

Penistone Town Hall, Penistone, Barnsley

Highways Technical Note

December 25

AMA Project Number: 300358/ECT/SD

INTRODUCTION

Andrew Moseley Associates (AMA) has been commissioned by Barnsley Metropolitan Borough Council (BMBC) to prepare a Highways Technical Note (HTN) in response to highways comments from BMBC Highways department dated 2nd October 2025. This relates to planning application reference 2025/0778.

A copy of BMBC Highways comments is attached in [Appendix A](#).

This HTN sets out the following elements:

- ▶ Description of Site Location;
- ▶ Details of the Proposed Development;
- ▶ Trip Rates and Trip Generation;
- ▶ Parking Accumulation;
- ▶ Parking Surveys; and
- ▶ Conclusion.

This Statement is also supported by the following Figures and Appendices:

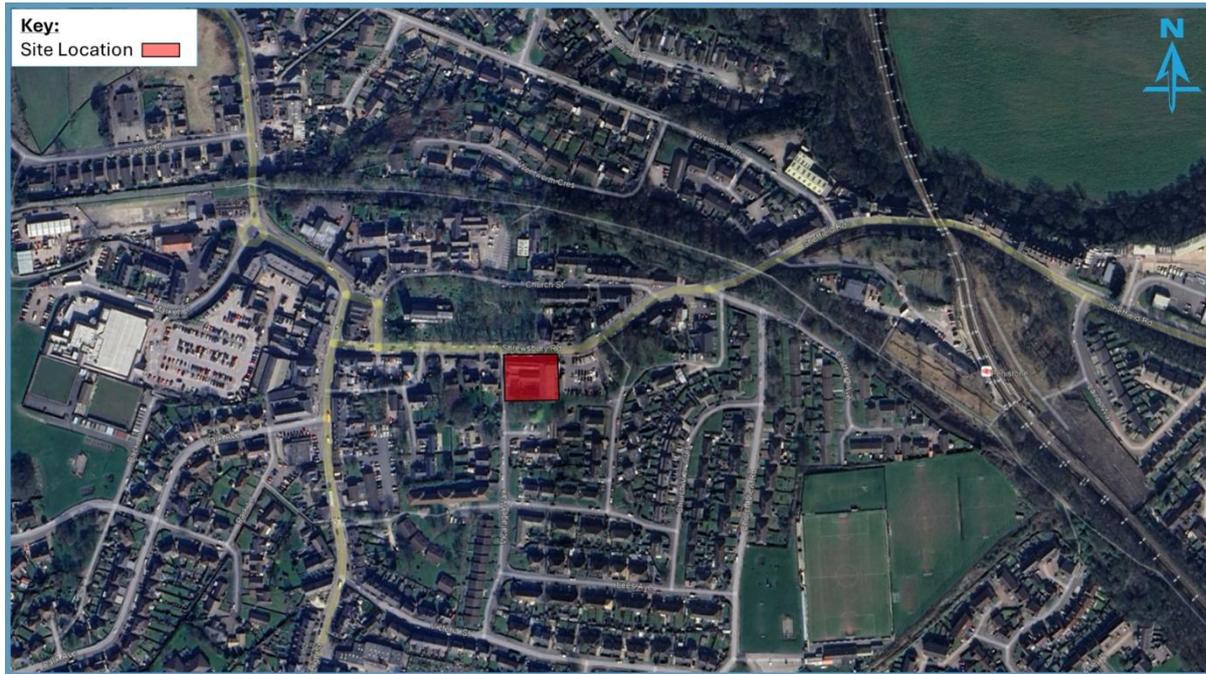
- ▶ [Figure 1](#) – Indicative Site Location Plan;
- ▶ [Appendix A](#) – BMBC Highways Comments;
- ▶ [Appendix B](#) – Parking Survey Data; and
- ▶ [Appendix C](#) – TRICS Output.

DESCRIPTION OF SITE LOCATION

The site is situated to the south of Shrewsbury Road in the centre of Penistone. A site location plan is provided in [Figure 1](#).

The building is currently split into four uses including the existing Cinema, Town Hall, Mason's Lodge and Matthew Rico Fitness and is bound to the north by Shrewsbury Road, to the east by a public car park and to the south and west by Vicarage Walk and residential dwellings.

Figure 1 Indicative Site Location Plan



DETAILS OF THE PROPOSED DEVELOPMENT

The proposed development comprises a change of use of part of the existing Town Hall to create an additional screen, new café bar and box office at the existing Paramount cinema.

The proposals comprise an additional floor area of 212m² which includes the additional cinema screen and the new café bar. The additional cinema screen will have a maximum capacity of 53 seats and the last screening will be at 19:30. There may be some screenings at 20:00 but this will be on an ad hoc basis.

The extension to the existing cinema will replace the existing office space and town hall chamber at the site and so a number of trips currently being generated (and using the car park and surrounding streets) will be replaced by the proposed cinema extension.

The site was granted planning permission under planning application reference 2021/1658 for a similar scheme in June 2022. There were no highways concerns raised in relation to this previous application. The new proposals comprise of a minor uplift in floor area of 20m² at the cinema and 50m² at the café from those previously consented.

