



Planning Department
Barnsley Council
PO Box 634
Barnsley
S70 9GG

23 August 2016

Our Ref RB/X/ACBarnsley.1

Dear Sir / Madam,

20-30 Shambles Street & Yorkshire House, Barnsley S70 2SW

Prior approval application for a change of use from existing class B1 office to class C3 residential flats

Transport Planning Technical Note

Mayer Brown Limited has been appointed to prepare this Transport Planning Technical Note in respect of a Prior Approval application for the proposed conversion of existing Class B1 offices at 20-30 Shambles Street & Yorkshire House in Barnsley, to Class C3 residential flats.

This Technical Note considers the salient transport planning matters in accordance with the three tests set out within the General Permitted Development Order (GPDO 2015) for "Class O" development, being the proposed conversion of 1119.3sqm Gross Internal Area (GIA) of Class B1 office floor space to provide 19 residential flats.

This note is divided into the following sections:

- Application Site, including review of accessibility;
- Development Proposals;
- General Permitted Development Order 2013;
- Trip Generation Assessment; and
- Summary & Conclusions.

1. Application Site

20-30 Shambles Street & Yorkshire House consists of a four-storey building accommodating retail/eatery units at ground floor level and office floor space on part first, second and third floors. Level differences between Shambles Street and the rear of the building result in a basement level being visible and accessible from the south/rear of the building.

Access to the upper floors is provided directly from Shambles Street via a lobby entrance located at the eastern end of the building, with a stairwell and lift providing access to the upper floors. A secondary emergency stairwell for the upper floor offices is located to the west of the building.

A small number of parking spaces are currently provided to the rear of the building for use by occupants of 20-30 Shambles Street & Yorkshire House, although it is envisaged that due to limited provision, a vast majority of existing staff/visitors utilise local car parks / on street parking provision if accessing the site via car. Refuse/recycling bins associated with the existing building are located within the service/parking area at the rear of the building.

The site is shown in relation to the local area and highway network in **Figure 1.1**.

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Accessibility

The site's town centre location provides easy access to numerous local facilities and amenities including supermarkets/convenience stores, banking/ATM facilities, pharmacies, retail, cafes, restaurants and takeaways. Available local services and amenities in addition to proximity to local employers/job opportunities will minimise the need for future residents to travel by car, in favour of sustainable travel choices.

Shambles Street bounds the site to the north and has wide footways provided on either side of the carriageway and regularly spaced street lighting, leading to the pedestrianised zone to the east in addition to various pedestrian crossing points being provided on highways in the vicinity of the site to facilitate safe pedestrian movement in and around the local area.

Various bus stops are located in close proximity to the site on Shambles Street and connecting highways, providing access to a range of frequent bus services. Barnsley Interchange Station is located around a 450m/6minute walk from the site, providing access to a wide variety of bus and rail connections to local, regional and national destinations.

A taxi rank is provided on Market Hill around 120m to the east of the site, providing an alternative means of transport for trips when other modes of transport may not be available and walking/cycling may not be preferable.

The application site is considered to be highly accessible due to the proximity of local services/amenities and providing convenient access via walking, cycling and public transport, offering significant opportunities to travel by sustainable modes. The application site is therefore considered to be sustainably located within a local context.

Local Parking Provision

A number of pay-and-display, disabled and loading bays are provided on Market Hill and Peel Street in the vicinity of the site, with parking charges applied Monday to Saturday between 08:00 and 18:00 and stay limited to 1 hour where applicable.

A number of public car parks operated by Barnsley Metropolitan Borough Council are also provided in close proximity to the site, including Grahams Orchard (46 spaces, max stay 1 hour), Sackville Street (100 spaces) and Churchfield (112 spaces). In addition a number of private car parks are also provided in the local vicinity, including Metro Park Multi Storey (240 spaces) located around 160m walk from the site.

A number of the public and private car parks offer weekly, monthly, quarterly and annual season tickets if required.

2. Development Proposals

The development proposals comprise of the conversion of 1119.3sqm Gross Internal Area (GIA) of existing office space on the part first, second and third floors to residential dwellings. The internal conversion of the existing office space will create a total of 19 apartments, consisting of 3 Studio, 12 one-bed and 4 two-bed apartments. The proposed development layout, illustrating the internal building configuration is appended to this note.

Access to the ground floor units and upper floors of the building will be retained as per existing, with the development lobby and stairwell/lift serving the residential apartments on the upper floors accessed directly from Shambles Street.

Due to the site's central and sustainable location in terms of proximity to amenities, employment and accessibility via non-car modes of travel it is currently proposed that no allocated car parking provision will be provided for the proposed development.

Future occupants of the apartments will be aware of parking provision constraints so that this can be taken into account when purchasing/renting an apartment, with available public/private car parks and on street parking in the surrounding area providing appropriate provision to accommodate potential demand if needed.

19 cycle spaces will be provided for use by residents, equivalent to 1 space per dwelling. A secure cycle store will be provided within the building basement level, with access provided to the store from the service/parking area to the rear of the building.

Service and emergency vehicle access and storage for the ground floor retail units will be retained as per existing. A new communal refuse/recycling storage area will be provided within the basement level for the new residential development, with access provided via the main stairwell. It is currently envisaged that a representative for the building management company will be responsible for overseeing the refuse strategy for the site, in particular arranging for bins to be transported to and from agreed collection points.

3. General Permitted Development Order 2015

Following recent changes to 'permitted development' categories introduced by the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015, the development proposals comprise a "Class O" development where a conversion is proposed from an existing Class B1 office to provide Class C3 residential dwellings.

The General Permitted Development Order 2015 states:

"Development under Class O is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to - (a) Transport and highways impact of the development..."

