Proposed Industrial Development
Barrowfield Road, Thurnscoe

Transport Assessment

December 2016







FAIRHURST

CONTROL SHEET

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1 Introduction

1.1 General

1.1.1 This Transport Assessment (TA) has been prepared on behalf of Balmoral Tanks Ltd to supplement a planning application for a proposed industrial development comprising a 5,540sqm manufacturing factory with 1,034sqm of integrated office space on land to the south of Barrowfield Road, Thurnscoe. The report considers transportation matters associated with the proposal.

1.1.2 The proposed development would accommodate the relocation of the existing Balmoral Tanks Ltd unit from their existing site at Wombwell, Barnsley to provide improved facilities and more space. The work force at the existing unit are to be retained at the proposed unit.

1.2 Site Location

1.2.1 The site is located to the south of Barrowfield Road, Thurnscoe. The site location is shown in Figure 1-1.



Figure 1-1: Site Location

1.3 Planning History

1.3.1 The site is located to the south-east of Thurnscoe on Thurnscoe Business Park, which was granted planning permission in 1991. The area to the north and west of the business park is predominantly residential with parkland to the south and east.

1.3.2 The site is allocated for employment within the Local Plan Publication Draft 2016 as site reference D3 Thurnscoe Business Park and was granted planning consent in 2007 for industrial us, however this has now lapsed.

1.4 Correspondence

1.4.1 In advance of this report being prepared a Scoping Note was submitted by email to Barnsley Metropolitan Borough Council (BMBC) outlining matters that were proposed for consideration, trip rates for the proposed development, and other relevant factors. Scoping correspondence is contained within Appendix A.

2 Planning Policy Context

2.1 National Planning Policy

2.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF supersedes a number of documents, including Planning Policy Guidance 13: Transport.

2.1.2 At paragraph 14 it is stated that:

'At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.'

2.1.3 Section 4 of NPPF outlines the Government's planning policies for promoting sustainable transport. The section begins at paragraph 29, which states:

'Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.'

2.1.4 Paragraph 32 states that; *'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.*

2.1.5 In accordance with the Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' this Transport Assessment addresses key issues including:

1. assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms
2. assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport

3. highlight and promote opportunities to reduce the need for travel where appropriate
4. identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate
5. consider the cumulative impacts of existing and proposed development on transport networks
6. assess the quality and capacity of transport infrastructure and its ability to meet forecast demands
7. identify the short, medium and long-term transport proposals across all modes

2.2 Local Policy

2.2.1 Local Policy that can be used to guide the development is largely defined by:

- The Adopted Barnsley Core Strategy – (September 2011)
- Local Plan Publication Draft 2016
- LDF Supplementary Planning Document 'Parking' – (March 2012)
- Barnsley Unitary Development Plan (December 2000)
- Sheffield City Region Transport Strategy 2011-2026

2.2.2 The Adopted Barnsley Core Strategy outlines proposals for development and land use to 2026. This will be replaced by the Local Plan once it is adopted, which will:

- Allocate sites for employment land to support our economic needs and aspirations
- Allocate housing sites to support the economy and to provide an appropriate land supply to meet needs
- Set the planning context for Barnsley Town Centre
- Protect and enhance green spaces and green infrastructure that contribute towards improving quality of life
- Contain policies to secure appropriate high quality development and to protect and enhance what is special about Barnsley and its environment

2.2.3 The published Local Plan allocates Thurnscoe Business Park under Policy Site D3 for business and industrial use. The Plan also sets out specific policies for ensuring that new developments contribute to delivering sustainable communities within the city. A number of the transport policies identified within the LDP have relevance to the development and these include:

- Policy T1 – Accessibility Priorities
- Policy T3 – New Development and Sustainable Travel
- Policy T4 – New Development and Highway Improvement
- Policy T5 – Reducing the Impact of Road Travel

2.2.4 Until the adoption of the emerging Local Plan, some policies for the Unitary Development Plan have been retained including:

- T3 Existing Strategic Highway Network
- T4 Strategic Highways Proposals
- T5 Protected Highway Alignments
- T8 Highways Maintenance

2.2.5 The identified goals within the Sheffield City Region Transport Strategy 2011-2026 include:

- *'support the economic growth of SCR'*
- *'enhance social inclusion and health'*
- *'reduce the emissions from vehicles'*
- *'make transport increasingly safe and secure'*

3 Site Accessibility Audit and Proposals

3.1 General Accessibility

3.1.1 To encourage future staff based at the unit in question to travel to and from the site via alternative means other than the car it is particularly important that they are made aware of the sustainable transport alternatives that are available and of aspects of the site's infrastructure that have been designed to assist and encourage their use. The following sections consider site accessibility giving particular attention to those needs.

3.2 Walking Accessibility

3.2.1 Walking is the most important mode of transport at the local level and can replace short car trips in journeys under 2km, which contribute to congestion and pollution, as well as 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.

3.2.2 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.

3.2.3 The IHT publication "Providing for Journeys on Foot" identifies suggested acceptable walking distances for commuting, school and sight-seeing as follows with times based on a walking speed of (1.4m/s).

Desirable 500m	6 minutes
Acceptable 1000m	12 minutes
Preferred maximum 2000m	24 minutes

3.2.4 For future employees, it is considered that the site is situated within the preferred maximum walking distance of numerous local residential areas, as well as bus facilities and Thurnscoe Railway Station; thus making travel to work journeys by active / public transport a feasible option.

3.2.5 Furthermore, Manual for Streets offers the following guidance in Section 4.4 "The Walkable Neighbourhood":

> *"4.4.1 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 PPG 13 states walking offers the greatest potential to replace short car trips, particularly those under 2 km".*

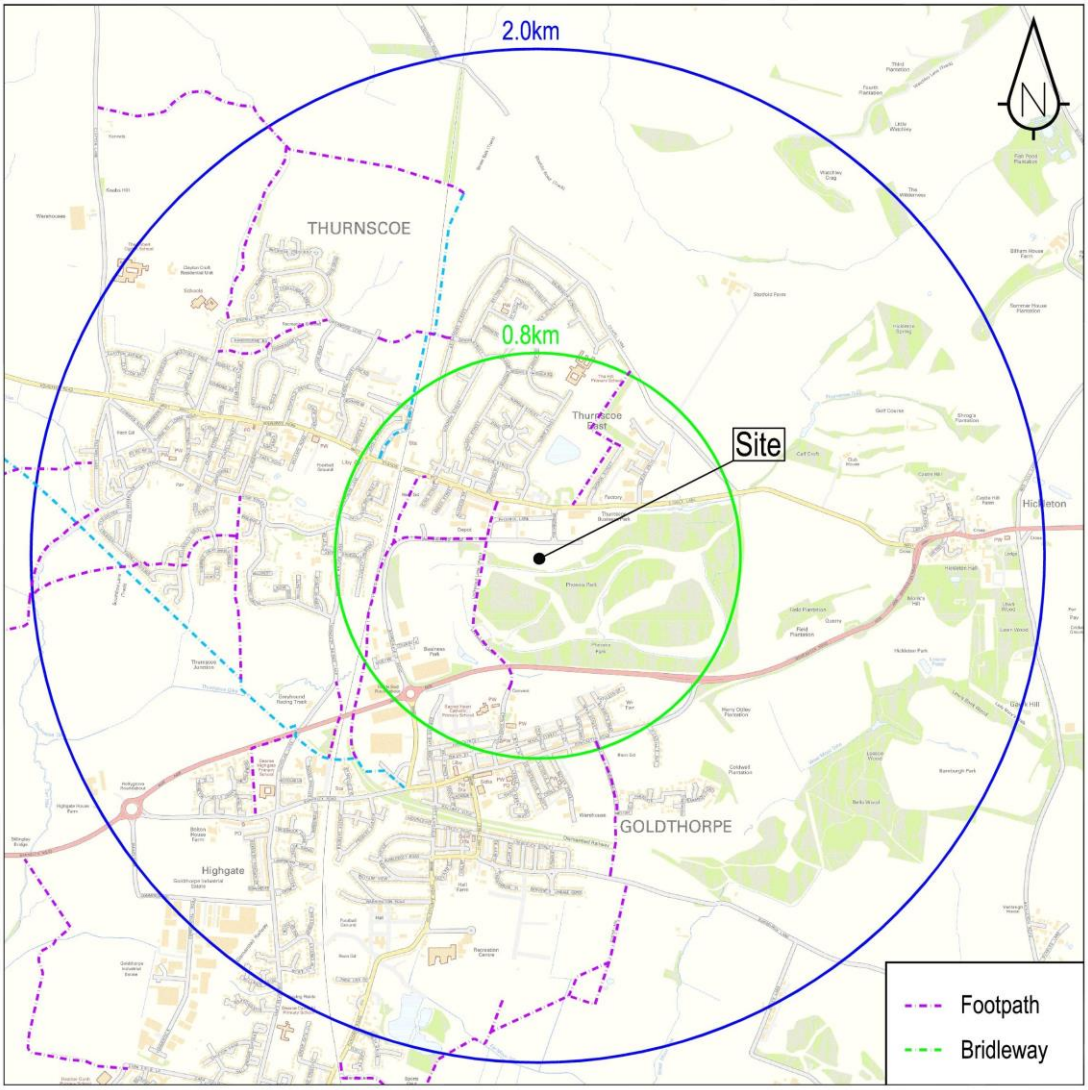


Figure 3-1: Walking Radii

3.2.6 It is noted that PPG 13 has been superseded by NPPF but the general guidance offered in Manual for Streets is considered relevant. Whilst this guidance refers to residents, it is considered that the principles are also applicable to employees, for instance lunch-time journeys.

3.2.7 **Figure 3-1** below and within **Appendix B** indicates destinations which lie within an 800m and 2km radius of the centre of the site, which include an ASDA Supermarket, Thurnscose Railway Station and Thurnscoe village centre that provides a range of facilities and amenities. 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.

3.2.8 Lit footways are provided within Thurnscoe business park and are also present on either side of Lidget Lane, which provides a route towards the aforementioned facilities.

3.2.9 Furthermore existing pedestrian facilities include footpaths to the north and west of the site, which provide a connection to the surrounding residential areas.

3.2.10 The IHT publication "Guidelines for Planning for Public Transport in Developments" identifies maximum walking distances to bus stops as 400m with a 300m desirable value. Existing bus stops are located along Phoenix Way and Lidget Lane within 350m of the site.

3.3 Cycling Accessibility

3.3.1 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.

3.3.2 In relation to the application site; cycling distances from local residential centres within 5km, along with the corresponding cycle time based on 12 km per hour are as follows. In addition **Figure 3-2**, Appendix B and overleaf indicates destinations which lie within the normally accepted 5km radius of the application site. It is acknowledged that cycle distances 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 site is accessible by cycle.

