedestrian access to the main hospital site will continue to be from Penalverne Drive, including blue light access. The proposals will result in negligible change in overall parking numbers, however there will be an additional five spaces for staff, two additional accessible parking spaces and ten less standard public spaces.

5 Future Travel Demand

5.1 Introduction

As set out in Section 1, the development proposals consist of a like for like replacement of facilities that are already in place within the hospital site. The Trust are also exploring opportunities to increase the proportion of Triage appointments, thus reducing the number of trips to WCH.

The existing Outpatient Department building is proposed to be retained and repurposed to accommodate administration staff currently located at the Bellair Health Centre. Other medical staff currently working from the Bellair site will also be relocated to the new Outpatient Department. These staff are currently employed by the Royal Cornwall NHS Trust and are already working a short distance away.

The development proposals are therefore not envisaged to increase the number of trips generated in the area. However, for robustness, the TRICS database has been interrogated to identify similar sites to identify potential trip making associated with the proposed development.

5.2 TRICS Assessment

To calculate vehicle trip rates for the proposed development, comparable sites have been identified in the TRICS (v7.8.1) database. Due regard has been given to the scale, location and accessibility of the site in determining suitable site selection parameters.

There is one similar site with the land-use General Hospital (without Casualty) in the TRICS database that was surveyed in the last ten years, South Petherton Community Hospital. Whilst there are drawbacks to only using one site, as noted in the TRICS Good Practice Guide, *it is considered better practice to have a lower yet practical number of surveys acceptable to the selection criteria than to have a larger data set that is not.*

Following an audit of the South Petherton Community Hospital, it is considered that West Cornwall Hospital is more accessible by sustainable modes of transport. As shown in Figure 12, South Petherton Community Hospital is located on the north-eastern edge of a large village in a predominately rural area of South Somerset. It is therefore likely that the traffic impacts of the proposed development will be over-estimated, providing for a robust traffic impact assessment.



Figure 12: South Petherton Community Hospital Site Location

The vehicle trip rates for South Petherton Community Hospital are set out in Table 5 and the full TRICS output can be found in Appendix F.

Table 5: South Petherton Community Hospital Vehicle Trip Rates (per 100m²)

Period	In	Out	Two-Way
Weekday AM Peak Hour	1.171	0.146	1.317
Weekday PM Peak Hour	0.146	0.756	0.902

Based on the vehicle trips rates presented above, the outpatient department is estimated to generate, at most, 12 vehicle trips in the AM peak hour and 8 trips in the PM peak hour. The development will therefore have a limited impact on the local transport network.

5.3 Car Parking Impacts

As set out in Section 5.1, the proposed development is not anticipated to result in any changes to the number of trips being made on the wider transport network, even taking into account the relocation of staff from the Bellair Health Centre to the West Cornwall Hospital site. However, it is acknowledged that the trips associated with relocated Bellair functions are likely to want to park closer to the site, which may result in redistribution of car parking an additional demand on local streets and public car parks.

From discussions with Bellair staff, the activity that takes place at the Bellair Health Centre can broadly be categorised into three areas. The first of these is District Nursing. District Nurses are mobile and use either pool cars or their own cars to visit patients at home. This means that they are generally present on site for a short period at the start of their shift (between 8am and 9am) to collect supplies, but then work remotely. On occasion, staff return to site to undertake administrative work. A summary of maximum anticipated parking requirements associated with District Nursing is shown in Table 6.

Table 6: District Nursing Maximum Parking Requirements

Type	Number	Notes
Short stay (Loading supplies etc)	31	38 full time equivalent (FTE) staff on site. Two District Nurses work late shifts, and 5 pool cars allocated to team. Therefore, there is a requirement for 31 nurses to load cars for 15-20 minutes between 8-9am.
Long Stay	20	Suggested maximum attendance at team meetings on site of 18, plus 2 dedicated admin staff.
Pool Car	5	

The second area of work is Community Therapy. Therapists have a similar work model to District Nurses, collecting supplies at the start of a shift and then working remotely.

Table 7: Community Therapist Maximum Parking Requirements

Type	Number	Notes
Short stay (Loading supplies etc)	11	13 FTE therapists on site, less 2 pool car users. Therefore, there is a requirement for 11 therapists to load cars for 15-20 minutes between 8-9am.
Long Stay	9	Suggested maximum attendance at team meetings on site of 8, plus 1 dedicated admin staff.
Pool Car	2	

Finally, there are a number of clinics that are held on site. These clinics do not generally take place on a daily basis, and as such from discussions with Bellair staff it is estimated that a maximum of eight patients and therapists would be on

site at any one time. There is therefore a parking requirement of up to 16 spaces for additional clinics to be held at the site.

Based on the above information, there is the potential for a maximum additional long-stay parking demand of 45 vehicles around the WCH site, based on a combination of District Nurses, Community Therapists and clinics. As set out in Table 2, the car parking beat survey carried out to support this application identified that at the busiest period, there were 259 car parking spaces available around the site. This does not take into account the additional 67 spaces in St Erbyn's car park that are currently closed. As such, it is considered that this additional car parking demand can be accommodated.

Nevertheless, the Trust are committed to both reviewing their operations and working closely with Cornwall Council to minimise the impact of their operations at WCH. The RCHT have committed to setting up an Operational Review Group to consider all operational matters related to the relocation of the Bellair Health Centre functions, including consideration of additional provision of pool cars for staff. The RCHT would also like to investigate the potential to allocate some kerbspace along the eastern side of Parc Wartha Avenue (at its northern end, along the hospital frontage) for loading to assist staff in collecting supplies at the start of their shift. This opportunity will be pursued by the trust independent of the planning application.

5.4 Summary

Whilst the impact of parking is negligible, trips associated with the relocated Bellair functions are likely to want to park closer to the site. As such, there is the potential for a maximum additional long-stay parking demand of 45 vehicles around the site. The additional demand can be accommodated in car parks around the site, as capacity was identified in the parking beat survey.

6 Summary and Conclusions

Ove Arup & Partners Ltd (Arup) has been commissioned by Kier Construction to provide traffic and transportation advice in support of the redevelopment of the outpatient department at West Cornwall Hospital, Penzance.

The site is accessible by all modes of transport, including high frequency bus services to key destinations including St Ives, Pendeen and Heamoor.

The development proposals will result in minor alterations to the access strategy for vehicles, including works to the existing junctions and changes to the car parking layout. This results in a slight loss in car parking within the wider WCH site, although more spaces are provided for staff and accessible space users at the cost of “general” public parking.

As the proposals are for the reprovision of an existing building, plus relocation of some staff from the nearby Bellair Health Clinic, it is anticipated that there will be no impact on the wider transport network in terms of trips. It is acknowledged that in relocating functions from Bellair there is potential for some very localised parking impacts, but the analysis included in this Transport Statement demonstrates that there is sufficient parking capacity on nearby roads and in St Erbyn’s car park to accommodate this.

In conclusion, the emerging proposals comply with local and national policy and no traffic or transportation capacity, or road safety issues have been identified. The proposals are therefore suitable for consent.

Appendix A

Transport Statement Scoping Report

Kier Construction

**West Cornwall Hospital
Outpatient Department**

Transport Statement Scoping Note

Issue | 30 April 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 281750

Ove Arup & Partners Ltd
63 St Thomas Street
Bristol BS1 6JZ
United Kingdom
www.arup.com

ARUP

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Appendices

Appendix A

Concept Overview Drawing

Appendix B

Bus Timetable Information

1 Introduction

1.1 Background

Kier Construction are working for the Royal Cornwall Hospital Trust (RCHT) to facilitate the proposed redevelopment of the existing Outpatient Department at West Cornwall Hospital (WCH), Penzance. Ove Arup & Partners Ltd (Arup) has been commissioned by Kier Construction to provide traffic and transportation advice in support of the proposed development.

The proposed redevelopment will accommodate existing services provided at WCH and is therefore not anticipated to generate any new trips on the transport network. Design studies are however planned to explore the potential retention and repurposing of the existing Outpatient Department building, potentially resulting in additional trips being generated by the wider WCH site.

This Scoping Note has been prepared to set out the methodology and assessment parameters proposed in preparing the Transport Statement for the proposed development. Given the transportation impacts of the proposed development are anticipated to be limited, a Transport Statement is deemed to be required as opposed to a Transport Assessment. This report has been issued to Cornwall Council (CC) for comment and discussion.

1.2 The Site

The proposed development is located in the south-western portion of the of the WCH site. It is located west of Penalverne Drive and north of Parc Wartha Crescent, as shown in Figure 1 below.



Figure 1: Proposed Site Location Plan

The site is occupied by four cottages that will be demolished, car parking that will be re-provided within the wider WCH site, and cycle parking that will be relocated adjacent to the proposed development.

1.3 Development Proposals

The emerging Concept Overview is presented in Figure 2 below and included in Appendix A.

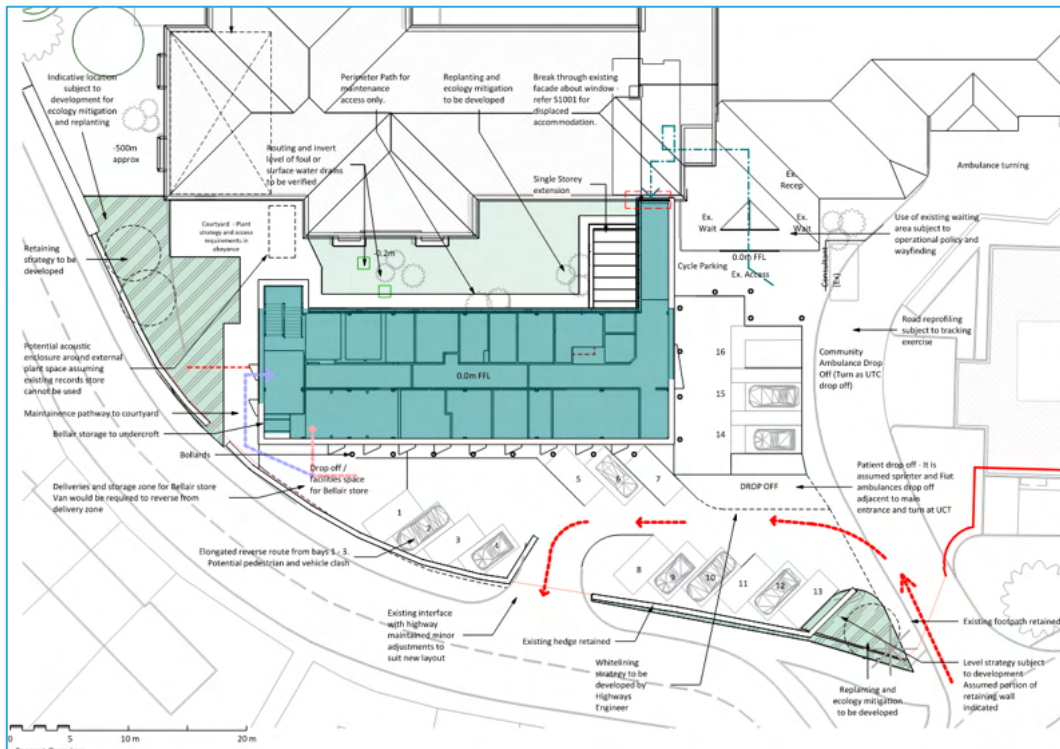


Figure 2: Concept Overview

The proposed outpatient department building will have two storeys and an approximate floor area of 975m² Gross Internal Area (GIA). A new link corridor will be introduced between the proposed development and the existing main hospital building.

The existing car and cycling parking arrangements will be amended to facilitate the siting of the proposed development. As discussed further in Section 4.4, no net loss in car parking is proposed across the wider WCH. Alterations to the existing vehicle accesses and internal circulation roads are also proposed.

Whilst the development is proposed to replace the existing services on site, the Trust is seeking to increase the proportion of appointments undertaken virtually. It is therefore anticipated that travel demand associated with the Outpatient Department will reduce.

2 Policy Context

2.1 National Planning Policy

National Planning Policy Framework

The updated National Planning Policy Framework (NPPF, Ministry of Housing, Communities and Local Government, 2019) sets out the Government's planning policies for England and how these are expected to be applied. Section 9 sets out how the NPPF promotes sustainable transport, and includes:

- Paragraph 104 supports the provision of high-quality walking and cycling networks and supporting facilities such as cycle parking.
- Paragraph 108 states that it should be ensured that:
 - a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location
 - b) safe and suitable access to the site can be achieved for all users; and
 - c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- Paragraph 109 notes that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- Paragraph 110 sets out that development should:
 - a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2 Local Planning Policy

Connecting Cornwall

Connecting Cornwall: 2030 (CC, 2011) is the key strategic tool through which the council exercises its responsibilities for the movement of both people and goods. It sets out the vision, goals, objectives and policies for transport. The council will work with developers to ensure sustainable transport is built into new developments. All developments will need to demonstrate that they are accessible by walking and cycling and:

- create permeability and advantage through the use of connections and links not available to cars;
- provide links to the wider walking and cycling network including quality routes to town centres;
- include safe and covered cycle parking;
- complete a pedestrian and cycle audit of existing and proposed schemes;
- provide safe road crossings for cyclists and pedestrians; and
- provide information, maps and promotion of cycling and walking.

Cornwall Local Plan

The development plan for the area is the Cornwall Local Plan, adopted on 22 November 2016 for the period 2010-2030. With regards to transport, Policy 27 of the plan indicates all developments should *provide safe and suitable access to the site for all people and not cause significant adverse impact on the local highway network.*

To ensure a resilient and reliable transport network, proposals for major developments should:

1. *Be consistent with and contribute to the delivery of Connecting Cornwall 2030, Cornwall's Local Transport Plan or any subsequent LTPs;*
2. *Locate development and/or incorporate a mix of uses so that the need to travel will be minimised and the use of sustainable transport modes can be maximised by prioritising safe access by walking, cycling and public transport to minimise car travel;*
3. *Locate larger developments which attract a proportionally larger number of people in the city and main towns or locations which are highly accessible by public transport. Any proposals which do not accord with this will require significant justification and provide clear transport benefits; and*
4. *Be designed to provide convenient accessible and appropriate cycle and pedestrian routes, public transport and road routes within and in the immediate vicinity of the development;*

5. *Be accompanied by an effective travel plan that delivers hard and soft measures to support new occupants in adopting sustainable travel habits;*
6. *Safeguard land for the delivery of strategic transport opportunities including land around existing facilities to allow for expansion and use for future sustainable modes of travel e.g. closed branch rail lines and links to the Isles of Scilly; and*
7. *Provide public transport solutions including park and ride where there is evidence that it will remove traffic from the highway network, is economically viable and that which accord with the appropriate transport strategy for the area.*

In addition to Policy 27 of the Local Plan, the following policies are deemed to be of relevance to the development proposals:

- **Policy 4: Shopping, services and community facilities** notes that community facilities are expected to be retained, where possible, and supports the provision of services in locations accessible by walking, cycling or public transport;
- **Policy 12: Design** states that development should be able to clearly present a design process that has considered the existing context of its surroundings, especially in relation to social, economic and environmental elements of sustainable; and
- **Policy 13: Development standards** notes that developments should consider key elements through design, including appropriate levels of parking, including cars and bicycles.

Cornwall Site Allocations Development Plan Document (Allocations DPD)

The Allocations DPD was adopted by the council on 26 November 2019. The document sets out the strategy for the future growth of 10 towns/conurbations and two eco-communities in Cornwall, supporting the broader Local Plan. Chapter 3 covers the Newlyn and Penzance area.

With regards to transport, a key strategic objective for the Penzance and Newlyn conurbation is *to maintain and improve the area's strategic transport connections with the Isles of Scilly, develop high end tourism and promote Penzance as West Cornwall's Tourism Hub and destination in its own right.*

The document lists four key aims which form part of the Penzance and Newlyn Transport Strategy. These are:

- Improve walking and cycle connectivity, particularly to the town centre and along the waterfront;
- Improve public transport facilities and services;
- Provide highway improvements to accommodate the proposed growth; and

- Seek to deliver a more residential friendly A30 through Penzance that promotes permeability, whilst maintaining necessary capacity

In addition, the document states that transport improvement measures will be supported by initiatives that promote the use and benefits of sustainable travel particularly within new developments. This could include public transport timetables, information on car clubs and car share schemes and personalised travel plans. Travel planning advice will also be available to developers and employers.

Cornwall Climate Emergency

On 22nd January 2019 Cornwall Council declared a climate emergency. Subsequently, on 24th July 2019 the Cabinet unanimously approved an ambitious Climate Change Action Plan, which outlines how the authority intends to reduce carbon emissions and work towards becoming carbon neutral by 2030.

While the plan states that the Council cannot provide all the solutions to achieve carbon neutrality, it notes that methods including partnership, leadership, enabling action and galvanizing a collective approach will be used to tackle ‘the most fundamental challenge of our time’.

The Council is now committed to bringing forward ‘Vision 50:50’ proposals, which will set out a longer-term vision and spatial strategy for Cornwall. This will be focused mainly (but not exclusively) on a refresh of the Local Plan.

Areas where the Council expect to focus their influence on others and facilitate change include reducing transport emissions. For example, through increasing active travel, increasing bus patronage, increasing electric vehicle charging points and piloting hydrogen refuelling.

The content, aims and objectives within the Cornwall Climate Change Action Plan will be actively considered in further developing proposals to relocate the outpatients building within the West Cornwall Hospital in Penzance.

2.3 Summary

The development proposals are accessible by all modes of transport including high-frequency bus services to key destinations. Given the impact on the transport network is anticipated to be limited, the proposed development is deemed to be compliant with all policies identified in this chapter.

3 Existing Conditions

3.1 Walking and Cycling

The WCH site is located within a dense residential area and therefore benefits from a good surrounding network of pedestrian footways.

The hospital site is bounded by St Clare Street to the north, Penalverne Drive to the east, Parc Wartha Crescent to the south and Parc Wartha Avenue to the west. All of these residential roads have pedestrian footways on both sides which are approximately 2m in width. Street lighting is present along the length of each of these roads.

Pedestrian access to the existing outpatient building is currently via St Clare Street (to the north), and access to the main hospital reception is via Penalverne Drive (to the east). There are currently no controlled pedestrian crossings within the vicinity of the site.

There are speed bumps located along Parc Wartha Avenue to slow the approach of traffic leading into the priority junction with St Clare Street, thereby contributing towards a safer environment for pedestrians.

National Cycle Route 3 connects Land's End to Bristol and passes through Penzance via a coastal route. The hospital site is located approximately 1km from this cycle route. There are no other dedicated cycle lanes surrounding the site.

There is an existing covered bike shed adjacent to the existing main car park which has capacity for approximately 6 bicycles.

3.2 Public Transport

Bus

The main bus stop which serves WCH is located adjacent to the main entrance on Penalverne Drive and has good waiting facilities including a bus shelter and street lighting. There are two additional bus stops on Nancelverne serving routes in the NW and SE directions. These stops are located approximately 120m from the entrance to the existing outpatients building. The SE bus stop has a bus layby and raised kerb, however neither bus stops have covered waiting facilities.

The bus stop located adjacent to the main hospital entrance is served by Routes 8, 16, 16A, 347 and A17. Combined, these services provide regular hourly connections to St Ives, Pendeen, Heamoor. The bus stop located on Nancelverne is served by 8 different bus routes. Of these, the higher frequency routes which operate 2 buses per hour or more include Routes 2, 8 and A17. A summary of these local bus services are presented in Table 1 and full timetables are included in Appendix B.