(General Permitted Development Order 2015, Schedule 2, Part 3, Paragraph O.2)

Where consideration of transport and highway impacts are requested by a Local Authority, further clarification of the requirements are provided within Paragraph W 'Procedure for applications for prior approval under Part 3' of the General Permitted Development Order 2015, which states:

"Where the application relates to the prior approval as to transport and highways impacts of the development, on receipt of the application, where in the opinion of the local planning authority the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site, the local planning authority must consult -

- (a) Where the increase or change relates to traffic entering or leaving a trunk road, the highway authority for the trunk road;*
- (b) The local highway authority, where the increase or change relates to traffic entering or leaving a classified road or proposed highway, except where the local planning authority is the local highway authority;*
- (c) The operator of the network which includes or consists of the railway in question, and the Secretary of State for Transport, where the increase or change relates to traffic using a level crossing over a railway."*

(General Permitted Development Order 2015, Schedule 2, Part 3, Paragraph W(5))

As set out within this Technical Note, the conversion of 1119.3sqm GIA of existing Class B1 office to provide 19 Class C3 residential flats will result in a net reduction in two-way trips generated by the application site during the weekday peak periods and throughout the day.

Whilst the proposed development is likely to generate a reversal of traffic flows compared to the existing Class B1 office use during the weekday morning and evening peak periods, the resultant change is not considered to present any material impact to the local highway network.

It is therefore reasonable to conclude that the proposed development will not result in a material increase or material change in the character of traffic entering or leaving a trunk road, classified road, or proposed highway in the vicinity of the site and is therefore not subject to requirement W(5) part (a) or part (b) of the General Permitted Development Order 2015.

The application site does not fall adjacent to a level crossing over a railway and therefore, is not subject to W(5) part (c) set out above.

4. Trip Generation Assessment

The development proposals seek conversion of 1119.3qm GIA of B1 office floor space to provide approximately 19 Class C3 residential flats.

The existing office and proposed residential trip rates have been calculated with reference to the TRICS (Trip Rate Information Computer System) database to consider sites which match the following criteria, considered to be of a similar characteristic present at the development site:

- B1 Office and residential sites located in any region, excluding Greater London;
- Sites situated within a town centre location;
- Population within 5 miles over 125,000;
- Offices up to 10,000sqm GIA (to ensure representative sample);
- Residential flats of predominantly private tenure.

Trip generation to both the existing and proposed uses has been assessed for the weekday morning and evening peak periods, during which baseline network demand on the surrounding highway and transportation infrastructure is considered to be at its highest, in addition to a twelve hour daily rate between 07:00 and 19:00.

This assessment assumes for robustness that both the existing and proposed developments have unrestricted access to local car parks with a vehicle trip rate subtracted from a “total person” trip rate to estimate total non-car modes.

The full TRICS outputs for the existing office and proposed residential units are appended to this note and results summarised herein.

Existing Office 1119.3sqm GIA	Weekday Morning Peak 08:00 - 09:00		Weekday Evening Peak 17:00 - 18:00		Weekday Daily 07:00 - 19:00	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Vehicle Trips	9	1	1	8	37	37
Non-Car Trips	26	1	3	23	146	144
Total Person Trips	35	2	4	31	183	181

Table 1: Existing Trip Generation - Class B1 Office

Proposed Flats 19 Dwellings	Weekday Morning Peak 08:00 - 09:00		Weekday Evening Peak 17:00 - 18:00		Weekday Daily 07:00 - 19:00	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Vehicle Trips	1	1	2	1	7	9
Non-Car Trips	0	8	11	4	44	40
Total Person Trips	1	9	13	5	51	49

Table 2: Proposed Trip Generation - Class C3 Residential Flats

Proposed Flats vs. Existing Office	Weekday Morning Peak 08:00 - 09:00		Weekday Evening Peak 17:00 - 18:00		Weekday Daily 07:00 - 19:00	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Vehicle Trips	-8	0	1	-7	-30	-28
Non-Car Trips	-26	7	8	-19	-102	-104
Total Person Trips	-34	7	9	-26	-132	-132

Table 3: Net Trip Change - Conversion of Class B1 Office to Class C3 Residential Flats

In light of the above, the development proposals are likely to generate a material reduction of two-way vehicular and total person trips during the critical weekday peak periods and throughout the day between 07:00 and 19:00.

It is reasonable to conclude that the development will not have any material or significant impact to the adjacent highway or public transport infrastructure and therefore accords with the GPDO 2015 and transport planning tests set out within the National Planning Policy Framework (NPPF).

5. Summary & Conclusions

In summary, it is therefore reasonable to conclude that the conversion of existing office to the proposed residential flats will have no material impact on the adjacent transport infrastructure and are therefore considered to be acceptable in transport planning terms.

Should you have any queries, please do not hesitate to contact me.

