

# WEST ROAD, BARNSELY PROPOSED COMMERCIAL WAREHOUSE UNIT

## Transport Statement

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### Client

Blue Check Consulting /V. Simpson

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| <b>Authorised by:</b> | TM                       | TM                | TM                | TM                |

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## Appendices

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## 1 Background and Context

### 1.1 Introduction

- 1.1.1 MJM Consulting Engineers Ltd (MJM) have been commissioned by Blue Check Consulting /V. Simpson (the Applicant) to prepare a Transport Statement (TS) to accompany a planning application for a proposed commercial warehouse unit at West Road, Barnsley (the Site).

### 1.2 Site Location

- 1.2.1 The site is located in the Pogmoor area of Barnsley, approximately 2.4km to the west of Barnsley town centre. Broadly, the site is bound to the north and east by existing industrial units, to the west by a driving test centre and to the south by a railway line.
- 1.2.2 The site location is demonstrated in **Figure 1-1** below.

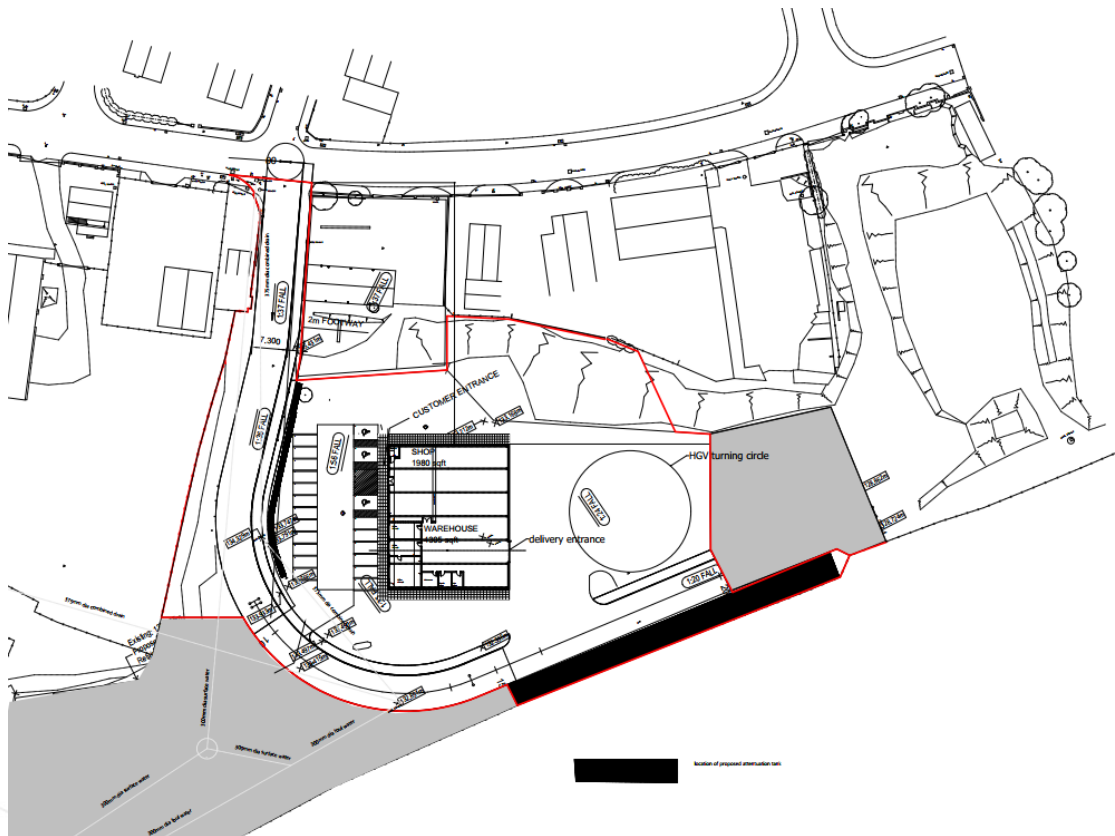


Figure 1-1 Site Location Plan

### 1.3 Development Proposals

- 1.3.1 The proposed development at West Road comprise the erection of a 584sqm commercial warehouse unit.
- 1.3.2 The proposals are accompanied by an existing road into the site, to be improved, 18 car parking spaces and 3 disabled spaces, with a service yard located to the rear of the unit.

## 1.5 Report Structure

1.5.1 Following this introduction, the TS is structured as follows:

- Section 2 describes the transport planning policy context within which the proposals will be assessed;
- Section 3 details the accessibility of the development site by non-car modes;
- Section 4 describes the existing highway network in the vicinity of the development and key routes to the site, with reference to historic road safety records;
- Section 5 provides an overview of the development proposals, access arrangement parking and servicing;
- Section 6 provides detail on the likely traffic generation as a consequence of the proposals
- Section 7 offers a summary and conclusion.

## 2 Transport Planning Policy Context

### 2.1 National Planning Policy Framework (NPPF)

2.1.1 The revised National Planning Policy Framework was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development.

2.1.2 The NPPF states that "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" (Paragraph 111). Paragraph 112 sets out that development proposals should seek to:

- Give priority first to pedestrian and cycle movements, both within the scheme and connecting with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.1.3 This Transport Statement will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel, and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

### 2.2 Sheffield City Region Transport Strategy 2019-2035

2.2.1 The Sheffield City Region Transport Strategy is a long-term plan focussing on the city's economic, environmental and equality challenges. It aims to deliver faster, more reliable and cleaner journeys, reduce the negative impact of transport by making walking and cycling for shorter trips and public transport for longer trips more attractive.

2.2.2 This will reduce dependency on cars and free up space on the roads for longer, more difficult journeys where car may be the only practical option.

