Wordsworth Business Park, Whaley Road, Barnsley

Transport Statement

August 2021 - Second Amendment Jan 2022

Project no. 1995

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Quality Management

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Prepared by	LJO	PAH	**PAH**	
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1 INTRODUCTION

1.1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to the proposal to erect a vehicle maintenance and workshop building with attached office and welfare block (B2) for the Wordsworth group of companies on land off the Whaley Road, Barugh Green in the district of Barnsley. Appendix A shows the site location in relation to the regional and local highway network.

1.1.2 The site is located on the eastern side of Whaley Road and to the north of the unnamed access road leading to the site off the Whaley Road. This part of Barugh Green is primarily commercial development.

1.1.3 The proposals are to erect a new maintenance building (B2) with attached office and welfare block with car parking and cycle and bin storage facilities being provided generally in accordance with the Barnsley Councils Design Guide. The development will have parking provision in general accordance with the site's location close to a good bus route and also with some local facilities being available within the area. The parking and access arrangements within the site are proposed to allow vehicles to enter and leave in a forward gear.

1.1.4 This Transport Statement considers such matters as access, sustainability, car parking, accident data and servicing and presents the proposals in relation to current guidance, policies and data. The potential traffic impact associated with the current development proposals is also presented.

2 EXISTING CONDITIONS

2.1 Site Description

2.1.1 This part of the site is currently generally utilised for outside storage for Wordsworth Excavations. The site has a single point of access to the internal unnamed estate road set to the south of the application site. See photograph below of the existing site access arrangements.

2.1.2 There are fare stages on the A637 and the A635 to the south west of the site. Safe pedestrian accessibility is available to access the fare stages and local facilities along Whaley Road and via the four-arm roundabout at the junction of Whaley Road and the A637 / A635 in the form of pedestrian islands with suitable crossing points.

2.1.3 The site lies about 1.4km to the northwest of the large town of Barnsley and 3.8km south east of the village of Darton and its rail station.

2.2 Local Highway Network

2.2.1 The site initially gains access from an unnamed industrial type of estate road. This access road forms a priority junction with Whaley Road with suitable kerb radii and visibility onto the major road. Some 17 metres from the aforementioned junction the site access is gated with a pedestrian gate on its north western flank and double gates on the access road. These can be clearly seen in the photograph below.

2.2.2 The unnamed access road is a two-way single carriageway and runs into a cul-de-sac. It is unlit but has the benefit of a footway on its north western flank of some 2.2 metres in width, however, this only runs for some 40 or so metres along the route to the initial access point leading to Hargreaves and Whitshaw Aggregates. From this point onwards it becomes a shared surface.

2.2.3 The unnamed access road has an average carriageway width of over 7.5 metres and is approximately 182 metres in length.

2.2.4 The unnamed access road connects with Whaley Road which is laid out as an industrial estate road. Whaley Road forms a crescent with the A637 Claycliffe Road commencing to the north west of the application site at a priority junction and returning onto the A637 at the four-armed roundabout junction with the A635 to the south east, a distance of approximately 910 metres. There are several culs-de-sac, running off the main spine road, along its length.

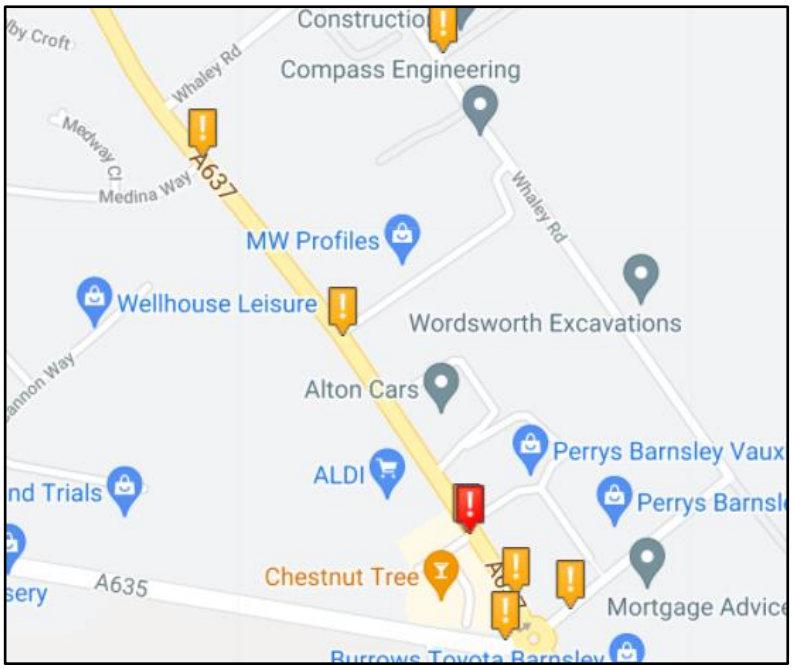
2.2.5 The Whaley Road is a two-way single carriageway, it is the subject of a 30-mph speed limit, and it is lit to an appropriate standard. There are continuous wide footways to both sides of the highway (however, they are overgrown in places) and a carriageway averaging over 9 metres in width within the vicinity of the unnamed site access junction onto same. The photograph below shows Whaley Road looking northwards from the junction of the unnamed access road leading to the application site.

2.2.6 Whaley Road is generally moderately trafficked with a noticeable increase in traffic movements at the recognised peak times. On street parking is noticeable along the route.

2.2.7 As mentioned previously Whaley Road connects with the primary road network (A637) to the north and south of the application site. To the north via a priority junction with give way markings and to the south via the eastern arm of a four-armed roundabout. The A637 runs from the aforementioned roundabout generally north west to connect with the A642 at Grangemoor in the district of Kirklees. It also provides a useful link to junction 38 of the M1 motorway. The A635 provides a route into Barnsley Town centre.

2.3 Road Traffic Accidents

2.3.1 The information available on the Crashmap website which is approved by the National Statistics Authority and reported on by the Dept for Transport identifies that there has been two recorded injury accident along Whaley Road and one at its northern junction with the A637 and 2no. in and around the 4-armed roundabout, for the period up to December 2020. The 2no. incidents on the A637 north of the roundabout are not considered relevant to this application. The search area is shown below. The full accident data available for this location can be found in Appendix B.



2.3.2 The incident close to the junction of Whaley Road (north) with the A637 occurred close to the junction of the A637 with Medina Way in September 2016 mid-afternoon with wet / damp road surface conditions. This incident involved a light goods vehicle and a private car. The accident occurred when the light goods vehicle was slowing down and the car collied with the rear of the van. An occupant of the car received slight injuries.

2.3.3 A second incident occurred in December 2019 on Whaley Road some distance to the north of the proposed site. This again involved 2no. vehicles, both private cars, and with wet road surface conditions. Again, the lead vehicle was slowing down to turn right when the following vehicle collided with the rear of same. Occupants of both vehicles received slight injuries.

2.3.4 The second incident on Whaley Road occurred close to the 4-armed roundabout junction in April 2017 around midday with dry road surface conditions. This incident involved a motorcycle and an animal within the carriageway. The motorcycle struck the animal and the driver and pillion passenger both fell from the vehicle receiving slight injuries.

