Alhambra Shopping Centre Development, Barnsley

Transport Statement

Report

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JMP Consultants Limited
3rd Floor
Cotton Exchange
Bixteth Street
Liverpool
L3 9LQ

T 0151 230 1930
F 0151 230 1931
E liverpool@jmp.co.uk

www.jmp.co.uk

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Alhambra Shopping Centre Development, Barnsley

Transport Statement

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1 Introduction

1.1 JMP has been instructed by F&C Reit to prepare a Transport Statement in support of a cinema and restaurant development at the Alhambra Shopping Centre, Barnsley. The development site will be located on the existing top floor deck of the Alhambra, currently used for parking. A plan of the development site is included as **Appendix A**.

1.2 The development will consist of a nine screen cinema with 1,100 seats and six restaurant units. The changes will also result in a decrease in retail storage area at the site of some 982m².

1.3 In order to assist in the preparation of this document, JMP have requested scoping advice from Barnsley Highways. However, at the time of this report issue, no comments have been received from Barnsley Council Highways.

1.4 In the next section an overview of relevant transport related planning policy is provided. Baseline transport conditions are considered in the section three, a development description is provided in section four. Development impact is analysed in section five. Our summary and conclusions are presented in section six.

2 Transport Planning Policy

2.1 In this section an overview of transport related planning policy and guidance relevant to the application is provided.

Transport Planning Policy and the NPPF

2.2 The Department for Communities and Local Government launched the National Planning Policy Framework (NPPF) on the 27th March 2012. It is focused on economic growth and is sustainability-driven.

2.3 The NPPF is aimed at local planning authorities and decision-takers with the purpose of guiding the preparation of Development Plans. The document is also a material consideration in the determination of planning applications.

2.4 Importantly, the NPPF states that there is "a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision-taking"

2.5 A core principal of the document is to "actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable".

2.6 Importantly the document defines the parameters against which planning decisions must be taken "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".

South Yorkshire Local Transport Plan 2011 - 2026

2.7 The third Local Transport Plan for South Yorkshire (LTP) defines the main priorities for the transport system, to be implemented over a 15 year timeframe. The main goals are to:

- Support the economic growth of the Sheffield City Region;
- Enhance social inclusion and health;
- Reduce the emissions from vehicles;
- Make transport increasingly safe and secure.

2.8 The LTP aims to achieve these goals via the following actions:

- Improve interurban connectivity;
- Create new links to major regeneration areas;
- Improvement the performance of existing networks;
- Provide a choice between car and other modes of travel;
- Implement public transport enhancements;

- Design pedestrian-friendly streets and footpaths, create a continuous cycling network;
- Make a wiser use of energy
- Influence land use planning processes so that the location of new development reduces the need to travel;
- Recognise the importance of parking to business;
- Implement measures to reduce congestion.

2.9 It should be noted that in reducing the need to travel the document specifically cites that this will ensure people undertake most of their activities in central places, such as Barnsley's Accessibility Improvement Zone, which are convenient for the users of all transport modes.

Barnsley LDF

2.10 Core Strategy Policy CSP 25 New Development and Sustainable Travel reads:

2.11 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 the Supplementary Planning Document: Parking (adopted March 2012)
- 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 will be secured through a planning obligation or a planning condition

3 Existing Conditions

Alhambra Shopping Centre

3.1 The existing Alhambra Shopping Centre comprises a 6 level multi storey car park with retail units split over two levels. Floor area at the existing retail units totals 14,670m^2 and the car park includes a total of 485 spaces.

3.2 The site is located in a prominent position to the south of the of the town centre retail area, adjacent to the A628 / A61 Alhambra Roundabout junction. The site is bounded to the southeast by A628 West Way / Wesley Street, to the northeast by Lambra Road and to the northwest by New Street.

3.3 Barnsley Alhambra, being located in the heart of Barnsley town centre is highly accessible by a range of transport modes. In this section JMP provides an overview of travel options to the site. A plan of the development site is included as **Appendix A**.

Public Transport

Train

3.4 Barnsley Train Station is located some 350m from the development site (5 mins walk). From the station frequent services to key destinations such as Sheffield (4 per hour), Huddersfield (1 per hour), Leeds (3 per hour) and Nottingham (1 per hour) are available.

3.5 Pedestrian links from the train station are of a good standard. JMP expect that travel by train would be an attractive mode for those choosing to visit the development site.

Bus

3.6 Barnsley Interchange located immediately adjacent to the train station is served by around 75 separate bus services. At peak time around 80 buses per hour stop at the interchange. From here services to key destinations such as Cudworth, Athersley, Robin Hood Airport, Rotherham, Shafton, Sheffield, Thurnscoe, Gilroyd, Worsborough, Grimethorpe, Doncaster, Wakefield, and Staincross are possible.

Accessibility by non-motorised modes

Walking

3.7 Due to the development site's town centre location the pedestrian environment in the vicinity of the site is excellent.

3.8 To the northwest of the Alhambra Shopping Centre, parts of New Street and Cheapside adjoining the site are fully pedestrianised from 9.30am – 4.30pm.

3.9 To the south of the Alhambra Shopping Centre signalised pedestrian crossings provide a safe location to cross A628 West Way. To the southwest signalised pedestrian crossing facilities are provided at traffic signal junctions providing further connections to the surrounding area.

Cycling

3.10 The development site is located some 500m from National Route 67 of the National Cycle Network runs from Long Whatton near Loughborough to join National Route 71 near Northallerton in Yorkshire. The stretch between Chesterfield and Leeds forms the main route of the Transpennine Trail (central). The route's western limit is Pontefract Road and then runs eastwards towards Wombwell and Brampton.

Local Highway Network

3.11 The proposed development site is well connected to the surrounding highway network being located adjacent to both the A628 and the A61 primary routes.

3.12 The Alhambra shopping centre car park is accessed from Lambra Road via a mini roundabout which also serves as the access to two other car parks; the 'Markets' and the 'Old Carpet World' car parks.

