9. Appendix I - Traffic Impacts

Newlands Developments
Hoyland West: Plot 2 Planning Application

Framework Travel Plan

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Version 1.1
Issue


Fore

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1 Introduction

1.1 Commission

Fore Consulting Ltd (Fore) have been commissioned by Newland Developments to prepare a Framework Travel Plan to be submitted with a hybrid planning application for the development of Plot 2 of the Hoyland West development in Hoyland, Barnsley.

A Transport Statement has been prepared and submitted under a separate cover.

1.2 Background

The Hoyland West development site is allocated for employment used in Barnsley's Local Plan (adopted in January 2019), identified within the plan as site 'ES13: Land West of Sheffield Road'.

Subsequently, a hybrid (part outline and part detailed) planning application covering the Hoyland West development was submitted by Newlands Developments and approved by Barnsley Metropolitan Borough Council (BMBC) in November 2020 (ref. 2020/0647) comprising:

> *"A Hybrid planning application for a development up to 103,086sqm of employment uses (use classes B1/B2 and B8) and associated works including access roads, drainage and landscaping,*
>
> > *a) Outline seeking approval over means of access and scale across 2 development plots (plots 2&3) of up to 71,515sqm floorspace; and*
> >
> > *b) full application for the development of plot 1 (31,571 sqm floorspace for use B8), associated earthworks and creation of access points including new roundabout to link with Hoyland south Masterplan Area (Local Plan references HS68, HS65, HS61, HS58,HS6, SL5)"*

A Transport Assessment[1] and Framework Travel Plan[2] were submitted as part of this application, covering all the development plots. Plot 1 of the development is currently under construction, and will be occupied by Hermes following completion which is due in late-2022. Development is yet to commence on Plot 2 and Plot 3.

[1] Transport Assessment (Issue v1.0 Rev C) dated 01 October 2020. Prepared by Fore Consulting Ltd.
[2] Framework Travel Plan (Issue v1.1) dated 30 September 2020. Prepared by Fore Consulting Ltd.

1.3 Development Proposals

In developing a scheme for Plot 2, an opportunity has been identified to provide 2 units, comprising a total of 41,899sqm for B8 use (Unit 2A comprising 24,619sqm and Unit 2B comprising 17,279sqm). This is within the parameters of the masterplan approved under 2020/0647 which permitted a total GIA of 46,154 sqm.

The development proposals for Plot 2 are set out in further detail in Chapter 4 and demonstrated on the drawings provided at Appendix A.

1.4 Purpose of this Document

This document forms the Framework Travel Plan for Plot 2 of the development. It follows the same mechanism of the approved Framework Travel Plan[3] ("approved Travel Plan") which is currently being implemented at the wider Hoyland West Development. This document presents the proposed changes from the development approved previously for Plot 2 and refines the monitoring framework for Occupier Travel Plans, based on the conditions associated with the approved consent.

Overall, the document sets a framework detailing how sustainable travel will be supported on site, including how Occupiers will engage in their own Travel Plans. This Framework Travel Plan is aimed at future Occupiers and employees at the development.

1.5 Structure of this Document

This Framework Travel Plan is structured as follows:

- Chapter 2 provides an overview of the management and development of the Travel Plan over time, including the overarching objectives of the Travel Plan and details of monitoring and review.
- Chapter 3 describes the existing situation of the site, providing an audit of the present transport network including pedestrian and cycle facilities, public transport provision and the local highway network.
- Chapter 4 outlines the development proposals and how the site will be accessed by all modes of transport.
- Chapter 5 provides summary tables of Actions and Measures of the Framework Travel Plan.

[3] 2020/0647

2 Travel Plan Management

This Chapter sets out actions required to ensure the Framework Travel Plan is managed appropriately, these actions are based on the mechanisms set out in the approved Travel Plan for the wider Hoyland West development. The actions are summarised in Chapter 5.

The approved Framework Travel Plan (dated September 2020) is currently being implemented at the wider Hoyland West development.

This Framework Travel Plan has been produced solely cover the units at Plot 2, taking into account the proposed scheme changes from the development approved previously. The document also refines the monitoring framework for Occupier Travel Plans.

2.1 Objectives

This Framework Travel Plan adopts the objectives of the approved Travel Plan:

- Communicate the Framework Travel Plan process to eventual Occupiers so that they can support employees to make sustainable travel choices.
- Promote the health, financial and environmental benefits of sustainable travel choices.
- Provide clear information on all available modes of travel to and from the site.

2.1 Framework Travel Plan Coordinator Role

A Framework Travel Plan Coordinator will be appointed by Newlands Developments ("the Developer"). Ideally the role will be fulfilled by the same person who will act as the Framework Travel Plan Coordinator at the wider Hoyland West development. This will allow for a unified approach and avoid duplication of effort.

Currently Hoyland Management Company Limited are named as the Framework Travel Plan Coordinator for the wider Hoyland West development. It is anticipated that Hoyland Management Company Limited will also fulfil the FTPC role at Plot 2.

The FTPC for Plot 2 will have the responsibility of ensuring that the pre-occupation actions and measures are delivered, including developing a template document for the Employee Travel Guide and liaising with Occupiers regarding Travel Plan obligations, as detailed in the approved Travel Plan.

The Masterplan for Plot 2 (see Appendix A) shows that both units exceed the indictive thresholds listed in Table 1 of the Sustainable Travel SPD[4] for requiring a Travel Plan. Therefore, the appointed FTPC will liaise with each Occupiers at the signing of leases to ensure that they are aware of potential obligations of the Framework Travel Plan from the offset, including the obligation to prepare an Occupier Travel Plan.

The Framework Travel Plan Coordinator Role at Plot 2 will cease following the occupation of the final unit.

2.2 Occupier Travel Plans

The Framework Travel Plan will be issued to the occupiers once they enter a contractual arrangement to ensure that they are aware of potential obligations of the Framework Travel Plan from the offset.

Each Occupier will appoint an Occupier Travel Plan Coordinator at the (signing of leases) who will produce an Occupier Travel Plan for their respective unit. This will be submitted to BMBC within 3 months of occupation, and will include:

- Details of an appointed Occupier Travel Plan Coordinator.
- Update of transport network in the vicinity and on-site facilities.
- Details of how the Occupier Travel Plan will be managed.
- Details of the lifespan of the Occupier Travel Plan, which is anticipated to be 5 years from first occupation.
- A list of measures.
- A refinement of the monitoring schedule set out in this Framework Travel Plan.

2.2.1 Occupier Travel Plan Coordinator Role (OTPC)

The appointed Occupier Travel Plan Coordinator (OTPC) will have the following responsibilities:

- Implement the Occupier Travel Plan.
- Act as a point of contact for employees regarding sustainable travel choices.

[4] Barnsley Local Plan - Supplementary Planning Document: Sustainable Travel (2019)

- Research, promote, coordinate and monitor the Occupier Travel Plan.
- Carry out Travel Surveys.
- Ensure that the Framework and Occupier Travel Plans are complementary and refer to objectives, guidelines and initiatives in the Framework Travel Plan.
- Liaise with BMBC regarding ongoing monitoring of the Occupier Travel Plan.

2.3 Funding

This Framework Travel Plan will be funded by Newlands Developments, covering the Framework Travel Plan Coordinator role and infrastructure/measures required to support sustainable travel choice from and within the development site.

Occupier Travel Plans will be funded by each Occupier. This includes funding measures to encourage sustainable transport, communicating the Occupier Travel Plan to employees, as well as the cost of monitoring and reporting.

2.4 Liaison with Barnsley Metropolitan Borough Council (BMBC)

2.4.1 Framework Travel Plan Coordinator/ Developer Liaison

The content of this Framework Travel Plan will be agreed with BMBC as part of the planning application. Thereafter the Travel Plan Coordinator will communicate with the Travel Plan Officer at BMBC to advise that work has commenced on delivering the Framework Travel Plan.

2.4.2 Occupier Liaison

Occupier Travel Plan Coordinators will liaise with BMBC to agree their own Occupier Travel Plans, to discuss the findings of annual monitoring and reporting, and to agree future targets/measures.

It is anticipated that a Travel Plan Liaison Group will be established with BMBC for the development. The liaison group will be set up within 3 months of occupation of the first unit, with subsequent units coming on board following occupation of their respective unit. The liaison group will be in place for a minimum period of 5 years.

2.5 Travel Plan Targets

This Framework Travel Plan will adopt the targets set out in the approved Travel Plan, as detailed in the below sections.

2.5.1 Vehicle Trip Generation Targets

As per the approved Travel Plan document for the wider development, annual quantitative monitoring of the vehicle trips generated by the development during the peak hour will be undertaken for a period of 5 from each vehicular entrance point of the site, in accordance with BMBC guidance. Following the completion of the annual traffic counts, the data will be shared with BMBC to ensure that the agreed flows are being met.

An initial site-wide 'target' level of vehicle trip generation was presented in the approved Travel Plan. Table 1 presents the changes in vehicle trip generation associated with the consented and proposed scheme for Plot 2.

Table 1: Plot 2 Vehicle Trip Generation Targets

Plot 2 Development	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Proposed B8 Land Use (41,899 sqm)	78	30	108	26	67	92
Consented B2 Land Use (46,154 sqm)	97	27	125	31	90	120
Net Development Trips	-19	2	-17	-5	-23	-28

Full details of this can be found in the Transport Statement, submitted under a separate cover.

2.5.2 Occupier Mode Share Targets

Targets identified on the basis of data extracted from the 2011 Census[5] for employees travelling to the development are detailed in Table 2.

Over time, these will seek to achieve a reduction in journeys made by car as an indicator that the development is supporting journeys by sustainable modes. The targets will include a **10% reduction in single occupancy car journeys** to be achieved over a 5-year period.

[5] *Dataset reference 'QS701EW - Method of travel to work' for MSOA Barnsley 028. The categories 'Not in employment', 'Work mainly at or from home', 'underground, metro, light rail, tram' and 'Other method of travel to work' have been excluded for the purposes of this assessment.*

Table 2: Initial Mode Share Targets

Mode	Year 1	Year 2	Year 3	Year 4	Year 5
Train	1%	1%	1%	1%	1%
Bus, Minibus or Coach	7%	8%	9%	9%	10%
Taxi	0%	0%	0%	0%	0%
Motorcycle, Scooter or Moped	1%	1%	1%	1%	1%
Driving a Car or Van	**77%**	75.1%	73.2%	71.2%	69.3%
Passenger in a Car or Van	7%	7%	7%	7%	7%
Bicycle	1%	2%	3%	4%	5%
On Foot	5%	5.5%	6%	6.5%	7%
Total	100%	100%	100%	100%	100%

The targeted increase in use of other modes of travel e.g. Public Transport, Car Passenger and Bicycle are indicative. Table subject to rounding errors.

The initial targets will be reviewed following completion of the first monitoring surveys by Occupier Travel Plan Coordinators, with alternative targets confirmed in liaison with BMBC as appropriate.

2.6 Monitoring

Monitoring of the Travel Plan will indicate how well it is performing at meeting the mode share targets and any other targets that are set throughout the life of the plan. Monitoring will also assist in refining Travel Plan measures and establishing new targets, as appropriate.

Each Occupier will set out a monitoring framework in their Occupier Travel Plan which will include travel surveys, uptake of Travel Plan measures and other means of monitoring the Travel Plan.

It is suggested that employees will be emailed with a link to an online travel survey to discover how they are travelling to the site. Alternatively, employees who do not have access to the internet will be given a paper form to fill out.

Employee Travel Surveys will determine:

- Working hours and number of working days per week
- Employee home postcode
- Mode of travel to work
- What other modes they would consider and barriers to making this shift

A response rate of 30% will be targeted, with active promotion of the survey and a possible prize draw encouraging response.

Use of car and cycle parking will be monitored regularly by Occupiers to determine if provision is appropriate.

2.7 Reporting

Within three months of their respective survey the Occupier Travel Plan Coordinators will prepare a short Monitoring Report which will contain the following:

- Survey methodology and results
- Qualitative feedback
- An analysis on the effectiveness of the Occupier Travel Plan
- Proposals for future measures if targets are not met

If the initial travel survey is completed prior to the submission of the Occupier Travel Plan, results from the survey should be included in the Travel Plan document. If this is the case, a monitoring report will not be required to be produced for Year 1.

This will be submitted to BMBC for discussion and agreement.

3 Existing Situation

The existing transport network and accessibility of the wider Hoyland West development was considered fully as part of the approved hybrid planning application (planning reference 2020/0647).

The following sections update the previous assessment specifically in the context of the proposals for Plot 2.

3.1 Site Location

Plot 2 forms part of the wider Hoyland West site, located to the west of the town of Hoyland, approximately 6.0km (direct measurement) south of Barnsley. The development is located south east of Junction 36 of the M1; situated between Junction 36 and Plot 2 is the initial stage of development of the Hoyland West site.

The site previously comprised open fields/ agricultural land but following consent for the hybrid scheme, the site has been stripped and development plateau created for future employment uses. The site is bound by the new link road to the north (redeveloped as part of the overall scheme), open fields / agricultural land to the east, woodland to the south and the land on which development as part of the initial stage of Hoyland West has commenced to the west.

The location of the site is shown on Figure 1.

3.2 Pedestrian Access

3.2.1 Pedestrian Catchment and Amenities

Walking routes can be planned using www.google.co.uk/maps which gives step by step instructions along your chosen route. There is also a Google Maps app.

Figure 2 presents an isochrone of a 2.0km walking catchment[6],from an indicative central point within the Plot 2 development site. As can be seen, a number of amenities are located within walking distance of the development, as below:

[6] The Chartered Institution of Highways & Transportation's (CIHT's) '*Guidelines for Providing for Journeys on Foot'* (2000) suggests acceptable walking distances for commuting as Desirable (500m), Acceptable (1.0km) and Preferred Maximum (2.0km).

- To the north of the wider Hoyland West development adjacent to Cross Keys Roundabout along the A6185, there are a number of retail and food outlets including a Petrol Station, Costa Coffee, Greggs, Starbucks, Taco Bell and KFC.

- An Aldi supermarket is located to the north west of the development along the A61 Sheffield Road.

- To the north of Plot 2, there is a Jet Petrol Garage and a bar and restaurant located on the A6135. In additional there are also a number of retail and facilities located along the A6135.

- A number of retail, leisure and health amenities including a pharmacy, Co-op supermarket and post office are located to the north east of Plot 2 along B6096 Hoyland Road.

- Hoyland Common Primary School and Children's Centre are located on the A6135 Sheffield Road.

Bus stops also lie in these catchments, as discussed later in this Chapter.

3.2.2 Pedestrian Facilities

New pedestrian infrastructure will be provided throughout the wider Hoyland West development. The new link road will provide appropriate pedestrian and cycle facilities, and continuous routes through the development will be accommodated by means of the proposed internal street network.

Within the vicinity of the development, all roads which provide key walking routes to the site have footways with street lighting. Road crossings are provided by means of a mixture of formal (signal-controlled crossings with traffic signals) and uncontrolled crossing points (dropped kerbs) located at points on the local highway network where there is an adjacent footway.

In addition, pedestrian facilities within the wider vicinity are indicated on Figure 2 and described as follows:

- A footpath located along the northern edge of Tankersley Lane provides a continuous pedestrian connection between the residential areas of Hoyland and Tankersley.

- To the north of the wider Hoyland West development, a series of pedestrian footpaths and crossing facilities (signalised crossings and dropped kerbs) are provided surrounding Birdwell Roundabout, allowing for pedestrian connections towards local amenities and bus stops.

