TRANSPORT STATEMENT

86 PARK ROAD, WORSBROUGH, BARNSLEY

EDGE AD LTD.

APRIL 2025

Document Issue Record

Project Name:	86 Park Road, Worsbrough
TPS Project Reference:	P2697
Document Reference:	P2697_20250417_86 Park Road, Worsbrough _Transport Statement

Revision	Date	Author	Checked	Approved	Notes
0	24/07/24	JA	JA	JT	First Draft
1	17/04/25	JA	JT	JT	Revised Site Layout

Notice

Contents

1. INTRODUCTION

INTRODUCTION

1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Edge AD Ltd. to prepare a Transport Statement to support a change of use planning application from a care home to 24no. apartments on land to the west of Park Road, Worsbrough, Barnsley.

SITE LOCATION AND DEVELOPMENT PROPOSALS

1.2 The site is located approximately 3.0km south of Barnsley town centre and is bound by residential dwellings to the north, south and west, and the A61 Park Road to the east. The site location is shown in **Figure 1.1**, whilst the proposed site layout is provided at **Appendix A**.

Figure 1.1: Site Location

(Source: Google Earth)

1.3 The development proposals comprise the conversion of the former care home to provide 24no. apartments, ranging from 1-2 beds. Access to the site will be taken from the A61 Park Road, via the existing vehicular accesses on the eastern boundary. Both accesses benefit from a right-turn ghost island pocket for southbound vehicles along the A61 Park Road,

giving access to existing car parks, which will be reconfigured in order to provide parking in line with Barnsley Metropolitan Borough Council parking and design standards.

POLICY CONTEXT

1.4 This report has been prepared with reference to the following national and local policy documents:

- NPPF – December 2024;
- Barnsley Metropolitan Borough Council (BMBC) Local Plan (Adopted January 2019));
    - Policy T4 New Development and Transport Safety

1.5 This Transport Statement demonstrates how the proposals are complementary to both the national and local policy.

REPORT STRUCTURE

1.6 Following this introductory section:

Section 2 details the existing situation in the vicinity of the site, including a brief overview of the local highway network, the road safety record in the vicinity of the site and the accessibility by non-car modes;

Section 3 provides an overview of the development proposals, including vehicular access, parking and servicing arrangements;

Section 4 summarises the anticipated trip generation associated with the development proposals; and

Section 5 offers a summary and conclusion.

2. BASELINE CONDITIONS

INTRODUCTION

2.1 This section of the Transport Statement describes the existing highway network in the vicinity of the site, provides an overview of the historic road safety record and reviews the infrastructure that will facilitate and encourage future residents of the site to walk, cycle or use public transport, rather than to travel by car.

Existing Highway Network

2.2 At present, the site takes access to the east of the site, from the A61 Park Road. The existing accesses are to be retained as part of the proposals, providing access to 24no. car parking spaces within the development. Both accesses benefit from right-turn ghost island pockets, supporting access into the site for southbound vehicles along the A61 Park Road.

2.3 In the vicinity of the site, the A61 Park Road is approximately 8.5m wide and is bound by footways and street lighting on both sides, with residential dwellings taking direct frontage access along its length. Running broadly north-south, the A61 Park Road is subject to a 30mph speed limit, forming the major arm of a number of priority T-junctions on both sides. To the north, on approach to Worsbrough Bridge, the carriageway is bound by double yellow line parking restrictions, with central hatching separating opposing lanes of traffic.

2.4 Approximately 650m north of the site, the A61 Park Road forms the major arm of a signalised crossroads junction which gives access east onto Bank End Road, and west, onto Kingwell Road. Past this point, the A61 extends north towards Worsbrough Common and Barnsley town centre via Upper Sheffield Road. The signalised crossroads junction is bound by double yellow line parking restrictions and benefits from dropped kerbs across all arms.

2.5 Furthermore, approximately 200m south of the site, the A61 Park Road forms the major through movement of a priority T-junction with Vernon Road. On approach to the junction, the southbound carriageway widens to benefit from a right-turn ghost island, easing congestion for southbound vehicular movements.