Table 1: Local Bus Services

Service	Route	Operator	Service Frequency	First Arrival	Last Departure
Services from WCH Bus Stop (adjacent to Penalverne Entrance)					
8	Long Rock – Penzance – St Just (N-bound)	Transport for Cornwall	Mon-Sat, 2 hours	07:50	17:55
	St Just – Penzance – Long Rock (S-bound)			08:47	18:51
16	St Ives – Penzance – Heamoor (N-bound)	Transport for Cornwall	Mon-Sat, Hourly	09:44	18:44
16A	Heamoor – Penzance – St Ives		Mon-Sat, 1 per day	08:29	-
347	Lamorna – Sheffield - Penzance	West Coast Taxi	Mon-Fri, 2 per day	09:47	12:38
A17	St Ives – Pendeen	First Kernow	Mon-Sun, 30 mins	07:17	18:15
A17	Lower Boscawell – Heamoor – Penzance (S-bound)	Transport for Cornwall	Mon-Fri, 5 per day	00:45	22:52
	Penzance – Heamoor – Lower Boscawell (N-bound)			06:14	23:34
Services from St Clare Bus Stop on Nancelverne (SE-bound)					
2	Helston – Penzance	Transport for Cornwall	Mon-Sat, Hourly	09:54	18:54
8	St Just – Penzance – Long Rock	Transport for Cornwall	Mon-Sat, 2 hours	08:46	18:50
A17	Pendeen - St Ives	First Kernow	Mon-Sun, 30 mins	07:03	18:33
Services from St Clare Bus Stop on Nancelverne (NW-bound)					
8	Long Rock – Penzance – St Just	Transport for Cornwall	Mon-Sat, 2 Hours	07:50	17:55
A17	St Ives - Pendeen	First Kernow	Mon-Sun, 30 mins	07:16	18:16

Rail

The closest railway station to WCH is located in Penzance, approximately 1km east of the site, equating to a 15-minute walk or 8-minute cycle. It is the terminus of the Cornish Main Line which runs between Penzance and Plymouth.

The facilities available includes refreshment facilities, a tourist information office and toilets. There is also a ticket office located on the platform which is staffed

during weekdays (06:05 – 20:10), Saturdays (06:15 – 18:10) and Sundays (08:45 – 17:30). There are 15 unsheltered cycle stands which have CCTV monitoring installed. The car park located to the south of the rail station has capacity for 90 cars and is open 24 hours a day, 7 days a week.

Penzance Bus and Coach Station is located adjacent to the rail station which serves 16 local bus services, including all routes listed in Table 1. The Bus and Coach Station is also the location for any rail replacement services.

The station is owned by Network Rail and managed by Great Western Rail, who also operate the train services together with CrossCountry. There are typically two services per hour from Penzance to Plymouth. The journey time to/from London Paddington station is between five and six hours and there are additional services as far as Plymouth and Exeter St Davids. There are a limited number of CrossCountry trains providing a service to destinations in the West Midlands and the North such as Birmingham New Street, Manchester Piccadilly and Leeds. Figure 3 below presents the route map Great Western Railway route map of Cornwall and Devon.

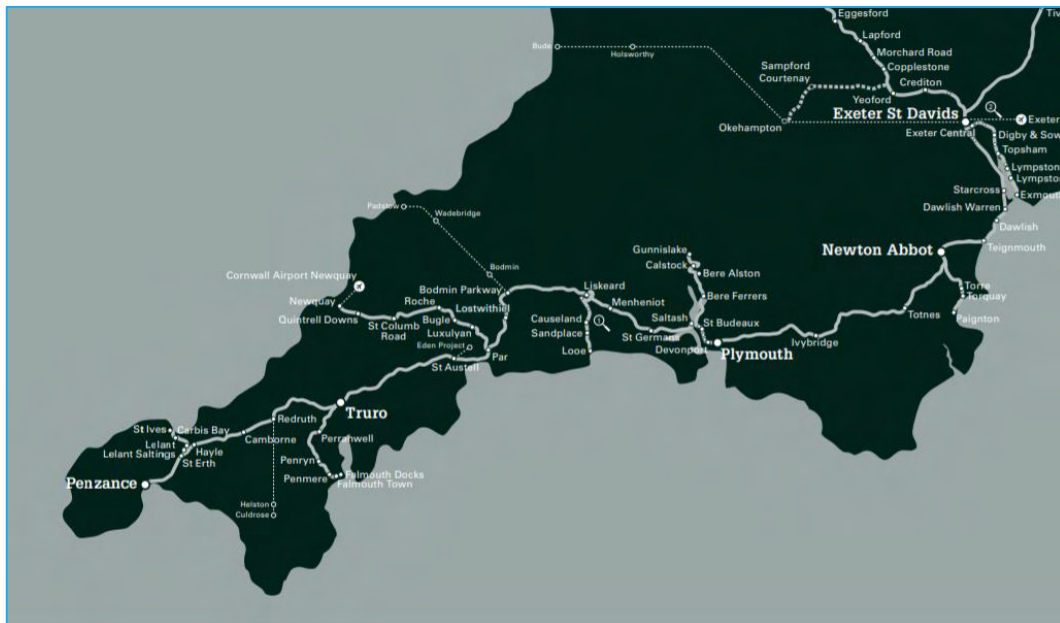


Figure 3: Great Western Railway Route Map

3.3 Local Highway Network

The existing hospital site is bounded by St Clare Street to the north, Penalverne Drive to the east, Parc Wartha Crescent to the south and Parc Wartha Avenue to the west.

Penalverne Drive is two-way carriageway approximately 8m in width with 30 mph speed restrictions and street lighting. Car parking is prohibited along its length. Towards the northern end, it forms a priority junction with a hospital access road which provides access to a pay and display carpark from the north, as well as an ambulance vehicle zone.

Parc Wartha Avenue forms the minor arm of a priority junction with Pernalverne Drive. It has a 20 mph speed restriction and street lighting along its length. Towards the eastern end, Parc Wartha Avenue provides access to the same Pay and Display carpark from the south. Halfway along the road, there is an additional access point to the hospital site. There are few parking restrictions along the length of the road, and as such, the road is typically lined with on-street parked cars on both sides.

Parc Wartha Crescent forms the major arm of a priority junction with Parc Wartha Avenue. It has 20 mph speed restrictions, speed bumps and street lighting along its length. There is a delivery/servicing access point to the hospital towards the northern end of this road. There is a combination of on-street parking and designated blue-badge parking along the road.

St Clare Street is a two-way carriageway with 30 mph speed restrictions and regular street lighting. St Clare Street provides access to the existing Outpatient Department located to the west of the hospital site. There is a car park located here with two disabled parking bays. In addition, there is a car layby along St Clare Street, north of the hospital with capacity for approximately 13 vehicles.

St Clare Street continues west to merge into Nancealverne. Approximately 600m west of the hospital site, Nancealverne connects to the A30 at a five-arm roundabout. The A30 is a major road connecting London with Land's End. South of Exeter the road is mainly single carriageway but approaching Penzance the road briefly becomes a dual carriageway. Once west of Penzance, the A30 becomes a more rural road running through or past several villages, before terminating at Land's End. Highways England are proposing to upgrade a section of the A30 between Chiverton Cross and Carland Cross roundabouts to provide a 70mph dual carriageway.

3.4 Car Parking

The main car park serving the hospital is located in front of the main hospital entrance off Pernalverne Drive. This has capacity for 15 spaces, 3 of which (20%) are for disabled users. It is a pay and display car park run by QPark Limited, charging £1 per hour up to 5 hours, and £10 for any stay between 6-24 hours. There are concessionary tickets available for long-term patients and visitors. There are also drop off points directly outside the entrance. In addition, there are drop-off parking bays for patients and staff parking bays allocated for consultants.

There are two additional car parks managed by Cornwall Council within the vicinity of the site; St Erbyn's car park and Wellfields Car Park. It is understood that these are used by hospital staff, visitors, and patients when public transport is not viable.

St Erbyn's carpark is located 200m south-west of the hospital site and is open 24 hours per day. It has a capacity for 201 spaces including disabled parking. It is a pay and display carpark and also facilitates payment by mobile phone.

Wellfields Car Park is located 500m south of the hospital site on Alverton Road. It is a pay and display carpark with 141 spaces, including four for Blue Badge

holders. A 24 hr ticket costs £2.50 and charges only apply 09:00-16:00 Monday through to Saturday. Outside of these hours, parking is free.

The Royal Cornwall Hospitals Trust (RCHT) covers three hospitals within Cornwall including West Cornwall Hospital. The Trust's Sustainable Management Plan seeks to promote low carbon travel and transport to improve health and wellbeing whilst also reducing car parking demand. West Cornwall Hospital has an intentionally low number of carparking spaces available in the main car park and a good level of bus provision to the site (see Table 1) to encourage sustainable travel behaviour.

However, it is noted that the residential roads surrounding the site do incur high levels of on-street parking since car parking along these roads is not restricted.

4 Development Proposals

4.1 Introduction

The existing building that accommodates the Outpatient Department is dated and no longer deemed fit for purpose. The proposed development seeks to relocate the Outpatient Department into a new purpose-built facility within the wider WCH campus. The development proposal will be contained within 2 storeys of accommodation.

As previously noted, design studies will be progressed shortly to explore the potential retention and repurposing of the existing Outpatient Department building. Given the existing Outpatient Department may not be vacated, these development proposals may increase the overall footprint of WCH.

The development proposals are under development and are not yet fixed. This section therefore sets out our initial thinking with regards to access and circulation. However, there is potential for further changes to the proposals as they develop.

4.2 Existing Arrangement

The existing access and parking arrangement for the proposed development site is shown in Figure 4 below.



Figure 4: Access and Car Parking Existing Arrangement

There are two vehicle accesses into the site, taken from Penalverne Drive (north) and Parc Wartha Crescent (south). The north access with Penalverne Drive is also understood to accommodate blue-light and service access.

The primary pedestrian access into the WCH from the east is via the footway between the two vehicle accesses described above. For those travelling by cycle, there is a bike shelter directly north of the existing cottages.

4.3 Emerging Scheme

As set out in the introduction, the proposals are under development and the Masterplan is not yet fixed. We would however welcome any comments from CC on the emerging arrangement and are keen to engage into a collaborative discussion.

Figure 5 below presents the indicative outline of the proposed development, alongside the proposed alterations to the car park and vehicle access arrangement.

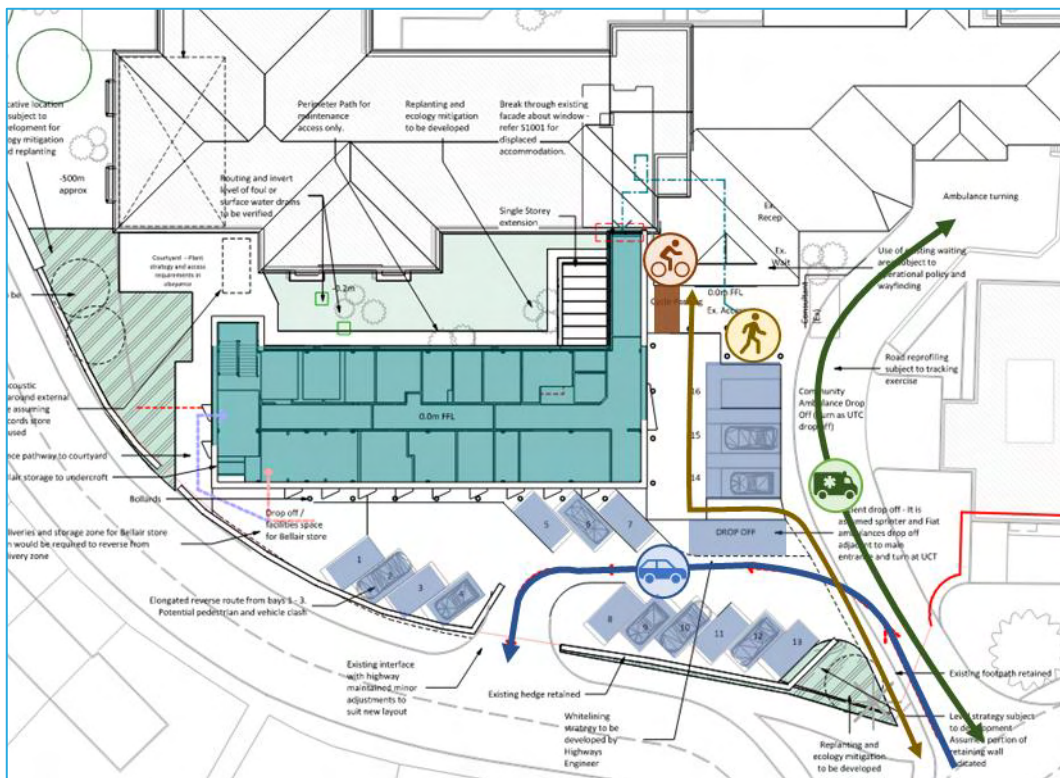


Figure 5: Emerging Transport Proposals

As illustrated above, the emerging transport proposals include the following:

- No change to blue light access;
- Works to the existing vehicle access with Parc Wartha Crescent to make the junction egress only;
- Provide a vehicle link between the two existing vehicle accesses;
- Rearrange the existing car park to accommodate the proposed building and introduce charging facilities of electric vehicles; and

- Relocate the existing cycle parking.

In addition to the emerging proposals described above, the development proposals will include the following:

- Pedestrian access to the proposed development and the WCH main building from Penalverne Drive; and
- Management of the displaced car parking, potentially through accommodating additional parking in the following areas:
 - Parking to the north of the existing Outpatient Department, accessed via an existing crossover on St Clare Street; and
 - Service area to the south of the existing Outpatient Department, accessed via Parc Wartha Avenue.

4.4 Car and Cycle Parking

As illustrated in Figure 4, there are 24 existing parking spaces at WCH, south of the ambulance access road. This includes the following:

- 4 consultant parking spaces
- 4 accessible parking spaces
- 5 drop-off spaces
- 1 partially accessible drop-off space; and
- 10 standard parking bays

As shown on the Concept Overview figure included in Appendix A, the revised car parking arrangement includes allowance for the following:

- 3 accessible parking bays;
- 1 drop-off space designed to accessible standards; and
- 13 standard parking bays (of which some could be allocated for staff / consultants or patients).

To mitigate the loss of car parking, it is proposed to locate additional 7 parking spaces in the areas to the north and south of the existing Outpatient Department, as shown in Figure 6 overleaf. These turning and servicing areas will be available for car parking once the existing Outpatient services are relocated into the proposed development. There are also two existing accessible car parking spaces adjacent to the Outpatient Department that would be better located adjacent to the proposed development and this will be explored in the next design stage.

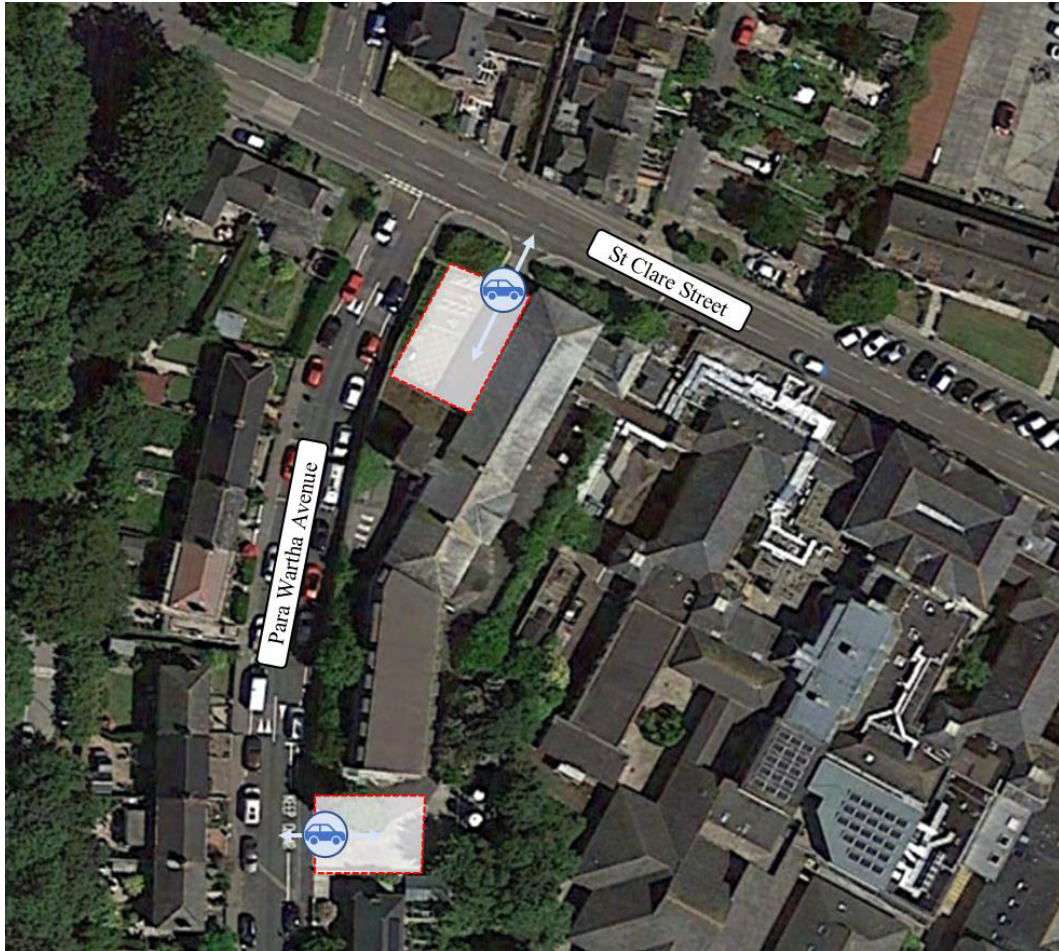


Figure 6: Potential Relocation of Car Parking

4.5 Travel Planning

As previously noted, the Trust is seeking to increase the proportion of patient appointments that are undertaken virtually which is anticipated to reduce the overall travel demand for WCH. Alongside the existing sustainable transport measures in place, this should positively contribute to the number of vehicle trips generated by the proposed development.

5 **Transport Statement Methodology**

5.1 **Introduction**

This section of the report sets out the proposed headings structure for the Transport Statement and notes the key assessment considerations under each heading.

5.2 **Policy Context**

A review of relevant national and local policy will be undertaken with respect to transport and access proposals in Cornwall. The review will identify key changes to infrastructure and transport services in the area and key policy objectives which proposals will need to accord with. The policy documents are as follows:

- National Planning Policy Framework (2018)
- Cornwall Local Plan (2016)
- Local Transport Plan: Connecting Cornwall (2011)

This section will also make reference to the Cornwall Climate Emergency.

5.3 **Existing Conditions**

A summary of the existing transport facilities supporting the WCH is set out in Chapter 2 of this report. The Transport Statement will also include walking, cycling and bus catchment plans illustrating journey time isochrones from the site.

5.4 **Development Proposals**

This section of the Transport Statement will set out the development proposals, including a multi-modal access strategy for pedestrians, cyclists, public transport users, servicing (including any specialist hospital access for vehicles such as ambulances) and cars. This section will also present the revised car and cycle parking arrangements.

5.5 **Future Travel Demand**

As set out in the Introduction, the development proposals consist of a like for like replacement of facilities that are already in place within the hospital site. As such, no changes to trip generation or mode share will result from the redevelopment of the Outpatient Department. However, given the existing Outpatient Department building maybe retained and repurposed, the proposals could increase the overall footprint of WCH. Subject to comments from CC, further analysis of the transport impacts can be included in the Transport Statement. This could potentially include a review of multi-modal trip rates estimated using TRICS.

6 Summary and Conclusions

Ove Arup & Partners Ltd (Arup) has been commissioned by Kier Construction to provide traffic and transportation advice in support of the redevelopment of the outpatient department at West Cornwall Hospital, Penzance.

