

110a Little Barn Lane, Mansfield  
Our Ref: 28555-TRAN-0801 REV A  
Highways Technical Note – April 2024

## Introduction

MEC Consulting Group Ltd has been commissioned by Lidder Care Group Limited (hereafter referred to as 'the Client') to produce a Highways Technical Note (TN) in support of a residential assisted living dwelling (C2 land-use) at 110A Little Barn Lane, Mansfield. A regional site location plan is shown in **Figure 1** below.

**Figure 1: Regional Site Location**



Source: Google Earth

The site is located in Mansfield under the Local Planning Authority of Mansfield District Council (MDC). Nottinghamshire County Council (NCC) act as the highways authority for the area.

## Report Structure

This TN will review all proposed highway elements, providing appropriate conclusions in order to assess the impact of the proposed development upon the local highway network. The structure of this report is as follows:

- An overview of the existing site, proposed development and access strategy;
- Evaluate appropriate visibility requirements;
- Comment upon the level of parking proposed within the development;
- Undertake swept path analysis of all necessary parts of the internal layout;
- Comment on the trip generation of the proposal.

### Existing Site and Highway Conditions

The existing site comprises a 5-bedroom residential dwelling with associated parking.

The site is accessed via a private driveway accessing onto Little Barn Lane. The access track is 4.8m wide. A footway approximately 2.0m wide is located along the frontage of the access. The existing access provides dropped kerbs for ease of entry and exit from the site.

Little Barn Lane is approximately 7.2m wide, street lit, with footways of circa 2.0m width on both sides.

An Automated Traffic Count (ATC) speed survey was carried out within proximity to the site access to review speeds along Little Barn Lane. The survey was undertaken by Road Data Services Ltd (RDS) between the 21st and 28th March 2024; full ATC results as provided by RDS is contained in Appendix A. The result show 85%ile vehicular speeds of 32.7mph and 33.8mph recorded for northeast bound and southwest bound respectively.

Average traffic flows were collected throughout the ATC survey. Removing school holiday days, the average daily weekday flow was recorded at 832 vehicles northeast bound and 878 vehicles southwest bound. During the AM peak hour, the average flow recorded was 58 northeast bound and 128 southwest bound movements. In the PM peak the survey records averages of 102 movements northeast bound and 72 movements southwest bound.

### Development Proposal

The proposal comprises development of a 6-bedroom assisted living home, with the scheme occupying people who are capable of independent living but require a supportive environment.

### Parking

#### Car Parking

NCC publishes car parking standards for new developments in their document 'Highway Design Guide' (January 2021). The guidance for residential care facilities is demonstrated in **Table 1**.

**Table 1: Nottinghamshire Parking Standards Extract**

Type of Development	Maximum parking standards for car parking provision (excluding disabled parking)	Minimum standards for car Parking provision for those Who are disabled
Residential care homes and nursing homes excluding secure residential institutions	1 space per 3 bedrooms + 1 space for each member of staff (maximum number of staff on site at one time) Note: A change from a care home to a nursing home may not be permitted	Min 2 spaces

Source: Highways Design Guide (January 2021): Part 4.2 Commercial Parking and Servicing

The dwelling has 6 bedrooms requiring 2 parking spaces. One full-time member of staff will be on site as a maximum. Therefore, the proposal requires a total of 3 car parking spaces. The proposal meets parking standards for the site land-use.

On an ad-hoc basis, short-stay visits from a healthcare professional may occur to assist residents. On these occasional visits, the fourth car parking space accommodates the parking needs of the healthcare professional.

Swept path analysis was undertaken in the software CausewayCAD using a private car. Drawing 28555\_08\_020\_01 in **Appendix B** demonstrates all spaces are accessible and vehicles are able to exit in forward gears.

#### Cycle Parking

NCC 'Highways Design Guide' (January 2021) demonstrates long stay requirement standards of 1 per 5 employees for healthcare facilities; with 1 full time staff and 1 potential healthcare staff visiting only 1 cycle space is required.

Cycle storage is to be maintained through the provision of the existing onsite shed. The shed will provide secure, undercover and overlooked parking close to the building. This is sufficient to provide for the required parking standard as well as additional cycle storage for visitors.

### Trip Generation

#### Existing Site

To determine the impact of this site it is important to understand the existing trip generation for 1 dwelling. An analysis of the Trip Rate Information Computer Systems (TRICS), a computer program that assists in estimating trip rates to and from a variety of land uses, has been undertaken. A summary of daily vehicle trips generated from the existing site can be found within **Table 2**, with TRICS data attached within **Appendix C**.

**Table 2: Existing Site Trip Generation**

Time Period	Trip Rates (per unit)		Trip Generation (1 units)		
	Arrive	Depart	Arrive	Depart	Total
Daily	2.838	2.971	3	3	6

It is shown the existing site could generate a daily flow of 6 vehicles movements.

#### Proposed Site

An operational statement has been provided by the applicant to detail expected operation on the proposed site; the full document is attached in **Appendix D**. The below outlines key findings from the operational statement in relation to potential trips to and from site:

- It is anticipated residents will not travel by car.
- One staff member is to be on site at all times who will manage when visitors are allowed.
- Only one visitor will be allowed on site at a time.
- A parking space is allocated for a healthcare professional who may visit when necessary.

Therefore, a maximum of 3 people can visit the site simultaneous at any given time and thus a trip generation of 6 vehicle movements could be generated.

Overall, there is no intensification of the existing access generated. Therefore, the site is acceptable in accordance to the NPPF paragraph 115.

### Summary

In conclusion the application generates no further intensification on the access. The layout has been shown to be manoeuvrable in terms of parking. Therefore, it is considered the site should be acceptable in terms of transport.

### REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
April 2024	-	First issue	<b>Laura Gregson</b> BSc (Hons) GradCIHT Graduate Transport Planner	<b>Dave Godber</b> MCIHT Senior Transport Engineer	<b>Tim Rose</b> BA (Hons) MCIHT MTPS Director
April 2024	-	Amended per client comments	<b>Laura Gregson</b> BSc (Hons) GradCIHT Graduate Transport Planner	<b>Dave Godber</b> MCIHT Senior Transport Engineer	<b>Tim Rose</b> BA (Hons) MCIHT MTPS Director

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### **Appendices**

- A. ATC RESULTS
- B. 28555\_08\_020\_01 – PRIVATE CAR SWEPT PATH ANALYSIS
- C. TRICS OUTPUT
- D. OPERATIONAL STATEMENT

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# APPENDICES



## APPENDIX A

# Mansfield ATC, Little Barn Lane

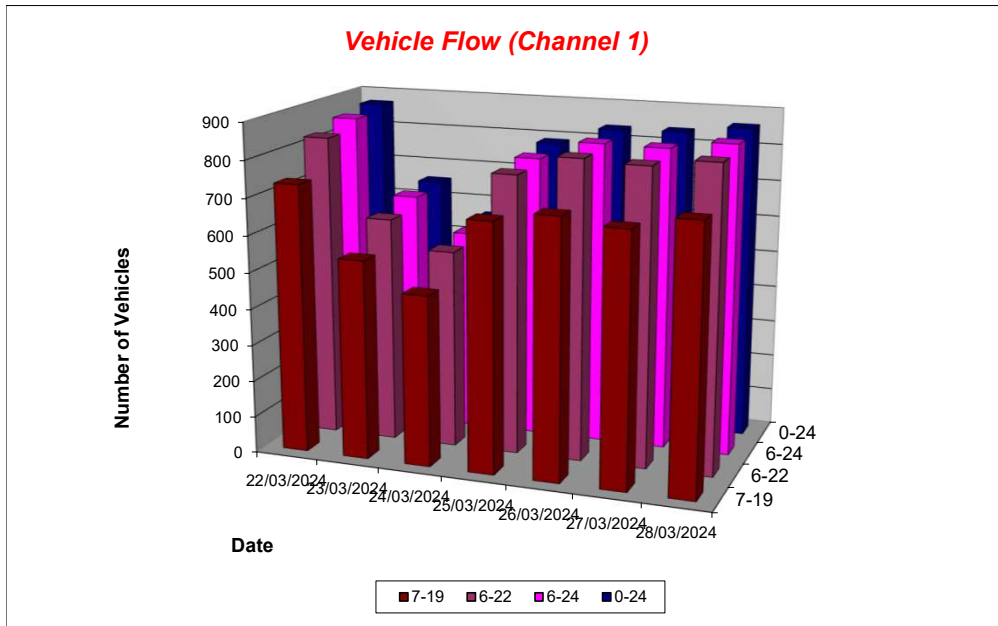
Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Vehicle Flow

Week 1

Hr Ending	22/03/2024 Friday	23/03/2024 Saturday	24/03/2024 Sunday	25/03/2024 Monday	26/03/2024 Tuesday	27/03/2024 Wednesday	28/03/2024 Thursday	Weekday Average	Average
1	5	4	3	2	3	6	5	4	4
2	3	1	6	2	3	1	0	2	2
3	0	3	0	0	0	0	1	0	1
4	0	0	0	1	1	1	1	1	1
5	3	1	0	2	0	0	0	1	1
6	4	0	0	5	2	5	6	4	3
7	7	6	2	7	13	8	8	9	7
8	28	15	8	26	28	33	34	30	25
9	62	32	15	58	51	61	56	58	48
10	46	45	35	48	49	48	31	44	43
11	49	49	30	36	27	37	45	39	39
12	53	50	42	50	44	35	47	46	46
13	64	52	61	63	60	50	46	57	57
14	68	44	49	52	49	58	53	56	53
15	46	62	64	46	49	39	71	50	54
16	82	41	38	60	71	71	79	73	63
17	74	58	43	95	90	78	98	87	77
18	102	46	41	86	109	109	91	99	83
19	60	51	41	57	77	66	69	66	60
20	50	25	32	37	51	54	46	48	42
21	16	21	30	27	35	34	31	29	28
22	21	20	11	15	14	28	24	20	19
23	18	19	6	9	5	13	12	11	12
24	8	9	5	3	4	2	5	4	5
7-19	734	545	467	677	704	685	720	704	647
6-22	828	617	542	763	817	809	829	809	744
6-24	854	645	553	775	826	824	848	825	760
0-24	869	654	562	787	835	838	859	838	772



# Mansfield ATC, Little Barn Lane

Produced by Road Data Services Ltd.

## Channel 1 - Northeastbound

## Average Speed

Week 1

Hr Ending	22/03/2024 Friday	23/03/2024 Saturday	24/03/2024 Sunday	25/03/2024 Monday	26/03/2024 Tuesday	27/03/2024 Wednesday	28/03/2024 Thursday
1	27.2	23.9	30.2	34.8	25.3	31.0	23.7
2	23.3	17.0	28.7	32.9	27.8	33.2	-
3	-	17.3	-	-	-	-	36.3
4	-	-	-	21.0	34.9	30.7	26.5
5	28.1	32.7	-	26.2	-	25.2	-
6	32.3	-	-	26.8	28.8	32.6	31.9
7	30.1	30.0	22.5	26.6	29.1	27.7	26.4
8	27.9	29.9	28.7	29.0	27.7	27.0	28.4
9	27.3	27.0	27.3	25.4	27.0	28.0	25.9
10	27.5	26.5	25.3	28.0	28.4	26.2	28.1
11	26.8	25.5	25.5	28.8	26.5	26.8	26.7
12	27.6	26.4	26.6	27.2	25.5	26.9	24.5
13	26.9	27.6	27.4	26.6	26.6	28.0	25.8
14	25.7	30.2	27.4	26.7	24.9	28.6	25.9
15	27.1	27.2	27.1	28.7	26.5	26.6	26.3
16	28.2	26.4	28.6	28.1	26.7	28.7	26.9
17	27.7	25.0	28.1	27.9	25.9	28.1	25.7
18	28.3	27.4	26.6	27.5	26.3	26.8	27.6
19	29.1	26.1	25.6	28.4	27.1	28.5	27.1
20	27.0	24.5	29.8	28.3	25.4	28.0	27.8
21	28.4	27.6	30.0	28.7	27.0	27.0	27.3
22	25.2	26.3	29.2	30.6	26.8	27.2	29.7
23	26.5	28.1	29.6	30.9	28.1	24.3	29.4
24	28.0	29.4	25.4	22.7	27.2	39.0	29.5
10-12	27.2	26.0	26.2	27.9	25.9	26.8	25.6
14-16	27.8	26.9	27.7	28.4	26.6	27.9	26.8
0-24	27.5	26.8	27.4	27.8	26.6	27.6	26.8

