

Prepared on behalf of

Empire Property Concepts Limited



**Proposed Residential Development
Heelis Street Barnsley**

Transport Assessment

Acknowledgements:

*The latest TRICS database has been used in this report to calculate traffic generations.
Information on public transport has been drawn from South Yorkshire Metro website
Data on Police recorded injury road traffic accidents have been provided by the internet source Crashmap.*

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1 Introduction

- 1.1 Empire Property Concepts Limited have appointed Sanderson Associates (Consulting Engineers) Ltd to produce a Transport Assessment in support of their Outline Planning Application to develop the main car park to the former HMRC offices, known as Joseph Locke House, in Heelis Street Barnsley.
- 1.2 Planning consent in the form of a prior notification application (ref. 2016/0489) was granted by the Local Planning Authority (LPA) for the change of use of Joseph Locke House to 170 apartments. Although consent ref. 2016/0489 included the car park immediately adjacent to the former offices, it did not include the main carpark to Joseph Locke House which is at a slightly higher ground level and separated from it by landscaping.
- 1.3 Although the HMRC's use of Joseph Locke House ended in May 2013 the office block continues to be partially occupied, with staff using the car park which forms the outline application site. This office use will however cease in March 2018, whereupon Joseph Locke House will be converted to residential use under the prior notification consent, 2016/0489.
- 1.4 The outline proposals seek to use the 0.26 hectare site for residential purposes. An indicative plan has been produced which shows a multi floored building on the site which would house up to 101 apartments, 20 of which would be two bedroomed, with the remaining 81 single bedroomed units. The proposed development will include an undercroft car park with a capacity of around 17 car spaces with storage facilities for motor cycles and cycles.
- 1.5 Prior to commencement of this report initial correspondence on the principle of the proposed development has taken place between the project managers, DLP (Planning) Limited, and the LPA (*Barnsley Metropolitan Borough Council*). As part of these discussions it has been identified that a Transport Assessment and a draft Travel Plan is required to support the application and inform the LPA. Given the current lawful use of the site and the scale of the development proposed, this is a

normal request, and in accordance with *Guidance on Transport Assessments*, this Transport Assessment considers the following aspects in detail:

- ◆ *the local and national planning policies which are appropriate to the proposed development and the highway design standards that should be applied to the development and its setting*
- ◆ *the nature and suitability of the local highway network serving the site, and its road traffic accident record*
- ◆ *the current lawful use of the site and its traffic generating potential*
- ◆ *the proposed development and its operational characteristics*
- ◆ *the access arrangements to the proposed development for all users*
- ◆ *the appropriateness of parking facilities to the development and the ease by which the development can be accessed by service and emergency vehicles*
- ◆ *the net impact of the development on the local highway network in terms of highway capacity and safety, contrasting the current lawful use of the site against the use now proposed*
- ◆ *the ability to access the site in relation to sustainable transport options, and the availability of local facilities, and the means to encourage the occupants of and visitors to the proposed development to use sustainable transport*
- ◆ *the compliance of the proposed development in relation to local and national planning policies*

1.6 Although the LPA is in the process of developing a new Local Plan this document is not yet adopted and the Council currently have a Statutory Development Plan which forms their policy guidance on planning decisions pending the adoption of the new Local Plan. The Statutory Development Plan is made up of a number of key documents, one of which, the Core Strategy, sets out long term strategic policies for development within the district.

- 1.7 The Unitary Development Plan, which also forms part of the Statutory Development Plan, contains both borough wide development strategies and specific policies for development in different areas as well as detailed maps.
- 1.8 From the Unitary Development Plan the following policy extracts are considered to be relevant to the determination of this proposal.

Policy T2

DEVELOPMENT WILL ONLY BE ALLOWED IF THE ADDITIONAL DEMAND FOR TRAVEL GENERATED CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK WITHOUT SIGNIFICANT DETRIMENT TO THE ENVIRONMENT OR THE SAFETY AND EASE OF MOVEMENT OF VEHICLES AND PEDESTRIANS USING THE NETWORK, OR THROUGH MEASURES TO ASSIST PUBLIC TRANSPORT, CYCLING OR WALKING. COMPLETION OF THE NECESSARY HIGHWAY WORKS OR OTHER MEASURES MAY BE THE SUBJECT OF CONDITIONS ATTACHED TO THE PLANNING PERMISSION OR BE THE SUBJECT OF A PLANNING OBLIGATION UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 OR OTHER AGREEMENT REQUIRING AN APPROPRIATE CONTRIBUTION FROM THE DEVELOPER TO THE COST OF THE WORKS OR MEASURES.

Policy T26

PROVISION OF FACILITIES FOR CYCLISTS WILL BE INCREASED THROUGH DEVELOPMENT OF THE CYCLE ROUTE NETWORK. FURTHER FACILITIES WILL BE ENCOURAGED AS AN INTEGRAL PART OF NEW DEVELOPMENTS; TRAFFIC MANAGEMENT SCHEMES; FUTURE HIGHWAY SCHEMES.

Policy T27

THE COUNCIL WILL SEEK TO ENCOURAGE AND SUPPORT WALKING AS A MODE OF TRANSPORT AND THE DESIGN AND LAYOUT OF ALL DEVELOPMENT WILL BE REQUIRED TO TAKE ACCOUNT OF THE NEEDS OF PEDESTRIANS.

- 1.9 In relation to the provision and management of car parking in development the LPA has developed specific policies and standards which are as follows:

Policy T22

NEW DEVELOPMENT SHALL BE PROVIDED WITH NO MORE CAR PARKING, SERVICING AND MANOEUVRING SPACE THAN IS NECESSARY IN ORDER TO ENSURE THERE IS NO SIGNIFICANT ADVERSE IMPACT UPON :

- A) HIGHWAY SAFETY**
- B) THE LOCAL ENVIRONMENT INCLUDING THE AMENITY OF LOCAL RESIDENTS AND ADJOINING LAND USES**
- C) THE VITALITY AND VIABILITY OF BARNSELY TOWN CENTRE AND OTHER SHOPPING AND COMMERCIAL CENTRES.**

PLANNING APPLICATIONS WHICH PROPOSE PARKING SERVICING AND/ OR MANOEUVRING SPACE IN EXCESS OF OR LESS THAN THAT WHICH IS NECESSARY WILL BE REFUSED PERMISSION.

FOR CAR PARKING ASSOCIATED WITH EMPLOYMENT PREMISES, SHOPPING AREAS, LEISURE AND RECREATIONAL FACILITIES, PLACES OPEN TO THE GENERAL PUBLIC AND PUBLIC CAR PARKS, PROVISION SHOULD BE MADE FOR DISABLED CAR PARKING WHICH SHOULD AMOUNT TO AT LEAST 4% OF THE TOTAL CAR PARKING PROVISION TO BE PROVIDED.

WHERE THE REQUIRED CAR PARKING CANNOT BE PROVIDED ON SITE OR WHERE THE COUNCIL DEEM IT APPROPRIATE, SUITABLE PARKING PROVISION OFF SITE OR CONTRIBUTIONS TO ENHANCE OR PROVIDE ALTERNATIVE MEANS OF TRANSPORT MAY BE ACCEPTABLE. IN THESE CIRCUMSTANCES THE COUNCIL WILL SEEK TO ENTER INTO AN AGREEMENT UNDER S106 OF THE ACT WITH THE DEVELOPER TO ENSURE THAT A FINANCIAL CONTRIBUTION IS SECURED TOWARDS THE PROVISION OF PUBLIC CAR PARKING AND/OR TO ENHANCE OR PROVIDE ALTERNATIVE MEANS OF TRAVEL.

Policy T17

IN SUPPORT OF THE COUNCIL'S GOALS, THE CAR PARKING POLICIES WILL SEEK TO ENSURE THE PROVISION AND MANAGEMENT OF CAR PARKING TO SECURE :

- A) LEVELS OF PROVISION OF PARKING COMMENSURATE WITH THE ENCOURAGEMENT OF MEANS OF TRAVEL OTHER THAN THE CAR PARTICULARLY BY COMMUTERS**
- B) AVOIDANCE OF HARM TO THE FREE FLOW OF TRAFFIC, SAFETY LEVELS AND THE AMENITY OF RESIDENTS AND OTHER ROAD USERS**
- C) ENCOURAGEMENT OF DEVELOPMENT THAT INCREASES THE NUMBER AND RANGE OF JOB OPPORTUNITIES;**
- D) THE VITALITY AND VIABILITY OF BARNSELY TOWN CENTRE AND OTHER SHOPPING AND COMMERCIAL CENTRES.**

1.10 Finally where new roads or supporting transport infrastructure is to be provided the following sub-policy applies.

Policy T2A

- A) ALL ROADS, FOOTWAYS, PRIVATE DRIVES, VEHICLE MANOEUVRING AREAS AND POINTS OF ACCESS SERVING DEVELOPMENT MUST BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE APPROPRIATE STANDARDS OF THE BOROUGH COUNCIL**
- B) CARRIAGEWAYS AND FOOTWAYS SHOULD BE CONSTRUCTED SO AS TO BE USABLE IN A SAFE AND CONVENIENT MANNER BEFORE THE USE OF THE BUILDING WHICH THEY SERVE COMMENCES.**

1.11 In addition to the above there are a number of policies from the Core Strategy which apply to this development. These are as follows:

CSP 25 New Development and Sustainable Travel

New development will be expected to:

- be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists
- provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document
- provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version)
- provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version).
Travel plans will be secured through a planning obligation or a planning condition

Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy CSP 42.

If it is not possible or appropriate for the minimum amount of parking for cycles motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.

CSP 26 New Development and Highway Improvement

New development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

If a development is not suitably served by the existing highway, or would create or add to highway safety problems or the efficiency of the highway for all road users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

CSP 27 Parking Strategy

We will develop a parking strategy that will help to influence people's travel choices in line with the challenges set out in 'Delivering a Sustainable Transport System' (Department for Transport, November 2008).

The strategy will include:

- a review of the number and location of short and long term car parking spaces, taking account of development proposals in Barnsley town centre
- an action plan to improve the management of new and existing car parks
- maximum car parking standards
- variable car parking charges dependant on location
- parking permits including residential parking schemes
- a programme for monitoring car park usage

And will consider:

- the potential contribution of park and ride, particularly at railway stations
- the potential for shared management of car parks between the council and the private sector
- the potential for dedicated car sharing spaces and other schemes to encourage change in travel behaviour
- developing parking strategies to cover the Principal Towns.

1.12 As an overview the publication of the *National Planning Policy Framework (NPPF)* on 27 March 2012 provides the most up to date national guidance on transport and its role within the planning system.

1.13 Paragraph 32 of National Planning Policy Framework states: -

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- ♦ *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- ♦ *safe and suitable access to the site can be achieved for all people; and*

- ♦ *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

1.14 This Transport Assessment demonstrates that the cumulative impacts of the development, relative to the current lawful use, is not **severe**. Consequently there are no highway reasons why Outline planning consent should not be forthcoming, and be implemented subject to the closure or reduction in the office use of Joseph Locke House.

2 The current lawful use of the site

- 2.1 As stated previously the application site formed the main Heelis Street car park to Joseph Locke House, the former HMRC offices. It is at a slightly higher ground level than Joseph Locke House and is separated from it by landscaping.
- 2.2 The site location is shown as shown in the extract below from Figure 1 in **Appendix A** of this report.



- 2.3 The car park served Joseph Locke House only and it appears to have been used by staff only as a barrier system operated by “swipe card” would have prevented unauthorised use. Joseph Locke House is a substantial office complex and comprises a basement, ground and four upper floors providing a floor space of 44,768 sqft. Following the withdrawal of its use by HMRC in May 2013, the office use of the complex has been reduced in scale pending the implementation of the change of use of Joseph Locke House to 170 apartments, (approval ref. 2016/0489).

- 2.4 It is understood that the applicants, Empire Property Concepts, will be proceeding with the approved residential conversion of Joseph Locke House once the existing tenant, has vacated the building in March 2018.
- 2.5 The car park and its barrier system to the main car park remains insitu, and the car park is used by the office staff that remain in Joseph Locke House, as the following photographs (May '17) indicate.



Car park barrier at access point - viewed from Heelis Street – May 2017



Vehicles in car park – viewed from Heelis Street – May 2017

- 2.6 The car park has a capacity in the order of 113 spaces, which are set out in defined bays. Joseph Locke House is of relatively recent construction, and planning consent would have required the provision of parking facilities to the LPA's standards. In total the 113 spaces in the main car park, together with the 26 spaces located to the front of Joseph Locke House (and which are retained to serve the 170 apartments) provided 139 spaces to serve the 44,768 sqft office block.
- 2.7 Access to the main Heelis Street car park is from Heelis Street only and all vehicles using the site will use Heelis Street and its local connections to the main highway network to the north, east and south of the site.

3 The Local Highway System

- 3.1 As stated previously, access to the main Heelis Street car park is from Heelis Street only and all vehicles using the site will use Heelis Street and its local connections to the main highway network to the north, east and south of the site.
- 3.2 Heelis Street is a traditional road set out with a constant width carriageway and footways to either flank. Opposite the application site it has a carriageway width of between 6.6 and 7.2m, with near and far footways of approximately 1.9m. It falls from south to north across the site frontage, and street lighting is provided.
- 3.3 Traffic speed on Heelis Street and the surrounding local streets is subject to a 30 mph urban limit. In this area which lies adjacent to the town centre, on street parking is controlled by Traffic Regulation Order, and a “single yellow line” prohibits car parking between 08.00 and 18.00 on all days of the week.
- 3.4 To the north of the site lies the principal roads A628 and A61, which form the southern loop around the Barnsley town centre to their immediate north. These routes known locally as West Way/ Harborough Hill Road (A628) and Sheffield Road (A61) join at the “Alhambra Roundabout approximately 165m north of the site.
- 3.5 Heelis Street joins Thomas Street and Burleigh Street to gain access to West Way (via Upper New Street) and Sheffield Road respectively. These streets again are of a traditional format with carriageway and footways.
- 3.6 Upper New Street joins West Way by means of a signal controlled junction at which all movements (in and out) are permitted. This junction is part of a major pedestrian desire line to and from the town centre and controlled pedestrian crossing facilities are on all arms of the junction.
- 3.7 At the point of connection of Burleigh Street to Sheffield Road the A61 is a dual carriageway with a physical central reserve which separates the traffic lanes. As

such movements in and out of Burleigh Street are limited to left in and left out only. However the “Alhambra Roundabout” lies within 120m of the junction and thus movements out of the junction for southbound drivers are addressed.

