PROPOSED RESIDENTIAL AND CARE HOME DEVELOPMENT

LAND NORTH OF MARKET PLACE, CUDWORTH

TRANSPORT STATEMENT

April 2024
jgv/24010/TS/v1

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LAND NORTH OF MARKET PLACE, CUDWORTH

Document Status – Final

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1 TRANSPORT STATEMENT

1.1 Introduction

1.1.1 Northern Transport Planning has been appointed to provide advice on the transport implications of proposed residential and care home development on land north of Market Place in Cudworth in the Metropolitan Borough of Barnsley, South Yorkshire. This report provides a Transport Statement to support a planning application for the proposed development.

1.2 Development Site and Location

1.2.1 The proposed development site is located north of Market Place in the centre of the village of Cudworth, approximately 5.3km northeast of the centre of Barnsley. The geographical location of the site is identified on **Plan 01**, **Plan 02** and **Plan 03**.

1.2.2 The boundaries of site are identified on the site layout plan provided as **Appendix A** – it can be seen that the site has an irregular shape. The site is bounded to the south by Market Place/Belle Green Lane, to the west by Market Place and Barnsley Road, to the north by a car sales business and to the east by residential development off Village Court.

1.2.3 The majority of the proposed development site is occupied by Belle Green Court Care Home which is registered with 40 beds and benefits from a 13 space car park. Access to the care home by pedestrians, cyclists and vehicles is currently available direct from Belle Court Lane (the continuation of Market Place) south of the site. An area of the site in the southwest corner is occupied by a 2-storey building having a Gross Floor Area (GFA) estimated at 1,000sq.m. which until recently was used as a retail unit (Ramsdens Direct) and benefits from a car park having 6 or 7 spaces. Access to the retail unit is currently available direct from Market Place west of the site.

1.3 Development Proposals

1.3.1 The proposals for development of the Market Place site are shown on the site layout plan provided as **Appendix A** and comprise the demolition of the retail unit and the construction of a 12 apartment residential unit with access taken via a new junction with Market Place, and an extension to the care home to provide an additional 18 beds using the existing site access junction with Belle Green Lane.

1.4 Scope of the Report

1.4.1 This report considers the transport planning and traffic related issues relevant to the proposals for development at the Market Place site. Subsequent sections of the report deal with the following matters:

- **Section 2** considers the site's accessibility by sustainable modes of transport;
- **Section 3** deals with traffic issues; and
- **Section 4** provides a summary and conclusion to the report.

2 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

2.1 Introduction

2.1.1 This section of the report considers the site's accessibility by sustainable modes of transport. First, an assessment of the person trip generating potential of the proposed development site is made.

2.2 Person Trips Associated with the Proposed Development

2.2.1 The proposed development comprises a building with 12 apartments and an extension to provide an additional 18 care home beds. We have been advised by the operator of Belle Green Court Care Home that no additional staff will be employed as a result of the proposed extension. Notwithstanding this, a theoretical assessment of the trip generation associated with the total proposed development has been undertaken using TRICS data.

2.2.2 The number of weekday person trips associated with the proposed development has been calculated using average trip rates taken from the TRICS trip rate database (version 7.11.1). All TRICS data is provided within **Appendix B** and the calculations are summarised in the tables below:

Land Use	Daily	
	2-Way Trip Rate/apartment	2-Way No. Trips
12 Apartments	5.439	65

Table 2.01: Weekday Person Trips Generated by 12 Apartments

Land Use	Daily	
	2-Way Trip Rate/bed	2-Way No. Trips
18 Care Home Beds	2.792	50

Table 2.02: Weekday Person Trips Generated by 18 Care Home Beds

2.2.3 The total proposed development would generate around 115 2-way person trips (i.e. arrivals plus departures) per day (by all modes of transport).

2.2.4 By using modal split data from the 2011 census (provided within **Appendix C**) for the journey to work from the Barnsley Middle Layer E02001516 : Barnsley 008 within which the site is located (removing the categories 'works mainly from or at home', 'not in employment' and 'other') the following weekday trips by mode type for the proposed apartments are calculated:

Mode Type	Modal Split	No. 2-way Trips
Walk	9.3%	6
Cycle	0.9%	1
Public Transport	9.9%	6
Vehicle Occupant	79.9%	52
Total	**100.0%**	**65**

Table 2.03: Weekday Modal Split – Apartments

2.2.5 By using modal split data from the 2011 census (provided within **Appendix C**) for the journey to work in the Barnsley Middle Layer E02001516 : Barnsley 008 within which the site is located (removing the categories 'works mainly from or at home' and 'other') the following weekday trips by mode type for the proposed care home beds are calculated:

Mode Type	Modal Split	No. 2-way Trips
Walk	14.2%	7
Cycle	0.7%	1
Public Transport	7.1%	3
Vehicle Occupant	78.0%	39
Total	**100.0%**	**50**

Table 2.04: Weekday Modal Split – Care Home Beds

2.2.6 It can be seen that the majority of trips are anticipated to be made by vehicle (including driver or passenger of private car or van, taxi or PTW), with a modest number of trips made by walking and public transport, and a low number of trips made by cycle.

2.3 Accessibility on Foot

2.3.1 It is generally accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.

2.3.2 Within the site, areas of shared surface will provide links on foot to the external pedestrian infrastructure. Roads in the vicinity of the site typically benefit from good quality footways with street lighting and a 30mph speed limit. Tactile paving and dropped kerbs are provided at appropriate locations. Market Place itself has footways approximately 1.5m in width on its north side and 2.7m width on its south side. A Pelican Crossing is available approximately 50m west of the site to assist crossing Barnsley Road on foot.

2.3.3 A 2km walking radius, representing approximately a 25 minute walking distance (walking at 5kph/3mph), is identified on **Plan 04**. Having regard to the availability of pedestrian infrastructure, the alignment of links for walking and barriers to movement, a substantial built-up area including the whole of Cudworth and some adjacent areas lie within a 2km walk from the site. There is the real possibility that staff employed at the care home site might live within walking distance of the care home.