Average (ALL)	27.2
Weekday Inter-Peak	27.1

## Channel 1 - Northeastbound

## 85th Percentile

Hr Ending	22/03/2024 Friday	23/03/2024 Saturday	24/03/2024 Sunday	25/03/2024 Monday	26/03/2024 Tuesday	27/03/2024 Wednesday	28/03/2024 Thursday
1	30.5	28.5	32.0	37.5	28.0	38.1	25.7
2	25.1	-	33.0	34.1	31.8	-	-
3	-	24.7	-	-	-	-	-
4	-	-	-	-	-	-	-
5	30.2	-	-	26.6	-	-	-
6	34.2	-	-	30.8	32.7	35.1	36.0
7	36.0	36.0	22.8	30.6	32.7	34.9	29.9
8	33.6	33.3	32.7	33.9	32.3	32.4	35.2
9	32.0	33.2	33.3	29.7	32.5	33.6	29.7
10	32.0	30.9	31.8	33.2	33.0	29.9	32.4
11	31.5	31.8	32.4	32.9	32.0	30.7	33.3
12	32.7	31.8	32.4	32.7	31.9	33.0	29.6
13	32.0	33.3	32.8	33.0	32.5	31.5	31.6
14	31.7	36.3	32.6	33.6	30.7	33.4	31.4
15	30.7	33.5	33.7	33.9	31.6	33.1	30.9
16	33.6	31.2	34.2	32.8	32.2	33.4	32.9
17	33.5	29.8	32.9	34.0	31.3	32.9	31.7
18	32.2	33.1	32.3	32.2	31.2	32.7	32.6
19	34.1	31.3	30.6	33.8	33.6	32.1	32.3
20	31.3	29.0	41.2	33.0	29.1	32.3	31.1
21	34.9	35.1	34.4	31.6	31.1	32.0	32.6
22	28.7	32.0	34.7	35.3	31.8	31.9	35.3
23	31.6	30.8	34.3	34.9	29.8	27.3	33.3
24	30.8	35.8	28.2	25.4	32.3	43.7	37.8
10-12	32.1	31.9	32.5	32.9	32.0	31.9	31.6
14-16	32.6	32.6	34.0	33.3	31.9	33.4	32.0
0-24	32.5	32.6	33.7	33.2	32.0	32.7	32.3

85th %ile (ALL)	32.7
Weekday Inter-Peak	32.5

# Mansfield ATC, Little Barn Lane

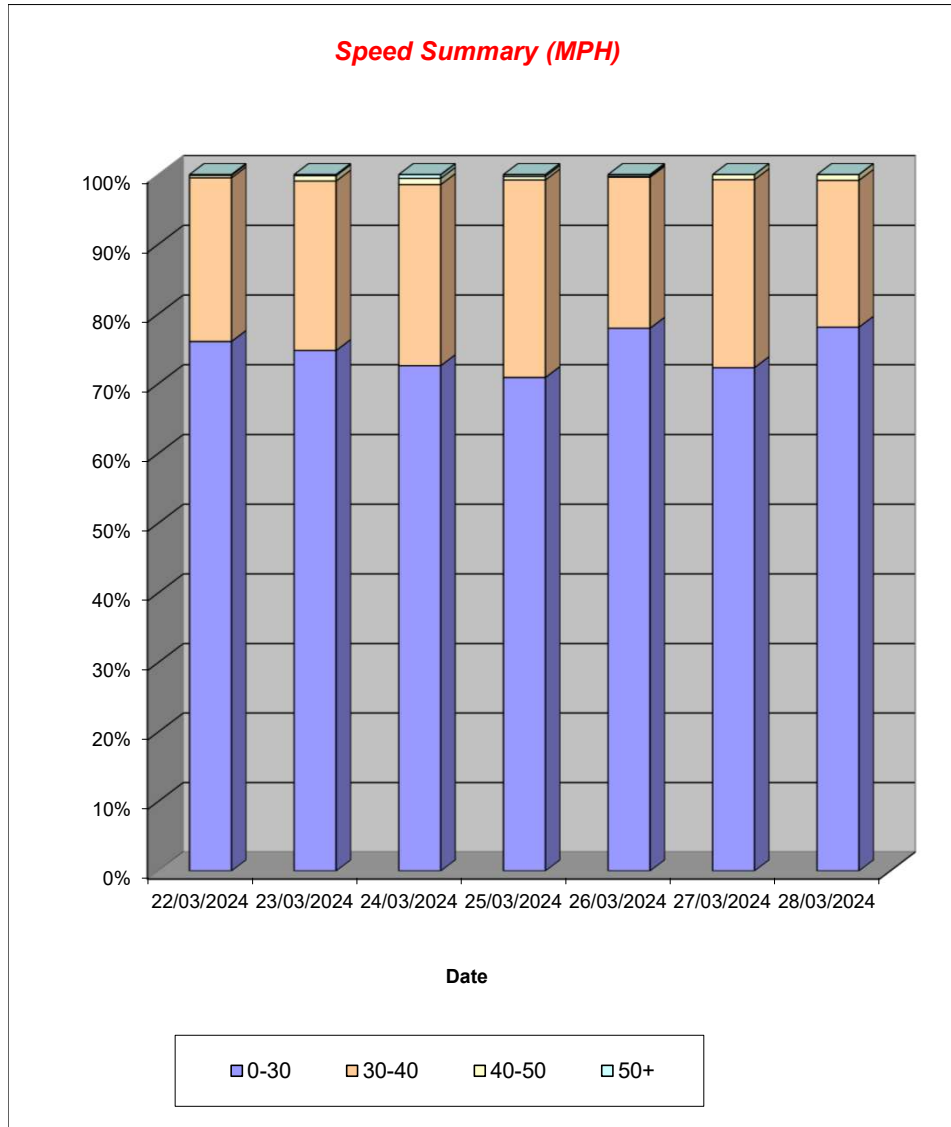
Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Speed Summary

Week 1

Speed (MPH)	22/03/2024 Friday	23/03/2024 Saturday	24/03/2024 Sunday	25/03/2024 Monday	26/03/2024 Tuesday	27/03/2024 Wednesday	28/03/2024 Thursday
0-30	661	489	408	558	651	606	671
30-40	204	159	146	223	181	226	181
40-50	3	5	5	4	1	6	7
50+	1	1	3	2	2	0	0
<b>TOTAL</b>	<b>869</b>	<b>654</b>	<b>562</b>	<b>787</b>	<b>835</b>	<b>838</b>	<b>859</b>





# Mansfield ATC, Little Barn Lane

Produced by Road Data Services Ltd.