2.3.5 One of the accidents at the roundabout junction occurred on the A637 to the north of the roundabout in January 2018 and involved a light goods vehicle. The incident occurred during daylight hours with dry road surface conditions. The van hit the central island resulting in slight injuries to the driver.

2.3.6 The second accident at the roundabout occurred on the A635 arm in April 2016 during daylight hours with dry road surface conditions. This incident involved a private car and a pedestrian. The car was moving and collided with the pedestrian who was crossing between parked or stationary vehicles. The pedestrian received slight injuries.

2.3.7 For completeness the accident on the A637 some distance to the north of the roundabout has been included as this occurred at a secondary access point to the Whaley Road commercial complex. This access onto the A637 is in the form of a shared long dropped crossing arrangement. This accident occurred in December 2016 during darkness with wet road surface conditions and involved 2no. private cars. This incident occurred when the front vehicle was slowing, and the following vehicle collided with the rear of same resulting in slight injuries to the occupants of both vehicles.

2.3.8 The injury accident record in the vicinity of the site is excellent with no injury accidents reported in relation to the use of the unnamed access roads junction onto Whaley Road. The injury accident record along the entire length of Whaley Road is also good. The injury accidents along the A637 and at the roundabout are typical of an urban road environment with numerous side road junctions. However, these incidents do not indicate a road safety problem or any trends of any significance which would warrant treatment or be a cause for concern as a result of a slight increase in peak hour flows as a result of the development proposals.

2.4 Transport Sustainability

2.4.1 The application site is in a very sustainable location based upon access to public transport and some local facilities. There are fare stages on the Claycliffe Road and Barugh Green Road within an acceptable walking distance from the site and there are also retail / takeaway facilities close by along both routes. The sustainability elements are discussed in more detail in the paragraphs below and within the accompanying Travel Plan.

2.4.2 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 recommends that development should only be prevented or refused on highways grounds if there would be and unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development, with regard to Transport, should:

Considerations	Proposals
Give Priority first to pedestrians and cycle movements both within the scheme and the surrounding neighbourhood	Cycle parking facilities are proposed, and pedestrian provision is proposed to aid pedestrian access within the site
Address the needs of people with disabilities and reduced mobility in relation to all modes of transport	On site disabled parking spaces are proposed. Access along the existing network to bus facilities is available.
Create places that are safe, secure and attractive and minimise the scope for conflict between all users.	The architects have acknowledged these issues within the overall design
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the adjacent industrial access road.

Allow within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be provided as part of the overall parking scheme

2.4.3 Notwithstanding the statements within the NPPF, the former guidance within PPG 13 is still useful as a reference in relation to cycling and walking distances.

2.4.4 **Pedestrians:** With regard to pedestrians, there are continuous footways on both sides of the majority of the local highways leading to the local fare stages, and there are pedestrian crossing points situated close to the roundabout of the junction of the A635 / A637 providing safe crossing points for pedestrians and cyclists. Street lighting along these routes is also to a good standard.

2.4.5 The access to the site off the Whaley Road is a private road i.e. not maintained by the Local Authority and is laid out to a lower standard. The highway layout and footways do not meet current adoptable road standards and given the lease arrangements on land fronting same there is little room for improvement at the present time.

2.4.6 However, access to the site from the industrial estate road does allow for some improvements in relation to access for the disabled / visually impaired etc. This would be in the form of signage advising drivers of the possibility that pedestrians including disabled people could be using the site access to enter the development and to lower their speeds accordingly as the pedestrians will have priority. The signage will be similar to the one highlighted below.

2.4.7 Every site is different, and each will present its own hazards. The proposed site access does not conform to a traditional layout therefore, within the site a dedicated pedestrian route will be marked out through the yard area. This will be a minimum of 2.0 metres in width and be clearly signed at the start and termination point of the route and at each change in direction. The route will be lit at points along its length.

2.4.8 **Cyclists:** With regards to cycling, the former guidance within PPG 13: Transport stated that "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport". There are rail stations at Darton, Barnsley and Dodworth which are within cycling distance of the site. The settlements and local towns of Mapplewell, Darton, Dodworth, Kexbrough and the centre of Barnsley are all within cycling distance of the proposed development.

2.4.9 **Public Transport:** The bus stops on the A637 situated to the north west both have the benefit of passenger shelters and timetable cases. The stops on the A635 also have the benefit of passenger shelters etc. The table below summarises the regular services which use these local stops.

Service No	From – To	Frequency Mon – Sat	Late evenings and Sundays
A637 Service no. 97	Wilthorpe – Staincross – Woolley Coll – Hall Green – Crigglestone – Sandal – Wakefield	Limited Service	n/a
A635 93/95/95A	Barnsley Interchange – Gawber – Redbrook – Barugh Green -Kexbrough – Darton – Woolley Coll	10 mins	30 mins on average
96 / 96A	Barnsley Interchange – Gawber – Barugh Green – Darton – Kexbrough – Haigh – West Bretton – Woolley Coll – Crigglestone – Wakefield	60 mins	No Sunday or late evening service

Table 2: Bus Services

2.4.10 The very good bus services highlighted above provide a service to the local city of Wakefield on average every 60 minutes or so and to the large town of Barnsley every 10 minutes or less.

2.4.11 The stops on the A637 have a very limited service during the working hours of the proposed development i.e., 06.00 – 18.00hrs. The distance to the nearest stops is approximately 840 metres or thereabouts. The times of the 97-service available from these stops isas follows:

Service	General Service timetable
A637 **Service no. 97**	2 services am - 07.42 and 09.42 4 services pm between 14.17 and 17.57.

2.4.12 The stops on the A635 have a significantly better bus service available within the operating hours of the development. These stops (close to the Chestnut Tree PH) are within 680 metres or so of the proposed application building. The service times are shown in the Table immediately below:

Service	General Service timetable
A635 **Service nos.** **93/95 & 95A**	06.22 – 07.22 – 4 services per hour
	07.22 - 08.22 – 4 services per hour
	And generally, 4 services per hour during the operating hours of the development

Service	General Service timetable
A635 **Service nos.** **96/96A**	Generally, 1 service per hour from 06.40 until 18.12

2.4.13 Barnsley Interchange and its Rail Station is within cycling distance of the application site with two of the bus services mentioned above also calling at the Interchange. Barnsley Station is on the Hallam and Penistone Lines, with connecting services to Leeds, Sheffield, Wakefield, Penistone, Huddersfield and Denby Dale. The station has cycle storage spaces covered by cctv. Barnsley rail station is approximately 4.1 km from the application site by pedestrian routes.

2.4.14 Darton rail station is the closest rail station to the application site. From here there are hourly services to Leeds, Wakefield, Sheffield, Castleford and Barnsley. There are cycle stands and cycle storage spaces at the station also covered by cctv, providing the opportunity for multi modal journeys. Darton rail station is some 3.25km from the proposed development utilising the local highway network.

2.4.15 **General Amenities:** The Local Authority guidance stipulates that cognisance must be given to the amenities within a 500-metre walking distance of the application site (not as the crow flies). These amenities are considered appropriate for each development and the relevant amenities are listed below with the appropriate comments against each facility.