2.2.3 The following transport goals are also outlined, in order to achieve the transport vision above:

- A city that's easier to get around;
- A better-connected Sheffield; and
- A safer and more sustainable Sheffield.

- 2.2.4 Of specific relevance to the development proposals, Policy 8 seeks to “Enhance our multi-modal transport system, which encourages sustainable travel options and is embedded in the assessment of transport requirements for new developments, particularly active travel”.
- 2.2.5 It is considered that the proposed development supports the policy aspirations of the Sheffield City Region Transport Strategy, by providing new retail development in a sustainable town centre location; this is discussed further in **Section 3**.

## 2.3 Barnsley Local Plan

- 2.3.1 The Barnsley Local Plan was adopted in January 2019 and sets out the local planning policy for the future development of Barnsley up to 2033. The objectives of the Local Plan are:
- Policy SD1- Presumption in favour of sustainable development: When considering development proposals, we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
  - Policy T3- New Development and Sustainable Travel: New development will be expected to:
    - Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;
    - Provide at least the minimum standards of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant supplementary planning document;
    - Provide a Transport Assessment or Statement in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and
    - Provide a Travel Plan Statement or Travel Plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

### Policy T4- New Development and Transport Safety:

- New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement;
- 2.3.2 The development proposals will adhere to policy SD1 and T3, as the development site is accessible via all modes of transport, particularly non-car modes, additionally a Travel Plan which accompanies this Transport Statement will seek to promote sustainable travel amongst staff and customers. **Section 4** of this Transport Statement has assessed the vehicular impact of the existing highway network in regard to accident trends to derive whether there would be an impact on road safety from the development’s implementation. Furthermore, the access has been subject to a swept path analysis to ensure that the vehicular access to the development does not create conflict with footway users or other vehicles, this adheres to Policy T4.

### 3 Site Accessibility

#### 3.1 Introduction

3.1.1 This section of the Transport Statement describes the existing infrastructure that will facilitate and encourage site users to walk, cycle or use public transport, rather than to travel by car.

#### 3.2 Active Travel Options

##### *Pedestrian Access*

3.2.1 The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

*Table 3-1 Walking Distances by Journey Type*

| Criteria          | Town Centres | Commuting / School | Elsewhere |
|-------------------|--------------|--------------------|-----------|
| Desirable         | 200m         | 500m               | 400m      |
| Acceptable        | 400m         | 1000m              | 800m      |
| Preferred Maximum | 800m         | 2000m              | 1200m     |

3.2.2 As **Table 3.1** shows, 2km is considered the preferred maximum walking distance for 'Commuting / School', for staff. A 2km walking catchment from the site, would, therefore, include Pogmoor, Wilthorpe, Shawlands and Barnsley town centre. **Figure 3.1**, illustrates a 2km walking catchment from the site.

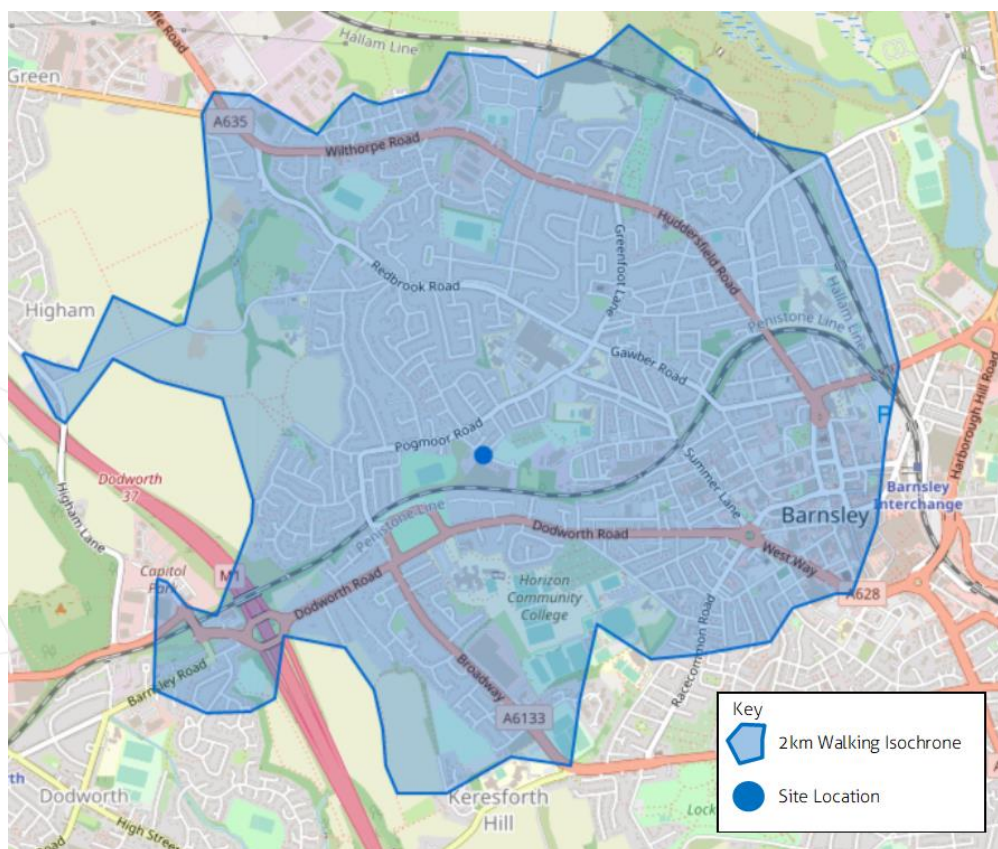


*Figure 3-1 2km Walking Catchment*

- 3.2.3 Pedestrian access to the site is provided from West Road, located to the north of the site. To the east and west of the site access, footways and street lighting are provided on both sides of the carriageway.
- 3.2.4 The footways on West Road meet those on Pogmoor Road, to the north west of the site, which provide a route to Barnsley town centre to the east. Footways and street lighting are provided on both sides of the carriageway.
- 3.2.5 Tactile paving and / or dropped kerbs are provided at some adjoining junctions with West Road and Pogmoor Road.
- 3.2.6 Approximately 230m to the east of the Pogmoor Road / West Road junction, a signal controlled pedestrian crossing is provided across Pogmoor Road, facilitating pedestrian movement towards Barnsley Hospital.
- 3.2.7 It is anticipated that walking would be an attractive travel choice for users of the site, particularly those living nearby or travelling by public transport.