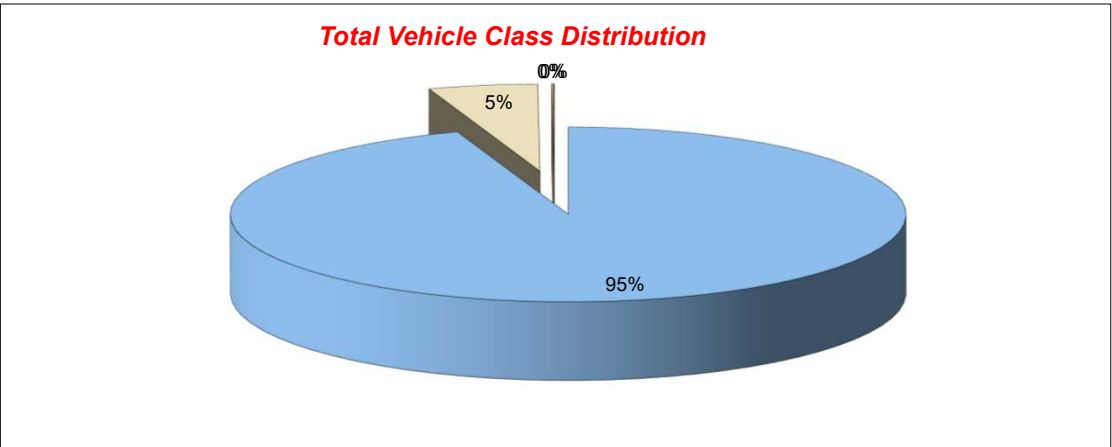
Channel 1 - Northeastbound

Vehicle Class

Week 1

Day / Time	Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
22/03/2024						
7-19		699	35	0	0	734
6-22		788	39	0	1	828
6-24		813	40	0	1	854
0-24		827	41	0	-1	867
23/03/2024						
7-19		510	34	0	1	545
6-22		580	36	0	1	617
6-24		608	36	0	1	645
0-24		616	37	0	1	654
24/03/2024						
7-19		441	26	0	0	467
6-22		514	28	0	0	542
6-24		525	28	0	0	553
0-24		534	28	0	0	562
25/03/2024						
7-19		643	31	3	0	677
6-22		728	32	3	0	763
6-24		740	32	3	0	775
0-24		752	32	3	0	787
26/03/2024						
7-19		658	45	0	1	704
6-22		765	51	0	1	817
6-24		774	51	0	1	826
0-24		781	53	0	1	835
27/03/2024						
7-19		643	42	0	0	685
6-22		764	45	0	0	809
6-24		779	45	0	0	824
0-24		792	46	0	0	838
28/03/2024						
7-19		679	39	2	0	720
6-22		783	44	2	0	829
6-24		800	44	2	0	846
0-24		812	45	2	0	859

Average						
7-19		610	36	1	0	647
6-22		703	39	1	0	744
6-24		720	39	1	0	760
0-24		731	40	1	0	772



# Mansfield ATC, Little Barn Lane

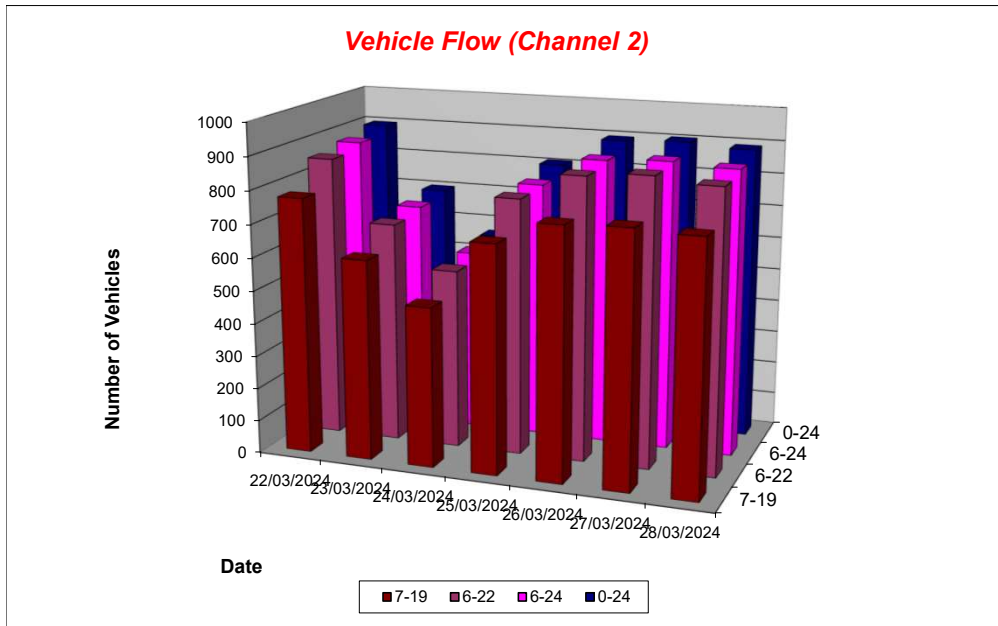
Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Vehicle Flow

Week 1

Hr Ending	22/03/2024 Friday	23/03/2024 Saturday	24/03/2024 Sunday	25/03/2024 Monday	26/03/2024 Tuesday	27/03/2024 Wednesday	28/03/2024 Thursday	Weekday Average	Average
1	3	5	3	1	0	3	0	1	2
2	2	1	3	1	4	1	1	2	2
3	0	3	0	0	0	0	1	0	1
4	0	0	0	2	0	0	0	0	0
5	3	0	1	3	3	3	2	3	2
6	15	5	4	19	19	18	19	18	14
7	19	8	4	26	20	24	28	23	18
8	61	22	13	58	80	77	60	67	53
9	128	41	19	135	121	129	115	126	98
10	54	65	34	43	57	53	55	52	52
11	53	84	57	40	34	54	53	47	54
12	58	64	46	49	57	52	46	52	53
13	38	51	48	50	48	48	61	49	49
14	58	44	59	39	55	45	47	49	50
15	55	47	46	46	38	50	50	48	47
16	83	36	51	64	74	70	68	72	64
17	66	63	38	51	69	60	60	61	58
18	74	58	33	71	65	79	75	73	65
19	47	32	40	42	59	47	66	52	48
20	26	22	25	24	44	40	31	33	30
21	26	22	21	20	28	27	20	24	23
22	10	11	10	19	8	16	19	14	13
23	11	9	7	2	4	5	10	6	7
24	7	6	2	2	7	1	3	4	4
7-19	775	607	484	688	757	764	756	748	690
6-22	856	670	544	777	857	871	854	843	776
6-24	874	685	553	781	868	877	867	853	786
0-24	897	699	564	807	894	902	890	878	808



# Mansfield ATC, Little Barn Lane

Produced by Road Data Services Ltd.

