



PARAGON
HIGHWAYS

Millhouse Green, Sheffield

Highway Statement

March 2020

1790

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Quality Management

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1.0 Introduction

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Highway Statement relating to the construction of 7 small industrial units on land off Manchester Road in Millhouse Green, Sheffield. Appendix A shows the site location in relation to the regional and local highway network.
- 1.1.2 The proposals are to construct 7 small industrial units to the rear of a large existing warehouse building which is currently owned and utilised by the applicant. The existing vehicular access to the site is to be improved and maintained.
- 1.1.3 This Highway Statement considers such matters as access, car parking and servicing, and presents the proposals in relation to current guidance and data. The traffic impact associated with the current development proposals is also presented.

2.0 Existing Conditions

- 2.1.1 The site is located within Millhouse Green, a settlement situated approximately 20km to the south east of Sheffield city centre. The site is to be accessed via the existing access off Manchester Road, and is situated around 1km from the centre of Millhouse Green some 3.2km to the east of the town of Penistone.
- 2.1.2 The site is currently comprised of a large warehouse which is owned and operated by the applicant and is located centrally within the site. There is a car parking and servicing area located on the site frontage on the east side of the warehouse served from the site access off the A628 Manchester Road.
- 2.1.3 The site has an existing access off the A628 located on the far southeast side of the site which is around 15m in width leading to a gated opening of around 5.7m.
- 2.1.4 The site benefits from numerous planning approvals over the years. The most relevant to this current application is an extant permission to extend the existing building to create a workshop and ancillary office (planning application B/96/1152/PU approval date 21/04/1997) and included some 798sqm of workshop and office space (B2 use). Although this permission has been partially implemented, the proposals would replace the 1997 permission as the current proposals would utilise the land used for the extant permission.

2.2 Local Highway Network

- 2.2.1 The small industrial units proposed in this application will be accessed from the existing access off Manchester Road. Manchester Road provides access to a smallholding, farmsteads, residential properties and numerous open fields and commences to the east at the junction of Thurlstone Road and Rock Side Road, running for approximately 4.8km in a south-westerly direction, continuing west at the junction of Hartcliff Road and Fullshaw Lane before meeting the Flouch Roundabout, which provides connections to Hazlehead in the north, Langsett and the A616 in the south, and the settlements of Woodhead, Crowdon and Torside in the west. Manchester Road is therefore subject to heavy traffic volumes throughout the day.

- 2.2.2 Manchester Road forms part of the primary road network (A628), which is subject to a 30mph speed limit within Thurlstone up until the junction of Leapings Lane and then increases to 40mph through Millhouse Green and then the national speed limit of 60mph towards the site. The road is lit to main road standards for the majority of Millhouse Green. Manchester Road within the vicinity of the site access has the benefit of a footway initially along the northeast side of the road linking the site with the centre of Millhouse Green, with footways provided on both sides commencing south of the Lee Lane junction. The footway adjacent to the site is approximately 1.2m widening out as it approaches the centre of Millhouse Green. There is a grass verge along the opposite side and to the immediate southwest of the site access the road contains grass verges on both sides. The carriageway adjacent to the site is around 7m in width. Both the carriageway and footway(s) are in fair condition and considered to be suitable for their day to day use.
- 2.2.3 Manchester Road along the site frontage does not contain any street lighting or Traffic Regulation Orders. Although further towards Millhouse Green beyond the bridge approximately 75m northeast of the site entrance street lighting is provided.
- 2.2.4 There are also public rights of way located near to the site, with a public footpath located opposite (footpath 31) and bridleway (number 112) forming part of the Upper Don Trail (as part of the Trans Pennine Trail). The latter route provides an alternative for commuting as the cycle route connects to the centre of Penistone.



Manchester Road at Existing Site Entrance

2.3 Road Traffic Accidents

- 2.3.1 To obtain information on the accident record along Manchester Road the Crashmap website has been interrogated to assess the police reported injury accident record over the last 5 years up to December 2018 on the local road network.
- 2.3.2 The search area includes the section of Manchester Road extending around 300m to the northeast and 300m to the southwest of the site access junction. The search has identified 2 collisions both located to the northeast of the site access. Both of these collisions were classified as slight and occurred in August 2015 and April 2016.
- 2.3.3 The first collision occurred in 2015 during the hours of daylight and dry road surface conditions near the Bullhouse Lane junction. This involved a vehicle colliding with a parked vehicle (shunt type collision) and a third vehicle colliding with the first two vehicles.