#### Cycle Access

- 3.2.8 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes Barnsley, Athersley and Worsbrough.
- 3.2.9 **Figure 3.2** illustrates a 5km cycle catchment from the site.

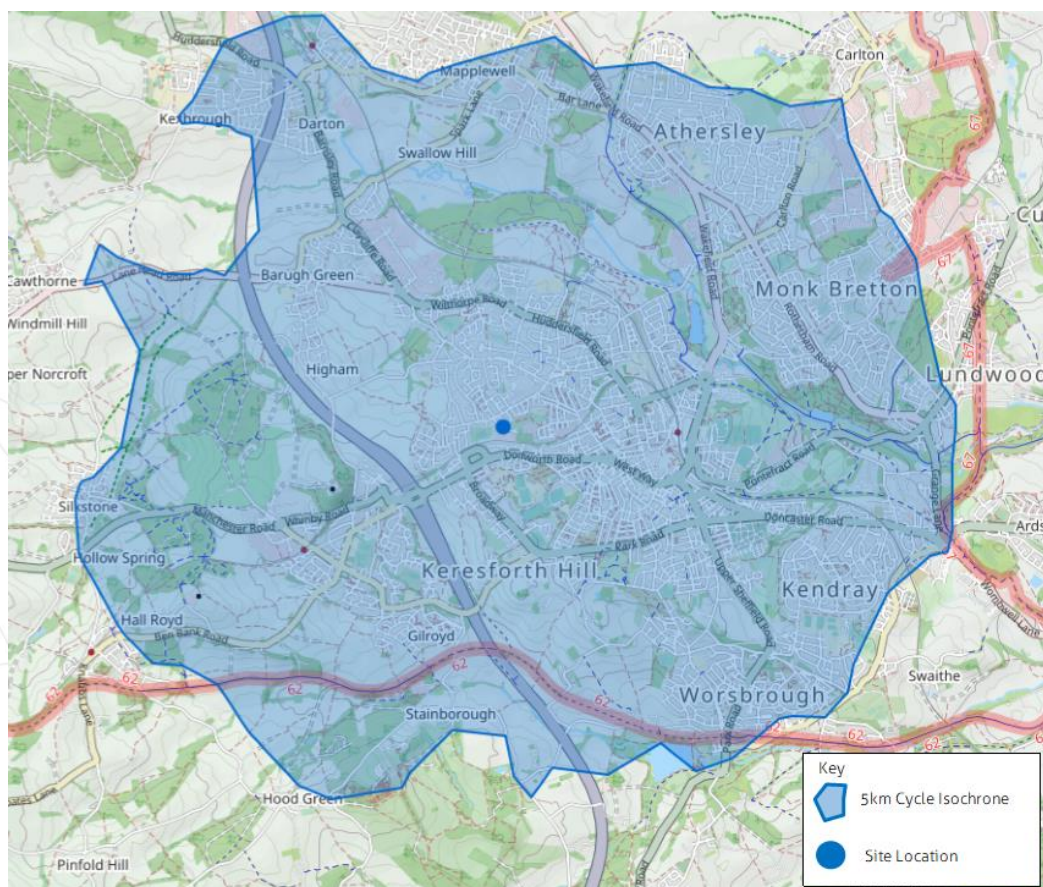


Figure 3-2 5km Cycle Catchment

- 3.2.10 As can be seen in **Figure 3.2**, the closest formal cycle route to the site is the National Cycle Network (NCN) Route 62, located along a traffic free route to the south of Worsbrough, joining Route 67 in Wombwell to the east and Route 627 in Penistone to the west.
- 3.2.11 National Route 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.
- 3.2.12 It is considered that cycling would represent an attractive travel option for users of the proposed site.

### 3.3 Public Transport

#### *Bus Services*

- 3.3.1 The closest bus stops to the site are located on Pogmoor Road, approximately 210m to the west of the site access for westbound services and 250m for eastbound services and southbound services. Both stops benefit from timetable information, pole and flag.
- 3.3.2 **Figure 3.3**, illustrates the location of the bus stops identified above.