- Footways are located along either side of the A6195 Sheffield Road, with a pedestrian crossing point located approximately 90m to the north of the junction with Tankersley Lane. Bus stop infrastructure is also located along the A6195.

A number of Public Rights of Way (PRoW) exist within close proximity the development site, as below:

- Footpath 26 runs along the southern boundary of Plot 2, connecting the A6135 with Black Lane and Bridleway 25 which runs from Black Lane towards B6090 Dike Hill.

- Footpath 30, located to the east of Plot 2, connects theA6135 Sheffield Road with Stead Lane.

Additional PRoW's exist within convenient walking distance of the development as shown on Figure 2; however, it is unlikely that employees will use these to access the development.

3.3 Cycle Access

3.3.1 Cycle Catchment

Figure 3 shows an 8km cycle catchment from the site, which is taken to be the preferred maximum for a commute to work or study[7], showing that employees living in Hoyland, Tankersley, Worsborough, Barnsley, Wombwell, Wentworth, Chapeltown, High Green and Dodworth can cycle to the development.

3.3.2 Routes and Infrastructure

Cycle routes can be planned using www.cyclestreets.net which gives step by step instructions and allows you to choose between more direct and quieter routes. There is also a CycleStreets app.

National Cycle Network Route 67 is shown on Figure 3 runs to the west of the development site along New Road/ Tankersley Lane and can be accessed from the development land via Tankersley Lane. The route provides a mixture of traffic-free and on-road routes north towards Barnsley, and south towards Sheffield and Rotherham. The route also forms part of the Trans Pennine Trail, which covers a whole network of routes linking the major urban centres of the region.

The Barnsley cycle map is available at https://www.barnsley.gov.uk/barnsley-maps/national-cycle-network/ and shows cycle routes in the borough of Barnsley, including

[7] Integrating Cycling into Development Proposals, Cycling England, 2009, p4.

in the vicinity of the development. In particular, local routes are available in the immediate vicinity of the site, with the A6135 Hoyland Common to Elsecar Park & Ride B6097 route runs adjacent to the eastern boundary of Plot 2, from Parkside Road towards Elsecar rail station.

3.3.3 Cycling Initiatives

The following initiatives exist in Barnsley to encourage and support people to cycle:

- Bikeability Barnsley offers children and adults cycle training to gain the knowledge to ride safely and well. More information is available at http://www.activebarnsley.com/bikeability.asp
- There are a number of active cycle clubs in Barnsley. More information is available at https://www.barnsley.gov.uk/services/sport-and-leisure/cycling/cycle-clubs-and-events/
- The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' for free https://www.letsride.co.uk/social
- The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network http://www.cyclinguk.org/courses-and-training

3.4 Public Transport

Public transport journeys can be planned at https://tsy.yorkshiretravel.net/lts/#/travelInfo

3.4.1 Bus Network

The development is located to the west of the residential area of Hoyland and as such is served by a number of bus services. There are stops located east of the development site on the A6135 Sheffield Road and to the north along A61 Sheffield Road.

Previously stops located along on Tankersley Lane were served by the 72/72A bus services, however, these services have been temporarily diverted via Sheffield Road to allow for the development of the wider Hoyland West masterplan. Following the completion of the link road, bus services will be able to be rediverted via Tankersley Lane from the east and onto the link road.

Stops located on the A6135 Sheffield Road consist of bus stop posts, however a number are sheltered with seating. Details of the buses serving these stops are detailed below in Table 3 and displayed at Figure 4.

Table 3. Bus Services

No.	Operator	Destinations Served	Daytime Hourly Frequency (First/Last Bus)		
			Mon-Fri	Sat	Sun
Sheffield Road/ Fitzwilliam Street					
67/ 67a/ 67c	Stagecoach	Barnsley - Wombwell	2 0558; 2350	2 0558; 2350	1 0900; 2305
Sheffield Road/ Hoyland Road					
2	Stagecoach	Barnsley - Sheffield	1 0529; 2314	1 0710; 2327	1 07:14; 00:07
66	Stagecoach	Barnsley Interchange – Elsecar Circular	4 0545; 2356	4 0635; 2356	2 0847; 2355
72/ 72a	Stagecoach	Chapeltown - Manvers	1 0608; 1744	1 0626; 1728	No Service
Services Per Hour			8	8	4

Services correct 19/07/2021

In combination the stops mentioned above offer up to 8 services per hour, providing access to destinations such as Barnsley, Ecclesfield, Wombwell and Sheffield. Most of the services offer early morning services and into the night Monday to Sunday.

3.4.2 Rail Network

Rail journeys can be planned at http://www.nationalrail.co.uk/ or using the National Rail Enquiries app.

Whilst the site is not directly served by rail, connections can be accessed at Elsecar station, which is approximately 3.2km southeast of the site. The station is situated on the Hallam and Penistone lines served by Northern Rail. At peak times, the station provides two direct services per hour services to Barnsley and Sheffield and intermediate local stations, plus one direct hourly service to Leeds. It should be noted that the Number 66,67a,72 and X2 bus services, which stop within close proximity of the site, provides a connection to the station.

4 Sustainable Travel Initiatives at Plot 2

This Chapter provides details of the on-site facilities and initiatives to provide access to the site by all available modes and to promote sustainable transport choices. Specifically, it details the proposed changes to Plot 2 from the approved permission.

The Chapter also sets out the communication strategy for Plot 2, based on the mechanisms set out in the approved Travel Plan. It details of the actions and measures to be implemented by the FTPC and suggested measures that could be adopted by the OTPCs. This list of measures is not exhaustive, and additional measures should also be considered through the development of the Occupier Travel Plans. These actions and measures are summarised in Chapter 5.

4.1 Communication Strategy

This Framework Travel Plan adopts the communication strategy of the approved Travel Plan. As described in Chapter 3, there are practical options for accessing the development by sustainable travel modes. The measures to communicate the Framework Travel Plan are outlined below.

Measures to Communicate the Framework Travel Plan

- The Framework Travel Plan Coordinator, appointed by Newland Developments, will prepare an **Employee Travel Guide Template.** This will include information about options for travelling to the site by all available modes, the objectives and format of the Travel Plan. These Guides will be issued to Occupiers prior to occupation and made editable to enable occupiers to include company specific information.

- It will then be the responsibility of the Occupiers to update and disseminate the **Employee Travel Guides** to their employees (in print or by email/intranet) within 2 weeks of them relocating to the development, but preferably before.

- Occupiers requiring Occupier Travel Plans will prepare **additional ongoing communication** every year to highlight aspects of the Occupier Travel Plan to employees. Themes should include walking, cycling, car share, car club and public transport initiatives/events.

4.2 Walking and Cycling

A safe and attractive environment for walking and cycling will be provided, which encourages local journeys to be made sustainably.

Access to the Plot 2 site will be taken from the new roundabout as part of the new link road, as already approved. The development has been designed to ensure that potential users and visitors, regardless of age, gender or any disabilities are able to access and navigate unimpeded through all appropriate areas of each building and surrounding public realm. Appropriate tactile paving, wide footways without obstacles, signage and street lighting will be provided to ensure an attractive pedestrian environment is provided across the wider Hoyland West site.

New pedestrian infrastructure will be provided throughout the site. Appropriate pedestrian and cycle facilities will be provided along the length of the link road, and new pedestrian infrastructure will be provided through the development plot, which tie in with the new link road infrastructure.

Covered and secure cycle parking will be provided in accordance with BMBC parking standards[8]. The current masterplan at Appendix A shows the provision of 42 cycle parking spaces, split across the two units, as follows:

- Unit 2A – a total of 25 spaces, locates within close proximity to the building's main entrance.
- Unit 2B – a total of 17 spaces, locates within close proximity to the building's main entrance.

Measures to encourage and promote walking and cycling are outlined below.

[8] Barnsley Local Plan - Supplementary Planning Document: Parking (2019)

Measures to Encourage and Promote Walking and Cycling

- Pedestrian routes will be provided throughout the development to increase permeability and minimise walking distances to external destinations.
- The benefits of walking and cycling will be communicated in the **Employee Travel Guide** along with maps of walking and cycling routes.
- Provision of **adequate cycle parking** as per BMBC Parking SPD.
- As the units are being provided as shells to Occupiers, the Framework Travel Plan Coordinator will **communicate to Occupiers the benefits of providing showers for employees**, i.e. that they encourage people to walk, run or cycle to work, therefore improving the health of employees, and avoiding parking issues.
- Occupiers will include in those documents further measures to encourage walking, for example providing **pool umbrellas** on site for use by staff that commute on foot and for walking journeys during the day, **free attack alarms** for staff that regularly walk to work.
- Occupiers should also consider operating the **Cycle to Work scheme** at each of the premises. This is a government initiative which allows employees to spread the cost of a bike and equipment over 12 months. There are associated savings on tax and national insurance payments for the employer and employee. There are a number of schemes to choose from, more information can be found here https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance

4.3 Public Transport

The development is extremely well located to take advantage of the existing bus services on Sheffield Road, as outlined in Chapter 2. In addition, Elsecar rail station can be reached by bus or cycle.

Consultation with Barnsley Bus Partnership was undertaken as part of the planning application for the wider Hoyland West development to discuss future public transport connections to the site. Bus operators indicated they would like areas protected for the future provision of bus stop infrastructure along the link road, in order to provide for future services. Therefore, the link road provides platforms for future bus shelters.

One of these platforms is located in very close proximity of Plot 2, on the new link road slightly north west of the Sheffield Road roundabout.

Measures to encourage and promote public transport use are outlined below.

Measures to Encourage and Promote Public Transport Use

- Newlands Developments will provide **platforms for future bus shelters** at agreed locations along the link road as part of the wider Hoyland West development.
- The benefits of using public transport will be communicated in the **Employee Travel Guide**, along with maps, timetables, ticketing and journey planner info (including the South Yorkshire journey planner at https://tsy.yorkshiretravel.net/lts/#/travelInfo)
- Occupiers should sign up to **corporate travel deals**, allowing employees to access discounted tickets. Travel vouchers for employees are available from Stagecoach Yorkshire. For more information and the relevant contact details visit https://www.stagecoachbus.com/promos-and-offers/national/corporate-travel-scheme
- Occupiers should consider offering **annual season ticket loans** to staff, allowing them to pay the ticket back through salary sacrifice.
- Occupiers should consider allowing employees to **adjust working hours to better align with public transport** provision.

4.4 Vehicular Access and Parking

The new link road will connect with the existing road network at three locations: at Cross Keys Roundabout to the north, Tankersley Lane to the west and Sheffield Road to the south. The roundabout with Sheffield Road to the south will provide access to Plot 2. This new four arm roundabout will provide access into plot two and a stub will be provided on the roundabout to the east, allowing for future access into the Hoyland south allocation site (identified as HS68 in the Local Plan). The approaches to the roundabout will be two lane flared entries with single lane exits.

Car parking will be provided in line with BMBC parking standards[9]. The current masterplan at Appendix A shows the provision of 289 parking spaces, split across the two units, as follows:

- Unit 2A – a total of 169 parking spaces, including 5% disabled (with 4% enlarged for future conversion) and 5% active EVCP (with 20% passive for future conversion). In addition, 8 motorcycle spaces will be provided.

- Unit 2B – a total of 120 parking spaces, including 5% disabled (with 4% enlarged for future conversion) and 5% active EVCP (with 20% passive for future conversion). In addition, 6 motorcycle spaces will be provided.

In order to reduce the impact of car travel, measures to manage car use are outlined below.

Measures to Manage Car Use

- Provision of adequate levels of parking including disabled bays, motorcycle parking and electric vehicle charging points.

- The **Employee Travel Guide** will promote car sharing using www.liftshare.com

- Occupiers should consider allowing employees to **adjust working hours in order to find a car share match**, and where possible **recruit from local area**.

- Occupiers should consider allocating a proportion of parking as **priority spaces for car sharers.**

[9] Barnsley Local Plan - Supplementary Planning Document: Parking (2019)

5 Summary of Actions and Measures

Table 4 summarises the actions required to deliver the Framework Travel Plan for Plot 2.

Table 4. Actions Summary Table

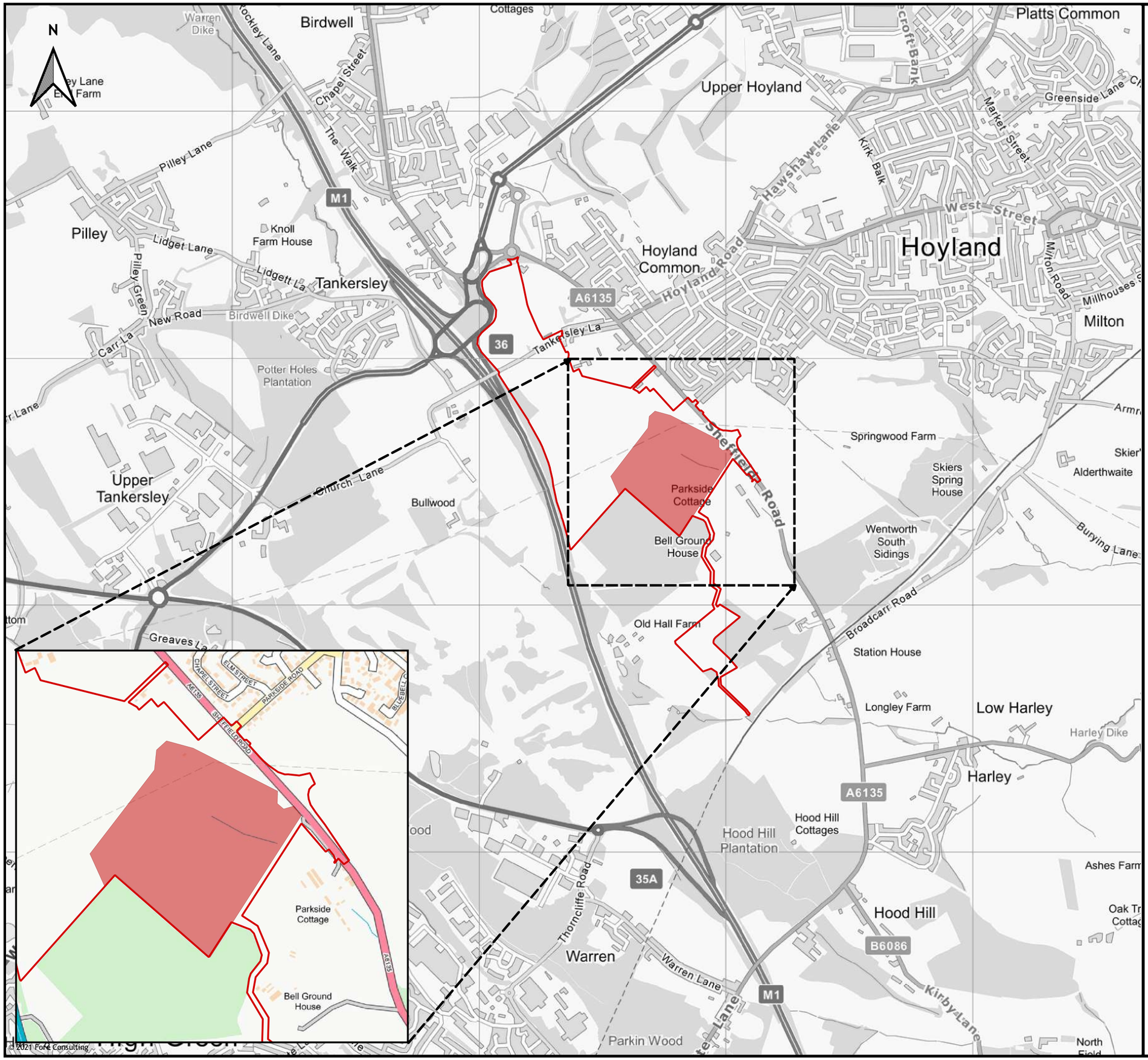
	Action	Responsibility	Implementation
A	Appoint a Framework Travel Plan Coordinator and submit contact details to BMBC Travel Plan Officer.	Newlands Developments	Role to be fulfilled by Hoyland Management Company Limited
B	Issue Framework Travel Plan, communicate the requirement of Occupier Travel Plans.	FTPC	At the marketing of the unit
C	Prepare Travel Guide Template and issue to Occupier.	FTPC	Prior to occupation
D	Fund and implement Travel Plan measures.	As per Table 5	As per Table 5
E	Appoint Occupier Travel Plan Coordinator.	Occupier	At signing of leases. Occupiers to liaise with BMBC regarding their Occupier Travel Plans
F	Produce Occupier Travel Plans with refined details of how the Occupier Travel Plan will be managed and monitored; a list of measures; and update of on-and off-site transport facilities. Agree with BMBC.	OTPC	Within 3 months of occupation
G	Update Employee Travel Guide Template and issue Travel Guide to new/relocating employees in a suitable format.	OTPC	Within 2 weeks of relocation/occupation of the development, but preferably before to ensure travel options are known prior to the move
H	Undertake vehicle-trip travel surveys and provide traffic data to BMBC.	Developer	Annually for 5 years following occupation
I	Undertake mode-share travel surveys.	OTPC	Within 3 months of occupation and annually thereafter
J	Monitor car and cycle parking use.	Newlands Developments	Ongoing
K	Prepare and submit monitoring reports to include surveys and feedback; details of the effectiveness of the Occupier Travel Plan; success of existing measures; proposals for future measures.	OTPC	Within 3 months of initial travel survey and annually thereafter via Monitoring Report
L	Produce ongoing sustainable travel promotional material.	OTPC	Ongoing

