CAPITAL TRANSPORT PLANNING

Travel Plan

206 Sheffield Road, Barnsley

July, 2025

Capital Transport Planning LTD
[redacted]
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Capital Transport Planning is a Transport Planning and Highways consultancy, specialised in assisting clients through the planning process. Our transport consultant has vast transport planning experience acting on behalf of clients to overturn refused planning applications, providing documents to support planning applications, working on the behalf of Highway Authorities within a County Council and London Borough Council.

Prepared for:

Aspire Property Group

Prepared by:

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Capital Transport Planning LTD

Transport Consultant

Revision History

Project and Document Details

Project Name	**206 Sheffield Road**
Project No	00404
Document Title	Travel Plan

Document History

Rev	Amendments	Prepared By	Date
First Issue	N/A	MO	10/07/2025

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List of Figures and Tables

Travel Plan Co-Ordinator

Name: TBC
E-Mail: TBC

1. Introduction

1.1. This Travel Plan has been prepared by Capital Transport Planning on behalf of Aspire Property Group (the client). Capital Transport Planning has been commissioned to assess the highway and transportation implications associated with the development proposals at 206 Sheffield Road in Barnsley.

1.2. The purpose of this Travel Plan is to put in place the management tools necessary to enable future residents and staff of the proposed development to make more informed decisions about their travel choices, which would therefore minimise the adverse impacts of their travel on the environment and local highway network. This is achieved by setting out a strategy for eliminating the barriers keeping residents and staff from accessing the site using suitable modes.

1.3. The Travel Plan has considered national, regional and local planning policy. For a Travel Plan to be successful, they must be site-specific and target residents and employees of the development they represent.

1.4. This Travel Plan provides key information relating to the overall proposals for the development and provides specific and targeted mitigation measures for the development. Following the occupation of the development, it will be the responsibility of the site's Travel Plan Coordinator (TBC) to implement the Travel Plan.

1.5. Barnsley Metropolitan Borough Council act as Local Planning Authority and Local Highway Authority.

Benefits of a Travel Plan

1.6. Implementing a Travel Plan will result in several benefits for the developments guests, customers and employees. Examples of these benefits includes:

- Better accessibility for guests, visitors and employees by public transport and sustainable travel modes.
- Increasing the health and fitness staff by encouraging walking and cycling more, leading to an improved quality of life.
- Reduces travel costs for patients and employees.
- Better relations with neighbours and nearby properties, by helping to alleviate congestion around the development.
- Reduced parking congestion around the site.
- More satisfied and happier residents and staff, increasing the attractiveness of the development.
- Reducing emissions and improving air quality around the development.
- Tackling climate change by reducing emissions.
- Helping to meet the environmental targets of organisations on the site such as International Standard ISO9001.

Site Location

1.7. The application site is located on eastern side of Sheffield Road (A61), which is an A-classified road and forms a part of the public highway. The application site is located approximately 0.8 miles south of Barnsley station and towards the north of South Yorkshire. The site location plan is presented in Figure 1 and Appendix A.

Proposed Development

1.8. The development proposals include the change of use of an existing 5-bedroom dwelling (C3) to a 5-bedroom HMO (C4).

Report Scope

1.9. This Travel Plan has been written as a standalone document and once more information becomes available, it will contain all the relevant information needed to effectively implement and monitor the Travel Plan. Development and accessibility information is present in this document.

1.10. The remainder of this Travel Plan document is structured as follows:

- Chapter 2: Baseline Transport Conditions
- Chapter 3: Baseline Travel Patterns
- Chapter 4: Development Summary
- Chapter 5: Objectives and Targets
- Chapter 6: Travel Plan Management
- Chapter 7: Travel Plan Measures and Initiatives
- Chapter 8: Travel Plan Monitoring
- Chapter 9: Action Plan
- Chapter 10: Travel Plan Funding

2. Baseline Transport Conditions

Site Location

2.1. The application site is located on eastern side of Sheffield Road, which is an A-classified road and forms a part of the public highway. The application site is located approximately 0.8 miles south of Barnsley station and towards the north of the South Yorkshire. The site location plan is presented in Figure 1 and Appendix A.

2.2. The application site can be accessed directly from the public highway from Sheffield Road. Sheffield Road is a local access road and is under the jurisdiction of the Local Highway Authority. Barnsley Metropolitan Borough Council are Local Highway Authority for Sheffield Road.

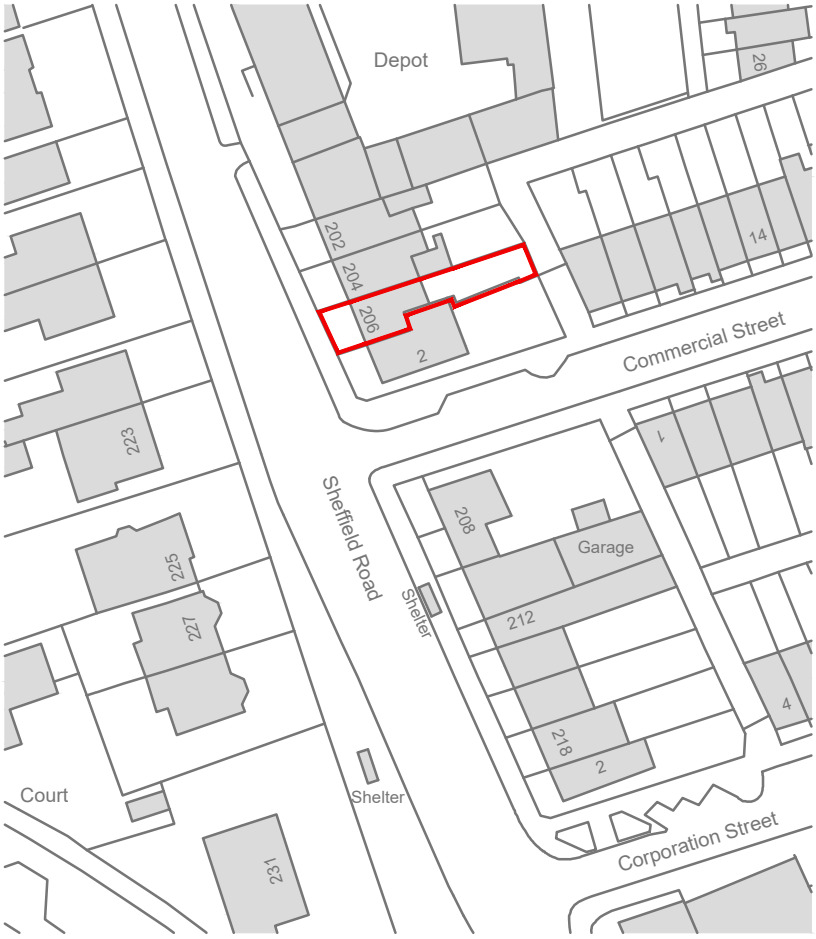


Figure 1. Location Plan

Accessibility

2.3. Public transport accessibility levels (PTAL) are a measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

Rail

2.4. The nearest station to the site is Barnsley railway station, which is located approximately 0.8 mile (approx. 19-minute walk) from the site. Barnsley railway station is accessed from Schwabisch Gmund Way and features on the Northern railway line providing access between Leeds, Sheffield, Huddersfield and Nottingham. The local transport isochrone presenting transport stations and interchanges in the vicinity of the site are presented in Figure 2.

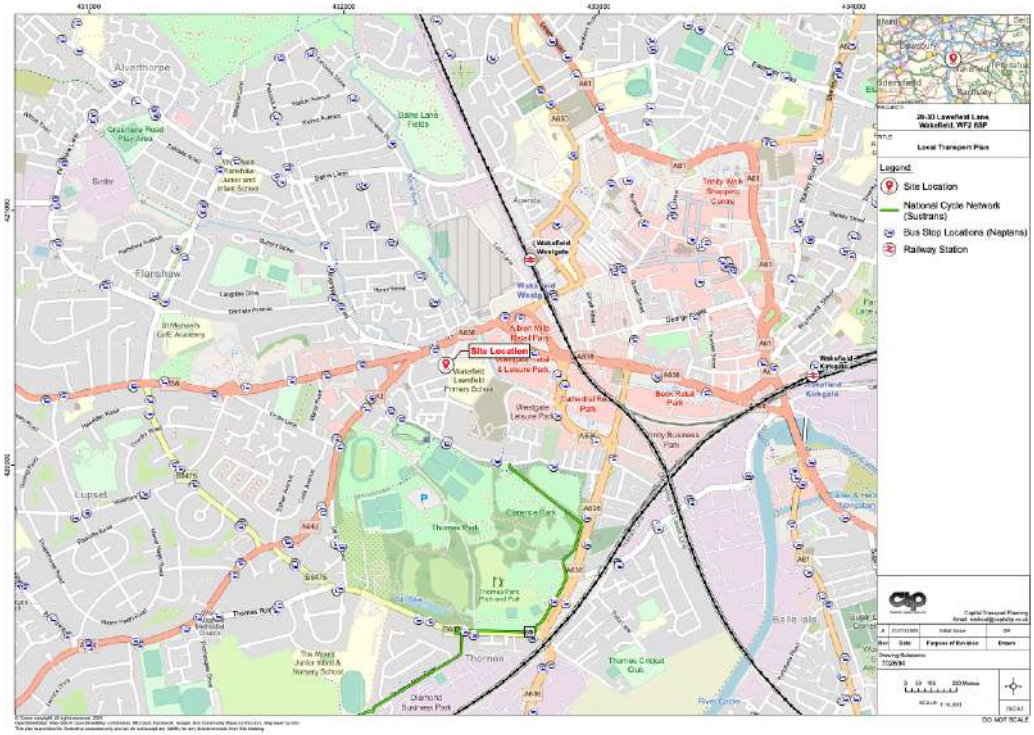


Figure 2. Local Transport Plan

Bus

2.5. The site is located approximately 150 metres to the south of northbound Sheffield Road/Corporation Street and southbound Sheffield Road/Mount Vernon Road bus stops located on Sheffield Road. bus stop provides access to bus 2, 66, 67, 67a, 67b, 67c and 481. The bus isochrone which indicates the areas within a 30-minute bus journey from the application site is presented in Figure 3.