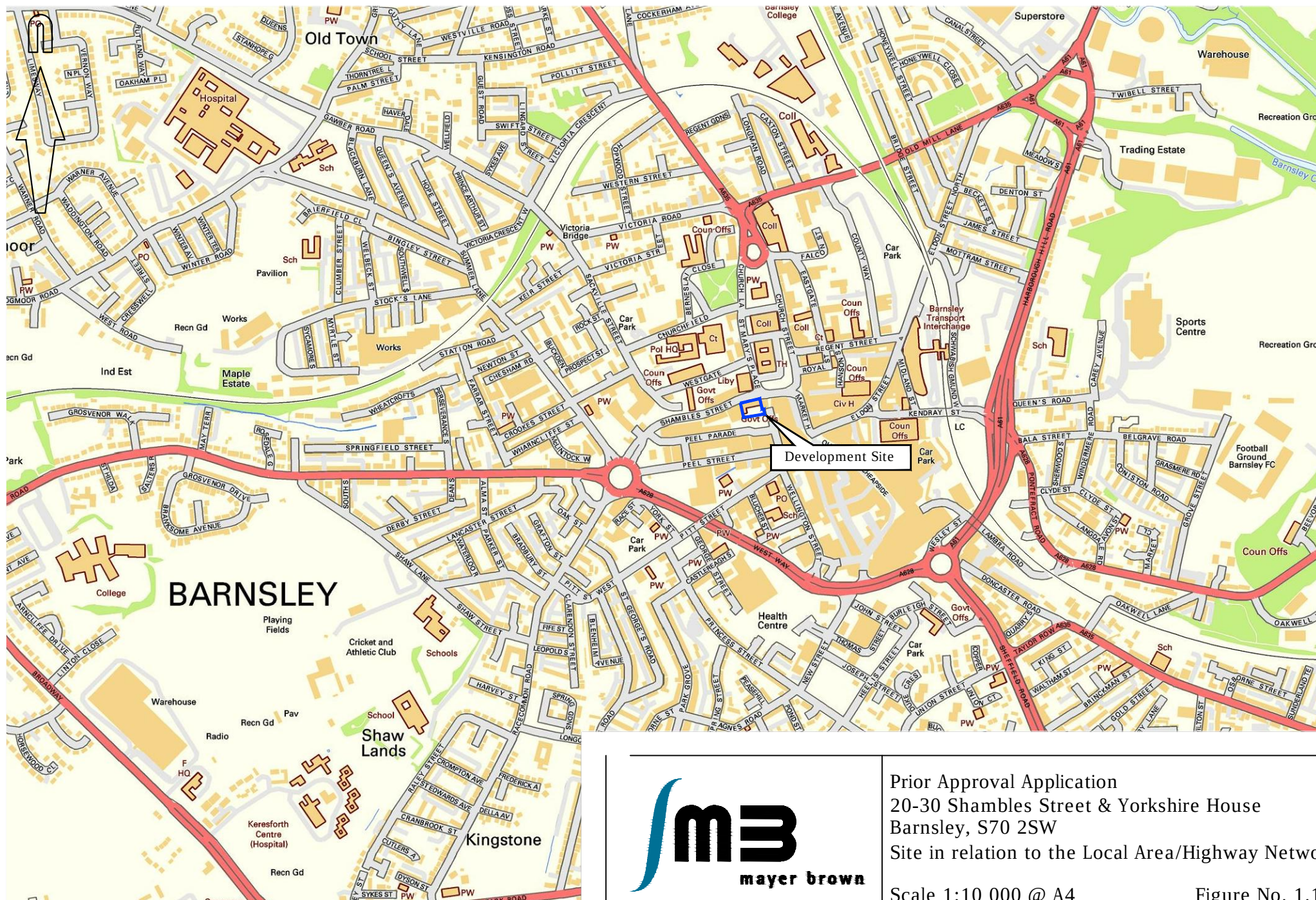
Yours faithfully



Richard Broad
Senior Transport Planner

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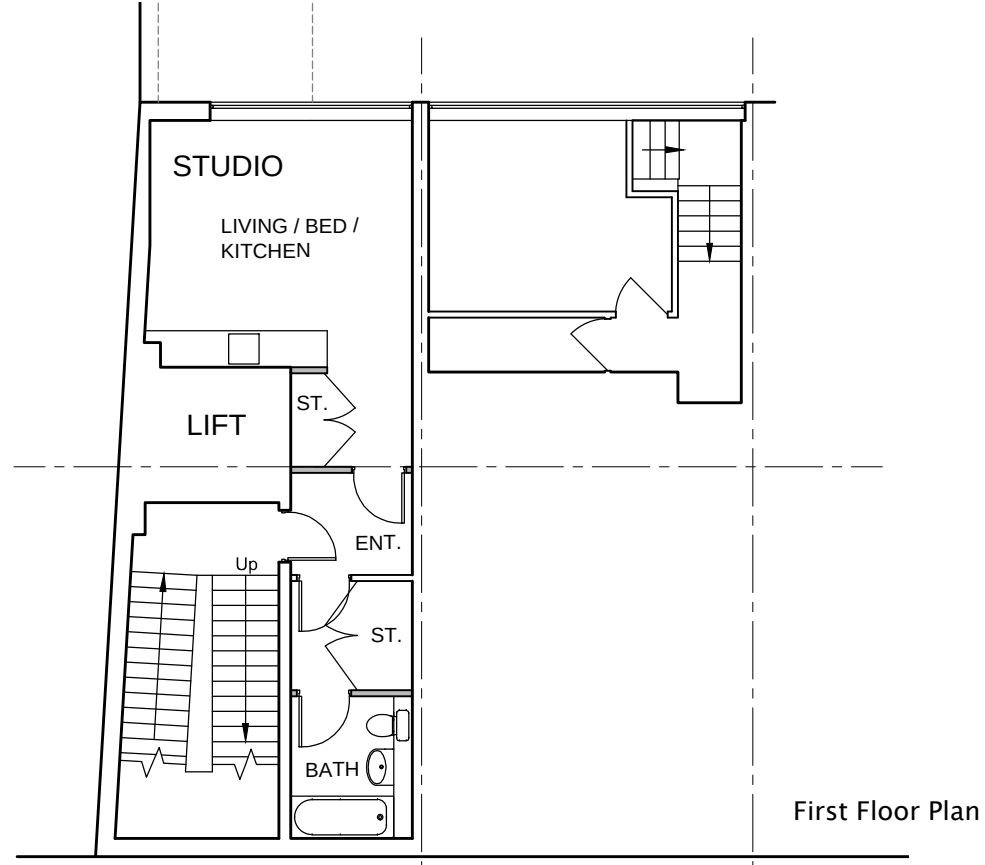
enclosure. Figure 1.1: Site location in relation to local area/highway network
Proposed Building Layout
TRICS Outputs