The current proposals therefore closely mirror the previously consented scheme. The minor uplift in floor area associated with the cinema (20m²) is considered de minimis and is not expected to result in a notable increase in trip generation or parking demand. The café is considered ancillary to the cinema and will not generate trips in its own right. Therefore, the Highway Authority's previous conclusions on site impact remain accurate and applicable.

The development proposals are analysed in further detail in the following sections.

TRIP RATES AND TRIP GENERATION

In order to understand the trip generation resulting from the extension to the cinema, the TRICS database has been interrogated to obtain weekday and Saturday trip rates.

It should be noted there are no land uses in the TRICS database which are directly comparable to the site, therefore Leisure – Multiplex Cinema was chosen as the closest land use available. The Multiplex Cinema category generally represents sites on a much larger scale than the proposed site and so the following assessment is considered robust.

The TRICS outputs are attached at [Appendix C](#). The search parameters of GFA 464m² – 3000m² in town centre and edge of town centre locations were selected and any larger sites that were not comparable to this site were removed from the selection.

The trip generations below have been based on the uplift in floor area only given the Highway Authority raised no concerns to the previous planning application.

As previously noted, the extension to the existing cinema is replacing the existing town hall chamber and office space and so a number of trips will be replaced that are currently generated by the site. The trip generation below is therefore robust as it does not directly account for this offset.

Furthermore, as previously discussed, the new café is considered ancillary to the cinema and so will not generate additional trips solely to visit the café.

Table 1 presents the proposed trip generation in the context of the network peak hours.

Table 1 Network Peak Hour Trip Rates and Trip Generation

	Trip Rates			Trip Generations		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (09:00-10:00)	0.000	0.049	0.049	0	0	0
PM Peak (18:00-19:00)	0.852	0.355	1.207	2	1	3
Saturday Peak (12:00-13:00)	1.355	0.581	1.936	3	1	4

As can be seen, the extension to the cinema will result in minimal trip generations in the weekday AM and PM network peak hours and the Saturday peak hour. There will be one additional vehicle movement every 20 minutes in the PM peak and every 15 minutes in the Saturday peak.

The development AM and PM peak hours (of the cinema) occur outside of the network peak hours as detailed below.

Table 2 Development Peak Hour Trip Rates and Trip Generation

	Trip Rates			Trip Generations		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (11:00-12:00)	0.260	0.166	0.426	1	0	1
PM Peak (20:00-21:00)	1.561	0.781	2.342	3	2	5
Saturday Peak (21:00-22:00)	2.815	1.679	4.494	6	4	10

The peak cinema trip generations occur outside of the network peak hours with a total of one additional trip in the AM peak, five additional trips in the PM peak, and ten additional trips in the Saturday peak. This results in an additional vehicle movement every hour in the AM peak, every 12 minutes in the PM peak and one additional vehicle movement every 6 minutes in the Saturday peak.

Whilst the number of trips can be considered low, this is reflective of the sustainable town centre location of the site. The site is surrounded by large residential areas and Penistone train station is located just 300m east of the site. It is therefore reasonable to assume that a number of trips to the site will be undertaken by sustainable modes of transport, and this type of use will generate linked trips with nearby amenities as well as a number of trips involving car sharing.

PARKING ACCUMULATION

In order to understand the increase in parking demand resulting from the new cinema screen, a parking accumulation exercise has been undertaken using the TRICS data presented above.

It is key to note that the assessment is based on the additional floor area only and does not take into account the existing trip generations from the office and town hall chambers which will be replaced by the proposals.

Table 3 Weekday Parking Accumulation

Time	Arrivals	Departures	Accumulation
09:00 – 10:00	0	0	0
10:00 – 11:00	0	0	0
11:00 – 12:00	1	0	0
12:00 – 13:00	1	1	1
13:00 – 14:00	1	1	1
14:00 – 15:00	1	1	1
15:00 – 16:00	1	0	1
16:00 – 17:00	1	1	1
17:00 – 18:00	1	1	2
18:00 – 19:00	2	1	3
19:00 – 20:00	2	2	3
20:00 – 21:00	3	2	5
21:00 – 22:00	1	1	4
22:00 – 23:00	0	2	2
23:00 – 00:00	0	2	0

The weekday TRICS parking accumulation for the site demonstrates a peak of five vehicles between 20:00 – 21:00.

Table 4 Saturday Parking Accumulation

Time	Arrivals	Departures	Accumulation
09:00 – 10:00	3	0	3
10:00 – 11:00	0	0	3
11:00 – 12:00	1	2	2
12:00 – 13:00	3	1	4
13:00 – 14:00	3	1	7
14:00 – 15:00	3	1	8
15:00 – 16:00	3	3	8
16:00 – 17:00	3	3	8
17:00 – 18:00	3	3	8
18:00 – 19:00	5	3	10
19:00 – 20:00	2	1	11
20:00 – 21:00	4	3	12
21:00 – 22:00	6	4	14
22:00 – 23:00	0	5	9
23:00 – 00:00	1	5	5

The Saturday TRICS parking accumulation demonstrates a peak of 14 vehicles between 21:00 – 22:00.

Parking availability is considered in further detail in the following sections.