- 3.8 Approximately 470m to the south of the Alhambra Roundabout is the signal controlled cross road junction of the A61 Sheffield Road with the A6133 Park Road/Cemetery Road. At a distance of approximately 300m west from this junction Duke Street joins Park Road and via its connection with Wood Street/Princess Street access to Heelis Street from the south is gained. Duke Street, Princess Street and Union Street are primarily residential streets which serve dwellings of a variety of ages. Footways are present and there several opportunities for pedestrian connections northwards towards the town centre.
- 3.9 In relation to the wider network, Park Road continues westwards into the suburb of Kingstone before turning north to join the A628 principal road at its signal controlled junction with Broadway/Pogmoor Road (A6133). This junction lies approximately 550m from junction 37 of the M1 Motorway at Dodworth, with the A6133 providing a route for drivers travelling to the south and east of Barnsley which bypasses the town centre.
- 3.10 Within the streets surrounding site there are a number of Traffic Regulation Orders to restrict on-street parking. The purpose of these is to safeguard residents against overspill town centre parking, protect vehicle movements and visibility around side road junctions, and to ensure the use of appropriate public parking facilities as opposed uncontrolled on-street use.
- 3.11 In respect of Police recorded road traffic accidents it is normal to review that last available 5 year period. Although the former office use of Joseph Locke House ceased in May 2013, the building remains in office use, albeit part occupied. The period of accident search 2012 to 2016 inclusive therefore covers the period when traffic associated with the office in both full and partial operation would have been visiting the site and its car park.

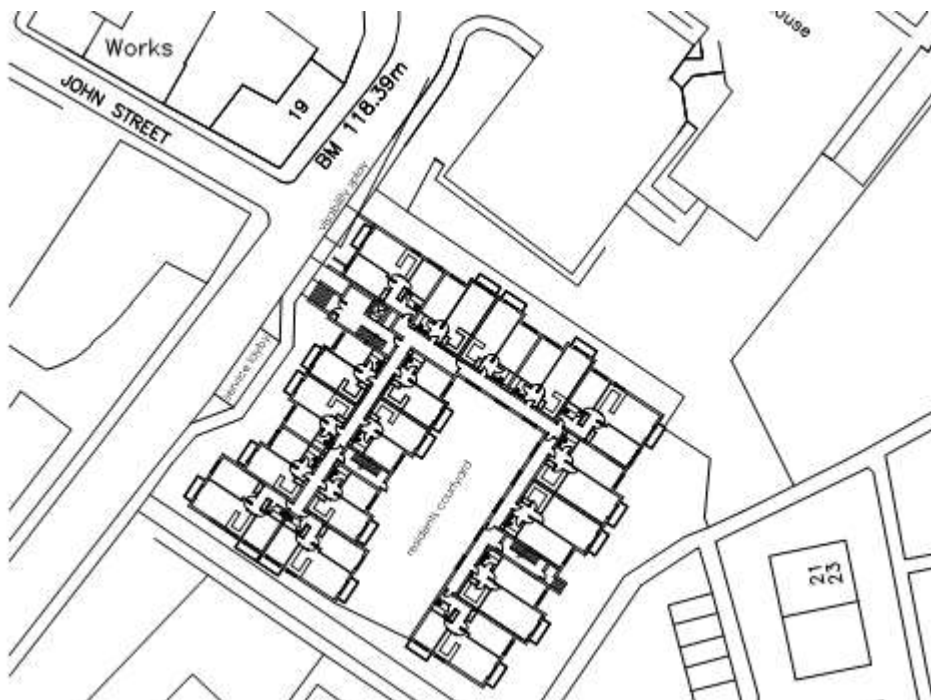
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- 3.12 Details of the personal injury accident records have been obtained from the Crashmap online database for the most recent five year period available, (01/01/2011 to 31/12/2016inclusive). A full copy of the data obtained is included in Appendix B.
- 3.13 The study area includes the New Street/Thomas Street roundabout junction, the New Street/Princess Street/Wood Street/Agnes Road priority junction and the A6133 Park Street staggered junction with Duke Street and Warren Quarry Lane.
- 3.14 A total of 9 accidents have been recorded during the five year period assessed. Of these 8 of the recorded accidents were slight and 1 was serious, with no fatal accidents recorded.
- 3.15 One of the slight accidents recorded occurred at the New Street/Thomas Street roundabout junction and involved a collision between two cars both of which were proceeding normally along the carriageway, not on a bend. The front of one car impacted the nearside of the other car, suggesting that one of the drivers failed to give way.
- 3.16 Four slight accidents occurred on New Street/Princess Street/Wood Street/Agnes Road priority junction, of these two involved a collision between a car and a motorcycle and two involved collisions between two cars where one of the cars was turning right and the other was proceeding normally along the carriageway, not on a bend.
- 3.17 The remaining 4 accidents occurred at the A6133 Park Street staggered junction with Duke Street and Warren Quarry Lane. Of the four accidents recorded one was serious and 3 were slight. The serious accident ref 2016140102140 involved a collision between a car which was waiting to turn right and a motorcycle which was proceeding normally along the carriageway. Of the remaining three accidents; one involved a car and an unknown vehicle, both of which were proceeding normally along the carriageway, not on a bend, one was a rear shunt collision involving two

cars, and the final accident involved a collision between the front of a car in the act of turning right and the offside of a car, which was proceeding normally along the carriageway, not on a bend.

- 3.18 In summary, from the data obtained from the last 5 years it is concluded that the general pattern of accidents that have occurred within the study area appear to be as a result of user error and do not appear to be associated with the layout of the highway. Furthermore, no incidents have been recorded involving vehicle movements in the immediate vicinity of the site.
- 3.19 As would be expected however there is a high number of accidents that have occurred on the adjacent principal road network, and unfortunately this is not unexpected for routes such as these carrying daily high levels of traffic and where significant pedestrian movements are present. The expected impact of the proposed development on road traffic accidents is discussed in detail in further sections of this report.

4 The Proposed Development

- 4.1 The outline proposals seek to use the 0.26 hectare site for residential purposes. An indicative plan has been produced which shows a multi floored building on the site which would house up to 101 apartments, 20 of which would be two bedroomed, with the remaining 81 single bedroomed units.
- 4.2 The proposed indicative development includes an undercroft car park with a capacity of around 17 car spaces with storage facilities for motor cycles and cycles. Extracts of the ground floor and undercroft plans are as follows, with full details set out in **Appendix C** of this report.



Indicative Ground Floor Plan – Heelis Street on left of building

- 4.3 The site would take vehicular and pedestrian access from Heelis Street with servicing carried out from a proposed service lay-by to Heelis Street to dedicated refuse storage facilities. It is likely that a Traffic Regulation Order (TRO) will be required to control use of the service lay-by and prevent unauthorised car parking.

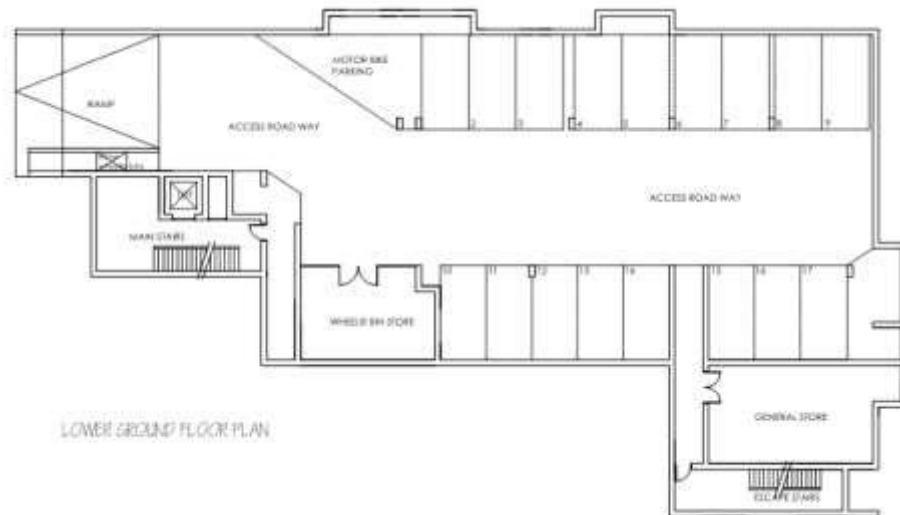
- 4.4 The indicative layout plan shows the point of access with sight lines, at the urban set back of 2.4m, tangential to the nearside kerb line of Heelis Street. The photograph below indicates the alignment of Heelis Street looking north towards the application site on the left and illustrates the level of vision that would be available from the proposed access for emerging drivers looking left.



- 4.5 The following photograph indicates the alignment of Heelis Street to the north of the application site, with the entrance to the retained car park to Joseph Locke House on the right.



- 4.6 As will be noted Heelis Street takes a pronounced bend to the northwest before in approximately 18m from the Joseph Locke House access it joins Burleigh Street as the minor leg of a priority junction.
- 4.7 Final details of the proposed building will confirm the access position and visibility splays to Heelis Road, for both the interaction of driver to vehicle and driver to pedestrians on the nearside footway.
- 4.8 Access for fire service appliance and firefighting facilities within the proposed building will be the subject of further discussions with the Fire Brigade at the next design stage.
- 4.9 The indicative undercroft parking area illustrates that parking facilities for approximately 17 vehicles will be provided. At the next design stage this number will be reviewed as the requirement to provide disabled sized spaces, motor cycle and cycle storage arrangements are considered further.



Indicative Undercroft Plan – access ramp up to Heelis Street on left

- 4.10 Aspects of servicing and any associated changes to TRO's, fire service access/facilities, parking standards, cycle and motor cycle storage are expected to be addressed by planning conditions, and will form part of subsequent reserved matters applications.
- 4.11 In relation to the level of parking provision; although the LPA has parking standards which apply to the majority of the district they do not apply to Barnsley town centre. The Parking Appendix to the Core Strategy states:

It should be noted that the standards described apply to all of Barnsley, except Barnsley Town Centre. Whilst we will use them as a basis for considering applications in Barnsley Town Centre, detailed requirements will be the subject of a future parking strategy being developed in line with Core Strategy Policy CSP27. In the meantime advice on parking in Barnsley Town Centre can be sought from Highways Development Control using the contact details below.

- 4.12 The proposed apartments are located in a particularly sustainable area of the town with easy access to numerous local facilities on foot, and to public transport for longer journeys. The development is ideally placed for those without access to

private cars, or who have made the choice of town centre living where there is little reliance on the regular and frequent use of a motor car.

- 4.13 The development will be accompanied by a Travel Plan which will promote and encourage the use of sustainable modes of travel, and marketing of the development will highlight the opportunities for living in this location without a private vehicle.
- 4.14 Nevertheless the development is not intended to be totally “car free” although in the town centre parking facilities within developments tend to be allowed by the LPA only on the basis of a “maximum provision”.
- 4.15 In this case the ratio of parking provision drawn from the indicative plan suggests that a ratio of almost 1 space per six apartments is proposed – 17 spaces for 101 apartments. In relation to the approved change of use of the adjacent Joseph Locke House it should be noted that the 170 apartments are served by 26 parking spaces, which indicates a ratio of 1 space per 6.5 apartments, which is a slightly lower rate of provision than that now proposed.
- 4.16 Based on the 2016 approval for the conversion of Joseph Locke House it is therefore considered that the proposed parking arrangements, in a numerical sense, are also appropriate.

5 Access to the site by sustainable modes

5.1 Introduction

5.1.1 This section of the report undertakes an audit of sustainable transport covering both active travel (walking and cycling) and public passenger transport (bus and rail facilities).

5.1.2 It also reviews the availability of local services in the immediate locality that could practically be accessed by sustainable modes.

5.2 Active travel - walking

5.2.1 Walking is an important mode of transport in the urban area; it can replace a large number of short car journeys which contribute to congestion and pollution, and the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

5.2.2 Walking stimulates both personal health and the health of communities and local economies. Government health improvement advice states that just 30 minutes brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.

5.2.3 In relation to acceptable walking distances *Manual for Streets* which is the latest national guidance on the design of residential roads offers the following guidance in Section 4.4 "The walkable neighbourhood"

5.2.4 *"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and walking offers the greatest potential to replace short car trips, particularly those*

under 2km. Manual for Streets encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents”.

5.2.5 **Figure 2, Appendix C** indicates destinations which lie within an 800m and 2km radius of the centre of the application site. It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot. The following amenities and facilities are all located within walking distance of the site.

5.2.6 In terms of pedestrian infrastructure; footways and street lighting are provided on Heelis Street along its length and on all adjoining/adjacent roads in the vicinity of the site. Signal controlled pedestrian crossing facilities are provided on Upper New Street and A628 West Way providing a key pedestrian link from the site to Barnsley Town Centre.

5.3 Active travel - cycling

5.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. The bicycle is generally more affordable than the car and hence there are social equity benefits to the promotion of cycling. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.

5.3.2 A list of destinations within 5km cycling distance of the site, along with the corresponding cycle time (based on cycle speed of 12kph) are summarised below:

Destination	Distance	Time
Barnsley Town Centre	700m	3 ½ minutes
Barnsley Train Station	1.3km	6 ½ minutes

Kingstone	1.6km	8 minutes
Kendray	2.0km	10 minutes
Gawber	3.1km	15 ½ minutes
Worsborough	3.4km	17 minutes
Athersley South	3.5km	17 ½ minutes
Stairfoot	4.0km	20 minutes
Dodworth	4.1km	20 ½ minutes
Athersley North	4.7km	23 ½ minutes
Barugh Green	4.8km	24 minutes
Swaithe	4.8km	24 minutes
Higham	4.9km	24 ½ minutes

5.3.3 **Figure 3** in **Appendix C** shows the general area that is accessible with 5km of the site. As can be seen, the site is within cycling distance of a number of shopping destinations which provide a range of services, facilities, school provision and employment opportunities.

5.4 **Accessibility by Public Transport**

5.4.1 The site is ideally placed in terms of access to public transport, located in relatively close proximity to Barnsley Bus and Train Interchange, and local bus stops are conveniently located on adjacent main and side roads within easy walking distance.

5.4.2 In relation to the latter, there are bus stops located approximately 270m from the site on New Street or Wood Street and 300m from the site on Sheffield Road.