Prior Approval Application
20-30 Shambles Street & Yorkshire House
Barnsley, S70 2SW
Site in relation to the Local Area/Highway Network

Scale 1:10 000 @ A4

Figure No. 1.1

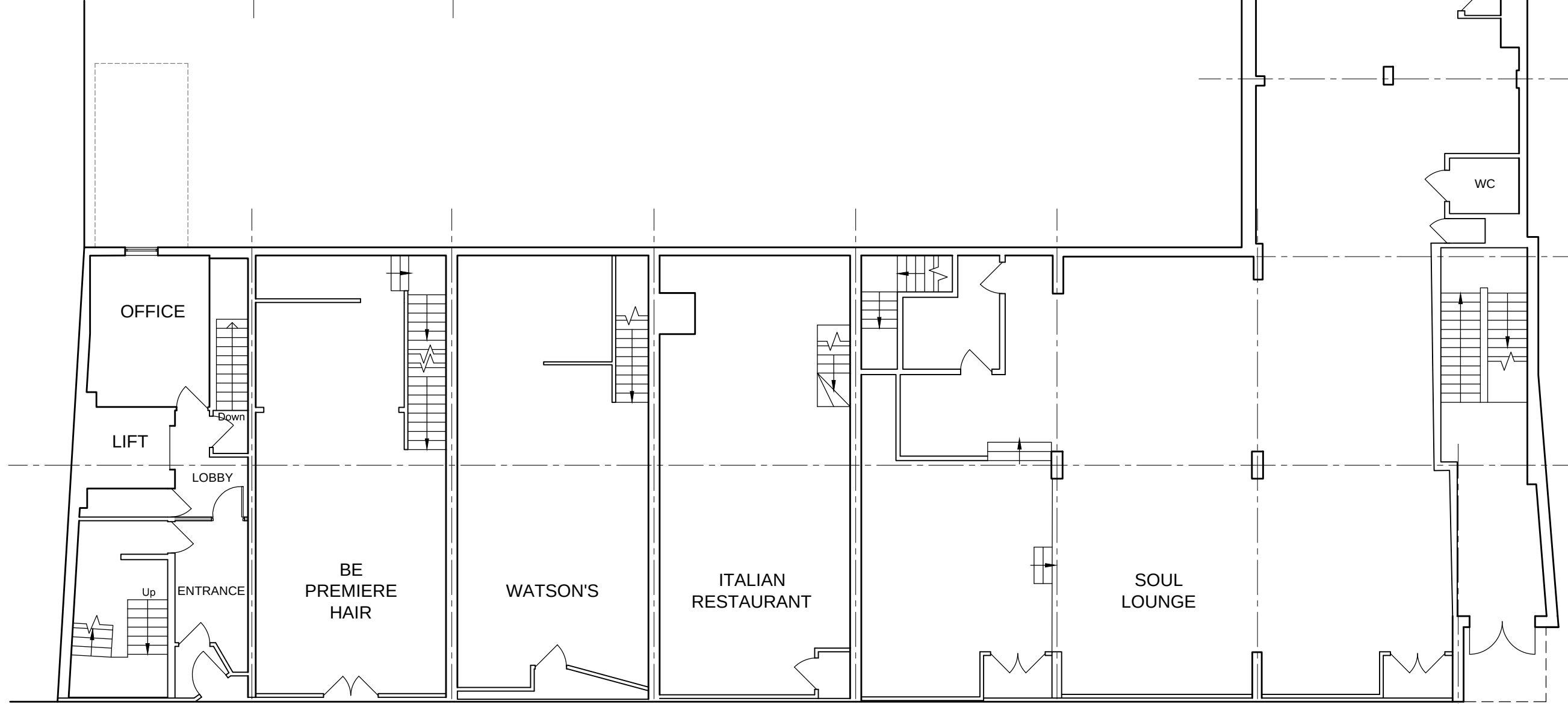


ACCOMODATION AT FIRST FLOOR:
1 number studio

ACCOMODATION AT SECOND FLOOR
1 number studio
6 number one bedroom units
2 number two bedroom units

ACCOMODATION AT THIRD FLOOR
1 number studio
6 number one bedroom units
2 number two bedroom units

19 number units combined total



YORKSHIRE
HOUSE
ENTRANCE

NOTE:
1. Base drawing is Armada Surveys Ref. ASL13157 and 13158.



NUMBER 32



A 14.09.16 Updated. REV.			
PROJECT 20-30 Shambles Street & Yorkshire House, Barnsley, S70 2SW.			
DRAWING Proposed Ground & First Floor Plans			
SCALE 1:125	PAPER SIZE A3	DATE 11.08.16	DRAWN BY
DRAWING N° 143.03.06	REVISION A		
CAD REF. drgs 06A, 07A, 08A proposed floor plans.dwg			