3.13 The main route for vehicles accessing the site is from Wesley Street via the Alhambra Roundabout, a large roundabout which connects A628 West Way / A61 Harborough Hill Road / A61 Sheffield Road. These routes provide excellent links to the nearby residential areas whilst also linking with destinations further afield.

3.14 A further access route is possible via Lambra Road which connects with A628 Pontefract Road to the southeast of the site providing further links with Lundwood and Cudworth to the northeast.

Car Parking

3.15 There are a number of car parks in Barnsley Town Centre in the vicinity of the development site. As a number of parking spaces will be lost as part of the development proposals, an assessment of Barnsley Town Centre car parking stock, within close proximity of the development site has been carried out. A map of the car parks is included in **Appendix B**.

Alhambra Shopping Centre Car Park

3.16 There are a total of 485 spaces within the car park split over 6 levels. The car park is open Monday to Saturday 07:30 – 17:30 and Sunday 09:00 – 16:00. Charges are £1.60 for two hours, £2.50 for two to four hours and £5.00 over four hours. Parking is free on Sunday.

3.17 The car park is accessed from Lambra Road via a mini roundabout junction which also provides access to the Markets car park and the Old Carpet World car park. This layout is particularly advantageous as when one car park becomes full it is possible to divert to an adjacent car park easily.

County Way Car Park

3.18 County way car park is the primary car park for users of the recently developed bus/rail interchange and has a total of 838 car parking spaces. The car park is open to the public with payment by pay and display ticket; Monday – Friday, 8am – 6pm. The cost of parking is £1.60 up to 2 hours, £2.50 up to 4 hours, £5.00 over 4 hours. There is no charge made for parking at weekends.

3.19 The car park is operated by Barnsley Council and is accessed directly from County Way via A635 Old Mill Lane, primarily from the north.

Markets Car Park

3.20 The Markets car park is a multi-storey car park with a total of 500 spaces. The car park is open to the public with payment by pay and display ticket; Monday – Friday, 8am – 6pm. The cost of parking is £1.60 up to 2 hours, £2.50 up to 4 hours, £5.00 over 4 hours. There is no charge made for parking at weekends.

3.21 The car park is owned and operated by Barnsley Council and can be accessed via Kendray Street from the north or Lambra Road from the south.

Old Carpet World Car Park

3.22 This surface car park is located opposite the Alhambra Car Park with a total of 96 spaces. The car park is privately operated and is manned during the day.

3.23 The car park is open to the public for a maximum stay of 4 hours. The cost of parking at the car park is £1.50 up to 2 hours and £3.00 for up to 4 hours.

Burleigh Street East / West

3.24 These surface car parks are located at each end of Burleigh Street, south of West Way, and are suitable for parking a total of 56 vehicles. The car parks are owned and operated by Barnsley Council.

3.25 The car parks are open to the public 24 hours a day and charges apply Monday – Friday, 8am – 6pm. The cost of parking at the car park is; 70p for up to 2 hours, £1.20 up to 4 hours, £2 over 4 hours. There is no charge made for parking at weekends.

John Street Car Park

3.26 This surface car park is located to the south of A628 West Way and is accessed directly from John Street via Upper New Street and Burleigh Street. The car park has a total of 112 spaces.

3.27 The car park is open to the public 24 hours a day and charges apply Monday – Friday, 8am – 6pm. The cost of parking at the car park is; £1.60 for up to 2 hours and £2.50 for up to 4 hours, which is the maximum stay during the charging period.

Joseph Street

3.28 This surface car park is also located to the south of A628 West Way in the same area as John Street Car Park and is accessed directly from Joseph Street via New Street. The car park has a total of 64 spaces.

3.29 The car park is open to the public 24 hours a day and charges apply Monday – Friday, 8am – 6pm. The cost of parking at the car park is; £0.70 for up to 2 hours, £1.20 for up to 4 hours, and £2 for over 4 hours. There is no charge made for parking at weekends.

On-Street Parking

3.30 A number of pay and display on-street parking spaces are also available in vicinity of the development site. **Table 3.1** shows a selection of locations in the area surrounding the site.

Table 3.1 - Existing On-street Parking

Location	Max. Stay	No. of Spaces
Lambra Rd, Doncaster Rd, Burleigh St, Thomas St	2 hours	Approx. 80 spaces
Eldon St, Peel St, Pitt St, George St, Castlereagh St, Butcher St, Market Hill, Regent St, Eastgate, Church St	1 hour	Approx. 190 spaces

3.31 There are approximately 270 on-street parking spaces in proximity of the development site of which 80 are located in the outer zone and 190 in the inner zone.

3.32 Charges apply at on-street parking locations Monday – Saturday, 8am – 6pm. The cost of parking in the 2 hour limit on-street parking locations (outer zone) is £0.70 for 1 hour and £1.40 for 2 hours. The cost of parking at the 1 hour limit on-street parking locations (inner zone) is £0.70 for 30 minutes and £1.40 for 1 hour. On-street parking is free on Sundays.

Car Park Usage

3.33 Car par occupancy data for the existing Alhambra Shopping Centre car park has been provided by the operators for the month of September and a week in October 2013. Peak occupancy levels at the car park are set out in **Table 3.1** below:

Table 3.2 Maximum Parking Occupancy - Barnsley Alhambra

Day	Max Accumulation	Spaces Left	% Full
Monday	173	314	36%
Tuesday	242	245	50%
Wednesday	289	198	59%
Thursday	182	305	37%
Friday	341	146	70%
Saturday	374	113	77%

3.34 Table 3.1 shows maximum occupancy at Barnsley Alhambra Shopping Centre car park is 341 vehicles (70%) during a weekday and 374 vehicles (74%) during a weekend. No occupancy data is available for a Sunday as the car park is free to use and occupancy levels are not recorded.

3.35 It should be noted that maximum accumulation occurs between 11:00 and 14:00 through the week. After 14:00 accumulation begins to drop and the car park steadily empties. On the busiest day (Friday) accumulation has dropped to 194 spaces by 14:00 and only 72 spaces at 16:00.

3.36 On Saturday at the Alhambra peak accumulation occurs at 12:00 with 274 spaces occupied. After the car park empties with only 178 cars parked by 15:00 and 67 by 16:00.