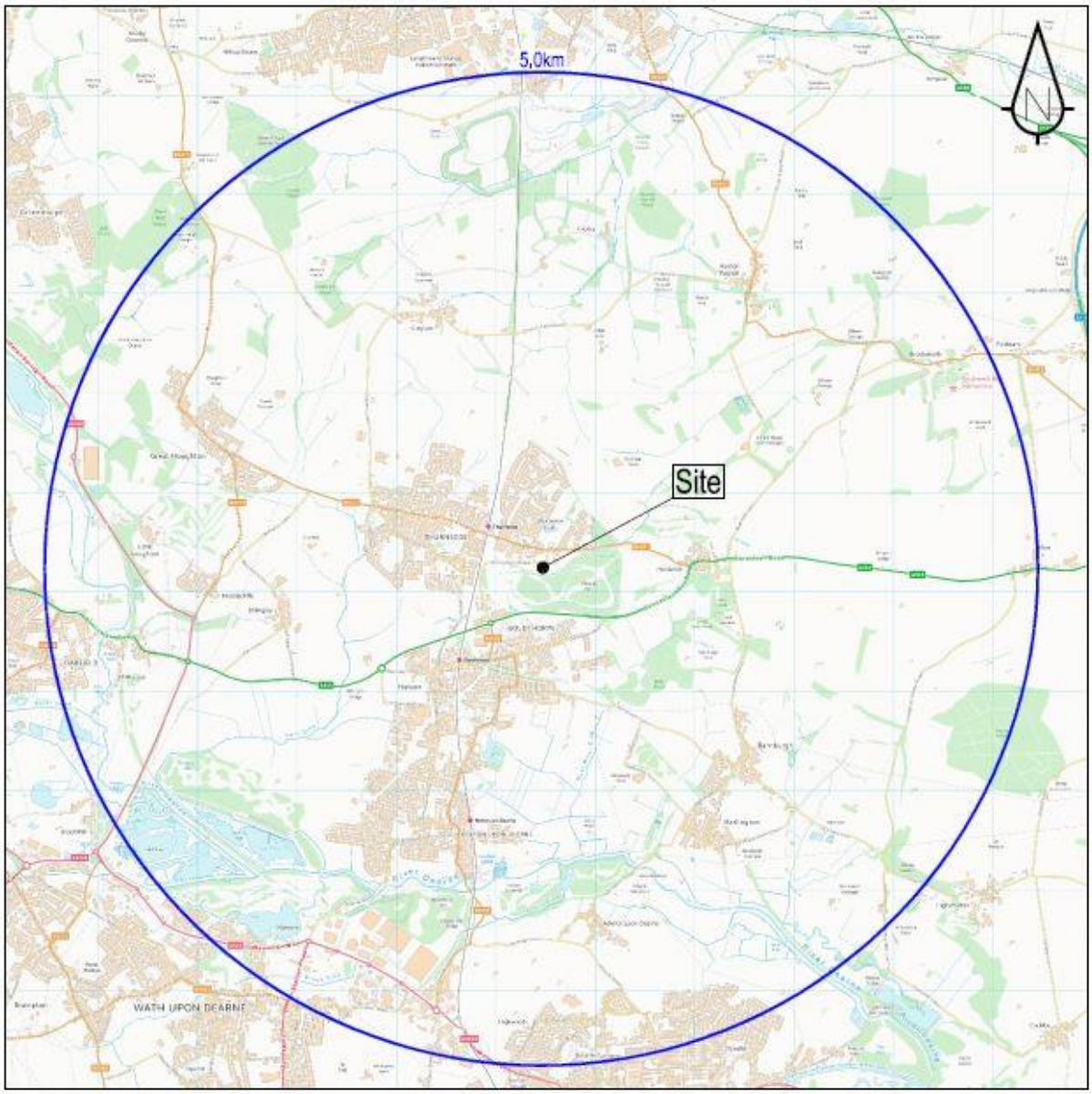


Figure 3-2: Cycling Radii

Origin	Distance	Time
Thurnscoe Railway Station	0.8km	4 minutes
Thurnscoe Centre	1.2km	6 minutes
Goldthorpe	1.4km	7 minutes
Hickleton	1.7km	8½ minutes
Bolton upon Dearne	3.2km	16 minutes
Great Houghton	3.6km	18 minutes
Barnburgh	4.0km	20 minutes
Middlecliff	4.7km	23½ minutes
Harlington	4.8m	24 minutes

3.3.3 A cycle route is located to the south of the site that can be accessed from Barrowfield Road. This route is both a walking and cycling route and is off-road and traffic free, providing a scenic and safe cycling and walking route for staff and visitors to use.

3.3.4 The route can be followed south to the centre of Goldthrope.

3.4 Public Transport

3.4.1 Bus stops are located along Phoenix Lane and Lidget Lane within 350m of the site. Figure 3-3 below and within Appendix B illustrates the location of bus stops in the vicinity of the site

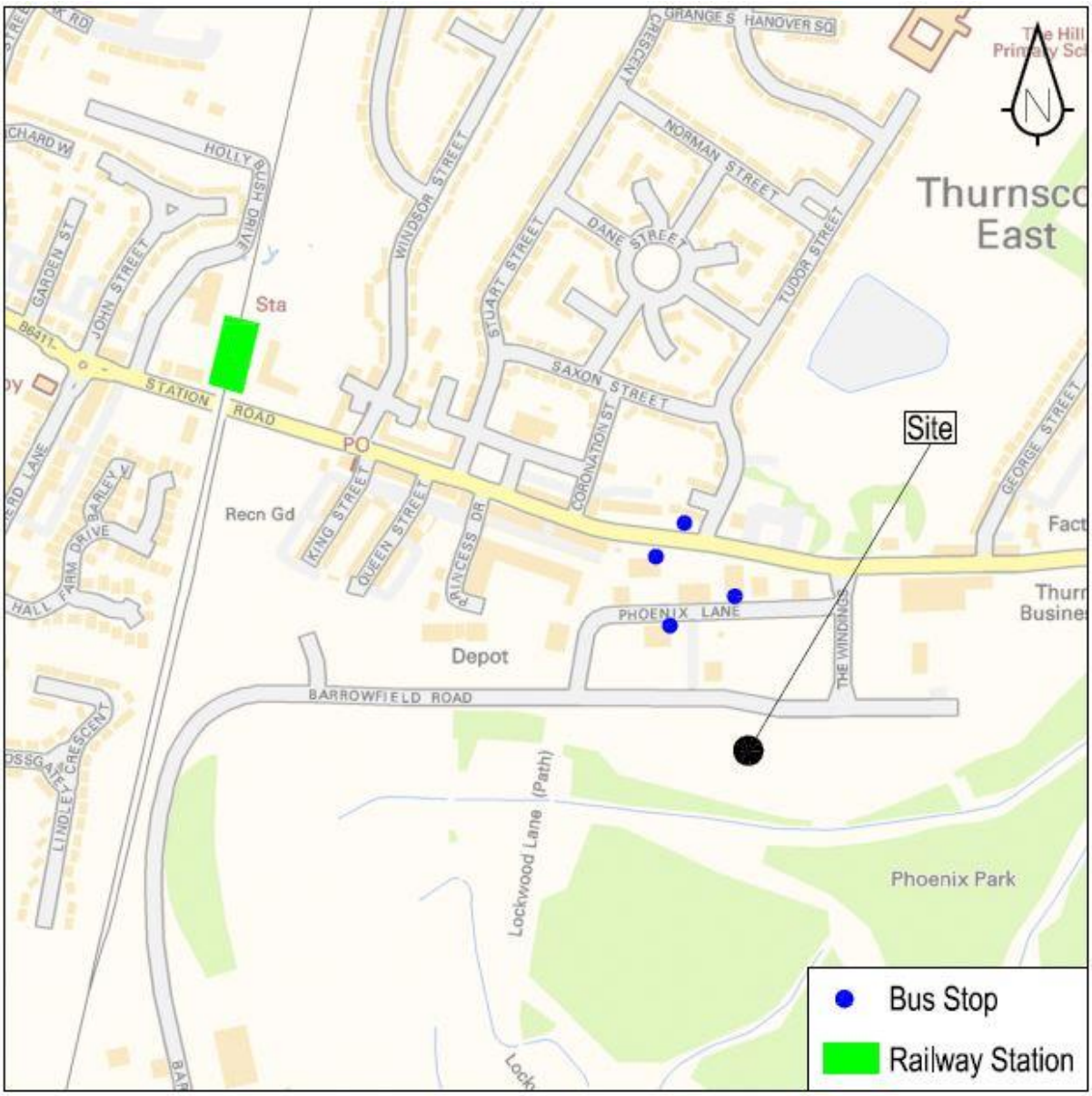


Figure 3-3 Location of nearby bus stops

3.4.2 A pole stop with timetable information is provided at all of the above stops and the services at these stops are summarised in Table 3-1.

Operator	Service	Route	Weekly Service	Nearest Bus Stop
Stagecoach Yorkshire	219	Barnsley - Doncaster	Monday to Saturday *Every 60 mins* Sunday *Every 60 mins*	Phoenix Lane
Stagecoach Yorkshire	219a	Barnsley - Doncaster	Monday to Saturday *Every 60 mins*	Phoenix Lane
Note that some services will differ in destinations, routing and frequency throughout the whole day				

Table 3-1: Local Bus Services

3.4.3 Thurnscoe Railway Station is located approximately 800m west of the site which is within walking distance. Thurnscoe Railway Station is an unstaffed station providing sheltered seating/waiting facilities help point and cycle parking for up to 8 cycles.

3.4.4 This station provides frequent services to major destinations including Sheffield, Leeds, Rotherham, Wakefield and also stops at numerous local areas en-route to these.

3.5 Accessibility Summary

3.5.1 It is considered that the site has good access by both “active transport” to local facilities and to public passenger transport nodes. As such staff and visitors to the development will have a realistic choice of sustainable travel options.

4 Development Details

4.1 Existing Site and Surrounding Roads

4.1.1 The site forms part of the former Hickleton Colliery which was redeveloped as a business and industrial park following the grant of planning permission in 1991. The site is currently vacant and is bound by Barrowfield Road to the north. Barrowfield Road forms part of an industrial estate also including Phoenix Lane and The Windings.

4.1.2 Approximately 1km to the south-west, Barrowfield Road meets the A635 and B6098 at a roundabout junction, whilst it forms the major arm of a major/minor priority junction with The Windings on the site frontage. The Windings is also the minor arm of a major/minor priority junction with Lidget Lane approximately 135m to the north, which in turn forms the minor arm of a major/minor priority junction with the A635 Doncaster Road approximately 1.5km to the east, on entry to the village of Hickleton.

4.1.3 Phoenix Lane forms the minor arm of major/minor priority junctions with Barrowfield Road at the north-west corner of the site and The Windings approximately 90m north of the site. Phoenix Lane and Barrowfield Road form part of a bus route with stops provided 350m walking distance from the site on both roads (this is detailed further in Chapter 3). Lidget Lane is also a bus route with stops provided approximately 150m west of the junction with The Windings.