Given these proposals seek to relocate existing services within the WCH site, the transportation impacts are anticipated to be limited. A Transport Statement is therefore deemed to be required, as opposed to a Transport Assessment.

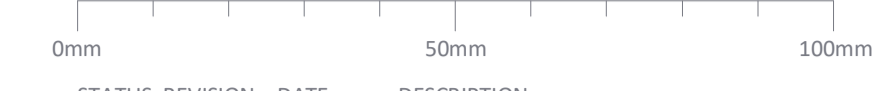
The site is accessible by all modes of transport, including high frequency bus services to key destinations including St Ives, Pendeen and Heamoor.

The development proposals will result in minor alterations to the access strategy for vehicles, including works to the existing junctions and changes to the car parking layout. At this stage it is anticipated that there will be not net loss in car parking within the wider WCH site. The existing Outpatient Department building may be retained and repurposed, subject to future design studies. These development proposals may therefore result in an increase to the overall footprint of WCH.

In conclusion, the emerging proposals comply with local and national policy and there are no traffic or transportation reasons why they should be refused consent.

Appendix A

Concept Overview Drawing

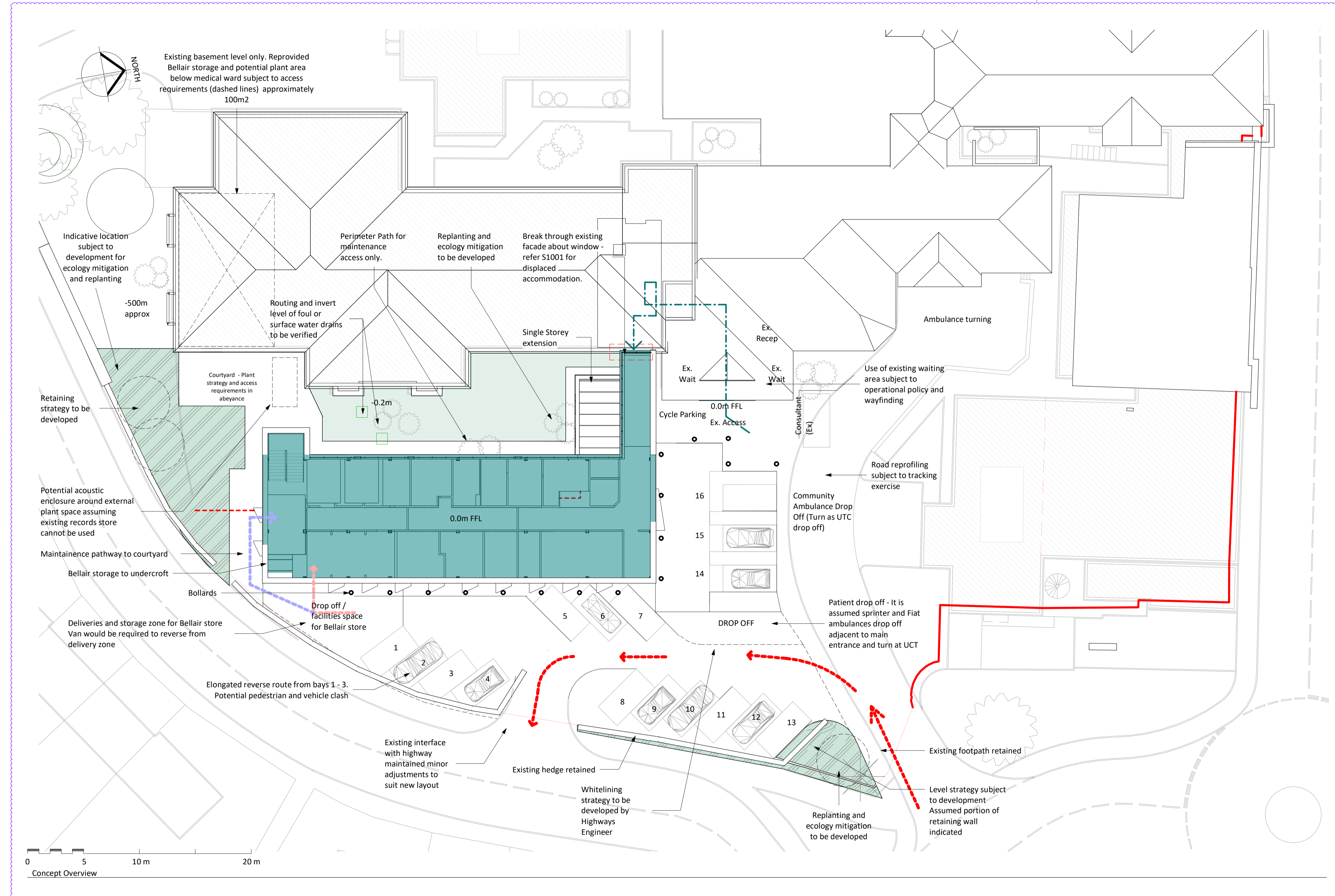


STATUS	REVISION	DATE	DESCRIPTION
SO	P06	09/02/21	Staff Rm and Sisters Office added as lightweight extension
S2	P10	15/03/21	SOAV2 design review of impacts: incorporation of Bellair clinical need as MIM schedule. Addition of circular style drop off. Refer notes on drawing.
SO	P12	16/03/21	Issue for Kier team review inc. UGM feedback 16/03/21. 1 No. Double sided C/E rm at 3.6m per floor. Phlebotomy/Physical Measurement rooms - functionality to be provided within C/E rms.
SO	P23	13/04/21	Revised layout option issued for comment and review
S1	P31	27/04/202	WIP issue with integration of project topographical surveys in abeyance

Rev P31:
WIP issue with integration of project topographical surveys in abeyance/pending

Drawing Notes

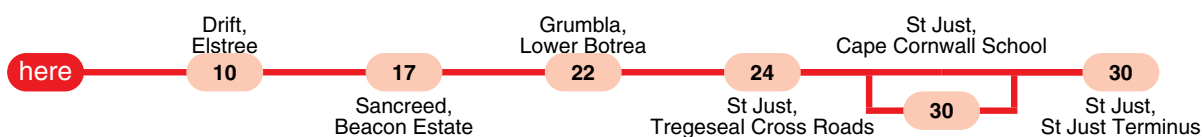
- Design concept based on Trust provided record information, project topographical and services/infrastructure surveys are required to verify the proposal. Non-exhaustive notes below.
- All dimensions based on Trust provided record information, project topographical and services/infrastructure surveys are required to verify the proposal including dimensional accuracy.
 - Concept assumes use of existing hospital main entrance, waiting and reception facilities. The new Outpatients pathway is proposed to utilise the existing stair core and lift - refer S1001 for strategy. Operational policy to be reviewed and developed.
 - Note - preventive COVID measures, e.g. increase separation in waiting areas; assumed to be managed locally by policy.
 - All spaces subject to review with usergroup, P22 repeatable rooms applied where possible.
 - Levels. Levels strategy is indicative only. Allowance to be made for the building to be elevated above ground with stepped means of escape to south elevation.
 - A provisional floor to floor height of 3.1m is assumed based on lightly services accommodation. Structural strategy in abeyance.
 - Parking - refer S1001 - subject to highways designer tracking exercises - mitigation for displaced spaces via retained provision of Outpatient site.
 - Allowance to be made for bank reinforcement - soft landscaping to be reprofiled to south adjacent to existing basement records store.
 - Town and Country Planning risks to be scoped through dialog with town planner. The proposed organisation on the site echoes the existing and is similar in height. Separation is provided to the existing building to help limit loss of daylight to the existing Medical Wards.
 - BREEM strategy in abeyance and subject to development.
 - Services. Servicing strategy in abeyance and subject to development, design based upon S05 SOC report. At this time it is assumed that heating is provided by electricity - in the event large AHUs are necessary the parapet strategy will require review.
 - Fire Strategy. Unprotected area and access for fire-fighters - refer separate document and assessments - the distance from the existing building assumes that fire-fighting is possible from Service courtyard outside Generator and HV Plant area and that greater than 50% of the perimeter of the hospital is accessible for fire-fighting - this assumption is to be verified with all relevant parties.
 - The capacity of the existing lift and stair core area to be verified and tested - this option assumes they have sufficient duty to accommodate increased footfall of new Outpatient pathway.



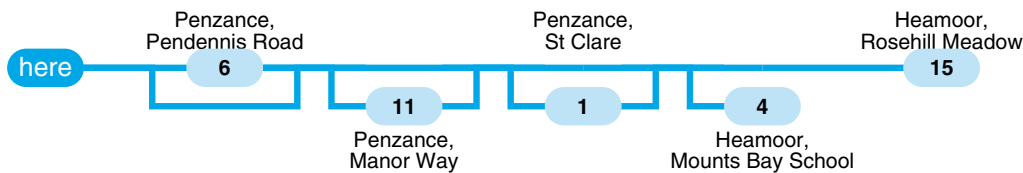
Appendix B

Bus Timetables

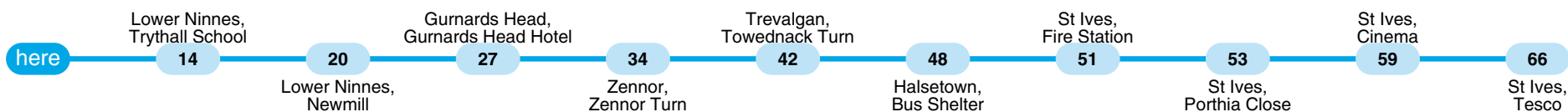
8 Long Rock - Penzance - St Just Transport for Cornwall



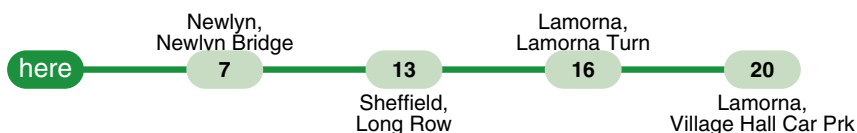
16 St Ives - Penzance - Heamoor Transport for Cornwall



16A Heamoor - Penzance - St Ives Transport for Cornwall



347 Penzance - Sheffield - Lamorna West Coast Taxi



The numbers circled indicate approximate timings in minutes from Penzance, West Cornwall Hospital

Mondays to Fridays Bus times as at 29th April 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note						
0750	8	SH	0849	16	1,3,SH	1044	16		1238	347		1424	16	Sch	1444	16	1,3,5,Sch	1644	16	de	1844	16	
0750	8	4,Sch	0905	8		1140	8		1244	16		1440	8		1544	16	2,de	1744	16	2			
0829	16A	Sch	0944	16	2	1144	16	2	1344	16	2	1444	16	SH	1640	8		1755	8				

Saturdays Bus times as at 1st May 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note					
0750	8		0944	16	2	1140	8		1244	16		1440	8		1544	16	2	1644	16		1755	8
0905	8		1044	16		1144	16	2	1344	16	2	1444	16		1640	8		1744	16	2	1844	16


Sundays

No Service

Notes: Sch - Cornwall School Days
SH - Cornwall School Holidays
1 - does not serve Penzance, Pendennis Road
2 - serves Penzance, Manor Way
3 - serves Penzance, St Clare
4 - serves St Just, Cape Cornwall School
5 - terminates at Heamoor, Mounts Bay School
de - to 31.12.21

Times shown in italics are approximate times

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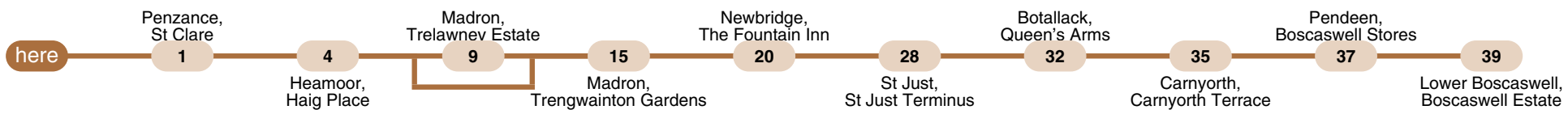
Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: coradtpw

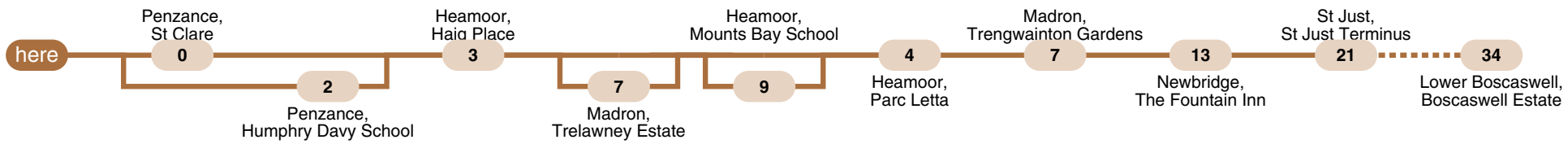
NextBuses
Bus times by mobile browser



A17 Penzance - Heamoor - Lower Boscaswell Transport for Cornwall



A17 St Ives - Carbis Bay - St Erth - Penzance - St Just - Boscaswell First Kernow



The numbers circled indicate approximate timings in minutes from Penzance, West Cornwall Hospital

Mondays to Fridays Bus times as at 29th April 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0614	A17	1,TfC	0815	A17	2,4,FDC,Sch	0940	A17	5,FDC	1140	A17	5,FDC	1340	A17	5,FDC	1540	A17	5,FDC	1740	A17	5,FDC	2334	A17	TfC
0715	A17	FDC	0840	A17	6,FDC	1015	A17	FDC	1215	A17	FDC	1415	A17	FDC	1615	A17	FDC	1815	A17	FDC			
0740	A17	5,FDC	0840	A17	5,FDC	1040	A17	5,FDC	1240	A17	5,FDC	1440	A17	5,FDC	1640	A17	5,FDC	1934	A17	TfC			
0815	A17	FDC,SH	0915	A17	FDC	1115	A17	FDC	1315	A17	FDC	1515	A17	FDC	1715	A17	FDC	2134	A17	TfC			

Saturdays Bus times as at 1st May 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0614	A17	1,TfC	0840	A17	5,FDC	1040	A17	5,FDC	1240	A17	5,FDC	1440	A17	5,FDC	1640	A17	5,FDC	1934	A17	TfC
0715	A17	FDC	0915	A17	FDC	1115	A17	FDC	1315	A17	FDC	1515	A17	FDC	1715	A17	FDC	2134	A17	TfC
0740	A17	5,FDC	0940	A17	5,FDC	1140	A17	5,FDC	1340	A17	5,FDC	1540	A17	5,FDC	1740	A17	5,FDC	2334	A17	TfC
0815	A17	FDC	1015	A17	FDC	1215	A17	FDC	1415	A17	FDC	1615	A17	FDC	1815	A17	FDC			


Sundays Bus times as at 2nd May 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0836	A17	FDC	1035	A17	3,FDC	1235	A17	3,FDC	1435	A17	3,FDC	1635	A17	3,FDC	1835	A17	3,FDC

- Notes:** Sch - Cornwall School Days 1 - does not serve Madron, Trelawney Estate 4 - serves Penzance, Humphry Davy School
 SH - Cornwall School Holidays 2 - serves Heamoor, Mounts Bay School 5 - terminates at Madron, Trelawney Estate
 FDC - First Kernow 3 - serves Madron, Trelawney Estate 6 - terminates at Penzance, St Clare
 TfC - Transport for Cornwall

Times shown in italics are approximate times

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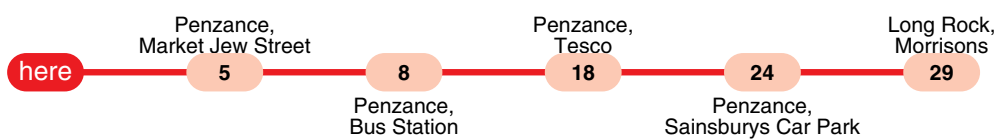
Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: **coradtpw**

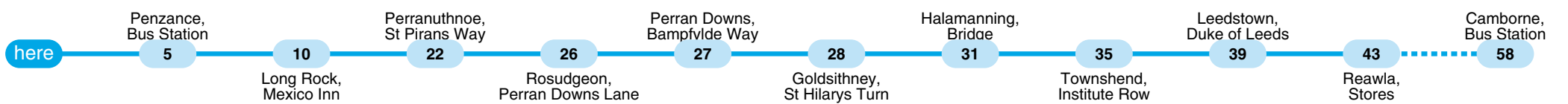
NextBuses
Bus times by mobile browser



8 St Just - Penzance - Long Rock Transport for Cornwall



39M Mounts Bay School - Penzance - Leedstown - Camborne Transport for Cornwall



39M Leedstown - Mounts Bay School - Penzance Transport for Cornwall



A17 Lower Boscaswell - Heamoor - Penzance Transport for Cornwall



The numbers circled indicate approximate timings in minutes from Penzance, West Cornwall Hospital

Mondays to Fridays Bus times as at 29th April 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0045	A17	NM	0847	8	1	1241	8		1541	8	df
0825	39M	P,Sch	1006	8		1500	39M	C,Sch	1741	8	1
									1851	8	1
									1935	A17	
									2052	A17	
									2252	A17	

Saturdays Bus times as at 1st May 2021


Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0045	A17		1006	8		1541	8		1851	8	1
0847	8	1	1241	8		1741	8	1	1935	A17	
									2052	A17	
									2252	A17	

Sundays Bus times as at 2nd May 2021

Time	Service	Note
0045	A17	

Notes: Sch - Cornwall School Days 1 - terminates at Penzance, Bus Station df - to 31.12.21, not 15.2.21 to 19.2. C - towards Camborne P - towards Penzance
 NM - Not Monday
 Times shown in italics are approximate times

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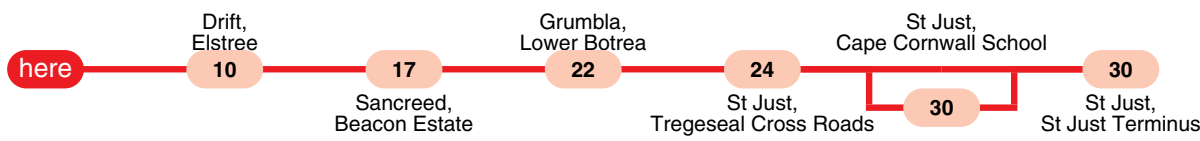
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Code for this stop: corgdatm

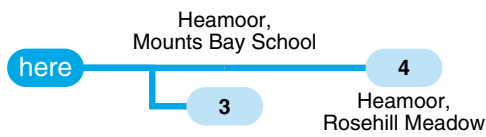
NextBuses
Bus times by mobile browser



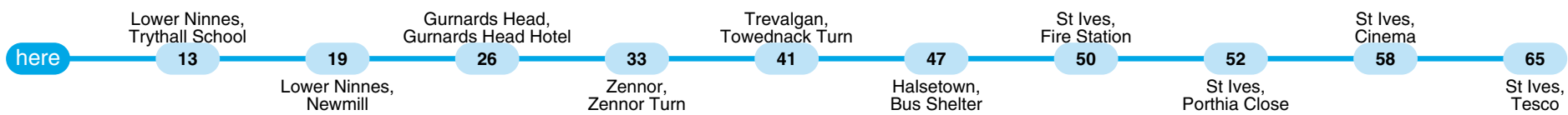
8 Long Rock - Penzance - St Just Transport for Cornwall



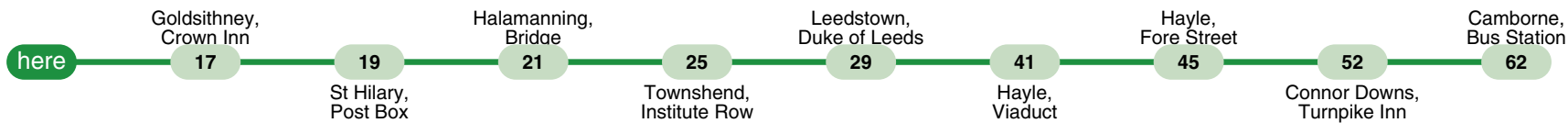
16 St Ives - Penzance - Heamoor Transport for Cornwall