3.37 Furthermore, surveys have been carried out during the weekday and at a weekend to determine occupancy levels at the car parks within close proximity of the development site. The results of these surveys are shown in **Table 3.2**, below with full results in **Appendix C**.

Table 3.3 Barnsley Town Centre Car Park Occupancy

Car Park	Max Stay	Capacity	Peak Demand	
			Weekday	Saturday
Alhambra Shopping Centre	Long stay	485	341	374
Markets	Long stay	500	86	477
Old Carpet World	Long stay	96	77	96
Burleigh Street East / West	Long stay	56	27	42
John Street	4hr	112	16	112
Joseph Street	Long stay	64	11	37
County Way	Long stay	838	536	832

3.38 **Table 3.1** shows peak parking demand at Barnsley Town Centre car parks is highest on Saturday. The results of the Saturday survey indicates a high demand for parking in the town centre from as early as 10:00. Demand peaks at around 12:00 and reduces over the course of the day. Survey results show that by 16:00 fewer than 50% of car parking spaces remain occupied in the car parks surveyed.

3.39 It was noted that on the day of the Saturday survey an international market was in Barnsley Town Centre. This may help to explain the high the demand for parking in the Town Centre during the morning form as early as 10:00am. Free parking at Council operated off-street car parks during the weekend further encourages visitors to park in these locations on Saturdays.

4 Proposed Development

4.1 The proposed development will be constructed on part of the existing car park at the gallery level. Some 137 car parking spaces are lost as part of the development proposals.

4.2 The development consists of a 1100 seat cinema (seven screens) along with seven restaurant units with a total floor area of 1,519m². A centre management suite will also be created but this will simply replace the existing suite.

4.3 A new pedestrian entrance to the site will be created at New Street which will result in the loss of some 225m² of retail space at the existing Wilkinson's unit. This is the only retail space to be lost through development. In order to provide a robust assessment of the impact of the proposed development the loss of retail space at the Wilkinson's unit has not been included as part of this assessment.

4.4 Vehicular and servicing access to the site remains unchanged and takes place via Lambra Road.

4.5 A layout plan of the Gallery Level of the development site is included as **Appendix D**.

4.6 The following provides a summary of the development proposals:

- New Cinema - 1100 seats
- fNew Restaurant Units - 1580m^2
- Construction of new management area of 212m replacing existing of 236m².
- Demolition of 961m² retail storage at Gallery Level and 221m² at Upper Mall Level
- Construction of 200m² new retail storage space- result in loss of 982m² of retail space overall.

Car Parking

4.7 A total of 134 car parking are lost as part of the development proposals due to the removal of the western gallery parking area. The area currently accommodates the following:

- 134 bays in total.
- 87 standard bays
- 21 permit holders (of which 10 are double spaces)
- 15 disabled
- 11 mother and child spaces.

4.8 A total of 7 new disabled spaces will be provided in the eastern gallery as part of the cinema development to replace the lost parking in the western gallery. Furthermore 8 bays in the east gallery level will be designated as permit holders only to replace the permit spaces lost for the cinema.

4.9 The following parking provision will therefore be available on the site following the construction of the cinema:

- 348 total
- 294 standard bays
- 16 permit holders
- 19 disabled
- 19 mother and child spaces.

4.10 **Table 4.1** below shows a breakdown of proposed changes to car parking provision at the Alhambra Shopping Centre.

Table 4.1 – Proposed Alhambra Car Park

Type of Spaces	Existing	Proposed	Difference
Standard bays	399	294	-105
Permit holders	29	16	-13
Disabled	27	19	-8
Mother and Child	30	19	-11
Total	485	348	-137

4.11 The car park opening hours will be extended to accommodate the new evening cinema use.

5 Development Impact Assessment

5.1 In this section the impact of the proposed development on parking capacity within Barnsley is assessed. An assessment of traffic generation as a result of the proposed development is provided along with an assessment parking provision.

5.2 In order to determine potential changes in parking demand generated as a result of the proposed development, reference has been made to the TRICS database.

5.3 JMP consider that there will be no significant change in traffic demand for the Alhambra or nearby car parking during the weekday morning or evening peak periods. Peak levels of transport demand for cinema and associated restaurant use typically occurs later in the evening outside of highway network peak hours. TRICS data for weekday cinema use demonstrates that less than 1% of total trips made in a weekday to cinemas take place during the morning peak hour (08:00 – 09:00). Only 7% of daily trips are made in the evening peak hour (17:00 – 18:00). Peak traffic movements occur later in the evening 15% of trips are made between 20:00 and 21:00- 70% of trips are made between 18:00 and 00:00. Full TRICS data is included in **Appendix D**. In section three it was demonstrated that car parks in Barnsley are busier and demonstrate higher accumulation on Saturday than weekdays. As such JMP considers that weekday assessment of car park capacity is not required as the Saturday demonstrates a 'worst case'.

5.4 JMP considers that as the capacity of the Alhambra car park is to reduce, once network conditions have settled after development takes place, traffic levels in the immediate vicinity of the Alhambra car park should be lower than current levels. Any increase in parking demand generated by the development will be absorbed by other town centre car parks as well as the Alhambra car park.

Car Park Assessment

New Parking Demand

5.5 In order to estimate car parking demand associated with the proposed development a car parking accumulation assessment has been carried out using TRICS data.

Cinema

5.6 Reference has been made to the TRICS database for the land use 'Leisure - multiplex cinema' during a weekday and a Saturday. Sites with up to 2000 seats in either 'town centre' or 'edge of town centre' locations have been selected. Full output data from TRICS can be found in **Appendix E**.

5.7 **Table 5.1** shows the estimated level of traffic generated by the proposed cinema during a Saturday and car parking accumulation per hour as a result of these trips.