PARKING SURVEYS

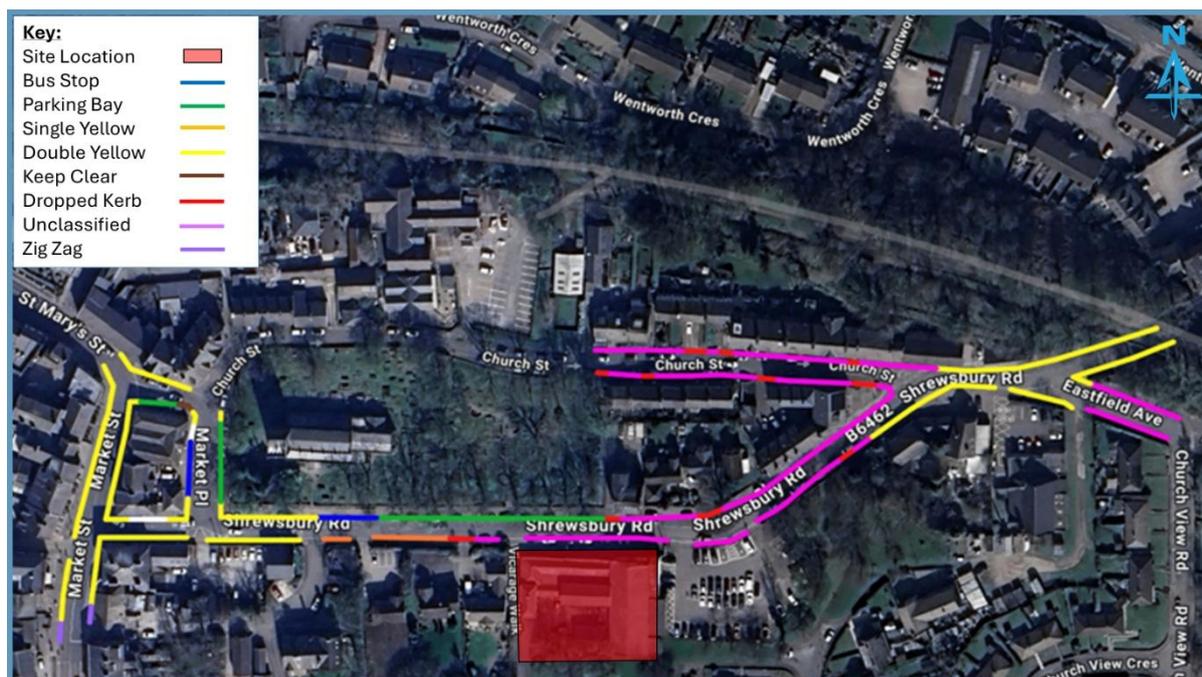
In order to determine existing on street parking availability and peak usage of Penistone Shrewsbury Road Car Park, parking surveys were undertaken on Thursday 13th November and Saturday 15th November 2025.

The car park comprises 45 spaces and the survey counted the number of vehicles entering the car park at 15-minute intervals from 09:00-20:00.

The on-street surveys were carried out at hourly intervals during the same time periods to understand current demand for parking on the streets surrounding the site. The survey catchment area covered all streets accessible within a four-minute walk from the cinema, ensuring an accurate reflection of local parking supply and demand as per Lambeth guidance. The surveyed area is illustrated in [Figure 2](#).

The raw survey data is attached at [Appendix B](#).

Figure 2 Parking Beat Survey Map



The survey data was broken down by road sections, with parking availability and capacity measured on both sides of the roads within the study area. The surveyed roads are listed below:

- ▶ Market Street
- ▶ B6462 Shrewsbury Road
- ▶ St Marys Street
- ▶ Market Place
- ▶ Church Street
- ▶ B6462 Sheffield Road
- ▶ Eastfield Avenue

Parking restrictions, such as double yellow lines (DYL), single yellow lines (SYL), driveways, Zig Zags and permits were considered, and any capacity observed in restricted areas was not included within the assessment.

Shrewsbury Road Car Park Occupancy

The car park comprises the following spaces:

- ▶ Ordinary 37
- ▶ Disabled 3
- ▶ EV 5
- ▶ Total 45

The data has been summarised in the graph below, demonstrating the average car park occupancy for both the Thursday and Saturday.

