

Proposed Retail Development, Wombwell Lane, Barnsley

Transport Statement

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Comments

Comments

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1. Introduction

1.1. ECS Transport Planning has been commissioned by Tesco Stores Limited to produce a Transport Statement (TS) in support of a planning application for a proposed retail development of 1,580m² Gross Floor Area (GFA) within their Wombwell Lane store car park, Barnsley.

1.2. As the wider site benefits from a retail consent, the principle of retail development and associated considerations such as general accessibility and policy compliance are considered to be satisfied. This report will focus on specific transport related aspects detailed in scoping discussions.

1.3. Tesco Stores Ltd are seeking planning permission for an unrestricted open A1 planning consent to allow any type of retailer to occupy the floorspace once built.

1.4. A Scoping letter was issued to Barnsley Metropolitan Borough Council (BMBC) detailing the necessary parameters for undertaking the TS. Details of the scoping correspondence is included within Appendix A. At the time of submission, no formal response on scoping was received but comments were provided at the pre-application stage with the areas of focus raised as follows: -

- Servicing & delivery arrangements for the proposed development;
- Parking provision; and
- Customer access.

1.5. The findings of this study, which support the proposals, are based on a review of the existing site, current planning status and surrounding travel opportunities, while also taking cognisance of The Department of Transport's "Guidance on Transport Assessments".

1.6. The subsequent chapters of this report are structured as follows:-

- Development Proposals;
- Sustainable Accessibility;
- Travel Plan Framework
- Access & Traffic Conditions; and
- Summary & Conclusions.

2. Development Proposals

Existing Site & Surrounding Area

2.1. The proposed site is an area of the Tesco Extra car park located to the north of the store which is the furthest distance from the store entrance and least used by Tesco customers. The location of the site, in a local context, is highlighted in red within S+SA Architects drawing 17-6201 P01 contained within *Appendix B*.

2.2. The car park is a standalone car park which provides for the Tesco store, however, as part of an extension to the store Tesco agreed that spaces could be utilised as a park & ride facility. Since implementation, the park & ride has not been success and has very low usage rates. The store benefits from an entry / exit via a three-arm traffic signal controlled junction on Wombwell Lane which provides both customer and services access.

2.3. The Tesco customer car park access road is the primary link from the traffic signal junction, but it does also provide access to Barnsley Retail Park which is located to the east of the Tesco site. The retail park benefits from an additional access with Wombwell Lane to the east.

2.4. In a wider context, the site is located to the east of Barnsley town centre and is readily accessible to residential areas within Barnsley and Wombwell. Stairfoot Roundabout, immediately to the north of the site, links Doncaster Road, the A633 and the B6100 which are all primary routes.

Proposed Development

Development Proposals / Internal Layout / Access Arrangements

2.5. The proposed development will comprise a retail unit of 1,580m^2 GFA with associated service yard to be located within the Tesco car park. Tesco are seeking planning permission for an unrestricted open A1 planning consent to allow any type of retailer to occupy the floorspace once built.

2.6. The proposals are in keeping with the principles of the original planning consent secured by Tesco on the site, as such, the layout of the site and available infrastructure is already appropriate to accommodate retail generation by all modes of transport.

2.7. Pedestrian access will be direct from Wombwell Lane via the existing pedestrian links to the adopted footway. The primary footway to the Tesco frontage is located immediately to the east of the proposed site therefore pedestrian access to Wombwell Lane will be direct and only a short distance.

2.8. The aforementioned pedestrian routes will also provide access for cyclists ensuring a direct link from Wombwell Lane to the cycle stands adjacent to the unit entrance.

2.9. Customer vehicle access will be as per the current arrangement for Tesco which are considered appropriate to accommodate the marginal increase in traffic associated with the proposals. The Tesco car park will be utilised by customers of the proposed unit given it is underutilised and there is ample additional parking available at all times.

2.10. The proposed site layout is shown on S+SA Architects drawing 17-6201 P03 contained within *Appendix B*.

Development Parking Provision

2.11. Following discussions with the store manager, a car park accumulation survey was undertaken on Friday 9th and Saturday 10th June to provide an indication of the car park occupancy at peak times. The surveys indicate that the car park is busiest at 12:30 on Friday with 35% of all spaces occupied representing 316 occupied spaces.

2.12. The proposed development requires the removal of 123 parking spaces as indicated within *Table 1* below:

Table 1: Existing and Proposed Parking Numbers

Type of Space	Existing	Proposed
Standard	847	716
Parent & Child	29	32
Disabled	34	39
Total	910	787
Difference		-123

2.13. At present there are a maximum of 266 standard spaces occupied at 12:30 which, when the proposed development is completed, would leave 520 standard spaces available for use.

2.14. BMBC Supplementary Planning Document Parking March 2012 indicates that a maximum parking ratio of 1 space per 14 - 25m^2 GFA should be utilised for a proposed food store in the Barnsley urban area. The proposed store GFA of 1,580m^2 would allow a maximum standard provision of 113 spaces which is considered to be a significant overprovision given the likely trade draw from the Tesco store and neighbouring retailers. However, to be robust, should the full parking provision be utilised this would only require a maximum parking provision of 379 spaces for the Tesco and the proposed unit. The full parking provision for the proposed unit would still result in 337 standard spaces being available at all times.

2.15. It should be recognised that the site has been identified by Tesco as a potential site for development through discussions with the on-site management team who have indicated that excessive numbers of parking spaces are free throughout the year. The parking accumulation survey was undertaken to quantify the overprovision of spaces rather than to determine if there was an overprovision.

2.16. Tesco will continue to trade on the site following the completion of the proposed unit, as such, their primary consideration is to Tesco customers therefore they would not agree to a reduction in car parking if they were not absolutely convinced the spaces were available.