Amenities	Comments
Food Outlet	Although not a permanent facility there is a food outlet (KT's Catering van) situated to the north which is available between the hours of 07.00 – 14.00hrs. To the south west there is the Aldi supermarket which is operational between the hours of 08.00 – 22.00 hrs. The Chestnut Tree PH is also available for food between the hours of 08.00 – 22.00 hrs. There is also a fast-food outlet at the Pizza Fish Bar on Wilthorpe Road that opens between the hours of 17.00 and 22.00hrs. Adjacent to the Pizza Fish Bar is the Country Kitchen Café which opens earlier in the day between 08.30 – 13.45 hrs.
Access to Cash	There is a cash point at the Aldi Supermarket.
Access to outdoor public open space	Although there is no defined public park as such within the 500 metre guidelines, access to a public open space is available utilising the public footpath network located off the Wilthorpe Road. Darton PF no. 18 leads to a large open space, with interconnecting footpaths, situated to the north east of the application site.
Access to leisure / fitness facility	There are no facilities within the 500-metre walking distance.
Postal facilities	No actual post office is located within the 500-metre walking distance, however, there is a post box located on the Wilthorpe Road.
Community facility	The closest community facility is some 1.6km from the application site.
Pharmacy	There are no pharmacies within close walking distance of the application site.
GP	There are no GP's surgeries within the stipulated 500 metres of the site.
Childcare or School	There are childcare facilities within Barugh Green, however, this is situated 1.3km west of the site.

Table 3: Amenities

2.4.16 As can be noted from Table 3 above there are numerous food outlets within the recommended walking distance and there is also access to a cash point. Access to outdoor space, leisure, GP's and schools etc is outside the recommendations, however, these facilities are not as vital to the operation of a commercial development compared to a residential scheme.

2.4.17 Notwithstanding this it is evident that the site benefits from being in proximity to a good frequency of public transport links for travelling into the main town of Barnsley with onward connections via rail and bus to many other destinations.

3 THE DEVELOPMENT PROPOSALS

3.1 Proposed Development

3.1.1 The proposals are for the erection of a new B2 unit for the maintenance and cleaning of Wordworths own vehicles (HGV's). There will be no storage in the building other than parts and cleaning materials. The building will be 1280sqm of B2 and 180sqm of ancillary office.

3.1.2 There are 60 + existing employees at the site and up to 10 existing members of staff will be transferred to the new B2 unit. The operating hours of the unit will be from 06.00-18.00 hrs.

3.2 Vehicular Access

3.2.1 Vehicular access to the development will be via the existing arrangement located to the south east of the site frontage onto the un-named access road. This is in the form of a simple junction crossing arrangement with radius kerbs.

3.3 Parking Provision

3.3.1 The level of parking provision will provide car parking spaces commensurate with the site's location close to good public transport service. Therefore, the need to own a car for travelling around the local area is significantly reduced.

3.3.2 The car parking standards mentioned in the Supplementary Planning Guidance adopted in 2019 makes recommendations for B2 units in the borough wide standards. The development proposes 24no. spaces in this case for the B2 unit. This also includes 3no. disability spaces.

3.3.3 The parking provision for the development is considered appropriate in relation to the site's location and the good local bus service provision.

3.3.4 Secure cycle parking provision will be provided within the site. 6 no. cycle spaces are proposed initially. The developer of the site will also invest in the purchase of communal cycles for the development, further enhancing the sites sustainable credentials.

3.3.5 Electric vehicle charging points will be provided with initially 10% of the total number of car parking spaces proposed being EVC's. The EVC's will be located in a practical location to allow for easy connection to the staff vehicles.

3.4 Trip Generations

3.4.1 The development proposals are for the erection of a vehicle maintenance / workshop with attached office and welfare block for the Wentworth Group of companies for the maintenance / cleansing of their own vehicles. The TRICS database has been used to derive the peak hour generation rates for a general B2 use as a worst-case scenario. The derived rates are given in the table below:

B2	Arrive	Departure	Two Way
AM Peak	0.339	0.053	0.392
PM Peak	0.000	0.053	0.053

Table 3: Generation Rates

3.4.2 Using generation rates in the table above for the B2 unit the following traffic flows can be calculated for the proposed development:

B2	Arrive	Departure	Two Way
AM Peak	4.949	0.773	5.723
PM Peak	0.000	0.773	0.773

Table 4: Potential Traffic Generations

3.4.3 Based on the TRICs data, the development would be anticipated to generate between 6 and just 1 trip at the recognised peak periods, which is a really low traffic generator. The TRICs data can be found in Appendix E. However, given the sustainable merits of the site with its location close to a good bus service and some local facilities the actual vehicle trips rate from the site could be lower than estimated by TRICs.

4 TRANSPORT POLICY

4.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Statement and the project's compliance with the policy objectives. Further details of the relevant policy documents are set out below.

National Planning Policy Framework – Promoting Sustainable Transport

4.1.2 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 recommends that development should only be prevented or refused on highways grounds if there would be and unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context, applications for development, with regard to Transport, should include the following for consideration: -

Considerations	Proposals
Give Priority first to pedestrians and cycle movements both within the scheme and the surrounding neighbourhood	Cycle parking facilities are proposed, and pedestrian provision is proposed to aid pedestrian access within the site
Address the needs of people with disabilities and reduced mobility in relation to all modes of transport	On site disabled parking spaces are proposed. Access along the existing network to bus facilities is available.
Create places that are safe, secure and attractive and minimise the scope for conflict between all users.	The architects have acknowledged these issues within the overall design
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the adjacent industrial access road.
Allow within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be provided as part of the overall parking scheme

4.1.3 Paragraph 111 of the NPPF states "Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.

Local Transport Plan

4.1.4 The current Sheffield City Region (SCR) Transport Strategy covers the period 2018 to 2040. Some of the key objectives of the Transport Strategy include:

- *To improve access to jobs, markets and skills and supply chains;*
- *Enhance productivity by making the transport system faster and more reliable;*
- *Enhance our multi modal transport system which encourages sustainable travel;*
- *Actively improve air quality by reducing emissions of air pollutants, greenhouse gases and noise;*
- *Be at the front of transport innovation.*

4.1.5 The SCR Transport Strategy sets out the multi modal strategy for South Yorkshire to encourage more people to use sustainable modes of travel to help reduce the dependency on private cars. With regards to cycling the SCR Transport Strategy proposes clearer wayfinding, travel planning, and maintenance of walk and cycle paths which will lead to an increase in the number of visitors arriving by bike or on foot. With regards to walking, the SCR Transport Strategy seeks to improve the local environment to make walking / cycling more attractive by making the streets safer, cleaner and more pleasant to use.

4.1.6 The SCR Transport Strategy will continue the effective working relationship between planning authorities and SYPTE to help ensure that sustainable travel is an important consideration in the growth and development of the built and natural environment. Support will be sought from the development community to ensure the places that are created support and are served by sustainable transport.