- 2.3.4 The second collision occurred in 2016 during daylight hours and snow weather conditions. This collision involved 3 vehicles all with front impact points (head on collisions). The causation factor for this collision is not provided, however, it is highly likely that this collision was attributed to snow conditions on the road surface and subsequent loss of control.
- 2.3.5 From the road safety record above the collisions appear to be disparate events with no common causation or trends and include different locations and road surface conditions.
- 2.3.6 The road safety record does not indicate a significant road safety problem that would warrant treatment or be a cause for concern given the proposed traffic flows associated with the proposed development.

2.4 Transport Sustainability

- 2.4.1 The site is in a sustainable location being within walking distance of local bus services on Manchester Road and within walking distance of local residential areas, and within cycling distance of Penistone Town Centre.
- 2.4.2 The latest National Planning Policy Framework (NPPF) was published Feb 2019 and sets out the government's planning policies for England and how these are to be applied.
- 2.4.3 However, the former guidance within PPG 13 is still useful as a reference with regard to appropriate walking and cycling distances.
- 2.4.4 The catchment areas for the preferred maximum walking distance of 2km are shown on the plan at Appendix C. There is a continuous footway connecting the site with Millhouse Green with the centre of the settlement located under 1000m from the site. The whole of the medium density residential areas of Millhouse Green and those residential areas on the west side of Thurlstone are located within walking distance of the site.
- 2.4.5 With regard to cycling, PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport" The plan at Appendix C also shows the 5km cycle catchment area from the site and in addition to the walking catchment above includes the whole of Thurlstone and part of Penistone Town Centre including residential areas and Penistone Railway Station.

2.4.6 As mentioned above the site is within easy reach of the bus services on Manchester Road located around 1000m northeast of the site (opposite Royd Lane junction). It is noted that these stops are located further than the normal recommended distance to a bus stop (400m). However, given the frequency and quality of service these stops are not located too far as not to be used by potential occupiers of the small industrial/ starter type units. It is noted that there are also additional stops located around 100m northeast of the site serving the 401 and 407 bus. These are school services operating twice per day during school opening and closing times.

2.4.7 The nearest stop providing all the services below contains a passenger shelter and timetable. The available bus services are shown in the table below: -

Service Number	From – To	Frequency Mon – Sat	Late evenings and Sundays
21	Barnsley - Penistone	60 mins	-
21a	Barnsley - Penistone	No Service	60 -120 mins Eves 60 mins Sunday
25a	Penistone - Holmfirth	Limited Service	-
29	Sheffield - Holmfirth	Infrequent	-
401	Millhouse Green - Penistone	School Service	-
407	Howbrook - Penistone	School Service	-

Table 1: Bus Services

2.4.8 As can be seen from the table above, the bus stops provide an hourly service Monday to Sunday between Barnsley and Penistone stopping at Barnsley Interchange, Dodworth, Silkstone, Oxspring, Penistone, Millhouse Green and Crow Edge.

2.4.9 The site is also located within cycling distance of Penistone Railway Station and contains 16 cycle parking spaces, with cycle hire also available via Cycle Penistone CIC. Allowing potential occupant to make multi modal journeys.

2.4.10 Penistone Railway Station provides services every hour to Sheffield, Meadowhall, Chapeltown, Elsecar, Wombwell, Barnsley, Dodworth, Silkstone Common, Denby Dale, Shepley, Stocks Moor, Brockholes, Honley, Berry Brow, Lockwood and Huddersfield.

- 2.4.11 In summary, the site is considered to be located in a sustainable location within walking distance of nearby settlements with medium density residential areas and public transport infrastructure, and within cycling distance of the local town of Penistone including its railway station. Therefore, the site conforms to current Government directives for ensuring developments are located in sustainable locations.

3.0 The Development Proposals

3.1 Proposed Development

3.1.1 The proposals include the clearance of the existing yard to the rear of the large warehouse building to provide a development of seven small industrial units/ starter units. The units will total some 759 sqm GFA of light industrial/ storage use and will each contain a roller shutter door for loading and a pedestrian door.

3.1.2 The proposed units will be located on the far west side of the site with a car parking and service yard area separating the new building from the existing large warehouse building. It should be noted that the proposed unit will replace the partially implemented extension to the rear of the existing warehouse. The proposals will provide a net reduction in B2 use at the site when compared to the partially implemented extant permission for a workshop and office (net reduction of circa 39 sqm).

3.2 Vehicle Access

3.2.1 Access to the site will be gained via the existing access off Manchester Road, travelling along the existing route to the south of the existing warehouse before reaching the parking and turning area located to the front of the proposed units. Due to the size of the units the majority of deliveries would be made via small vans and rigid hgvs. However, the proposed service yard can accommodate a large articulated hgv as demonstrated on the plan at Appendix D.

3.3 Parking Provision

3.3.1 Current car parking requirements for new developments are contained within Barnsley Council's SPD Parking adopted March 2012.