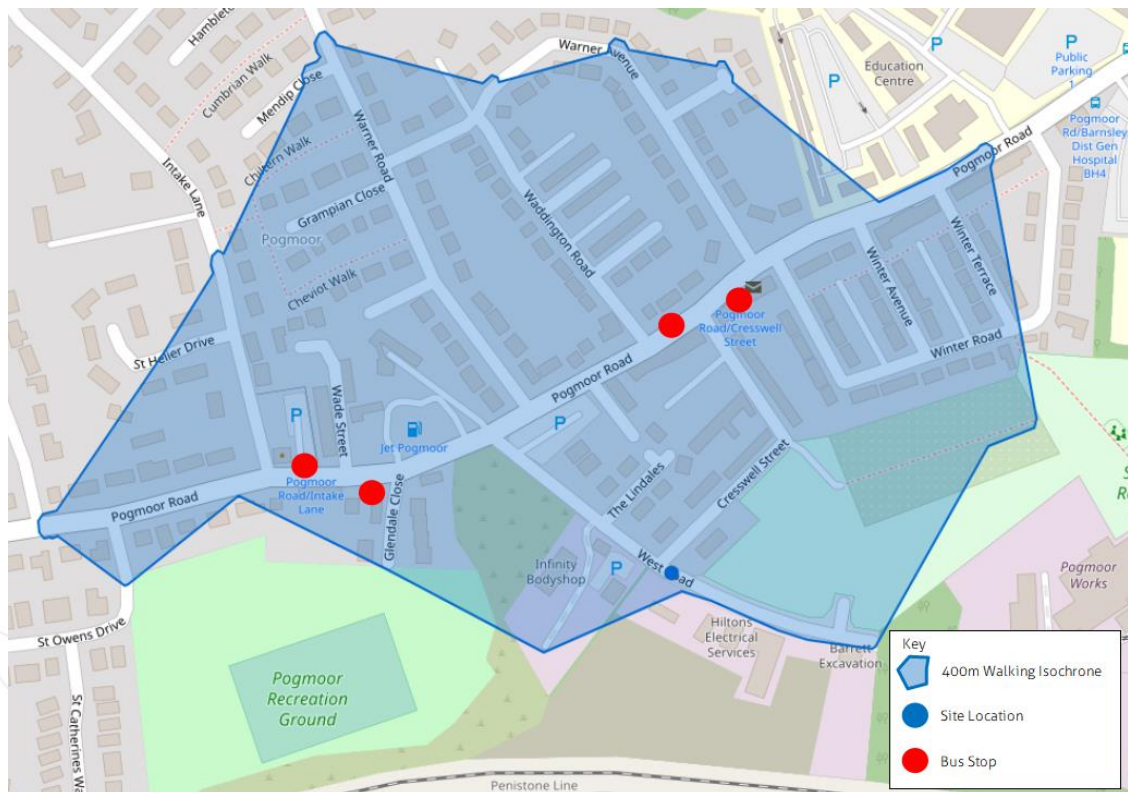


Figure 3-3 Bus Stop Locations

3.3.3 **Table 3.2** summarises the destinations and frequencies of the bus services available from Pogmoor Road.

*Table 3-2 Bus Service Summary*

| Service      |                                                   | Frequency       |          |         |
|--------------|---------------------------------------------------|-----------------|----------|---------|
|              |                                                   | Monday – Friday | Saturday | Sunday  |
| Pogmoor Road |                                                   |                 |          |         |
| 43           | Barnsley Interchange - Pogmoor Kingstone Circular | 30 mins         | 30 mins  | 60 mins |
| 44           | Barnsley Interchange - Pogmoor Kingstone Circular | 30 mins         | 30 mins  | 60 mins |

3.3.4 As can be seen in **Table 3.2**, there are regular bus services available within a short walk of the site, Monday – Sunday, which offer services to a range of local and regional destinations. It is, therefore, considered that travel by bus would be an option for staff and visitors accessing the site from further afield.

#### *National Rail Services*

3.3.5 The closest national rail services to the site can be accessed from Barnsley train station, which is located 2.4km east of the site. It can be accessed in around a 12-minute cycle ride or 16-minutes on the 43 bus service.

3.3.6 Barnsley station benefits from regular services to local, regional, and national destinations; a summary is provided in **Table 3.3** overleaf.

Table 3.3: Train Service Summary

| Destination                    |                                    |
|--------------------------------|------------------------------------|
| <b>Northern Hallam Line</b>    | <b>Northern Leeds - Nottingham</b> |
| Leeds                          | Leeds                              |
| Wakefield                      | Wakefield                          |
| Meadowhall                     | Sheffield                          |
| Sheffield                      | Chesterfield                       |
|                                | Nottingham                         |
| <b>Northern Penistone Line</b> | <b>Northern – Leeds to Lincoln</b> |
| Penistone                      | Leeds                              |
| Dodworth                       | Wakefield                          |
| Wombwell                       | Sheffield                          |
| Sheffield                      | Worksop                            |
|                                | Gainsborough                       |
|                                | Lincoln                            |

- 3.3.7 Barnsley train station benefits from waiting rooms, toilets and shops. The station provides 24 bike stand storage spaces and, as such, allows staff to combine cycling with a longer journey by train.

### 3.4 Summary

- 3.4.1 The site is located in a highly accessible location for walking and cycling and is also well located to access a range of public transport options, which provide both local and national services, which could be utilised by staff and visitors to the site.

## 4 Existing Highway Network

### 4.1 Introduction

4.1.1 This section of the Transport Statement considers the nature of the existing highway network, including analysis of historic personal injury collision data.

### 4.2 Local Highway Network

4.2.1 A description is provided below of the local highway network in the immediate vicinity of the site, along with the sites approximate location; for ease, it is also shown in **Figure 4.1**.



Figure 4-1 Local Highway Network

4.2.2 Access to the site is provided from West Road, located to the north of the site. West Road is a single lane, two-way carriageway, providing access to a mixture of commercial units and residential dwellings along both sides of the carriageway and is approximately 270m in length. It is subject to a 30mph speed limit and benefits from street lighting and footways on both sides of the carriageway. The carriageway is approximately 7.4m wide, with sections of unrestricted on-street parking and double yellow line restrictions protecting minor junctions.

4.2.3 To the north west of the proposed site access, West Road meets Pogmoor Road at a priority junction. Pogmoor Road is approximately 1.4km in length, extending to the Dodworth Road to the south and Greenfoot Lane to the east. In the vicinity of the it's junction with West Road, Pogmoor Road is approximately 7.2m wide with single yellow line restrictions on both sides of the carriageway and is subject to a 30mph speed limit.

### 4.3 Road Safety

4.3.1 Accident data was sought for the area immediately surrounding the site for the most recent 5-year period (2017 – 2021) from [www.crashmap.co.uk](http://www.crashmap.co.uk). Crashmap offers a definitive map of the official road collision statistics. **Figure 4.2**, overleaf, illustrates the accidents recorded within this 5-year period in the vicinity of the site.