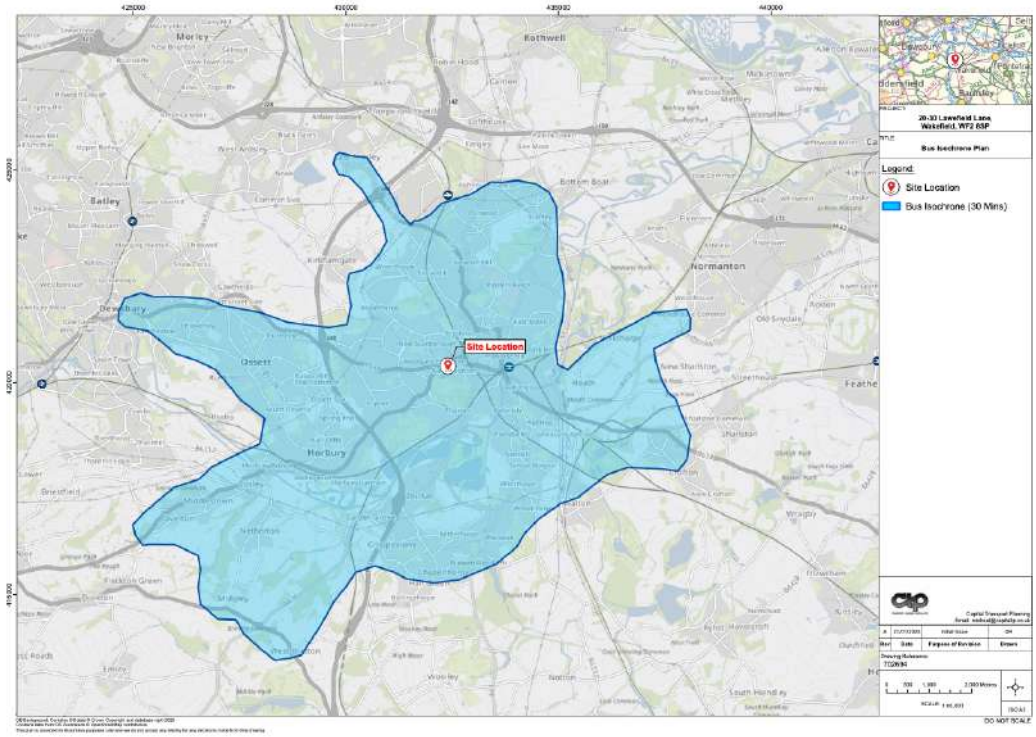


Figure 3. Bus Isochrone

Walking

2.5. The site is located in a built environment within close proximity to central Barnsley with generous footway provision and connectivity. There is continuous pedestrian footway provision in the vicinity of the application site, which is most generous in width on both Sheffield Road (A21) and Park Road (A6133). The walking isochrone, which demonstrates walking catchments up to 12-minutes away from the site, is presented in Figure 4.

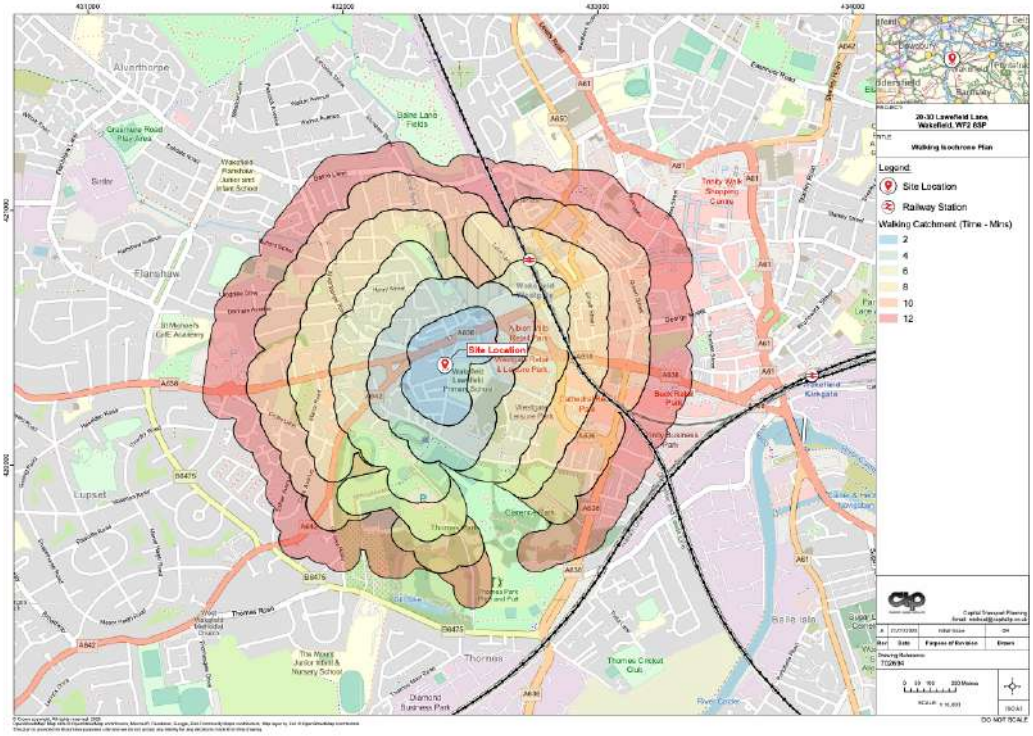


Figure 4. Walking Isochrone

Cycling

2.6. The application site will utilise the highly accessible and central location to promote an increased use of cycling as a mode of travel to and from the site. The cycling isochrone, which demonstrates the destinations reached within a 20-minute cycle from the application site, is presented in Figure 5.

2.7. The cycling isochrone indicates that within 20-minutes cycling future users of the site could reach Gawthorpe to the west, Pledwick to the south, Lofthouse Gate to the north and Kirkthorpe to the east.

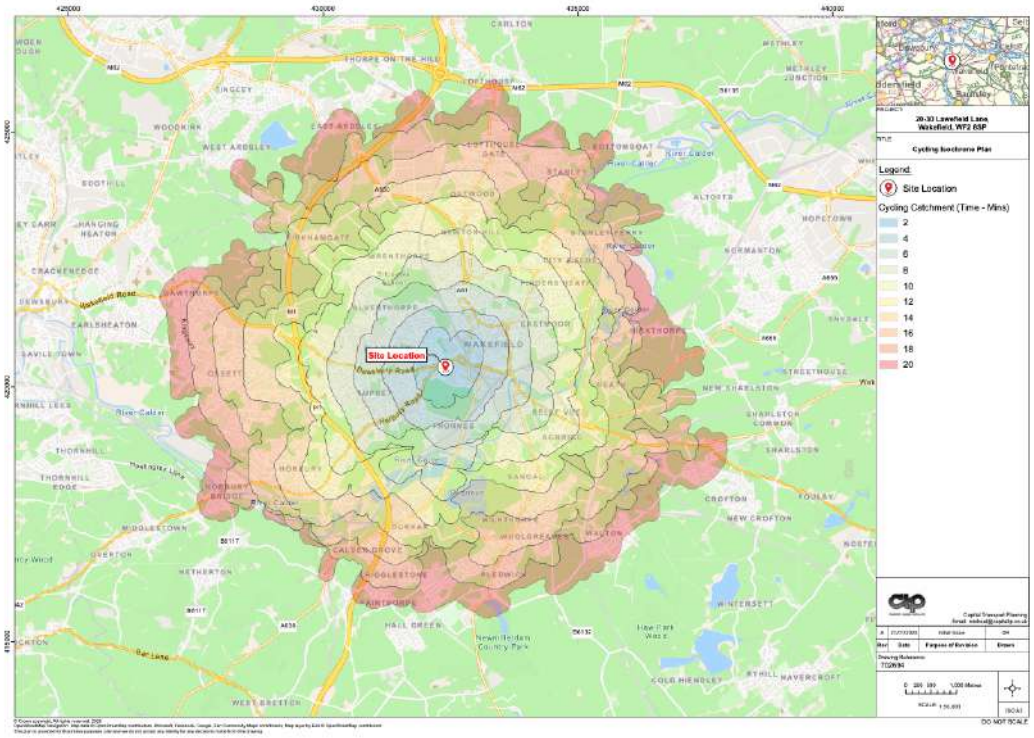


Figure 5. Cycling Isochrone

Highway

2.8. Sheffield Road is a bi-directional single lane carriageway which adjoins Park Road (A6133) to the north and Upper Sheffield Road (A61) to the south. The application site is also located approximately 2 miles to the east of the strategic road network (M1). The M1 provides northbound access to Leeds and southbound access to Sheffield and Nottingham.