2.6 From the junction, extending onto Vernon Road, the carriageway is bound by 2m footways and benefits from a carriageway width of 7.5m wide. Running in a broadly north-south alignment, to the north, Vernon Road provides an alternative routes towards Worsborough Common and Barnsley town centre.

Road Safety

2.7 The Accident data for the most recent 5-year period (2018 - 2022) has been sought from www.crashmap.co.uk for the highway network surrounding the site. Crashmap offers a definitive map of the official road collision statistics. The locations of accidents recorded within the vicinity of the site are shown in **Figure 2.1,** below.

Figure 2.1: Accident Locations

(Source: Crashmap, 2024)

2.8 As can be seen in **Figure 2.1**, there have been a total of 10 accidents recorded in the most recent 5-year study period. Of the accidents recorded, 8 were classified as slight and 2 were serious; no fatalities were recorded. It should be noted that in the immediate vicinity of the site accesses there have been no collisions recorded during the most recent five year period.

2.9 Both serious accidents occurred within 50m of the A61 Park Road / Thomas Street junction, which provides access to the ASDA Supermarket approximately 200m north of the site

access. Despite this, it is not considered that these accidents have occurred as a result of geographical commonality or road safety issue.

2.10 Of the serious accidents, the first occurred in June 2018 involving one vehicle and one cyclist, resulting in one casualty. The most recent serious accident occurred in May 2021, involving one vehicle, resulting in one child casualty. Nonetheless, It is considered that the level of accidents recorded over the most recent 5-year period does not indicate that there is an existing road safety issue in the vicinity of the site. Furthermore, as will be discussed further in **Section 3,** the development proposals will result in a negligible traffic impact and, will not, therefore, impact on road safety within the vicinity of the site.

Active Travel Options

Pedestrian Access

2.11 Guidance provided by the Institute for Highways and Transportation (IHT) on the preferred maximum walking distance by journey type is provided in **Table 2.1,** below; for commuting to work, this is two kilometres.