3.3.2 Using the SPD document 1 space per 60sqm is required for B2 use equating to a provision of 13 parking spaces. The proposals exceed this provision, with 15 parking spaces proposed, 3 of which are designated spaces for disabled users. Therefore, the parking provided at the site meets the requirements of this SPD.

3.4 Pedestrian and Cycle Provision

- 3.4.1 A continuous footway network is provided on the local highway linking to nearby settlements and public transport facilities.
- 3.4.2 Once into the site pedestrians and cyclists will use the existing access point off Manchester Road and will follow the access route to be used by vehicular traffic.
- 3.4.3 Cycle parking to meet the Council's SPD requirements can be provided in each of the proposed units.

3.5 Servicing

- 3.5.1 The servicing requirements for the proposed development can be easily catered for in relation to deliveries and collections, as suitable turning space is available to accommodate a max legal articulated HGV.

4.0 Traffic Impact

- 4.1.1 The site benefits from extant permission to provide a workshop and ancillary office equating to a total floor area of 798 sqm. To determine the potential traffic generation from the extant (and partially implemented) permission, it has been necessary to interrogate the national TRICS database.
- 4.1.2 The table below identifies the trip rates and traffic generation rates associated with the extant permission for a workshop and ancillary office. The TRICS parameters include comparable sites in edge of town locations in England.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.388	0.052	0.440	0.000	0.413	0.413
Generated Trips	3	1	4	0	3	3

Table 2 – Trip Rates and Generations (Approved Workshop)

- 4.1.3 As can be seen from the above the extant permission has the potential to generate around 4 trips during the network peak hour (assumed to be between 8am and 9am, and between 5pm and 6pm).
- 4.1.4 The table below provides the trip rates and generations associated with the proposed starter type units.

	Morning Peak			Evening Peak		
	ARRIVE	DEPART	TOTAL	ARRIVE	DEPART	TOTAL
Trip Rate	0.388	0.052	0.440	0.000	0.413	0.413
Generated Trips	3	0	3	0	3	3

Table 3 – Trip Rates and Generations (Proposed Development)

- 4.1.5 As can be identified from the table above, the proposed development is comparable with the extant permission and is likely to provide a small net peak hour reduction of 1 vehicle during the am scenario.

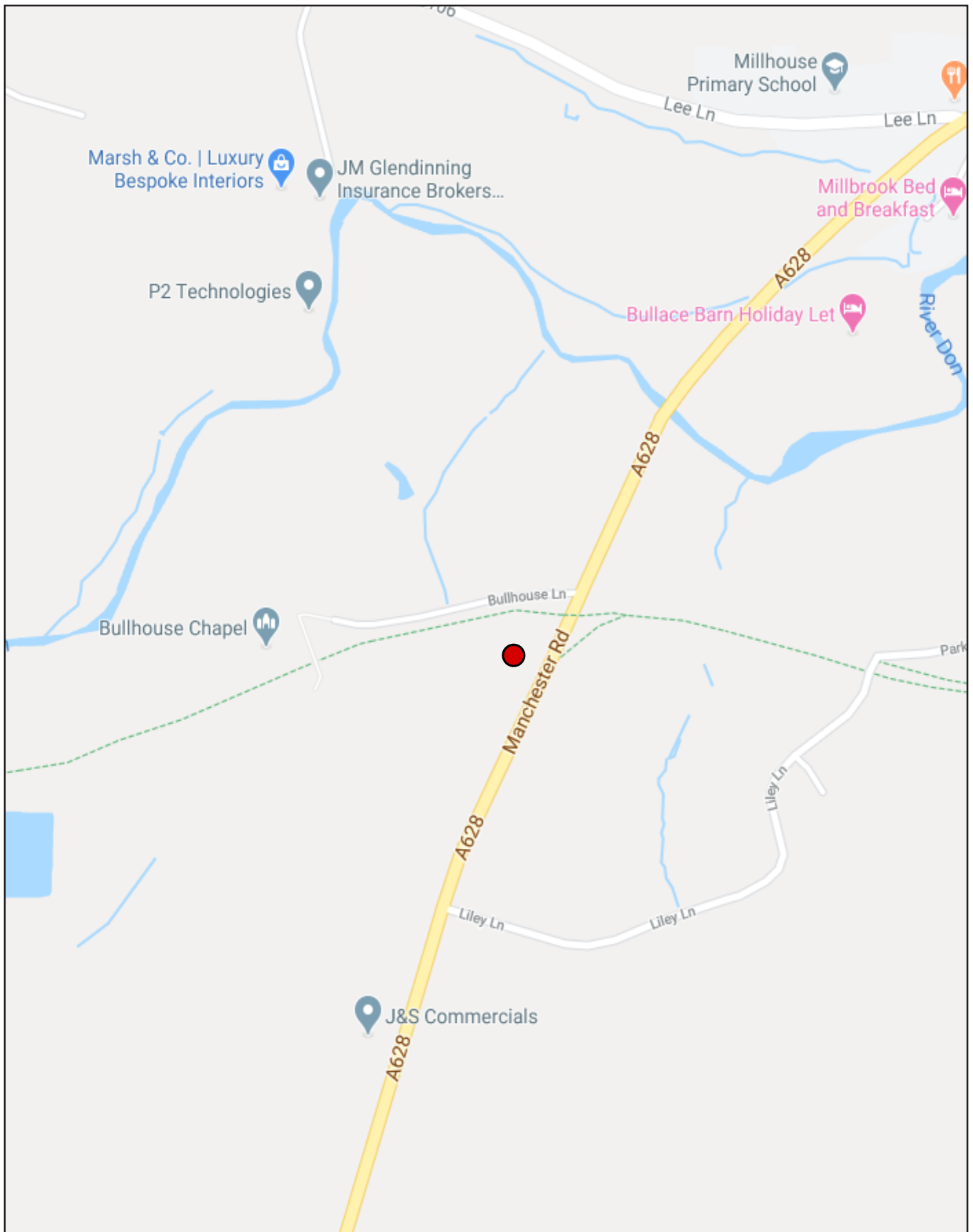
- 4.1.6 The proposed development will not increase traffic generations from that already approved and partially implemented, and therefore no intensification of use of the existing access would occur as a result of the proposals.
- 4.1.7 The injury accident record does not indicate a road safety problem that would warrant treatment of be a cause for concern as a result of the development proposals.
- 4.1.8 It is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could be expected on the highway network. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