2.3.4 Within the 2km walking distance from the site is an excellent range of shops (including an Aldi Supermarket and Co-op convenience store), pubs/restaurants and hot food takeaways. A good range of education, health and leisure facilities are available within a 2km walk from the site, including the White Rose Medical Practice, Cudworth Churchfield Primary School and the Dorothy Hyman Sports Centre. An excellent range of employment opportunities are available within a convenient distance from the site, although these tend to be just beyond the 2km walking distance.

2.3.5 It is concluded that the site is accessible on foot.

2.4 Accessibility by Cycle

2.4.1 It is generally accepted that cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.

2.4.2 Secure and covered cycle parking for 12 cycles will be provided as part of the proposed development to cater for the demand from the proposed apartments – this accords with Barnsley Council's parking standards. We understand that suitable facilities for cycle parking are available at the care home and that the demand for cycling will not increase as a result of the proposals due to no additional staff being employed after opening of the development.

2.4.3 The National Census data indicates cycling is not a popular mode of transport for commuting in Cudworth, and no facilities to assist cyclists are apparent in the area surrounding the proposed development site.

2.4.4 Notwithstanding the above, a 5km cycling radius, representing approximately a 15 minute cycling distance (cycling at 20kph/12mph), is identified on **Plan 05**. Having regard to the alignment of the links for cyclists and barriers to movement, a significant built-up area lies within a 5km cycle from the proposed development site, including the whole of Cudworth, the outskirts of Barnsley and a number of surrounding villages such as Grimethorpe, Brierley and Shafton. Within this area is an excellent range of shops, facilities and opportunities for employment.

2.4.5 It is concluded that the site is accessible by cycle.

2.5 Accessibility by Public Transport

2.5.1 It is recognised that for public transport to be an attractive alternative mode of transport to the private car it needs to be easily accessible on foot. Ideally, bus users should not have to walk more than 400m to their nearest bus stop and train users should not have to walk more than 800m to their nearest train station.

2.5.2 Bus stops are located on Barnsley Road, approximately a 120m walk from the proposed development site to the west – the stops benefit from shelters and service information. From here the No.27/27a/27b bus service is available providing a 30 minute Monday to Sunday daytime frequency service (60 minute in the evening) between Barnsley Interchange and Wombwell via Cudworth, Shafton, Brierley, Grimethorpe and Darfield.

2.5.3 Bus stops are located on Syndale Road, approximately a 180m walk from the proposed development site to the west – the southbound stop benefits from a shelter and service information; the northbound stop has a simple pole and information. From here the No.32 bus service is available providing a 20 minute Monday to Saturday (no Sunday service) daytime only frequency service between Barnsley Interchange and Cudworth via Hoyle Mill, Cundy Cross and Lundwood.

2.5.4 As well as providing services to a wide geographical area, the buses available within a convenient walking distance from the proposed development site provide a frequent public transport link to Barnsley Interchange where an excellent range of additional bus and train services are available.

2.5.5 It is concluded that the site is accessible by public transport.

2.6 Conclusion

2.6.1 It is concluded that the proposed development site is highly accessible by sustainable modes of transport.

3 TRAFFIC ISSUES

3.1 Introduction

3.1.1 This section of the report considers traffic issues.

3.2 Proposed Access and Car Parking Arrangements

3.2.1 Vehicular access to the proposed apartments will be provided via a new gated site access junction with Market Place – suitable major road visibility will be available from a 2.4m minor road distance having regard to the speed of traffic on Market Place/Belle Green Lane. A total of 15 car parking spaces will be provided to cater for the demand from the 12 apartments – this accords with Barnsley Council's standards.

3.2.2 Vehicular access to the expanded care home would continue be via the existing junction with Belle Green Lane. Although, as previously noted, it is not anticipated there will be a material increase in demand for parking as a result of the additional 18 beds, the care home car park will be increased from the existing 13 spaces to 17 spaces as part of the proposed development. It should be noted, however, that the proposed parking space to the north nearest the building cannot be occupied on refuse removal days until the bin wagon has visited as the space is required for access to the bin store – the appropriate use of this space will be organised by the care home manager.

3.3 Access by Commercial Vehicles

3.3.1 The apartments will be serviced direct from Market Place – refuse bins will be stored in a room along the frontage of the site, with access to this being available from Market Place as shown on the site layout plan.

3.3.2 Servicing of the care home site after development will be retained as existing.

3.4 The Local Highway Network

3.4.1 The local highway network considered by this Transport Statement consists of the site accesses and their junctions with Market Place/Belle Green Lane. The local highway network can be seen on **Plan 03**.

3.4.2 Market Place/Belle Green Lane is an adopted unclassified local distributor road having a single 2 lane carriageway of 7.3m in width. The road is subject to a 30mph speed limit and is relatively lightly trafficked. On-street parking is permitted on both sides of the road, and this does occur. In addition to the proposed development site, the road provides direct access to many residential properties and also provides a connection to various side roads. Market Place/Belle Green Lane provides a connection for the surrounding housing estate to/from Barnsley Road.

3.4.3 On-site observations of the operation of the local highway network have revealed no existing issues relating to highway capacity or safety – the local highway network operates satisfactorily.

3.5 Committed Highways Schemes and Traffic Management Schemes

3.5.1 We are not aware of any committed highways schemes or traffic management schemes which will significantly affect traffic conditions or alter traffic flows in the vicinity of the site and need to be considered as part of this Transport Statement.

3.6 Committed Development

3.6.1 We are not aware of any committed development which will significantly affect traffic conditions or alter traffic flows in the vicinity of the site and needs to be considered as part of this Transport Statement.

3.7 Highway Safety

3.7.1 Personal Injury Accident (PIA) data provided on the 'Crashmap' website for the five year period 01/01/18 to 31/12/22 in the vicinity of the proposed development site reveals:

- No PIAs recorded on Market Place/Belle Green Lane or at its junction with Barnsley Road.

3.7.2 There is nothing revealed by the data to suggest that the local highway network has any particular safety issues relating to highway design, junction design or traffic volumes that would justify restricting the grant of planning permission for the proposed development.