4.1.4 Barrowfield Road and The Windings are subject to a speed limit of 30mph with street lighting and footways provided along both sides of the carriageway and this is also the case for Lidget Lane to the east of the junctions with The Windings. To the west of the junction the speed limit reduces to 20mph for traffic travelling to/ from Thurnscoe.

4.2 Personal Injury Accident Records

4.2.1 The Crashmap database has been viewed for the area surrounding the site and this identifies one slight accident on the site frontage in the most recent five year period available, up to the end of 2015.

4.2.2 This accident was recorded in 2015 and was a collision between a car turning right and an oncoming car at the junction between Barrowfield Road and The Windings. The accident listing is included at Appendix C. Accident records do not show any significant road safety concern or accident pattern due to road geometry. There is no reason to believe that the development would change that position.

4.3 Proposed Development

4.3.1 Balmoral Tanks propose an industrial development comprising a 5,540sqm manufacturing factory with 1,034sqm of integrated office space.

4.3.2 Balmoral Tanks intend to transfer their existing operation at Wombwell (some 8km to the south-west from the site) to the proposed site, which would accommodate a total of approximately 60 staff; 40 office based and 20 in the manufacturing areas.

4.3.3 The proposed site layout is included at Appendix D and an extract is shown in Figure 4-1.

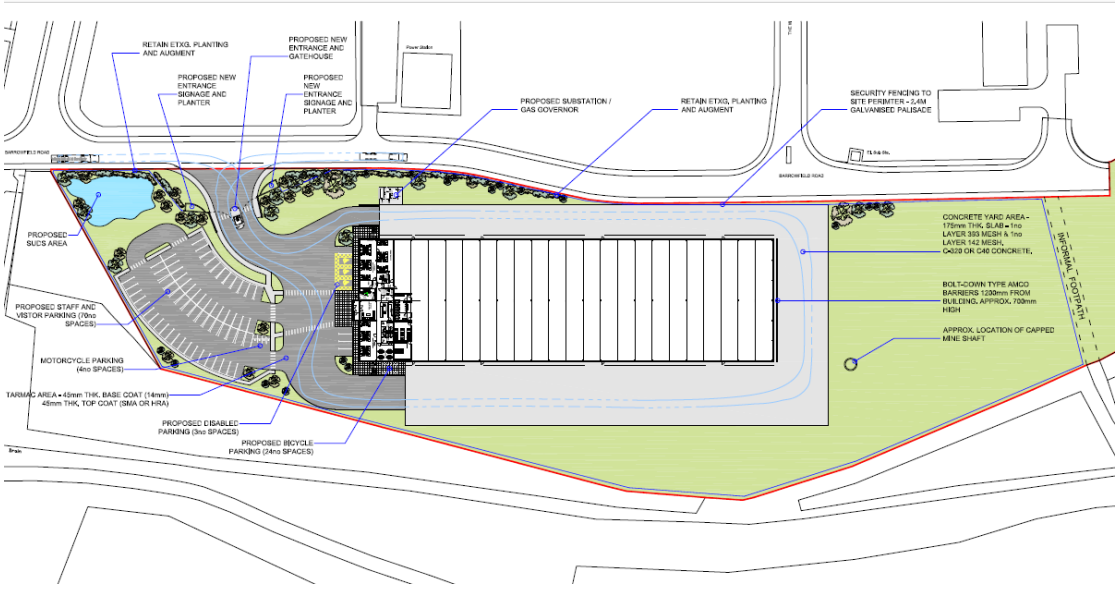


Figure 4-1: Proposed Site Layout

4.4 Access

4.4.1 Both vehicle and pedestrian access is proposed via a new access from Barrowfield Road; approximately 50m to the east of the western site boundary. The access is proposed to be barrier controlled and has been designed to accommodate the swept path of an articulated vehicle with twin steered trailer.

4.4.2 The gatehouse is located such that HGV trailers would not overhang the carriageway on Barrowfield Road when entering the site.

4.4.3 The junction spacing between the centre line of the site access and Phoenix Lane is over 60m, whilst the spacing with the access to the east is approximately 50m.

4.5 Parking

4.5.1 Barnsley Metropolitan Borough Councils Supplementary Planning Document 'Parking' provides guidance on parking standards for developments. The applicable standards for the development are summarised in the following table:

Development	Car Parking (max)	Disabled Parking	Motorcycle Parking	Cycle Parking (min)
Office	1 spaces per 30sqm GFA	4% of total car parking, and should be in addition to normal spaces	1 space with secure anchor point per 20 car parking spaces	1 long stay space per 400sqm GFA + 1 short stay space per 1000sqm GFA
B2 General Industry	1 space per 30 – 50sqm GFA	4% of total car parking, and should be in addition to normal spaces	1 space with secure anchor point per 20 car parking spaces	Staff - 1 long stay space per 300sqm GFA

Table 4-1: Barnsley MBC Parking Standards

4.5.2 This equates to 34 spaces for the offices and between 111 and 185 spaces for the industrial area. Given that only 20 staff are to be employed within the manufacturing element providing the maximum B2 standard would clearly result in a significant overprovision of car parking. A total of 73 car parking spaces are proposed, inclusive of 3 disabled spaces (meeting the 4% requirement) and visitor parking. This represents a significant reduction from what could be provided, but is considered to be appropriate based on site specific characteristics and staffing proposals. There would be potential to increase car parking provision in future if the need ever arose.

4.5.3 A minimum of 19 cycle parking spaces would be required for the B2 element, however 24 are proposed adjacent to the south-west corner of the building to further encourage cycling trips. 4 motorcycle spaces are also proposed, which is in line with the Council's standards

4.6 Servicing

4.6.1 Servicing is proposed to be undertaken using a clockwise one-way route with vehicles entering along the north of the building and exiting to the west as shown on the proposed site layout plan.

5 Trip Generation and Distribution

5.1 Proposed Development Trip Generation

5.1.1 The TRICS database has been used to calculate multi-modal trip generations for the proposed development using the industrial unit category and including only edge of town sites to reflect the location of the site. The TRICS data is included at Appendix E.

5.1.2 The multi-modal trip rates and resulting trip generations are summarised in Table 5-1 and Table 5-2. Trip rates are per 100sqm of gross floor area (GFA).

Trip Rate (per 100sqm GFA)				
	08:00-09:00		17:00-18:00	
	Arrival	Departure	Arrival	Departure
Total People	1.994	0.291	0.149	1.610
Vehicle Occupants	1.867	0.281	0.138	1.472
Pedestrians	0.117	0.010	0.010	0.123
Cyclists	0.010	0.000	0.000	0.010
Public Transport	0.000	0.000	0.000	0.005

Table 5-1: Industrial Multi-Modal Trip Rate Per 100m² GFA

Trip Rate (per 100sqm GFA)				
	08:00-09:00		17:00-18:00	
	Arrival	Departure	Arrival	Departure
Total People	110	16	8	89
Vehicle Occupants	103	16	8	82
Pedestrians	6	1	1	7
Cyclists	1	0	0	1
Public Transport	0	0	0	0

Table 5-2: Accommodation Multi-Modal Trip Generation

5.1.3 The same TRICS parameters have been used to calculate vehicle trip rates, which are summarised as follows together with the resulting traffic generation.

	Trip Generation (6,574sqm GFA)					
	08:00-09:00			17:00-18:00		
	Arrival	Departure	Total	Arrival	Departure	Total
Trip Rate per 100sqm	0.538	0.147	0.685	0.089	0.521	0.61
Trips	35	10	45	6	34	40

Table 5-3: Vehicle Trip Generation

5.1.4 This level of traffic generation would equate to a vehicle every 80-90 seconds on average, which would not have a material impact on the local highway network.

5.2 Visitor and Servicing Trip Generation

5.2.1 Balmoral Tanks have provided information on the number of visitors and deliveries per month to the existing unit between July and September to provide an indication of the level of trips that could be expected at the proposed site. These are shown in Table 5-4 below:

Date/Month	Visiting Balmoral Staff	Delivery Drivers	Visitors
July	60	152	60
August	43	140	64
September	42	122	87

5.2.2 The busiest of these months was July with a total of 272 trips. There were 21 workings days in July and the 272 trips equates to an average of 13 visitors/ deliveries per day. Breaking this down further, this equates to an average of less than 2 visitors/ deliveries per hour.

5.2.3 With regard to HGV trips, 152 visits were made by delivery drivers during July, equating to an average of 7 per day or less than 1 per hour.

6 Travel Plan Framework

6.1 Baseline Modal Split

6.1.1 Travel surveys have been undertaken of staff that would transfer to the proposed development from the existing Balmoral Tanks site at Wombwell. A total of 35 responses were received and the intended modal split based on survey responses is summarised as follows:

Car driver - 28 (80%)

Car share - 3 (8%)

Train – 2 (6%)

Cycle – 1 (3%)

Motorcycle – 1 (3%)

6.1.2 The surveys also identified the postcodes of existing staff, which can be used to identify where staff live, as shown on Figure 6-1.

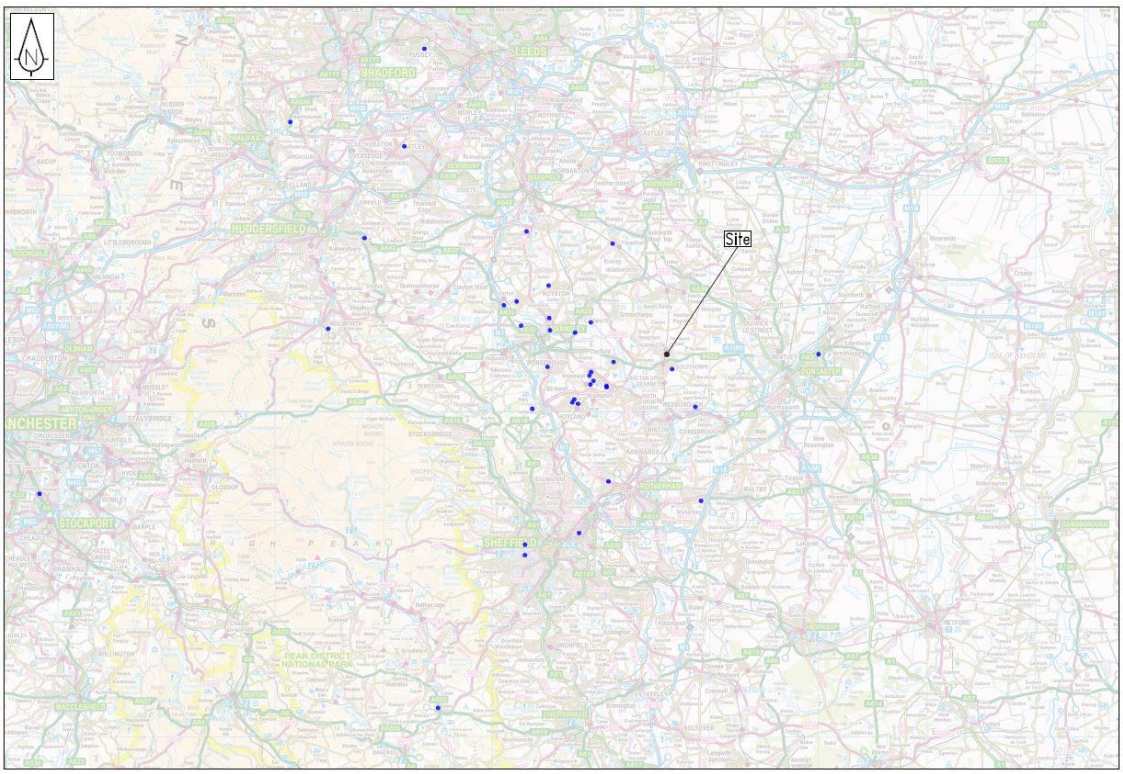


Figure 6-1 Staff Residency

6.1.3 Staff were asked whether they would consider using other forms of transport and 9 staff said they would consider car sharing, 6 public transport and 3 each walking and cycling.