4.1.7 It is considered that the development proposals generally comply with the Local and National guidance.

Barnsley Local Plan

4.1.8 The Barnsley Local Plan was adopted in January 2019. Policies relating to Transport are contained within Section 12 of the Policy – Transport.

4.1.9 **Policy T1:** ***Accessibility Priorities:*** Aims to improved sustainable transport, implement transport network improvements, facilitate sustainable transport links to and from employment areas.

4.1.10 **Policy TR3***: New Development and Sustainable Travel:* New development will be expected to be located and designed to reduce the need to travel, be accessible by public transport and meet the needs of pedestrians and cyclists. Provide the minimum level of parking for cycles, powered two wheelers and disabled people. Provide a Transport Statement and or a Travel Plan Framework in line with current guidance.

4.1.11 **Policy TR4***: New Development and Transport Safety:* New development will be expected to be designed and built to provide all transport users safe, secure and convenient access and movement.

4.1.12 **Policy TR5:** ***Reducing the Impact of Road Travel:*** The impact on road travel will be reduced by developing and implementing robust, evidence-based air quality action plans to improve air quality. Working with our sub regional partners, fleet and freight operators to improve the efficiency of vehicles and goods delivery and reduce exhaust emissions. Implementing measures to ensure the current road system is used efficiently

4.1.13 The location of the development, in a reasonably sustainable position close to good bus routes and local rail stations, will ensure that sustainable travel options are available for staff. The development also provides a suitable access arrangement, parking provision, and design for the site. Therefore, the proposals generally meet the requirements of the Local and National Policies.

5 CONCLUSIONS

5.1.1 The proposals are for the erection of a new B2 unit for the maintenance and cleaning of Wordworths own vehicles (HGV's). There will be no storage in the building other than parts and cleaning materials. The building will be 1460 sqm in total.

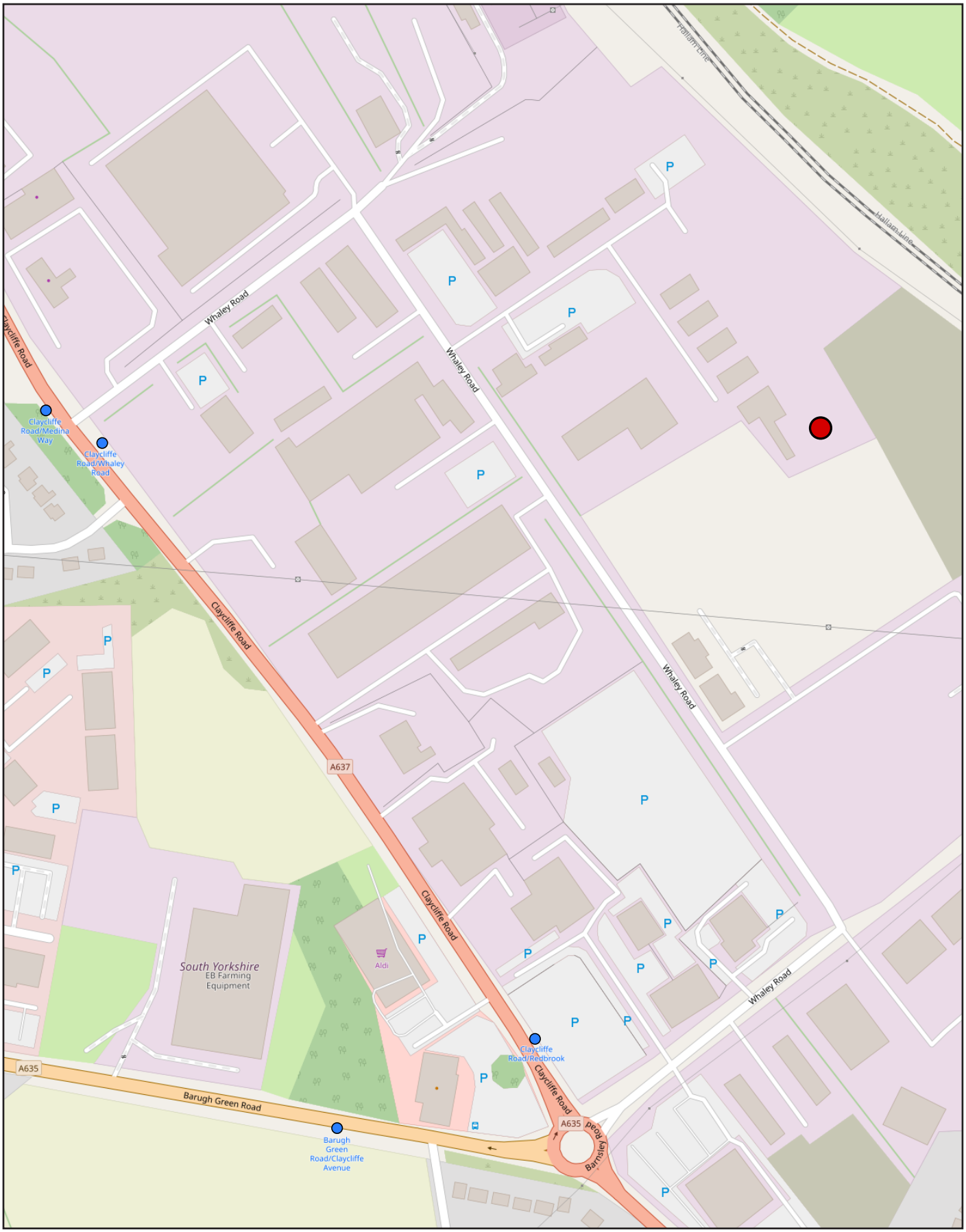
5.1.2 The level of parking provision will provide car parking spaces commensurate with the site's location close to good public transport services. Therefore, the need to own a car for travelling to and from the site is significantly reduced and the Local Authority should be content to reduce their parking standards in this instance.

5.1.3 The development is located in a sustainable position in relation to access to good bus services and provides a suitable access / egress arrangement, parking provision, and internal design. Therefore, the proposals generally meet the requirements of the Local and National Policies.

5.1.4 It is concluded that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location plan



Legend:

- Site Location
- Closest Unique Bus Stops

PARAGON HIGHWAYS

Offices 20/21
The Rear Walled Garden
Nostell Estate, Wakefield WF4 1AB

Appendix B

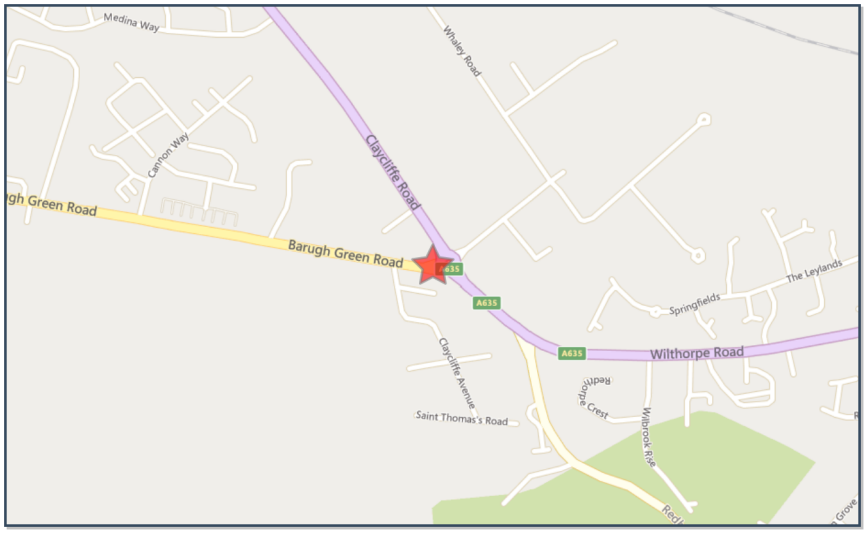
Road Traffic Accidents

crashmap.co.uk

Validated Data

Crash Date:	Friday, April 15, 2016	**Time of Crash:**	11:45:00 AM	**Crash Reference:**	**2016140059951**