Table 5 provides a summary of the Travel Plan measures to be implemented as part of the Framework Travel Plan for, and suggested measures to be included within Occupier Travel Plans.

Table 5. Travel Plan Measures Summary Table

Measure	To Support	Responsibility	Implementation
Communicate Travel Plan as per Table 2.	Sustainable transport	As per Table 4	As per Table 4
Provide adequate cycle parking as per BMBC Parking SPD.	Cycling	Newlands Developments	Construction
Provide electric vehicle charging points.	Reduced impact of car travel.	Newlands Developments	Construction
The proposed link road will provide platforms for bus shelters, one of which is in very close proximity of Plot 2.	Public Transport	Newlands Developments	Construction
Suggested Measures for Occupier Travel Plans.			
Provide showers and changing rooms.	Walking and cycling	Occupier	At fit-out
Provide pool umbrellas.	Walking		To be determined in Occupier Travel Plans
Provide free attack alarms.			
Operate cycle to work scheme.	Cycling		
Sign up corporate travel deals (Stagecoach), allowing employees to access discounted tickets.	Public transport		
Provide annual season ticket loans for public transport.	Public transport		
Consider flexible working for staff to better align with public transport and car sharing.	Sustainable transport		
Promote www.Liftshare.com	Car share		
Consider priority spaces for car sharers	Car share		
Where possible recruit from local area.	Sustainable transport		

Figures



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Key:

- Plot 2 Indicative Site Boundary
- Hoyland West Indicative Boundary

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Project:
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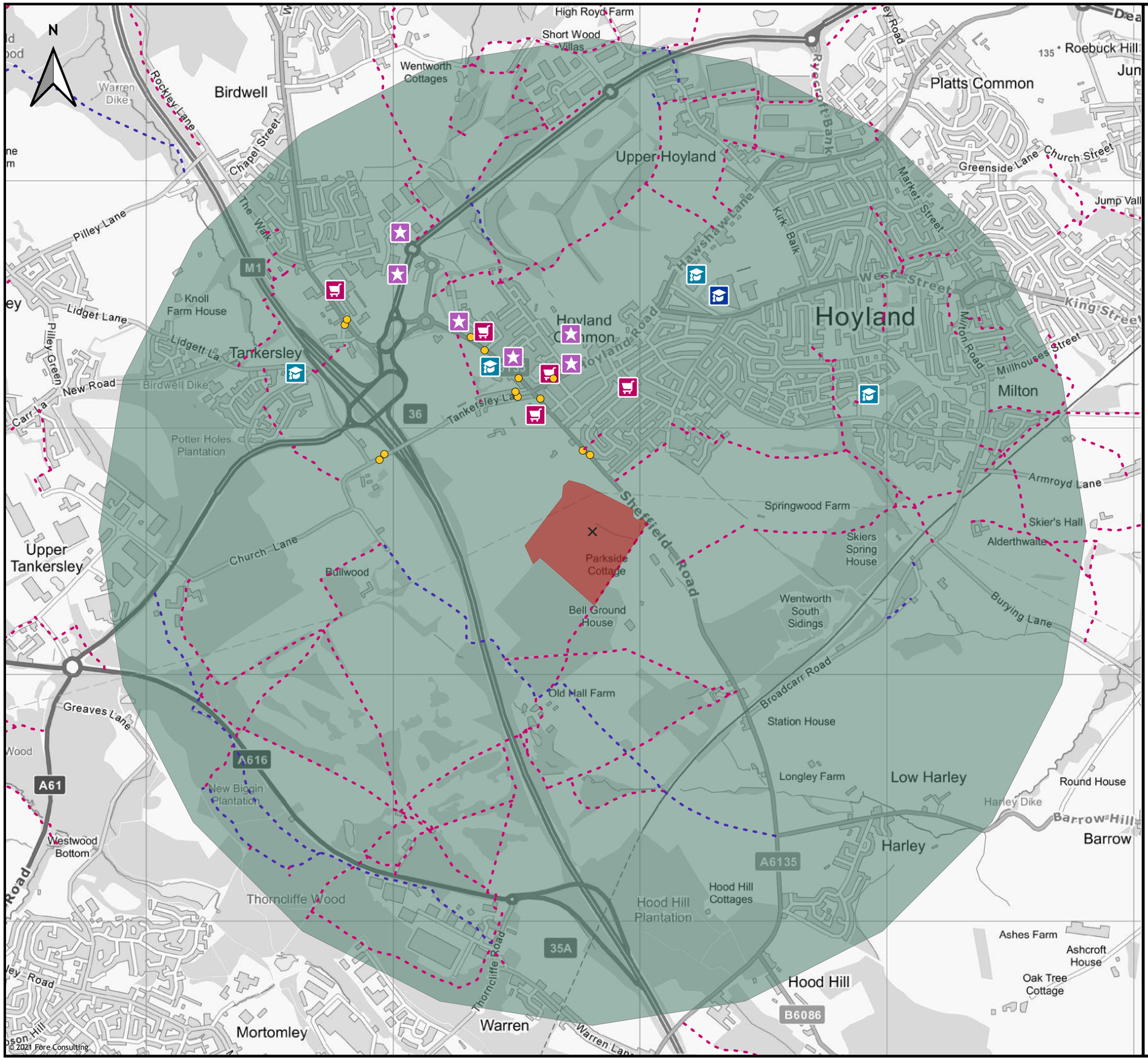
Figure Title:
Site Location

Scale:
1:15000

Figure Status:
Issue

Job Number:
3560

Figure Number:
Figure 1



Key:

- Plot 2 Indicative Site Boundary
- Walking Catchment Centre Point
- 2.0km Walking Catchment (as the crow flies)

Local Land Use

- Bus Stops
- Leisure
- Retail
- Primary School
- Secondary School

Public Rights of Way (PRoW)

- Footpath
- Bridleway
- Restricted byway

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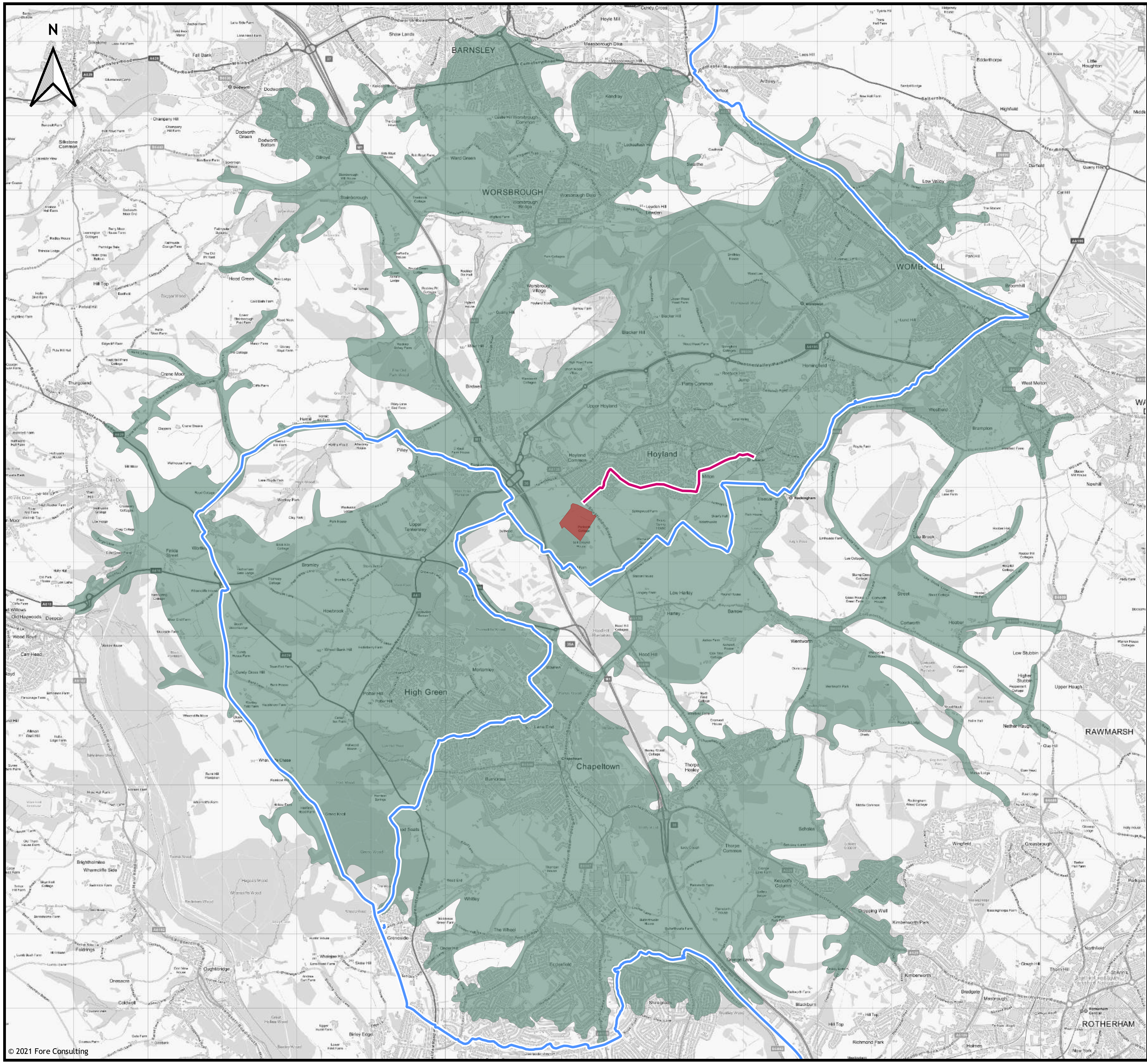
Figure Title:
Walking Catchment and Local Land Use

Scale:
1:15000

Figure Status:
Issue

Job Number:
3560

Figure Number:
Figure 2



Key:

- Plot 2 Indicative Site Boundary
- × Cycle Catchment Centre Point
- 8.0 km Cycling Catchment
- National Cycle Network Route 67
- A6135 Hoyland Common to Elsecar Park & Ride

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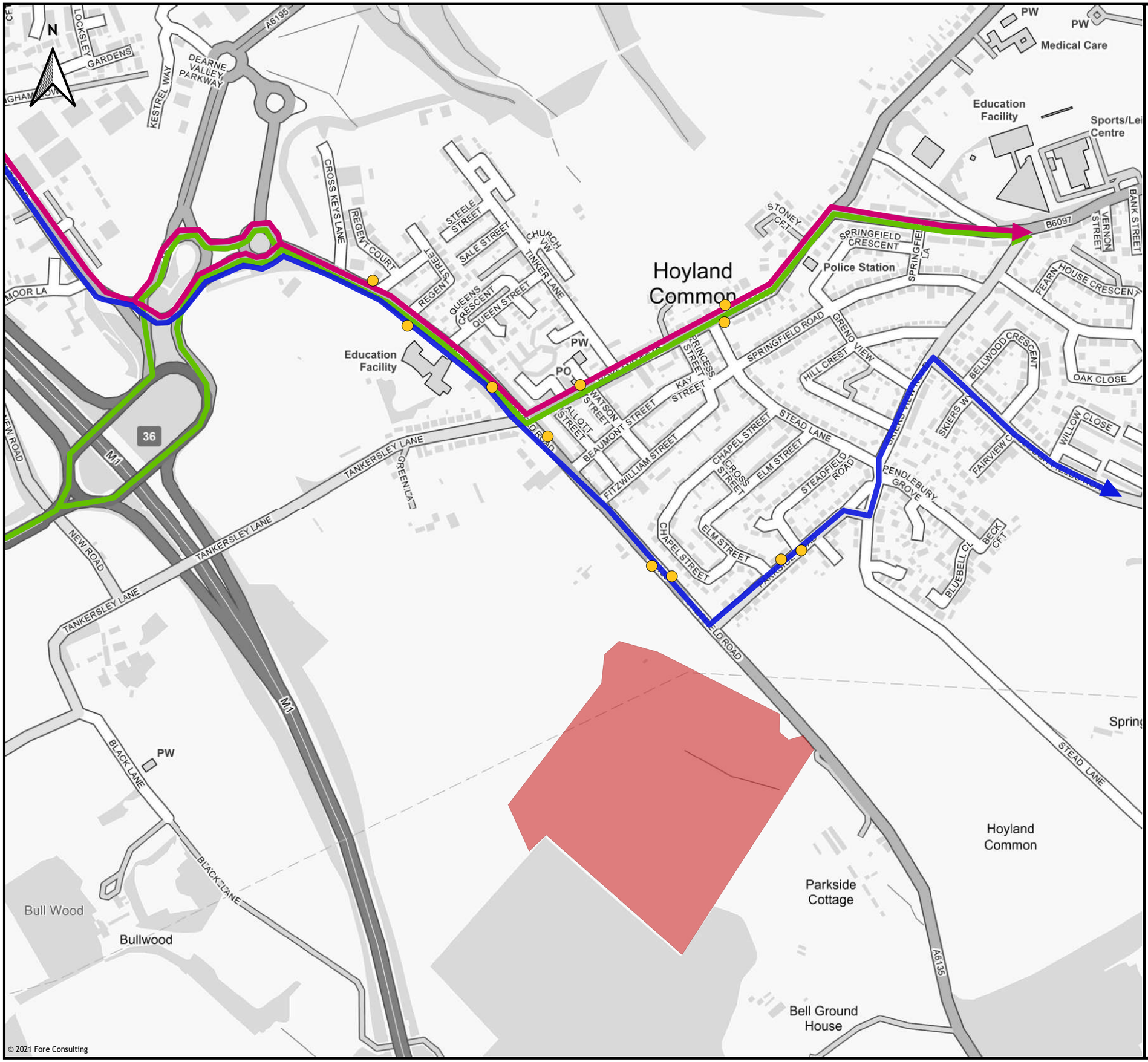
enquiries@foreconsulting.co.uk
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Client:
Newlands Developments

Project:
Hoyland West - Plot 2

Figure Title:
Cycle Catchment and Long Distance Cycle Routes

Scale:	Figure Status:
1:50000	Issue
Job Number:	Figure Number:
3560	Figure 3



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Key:

- Plot 2 Indicative Site Boundary
- Bus Stop
- Bus Route 2, 66
- Bus Route 67, 67a, 67c
- Bus Route 72, 72a

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Client:
Newlands Developments

Project:
Hoyland West - Plot 2

Figure Title:
Public Transport Network

Scale:
1:6000

Figure Status:
Issue

Job Number:
3560

Figure Number:
Figure 4

Appendix A

Development Proposals

Areas Schedule (note office GIA includes Hubs)

Parking and docks - figures quoted are minimum, plots may allow additional.