6.1.4 A further question was what would encourage staff to try a different form of transport and 17 staff said nothing would encourage them. The most popular answer was a car sharing scheme (5 people) and this will be implemented at the new unit. Other answers included the use of showers/ lockers (3 people), cycle parking (2 people) and reduced public transport costs (4 people). Cycle parking in excess of the Council's requirement and showers are proposed as part of the development.

6.2 Travel Plan Aims and Objectives

6.2.1 The site is suitably located to take advantage of the existing sustainable transport infrastructure on the adjacent transport network. A Staff Travel Pack is to be prepared and distributed to all staff working at the proposed development. The aims of this being to:

- Increase awareness among staff of travel choices and implications
- Facilitate and promote more active forms of travel
- Increase the share of staff travelling by walking, cycling or public transport
- Promote the personal health benefits of active travel
- Reduce single car occupancy trips by promoting car sharing and use of public transport.

6.2.2 The Staff Travel Pack would need to be reviewed, monitored and updated regularly to account for any changes to public transport and other infrastructure.

6.3 Framework for the preparation of the Staff Travel Pack

6.3.1 It is the intention of the developer to liaise with the Council during the development of the Staff Travel Pack. The undernoted general headings would form the framework for developing the Staff Travel Pack.

- Walking and cycling maps
- Introduction
- Walking
- Cycling
- Public Transport (bus, taxi and trains)
- Car sharing / including details of Car Share South Yorkshire – free online car sharing scheme.
- General travel information

6.3.2 All sections would include details such as:

- Short introduction to the mode describing links to the surrounding network
- Benefits of sustainable travel by each mode relevant to the individual (such as health and saving money / time) rather than improvements for society / environment as a whole

- For walking, cycling and bus a table of distances and time taken to travel from local areas. Reference would also be made to any costs / change required for bus travel
- Relevant website / contacts including local groups such as – www.walkingforhealth.org.uk, https://southyorkshire.liftshare.com, https://bikebudi.liftshare.com/default.asp, http://www.cycle2work.info/, www.travelsouthyorkshire.com/travel_information/buses/YourNextBus+Introduction.htm

6.3.3 The Travel Pack will contain information on the health benefits of active travel, directing staff to websites such as www.sustrans.org.uk and www.healthyliving.gov.uk. Tips for active travel include:

- Think "healthy living" before you travel – every time you use your legs it does you good
- If your trip is a short distance or so, try walking – or walk some of the way if it is too far
- Start your active lifestyle gently, by walking part of the way, or taking a bus home
- If you are thinking about cycling, try out your route at the weekend first
- Try walking or cycling to work every day and see how much fitter you feel

6.3.4 The Travel Pack should also contain information on the environmental damage of CO2 emissions resulting from car use. Hints for reducing environmental damage created by car use could include:

- Try to avoid using a car for short journeys – use public transport, cycle or walk
- Plan ahead – choose uncongested routes, combine trips or car share
- Cold starts – drive away as soon as possible after starting
- Drive smoothly and efficiently – harsh acceleration and heavy braking have a very significant effect on fuel consumption, driving more smoothly saves fuel
- Slow down – driving at high speeds significantly increases fuel consumption
- Use higher gears as soon as traffic conditions allow
- Switch off – sitting stationary is zero miles per gallon, switch off the engine whenever it is safe to do so
- Lose weight – don't carry unnecessary weight, remove roof racks when not in use.

7 Summary and Conclusion

7.1 Summary

7.1.1 This Transport Assessment (TA) has been prepared on behalf of Balmoral Tanks Ltd to supplement a planning application for a proposed industrial development comprising a 5,540sqm manufacturing factory with 1,034sqm of integrated office space on land to the south of Barrowfield Road, Thurnscoe.

7.1.2 Balmoral Tanks intend to transfer their existing operation at Wombwell (some 8km to the south-west from the site) to the proposed site, which would accommodate a total of approximately 60 staff; 40 office based and 20 in the manufacturing areas.

7.1.3 Both vehicle and pedestrian access is proposed via a new access from Barrowfield Road, located approximately 50m to the east of the western site boundary. The access is proposed to be barrier controlled.

7.1.4 The proposed development site is accessible by a number of sustainable transport modes including; bus, rail, walking and cycling. There are bus stops and a railway station within viable walking distance to the site that offer regular links to the town centre, Doncaster, Sheffield and therefore the wider transport network.

7.1.5 The trip generation assessment confirms that the development would not have any material transport impact on the surrounding highway and transportation network.

7.1.6 In summary, the site is accessible by sustainable transport and measures within the development would effectively promote sustainable travel by staff. Vehicle trip generation of the development would be relatively modest. Overall, the proposals are considered to be satisfactory in transportation terms and in accordance with local, regional and national transport planning policy.

Appendix A

Scoping Correspondence

Mark Devenish

From: Ross McDonald <ross.mcdonald@fairhurst.co.uk>
Sent: 21 October 2016 12:03
To: barbarawilson@barnsley.gov.uk
Cc: Alastair Scott-Kiddie
Subject: 116641 - Barrowfield Road, Thurnscoe for Balmoral Tanks
Attachments: Site Plan - Barrowield Road, Thurnscoe.pdf; TRICS Industrial Units.pdf

Barbara,

We are acting for Balmoral Tanks who propose to move from their existing site at 321 Hough Ln, Wombwell to a new vacant site at Barrowfield Road, Thurnscoe. The Thurnscoe site location is attached. It is the 7.3 acre site that Balmoral would move to, and it is that area which would be subject to a planning application by them. Our client's planning consultant, Ryden, met with your planning colleague Matthew Smith on 5th October to discuss this project.

Balmoral propose to build a manufacturing factory (5,540 sqm GFA) with integrated office space (1,034 sqm GFA). Total GFA of the building would therefore be 6,574sqm. External yard space around the building would be 6,179sqm GFA. Balmoral anticipate having 60 staff on site, with 40 being office based and 20 on the manufacturing side.

Fairhurst will prepare a transportation report to support the planning application. This might be progressed by Sanderson Associates from Huddersfield, who are part of the Fairhurst group.

At this stage I would appreciate your advice on study requirements. Attached is a TRICS report based on industrial units in an Edge of Town location and industrial sub-category. From viewing the details of all sites in the report, including staff levels and working times, I would conclude that the average trip rates would be a robust representation of the Balmoral site. The industrial units contained in the TRICS report will include an element of integrated office space.

Based on the TRICS report, weekday peak hour trip rates and associated trips for a 6,574sqm building are shown in Table 1 below.

	AM Peak (08:00 - 09:00)			PM Peak (16:30 - 17:30)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate per 100sqm	0.538	0.147	0.685	0.089	0.521	0.61
Trips (6,574sqm)	35	10	45	6	34	40

Table 1 – Proposed Balmoral Tanks Development Vehicle Trips

I anticipate that vehicle trip rates shown in Table 1 would correlate well with Balmoral's staff numbers.

Based on the above I would appreciate if you could confirm junction analysis requirements for the proposal. The site will access onto Barrowfield Lane, which in turn connects to Lidget Lane to the north and the A635 in the south.

Are you aware of any other roads and transport issue that you feel would need to be addressed?

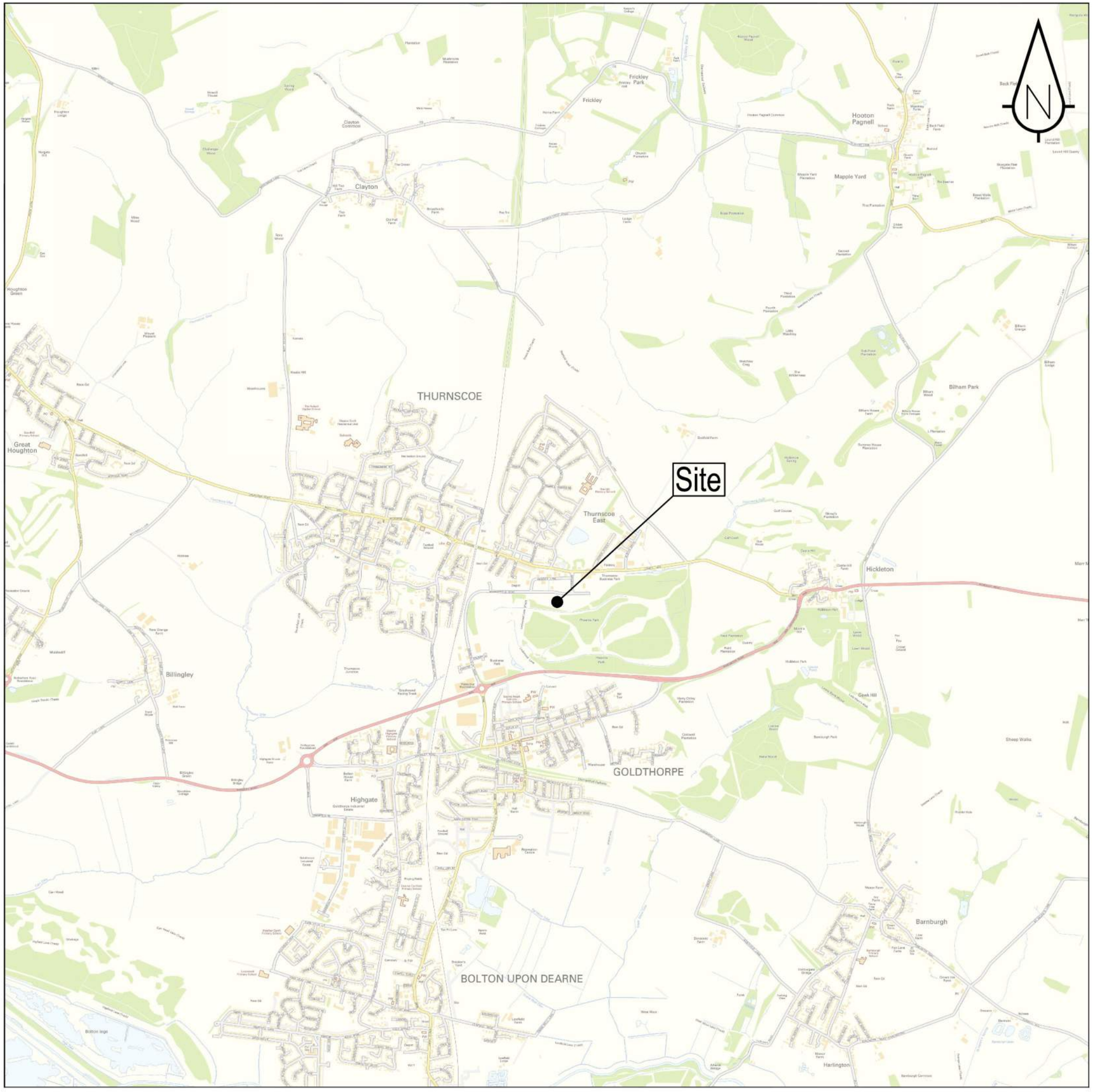
Regards

Ross McDonald
Technical Director

Fairhurst
engineering solutions, delivering results

Appendix B

Sustainable Transport Maps



FAIRHURST

Project Title:
Barrowfield Road, Thurnscoe

Drawing Title:
Site Location

Figure 1-1

KEY:

Client:

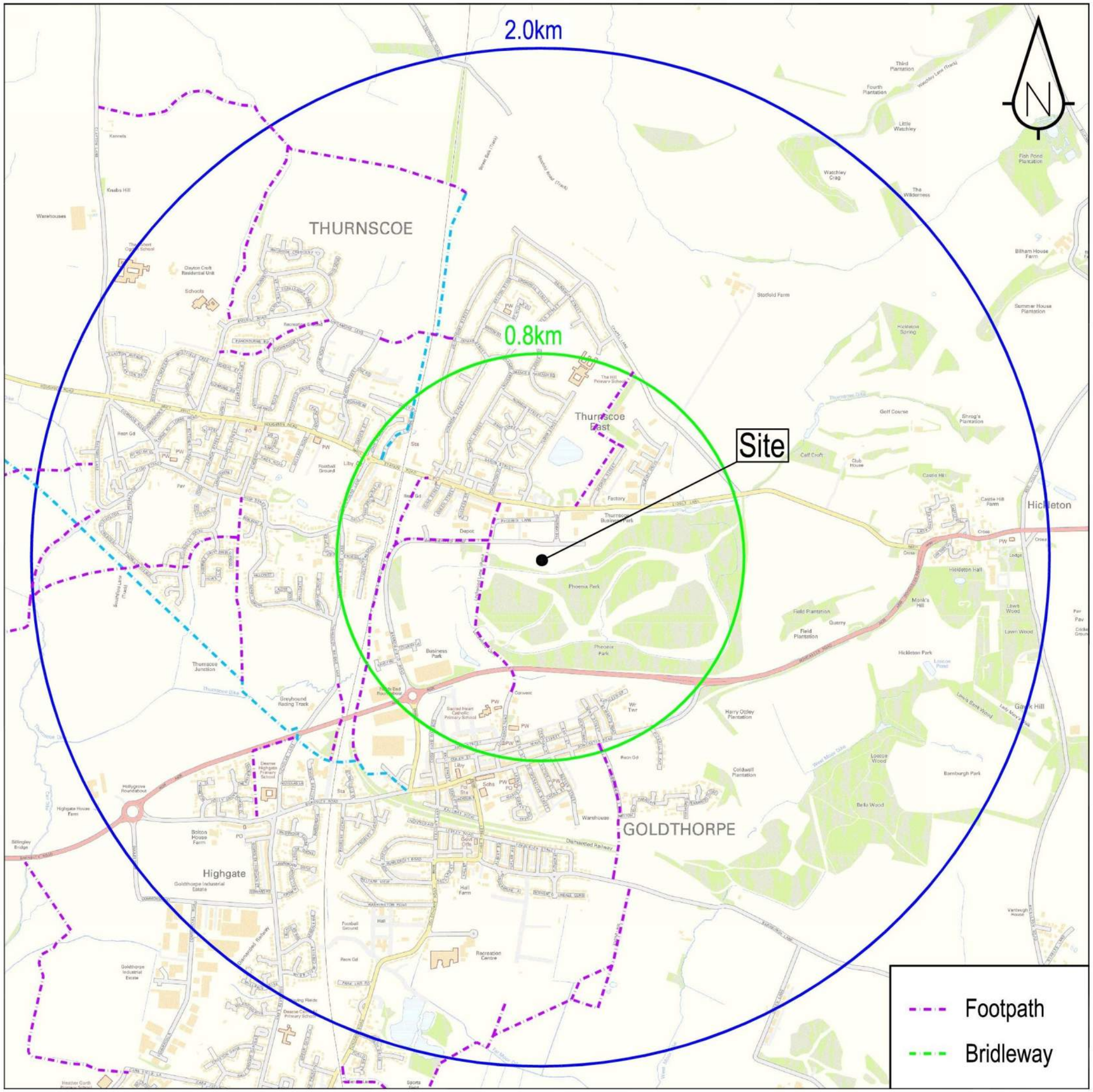
Drawn by: AA

Date: 28/11/16

88 Queens Road
Aberdeen
AB15 4YQ

T: 01224 321222
F: 01224 323201

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FAIRHURST

Project Title:
Barrowfield Road, Thurnscoe

Drawing Title:
Walking Radii

Figure 3-1

KEY:

Client:

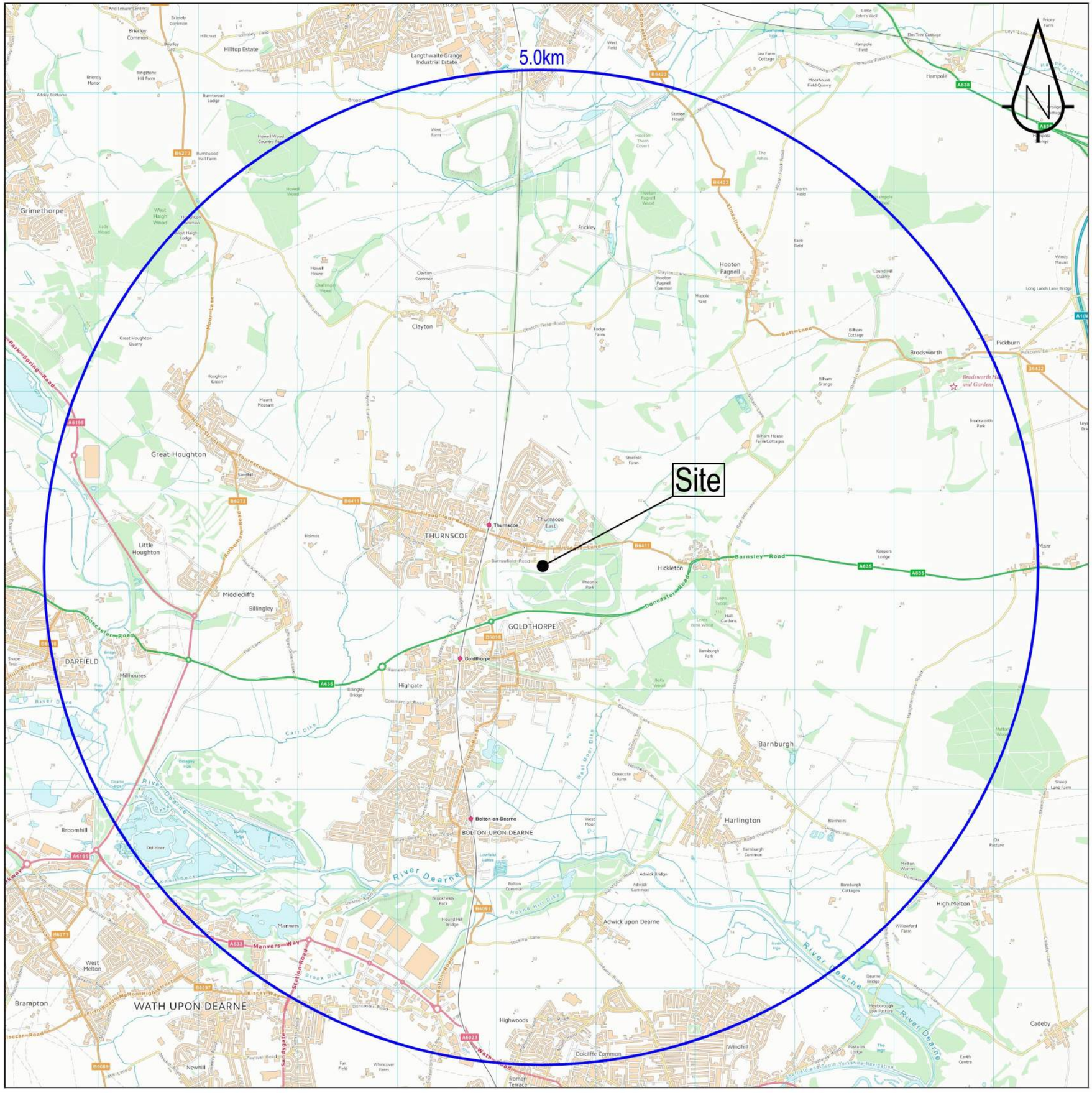
Drawn by: AA

Date: 28/11/16

88 Queens Road
Aberdeen
AB15 4YQ

T: 01224 321222
F: 01224 323201

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FAIRHURST

Project Title:
Barrowfield Road, Thurnscoe

Drawing Title:
Cycling Radius

Figure 3-2

KEY:

Client:

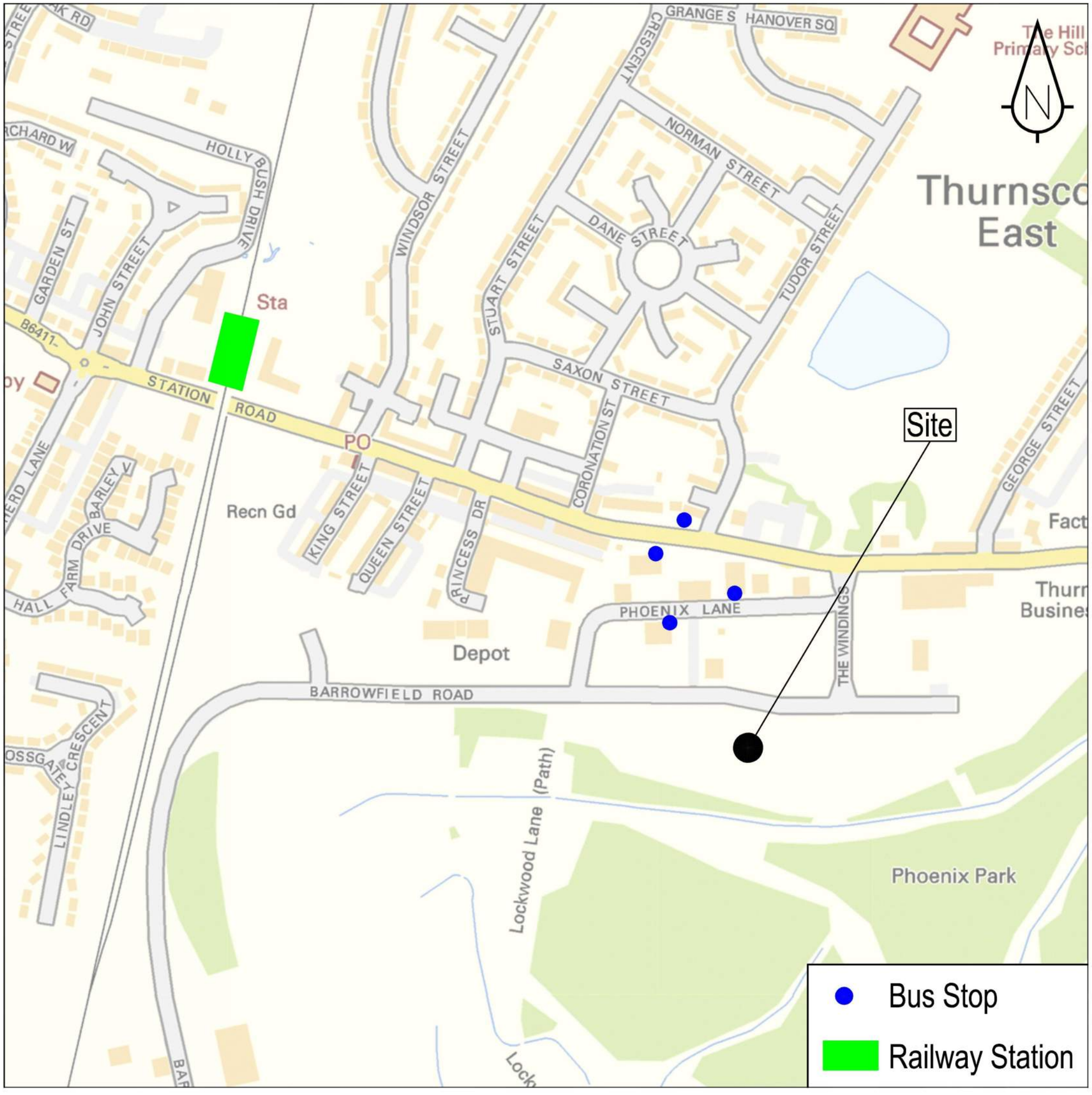
Drawn by: AA

Date: 28/11/16

88 Queens Road
Aberdeen
AB15 4YQ

T: 01224 321222
F: 01224 323201

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FAIRHURST

Project Title:
Barrowfield Road, Thurnscoe

Drawing Title:
Public Transport Facilities

Figure 3-3

KEY:

Client:

Drawn by: AA

Date: 28/11/16

88 Queens Road
Aberdeen
AB15 4YQ

T: 01224 321222
F: 01224 323201

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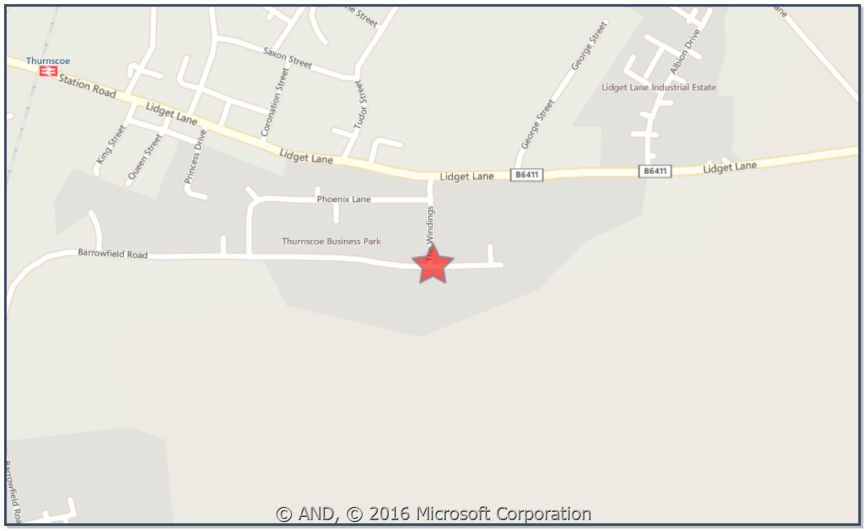
Appendix C

Accident Record

crashmap.co.uk

Crash Date:	Monday, November 30, 2015	**Time of Crash:**	2:00:00 PM	**Crash Reference:**	**201514B110715**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley			**OS Grid Reference:**	446518 405286
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
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*

powered by INSIGHTwarehouse

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 in the act of turning right	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	3	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

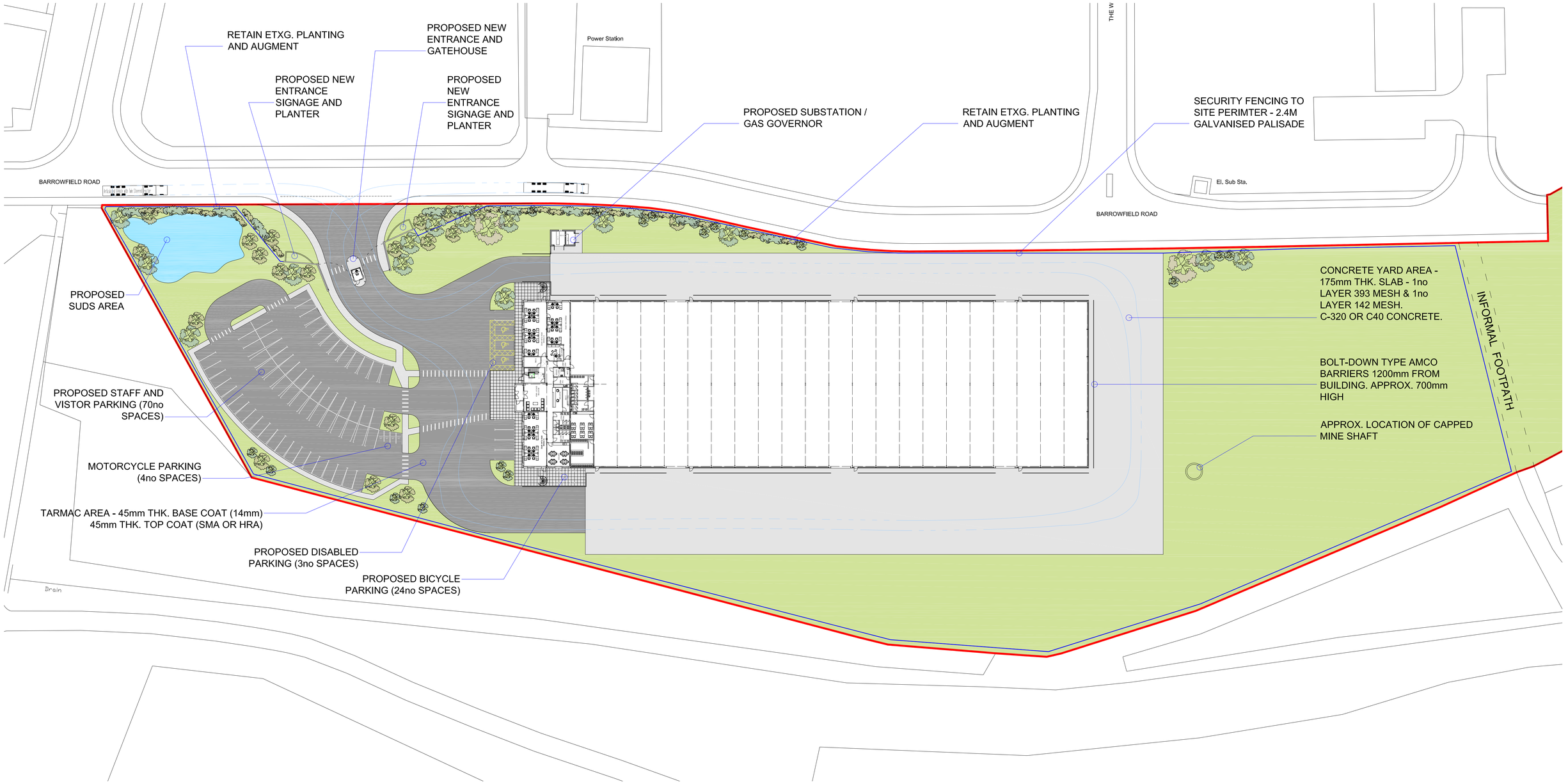
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
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

Appendix D

Proposed Site Layout



NOTE: PLANTING SHOWN IS INDICATIVE ONLY.

DENOTES PROPOSED VEHICLE TRACKING

DENOTES PROPOSED NEW BOUNDARY FENCING - 2.4M HIGH GALVANISED PALISADE

DENOTES SITE BOUNDARY

REVISIONS	DATE
B - REVISED SITE LAYOUT	2016-11-14
A - REVISED SITE LAYOUT	2016-11-01

FEASIBILITY STUDY	FS	■	TENDER ISSUE	TI	☐
BUILDING WARRANT	BW	☐	CONSTRUCTION ISSUE	CON	☐
PLANNING APPROVAL	PA	☐	AS BUILT	AB	☐

Building Consultancy
Building Surveying, Project Management, Architectural Services.
Ryden.co.uk
0131 225 6612

PROJECT
PROPOSED FACILITY, THURNSCOE, SOUTH YORKSHIRE

CLIENT
BALMORAL GROUP

DRWG. TITLE
DRAFT PROPOSED SITE LAYOUT PLAN

DRAWN BY	CHECKED BY	DATE
MF	AC	SEPTEMBER 2016

DRWG.NR.	SCALE AT A1
E2631-001-RevB	1 : 500

DO NOT SCALE FROM DRAWINGS. ALL DIMENSIONS TO BE VERIFIED ON SITE.
Ryden LLP is a limited liability partnership registered in Scotland. Registered Number S0300405

Appendix E

TRICS Data

Calculation Reference: AUDIT-109307-161124-1107

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL CYCLISTS

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
13	MUNSTER		
	WA	WATERFORD	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	MG	MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)		
	AR	ARMAGH	1 days

Filtering Stage 2 selection:

Parameter:	Gross floor area
Actual Range:	2800 to 5467 (units: sqm)
Range Selected by User:	2000 to 10000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 04/12/12

Selected survey days:

Monday	1 days
Tuesday	3 days
Thursday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	5

Selected Location Sub Categories:

Industrial Zone	2
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

B1	4 days

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	2 days
25,001 to 50,000	1 days

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	1 days

Filtering Stage 3 selection (Cont.):

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

Travel Plan:

No	5 days

LIST OF SITES relevant to selection parameters

1 AR-02-C-02 EMTEK ARMAGH
SILVERWOOD ROAD
SILVERWOOD INDUSTRIAL AREA
LURGAN
Edge of Town
Industrial Zone
Total Gross floor area: 2980 sqm
Survey date: THURSDAY 12/11/09 Survey Type: MANUAL