Highest Injury Severity:	Slight	**Road Number:**	A635	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	1
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	431996 407896
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Female	36 - 45	Vehicle is moving off	Front	Other	None	None

Casualties

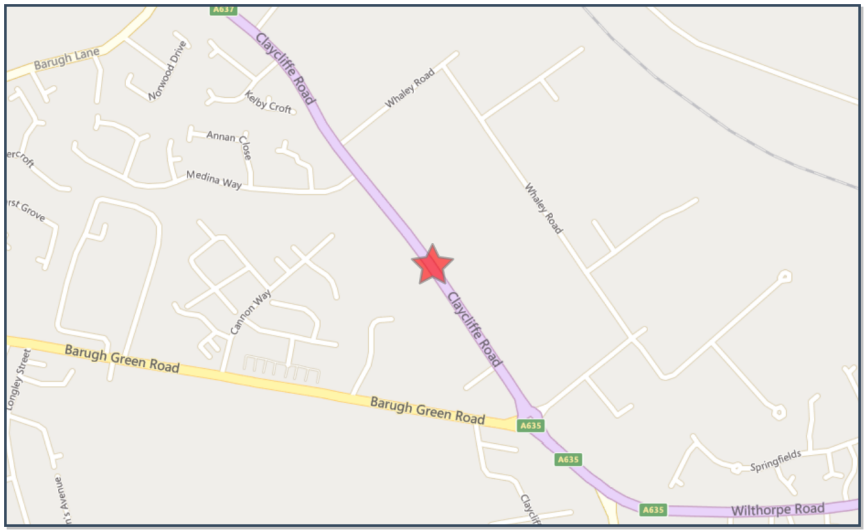
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	21 - 25	In carriageway, crossing elsewhere	Crossing from driver's offside - masked by parked or stationary vehicle

crashmap.co.uk

Validated Data

Crash Date:	Sunday, December 18, 2016	**Time of Crash:**	8:20:00 PM	**Crash Reference:**	**2016140144066**

Highest Injury Severity:	Slight	**Road Number:**	A637	**Number of Casualties:**	2
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	431864 408139
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	Other object in carriageway				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	6	Female	36 - 45	Vehicle is slowing down or stopping	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

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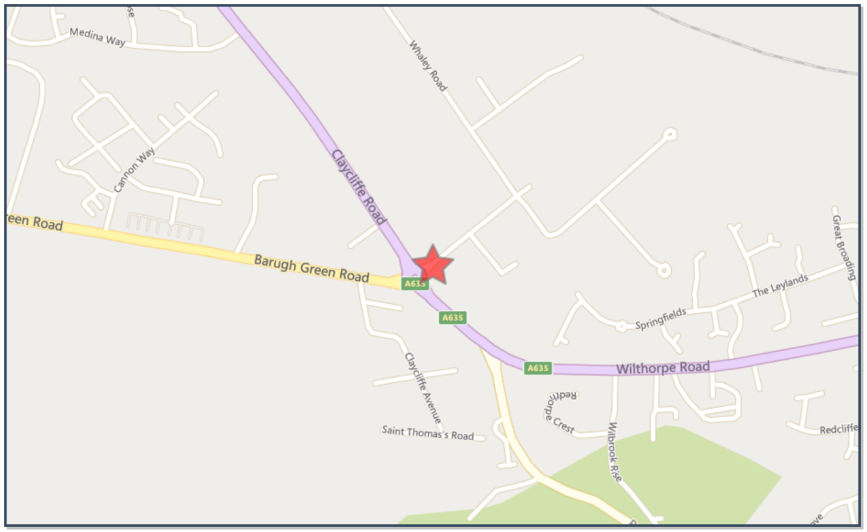
Validated Data

Crash Date:	Saturday, April 29, 2017	**Time of Crash:**	1:45:00 PM	**Crash Reference:**	**2017140179908**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	2
Highway Authority:	Barnsley			**Number of Vehicles:**	1
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	432048 407920
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Any animal in carriageway (except ridden horse)				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	2	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	Any animal (except ridden horse)	None

Casualties

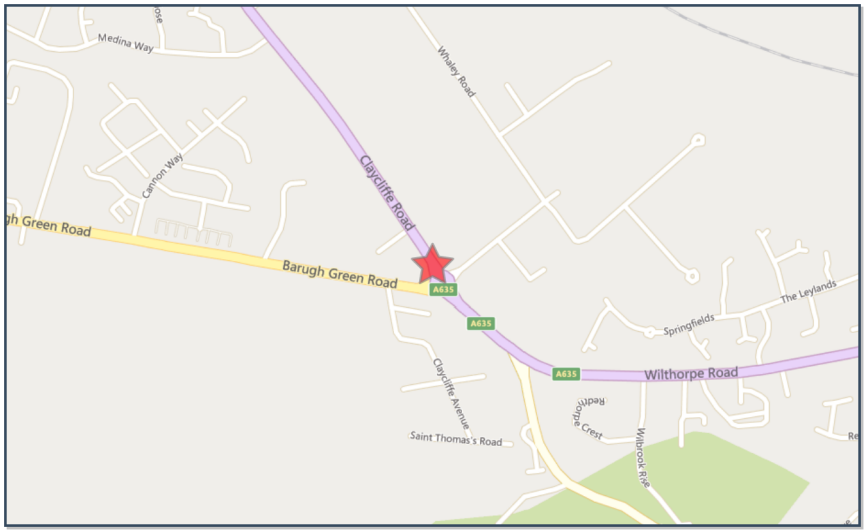
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	66 - 75	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Saturday, January 27, 2018	**Time of Crash:**	7:14:00 AM	**Crash Reference:**	**2018140268089**