Figure 3 Shrewsbury Road Car Park Occupancy

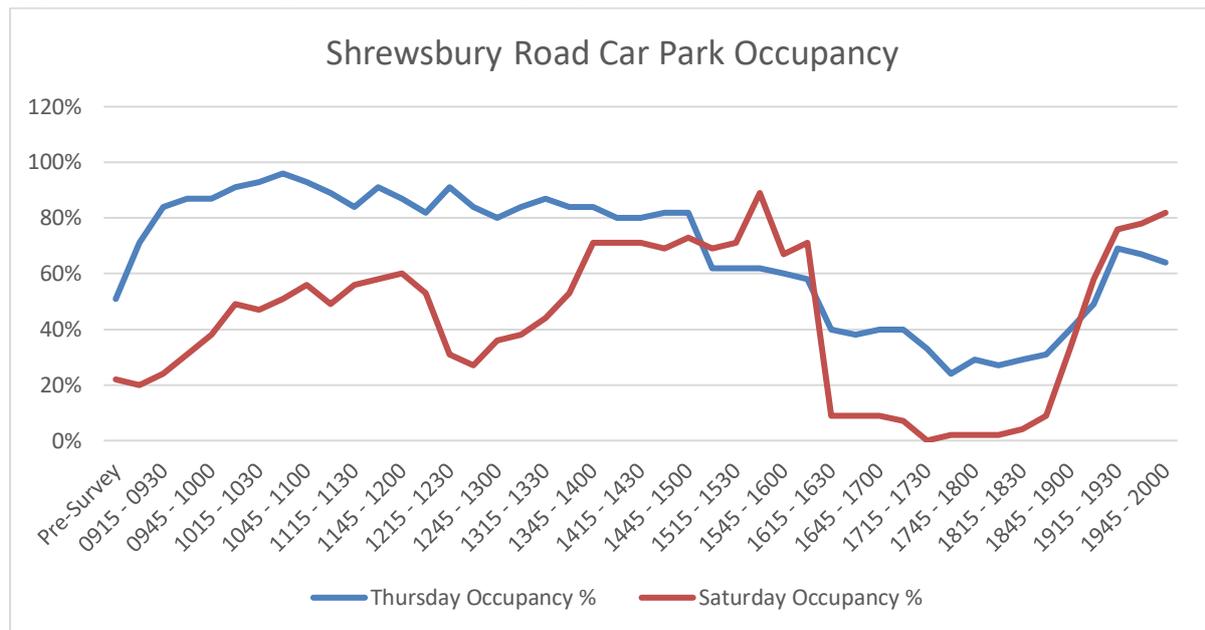


Figure 3 shows the highest number of vehicles within the car park on Thursday 13th November occurred between 10:30-10:45 at 96% and on Saturday 15th November occurred between 15:30-15:45 at 89%. The car park had spare capacity throughout the duration of both surveys.

On Thursday, from 18:00-20:00 the peak occupancy was 69% with a total of 14 car parking spaces remaining available. This means the 3 spaces required as set out in the TRICS parking accumulation can be accommodated.

On Saturday, from 19:00-20:00 the peak occupancy was 82% with a total of 8 parking spaces remaining available. On this basis, there is sufficient space available within the car park to accommodate the 11 spaces required as set out in the TRICS parking accumulation.

The cinema screening times will be in line with the existing cinema from 10:30 – 19:30 with some showings starting at 20:00 on an ad hoc, infrequent basis. Information provided by the applicant indicates that the cinema is generally busier during the evening and as shown above, parking demand for the adjacent car park reduces in the evenings from 16:00 onwards. Whilst demand increases again at 19:00, it does not exceed the peaks seen throughout the day.

Based on the parking accumulation set out in the previous section, it is expected that the majority of additional parking demand could be accommodated within the Shrewsbury Road car park. Further capacity is also available on street, as demonstrated in the following section.

On Street Parking Beat Surveys

The parking beat survey established that, in total, there are 57 parking spaces on Shrewsbury Road and 50 spaces on surrounding streets, predominantly comprising of unrestricted parking. The remaining carriageway comprises of dropped kerbs or double yellow lines (over which parking should not take place).

The results of the parking beat surveys are summarised in [Figure 4](#) and [Figure 5](#).

Figure 4 Weekday Parking Beat Survey

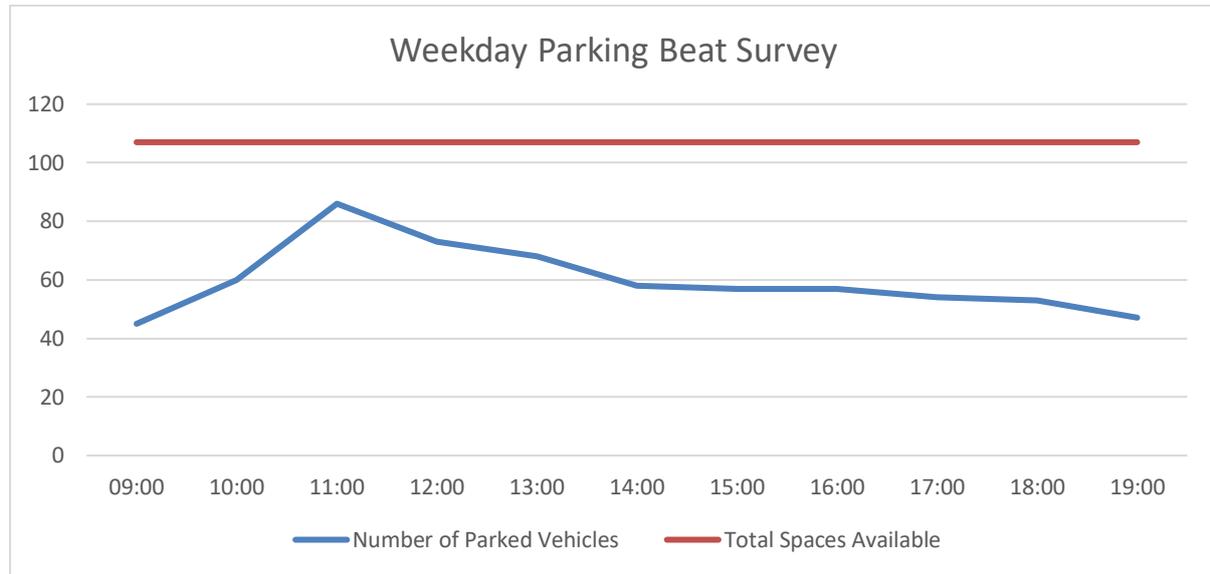
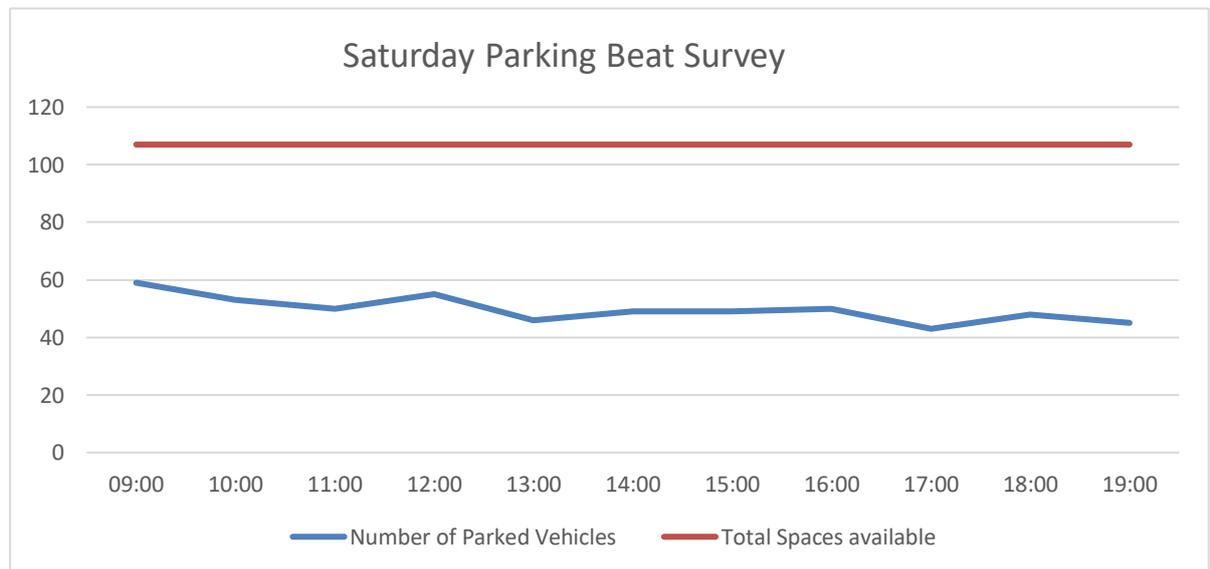