Table 5.1 – Trip Generation / Parking accumulation - Cinema (Saturday)

Time	Arrivals		Departures		Parking accumulation
(per seat)	Trip rate	Trip generation	Trip rate	Trip generation	
10:00-11:00	0.012	13	0.008	9	4
11:00-12:00	0.033	36	0.034	37	3
12:00-13:00	0.046	51	0.038	42	12
13:00-14:00	0.060	66	0.054	59	19
14:00-15:00	0.060	66	0.045	50	35
15:00-16:00	0.042	46	0.039	43	39
16:00-17:00	0.044	48	0.053	58	29
17:00-18:00	0.066	73	0.065	72	30
18:00-19:00	0.046	51	0.048	53	28
19:00-20:00	0.069	76	0.052	57	46
20:00-21:00	**0.880**	**97**	0.056	62	**81**
21:00-22:00	0.025	28	0.035	39	70
22:00-23:00	0.023	25	**0.075**	**83**	13
23:00-24:00	0.002	2	0.038	42	-
Totals	0.616		0.645		

5.8 **Table 5.1** shows that peak demand for the proposed cinema is during the Saturday evening between 20:00 – 21:00 with approximately 159 two way trips.

5.9 **Table 5.1** shows parking accumulation for the cinema peaks at 20:00 – 21:00 with a total accumulation of 81 vehicles.

Restaurant

5.10 Reference has been made to the TRICS database for the land use 'Hotel, Food and Drink - Restaurant' during a Saturday. Sites between 150m^2 and 650m^2 in 'town centre' and 'edge of town centre' locations have been selected. Full output data from TRICS can be found in **Appendix E**.

5.11 Similar to the cinema, a restaurant generates higher trips rates during a Saturday than on a weekday. **Table 5.2** shows the estimated level of traffic generated by the proposed restaurant units during a Saturday.

Table 5.2 – Trip Generation Proposed Restaurants (Saturday)

Time	Arrivals		Departures		Parking accumulation
per 100m^2	Trip rate	Trip generation	Trip rate	Trip generation	
11:00-12:00	0.343	5	0.114	2	3
12:00-13:00	1.257	20	0.571	9	14
13:00-14:00	1.486	23	1.257	20	18
14:00-15:00	**1.143**	**18**	**1.714**	**27**	9
15:00-16:00	0.457	7	0.800	13	4
16:00-17:00	0.800	13	0.457	7	9
17:00-18:00	0.686	11	0.343	5	14
18:00-19:00	0.571	9	0.914	14	9
19:00-20:00	1.486	23	1.600	25	7
20:00-21:00	1.029	16	0.686	11	13
21:00-22:00	**2.057**	**33**	**1.714**	**27**	18
22:00-23:00	0.343	5	0.686	11	13
23:00-24:00	0.000	0	0.914	14	-
Totals	11.658		11.77		

5.12 **Table 5.2** shows that demand for the proposed restaurants peaks during the afternoon between 14:00 – 15:00 with approximately 45 two way trips and during the evening between 21:00 – 22:00 with approximately 60 two way trips.

5.13 **Table 5.2** shows parking accumulation for the restaurants peaks at 21:00 – 22:00 with a total accumulation of 18 vehicles.

Linked Trips

5.14 JMP consider as many as 80-90% of trips made to the restaurants will be linked to the cinema or other are already visiting other attractions in Barnsley Town centre. As such, the trip either already exists on the network or is counted as part of the cinema trip generation assessment.

5.15 Consequently, JMP consider a reduction in trip generation of 50% for the restaurants will provide a robust assessment of trip generation / parking accumulation for the proposed development as a whole.

5.16 In order to provide a robust assessment no account has been taken of the loss of retail space at the site despite the proposed reduction. Furthermore all trips to the proposed cinema will be classed as 'new' trips despite the likelihood that many of these trips will be linked to existing trips to Barnsley Town Centre. No discount has therefore been applied to the cinema trips.

Total Parking Demand

5.17 **Table 5.3** shows the total estimated accumulation of parking for the proposed development during a Saturday.

Table 5.3 Proposed development - Total parking demand

	Parking Accumulation (Saturday)		
Time	Cinema	Restaurants	Total
10:00-11:00	4	-	4
11:00-12:00	3	2	5
12:00-13:00	12	7	19
13:00-14:00	19	9	28
14:00-15:00	35	5	40
15:00-16:00	39	2	41
16:00-17:00	29	5	34
17:00-18:00	30	7	37
18:00-19:00	28	5	33
19:00-20:00	46	4	50
20:00-21:00	**81**	**6**	**87**
21:00-22:00	70	9	79
22:00-23:00	13	6	19
23:00-24:00	-	-	0

5.18 **Table 5.3** shows that peak demand for parking for the proposed development occurs during the evening between 20:00 – 21:00. At this time combined parking accumulation reaches a total of 87 vehicles.

5.19 It is considered that many car driving visitors to the new development will not necessarily use the Alhambra car park when visiting the cinema or restaurant. They will be spread around the network to the various alternative town centre car parks. Visitors may combine their visit to the development with a visit to other facilities within the town centre. Furthermore should the Alhambra car park be busy some may choose to park elsewhere.

Parking Supply / Availability

5.20 JMP consider the Alhambra Shopping Centre car park to form part of the overall Barnsley town centre parking supply. It is considered that when parking is not available in one of the town centre car parks that, rather than abandon the trip to the Town Centre, the visitor will attempt to park in an alternative Town Centre car park.

5.21 Parking surveys carried out in Barnsley Town Centre have been used to identify occupancy levels at nearby off-street car parks, as discussed in Section 3. **Table 5.4** shows occupancy levels at the

car parks over the course of the Saturday survey day and the total number of available spaces at each car park.

5.22 The reduced capacity of the Alhambra Shopping Centre car park has been used for the purpose of this assessment.

Table 5.4 Car Park Occupancy / Availability - Saturday

Car Park	Capacity	Time / Occupancy			
		10:00	12:00	14:00	16:00
Alhambra Shopping Centre	347	300	374	303	67
Markets	500	429	477	389	218
Old Carpet World	96	96	96	96	79
Burleigh Street East / West	56	41	35	36	15
John Street	112	97	112	91	74
Joseph Street	64	37	31	23	10
County Way	838	832	797	717	565
Total Occupied Spaces	2016	1832	1922	1655	1028
Total Available Spaces		184	94	361	988

Survey undertaken on Saturday 31st June 2014.