5.4.3 The location of these accessible bus stops are shown on **Figure 4, Appendix C** and the details available services are provided below:-

Nº	Route	Approximate Peak Frequencies (Buses per hour)			
		Mon-Fri Day	Mon-Fri Evening	Saturday	Sunday
6	Barnsley Centre – Worsborough Dale – Barnsley Centre	10 mins	60 mins	12 mins	30 mins
7	Barnsley - Hoyland	60 mins	None	60 mins	None
22x	Rotherham Centre – Barnsley Centre	15 mins	60 mins	15 mins	60 mins
66/N66	Barnsley Centre – Elsecar – Barnsley Centre	10 mins	60 mins	12 mins	30 mins
67	Barnsley Centre - Wombwell	60 mins	120 mins	60 mins	120 mins
67a	Barnsley Centre - Wombwell	60 mins	120 mins	60 mins	120 mins
218	Barnsley Centre – Rotherham Centre	30 mins	None	30 mins	None
219	Barnsley Centre – Doncaster Centre	60 mins	60 mins	60 mins	60 mins
219a	Barnsley Centre – Doncaster Centre	60 mins	None	60 mins	None
222	Barnsley Centre - Mexborough	30 mins	60 mins	30 mins	60 mins
226	Barnsley Centre - Thurnscoe	30 mins	60 mins	30 mins	60 mins
265	Barnsley Centre – Sheffield Centre	30 mins	60 mins	30 mins	60 mins
X19	Barnsley Centre – Doncaster Centre	30 mins	None	30 mins	60 mins
X20	Barnsley Centre – Doncaster Centre	55 – 105 mins	60 mins	60 mins	None
43	Barnsley Interchange – Pogmoor Kingstone Circular	30 mins	60 mins	30 mins	60 mins
44	Barnsley Interchange – Pogmoor Kingstone Circular	30 mins	None	30 mins	60 mins

5.4.4 Barnsley Bus and Train Interchange, is located approximately 660m north of the site, from which additional services are provided.

5.4.5 The rail element of the Interchange is operated by *Northern* and facilities at the station include CCTV monitored cycle parking with stands for parking 24 cycles, cycle hire, a 76 space car park, a ticket office, ticket machines, ATMs, payphones, shops, toilets with baby changing facilities, waiting rooms and ramps for train access.

5.4.6 A summary of the available rail services from this station and their frequencies is detailed in the following table;

Barnsley Train Station	Monday - Saturday Frequency		Sunday Frequency
	Day	Evening	
Barnsley to Sheffield	60 mins	60 mins	60 mins
Leeds to Sheffield	60 mins	60 mins	60 mins
Leeds to Nottingham	60 mins	None	60 mins
Huddersfield to Sheffield	60 mins	60 mins	60 – 120 mins

5.5 Local Services and facilities in Barnsley

- 5.5.1 As a walking path from the centroid of the site the Barnsley Town centre with its substantial shopping and service opportunities lies well within the 800m walking distance set out in *Manual for Streets*. In addition a large Morrisons Supermarket lies within approximately 400m of the centroid of the development site. **Figure 2, Appendix C** indicates the extent of the town centre that is within the 800m walking neighbourhood and the 2km “walk distance”.
- 5.5.2 With respect to health care, the Gold Street Surgery lies approximately 880m distant from the site as a walking path. There are a number of dentists and chemists in the nearby town centre. Finally Barnsley Hospital lies approximately 2km distant from the site.
- 5.5.3 Given that the majority of the apartments would be single bedroomed units (81 of the 101) it is unlikely that the development would be a choice for residents with children. However in relation to educational facilities, Hope House School for years 3 to 11 lies within the 800m walking neighbourhood, Doncaster Road Primary School at approximately 890m, with Holy Rood RC Primary School located approximately 1.3km distant. Barnsley College for further education lies approximately 1km distant as a walking path.

6 The transport impact of the development

6.1 Multimodal Trip Generation

6.1.1 It is normal to review the impact of the proposed development in "person trips", and this has been undertaken using the industry standard software of TRICS. The latest version of the database, TRICS v7.4.1, has been used and the full TRICS outputs for "land use category 03-Residential C-Flats Privately Owned" are contained in **Appendix D** of this report.

6.1.2 To ensure a robust assessment, the output of the TRICS Database has been refined to **exclude** Greater London and Ireland. Only sites within a Town Centre and Edge of Town Centre, and "sites with between 20 and 154 dwellings" have been used.

6.1.3 The following provides details of the multimodal two-way trip rates along with the corresponding modal percentage split. The data has been split between AM (0800-0900) and PM (1700-1800) weekday periods. A separate 24-hour modal trip rate has also been provided.

Trip Rates	Trip Rate			Trip Generation			Modal Split		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Vehicle Occupants	0.249	0.337	2.658	25	34	268	50.0%	49.8%	52.0%
Public Transport	0.072	0.074	0.421	7	7	43	14.5%	10.9%	8.2%
Pedestrians	0.172	0.249	1.947	17	25	197	34.5%	36.8%	38.1%
Cyclists	0.004	0.016	0.081	0	2	8	0.8%	2.4%	1.6%
Total People	0.498	0.677	5.109	50	68	516	100.0 %	100.0 %	100.0 %

Table 6.1 – Multimodal trip rates and modal split percentage for proposed 101 apartments

6.1.4 As will be noted during the critical daily peak hour the level of generated pedestrian, cyclist and public passenger travel movements are low and could therefore be readily accommodated on the existing infrastructure.

- 6.1.5 As a comparison the TRICS v7.4.1 database has also been used to review the existing impact of the former overall office use of Joseph Locke House in 'person trips'. The "land use category 02-Employment A-Office" has been used and the full TRICS data is also included at **Appendix D**.
- 6.1.6 To ensure a robust assessment, the output of the TRICS Database has been refined to **exclude** Greater London and Ireland. Only sites within a Town Centre and Edge of Town Centre, and "sites with a gross floor area of between 2159 and 6159sqm" have been used.
- 6.1.7 The following provides details of the multimodal two-way trip rates along with the corresponding modal percentage split. The data has again been split between AM (0800- 0900) and PM (1700 -1800) weekday periods. A separate 24 hour modal trip rate has also been provided.

Trip Rates	Trip Rate			Trip Generation			Modal Split %		
	AM Peak	PM Peak	Daily	AM	PM	Daily	AM	PM	Daily
				Peak	Peak		Peak	Peak	
Vehicle Occupants	2.086	1.625	13.803	87	68	574	65.5	62.4	51.0
Public Transport	0.508	0.436	2.797	21	18	116	15.9	16.7	10.3
Pedestrians	0.503	0.476	10.036	21	20	417	15.8	18.3	37.1
Cyclists	0.089	0.067	0.413	4	3	17	2.8	2.6	1.5
Total People	3.186	2.604	27.040	133	108	1125	100.0	100.0	100.0

Table 6.2 - Multimodal trip rates and modal split percentage for overall former Joseph Locke House office use

- 6.1.8 As can be seen from the above table it is predicted that the former overall office use would have generated significantly more person trips compared to the proposed residential development.

6.2 Vehicle Trip Generation

- 6.2.1 The TRICS v7.4.1 database has again been utilised to estimate the likely amount of traffic generated by the former overall office use. As stated previously the office use of this building has significantly reduced and current tenancy is to end in March

of 2018 after which the approved residential conversion is to take place. The land use 02 – Employment A-Office has again been used. The trip rates have been taken from the multimodal surveys used previously.

- 6.2.2 The resultant traffic generation for the former overall office use of Joseph Locke House, comprising a gross floor area of 4,159sqm, (44,768 sqft), are tabulated as follows for the typical network AM and PM peak hours of 0800 – 0900 and 1700 – 1800. Full copies of the TRICS data are included at **Appendix D** of this report.

Weekday Assessment Period	Trip Rates per unit		Office (GFA = 4159sqm)	
	Arrivals	Departures	Arrivals	Departures
08:00 - 09:00	1.814	0.242	75	10
17:00 - 18:00	0.158	1.394	7	58

Table 6.3– Vehicle trip rates and trip generation for existing office use

- 6.2.3 Based on the above the former overall office use of Joseph Locke House would have been expected to generate in the order of 85 vehicle trips in the typical AM peak hour and 65 vehicle trips in the typical PM peak hour.

- 6.2.4 The TRICS v7.4.1 has again been utilised to estimate the likely amount of traffic the proposed development could generate. The land use category 03 – Residential C-Flats Privately owned has again been used. The trip rates have been taken from the multimodal surveys previously used. The resultant traffic generation for the proposed 101 apartments residential are tabulated as follows for the typical network AM and PM peak hours of 0800 - 0900 and 1700 - 1800. Full copies of the TRICS data are included at **Appendix D** of this report.

Weekday Assessment Period	Trip Rates per unit		101 apartments	
	Arrivals	Departures	Arrivals	Departures
08:00 - 09:00	0.056	0.144	6	15
17:00 - 18:00	0.158	0.096	16	10

Table 6.4 – Vehicle trip rates and trip generation for proposed residential flats

- 6.2.5 In relation to the approved residential use of Joseph Locke House it is possible using the same TRICS trip rates to provide an indication of likely movements to the adjacent 170 apartment complex which replaced the office use.

Weekday Assessment Period	Trip Rates per unit		170 apartments	
	Arrivals	Departures	Arrivals	Departures
08:00 - 09:00	0.056	0.144	10	25
17:00 - 18:00	0.158	0.096	27	16

Table 6.5 – Vehicle trip rates and trip generation for approved Joseph Locke House

- 6.2.6 Based on the above the Joseph Locke House residential conversion could be expected to generate 35 vehicle trips in the typical AM peak hour and 43 vehicle trips in the typical PM peak hour.

- 6.2.7 The following table compares the total levels of two way peak hour movements for the approved and proposed residential development, and also the former overall office use of Joseph Locke House.

	Two way AM Peak	Two Way PM Peak
Approved 170 apartments Joseph Locke House	35	43
Proposed 101 apartments on main Heelis Road car park	21	26
Total of 271 apartments on overall former Joseph Locke House site	56	69
Former overall office use of Joseph Locke House	85	65

Table 6.2.7 – Total levels of two way peak hour movements for approved and proposed residential development

- 6.2.8 In comparison with the former office use the above table indicates that there would be a significant decrease in vehicle traffic of 29 two way vehicle movements during the AM peak hour. During the PM peak hour predicted

vehicle movements are slightly higher by 4 movements. The PM level of increase is however, very low, especially given the likely distribution of traffic onto the various routes that are available to the site, and would not be noticed against normal daily fluctuations in traffic flows. Given the above changes there is no need to undertake modelling of any off site junctions.

- 6.2.9 As a further direct comparison the level of parking spaces available for the office use was in the order of 139 spaces on the overall site. Twenty six spaces are retained on the Joseph Locke House site for the approved residential use, with 17 now proposed within the undercroft parking area of the Heelis Street proposal. Parking facilities would not be available for all residents on both sites, and as such the level of daily vehicle movements would, to some degree, be self-regulating.
- 6.2.10 With respect to the potential for overspill parking from the development; it should first be noted that Traffic Regulation Orders restrict parking on Heelis Street over all days of the week, and thus there is limited opportunity for overspill parking that would conflict with the aims of the LPA in managing its town centre parking policies.
- 6.2.11 In addition, as stated in earlier sections of this report, the proposed development is aimed at those who would wish to live in close proximity to the town centre where facilities and services are readily available without the need to use private car transport. The opportunities for residents and their visitors to use bus and rail transport is excellent with these facilities being close at hand at the nearby Bus and Rail Interchange, and at local bus stops.
- 6.2.12 Finally the proposed development incorporates a Travel Plan, which will promote and encourage the use of sustainable modes of travel, and marketing of the development will highlight the opportunities for living in this location without a private vehicle. The actions of the Travel Plan will seek to reduce the above levels of predicted traffic from the proposed development, and thus if the Plan is successfully implemented, in practice it is expected that the levels of traffic generated would be less than those indicated above.

7 Summary and conclusions

- 7.1 Empire Property Concepts Limited have appointed Sanderson Associates (Consulting Engineers) Ltd to produce a Transport Assessment in support of their Outline Planning Application to develop the main car park to the former HMRC offices, known as Joseph Locke House, at Heelis Street Barnsley.
- 7.2 Planning consent in the form of a prior notification application (ref. 2016/0489) was granted by the Local Planning Authority (LPA) for the change of use of Joseph Locke House to 170 apartments.
- 7.3 Although the HMRC's use of the Joseph Locke House ended in May 2013 the office block continues to be partially occupied, with staff using the car park which forms the outline application site. This office use will however cease in March 2018, whereupon Joseph Locke House will be converted to residential use under the prior notification consent 2016/0489.
- 7.4 The outline proposals seek to use the 0.26 hectare site for residential purposes. An indicative plan has been produced which shows a multi floored building on the site which would house up to 101 apartments, 20 of which would be two bedroomed, with the remaining 81 single bedroomed units.
- 7.5 The undercroft parking area indicates that parking facilities for approximately 17 vehicles will be provided. Aspects of servicing and any associated changes to TRO's, fire service access/facilities, parking standards, cycle and motor cycle storage are expected to be addressed by planning conditions, and will form part of subsequent reserved matters applications.
- 7.6 The proposed apartments are located in a particularly sustainable area of the town with easy access to numerous local facilities on foot, and to public transport for longer journeys. The development is ideally placed for those without access to private cars, or who have made the choice of town centre living where there is little reliance on the regular and frequent use of a motor car.

-
- 7.7 The development will be accompanied by a Travel Plan which will promote and encourage the use of sustainable modes of travel, and marketing of the development will highlight the opportunities for living in this location without a private vehicle.
- 7.8 Nevertheless the development is not intended to be totally “car free” although in the town centre parking facilities within developments tend to be allowed by the LPA only on the basis of a “maximum provision”.
- 7.9 In this case the ratio of parking provision drawn from the indicative plan suggests that a ratio of almost 1 space per six apartments is proposed – 17 spaces for 101 apartments. In relation to the approved change of use of the adjacent Joseph Locke House it should be noted that the 170 apartments are served by 26 parking spaces, which indicates a ratio of 1 space per 6.5 apartments, which is a slightly lower rate of provision than that now proposed. Based on the 2016 approval for the conversion of Joseph Locke House it is therefore considered that the proposed parking arrangements, in a numerical sense, are also appropriate.
- 7.10 It is normal to review the impact of the proposed development in both “person trips” and vehicle movements, and this has been undertaken using the industry standard software of TRICS, which has been refined to reflect as best as possible the nature and situation of the proposed development.
- 7.11 A comparison has been undertaken of the level of vehicular trips generated by the development plus that generated by the approved Joseph Locke House conversion against the predicted level of movements were Joseph Locke House to have continued its former, overall, office use. The comparison indicates that there would be a significant decrease in vehicular traffic of 30 two way vehicle movements during the AM peak hour, whilst during the PM peak hour predicted vehicle movements are slightly higher, by 4 movements. The PM level of increase is however, very low, especially given the likely distribution of traffic onto the various

routes that are available to the site, and would not be noticed against normal daily fluctuations in traffic flows.