Plot No.	Warehouse GIA SQFT	Warehouse GIA SQM	Offices GIA SQFT	Offices GIA SQM	Total GIA SQFT	Total GIA SQM	Car Parking @1/150sqm	HGV Parking	Docks	Level Access	cycles	PTW's
2A	250000	23226	15000	1394	265000	24619	169	62	27	2	25	8
2B	172000	15979	14000	1301	186000	17280	120	43	19	2	17	6
Total	422000	39205	29000	2694	451000	41899	289	105	45	4	42	14

Bowling Green
Def
Track
Garfield
Park View House
Lynstone
145.0m
Allotment Gardens
Shelter
Shelter
Track
STREET
El Sub Sta
PARKSIDE ROAD
SHEFFIELD ROAD
Exit
Pedestrian drop off
Entry
gatehouse
35000
cycles
ptw's
120 parking spaces inc 5% accessible & 4% enlarged
ev - 5% active = 6nr and 20% passive = 24nr
12,000sqft 2 Sty Office
PCP&P
Unit 2B Warehouse 172,000sqft 15,979sqm
Offices 14,000sqft 1,300sqm
Total 186,000sqft 17,279sqm
Clear Internal (Haunch) Height = 12.5m
Acoustic Barrier 2m high x 174m length
43 hgv trailer spaces
55m Yard Depth
waste recycling
LA door
9 docks
2000sqft 2 Sty Hub Office
9 docks
LA door
169100
Overhead Electricity Cables
No Building Zone hatched Blue
61 hgv trailer spaces
55000
13 docks
55m Yard Depth
13 docks
Unit 2A Warehouse 250,000sqft 23,226sqm
Offices 15,000sqft 1,394sqm
Total 265,000sqft 24,619sqm
Clear Internal (Haunch) Height = 15m
PCP&P
2000sqft 2 Sty Hub Office
gatehouse
Incoming utilities
waste recycling
LA door
13,000sqft 2 sty Offices
208800
cycles
169 parking spaces inc 5% accessible & 7% enlarged
ev - 5% active = 9nr and 20% passive = 34nr
gtw
Bell Ground House
drainage easement
application redline area (13.71ha)

Revision:

P1	first issue, re-numbered plan previously E004	10jun2021	PL
P2	Plot 2A car park layout refined and redline	11jun2021	PL
P3	detailed building plans shown	22jun2021	PL
P4	application redline adjusted	23jun2021	PL
P5	application redline adjusted	29jun2021	PL
P6	unit 2B hub offices added, areas adjusted	30jun2021	PL
P7	updated parking and BCA landscaping	08jul2021	PL
P8	net area and plot demise areas noted	19jul2021	PL
P9	acoustic barrier indicated to NE of plot 2B, electric charging spaces (ev) updated	19aug2021	PL
P10	contours updated to RPS latest	19aug2021	PL

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Hoyland Common
Barnsley M1, J36

Plot 2
Masterplan

Status	Preliminary
Drawn by : PL	Checked by : RM
Date	jun2021

Document Number:

Project Code	Zone	Level-Info	Type	Role	Job No.	Drg.No.	Revision
HOY-PHP-	02-	00-	DR-	A-	4400-	100-	P10

Scale@ A1 1:1000

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Newland Developments
Plot 2 Hoyland Commercial Land

Transport Statement

20 August 2021
Version 1.1
Issue


Fore

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Appendices

Appendix A: Development Proposals
Appendix B: TRICS Output

1 Introduction

1.1 Commission

Fore Consulting Limited (Fore) has been commissioned by Newlands Developments to prepare a Transport Statement to accompany a full planning application for Plot 2 (41,899 sq.m) of the Hoyland West development, near Barnsley.

1.2 Background

Hybrid Planning permission for the development of Hoyland West (Planning reference: 2020/0647) was granted on 9th November 2020. The overall planning application for Hoyland West consisted of the following:

- *Outline with all matter reserved apart from means of access for up to 71,515 sq.m of employment uses (B1, B2, B8)*
- *Full application for 31,571 sq.m of B8, new link road including new roundabout to link with Hoyland south Masterplan Area (Local Plan references HS68, HS65, HS61, HS58, HS6, SL5)*

This Transport Statement solely considers the development proposals for Plot 2, which was granted outline planning permission as part of the hybrid planning application. Plot 2 comprises of two new B8 warehouse units with a total GIA of 41,899 sq.m. This is within the parameters of the masterplan approved under 2020/0647 which permitted a total GIA for Plot 2 of 46,154 sq.m.

1.3 Purpose of this Report

This Transport Statement provides an assessment of the transportation impacts of the development proposals, to assist Barnsley Metropolitan Borough Council (BMBC) and Highways England (HE) in determining the planning application.

A Travel Plan has also been prepared by Fore, and this is submitted under separate cover as part of the planning application.

1.4 Structure of this Report

The report is structured as follows:

- Chapter 2 examines the existing conditions on the local transport network.

- Chapter 3 provides an overview of the national and local transport planning context in relation to the site and the development proposals.

- Chapter 4 sets out the proposals and describes in detail how the site will be accessed by all modes of transport.

- Chapter 5 compares the transport impacts of the development on Plot 2 with the previously consented transport impacts when assessed as part of the full Hoyland West development site.

- Chapter 6 summarises and concludes the report.

2 Existing Situation

2.1 Site Location and Land Use

The Hoyland West Plot 2 Site, shown in Figure 1, is part of the ongoing development of the Hoyland West site, located to the west of the town of Hoyland, approximately 6.0km south of Barnsley.

The site was previously open fields/agricultural land but following consent for the hybrid scheme, the site has been stripped and development plateau created for future employment uses.

2.2 Strategic Road Network

The Hoyland West site in its entirety is located directly to the south east of Junction 36 of the M1. The M1 forms part of the Strategic Road Network and provides connections from the Hoyland District to key regional and national towns and cities such as Barnsley, Sheffield, Rotherham, Leeds, Nottingham, Derby and London.

Junction 36 (Birdwell Interchange) comprises of a roundabout interchange providing connections between the M1 and the A61. The roundabout is signal-controlled and comprises four approaches with three circulating lanes. A shared-use pedestrian and cycle route is provided around the circulating carriageway, linking to uncontrolled crossing points on the slip roads.

2.3 Local Highway Network

The local highway network comprises a number of key links and junctions which are described in the following section. It is noted that a number of junction description locations form part of the 2016 Birdwell Scheme improvements, a junction improvement scheme that was intended to reduce previous levels of traffic delay and provide additional network capacity for a number of future growth sites around the J36 corridor, including the Hoyland West Masterplan.

A61 Sheffield Road / A6195 Dearne Valley Parkway – Birdwell Roundabout Junction

Birdwell roundabout junction is an elongated roundabout located to the immediate north of the initial stage of development of the Hoyland West site, connecting the A6195 and the A61.

The A6195 Dearne Valley Parkway northern arm is separated into segregated entry and exit only arms both of which are signal controlled and provide pedestrian crossing facilities.

There is a shared footway / cycleway on the nearside lanes on both the northbound and southbound carriageways.

The A6195 eastern arm is separated into segregated entry and exit lanes. The exit lane is single carriageway approximately 5m in width with a shared cycleway / footpath on the nearside of the carriageway.

The A6195 entry lane is a dual carriageway approximately 10m in width, the approach to the roundabout is controlled by a signalised pedestrian crossing. There is a shared pedestrian / cycleway on the nearside lane.

The A61 southbound arm is separated into two segregated entry lanes and one exit lane. The entry left only lane is a single carriageway and the ahead lane is a dual carriageway, access onto the roundabout for all movements is signal controlled. The exit carriageway is exit only and has no pedestrians or cyclist provision in order to restrict access to J36 of the M1.

The A61 Sheffield Road westbound arm has a triple entry carriageway and a single exit carriageway. Access onto the roundabout is signal controlled. There is a shared pedestrian / cycleway on the westbound carriageway.

Cross Keys Roundabout

Cross Keys Roundabout is a 4-arm roundabout located to the north of the development. The roundabout's southern arm will form access to the development site. All arms are single carriageways of approximately 9m in width. Pedestrian islands are provided approximately 5m from the entrance of the roundabout on all arms, except the western arm (A6195) which is segregated into entry and exit lanes an provides no pedestrian crossing facilities.

Fitzwilliam Roundabout

Fitzwilliam Roundabout follows the same alignment as the Cross Keys Roundabout, except that pedestrian islands are provided on all arms of the roundabout. To the north, the roundabout connects towards the Rockingham Roundabout services and the A6195 Dearne Valley Road. The southern arm of roundabout provides access towards the A6135 Sheffield Road. In addition, the eastern and western arms of the roundabout provide access towards development land.

A6135 Sheffield Road

The A6135 runs to the north east of Plot 2. To the north, it provides a link to Cross Keys Roundabout and to the south, the A6135 provides connections from Hoyland towards the villages of Harley and Hood Hill. The A6135 is generally a singlelane carriageway, with a

speed limit of 30mph in the vicinity of the development, this changes to 50mph at the southern end of the site, south of Parkside Road. The A6135 Sheffield Road serves as a local distributor road, linking Junction 36 of the M1 with the western fringes of Hoyland. The carriageway is lit, is subject to a 30mph speed limit and is flanked by footways along both sides. The A6135 Sheffield Road forms the northern and southern arms of a four-arm signalised junction with the B6096 Hoyland Road and Tankersley Lane. Waiting restrictions, in the form of double yellow lines, are present along all four approach arms of the junction. Controlled pedestrian crossings (Pelicans) are provided across the A6135 Sheffield Road (n) and B6096 Hoyland Road arms, located approximately 80m and 65m back from the stoplines respectively. The crossings provide pedestrian connectivity between Hoyland Common Primary School and the eastern side of A6135 Sheffield Road and between the local shops along the B6096 Hoyland Road. Additionally, uncontrolled pedestrian crossings (dropped kerbs) are provided across all four arms of the junction located in front of the stop lines.

A61 Sheffield Road

The A61 is located to the north of the development site. In relation to the site, the A61 Sheffield Road provides a local connection (northbound) towards Birdwell, Worsborough and Barnsley Town centre. In the vicinity of the site the road comprises of a single carriageway with a speed limit of 30mph.

To the west of the M1 Junction 36, the A61 continues westward as the A61 Westwood New Road) offering connections towards the villages of Tankersley and Howbrook and the A616.

Tankersley Lane

Tankersley Lane runs directly through the centre of the development (from east to west). Tankersley Lane forms the western arm of the four-arm signalised junction with the A6135 Sheffield Road and the B6096 Hoyland Road. Within the immediate vicinity of the junction, Tankersley Lane provides access to a number of residential driveways, which take direct access onto the carriageway.

Tankersley Lane serves as a local access road between Tankersley/Pilley and Hoyland connecting the B6096 Hoyland Road and A6135 Sheffield Road with Church Lane and ultimately the A61 to the far west. The road heads westwards over the M1, before becoming Church Lane immediately beyond an informal three-arm priority junction with Black Lane.

The road is subject to a 30mph speed limit, which increases to the national speed limit approximately 210m west of the signalised junction with the A6135 Sheffield Road / B6096 Hoyland Road. Within the 30mph limit the road is lit and footways are provided on both

sides of the road. Beyond that, due to the rural nature of the road, street lighting is not provided though a continuous footway is present on the northern side of the road.

B6096 Hoyland Road

B6096 Hoyland Road is a single-lane carriageway located to the east of the development. In the vicinity of the site the B6096 has a speed limit of 30mph. The road begins at the crossroad junction with the A6135 Sheffield Road and Tankersley Lane and a local connection through Hoyland towards Wombwell. Street lighting continuous footways are presented on both sides of the road.

2.4 Walking

Walking Catchment

Figure 2 presents an isochrone of a 2.0km walking catchment, as the crow flies, from an indicative central point within the development site. As can be seen, a number of amenities are located within walking distance of the development, as below:

- To the north of the development adjacent to Cross Keys Roundabout along the A6185, there are a number of retail and food outlets including a Petrol Station, Costa Coffee, Greggs, Starbucks, Taco Bell and KFC.
- An Aldi supermarket is located to the north west of the development along the A61 Sheffield Road.
- To the north east of the development, there is a Jet Petrol Garage and a bar and restaurant located on the A6135. In additional there are also a number of retail and facilities located along the A6135.
- Hoyland Common Primary School and Children's Centre is located to the immediate east of the development on A6135 Sheffield Road.
- To the east of the development a number of retail, leisure and health amenities including a pharmacy, Co-op supermarket and post office are located along B6096 Hoyland Road.

Bus stops also lie in these catchments, as discussed later in this Chapter.

Pedestrian Facilities

Within the vicinity of the development, all roads which provide key walking routes to the site have footways with street lighting. Road crossings are provided by means of a mixture

of formal (signal-controlled crossings with traffic signals) and uncontrolled crossing points (dropped kerbs) located at points on the local highway network where there is an adjacent footway.

In addition, pedestrian facilities within the wider vicinity are indicated on Figure 2 and described as follows:

- A footpath located along the northern edge of Tankersley Lane provides a continuous pedestrian connection between the residential areas of Hoyland and Tankersley.
- To the north, a series of pedestrian footpaths and crossing facilities (signalised crossings and dropped kerbs) are provided surrounding Birdwell Roundabout, allowing for pedestrian connections towards local amenities and bus stops.
- Footways are located along either side of the A6195 Sheffield Road, with a pedestrian crossing point located approximately 90m to the north of the junction with Tankersley Lane. Bus stop infrastructure is also located along the A6195.

A number of Public Rights of Way (PRoW) exist within close proximity the development site, as below:

- Footpath 26 runs along the eastern boundary, connecting the A6135 with Black Lane and Bridleway 25 which runs from Black Lane towards B6090 Dike Hill.
- Directly opposite the northern boundary, across the A6135 Sheffield Road, footpath 30 connects A6135 Sheffield Road with Stead Lane.

Additional PRoW's exist within convenient walking distance of the development; however, it is unlikely that employees will use these to access the development.