2 DC-02-C-07 NEW LOOK DORSET
MERCERY ROAD

WEYMOUTH
Edge of Town
No Sub Category
Total Gross floor area: 5467 sqm
Survey date: MONDAY 07/07/08 Survey Type: MANUAL

3 MG-02-C-01 ENGINEERING MONAGHAN
COOLSHANNAGH ROAD
COOLSHANNAGH
NEAR MONAGHAN
Edge of Town
No Sub Category
Total Gross floor area: 3240 sqm
Survey date: TUESDAY 04/12/12 Survey Type: MANUAL

4 WA-02-C-01 FOODS COMPANY WATERFORD
MAYPARK LANE

WATERFORD
Edge of Town
No Sub Category
Total Gross floor area: 2800 sqm
Survey date: TUESDAY 18/11/08 Survey Type: MANUAL

5 WM-02-C-03 INDUSTRIAL GLASS WEST MIDLANDS
DOWNING STREET

SMETHWICK
Edge of Town
Industrial Zone
Total Gross floor area: 5070 sqm
Survey date: TUESDAY 06/11/12 Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	3911	0.000	5	3911	0.000	5	3911	0.000
07:30 - 08:00	5	3911	0.015	5	3911	0.000	5	3911	0.015
08:00 - 08:30	5	3911	0.005	5	3911	0.000	5	3911	0.005
08:30 - 09:00	5	3911	0.005	5	3911	0.000	5	3911	0.005
09:00 - 09:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
09:30 - 10:00	5	3911	0.005	5	3911	0.000	5	3911	0.005
10:00 - 10:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
10:30 - 11:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
11:00 - 11:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
11:30 - 12:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
12:00 - 12:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
12:30 - 13:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
13:00 - 13:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
13:30 - 14:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
14:00 - 14:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
14:30 - 15:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
15:00 - 15:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
15:30 - 16:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
16:00 - 16:30	5	3911	0.000	5	3911	0.010	5	3911	0.010
16:30 - 17:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
17:00 - 17:30	5	3911	0.000	5	3911	0.005	5	3911	0.005
17:30 - 18:00	5	3911	0.000	5	3911	0.005	5	3911	0.005
18:00 - 18:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
18:30 - 19:00	5	3911	0.000	5	3911	0.005	5	3911	0.005
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:			0.030			0.025			0.055

Parameter summary

Trip rate parameter range selected:	2800 - 5467 (units: sqm)
Survey date date range:	01/01/08 - 04/12/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	3911	0.148	5	3911	0.036	5	3911	0.184
07:30 - 08:00	5	3911	0.419	5	3911	0.056	5	3911	0.475
08:00 - 08:30	5	3911	1.253	5	3911	0.153	5	3911	1.406
08:30 - 09:00	5	3911	0.614	5	3911	0.128	5	3911	0.742
09:00 - 09:30	5	3911	0.276	5	3911	0.118	5	3911	0.394
09:30 - 10:00	5	3911	0.133	5	3911	0.082	5	3911	0.215
10:00 - 10:30	5	3911	0.041	5	3911	0.061	5	3911	0.102
10:30 - 11:00	5	3911	0.169	5	3911	0.102	5	3911	0.271
11:00 - 11:30	5	3911	0.082	5	3911	0.072	5	3911	0.154
11:30 - 12:00	5	3911	0.118	5	3911	0.087	5	3911	0.205
12:00 - 12:30	5	3911	0.133	5	3911	0.128	5	3911	0.261
12:30 - 13:00	5	3911	0.077	5	3911	0.189	5	3911	0.266
13:00 - 13:30	5	3911	0.220	5	3911	0.189	5	3911	0.409
13:30 - 14:00	5	3911	0.215	5	3911	0.184	5	3911	0.399
14:00 - 14:30	5	3911	0.230	5	3911	0.118	5	3911	0.348
14:30 - 15:00	5	3911	0.159	5	3911	0.118	5	3911	0.277
15:00 - 15:30	5	3911	0.051	5	3911	0.123	5	3911	0.174
15:30 - 16:00	5	3911	0.031	5	3911	0.077	5	3911	0.108
16:00 - 16:30	5	3911	0.072	5	3911	0.138	5	3911	0.210
16:30 - 17:00	5	3911	0.066	5	3911	0.271	5	3911	0.337
17:00 - 17:30	5	3911	0.118	5	3911	0.414	5	3911	0.532
17:30 - 18:00	5	3911	0.020	5	3911	1.058	5	3911	1.078
18:00 - 18:30	5	3911	0.041	5	3911	0.424	5	3911	0.465
18:30 - 19:00	5	3911	0.036	5	3911	0.235	5	3911	0.271
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:			4.722			4.561			9.283

Parameter summary

Trip rate parameter range selected:	2800 - 5467 (units: sqm)
Survey date date range:	01/01/08 - 04/12/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	3911	0.015	5	3911	0.010	5	3911	0.025
07:30 - 08:00	5	3911	0.026	5	3911	0.005	5	3911	0.031
08:00 - 08:30	5	3911	0.066	5	3911	0.000	5	3911	0.066
08:30 - 09:00	5	3911	0.051	5	3911	0.010	5	3911	0.061
09:00 - 09:30	5	3911	0.031	5	3911	0.000	5	3911	0.031
09:30 - 10:00	5	3911	0.005	5	3911	0.000	5	3911	0.005
10:00 - 10:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
10:30 - 11:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
11:00 - 11:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
11:30 - 12:00	5	3911	0.005	5	3911	0.005	5	3911	0.010
12:00 - 12:30	5	3911	0.005	5	3911	0.061	5	3911	0.066
12:30 - 13:00	5	3911	0.015	5	3911	0.020	5	3911	0.035
13:00 - 13:30	5	3911	0.036	5	3911	0.010	5	3911	0.046
13:30 - 14:00	5	3911	0.005	5	3911	0.005	5	3911	0.010
14:00 - 14:30	5	3911	0.015	5	3911	0.000	5	3911	0.015
14:30 - 15:00	5	3911	0.000	5	3911	0.005	5	3911	0.005
15:00 - 15:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
15:30 - 16:00	5	3911	0.005	5	3911	0.005	5	3911	0.010
16:00 - 16:30	5	3911	0.010	5	3911	0.005	5	3911	0.015
16:30 - 17:00	5	3911	0.010	5	3911	0.010	5	3911	0.020
17:00 - 17:30	5	3911	0.005	5	3911	0.036	5	3911	0.041
17:30 - 18:00	5	3911	0.005	5	3911	0.087	5	3911	0.092
18:00 - 18:30	5	3911	0.000	5	3911	0.031	5	3911	0.031
18:30 - 19:00	5	3911	0.005	5	3911	0.026	5	3911	0.031
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:			0.315			0.331			0.646

Parameter summary

Trip rate parameter range selected:	2800 - 5467 (units: sqm)
Survey date date range:	01/01/08 - 04/12/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	3911	0.000	5	3911	0.000	5	3911	0.000
07:30 - 08:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
08:00 - 08:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
08:30 - 09:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
09:00 - 09:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
09:30 - 10:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
10:00 - 10:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
10:30 - 11:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
11:00 - 11:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
11:30 - 12:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
12:00 - 12:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
12:30 - 13:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
13:00 - 13:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
13:30 - 14:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
14:00 - 14:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
14:30 - 15:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
15:00 - 15:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
15:30 - 16:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
16:00 - 16:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
16:30 - 17:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
17:00 - 17:30	5	3911	0.000	5	3911	0.005	5	3911	0.005
17:30 - 18:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
18:00 - 18:30	5	3911	0.000	5	3911	0.000	5	3911	0.000
18:30 - 19:00	5	3911	0.000	5	3911	0.000	5	3911	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.005			0.005

Parameter summary

Trip rate parameter range selected:	2800 - 5467 (units: sqm)
Survey date date range:	01/01/08 - 04/12/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	5	3911	0.164	5	3911	0.046	5	3911	0.210
07:30 - 08:00	5	3911	0.460	5	3911	0.061	5	3911	0.521
08:00 - 08:30	5	3911	1.324	5	3911	0.153	5	3911	1.477
08:30 - 09:00	5	3911	0.670	5	3911	0.138	5	3911	0.808
09:00 - 09:30	5	3911	0.307	5	3911	0.118	5	3911	0.425
09:30 - 10:00	5	3911	0.143	5	3911	0.082	5	3911	0.225
10:00 - 10:30	5	3911	0.041	5	3911	0.061	5	3911	0.102
10:30 - 11:00	5	3911	0.169	5	3911	0.102	5	3911	0.271
11:00 - 11:30	5	3911	0.082	5	3911	0.072	5	3911	0.154
11:30 - 12:00	5	3911	0.123	5	3911	0.092	5	3911	0.215
12:00 - 12:30	5	3911	0.138	5	3911	0.189	5	3911	0.327
12:30 - 13:00	5	3911	0.092	5	3911	0.210	5	3911	0.302
13:00 - 13:30	5	3911	0.256	5	3911	0.199	5	3911	0.455
13:30 - 14:00	5	3911	0.220	5	3911	0.189	5	3911	0.409
14:00 - 14:30	5	3911	0.245	5	3911	0.118	5	3911	0.363
14:30 - 15:00	5	3911	0.159	5	3911	0.123	5	3911	0.282
15:00 - 15:30	5	3911	0.051	5	3911	0.123	5	3911	0.174
15:30 - 16:00	5	3911	0.036	5	3911	0.082	5	3911	0.118
16:00 - 16:30	5	3911	0.082	5	3911	0.153	5	3911	0.235
16:30 - 17:00	5	3911	0.077	5	3911	0.281	5	3911	0.358
17:00 - 17:30	5	3911	0.123	5	3911	0.460	5	3911	0.583
17:30 - 18:00	5	3911	0.026	5	3911	1.150	5	3911	1.176
18:00 - 18:30	5	3911	0.041	5	3911	0.455	5	3911	0.496
18:30 - 19:00	5	3911	0.041	5	3911	0.266	5	3911	0.307
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:			5.070			4.923			9.993

Parameter summary

Trip rate parameter range selected:	2800 - 5467 (units: sqm)
Survey date date range:	01/01/08 - 04/12/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-109305-161021-1009

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	2 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days
	SR	STIRLING	1 days
12	CONNAUGHT		
	RO	ROSCOMMON	1 days
17	ULSTER (NORTHERN IRELAND)		
	AR	ARMAGH	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: 2350 to 8100 (units: sqm)
Range Selected by User: 2000 to 10000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 25/06/15

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	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.