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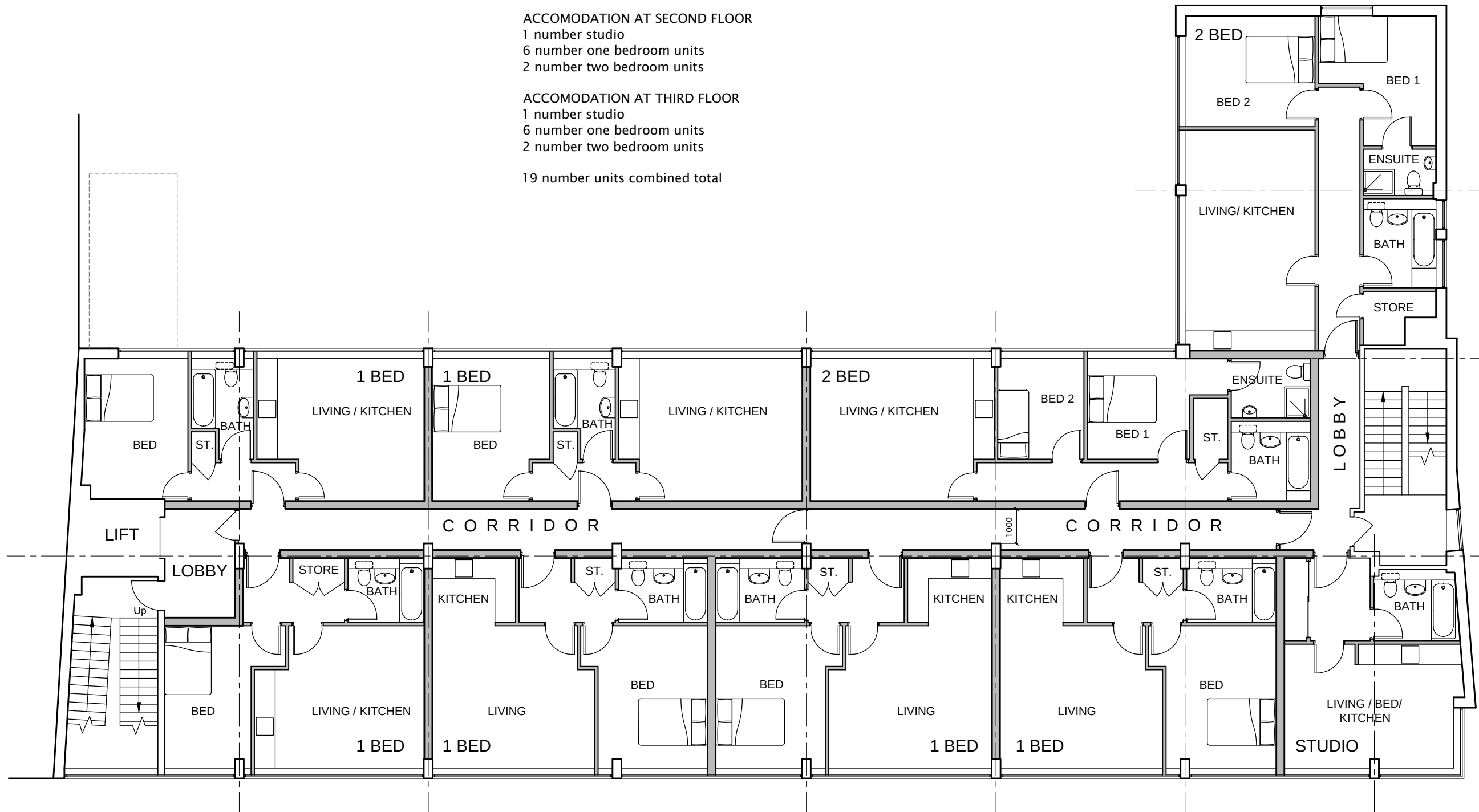
NUMBER 32

ACCOMODATION AT FIRST FLOOR:
1 number studio

ACCOMODATION AT SECOND FLOOR
1 number studio
6 number one bedroom units
2 number two bedroom units

ACCOMODATION AT THIRD FLOOR
1 number studio
6 number one bedroom units
2 number two bedroom units

19 number units combined total



A 14.09.16 Updated.
REV.

PROJECT
20-30 Shambles Street
& Yorkshire House,
Barnsley, S70 2SW.

DRAWING
Proposed Second Floor Plan

SCALE	PAPER SIZE	DATE	DRAWN BY
1:125	A3	11.08.16	
DRAWING N°		REVISION	
143.03.07		A	
CAD REF. drgs 06A, 07A, 08A proposed floor plans.dwg			