3. Proposed Development

3.1. This chapter of the Travel Plan describes the development proposals for the site, including a description of the proposed land-use, proposed access arrangements and delivery and servicing arrangements.

3.2. The development proposals include the change of use of an existing 5-bedroom dwelling (C3) to a 5-bedroom HMO (C4).

3.3. HMO tenants tend to have lower car ownership rates than other types of tenants due to a combination of factors including cost, location, and lifestyle preferences. HMOs are often situated in urban areas with good public transport, making car ownership less necessary and more expensive. Additionally, the shared living costs within an HMO can make it more challenging to afford car ownership.

Cost

3.4. HMOs are often a more affordable option than renting a whole property, especially for young professionals or students. However, the cost of car ownership (purchase, insurance, maintenance, fuel, parking) can be a significant expense, making it a less attractive option when living in an HMO.

Location

3.5. HMOs are frequently located in city centres or areas with good public transport links, reducing the need for a car for daily commuting or errands. The convenience of public transport, walking, or cycling can make car ownership less essential.

Lifestyle

3.6. Many HMO tenants, particularly students or young professionals, may prioritize other aspects of their lifestyle over car ownership, such as social activities, convenience, or financial savings.

Council Policies

3.7. Some local councils encourage sustainable transportation by limiting parking provisions in areas with good public transport, further influencing the decision to own a car.

Shared Living

3.8. The shared nature of HMOs can also influence car ownership. With multiple tenants, there might be less need for individual vehicles, and shared spaces can make car parking more challenging.

Access and Egress Arrangements

3.9. There is no off-street car parking and therefore no vehicular access to the site from the public highway. There is an existing pedestrian access to the site from Sheffield Road (A61), and it is proposed that this pedestrian access I retained. An additional pedestrian access to the site is proposed to the rear from Commercial Street as presented in Figure 6.

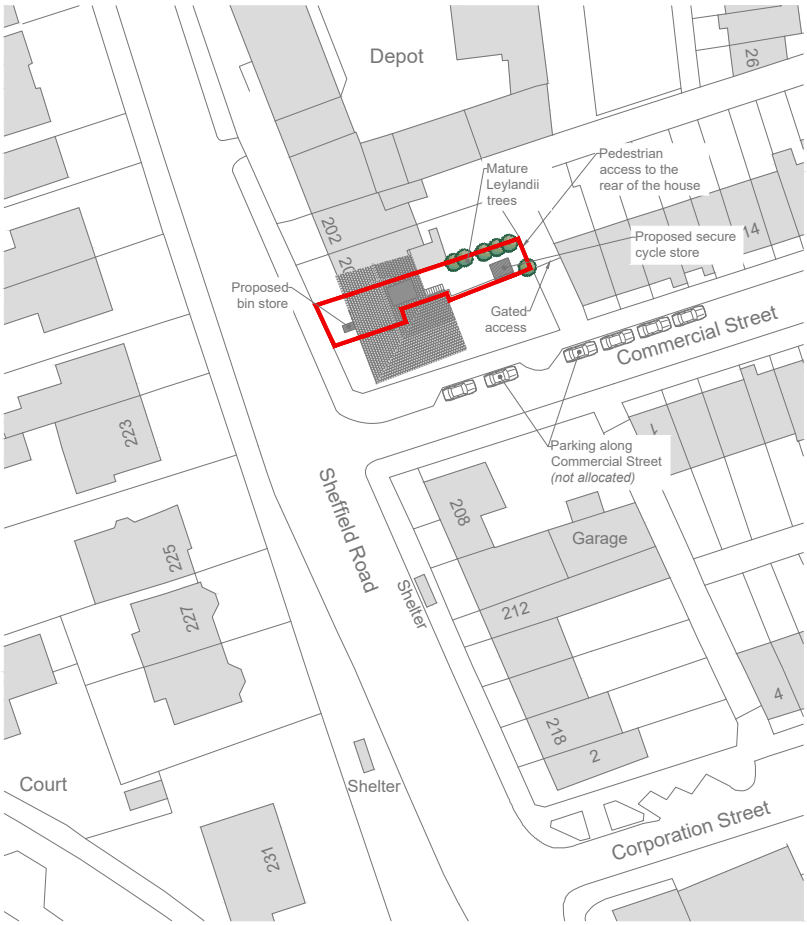


Figure 6. Proposed Ground Site Plan

Traffic Generation

3.10. This section of the report sets out the level of trips, for all modes of transport, that are anticipated to be generated by the proposed development, during the AM and PM peak periods and a daily basis. Having established the level of trips associated with the proposals the future modal split has been established. The methodology used to establish trip attraction, generated by the proposed development is presented below.

Existing Trip Generation

3.11. The existing site is comprised of units associated with the lawful use of the site as a probation office. In addition to the TRICS database not containing any surveys of a comparable use class, the application site has been vacant for over three years. It is therefore considered acceptable to assume the site does not generate any existing trips.

Proposed Trip Generation - Residential

3.12. This section of the report sets out the level of trips, for all modes of transport, that are anticipated to be generated by the proposed development, during the AM and PM peak periods and a daily basis. The methodology used to establish trip attraction, generated by the proposed development is presented below.

3.13. TRICS is the industry standard trip generation database. The TRICS database is comprised of surveys of various sites nationwide which are utilised for comparison purposes. The TRICS database has been investigated to gain trip rates for the proposed development.

3.14. It has been determined that vehicles would be the most significant trip generator regarding impacts. The TRICS generation information presented in this chapter relates to total person trips and cars. To determine the most accurate trip rates, similar characteristics were selected including C3 flats privately owned, town centre. Three relevant sites were selected and the resultant TRICS output is presented in Appendix C in Tables 1 & 2.

Table 1. Car Trip Rate (Use Class C3 – 1 unit)

Per Unit	Arrivals	Departures	Totals
07:00 - 08:00	0.018	0.05	0.068
08:00 - 09:00	0.013	0.055	0.068
09:00 - 10:00	0.025	0.007	0.032
10:00 - 11:00	0.007	0.01	0.017
11:00 - 12:00	0.015	0.02	0.035
12:00 - 13:00	0.01	0.02	0.030
13:00 - 14:00	0.01	0.02	0.030
14:00 - 15:00	0.018	0.01	0.028
15:00 - 16:00	0.033	0.018	0.051
16:00 - 17:00	0.025	0.003	0.028
17:00 - 18:00	0.04	0.013	0.053
18:00 - 19:00	0.048	0.04	0.088
19:00 - 20:00	0.031	0.023	0.054
20:00 - 21:00	0.017	0.017	0.034
Total Rates	0.310	0.306	0.616

3.15. Table 1, presents the trip rates for 1 residential unit. The trip rates have been used to determine the proposed trip generation for the 40 residential units, which is presented in Table 2.

Table 2. Proposed Car Trip Generation (Use Class C3 – 40 unit)

Per 40 Unit	Arrivals	Departures	Totals
07:00 - 08:00	1	2	3
08:00 - 09:00	1	2	3
09:00 - 10:00	1	0	1
10:00 - 11:00	0	0	0
11:00 - 12:00	0	1	1
12:00 - 13:00	0	1	1
13:00 - 14:00	0	1	1
14:00 - 15:00	1	0	1
15:00 - 16:00	1	1	2
16:00 - 17:00	1	0	1
17:00 - 18:00	2	1	2
18:00 - 19:00	2	2	4
19:00 - 20:00	1	1	2
20:00 - 21:00	1	0	1
Total Rates	12	12	24

3.16. Table 2, presents the proposed car trip generation for the 40 residential units across the course of a typical day (07:00 – 21:00). Table 2, indicates that the proposed development is likely to generate a maximum of up to 24 total car trips across the course of a day. This is comprised of 12 arrivals and 12 departures, of which 4 are within the AM peak period (08:00 - 10:00) and 3 in the PM peak period (16:00 – 18:00). The trip rate for total person trip generation is presented in Table 3.

3.17. It should be noted the trip generation figures above represent trips undertaken by cars. Trips for total vehicles, total people, cyclists, public transport users, cars and servicing vehicles are also presented in Appendix C. The proposed trip generation information presented demonstrates that the site is likely to result in a negligible impact across the course of a day.