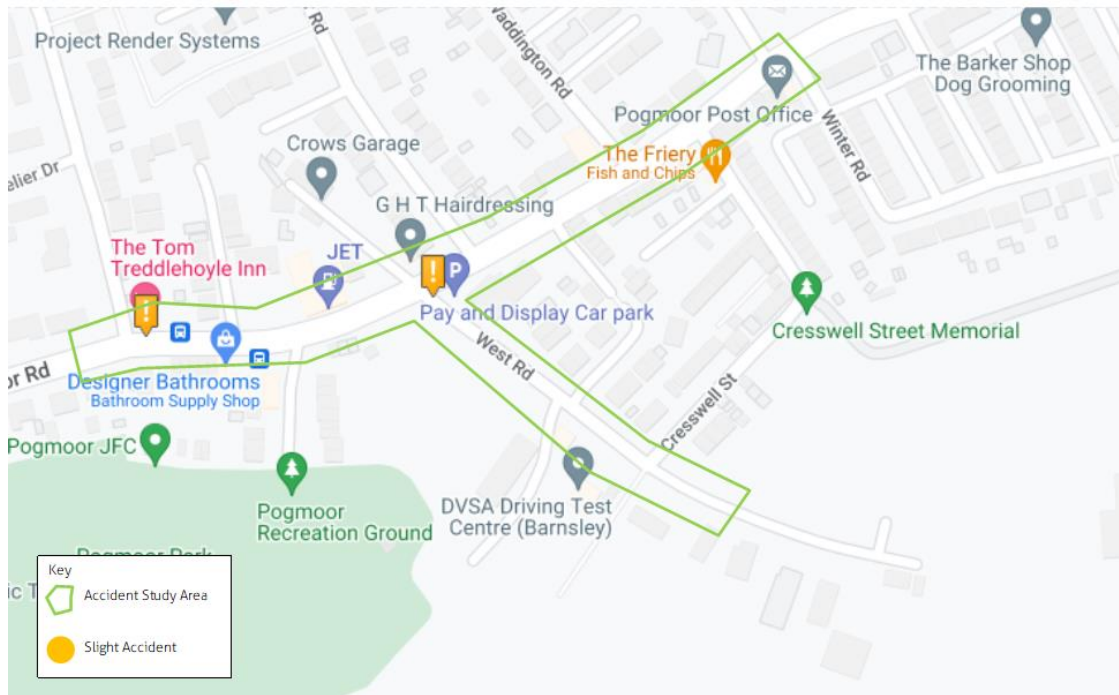


Figure 4-2 Accident Study Area

- 4.3.2 As can be seen from **Figure 4.2**, a total of 2 accidents have been recorded within the most recent 5-year period, which equates to an average of 1 accident every 2.5 years.
- 4.3.3 Given the above, it is considered that the level of accidents recorded over the most recent 5-year period does not indicate that there is an existing road safety issue within the vicinity of the site, which could be exacerbated by the addition of development trips.

## 5 Development Proposals

### 5.1 Introduction

- 5.1.1 As set out in the preceding sections of this report, the development proposals comprise the erection of a 584sqm commercial warehouse unit.
- 5.1.2 The proposals are accompanied by an existing access road into the site, to be improved, 18 car parking spaces and 3 disabled spaces, with a service yard located to the rear of the unit.
- 5.1.3 The proposed site layout is included at **Appendix A**.

### 5.2 Access

- 5.2.1 Vehicle access and egress to the site is located on the northern boundary of the site, at an existing priority junction with West Road.
- 5.2.2 The existing access currently measures approximately 5.7m in width and will be upgraded to a width of approximately 7.3m to allow a safe two-way vehicular access.
- 5.2.3 Pedestrian access will also be provided from West Road, adjacent to the proposed vehicular access via a new footway into the site, joining those on West Road, with dropped kerbs and tactile paving provided on each side of the access.

### 5.3 Car Parking

- 5.3.1 Parking standards are set by Barnsley Metropolitan Borough Council in Local Plan SPD Parking document (November 2019) and is summarised below.
  - B8: Storage and Distribution – 1 space per 100sqm
- 5.3.2 As shown on the site layout, a total of 21 spaces are to be provided, including 3 disabled spaces, equivalent to 1 space per 28sqm. This level of provision is considered appropriate to accommodate the operational requirements of the site.

### 5.4 Cycle Parking

- 5.4.1 In accordance with the Local Plan SPD Parking document, a total of 2 covered, secure cycle spaces will be provided (1 long stay and 1 short stay).
- 5.4.2 The cycle parking will be located so that it minimises conflict with pedestrians on-site, with a good level of natural surveillance.

### 5.5 General Servicing and Refuse Collection

- 5.5.1 General servicing and refuse collection will be undertaken by a private contractor within the site, where direct access to bin stores will be provided.

### 5.6 Fire Vehicle Access

- 5.6.1 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Consulting national guidance, The Building Regulations 2010 'Fire Safety' (2013) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service', Table 8 sets out that 'Typical Fire and Rescue Service Vehicle Access Route Specification' which stipulates that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long.
- 5.6.2 Access for fire tenders will be provided from West Road.

## 6 Trip Assessment

### 6.1 Introduction

6.1.1 This section of the Transport Statement sets out the likely vehicle trip generation associated with the proposed commercial warehouse unit.

### 6.2 Trip Generation

6.2.1 In order to determine the likely level of vehicle trip generation, associated with the proposed 584sqm commercial warehouse unit, the TRICS database has been interrogated, the following TRICS parameters have been selected:

- Land Use: Employment – Warehousing (Commercial);
- GFA: 190 to 3,665sqm;
- Date Range: 01/01/15 to 27/09/21; and
- Location: Suburban Area, Edge of Town, Free Standing.

