OPTIMA
Intelligent Highways Solutions

Park Springs Industrial Estate
Proposed Warehouse Extension
Transport Statement

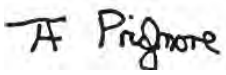
January 2022 (Initial Issue)

Prepared on behalf of

Ultima Furniture Systems Ltd

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1. Introduction

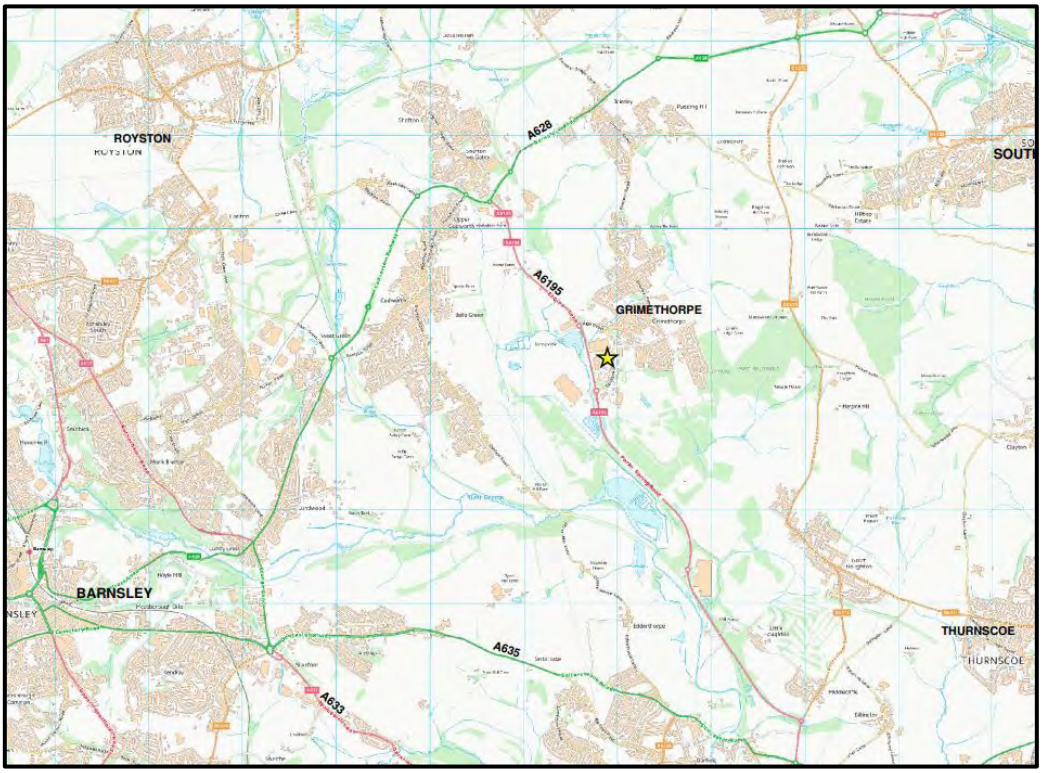
1.1 BACKGROUND

1.1.1 Optima Highways and Transportation has been appointed to produce this Transport Statement (TS) in support of a planning application for the extension to an existing industrial warehouse at a Site to the south of Long Royd, Park Springs Industrial Estate, Grimethorpe, Barnsley, S72 7PD ('the Site').

1.1.2 This TS accompanies a full planning application, made on behalf of Ultima Furniture Systems Ltd, who occupy the existing Site for the erection of a 4,677sqm extension for B8 Storage purposes. The scheme proposals are illustrated on the Site Plan contained at Appendix A.

1.1.3 The Site location in a strategic context is illustrated in Image 1.1.

Image 1.1 Site Location



1.1.4 The Site lies in the administrative area of Barnsley Metropolitan Borough Council (BMBC) which, as a unitary authority, is responsible for both planning and highway matters.

1.1.5 A Site visit was undertaken on Wednesday 15th December 2021 and details from this visit, along with information from the design team and third parties, inform this report and its findings.