- 7.12 A further comparison of the level of parking spaces available for the former overall office use against that now available for the joint residential use of the overall Joseph Locke site. This indicates that the level of provision falls from 139 to 46, and as such the level of vehicle movements would to some degree be self-regulating.
- 7.13 The suitability of the local highway system has been examined and given the above changes there is no need to undertake modelling of any off site junctions. The safety record of the local network has also been examined and it is concluded that the general pattern of accidents that have occurred within the study area appear to be as a result of user error and do not appear to be associated with the layout of the highway. Furthermore, no incidents have been recorded involving vehicle movements in the immediate vicinity of the site.
- 7.14 With respect to the potential for overspill parking from the development; Traffic Regulation Orders restrict parking on Heelis Street over all days of the week, and thus there is limited opportunity for overspill parking that would conflict with the aims of the LPA in managing its town centre parking policies.
- 7.15 In addition, the proposed development is aimed at those who would wish to live in close proximity to the town centre where facilities and services are readily available without the need to use private car transport. The opportunities for residents and their visitors to use bus and rail transport is excellent with these facilities being close at hand at the nearby Bus and Rail Interchange, and at local bus stops.
- 7.16 Finally the proposed development incorporates a Travel Plan, which will promote and encourage the use of sustainable modes of travel, and marketing of the development will highlight the opportunities for living in this location without a private vehicle. The actions of the Travel Plan will seek to reduce the above levels

of predicted traffic from the proposed development, and thus if the Plan is successfully implemented, in practice it is expected that the levels of traffic generated would be less than those indicated above.

7.17 The *National Planning Policy Framework (NPPF)* on 27 March 2012 provides the most up to date national guidance on transport and its role within the planning system.

7.18 Paragraph 32 of National Planning Policy Framework is particularly relevant to this application and states: -

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- ♦ *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- ♦ *safe and suitable access to the site can be achieved for all people; and*
- ♦ *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

7.19 In this instance final details of the proposed building will indicate the access and visibility splays to Heelis Road for both the interaction of driver to vehicle, and driver to pedestrians on the nearside footway. A suitable main pedestrian access to the building will be designed which will be segregated from vehicles. It has been demonstrated that the site is in an extremely sustainable location with excellent access to local facilities and public transport services.

7.20 Finally the predicted person and vehicle trips generated by the proposed development have been examined and this indicates a significant decrease in

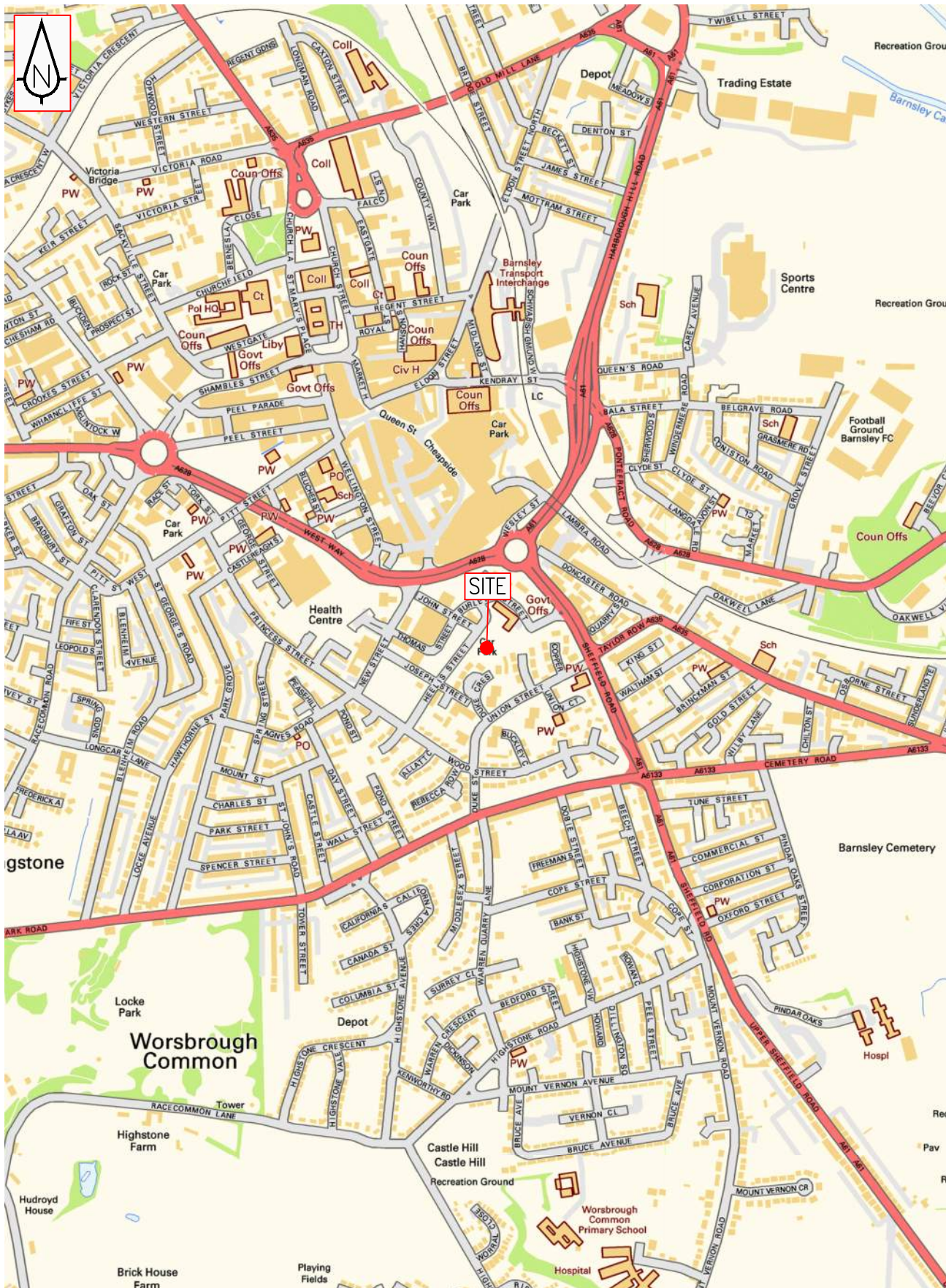
vehicular traffic during the AM peak hour, and a very slight increase in movements during the PM peak hour against the former overall office use. This increase is very low, especially given the likely distribution of traffic onto the various routes that are available to the site, and would not be noticed against normal daily fluctuations in traffic flows. As such the residual cumulative impact of this development could not be considered to be **severe** under the terms of para 32 above.

- 7.21 This Transport Assessment therefore demonstrates there are no highway reasons why Outline planning consent should not be forthcoming, and requests that the highway officers of the LPA confirm these findings. This Transport Assessment demonstrates that the cumulative impacts of the development, relative to the current lawful use, is not severe. Consequently there are no highway reasons why Outline planning consent should not be forthcoming, and implemented subject to the closure or agreed reduction in the office use of Joseph Locke House.

RIG – 18 August 2017

APPENDIX A

Figure 1 Site General Location



Site Location Plan

Proposed Development
 Former HMRC Car Park
 Heelis Street, Barnsley

Drawn CC	Scale NTS	 ISO 9001 REGISTERED FIRM
Checked RB	Date May 2017	
Approved RB	Drawing Number Figure 1	Size A4

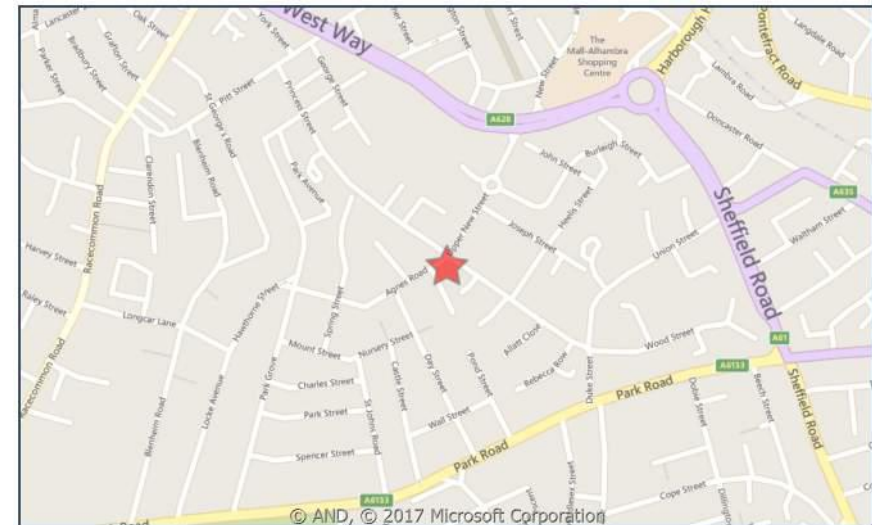
APPENDIX B

Accident details – source Crashmap



crashmap.co.uk

Crash Date:	Saturday, June 09, 2012	Time of Crash:	11:45:00 AM	Crash Reference:	201214B053012
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	2
Local Authority:	Barnsley			OS Grid Reference:	434430 405830
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



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)	14	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None
2	Car (excluding private hire)	-1	Male	16 - 20	Vehicle is in the act of turning right	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

Accident Description:

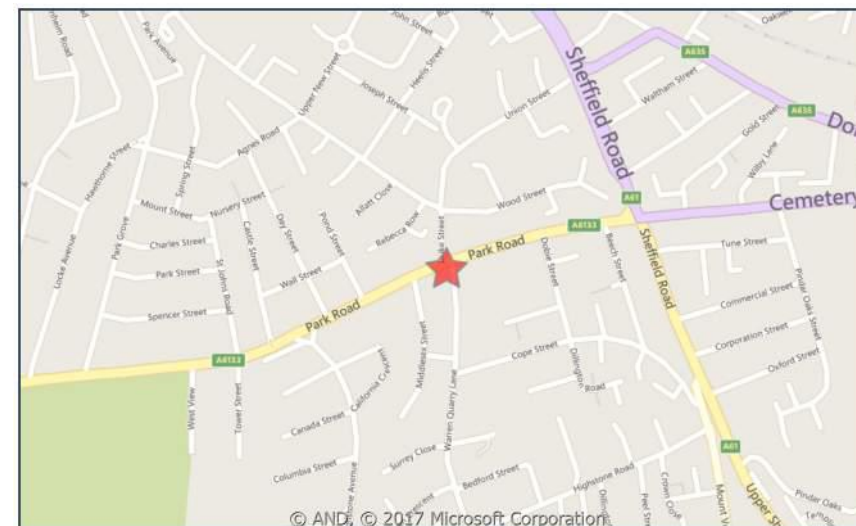
Accident description text currently unavailable for this highway authority / police force

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



crashmap.co.uk

Crash Date:	Friday, July 20, 2012	Time of Crash:	4:00:00 PM	Crash Reference:	201214B065912
Highest Injury Severity:	Slight	Road Number:	A6133	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	2
Local Authority:	Barnsley			OS Grid Reference:	434660 405610
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	36 - 45	Vehicle is moving off	Back	Other	None	None
2	Car (excluding private hire)	11	Male	Unknown	Vehicle is moving off	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	36 - 45	Unknown or other	Unknown or other

Accident Description:

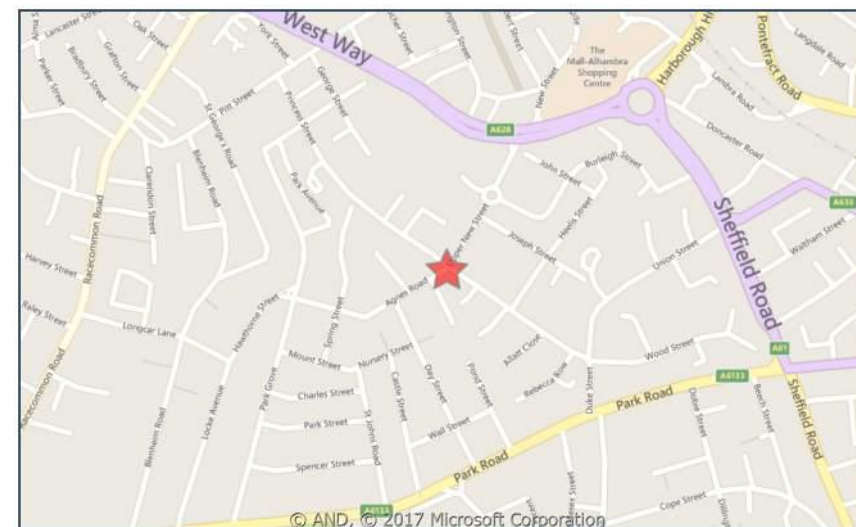
Accident description text currently unavailable for this highway authority / police force

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



crashmap.co.uk

Crash Date:	Friday, September 28, 2012	Time of Crash:	12:05:00 PM	Crash Reference:	201214B089312
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Barnsley			Number of Vehicles:	3
Local Authority:	Barnsley			OS Grid Reference:	434430 405840
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	21 - 25	Vehicle is in the act of turning right	Nearside	Other	None	Other permanent object
2	Car (excluding private hire)	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
3	Car (excluding private hire)	14	Female	36 - 45	Vehicle is parked in the carriageway	Did not impact	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	21 - 25	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

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



crashmap.co.uk

Crash Date: Wednesday, October 23, 2013 **Time of Crash:** 7:06:00 AM **Crash Reference:** 201314B064613

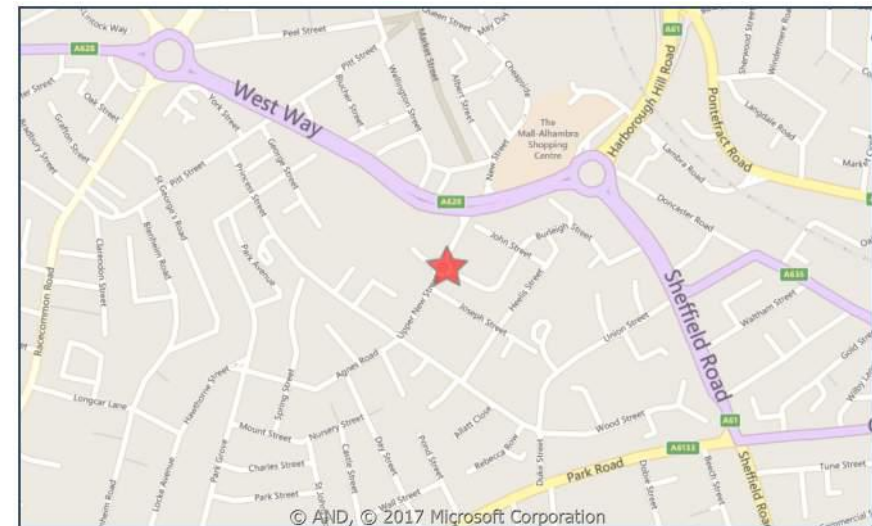
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 434505 405956