2.17. The existing park & ride facilities on site, comprising 300 car parking spaces shared with the Tesco Extra store, were provided as part of the planning conditions attached to the permission for the extension of the Tesco Extra Store. Throughout the lifetime of the park & ride facility there has been very limited demand for the facility and as such it has been significantly underused. This is in part due to improvements to the parking facilities within Barnsley Town Centre whilst also due to bus operators having shown no interest in entering the site due to their perception that the site is not viable to attract significant usage.

2.18. On this basis Tesco have received legal advice which confirms that there is no requirement to maintain the park and ride facility and this has been accepted by the council. As such, the loss of the shared park & ride spaces through the application proposals is not considered to be of any significance given its lack of use.

In any case, if demand for the park & ride facility increased on the site which included bus operators entering the site, the remaining parking facilities will still be capable of providing this service to the limited number of users.

2.19. Guidance suggests that 4% of the total parking provision should be considered for mobility impaired drivers. As previously indicated, the maximum provision is not considered appropriate or necessary at this location due to trade draw / linked trips, however, 5 mobility impaired parking spaces will be provided adjacent to the retail unit to ensure easy access.

2.20. The aforementioned document also indicates cycle parking guidelines, however, Table 2 which provides the standards based on land use, does not provide a ratio for food retail. On this basis, the standard will be discussed and agreed with BMBC and the spaces will be provided adjacent to the proposed unit entrance.

Servicing Arrangements

2.21. Servicing of the proposed units will be undertaken within the site, off the public road. The service vehicle will utilise the Tesco access from Wombwell Lane on the eastern boundary of the site and navigate to the service yard via the car park spine road. The vehicle will reverse in to the service yard and exit in a forward gear following the same route back to the adopted highway network.

2.22. The proposed route is already utilised for HGV's accessing the recycling centre which is located immediately to the south of the proposed service yard location which highlights it is suitable to accommodate large vehicle types.

2.23. Vehicle swept paths shown on drawing 17057_001, contained within *Appendix C*, indicate that servicing can be achieved on site without impacting on the proposed internal car parking strategy. The main spine road does not access customer parking directly, as such, any service and customer vehicle conflict will be minimal.

2.24. A retail unit of this size will require a maximum of 1 large delivery a day, as such, the impact of delivery vehicles will be minimal. Tesco will ensure that deliveries are outwith busy store periods as a matter of course to ensure minimal disruption to their customers.

3. Sustainable Accessibility

3.1. As the proposed site is located within the consented Tesco store boundary, the principles of accessibility and policy compliance have already been established as part of the Tesco consent. As such, this Chapter focuses on the direct accessibility of the proposed retail unit to the surrounding transport network to ensure access for all modes of transport is available.

Walking

3.2. The development site is located near to Wombwell Lane which benefits from footways on both sides of the carriageway and provides continuous links to the wider area and bus stops. The Tesco site signal access junction includes pedestrian crossing facilities which ensures that pedestrians have a safe controlled crossing of Wombwell Lane.

3.3. The site will be accessed directly from Wombwell Lane via an existing access to the Tesco site. The pedestrian route connects to two segregated footways within the Tesco car park which ensures that customers can safely access both stores. This route is an important link as it is expected that there will be a considerable element of linked trips between the units.

3.4. The proposed pedestrian area on the front elevation of the store coupled with the excellent connections to the adopted and internal Tesco footway links ensure that the potential increase of pedestrian demand can be accommodated.

Cycling

3.5. The connection from the store frontage to Wombwell Lane is already sufficient to accommodate cyclists, as such, the store would be well connected to the adopted highway network.

3.6. Sheffield cycle stands will be provided adjacent to the store entrance which ensures that cyclists have a safe and secure place to store bicycles.

3.7. Based on the existing cycle opportunities, nature of the local highway network and proximity of residential areas, in addition to the provision of cycle facilities at the development site, it is considered that the anticipated demand for cycling can be accommodated and will be a feasible mode choice for customers and staff.

Public Transport

3.8. The site is located adjacent to an existing bus corridor with bus stops located on Wombwell Lane, on the site boundary. These bus stops provide connections from the town centre and surrounding residential areas.

3.9. At present, four bus services operated by Stagecoach serve the development site which provide a good opportunity for staff and customers to utilise public transport to access the site.

3.10. The site is located in an established area which benefits from good public transport accessibility. Given the established nature of the area, customers and staff already have a familiarity with the available public transport which ensures that sustainable modes will be a feasible mode choice.

Summary

3.11. It is considered that with the proposed amendments to the pedestrian site access and linkage to public transport, the level of walking, cycling and public transport provision surrounding the site is sufficient to accommodate the expected future demand.

4. Travel Plan Framework

The Focus of the Travel Plan

4.1. This Travel Plan is primarily focussed on the staff and therefore the majority of measures highlighted within the Plan are intended to encourage staff to vary or change, from current reliance on private car travel.

4.2. This focus on staff has been adopted due to the Government's main focus for Travel Plans has been towards employers and, as such, it is considered realistically more feasible to evaluate travel patterns and successfully implement quantifiable initiatives with staff than with the more variable customer base.

4.3. The proposed retail unit is aimed at serving the local community and will attract custom from local residents and employment centre. These trips are also unlikely to be specific purpose type trips but rather pass by trade.

4.4. It is recognised that there is the potential to influence the travel behaviour of customers to a certain degree and therefore, the majority of measures aimed at customers are more dedicated towards increasing awareness of alternatives to private car use through the display and promotion of information on notice boards and leaflets.

Objectives

4.5. There are a number of objectives, both at national and local level, that the implementation of the Travel Plan is intended to help fulfil:

- To influence travel behaviour of employees;
- To generate fewer staff single-occupancy car trips than would otherwise be the case;
- Encouraging a modal shift in travel to the site;
- To reduce the need for unnecessary journeys by site employees;
- Reduction in overall mileage;
- To help improve the health of staff and customers; and
- Accommodating those journeys that need to be made by car.