6.2.2 **Table 6.1** summarises the vehicle trip rates and resultant trip generation across the day, whilst the full TRICS output is provided at **Appendix B**.

*Table 6.1: Vehicle Trip Generation*

|             | Trip Rates |       |         | Trip Generation |     |         |
|-------------|------------|-------|---------|-----------------|-----|---------|
|             | Arrival    | Dep   | Two-Way | Arrival         | Dep | Two-Way |
| 05:00-06:00 | 0.217      | 0.027 | 0.244   | 1               | 0   | 1       |
| 06:00-07:00 | 0.19       | 0.108 | 0.298   | 1               | 1   | 2       |
| 07:00-08:00 | 0.184      | 0.088 | 0.272   | 1               | 0   | 1       |
| 08:00-09:00 | 0.384      | 0.056 | 0.44    | 2               | 0   | 2       |
| 09:00-10:00 | 0.184      | 0.032 | 0.216   | 1               | 0   | 1       |
| 10:00-11:00 | 0.24       | 0.192 | 0.432   | 1               | 1   | 2       |
| 11:00-12:00 | 0.2        | 0.216 | 0.416   | 1               | 1   | 2       |
| 12:00-13:00 | 0.168      | 0.216 | 0.384   | 1               | 1   | 2       |
| 13:00-14:00 | 0.288      | 0.16  | 0.448   | 2               | 1   | 2       |
| 14:00-15:00 | 0.2        | 0.272 | 0.472   | 1               | 1   | 3       |
| 15:00-16:00 | 0.136      | 0.336 | 0.472   | 1               | 2   | 3       |
| 16:00-17:00 | 0.112      | 0.144 | 0.256   | 1               | 1   | 1       |
| 17:00-18:00 | 0.04       | 0.44  | 0.48    | 0               | 2   | 3       |
| 18:00-19:00 | 0.027      | 0.173 | 0.2     | 0               | 1   | 1       |
| 19:00-20:00 | 0          | 0.027 | 0.027   | 0               | 0   | 0       |
| Total       | 2.57       | 2.487 | 5.057   | 14              | 14  | 28      |

6.2.3 As can be seen in **Table 6.1**, the proposed commercial warehouse unit is anticipated to generate some 2 two-way vehicle trips in the AM peak hour, 3 two-way vehicle trips in the PM peak hour and 28 two-way trips across the day.

6.2.4 Considering the above, it is considered that the development proposals will not have a material impact on the operation of the site access junction or local highway network. As such, no further assessments have been undertaken.

## 7 Summary and Conclusions

### 7.1 Summary

7.1.1 This Transport Statement has been prepared on behalf of Blue Check Consulting /V. Simpson to accompany a planning application for a proposed commercial warehouse unit at West Road, Barnsley.

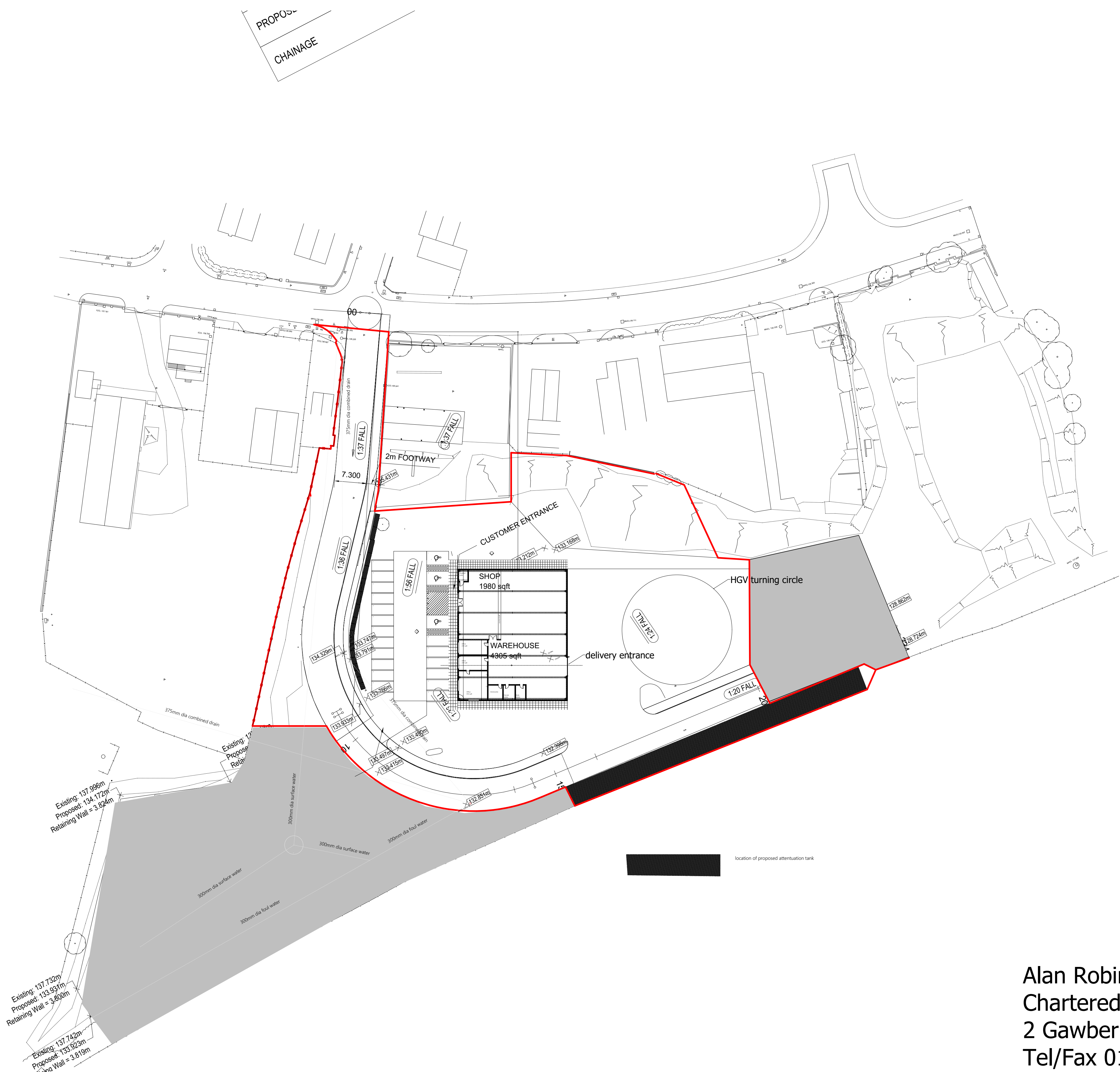
7.1.2 The following summarises the key findings:

- The proposals have been demonstrated to accord with both national and local transport policy, being in a sustainable and accessible location within Pogmoor and Barnsley, that is well connected with regards to opportunities for walking, cycling and public transport;
- An analysis of historic accident data suggests that there are no historic accident trends that might be exacerbated by the addition of development traffic;
- Once operational, it is anticipated that the development would generate a maximum of 7 two-way vehicle trips in the AM peak hour and 2 two-way vehicle trips in the PM peak hour; and
- It has been demonstrated that the proposed parking provision at the development is sufficient to cater for the forecast demand associated with the proposals and meets local parking standards.

### 7.2 Conclusion

7.2.1 Given the above, it is considered that the proposals will by no means result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.

## Appendix A – Site Layout



Part G water efficiency calculations are to be provided prior to completion.

Whole sale water supply to be provided by the water supply undertaker.

All baths are to be fitted with a suitable device to limit the hot water temperature to a maximum of 40 degrees C (Thermostatic mixer valves)

All hot water taps to be installed on the left hand side.

A notice confirming that the hot water system has been properly commissioned, and issued by a person competent to do so, is to be provided on completion.

Windows to bedrooms at ground floor level to be suitable for means of escape.

Sockets and switches to be located between 450 - 1100mm from finished floor level.

Any alteration works or new works to existing heating systems to be carried out by a Gas safety registered installer.

Contractor to provide details of Gas Safety Engineer.

All electrical installation works are to be carried out under a competent persons scheme

The contractor is to check all dimensions before commencing work. He is to ensure that he has received all the necessary information and drawings before commencing work.

Any discrepancies found on site with regards to structural items are to be reported back to the architect.

All contractors must ensure that they calculate the finished floor level to finished floor level from first floor level to second floor level when carrying out works to loft conversions. Ensure that the staircase can be constructed in accordance with current building regulations, including all necessary head rooms required under the regulations.

The architect cannot be held responsible for any discrepancies if the contractor starts work on site following the deposit of the full plans drawings under the current building/planning regulations.

If the client or contractor changes the design of the building/extension following the approval of the Town Planning/Building Regulation approval drawings and further information is requested by either the Planning or building regulation department then this will result in an additional fee being charged to the client by the architect.

The architect is unaware at the time of the survey/drawing time that there were any problems with regards to ground conditions. Contractors wishing to start on site prior to full building regulations approval are advised to contact the LAB CO and confirm if there are any structural ground problems of any nature.

The drawings supplied are for building regulations and town planning approval only they are not complete working drawings.

All new doors marked thus are to be FD30 35mm th fire doors onto 13mm rebated frame

SD

Self contained smoke alarm systems should be permanently wired to a separately fused circuit at the distribution board. They may be operated at a low voltage via a mains transformer cable for the power supply to, and interconnection of, self contained smoke alarms need have no special fire survival fitted with battery back up.

Each self contained smoke alarm should be fitted to the ceiling at least 300mm from any wall or light fitting. A central position is preferable. Units designed for wall mounting should be fitted between 150 - 300mm below the ceiling, the method of fixing should comply with the manufacturers instructions. All smoke alarms are to be interconnected between the ground, first and second floor, with battery back up.

| RevID | ChID | Change Name                                                                   | Date   |
|-------|------|-------------------------------------------------------------------------------|--------|
|       |      |                                                                               |        |
|       |      |                                                                               |        |
|       |      |                                                                               |        |
|       |      |                                                                               |        |
|       |      |                                                                               |        |
|       |      |                                                                               |        |
|       |      |                                                                               |        |
| A     |      | areas resized windows added to elevations toilets relocated kitchenette added | 2/5/23 |

Client:

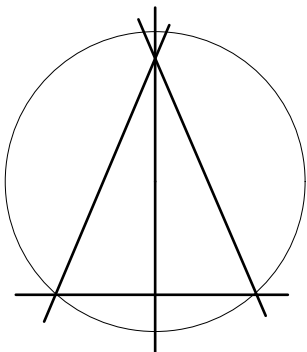
Project:

Drawing Title:

Scale: 1:500 Date:27/06/2023

Drawn By: AR Rev: A

Drawing Nr:



Alan Robinson  
Chartered Architect BA Dip Arch RIBA BSc (Hons)  
2 Gawber Road, Barnsley S75 2AF  
Tel/Fax 01226 286066  
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Appendix B – TRICS Trip Rates

Calculation Reference: AUDIT-703001-230627-0615

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : F - WAREHOUSING (COMMERCIAL)  
**TOTAL VEHICLES**

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | BO BEDFORD                     | 1 days |
|    | HC HAMPSHIRE                   | 1 days |
| 03 | SOUTH WEST                     |        |
|    | TB TORBAY                      | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | WM WEST MIDLANDS               | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | WY WEST YORKSHIRE              | 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: 190 to 3665 (units: sqm)  
 Range Selected by User: 190 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 27/09/21