2.5 Cycling

Figure 3 shows an 8km cycle catchment from the site, which is taken to be the preferred maximum for a commute to work or study, showing that employees living in Hoyland, Tankersley, Worsborough, Barnsley, Wombwell, Wentworth, Chapeltown, High Green and Dodworth can cycle to the development.

National Cycle Network Route 67, shown on Figure 3, runs to the west of the development site along New Road/ Tankersley Lane and can be accessed from the development land via Tankersley Lane. The route provides a mixture of traffic-free and on-road routes north towards Barnsley, and south towards Sheffield and Rotherham. The route also forms part of the Trans Pennine Trail, which covers a whole network of routes linking the major urban centres of the region.

In addition, local routes are available in the immediate vicinity of the site, with the A6135 Hoyland Common to Elsecar Park & Ride B6097 route runs within close proximity to the eastern boundary of the site, providing a cycle route between Parkside Road towards Elsecar rail station.

2.6 Public Transport

Bus Network

The development is located to the west of the residential area of Hoyland and as such is served by a number of bus services. There are stops located east of the development site on the A6135 Sheffield Road and to the north along A61 Sheffield Road.

Previously stops located along on Tankersley Lane were served by the 72/72A bus services, however, these services have been temporarily diverted via Sheffield Road to allow for the development of the wider Hoyland West masterplan. Following the completion of the link road, bus services will be able to be rediverted via Tankersley Lane from the east and onto the link road.

Stops located on the A6135 Sheffield Road consist of bus stop posts, however a number are sheltered with seating. Details of the buses serving these stops are detailed below in Table 1 and displayed at Figure 4.

Table 1. Bus Services

No.	Operator	Destinations Served	Daytime Hourly Frequency (First/Last Bus)		
			Mon-Fri	Sat	Sun
Sheffield Road/ Fitzwilliam Street					
67/ 67a/ 67c	Stagecoach	Barnsley - Wombwell	2 0558; 2350	2 0558; 2350	1 0900; 2305
Sheffield Road/ Hoyland Road					
2	Stagecoach	Barnsley - Sheffield	1 0529; 2314	1 0710; 2327	1 07:14; 00:07
66	Stagecoach	Barnsley Interchange – Elsecar Circular	4 0545; 2356	4 0635; 2356	2 0847; 2355
72/ 72a	Stagecoach	Chapeltown - Manvers	1 0608; 1744	1 0626; 1728	No Service
Services Per Hour			**8**	**8**	**4**

Services correct 19/07/2021

In combination the stops mentioned above offer up to 8 services per hour, providing access to destinations such as Barnsley, Ecclesfield, Wombwell and Sheffield. Most of the services offer early morning services and into the night Monday to Sunday.

Rail Network

Whilst the site is not directly served by rail, connections can be accessed at Elsecar station, which is approximately 3.2km east of the site. The station is situated on the Hallam and Penistone lines served by Northern Rail. At peak times, the station provides two direct services per hour services to Barnsley and Sheffield and intermediate local stations, plus one direct hourly service to Leeds. It should be noted that the Number 66,67a,72 and X2 bus services, which stop within close proximity of the site, provide a connection to the station.

2.7 Summary

The development site is well located in relation to the transport network. It is clear that a range of journey purposes by future employees based at the development can be readily undertaken by sustainable transport modes.

3 Transport and Planning Policy

This Chapter identifies national and local transport policy that is relevant to the proposed development and sets out how the development proposals respond to and accord with, this policy.

3.1 National Policy

National Planning Policy Framework

The National Planning Policy Framework[1] (NPPF) was published by the Ministry of Housing, Communities and Local Government in July 2021. The NPPF sets out how the planning system will contribute to achieving sustainable development. The NPPF sets out three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

> *"a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
>
> *b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
>
> *c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy".*

The NPPF notes however that:

> *"These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in*

[1] *National Planning Policy Framework*, Ministry of Housing, Communities and Local Government, 2021.

doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area".

The NPPF sets out a presumption in favour of sustainable development.

*"For **plan-making** this means that:*

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

*For **decision-taking** this means:*

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole".

Paragraph 104 of the NPPF states that in order to promote sustainable transport, transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

"a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places".

It is stated in Paragraph 105 of the NPPF that in support of the above objectives:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".

Paragraphs 107 and 108 of the NPPF consider parking provision at development sites, stating that:

"If setting local parking standards for residential and non-residential development, policies should take into account:

a) The accessibility of the development.

b) The type, mix and use of development.

c) The availability of and opportunities for public transport.

d) Local car ownership levels.

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists".

In considering applications for development, Paragraph 110 of the NPPF states:

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

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

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

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

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

Paragraph 111 of the NPPF states that:

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

Within this context, Paragraph 112 of the NPPF states that applications for development should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations".

Finally, paragraph 113 of the NPPF states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".

Planning Practice Guidance

Planning Practice Guidance (PPG) was launched by the Department for Communities and Local Government on 6 March 2014. It provides advice on when Transport Assessments and Transport Statements are required and what they should contain:

"Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts)."

Furthermore, it states that:

"Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework."

Furthermore, it states that:

"Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework."

And:

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts."

3.2 Local Policy

Background

Barnsley's Local Plan was adopted by the Council on 3 January 2019, this document, together with the Joint Waste Plan prepared with Doncaster and Rotherham and adopted in March 2012, are the Statutory Development Plan.

The Barnsley Local Plan considers the future use of all land within the borough, including Barnsley town centre, and establishes policies and proposals up to the year 2033. Once adopted, the Local Plan will be used by BMBC when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley.

Barnsley Local Plan 2019

The following policies within the Barnsley Local Plan are of relevance to the development of Barnsley West from a transportation perspective:

Policy GD1 General Development

Policy GD1 states that proposals for development will be approved if, amongst other things, adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes and to provide appropriate vehicular and pedestrian link throughout the site and into adjacent areas.

Policy LG2 The Location of Growth

Policy LG2 states that priority will be given to development to specific locations which include Hoyland (a Principle Town). The Principal Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.

Policy E2 The Distribution of New Employment Sites

Policy E2 suggests that proposed employment land allocations are considered to provide Barnsley with an appropriate mix of large and small sites. Hoyland is allocated 110.9ha of employment land during the Local Plan period.

The overall Hoyland West development site is allocated for employment, "ES13 - Land West of Sheffield Road"

The development will be subject to the production of a Masterplan Framework including housing site reference HS57. The expectations of the wider development, of which some elements are already underway in the initial stages, are:

- Provide a link road between the new Birdwell roundabout linking to Tankersley Lane and from there to Sheffield Road.
- Relocate the area of Rockingham Sports Ground that falls within the site boundary to an appropriate location within Hoyland Principal Town. The replacement pitch and associated facilities must be constructed and available for use before development on the existing sports ground site commences.
- Consider impact on residential amenity and include appropriate mitigation where necessary.
- Retain the mature trees and hedgerows.
- Provide a buffer strip at least 10 metres wide along the common boundary with the M1.
- Ensure that development respects the landscape and wider countryside, and incorporates appropriate mitigation measures to address impacts on the adjacent Green Belt and countryside, including the planting of a substantial tree belt at the southern boundary in order to define the new Green Belt boundary.
- Undertake necessary drainage works.
- Provide air quality assessments in accordance with policy Poll 1.

Located adjacent to the proposed development is site HS57 “Land at Tankersley Lane Indicative number of dwellings 101”.

The development will be subject to the production of a Masterplan Framework covering the entire site and employment site reference ES13. The Masterplan Framework should demonstrate that proposals will positively support and complement the comprehensive wider development of the area and ensure that development is brought forward in a comprehensive manner.

The development will be expected to:

- Ensure any layout takes account of the relationship between the new development and existing buildings that are not available for redevelopment.

- Provide a buffer between the site and Skiers Wood Local Wildlife Site.
- Provide a landscape buffer between this site and the employment site ES13.
- Produce a detailed ecology report in support of any development proposal.

Policy T1 Accessibility Priority

Policy T1 states that developers will work with city region partners and other stakeholders transport investment will be set out in Transport Strategy programmes focused on development-transport corridors to:

- Improve sustainable transport and circulation in the Accessibility Improvement Zone (AIZ) area particularly between Principal Towns.
- Implement transport network improvements as supported by evidence from modelling, feasibility studies, consultation, surveys, community engagement etc.
- Facilitate sustainable transport links to and from existing and proposed employment, interchange, community and leisure and tourism facilities in the borough, including provision for car parking and enhancing the non-car role of the transport corridor shown on the Accessibility Priorities diagram as 'potential enhanced road based public transport corridor'.
- Promote high quality public transport linking the AIZ to significant places of business, employment and national / international interchange in the Leeds - Sheffield City Region corridor including neighbouring Wakefield, Kirklees, Doncaster, Sheffield and Rotherham.
- Improve direct public transport and freight links to London, Manchester, other Core Cities, national / international interchanges and the Humber ports.

Hoyland is highlighted within the strategy for 'potential enhanced road based public transport corridor.

Policy T3 New Development and Sustainable Travel

Policy T3 states that new development will be expected to:

- Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.

- Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document.

- Provide a Transport Statement or Assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts.

- Provide a Travel Plan Statement or a Travel Plan in accordance with guidance set out in National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

The policy goes on to explain that where levels of accessibility through public transport, cycling and walking are unacceptable, developers will be expected to take action or make financial contributions, secured through a planning obligation or planning condition.

Policy T4 New Development and Transport Safety

Policy T4 states that new development will be expected to be designed and built to provide safe, secure and convenient access for all road users. The policy goes on to explain that if a development is not suitably served by the existing highway, or would create or add to highway safety problems or the efficiency of the highway for all road users, developers will be expected to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead.

Policy GS2 Green Ways and Public Rights of Way

Policy GS2 identifies that where development affects an existing Green Way or Public Right of Way it must either protect the existing route within the development or include an equally convenient and attractive alternative route. Where new development is close to a Green Way or Public Right of Way it may be required to:

- Provide a link to the existing route; and/or

- Improve an existing route; and/or

- Contribute to a new route.

In some cases, developers will be asked to make a financial contribution to meet these requirements.

3.3 Summary

This report sets out the transport impacts of the development extension in accordance with national and local planning policy guidance. The proposed development is well situated in relation to existing public transport, walking and cycling networks, ensuring sustainable access within the district and beyond. It therefore accords with the NPPF and relevant local policy.

4 Development Proposals

This Chapter presents a description of the proposed development for which planning consent is being sought, and how it will be accessed by all modes.

4.1 Land Use

The overall approved planning application for Hoyland West consists of the following:

Hybrid planning application for a development of employment uses (B1, B2 and B8), new link road, associated works including provision of internal access roads, drainage and landscaping.

- *Outline with all matter reserved apart from means of access for up to 71,515 sq.m of employment uses (B1, B2, B8)*
- *Full application for 31,571 sq.m of B8, new link road including new roundabout to link with Hoyland south Masterplan Area (Local Plan references HS68, HS65, HS61, HS58, HS6, SL5)*

This Transport Statement considers the development proposals for Plot 2, which comprise of two new B8 warehouse units with a total GIA of *41,899 sq.m*. This is within the parameters of the masterplan approved under 2020/0647 which permitted a total GIA of 46,154 sq.m.

The proposals are demonstrated on the drawings presented at Appendix A.

4.2 Pedestrian and Cycle Access

Link Road

Access to the Plot 2 site will be taken from the new roundabout as part of the new link road, as already approved. The development has been designed to ensure that potential users and visitors, regardless of age, gender or any disabilities are able to access and navigate unimpeded through all appropriate areas of each building and surrounding public realm. Appropriate tactile paving, wide footways without obstacles, signage and street lighting will be provided to ensure an attractive pedestrian environment is provided.

New pedestrian infrastructure will be provided through the development plot, which tie in with the new link road infrastructure.

The BMBC adopted parking standards[2] require 1 short stay cycle space per 1000m² gross floor area for visitors and 1 long stay cycle space per 40 staff for the use class of Storage and Distribution.

Cycle parking will be provided in line with BMBC parking standards. The current masterplan at Appendix A shows the provision of 42 cycle parking spaces, split across the two units, as follows:

- Unit 2A – a total of 25 cycle parking spaces
- Unit 2B – a total of 17 cycle parking spaces.

4.3 Vehicular Arrangements

Vehicular Access

The new link road will connect with the existing road network at three locations: at Cross Keys Roundabout to the north, Tankersley Lane to the west and Sheffield Road to the south. The roundabout with Sheffield Road to the south will provide access to Plot 2. This new four arm roundabout will provide access into plot two and a stub will be provided on the roundabout to the east, allowing for future access into the Hoyland south allocation site (identified as HS68 in the Local Plan). The approaches to the roundabout will be two lane flared entries with single lane exits.

Car Parking

BMBC's recommended car parking standards for B8 use for developments Borough wide (excluding Urban Barnsley) are presented in Table 2.

Table 2. BMBC Car Parking Spaces Recommendations

Use Class	Threshold above which standard applies	Number of spaces recommended Borough wide (excluding Urban Barnsley)
B8	All developments over 1000m²	1 space per 3 staff or 1 space per 60m² gross floor area up to 300m², then 1 space per 100m² gross floor area up to 1000m² and 1 space per 150m² gross floor area thereafter

In addition, BMBC's recommended car parking standards for electric vehicle charging points (EVCP), disabled bays and motorcycle parking are presented in Table 3.

[2] Barnsley Parking SPD (2019)

Table 3. BMBC Car Parking Standards

Type	Parking Standard
Disabled	1 space for every employee who is a disabled motorist, plus 5% of the total actual provision for visitors and customers plus a further 4% should be capable of enlargement or laid out as enlarged standard spaces. Spaces designated for disabled parking should be close to the building entrances.
Electric Vehicle Charging Points	A minimum of 10% of parking for industrial/commercial and retail
Motorcycle	1 space per 20 car parking spaces with an absolute minimum provision of 1 space. In some developments it will also be necessary to consider providing good quality storage lockers for equipment and clothing.

Car parking will be provided in line with the agreed Hermes Plot 1. The current masterplan at Appendix A shows the provision of 289 parking spaces, split across the two units, as follows:

- Unit 2A – a total of 169 parking spaces, including 5% allocated for disabled users and a future 4% allocated for future conversion, 5% EVCP spaces (with 20% passive for future conversion) and 8 motorcycle spaces will be provided.

- Unit 2B – a total of 120 parking spaces, including 5% allocated for disabled users and a future 4% allocated for future conversion 5% EVCP spaces (with 20% passive for future conversion) and 6 motorcycle spaces will be provided.

4.4 Public Transport

The development is extremely well located to take advantage of the existing bus services on Sheffield Road, as outlined in Section 2.6.

Consultation with Barnsley Bus Partnership was undertaken as part of the planning application for the wider Hoyland West development to discuss future public transport connections to the site. Bus operators indicated they would like areas protected for the future provision of bus stop infrastructure along the link road, in order to provide for future services. Therefore, the link road provides platforms for future bus shelters. One of these platforms is located in very close proximity of Plot 2, on the new link road slightly north west of the Sheffield Road roundabout.

4.5 Sustainable Travel

A Framework Travel Plan has been prepared as part of the planning application. This provides a 'framework' within which individual occupiers of the development (who meet the Travel Plan threshold) will formulate their own, occupier-specific Travel Plan. In this way, employees based at the development will be given practical support to encourage the use of sustainable modes of transport when travelling.