Figure 5 Saturday Parking Beat Survey



The average parking occupancy on Thursday was 67%, and 46% on Saturday. Whilst a peak in demand was observed around 11:00 on Thursday, demand tailed off after 14:00 with more than 40 spaces available at any one time. No significant peaks in demand were observed on Saturday with significant capacity remaining available.

Given the busiest cinema screening time is mid to late evening, it is considered that ample space remains available for visitors to the cinema.

CONCLUSION

The proposals mirror the previous planning application (reference 2021/1658) which was granted planning permission with no concerns raised in relation to trip impact or parking.

Given the current proposals result in only a minor uplift in floor area, the Highway Authority's previous conclusions on site impact remain accurate and applicable.

It is considered that the trip generation and parking survey information contained in this Highways Technical Note provides sufficient detail to demonstrate that there is ample spare capacity available in the adjacent car park and streets surrounding the site to accommodate the expected level demand of the additional cinema screen. The new café will not generate vehicle trips in its own right and will serve the existing cinema.

It is therefore considered that the proposed redevelopment will not result in a severe impact in highway capacity terms, nor will it result in any significant highway safety concerns.

Overall, there are no overriding traffic and transportation reasons preventing the local highway authority from recognising that the proposals are acceptable nor why planning permission could not be granted.

APPENDICES

Appendix A BMBC Highways Comments

Appendix B Parking Survey Data

Appendix C TRICS Output

Appendix A
BMBC Highways Comments



PLANNING CONSULTATION RESPONSE

Application No	2025/0778
Proposal	Change of use of part of the existing Town Hall to create an expansion to the existing Paramount cinema by creating an additional screen, new café bar and box office and other external alterations including relocating of the current cinema access, creation of level access, new fire escapes, ac units to the existing flat roof and external plant to the rear.
Address	Penistone Town Hall, Shrewsbury Road, Penistone, Sheffield, S36 6DY
Date of Consultation Reply	2 nd October 2025
Consultee	Highways DC

Consultation Assessment and Justification

A similar scheme was granted planning permission under App. No. 2021/1658, this permission may have now lapsed.

When comparing these proposals against those previously approved, it can be seen that the main difference is an increase in floor area of approx. 70m² for the Cinema and Café/Bar uses in this new scheme. It would appear that approx. 50m² of this increase is for a much larger Café/Bar.

The Barnsley Supplementary Planning Document (SPD) Parking (2019) Table 1 states that 1 car parking space should be provided per 4m² of floor area plus 1 space per 3 members of staff; the proposals include an additional 2 full-time staff members and 15 part-time staff members.

The proposals therefore require a minimum of 15no. parking spaces, however, the proposals do not include any additional parking provision.

Although the site has no off-street parking provision of its own, there is a free public car park adjacent to the site as well as free on-street parking within a demarcated area on the opposite side of the road where the length of stay is restricted to one hour between 8am and 6pm Monday to Saturday with no restrictions outside these times.

No details have been provided in terms of whether the existing public car park and on-street parking areas have sufficient spare capacity to accommodate the increase in demand as a result of these proposals. Existing parking occupancy levels should therefore be surveyed, including times of peak occupancy.