Measures

4.6. The objectives given previously provide the framework for the travel plan measures. Where applicable, targets can be included in a travel plan to help achieve the objectives for two main types that are applicable to travel plans. The most easily demonstrated target is the commitment to deliver the package of measures set out in the plan. These measures are set out later in the chapter and include initiatives to promote increases in the use of cycling, walking, car-sharing and public transport use.

4.7. The second form of target is aspirational and related to proportional changes in the travel modes used to get to the site. At this stage there are no aspirational targets given in the plan as in advance of the site being occupied and operational, the modal split of staff is not known.

4.8. Travel plans are still evolving documents that need to remain adaptable to changing working practices and local conditions.

Measures to Reduce Car Use for the Public

4.9. Although it is difficult to control the travel behaviour of the public, several measures can be put in place to increase awareness and encourage the shopping public to change their mode of travel by making the store as accessible as possible.

Provision of Travel Information

4.10. Information relating to potential means of car-alternative access to the site will be publicised on a notice board within the units, close to the entrance. The notice board will contain any relevant travel awareness information including up to date bus route plans and timetables, cycle route maps and information, along with contact numbers and other leaflets of relevance.

Leaflets / Hand-outs

4.11. To generate immediate awareness of these initiatives, free leaflets will be produced advertising alternative means of travel for the public and these will be placed close to the checkouts.

Measures to Reduce Car Use for Staff.

Provision of Travel Information

4.12. Information relating to potential means of car-alternative access to the store could be publicised on a staff notice board. This board would be placed in the staff reception to increase staff awareness of the travel options available to them. The board would hold information about the travel plan, and the reasons for it, on public transport links, bus timetables and contact information, cycle routes and pedestrian access.

4.13. A copy of the travel plan could be made available on the staff notice board and a letter circulated to staff via the first pay-packet following the commencement of the plan. The letter would announce the launch of the travel plan, location of the notice board and name of the travel plan co-ordinator.

Measures to Promote Walking

4.14. Measures aimed at increasing the viability of accessing the store on foot will be based around provision of the following facilities and benefits prior to occupation of the site:

- Introduction of the direct footway access from Low Road for access to the site;
- Changing facilities;
- Secure lockers for employees;
- Information on the 'on and off highway' pedestrian network routes to employees and visitors, and include this information on maps to be produced by the occupant and made available through the transportation notice boards;
- Promote a 'walking buddy' scheme for employees, similar to car sharing;
- Organise a free ride home for staff walkers in the event of an emergency.

Measures to Promote / Facilitate Cycling

4.15. The occupants can provide the following facilities to encourage use of cycling to and from the store:-

- Changing facilities;
- Secure lockers for employees;
- Secure and illuminated cycle parking;
- Information on the local cycle network routes to employees and visitors, and include this information on maps to be produced by the occupants and made available through the travel plan notice boards;
- Arrangement of free transport home for staff cyclists in the event of emergency.

4.16. As previously indicated, the standards based on land use, does not provide a ratio for food retail. On this basis, the standard will be discussed and agreed with BMBC and the spaces will be provided adjacent to the proposed unit entrance.

Measures to Promote and Facilitate Transport Use

4.17. Increased accessibility to, and use of, public transport is considered to be a key element of any travel plan. The occupier should consider implementing the following measures to encourage public transport use:-

- Provide up-to-date public transport information including timetables and bus company contact information on staff and customer transport notice boards.
- Organise a free ride home for employees travelling by public transport in the event of an emergency.

Car Sharing

4.18. Car sharing is a good means of reducing single-occupancy car use. The practicalities of car sharing within small facilities such as the proposed development may be limited due to the varying start and finish times associated with the staffing.

Staff Shifts

4.19. While it may not be feasible to re-arrange the entire shift structure of the retail units, the occupant should consider that where staff submit a reasonable request for minor amendments to their working hours (for example starting half an hour later) to facilitate use of non-car modes of transport, the store management should endeavour to accommodate this wherever possible. This pledge should be made known to staff via the staff notice board.

Monitoring and Review Mechanisms

4.20. An objective of travel plans is that there will be an on-going improvement process including periodic monitoring, where necessary. The whole travel plan will then be reviewed in consultation with the Council.

Marketing and Communication

4.21. In addition to the initiatives already outlined with the travel plan, there should be ongoing marketing and communication of information following on from the launch.

Ongoing Marketing

4.22. The travel plan will be launched on the opening of the store and will be continually marketed through the provision and updating of travel information, leaflets and internal communication sessions.

5. Access & Traffic Conditions

5.1. This chapter provides an overview of access for customer vehicles whilst demonstrating the anticipated level of private car use generated by the proposed development.

Access from the Highway Network

5.2. Customer access will be afforded from the existing Tesco access junction with Wombwell Lane. Wombwell Lane links to all primary routes in the wider area via Stairfoot Roundabout to the north of the site ensuring the site is accessible to the local area and the wider conurbations of Barnsley and Wombwell.

5.3. The Tesco access junction with Wombwell Lane has been designed to accommodate significantly greater traffic volumes given the store is not trading at the levels assessed in the original Transport Assessment which is demonstrated by the significant underutilisation of the car park.

5.4. The development site is located adjacent to the main internal spine road within the Tesco car park which ensures it has a direct access to aforementioned access junction. As the spine road has no direct access to parking bays, traffic accessing the proposed unit will be able to access the parking bays closest to the unit with only minimal impact on the car park operation.

Development Traffic

5.5. Friday is considered to be the busiest day at the existing Tesco store, therefore, trip rates for the weekday period have been considered. As a retailer has not been identified at this time there is a need to consider a worst-case scenario. In this respect considering the unit as a discount food retail site will provide the most robust approach.

5.6. To demonstrate the robust nature of the approach, a non-food retail trip rate is also provided for the purposes of comparison.

5.7. As the development will be located in an established retail area it is evident that a considerable proportion of trade will be secured by drawing trade from neighbouring retail offer in the wider area, namely, the Tesco Extra and Aldi to the north. The trade draw from the neighbouring Tesco and Aldi has been utilised from the supporting Retail Impact Assessment which indicates a draw of 39.5%.