*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   | 3 days |
| Thursday | 1 days |
| Friday   | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 5 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                     |   |
|---------------------|---|
| Edge of Town Centre | 1 |
| Edge of Town        | 4 |

*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 | 3 |
| Commercial Zone | 1 |
| Built-Up Zone   | 1 |

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

Inclusion of Servicing Vehicles Counts:

|                             |                   |
|-----------------------------|-------------------|
| Servicing vehicles Included | X days - Selected |
| Servicing vehicles Excluded | 5 days - Selected |

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Secondary Filtering selection:

Use Class:

|     |        |
|-----|--------|
| n/a | 1 days |
| B8  | 4 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®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 3 days |
| 10,001 to 15,000 | 1 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:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 1 days |
| 125,001 to 250,000 | 3 days |
| 500,001 or More    | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 3 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 | 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 | 5 days |
|-----------------|--------|

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

|                       |     |                                                                                                    |
|-----------------------|-----|----------------------------------------------------------------------------------------------------|
| Covid-19 Restrictions | Yes | At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions |
|-----------------------|-----|----------------------------------------------------------------------------------------------------|

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LIST OF SITES relevant to selection parameters

|   |                                                                 |                          |                     |
|---|-----------------------------------------------------------------|--------------------------|---------------------|
| 1 | BO-02-F-01<br>CAMBRIDGE ROAD<br>BEDFORD                         | DRINKS WHOLESALER        | BEDFORD             |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area:      | 3500 sqm                 |                     |
|   | Survey date: THURSDAY                                           | 15/10/20                 | Survey Type: MANUAL |
| 2 | HC-02-F-03<br>WARSASH ROAD<br>PARK GATE                         | PPE DISTRIBUTION         | HAMPSHIRE           |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area:      | 3665 sqm                 |                     |
|   | Survey date: MONDAY                                             | 27/09/21                 | Survey Type: MANUAL |
| 3 | TB-02-F-01<br>ALDERS WAY<br>PAIGNTON                            | OPTICS WAREHOUSE         | TORBAY              |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area:      | 190 sqm                  |                     |
|   | Survey date: FRIDAY                                             | 29/03/19                 | Survey Type: MANUAL |
| 4 | WM-02-F-02<br>SOVEREIGN ROAD<br>BIRMINGHAM<br>KINGS NORTON      | LOGISTICS FIRM           | WEST MIDLANDS       |
|   | Edge of Town<br>Commercial Zone<br>Total Gross floor area:      | 3625 sqm                 |                     |
|   | Survey date: MONDAY                                             | 09/11/15                 | Survey Type: MANUAL |
| 5 | WY-02-F-01<br>MORTIMER STREET<br>CLECKHEATON                    | ELECTRONICS DISTRIBUTION | WEST YORKSHIRE      |
|   | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: | 1507 sqm                 |                     |
|   | Survey date: MONDAY                                             | 19/09/16                 | Survey Type: MANUAL |

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)  
TOTAL VEHICLES  
Calculation factor: 100 sqm  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 | 2        | 1845     | 0.217     | 2          | 1845     | 0.027     | 2        | 1845     | 0.244     |
| 06:00 - 07:00 | 2        | 1845     | 0.190     | 2          | 1845     | 0.108     | 2        | 1845     | 0.298     |
| 07:00 - 08:00 | 5        | 2497     | 0.184     | 5          | 2497     | 0.088     | 5        | 2497     | 0.272     |
| 08:00 - 09:00 | 5        | 2497     | 0.384     | 5          | 2497     | 0.056     | 5        | 2497     | 0.440     |
| 09:00 - 10:00 | 5        | 2497     | 0.184     | 5          | 2497     | 0.032     | 5        | 2497     | 0.216     |
| 10:00 - 11:00 | 5        | 2497     | 0.240     | 5          | 2497     | 0.192     | 5        | 2497     | 0.432     |
| 11:00 - 12:00 | 5        | 2497     | 0.200     | 5          | 2497     | 0.216     | 5        | 2497     | 0.416     |
| 12:00 - 13:00 | 5        | 2497     | 0.168     | 5          | 2497     | 0.216     | 5        | 2497     | 0.384     |
| 13:00 - 14:00 | 5        | 2497     | 0.288     | 5          | 2497     | 0.160     | 5        | 2497     | 0.448     |
| 14:00 - 15:00 | 5        | 2497     | 0.200     | 5          | 2497     | 0.272     | 5        | 2497     | 0.472     |
| 15:00 - 16:00 | 5        | 2497     | 0.136     | 5          | 2497     | 0.336     | 5        | 2497     | 0.472     |
| 16:00 - 17:00 | 5        | 2497     | 0.112     | 5          | 2497     | 0.144     | 5        | 2497     | 0.256     |
| 17:00 - 18:00 | 5        | 2497     | 0.040     | 5          | 2497     | 0.440     | 5        | 2497     | 0.480     |
| 18:00 - 19:00 | 4        | 2745     | 0.027     | 4          | 2745     | 0.173     | 4        | 2745     | 0.200     |
| 19:00 - 20:00 | 2        | 1845     | 0.000     | 2          | 1845     | 0.027     | 2        | 1845     | 0.027     |
| 20:00 - 21:00 | 2        | 1845     | 0.000     | 2          | 1845     | 0.000     | 2        | 1845     | 0.000     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 2.570     |            |          | 2.487     |          |          | 5.057     |

*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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#### Parameter summary

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 190 - 3665 (units: sqm) |
| Survey date range:                            | 01/01/15 - 27/09/21     |
| Number of weekdays (Monday-Friday):           | 5                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 0                       |
| Surveys manually removed from selection:      | 0                       |

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