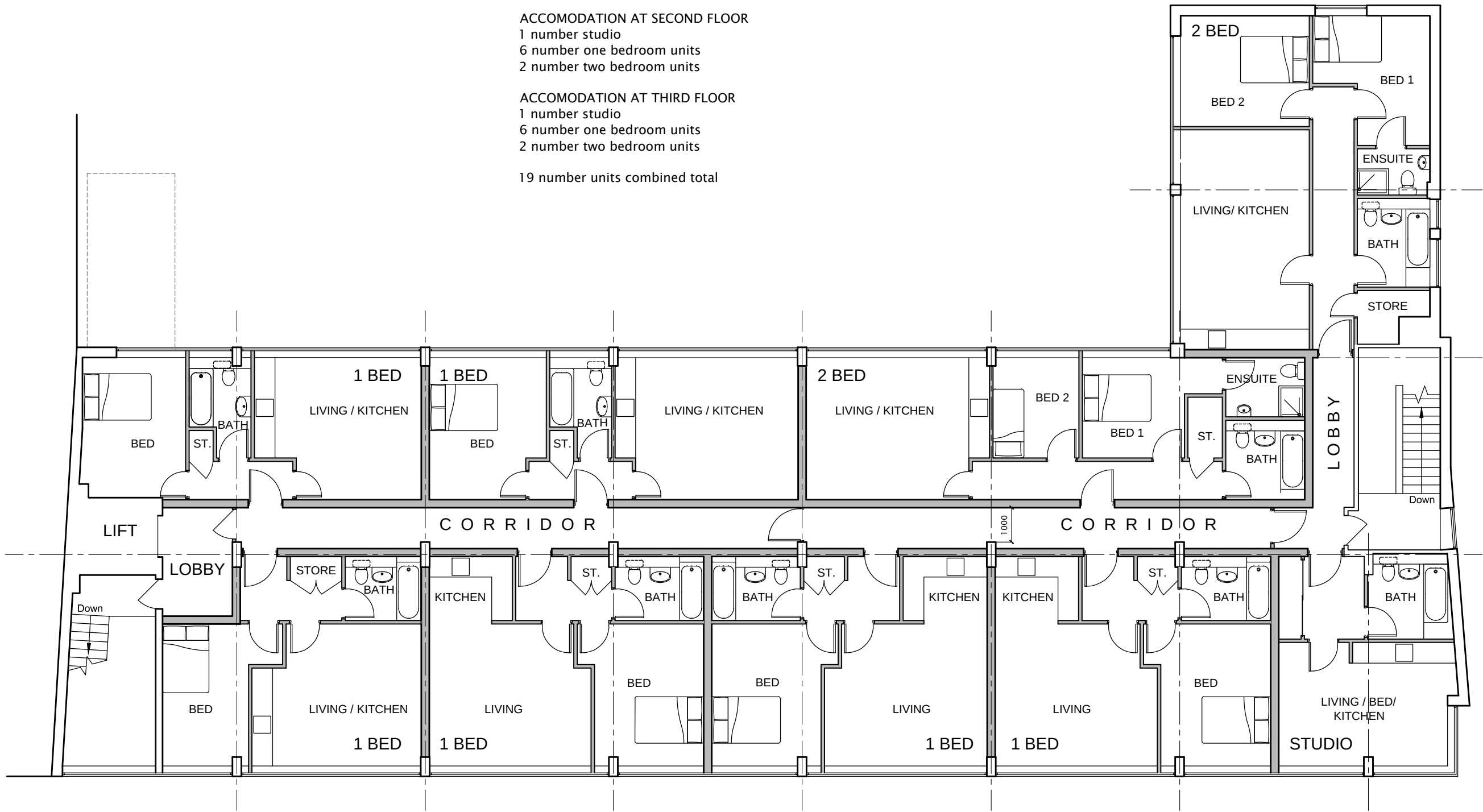


ACCOMODATION AT FIRST FLOOR:
1 number studio

ACCOMODATION AT SECOND FLOOR
1 number studio
6 number one bedroom units
2 number two bedroom units

ACCOMODATION AT THIRD FLOOR
1 number studio
6 number one bedroom units
2 number two bedroom units

19 number units combined total



NUMBER 32

0m 1m 5m

A 14.09.16 Updated.
REV.

PROJECT
20-30 Shambles Street
& Yorkshire House,
Barnsley, S70 2SW.

DRAWING
Proposed Third Floor Plan

SCALE	PAPER SIZE	DATE	DRAWN BY
1:125	A3	11.08.16	

DRAWING N°	REVISION
143.03.08	A

CAD REF. drgs 06A, 07A, 08A proposed floor plans.dwg

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SHAMBLES STREET



SITE AREA - 1045.6 m²
(0.258 Acres)

32

30

20

16-18

PH

YORKSHIRE HOUSE
ENTRANCE AREA

Refuse

Cycle storage
in redundant boiler room

Existing car spaces

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9

Dog Lane

Car Park



A. 26.07.16 Updated.
REV.

PROJECT
20-30 Shambles Street
& Yorkshire House,
Barnsley, S70 2SW.

DRAWING
Proposed Site Layout Plan

SCALE	PAPER SIZE	DATE	DRAWN BY
1:200	A3		

DRAWING N°	REVISION
143.03.02	A

CAD REF. drg 02 A proposed site layout plan.dwg

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE			
Application Site Name:	20-30 Shambles Street & Yorkshire House, Barnsley		
Calculation Factor:	100	sqm GIA	
Gross Internal Area:	1119	sqm GIA	
Assessment Day:	Weekday		

Development Scenario: EXISTING CLASS B1 OFFICES											
Trip Rate for: Total People											
Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	8	5455	0.94	8	5455	0.064	8	5455	1.004	11	1
08:00-09:00	8	5455	3.112	8	5455	0.17	8	5455	3.282	35	2
09:00-10:00	8	5455	1.744	8	5455	0.321	8	5455	2.065	20	4
10:00-11:00	8	5455	1.208	8	5455	0.885	8	5455	2.093	14	10
11:00-12:00	8	5455	1.077	8	5455	1.253	8	5455	2.33	12	14
12:00-13:00	8	5455	1.817	8	5455	2.42	8	5455	4.237	20	27
13:00-14:00	8	5455	2.683	8	5455	2.072	8	5455	4.755	30	23
14:00-15:00	8	5455	1.549	8	5455	1.4	8	5455	2.949	17	16
15:00-16:00	8	5455	1.091	8	5455	1.542	8	5455	2.633	12	17
16:00-17:00	8	5455	0.614	8	5455	2.452	8	5455	3.066	7	27
17:00-18:00	8	5455	0.33	8	5455	2.768	8	5455	3.098	4	31
18:00-19:00	8	5455	0.069	8	5455	0.811	8	5455	0.88	1	9
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily:			16.234			16.158			32.392	183	181

Development Scenario: EXISTING CLASS B1 OFFICES											
Trip Rate for: Vehicles											
Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	8	5455	0.371	8	5455	0.048	8	5455	0.419	4	1
08:00-09:00	8	5455	0.827	8	5455	0.115	8	5455	0.942	9	1
09:00-10:00	8	5455	0.536	8	5455	0.147	8	5455	0.683	6	2
10:00-11:00	8	5455	0.383	8	5455	0.261	8	5455	0.644	4	3
11:00-12:00	8	5455	0.243	8	5455	0.234	8	5455	0.477	3	3
12:00-13:00	8	5455	0.215	8	5455	0.199	8	5455	0.414	2	2
13:00-14:00	8	5455	0.213	8	5455	0.218	8	5455	0.431	2	2
14:00-15:00	8	5455	0.158	8	5455	0.192	8	5455	0.35	2	2
15:00-16:00	8	5455	0.165	8	5455	0.298	8	5455	0.463	2	3
16:00-17:00	8	5455	0.149	8	5455	0.628	8	5455	0.777	2	7
17:00-18:00	8	5455	0.108	8	5455	0.754	8	5455	0.862	1	8
18:00-19:00	8	5455	0.041	8	5455	0.229	8	5455	0.27	0	3
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily:			3.409			3.323			6.732	37	37