Any shortfall in provision should be addressed in terms of how it is envisaged that the site would operate without resulting in vehicles being parked indiscriminately on the public highway within the vicinity of the site, to the detriment of highway safety.

Defer for amends/further information

Consultation Suggested Conditions:

Consultation Informative(s):

Planning Obligations required:

Appendix B
Parking Survey Data

Penistone
Car Park Accumulation Study
Site 1 of 1
Penistone Shrewsbury Car Park

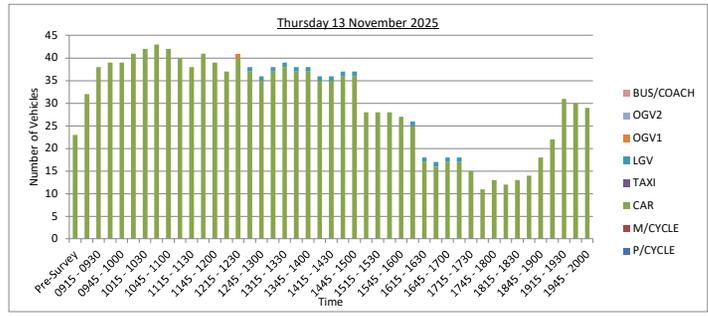
Capacity
Ordinary 37
Disabled 3
EV 5
Total 45

Date
Thursday 13 November 2025

Weather
Cloudy
Temp: 13°C

0900 - 2000 (Thursday 11H Session)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	POU TOTAL	Capacity %
Pre-Survey	0	0	23	0	0	0	0	0	23	23.00	51.11
0900 - 0915	0	0	32	0	0	0	0	0	32	32.00	71.11
0915 - 0930	0	0	38	0	0	0	0	0	38	38.00	84.44
0930 - 0945	0	0	39	0	0	0	0	0	39	39.00	86.67
0945 - 1000	0	0	39	0	0	0	0	0	39	39.00	86.67
1000 - 1015	0	0	41	0	0	0	0	0	41	41.00	91.11
1015 - 1030	0	0	42	0	0	0	0	0	42	42.00	93.33
1030 - 1045	0	0	43	0	0	0	0	0	43	43.00	95.56
1045 - 1100	0	0	42	0	0	0	0	0	42	42.00	93.33
1100 - 1115	0	0	40	0	0	0	0	0	40	40.00	88.89
1115 - 1130	0	0	38	0	0	0	0	0	38	38.00	84.44
1130 - 1145	0	0	41	0	0	0	0	0	41	41.00	91.11
1145 - 1200	0	0	39	0	0	0	0	0	39	39.00	86.67
1200 - 1215	0	0	37	0	0	0	0	0	37	37.00	82.22
1215 - 1230	0	0	40	0	0	0	0	0	41	41.00	91.11
1230 - 1245	0	0	37	0	1	0	0	0	38	38.00	84.44
1245 - 1300	0	0	35	0	1	0	0	0	36	36.00	80.00
1300 - 1315	0	0	37	0	1	0	0	0	38	38.00	84.44
1315 - 1330	0	0	38	0	1	0	0	0	39	39.00	86.67
1330 - 1345	0	0	37	0	1	0	0	0	38	38.00	84.44
1345 - 1400	0	0	37	0	1	0	0	0	38	38.00	84.44
1400 - 1415	0	0	35	0	1	0	0	0	36	36.00	80.00
1415 - 1430	0	0	35	0	1	0	0	0	36	36.00	80.00
1430 - 1445	0	0	36	0	1	0	0	0	37	37.00	82.22
1445 - 1500	0	0	38	0	0	0	0	0	37	37.00	82.22
1500 - 1515	0	0	28	0	0	0	0	0	28	28.00	62.22
1515 - 1530	0	0	28	0	0	0	0	0	28	28.00	62.22
1530 - 1545	0	0	28	0	0	0	0	0	28	28.00	62.22
1545 - 1600	0	0	27	0	0	0	0	0	27	27.00	60.00
1600 - 1615	0	0	25	0	1	0	0	0	26	26.00	57.78
1615 - 1630	0	0	17	0	1	0	0	0	18	18.00	40.00
1630 - 1645	0	0	16	0	1	0	0	0	17	17.00	37.78
1645 - 1700	0	0	17	0	1	0	0	0	18	18.00	40.00
1700 - 1715	0	0	17	0	1	0	0	0	18	18.00	40.00
1715 - 1730	0	0	15	0	0	0	0	0	15	15.00	33.33
1730 - 1745	0	0	11	0	0	0	0	0	11	11.00	24.44
1745 - 1800	0	0	13	0	0	0	0	0	13	13.00	28.89
1800 - 1815	0	0	12	0	0	0	0	0	12	12.00	26.67
1815 - 1830	0	0	13	0	0	0	0	0	13	13.00	28.89
1830 - 1845	0	0	14	0	0	0	0	0	14	14.00	31.11
1845 - 1900	0	0	18	0	0	0	0	0	18	18.00	40.00
1900 - 1915	0	0	22	0	0	0	0	0	22	22.00	48.89
1915 - 1930	0	0	31	0	0	0	0	0	31	31.00	68.89
1930 - 1945	0	0	30	0	0	0	0	0	30	30.00	66.67
1945 - 2000	0	0	29	0	0	0	0	0	29	29.00	64.44