16A Heamoor - Penzance - St Ives Transport for Cornwall



250 Penwith College - Camborne First Kernow



The numbers circled indicate approximate timings in minutes from Penzance, St Clare

Mondays to Fridays Bus times as at 29th April 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0750	8	SH	0830	16A	Sch	0905	8		1440	8	
0750	8	1,Sch	0850	16	de	1140	8		1445	16	2,Sch
									1625	250	Col
									1755	8	

Saturdays Bus times as at 1st May 2021


Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0750	8		0850	16		0905	8		1140	8	
									1440	8	
									1640	8	
									1755	8	

Sundays

No Service

Notes: Sch - Cornwall School Days Col - Truro College Days 1 - serves St Just, Cape Cornwall School 2 - terminates at Heamoor, Mounts Bay School de - to 31.12.21
SH - Cornwall School Holidays
Times shown in italics are approximate times

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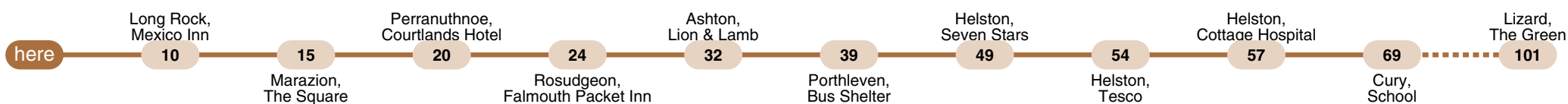
Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: coradtjt

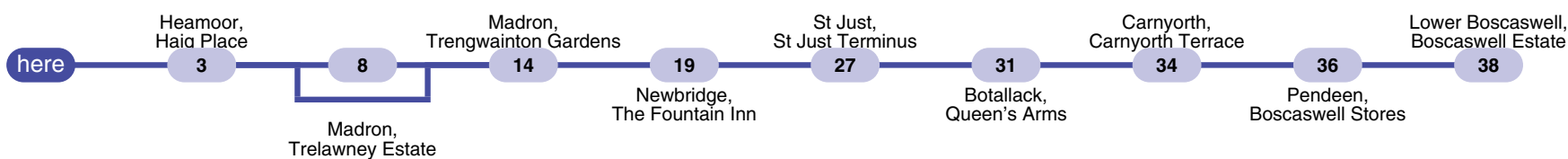
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Bus times by mobile browser



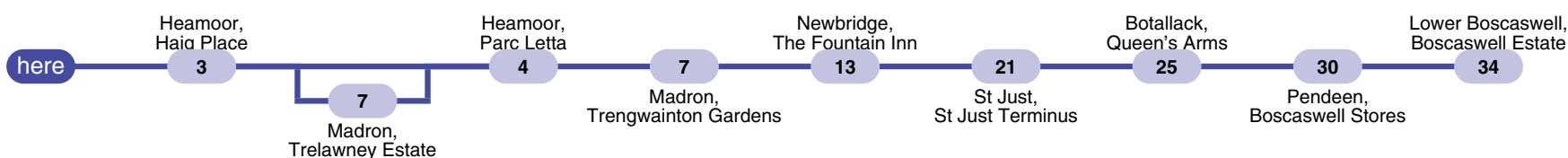
251 Penwith College - Helston - Mullion - Lizard First Kernow



A17 Penzance - Heamoor - Lower Boscaswell Transport for Cornwall



A17 St Ives - Carbis Bay - St Erth - Penzance - St Just - Boscaswell First Kernow



The numbers circled indicate approximate timings in minutes from Penzance, St Clare

Mondays to Fridays Bus times as at 29th April 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0615	A17	1,TfC	0841	A17	3,FDC	1041	A17	3,FDC	1241	A17	3,FDC	1441	A17	3,FDC	1625	251	CoI	1816	A17	FDC
0716	A17	FDC	0916	A17	FDC	1116	A17	FDC	1316	A17	FDC	1516	A17	FDC	1641	A17	3,FDC	1935	A17	TfC
0741	A17	3,FDC	0941	A17	3,FDC	1141	A17	3,FDC	1341	A17	3,FDC	1541	A17	3,FDC	1716	A17	FDC	2135	A17	TfC
0816	A17	FDC,SH	1016	A17	FDC	1216	A17	FDC	1416	A17	FDC	1616	A17	FDC	1741	A17	3,FDC	2335	A17	TfC

Saturdays Bus times as at 1st May 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
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0716	A17	FDC	0916	A17	FDC	1116	A17	FDC	1316	A17	FDC	1516	A17	FDC	1716	A17	FDC	2135	A17	TfC
0741	A17	3,FDC	0941	A17	3,FDC	1141	A17	3,FDC	1341	A17	3,FDC	1541	A17	3,FDC	1741	A17	3,FDC	2335	A17	TfC
0816	A17	FDC	1016	A17	FDC	1216	A17	FDC	1416	A17	FDC	1616	A17	FDC	1816	A17	FDC			


Sundays Bus times as at 2nd May 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0837	A17	FDC	1036	A17	2,FDC	1236	A17	2,FDC	1436	A17	2,FDC

Notes: SH - Cornwall School Holidays TfC - Transport for Cornwall 1 - does not serve Madron, Trelawney Estate 3 - terminates at Madron, Trelawney Estate
 FDC - First Kernow CoI - Truro College Days 2 - serves Madron, Trelawney Estate

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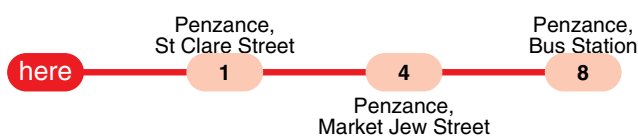
Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: **coradtjt**

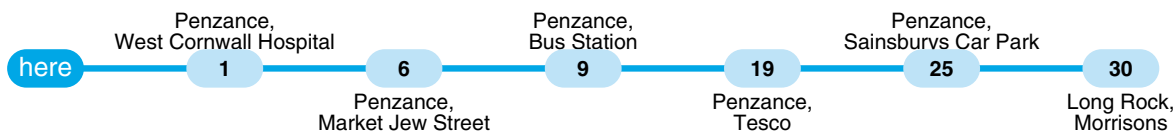
NextBuses
Bus times by mobile browser



2 Helston - Germoe - Praa Sands - Penzance Transport for Cornwall



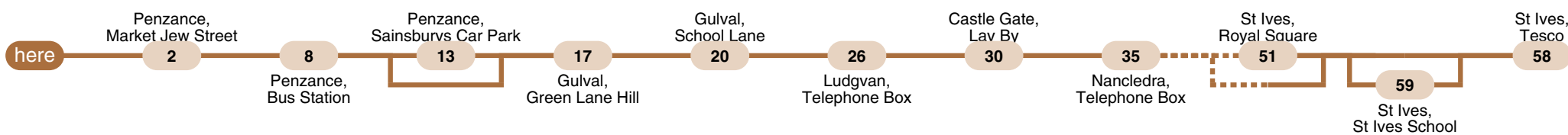
8 St Just - Penzance - Long Rock Transport for Cornwall



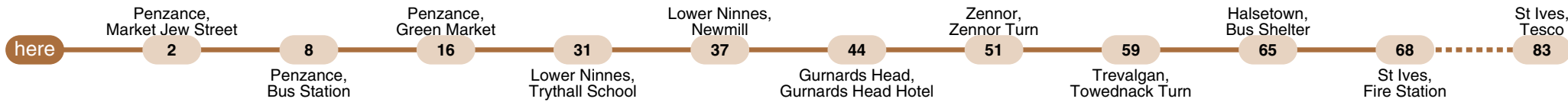
9H Mousehole - Penzance Transport for Cornwall



16 Heamoor - Penzance - St Ives Transport for Cornwall



16A Heamoor - Penzance - St Ives Transport for Cornwall



16A St Ives - Mounts Bay School - Penzance Transport for Cornwall



The numbers circled indicate approximate timings in minutes from Penzance, St Clare

Mondays to Fridays Bus times as at 29th April 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note						
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0732	16	1,2,SH	0812	16A	S,Sch	0954	2		1154	2		1354	2		1540	8	df	1740	8	4			
0732	16	1,2,3,Sch	0825	9H	Sch	1005	8		1240	8		1454	2	SH	1654	2	SH	1850	8	4			

Saturdays Bus times as at 1st May 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0632	16		0846	8	4	1054	2		1254	2		1540	8	
0732	16		0954	2		1154	2		1354	2		1654	2	
0812	16		1005	8		1240	8		1454	2		1740	8	4


Sundays

No Service

Notes: **Sch** - Cornwall School Days **2** - does not serve St Ives, Royal Square **4** - terminates at Penzance, Bus Station **P** - towards Penzance
SH - Cornwall School Holidays **3** - serves St Ives, St Ives School **df** - to 31.12.21, not 15.2.21 to 19.2. **S** - towards St Ives
1 - does not serve Penzance, Sainsburys Car Park

Times shown in italics are approximate times

BY SMS
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

84268

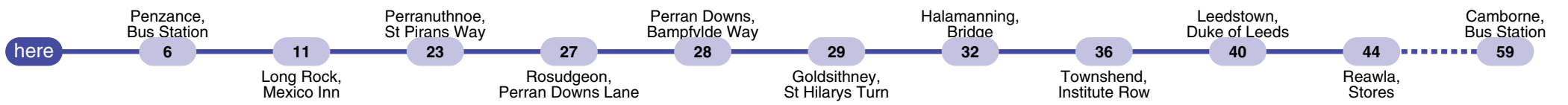
Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: coradtmd

NextBuses
Bus times by mobile browser



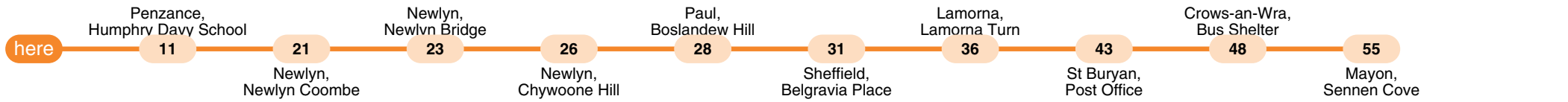
39M Mounts Bay School - Penzance - Leedstown - Camborne Transport for Cornwall



39M Leedstown - Mounts Bay School - Penzance Transport for Cornwall



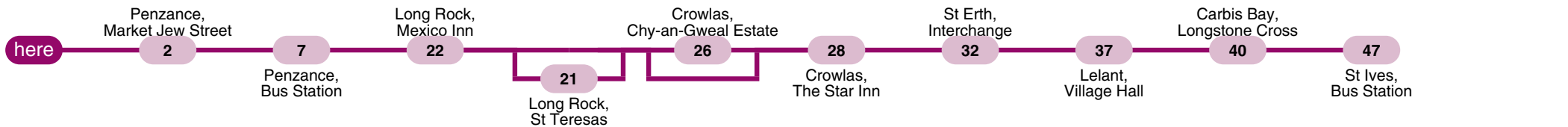
A1 Penzance - Newlyn - Drift - Lands End Transport for Cornwall



A17 Lower Boscaswell - Heamoor - Penzance Transport for Cornwall



A17 Boscaswell - St Just - Penzance - Carbis Bay - St Erth - St Ives First Kernow



The numbers circled indicate approximate timings in minutes from Penzance, St Clare

Mondays to Fridays Bus times as at 29th April 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0045	A17	NM,TfC	0833	A17	1,2,FDC	1103	A17	FDC	1333	A17	1,2,FDC	1503	A17	FDC,SH	1703	A17	FDC	2052	A17	TfC
0703	A17	2,FDC	0903	A17	FDC	1133	A17	1,2,FDC	1403	A17	FDC	1533	A17	1,2,FDC,SH	1733	A17	1,2,FDC	2252	A17	TfC
0733	A17	1,2,FDC	0933	A17	1,2,FDC	1203	A17	FDC	1433	A17	1,2,FDC	1537	A17	1,2,FDC,Sch	1803	A17	FDC			
0803	A17	FDC	1003	A17	FDC	1233	A17	1,2,FDC	1459	A1	Sch	1603	A17	FDC	1833	A17	3,FDC			
0824	39M	P,Sch	1033	A17	1,2,FDC	1303	A17	FDC	1459	39M	C,Sch	1633	A17	1,2,FDC	1935	A17	TfC			

Saturdays Bus times as at 1st May 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0045	A17	TfC	0833	A17	1,2,FDC	1033	A17	1,2,FDC	1233	A17	1,2,FDC	1433	A17	1,2,FDC	1633	A17	1,2,FDC	1833	A17	3,FDC
0703	A17	2,FDC	0903	A17	FDC	1103	A17	FDC	1303	A17	FDC	1503	A17	FDC	1703	A17	FDC	1935	A17	TfC
0733	A17	1,2,FDC	0933	A17	1,2,FDC	1133	A17	1,2,FDC	1333	A17	1,2,FDC	1533	A17	1,2,FDC	1733	A17	1,2,FDC	2052	A17	TfC
0803	A17	FDC	1003	A17	FDC	1203	A17	FDC	1403	A17	FDC	1603	A17	FDC	1803	A17	FDC	2252	A17	TfC


Sundays Bus times as at 2nd May 2021

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0045	A17	TfC	1000	A17	FDC	1200	A17	FDC	1400	A17	FDC	1600	A17	FDC	1800	A17	FDC

Notes: Sch - Cornwall School Days; SH - Cornwall School Holidays; FDC - First Kernow; NM - Not Monday; TfC - Transport for Cornwall; 1 - does not serve Crowlas, Chy-an-Gweal Estate; 2 - serves Long Rock, St Teresas; 3 - terminates at Penzance, Bus Station; C - towards Camborne; P - towards Penzance

Times shown in italics are approximate times

BY SMS
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

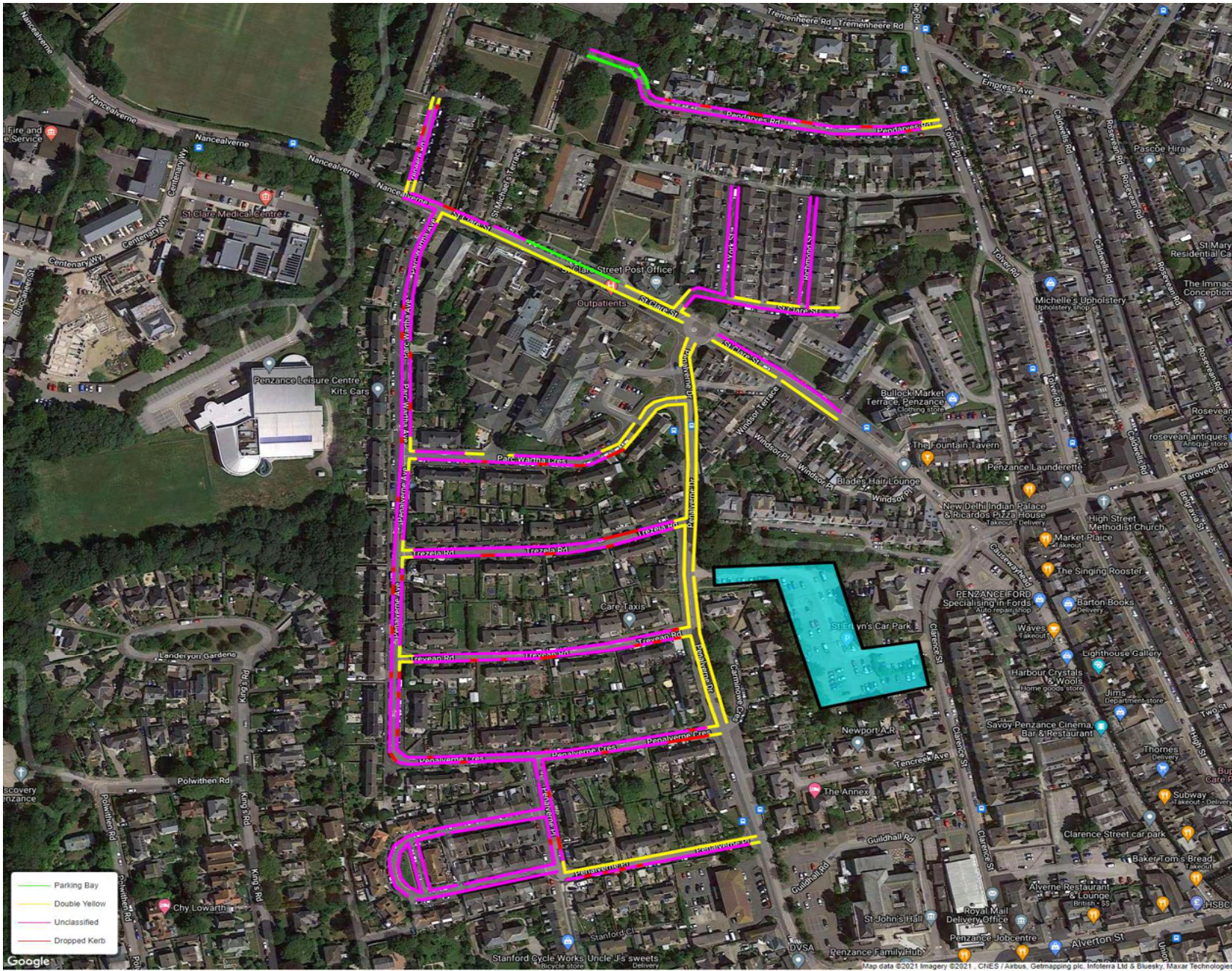
Code for this stop: coradtmd

NextBuses
Bus times by mobile browser



Appendix C

Parking Beat Survey Results



Google

Legend

BS	Bus Stop
DB	Disabled Bay
DK	Dropped Kerb
DY	Double Yellow Lines
PB	Parking Bays
PC	Pedestrian Crossing
SY	Single Yellow Lines
UN	Unclassified
ZZ	Zig Zag

West Cornwall Hospital
Parking Beat

Date
Tuesday 04 October 2021

Road Name	Capacity	08:00		09:00		10:00		11:00		12:00		13:00		14:00		15:00		16:00		17:00	
		Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
York Street	26	18	69%	15	58%	14	54%	23	88%	21	81%	21	81%	19	73%	21	81%	20	77%	18	69%
Richmond Street	26	14	54%	20	77%	19	73%	24	92%	25	96%	23	88%	23	88%	24	92%	21	81%	20	77%
St Clare Street - Section 1	16	11	69%	9	56%	9	56%	12	75%	15	94%	16	100%	14	88%	16	100%	14	88%	13	81%
St Clare Street - Section 2	19	14	74%	16	84%	19	100%	20	105%	20	105%	20	105%	20	105%	19	100%	17	89%	17	89%
St Clare Street - Section 3	24	14	58%	14	58%	12	50%	14	58%	12	50%	14	58%	14	58%	12	50%	14	58%	10	42%
Pendarves Road	75	56	75%	53	71%	53	71%	55	73%	57	76%	53	71%	53	71%	55	73%	55	73%	56	75%
Treeneere Road	15	11	73%	10	67%	10	67%	9	60%	14	93%	13	87%	12	80%	10	67%	12	80%	9	60%
Parc Wartha Crescent	30	32	107%	31	103%	31	103%	30	100%	20	67%	25	83%	28	93%	26	87%	27	90%	27	90%
Parc Wartha Avenue	39	42	108%	43	110%	43	110%	43	110%	43	110%	44	113%	40	103%	33	85%	39	100%	38	97%
Penalverne Drive	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Penalverne Crescent	37	27	73%	26	70%	23	62%	26	70%	25	68%	29	78%	24	65%	27	73%	21	57%	18	49%
Penalverne Avenue	52	39	75%	22	42%	19	37%	22	42%	21	40%	36	69%	23	44%	21	40%	37	71%	23	44%
Penalverne Place (E-W)	16	12	75%	14	88%	10	63%	10	63%	10	63%	14	88%	15	94%	13	81%	12	75%	8	50%
Penalverne Place (N-S)	19	15	79%	13	68%	13	68%	14	74%	14	74%	16	84%	15	79%	14	74%	16	84%	16	84%
Alverne Buildings	69	34	49%	39	57%	32	46%	35	51%	28	41%	42	61%	41	59%	42	61%	39	57%	38	55%
Trevean Road	29	11	38%	11	38%	11	38%	11	38%	22	76%	24	83%	4	14%	7	24%	17	59%	17	59%
Trezela Road	24	24	100%	19	79%	20	83%	15	63%	15	63%	24	100%	24	100%	19	79%	23	96%	25	104%
St Erbyns Car Park	134	78	58%	118	88%	117	87%	123	92%	121	90%	128	96%	131	98%	122	91%	104	78%	53	40%
TOTAL	516	374	72%	355	69%	338	66%	368	71%	362	70%	414	80%	369	72%	359	70%	384	74%	353	68%