Highest Injury Severity:	Slight	**Road Number:**	A637	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	1
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	432004 407930
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	8	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	Central island of roundabout	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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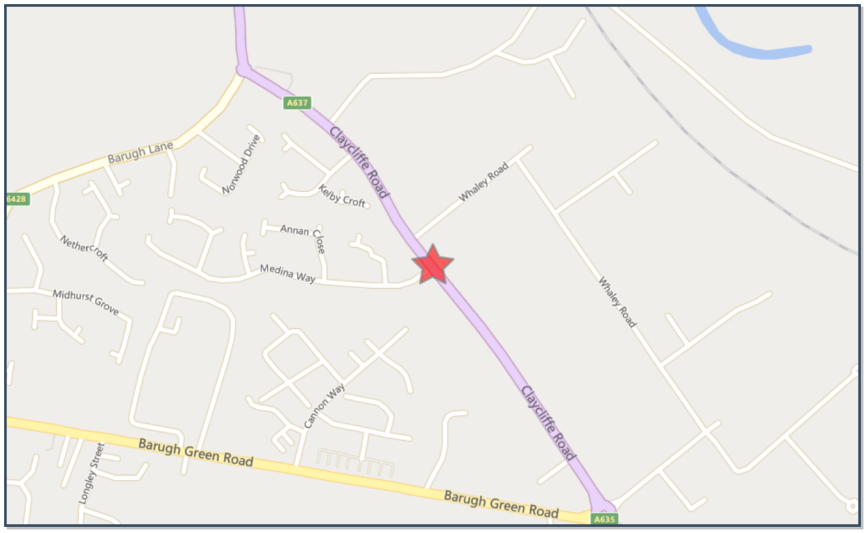
Validated Data

Crash Date:	Thursday, September 06, 2018	**Time of Crash:**	3:45:00 PM	**Crash Reference:**	**2018140329678**

Highest Injury Severity:	Slight	**Road Number:**	A637	**Number of Casualties:**	1
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	431750 408279
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Stop sign				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	6	Male	46 - 55	Vehicle is slowing down or stopping	Back	Journey as part of work	None	None
2	Car (excluding private hire)	8	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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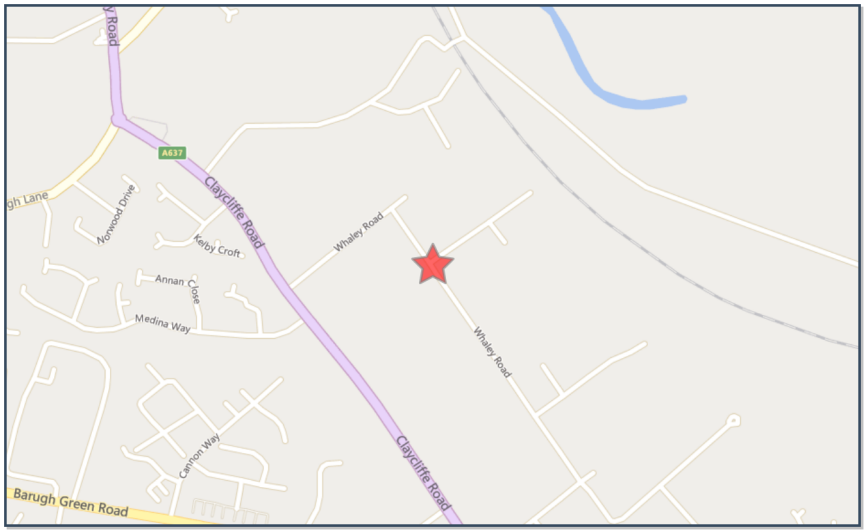
Validated Data

Crash Date:	Monday, December 16, 2019	**Time of Crash:**	4:00:00 PM	**Crash Reference:**	**2019140910252**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	2
Highway Authority:	Barnsley			**Number of Vehicles:**	2
Local Authority:	Barnsley Metropolitan Borough			**OS Grid Reference:**	431943 408365
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
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Validated Data

Vehicles involved

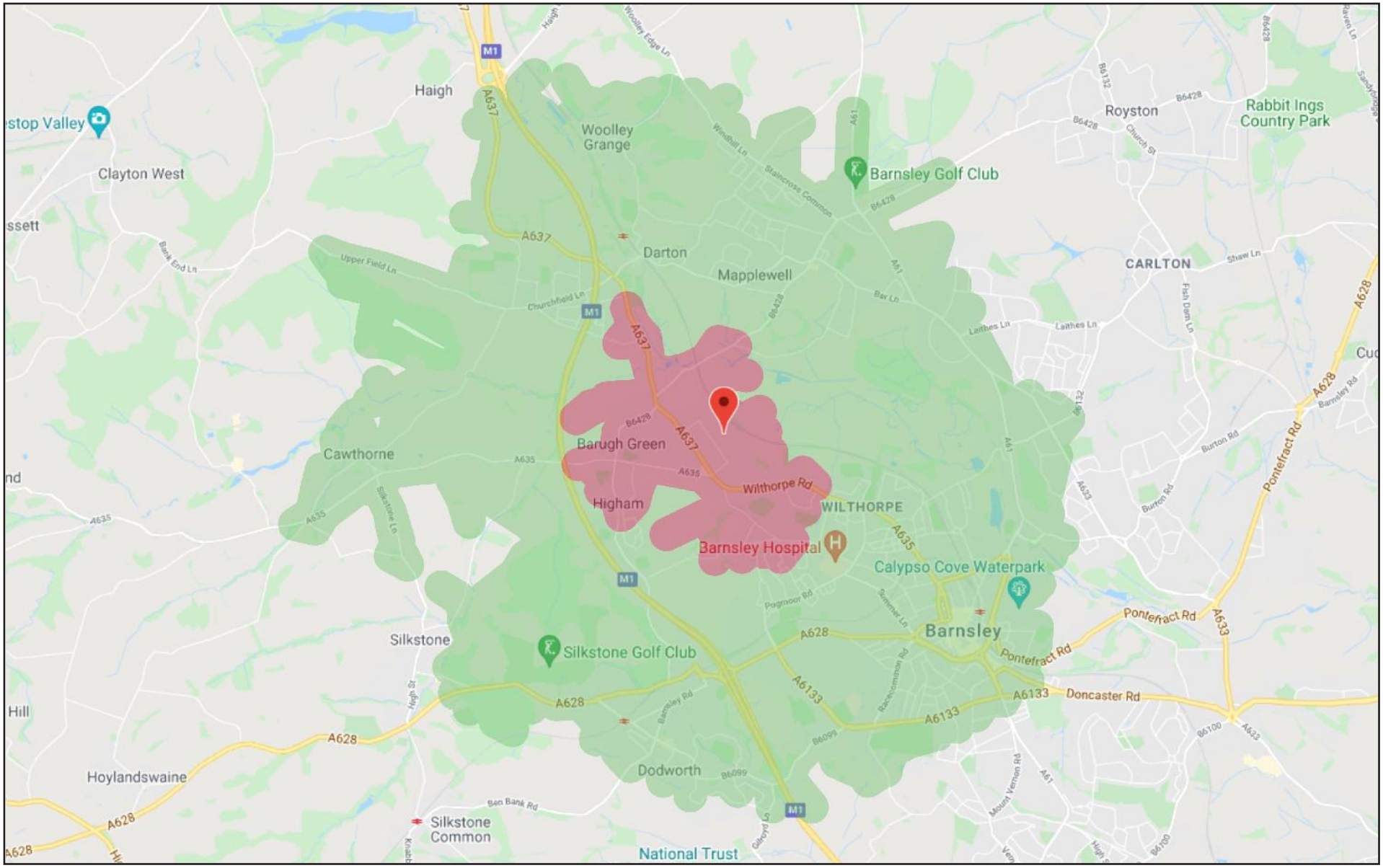
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	9	Male	66 - 75	Vehicle is in the act of turning right	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