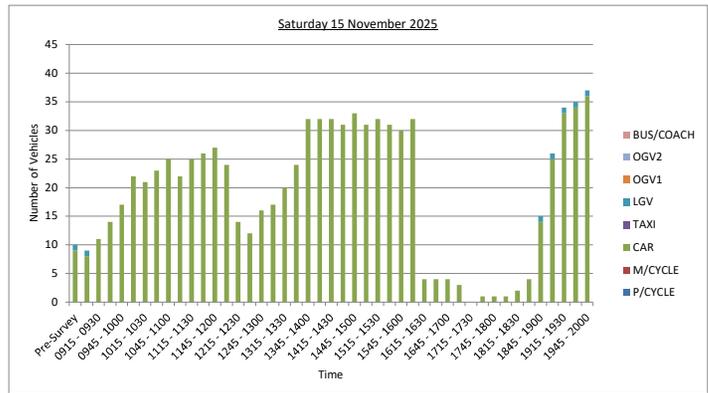


Date
Saturday 15 November 2025

Weather
Cloudy
Temp: 10°C

0900 - 2000 (Saturday 11H Session)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	POU TOTAL	Capacity %
Pre-Survey	0	0	9	0	0	0	0	0	9	9.00	20.00
0900 - 0915	0	0	8	0	1	0	0	0	9	10.00	22.22
0915 - 0930	0	0	11	0	0	0	0	0	11	11.00	24.44
0930 - 0945	0	0	14	0	0	0	0	0	14	14.00	31.11
0945 - 1000	0	0	17	0	0	0	0	0	17	17.00	37.78
1000 - 1015	0	0	22	0	0	0	0	0	22	22.00	48.89
1015 - 1030	0	0	21	0	0	0	0	0	21	21.00	46.67
1030 - 1045	0	0	23	0	0	0	0	0	23	23.00	51.11
1045 - 1100	0	0	25	0	0	0	0	0	25	25.00	55.56
1100 - 1115	0	0	22	0	0	0	0	0	22	22.00	48.89
1115 - 1130	0	0	25	0	0	0	0	0	25	25.00	55.56
1130 - 1145	0	0	26	0	0	0	0	0	26	26.00	57.78
1145 - 1200	0	0	27	0	0	0	0	0	27	27.00	60.00
1200 - 1215	0	0	24	0	0	0	0	0	24	24.00	53.33
1215 - 1230	0	0	14	0	0	0	0	0	14	14.00	31.11
1230 - 1245	0	0	12	0	0	0	0	0	12	12.00	26.67
1245 - 1300	0	0	16	0	0	0	0	0	16	16.00	35.56
1300 - 1315	0	0	17	0	0	0	0	0	17	17.00	37.78
1315 - 1330	0	0	20	0	0	0	0	0	20	20.00	44.44
1330 - 1345	0	0	24	0	0	0	0	0	24	24.00	53.33
1345 - 1400	0	0	32	0	0	0	0	0	32	32.00	71.11
1400 - 1415	0	0	32	0	0	0	0	0	32	32.00	71.11
1415 - 1430	0	0	32	0	0	0	0	0	32	32.00	71.11
1430 - 1445	0	0	31	0	0	0	0	0	31	31.00	68.89
1445 - 1500	0	0	33	0	0	0	0	0	33	33.00	73.33
1500 - 1515	0	0	31	0	0	0	0	0	31	31.00	68.89
1515 - 1530	0	0	32	0	0	0	0	0	32	32.00	71.11
1530 - 1545	0	0	31	0	0	0	0	0	31	31.00	68.89
1545 - 1600	0	0	30	0	0	0	0	0	30	30.00	66.67
1600 - 1615	0	0	32	0	0	0	0	0	32	32.00	71.11
1615 - 1630	0	0	4	0	0	0	0	0	4	4.00	8.89
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00	8.89
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00	8.89
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00	6.67
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00	2.22
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00	2.22
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00	2.22
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00	4.44
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00	8.89
1845 - 1900	0	0	14	0	1	0	0	0	15	15.00	33.33
1900 - 1915	0	0	28	0	0	0	0	0	28	28.00	62.22
1915 - 1930	0	0	33	0	1	0	0	0	34	34.00	75.56
1930 - 1945	0	0	34	0	1	0	0	0	35	35.00	77.78
1945 - 2000	0	0	35	0	1	0	0	0	37	37.00	82.22



Appendix C
TRICS Output



Audit Code: dc073e44-b9fe-4e66-a281-9590039e2aed

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: A - MULTIPLEX CINEMAS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

06	WEST MIDLANDS	
	WO	WORCESTERSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
		1 day

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

Audit Code: dc073e44-b9fe-4e66-a281-9590039e2aed

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	464 to 7828 (units:sqm)
Range Selected by User:	464 to 3000 (units:sqm)
Parking Spaces Range:	0 - 1000

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	23/04/90 to 22/06/19

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

Selected survey days:	
Friday	2 days

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

Selected survey types:	
Manual count	2
Direction ATC Count	0

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

Selected Locations:	
Town Centre	2 days

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:	
Built-Up Zone	1 days
High Street	1 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Unknown	2 days



Audit Code: dc073e44-b9fe-4e66-a281-9590039e2aed

Secondary Filtering Selection:

Use Class:

Sui Generis	2 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

700 - 9836

Population within 1 mile:

25,001 to 50,000	2 surveys
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This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys

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 surveys
1.1 to 1.5	1 surveys

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.