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED			
Application Site Name:	20-30 Shambles Street & Yorkshire House, Barnsley		
Calculation Factor:	1	Dwelling	
Number of Dwellings:	19	Flats	
Assessment Day:	Weekday		

Development Scenario:		PROPOSED CLASS C3 RESIDENTIAL FLATS									
Trip Rate for:		Total People									
Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	63	0.028	4	63	0.147	4	63	0.175	1	3
08:00-09:00	4	63	0.071	4	63	0.456	4	63	0.527	1	9
09:00-10:00	4	63	0.056	4	63	0.262	4	63	0.318	1	5
10:00-11:00	4	63	0.099	4	63	0.143	4	63	0.242	2	3
11:00-12:00	4	63	0.127	4	63	0.175	4	63	0.302	2	3
12:00-13:00	4	63	0.198	4	63	0.23	4	63	0.428	4	4
13:00-14:00	4	63	0.198	4	63	0.194	4	63	0.392	4	4
14:00-15:00	4	63	0.194	4	63	0.139	4	63	0.333	4	3
15:00-16:00	4	63	0.254	4	63	0.183	4	63	0.437	5	3
16:00-17:00	4	63	0.409	4	63	0.337	4	63	0.746	8	6
17:00-18:00	4	63	0.663	4	63	0.262	4	63	0.925	13	5
18:00-19:00	4	63	0.337	4	63	0.06	4	63	0.397	6	1
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily:			2.634			2.588			5.222	51	49

Development Scenario:		PROPOSED CLASS C3 RESIDENTIAL FLATS									
Trip Rate for:		Vehicles									
Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate	No. Days	Ave. Dwells	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	63	0.016	4	63	0.044	4	63	0.06	0	1
08:00-09:00	4	63	0.028	4	63	0.06	4	63	0.088	1	1
09:00-10:00	4	63	0.02	4	63	0.028	4	63	0.048	0	1
10:00-11:00	4	63	0.024	4	63	0.032	4	63	0.056	0	1
11:00-12:00	4	63	0.02	4	63	0.016	4	63	0.036	0	0
12:00-13:00	4	63	0.024	4	63	0.02	4	63	0.044	0	0
13:00-14:00	4	63	0.032	4	63	0.044	4	63	0.076	1	1
14:00-15:00	4	63	0.02	4	63	0.036	4	63	0.056	0	1
15:00-16:00	4	63	0.04	4	63	0.02	4	63	0.06	1	0
16:00-17:00	4	63	0.067	4	63	0.044	4	63	0.111	1	1
17:00-18:00	4	63	0.079	4	63	0.063	4	63	0.142	2	1
18:00-19:00	4	63	0.063	4	63	0.036	4	63	0.099	1	1
19:00-20:00										0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily:			0.433			0.443			0.876	7	9

Calculation Reference: AUDIT-807403-160810-0816

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TV TEES VALLEY	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 960 to 10000 (units: sqm)
 Range Selected by User: 186 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 26/11/15

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	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	8
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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:

Commercial Zone	3
Built-Up Zone	4
High Street	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.

Filtering Stage 3 selection:

Use Class:

B1

8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000

1 days

15,001 to 20,000

2 days

20,001 to 25,000

1 days

25,001 to 50,000

4 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

2 days

250,001 to 500,000

3 days

500,001 or More

3 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

5 days

1.1 to 1.5

2 days

1.6 to 2.0

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:

Yes

3 days

No

5 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.

LIST OF SITES relevant to selection parameters

1	BR-02-A-02 ST THOMAS STREET	PLANNING & ENGINEERING	BRISTOL CITY
	BRISTOL Town Centre Built-Up Zone		
	Total Gross floor area:	5736 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
2	CA-02-A-05 NEW ROAD	OFFICES	CAMBRIDGESHIRE
	PETERBOROUGH Town Centre Built-Up Zone		
	Total Gross floor area:	8793 sqm	
	Survey date: TUESDAY	16/12/14	Survey Type: MANUAL
3	GC-02-A-01 ROBERTSON STREET	CALL CENTRE	GLASGOW CITY
	GLASGOW Town Centre Commercial Zone		
	Total Gross floor area:	10000 sqm	
	Survey date: MONDAY	16/06/08	Survey Type: MANUAL
4	GM-02-A-07 MOSELEY STREET	LAW OFFICES	GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
5	SO-02-A-01 HIGH STREET	COUNCIL OFFICES	SLOUGH
	SLOUGH Town Centre High Street		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
6	TV-02-A-04 CORPORATION ROAD	COUNCIL OFFICES	TEES VALLEY
	MIDDLESBROUGH Town Centre Commercial Zone		
	Total Gross floor area:	3950 sqm	
	Survey date: TUESDAY	08/10/13	Survey Type: MANUAL
7	WK-02-A-01 WARWICK ROAD	OFFICES	WARWICKSHIRE
	COVENTRY Town Centre Built-Up Zone		
	Total Gross floor area:	960 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WM-02-A-03	BANK ADMIN	WEST MIDLANDS
	BRUNSWICK STREET		
	BRINDLEY PLACE		
	BIRMINGHAM		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	8200 sqm	
	Survey date: THURSDAY	27/11/08	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.