Delivery and Servicing Arrangements

3.18. All delivery and servicing for the application site are to be carried out away from the public highway within the site. Deliveries for residents are anticipated to be carried out by DPD type operatives using 7.5tn box vans and similar vehicles. It is anticipated that the industrial units and retail elements may be served by similar vehicles and long wheel-based vans.

Car Parking Provision

3.19. It is proposed that 15 off-street car parking spaces are provided within the application site. This is comprised of 13 off-street car parking spaces proposed for the residential element of the site and a further two off-street parking spaces associated with the proposed retail uses within the site. The proposed car parking location is presented in Figure 6.

Cycle Parking Provision

3.20. 80 secure cycle parking spaces are proposed in accordance with the minimum standards set out in Wakefield Council's Street Design Guide. The proposed cycle parking location is presented in Figure 6.

4. Baseline Travel Patterns

4.1. A full travel survey of staff will be undertaken within 6 months of occupation of the proposed development. The findings of the survey will provide baseline data from which the Travel Plan targets can be confirmed.

4.2. In the absence of existing site surveys, the forecast mode spilt is extracted from the 2011 Census data for Wakefield (MSoA) and shows the method of travel to work for the adult population. This mode share is presented in Table 3.

Table 3. Mode Split

MODE OF TRAVEL	MODE SHARE (%)	ADJUSTED MODE SHARE (%)
UNDERGROUND, METRO, LIGHT RAIL, TRAM	16	0
TRAIN	8	25
BUS, MINIBUS OR COACH	17	20
TAXI	0	0
MOTORCYCLE, SCOOTER OR MOPED	1	0
DRIVING A CAR OR VAN	40	40
PASSENGER IN A CAR OR VAN	2	5
BICYCLE	3	5
ON FOOT	7	5
OTHER METHOD OF TRAVEL TO WORK	1	0
TOTAL	100	100

4.3. It should be noted that for the purposes of this travel plan unemployed, working from home and other were excluded from the data sets.

5. Objectives and Targets

5.1. This chapter sets out the overarching objectives for this Travel Plan, as well as targets for the short and medium term. It also includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in Chapter 8.

Main Objective

5.2. To engage with and encourage future residents and staff to use more sustainable ways to travel to and from the site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway networks.

Sub-objectives

- To increase resident and staff awareness of the advantages and availability of sustainable and active modes of transport.
- To promote the health and fitness benefits of active travel to all users;
- To introduce a package of physical and management measures that will facilitate residents travel by sustainable modes.
- To reduce unnecessary use of the car, particularly for single occupancy, when travelling to and from the site.

5.3. The overall objective of this Travel Plan is to create a reduction in the proportion of single occupancy car journeys and to see an increase in the levels of walking and cycling as well as public transport to and from the site. This will be monitored using travel surveys.

Targets

5.4. To ensure that this Travel Plan is successful it is important to set clear and concise targets to measure that success. The targets for the Travel Plans should be SMART targets (**S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-Bound)

5.5. It is intended that a compliant baseline travel surveys will be undertaken of staff, in accordance with the schedule set out below:

a. Future bi-annual travel surveys will be undertaken on or around the anniversary of the date of the baseline travel survey (i.e. Year 1, Year 3 and Year 5).

b. For the purposes of this Travel Plan, an assessment of potential modal split for the development has been undertaken using relevant surveys. It should be noted that these figures represent an estimate of the modal split, and the targets for the development will be considered against the actual modal split recorded during the first travel surveys of the development.

Provisional Targets

5.6. Table 3, sets out the baseline data, to be reviewed following the completion of the post-occupation baseline travel surveys and provisional modal share targets. The current indication is that car driver mode share will be in the order of 40%, according to census data, it is considered that this is rather poor and needs improvement.

5.7. In terms of improving sustainable mode share against the existing baseline data, the focus will be on ensuring that no car driver trips are generated by employees and visitors encouraging a shift to active modes, particularly cycling. The following targets are proposed and presented in Table 4.

Table 4. Provisional Resident Targets

METHOD OF TRAVEL TO WORK	ADJUSTED MODE SHARE (%)	PROVISIONAL TARGET	SHIFT
UNDERGROUND, METRO, LIGHT RAIL, TRAM	0	0	0%
TRAIN	25	30	+5%
BUS, MINIBUS OR COACH	20	20	0%
TAXI	0	0	0%
MOTORCYCLE, SCOOTER OR MOPED	0	0	0%
DRIVING A CAR OR VAN	40	15	-25%
PASSENGER IN A CAR OR VAN	5	5	0%
BICYCLE	5	15	+10%
ON FOOT	5	15	+10%
OTHER METHOD OF TRAVEL TO WORK	0	0	0%
TOTAL	100%	100%	

5.8. The provisional targets assume delivery of the Travel Plan targets over a 5-year period. Travel surveys will be undertaken and monitored whilst the Travel Plan is being implemented to manage and encourage mode shift accordingly.

5.9. Targets will reflect the performance of the Travel Plan in delivering the targets outlined above. Where targets are exceeded, they will be monitored to ensure that they remain at the target level, or alternatively if they have not been met, they will be revisited and solutions sought.

6. Travel Plan Management

6.1. The TPC will take overall responsibility for the development and deployment of the Travel Plan.

6.2. The key roles of the TPC are as follows:

- Distribute welcome packs to customers.
- Promote the initiatives of the Travel Plan.
- Promote travel by sustainable modes (walking, cycling and public transport).
- Implement and manage the monitored strategy.

6.3. The future TPC must be allowed to dedicate as much time to the role as possible to successfully achieve the objectives as set out in this document.

6.4. Once appointed, the TPC contact details will be shared with Wakefield Council. This will be prior to first occupation of the development, in order to implement the measures identified in the Action Plan provided in Chapter 8 and in line with the timetable identified for the implementation of each measure.

6.5. Within six months of occupation, the TPC will organise a travel survey. The findings of the surveys will be used as a baseline against which the Travel Plan targets will be measured.

6.6. The TPC will agree a budget for the measures within the Travel Plans, and will take responsibility for the financial implications of the Travel Plans.

7. Travel Plan Measures and Initiatives

7.1. This section of the travel plan sets out the key measures that will implemented prior to the occupation of the development, by sustainable means.

7.2. Effective implementation of the travel plan strategy will require leadership from the TPC along with the clear engagement with Wakefield Council.

7.3. In order to maximise the opportunity to make a change in travel behaviour a combination of the following is needed:

- Incentives to positively change behaviour.
- Disincentives to continue any non-sustainable travel behaviour.

7.4. The following section of this chapter provides examples of these types of measures that would be appropriate to implement as part of the travel plan's overall development prior to the occupation of the site.

7.5. As previously noted, the future TPC will have responsibility for implementing the travel plan measures and liaising with Wakefield Council's Travel Plan Officer.

7.6. In order to meet the objectives of this travel plan it is essential to ensure accessibility to and from the site. The measures set out below are therefore both hard and sourced, designed to address the travel needs of staff, visitors and guests to the site and to reduce the need for travelling by private car.

7.7. The following measures are outlined below:

7.8. **Welcome Packs** – All new staff will be provided with a welcome pack that should contain information relating to the travel plan and the measures contained inside. Welcome packs should include up-to-date travel information including public transport timetables and rates initiatives such as safe cycle routes in the area, cycle storage at the development, local car club etc.

7.9. **Promotion and Awareness Raising** – The future TPC should investigate locally organised promotions as part of national events and encourage occupants of the development to participate. Some examples of the types of events that could be encouraged are listed below:

- Walk to work today.
- Sustainability week.
- European mobility weeks.
- Bike week.
- Road safety week.
- In town without my car day.

7.10. **Travel Information provided on website** – The future TPC will be responsible for supporting the development by encouraging users to include travel information on their website that explains links to public transport websites, national transport schemes, promotion of local and national transport related to events and regularly updated forums.

7.11. **Walking and Cycling** – The future TPC will provide advice and support in relation to walking and cycling to employers over the development. This could include providing route maps for safe cycling routes in the area, advice on purchasing and maintaining a bicycle and advice on tax free cycle purchase schemes.

7.12. The future TPC should liaise with Wakefield Council's travel plan officer to effect improvements to the existing external infrastructure of the site and surrounding area for the benefit of pedestrians and cyclists.

7.13. Where possible published clearly available leaflets regarding walking and cycling in the area will be made available in the public areas.

7.14. **Public Transport** - The future TPC will provide up-to-date information on permanent display on the sites travel plan webpage. If possible, the information will be displayed on noticeboard in common areas of the development.

7.15. The future TPC should be able to give advice on potential journey options and different first schemes such as rail season tickets.

8. Travel Plan Monitoring

8.1. A program of monitoring and review is essential to generate information by which the success of this Travel Plan can be evaluated against other travel plans in London and UK.