5.8. Tables 2 & 3 overleaf summarises the peak hour trip rates and subsequent traffic generation for food and non-food retail development during the weekend peak period, with the full TRICS outputs included in *Appendix D*.

Table 2: Potential Food Retail Trip Rates & Traffic Generation

1,580m² GFA	AM Peak (1700 – 1800)		
	In	Out	Total
Trip Rate	3.873	3.940	7.816
Traffic Generation	61	62	123
Trade Draw (50%)	24	24	49
New Trips	37	38	74

Table 3: Potential Non-Food Retail Trip Rates & Traffic Generation

1,580m² GFA	AM Peak (1700 – 1800)		
	In	Out	Total
Trip Rate	1.680	1.765	3.445
Traffic Generation	27	28	54

5.9. As would be expected from developments of this scale and given the provision of existing retail in the area, traffic movements are low. The generation rates demonstrate that the proposed development will have a negligible impact on the wider highway network, as such, it is not considered necessary to undertake detailed junction analysis to support the proposals.

5.10. In addition to trade draw, there would be an element of pass-by traffic which would further reduce the number of new trips to the immediate area. Normal practice is to apply 30% pass-by during weekday operations.

5.11. If pass-by was to be considered this would reduce the worst-case new generation from 74 to 54 two-way trips which is less than one new trip per minute on average. On this basis, it is considered that the proposed development will have a negligible impact on the local highway network.

Summary

5.12. The predicted uplift in development related vehicles has been considered, and whilst this has been undertaken in a robust manner, the subsequent impact on the surrounding highway network is still expected to be minimal. On this basis, the existing highway network and access arrangements are expected to operate satisfactorily, supporting the proposed development in terms of vehicular accessibility, with no detriment to existing highway users or the requirement for any physical mitigation.

6. Summary & Conclusions

Summary

6.1. ECS Transport Planning has been commissioned by Tesco Stores Limited to produce a Transport Statement (TS) in support of a planning application for a proposed retail development of 1,580m² Gross Floor Area (GFA) within their Wombwell Lane store car park and park & ride, Barnsley.

6.2. As the wider site benefits from a retail consent, the principle of retail development and associated considerations such as general accessibility and policy compliance are considered to be satisfied. This report will focus on specific transport related aspects detailed in scoping discussions.

6.3. Tesco Stores Ltd are seeking planning permission for an unrestricted open A1 planning consent to allow any type of retailer to occupy the floorspace once built.

6.4. A Scoping letter was issued to Barnsley Metropolitan Borough Council (BMBC) detailing the necessary parameters for undertaking the TS. At the time of submission, no formal response on scoping was received but comments were provided at the pre-application stage with the areas of focus raised as follows: -

- Servicing & delivery arrangements for the proposed development;
- Parking provision; and
- Customer access.

6.5. The findings of this study, which support the proposals, are based on a review of the existing site, current planning status and surrounding travel opportunities, while also taking cognisance of The Department of Transport's "Guidance on Transport Assessments".

6.6. The proposals are in keeping with the principles of the original planning consent secured by Tesco on the site, as such, the layout of the site and available infrastructure is already appropriate to accommodate retail generation by all modes of transport.

6.7. Pedestrian access will be direct from Wombwell Lane via the existing pedestrian links to the adopted footway. The primary footway to the Tesco frontage is located immediately to the east of the proposed site therefore pedestrian access to Wombwell Lane will be direct and only a short distance.

6.8. The aforementioned pedestrian routes will also provide access for cyclists ensuring a direct link from the Wombwell Lane to the cycle stands adjacent to the unit entrance.

6.9. Customer vehicle access will be as per the current arrangement for Tesco which are considered appropriate to accommodate the marginal increase in traffic associated with the proposals. The Tesco car park will be utilised by customers of the proposed unit given it is underutilised and there is ample additional parking available at all times.

6.10. BMBC Supplementary Planning Document Parking March 2012 indicates that a maximum parking ratio of 1 space per 14 - 25m² GFA should be utilised for a proposed food store in the Barnsley urban area. The proposed store GFA of 1,580m² would allow a maximum standard provision of 113 spaces which is considered to be a significant overprovision given the likely trade draw from the Tesco store and neighbouring retailers. However, to be robust, should the full parking provision be utilised this would only require a maximum parking provision of 379 spaces for the Tesco and the proposed unit. The full parking provision for the proposed unit would still result in 336 standard spaces being available at all times.

6.11. It should be recognised that the site has been identified by Tesco as a potential site for development through discussions with the on-site management team who have indicated that excessive numbers of parking spaces are free throughout the year. The parking accumulation survey was undertaken to quantify the overprovision of spaces rather than to determine if there was an overprovision.

6.12. Tesco will continue to trade on the site following the completion of the proposed unit, as such, their primary consideration is to Tesco customers therefore they would not agree to a reduction in car parking if they were not absolutely convinced the spaces were available.

6.13. Guidance suggests that 4% of the total parking provision should be considered for mobility impaired drivers. As previously indicated, the maximum provision is not considered appropriate or necessary at this location due to trade draw / linked trips, however, 5 mobility impaired parking spaces will be provided adjacent to the retail unit to ensure easy access.

6.14. Servicing of the proposed units will be undertaken within the site, off the public road. The service vehicle will utilise the Tesco access from Wombwell Lane on the eastern boundary of the site and navigate to the service yard via the car park spine road. The vehicle will reverse in to the service yard and exit in a forward gear following the same route back to the adopted highway network.

6.15. Vehicle swept paths indicate that servicing can be achieved on site without impacting on the proposed internal car parking strategy. The main spine road does not access customer parking directly, as such, any service and customer vehicle conflict will be minimal.