Mayer Brown Temple Gate Bristol

Licence No: 807403

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	5455	0.371	8	5455	0.048	8	5455	0.419
08:00 - 09:00	8	5455	0.827	8	5455	0.115	8	5455	0.942
09:00 - 10:00	8	5455	0.536	8	5455	0.147	8	5455	0.683
10:00 - 11:00	8	5455	0.383	8	5455	0.261	8	5455	0.644
11:00 - 12:00	8	5455	0.243	8	5455	0.234	8	5455	0.477
12:00 - 13:00	8	5455	0.215	8	5455	0.199	8	5455	0.414
13:00 - 14:00	8	5455	0.213	8	5455	0.218	8	5455	0.431
14:00 - 15:00	8	5455	0.158	8	5455	0.192	8	5455	0.350
15:00 - 16:00	8	5455	0.165	8	5455	0.298	8	5455	0.463
16:00 - 17:00	8	5455	0.149	8	5455	0.628	8	5455	0.777
17:00 - 18:00	8	5455	0.108	8	5455	0.754	8	5455	0.862
18:00 - 19:00	8	5455	0.041	8	5455	0.229	8	5455	0.270
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.409			3.323			6.732

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:	960 - 10000 (units: sqm)
Survey date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	8
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.

Mayer Brown Temple Gate Bristol

Licence No: 807403

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	5455	0.940	8	5455	0.064	8	5455	1.004
08:00 - 09:00	8	5455	3.112	8	5455	0.170	8	5455	3.282
09:00 - 10:00	8	5455	1.744	8	5455	0.321	8	5455	2.065
10:00 - 11:00	8	5455	1.208	8	5455	0.885	8	5455	2.093
11:00 - 12:00	8	5455	1.077	8	5455	1.253	8	5455	2.330
12:00 - 13:00	8	5455	1.817	8	5455	2.420	8	5455	4.237
13:00 - 14:00	8	5455	2.683	8	5455	2.072	8	5455	4.755
14:00 - 15:00	8	5455	1.549	8	5455	1.400	8	5455	2.949
15:00 - 16:00	8	5455	1.091	8	5455	1.542	8	5455	2.633
16:00 - 17:00	8	5455	0.614	8	5455	2.452	8	5455	3.066
17:00 - 18:00	8	5455	0.330	8	5455	2.768	8	5455	3.098
18:00 - 19:00	8	5455	0.069	8	5455	0.811	8	5455	0.880
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.234			16.158			32.392

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:	960 - 10000 (units: sqm)
Survey date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	8
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.

Calculation Reference: AUDIT-807403-160810-0831

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	20 to 154 (units:)
Range Selected by User:	6 to 372 (units:)

Public Transport Provision:

Selection by:	Include all surveys
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Date Range: 01/01/08 to 26/05/15

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

Selected survey days:

Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	4
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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
Built-Up 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.

Filtering Stage 3 selection:

Use Class:

C3

4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

25,001 to 50,000

4 days

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

Population within 5 miles:

75,001 to 100,000

2 days

500,001 or More

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

2 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

4 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.

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET	BLOCK OF FLATS		CUMBRIA
	CARLISLE Town Centre Built-Up Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	12/06/14		Survey Type: MANUAL
2	GM-03-C-02 WHITWORTH STREET W.	BLOCK OF FLATS		GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone			
	Total Number of dwellings:	154		
	Survey date: THURSDAY	13/10/11		Survey Type: MANUAL
3	GM-03-C-03 FAIRFIELD STREET	BLOCK OF FLATS		GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone			
	Total Number of dwellings:	20		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
4	HI-03-C-01 SHORE STREET	FLATS		HIGHLAND
	INVERNESS Town Centre Residential Zone			
	Total Number of dwellings:	38		
	Survey date: WEDNESDAY	20/05/09		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 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	4	63	0.016	4	63	0.044	4	63	0.060
08:00 - 09:00	4	63	0.028	4	63	0.060	4	63	0.088
09:00 - 10:00	4	63	0.020	4	63	0.028	4	63	0.048
10:00 - 11:00	4	63	0.024	4	63	0.032	4	63	0.056
11:00 - 12:00	4	63	0.020	4	63	0.016	4	63	0.036
12:00 - 13:00	4	63	0.024	4	63	0.020	4	63	0.044
13:00 - 14:00	4	63	0.032	4	63	0.044	4	63	0.076
14:00 - 15:00	4	63	0.020	4	63	0.036	4	63	0.056
15:00 - 16:00	4	63	0.040	4	63	0.020	4	63	0.060
16:00 - 17:00	4	63	0.067	4	63	0.044	4	63	0.111
17:00 - 18:00	4	63	0.079	4	63	0.063	4	63	0.142
18:00 - 19:00	4	63	0.063	4	63	0.036	4	63	0.099
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.433			0.443			0.876

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:	20 - 154 (units:)
Survey date range:	01/01/08 - 26/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Mayer Brown Temple Gate Bristol

Licence No: 807403

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

MULTI-MODAL TOTAL PEOPLE

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	4	63	0.028	4	63	0.147	4	63	0.175
08:00 - 09:00	4	63	0.071	4	63	0.456	4	63	0.527
09:00 - 10:00	4	63	0.056	4	63	0.262	4	63	0.318
10:00 - 11:00	4	63	0.099	4	63	0.143	4	63	0.242
11:00 - 12:00	4	63	0.127	4	63	0.175	4	63	0.302
12:00 - 13:00	4	63	0.198	4	63	0.230	4	63	0.428
13:00 - 14:00	4	63	0.198	4	63	0.194	4	63	0.392
14:00 - 15:00	4	63	0.194	4	63	0.139	4	63	0.333
15:00 - 16:00	4	63	0.254	4	63	0.183	4	63	0.437
16:00 - 17:00	4	63	0.409	4	63	0.337	4	63	0.746
17:00 - 18:00	4	63	0.663	4	63	0.262	4	63	0.925
18:00 - 19:00	4	63	0.337	4	63	0.060	4	63	0.397
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.634			2.588			5.222	

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:	20 - 154 (units:)
Survey date range:	01/01/08 - 26/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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