5.23 **Table 5.4** shows the demand for parking in Barnsley town centre during a Saturday changes over the course of the day. Peak parking demand occurs at around 12:00 when a total of approximately 94 spaces are left available throughout the seven car parks assessed. After 12:00 car park occupancy reduces and by 16:00 around 50% of all car parking spaces remain occupied.

Parking Supply / Demand

5.24 **Table 5.5** shows the availability of off-street parking in Barnsley town Centre against the new demand generated by the proposed development, taken from **Tables 5.3** and **5.4**.

Table 5.5 Proposed Car Parking Supply and Demand

Time	Car Parking Availability	New Car Parking Demand
10:00	184	4
12:00	94	19
14:00	361	40
16:00	988	41

5.25 **Table 5.5** shows at the time of maximum occupancy, at approx. 12:00, 94 spaces remain available in the town centre car parks surveyed. Assuming all visitors to the proposed development park in one of these car parks approximately 19 spaces are required. This leaves 75 remaining spaces which are considered adequate to maintain turnover of parking spaces.

5.26 Between 14:00 and 16:00 the availability of parking spaces throughout the town centre increases significantly and the additional parking demand equates to a fraction of the available parking spaces.

5.27 By 15:00 the additional demand for car parking as a result of the proposed development can be entirely catered for at the Alhambra Shopping Centre car park when approximately 170 car parking spaces are available. The estimated maximum accumulation of parking as a result of the proposed development is 87 vehicles between 20:00 - 21:00 which could be easily accommodated at 15:00.

5.28 This shows parking demand generated by the proposed development can be catered for within the existing parking stock, whilst also taking into account the loss of parking at the Alhambra Shopping Centre.

Disabled Parking

5.29 Following completion of the development a total of 348 parking spaces will be available for use. Of these 19 will be for blue badge holders, which equates to just over 5% of all car parking spaces. The provision of blue badge parking therefore falls in line with Barnsley Council requirements for blue badge parking which is a minimum of 4% of the total number of spaces.

On-street Parking Availability

5.30 In order to provide a robust assessment JMP have not included on-street parking availability as part of this assessment. Given there are approximately 270 on-street parking spaces in the area around the car parks surveys, these provide an additional option for car parking in the area for short periods of time, up to 2 hours.

5.31 Furthermore, there are over 1000 additional off-street parking spaces throughout Barnsley Town Centre which have also not been included as part of this assessment. These include Gateway Plaza, Churchfield and Peel Parade as well as Morrisons. Some parking may shift to these alternative car parks from the car parks surveyed which would further reduce the overall demand for parking in the car parks surveys for this assessment.

Summary

5.32 The analysis of existing usage/demand showed that the maximum accumulation of car parking in Barnsley on Saturday occurs during the afternoon around 12:00. At this time the additional parking demand from the proposed development totals 19 vehicles. It is not considered that this level of demand will have a significant impact on the current operation of the car parks included in this analysis.

5.33 Peak demand for parking at the proposed development is around 87 vehicles which occurs between 20:00 – 21:00. At this time parking levels are low and this demand can be catered for entirely at the Alhambra Shopping Centre car park.

5.34 JMP consider the analysis of car parking demand on a Saturday shows that additional car parking demand on account of the proposed development can be accommodated during times of peak car parking demand in the town centre.

6 Summary and Conclusions

6.1 JMP has been commissioned by F&C Reit to prepare a transport statement in support of a proposed Cinema and Restaurant development at the Alhambra Shopping Centre, Barnsley.

6.2 JMP has provided an assessment of baseline conditions including the local highway and access by sustainable modes. Given the town centre location the site is well located for access on foot and bicycle as well as public transport.

6.3 The proposed development includes an 1100 seat cinema and 7 restaurant units. The proposals will result in the loss of around 137 car parking spaces at the Alhambra Shopping Centre. There are currently 485 existing parking spaces which are proposed to reduce to 348 spaces.

6.4 JMP has undertaken an analysis of car parking availability within Barnsley town centre and an assessment of increase in parking demand on account of development. JMP has demonstrated that despite the loss in parking at the Alhambra that there is sufficient parking capacity within the town centre to absorb any additional demand created by the development.