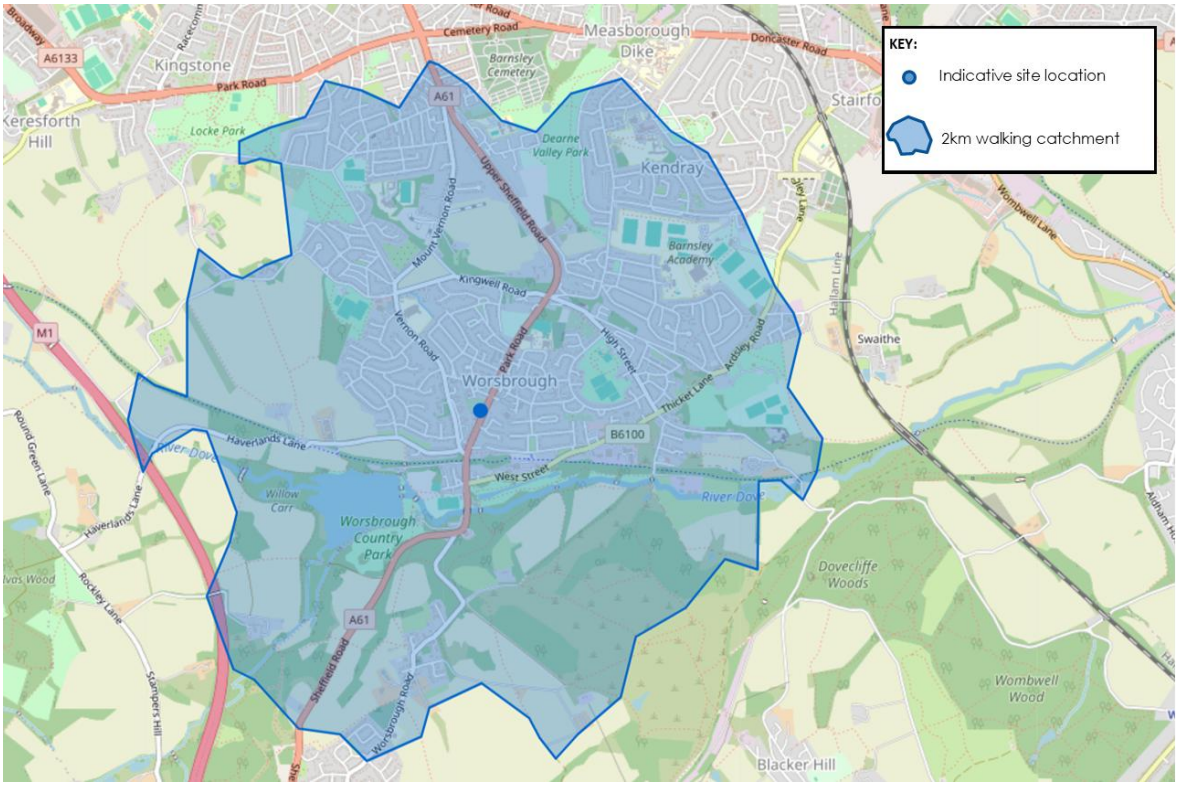
Table 2.1: IHT Walking Guidelines

Criteria	Town Centres	Commuting/ School
Desirable	200m	500m
Acceptable	400m	1000m
Preferred Maximum	800m	2000m

(Source: IHT)

2.12 **Figure 2.2**, overleaf, illustrates a 2km walking catchment from the site. A 2km walking catchment from the site includes the entirety of Worsbrough and Kendray, as well as parts of Measborough and Kingstone.

Figure 2.2: 2km walking catchment



(Source: Open Street Map)

2.13 Located in an existing residential area, the site benefits from good pedestrian accessibility. Key local pedestrian routes, including the A61 Park Road, benefit from footways and street lighting on both sides,

2.14 Moreover, the local road network provides a fully integrated network of footways that combine to provide direct and safe links to a range of key local destinations. There are footways on both sides of most roads in the built-up area of Worsbrough (and neighbouring settlements), indeed there is street lighting provided and crossing points with drops kerbs provided along the length of the A61 Park Road encouraging safe pedestrian behaviour.

2.15 Within the immediate vicinity of the site lies a pedestrian refuge island comprising of dropped kerbs and tactile paving, this in-turn allows pedestrians to safely cross the A61 Park Road, bettering access towards the southbound bus stops along the A61 Park Road.

2.16 Approximately 400m north of the site access, pedestrian infrastructure along the west side of the A61 Park Road terminates, nonetheless, there is still a continuous footpath along the eastern side of the carriageway, providing an uninterrupted route towards the aforementioned signalised crossroads junction which gives access east onto Bank End Road, and west, onto Kingwell Road. In order to facilitate pedestrian movement across the

crossroads junction, there are dropped kerbs across all arms the junction, facilitating pedestrian movements in all directions.

2.17 From the crossroads, continuing north, there is a continuous footpath extending towards Barnsley town centre.

2.18 Running broadly south, after a distance of 200m, the A61 Park Road forms the northern approach to a priority T-junction with Vernon Road, from which a comprehensive pedestrian network is available.

2.19 In order to facilitate pedestrian movements within the vicinity of the junction, signalised pedestrian crossings can be found on the southern approach of the junction, with dropped kerbs available along the western approach, facilitating a north-south pedestrian alignment.

3.1 Making use of the signalised pedestrian crossing, across the southern arm, allows for pedestrians to safely access PRoW21 on the opposite side of the road, which provides a traffic-free route onto Ravenholt and Elmsdale.