Appendix C

Walking and Cycle Catchment



Legend:

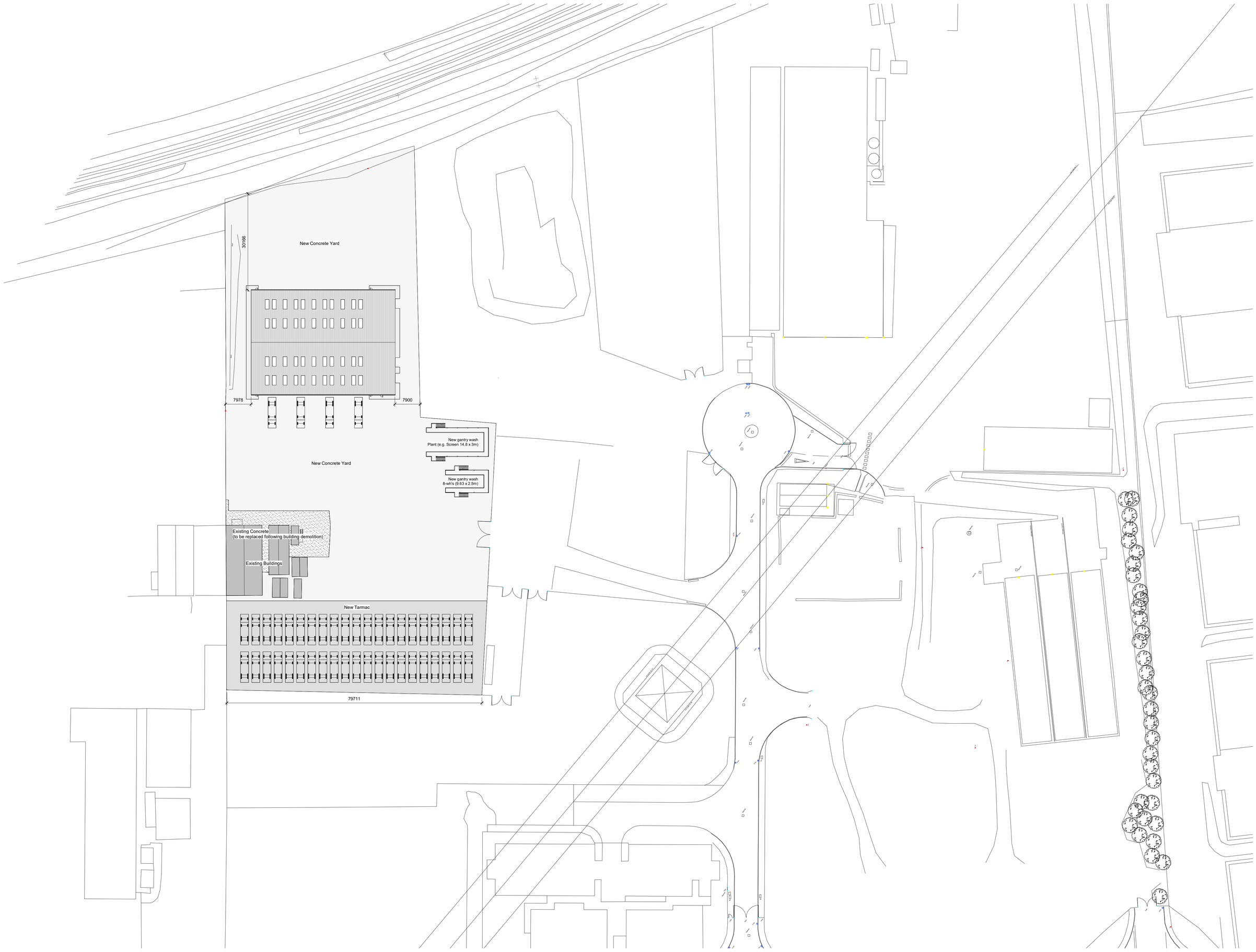
- 5km Cycle Catchment
- 2km Walking Catchment
- Site Location

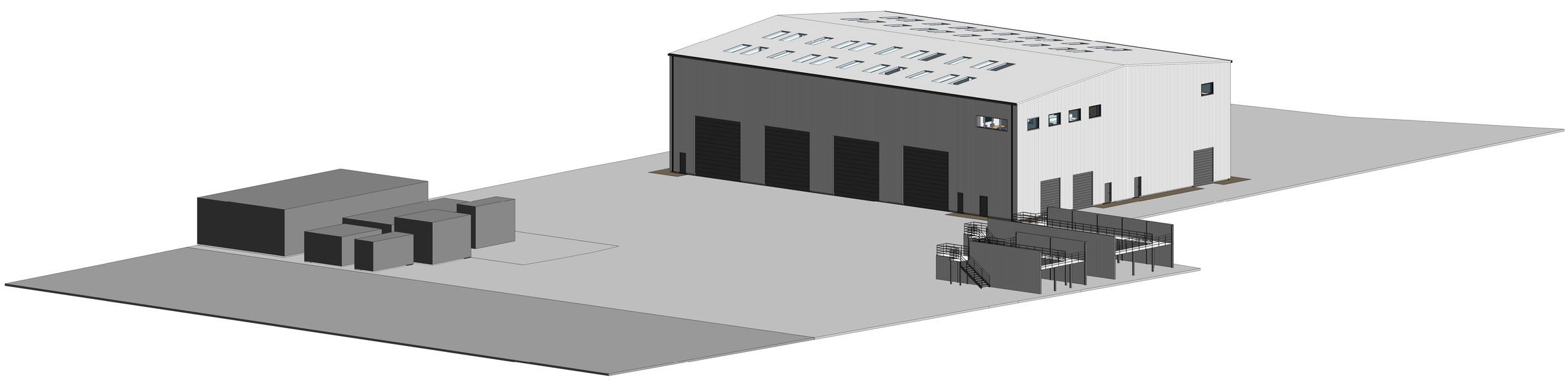
PARAGON HIGHWAYS
Offices 20/21
The Rear Walled Garden
Nostell Estate, Wakefield WF4 1AB