5 Vehicle Trip Generation

5.1 Introduction

There are two aspects of the trip generation which will be considered as follows:

- Trip generation associated with the proposed development
- Trip generation associated with the existing consented development

The comparison between the proposed and the consented development will provide an overall net development impact of the proposed Plot 2 development.

5.2 Proposed Land Use

The proposed full planning application is for 41, 899 sqm of B8 employment use. The overall quantum of proposed development is less than approved as part of the outline consent (46,154sqm). The comparison is presented in Table 4.

Table 4: Development Quantum Comparison

	Floorspace (sqm)
Proposed	41,899
Consented	46,154
Difference	-4,255

During the outline planning application, it was anticipated that Plot 2 would accommodate a combination of B2 and B8 land use, but for robustness in the capacity assessments it was assessed as being wholly B2 use, which is the higher trip generator. It is now understood that Plot 2 is solely B8 use.

5.3 Trip Generation

The previously agreed trip rates as part of the Hoyland West application and the trip rates calculated for the updated Plot 2 development proposals are shown here.

The trip rates are derived from the TRICS database. The comparison of TRICS search criteria used is shown in Table 4 and presented in full at Appendix B.

Table 5. Comparison of TRICS Search Criteria

Proposed Land Use	TRICS Land Use	TRICS Sub-Category	Location
Employment (B2)	02 - Employment	D - Industrial Units	Edge of Town / Suburban
Employment (B8)	02 - Employment	F - Warehousing (Commercial)	

5.3.1 Vehicle Trip Generation

The approved trip rates are set out in Table 5 for the Weekday AM (0800-0900 hours) and PM (1700-1800 hours) peak hours.

Table 6. Comparison of Vehicle Trip Rates (Total Vehicles)

Time Period	Vehicle Trip Rates (Total Vehicles)		
	Arrivals	Departures	Total
Employment - B2 (per 100 sqm)			
Weekday AM Peak Hour (0800 - 0900)	0.211	0.059	0.270
Weekday PM Peak Hour (1700 - 1800)	0.067	0.194	0.261
Employment - B8 (per 100 sqm)			
Weekday AM Peak Hour (0800 - 0900)	0.187	0.071	0.258
Weekday PM Peak Hour (1700 - 1800)	0.061	0.159	0.220

Table 6 shows the corresponding Weekday AM and PM peak hour vehicle trip generations.

Table 7. Comparison of Vehicle Trip Generation

Scenario	Vehicle Trips (Veh)					
	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Proposed B8 Land Use (41,899 sq.m)	78	30	108	26	67	92
Consented B2 Land Use (46,154 sq.m)	97	27	125	31	90	120
Net Development Trips	-19	2	-17	-5	-23	-28

5.3.2 HGV Trip Generation

A comparison of the previous and new HGV trip rates is set out in Table 7 for the typical Weekday AM (0800-0900 hours) and PM (1700-1800 hours) peak hours.

Table 8. Comparison of HGV Trip Rates (Total HGVs)

Time Period	HGV Trip Rates (Total HGVs)		
	Arrivals	Departures	Total
Employment - B2 (per 100 sqm)			
Weekday AM Peak Hour (0800 – 0900)	0.025	0.026	0.051
Weekday PM Peak Hour (1700 – 1800)	0.006	0.002	0.008
Employment – B8 (per 100 sqm)			
Weekday AM Peak Hour (0800 – 0900)	0.034	0.034	0.068
Weekday PM Peak Hour (1700 – 1800)	0.023	0.029	0.052

Table 8 shows the corresponding Weekday AM and PM peak hour HGV trip generations.

Table 9. Comparison of HGV Trip Generation

Scenario	HGV Trips (HGV)					
	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Proposed B8 Land Use (41,899 sq.m)	14	14	28	10	12	22
Consented B2 Land Use (46,154 sq.m)	12	12	24	3	1	4
Net Development Trips	2	2	4	7	11	18

The development trips have been converted into equivalent PCU values for both the proposed and the consented land uses is shown in Table 9.

Table 10. Comparison of PCU Values

Scenario	Vehicle Trips (PCU)					
	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Proposed B8 Land Use (41,899 sq.m)	92	44	136	36	79	114
Consented B2 Land Use (46,154 sq.m)	109	39	148	34	91	125
Net Development Trips	-17	5	-12	2	-12	-11

As shown, the proposed development will generate fewer trips than previously assessed as part of the approved outline Hoyland West planning application, therefore no further assessment is required.

6 Summary and Conclusions

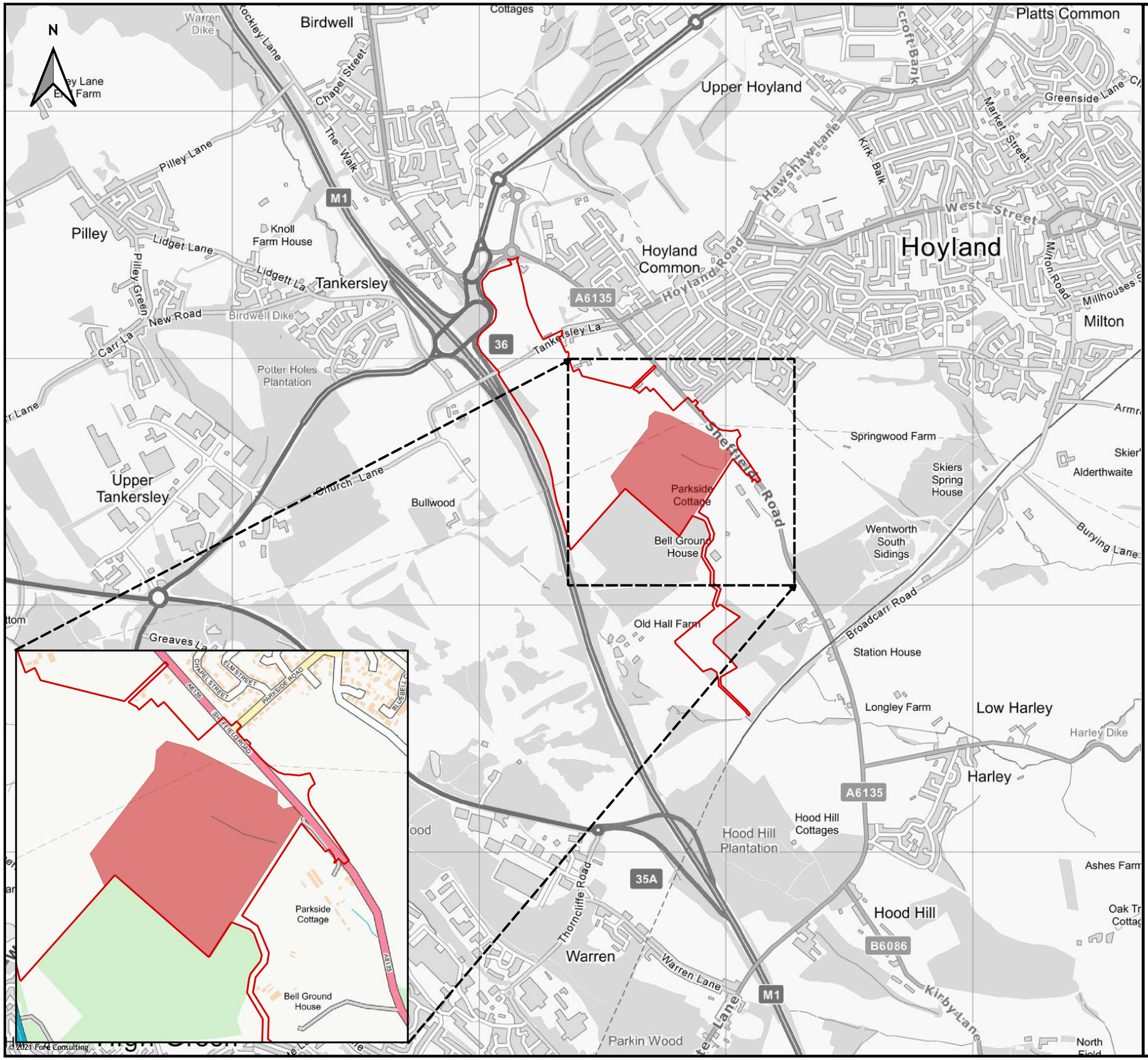
Fore Consulting has prepared this Transport Statement for employment development on Plot 2 of the Hoyland West site, on land identified as E13 in Barnsley's Local Plan. Planning permission is sought for 41,899 sq.m of employment land use, consisting of B8 land use.

This report has examined the existing transport network in the vicinity of the site, considered relevant national and local transport planning policy, outlined the development proposals, and determined the resulting impact on the transport network. The assessment demonstrates the following:

- The overall proposed quantum of development is lower than approved as part of the Hoyland West hybrid planning application.
- The proposals fully accord with relevant national and local transport policy.
- The site is well served by public transport. A number of bus stops are located within convenient walking distance of the site, providing frequent services to Barnsley city centre and Sheffield city centre.
- Electric vehicle charging facilities, cycle parking, and motorcycle parking will be provided in line with the agreed Plot 1 thresholds.

Considering all of the above, it is concluded that the development proposals are acceptable from a transport and highways perspective.

Figures



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Key:

- Plot 2 Indicative Site Boundary
- Hoyland West Indicative Boundary

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Client:
Newlands Developments

Project:
Hoyland West - Plot 2

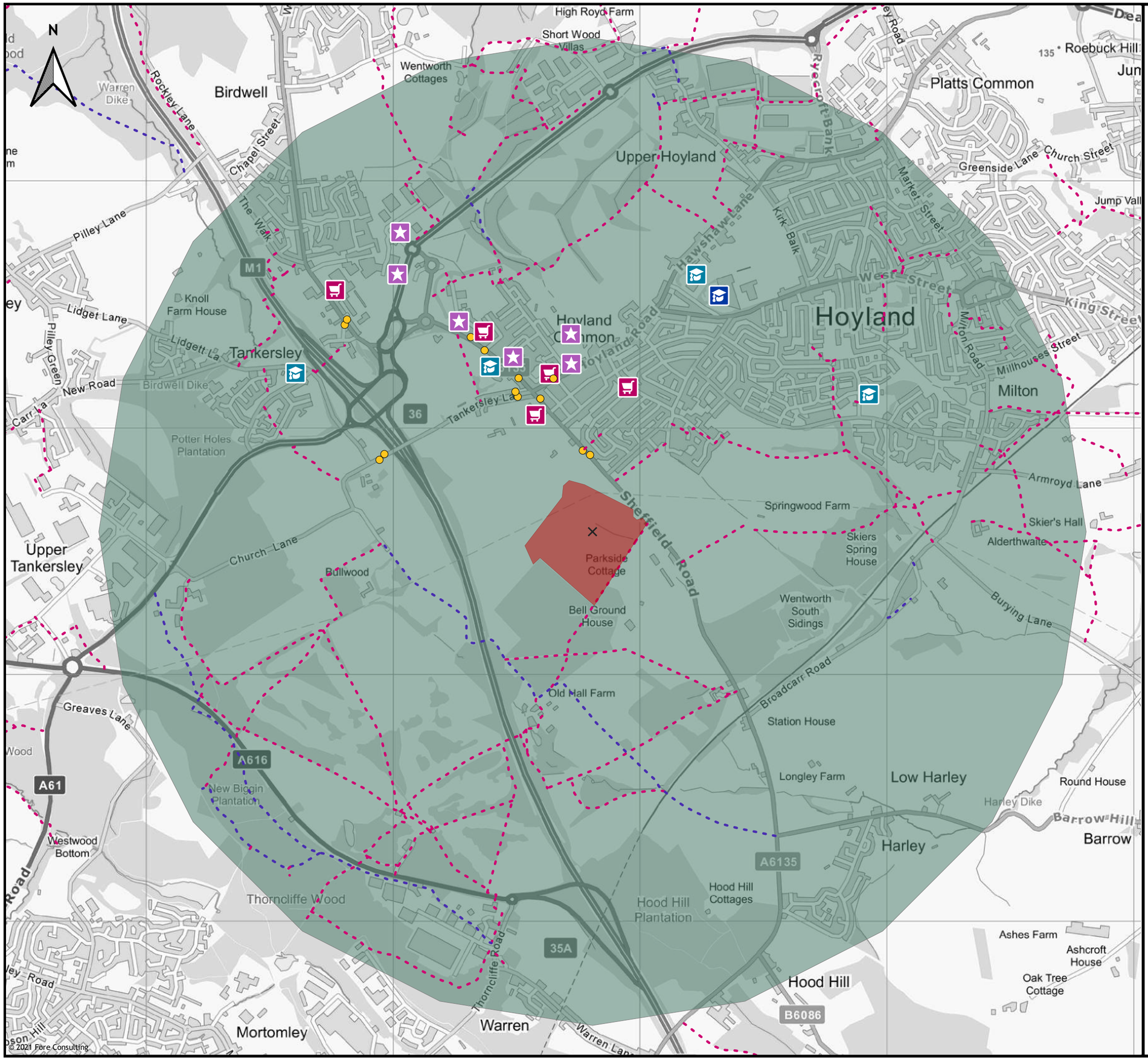
Figure Title:
Site Location

Scale:
1:15000

Figure Status:
Issue

Job Number:
3560

Figure Number:
Figure 1



Key:

- Plot 2 Indicative Site Boundary
- Walking Catchment Centre Point
- 2.0km Walking Catchment (as the crow flies)

Local Land Use

- Bus Stops
- Leisure
- Retail
- Primary School
- Secondary School

Public Rights of Way (PRoW)

- Footpath
- Bridleway
- Restricted byway

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Project:
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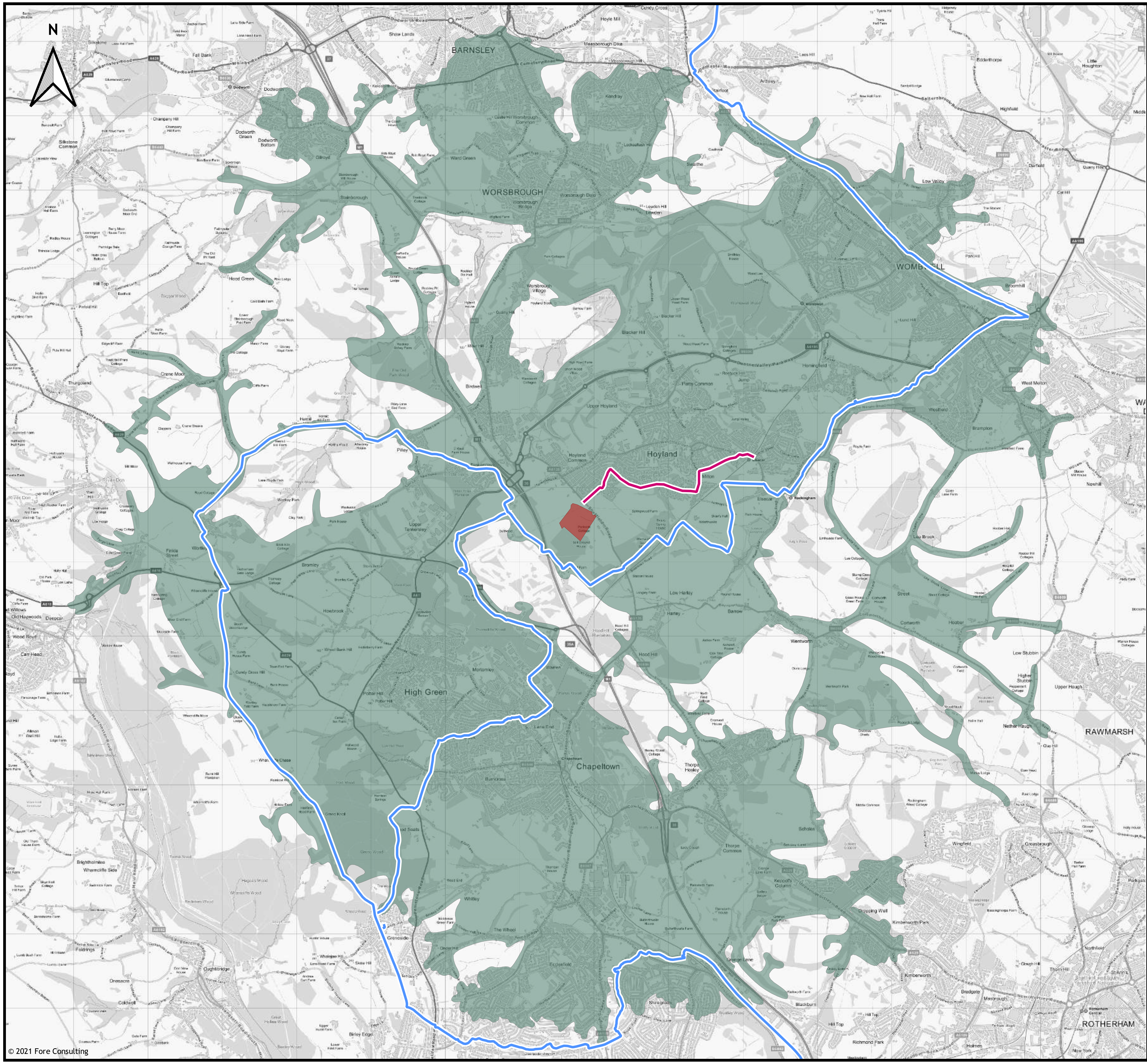
Figure Title:
Walking Catchment and Local Land Use