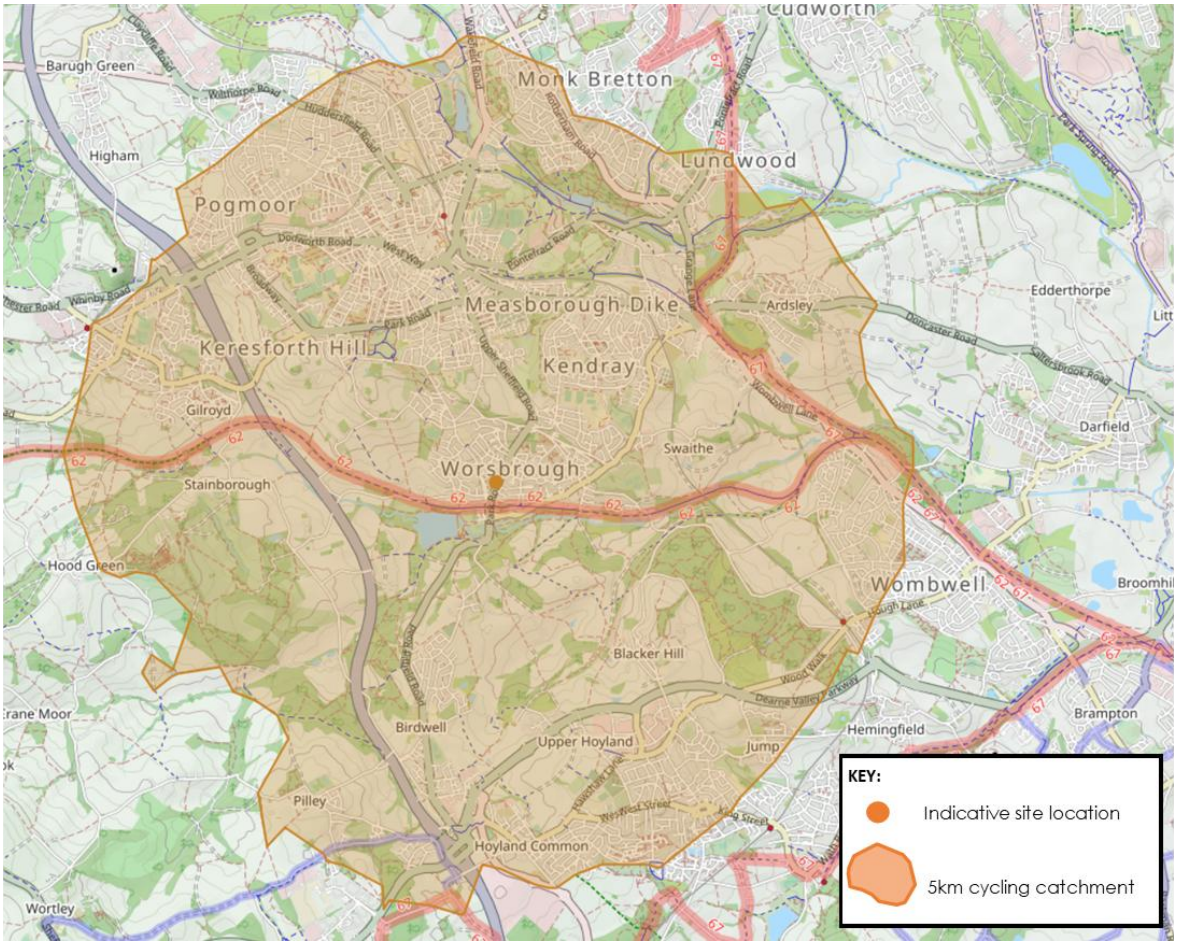
3.2 Additionally, a further 20m south of the partially signalised junction, the Trans Pennine Trail can be accessed (from both sides of the carriageway), which is a long-distance footpath, primarily made up of dedicated traffic-free routes across the wider Yorkshire region, extending north towards Leeds, and south towards Sheffield. Much of the trail is subject to a gentle gradient, making it suitable for all abilities.

Cycling

2.20 Five kilometres is typically considered to be a distance which people can realistically be expected to cycle, with relevant guidance stating 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*".

2.21 A 5km cycling catchment from the site includes the entirety of Barnsley town centre, Hoyland, Birdwell, Kingstone, Pogmoor and parts of Monk Bretton, Lundwood and Wombwell. This cycle catchment can be seen in **Figure 2.3,** overleaf.