## Channel 2 - Southwestbound

## Average Speed

Week 1

Hr Ending	22/03/2024 Friday	23/03/2024 Saturday	24/03/2024 Sunday	25/03/2024 Monday	26/03/2024 Tuesday	27/03/2024 Wednesday	28/03/2024 Thursday
1	29.3	19.0	27.7	23.2	-	23.4	-
2	23.0	29.8	17.7	35.1	26.4	34.9	25.8
3	-	24.1	-	-	-	-	26.3
4	-	-	-	31.3	-	-	-
5	24.7	-	44.0	29.7	22.4	30.3	26.2
6	30.1	31.0	34.1	29.3	28.9	30.2	28.2
7	30.1	27.8	31.1	28.5	31.3	28.7	30.6
8	30.2	29.9	30.4	28.1	28.1	29.8	29.1
9	29.2	28.0	32.3	27.4	27.5	28.6	28.0
10	28.2	27.3	27.8	27.5	26.9	27.7	28.1
11	26.3	28.9	26.6	27.5	26.0	25.9	27.3
12	28.1	27.7	27.9	27.7	26.2	27.6	26.6
13	26.6	28.4	27.5	26.9	27.1	27.3	27.6
14	26.8	28.4	26.7	28.2	25.9	28.7	25.7
15	28.5	25.8	27.8	26.3	27.7	28.5	27.8
16	28.7	28.4	27.5	27.4	26.4	27.3	27.6
17	28.3	27.0	28.7	29.1	28.3	27.2	27.8
18	27.7	27.6	27.4	28.8	28.4	28.6	28.9
19	27.2	25.4	27.0	28.9	25.5	29.0	27.5
20	24.7	24.5	26.2	27.2	25.7	27.5	27.1
21	28.3	27.4	29.5	29.5	28.2	30.1	27.8
22	31.1	23.3	25.8	28.3	27.1	27.3	30.5
23	31.5	25.5	25.1	41.0	25.7	25.3	29.6
24	27.7	24.9	26.9	25.5	25.2	28.3	25.7
10-12	27.2	28.4	27.2	27.6	26.1	26.7	27.0
14-16	28.6	26.9	27.7	26.9	26.8	27.8	27.7
0-24	28.2	27.4	27.7	27.9	27.2	28.2	27.9

Average (ALL)	27.8
Weekday Inter-Peak	27.3

## Channel 2 - Southwestbound

## 85th Percentile

Hr Ending	22/03/2024 Friday	23/03/2024 Saturday	24/03/2024 Sunday	25/03/2024 Monday	26/03/2024 Tuesday	27/03/2024 Wednesday	28/03/2024 Thursday
1	30.2	23.7	36.6	-	-	26.5	-
2	25.3	-	19.4	-	29.7	-	-
3	-	31.1	-	-	-	-	-
4	-	-	-	36.3	-	-	-
5	29.2	-	-	33.7	34.3	32.6	26.8
6	34.9	38.5	37.3	34.5	37.4	37.1	36.0
7	36.3	31.3	35.9	33.3	36.9	36.2	37.3
8	35.3	35.3	35.6	33.3	36.1	36.0	36.5
9	34.0	33.5	37.6	33.1	33.7	34.0	33.4
10	34.4	32.1	34.0	34.2	32.0	31.8	33.6
11	31.4	34.9	31.4	33.1	32.6	32.0	33.8
12	32.7	33.0	33.6	34.2	31.1	34.0	32.7
13	31.9	34.8	32.7	31.9	33.1	32.5	33.6
14	33.8	33.5	32.5	34.1	32.2	34.5	30.8
15	34.9	31.3	35.5	31.3	33.0	34.0	33.2
16	34.0	34.4	34.4	33.2	31.9	32.7	33.4
17	33.9	33.2	34.5	34.9	37.1	32.5	33.6
18	33.1	33.3	33.9	33.4	34.1	33.9	34.0
19	32.2	32.4	34.9	34.9	32.5	35.4	32.0
20	30.3	30.3	31.0	31.8	31.7	33.6	31.9
21	33.9	32.5	35.1	35.2	33.1	34.6	32.5
22	37.1	26.8	29.7	35.6	33.8	30.7	36.1
23	41.0	32.6	28.2	51.8	32.7	32.9	37.0
24	31.6	32.5	29.9	29.5	35.2	-	27.9
10-12	32.2	34.2	32.5	33.7	31.7	33.0	33.3
14-16	34.3	32.8	35.0	32.4	32.3	33.3	33.4
0-24	33.9	33.3	34.0	33.6	33.8	34.0	33.7