8.2. The tools required for monitoring and review of the travel plan should be considered from the outset of the plan.

8.3. Monitoring of the travel plan will be done using travel surveys on an annual basis. Monitoring of the travel plan will be the responsibility of the TPC in liaison with Wakefield Council.

8.4. The overall objective of the travel plan is to affect a reduction in the proportion of single occupancy car journeys and to see an increase in the levels of walking and cycling as well as public transport. This will be monitored using regular travel surveys.

8.5. To ensure that the travel plan is achieving targets, monitoring reports and reviews of the existing travel plan will be carried out every two years for a five-year period. Where monitoring reveals problems, the monitoring process provides an opportunity to review the plan and take remedial action.

8.6. The proposed monitoring measures of the travel plan are outlined below:

- Compliant surveys carried out every two years from the anniversary of the baseline survey.
- Monitoring the success of the site website to encourage modal shift.
- Recording of the feedback received from customers and employees and the management of the businesses on the development relating to the operation and implications of the travel plan.

8.7. Information gathered through the monitoring process will be recorded for input to the annual travel plan review which will be made available to Wakefield Council on or around the anniversary of the post-occupation baseline travel survey. The monitoring process will be funded in full by the site operator.

8.8. All reviews undertaken by the future TPC will be produced according to the methodology required by Wakefield Council.

9. Action Plan

9.1. Table 5, presents an action plan for the implementation of this travel plan. The action plan is not exhaustive and should be developed as the travel plan evolves.

Table 5. Action Plan

ACTION	RESPONSIBILITY	SUGGESTED TIMESCALE
GENERAL MEASURES		
TRAVEL STRATEGY AND TRANSPORT STEERING GROUP: • **APPOINT A TRAVEL PLAN COORDINATOR.**	Site Owner	Within 3 months of occupation and ongoing
• **AGREE FINANCES AND BUDGETS FOR THE TRAVEL PLAN**	Travel Plan Coordinator	Prior to occupation
TRAVEL INFORMATION WEBSITE: • **ARRANGE FOR A STANDALONE TRAVEL WEBSITE OR RELEVANT INFORMATION TO BE INCLUDED ON THE WEBSITES OF THE SITE.**	Travel Plan Coordinator	On and during occupation
• **PROMOTE THE WEBSITE IN MARKETING MATERIALS FOR THE DEVELOPMENT.**	Travel Plan Coordinator and monitoring representatives	Within 3 months of occupation and ongoing
PROMOTION AND AWARENESS RAISING: • **INVESTIGATE LOCAL AND NATIONAL SUSTAINABLE TRANSPORT EVENTS.**	Travel Plan Coordinator	Within 3 months of occupation and ongoing

• **PREPARE A SERIES OF PROMOTIONAL EVENTS LINKED IN TO LOCAL AND NATIONAL EVENT THAT WOULD PROMOTE SUSTAINABLE TRAVEL AND THE TRAVEL PLAN.**	Travel Plan Coordinator	Within 3 months of occupation and ongoing
• **FOLLOWING OCCUPATION OF THE DEVELOPMENT, PROMOTE EVENTS TO EMPLOYEES OF THE DEVELOPMENT.**	Travel Plan Coordinator	Within 3 months of occupation and ongoing
WALKING AND CYCLING: • **RESEARCH INFORMATION TO PROVIDE RESIDENTS AND EMPLOYEES WITH ADVICE AND SUPPORT REGARDING SAFE WALKING AND CYCLING.**	Travel Plan Coordinator	Within 3 months of occupation and ongoing
• **PROVIDE ROUTE MAPS AND GUIDES FOR SAFE WALKING AND CYCLING IN COMMON AREA OF THE DEVELOPMENT.**	Travel Plan Coordinator	Prior to occupation
• **FOLLOWING OCCUPATION, COLLATE ANY COMMENTS RELATING FROM EMPLOYEES RELATING TO SAFE WALKING AND CYCLING IN THE AREA.**	Travel Plan Coordinator	Within 3 months of occupation and ongoing
WALKING AND CYCLING: • **PROVISION OF CYCLE PARKING, LOCKERS, SHOWERS AND CHANGING FACILITIES.**	Developer	Prior to occupation

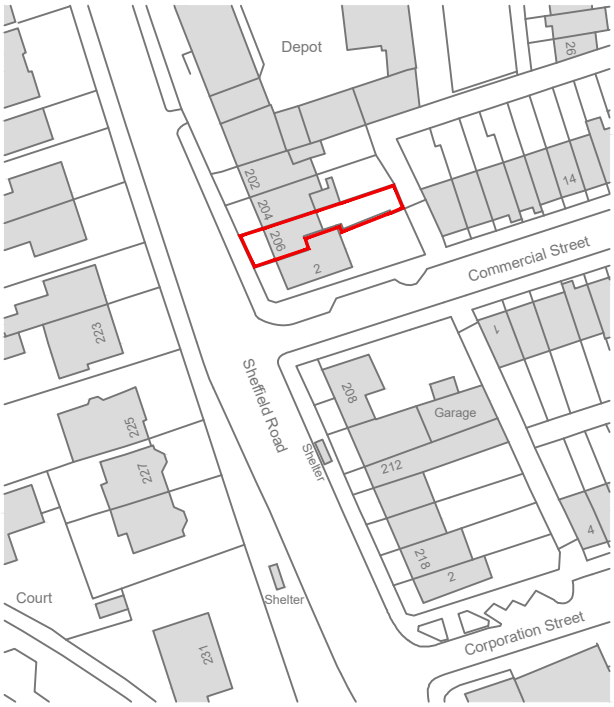
10. Securing and Enforcing

10.1. Adequate funding will be put in place by the site manager to deliver the measures identified in this document.

11. APPENDICIES

APPENDIX A – LOCATION PLAN

NOTES:
Plan is for planning application submission and must not be used for construction



KEY:

Site boundary
Site area = 134.54sq.m.

Location Plan

Project: 206 Sheffield Road, Barnsley, S70 4PD

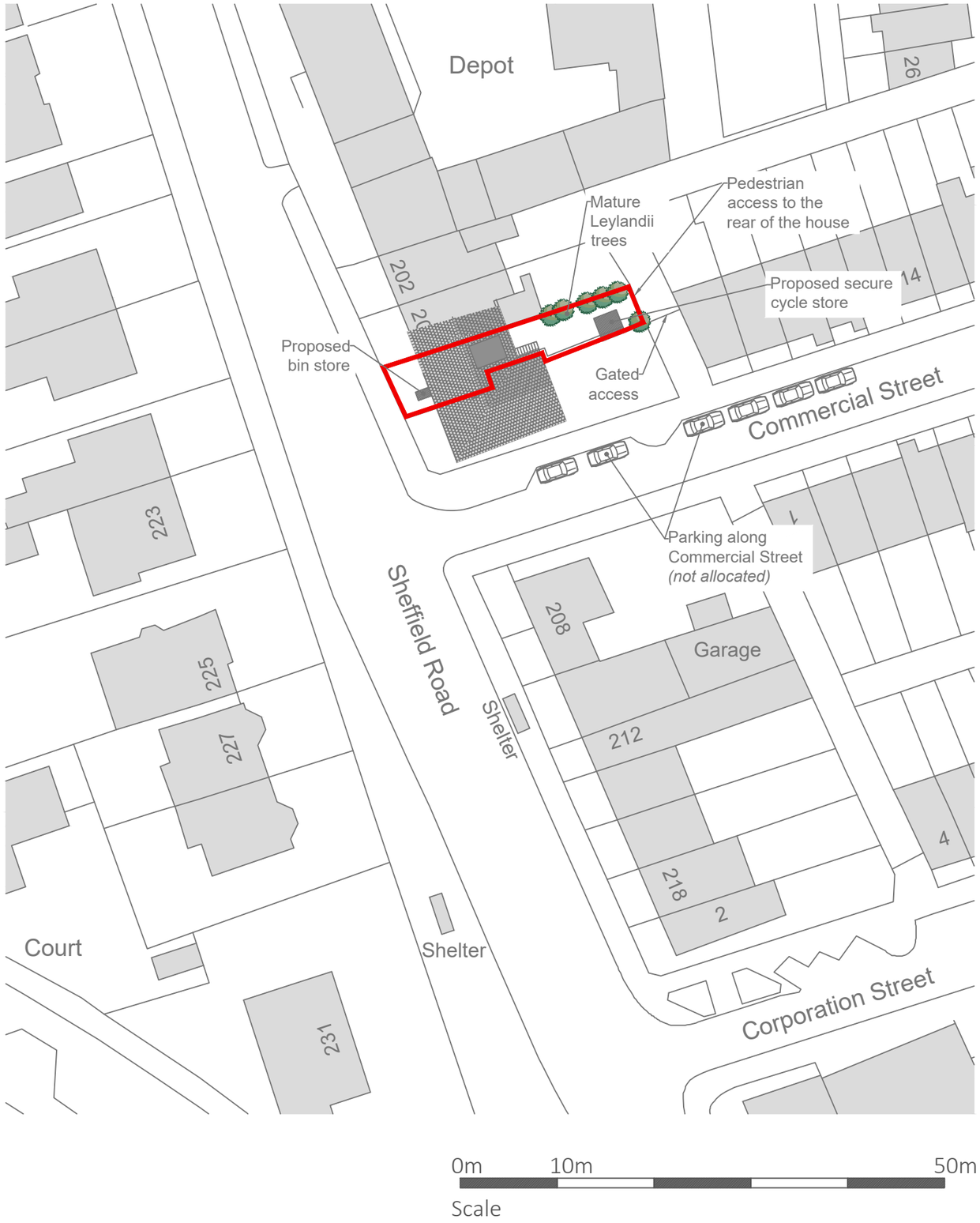
Client: Aspire Property Group

Number: TI-APG001-001
Scale: 1:1250 @A4
Date: 10 Jan.2025

Technical Illustration
Contact: Gillian at [redacted]

C:\Users\TI\TechIllustration\206 Shefield Road\TI-APG001-001-002 site plans.dwg

APPENDIX B – SITE PLAN



N

NOTES:
Plan is for planning application submission and must not be used for construction

KEY:

Site boundary
Site area = 134.54sq.m.