Figure 2.3: 5km cycling catchment



(Source: Open Street Map)

2.22 Within the immediate vicinity of the site, the A61 Park Road has a carriageway width of approximately 8.5m throughout its entire length, making it wide enough to facilitate both cycle and vehicular movements broadly north-south towards key local destinations within the vicinity of the site, such as Barnsley town centre.

2.23 The closest National Cycle Network (NCN) Route can be accessed approximately 350m south of the site, off the A61 Park Road, giving access to the NCN 62. Broadly, NCN 62 runs between Lancashire and North Yorkshire for a route length of 335.9km. More locally, NCN 62 runs broadly east-west between the towns of Penistone and Doncaster, adjoining NCN 67 at Wombwell, providing routes towards Sheffield and Rotherham.

2.24 The site is well located for prospective residents to undertake journeys to/from the development by bike.

Public Transport Accessibility

Local Bus Services

2.25 There are a number of bus stops located within a short walk distance of the site. The closest bus stops are located approximately 100m (2-minute walk) south of the site on the A61 Park Road. Both the north and southbound stops comprise a flag, pole, hard copy timetable information and raised kerbswith the southbound stop also benefitting from seating and a shelter. Bus stops along the A61 Park are served by the 66 bus service, which operates on an approximate 15-minute headway in each direction, between Barnsley and Elsecar. The bus stops in the vicinity of the site can be seen in **Figure 2.4,** whilst **Table 2.2,** overleaf, provides an overview of the available bus services.

Figure 2.4: Bus Stop Locations

(Source: Google Maps)

Table 2.2: Bus Service Summary

No.	Route	Frequency		
		Monday – Friday	Saturday	Sunday
A61 Park Road				
2	Barnsley Interchange – Sheffield (Eyre Street)	60 mins	60 mins	120 mins
66	Barnsley – Elsecar (Circular)	15 mins	15 mins	30 mins
X17 Gold	Barnsley – Meadowhall – Sheffield – Chesterfield – Matlock	60 mins	60 mins	60 mins

(Source: PT Operators)

2.26 Additional bus services can also be accessed at Barnsley Interchange, located an approximately 15-minute public transport journey via the 2, 66 or X17 Gold bus services, from which residents can access additional local services, as well as National Express intercity routes across the UK.

Rail Services

2.27 The closest railway station to the site with frequent National Rail services is Barnsley Interchange railway station, which is located approximately 3km north of the site and is accessible within a 15-minute public transport journey, via the A61 Park Road. Alternatively, Barnsley Interchange railway station can be accessed within a 15-minute cycle journey, with Barnsley Interchange benefitting from 24no. cycle stands; located on Platform 1.

2.28 Barnsley Interchange railway station benefits from 2 platforms and is served by approximately 2-4 trains in the peak periods, to a number of regional and national destinations. **Table 2.3**, below, outlines the key destinations

Table 2.3: Barnsley Interchange railway station services

Destination	Frequency
Leeds (Express) via Wakefield Kirkgate	2 per hour
Sheffield via Meadowhall	2 per hour
Huddersfield	1 per hour
Leeds (Stopping) via Castleford	1 per hour
Nottingham via Meadowhall, Sheffield and Chesterfield	1 per hour
Lincoln via Meadowhall, Sheffield, Worksop and Gainsborough	1 per hour
Carlisle via Leeds	1 per day*

(Source: National Rail) *Sundays only.

2.29 It is considered that there is good public transport infrastructure in the vicinity of the development site, especially given direct bus services which exist towards Barnsley town centre.

LOCAL AMENITIES

2.30 **Table 2.4,** below, summarises the health, education, retail / leisure, and employment amenities which are located within walking (2km) or cycling (5km) distance of the site. It is considered that the wide range of amenities available demonstrates that residents are able to undertake sustainable journeys using modes of active travel. All measurements are taken from the proposed site access point, on the A61 Park Road.