5.0 Conclusions

- 5.1.1 This Highway Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the proposed development is also assessed, and compares the traffic generations, highway safety and access proposals with the existing situation.
- 5.1.2 The site is considered to be located in a sustainable location within walking distance of nearby settlements with medium density residential areas and public transport infrastructure, and within cycling distance of the local town of Penistone including its railway station. Therefore, the site conforms to current Government directives for ensuring developments are located in sustainable locations.
- 5.1.3 The proposed development will not increase traffic generations from that already approved and partially implemented, and therefore no intensification of use of the existing access would occur as a result of the proposals.
- 5.1.4 It is considered that the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not add to any perceived congestion at peak times on the local network. It is therefore concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

APPENDIX A

Site Location

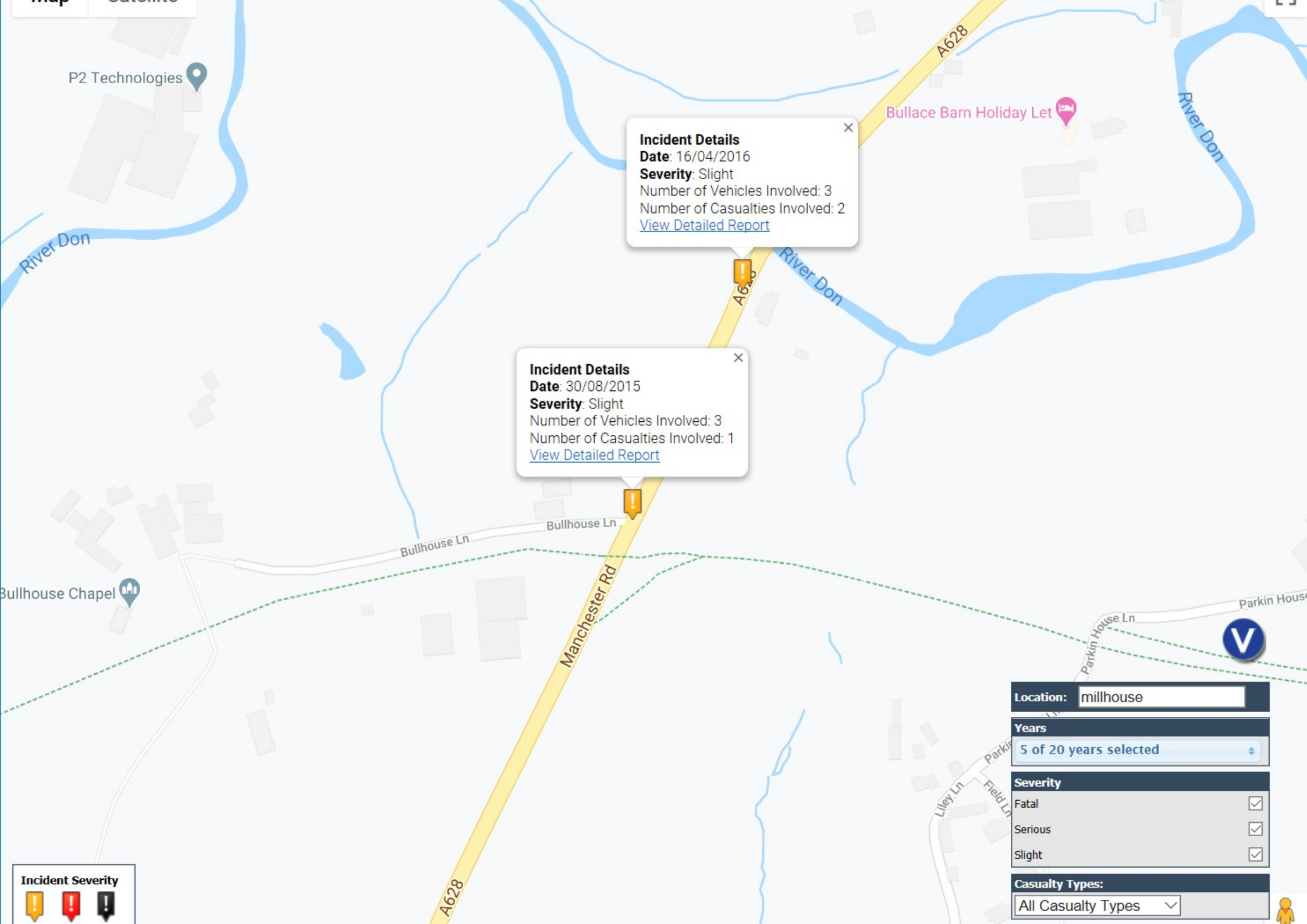