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



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)	11	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	3	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	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	66 - 75	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

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



crashmap.co.uk

Crash Date: Tuesday, September 02, 2014 **Time of Crash:** 3:15:00 PM **Crash Reference:** 201414B082014

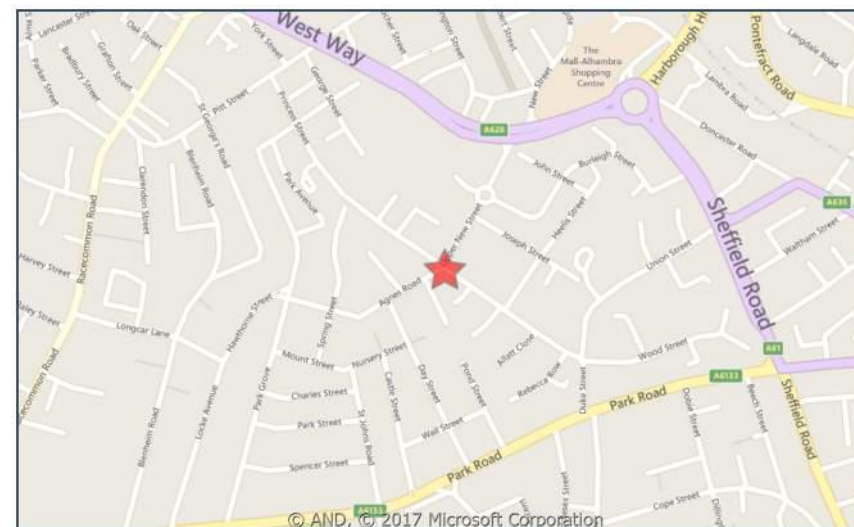
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Stop sign

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 3

OS Grid Reference: 434437 405839



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		5 Female	36 - 45	Vehicle is moving off	Front	Other	None	None
2	Motorcycle over 125cc and up to 500cc		9 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
3	Car (excluding private hire)		-1 Female	46 - 55	Vehicle is parked in the carriageway	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

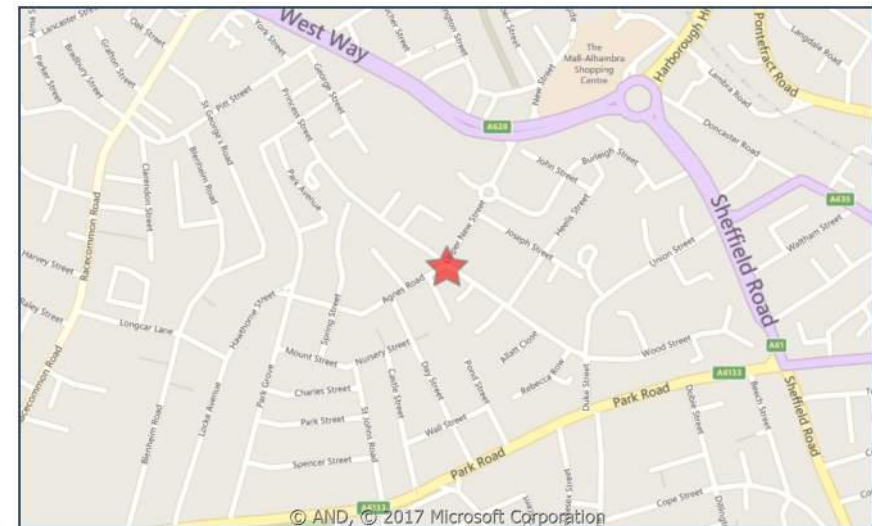
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date: Saturday, September 27, 2014 **Time of Crash:** 5:22:00 PM **Crash Reference:** 201414B103914

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Barnsley	Number of Vehicles:	2	OS Grid Reference:	434435 405840
Local Authority:	Barnsley				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



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)	15	Male	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None
2	Motorcycle 50cc and under	14	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

Accident Description:

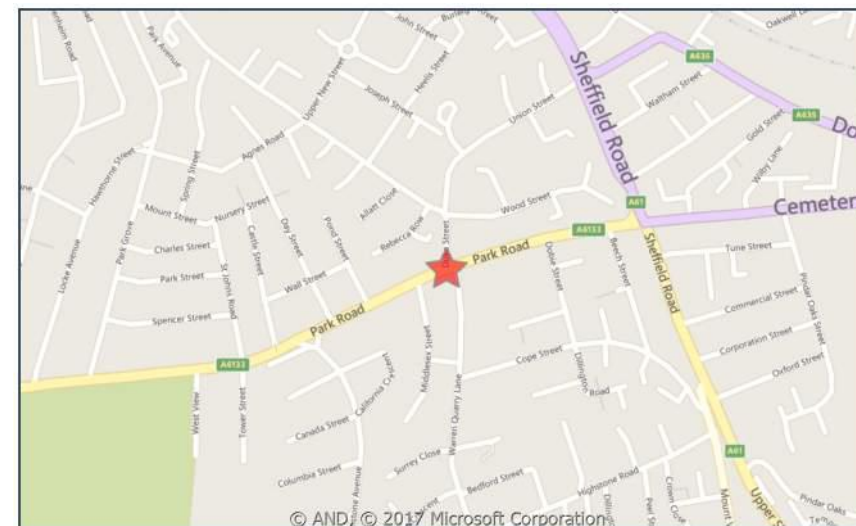
Accident description text currently unavailable for this highway authority / police force

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



crashmap.co.uk

Crash Date:	Friday, August 21, 2015	Time of Crash:	12:35:00 PM	Crash Reference:	201514B073915
Highest Injury Severity:	Slight	Road Number:	A6133	Number of Casualties:	3
Highway Authority:	Barnsley			Number of Vehicles:	2
Local Authority:	Barnsley			OS Grid Reference:	434654 405616
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is in the act of turning right	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	26 - 35	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

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



crashmap.co.uk

2016 data is provisional and is subject to change

Crash Date:

Monday, July 04, 2016

Time of Crash: 2:00:00 PM

Crash Reference: 2016140087347

Highest Injury Severity:

Slight

Road Number: A61

Number of Casualties: 1

Highway Authority:

Barnsley

Number of Vehicles: 2

Local Authority:

Barnsley Metropolitan Borough

OS Grid Reference: 434640 405622

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

Not at or within 20 metres of junction

Junction Pedestrian Crossing:

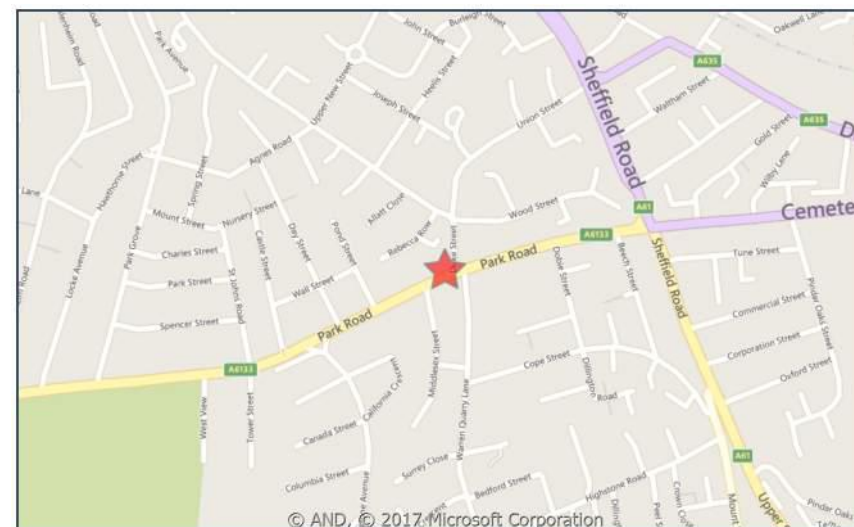
No physical crossing facility within 50 metres

Road Type:

Single carriageway

Junction Control:

Unknown



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



2016 data is provisional and is subject to change

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)	-1	Male	25-34	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None
2	Unknown	-1	Unknown	NK	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	<5	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

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



crashmap.co.uk

2016 data is provisional and is subject to change

Crash Date: Monday, March 14, 2016

Time of Crash: 2:15:00 PM

Crash Reference: 2016140102140

Highest Injury Severity: Serious

Road Number: A6133

Number of Casualties: 1

Highway Authority: Barnsley

Number of Vehicles: 2

Local Authority: Barnsley Metropolitan Borough

OS Grid Reference: 434667 405619

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

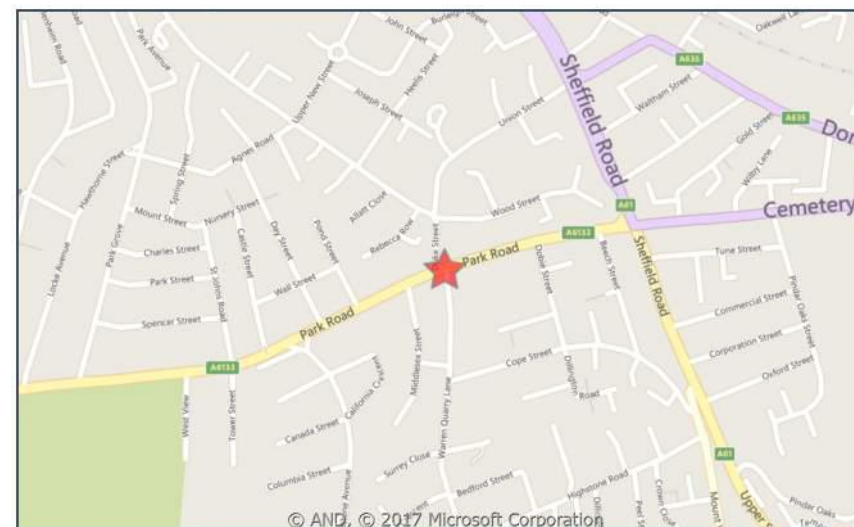
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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



2016 data is provisional and is subject to change

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)	-1	Male	75-84	Vehicle is waiting to turn right	Unknown	Other	None	None
2	Motorcycle of unknown engine capacity	-1	Male	25-34	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	25-34	Unknown or other	Unknown or other

Accident Description:

Accident description text currently unavailable for this highway authority / police force