Table 2.4: Local Amenities

Amenity	Distance	Walk Time	Cycle Time
Health			
Lo's Pharmacy & The Dove Valley Practice	850m	13 mins	4 mins
Education			
Worsbrough Bank End Primary School	1.1km	13 mins	5 mins
Barnsley Academy	2km	27 mins	7 mins
Retail and Leisure			
Worsbrough Post Office	110m	2 mins	~1 mins
Asda Supermarket	150m	2 mins	~1 mins
Worsbrough Sports Association / Cricket Club	450m	5 mins	2 mins
Worsbrough Library	470m	5 mins	2 mins
The Red Lion Inn	525m	7 mins	2 mins
Dale Tavern	950m	14 mins	5 mins
Barnsley Town Centre	~3km	-	15 mins

(Source: Google Maps)

2.31 **Table 2.4** demonstrates the site is located within walking and cycling distance of a range of amenities, indicating residents will not need to rely on access to a car to access healthcare, education, retail / leisure or employment opportunities.

SUMMARY

2.32 Overall, it is considered that there are good opportunities for walking and cycling locally, with good pedestrian and cycling infrastructure surrounding the site. Trips to and from the proposed development site can, therefore, easily be undertaken by sustainable modes of travel, thus minimising the use of the private car.

3. DEVELOPMENT PROPOSALS

INTRODUCTION

3.1 This section of the Transport Statement considers the proposed access, parking and servicing arrangements for the site.

DEVELOPMENT PROPOSALS

3.2 The development proposals comprise the conversion of the former care home to provide 24no. apartments, ranging from 1-2 beds. Access to the site will be taken from the A61 Park Road, via the existing vehicular accesses on the eastern boundary. Both accesses benefit from a right-turn ghost island pocket for southbound vehicles along the A61 Park Road, giving access to existing car parks, which will be reconfigured in order to provide parking in line with Barnsley Metropolitan Borough Council parking and design standards.

ACCESS

3.3 Vehicular access to the proposed development is to be via existing 2no. vehicle crossovers which currently provide access/egress to the Rockley Dene Nursing Home. These accesses will be shared by all users of the site.

PARKING

Car Parking

3.4 The Barnsley Local Plan - Parking SPD includes the residential parking standards for new developments in Barnsley.

The standards state the following:

- 1-2 bed dwellings – 1 car parking space;
- 1 visitor car parking space per 4 dwellings (subject to layout); and
- 1 secure cycle space per dwelling (in garage or separate secure covered area within plot).

3.5 **Table 3.1**, overleaf, summarises the proposed car parking as can be seen on the site layout provided at **Appendix A**.

Table 3.1: Car Parking Standards

Land Use – Residential	Parking Standard	Resultant Parking
1 / 2 Bedrooms	1 space	24 spaces

(Source: BMBC)

3.6 As can be seen from the layout provided in **Appendix A**, a total of 24no. allocated off-street parking spaces are to be provided, which results into 1:1 parking across the development. The swept path analysis undertaken within the site, shown on drawings provided at **Appendix B,** demonstrates that a large car can access and egress each parking space, with minimum requirement for reversing throughout the site.

3.7 No dedicated visitor parking is to be provided as part of the development, however, this would not be dissimilar to visitors to the care home who may not have been able to park within the site owing to staff and other visitors using the spaces. It should also be noted that the site is in a sustainable location, with direct and quick bus routes accessible within 200m of the proposed site and, therefore, visitors to the site may not arrive by car, instead making use of sustainable modes of transport.

SERVICING

General Servicing and Refuse Collection

3.8 General servicing will take place from the A61 Park Road, in line with the likely servicing arrangements for the care home. Servicing will be undertaken by a council refuse vehicle, which would wait on Park Road and bins will be wheeled from the bin stores which are located adjacent both vehicular access, as can be seen on the site layout plan attached at **Appendix A.** This removes the need for a refuse vehicle to enter the site and collection will be undertaken in a similar manner to the surrounding residential properties. The swept path analysis undertaken within the site, shown on drawings provided at **Appendix B,** demonstrates that a 7.5t Panel Van can access and egress the site, with minimum requirement for reversing throughout the site.