3.8 Traffic Associated with Existing Development

3.8.1 The building in the southwest corner of the site is currently vacant, but was until recently used as a retail unit – we understand it has previously been used as a bingo hall and a cinema. The GFA of the building (the total of both floors) is estimated to be approximately 1,000sq.m. The number of weekday vehicle trips associated with this level of development has been calculated using average 'other individual non-food superstore' category trip rates taken from the TRICS trip rate database (version 7.11.1). The TRICS data is provided within **Appendix B** and the calculations are summarised in the table below:

Land Use	Daily	
	2-Way Trip Rate/100sq.m.	2-Way No. Vehicles
1,000sq.m. Retail	45.702	457.02

Table 3.01: Weekday Traffic Generated by Existing 1,000sq.m. Retail Unit

3.8.2 The existing retail unit has the potential to generate around 457 vehicle movements per day. It is accepted, however, that when in operation the retail unit was likely to have generated a somewhat lower level of generation than that forecast by the TRICS data.

3.9 Traffic Associated with Proposed Development

3.9.1 The proposed development comprises 12 apartments and an additional 18 care home beds. The number of weekday vehicle trips associated with this level of development has been calculated using the multi-modal TRICS trip rate data provided within **Appendix B**. The calculations are summarised in the tables below:

Land Use	Daily	
	2-Way Trip Rate/apartment	2-Way No. Trips
12 Apartments	2.753	33

Table 3.02: Weekday Traffic Generated by 12 Apartments

Land Use	Daily	
	2-Way Trip Rate/bed	2-Way No. Trips
18 Care Home Beds	1.575	28

Table 3.03: Weekday Traffic Generated by 18 Care Home Beds

3.9.2 Using the TRICS data the total proposed development would generate around 61 2-way vehicle movements per day.

3.9.3 The traffic generation during the local highway network weekday AM and PM peak periods (assumed to be 08:00 to 09:00 hours and 17:00 to 18:00 hours respectively) is calculated in the tables below:

Time Period	12 Apartments	
	2-Way Trip Rate/apartment	2-Way No. Vehicles
AM Peak	0.167	2
PM Peak	0.330	4

Table 3.04: Network Peak Period Traffic Generated by 12 Apartments

Time Period	18 Beds	
	2-Way Trip Rate/apartment	2-Way No. Vehicles
AM Peak	0.110	2
PM Peak	0.082	1

Table 3.05: Network Peak Period Traffic Generated by 18 Care Home Beds

3.9.4 The total proposed development would generate up to 5 2-way vehicle movements per hour during the network peak periods.

3.10 Traffic Distribution and Assignment

3.10.1 Having regard to the layout of the local highway network it is anticipated that all generated traffic would travel via the Market Place junction with Barnsley Road to the west of the site.

3.11 Operation of the Site Access Arrangements

3.11.1 The proposed new site access junction with Market Place to serve the new apartments will be constructed to a suitable standard and the level of traffic using it will be low. Market Place is lightly trafficked. There is no reason to consider that the proposed site access junction will not operate safely and within capacity after opening of the proposed development.

3.11.2 Similarly the existing site access junction with Belle Green Lane which serves the care home is constructed to a suitable standard, is lightly trafficked, and the level of traffic using it will continue to be low after development. Belle Green Lane is lightly trafficked. There is no reason to consider that the existing site access junction will not continue to operate safely and within capacity after opening of the proposed development.

3.12 Traffic Impact

3.12.1 It is generally accepted that an increase of over 30 vehicles per hour, or one vehicle every two minutes, is a useful ‘rule of thumb’ for considering materiality and triggering a requirement for a formal assessment.

3.12.2 The total proposed development (i.e. apartments plus additional care home beds) would generate a daily traffic flow of around 61 vehicle movements per day, and up to 5 vehicle movements per hour during the local highway network peak periods. This is not a material level of traffic. The proposed site access arrangements will be provided to a suitable standard and it has been demonstrated that the local highway network is lightly trafficked and has historically operated safely. There is no reason to consider that the proposed development will have a severe impact on the operation of the local highway network.

3.12.3 Furthermore, it should be remembered that the existing (albeit vacant) retail unit which forms part of the site, and will be removed as part of the proposed development, has the potential to generate a significantly higher level of traffic compared with that currently proposed.

3.13 Conclusion

3.13.1 It is concluded that the proposed development site is accessible by motor vehicles.

4 SUMMARY AND CONCLUSIONS

4.1 Introduction

4.1.1 Northern Transport Planning has been appointed to provide advice on the transport implications of proposed residential and care home development on land north of Market Place in Cudworth in the Metropolitan Borough of Barnsley, South Yorkshire. The proposed development site is located in the centre of the village of Cudworth, approximately 5.3km northeast of the centre of Barnsley.

4.1.2 The majority of the proposed development site is occupied by Belle Green Court Care Home which is registered with 40 beds. An area of the site in the southwest corner is occupied by a 2-storey building having a Gross Floor Area estimated at 1,000sq.m. which until recently was used as a retail unit.

4.1.3 The proposals for development of the Market Place site comprise the demolition of the retail unit and the construction of a 12 apartment residential unit and an extension to the care home to provide an additional 18 beds.

4.2 Accessibility

4.2.1 It has been demonstrated that the proposed development site is highly accessible on foot, by cycle and by using public transport.

4.3 Traffic Issues

4.3.1 Vehicular access to the new apartments will be provided via a new gated site access junction with Market Place. Vehicular access to the expanded care home would be via the existing junction with Belle Green Lane. Suitable facilities will be available for resident and visitor car parking and for servicing.

4.3.2 On-site observations and assessment of the operation of the local highway network has revealed no existing issues relating to highway capacity or safety – the local highway network operates satisfactorily.

4.3.3 Using TRICS data it is calculated that the existing (now vacant) retail unit has the potential to generate around 457 vehicle movements per day. It is accepted, however, that when in operation the retail unit was likely to have generated a somewhat lower level of generation than that suggested by the TRICS data.

4.3.4 Using TRICS data it is calculated that the total proposed development (i.e. apartments plus additional care home beds) would generate a daily traffic flow of around 61 vehicle movements per day, and up to 5 vehicle movements per hour during the local highway network peak periods. There is no reason to consider that the proposed development will have a severe impact on the operation of the local highway network.

4.3.5 Furthermore, it should be remembered that the existing (albeit vacant) retail unit which forms part of the site, and will be removed as part of the proposed development, has the potential to generate a significantly higher level of traffic compared with that currently proposed.