Road Name	Capacity	08:00		09:00		10:00		11:00		12:00		13:00		14:00		15:00		16:00		17:00	
		Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress	Vehicles	Stress
York Street	26	18	69%	15	58%	14	54%	23	88%	21	81%	21	81%	19	73%	21	81%	20	77%	18	69%
Richmond Street	26	14	54%	20	77%	19	73%	24	92%	25	96%	23	88%	23	88%	24	92%	21	81%	20	77%
St Clare Street - Section 1	16	11	69%	9	56%	9	56%	12	75%	15	94%	16	100%	14	88%	16	100%	14	88%	13	81%
St Clare Street - Section 2	19	14	74%	16	84%	19	100%	19	100%	19	100%	19	100%	19	100%	19	100%	17	89%	17	89%
St Clare Street - Section 3	24	14	58%	14	58%	12	50%	14	58%	12	50%	14	58%	14	58%	12	50%	14	58%	10	42%
Pendarves Road	75	51	68%	48	64%	48	64%	50	67%	52	69%	50	67%	50	67%	52	69%	52	69%	53	71%
Treneere Road	15	11	73%	10	67%	10	67%	9	60%	14	93%	13	87%	11	73%	9	60%	11	73%	9	60%
Parc Wartha Crescent	30	27	90%	26	87%	25	83%	25	83%	17	57%	23	77%	24	80%	22	73%	25	83%	25	83%
Parc Wartha Avenue	39	39	100%	38	97%	38	97%	39	100%	38	97%	39	100%	33	85%	27	69%	34	87%	34	87%
Penalverne Drive	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Penalverne Crescent	37	24	65%	23	62%	20	54%	23	62%	22	59%	25	68%	20	54%	23	62%	20	54%	18	49%
Penalverne Avenue	52	35	67%	20	38%	17	33%	20	38%	19	37%	33	63%	21	40%	18	35%	32	62%	21	40%
Penalverne Place (E-W)	16	12	75%	14	88%	10	63%	10	63%	10	63%	12	75%	12	75%	10	63%	10	63%	5	31%
Penalverne Place (N-S)	19	15	79%	13	68%	13	68%	14	74%	14	74%	16	84%	15	79%	14	74%	14	74%	14	74%
Alverne Buildings	69	34	49%	39	57%	32	46%	35	51%	28	41%	42	61%	41	59%	42	61%	39	57%	38	55%
Trevean Road	29	11	38%	11	38%	11	38%	11	38%	21	72%	23	79%	4	14%	7	24%	16	55%	16	55%
Trezela Road	24	22	92%	18	75%	18	75%	18	75%	14	58%	22	92%	22	92%	17	71%	21	88%	23	96%
St Erbyns Car Park	134	78	58%	118	88%	117	87%	123	92%	121	90%	128	96%	131	98%	122	91%	104	78%	53	40%
TOTAL	650	352	54%	334	51%	315	48%	346	53%	341	52%	391	60%	342	53%	333	51%	360	55%	334	51%

5
3
0
0
10
25
2
7
0
0
12
19
4
3
27
6
2
6

West Cornwall Hospital
 Parking Beat
 Date
 Tuesday 04 October 2021

MB	Motorbike
C	Car
T	Taxi
L	LGV
01	OGV1
02	OGV2
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	
START AT JUNCTION WITH ST CLARE STREET, LEFT SIDE HEADING NORTH															
1	York Street	WEST	UN	13				C	C	C	C	C	C	C	
2	York Street	WEST	UN						C	C	C	C	C	C	C
3	York Street	WEST	UN						C	C	C	C	C	C	C
4	York Street	WEST	UN						C	C	C	C	C	C	C
5	York Street	WEST	UN						C	C	C	C	C	C	C
6	York Street	WEST	UN			C	C	C	C	C	C	C	C	C	C
7	York Street	WEST	UN			C	C	C	C	C	C	C	C	C	C
8	York Street	WEST	UN			C	C	C	C	C	C	C	C	C	C
9	York Street	WEST	UN			C	C	C	C	C	C	C	C	C	C
10	York Street	WEST	UN			C			C	C	C	C	C	C	C
11	York Street	WEST	UN			C		C	C	C	C	C	C	C	C
12	York Street	WEST	UN			C									L
13	York Street	WEST	UN			C	C	C	C	C	C	C	C	C	C
CROSS OVER AT DEAD END AND GO BACK															
14	York Street	EAST	UN	13	L	L	L	L							
15	York Street	EAST	UN												
16	York Street	EAST	UN												
17	York Street	EAST	UN			C	C	C	C	C	C			C	C
18	York Street	EAST	UN			C	C	C	C	C	C		C	C	C
19	York Street	EAST	UN			C	C	C	C	C	C	C	C	C	C
20	York Street	EAST	UN			C	C		C	C	C	C	C	C	C
21	York Street	EAST	UN			C	C		C	C	C	C	C	C	C
22	York Street	EAST	UN			C	C	C	C	C	C	C	C	C	C
23	York Street	EAST	UN			C	C	C	C	C	C	C	C	C	C
24	York Street	EAST	UN			C	C	C	C	C	C		C	C	C
25	York Street	EAST	UN						C	C	C	C	C	L	L
26	York Street	EAST	UN			C	C	C	C	C	C	C	C	C	C
END AT JUNCTION WITH ST CLARE STREET															

West Cornwall Hospital
 Parking Beat
 Date
 Tuesday 04 October 2021

MB	Motorbike
C	Car
T	Taxi
L	LGV
01	OGV1
02	OGV2
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	
START AT JUNCTION WITH ST CLARE STREET															
1	Richmond Street	WEST	UN	13	C	C	C	C	C	C	C	C	C	C	
2	Richmond Street	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
3	Richmond Street	WEST	UN												
4	Richmond Street	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
5	Richmond Street	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
6	Richmond Street	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
7	Richmond Street	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
8	Richmond Street	WEST	UN					L	L	L	L	L	L	L	L
9	Richmond Street	WEST	UN			C	C	C	C	C	C	C	C	C	C
10	Richmond Street	WEST	UN			C	C	C	C	C	C	C	C	C	C
11	Richmond Street	WEST	UN			C	C	C	C	C	C	C	C	C	C
12	Richmond Street	WEST	UN					C	C	C	C	C	C	C	C
13	Richmond Street	WEST	UN			C	C	C	C	C	C	C	C	C	C
CROSS OVER AT DEAD END AND GO BACK															
14	Richmond Street	EAST	UN	13	C	C	C	C	C	C	C	C	C	C	
15	Richmond Street	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
16	Richmond Street	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
17	Richmond Street	EAST	UN					C	C			C	C	C	C
18	Richmond Street	EAST	UN		C	C		C	C	C	C	C	C	C	C
19	Richmond Street	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
20	Richmond Street	EAST	UN				C	C	C	C	C	C	C	C	C
21	Richmond Street	EAST	UN		L	L	L		C	C	C	C	C	C	C
22	Richmond Street	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
23	Richmond Street	EAST	UN					C	C						
24	Richmond Street	EAST	UN			C	C	C	C	C	C	C	C	C	C
25	Richmond Street	EAST	UN			C	C	C	C	C	C	C	C	C	C
26	Richmond Street	EAST	UN		C	C	C	C	C	C	C	C	C	C	
END AT JUNCTION WITH ST CLARE STREET															

West Cornwall Hospital
 Parking Beat
 Date
 Tuesday 04 October 2021

MB	Motorbike
C	Car
T	Taxi
L	LGV
01	OGV1
02	OGV2
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	
START AT ROUNDABOUT WITH PENALVERNE DRIVE, LEFT SIDE HEADING EAST															
1	St Clare Street - Section 1	NORTH	UN	16	L	L	L	L	L	L	L	L	L	L	
2	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
3	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
4	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
5	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
6	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
7	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
8	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
9	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
10	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
11	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
12	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
13	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
14	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
15	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	L	C
16	St Clare Street - Section 1	NORTH	UN		C	C	C	C	C	C	C	C	C	C	C
CROSS OVER AT FIRST JUNCTION AND GO BACK															
17	St Clare Street - Section 1	SOUTH	DY												
18	St Clare Street - Section 1	SOUTH	DY												
19	St Clare Street - Section 1	SOUTH	DY												
20	St Clare Street - Section 1	SOUTH	DY												
21	St Clare Street - Section 1	SOUTH	DY												
22	St Clare Street - Section 1	SOUTH	DY												
23	St Clare Street - Section 1	SOUTH	DY												
CROSS OVER WINDSOR TERRACE															
24	St Clare Street - Section 1	SOUTH	DY												
25	St Clare Street - Section 1	SOUTH	DY												
26	St Clare Street - Section 1	SOUTH	DY												
27	St Clare Street - Section 1	SOUTH	DY												
28	St Clare Street - Section 1	SOUTH	DY												
29	St Clare Street - Section 1	SOUTH	DY												
30	St Clare Street - Section 1	SOUTH	DY												
31	St Clare Street - Section 1	SOUTH	DY												
END AT ROUNDABOUT															

West Cornwall Hospital
 Parking Beat
 Date
 Tuesday 04 October 2021

MB	Motorbike
C	Car
T	Taxi
L	LGV
01	GV1
02	GV2
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	
START AT JUNCTION WITH ST CLARE STREET SECTION 3, HEADING EAST TOWARDS YORK STREET															
1	St Clare Street - Section 2	NORTH	DY												
2	St Clare Street - Section 2	NORTH	DY												
3	St Clare Street - Section 2	NORTH	DY					C	C	C	C				
4	St Clare Street - Section 2	NORTH	UN	2	C	C	C	C	C	C	C	C	C	C	
5	St Clare Street - Section 2	NORTH	UN		C	C	C	C	C	C	C	C	C	C	
CROSS OVER YORK STREET															
6	St Clare Street - Section 2	NORTH	DY												
7	St Clare Street - Section 2	NORTH	DY												
8	St Clare Street - Section 2	NORTH	DY												
CROSS OVER ACCESS															
9	St Clare Street - Section 2	NORTH	DY												
10	St Clare Street - Section 2	NORTH	DY												
11	St Clare Street - Section 2	NORTH	DY												
CROSS OVER RICHMOND STREET															
12	St Clare Street - Section 2	NORTH	DY												
13	St Clare Street - Section 2	NORTH	DY												
14	St Clare Street - Section 2	NORTH	DY												
CROSS OVER AT ACCESS AND GO BACK															
15	St Clare Street - Section 2	SOUTH	UN	17	C	C	C	C	C	C	C	C	C	C	
16	St Clare Street - Section 2	SOUTH	UN		C	C	C	C	C	C	C	C	C	C	C
17	St Clare Street - Section 2	SOUTH	UN		C	C	C	C	C	C	C	C	C	C	C
18	St Clare Street - Section 2	SOUTH	UN				C	C	C	C	C	C	C	C	C
19	St Clare Street - Section 2	SOUTH	UN				C	C	C	C	C	C	C	C	C
20	St Clare Street - Section 2	SOUTH	UN			C	C	C	C	C	C	C	C	C	C
21	St Clare Street - Section 2	SOUTH	UN			C	C	C	C	C	C	C	C	C	C
22	St Clare Street - Section 2	SOUTH	UN			C	C	C	C	C	C	C	C	C	C
23	St Clare Street - Section 2	SOUTH	UN				C	C	C	C	C	L	C	C	
24	St Clare Street - Section 2	SOUTH	UN			C	C	C	C	C	C	C	C	C	
25	St Clare Street - Section 2	SOUTH	UN			C	C	C	C	C	C	C	C	C	C
26	St Clare Street - Section 2	SOUTH	UN			C	C	C	C	C	C	C	C	C	C
27	St Clare Street - Section 2	SOUTH	UN			L	L	L	L	L	L	L	C	L	L
28	St Clare Street - Section 2	SOUTH	UN				C	C	C	C	C	C	C	C	C
29	St Clare Street - Section 2	SOUTH	UN				C	C	C	C	C	C	C	C	C
30	St Clare Street - Section 2	SOUTH	UN		C	C	C	C	C	C	C	C	C	C	
31	St Clare Street - Section 2	SOUTH	UN		C	C	C	C	C	C	C	C	C	C	
END AT JUNCTION WITH ST CLARE STREET SECTION 3															

West Cornwall Hospital
 Parking Beat
 Date
 Tuesday 04 October 2021

NB	Motorbike
C	Car
T	Taxi
L	Light
OV	OSV
OV1	OSV1
OV2	OSV2
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	
START AT ROUNDABOUT WITH PENALVERNE DRIVE, LEFT SIDE HEADING WEST															
1	St Clare Street - Section 3	SOUTH	DY												
2	St Clare Street - Section 3	SOUTH	DY												
3	St Clare Street - Section 3	SOUTH	DY												
4	St Clare Street - Section 3	SOUTH	DY												
5	St Clare Street - Section 3	SOUTH	DY												
6	St Clare Street - Section 3	SOUTH	DY												
7	St Clare Street - Section 3	SOUTH	DY												
8	St Clare Street - Section 3	SOUTH	DY												
9	St Clare Street - Section 3	SOUTH	DY												
10	St Clare Street - Section 3	SOUTH	DY												
11	St Clare Street - Section 3	SOUTH	DY												
12	St Clare Street - Section 3	SOUTH	DY												
13	St Clare Street - Section 3	SOUTH	DY												
14	St Clare Street - Section 3	SOUTH	DY												
15	St Clare Street - Section 3	SOUTH	DY												
16	St Clare Street - Section 3	SOUTH	DY												
17	St Clare Street - Section 3	SOUTH	DY												
18	St Clare Street - Section 3	SOUTH	DY												
19	St Clare Street - Section 3	SOUTH	DY												
20	St Clare Street - Section 3	SOUTH	DY												
21	St Clare Street - Section 3	SOUTH	DY												
22	St Clare Street - Section 3	SOUTH	DY												
23	St Clare Street - Section 3	SOUTH	DY												
24	St Clare Street - Section 3	SOUTH	DY												
25	St Clare Street - Section 3	SOUTH	DY												
26	St Clare Street - Section 3	SOUTH	DY												
27	St Clare Street - Section 3	SOUTH	DY												
CROSS OVER ACCESS															
28	St Clare Street - Section 3	SOUTH	DY												
CROSS OVER PARC WARTHA AVENUE															
29	St Clare Street - Section 3	SOUTH	UN	2											
30	St Clare Street - Section 3	SOUTH	UN												
CROSS OVER AT TRENEERE ROAD AND GO BACK															
31	St Clare Street - Section 3	NORTH	UN	3											
32	St Clare Street - Section 3	NORTH	UN												
33	St Clare Street - Section 3	NORTH	UN												
34	St Clare Street - Section 3	NORTH	DK	3											
35	St Clare Street - Section 3	NORTH	UN												
36	St Clare Street - Section 3	NORTH	UN												
37	St Clare Street - Section 3	NORTH	UN												
CROSS OVER ACCESS															
38	St Clare Street - Section 3	NORTH	UN	4											
39	St Clare Street - Section 3	NORTH	UN												
40	St Clare Street - Section 3	NORTH	UN												
41	St Clare Street - Section 3	NORTH	UN												
42	St Clare Street - Section 3	NORTH	PB			C	C	C	C	C	C	C	C	C	C
43	St Clare Street - Section 3	NORTH	PB			C	C	C	C	C	C	C	C	C	C
44	St Clare Street - Section 3	NORTH	PB			C	C	C	C	C	C	C	C	C	C
45	St Clare Street - Section 3	NORTH	PB			C	C	C	C	L	L	L	L	L	L
46	St Clare Street - Section 3	NORTH	PB			C	C	C	C	C	C	C	C	C	C
47	St Clare Street - Section 3	NORTH	PB			C	C	C	C	C	C	C	C	C	C
48	St Clare Street - Section 3	NORTH	PB			C	C	C	C	C	C	C	C	C	C
49	St Clare Street - Section 3	NORTH	PB			C	C	C	C	C	C	C	C	C	C
50	St Clare Street - Section 3	NORTH	PB			C	C	C	C	C	C	C	C	C	C
51	St Clare Street - Section 3	NORTH	PB			C	C	C	C	L	L	L	L	L	L
52	St Clare Street - Section 3	NORTH	PB		C	C	C	C	C	C	C	C	C	C	
53	St Clare Street - Section 3	NORTH	PB		C	C	C	C	C	C	C	C	C	C	
54	St Clare Street - Section 3	NORTH	PB		C	C	C	C	C	C	C	C	C	C	
55	St Clare Street - Section 3	NORTH	PB		C	C	C	C	C	C	C	C	C	C	
CROSS OVER ACCESS															
56	St Clare Street - Section 3	NORTH	DY												
57	St Clare Street - Section 3	NORTH	DY												
58	St Clare Street - Section 3	NORTH	DY												
59	St Clare Street - Section 3	NORTH	DY												
END AT JUNCTION WITH ST CLARE STREET SECTION 2															