Fire Appliance Access

3.9 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Table 13.1 of the *The Building* Regulations *2010 'Fire Safety' Approved Document B (2019 edition, incorporating the 2020 amendments) Section 13 'Vehicle Access'*, sets out that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more that 20m long. Fire tenders and emergency vehicles will access the site via the site access junction on the A61 Park Road.

4. TRIP GENERATION

TRIP GENERATION

4.1 This section considers the likely trip generation associated with the proposed development. The following parameters of the TRICS database have been selected:

- Land Use: Residential, Flats Privately Owned;
- Range: 12-48;
- Date Range: 01/01/2015 –- 02/10/2023; and
- Location:, Suburban Area, Edge of Town, Neighbourhood Centre.

4.2 **Table 4.1** summarises the vehicle trip rates, and resultant trip generation associated with the residential dwellings; the full TRICS output is also provided at **Appendix D**.

Table 4.1: Proposed Residential Dwellings – Vehicle Trip Generation

	AM Peak			PM Peak		
	Arrival	**Departure**	**Two-Way**	**Arrival**	**Departure**	**Two-Way**
Trip Rates	0.046	0.114	0.16	0.196	0.082	0.278
Trip Generation	1	3	4	5	2	7

(Source: TRICS)

4.3 As can be seen in **Table 4.1**, the proposed development is anticipated to generate 4 two-way vehicle trips in the AM peak hour, whilst in the PM peak hour, the site would be anticipated to generate 7 two-way vehicle trips. This level of vehicle trip generation would not be considered as material and, as a result, no further assessment of the impact of the proposed development on the wider highway network is required.

4.4 It should also be noted that the development had a previous use as a care home, which would be expected to generate vehicular trips. No netting off of the existing use has been undertaken, and therefore, the trip generation set out above is considered to be a worst case assessment. .

5. SUMMARY AND CONCLUSIONS

SUMMARY

5.1 TPS has prepared this Transport Statement to support a change of use application for 24no. dwellings on land at the former Rockley Dene Nursing Home, off the A61 Park Road. The following summarises the key points:

- The proposals are in keeping with both the local and national transport and land use planning policy agenda;
- An analysis of contemporary accident data suggests that there are no accident trends that might be exacerbated by the addition of development related traffic;
- The site benefits from good connectivity with surrounding facilities, with opportunities for future residents to travel by non-car modes, such as walking, cycling and public transport;
- An assessment of the likely vehicle trip generation indicates that the proposed development would generate 4 two-way vehicle trips in the AM peak hour and 7 two-way vehicle trips in the PM peak hour. This is unlikely to have a material impact on the surrounding highway network;
- The level of car parking is considered to be at an appropriate ratio for residential development, by providing at least 1 space per dwelling, in line with local car parking standards. Swept path analysis has been undertaken of the proposed car parking spaces, to demonstrate that a large car can access and egress each parking space, with minimum requirement for reversing throughout the site; and
- Refuse and servicing have been considered, with refuse being wheeled from the bin stores to a vehicle waiting on Park Road.

CONCLUSION

5.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.

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REPORT APPENDICES

Appendix A

Proposed Site Layout

NORTH

GROUND FLOOR

GROUND FLOOR

NOTES

Do not scale from these drawings - If in doubt always ask first.

Report any discrepancies and omissions to owner.
This Drawing is Copyright.
Drawings are prepared for the purposes of obtaining Town & Country Planning Permission Approval only.

All materials shall be fixed, applied or mixed in accordance with all of the manufacturers instructions, recommendations & specifications. All materials shall be fit for the purposes that they are to be used for.

It is the responsibility of the owner / client to serve a notice on the adjoining or adjacent neighbours for the proposed works under 'The Party Wall Act 1996' Explanatory booklets can be obtained free of charge from the D.O.E. publications despatch centre, Blackhorse Road, London SE99 6TT Tel 0208 691 9191.