4.4 National Planning Policy Framework

4.4.1 Paragraph 114 of the NPPF states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

4.4.2 Paragraph 115 of the NPPF states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

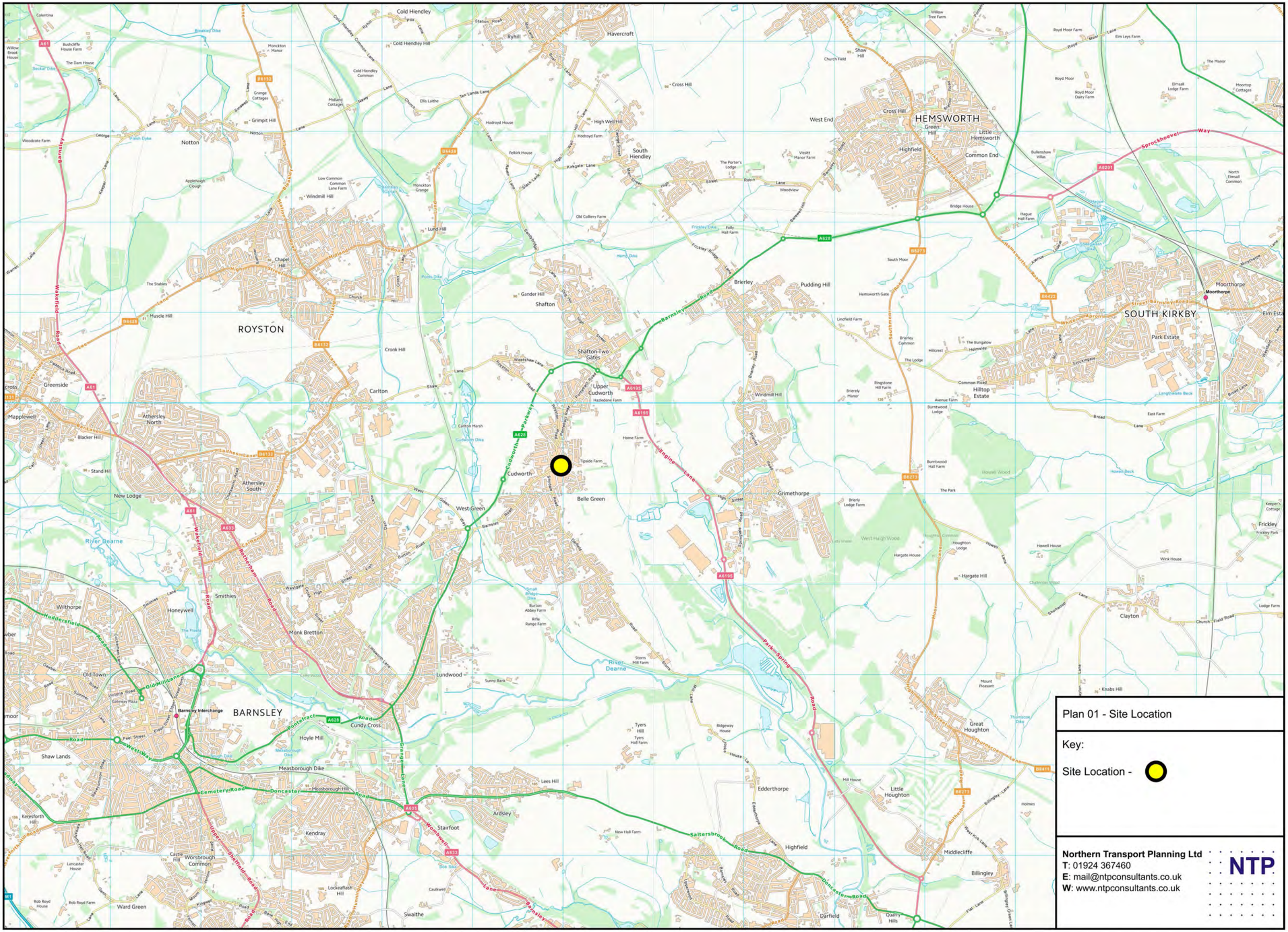
4.4.3 The following comments are relevant in relation to the above:

- Opportunities for sustainable transport – as has been demonstrated within this Transport Statement, the site is highly accessible by pedestrians, cyclists and public transport users.
- Safe and suitable access – safe and suitable access to the site will be available for all modes of transport.
- Impact of development – the analysis provided within this Transport Statement demonstrates that the traffic generated by the proposed development would not have a severe impact on the operation of the local highway network. Off-site mitigation measures are not necessary as the impact of trips generated by the proposed development is small.

4.5 Overall Conclusion

4.5.1 Having regard to the above it is concluded that the proposed development is satisfactory from a transport policy, traffic and highways viewpoint.

PLANS



Plan 01 - Site Location

Key:

Site Location -

Northern Transport Planning Ltd
T: 01924 367460
E: mail@ntpconsultants.co.uk
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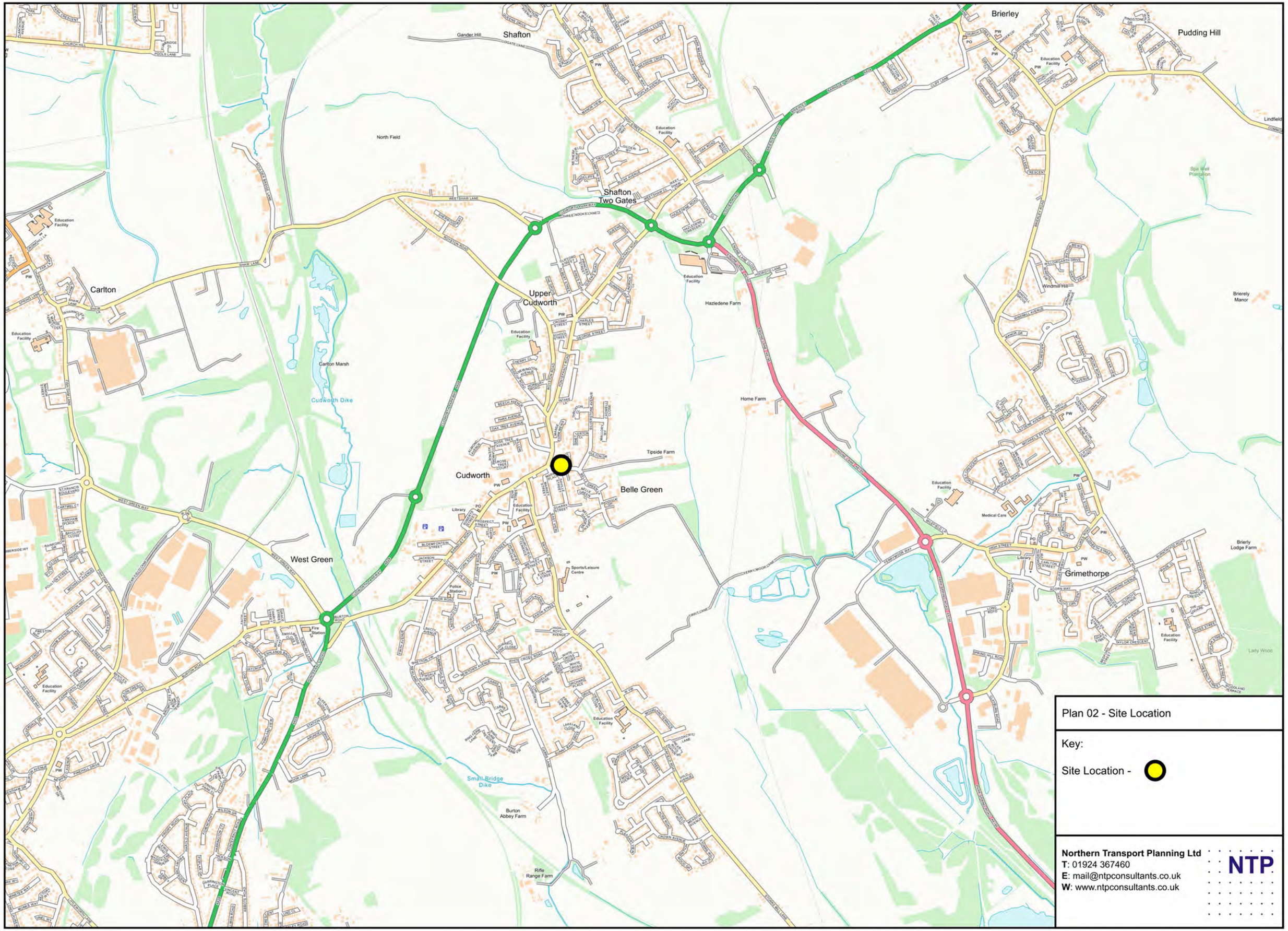
NTP



Plan 02 - Site Location

Key:

Site Location -

Northern Transport Planning Ltd
T: 01924 367460
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Plan 03 - Site Location

Key:

Site Location -

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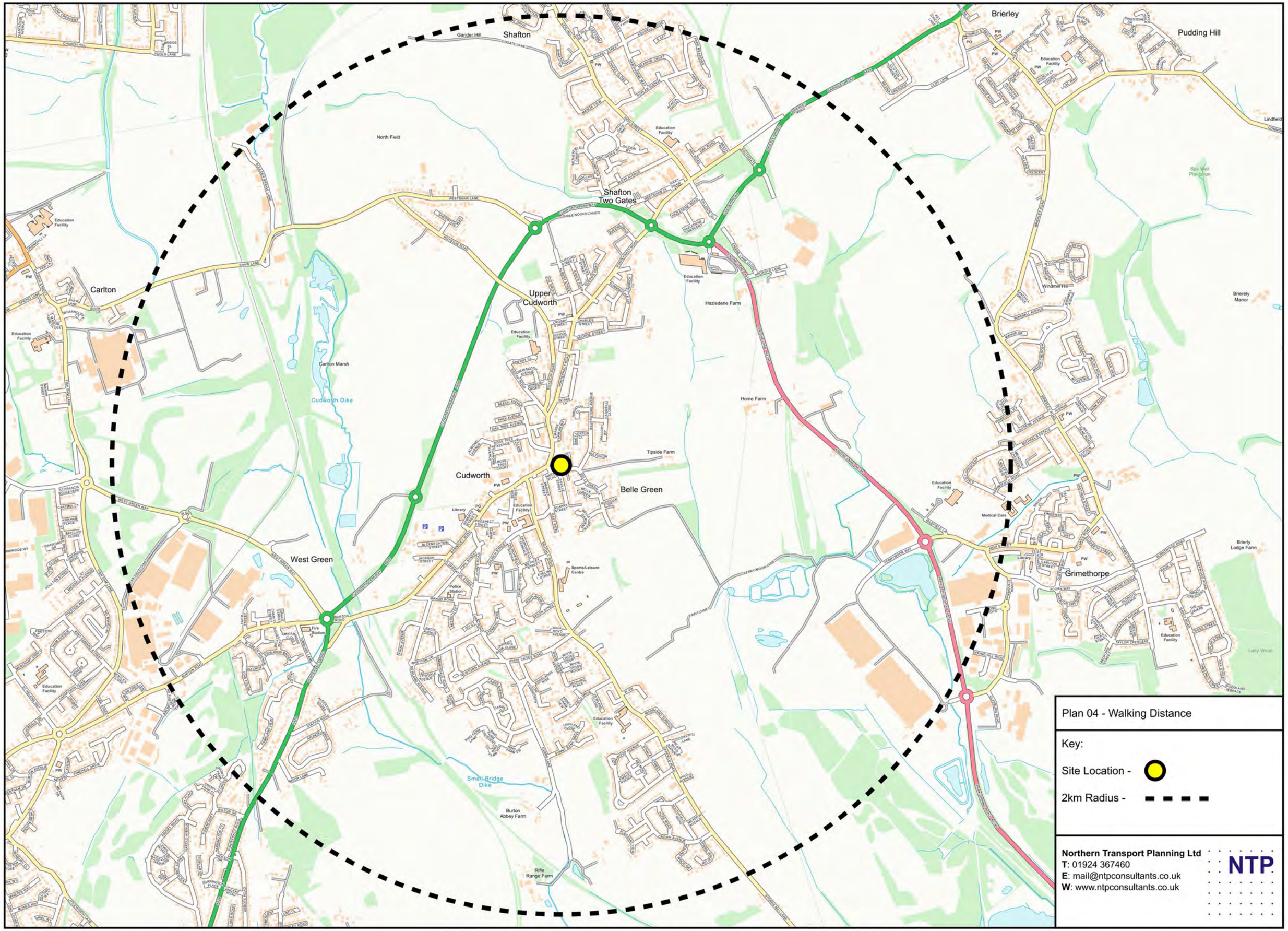
NTP