Legend:

 Site Location

APPENDIX B

Road Traffic Accidents



Incident Details

Date: 16/04/2016

Severity: Slight

Number of Vehicles Involved: 3

Number of Casualties Involved: 2

[View Detailed Report](#)

Incident Details

Date: 30/08/2015

Severity: Slight

Number of Vehicles Involved: 3

Number of Casualties Involved: 1

[View Detailed Report](#)

Incident Severity



Location: millhouse

Years

5 of 20 years selected

Severity

- | | |
|---------|-------------------------------------|
| Fatal | ☒ |
| Serious | ☒ |
| Slight | ☒ |

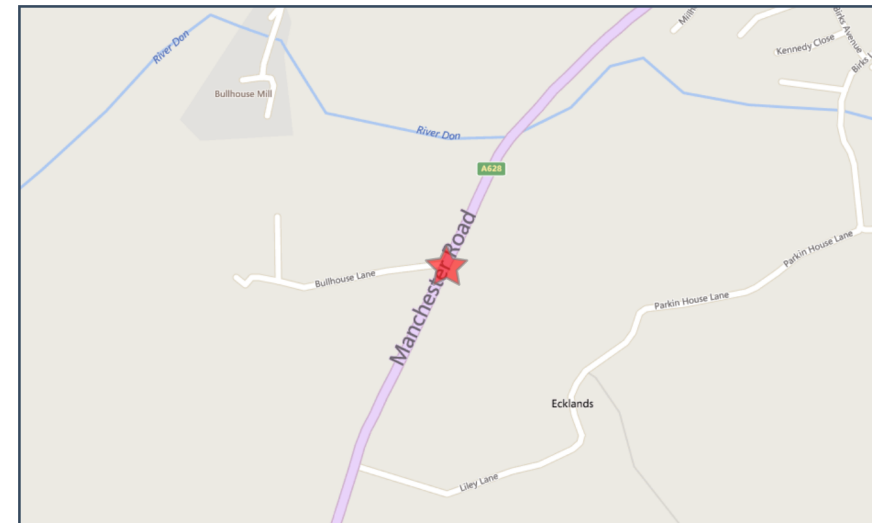
Casualty Types:

All Casualty Types



crashmap.co.uk

Crash Date:	Sunday, August 30, 2015	Time of Crash:	1:52:00 PM	Crash Reference:	201514B077715
Highest Injury Severity:	Slight	Road Number:	A628	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	3
Local Authority:	Barnsley			OS Grid Reference:	421469 402719
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	14	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	7	Male	66 - 75	Vehicle is parked in the carriageway	Back	Other	None	None
1	Car (excluding private hire)	8	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