6.16. The associated development related vehicles movements have been considered, and whilst this has been undertaken in a robust manner, the subsequent impact on the surrounding highway network is still expected to be minimal. On this basis, the existing highway network and improved access arrangement are expected to operate satisfactorily, supporting the proposed development in terms of vehicular accessibility, with no detriment to existing road users or the requirement for any physical mitigation with the exception of the minor amendment to the Tesco access roundabout.

Conclusion

6.17. This Transport Statement demonstrates that the proposed development will be accessible by a range of non-car modes, will integrate well within the existing transport network and is in accordance with local and national transport planning policy requirements. The development site's location adjacent to established retailers further supports the principle of a retail store and, as such, it is considered that there are no reasons to resist the proposals on transportation grounds.

APPENDICES

A. Scoping Correspondence

ECS
TRANSPORT PLANNING LIMITED

Direct Tel: 0844 443 0934
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Our Ref: 17057_01/MS
Your Ref:

Date: 6th November 2017

Ms Barbara Wilson
Barnsley Metropolitan Borough Council
Westgate Plaza
1 West Street
Barnsley
S70 2DR

(Email Only)

Dear Barbara,

PROPOSED RETAIL UNIT, LAND WITHIN TESCO CAR PARK, WOMBWELL LANE, BARNSLEY

ECS Transport Planning (ECS) has been commissioned by Tesco Stores Ltd (TSL) to prepare a Transport Statement (TS) in support of a planning application for a retail development with associated servicing facilities within their Wombwell Lane store car park, Barnsley.

The following presents an overview of the proposed development, including access strategy proposals, and our intended approach / methodology for undertaking the TS which has been prepared in accordance with The Department of Transport's "Guidance on Transport Assessments" and the National Planning Policy Framework.

Development Proposals

Overview

We understand that you are familiar with the proposals as you have provided some general comments on the proposals to your colleague James Hyde in the Planning Department to inform pre-application discussions.

Tesco has undertaken a review of car park occupancy at various stores as it has become apparent that car park usage on many larger sites is well below the provided spaces. Tesco wish to utilise the additional area for retail development which is in keeping with the principles of the original consent.

Tesco Stores Ltd are seeking planning permission for an unrestricted open A1 planning consent to allow any type of retailer to occupy the floorspace once built. This flexible planning consent is sought as an end retailer has not been identified for the proposed unit and therefore a flexible planning consent will assist Tesco with future marketing of the floorspace. In order to support this, we proposed to assume a worst-case scenario when assessing the parking provision and generation which is food (convenience) retail. This will ensure a robust approach and allow the greatest level of flexibility in future marketing.

The proposed development will comprise a retail unit of 1,580m^2 Gross Floor Area (GFA) to be located in the south west corner of the current site. The location and indicative boundary of the site, in a local context, is illustrated on the site location plan enclosed.

Continued…

As the wider site benefits from a retail consent, the principle of retail development and associated considerations such as general accessibility and policy compliance are considered to be satisfied. The Transport Statement will focus on specific transport related aspects associated with the proposed unit including pedestrian and cycle access, parking and servicing.

The following details the scope of study requirements for your comments.

1. **Methodology**

   A review of access to existing walk, cycle and public transport availability in the immediate area will be undertaken to ensure the current provision is supportive of the development proposals. Improvements to encourage travel by alternative modes will be identified, if considered necessary.

   A people trip assessment will be undertaken based on Trip Rate Information Computer System (TRICS), as detailed further in Section 3.

2. **Data Collection**
   Following discussions with the store manager, a car park accumulation survey was undertaken on Friday 9th and Saturday 10th June to provide an indication of the car park occupancy at peak times.

3. **Traffic Generation**
   From the car park accumulation surveys, Friday represents the busiest day at the existing Tesco store, therefore, trip rates for the weekday PM peak period will be considered. As a retailer has not been identified at this time, considering the unit as a discount food retail site would be the most robust approach. Discount food has been considered as these retailers or those of a similar nature are generally the only developers building out units of this size at present.

   To demonstrate the robust nature of the approach, a non-food retail trip rate is also provided for the purposes of comparison.

   As the development will be located in an established retail area it is evident that a considerable proportion of trade will be secured by drawing trade from neighbouring retail offer in the wider area. The trade draw from the neighbouring Tesco and Aldi has been utilised from the supporting Retail Impact Assessment which indicates a draw of 39.5%.

   In addition to trade draw, there would be an element of pass-by traffic which would further reduce the number of new trips to the immediate area. Normal practice is to apply 30% pass-by during weekday operations.

   Tables 1 & 2 overleaf summarises the peak hour trip rates and subsequent traffic generation for food and non-food retail development during the weekend peak period, with the full TRICS outputs enclosed.

Continued…

Table 1: Proposed Food Retail Development Trip Rate & Traffic Generation

1,580m²	Friday Peak (17:00-18:00)		
	IN	OUT	TOTAL
Trip Rate	3.876	3.940	7.816
Generation	61	62	123
Trade Draw	24	24	49
New Trips	**37**	**38**	**74**

Table 2: Proposed Non-Food Retail Development Trip Rate & Traffic Generation

1,580m²	Friday Peak (17:00-18:00)		
	IN	OUT	TOTAL
Trip Rate	1.680	1.765	3.445
Generation	27	28	54

The generation rates demonstrate that the proposed development will have a negligible impact on the wider highway network. We appreciate that you advised that assessment of the Tesco store access junction and the Stairfoot Roundabout should be modelled, however, given the limited traffic generation we hoped that this would convince you that the development scale was not sufficient to warrant assessment.

If pass-by was to be considered this would reduce the worst-case new generation from 74 to 52 two-way trips which is less than one new trip per minute on average.

4. Parking

Parking accumulation surveys have been undertaken for the busiest period and will be fully detailed within the Transport Statement. The Barnsley Metropolitan Borough Council Supplementary Planning Document on parking will be considered and a review of the current demand and the likely uplift in parking undertaken to demonstrate that the current parking levels minus those removed to accommodate the development are sufficient to support the current and proposed uses.