Plan 04 - Walking Distance

Key:

Site Location -

2km Radius -

Northern Transport Planning Ltd
T: 01924 367460
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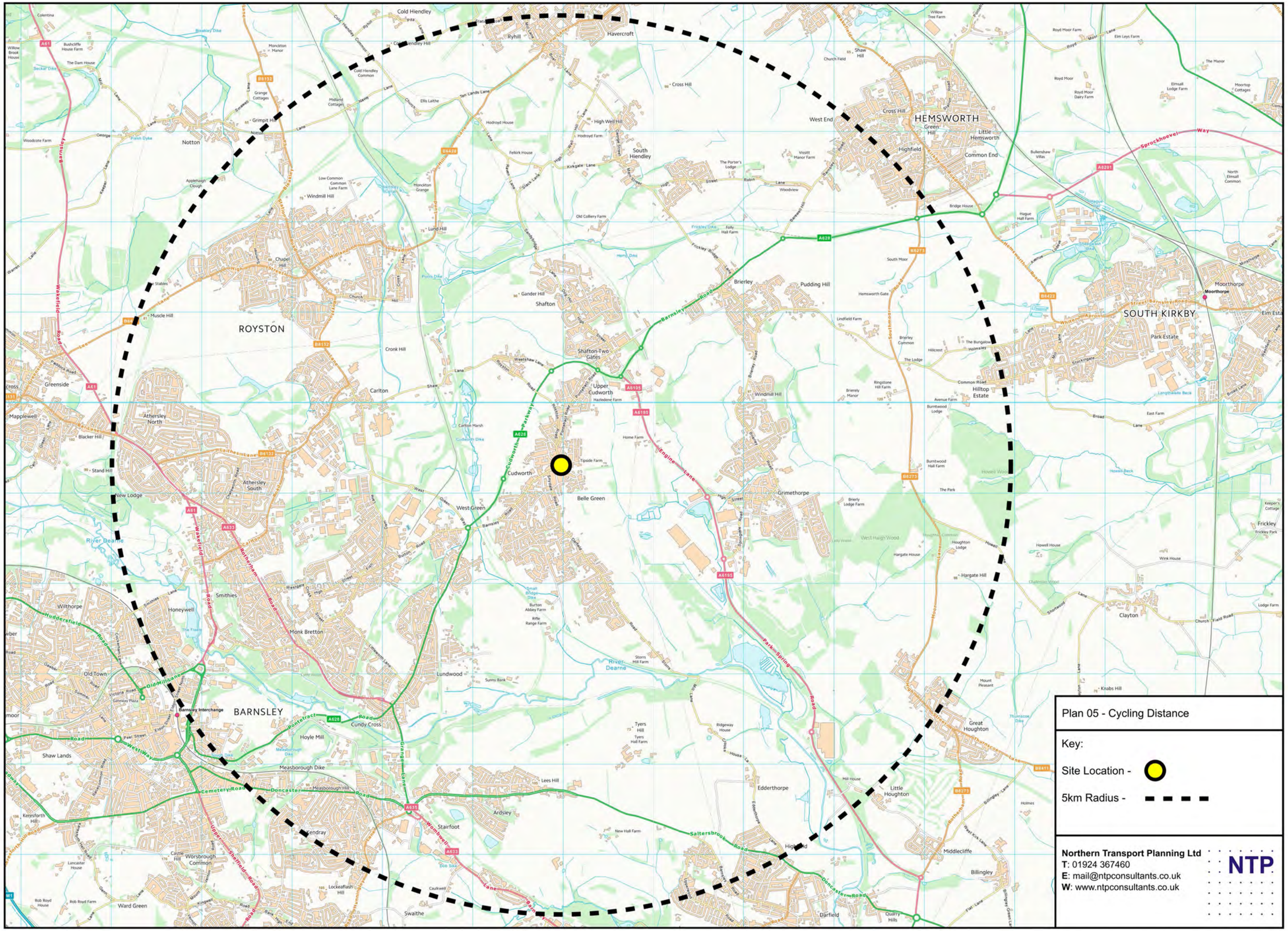

Plan 05 - Cycling Distance

Key:

Site Location -

5km Radius -

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NTP

APPENDIX A

Project
ALTERATIONS AND EXTENSION TO CARE HOME

Address
Belle Green Court Care Home
Belle Green Lane
Cudworth, Barnsley. S72 8LU

Client
Mr Gurjeevan Shergill

Drawing
Proposed Site plan

Date	Scale	
FEB 2024	1:200 @ A1	
Project No.	Drawing No.	Revision
3922	P01	

P&R ARCHITECTS
Portess and Richardson Limited
193 Lincoln Road, Peterborough PE1 2PL
T. 01733 568116. E. p-r@portessarchitect.com

APPENDIX B

Northern Transport Planning LEEDS WEST YORKSHIRE Licence No: 640801

Calculation Reference: AUDIT-640801-240406-0456

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	2 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 47 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/23

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	6 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	2 days
No	5 days

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

PTAL Rating:

No PTAL Present	7 days

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

LIST OF SITES relevant to selection parameters

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

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

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

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

4 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

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

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

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

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

7 TW-03-C-01 BLOCKS OF FLATS TYNE & WEAR
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.98

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	27	0.031	7	27	0.168	7	27	0.199
08:00 - 09:00	**7**	**27**	**0.052**	**7**	**27**	**0.115**	**7**	**27**	**0.167**
09:00 - 10:00	7	27	0.110	7	27	0.126	7	27	0.236
10:00 - 11:00	7	27	0.110	7	27	0.147	7	27	0.257
11:00 - 12:00	7	27	0.079	7	27	0.126	7	27	0.205
12:00 - 13:00	7	27	0.141	7	27	0.110	7	27	0.251
13:00 - 14:00	7	27	0.136	7	27	0.141	7	27	0.277
14:00 - 15:00	7	27	0.099	7	27	0.099	7	27	0.198
15:00 - 16:00	7	27	0.157	7	27	0.099	7	27	0.256
16:00 - 17:00	7	27	0.136	7	27	0.105	7	27	0.241
17:00 - 18:00	**7**	**27**	**0.215**	**7**	**27**	**0.115**	**7**	**27**	**0.330**
18:00 - 19:00	7	27	0.089	7	27	0.047	7	27	0.136
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.355			1.398			2.753