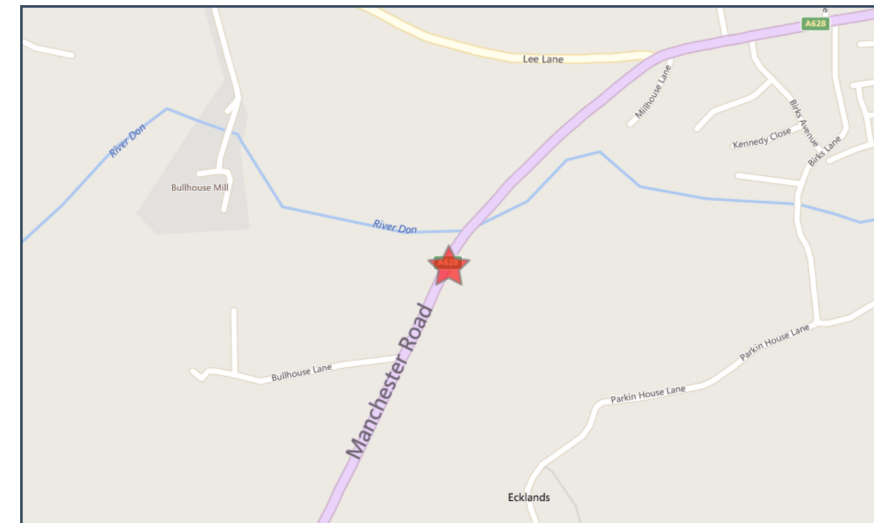
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Crash Date:	Saturday, April 16, 2016	Time of Crash:	6:25:00 PM	Crash Reference:	2016140060850
Highest Injury Severity:	Slight	Road Number:	A628	Number of Casualties:	2
Highway Authority:	Barnsley	Number of Vehicles:	3	OS Grid Reference:	421539 402867
Local Authority:	Barnsley Metropolitan Borough				
Weather Description:	Snowing without high winds				
Road Surface Description:	Snow				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		4 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Bus or coach (17+ passenger seats)		6 Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
3	Car (excluding private hire)		-1 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

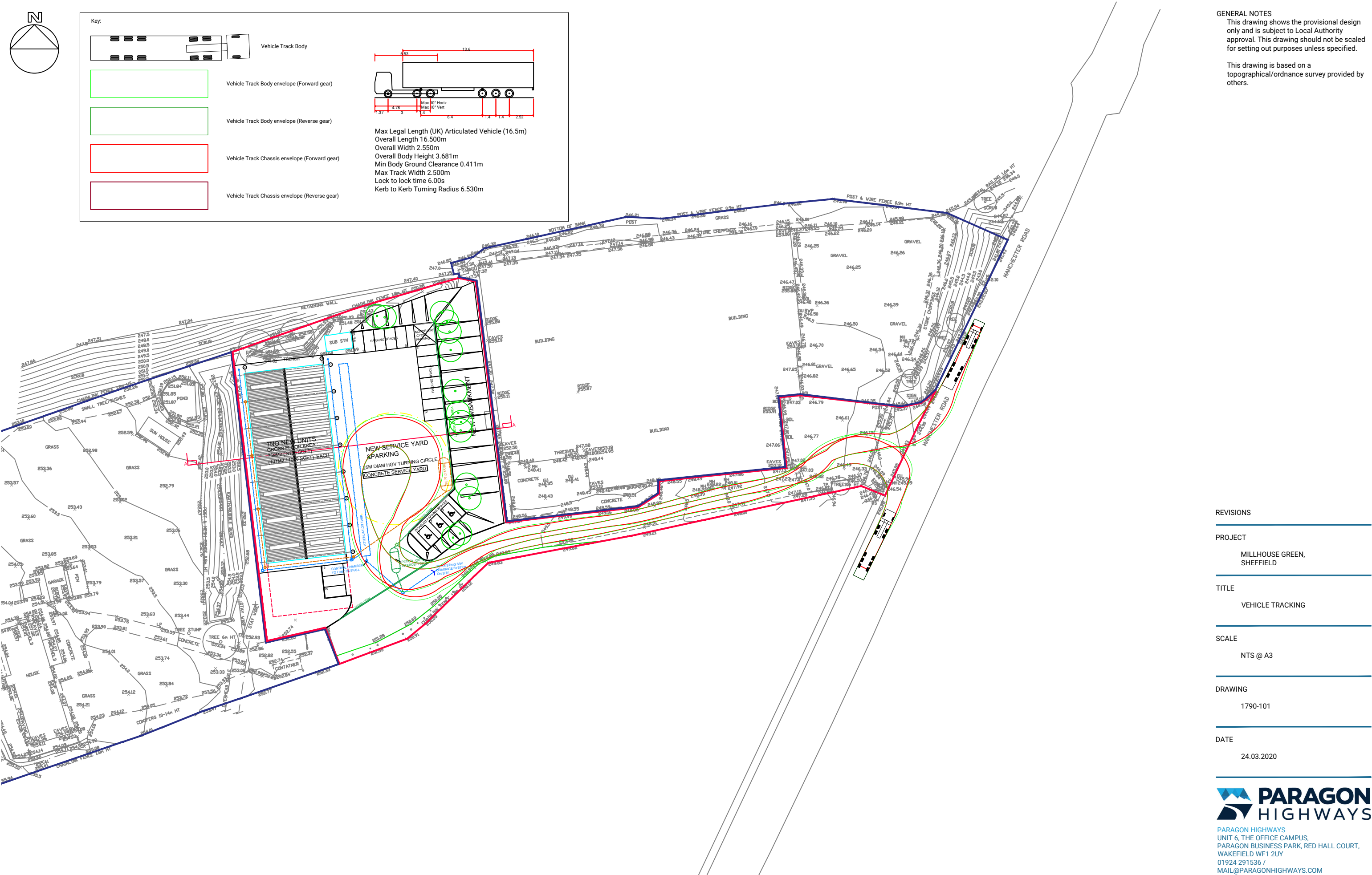
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX C