Scale:
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Figure Status:
Issue

Job Number:
3560

Figure Number:
Figure 2



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Key:

(red)	Plot 2 Indicative Site Boundary
×	Cycle Catchment Centre Point
(green)	8.0 km Cycling Catchment
(blue line)	National Cycle Network Route 67
(magenta line)	A6135 Hoyland Common to Elsecar Park & Ride

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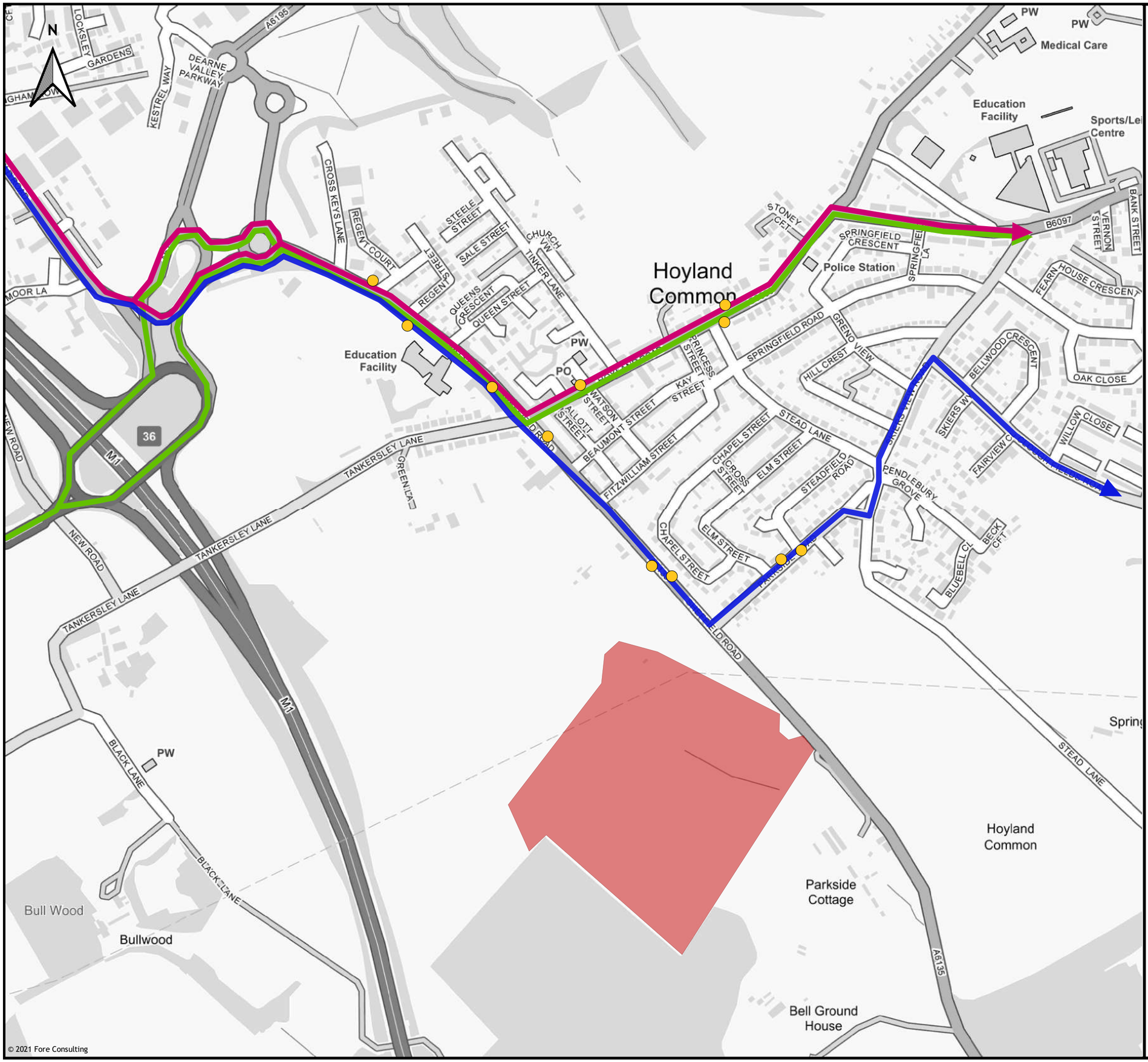
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Client:
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Project:
Hoyland West - Plot 2

Figure Title:
Cycle Catchment and Long Distance Cycle Routes

Scale:	Figure Status:
1:50000	Issue
Job Number:	Figure Number:
3560	Figure 3



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Key:

- Plot 2 Indicative Site Boundary
- Bus Stop
- Bus Route 2, 66
- Bus Route 67, 67a, 67c
- Bus Route 72, 72a

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Client:
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Project:
Hoyland West - Plot 2

Figure Title:
Public Transport Network

Scale:
1:6000

Figure Status:
Issue

Job Number:
3560

Figure Number:
Figure 4

Appendix A

Development Masterplan

Areas Schedule (note office GIA includes Hubs)

Parking and docks - figures quoted are minimum, plots may allow additional.

Plot No.	Warehouse GIA SQFT	Warehouse GIA SQM	Offices GIA SQFT	Offices GIA SQM	Total GIA SQFT	Total GIA SQM	Car Parking @1/150sqm	HGV Parking	Docks	Level Access	cycles	PTW's
2A	250000	23226	15000	1394	265000	24619	169	62	27	2	25	8
2B	172000	15979	14000	1301	186000	17280	120	43	19	2	17	6
Total	422000	39205	29000	2694	451000	41899	289	105	45	4	42	14

Bowling Green
Def
Track
Garfield
Park View House
Lynstone
145.0m
Allotment Gardens
Shelter
Shelter
Track
STREET
El Sub Sta
PARKSIDE ROAD
SHEFFIELD ROAD
Exit
Pedestrian drop off
Entry
gatehouse
35000
cycles
ptw's
120 parking spaces inc 5% accessible & 4% enlarged
ev - 5% active = 6nr and 20% passive = 24nr
12,000sqft 2 Sty Office
PCP&P
Unit 2B Warehouse 172,000sqft 15,979sqm
Offices 14,000sqft 1,300sqm
Total 186,000sqft 17,279sqm
Clear Internal (Haunch) Height = 12.5m
Acoustic Barrier 2m high x 174m length
43 hgv trailer spaces
55m Yard Depth
waste recycling
LA door
9 docks
2000sqft 2 Sty Hub Office
9 docks
LA door
169100
Overhead Electricity Cables
No Building Zone hatched Blue
61 hgv trailer spaces
55000
13 docks
55m Yard Depth
13 docks
Unit 2A Warehouse 250,000sqft 23,226sqm
Offices 15,000sqft 1,394sqm
Total 265,000sqft 24,619sqm
Clear Internal (Haunch) Height = 15m
PCP&P
2000sqft 2 Sty Hub Office
gatehouse
Incoming utilities
waste recycling
LA door
13,000sqft 2 sty Offices
208800
cycles
169 parking spaces inc 5% accessible & 7% enlarged
ev - 5% active = 9nr and 20% passive = 34nr
gtw
Bell Ground House
drainage easement
application redline area (13.71ha)

Revision:

P1	first issue, re-numbered plan previously E004	10jun2021	PL
P2	Plot 2A car park layout refined and redline	11jun2021	PL
P3	detailed building plans shown	22jun2021	PL
P4	application redline adjusted	23jun2021	PL
P5	application redline adjusted	29jun2021	PL
P6	unit 2B hub offices added, areas adjusted	30jun2021	PL
P7	updated parking and BCA landscaping	08jul2021	PL
P8	net area and plot demise areas noted	19jul2021	PL
P9	acoustic barrier indicated to NE of plot 2B, electric charging spaces (ev) updated	19aug2021	PL
P10	contours updated to RPS latest	19aug2021	PL

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newlands developments

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Hoyland Common
Barnsley M1, J36

Plot 2
Masterplan

Status	Preliminary
Drawn by : PL	Checked by : RM
Date	jun2021

Document Number:

Project Code	Zone	Level-Info	Type	Role	Job No.	Drg.No.	Revision
HOY-PHP-	02-	00-	DR-	A-	4400-	100-	P10

Scale@ A1 1:1000

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Appendix B

TRICS Output

Calculation Reference: AUDIT-752701-181017-1013

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	HD	HILLINGDON	2 days
02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	RE	READING	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days
	SR	STIRLING	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: 645 to 20000 (units: sqm)
Range Selected by User: 300 to 43325 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 21/11/17

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:

Monday	4 days
Tuesday	5 days
Wednesday	3 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	20 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)	9
Edge of Town	11

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:

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:

B1	10 days
B2	8 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®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	6 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	2 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	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	6 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:

0.5 or Less	1 days
0.6 to 1.0	7 days
1.1 to 1.5	12 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	20 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	19 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1 BR-02-C-02 STAINLESS FITTINGS BRISTOL CITY
SOUTH LIBERTY LANE
BRISTOL

Edge of Town
Industrial Zone
Total Gross floor area: 1475 sqm
Survey date: TUESDAY 22/09/15 Survey Type: MANUAL

2 BT-02-C-02 FOOD PRODUCTION BRENT
ABBEYDALE ROAD
ALPERTON

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6100 sqm
Survey date: WEDNESDAY 10/09/14 Survey Type: MANUAL

3 CF-02-C-02 BAKERY CARDIFF
MAES-Y-COED ROAD
CARDIFF

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 14125 sqm
Survey date: THURSDAY 06/10/16 Survey Type: MANUAL

4 CH-02-C-02 INDUSTRIAL MATERIALS CHESHIRE
JUPITER DRIVE
CHESTER
CHESTER W. EMP. PARK
Edge of Town
Industrial Zone
Total Gross floor area: 8100 sqm
Survey date: WEDNESDAY 19/11/14 Survey Type: MANUAL

5 CH-02-C-03 OFFICE FURNITURE CHESHIRE
BRUNEL ROAD
MACCLESFIELD
LYME GREEN BUS. PARK
Edge of Town
Development Zone
Total Gross floor area: 6658 sqm
Survey date: MONDAY 19/09/16 Survey Type: MANUAL

6 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

7 DV-02-C-01 TUBE MANUFACTURE DEVON
PLYMBRIDGE ROAD
PLYMOUTH
ESTOVER
Edge of Town
Industrial Zone
Total Gross floor area: 20000 sqm
Survey date: TUESDAY 17/07/12 Survey Type: MANUAL

8 DV-02-C-02 ENERGY RECOVERY FACILITY DEVON
GRACE ROAD SOUTH
EXETER
MARSH BARTON TRAD. EST.
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3513 sqm
Survey date: THURSDAY 06/07/17 Survey Type: MANUAL

9 EB-02-C-02 FOOD PRODUCTION CITY OF EDINBURGH
CALDER ROAD
EDINBURGH
SIGHTHILL
Edge of Town
Industrial Zone
Total Gross floor area: 19805 sqm
Survey date: MONDAY 25/10/10 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10 HC-02-C-01 ENGINEERING COMPANY HAMPSHIRE
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY 16/06/16 *Survey Type: MANUAL*

11 HD-02-C-01 TARMAC PRODUCTION HILLINGDON
PUMP LANE
HAYES

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3912 sqm
Survey date: FRIDAY 11/05/12 *Survey Type: MANUAL*

12 HD-02-C-02 WINDOW PRODUCTION HILLINGDON
BETAM ROAD
HAYES

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1080 sqm
Survey date: WEDNESDAY 05/12/12 *Survey Type: MANUAL*

13 HE-02-C-02 THERMAL PROCESSING HEREFORDSHIRE
COLLEGE ROAD
HEREFORD
BURCOTT
Edge of Town
Commercial Zone
Total Gross floor area: 1880 sqm
Survey date: TUESDAY 22/10/13 *Survey Type: MANUAL*

14 RE-02-C-01 SHEET METAL FABRICATION READING
COMMERCIAL ROAD
READING

Edge of Town
Industrial Zone
Total Gross floor area: 645 sqm
Survey date: THURSDAY 22/11/12 *Survey Type: MANUAL*

15 SF-02-C-01 JOINERY SUFFOLK
ANSON ROAD
IPSWICH
MARTLESHAM HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 1100 sqm
Survey date: FRIDAY 12/07/13 *Survey Type: MANUAL*

16 SR-02-C-01 SPECIALIST MODEL MAKING STIRLING
BORROWMEADOW ROAD
STIRLING

Edge of Town
Industrial Zone
Total Gross floor area: 2350 sqm
Survey date: MONDAY 16/06/14 *Survey Type: MANUAL*

17 TW-02-C-01 INDUSTRIAL UNIT TYNE & WEAR
SHAFTESBURY AVENUE
JARROW
TYNE POINT IND. ESTATE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 950 sqm
Survey date: THURSDAY 15/11/12 *Survey Type: MANUAL*

18 WM-02-C-03 INDUSTRIAL GLASS WEST MIDLANDS
DOWNING STREET
SMETHWICK

Edge of Town
Industrial Zone
Total Gross floor area: 5070 sqm
Survey date: TUESDAY 06/11/12 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