Audit Code: dc073e44-b9fe-4e66-a281-9590039e2aed

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 2 surveys

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

PTAL Rating:

No PTAL Present 2 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No



Audit Code: dc073e44-b9fe-4e66-a281-9590039e2aed

1	NY-07-A-03	ODEON	NORTH YORKSHIRE
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EAST PARADE
HARROGATE
Town Centre
Built-Up Zone
Gross floor area: 2027 sqm
Survey date: Friday 23/09/2016

Survey Type: Unknown

2	WO-07-A-01	ODEON	WORCESTERSHIRE
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FOREGATE STREET
WORCESTER
Town Centre
High Street
Gross floor area: 2200 sqm
Survey date: Friday 18/11/2016

Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
SH-07-A-02	19-06-2009	Not Applicable

Audit Code: dc073e44-b9fe-4e66-a281-9590039e2aed

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	2027	0.000	0.049	0.049
10:00-11:00	2	2114	0.118	0.000	0.118
11:00-12:00	2	2114	0.260	0.166	0.426
12:00-13:00	2	2114	0.473	0.379	0.852
13:00-14:00	2	2114	0.308	0.260	0.568
14:00-15:00	2	2114	0.473	0.497	0.970
15:00-16:00	2	2114	0.402	0.095	0.497
16:00-17:00	2	2114	0.449	0.402	0.851
17:00-18:00	2	2114	0.639	0.449	1.088
18:00-19:00	2	2114	0.852	0.355	1.207
19:00-20:00	2	2114	1.088	0.828	1.916
20:00-21:00	2	2114	1.561	0.781	2.342
21:00-22:00	2	2114	0.237	0.662	0.899
22:00-23:00	2	2114	0.047	0.946	0.993
23:00-00:00	2	2114	0.142	0.970	1.112
Total Rates:			7.049	6.839	13.888

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

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

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Audit Code: dc073e44-b9fe-4e66-a281-9590039e2aed

Parameter Summary:

Trip rate parameter range selected:	464 - 3000 (units: sqm)
Survey date date range:	23/09/2016 - 18/11/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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



Audit Code: Obafa3dd-c3e6-448c-9c98-aedd29877a49

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: A - MULTIPLEX CINEMAS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 day
12	CONNAUGHT		
	CS	SLIGO	1 day

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

Audit Code: Obafa3dd-c3e6-448c-9c98-aedd29877a49

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	464 to 7828 (units:sqm)
Range Selected by User:	464 to 3000 (units:sqm)
Parking Spaces Range:	0 - 1000

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	23/04/90 to 22/06/19

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

Selected survey days:

Saturday	2 days
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This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Edge of Town Centre	1 days
Town Centre	1 days

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 days
No Sub Category	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	1 days



Audit Code: 0bafa3dd-c3e6-448c-9c98-aedd29877a49

Secondary Filtering Selection:

Use Class:

Sui Generis	2 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

1200 - 3400

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
5,001 to 25,000	1 surveys

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 surveys
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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.



Audit Code: 0bafa3dd-c3e6-448c-9c98-aedd29877a49

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 2 surveys

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

PTAL Rating:

No PTAL Present 2 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No



Audit Code: Obafa3dd-c3e6-448c-9c98-aedd29877a49

1	CS-07-A-01	GAIETY	SLIGO	
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WINE STREET
SLIGO
Town Centre
No Sub Category
Gross floor area: 2500 sqm
Survey date:

Survey Type: Manual

2	DC-07-A-01	ODEON	DORSET	
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DRAYHORSE YARD
DORCHESTER
Edge of Town Centre
Development Zone
Gross floor area: 1550 sqm
Survey date:

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
SH-07-A-01	18-06-2005	Not Applicable

Audit Code: Obafa3dd-c3e6-448c-9c98-aedd29877a49

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	2	2025	0.000	0.049	0.049
01:00-02:00	1	2500	0.000	0.440	0.440
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	1550	1.484	0.065	1.549
10:00-11:00	1	1550	0.194	0.000	0.194
11:00-12:00	1	1550	0.645	1.097	1.742
12:00-13:00	1	1550	1.355	0.581	1.936
13:00-14:00	2	2025	1.481	0.321	1.802
14:00-15:00	2	2025	1.210	0.593	1.803
15:00-16:00	2	2025	1.284	1.457	2.741
16:00-17:00	2	2025	1.457	1.358	2.815
17:00-18:00	2	2025	1.309	1.309	2.618
18:00-19:00	2	2025	2.123	1.210	3.333
19:00-20:00	2	2025	1.012	0.593	1.605
20:00-21:00	2	2025	1.778	1.185	2.963
21:00-22:00	2	2025	2.815	1.679	4.494
22:00-23:00	2	2025	0.025	2.296	2.321
23:00-00:00	2	2025	0.370	2.420	2.790
Total Rates:			18.542	16.653	35.195

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

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

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Audit Code: Obafa3dd-c3e6-448c-9c98-aedd29877a49

Parameter Summary:

Trip rate parameter range selected:	464 - 3000 (units: sqm)
Survey date date range:	16/06/2007 - 17/09/2016
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.