Pedestrian & Cycle Catchment

APPENDIX D

Proposed Access Arrangements



GENERAL NOTES
This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.

REVISIONS
PROJECT
MILLHOUSE GREEN, SHEFFIELD
TITLE
VEHICLE TRACKING
SCALE
NTS @ A3
DRAWING
1790-101
DATE
24.03.2020

APPENDIX E

TRICS Output

Calculation Reference: AUDIT-742101-200324-0353

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	RE READING	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
12	CONNAUGHT	
	CS SLIGO	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 645 to 1112 (units: sqm)
 Range Selected by User: 150 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 20/06/19

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
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:

Edge of Town	4
--------------	---

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

Selected Location Sub Categories:

Industrial Zone	3
Commercial 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.

Secondary Filtering selection:

Use Class:

B1	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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
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:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

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.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

- | | | | |
|---|-------------------------|-------------------------|---------------------|
| 1 | CS-02-C-01 | AV SPECIALISTS | SLIGO |
| | RATHFINN CLOSE | | |
| | SLIGO | | |
| | FINISKLIN BUSINESS PARK | | |
| | Edge of Town | | |
| | Commercial Zone | | |
| | Total Gross floor area: | 1112 sqm | |
| | Survey date: TUESDAY | 28/04/15 | Survey Type: MANUAL |
| 2 | LC-02-C-04 | POWDER COATINGS | LANCASHIRE |
| | CHORLEY ROAD | | |
| | BLACKPOOL | | |
| | LITTLE CARLETON | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 1010 sqm | |
| | Survey date: THURSDAY | 20/06/19 | Survey Type: MANUAL |
| 3 | RE-02-C-01 | SHEET METAL FABRICATION | READING |
| | COMMERCIAL ROAD | | |
| | READING | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 645 sqm | |
| | Survey date: THURSDAY | 22/11/12 | Survey Type: MANUAL |
| 4 | SF-02-C-01 | JOINERY | SUFFOLK |
| | ANSON ROAD | | |
| | IPSWICH | | |
| | MARTLESHAM HEATH | | |
| | Edge of Town | | |
| | Industrial Zone | | |
| | Total Gross floor area: | 1100 sqm | |
| | Survey date: FRIDAY | 12/07/13 | 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-02-C-02	too large

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	967	0.052	4	967	0.000	4	967	0.052
07:30 - 08:00	4	967	0.207	4	967	0.000	4	967	0.207
08:00 - 08:30	4	967	0.207	4	967	0.026	4	967	0.233
08:30 - 09:00	4	967	0.181	4	967	0.026	4	967	0.207
09:00 - 09:30	4	967	0.129	4	967	0.078	4	967	0.207
09:30 - 10:00	4	967	0.129	4	967	0.103	4	967	0.232
10:00 - 10:30	4	967	0.052	4	967	0.052	4	967	0.104
10:30 - 11:00	4	967	0.052	4	967	0.000	4	967	0.052
11:00 - 11:30	4	967	0.000	4	967	0.026	4	967	0.026
11:30 - 12:00	4	967	0.052	4	967	0.052	4	967	0.104
12:00 - 12:30	4	967	0.078	4	967	0.078	4	967	0.156
12:30 - 13:00	4	967	0.078	4	967	0.155	4	967	0.233
13:00 - 13:30	4	967	0.103	4	967	0.103	4	967	0.206
13:30 - 14:00	4	967	0.155	4	967	0.103	4	967	0.258
14:00 - 14:30	4	967	0.052	4	967	0.026	4	967	0.078
14:30 - 15:00	4	967	0.181	4	967	0.155	4	967	0.336
15:00 - 15:30	4	967	0.078	4	967	0.078	4	967	0.156
15:30 - 16:00	4	967	0.000	4	967	0.129	4	967	0.129
16:00 - 16:30	4	967	0.000	4	967	0.103	4	967	0.103
16:30 - 17:00	4	967	0.052	4	967	0.078	4	967	0.130
17:00 - 17:30	4	967	0.000	4	967	0.284	4	967	0.284
17:30 - 18:00	4	967	0.000	4	967	0.129	4	967	0.129
18:00 - 18:30	4	967	0.000	4	967	0.026	4	967	0.026
18:30 - 19:00	4	967	0.000	4	967	0.000	4	967	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.838			1.810			3.648