85th %ile (ALL)	33.8
Weekday Inter-Peak	33.1

# Mansfield ATC, Little Barn Lane

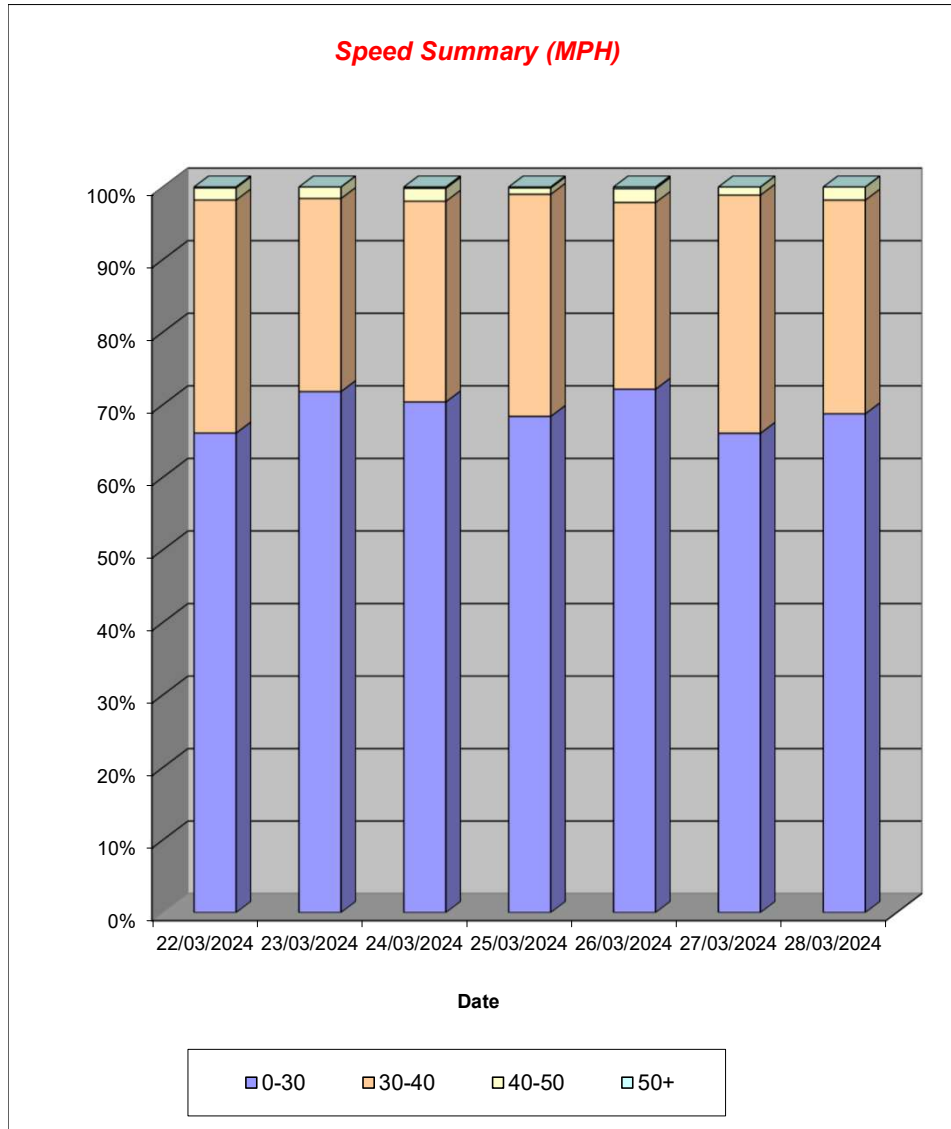
Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Speed Summary

Week 1

Speed (MPH)	22/03/2024 Friday	23/03/2024 Saturday	24/03/2024 Sunday	25/03/2024 Monday	26/03/2024 Tuesday	27/03/2024 Wednesday	28/03/2024 Thursday
0-30	593	502	397	552	645	596	612
30-40	288	186	156	247	230	296	262
40-50	15	11	10	7	17	10	16
50+	1	0	1	1	2	0	0
<b>TOTAL</b>	<b>897</b>	<b>699</b>	<b>564</b>	<b>807</b>	<b>894</b>	<b>902</b>	<b>890</b>



# Mansfield ATC, Little Barn Lane

Produced by Road Data Services Ltd.

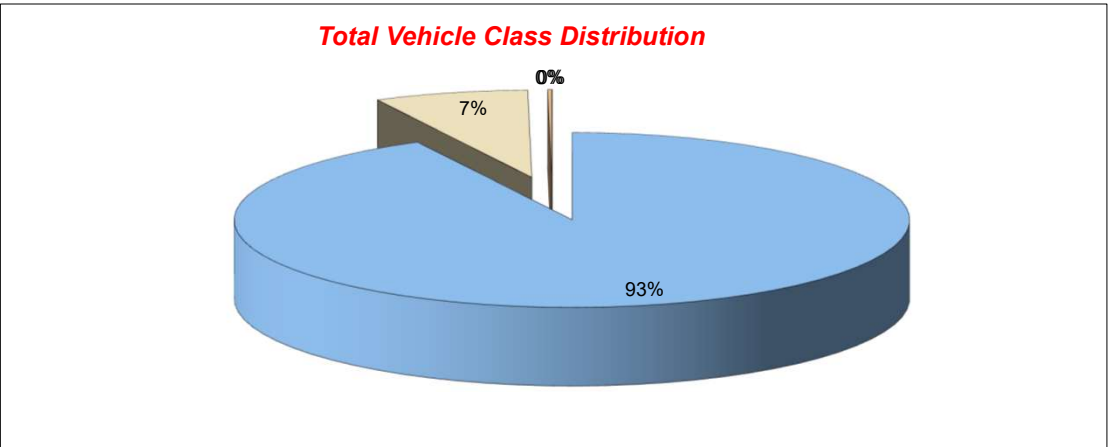
Channel 2 - Southwestbound

Vehicle Class

Week 1

Day / Time	Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
22/03/2024						
7-19		710	61	4	0	775
6-22		787	65	4	0	856
6-24		805	65	4	0	874
0-24		827	66	4	0	897
23/03/2024						
7-19		565	42	0	0	607
6-22		627	43	0	0	670
6-24		642	43	0	0	685
0-24		656	43	0	0	699
24/03/2024						
7-19		451	33	0	0	484
6-22		507	37	0	0	544
6-24		513	40	0	0	553
0-24		523	41	0	0	564
25/03/2024						
7-19		630	58	0	0	688
6-22		717	60	0	0	777
6-24		720	60	1	0	781
0-24		745	61	1	0	807
26/03/2024						
7-19		697	56	4	0	757
6-22		792	61	4	0	857
6-24		803	61	4	0	868
0-24		825	65	4	0	894
27/03/2024						
7-19		704	60	0	0	764
6-22		797	74	0	0	871
6-24		803	74	0	0	877
0-24		827	75	0	0	902
28/03/2024						
7-19		701	53	2	0	756
6-22		789	63	2	0	854
6-24		801	64	2	0	867
0-24		822	66	2	0	890

Average						
7-19		637	52	1	0	690
6-22		717	58	1	0	776
6-24		727	58	2	0	786
0-24		746	60	2	0	808