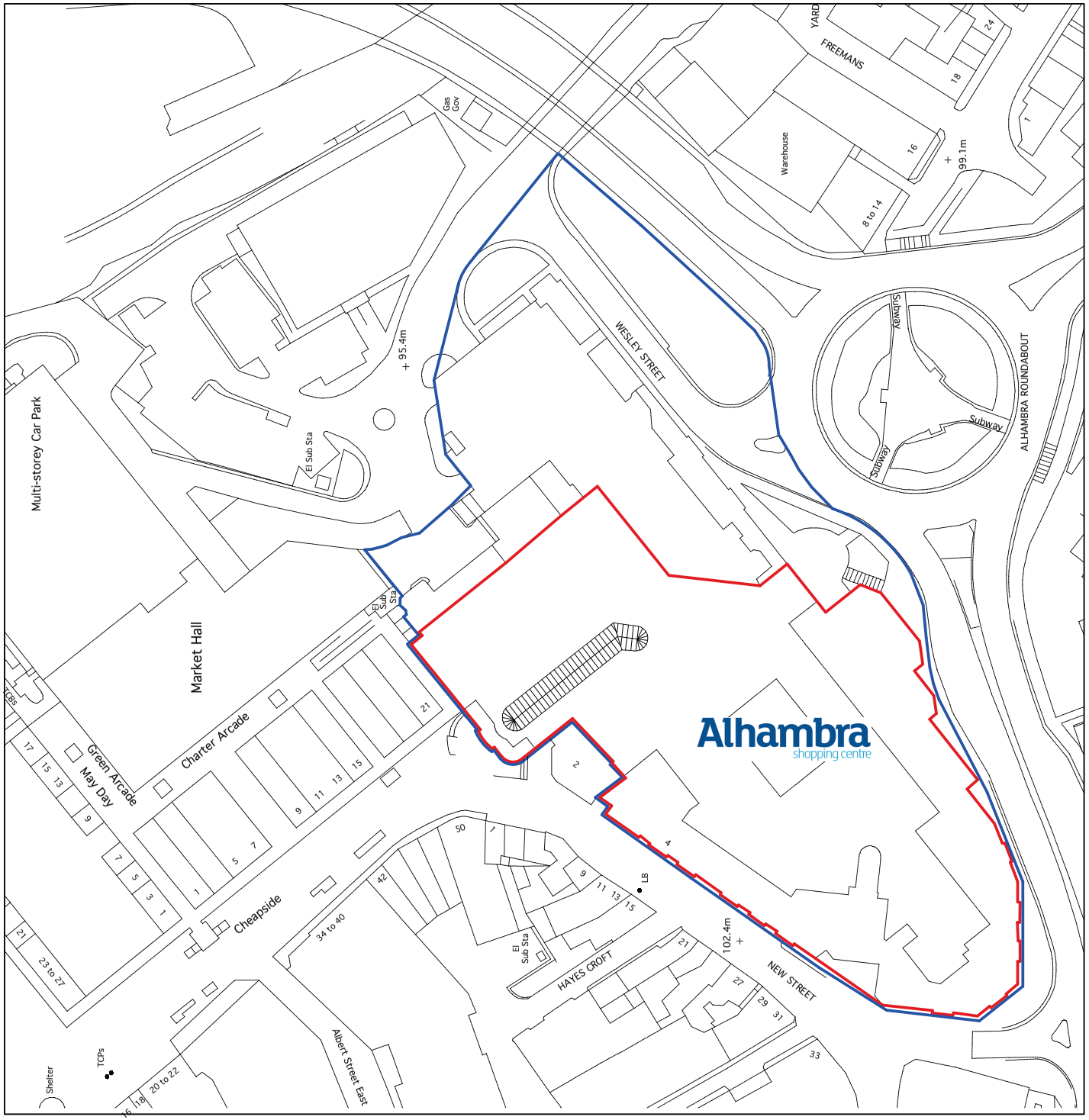
6.5 The analysis of existing usage/demand showed that the maximum accumulation of car parking in Barnsley occurs during Saturday afternoon around 12:00. At this time the additional parking demand from the proposed development totals 19 vehicles. It is not considered that this level of demand will have a significant impact on the current operation of the car parks in this analysis.

6.6 Peak demand for parking at the proposed development is around 87 vehicles which occurs between 20:00 – 21:00. At this time parking levels in the town centre are low and this demand can be catered for entirely at the Alhambra Shopping Centre car park.

6.7 Due to the town centre location, the site is highly accessible by a range of sustainable transport modes. The development will not have a detrimental impact on the local highway network or car parking provision. We conclude that there are no transport issues on which the planning application may be declined. JMP Consulting therefore, recommends that planning permission is approved for this development.

Appendix A

Site Location Plan



revisions:

PLANNING APPLICATION

REQUEST IMMEDIATELY CONSTRUCTION ISSUE FROM ARCHITECT IF THIS DRAWING IS ON SITE

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scale bar @ A1

0 10 20 30 40 50 M

client :

Alhambra shopping centre

job title :

GALLERY LEVEL CINEMA / RESTAURANT DEVELOPMENT

dwg. title :

AREA OF WORK LOCATION PLAN

CRAIG FOSTER ARCHITECTS

date : 01.07.2014	dwg no.	rev
scale 1:500@A1	13160(5)001	-

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Appendix B

Location of Nearby Car Parks

Sky High
Count On Us

Client:	Aecom
Project:	Barnsley
Location:	Barnsley
Date:	Saturday 28th June & Thursday 3rd June
Job No:	9361
Weather AM:	Mild and cloudy both days
Weather PM:	Mild and cloudy both days
Incidents:	None reported





Appendix C

Car Park Surveys

Sky High

Count On Us

Client:	**Aecom**
Project:	**Barnsley**
Site:	**Various Car Parks**
Survey Date:	**Saturday 28th June & Thursday 3rd July**
Survey Period:	**10:00 - 16:00**
Method:	**Manula Counts**
AM Weather:	**Mild / Cloudy Both days**
PM Weather:	**Mild / Cloudy Both days**

Incidents / Observations: None Reported

St Josephs Street is signed as being Burleigh Street East. We counted it as per your original site map locations. The capacity for Burleigh Street Eat & West is 28 per car park (56 combined) , not 110 as per spec.

Sky High

Count On Us

Client:
Project:
Location:
Date:
Job No:
Weather AM:
Weather PM:
Incidents:

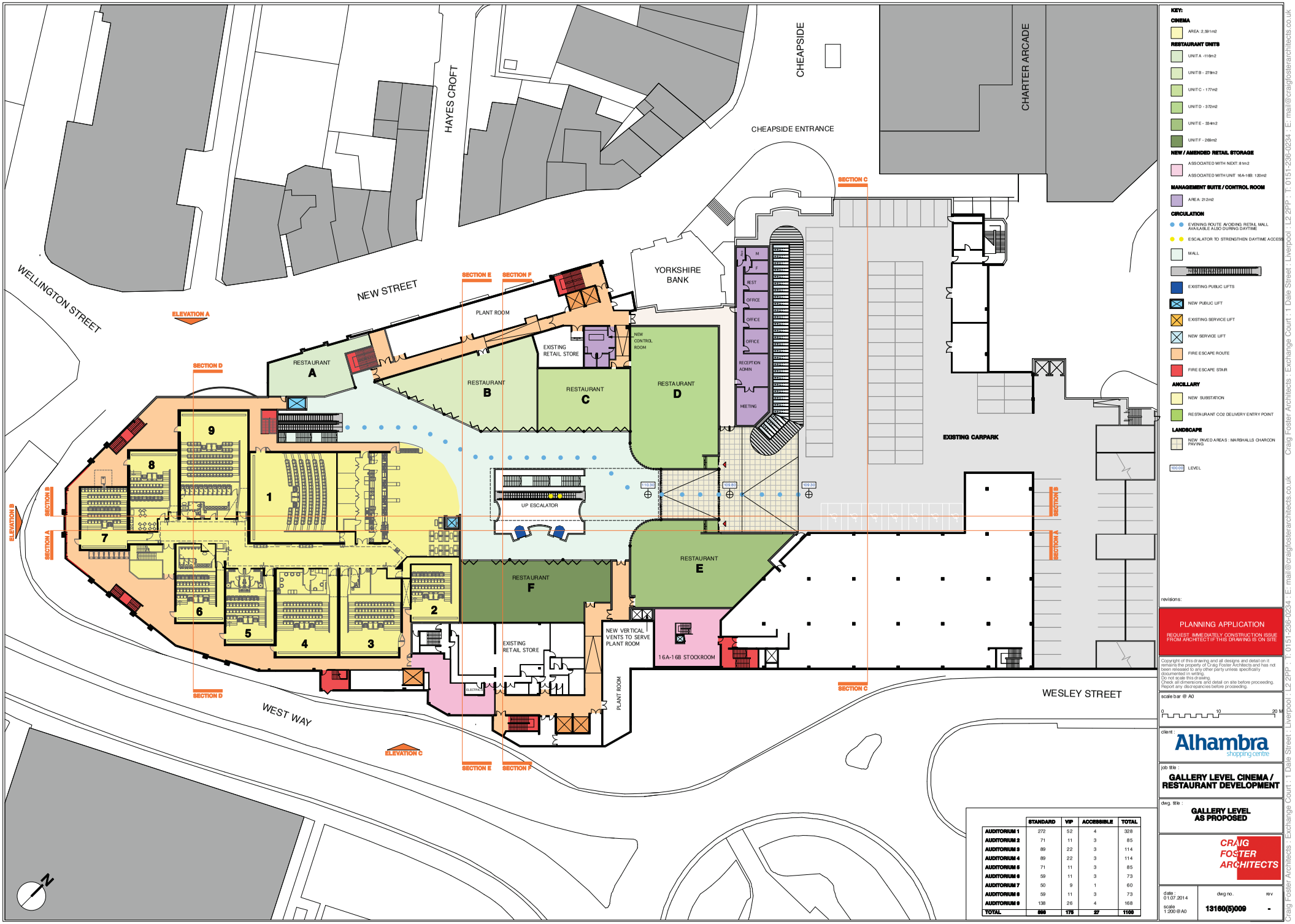
Car Park	Car Park Capacity	Saturday 28th June			
		10:00	12:00	14:00	16:00
Burleigh Street East	28	13	12	14	3
Burleigh Street West	28	28	23	22	12
County Way	838	832	797	717	565
Markets	500	429	477	389	218
Old carpet world car park	96	96	96	96	79
John Street	112	97	112	91	74
Joseph Street	64	37	31	23	10

Aecom
Barnsley
Barnsley
Saturday 28th June & Thursday 3rd June
9361
Mild and cloudy both days
Mild and cloudy both days
None reported

Thursday 3rd July			
10:00	12:00	14:00	16:00
1	5	1	2
22	20	18	15
492	536	513	417
61	86	63	33
52	75	77	38
15	16	13	13
9	11	8	7

Appendix D

Proposed Development



	STANDARD	VIP	ACCESSIBLE	TOTAL
AUDITORIUM 1	272	52	4	328
AUDITORIUM 2	71	11	3	85
AUDITORIUM 3	89	22	3	114
AUDITORIUM 4	89	22	3	114
AUDITORIUM 5	71	11	3	85
AUDITORIUM 6	59	11	3	73
AUDITORIUM 7	50	9	1	60
AUDITORIUM 8	59	11	3	73
AUDITORIUM 9	138	26	4	168
TOTAL	868	175	27	1100

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Appendix E

TRICS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : A - MULTIPLEX CINEMAS

VEHICLES

Selected regions and areas:

06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
09	**NORTH**		
	TV	TEES VALLEY	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of seats
Actual Range: 1230 to 1800 (units:)
Range Selected by User: 545 to 3800 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 03/12/09

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:
Saturday 2 days

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

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town Centre 2

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

Selected Location Sub Categories:
Development Zone 1
Built-Up Zone 1

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

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
D2	1 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:

15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

75,001 to 100,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days

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	2 days

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

LIST OF SITES relevant to selection parameters

1 **SH-07-A-01** **CINEWORLD** **SHROPSHIRE**
OLD POTTS WAY

SHREWSBURY
Edge of Town Centre
Built-Up Zone
Total Number of seats: 1230
Survey date: SATURDAY *18/06/05* *Survey Type: MANUAL*

2 **TV-07-A-01** **VUE** **TEES VALLEY**
MARINA WAY

HARTLEPOOL
Edge of Town Centre
Development Zone
Total Number of seats: 1800
Survey date: SATURDAY *30/04/05* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CS-07-A-01	Ireland

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

VEHICLES

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00	1	1230	0.000	1	1230	0.014	1	1230	0.014
01:00 - 02:00	1	1230	0.000	1	1230	0.000	1	1230	0.000
02:00 - 03:00	1	1230	0.000	1	1230	0.000	1	1230	0.000
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1800	0.012	1	1800	0.008	1	1800	0.020
11:00 - 12:00	2	1515	0.033	2	1515	0.034	2	1515	0.067
12:00 - 13:00	2	1515	0.046	2	1515	0.038	2	1515	0.084
13:00 - 14:00	2	1515	0.060	2	1515	0.054	2	1515	0.114
14:00 - 15:00	2	1515	0.060	2	1515	0.045	2	1515	0.105
15:00 - 16:00	2	1515	0.042	2	1515	0.039	2	1515	0.081
16:00 - 17:00	2	1515	0.044	2	1515	0.053	2	1515	0.097
17:00 - 18:00	2	1515	0.066	2	1515	0.065	2	1515	0.131
18:00 - 19:00	2	1515	0.046	2	1515	0.048	2	1515	0.094
19:00 - 20:00	2	1515	0.069	2	1515	0.052	2	1515	0.121
20:00 - 21:00	**2**	**1515**	**0.088**	2	1515	0.056	**2**	**1515**	**0.144**
21:00 - 22:00	2	1515	0.025	2	1515	0.035	2	1515	0.060
22:00 - 23:00	2	1515	0.023	**2**	**1515**	**0.075**	2	1515	0.098
23:00 - 24:00	2	1515	0.002	2	1515	0.038	2	1515	0.040
Total Rates:			0.616			0.654			1.270