MB	Motorist
C	Car
T	Truck
L	Light
OT	Other
BE	Other
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700
START AT JUNCTION WITH TOLVER PLACE, LEFT SIDE HEADING WEST														
1	Pendarves Road	SOUTH	DY											
2	Pendarves Road	SOUTH	DY											
3	Pendarves Road	SOUTH	UN		C				C					
4	Pendarves Road	SOUTH	DK											
5	Pendarves Road	SOUTH	UN		C				C					
6	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
7	Pendarves Road	SOUTH	UN						C					
8	Pendarves Road	SOUTH	UN		C	C	C	C		C	C	C	C	C
9	Pendarves Road	SOUTH	UN		L	L	L	L	L	L	L	L	L	L
10	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
11	Pendarves Road	SOUTH	UN											
12	Pendarves Road	SOUTH	UN											
13	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
14	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
15	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
16	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
17	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
18	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
19	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
20	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
21	Pendarves Road	SOUTH	UN	32	L	L	L	L	L	L	L	L	L	L
22	Pendarves Road	SOUTH	UN											
23	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
24	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
25	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
26	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
27	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
28	Pendarves Road	SOUTH	UN		C	C	C	C	L	C	C	C	C	C
29	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
30	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
31	Pendarves Road	SOUTH	UN						C					
32	Pendarves Road	SOUTH	UN		C	C	C	C	L	C	C	C	C	C
33	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
34	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
35	Pendarves Road	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
36	Pendarves Road	SOUTH	UN											
37	Pendarves Road	SOUTH	PB						C					
38	Pendarves Road	SOUTH	PB		C	C	C	C		C	C	C	C	C
39	Pendarves Road	SOUTH	PB											
40	Pendarves Road	SOUTH	PB		C	C	C	C	C	C	C	C	C	C
41	Pendarves Road	SOUTH	PB		C	C	C	C	C	C	C	C	C	C
42	Pendarves Road	SOUTH	PB	11	C	C	C	C	C	C	C	C	C	C
43	Pendarves Road	SOUTH	PB		C	C	C	C	C	C	C	C	C	C
44	Pendarves Road	SOUTH	PB						C					
45	Pendarves Road	SOUTH	PB											
46	Pendarves Road	SOUTH	PB						C					
47	Pendarves Road	SOUTH	PB						L					
CROSS OVER AT FINAL SPACE AND GO BACK														
48	Pendarves Road	NORTH	UN						L					
49	Pendarves Road	NORTH	UN						L	C	C	C	C	C
50	Pendarves Road	NORTH	UN	4		L	L	L	L	L	L	L	L	L
51	Pendarves Road	NORTH	UN		L	L	L	L	L					
52	Pendarves Road	NORTH	PB		L	L	L	L	L					
53	Pendarves Road	NORTH	PB											
54	Pendarves Road	NORTH	PB	4	C	C	C	C	C	C	C	C	C	C
55	Pendarves Road	NORTH	PB							L	L	L	L	L
56	Pendarves Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
57	Pendarves Road	NORTH	UN	3						C	C	C	C	C
58	Pendarves Road	NORTH	UN							C	C	C	C	C
59	Pendarves Road	NORTH	DK		C	C	C	C	C	C	C	C	C	C
60	Pendarves Road	NORTH	UN		L	L	L	L	L					
61	Pendarves Road	NORTH	UN	3						C	C	C	C	C
62	Pendarves Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
63	Pendarves Road	NORTH	DK		C	C	C	C	C	C	C	C	C	C
64	Pendarves Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
65	Pendarves Road	NORTH	UN	4	C	C	C	C	C	C	C	C	C	C
66	Pendarves Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
67	Pendarves Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
68	Pendarves Road	NORTH	DK		C	C	C	C	C	C	C	C	C	C
69	Pendarves Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
70	Pendarves Road	NORTH	UN	4	C	C	C	C	C	C	C	C	C	C
71	Pendarves Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
72	Pendarves Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
73	Pendarves Road	NORTH	DK		C	C	C	C	C	C	C	C	C	C
74	Pendarves Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
75	Pendarves Road	NORTH	UN		L	L	L	L	L	C	C	C	C	C
76	Pendarves Road	NORTH	UN	5	C	C	C	C	C	C	C	C	C	C
77	Pendarves Road	NORTH	UN							L	L	L	L	L
78	Pendarves Road	NORTH	UN											
79	Pendarves Road	NORTH	DK		C	C	C	C	C	C	C	C	C	C
80	Pendarves Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
81	Pendarves Road	NORTH	UN					C						
82	Pendarves Road	NORTH	UN	5	C							C	C	C
83	Pendarves Road	NORTH	UN		C							C	C	C
84	Pendarves Road	NORTH	UN									C	C	C
85	Pendarves Road	NORTH	DY											
86	Pendarves Road	NORTH	DY											
END AT JUNCTION WITH TOLVER PLACE														

West Cornwall Hospital
 Parking Beat
 Date
 Tuesday 04 October 2021

MB	Motorbike
C	Car
T	Taxi
L	LGV
01	OGV1
02	OGV2
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	
START AT JUNCTION WITH ST CLARE STREET, LEFT SIDE HEADING NORTH															
1	Treneere Road	WEST	DY	3											
2	Treneere Road	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
3	Treneere Road	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
4	Treneere Road	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
5	Treneere Road	WEST	DK	1											
6	Treneere Road	WEST	UN												
7	Treneere Road	WEST	DK												
8	Treneere Road	WEST	UN	2		C			C	C	C				
9	Treneere Road	WEST	UN						C	C	C				
10	Treneere Road	WEST	DY												
CROSS OVER BEFORE TURN AND GO BACK															
11	Treneere Road	WEST	DY	9											
12	Treneere Road	WEST	DK									C	C	C	
13	Treneere Road	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
14	Treneere Road	WEST	UN					C	C	C	C	C	C	C	C
15	Treneere Road	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
16	Treneere Road	WEST	UN		C	C	C		C	C	C	C	C	C	C
17	Treneere Road	WEST	UN		C	C	C		C	C	C	C	C	C	C
18	Treneere Road	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
19	Treneere Road	WEST	UN		C			C	C	C	C	C	C	C	C
20	Treneere Road	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
21	Treneere Road	WEST	UN	C					C				Traffic Cones		
22	Treneere Road	WEST	DY						C						
END AT JUNCTION WITH ST CLARE STREET															

West Cornwall Hospital
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 Date
 Tuesday 04 October 2021

MB	Motorbike
C	Car
T	Taxi
L	LGV
01	OGV1
02	OGV2
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700
START AT JUNCTION WITH PENALVERNE DRIVE, LEFT SIDE HEADING WEST														
1	Parc Wartha Crescent	SOUTH	DY											
2	Parc Wartha Crescent	SOUTH	DY											
3	Parc Wartha Crescent	SOUTH	DY											
4	Parc Wartha Crescent	SOUTH	DY											
5	Parc Wartha Crescent	SOUTH	DY				L							
6	Parc Wartha Crescent	SOUTH	DK											
7	Parc Wartha Crescent	SOUTH	DK		C	C	C	C						
8	Parc Wartha Crescent	SOUTH	UN	2						C	C	C	C	C
9	Parc Wartha Crescent	SOUTH	UN		C	C	C	C					C	C
10	Parc Wartha Crescent	SOUTH	DK		C	C	C	C						
11	Parc Wartha Crescent	SOUTH	UN	2	C	C	C	C					L	L
12	Parc Wartha Crescent	SOUTH	UN		C	C	C	C					C	C
13	Parc Wartha Crescent	SOUTH	DK		C	C	C	C						
14	Parc Wartha Crescent	SOUTH	UN	5	C	C	C	C		C	C	C	C	C
15	Parc Wartha Crescent	SOUTH	UN		C	C	C	C		C	C	C	C	C
16	Parc Wartha Crescent	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
17	Parc Wartha Crescent	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
18	Parc Wartha Crescent	SOUTH	UN		C	C	C	C	C	C	C	C	C	MB
19	Parc Wartha Crescent	SOUTH	DK						C	C	C	C		
20	Parc Wartha Crescent	SOUTH	UN	7	C	C	C	C	C	C	C	C	C	C
21	Parc Wartha Crescent	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
22	Parc Wartha Crescent	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
23	Parc Wartha Crescent	SOUTH	UN		L	L	L	L		C	C	C	C	C
24	Parc Wartha Crescent	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
25	Parc Wartha Crescent	SOUTH	DIS		C	C	C	C	C	C	C	C	C	C
26	Parc Wartha Crescent	SOUTH	UN		C	C	C	C	C	C	C	C	C	C
27	Parc Wartha Crescent	SOUTH	DY											
CROSS OVER AT PARC WARTHA AVENUE AND GO BACK														
28	Parc Wartha Crescent	NORTH	DY											
29	Parc Wartha Crescent	NORTH	UN	5	C	C	C		C	C	C	C	C	C
30	Parc Wartha Crescent	NORTH	UN		C	C	C	C		C	C	C	C	C
31	Parc Wartha Crescent	NORTH	DIS		C	C	C	C	C	C	C	C	C	C
32	Parc Wartha Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C
33	Parc Wartha Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C
34	Parc Wartha Crescent	NORTH	DY											
CROSS OVER ACCESS														
35	Parc Wartha Crescent	NORTH	DY											
36	Parc Wartha Crescent	NORTH	UN	9	C	C	C	C	C	C	C	C	C	C
37	Parc Wartha Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C
38	Parc Wartha Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C
39	Parc Wartha Crescent	NORTH	UN		C	C	C	C	C	C	C			
40	Parc Wartha Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C
41	Parc Wartha Crescent	NORTH	UN		C	C	C	C	C	L	C	C	C	C
42	Parc Wartha Crescent	NORTH	UN		C	C	C	C	C	C	C		C	C
43	Parc Wartha Crescent	NORTH	UN		C	C	C	C	C	C	C		C	C
44	Parc Wartha Crescent	NORTH	UN		C					L		C	C	C
45	Parc Wartha Crescent	NORTH	DY							C	C	C	C	
46	Parc Wartha Crescent	NORTH	DY											
47	Parc Wartha Crescent	NORTH	DY											
48	Parc Wartha Crescent	NORTH	DY											
CROSS OVER ACCESS														
49	Parc Wartha Crescent	NORTH	DY											
50	Parc Wartha Crescent	NORTH	DY											
51	Parc Wartha Crescent	NORTH	DY											
52	Parc Wartha Crescent	NORTH	DY											
END AT JUNCTION WITH PENALVERNE DRIVE														

MB	Motorbike
C	Car
T	Taxi
L	LGV
OH	OHV
OZ	OHV2
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	
START AT JUNCTION WITH PARC WARTHA CRESCENT, LEFT SIDE HEADING NORTH															
1	Parc Wartha Avenue	WEST	UN	2	C								C	C	
2	Parc Wartha Avenue	WEST	UN		C									C	C
3	Parc Wartha Avenue	WEST	DK	12											
4	Parc Wartha Avenue	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
5	Parc Wartha Avenue	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
6	Parc Wartha Avenue	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
7	Parc Wartha Avenue	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
8	Parc Wartha Avenue	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
9	Parc Wartha Avenue	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
10	Parc Wartha Avenue	WEST	UN		L	C	C	C	C	C	C	C	C	C	C
11	Parc Wartha Avenue	WEST	UN		C	L	L	L	L	L	L	L	L		
12	Parc Wartha Avenue	WEST	UN		C	C	C	C	C	C	C	C	C		
13	Parc Wartha Avenue	WEST	UN		C	C	C	C	C	C	C	C	C		
14	Parc Wartha Avenue	WEST	UN		C	C	C	C	C	C	C	C	C	C	C
15	Parc Wartha Avenue	WEST	UN	C	C	C	C	C	C	C	C	C	C	C	
16	Parc Wartha Avenue	WEST	DK	2	L	C	C	C	C	C	C	C	C	C	
17	Parc Wartha Avenue	WEST	UN		C	C	C	C	C	C	C	C	C	L	L
18	Parc Wartha Avenue	WEST	UN	C	C	C	C	C	C	C	C	C	C	C	
19	Parc Wartha Avenue	WEST	DK	15	L										
20	Parc Wartha Avenue	WEST	UN			C	C	C	C	C	C	C	C		
21	Parc Wartha Avenue	WEST	UN			C	C	C	C	C	C	C	C	C	C
22	Parc Wartha Avenue	WEST	UN			C	C	C	C	C	C	C	C	C	C
23	Parc Wartha Avenue	WEST	DIS			C	C	C	C	C	C	C	C	C	C
24	Parc Wartha Avenue	WEST	DIS			C	C	C	C	C	C	C	C		
25	Parc Wartha Avenue	WEST	DIS			C	C				C	C			
26	Parc Wartha Avenue	WEST	UN											C	C
27	Parc Wartha Avenue	WEST	UN											C	C
28	Parc Wartha Avenue	WEST	UN											C	C
29	Parc Wartha Avenue	WEST	UN											C	C
30	Parc Wartha Avenue	WEST	UN											C	C
31	Parc Wartha Avenue	WEST	UN			C	C	C	C	C	C	C	C	C	
32	Parc Wartha Avenue	WEST	UN		C	C	C	C	C	C	C	C	C	C	
33	Parc Wartha Avenue	WEST	UN		C	C	C	C	C	C	C	C	C	C	
34	Parc Wartha Avenue	WEST	UN		C	C	C	C	C	C					
CROSS OVER AT ST CLARE STREET AND GO BACK															
35	Parc Wartha Avenue	EAST	DY	14							C	C	C	C	
36	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
37	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
38	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
39	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
40	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
41	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
42	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
43	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
44	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
45	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
46	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
47	Parc Wartha Avenue	EAST	UN	C	C	C	C	C	C	C	C	C	C	C	
48	Parc Wartha Avenue	EAST	UN	C	C	C	C	C	C	C	C	C	C	C	
49	Parc Wartha Avenue	EAST	UN	C	C	C	C	C	C	C	C	C	C	C	
CROSS OVER AT ST CLARE STREET AND GO BACK															
50	Parc Wartha Avenue	EAST	DK	5	C	C	C	C	C	C	C	C	C	C	
51	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
52	Parc Wartha Avenue	EAST	UN		C						C		C	C	
53	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	
54	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	
55	Parc Wartha Avenue	EAST	UN						C						
56	Parc Wartha Avenue	EAST	DK	3											
57	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
58	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
59	Parc Wartha Avenue	EAST	UN		C	C	C	C	C	C	C	C	C	C	C
60	Parc Wartha Avenue	EAST	DY												
END AT JUNCTION WITH PARC WARTHA CRESCENT															

MB	Motorola
C	Car
T	Taxi
L	Light
Q	Queue
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700
START AT JUNCTION WITH PENALVERNE DRIVE, LEFT SIDE HEADING NORTH														
1	Penalverne Drive	WEST	DY											
2	Penalverne Drive	WEST	DY											
3	Penalverne Drive	WEST	DY											
4	Penalverne Drive	WEST	DY											
5	Penalverne Drive	WEST	DY											
6	Penalverne Drive	WEST	DY											
7	Penalverne Drive	WEST	DY											
8	Penalverne Drive	WEST	DY											
9	Penalverne Drive	WEST	DY											
10	Penalverne Drive	WEST	DY											
11	Penalverne Drive	WEST	DY											
CROSS OVER TREVEAN ROAD														
12	Penalverne Drive	WEST	DY											
13	Penalverne Drive	WEST	DY											
14	Penalverne Drive	WEST	DY											
15	Penalverne Drive	WEST	DY											
16	Penalverne Drive	WEST	DY											
17	Penalverne Drive	WEST	DY											
18	Penalverne Drive	WEST	DY											
19	Penalverne Drive	WEST	DY											
20	Penalverne Drive	WEST	DY											
21	Penalverne Drive	WEST	DY											
22	Penalverne Drive	WEST	DY											
23	Penalverne Drive	WEST	DY											
CROSS OVER TREZELA ROAD														
24	Penalverne Drive	WEST	DY											
25	Penalverne Drive	WEST	DY											
26	Penalverne Drive	WEST	DY											
27	Penalverne Drive	WEST	DY											
28	Penalverne Drive	WEST	DY											
29	Penalverne Drive	WEST	DY											
30	Penalverne Drive	WEST	DY											
31	Penalverne Drive	WEST	DY											
32	Penalverne Drive	WEST	DY											
33	Penalverne Drive	WEST	DY											
34	Penalverne Drive	WEST	DY											
35	Penalverne Drive	WEST	DY											
CROSS OVER BOTH ACCESSES														
37	Penalverne Drive	WEST	DY											
38	Penalverne Drive	WEST	DY											
39	Penalverne Drive	WEST	DY											
CROSS OVER AT ROUNDABOUT AND GO BACK														
40	Penalverne Drive	EAST	DY											
41	Penalverne Drive	EAST	DY											
42	Penalverne Drive	EAST	DY											
43	Penalverne Drive	EAST	DY											
44	Penalverne Drive	EAST	DY											
45	Penalverne Drive	EAST	DY											
46	Penalverne Drive	EAST	DY											
47	Penalverne Drive	EAST	DY											
48	Penalverne Drive	EAST	DY											
49	Penalverne Drive	EAST	DY											
50	Penalverne Drive	EAST	DY											
51	Penalverne Drive	EAST	DY											
52	Penalverne Drive	EAST	DY											
53	Penalverne Drive	EAST	DY											
54	Penalverne Drive	EAST	DY											
55	Penalverne Drive	EAST	DY											
56	Penalverne Drive	EAST	DY											
57	Penalverne Drive	EAST	DY											
58	Penalverne Drive	EAST	DY											
59	Penalverne Drive	EAST	DY											
60	Penalverne Drive	EAST	DY											
61	Penalverne Drive	EAST	DY											
62	Penalverne Drive	EAST	DY											
63	Penalverne Drive	EAST	DY											
64	Penalverne Drive	EAST	DY											
65	Penalverne Drive	EAST	DY											
66	Penalverne Drive	EAST	DY											
CROSS OVER CAR PARK ACCESS														
67	Penalverne Drive	EAST	DY											
68	Penalverne Drive	EAST	DY											
69	Penalverne Drive	EAST	DY											
70	Penalverne Drive	EAST	DY											
71	Penalverne Drive	EAST	DY											
72	Penalverne Drive	EAST	DY											
73	Penalverne Drive	EAST	DY											
74	Penalverne Drive	EAST	DY											
75	Penalverne Drive	EAST	DY											
76	Penalverne Drive	EAST	DY											
77	Penalverne Drive	EAST	DY											
78	Penalverne Drive	EAST	DY											
79	Penalverne Drive	EAST	DY											
80	Penalverne Drive	EAST	DY											
81	Penalverne Drive	EAST	DY											
82	Penalverne Drive	EAST	DY											
83	Penalverne Drive	EAST	DY											
END AT JUNCTION WITH PENALVERNE CRESCENT														

MB	Motorbikes
C	Car
T	Trailer
L	LGV
01	GV1
02	GV2
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	
START AT JUNCTION WITH PENALVERNE DRIVE, LEFT SIDE HEADING WEST															
1	Penalverne Crescent	SOUTH	DY												
2	Penalverne Crescent	SOUTH	DK												
3	Penalverne Crescent	SOUTH	DK												
4	Penalverne Crescent	SOUTH	DK												
5	Penalverne Crescent	SOUTH	DK												
6	Penalverne Crescent	SOUTH	UN	6											
7	Penalverne Crescent	SOUTH	UN												
8	Penalverne Crescent	SOUTH	UN												
9	Penalverne Crescent	SOUTH	UN												
10	Penalverne Crescent	SOUTH	UN												
11	Penalverne Crescent	SOUTH	UN												
12	Penalverne Crescent	SOUTH	DK												
13	Penalverne Crescent	SOUTH	UN	6											
14	Penalverne Crescent	SOUTH	UN												
15	Penalverne Crescent	SOUTH	UN												
16	Penalverne Crescent	SOUTH	UN												
17	Penalverne Crescent	SOUTH	UN			C									
18	Penalverne Crescent	SOUTH	UN			C									
CROSS OVER PENALVERNE PLACE															
19	Penalverne Crescent	SOUTH	UN	5											
20	Penalverne Crescent	SOUTH	UN			C								C	
21	Penalverne Crescent	SOUTH	UN								C				
22	Penalverne Crescent	SOUTH	UN								L				
23	Penalverne Crescent	SOUTH	UN												
24	Penalverne Crescent	SOUTH	DK												
25	Penalverne Crescent	SOUTH	DIS	6											
26	Penalverne Crescent	SOUTH	DIS												
27	Penalverne Crescent	SOUTH	UN												
28	Penalverne Crescent	SOUTH	UN												
29	Penalverne Crescent	SOUTH	UN												
30	Penalverne Crescent	SOUTH	UN												
CROSS OVER AT CORNER AND GO BACK															
31	Penalverne Crescent	NORTH	UN	2	C								C	C	
32	Penalverne Crescent	NORTH	UN			C								C	
33	Penalverne Crescent	NORTH	DK			C	C	C	C	C	C	C	C	C	C
34	Penalverne Crescent	NORTH	UN			C	C	C	C	C	C	C	C	C	C
35	Penalverne Crescent	NORTH	UN			C	C	C	C	C	C	C	C	C	C
36	Penalverne Crescent	NORTH	UN			C	C	C	C	C	C	C	C	C	C
37	Penalverne Crescent	NORTH	UN		C			C	C	C			C	C	
38	Penalverne Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C	
39	Penalverne Crescent	NORTH	UN		C			C							
40	Penalverne Crescent	NORTH	UN			C	C		C		C	C	C	C	
41	Penalverne Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C	
42	Penalverne Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C	
43	Penalverne Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C	
44	Penalverne Crescent	NORTH	UN		C			C	C	C	C	C	C	C	
45	Penalverne Crescent	NORTH	UN					C	C	C	C	C	C	C	
46	Penalverne Crescent	NORTH	UN		C			C	C	C	C	C	C	C	
47	Penalverne Crescent	NORTH	UN	28	C			C	C	C	C	C	C	C	
48	Penalverne Crescent	NORTH	UN			C	C	C	C	C	C	C	C	C	C
49	Penalverne Crescent	NORTH	UN			C	C	C	C	C	C	C	C	C	C
50	Penalverne Crescent	NORTH	UN			C	C	C	C	C	C	C	C	C	C
51	Penalverne Crescent	NORTH	UN			C	C	C	C	C	C	C	C	C	C
52	Penalverne Crescent	NORTH	UN			C	C	C	C	C	C	C	C	C	C
53	Penalverne Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C	
54	Penalverne Crescent	NORTH	DIS												
55	Penalverne Crescent	NORTH	DIS		C	C	C	C	C	C	C	C	C	C	
56	Penalverne Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C	
57	Penalverne Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C	
58	Penalverne Crescent	NORTH	UN		C	C	C	C	C	C			C	C	
59	Penalverne Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C	
60	Penalverne Crescent	NORTH	UN		C	C	C	C	C	C	C	C	C	C	
61	Penalverne Crescent	NORTH	UN		C										
62	Penalverne Crescent	NORTH	DK		C	C	C	C	C	C	C	C	C	C	
63	Penalverne Crescent	NORTH	UN	1	C	C	C	C	C	C	C	C	C	C	
64	Penalverne Crescent	NORTH	DY												
END AT JUNCTION WITH PENALVERNE DRIVE															