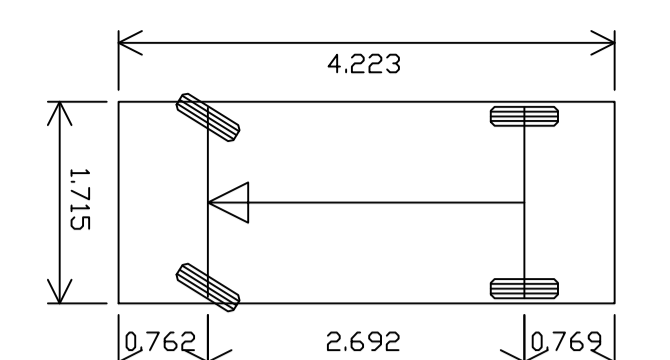
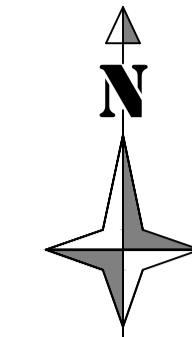
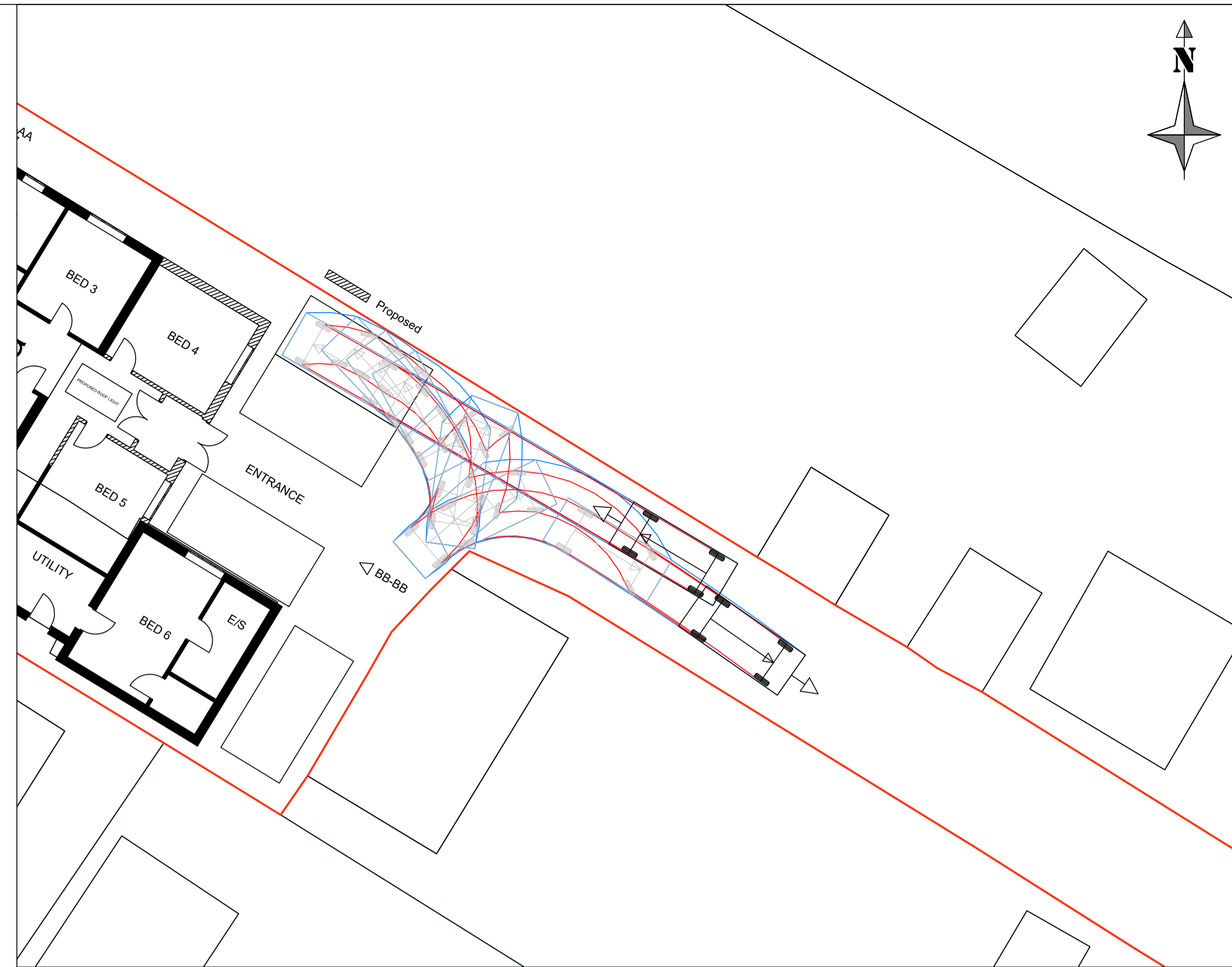


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# APPENDICES



## APPENDIX B



Vehicle name	Private Car
Description	Design Bulletin 32
Overall length (m)	4.223
Overall width (m)	1.715
Maximum track width (m)	1.629
Kerb to kerb radius (m)	5.780

REV	DESCRIPTION	LG	DG	TR	DATE
01	FIRST ISSUE				09/04/24
02	AMENDMENTS:	DRN	CHK	APP	DATE

PROJECT: 110A LITTLE BARN LANE  
MANSFIELD

DRAWING TITLE: PRIVATE CAR SWEEP PATH ANALYSIS

CLIENT: LIDDER CARE GROUP LIMITED

DRAWING NUMBER: 28555\_08\_020\_01

REVISION: - SHEET SIZE: A1 SCALE: 1:125

STATUS: FOR INFORMATION / APPROVAL

**MEC**  
Consulting Group  
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# APPENDICES



## APPENDIX C



## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : A - HOUSES PRIVATELY OWNED  
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

M-EC Wellington House Ibstock

Licence No: 350901

## 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: No of Dwellings  
Actual Range: 8 to 19 (units: )  
Range Selected by User: 0 to 20 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/06/23

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

Selected survey days:

Monday 2 days  
Wednesday 3 days

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

Selected survey types:

Manual count 4 days  
Directional ATC Count 1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1  
Edge of Town 4

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

Selected Location Sub Categories:

Residential Zone 5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected  
Servicing vehicles Excluded 4 days - Selected

## Secondary Filtering selection:

Use Class:

C3 5 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

M-EC Wellington House Ibstock

Licence No: 350901

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	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
25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 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:

Yes	3 days
No	2 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	5 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--



TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	5	14	0.147	5	14	0.338	5	14	0.485
08:00 - 09:00	5	14	0.324	5	14	0.426	5	14	0.750
09:00 - 10:00	5	14	0.088	5	14	0.132	5	14	0.220
10:00 - 11:00	5	14	0.147	5	14	0.221	5	14	0.368
11:00 - 12:00	5	14	0.162	5	14	0.162	5	14	0.324
12:00 - 13:00	5	14	0.279	5	14	0.250	5	14	0.529
13:00 - 14:00	5	14	0.294	5	14	0.221	5	14	0.515
14:00 - 15:00	5	14	0.191	5	14	0.294	5	14	0.485
15:00 - 16:00	5	14	0.265	5	14	0.206	5	14	0.471
16:00 - 17:00	5	14	0.294	5	14	0.221	5	14	0.515
17:00 - 18:00	5	14	0.338	5	14	0.309	5	14	0.647
18:00 - 19:00	5	14	0.309	5	14	0.191	5	14	0.500
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.838			2.971			5.809

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:	8 - 19 (units: )
Survey date range:	01/01/16 - 05/06/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.