1.2 SCOPE OF REPORT

1.2.1 This report sets out the transport issues relating to the development proposals and considers the sustainability and accessibility of the Site, reviewing the provision and quality of facilities and connections to and from the surrounding areas.

1.2.2 This TS has been prepared in accordance with the Department for Communities and Local Government (DCLG) 'National Planning Practice Guidance' published in 2014 which supersedes the Department for Transport (DfT) and DCLG's 'Guidance on Transport Assessment' (GTA) document.

Cognisance has also been taken of the prevailing National Planning Policy Framework (NPPF). Paragraph 111 of NPPF, July 2021 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."*

1.2.3 Thresholds for the provision of a Transport Assessments (TA) and Draft Travel Plans are set out within BMBC's 'Local Validation Requirements'. Section 16 of the aforementioned guidance states that a TA and Draft Travel Plan are required where the gross floor area for B8 Storage or Distribution uses exceed 5,000sqm. An extract of BMDCs Validation Requirements is contained at Image 1.2.

Image 1.2 BMBC Validation Requirements Extract

Use(s)	GFA
A1 food	800m^2
A1 non food	1,500m^2
A2 Financial & professional	2,500m^2
A3 Restaurant & cafes	2,500m^2
A4 Drinking establishments	600m^2
A5 Hot-food takeaways	500m^2
B1 Business	2,500m^2
B2 General industrial	4,000m^2
B8 Storage or distribution	5,000m^2
C1 Hotels	100 beds
C2 Hospitals & nursing homes	50 beds
C2 Residential education	150 students
C2 Institutional hostels	400 residents
C3 Dwellings	80 units
D1 Non-residential institutions	1,000m^2
D2 Assembly & leisure	1,500m^2

Source: www.barnsley.gov.uk

1.2.4 As the proposals are for a 4,677sqm B8 extension, the development does not trigger the requirement for either a Transport Assessment or Travel Plan.

1.3 REPORT STRUCTURE

1.3.1 The document structure is as follows:

- Chapter 2 - describes the Site and the existing transport conditions and includes an analysis of personal injury collision data;
- Chapter 3 - describes the accessibility of the Site by non-car modes;
- Chapter 4 - defines the development proposals, access strategy, internal layout and parking provision;
- Chapter 5 - sets out the trip generation methodology; and
- Chapter 6 - highlights the conclusions of the TS.

2. Existing Site Conditions

2.1 INTRODUCTION

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It includes a review of existing collision data and describes the existing local facilities.

2.2 EXISTING SITE

2.2.1 The Site is situated on land to the south of Long Royd, located within the Park Springs Industrial Estate.

2.2.2 The Site in relation to the strategic and local transport networks is shown in Figures 1 and 2 respectively. Image 2.1 illustrates the indicative red line application boundary.