MB	Motorbike
C	Car
T	Taxi
L	LDV
DI	DGV
OS	OSV
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	
START AT JUNCTION WITH PARC WARTHA CRESCENT, LEFT SIDE HEADING SOUTH															
1	Penalverne Avenue	EAST	DY	8									C		
2	Penalverne Avenue	EAST	UN												
3	Penalverne Avenue	EAST	UN			C					C				
4	Penalverne Avenue	EAST	UN			C					MB			C	
5	Penalverne Avenue	EAST	UN			C					C				
6	Penalverne Avenue	EAST	UN			C					C			C	
7	Penalverne Avenue	EAST	UN			C					C			C	
8	Penalverne Avenue	EAST	UN			C					C			C	
9	Penalverne Avenue	EAST	UN			C					C			C	
10	Penalverne Avenue	EAST	DY												
CROSS OVER TREZELA ROAD															
11	Penalverne Avenue	EAST	DY	8						C			C		
12	Penalverne Avenue	EAST	UN			C					C			C	
13	Penalverne Avenue	EAST	DK			C									
14	Penalverne Avenue	EAST	UN											C	
15	Penalverne Avenue	EAST	UN												
16	Penalverne Avenue	EAST	UN			C					C				
17	Penalverne Avenue	EAST	UN			C									
18	Penalverne Avenue	EAST	UN			C									
19	Penalverne Avenue	EAST	UN			C					L			L	
20	Penalverne Avenue	EAST	UN												
21	Penalverne Avenue	EAST	UN												
22	Penalverne Avenue	EAST	DY												
CROSS OVER TREVEAN ROAD															
23	Penalverne Avenue	EAST	DY	3											
24	Penalverne Avenue	EAST	DK											C	
25	Penalverne Avenue	EAST	UN		1	C					C				
26	Penalverne Avenue	EAST	DK			C								C	
27	Penalverne Avenue	EAST	UN			C									
28	Penalverne Avenue	EAST	UN								C			C	
29	Penalverne Avenue	EAST	UN												
30	Penalverne Avenue	EAST	DK												
31	Penalverne Avenue	EAST	UN		2									C	
32	Penalverne Avenue	EAST	UN			C					C			C	
CROSS OVER AT CORNER AND GO BACK															
33	Penalverne Avenue	WEST	DK	9											
34	Penalverne Avenue	WEST	UN			C	C	C	C	C	C	C	C	C	C
35	Penalverne Avenue	WEST	UN			C	C	C	C	C	C	C	C	C	C
36	Penalverne Avenue	WEST	UN			C	C	C	C	C	C	C	C	C	C
37	Penalverne Avenue	WEST	UN								C	C	C	C	C
38	Penalverne Avenue	WEST	UN								C	C	C	C	L
39	Penalverne Avenue	WEST	UN			C	C		C	C					
40	Penalverne Avenue	WEST	UN			C			C	C	C	C	C	C	C
41	Penalverne Avenue	WEST	UN			C	C		C	C	C	C	C	C	C
42	Penalverne Avenue	WEST	UN			C	C	C	C	C	C	C	C	L	L
43	Penalverne Avenue	WEST	DK	4						C	C	C	C	C	
44	Penalverne Avenue	WEST	UN								C	C	C	C	C
45	Penalverne Avenue	WEST	UN				C				C	C	C	C	C
46	Penalverne Avenue	WEST	UN			C	C	C	C	C	C	C	C	C	C
47	Penalverne Avenue	WEST	UN			C		C	C	C	C	C	C	C	C
48	Penalverne Avenue	WEST	DK								C	C	C	C	C
49	Penalverne Avenue	WEST	UN			C	C	C	C	C	C	C	C	C	C
50	Penalverne Avenue	WEST	UN			C	C	C	C	C	C	C	C	C	C
51	Penalverne Avenue	WEST	UN			C	C	C	C	C	C	C	C	C	C
52	Penalverne Avenue	WEST	DK											C	C
53	Penalverne Avenue	WEST	UN	1	C	C	C	C	C				C	C	
54	Penalverne Avenue	WEST	DK		C	C	C	C	C						
55	Penalverne Avenue	WEST	UN		C	C	C	C	C						
56	Penalverne Avenue	WEST	UN		C	C	C	C	C						
57	Penalverne Avenue	WEST	UN	8											
58	Penalverne Avenue	WEST	DIS			C	C	C	C	C	C	C	C	C	C
59	Penalverne Avenue	WEST	UN			C	C	C	C	C	C	C	C	C	C
60	Penalverne Avenue	WEST	UN								C	C	C	C	C
61	Penalverne Avenue	WEST	UN								C	C	C	C	C
62	Penalverne Avenue	WEST	UN								C	C	C	C	C
63	Penalverne Avenue	WEST	DK											C	C
64	Penalverne Avenue	WEST	UN			C	C	C	C	C	C	C	C	C	C
65	Penalverne Avenue	WEST	UN			C	C	C	C	C	C	C			
66	Penalverne Avenue	WEST	UN		5	C	C	C	C	C	C	C			
67	Penalverne Avenue	WEST	UN		C	C	C	C	C	C	C		C	C	
68	Penalverne Avenue	WEST	UN		C	C	C	C	C	C	C	C	C	C	
END AT JUNCTION WITH PARC WARTHA CRESCENT															

West Cornwall Hospital
 Parking Beat
 Date
 Tuesday 04 October 2021

MB	Motorbike
C	Car
T	Taxi
L	LGV
01	GV1
02	GV2
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	
START AT JUNCTION WITH PENALVERNE DRIVE, LEFT SIDE HEADING WEST															
1	Penalverne Place (E-W)	SOUTH	DY	12											
2	Penalverne Place (E-W)	SOUTH	UN		L	C	L	L	L	C	C				
3	Penalverne Place (E-W)	SOUTH	UN		C	C	C	C	C	C	C	C	C	C	
4	Penalverne Place (E-W)	SOUTH	UN		L	C	L	L	L	L	C	C	C	L	
5	Penalverne Place (E-W)	SOUTH	UN		C	C	C	C	C	C	C				
6	Penalverne Place (E-W)	SOUTH	UN		C	C	C	C	C	C	C	C	C	L	
7	Penalverne Place (E-W)	SOUTH	UN		C	C	C	C	C	C	C	C	C	C	
8	Penalverne Place (E-W)	SOUTH	UN		C	C	C	C	C	C	C	C			
9	Penalverne Place (E-W)	SOUTH	UN		C	C	C	C	C	C	C	C	C		
10	Penalverne Place (E-W)	SOUTH	UN		C	C		C	C	C				C	C
11	Penalverne Place (E-W)	SOUTH	UN								C	C	C	C	
12	Penalverne Place (E-W)	SOUTH	UN		C	C	C				C	C	C	C	C
13	Penalverne Place (E-W)	SOUTH	UN		C	C	C	C	C					C	C
14	Penalverne Place (E-W)	SOUTH	DK									C	C		C
15	Penalverne Place (E-W)	SOUTH	UN	1	C	C								C	
16	Penalverne Place (E-W)	SOUTH	DK							C	C	C	C	C	
17	Penalverne Place (E-W)	SOUTH	UN	1					C	C	C	C			
18	Penalverne Place (E-W)	SOUTH	DK												
19	Penalverne Place (E-W)	SOUTH	UN	1		C				C	C	C	C	C	
20	Penalverne Place (E-W)	SOUTH	DK							C	C	C	C	C	
21	Penalverne Place (E-W)	SOUTH	UN	1		L				L	L	L	L	L	
CROSS OVER AT STANFORD TERRACE AND GO BACK															
22	Penalverne Place (E-W)	NORTH	DY												
23	Penalverne Place (E-W)	NORTH	DY												
24	Penalverne Place (E-W)	NORTH	DY												
25	Penalverne Place (E-W)	NORTH	DY												
26	Penalverne Place (E-W)	NORTH	DY												
27	Penalverne Place (E-W)	NORTH	DY												
28	Penalverne Place (E-W)	NORTH	DY												
29	Penalverne Place (E-W)	NORTH	DY												
30	Penalverne Place (E-W)	NORTH	DY												
31	Penalverne Place (E-W)	NORTH	DY												
32	Penalverne Place (E-W)	NORTH	DY												
33	Penalverne Place (E-W)	NORTH	DY												
34	Penalverne Place (E-W)	NORTH	DY												
35	Penalverne Place (E-W)	NORTH	DY												
36	Penalverne Place (E-W)	NORTH	DY												
37	Penalverne Place (E-W)	NORTH	DY												
38	Penalverne Place (E-W)	NORTH	DY												
39	Penalverne Place (E-W)	NORTH	DY												
40	Penalverne Place (E-W)	NORTH	DY												
41	Penalverne Place (E-W)	NORTH	DY												
END AT JUNCTION WITH PENALVERNE DRIVE															

West Cornwall Hospital
 Parking Beat
 Date
 Tuesday 04 October 2021

MB	Motorbike
C	Car
T	Taxi
L	LGV
01	OGV1
02	OGV2
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	
START AT JUNCTION WITH PENALVERNE CRESCENT, LEFT SIDE HEADING SOUTH															
1	Penalverne Place (N-S)	EAST	UN	4		C	C			C	C	C	C	C	
2	Penalverne Place (N-S)	EAST	UN								C	C	C	C	C
3	Penalverne Place (N-S)	EAST	UN			L	L	L	L	L		C	C		
4	Penalverne Place (N-S)	EAST	UN			C	C	C	C	C	C	C	C		
5	Penalverne Place (N-S)	EAST	DK	5											
6	Penalverne Place (N-S)	EAST	UN			C	C			C	L	L		C	C
7	Penalverne Place (N-S)	EAST	UN			C		C	C	C	C	C	C	C	C
8	Penalverne Place (N-S)	EAST	UN			L	L		L		C			L	L
9	Penalverne Place (N-S)	EAST	UN			C	C	C	C	C				C	C
10	Penalverne Place (N-S)	EAST	UN			C		C	C	C	C		C	C	C
11	Penalverne Place (N-S)	EAST	DK												
12	Penalverne Place (N-S)	EAST	UN	1	C	C	C	C	C	C	C	C			
13	Penalverne Place (N-S)	EAST	DY										C	C	
CROSS OVER AT STANFORD TERRACE AND GO BACK															
14	Penalverne Place (N-S)	WEST	UN	2	C	C	C		C	C		C	L	L	
15	Penalverne Place (N-S)	WEST	UN			C	C		C	C	C				
16	Penalverne Place (N-S)	WEST	DK	2									C	C	
17	Penalverne Place (N-S)	WEST	UN						C		C		C	C	C
18	Penalverne Place (N-S)	WEST	UN						C		C	C			
CROSS OVER UNNAMED ROAD															
19	Penalverne Place (N-S)	WEST	UN	3	C	C	C	C	C	C	C	C	C	C	
20	Penalverne Place (N-S)	WEST	UN			C		C		C	C	C	C	C	C
21	Penalverne Place (N-S)	WEST	UN			C	L	C	C	C	C	C	C	C	C
22	Penalverne Place (N-S)	WEST	UN	2	C	C	C	C	C	C	C	C	C	C	
23	Penalverne Place (N-S)	WEST	UN			L	C	L	C	L	C	L	C	L	L
END AT JUNCTION WITH PENALVERNE CRESCENT															

MB	Motorbike
C	Car
L	Light
T	Truck
GT	Goods Vehicle
OS	Over 300kg
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	
START AT JUNCTION WITH PENALVERNE PLACE (E-W), LEFT SIDE HEADING WEST															
1	Alverne Buildings	SOUTH	UN	14	L	L	L	C	C	C	C	C	C	C	
2	Alverne Buildings	SOUTH	UN		C	C	C	C	C	C	C	C	C	C	C
3	Alverne Buildings	SOUTH	UN					C	C	C	C	C	C	C	C
4	Alverne Buildings	SOUTH	UN					C	C	C	C	C	C	C	C
5	Alverne Buildings	SOUTH	UN				C			C	C	C	C	C	C
6	Alverne Buildings	SOUTH	UN				C		C	C	C	C	C	C	C
7	Alverne Buildings	SOUTH	UN				C			C	C	C	C	C	C
8	Alverne Buildings	SOUTH	UN												C
9	Alverne Buildings	SOUTH	UN								C	C	C	C	C
10	Alverne Buildings	SOUTH	UN												C
11	Alverne Buildings	SOUTH	UN						C	C	C	C	C	C	C
12	Alverne Buildings	SOUTH	UN			C	C	C						C	C
13	Alverne Buildings	SOUTH	UN												C
14	Alverne Buildings	SOUTH	UN			C	C	C							C
CROSS OVER ACCESS															
15	Alverne Buildings	WEST	UN	25	C	C	C	C		C	C	C	C	C	
16	Alverne Buildings	WEST	UN								C	C	C	C	C
17	Alverne Buildings	WEST	UN			C	C	C	C						C
18	Alverne Buildings	WEST	UN			L	L	L	L		C	C	C	C	C
19	Alverne Buildings	WEST	UN			C	C	C	C						C
20	Alverne Buildings	WEST	UN			C	C								C
21	Alverne Buildings	WEST	UN			C	C	C	C		C	C	C	C	C
22	Alverne Buildings	NORTH	UN			C	C	C	C		C	C	C	C	C
23	Alverne Buildings	NORTH	UN			C	C	C	C		C	C	C	C	C
24	Alverne Buildings	NORTH	UN												C
25	Alverne Buildings	NORTH	UN			C	C	C	C		C	C	C	C	C
26	Alverne Buildings	NORTH	UN								C	C	C	C	C
27	Alverne Buildings	NORTH	UN								C	C	C	C	C
28	Alverne Buildings	NORTH	UN			C	C	C	C		C	C	C	C	C
29	Alverne Buildings	NORTH	UN								C	C	C	C	C
30	Alverne Buildings	NORTH	UN								C	C	C	C	C
31	Alverne Buildings	NORTH	UN								C	C	C	C	C
32	Alverne Buildings	NORTH	UN												C
33	Alverne Buildings	NORTH	UN								C	C	C	C	C
34	Alverne Buildings	NORTH	UN								C	C	C	C	C
35	Alverne Buildings	NORTH	UN											C	
36	Alverne Buildings	NORTH	UN							C	C	C	C	C	
37	Alverne Buildings	NORTH	UN		C	C	C	C						C	
38	Alverne Buildings	NORTH	UN		C	C	C	C		C	C	C	C	C	
39	Alverne Buildings	NORTH	UN							C	C	C	C	C	
CROSS OVER AT PENALVERNE PLACE AND GO BACK AROUND LOOP															
40	Alverne Buildings	SOUTH	UN	9	L	L	L	L	L	C	C	C	C	C	
41	Alverne Buildings	SOUTH	UN			C	C	C	C	C				C	C
42	Alverne Buildings	SOUTH	UN			C	C	C	C	C					C
43	Alverne Buildings	SOUTH	UN								C	C	C		C
44	Alverne Buildings	SOUTH	UN			C	C	C	C	C				C	C
45	Alverne Buildings	SOUTH	UN			C	C	C	C	C	L	L	L		
46	Alverne Buildings	SOUTH	UN			C	C	C	C	C					
47	Alverne Buildings	SOUTH	UN			L	L	L	L	L				L	L
48	Alverne Buildings	SOUTH	UN												
CROSS OVER ACCESS															
49	Alverne Buildings	SOUTH	UN	12	L	L	L	L	L	L	L	L	L	L	
50	Alverne Buildings	SOUTH	UN								C	C	C	C	C
51	Alverne Buildings	SOUTH	UN			C	C	C	C	C	C	C	C	C	C
52	Alverne Buildings	EAST	UN			C	C	C	C	C	C	C	C	C	C
53	Alverne Buildings	EAST	UN			C	C	C	C	C	C	C	C	C	C
54	Alverne Buildings	EAST	UN			C	C	C	C						C
55	Alverne Buildings	EAST	UN												C
56	Alverne Buildings	EAST	UN				C			C	C	C	C	C	C
57	Alverne Buildings	EAST	UN				C		C	C	C	C	C	C	C
58	Alverne Buildings	NORTH	UN				L							C	C
59	Alverne Buildings	NORTH	UN				C	C			C	C	C	L	L
60	Alverne Buildings	NORTH	UN												
CROSS OVER ACCESS L parked in access at 1600															
61	Alverne Buildings	EAST	UN	9	C		C	C	C	C	C	C	C	C	
62	Alverne Buildings	EAST	UN			C		C	C	C	C	C	C	C	C
63	Alverne Buildings	EAST	UN				C			C	C	C	C	C	C
64	Alverne Buildings	EAST	UN												C
65	Alverne Buildings	EAST	UN			C	C	C	C	C	C	C	C	C	C
66	Alverne Buildings	EAST	UN			C	C	C	C	C	C	C	C	C	C
67	Alverne Buildings	EAST	UN			C	C	C	C						C
68	Alverne Buildings	EAST	UN			C		C	C	C	C	C	C	C	C
69	Alverne Buildings	EAST	UN							C	C	C	C	C	C
END AT JUNCTION WITH PENALVERNE PLACE															