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

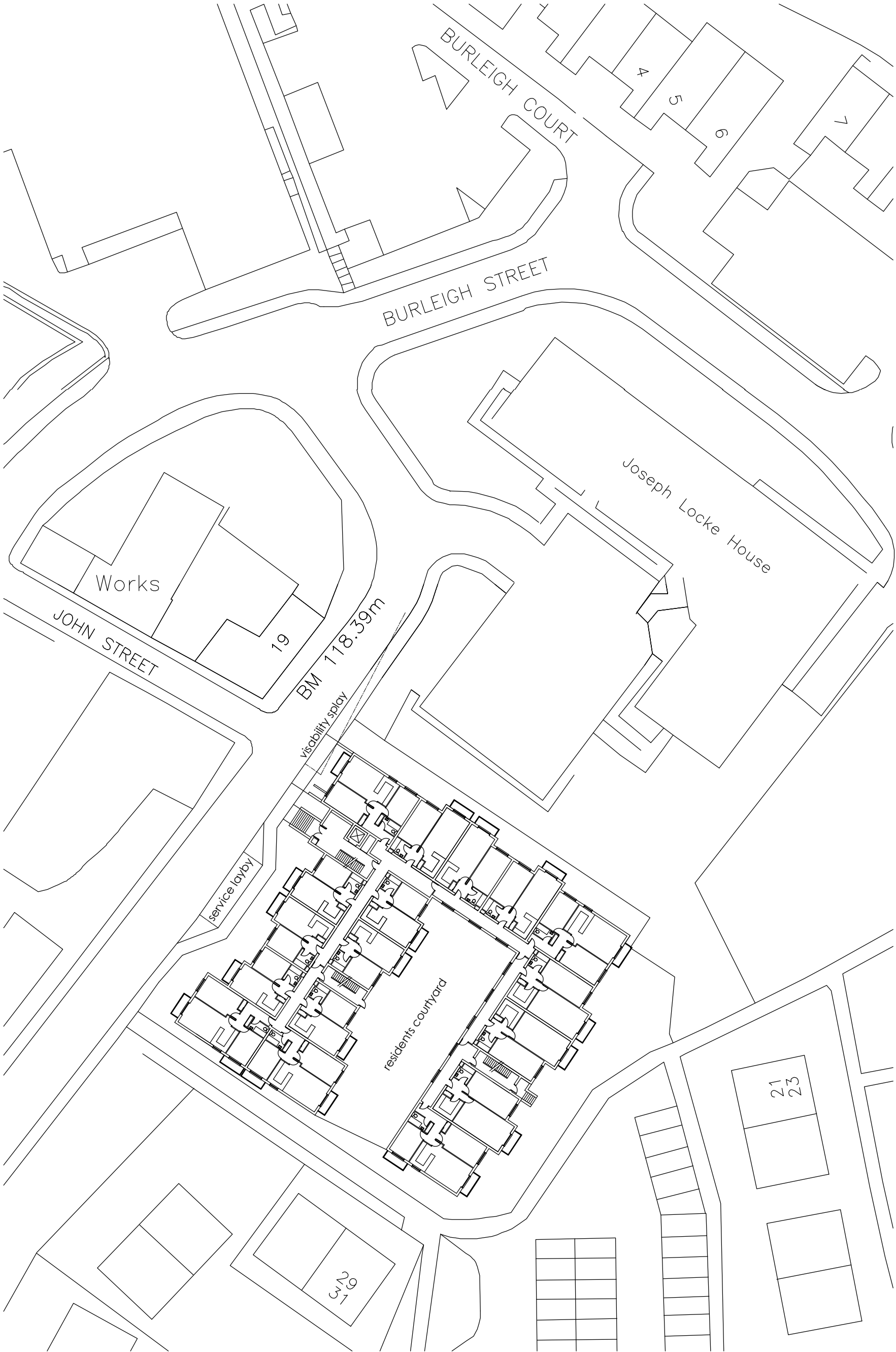
APPENDIX C

Indicative layout plans

Figure 2 walking distance plan

Figure 3 cycle distance plan

Figure 4 public transport facility plan



BIRCHLEIGH
468 SHADWELL LANE
SHADWELL
LEEDS
LS17 8BA

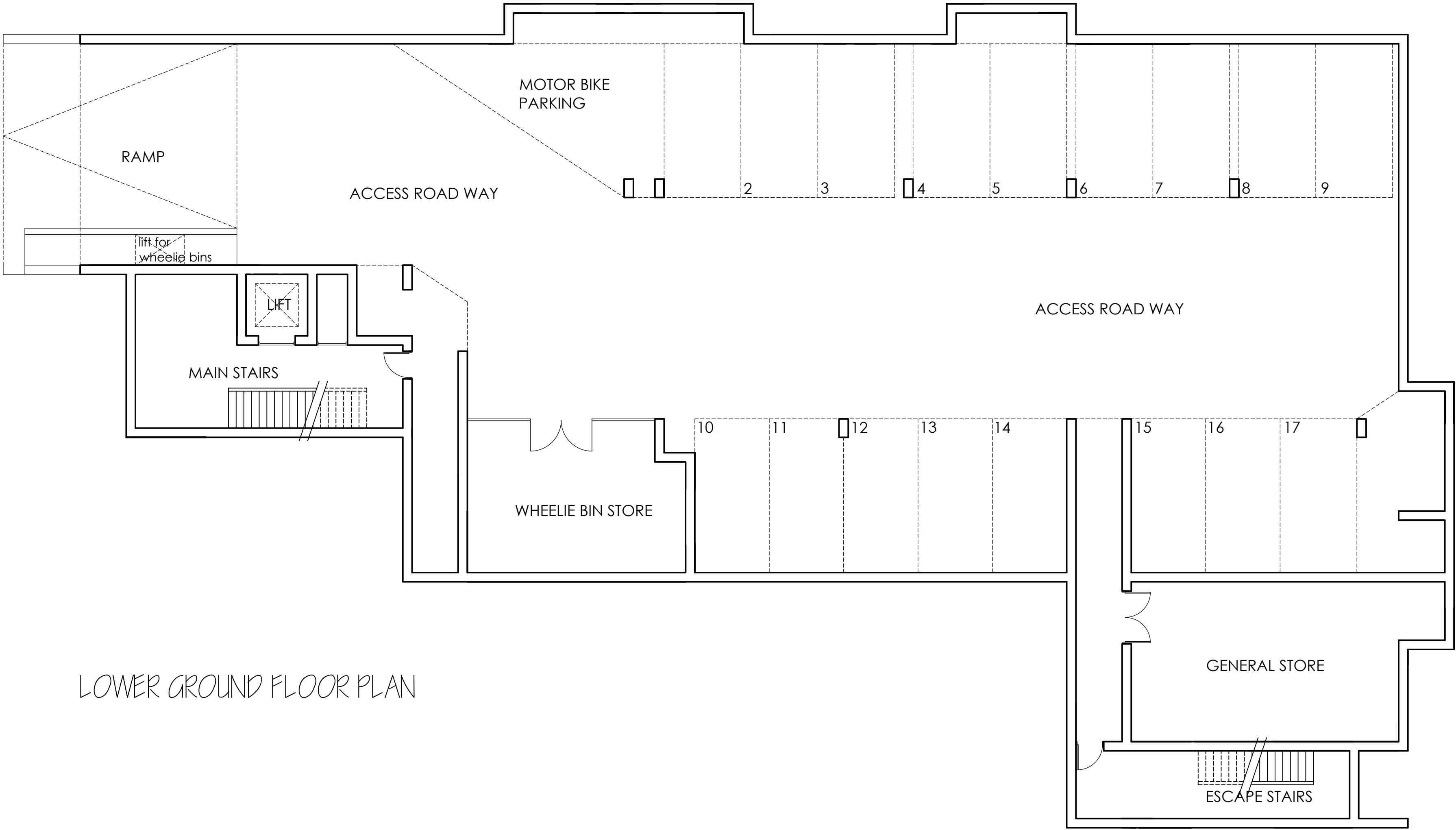
Email: s-eccles1@sky.com

Tel: 0113 808 4157
eFax: 0113 322 4639
Mob: 0794 6537770

RESIDENTIAL DEVELOPMENT
JOSEPH LOCKE HOUSE, HEELIS STREET
BARNSELY S70 1LG
for
EMPIRE PROPERTY CONCEPTS

INDICATIVE SITE LAYOUT

Date:	Drawn By:	Checked By:	Scale:
SEPT 2016	SDE		1:500 @ A3
Project No:	Drawing No:	Revision:	
1082	010		



LOWER GROUND FLOOR PLAN



BIRCHLEIGH
468 SHADWELL LANE
SHADWELL
LEEDS
LS17 8BA

Email: s-eccles1@sky.com

Tel: 0113 808 4157
eFax: 0113 322 4639
Mob: 0794 6537770

RESIDENTIAL DEVELOPMENT
SITE ADJACENT JOSEPH LOCKE HOUSE, HEELIS STREET
BARNSELY S70 1LG
for
EMPIRE PROPERTY CONCEPTS

PROPOSED PLAN

Date:	Drawn By:	Checked By:	Scale:
OCT 2016	SDE		1:100 @ A1
Project No:	Drawing No:	Revision:	
1082	011		



NORTH WEST ELEVATION



BIRCHLEIGH
468 SHADWELL LANE
SHADWELL
LEEDS
LS17 8BA

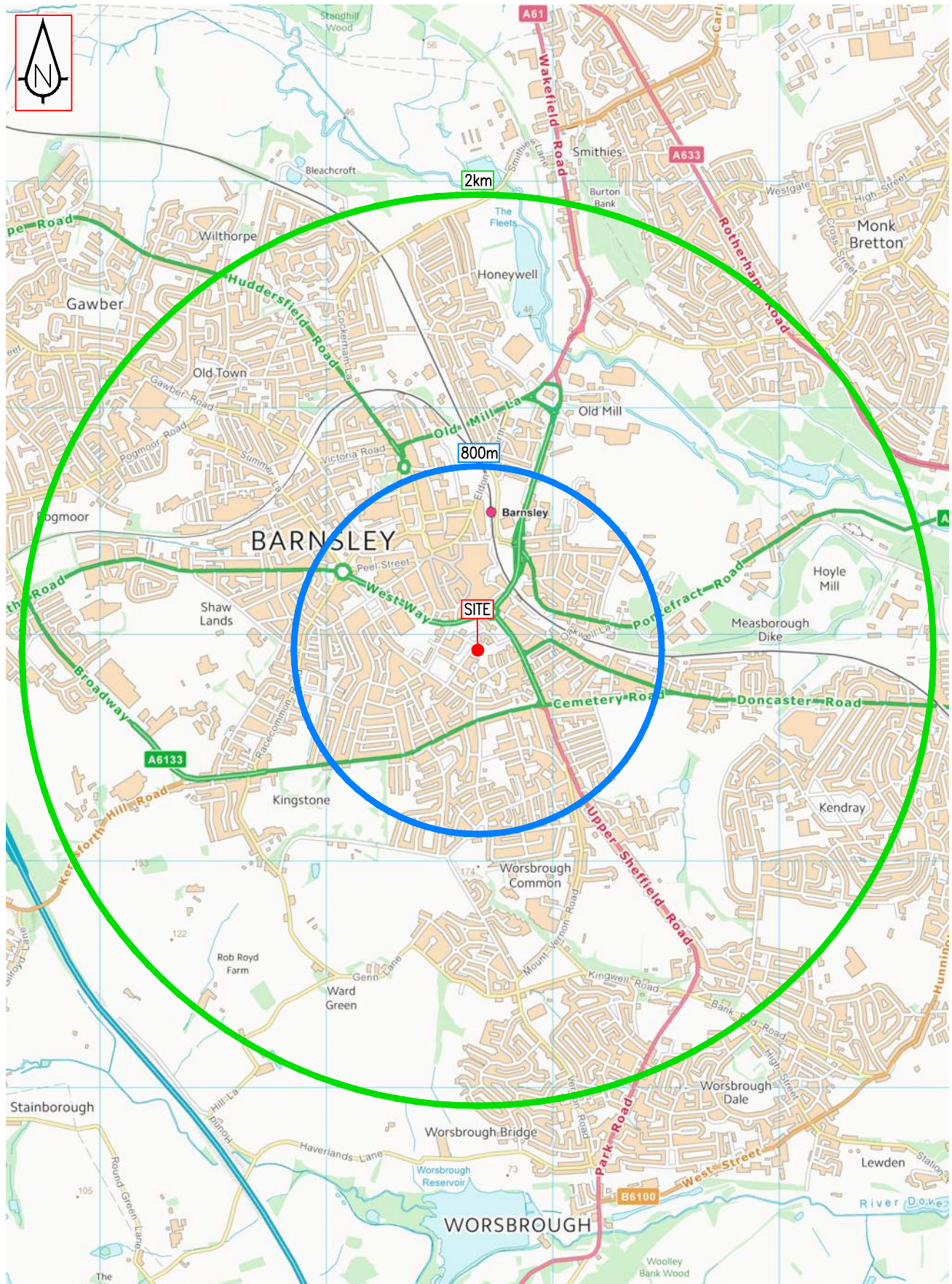
Email: s-eccles1@sky.com

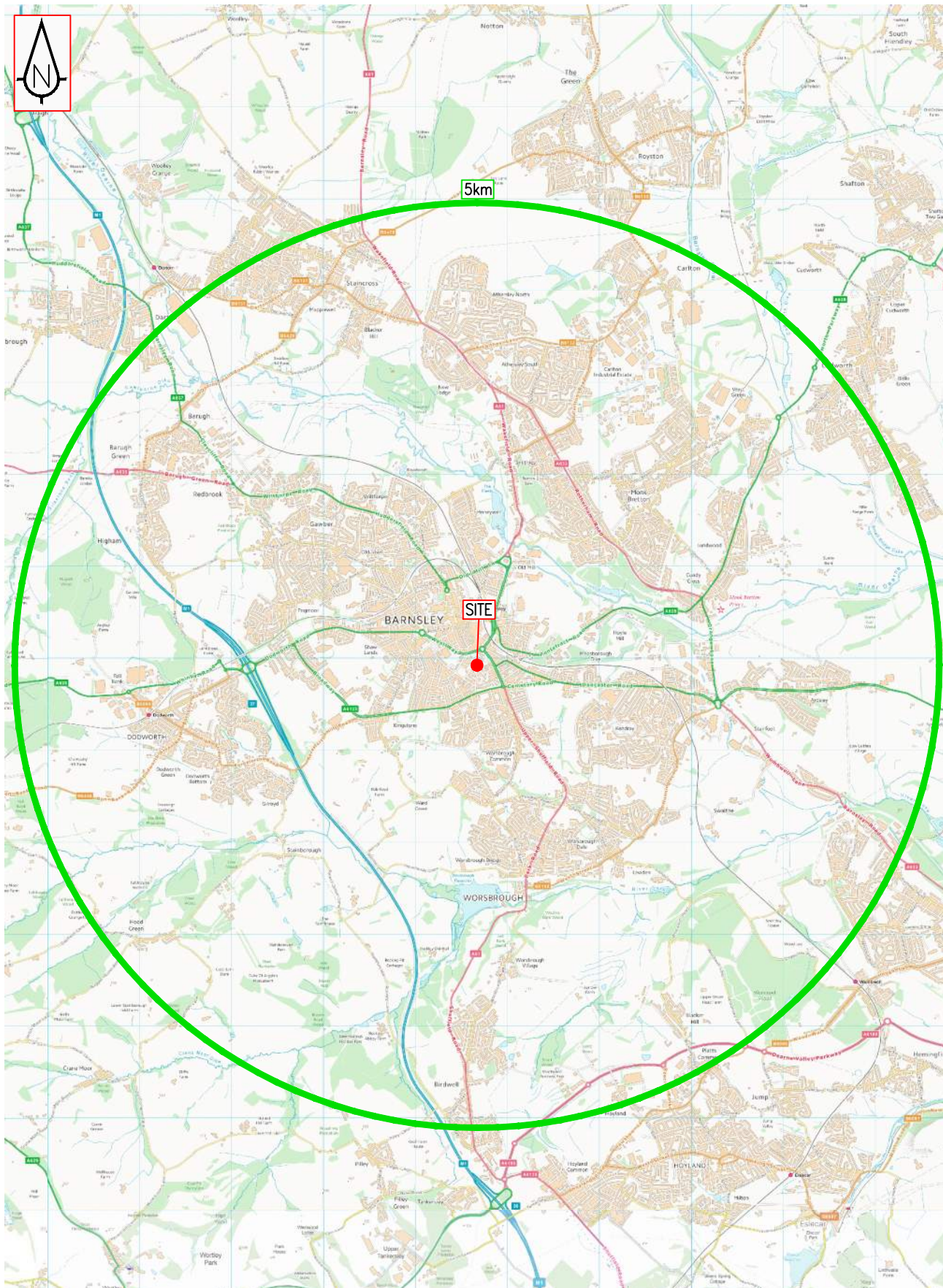
Tel: 0113 808 4157
eFax: 0113 322 4639
Mob: 0794 6537770