5. Servicing

Swept path analysis will be included within the TS for the max legal articulated lorry to demonstrate that the available infrastructure is suitable to accommodate the proposed development.

Continued…

A retail unit of this size will require a maximum of 1 large delivery a day, as such, the impact of delivery vehicles will be minimal. Tesco will ensure that deliveries are outwith busy store periods as a matter of course to ensure minimal disruption to their customers.

6. Travel Plan Framework

The travel plan framework will contain information on walking / cycle routes, storage and changing facilities and public transport information, such as, location of bus stops and timetables with the aim of encouraging travel by sustainable modes and to reduce the reliance on the private car.

As an end user has not been defined at this stage the document will agree a framework for a travel plan which can be further developed at the detailed planning stage once an operator has been identified.

We trust the above represents a reasonable approach for undertaking the Transport Statement and look forward to receiving your comment at the earliest opportunity.

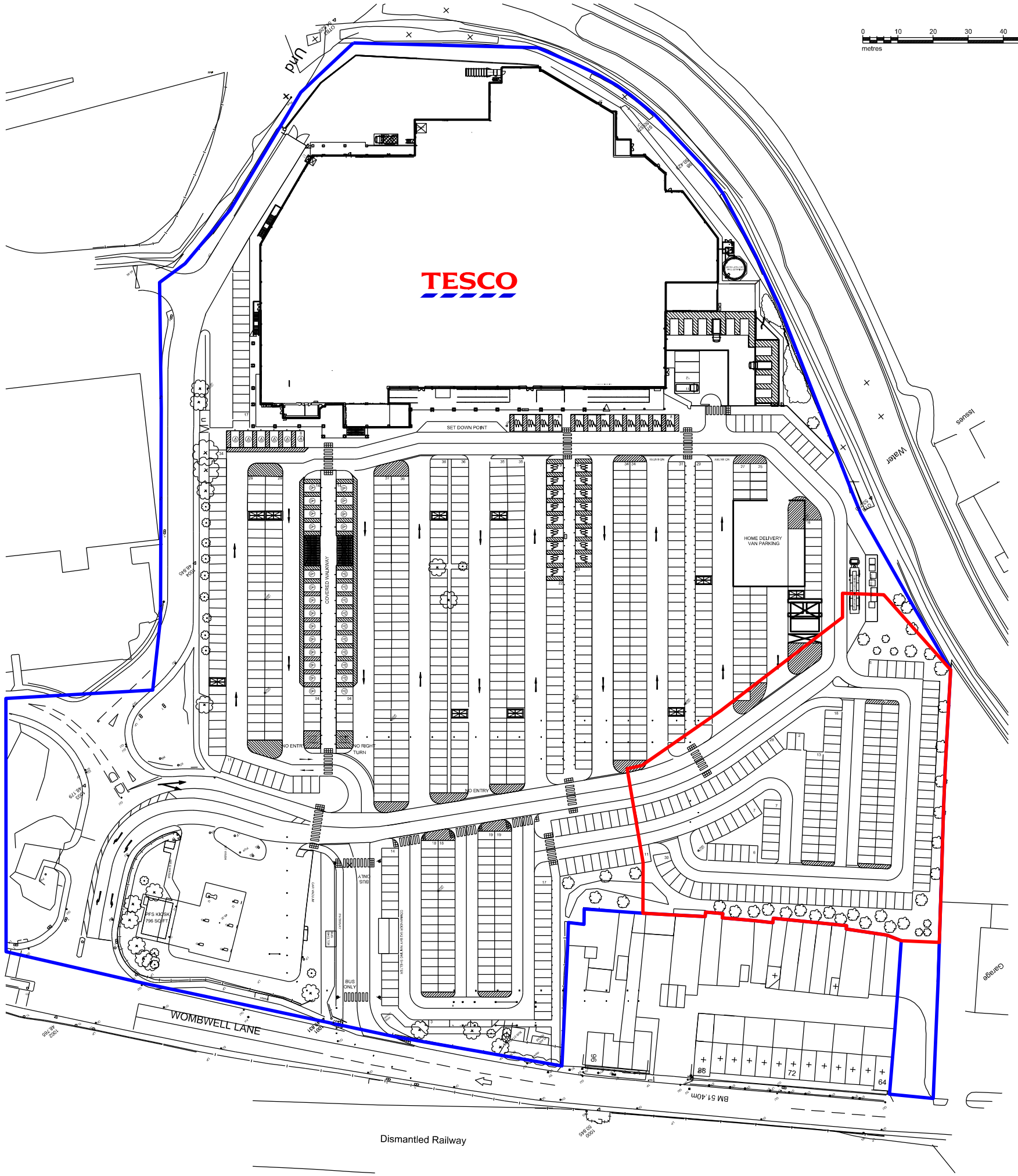
Yours Sincerely,

Michael Summers
Director

cc Jonathan Burns – DPP
James Hyde – BMBC Planning

Encls

B. Proposed Site Drawings



Architects are to be notified of any discrepancies.
Contractors must check all dimensions on site.
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For other information refer to the latest revision of any cross referenced drawings.
To be read in conjunction with relevant design standards/protocols.

NORTH

REV	DATE	DESCRIPTION	DRN	CKD
		AMENDMENTS		
#		FIRST ISSUE	JML	MA
A	17/11/17	Redline updated	JML	MA
B	20/11/17	Redline updated	JML	MA

STATUS: PLANNING

CLIENT: TESCO

PROJECT NAME: 2071 BARNSLEY

PROJECT ADDRESS: WOMBWELL LANE, BARNSLEY, S70 3NS

DRAWING TITLE: SITE LOCATION PLAN

JOB NO:	DRG NO:	REVISION:
17-6201	P 01	B
DATE: Oct 17	SCALE: 1:1250	SHEET SIZE: A3

S+SA ARCHITECTS
CRAVEN LODGE, VICTORIA AVENUE,
HARROGATE, N.YORKSHIRE, HG1 5PX
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T: 01423 856999

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To be read in conjunction with relevant design standards/protocols.