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:	1230 - 1800 (units:)
Survey date date range:	01/01/05 - 03/12/09
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : A - MULTIPLEX CINEMAS

VEHICLES

Selected regions and areas:

06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
11	**SCOTLAND**		
	FA	FALKIRK	1 days
14	**LEINSTER**		
	WT	WESTMEATH	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of seats
Actual Range: 1060 to 2108 (units:)
Range Selected by User: 545 to 3800 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 03/12/09

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

Selected survey days:
Friday 3 days

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

Selected survey types:
Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town Centre 3

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

Selected Location Sub Categories:
Retail Zone 1
Built-Up Zone 2

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

Filtering Stage 3 selection:

Use Class:

D2	3 days

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

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 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:

No	3 days

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

LIST OF SITES relevant to selection parameters

1 **FA-07-A-01** **CINEWORLD** **FALKIRK**
STIRLING ROAD

FALKIRK
Edge of Town Centre
Built-Up Zone
Total Number of seats: 2108
Survey date: FRIDAY *27/04/07* *Survey Type: MANUAL*

2 **SH-07-A-02** **CINEWORLD** **SHROPSHIRE**
OLD POTTS WAY

SHREWSBURY
Edge of Town Centre
Built-Up Zone
Total Number of seats: 1500
Survey date: FRIDAY *19/06/09* *Survey Type: MANUAL*

3 **WT-07-A-01** **IMC** **WESTMEATH**
JOHN BRODERICK STREET

ATHLONE
Edge of Town Centre
Retail Zone
Total Number of seats: 1060
Survey date: FRIDAY *22/06/07* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CN-07-A-01	London

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

VEHICLES

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00	3	1556	0.002	3	1556	0.007	3	1556	0.009
01:00 - 02:00	2	1280	0.000	2	1280	0.016	2	1280	0.016
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	1500	0.000	1	1500	0.000	1	1500	0.000
11:00 - 12:00	2	1804	0.000	2	1804	0.000	2	1804	0.000
12:00 - 13:00	3	1556	0.007	3	1556	0.002	3	1556	0.009
13:00 - 14:00	3	1556	0.017	3	1556	0.008	3	1556	0.025
14:00 - 15:00	3	1556	0.017	3	1556	0.007	3	1556	0.024
15:00 - 16:00	3	1556	0.018	3	1556	0.021	3	1556	0.039
16:00 - 17:00	3	1556	0.024	3	1556	0.022	3	1556	0.046
17:00 - 18:00	3	1556	0.028	3	1556	0.021	3	1556	0.049
18:00 - 19:00	3	1556	0.049	3	1556	0.022	3	1556	0.071
19:00 - 20:00	3	1556	0.065	3	1556	0.030	3	1556	0.095
20:00 - 21:00	3	1556	0.057	3	1556	0.056	**3**	**1556**	**0.113**
21:00 - 22:00	**3**	**1556**	**0.066**	3	1556	0.040	3	1556	0.106
22:00 - 23:00	3	1556	0.012	3	1556	0.058	3	1556	0.070
23:00 - 24:00	3	1556	0.004	**3**	**1556**	**0.061**	3	1556	0.065
Total Rates:			0.366			0.371			0.737

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:	1060 - 2108 (units:)
Survey date date range:	01/01/05 - 03/12/09
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS

VEHICLES

Selected regions and areas:

05 EAST MIDLANDS

DS	DERBYSHIRE	1 days
LE	LEICESTERSHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	425 to 450 (units: sqm)
Range Selected by User:	150 to 2400 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 24/10/13

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:

Saturday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	1

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

Filtering Stage 3 selection:

Use Class:

A3	2 days

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

Population within 1 mile:

25,001 to 50,000	2 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Travel Plan:

No	2 days

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

LIST OF SITES relevant to selection parameters

1 DS-06-B-01 LITTLE FRANKIES DERBYSHIRE
CORN MARKET

DERBY
Town Centre
Built-Up Zone
Total Gross floor area: 425 sqm
Survey date: SATURDAY *20/06/09* *Survey Type: MANUAL*

2 LE-06-B-01 THAI RESTAURANT LEICESTERSHIRE
BRAUNSTONE GATE

LEICESTER
Edge of Town Centre
Commercial Zone
Total Gross floor area: 450 sqm
Survey date: SATURDAY *19/05/07* *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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	425	0.000	1	425	0.000	1	425	0.000
10:00 - 11:00	2	438	0.000	2	438	0.000	2	438	0.000
11:00 - 12:00	2	438	0.343	2	438	0.114	2	438	0.457
12:00 - 13:00	2	438	1.257	2	438	0.571	2	438	1.828
13:00 - 14:00	2	438	1.486	2	438	1.257	2	438	2.743
14:00 - 15:00	2	438	1.143	**2**	**438**	**1.714**	2	438	2.857
15:00 - 16:00	2	438	0.457	2	438	0.800	2	438	1.257
16:00 - 17:00	2	438	0.800	2	438	0.457	2	438	1.257
17:00 - 18:00	2	438	0.686	2	438	0.343	2	438	1.029
18:00 - 19:00	2	438	0.571	2	438	0.914	2	438	1.485
19:00 - 20:00	2	438	1.486	2	438	1.600	2	438	3.086
20:00 - 21:00	2	438	1.029	2	438	0.686	2	438	1.715
21:00 - 22:00	**2**	**438**	**2.057**	2	438	1.714	**2**	**438**	**3.771**
22:00 - 23:00	2	438	0.343	2	438	0.686	2	438	1.029
23:00 - 24:00	2	438	0.000	2	438	0.914	2	438	0.914
Total Rates:			11.658			11.770			23.428

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:	425 - 450 (units: sqm)
Survey date date range:	01/01/06 - 24/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys manually removed from selection:	0

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