Selected Location Sub Categories:

Industrial Zone	8

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

Filtering Stage 3 selection:

Use Class:

B1	6 days
B2	1 days
B8	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:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 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	2 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

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

Not Known	2 days
No	6 days

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

LIST OF SITES relevant to selection parameters

1 AR-02-C-02 EMTEK ARMAGH
SILVERWOOD ROAD
SILVERWOOD INDUSTRIAL AREA
LURGAN
Edge of Town
Industrial Zone
Total Gross floor area: 2980 sqm
Survey date: THURSDAY 12/11/09 Survey Type: MANUAL

2 CH-02-C-02 INDUSTRIAL MATERIALS CHESHIRE
JUPITER DRIVE
CHESTER W. EMP. PARK
CHESTER
Edge of Town
Industrial Zone
Total Gross floor area: 8100 sqm
Survey date: WEDNESDAY 19/11/14 Survey Type: MANUAL

3 DC-02-C-02 NEWSPAPER HQ DORSET
HAMPSHIRE ROAD
CHICKERELL
WEYMOUTH
Edge of Town
Industrial Zone
Total Gross floor area: 3035 sqm
Survey date: TUESDAY 04/07/00 Survey Type: MANUAL

4 DC-02-C-05 ELECTRONICS CO. DORSET
HAMPSHIRE ROAD
GRANBY IND. ESTATE
WEYMOUTH
Edge of Town
Industrial Zone
Total Gross floor area: 4600 sqm
Survey date: THURSDAY 11/10/01 Survey Type: MANUAL

5 HI-02-C-01 DAIRY HIGHLAND
TOM SEMPLE ROAD
BALMAKEITH BUSINESS PK
NAIRN
Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: WEDNESDAY 24/05/06 Survey Type: MANUAL

6 RO-02-C-02 METAL COMPANY ROSCOMMON
MOYDRUM ROAD

ATHLONE
Edge of Town
Industrial Zone
Total Gross floor area: 5600 sqm
Survey date: FRIDAY 26/09/14 Survey Type: MANUAL

7 SR-02-C-01 SPECIALIST MODEL MAKING STIRLING
BORROWMEADOW ROAD

STIRLING
Edge of Town
Industrial Zone
Total Gross floor area: 2350 sqm
Survey date: MONDAY 16/06/14 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 WM-02-C-03 INDUSTRIAL GLASS WEST MIDLANDS
DOWNING STREET

SMETHWICK
Edge of Town
Industrial Zone
Total Gross floor area: 5070 sqm
Survey date: TUESDAY 06/11/12 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/C - INDUSTRIAL UNIT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	2350	0.298	1	2350	0.043	1	2350	0.341
07:00 - 07:30	8	4342	0.115	8	4342	0.017	8	4342	0.132
07:30 - 08:00	8	4342	0.256	8	4342	0.035	8	4342	0.291
08:00 - 08:30	8	4342	0.262	8	4342	0.046	8	4342	0.308
08:30 - 09:00	8	4342	0.276	8	4342	0.101	8	4342	0.377
09:00 - 09:30	8	4342	0.138	8	4342	0.060	8	4342	0.198
09:30 - 10:00	8	4342	0.098	8	4342	0.083	8	4342	0.181
10:00 - 10:30	8	4342	0.095	8	4342	0.121	8	4342	0.216
10:30 - 11:00	8	4342	0.098	8	4342	0.089	8	4342	0.187
11:00 - 11:30	8	4342	0.109	8	4342	0.092	8	4342	0.201
11:30 - 12:00	8	4342	0.063	8	4342	0.086	8	4342	0.149
12:00 - 12:30	8	4342	0.107	8	4342	0.109	8	4342	0.216
12:30 - 13:00	8	4342	0.121	8	4342	0.155	8	4342	0.276
13:00 - 13:30	8	4342	0.178	8	4342	0.161	8	4342	0.339
13:30 - 14:00	8	4342	0.138	8	4342	0.083	8	4342	0.221
14:00 - 14:30	8	4342	0.104	8	4342	0.083	8	4342	0.187
14:30 - 15:00	8	4342	0.078	8	4342	0.078	8	4342	0.156
15:00 - 15:30	8	4342	0.081	8	4342	0.118	8	4342	0.199
15:30 - 16:00	8	4342	0.063	8	4342	0.155	8	4342	0.218
16:00 - 16:30	8	4342	0.069	8	4342	0.193	8	4342	0.262
16:30 - 17:00	8	4342	0.052	8	4342	0.262	8	4342	0.314
17:00 - 17:30	8	4342	0.037	8	4342	0.259	8	4342	0.296
17:30 - 18:00	8	4342	0.023	8	4342	0.115	8	4342	0.138
18:00 - 18:30	8	4342	0.014	8	4342	0.161	8	4342	0.175
18:30 - 19:00	7	4626	0.006	7	4626	0.028	7	4626	0.034
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:			2.879			2.733			5.612

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:	2350 - 8100 (units: sqm)
Survey date date range:	01/01/00 - 25/06/15
Number of weekdays (Monday-Friday):	8
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	2350	0.000	1	2350	0.000	1	2350	0.000
07:00 - 07:30	8	4342	0.003	8	4342	0.003	8	4342	0.006
07:30 - 08:00	8	4342	0.003	8	4342	0.006	8	4342	0.009
08:00 - 08:30	8	4342	0.023	8	4342	0.012	8	4342	0.035
08:30 - 09:00	8	4342	0.012	8	4342	0.026	8	4342	0.038
09:00 - 09:30	8	4342	0.012	8	4342	0.014	8	4342	0.026
09:30 - 10:00	8	4342	0.017	8	4342	0.020	8	4342	0.037
10:00 - 10:30	8	4342	0.012	8	4342	0.020	8	4342	0.032
10:30 - 11:00	8	4342	0.026	8	4342	0.012	8	4342	0.038
11:00 - 11:30	8	4342	0.026	8	4342	0.020	8	4342	0.046
11:30 - 12:00	8	4342	0.009	8	4342	0.023	8	4342	0.032
12:00 - 12:30	8	4342	0.014	8	4342	0.017	8	4342	0.031
12:30 - 13:00	8	4342	0.017	8	4342	0.012	8	4342	0.029
13:00 - 13:30	8	4342	0.020	8	4342	0.009	8	4342	0.029
13:30 - 14:00	8	4342	0.014	8	4342	0.017	8	4342	0.031
14:00 - 14:30	8	4342	0.026	8	4342	0.006	8	4342	0.032
14:30 - 15:00	8	4342	0.009	8	4342	0.017	8	4342	0.026
15:00 - 15:30	8	4342	0.012	8	4342	0.020	8	4342	0.032
15:30 - 16:00	8	4342	0.009	8	4342	0.014	8	4342	0.023
16:00 - 16:30	8	4342	0.012	8	4342	0.017	8	4342	0.029
16:30 - 17:00	8	4342	0.009	8	4342	0.012	8	4342	0.021
17:00 - 17:30	8	4342	0.003	8	4342	0.003	8	4342	0.006
17:30 - 18:00	8	4342	0.003	8	4342	0.012	8	4342	0.015
18:00 - 18:30	8	4342	0.003	8	4342	0.006	8	4342	0.009
18:30 - 19:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.294			0.318			0.612

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.

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Parameter summary

Trip rate parameter range selected:	2350 - 8100 (units: sqm)
Survey date date range:	01/01/00 - 25/06/15
Number of weekdays (Monday-Friday):	8
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	2350	0.000	1	2350	0.000	1	2350	0.000
07:00 - 07:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
07:30 - 08:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
08:00 - 08:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
08:30 - 09:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
09:00 - 09:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
09:30 - 10:00	8	4342	0.003	8	4342	0.003	8	4342	0.006
10:00 - 10:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
10:30 - 11:00	8	4342	0.003	8	4342	0.000	8	4342	0.003
11:00 - 11:30	8	4342	0.000	8	4342	0.003	8	4342	0.003
11:30 - 12:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
12:00 - 12:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
12:30 - 13:00	8	4342	0.003	8	4342	0.003	8	4342	0.006
13:00 - 13:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
13:30 - 14:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
14:00 - 14:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
14:30 - 15:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
15:00 - 15:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
15:30 - 16:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
16:00 - 16:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
16:30 - 17:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
17:00 - 17:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
17:30 - 18:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
18:00 - 18:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
18:30 - 19:00	7	4626	0.000	7	4626	0.000	7	4626	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.009			0.009			0.018

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:	2350 - 8100 (units: sqm)
Survey date date range:	01/01/00 - 25/06/15
Number of weekdays (Monday-Friday):	8
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	2350	0.000	1	2350	0.000	1	2350	0.000
07:00 - 07:30	8	4342	0.003	8	4342	0.000	8	4342	0.003
07:30 - 08:00	8	4342	0.017	8	4342	0.000	8	4342	0.017
08:00 - 08:30	8	4342	0.009	8	4342	0.000	8	4342	0.009
08:30 - 09:00	8	4342	0.006	8	4342	0.000	8	4342	0.006
09:00 - 09:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
09:30 - 10:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
10:00 - 10:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
10:30 - 11:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
11:00 - 11:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
11:30 - 12:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
12:00 - 12:30	8	4342	0.000	8	4342	0.000	8	4342	0.000
12:30 - 13:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
13:00 - 13:30	8	4342	0.000	8	4342	0.003	8	4342	0.003
13:30 - 14:00	8	4342	0.006	8	4342	0.006	8	4342	0.012
14:00 - 14:30	8	4342	0.000	8	4342	0.003	8	4342	0.003
14:30 - 15:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
15:00 - 15:30	8	4342	0.000	8	4342	0.003	8	4342	0.003
15:30 - 16:00	8	4342	0.003	8	4342	0.003	8	4342	0.006
16:00 - 16:30	8	4342	0.000	8	4342	0.017	8	4342	0.017
16:30 - 17:00	8	4342	0.003	8	4342	0.014	8	4342	0.017
17:00 - 17:30	8	4342	0.006	8	4342	0.017	8	4342	0.023
17:30 - 18:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
18:00 - 18:30	8	4342	0.000	8	4342	0.009	8	4342	0.009
18:30 - 19:00	8	4342	0.000	8	4342	0.000	8	4342	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.053			0.075			0.128

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.

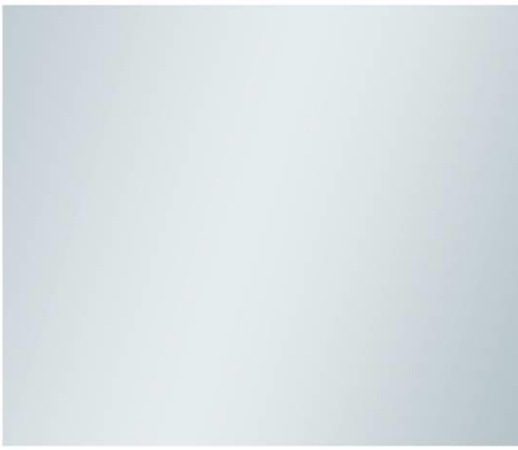
Parameter summary

Trip rate parameter range selected:	2350 - 8100 (units: sqm)
Survey date date range:	01/01/00 - 25/06/15
Number of weekdays (Monday-Friday):	8
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.









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