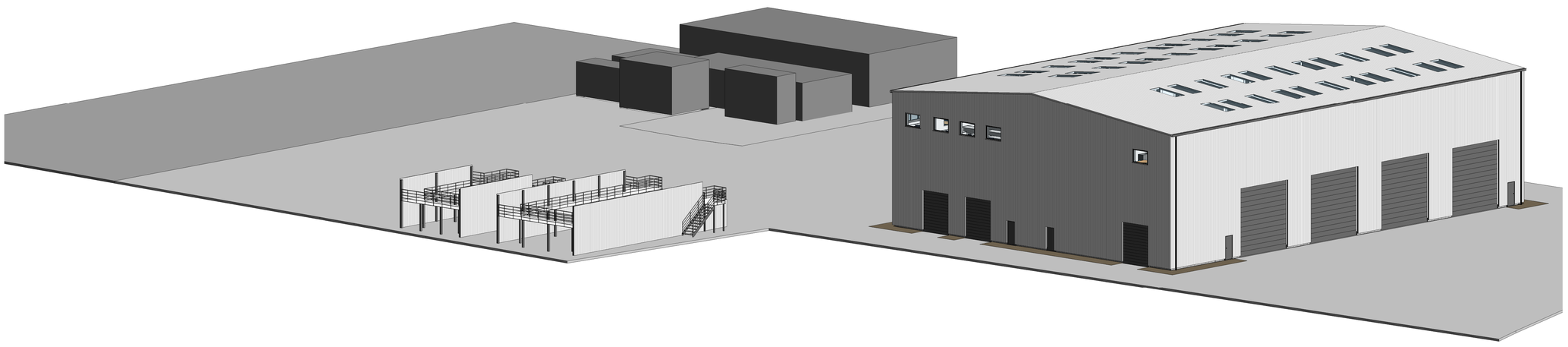
Appendix D

Proposed Development

A0







P5	Building orientation amended and yard extended following client meeting	RL	MR	06.10.21
P4	Client Issue for discussion	RL	MR	09.08.21
P3	Client Issue for discussion	RL	MR	30.07.21
P2	Consultant Issue	RL	MR	27.07.21
P1	First Issue for Discussion	RL	MR	10.05.21
Rev	Description	Drawn	Checked	Date

Document Status :
S2

Purpose of Issue:
For Information

MARTIN WALSH ARCHITECTURAL

Firth Buildings, 99 - 103 Leeds Rd, Dewsbury, WF12 7BU t: 01924 464342
e: info@martinwalsh.co.uk w: www.martinwalsh.co.uk

Project
Proposed Vehicle Workshop at
Whaley Road, Barugh Green, S75 1FJ

Title
Proposed Site Plan & 3D images

Client
Wordsworth Properties Ltd.

MWA Project	Scale	Original Paper Size	Paper Orientation	Drawn
6384	1 : 500	@A0	Portrait	RL

File Identifier

Project	Originator	Volume	Level	Type	Role	Number	Revision
WPWR -	MWA -	XX -	XX -	DR -	A -	0101	P5

Appendix E

TRICs Data

Calculation Reference: AUDIT-742101-210803-0802

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	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: 150 to 4324 (units: sqm)
Range Selected by User: 150 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Monday-Friday 0700-1900
Include days where PT not known: Yes
Range: 12 to 336

Date Range: 01/01/13 to 22/10/20

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:

Tuesday	2 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6

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	6

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

Secondary Filtering selection:

Use Class:

Not Known	6 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 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
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 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

LIST OF SITES relevant to selection parameters

1 DS-02-C-02 ENGINEERED PRODUCTS DERBYSHIRE
PONTEFRACT STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 2600 sqm
Survey date: THURSDAY 25/06/15 Survey Type: MANUAL

2 LC-02-C-03 TIMBER SUPPLIES LANCASHIRE
GOLDEN HILL LANE
LEYLAND

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 150 sqm
Survey date: TUESDAY 06/11/18 Survey Type: MANUAL

3 NF-02-C-04 EXHIBITION DESIGN & MANUF. NORFOLK
FLETCHER WAY
NORWICH
UPPER HELLESDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 690 sqm
Survey date: THURSDAY 14/11/19 Survey Type: MANUAL

4 NR-02-C-02 RENEWABLE ENGINEERING NORTHAMPTONSHIRE
TREVITHICK ROAD
CORBY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 702 sqm
Survey date: THURSDAY 22/10/20 Survey Type: MANUAL

5 TV-02-C-02 FLUID ENGINEERING TEES VALLEY
PARKVIEW ROAD WEST
HARTLEPOOL

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1050 sqm
Survey date: FRIDAY 04/09/20 Survey Type: MANUAL

6 WM-02-C-04 FOUNDRY WEST MIDLANDS
STOURVALE ROAD
STOURBRIDGE
LYE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 4324 sqm
Survey date: TUESDAY 21/11/17 Survey Type: MANUAL

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	702	0.000	1	702	0.000	1	702	0.000
05:30 - 06:00	1	702	0.000	1	702	0.000	1	702	0.000
06:00 - 06:30	1	702	0.000	1	702	0.000	1	702	0.000
06:30 - 07:00	1	702	0.000	1	702	0.000	1	702	0.000
07:00 - 07:30	6	1586	0.011	6	1586	0.000	6	1586	0.011
07:30 - 08:00	6	1586	0.179	6	1586	0.053	6	1586	0.232
08:00 - 08:30	6	1586	0.210	6	1586	0.000	6	1586	0.210
08:30 - 09:00	6	1586	0.189	6	1586	0.053	6	1586	0.242
09:00 - 09:30	6	1586	0.084	6	1586	0.042	6	1586	0.126
09:30 - 10:00	6	1586	0.074	6	1586	0.116	6	1586	0.190
10:00 - 10:30	6	1586	0.063	6	1586	0.032	6	1586	0.095
10:30 - 11:00	6	1586	0.042	6	1586	0.053	6	1586	0.095
11:00 - 11:30	6	1586	0.074	6	1586	0.063	6	1586	0.137
11:30 - 12:00	6	1586	0.053	6	1586	0.042	6	1586	0.095
12:00 - 12:30	6	1586	0.095	6	1586	0.053	6	1586	0.148
12:30 - 13:00	6	1586	0.074	6	1586	0.147	6	1586	0.221
13:00 - 13:30	6	1586	0.063	6	1586	0.084	6	1586	0.147
13:30 - 14:00	6	1586	0.063	6	1586	0.053	6	1586	0.116
14:00 - 14:30	6	1586	0.074	6	1586	0.084	6	1586	0.158
14:30 - 15:00	6	1586	0.021	6	1586	0.021	6	1586	0.042
15:00 - 15:30	6	1586	0.063	6	1586	0.053	6	1586	0.116
15:30 - 16:00	6	1586	0.063	6	1586	0.105	6	1586	0.168
16:00 - 16:30	6	1586	0.021	6	1586	0.200	6	1586	0.221
16:30 - 17:00	6	1586	0.011	6	1586	0.179	6	1586	0.190
17:00 - 17:30	6	1586	0.000	6	1586	0.042	6	1586	0.042
17:30 - 18:00	6	1586	0.000	6	1586	0.011	6	1586	0.011
18:00 - 18:30	6	1586	0.000	6	1586	0.011	6	1586	0.011
18:30 - 19:00	6	1586	0.000	6	1586	0.021	6	1586	0.021
19:00 - 19:30	1	702	0.000	1	702	0.000	1	702	0.000
19:30 - 20:00	1	702	0.000	1	702	0.000	1	702	0.000
20:00 - 20:30	1	702	0.000	1	702	0.000	1	702	0.000
20:30 - 21:00	1	702	0.000	1	702	0.000	1	702	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.527			1.518			3.045

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

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

Parameter summary

Trip rate parameter range selected:	150 - 4324 (units: sqm)
Survey date date range:	01/01/13 - 22/10/20
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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