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	645 - 1112 (units: sqm)
Survey date date range:	01/01/11 - 20/06/19
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:	1

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	967	0.000	4	967	0.000	4	967	0.000
07:30 - 08:00	4	967	0.000	4	967	0.000	4	967	0.000
08:00 - 08:30	4	967	0.000	4	967	0.000	4	967	0.000
08:30 - 09:00	4	967	0.026	4	967	0.000	4	967	0.026
09:00 - 09:30	4	967	0.000	4	967	0.026	4	967	0.026
09:30 - 10:00	4	967	0.026	4	967	0.000	4	967	0.026
10:00 - 10:30	4	967	0.000	4	967	0.026	4	967	0.026
10:30 - 11:00	4	967	0.000	4	967	0.000	4	967	0.000
11:00 - 11:30	4	967	0.000	4	967	0.000	4	967	0.000
11:30 - 12:00	4	967	0.000	4	967	0.000	4	967	0.000
12:00 - 12:30	4	967	0.000	4	967	0.000	4	967	0.000
12:30 - 13:00	4	967	0.000	4	967	0.000	4	967	0.000
13:00 - 13:30	4	967	0.000	4	967	0.000	4	967	0.000
13:30 - 14:00	4	967	0.000	4	967	0.000	4	967	0.000
14:00 - 14:30	4	967	0.000	4	967	0.000	4	967	0.000
14:30 - 15:00	4	967	0.000	4	967	0.000	4	967	0.000
15:00 - 15:30	4	967	0.000	4	967	0.000	4	967	0.000
15:30 - 16:00	4	967	0.000	4	967	0.026	4	967	0.026
16:00 - 16:30	4	967	0.000	4	967	0.000	4	967	0.000
16:30 - 17:00	4	967	0.000	4	967	0.000	4	967	0.000
17:00 - 17:30	4	967	0.000	4	967	0.000	4	967	0.000
17:30 - 18:00	4	967	0.000	4	967	0.000	4	967	0.000
18:00 - 18:30	4	967	0.000	4	967	0.000	4	967	0.000
18:30 - 19:00	4	967	0.000	4	967	0.000	4	967	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.052			0.078			0.130

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

CYCLISTS

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	967	0.026	4	967	0.000	4	967	0.026
07:30 - 08:00	4	967	0.052	4	967	0.000	4	967	0.052
08:00 - 08:30	4	967	0.000	4	967	0.000	4	967	0.000
08:30 - 09:00	4	967	0.000	4	967	0.000	4	967	0.000
09:00 - 09:30	4	967	0.000	4	967	0.000	4	967	0.000
09:30 - 10:00	4	967	0.026	4	967	0.000	4	967	0.026
10:00 - 10:30	4	967	0.000	4	967	0.000	4	967	0.000
10:30 - 11:00	4	967	0.000	4	967	0.000	4	967	0.000
11:00 - 11:30	4	967	0.000	4	967	0.000	4	967	0.000
11:30 - 12:00	4	967	0.000	4	967	0.000	4	967	0.000
12:00 - 12:30	4	967	0.000	4	967	0.000	4	967	0.000
12:30 - 13:00	4	967	0.000	4	967	0.000	4	967	0.000
13:00 - 13:30	4	967	0.000	4	967	0.000	4	967	0.000
13:30 - 14:00	4	967	0.000	4	967	0.000	4	967	0.000
14:00 - 14:30	4	967	0.000	4	967	0.026	4	967	0.026
14:30 - 15:00	4	967	0.000	4	967	0.000	4	967	0.000
15:00 - 15:30	4	967	0.000	4	967	0.000	4	967	0.000
15:30 - 16:00	4	967	0.000	4	967	0.026	4	967	0.026
16:00 - 16:30	4	967	0.000	4	967	0.000	4	967	0.000
16:30 - 17:00	4	967	0.000	4	967	0.052	4	967	0.052
17:00 - 17:30	4	967	0.000	4	967	0.000	4	967	0.000
17:30 - 18:00	4	967	0.000	4	967	0.000	4	967	0.000
18:00 - 18:30	4	967	0.000	4	967	0.000	4	967	0.000
18:30 - 19:00	4	967	0.000	4	967	0.000	4	967	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.104			0.104			0.208

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.