19	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*
20	WY-02-C-02	FLUID SYSTEMS		WEST YORKSHIRE
	BROWN LANE WEST			
	LEEDS			
	HOLBECK			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:		13350 sqm	
	Survey date: MONDAY		*19/10/15*	*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
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	3	7267	0.436	3	7267	0.050	3	7267	0.486
07:00 - 08:00	20	6002	0.245	20	6002	0.062	20	6002	0.307
08:00 - 09:00	20	6002	0.211	20	6002	0.059	20	6002	0.270
09:00 - 10:00	20	6002	0.159	20	6002	0.094	20	6002	0.253
10:00 - 11:00	20	6002	0.129	20	6002	0.102	20	6002	0.231
11:00 - 12:00	20	6002	0.092	20	6002	0.107	20	6002	0.199
12:00 - 13:00	20	6002	0.117	20	6002	0.135	20	6002	0.252
13:00 - 14:00	20	6002	0.152	20	6002	0.122	20	6002	0.274
14:00 - 15:00	20	6002	0.099	20	6002	0.155	20	6002	0.254
15:00 - 16:00	20	6002	0.087	20	6002	0.156	20	6002	0.243
16:00 - 17:00	20	6002	0.062	20	6002	0.250	20	6002	0.312
17:00 - 18:00	20	6002	0.067	20	6002	0.194	20	6002	0.261
18:00 - 19:00	18	6199	0.026	19	5997	0.089	18	6199	0.115
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.882			1.575			3.457

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:	645 - 20000 (units: sqm)
Survey date date range:	01/01/10 - 21/11/17
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TAXIS
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	3	7267	0.000	3	7267	0.000	3	7267	0.000
07:00 - 08:00	20	6002	0.000	20	6002	0.000	20	6002	0.000
08:00 - 09:00	20	6002	0.000	20	6002	0.000	20	6002	0.000
09:00 - 10:00	20	6002	0.001	20	6002	0.001	20	6002	0.002
10:00 - 11:00	20	6002	0.002	20	6002	0.002	20	6002	0.004
11:00 - 12:00	20	6002	0.002	20	6002	0.002	20	6002	0.004
12:00 - 13:00	20	6002	0.001	20	6002	0.001	20	6002	0.002
13:00 - 14:00	20	6002	0.000	20	6002	0.000	20	6002	0.000
14:00 - 15:00	20	6002	0.001	20	6002	0.001	20	6002	0.002
15:00 - 16:00	20	6002	0.000	20	6002	0.000	20	6002	0.000
16:00 - 17:00	20	6002	0.000	20	6002	0.000	20	6002	0.000
17:00 - 18:00	20	6002	0.001	20	6002	0.001	20	6002	0.002
18:00 - 19:00	19	5997	0.001	19	5997	0.001	19	5997	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
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	2	9725	0.005	2	9725	0.000	2	9725	0.005
07:00 - 08:00	20	6002	0.023	20	6002	0.033	20	6002	0.056
08:00 - 09:00	20	6002	0.025	20	6002	0.026	20	6002	0.051
09:00 - 10:00	20	6002	0.051	20	6002	0.036	20	6002	0.087
10:00 - 11:00	20	6002	0.049	20	6002	0.037	20	6002	0.086
11:00 - 12:00	20	6002	0.035	20	6002	0.037	20	6002	0.072
12:00 - 13:00	20	6002	0.040	20	6002	0.042	20	6002	0.082
13:00 - 14:00	20	6002	0.031	20	6002	0.026	20	6002	0.057
14:00 - 15:00	20	6002	0.031	20	6002	0.027	20	6002	0.058
15:00 - 16:00	20	6002	0.022	20	6002	0.016	20	6002	0.038
16:00 - 17:00	20	6002	0.017	20	6002	0.015	20	6002	0.032
17:00 - 18:00	20	6002	0.006	20	6002	0.002	20	6002	0.008
18:00 - 19:00	19	5997	0.002	19	5997	0.003	19	5997	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.337			0.300			0.637

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
PSVS
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	3	7267	0.000	3	7267	0.000	3	7267	0.000
07:00 - 08:00	20	6002	0.000	20	6002	0.000	20	6002	0.000
08:00 - 09:00	20	6002	0.000	20	6002	0.000	20	6002	0.000
09:00 - 10:00	20	6002	0.001	20	6002	0.001	20	6002	0.002
10:00 - 11:00	20	6002	0.001	20	6002	0.000	20	6002	0.001
11:00 - 12:00	20	6002	0.000	20	6002	0.001	20	6002	0.001
12:00 - 13:00	20	6002	0.001	20	6002	0.001	20	6002	0.002
13:00 - 14:00	20	6002	0.000	20	6002	0.000	20	6002	0.000
14:00 - 15:00	20	6002	0.000	20	6002	0.000	20	6002	0.000
15:00 - 16:00	20	6002	0.000	20	6002	0.000	20	6002	0.000
16:00 - 17:00	20	6002	0.000	20	6002	0.000	20	6002	0.000
17:00 - 18:00	20	6002	0.000	20	6002	0.000	20	6002	0.000
18:00 - 19:00	19	5997	0.000	19	5997	0.000	19	5997	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
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	2	9725	0.041	2	9725	0.000	2	9725	0.041
07:00 - 08:00	20	6002	0.010	20	6002	0.002	20	6002	0.012
08:00 - 09:00	20	6002	0.003	20	6002	0.000	20	6002	0.003
09:00 - 10:00	20	6002	0.002	20	6002	0.000	20	6002	0.002
10:00 - 11:00	20	6002	0.000	20	6002	0.002	20	6002	0.002
11:00 - 12:00	20	6002	0.001	20	6002	0.000	20	6002	0.001
12:00 - 13:00	20	6002	0.000	20	6002	0.001	20	6002	0.001
13:00 - 14:00	20	6002	0.004	20	6002	0.002	20	6002	0.006
14:00 - 15:00	20	6002	0.003	20	6002	0.007	20	6002	0.010
15:00 - 16:00	20	6002	0.000	20	6002	0.003	20	6002	0.003
16:00 - 17:00	20	6002	0.001	20	6002	0.011	20	6002	0.012
17:00 - 18:00	20	6002	0.007	20	6002	0.012	20	6002	0.019
18:00 - 19:00	19	5997	0.000	19	5997	0.005	19	5997	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.045			0.117

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.*

Calculation Reference: AUDIT-752701-181017-1044

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HO	HOUNSLOW	1 days
02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	1 days
10	WALES		
	BG	BRIDGEND	1 days
11	SCOTLAND		
	ML	MIDLOTHIAN	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: 634 to 31000 (units: sqm)
Range Selected by User: 634 to 80066 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 22/09/17

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:

Monday	3 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	8

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	9
Commercial Zone	2
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:

B8	12 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®.

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 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	4 days
1.1 to 1.5	8 days

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

Travel Plan:

Yes	1 days
No	11 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	11 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1 BG-02-F-01 LOGISTICS COMPANY BRIDGEND
PARC CRESCENT
BRIDGEND
WATERTON IND. EST.
Edge of Town
Industrial Zone
Total Gross floor area: 3050 sqm
Survey date: MONDAY *13/10/14* *Survey Type: MANUAL*

2 CB-02-F-01 DOMINO'S PIZZA CUMBRIA
COWPER ROAD
PENRITH
GILWILLY IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 2950 sqm
Survey date: TUESDAY *10/06/14* *Survey Type: MANUAL*

3 HC-02-F-02 LOGISTICS HAMPSHIRE
RUTHERFORD ROAD
BASINGSTOKE

Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 13200 sqm
Survey date: THURSDAY *16/06/16* *Survey Type: MANUAL*

4 HO-02-F-01 LOGISTICS AND FREIGHT HOUNSLOW
ASCOT ROAD
FELTHAM

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 13500 sqm
Survey date: WEDNESDAY *23/11/16* *Survey Type: MANUAL*

5 KC-02-F-02 COMMERCIAL WAREHOUSING KENT
MILLS ROAD
AYLESFORD
QUARRY WOOD
Edge of Town
Industrial Zone
Total Gross floor area: 11200 sqm
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

6 LN-02-F-01 BOOK SERVICE LINCOLNSHIRE
TRENT ROAD
GRANTHAM

Edge of Town
No Sub Category
Total Gross floor area: 32300 sqm
Survey date: MONDAY *29/11/10* *Survey Type: MANUAL*

7 ML-02-F-01 WINDOWS MIDLOTHIAN
UNIT 53
DALKEITH
MAYFIELD IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 750 sqm
Survey date: WEDNESDAY *04/05/11* *Survey Type: MANUAL*

8 SF-02-F-02 WAREHOUSING SUFFOLK
WALTON ROAD
FELIXSTOWE

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 22270 sqm
Survey date: THURSDAY *11/07/13* *Survey Type: MANUAL*

9 SF-02-F-03 ROAD HAULAGE SUFFOLK
CENTRAL AVENUE
IPSWICH
WARREN HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY *18/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 TV-02-F-03 ELECTRICAL COMPONENTS TEES VALLEY
UNIT 8,NAVIGATOR COURT
STOCKTON-ON-TEES

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 634 sqm
Survey date: TUESDAY *28/06/11* *Survey Type: MANUAL*

11 TW-02-F-01 ASDA DISTRIBUTION CENTRE TYNE & WEAR
MANDARIN WAY
WASHINGTON
PATTISON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 31000 sqm
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

12 WM-02-F-02 LOGISTICS FIRM WEST MIDLANDS
SOVEREIGN ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Commercial Zone
Total Gross floor area: 3625 sqm
Survey date: MONDAY *09/11/15* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
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	2	12123	0.029	2	12123	0.037	2	12123	0.066
06:00 - 07:00	2	12123	0.070	2	12123	0.062	2	12123	0.132
07:00 - 08:00	12	11383	0.142	12	11383	0.059	12	11383	0.201
08:00 - 09:00	12	11383	0.187	12	11383	0.071	12	11383	0.258
09:00 - 10:00	12	11383	0.123	12	11383	0.073	12	11383	0.196
10:00 - 11:00	12	11383	0.089	12	11383	0.081	12	11383	0.170
11:00 - 12:00	12	11383	0.077	12	11383	0.087	12	11383	0.164
12:00 - 13:00	12	11383	0.078	12	11383	0.087	12	11383	0.165
13:00 - 14:00	12	11383	0.136	12	11383	0.102	12	11383	0.238
14:00 - 15:00	12	11383	0.074	12	11383	0.100	12	11383	0.174
15:00 - 16:00	12	11383	0.081	12	11383	0.106	12	11383	0.187
16:00 - 17:00	12	11383	0.067	12	11383	0.127	12	11383	0.194
17:00 - 18:00	12	11383	0.061	12	11383	0.159	12	11383	0.220
18:00 - 19:00	12	11383	0.044	12	11383	0.097	12	11383	0.141
19:00 - 20:00	2	12123	0.058	2	12123	0.054	2	12123	0.112
20:00 - 21:00	2	12123	0.025	2	12123	0.045	2	12123	0.070
21:00 - 22:00	1	22270	0.031	1	22270	0.018	1	22270	0.049
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.372			1.365			2.737

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:	634 - 31000 (units: sqm)
Survey date date range:	01/01/10 - 22/09/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TAXIS
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	2	12123	0.000	2	12123	0.000	2	12123	0.000
06:00 - 07:00	2	12123	0.000	2	12123	0.000	2	12123	0.000
07:00 - 08:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
08:00 - 09:00	12	11383	0.001	12	11383	0.001	12	11383	0.002
09:00 - 10:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
10:00 - 11:00	12	11383	0.001	12	11383	0.001	12	11383	0.002
11:00 - 12:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
12:00 - 13:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
13:00 - 14:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
14:00 - 15:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
15:00 - 16:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
16:00 - 17:00	12	11383	0.002	12	11383	0.002	12	11383	0.004
17:00 - 18:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
18:00 - 19:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
19:00 - 20:00	2	12123	0.000	2	12123	0.000	2	12123	0.000
20:00 - 21:00	2	12123	0.000	2	12123	0.000	2	12123	0.000
21:00 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
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	2	12123	0.012	2	12123	0.037	2	12123	0.049
06:00 - 07:00	2	12123	0.033	2	12123	0.058	2	12123	0.091
07:00 - 08:00	12	11383	0.032	12	11383	0.037	12	11383	0.069
08:00 - 09:00	12	11383	0.034	12	11383	0.034	12	11383	0.068
09:00 - 10:00	12	11383	0.047	12	11383	0.033	12	11383	0.080
10:00 - 11:00	12	11383	0.047	12	11383	0.037	12	11383	0.084
11:00 - 12:00	12	11383	0.037	12	11383	0.032	12	11383	0.069
12:00 - 13:00	12	11383	0.032	12	11383	0.024	12	11383	0.056
13:00 - 14:00	12	11383	0.040	12	11383	0.042	12	11383	0.082
14:00 - 15:00	12	11383	0.037	12	11383	0.030	12	11383	0.067
15:00 - 16:00	12	11383	0.039	12	11383	0.035	12	11383	0.074
16:00 - 17:00	12	11383	0.033	12	11383	0.025	12	11383	0.058
17:00 - 18:00	12	11383	0.023	12	11383	0.029	12	11383	0.052
18:00 - 19:00	12	11383	0.016	12	11383	0.020	12	11383	0.036
19:00 - 20:00	2	12123	0.016	2	12123	0.045	2	12123	0.061
20:00 - 21:00	2	12123	0.012	2	12123	0.037	2	12123	0.049
21:00 - 22:00	1	22270	0.027	1	22270	0.004	1	22270	0.031
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.517			0.559			1.076

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
PSVS
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	2	12123	0.000	2	12123	0.000	2	12123	0.000
06:00 - 07:00	2	12123	0.000	2	12123	0.000	2	12123	0.000
07:00 - 08:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
08:00 - 09:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
09:00 - 10:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
10:00 - 11:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
11:00 - 12:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
12:00 - 13:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
13:00 - 14:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
14:00 - 15:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
15:00 - 16:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
16:00 - 17:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
17:00 - 18:00	12	11383	0.001	12	11383	0.000	12	11383	0.001
18:00 - 19:00	12	11383	0.000	12	11383	0.001	12	11383	0.001
19:00 - 20:00	2	12123	0.000	2	12123	0.000	2	12123	0.000
20:00 - 21:00	2	12123	0.000	2	12123	0.000	2	12123	0.000
21:00 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
CYCLISTS
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	2	12123	0.000	2	12123	0.000	2	12123	0.000
06:00 - 07:00	2	12123	0.004	2	12123	0.000	2	12123	0.004
07:00 - 08:00	12	11383	0.003	12	11383	0.000	12	11383	0.003
08:00 - 09:00	12	11383	0.010	12	11383	0.000	12	11383	0.010
09:00 - 10:00	12	11383	0.002	12	11383	0.000	12	11383	0.002
10:00 - 11:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
11:00 - 12:00	12	11383	0.000	12	11383	0.001	12	11383	0.001
12:00 - 13:00	12	11383	0.000	12	11383	0.000	12	11383	0.000
13:00 - 14:00	12	11383	0.004	12	11383	0.002	12	11383	0.006
14:00 - 15:00	12	11383	0.001	12	11383	0.004	12	11383	0.005
15:00 - 16:00	12	11383	0.004	12	11383	0.003	12	11383	0.007
16:00 - 17:00	12	11383	0.002	12	11383	0.003	12	11383	0.005
17:00 - 18:00	12	11383	0.001	12	11383	0.010	12	11383	0.011
18:00 - 19:00	12	11383	0.001	12	11383	0.005	12	11383	0.006
19:00 - 20:00	2	12123	0.000	2	12123	0.000	2	12123	0.000
20:00 - 21:00	2	12123	0.000	2	12123	0.000	2	12123	0.000
21:00 - 22:00	1	22270	0.000	1	22270	0.000	1	22270	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.028			0.060

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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