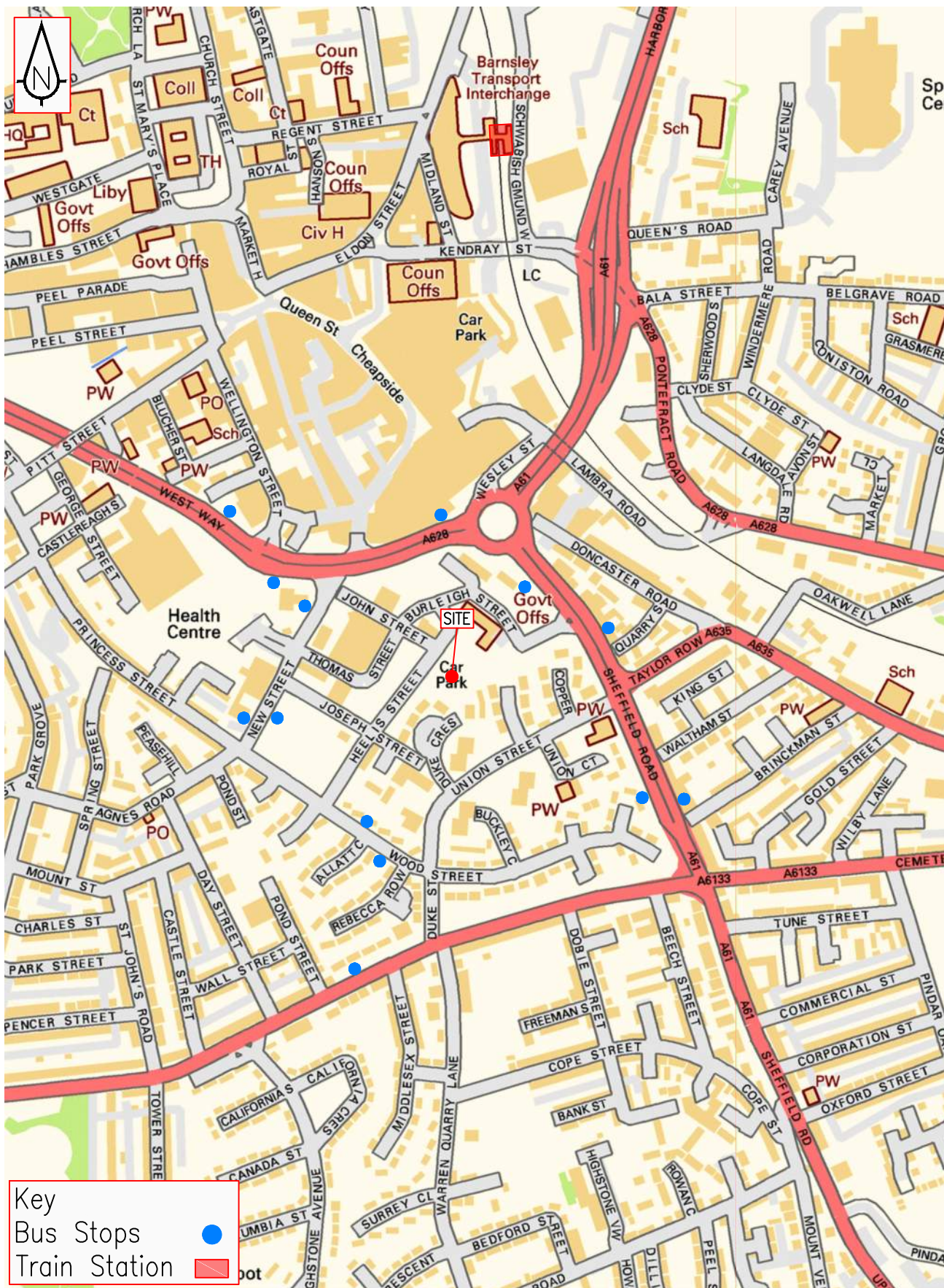
RESIDENTIAL DEVELOPMENT
SITE ADJACENT JOSEPH LOCKE HOUSE, HEELIS STREET
BARNSELY S70 1LG
for
EMPIRE PROPERTY CONCEPTS

PROPOSED PLAN

Date:	Drawn By:	Checked By:	Scale:
OCT 2016	SDE		1:100 @ A1
Project No:	Drawing No:	Revision:	
1082	019		







APPENDIX D

TRICS Data

Calculation Reference: AUDIT-109307-170531-0537

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	SO SLOUGH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	MT MERTHYR TYDFIL	1 days
	PS POWYS	1 days
	SW SWANSEA	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: 2225 to 5736 (units: sqm)
 Range Selected by User: 2159 to 6159 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 16/03/16

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	2 days
Wednesday	3 days
Thursday	6 days
Friday	1 days

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

Selected survey types:

Manual count	12 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
Edge of Town Centre	8

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.

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:

A1	1 days
B1	11 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
10,001 to 15,000	1 days
15,001 to 20,000	4 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	8 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	7 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.

PTAL Rating:

No PTAL Present	12 days
-----------------	---------

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

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: Survey date: FRIDAY	5736 sqm 29/11/13	Survey Type: MANUAL
2	EB-02-A-06 ST ANDREW SQUARE	REGUS OFFICES	CITY OF EDINBURGH
	EDINBURGH Town Centre Built-Up Zone Total Gross floor area: Survey date: WEDNESDAY	4500 sqm 16/03/16	Survey Type: MANUAL
3	ES-02-A-12 VICARAGE LANE	COUNCIL OFFICES	EAST SUSSEX
	HAILSHAM Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: THURSDAY	3640 sqm 26/11/15	Survey Type: MANUAL
4	GM-02-A-07 MOSELEY STREET	LAW OFFICES	GREATER MANCHESTER
	MANCHESTER Town Centre Built-Up Zone Total Gross floor area: Survey date: WEDNESDAY	4200 sqm 19/10/11	Survey Type: MANUAL
5	HF-02-A-04 STATION WAY	OFFICES	HERTFORDSHIRE
	ST ALBANS Edge of Town Centre Residential Zone Total Gross floor area: Survey date: THURSDAY	5000 sqm 02/10/14	Survey Type: MANUAL
6	KC-02-A-10 SANDLING ROAD	COUNCIL OFFICES	KENT
	MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: WEDNESDAY	2900 sqm 19/10/11	Survey Type: MANUAL
7	MT-02-A-02 CASTLE STREET	COUNCIL OFFICES	MERTHYR TYDFIL
	MERTHYR TYDFIL Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: THURSDAY	5250 sqm 17/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-02-A-01	COUNCIL OFFICE	NORFOLK
	CHAPEL STREET		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5500 sqm	
	Survey date: THURSDAY	30/09/10	Survey Type: MANUAL
9	PS-02-A-01	COUNCIL OFFICES	POWYS
	SEVERN ROAD		
	WELSHPOOL		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	3920 sqm	
	Survey date: TUESDAY	12/05/15	Survey Type: MANUAL
10	SO-02-A-02	COUNCIL OFFICES	SLOUGH
	BATH ROAD		
	SLOUGH		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5050 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
11	SW-02-A-02	OFFICE	SWANSEA
	KINGS ROAD		
	SWANSEA		
	Edge of Town Centre		
	Development Zone		
	Total Gross floor area:	2225 sqm	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
12	TV-02-A-04	COUNCIL OFFICES	TEES VALLEY
	CORPORATION ROAD		
	MIDDLESBROUGH		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	3950 sqm	
	Survey date: TUESDAY	08/10/13	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.

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 - 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	12	4323	0.147	12	4323	0.012	12	4323	0.159
07:30 - 08:00	12	4323	0.501	12	4323	0.062	12	4323	0.563
08:00 - 08:30	12	4323	0.864	12	4323	0.094	12	4323	0.958
08:30 - 09:00	12	4323	0.950	12	4323	0.148	12	4323	1.098
09:00 - 09:30	12	4323	0.748	12	4323	0.187	12	4323	0.935
09:30 - 10:00	12	4323	0.451	12	4323	0.233	12	4323	0.684
10:00 - 10:30	12	4323	0.268	12	4323	0.197	12	4323	0.465
10:30 - 11:00	12	4323	0.208	12	4323	0.206	12	4323	0.414
11:00 - 11:30	12	4323	0.202	12	4323	0.245	12	4323	0.447
11:30 - 12:00	12	4323	0.212	12	4323	0.181	12	4323	0.393
12:00 - 12:30	12	4323	0.218	12	4323	0.270	12	4323	0.488
12:30 - 13:00	12	4323	0.226	12	4323	0.268	12	4323	0.494
13:00 - 13:30	12	4323	0.251	12	4323	0.264	12	4323	0.515
13:30 - 14:00	12	4323	0.249	12	4323	0.264	12	4323	0.513
14:00 - 14:30	12	4323	0.212	12	4323	0.185	12	4323	0.397
14:30 - 15:00	12	4323	0.168	12	4323	0.268	12	4323	0.436
15:00 - 15:30	12	4323	0.139	12	4323	0.208	12	4323	0.347
15:30 - 16:00	12	4323	0.143	12	4323	0.245	12	4323	0.388
16:00 - 16:30	12	4323	0.145	12	4323	0.526	12	4323	0.671
16:30 - 17:00	12	4323	0.094	12	4323	0.565	12	4323	0.659
17:00 - 17:30	12	4323	0.104	12	4323	0.904	12	4323	1.008
17:30 - 18:00	12	4323	0.054	12	4323	0.490	12	4323	0.544
18:00 - 18:30	12	4323	0.035	12	4323	0.272	12	4323	0.307
18:30 - 19:00	12	4323	0.017	12	4323	0.148	12	4323	0.165
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:			6.606			6.442			13.048

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:	2225 - 5736 (units: sqm)
Survey date date range:	01/01/09 - 16/03/16
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

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

MULTI-MODAL 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	12	4323	0.004	12	4323	0.000	12	4323	0.004
07:30 - 08:00	12	4323	0.013	12	4323	0.004	12	4323	0.017
08:00 - 08:30	12	4323	0.033	12	4323	0.000	12	4323	0.033
08:30 - 09:00	12	4323	0.054	12	4323	0.002	12	4323	0.056
09:00 - 09:30	12	4323	0.029	12	4323	0.002	12	4323	0.031
09:30 - 10:00	12	4323	0.004	12	4323	0.000	12	4323	0.004
10:00 - 10:30	12	4323	0.008	12	4323	0.008	12	4323	0.016
10:30 - 11:00	12	4323	0.006	12	4323	0.010	12	4323	0.016
11:00 - 11:30	12	4323	0.006	12	4323	0.010	12	4323	0.016
11:30 - 12:00	12	4323	0.010	12	4323	0.008	12	4323	0.018
12:00 - 12:30	12	4323	0.006	12	4323	0.004	12	4323	0.010
12:30 - 13:00	12	4323	0.008	12	4323	0.008	12	4323	0.016
13:00 - 13:30	12	4323	0.008	12	4323	0.004	12	4323	0.012
13:30 - 14:00	12	4323	0.002	12	4323	0.006	12	4323	0.008
14:00 - 14:30	12	4323	0.000	12	4323	0.000	12	4323	0.000
14:30 - 15:00	12	4323	0.000	12	4323	0.004	12	4323	0.004
15:00 - 15:30	12	4323	0.008	12	4323	0.002	12	4323	0.010
15:30 - 16:00	12	4323	0.006	12	4323	0.006	12	4323	0.012
16:00 - 16:30	12	4323	0.004	12	4323	0.015	12	4323	0.019
16:30 - 17:00	12	4323	0.002	12	4323	0.015	12	4323	0.017
17:00 - 17:30	12	4323	0.000	12	4323	0.025	12	4323	0.025
17:30 - 18:00	12	4323	0.000	12	4323	0.042	12	4323	0.042
18:00 - 18:30	12	4323	0.000	12	4323	0.021	12	4323	0.021
18:30 - 19:00	12	4323	0.002	12	4323	0.004	12	4323	0.006
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:			0.213			0.200			0.413

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:	2225 - 5736 (units: sqm)
Survey date date range:	01/01/09 - 16/03/16
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

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

MULTI-MODAL VEHICLE OCCUPANTS

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	12	4323	0.164	12	4323	0.006	12	4323	0.170
07:30 - 08:00	12	4323	0.534	12	4323	0.033	12	4323	0.567
08:00 - 08:30	12	4323	0.943	12	4323	0.037	12	4323	0.980
08:30 - 09:00	12	4323	1.012	12	4323	0.094	12	4323	1.106
09:00 - 09:30	12	4323	0.794	12	4323	0.150	12	4323	0.944
09:30 - 10:00	12	4323	0.476	12	4323	0.243	12	4323	0.719
10:00 - 10:30	12	4323	0.301	12	4323	0.206	12	4323	0.507
10:30 - 11:00	12	4323	0.224	12	4323	0.226	12	4323	0.450
11:00 - 11:30	12	4323	0.218	12	4323	0.266	12	4323	0.484
11:30 - 12:00	12	4323	0.231	12	4323	0.197	12	4323	0.428
12:00 - 12:30	12	4323	0.241	12	4323	0.297	12	4323	0.538
12:30 - 13:00	12	4323	0.260	12	4323	0.281	12	4323	0.541
13:00 - 13:30	12	4323	0.283	12	4323	0.285	12	4323	0.568
13:30 - 14:00	12	4323	0.274	12	4323	0.289	12	4323	0.563
14:00 - 14:30	12	4323	0.247	12	4323	0.212	12	4323	0.459
14:30 - 15:00	12	4323	0.177	12	4323	0.312	12	4323	0.489
15:00 - 15:30	12	4323	0.160	12	4323	0.218	12	4323	0.378
15:30 - 16:00	12	4323	0.154	12	4323	0.266	12	4323	0.420
16:00 - 16:30	12	4323	0.152	12	4323	0.576	12	4323	0.728
16:30 - 17:00	12	4323	0.058	12	4323	0.617	12	4323	0.675
17:00 - 17:30	12	4323	0.073	12	4323	0.995	12	4323	1.068
17:30 - 18:00	12	4323	0.027	12	4323	0.530	12	4323	0.557
18:00 - 18:30	12	4323	0.019	12	4323	0.283	12	4323	0.302
18:30 - 19:00	12	4323	0.008	12	4323	0.154	12	4323	0.162
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:			7.030			6.773			13.803

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:	2225 - 5736 (units: sqm)
Survey date date range:	01/01/09 - 16/03/16
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

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

MULTI-MODAL PEDESTRIANS

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	12	4323	0.029	12	4323	0.002	12	4323	0.031
07:30 - 08:00	12	4323	0.066	12	4323	0.006	12	4323	0.072
08:00 - 08:30	12	4323	0.179	12	4323	0.023	12	4323	0.202
08:30 - 09:00	12	4323	0.214	12	4323	0.087	12	4323	0.301
09:00 - 09:30	12	4323	0.231	12	4323	0.069	12	4323	0.300
09:30 - 10:00	12	4323	0.177	12	4323	0.108	12	4323	0.285
10:00 - 10:30	12	4323	0.168	12	4323	0.170	12	4323	0.338
10:30 - 11:00	12	4323	0.162	12	4323	0.187	12	4323	0.349
11:00 - 11:30	12	4323	0.145	12	4323	0.166	12	4323	0.311
11:30 - 12:00	12	4323	0.150	12	4323	0.224	12	4323	0.374
12:00 - 12:30	12	4323	0.335	12	4323	0.717	12	4323	1.052
12:30 - 13:00	12	4323	0.596	12	4323	0.756	12	4323	1.352
13:00 - 13:30	12	4323	0.665	12	4323	0.650	12	4323	1.315
13:30 - 14:00	12	4323	0.704	12	4323	0.334	12	4323	1.038
14:00 - 14:30	12	4323	0.453	12	4323	0.239	12	4323	0.692
14:30 - 15:00	12	4323	0.195	12	4323	0.172	12	4323	0.367
15:00 - 15:30	12	4323	0.147	12	4323	0.179	12	4323	0.326
15:30 - 16:00	12	4323	0.127	12	4323	0.174	12	4323	0.301
16:00 - 16:30	12	4323	0.083	12	4323	0.152	12	4323	0.235
16:30 - 17:00	12	4323	0.058	12	4323	0.137	12	4323	0.195
17:00 - 17:30	12	4323	0.019	12	4323	0.270	12	4323	0.289
17:30 - 18:00	12	4323	0.019	12	4323	0.168	12	4323	0.187
18:00 - 18:30	12	4323	0.004	12	4323	0.071	12	4323	0.075
18:30 - 19:00	12	4323	0.010	12	4323	0.039	12	4323	0.049
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:			4.936			5.100			10.036