Rev	Date	Comments
WIP	16.04.25	AMENDED TO TPS COMMENTS
WIP	21.08.24	AMENDED AS BUBBLED
WIP	29.07.24	SPACE 24 MOVED AWAY FROM HARD MARGIN
WIP	24.07.24	BIN STORE MOVED CLOSER TO PARK RD
WIP	18.06.24	WORK IN PROGRESS

Project

Proposed Residential Conversion and Change of Use.

Rockley Dene
86 Park Rd
Worsbrough, Barnsley
S70 5AD

Client

KRUIDBERG CAPITAL

Drawing title

PROPOSED PARKING AND REFUSE STRATEGY

Scale	Drawing No.	Revision
1:100 at A0	A24-17-004	WIP
Date: June 2024		
Drawn By: BJDL		

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Appendix B

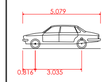
Swept Path Analysis

Standard Notes

1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification.
2. This drawing should not be scaled.

Location Plan

Notes and Keys



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Date	Rev	Description	Drawn	Chkd
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TPS

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Project

86 Park Road
Worsbrough
Barnsley

Title

Swept Path Analysis
Large Car

Status

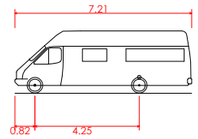
INFORMATION

Scale @ A1	Date Created	Drawn	Checked
1:250	17/04/25	JA	JT

TPS Project Number		Revision
P2697		-

Drawing Number

P2697 - T - 1002



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Date	Rev	Description	Drawn	Chkd
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Project

86 Park Road, Worsbrough

Title

Swept Path Analysis - 7.5t Panel Van

Date	Designed by	Checked by
17/04/25	JA	JT

Drawing Number	Scale @ A3	Revision
P2697 - T - 1003	1:250	-

Appendix C

TRICS Output

Northern Transport Planning LEEDS WEST YORKSHIRE Licence No: 640801

Calculation Reference: AUDIT-640801-240711-0740

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	2 days
	WS	WEST SUSSEX	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
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: 12 to 47 (units:)
Range Selected by User: 12 to 48 (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 02/10/23

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	3 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

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	8

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	9 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 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:

20,001 to 25,000	7 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:

75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	2 days
No	6 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	8 days

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

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

LIST OF SITES relevant to selection parameters

1 DY-03-C-03 BLOCKS OF FLATS DERBY
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

2 HF-03-C-06 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: THURSDAY *08/06/23* *Survey Type: MANUAL*

3 HF-03-C-08 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

4 LE-03-C-01 BLOCK OF FLATS LEICESTERSHIRE
NEW STREET
LEICESTER
OADBY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 19
Survey date: FRIDAY *16/10/20* *Survey Type: MANUAL*

5 SH-03-C-01 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

6 SH-03-C-02 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 12
Survey date: FRIDAY *16/06/23* *Survey Type: MANUAL*

7 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*

8 WS-03-C-01 BLOCKS OF FLATS WEST SUSSEX
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *11/05/22* *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/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	8	27	0.023	8	27	0.164	8	27	0.187
08:00 - 09:00	8	27	0.046	8	27	0.114	8	27	0.160
09:00 - 10:00	8	27	0.110	8	27	0.110	8	27	0.220
10:00 - 11:00	8	27	0.100	8	27	0.164	8	27	0.264
11:00 - 12:00	8	27	0.087	8	27	0.114	8	27	0.201
12:00 - 13:00	8	27	0.137	8	27	0.100	8	27	0.237
13:00 - 14:00	8	27	0.128	8	27	0.146	8	27	0.274
14:00 - 15:00	8	27	0.105	8	27	0.110	8	27	0.215
15:00 - 16:00	8	27	0.151	8	27	0.096	8	27	0.247
16:00 - 17:00	8	27	0.123	8	27	0.073	8	27	0.196
17:00 - 18:00	8	27	0.196	8	27	0.082	8	27	0.278
18:00 - 19:00	8	27	0.091	8	27	0.050	8	27	0.141
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.297			1.323			2.620

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:	12 - 47 (units:)
Survey date date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.