NORTH

REV	DATE	DESCRIPTION	DRN	CKD
F	20/11/17	Redline updated	JML	MA
E	10/11/17	Road, parking and redline updated	JML	MA
D	09/11/17	Unloading area, ramp and pit updated	JML	MA
C	06/11/17	Parking updated. Unloading area ramp added	JML	MA
B	24/10/17	Canopy extended. Cycle stands updated. Trolley bay added	JML	MA
A	17/10/17	Updated store layout, crossing added, parking udpated	JML	MA
#	09.10.17	FIRST ISSUE	JML	MA

AMENDMENTS

STATUS: PLANNING

CLIENT: TESCO

PROJECT NAME: 2071 BARNSLEY

PROJECT ADDRESS: WOMBWELL LANE BARNSLEY S70 3NS

DRAWING TITLE: Proposed Overall Site Plan

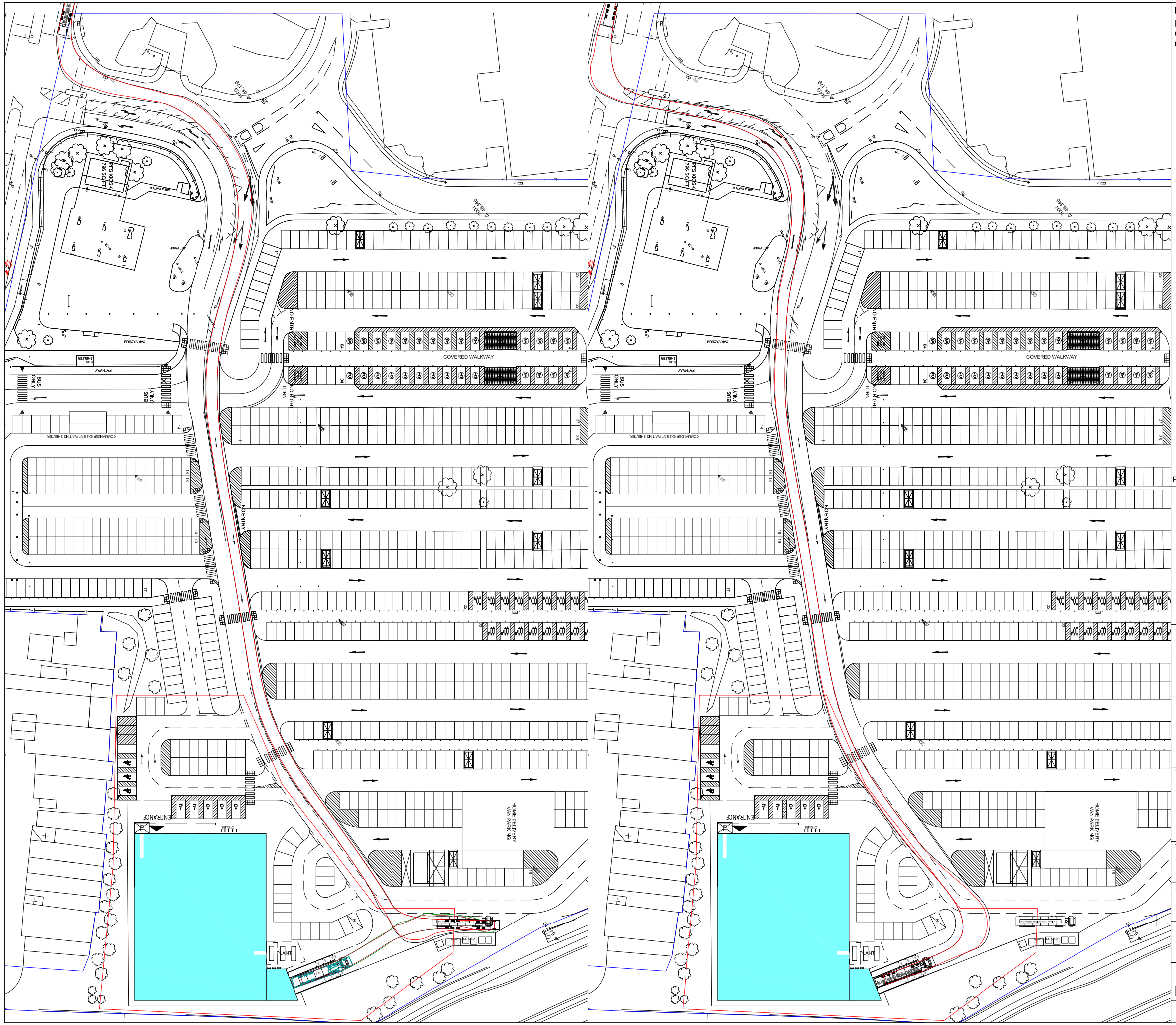
JOB NO:	DRG NO:	REVISION:
17-6201	P03	F
DATE:	SCALE:	SHEET SIZE:
Oct 17	1:500	A1

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0 10 20 30 40 50 60 70 80 90 100
metres

WOMBWELL LANE
AHEAD ONLY
BUS ONLY
SUB STN
PFS KIOSK 796 SQ.FT
CAR WASH
JET WASH
PATHWAY
BUS SHELTER
COVERED WALKWAY
NO ENTRY
NO RIGHT TURN
SEE DOWN POINT
CAR REPAIR
HOME DELIVERY VAN PARKING
ENTRANCE
CYCLES
PLANT
Dismantled Railway
Water
issues
BM 51.40m
96
88
72
64

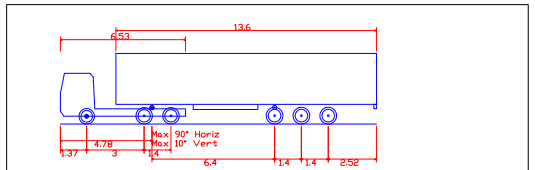
C. Proposed Access Arrangement / Service Strategy & Swept Path Analysis