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:	2225 - 5736 (units: sqm)
Survey date date range:	01/01/09 - 16/03/16
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	12	4323	0.039	12	4323	0.004	12	4323	0.043
07:30 - 08:00	12	4323	0.079	12	4323	0.002	12	4323	0.081
08:00 - 08:30	12	4323	0.183	12	4323	0.015	12	4323	0.198
08:30 - 09:00	12	4323	0.293	12	4323	0.017	12	4323	0.310
09:00 - 09:30	12	4323	0.208	12	4323	0.012	12	4323	0.220
09:30 - 10:00	12	4323	0.096	12	4323	0.027	12	4323	0.123
10:00 - 10:30	12	4323	0.056	12	4323	0.033	12	4323	0.089
10:30 - 11:00	12	4323	0.052	12	4323	0.052	12	4323	0.104
11:00 - 11:30	12	4323	0.058	12	4323	0.037	12	4323	0.095
11:30 - 12:00	12	4323	0.048	12	4323	0.035	12	4323	0.083
12:00 - 12:30	12	4323	0.060	12	4323	0.054	12	4323	0.114
12:30 - 13:00	12	4323	0.054	12	4323	0.064	12	4323	0.118
13:00 - 13:30	12	4323	0.039	12	4323	0.029	12	4323	0.068
13:30 - 14:00	12	4323	0.025	12	4323	0.035	12	4323	0.060
14:00 - 14:30	12	4323	0.037	12	4323	0.021	12	4323	0.058
14:30 - 15:00	12	4323	0.037	12	4323	0.044	12	4323	0.081
15:00 - 15:30	12	4323	0.019	12	4323	0.033	12	4323	0.052
15:30 - 16:00	12	4323	0.021	12	4323	0.056	12	4323	0.077
16:00 - 16:30	12	4323	0.031	12	4323	0.102	12	4323	0.133
16:30 - 17:00	12	4323	0.012	12	4323	0.150	12	4323	0.162
17:00 - 17:30	12	4323	0.012	12	4323	0.287	12	4323	0.299
17:30 - 18:00	12	4323	0.002	12	4323	0.135	12	4323	0.137
18:00 - 18:30	12	4323	0.000	12	4323	0.048	12	4323	0.048
18:30 - 19:00	12	4323	0.004	12	4323	0.040	12	4323	0.044
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:			1.465			1.332			2.797

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:	2225 - 5736 (units: sqm)
Survey date date range:	01/01/09 - 16/03/16
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

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 - 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	12	4323	0.235	12	4323	0.012	12	4323	0.247
07:30 - 08:00	12	4323	0.692	12	4323	0.044	12	4323	0.736
08:00 - 08:30	12	4323	1.338	12	4323	0.075	12	4323	1.413
08:30 - 09:00	12	4323	1.573	12	4323	0.200	12	4323	1.773
09:00 - 09:30	12	4323	1.263	12	4323	0.233	12	4323	1.496
09:30 - 10:00	12	4323	0.754	12	4323	0.378	12	4323	1.132
10:00 - 10:30	12	4323	0.532	12	4323	0.416	12	4323	0.948
10:30 - 11:00	12	4323	0.443	12	4323	0.474	12	4323	0.917
11:00 - 11:30	12	4323	0.426	12	4323	0.478	12	4323	0.904
11:30 - 12:00	12	4323	0.440	12	4323	0.463	12	4323	0.903
12:00 - 12:30	12	4323	0.642	12	4323	1.072	12	4323	1.714
12:30 - 13:00	12	4323	0.918	12	4323	1.109	12	4323	2.027
13:00 - 13:30	12	4323	0.995	12	4323	0.968	12	4323	1.963
13:30 - 14:00	12	4323	1.004	12	4323	0.663	12	4323	1.667
14:00 - 14:30	12	4323	0.736	12	4323	0.472	12	4323	1.208
14:30 - 15:00	12	4323	0.409	12	4323	0.532	12	4323	0.941
15:00 - 15:30	12	4323	0.334	12	4323	0.432	12	4323	0.766
15:30 - 16:00	12	4323	0.308	12	4323	0.501	12	4323	0.809
16:00 - 16:30	12	4323	0.270	12	4323	0.846	12	4323	1.116
16:30 - 17:00	12	4323	0.129	12	4323	0.920	12	4323	1.049
17:00 - 17:30	12	4323	0.104	12	4323	1.577	12	4323	1.681
17:30 - 18:00	12	4323	0.048	12	4323	0.875	12	4323	0.923
18:00 - 18:30	12	4323	0.023	12	4323	0.424	12	4323	0.447
18:30 - 19:00	12	4323	0.023	12	4323	0.237	12	4323	0.260
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:			13.639			13.401			27.040

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:	2225 - 5736 (units: sqm)
Survey date date range:	01/01/09 - 16/03/16
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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-109307-170531-0558

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	FS FLINTSHIRE	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 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: Number of dwellings
 Actual Range: 20 to 154 (units:)
 Range Selected by User: 20 to 154 (units:)

Public Transport Provision:

Selection by: Include all surveys

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:

Monday	2 days
Tuesday	3 days
Wednesday	3 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	14 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
Edge of Town Centre	10

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

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:

C3

14 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:

10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

50,001 to 75,000	5 days
75,001 to 100,000	4 days
125,001 to 250,000	2 days
250,001 to 500,000	1 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	3 days
1.1 to 1.5	11 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

14 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

14 days

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

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	CH-03-C-01 NEW CRANE STREET	BLOCKS OF FLATS		CHESHIRE
	CHESTER Edge of Town Centre Residential Zone			
	Total Number of dwellings:	60		
	Survey date: FRIDAY	17/10/08		Survey Type: MANUAL
3	DC-03-C-01 ABBOTSBURY ROAD	BLOCKS OF FLATS		DORSET
	WEYMOUTH Edge of Town Centre Residential Zone			
	Total Number of dwellings:	27		
	Survey date: TUESDAY	08/07/08		Survey Type: MANUAL
4	EX-03-C-02 WESTCLIFF PARADE WESTCLIFF SOUTHEND-ON-SEA	BLOCK OF FLATS		ESSEX
	Edge of Town Centre Residential Zone			
	Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
5	FS-03-C-01 WREXHAM STREET	BLOCK OF FLATS		FLINTSHIRE
	MOLD Edge of Town Centre Built-Up Zone			
	Total Number of dwellings:	30		
	Survey date: MONDAY	06/07/09		Survey Type: MANUAL
6	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
7	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

LIST OF SITES relevant to selection parameters (Cont.)

8	HI-03-C-01	FLATS		HIGHLAND
	SHORE STREET			
	INVERNESS			
	Town Centre			
	Residential Zone			
	Total Number of dwellings:	38		
	Survey date: WEDNESDAY	20/05/09		Survey Type: MANUAL
9	NF-03-C-01	BLOCKS OF FLATS		NORFOLK
	PAGE STAIR LANE			
	KING'S LYNN			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL
10	SA-03-C-01	BLOCK OF FLATS		SOUTH AYRSHIRE
	RACECOURSE ROAD			
	AYR			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: TUESDAY	16/09/14		Survey Type: MANUAL
11	SC-03-C-01	FLATS		SURREY
	HEATHCOTE ROAD			
	CAMBERLEY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	140		
	Survey date: MONDAY	21/07/08		Survey Type: MANUAL
12	SF-03-C-01	BLOCKS OF FLATS		SUFFOLK
	STATION HILL			
	BURY ST EDMUNDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14		Survey Type: MANUAL
13	SR-03-C-01	FLATS		STIRLING
	FORTH SIDE WAY			
	STIRLING			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	80		
	Survey date: WEDNESDAY	18/06/14		Survey Type: MANUAL
14	SR-03-C-02	FLATS		STIRLING
	ROSEBERRY TERRACE			
	STIRLING			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	48		
	Survey date: WEDNESDAY	18/06/14		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	14	66	0.033	14	66	0.115	14	66	0.148
08:00 - 09:00	14	66	0.056	14	66	0.144	14	66	0.200
09:00 - 10:00	14	66	0.054	14	66	0.080	14	66	0.134
10:00 - 11:00	14	66	0.076	14	66	0.080	14	66	0.156
11:00 - 12:00	14	66	0.064	14	66	0.076	14	66	0.140
12:00 - 13:00	14	66	0.094	14	66	0.070	14	66	0.164
13:00 - 14:00	14	66	0.076	14	66	0.101	14	66	0.177
14:00 - 15:00	14	66	0.081	14	66	0.089	14	66	0.170
15:00 - 16:00	14	66	0.082	14	66	0.056	14	66	0.138
16:00 - 17:00	14	66	0.107	14	66	0.080	14	66	0.187
17:00 - 18:00	14	66	0.158	14	66	0.096	14	66	0.254
18:00 - 19:00	14	66	0.114	14	66	0.070	14	66	0.184
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.995			1.057			2.052

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):	14
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.

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

MULTI-MODAL CYCLISTS

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	14	66	0.002	14	66	0.009	14	66	0.011
08:00 - 09:00	14	66	0.001	14	66	0.003	14	66	0.004
09:00 - 10:00	14	66	0.003	14	66	0.004	14	66	0.007
10:00 - 11:00	14	66	0.002	14	66	0.004	14	66	0.006
11:00 - 12:00	14	66	0.004	14	66	0.002	14	66	0.006
12:00 - 13:00	14	66	0.002	14	66	0.008	14	66	0.010
13:00 - 14:00	14	66	0.001	14	66	0.003	14	66	0.004
14:00 - 15:00	14	66	0.002	14	66	0.001	14	66	0.003
15:00 - 16:00	14	66	0.003	14	66	0.002	14	66	0.005
16:00 - 17:00	14	66	0.000	14	66	0.001	14	66	0.001
17:00 - 18:00	14	66	0.014	14	66	0.002	14	66	0.016
18:00 - 19:00	14	66	0.007	14	66	0.001	14	66	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.040			0.081

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): 14
 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.

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

MULTI-MODAL VEHICLE OCCUPANTS

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	14	66	0.037	14	66	0.138	14	66	0.175
08:00 - 09:00	14	66	0.062	14	66	0.187	14	66	0.249
09:00 - 10:00	14	66	0.064	14	66	0.102	14	66	0.166
10:00 - 11:00	14	66	0.102	14	66	0.102	14	66	0.204
11:00 - 12:00	14	66	0.082	14	66	0.105	14	66	0.187
12:00 - 13:00	14	66	0.119	14	66	0.093	14	66	0.212
13:00 - 14:00	14	66	0.106	14	66	0.129	14	66	0.235
14:00 - 15:00	14	66	0.096	14	66	0.121	14	66	0.217
15:00 - 16:00	14	66	0.117	14	66	0.080	14	66	0.197
16:00 - 17:00	14	66	0.138	14	66	0.098	14	66	0.236
17:00 - 18:00	14	66	0.210	14	66	0.127	14	66	0.337
18:00 - 19:00	14	66	0.148	14	66	0.095	14	66	0.243
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.281			1.377			2.658	

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):	14
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.

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

MULTI-MODAL PEDESTRIANS

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	14	66	0.020	14	66	0.061	14	66	0.081
08:00 - 09:00	14	66	0.025	14	66	0.147	14	66	0.172
09:00 - 10:00	14	66	0.033	14	66	0.106	14	66	0.139
10:00 - 11:00	14	66	0.059	14	66	0.069	14	66	0.128
11:00 - 12:00	14	66	0.056	14	66	0.085	14	66	0.141
12:00 - 13:00	14	66	0.086	14	66	0.087	14	66	0.173
13:00 - 14:00	14	66	0.089	14	66	0.072	14	66	0.161
14:00 - 15:00	14	66	0.089	14	66	0.063	14	66	0.152
15:00 - 16:00	14	66	0.100	14	66	0.071	14	66	0.171
16:00 - 17:00	14	66	0.126	14	66	0.106	14	66	0.232
17:00 - 18:00	14	66	0.172	14	66	0.077	14	66	0.249
18:00 - 19:00	14	66	0.107	14	66	0.041	14	66	0.148
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.962			0.985			1.947

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):	14
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.

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

MULTI-MODAL PUBLIC TRANSPORT USERS

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	14	66	0.001	14	66	0.056	14	66	0.057
08:00 - 09:00	14	66	0.003	14	66	0.069	14	66	0.072
09:00 - 10:00	14	66	0.002	14	66	0.024	14	66	0.026
10:00 - 11:00	14	66	0.004	14	66	0.012	14	66	0.016
11:00 - 12:00	14	66	0.015	14	66	0.012	14	66	0.027
12:00 - 13:00	14	66	0.008	14	66	0.015	14	66	0.023
13:00 - 14:00	14	66	0.004	14	66	0.013	14	66	0.017
14:00 - 15:00	14	66	0.008	14	66	0.002	14	66	0.010
15:00 - 16:00	14	66	0.028	14	66	0.004	14	66	0.032
16:00 - 17:00	14	66	0.032	14	66	0.010	14	66	0.042
17:00 - 18:00	14	66	0.071	14	66	0.003	14	66	0.074
18:00 - 19:00	14	66	0.024	14	66	0.001	14	66	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.200			0.221			0.421

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):	14
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.

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	14	66	0.060	14	66	0.264	14	66	0.324
08:00 - 09:00	14	66	0.092	14	66	0.406	14	66	0.498
09:00 - 10:00	14	66	0.102	14	66	0.236	14	66	0.338
10:00 - 11:00	14	66	0.168	14	66	0.187	14	66	0.355
11:00 - 12:00	14	66	0.157	14	66	0.204	14	66	0.361
12:00 - 13:00	14	66	0.215	14	66	0.203	14	66	0.418
13:00 - 14:00	14	66	0.200	14	66	0.217	14	66	0.417
14:00 - 15:00	14	66	0.195	14	66	0.187	14	66	0.382
15:00 - 16:00	14	66	0.248	14	66	0.157	14	66	0.405
16:00 - 17:00	14	66	0.296	14	66	0.215	14	66	0.511
17:00 - 18:00	14	66	0.467	14	66	0.210	14	66	0.677
18:00 - 19:00	14	66	0.285	14	66	0.138	14	66	0.423
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.485			2.624			5.109

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):	14
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.