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# APPENDICES



## APPENDIX D



## **Operational Statement in Support of Planning Application**

Ref - 110A Little Barn Lane, Mansfield, Nottinghamshire, NG18 3JT

Service Provider Details - Lidder Care Group

Company Number: 11296727

### **Introduction & Philosophy**

Founded in 1994, Lidder Care offers residential, nursing and dementia care across Mansfield and Ashfield and are proposing the creation of a 6-bedroom home for adults with mild learning disabilities. The facility in Mansfield will provide a structured and consistent environment and further expand our care provision to offer a supported living facility for vulnerable adults due to a defined local need.

Types of specialist care we currently provide:

- **Residential Care**  
Care designed for someone who is still independent of spirit but, as they are getting older, finds it more difficult to manage some of the necessities of life.
- **Nursing Care**  
We have an immensely empathetic and kind nursing team who deliver extraordinary care assisting us to work with people with very complex needs.
- **Dementia Care**  
Care designed for those who need greater support in a care home environment in order to stay safe and maintain a good quality of life.

### **Our Mission**

Our mission is to provide a supporting environment for vulnerable adults through the introduction of a 6-bedroom home in Mansfield for those with mild learning disabilities. In-depth research as well as conversations with local commissioners, has established an evidential need for housing for adults with learning disabilities in the region. The aim is for individuals to move towards independence through the provision of an environment promoting safety and stability.

### **The Property**

110A Little Barn Lane is situated in a built-up residential area of Mansfield, located close to the town centre. Its position is ideal for access to a wide range of facilities and amenities with the bus route, 141 going from Nottingham to Sutton in Ashfield (via Mansfield, Rainworth, Ravenshead and Hucknall) and is an affordable and accessible method of travel. Due to the nature of the intended residents, we anticipate they will not be driving; however, the proposal provides 4 allocated parking spaces to comply with parking standards. The allocation allows for two spaces for residents (1 space per 3 residents), one visitor space and one for a health care professional. These 4 spaces sufficiently allow adequate parking for the supported living facility.

There is great opportunity for collaboration within the local area; a community allotment a few doors down, projects with Mansfield Museum, such as 'Make a Start', a social event which encourages integration between residents and the local community. As well as this, 'Reach Mansfield' host educational programmes which offers clients a variety of



fun, challenging and stimulating activities that build confidence and encourage a healthier lifestyle. Lidder Care want to foster a sense of belonging and inclusion among the residents, encouraging participation in community activities and promoting social connections.

The bungalow itself is currently 5 bedrooms. Our proposal it to make it a 6-bedroom bungalow with communal dining, lounge and kitchen spaces with all 6 bedrooms being spacious in size. There is currently an existing concrete base in the rear garden, we are going to utilise this area and create an outdoor room. This will be used for activities and socialising to add more flexibility and opportunity for the residents.

### **Operations**

The property will be managed by Lidder Care and will actively promote independent living within a supportive environment. The residential accommodation is specifically designed for vulnerable adults with learning and physical disabilities who may need occasional support in their daily lives. To maintain the running of the home and support residents when needed, there will be one member of staff on site at all times. They will help with the operational side of the home such as visitor times and monitoring parking. The aim is to help these vulnerable people lead an independent life in good quality, well-equipped accommodation with access to support only as and when required.

We believe in achieving positive outcomes, through providing care and support that our clients need and empowering positive changes in their life. We support clients to maintain their independence, wellbeing, and dignity. Visitors are more than welcome, promoting an active social life as well as strong relative relationships. To ensure the home is peaceful and a place where each individual feels comfortable, only one resident will be able to have visitors at one time. This will be managed by the one member of staff on site along with the residents.

As previously mentioned, the proposal provides 4 allocated parking spaces to comply with parking standards. The allocation allows for two spaces for residents (1 space per 3 residents), one visitor space and one for a health care professional. These 4 spaces sufficiently allow adequate parking for the supported living facility. There are existing electric gates at the site entrance that will aid in the management of people coming on to the site as well as ensuring there is a parking space for the appropriate people, this will also be managed by the member of staff who will be on site.

### **Sustainability**

The accommodation will be refurbished in accordance with the relevant Building Regulations which set standards for design and construction and are updated to ensure that buildings are safe, healthy, accessible and sustainable for current and future generations. The residential units will all be built in accordance with Part M of the Building Regulations 1991 ('access and facilities for the disabled').

### **In summary:**

- All parts of the building will be fully wheelchair-accessible
- All habitable rooms will be provided with accessible switches and socket outlets that are located at appropriate heights between 450mm and 1,200mm from finished floor level
- All light fittings will be low energy
- Corridor and communal lighting will be on time switches to avoid wastage and unnecessary use
- Door locks, handles and similar will be easy to operate with one hand





- Floor finishes throughout the building will provide level, flat and continuous surfaces
- landscaping and paved areas will be constructed to facilitate disabled access to all parts of the application site

**Other systems we will have in place are the following:**

- Client Monitoring Systems: admission and discharge records, Individual Plans, focus meetings and key working sessions record, care plans and risk assessments, Audit Trails
- Health & Safety: monitoring forms including fire safety, fire equipment checks, administration of medication, first aid, accidents, house risk assessments, control of hazardous substances and food hygiene, maintenance records, EHD reports and HACCP.

Lidder Care believe the scheme is a highly sustainable and beneficial development that will assist in meeting the specialist housing needs of people with disabilities in Mansfield.

We are very passionate about delivering this scheme and are experienced care providers who are committed to providing everyone a place that they can call home.



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