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Notes:

Vehicle Specification



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.881m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

ECS Transport Planning Ltd
Centrum Offices
38 Queen Street
Glasgow
G1 3DX

TRANSPORT PLANNING LIMITED

Telephone: 0844 443 0934
Email: info@ecstransport.co.uk

Client

TESCO

Project

WOMBWELL LANE, BARNSLEY

Title

VEHICLE SWEPT PATHS

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3	Date
N.T.S	25.10.17

Project No.	Drawing No.	Rev
17057	17057_001	-

Purpose of Issue

☐ _____ ☐ Preliminary ☐ For Tender ☐ For Construction
☑ For Information ☐ For Approval ☐ As Built

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D. TRICS Output

Calculation Reference: AUDIT-654801-171102-1138

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	1 days

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

Secondary 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: 2085 to 2440 (units: sqm)
Range Selected by User: 700 to 2703 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 06/04/17

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

Selected survey days:

Saturday	4 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	1
Retail Zone	1
High Street	1
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.

Secondary Filtering selection:

Use Class:

A1	4 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 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	1 days
250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
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	4 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:

Yes	1 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	4 days

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

LIST OF SITES relevant to selection parameters

1	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		2440 sqm	
	Survey date: SATURDAY		*16/07/16*	*Survey Type: MANUAL*
2	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	KITT'S GREEN			
	BIRMINGHAM			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:		2085 sqm	
	Survey date: SATURDAY		*09/07/16*	*Survey Type: MANUAL*
3	WM-01-C-02	LIDL		WEST MIDLANDS
	HIGH STREET			
	GUNS VILLAGE			
	WEST BROMWICH			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:		2085 sqm	
	Survey date: SATURDAY		*09/07/16*	*Survey Type: MANUAL*
4	WO-01-C-01	LIDL		WORCESTERSHIRE
	BLACKPOLE ROAD			
	BRICKFIELDS			
	WORCESTER			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		2417 sqm	
	Survey date: SATURDAY		*16/07/16*	*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 01 - RETAIL/C - DISCOUNT FOOD STORES
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	4	2257	0.299	4	2257	0.055	4	2257	0.354
08:00 - 09:00	4	2257	2.448	4	2257	1.518	4	2257	3.966
09:00 - 10:00	4	2257	3.689	4	2257	3.235	4	2257	6.924
10:00 - 11:00	4	2257	5.650	4	2257	5.040	4	2257	10.690
11:00 - 12:00	4	2257	6.481	4	2257	5.927	4	2257	12.408
12:00 - 13:00	4	2257	6.193	4	2257	7.212	4	2257	13.405
13:00 - 14:00	4	2257	5.971	4	2257	5.428	4	2257	11.399
14:00 - 15:00	4	2257	5.384	4	2257	5.295	4	2257	10.679
15:00 - 16:00	4	2257	5.461	4	2257	5.993	4	2257	11.454
16:00 - 17:00	4	2257	5.251	4	2257	5.229	4	2257	10.480
17:00 - 18:00	4	2257	4.608	4	2257	4.586	4	2257	9.194
18:00 - 19:00	4	2257	3.722	4	2257	4.099	4	2257	7.821
19:00 - 20:00	4	2257	2.349	4	2257	2.836	4	2257	5.185
20:00 - 21:00	4	2257	1.584	4	2257	1.839	4	2257	3.423
21:00 - 22:00	4	2257	0.620	4	2257	1.130	4	2257	1.750
22:00 - 23:00	4	2257	0.000	4	2257	0.188	4	2257	0.188
23:00 - 24:00									
Total Rates:			59.710			59.610			119.320

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:	2085 - 2440 (units: sqm)
Survey date date range:	01/01/09 - 06/04/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
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.

Calculation Reference: AUDIT-654801-171031-1025

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
10	WALES		
	GW	GWYNEDD	1 days

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

Secondary 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: 300 to 3030 (units: sqm)
Range Selected by User: 290 to 3500 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 17/09/16

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

Selected survey days:
Saturday 2 days

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

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

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1

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

Selected Location Sub Categories:
Retail Zone 1
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.

Secondary Filtering selection:

Use Class:
A1 2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 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:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 GW-01-G-01 BATHSTORE GWYNEDD
CAERNARFON ROAD

BANGOR
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 300 sqm
Survey date: SATURDAY *11/07/09* *Survey Type: MANUAL*

2 NY-01-G-02 CURRY'S NORTH YORKSHIRE
HURRICANE WAY
CLIFTON MOOR
YORK
Edge of Town
Retail Zone
Total Gross floor area: 3030 sqm
Survey date: SATURDAY *19/09/09* *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
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									
08:00 - 09:00	2	1665	0.511	2	1665	0.090	2	1665	0.601
09:00 - 10:00	2	1665	0.931	2	1665	0.601	2	1665	1.532
10:00 - 11:00	2	1665	2.523	2	1665	1.742	2	1665	4.265
11:00 - 12:00	2	1665	2.613	2	1665	2.553	2	1665	5.166
12:00 - 13:00	2	1665	2.432	2	1665	2.342	2	1665	4.774
13:00 - 14:00	2	1665	2.192	2	1665	2.342	2	1665	4.534
14:00 - 15:00	2	1665	3.333	2	1665	3.453	2	1665	6.786
15:00 - 16:00	2	1665	2.943	2	1665	2.462	2	1665	5.405
16:00 - 17:00	2	1665	2.673	2	1665	2.583	2	1665	5.256
17:00 - 18:00	2	1665	1.411	2	1665	2.523	2	1665	3.934
18:00 - 19:00	2	1665	0.000	2	1665	0.871	2	1665	0.871
19:00 - 20:00	1	3030	0.000	1	3030	0.000	1	3030	0.000
20:00 - 21:00	1	3030	0.000	1	3030	0.000	1	3030	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			21.562			21.562			43.124

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:	300 - 3030 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
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.