Site Plan

Project: 206 Sheffield Road, Barnsley, S70 4PD

Client: Aspire Property Group

Number: TI-APG001-002

Scale: 1:500 @A3

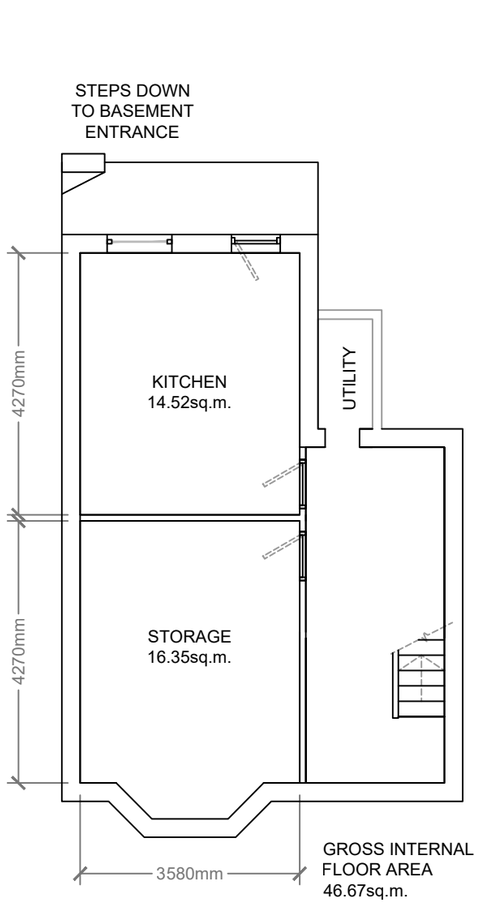
Date: 10 Jan. 2025

Technical Illustration
Contact: Gillian at [redacted]

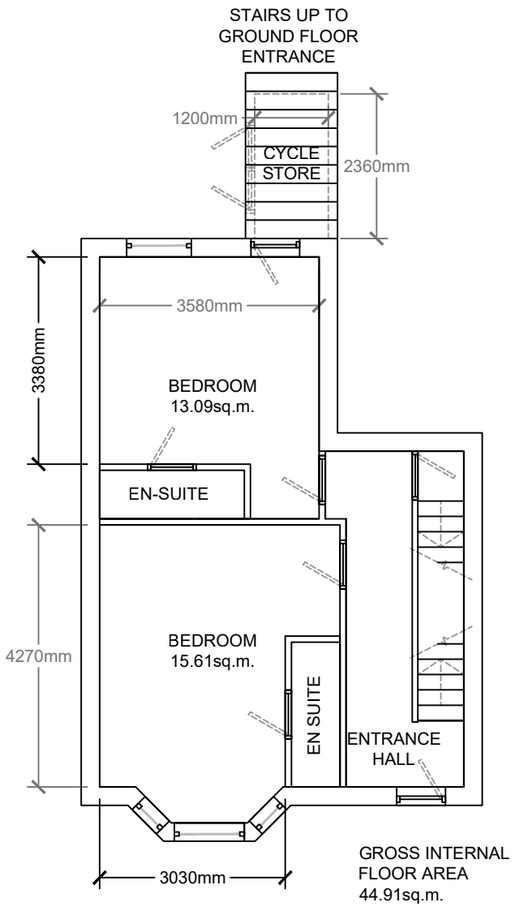
C:\Users\TI\TechIllustration\206 Shefield Road\TI-APG001-001-002 site plans.dwg

NOTE: Plan is for planning application submission and must not be used for construction

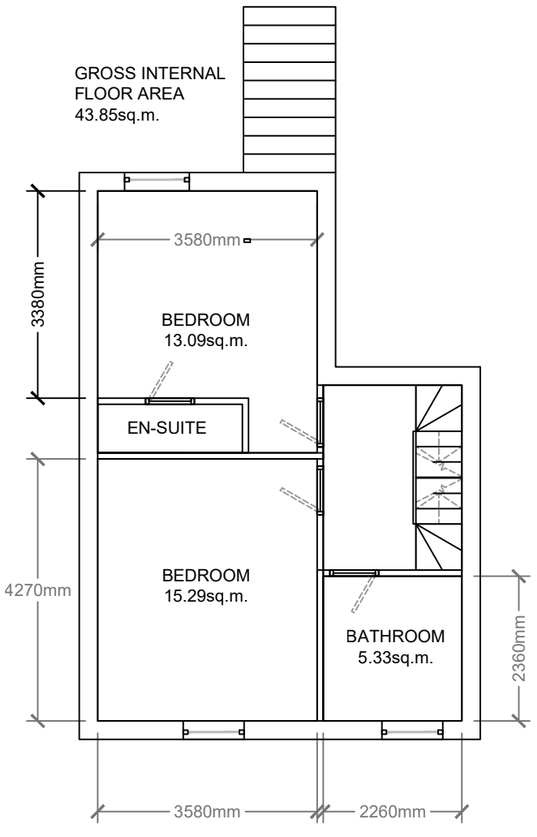
There are no proposed exterior alterations to the building



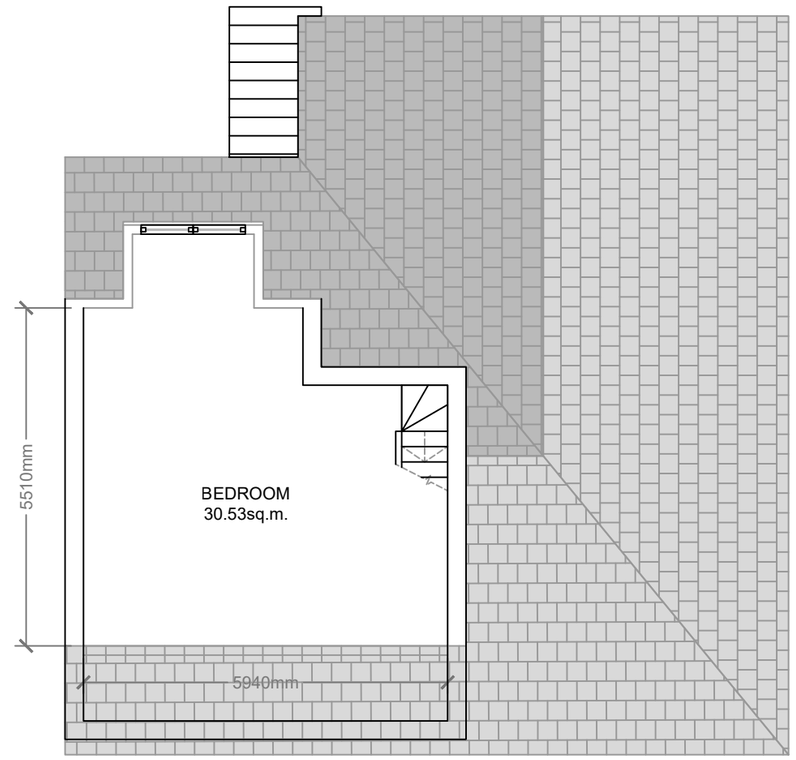
BASEMENT FLOOR PLAN



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN

Proposed building - floor plans

Project: 206 Sheffield Road, Barnsley, S70 4PD

Client: Aspire Property Group

Number: TI-APG001.004

Scale: 1:100 @ A3

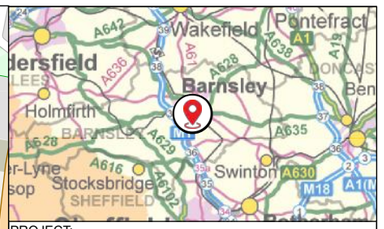
Date: 13 Jan 2025

Technical Illustration

Contact: Gillian at [redacted]

C:\Users\TI\TechIllustration\206 Shefield Road\TI-APG001-003-004 building plans.dwg

APPENDIX C – TRANSPORT PLAN



PROJECT:
206 Sheffield Road, Barnsley, S70 4PD

TITLE:
Local Transport Plan

Legend:

- Bus Stop Locations (Naptans)
- Railway Station

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	17/06/2025	Initial Issue	DR

Drawing Reference:
702721

0 50 100 200 Metres

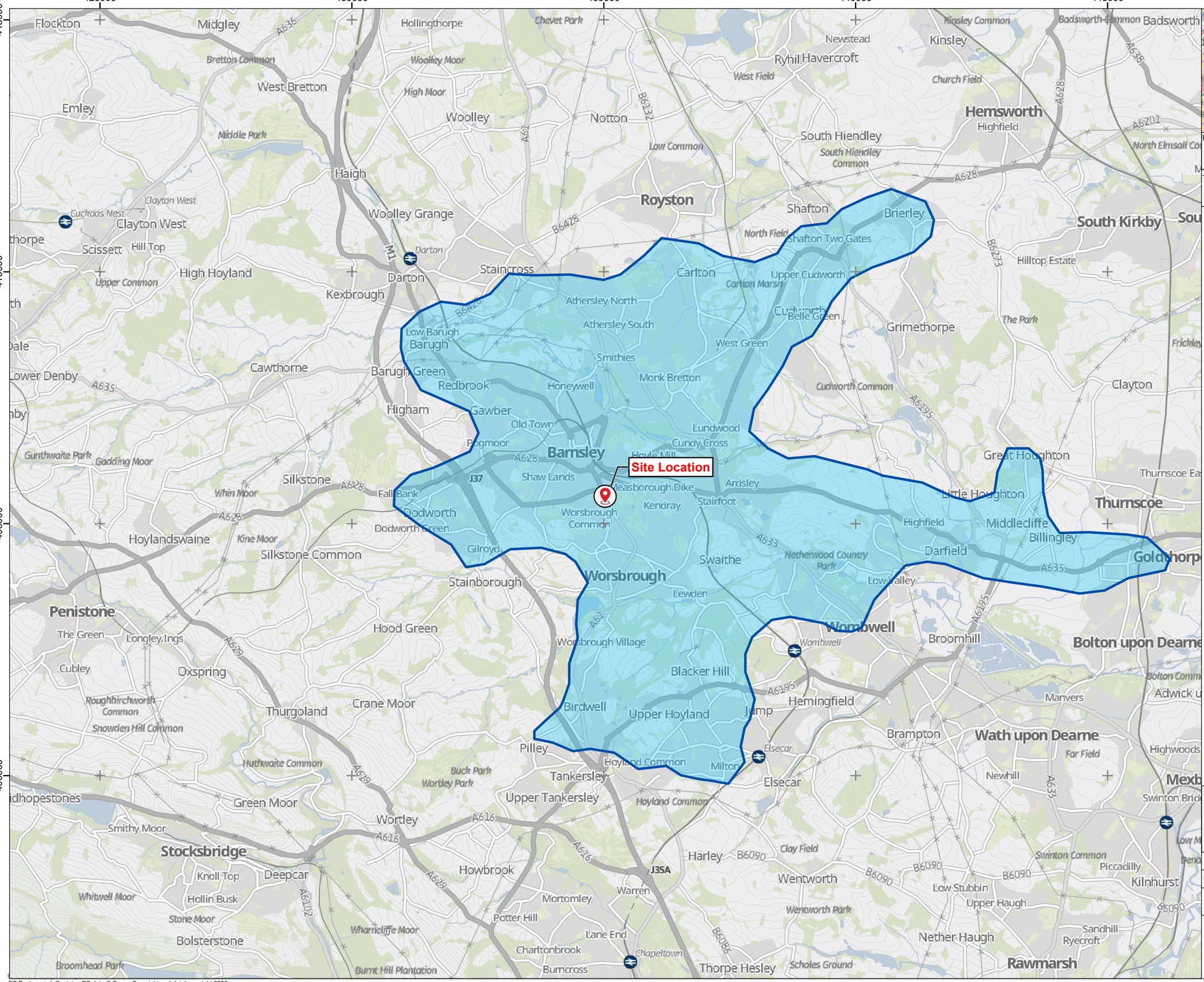
SCALE: 1:10,000

ISO A3

DO NOT SCALE

National Cycle Network:

APPENDIX D – BUS ISOCHRONE



GB Background: Contains OS data © Crown Copyright and database right 2025
Contains data from OS Zoomstack © OpenStreetMap contributors
This plan is provided for illustrative purposes only and we do not accept any liability for any decisions made from this drawing.

PROJECT:
206 Sheffield Road, Barnsley, S70 4PD

TITLE:
Bus Isochrone Plan

Legend:

- Site Location
- Bus Isochrone (30 Mins)

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	17/06/2025	Initial Issue	DR

Drawing Reference:
702721

0 500 1,000 2,000 Metres

SCALE: 1:70,000

ISO A3

DO NOT SCALE

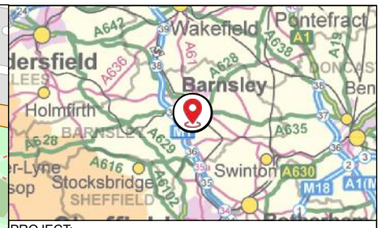
APPENDIX E – WALKING ISOCHRONE

434000 435000 436000

406000

405000

Site Location



PROJECT:

206 Sheffield Road, Barnsley, S70 4PD

TITLE:

Walking Isochrone Plan

Legend:

- Site Location
- Railway Station

Walking Catchment (Time - Mins)

- 2
- 4
- 6
- 8
- 10
- 12

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	17/06/2025	Initial Issue	DR

Drawing Reference: 702721

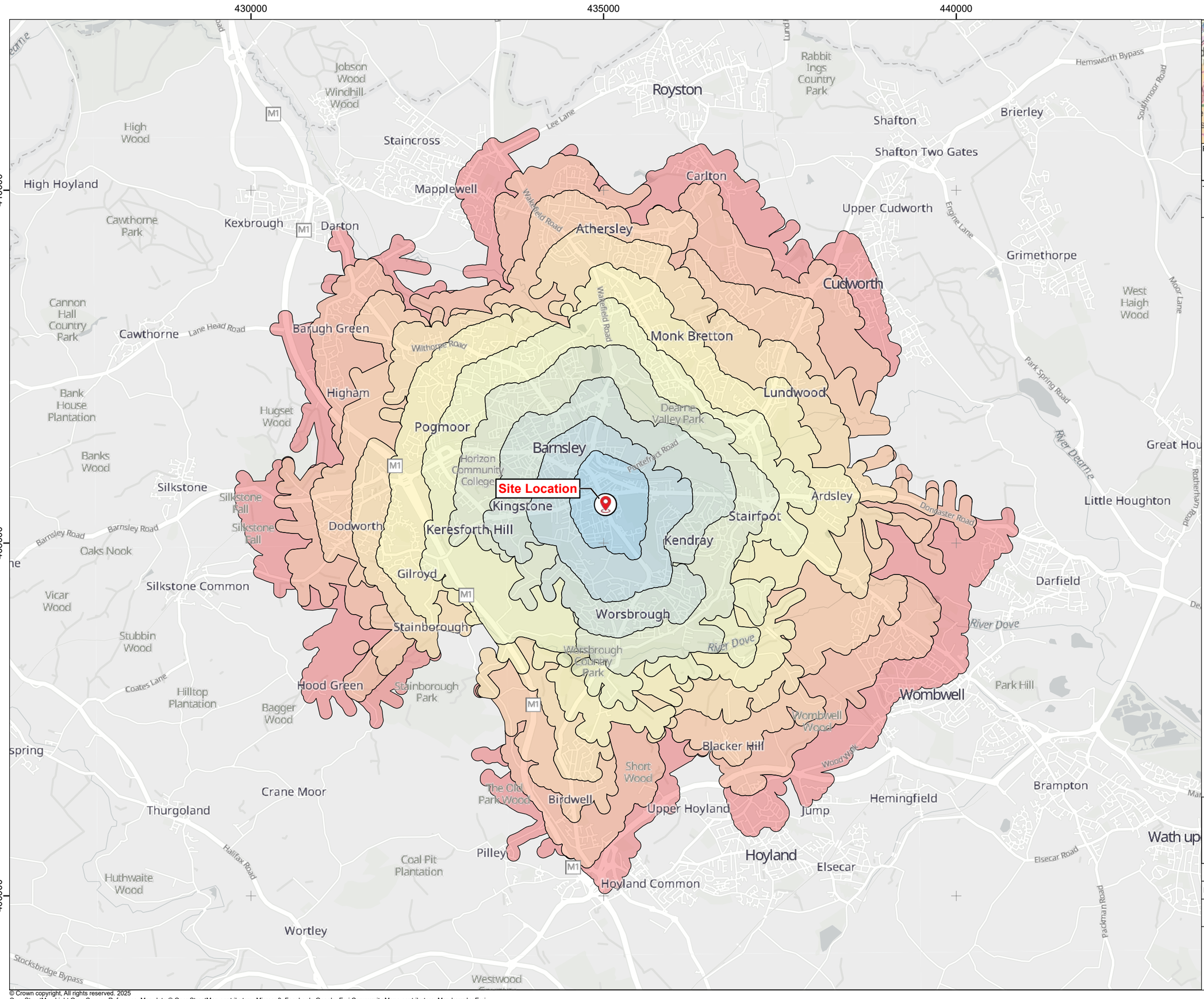
0 50 100 200 Metres

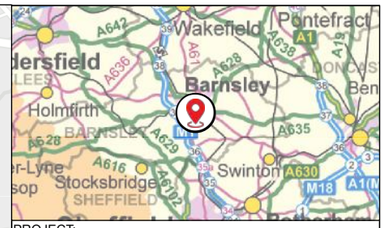
SCALE: 1:10,000

ISO A3

DO NOT SCALE

APPENDIX F – CYCLING ISOCRONE





PROJECT:

206 Sheffield Road, Barnsley, S70 4PD

TITLE:

Cycling Isochrone Plan

Legend:

Site Location

Cycling Catchment (Time - Mins)

- 2
- 4
- 6
- 8
- 10
- 12
- 14
- 16
- 18
- 20

Capital Transport Planning
Email: michael@capitaltp.co.uk

Rev	Date	Purpose of Revision	Drawn
A	17/06/2025	Initial Issue	DR

Drawing Reference: 702721

0 250 500 1,000 Metres

SCALE: 1:50,000

ISO A3

DO NOT SCALE

APPENDIX G – TRICS REPORTS

Calculation Reference: AUDIT-706001-250617-0604

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
07 YORKSHIRE & NORTH LINCOLNSHIRE
NY NORTH YORKSHIRE 3 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: No of Dwellings
Actual Range: 10 to 47 (units:)
Range Selected by User: 10 to 432 (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 18/05/22

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	3

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	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	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	2 days
50,001 to 75,000	1 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	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:

No	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1 **NY-03-A-12** **TOWN HOUSES** **NORTH YORKSHIRE**
RACECOURSE LANE
NORTHALLERTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 47
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

2 **NY-03-A-13** **TERRACED HOUSES** **NORTH YORKSHIRE**
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

3 **NY-03-A-14** **DETACHED & BUNGALOWS** **NORTH YORKSHIRE**
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.70

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	3	34	0.088	0.000	3	34	0.235	0.000	3	34	0.323	0.000
08:00 - 09:00	3	34	0.167	0.000	**3**	**34**	**0.333**	**0.000**	**3**	**34**	**0.500**	**0.000**
09:00 - 10:00	3	34	0.147	0.000	3	34	0.196	0.000	3	34	0.343	0.000
10:00 - 11:00	3	34	0.167	0.000	3	34	0.147	0.000	3	34	0.314	0.000
11:00 - 12:00	3	34	0.098	0.000	3	34	0.147	0.000	3	34	0.245	0.000
12:00 - 13:00	3	34	0.216	0.000	3	34	0.196	0.000	3	34	0.412	0.000
13:00 - 14:00	3	34	0.167	0.000	3	34	0.098	0.000	3	34	0.265	0.000
14:00 - 15:00	3	34	0.157	0.000	3	34	0.225	0.000	3	34	0.382	0.000
15:00 - 16:00	3	34	0.127	0.000	3	34	0.078	0.000	3	34	0.205	0.000
16:00 - 17:00	**3**	**34**	**0.294**	**0.000**	3	34	0.137	0.000	3	34	0.431	0.000
17:00 - 18:00	3	34	0.265	0.000	3	34	0.098	0.000	3	34	0.363	0.000
18:00 - 19:00	3	34	0.127	0.000	3	34	0.059	0.000	3	34	0.186	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.020	0.000			1.949	0.000			3.969	0.000

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.*

Parameter summary

Trip rate parameter range selected:	10 - 47 (units:)
Survey date date range:	01/01/16 - 18/05/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 1 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.70

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	3	34	0.157	0.000	3	34	0.402	0.000	3	34	0.559	0.000
08:00 - 09:00	3	34	0.167	0.000	**3**	**34**	**0.549**	**0.000**	**3**	**34**	**0.716**	**0.000**
09:00 - 10:00	3	34	0.216	0.000	3	34	0.294	0.000	3	34	0.510	0.000
10:00 - 11:00	3	34	0.275	0.000	3	34	0.245	0.000	3	34	0.520	0.000
11:00 - 12:00	3	34	0.225	0.000	3	34	0.324	0.000	3	34	0.549	0.000
12:00 - 13:00	3	34	0.363	0.000	3	34	0.304	0.000	3	34	0.667	0.000
13:00 - 14:00	3	34	0.255	0.000	3	34	0.245	0.000	3	34	0.500	0.000
14:00 - 15:00	3	34	0.294	0.000	3	34	0.294	0.000	3	34	0.588	0.000
15:00 - 16:00	3	34	0.294	0.000	3	34	0.196	0.000	3	34	0.490	0.000
16:00 - 17:00	**3**	**34**	**0.451**	**0.000**	3	34	0.265	0.000	3	34	0.716	0.000
17:00 - 18:00	3	34	0.422	0.000	3	34	0.176	0.000	3	34	0.598	0.000
18:00 - 19:00	3	34	0.206	0.000	3	34	0.118	0.000	3	34	0.324	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.325	0.000			3.412	0.000			6.737	0.000

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.*

Calculation Reference: AUDIT-706001-250617-0653

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

09 NORTH

TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 45 to 45 (units:)
Range Selected by User: 12 to 127 (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 15/10/21

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

Selected survey days:
Friday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town 1

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

Selected Location Sub Categories:
Residential Zone 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
C3 1 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
25,001 to 50,000 1 days

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

Population within 5 miles:
125,001 to 250,000 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
No 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 TW-03-C-01 BLOCKS OF FLATS TYNE & WEAR
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: FRIDAY *15/10/21* *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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 5 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.91

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	45	0.000	0.000	1	45	0.111	0.556	1	45	0.111	0.556
08:00 - 09:00	1	45	0.022	0.111	1	45	0.067	0.333	1	45	0.089	0.444
09:00 - 10:00	1	45	0.044	0.222	1	45	0.067	0.333	1	45	0.111	0.555
10:00 - 11:00	1	45	0.089	0.444	**1**	**45**	**0.200**	**1.000**	**1**	**45**	**0.289**	**1.444**
11:00 - 12:00	1	45	0.111	0.556	1	45	0.133	0.667	1	45	0.244	1.223
12:00 - 13:00	1	45	0.067	0.333	1	45	0.044	0.222	1	45	0.111	0.555
13:00 - 14:00	1	45	0.089	0.444	1	45	0.156	0.778	1	45	0.245	1.222
14:00 - 15:00	1	45	0.044	0.222	1	45	0.067	0.333	1	45	0.111	0.555
15:00 - 16:00	1	45	0.044	0.222	1	45	0.067	0.333	1	45	0.111	0.555
16:00 - 17:00	1	45	0.178	0.889	1	45	0.022	0.111	1	45	0.200	1.000
17:00 - 18:00	**1**	**45**	**0.200**	**1.000**	1	45	0.067	0.333	1	45	0.267	1.333
18:00 - 19:00	1	45	0.133	0.667	1	45	0.044	0.222	1	45	0.177	0.889
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.021	5.110			1.045	5.221			2.066	10.331

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.*

Parameter summary

Trip rate parameter range selected:	45 - 45 (units:)
Survey date date range:	01/01/16 - 15/10/21
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 5 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.91

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	45	0.000	0.000	**1**	**45**	**0.267**	**1.333**	1	45	0.267	1.333
08:00 - 09:00	1	45	0.022	0.111	1	45	0.133	0.667	1	45	0.155	0.778
09:00 - 10:00	1	45	0.044	0.222	1	45	0.133	0.667	1	45	0.177	0.889
10:00 - 11:00	1	45	0.156	0.778	1	45	0.267	1.333	1	45	0.423	2.111
11:00 - 12:00	1	45	0.156	0.778	1	45	0.222	1.111	1	45	0.378	1.889
12:00 - 13:00	1	45	0.133	0.667	1	45	0.156	0.778	1	45	0.289	1.445
13:00 - 14:00	1	45	0.156	0.778	1	45	0.267	1.333	1	45	0.423	2.111
14:00 - 15:00	1	45	0.111	0.556	1	45	0.111	0.556	1	45	0.222	1.112
15:00 - 16:00	1	45	0.156	0.778	1	45	0.111	0.556	1	45	0.267	1.334
16:00 - 17:00	**1**	**45**	**0.422**	**2.111**	1	45	0.089	0.444	**1**	**45**	**0.511**	**2.555**
17:00 - 18:00	1	45	0.378	1.889	1	45	0.089	0.444	1	45	0.467	2.333
18:00 - 19:00	1	45	0.222	1.111	1	45	0.156	0.778	1	45	0.378	1.889
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.956	9.779			2.001	10.000			3.957	19.779

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.*