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:	9 - 47 (units:)
Survey date date range:	01/01/16 - 19/06/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.98

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	27	0.042	7	27	0.366	7	27	0.408
08:00 - 09:00	7	27	0.089	7	27	0.351	7	27	0.440
09:00 - 10:00	7	27	0.178	7	27	0.262	7	27	0.440
10:00 - 11:00	7	27	0.225	7	27	0.257	7	27	0.482
11:00 - 12:00	7	27	0.168	7	27	0.246	7	27	0.414
12:00 - 13:00	7	27	0.225	7	27	0.230	7	27	0.455
13:00 - 14:00	7	27	0.230	7	27	0.225	7	27	0.455
14:00 - 15:00	7	27	0.230	7	27	0.173	7	27	0.403
15:00 - 16:00	7	27	0.277	7	27	0.141	7	27	0.418
16:00 - 17:00	7	27	0.346	7	27	0.168	7	27	0.514
17:00 - 18:00	7	27	0.471	7	27	0.188	7	27	0.659
18:00 - 19:00	7	27	0.215	7	27	0.136	7	27	0.351
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.696			2.743			5.439

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.*

Northern Transport Planning LEEDS WEST YORKSHIRE Licence No: 640801

Calculation Reference: AUDIT-640801-240406-0449

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days

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

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:	Number of residents
Actual Range:	31 to 60 (units:)
Range Selected by User:	17 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/06/23

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

Selected survey days:

Monday	2 days
Tuesday	2 days
Thursday	1 days
Saturday	1 days
Sunday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C2	8 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 days

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

Travel Plan:

No	8 days

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

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

1 BP-05-F-01 NURSING HOME BLACKPOOL
LYTHAM ROAD
BLACKPOOL
SQUIRES GATE
Edge of Town
Residential Zone
Total Number of residents: 31
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

2 EB-05-F-01 NURSING HOME CITY OF EDINBURGH
CRAIGHOUSE TERRACE
EDINBURGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 56
Survey date: SATURDAY *19/03/16* *Survey Type: MANUAL*

3 NN-05-F-01 NURSING HOME NORTH NORTHAMPTONSHIRE
MALHAM DRIVE
KETTERING

Edge of Town
No Sub Category
Total Number of residents: 60
Survey date: MONDAY *13/06/22* *Survey Type: MANUAL*

4 NY-05-F-05 NURSING HOME NORTH YORKSHIRE
SEAGRIM CRESCENT
RICHMOND

Edge of Town
Residential Zone
Total Number of residents: 37
Survey date: MONDAY *04/03/19* *Survey Type: MANUAL*

5 PB-05-F-01 NURSING HOME PETERBOROUGH
PARK CRESCENT
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 48
Survey date: SUNDAY *16/10/16* *Survey Type: MANUAL*

6 SH-05-F-01 CARE HOME SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 54
Survey date: SUNDAY *18/06/23* *Survey Type: MANUAL*

7 TW-05-F-03 NURSING HOME TYNE & WEAR
MOORE STREET
GATESHEAD
FELLING SHORE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 52
Survey date: THURSDAY *02/05/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 WS-05-F-02 NURSING HOME WEST SUSSEX
WYKEHAM ROAD
WORTHING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 54
Survey date: TUESDAY *17/05/22* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.77

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	49	0.097	8	49	0.061	8	49	0.158
08:00 - 09:00	**8**	**49**	**0.059**	**8**	**49**	**0.051**	**8**	**49**	**0.110**
09:00 - 10:00	8	49	0.051	8	49	0.038	8	49	0.089
10:00 - 11:00	8	49	0.056	8	49	0.041	8	49	0.097
11:00 - 12:00	8	49	0.054	8	49	0.071	8	49	0.125
12:00 - 13:00	8	49	0.048	8	49	0.051	8	49	0.099
13:00 - 14:00	8	49	0.077	8	49	0.046	8	49	0.123
14:00 - 15:00	8	49	0.066	8	49	0.079	8	49	0.145
15:00 - 16:00	8	49	0.084	8	49	0.133	8	49	0.217
16:00 - 17:00	8	49	0.046	8	49	0.059	8	49	0.105
17:00 - 18:00	**8**	**49**	**0.031**	**8**	**49**	**0.051**	**8**	**49**	**0.082**
18:00 - 19:00	8	49	0.028	8	49	0.046	8	49	0.074
19:00 - 20:00	8	49	0.036	8	49	0.031	8	49	0.067
20:00 - 21:00	8	49	0.036	8	49	0.048	8	49	0.084
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.769			0.806			1.575

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:	31 - 60 (units:)
Survey date date range:	01/01/16 - 18/06/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	1
Number of Sundays:	2
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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.77

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	49	0.219	8	49	0.082	8	49	0.301
08:00 - 09:00	8	49	0.115	8	49	0.079	8	49	0.194
09:00 - 10:00	8	49	0.087	8	49	0.066	8	49	0.153
10:00 - 11:00	8	49	0.097	8	49	0.054	8	49	0.151
11:00 - 12:00	8	49	0.105	8	49	0.115	8	49	0.220
12:00 - 13:00	8	49	0.087	8	49	0.079	8	49	0.166
13:00 - 14:00	8	49	0.130	8	49	0.074	8	49	0.204
14:00 - 15:00	8	49	0.102	8	49	0.176	8	49	0.278
15:00 - 16:00	8	49	0.143	8	49	0.209	8	49	0.352
16:00 - 17:00	8	49	0.082	8	49	0.112	8	49	0.194
17:00 - 18:00	8	49	0.051	8	49	0.084	8	49	0.135
18:00 - 19:00	8	49	0.056	8	49	0.107	8	49	0.163
19:00 - 20:00	8	49	0.061	8	49	0.082	8	49	0.143
20:00 - 21:00	8	49	0.033	8	49	0.105	8	49	0.138
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.368			1.424			2.792