MB	Motorbike
C	Car
T	Taxi
L	LGV
OH	OHV
OZ	OHVZ
B	Bus

S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700
START AT JUNCTION WITH PENALVERNE DRIVE, LEFT SIDE HEADING WEST														
1	Trevean Road	SOUTH	DY											
2	Trevean Road	SOUTH	DK											
3	Trevean Road	SOUTH	UN											
4	Trevean Road	SOUTH	DK											
5	Trevean Road	SOUTH	UN											
6	Trevean Road	SOUTH	DK											
7	Trevean Road	SOUTH	UN											
8	Trevean Road	SOUTH	UN											
9	Trevean Road	SOUTH	UN											
10	Trevean Road	SOUTH	UN											
11	Trevean Road	SOUTH	UN											
12	Trevean Road	SOUTH	UN											
13	Trevean Road	SOUTH	UN											
14	Trevean Road	SOUTH	UN											
15	Trevean Road	SOUTH	DK											
16	Trevean Road	SOUTH	DK											
17	Trevean Road	SOUTH	UN											
18	Trevean Road	SOUTH	UN											
19	Trevean Road	SOUTH	UN											
20	Trevean Road	SOUTH	DK											
21	Trevean Road	SOUTH	UN											
22	Trevean Road	SOUTH	UN											
23	Trevean Road	SOUTH	DK											
24	Trevean Road	SOUTH	UN											
25	Trevean Road	SOUTH	UN											
26	Trevean Road	SOUTH	UN											
27	Trevean Road	SOUTH	UN											
28	Trevean Road	SOUTH	UN											
29	Trevean Road	SOUTH	UN											
30	Trevean Road	SOUTH	DY											
CROSS OVER AT PENALVERNE AVENUE AND GO BACK														
31	Trevean Road	NORTH	UN										C	C
32	Trevean Road	NORTH	UN										C	C
33	Trevean Road	NORTH	UN										C	C
34	Trevean Road	NORTH	UN											
35	Trevean Road	NORTH	UN										C	C
36	Trevean Road	NORTH	UN											
37	Trevean Road	NORTH	UN										C	C
38	Trevean Road	NORTH	UN										C	C
39	Trevean Road	NORTH	DIS										C	C
40	Trevean Road	NORTH	UN										C	C
41	Trevean Road	NORTH	UN										C	C
42	Trevean Road	NORTH	UN											
43	Trevean Road	NORTH	UN										C	C
44	Trevean Road	NORTH	DIS											
45	Trevean Road	NORTH	UN										C	C
46	Trevean Road	NORTH	UN										C	C
47	Trevean Road	NORTH	UN										C	C
48	Trevean Road	NORTH	UN										C	C
49	Trevean Road	NORTH	UN											
50	Trevean Road	NORTH	UN										C	C
51	Trevean Road	NORTH	UN											
52	Trevean Road	NORTH	UN											
53	Trevean Road	NORTH	UN										C	
54	Trevean Road	NORTH	UN										C	
55	Trevean Road	NORTH	UN										C	
56	Trevean Road	NORTH	UN											
57	Trevean Road	NORTH	UN										C	
58	Trevean Road	NORTH	UN										C	
59	Trevean Road	NORTH	UN											
60	Trevean Road	NORTH	DK										L	L
61	Trevean Road	NORTH	DY										C	C
END AT JUNCTION WITH PENALVERNE DRIVE														

MB	Motorbike
C	Car
T	Taxi
L	LGV
O1	OGV1
O2	OGV2
B	Bus

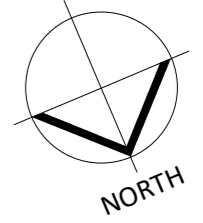
S.No.	Road Name	Side	Feature	Capacity	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700
START AT JUNCTION WITH PENALVERNE DRIVE, LEFT SIDE HEADING WEST														
1	Trezela Road	SOUTH	DY											
2	Trezela Road	SOUTH	UN											
3	Trezela Road	SOUTH	UN											
4	Trezela Road	SOUTH	UN		C									
5	Trezela Road	SOUTH	UN											
6	Trezela Road	SOUTH	UN											
7	Trezela Road	SOUTH	UN											
8	Trezela Road	SOUTH	UN											
9	Trezela Road	SOUTH	DK											
10	Trezela Road	SOUTH	UN											
11	Trezela Road	SOUTH	UN											
12	Trezela Road	SOUTH	UN											
13	Trezela Road	SOUTH	UN											
14	Trezela Road	SOUTH	UN											
15	Trezela Road	SOUTH	DK											
16	Trezela Road	SOUTH	UN											
17	Trezela Road	SOUTH	UN							C	C	C	C	C
18	Trezela Road	SOUTH	UN											
19	Trezela Road	SOUTH	UN											
20	Trezela Road	SOUTH	UN											
21	Trezela Road	SOUTH	DK											
22	Trezela Road	SOUTH	UN											
23	Trezela Road	SOUTH	UN											
24	Trezela Road	SOUTH	UN											
25	Trezela Road	SOUTH	UN											
26	Trezela Road	SOUTH	UN											
27	Trezela Road	SOUTH	UN											
28	Trezela Road	SOUTH	UN											
29	Trezela Road	SOUTH	DY											
CROSS OVER AT PENALVERNE AVENUE AND GO BACK														
30	Trezela Road	NORTH	DY											
31	Trezela Road	NORTH	UN		C	C	C	C		C	C	C	C	C
32	Trezela Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
33	Trezela Road	NORTH	UN		C		C	C	C				C	C
34	Trezela Road	NORTH	UN		C		C	C		C	C	C	C	C
35	Trezela Road	NORTH	UN		C		C	C	C				C	C
36	Trezela Road	NORTH	UN		C	C	C	C	C	C	MB		MB	MB
37	Trezela Road	NORTH	UN							C	C	C	C	C
38	Trezela Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
39	Trezela Road	NORTH	UN		C	C				C	C	C	C	C
40	Trezela Road	NORTH	UN		C	C				C	C		C	C
41	Trezela Road	NORTH	UN	20	C	C	C	C		C	C			C
42	Trezela Road	NORTH	UN		C	C	C	C		C	C			C
43	Trezela Road	NORTH	UN		C	C			C	C	C	C	C	C
44	Trezela Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
45	Trezela Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
46	Trezela Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
47	Trezela Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
48	Trezela Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
49	Trezela Road	NORTH	UN		C	C	C	C	C	C	C	C	C	C
50	Trezela Road	NORTH	UN		C	C	C	C	C					
51	Trezela Road	NORTH	DK		C		C	C						
52	Trezela Road	NORTH	DK		L	C	L	L	C	C	C	C	C	C
53	Trezela Road	NORTH	DK							C	C	C	C	C
54	Trezela Road	NORTH	UN							L	C	C	C	C
55	Trezela Road	NORTH	UN	4						C	L	C	L	L
56	Trezela Road	NORTH	UN		C	C	C	C		C	C	C	C	C
57	Trezela Road	NORTH	UN		C	C	C	C		C	C	C	C	C
END AT JUNCTION WITH PENALVERNE DRIVE														

Appendix D

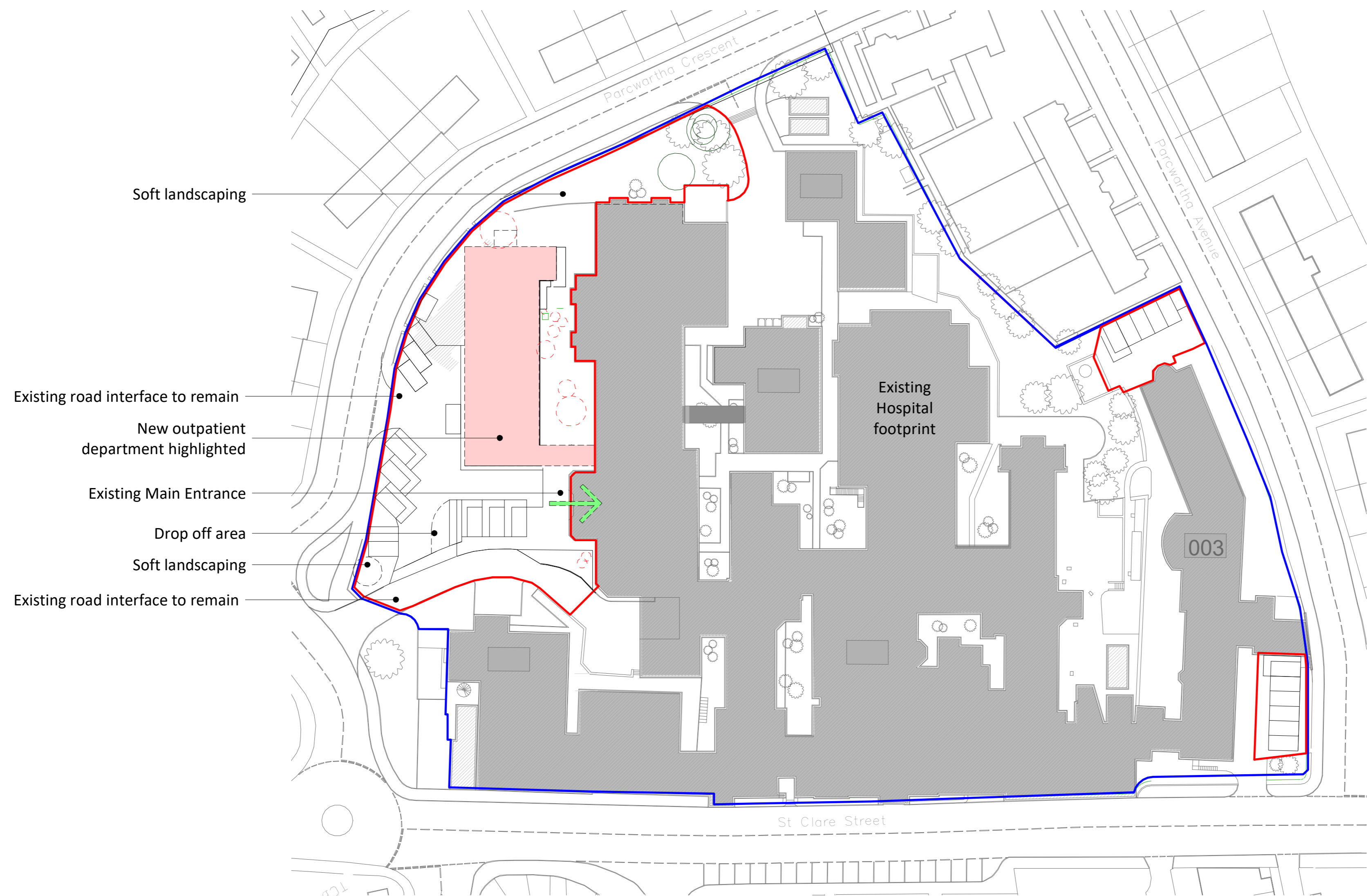
Site Layout Plan

Note - this drawing is a snapshot of the scheme as currently designed, as such is not co-ordinated with other disciplines: refer notes on drawing and separate package notes

Land Owned
Application Site



Trees to be removed



Soft landscaping

Existing road interface to remain

New outpatient department highlighted

Existing Main Entrance

Drop off area

Soft landscaping

Existing road interface to remain

Existing Hospital footprint

003

St Clare Street

Block Plan
1 : 500

PL	P96	22/10/21	Issue to support transport assessment
S1	P95	04/10/21	Site Block Plan update and issue
PL	P35	30/04/2021	Pre App drawings updated for formal issue
PL	P34	29/04/2021	Issued for Pre App
STATUS	REV	DATE	DESCRIPTION

CLIENT	REVISED BY
RCHT/KIER	MA
CHECKED BY	JT
ORIGINATOR NO	154345

CONSULTANT
STRIDE TREGLOWN
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PROJECT
RCHT West Cornwall Hospitals
St Clare Street
Penzance
TR18 2PF

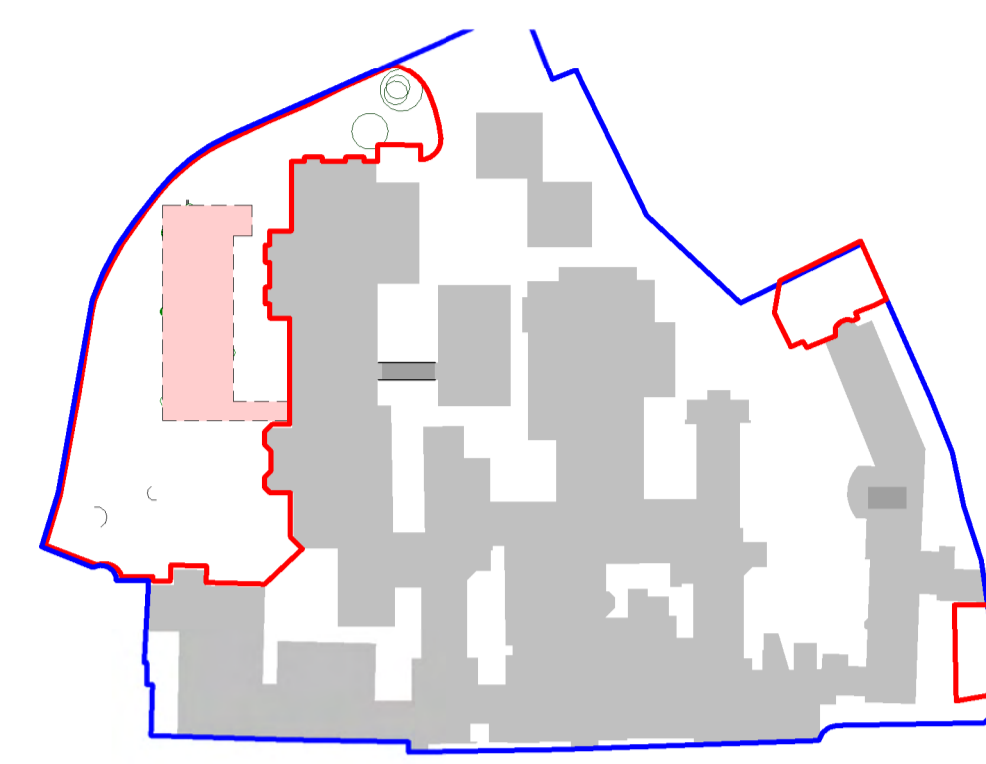
DRAWING TITLE
Proposed Block Site Plan

SUITABILITY STATUS	SCALE
PL : PLANNING	As indicated @ A2
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE CLASS NUMBER	REVISION
154345-STL-XX-XX-DR-A-XXXX-00101	P96

Appendix E

Site Masterplan

Note - this drawing is a snapshot of the scheme as currently designed, as such is not co-ordinated with other disciplines: refer notes on drawing and separate package notes



Location Plan
1:1250



LEGEND

- **Scope of works**
- **Existing Site Levels**
- **Proposed Site Levels**
- Proposed Surfacing**
 - Proposed Tarmac surfacing**
Tarmac to be of a standard construction for pedestrian and vehicular traffic.
 - Existing Tarmac surfacing**
To be retained and make good if disturbed.
 - Maintenance gravel strip**
500mm wide
 - Parking bays**
To be demarcated with white thermoplastic lining
 - Resin bound**
Buff Chinese bauxite on ramp up to car park to mark entrance and slow down traffic
- Road markings:**
White lining strategy to be developed by Highways Engineer
Lines to be made of Thermoplastic road marking paint (hot melt marking powder/paint). When applied as road surface markings, a hot melt kettle should be used to heat it to 200 °C (392 °F), after which it should be sprayed on the road surface.
• Road marking - white and yellow lines to be 100mm wide
• Road marking letters - white or yellow lines to be 100mm.
- Site features**
 - Cycle hoops
 - Cycle shelter
Existing shelter to be relocated
 - B Bollard
- Soft Landscape**
 - **Native tree planting**
These will be made up of: Prunus padus, Sorbus aria, Betula pendula, Tilia cordata. All to be 14-16 girth, container grown planted with 2x stakes.
 - Proposed Flowering Lawn**
Proposed flowering lawn mixture EL1 by Emorsgate is a complete mix composed of 20% native wild flowers and 80% slow growing grasses (by weight). To be sown in line with suppliers guidelines.
 - Wildflower areas**
Pollinator seed mix PMTurf by Pictorial meadows or similar approved. Grass beds to accommodate drifts of perennial flowers. Areas to be 70% grass mix and 30% perennial flowers. To be planted in 150mm of prepared top soil over 300mm prepared sub soil.
 - Native Hedgerow Shrub Planting:**
Double staggered row of whips planted 600mm apart with 6 plants per linear metre.

Native Hedging would be made up of the following: Blackthorn (Prunus spinosa) 25%, Hawthorn (Crataegus monogyna) 25%, Dog Rose (Rosa canina) 10%, Elder (Sambucus nigra) 10%, Alder (Alnus glutinosa) 10%, Sea Buckthorn (Hippophae rhamnoides) 10% and Wild Privet (Ligustrum vulgare) 10%.
 - Ornamental Pollinator Shrub Planting:**
planted 5lit pots at 4 m² :
Lavandula angustiflora
Viburnum tinus eve price
Pholmis amazeone
Pholmis russeliana
Hedera colchia
 - Existing Shrub planting to be retained**
- Notes:**
 - Drawings to be read in conjunction with Access Report.

(90) Landscape GA
1:200

STATUS	REV	DATE	DESCRIPTION	REVISOR
PL	P01	14/09/21	Issued for Planning	AT
S1	P82	29/06/21	Updates to site plan in line with review notes 210629 with LABC	DAH
S1	P74	21/06/21	Landscape GA updated to reflect latest A&C tracking	DAH
S2	P65	10/06/21	Revised Site Plan	DAH
S0	PS2	26/05/21	WIP Landscape GA issue	DAH

CLIENT: RCHT/KIER

REVISOR: AT

CHECKED BY: DAH

ORIGINATOR NO: 154345

CONSULTANT: **STRIDE TREGLOWN**
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PROJECT: RCHT West Cornwall Hospitals
St Clare Street
Penzance
TR18 2PF

DRAWING TITLE: Landscape GA

SUITABILITY STATUS	SCALE
PL : PLANNING	As indicated @ A1
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE CLASS NUMBER	REVISION
154345-STL-XX-ZZ-DR-L-XXXX-90000	P01

DRAFT

Appendix F

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : B - GENERAL HOSPITAL - WITHOUT CASUALTY

TOTAL VEHICLESSelected regions and areas:

03 SOUTH WEST
 SM SOMERSET 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: Gross floor area
 Actual Range: 4100 to 4100 (units: sqm)
 Range Selected by User: 1765 to 63720 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 21/11/12

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:

Wednesday 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 undertaken 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.

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 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000 1 days

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

Population within 5 miles:

5,001 to 25,000 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	SM-05-B-01	COMMUNITY HOS.	SOMERSET
	BERNARD WAY		
	NEAR YEOVIL		
	SOUTH PETHERTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	4100 sqm	
	Survey date: WEDNESDAY	11/07/12	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4100	0.293	1	4100	0.073	1	4100	0.366
08:00 - 09:00	1	4100	1.171	1	4100	0.146	1	4100	1.317
09:00 - 10:00	1	4100	0.683	1	4100	0.341	1	4100	1.024
10:00 - 11:00	1	4100	0.854	1	4100	0.756	1	4100	1.610
11:00 - 12:00	1	4100	0.463	1	4100	0.463	1	4100	0.926
12:00 - 13:00	1	4100	0.634	1	4100	0.732	1	4100	1.366
13:00 - 14:00	1	4100	0.951	1	4100	0.805	1	4100	1.756
14:00 - 15:00	1	4100	1.000	1	4100	0.585	1	4100	1.585
15:00 - 16:00	1	4100	0.561	1	4100	0.976	1	4100	1.537
16:00 - 17:00	1	4100	0.171	1	4100	1.073	1	4100	1.244
17:00 - 18:00	1	4100	0.146	1	4100	0.756	1	4100	0.902
18:00 - 19:00	1	4100	0.244	1	4100	0.122	1	4100	0.366
19:00 - 20:00	1	4100	0.098	1	4100	0.122	1	4100	0.220
20:00 - 21:00	1	4100	0.122	1	4100	0.390	1	4100	0.512
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.391			7.340			14.731

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: 4100 - 4100 (units: sqm)
 Survey date range: 01/01/11 - 21/11/12
 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: 0

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