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.*

Northern Transport Planning LEEDS WEST YORKSHIRE Licence No: 640801

Calculation Reference: AUDIT-640801-240406-0420

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days

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

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:	Gross floor area
Actual Range:	290 to 2800 (units: sqm)
Range Selected by User:	290 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 18/09/21

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
Wednesday	1 days
Thursday	1 days
Friday	6 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	2
Residential Zone	1
Retail Zone	2
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	9 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	3 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	9 days

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:

Not Known	6 days
No	3 days

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

PTAL Rating:

No PTAL Present	9 days

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

LIST OF SITES relevant to selection parameters

1 EB-01-G-01 PETS AT HOME CITY OF EDINBURGH
GYLEMUIR ROAD
EDINBURGH
THE GYLE
Edge of Town
Retail Zone
Total Gross floor area: 932 sqm
Survey date: WEDNESDAY *27/10/10* *Survey Type: MANUAL*

2 HE-01-G-01 PETS AT HOME HEREFORDSHIRE
COMMERCIAL ROAD
HEREFORD

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 714 sqm
Survey date: MONDAY *17/10/11* *Survey Type: MANUAL*

3 KC-01-G-01 PREMUS HOMEMAKER KENT
SEA STREET
HERNE BAY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 1248 sqm
Survey date: FRIDAY *21/06/02* *Survey Type: MANUAL*

4 KC-01-G-02 D&A TOYS KENT
BROADOAK ROAD
CANTERBURY

Edge of Town
Commercial Zone
Total Gross floor area: 1500 sqm
Survey date: FRIDAY *06/12/02* *Survey Type: MANUAL*

5 LS-01-G-01 SUPA SOFA LEEDS
CLARENCE ROAD
LEEDS
HUNSLET
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1140 sqm
Survey date: THURSDAY *14/03/19* *Survey Type: MANUAL*

6 SF-01-G-01 NEVADA BOB'S GOLF SUFFOLK
FELIXSTOWE ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 290 sqm
Survey date: FRIDAY *17/11/00* *Survey Type: MANUAL*

7 WM-01-G-01 STAPLES WEST MIDLANDS
ROCKY LANE
BIRMINGHAM
ASTON
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 1880 sqm
Survey date: FRIDAY *17/11/00* *Survey Type: MANUAL*

8 WM-01-G-02 PC WORLD WEST MIDLANDS
STRATFORD ROAD
SOLIHULL
SHIRLEY
Edge of Town
Residential Zone
Total Gross floor area: 2800 sqm
Survey date: FRIDAY *14/09/01* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 WM-01-G-04 COMET WEST MIDLANDS
MARSHALL LAKE ROAD
SOLIHULL
SHIRLEY
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 2100 sqm
Survey date: FRIDAY *12/10/01* *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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL 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 - 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	2	1297	0.463	2	1297	0.039	2	1297	0.502
08:00 - 09:00	7	1408	0.497	7	1408	0.101	7	1408	0.598
09:00 - 10:00	9	1400	1.555	9	1400	0.952	9	1400	2.507
10:00 - 11:00	9	1400	2.103	9	1400	1.920	9	1400	4.023
11:00 - 12:00	9	1400	2.110	9	1400	2.126	9	1400	4.236
12:00 - 13:00	9	1400	2.666	9	1400	2.396	9	1400	5.062
13:00 - 14:00	9	1400	2.690	9	1400	2.785	9	1400	5.475
14:00 - 15:00	9	1400	2.563	9	1400	2.364	9	1400	4.927
15:00 - 16:00	9	1400	2.317	9	1400	2.293	9	1400	4.610
16:00 - 17:00	9	1400	1.952	9	1400	2.198	9	1400	4.150
17:00 - 18:00	9	1400	1.396	9	1400	1.801	9	1400	3.197
18:00 - 19:00	7	1408	1.319	7	1408	1.654	7	1408	2.973
19:00 - 20:00	6	1453	0.998	6	1453	1.492	6	1453	2.490
20:00 - 21:00	6	1453	0.275	6	1453	0.677	6	1453	0.952
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			22.904			22.798			45.702

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:	290 - 2800 (units: sqm)
Survey date date range:	01/01/00 - 18/09/21
Number of weekdays (Monday-Friday):	9
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.

APPENDIX C

QS701EW - Method of travel to work

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02001516 : Barnsley 008
rural urban	Total

Method of Travel to Work	**2011**	Total
All categories: Method of travel to work	4,420	4,420
Work mainly at or from home	58	58
Underground, metro, light rail, tram	1	1
Train	36	36
Bus, minibus or coach	225	225
Taxi	19	19
Motorcycle, scooter or moped	24	24
Driving a car or van	1,856	1,856
Passenger in a car or van	216	216
Bicycle	23	23
On foot	245	245
Other method of travel to work	19	19
Not in employment	1,698	

			65	MODAL SPLIT	TWO-WAY TRIPS
Walking	245	9.26%	6.0	9.3%	6
Cycling	23	0.87%	0.6	0.9%	1
Public Transport	262	9.91%	6.4	9.9%	6
Vehicle Occupant	2,115	79.96%	52.0	79.9%	52
	2,645	100.00%	65	100.0%	65

WP703EW - Method of travel to work (2001 specification) (Workplace population)

population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
area type	2011 super output areas - middle layer
area name	E02001516 : Barnsley 008

Method of travel to work	**2011**	
All categories: Method of travel to work (2001 specification)	1,943	1,943
Work mainly at or from home	172	172
Underground, metro, light rail or tram	0	0
Train	17	17
Bus, minibus or coach	108	108
Taxi	6	6
Motorcycle, scooter or moped	9	9
Driving a car or van	1,135	1,135
Passenger in a car or van	226	226
Bicycle	13	13
On foot	250	250
Other method of travel to work	7	7

			50	MODAL SPLIT	TWO-WAY TRIPS
Walking	250	14.17%	7.1	14.2%	7
Cycling	13	0.74%	0.4	0.7%	1
Public Transport	125	7.09%	3.5	7.1%	3
Private Vehicle Occupant	1,376	78.00%	39.0	78.0%	39
	1,764	100.00%	50	100.0%	50