Image 2.1 Site Boundary



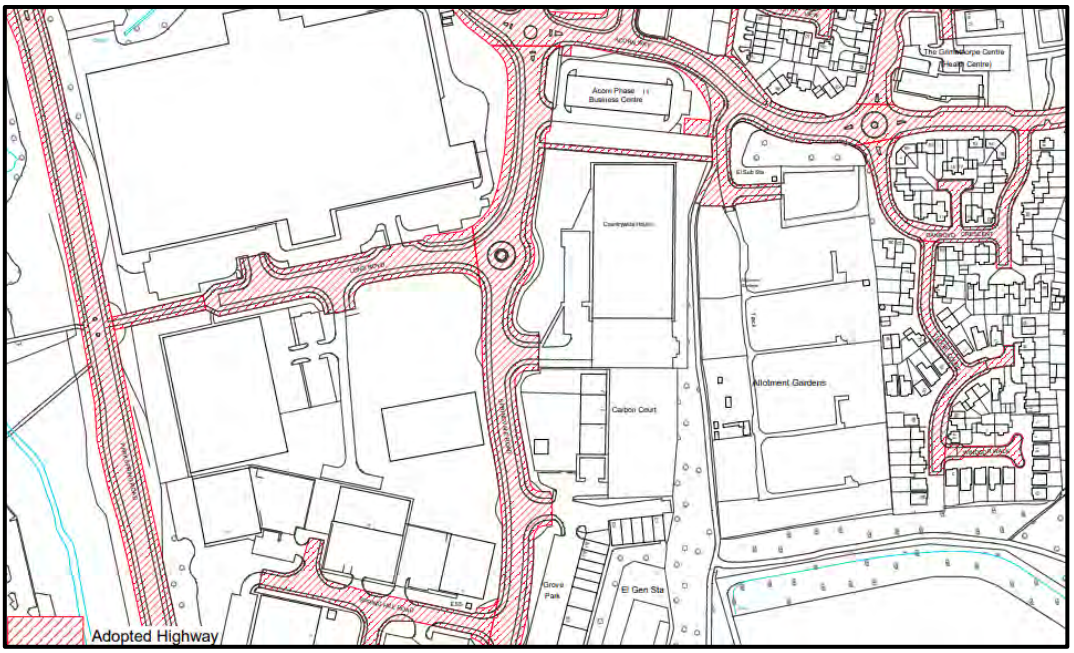
2.2.3 The Site is bound by Long Royd to the north, Springvale Road to the east and existing industrial units to the south and an unnamed access road west, with existing industrial units also occupied by Ultima Furniture Systems Ltd beyond.

2.3 EXISTING LOCAL HIGHWAY NETWORK

2.3.1 The Site will take its access from the unnamed private access road within the Site, which is located to the west of the proposed extension and connects to Long Royd in the form of a simple priority T junction.

2.3.2 Highway boundary information has been purchased from BMBC, which shows that Long Royd and surrounding roads form part of the adopted highway maintained at public expense. Image 2.2 shows an extract of the data provided, which is provided at Appendix B.

Image 2.2 Highway Boundary Information



Source: Barnsley Metropolitan Borough Council

2.3.3 Long Royd is a single carriageway road of modern industrial standard construction, with a 7.3m wide carriageway and 3.0m wide footways on both sides. Dropped kerbs, with tactile paving are provided at appropriate crossing locations.

2.3.4 Long Royd is lit and subject to a 30mph speed limit. There are no parking restrictions in place along its length.

2.3.5 Long Royd is not a through route for traffic, however to the west of its termination point there is a shared pedestrian/cycle link on to Park Springs Road, where a central refuge island with dropped kerbs and tactile paving is provided. This link can be used to access the local bus services that are detailed further in this Chapter.

2.3.6 Long Royd has been designed to provide access for commercial and industrial uses and therefore is of a appropriate geometric standard to provide access to the proposed extension.

2.3.7 To the east of the Site is Springvale Road which forms a three arm roundabout with Long Royd. This forms the main spine road through the Park Springs Industrial Estate and is a wide single carriageway road with footways on either side that has been built specifically to serve the commercial and industrial buildings served from it.

2.3.8 Springvale Road is lit throughout and has no parking restrictions in place. It is also subject to a 30mph speed limit.

2.3.9 The A6195 Park Spring Road is located to the west of the Site and forms the key strategic route in the area and can be accessed from either Springvale Road to the south or Acorn Way and High Street to the north.

2.4 BUS SERVICES

2.4.1 The nearest bus stops to the Site are located on Park Spring Road, which are located within 400m from the centre of the Site. The northbound stop is in a layby and is provided with a flag and timetable information and the southbound stop is provided with a flag and timetable information.

2.4.2 A further stop is provided 250m from the Site on Springvale Road, which provides access to the 208 service in a southbound direction and is provided with a flag.

2.4.3 A summary of the bus services operating in the vicinity of the Site is provided in Table 2.1.

Table 2.1 Local Bus Service Summary

Service	Route	Days of Operation	Approx. Frequency in each direction
27	Barnsley – Grimethorpe - Wombwell	Mon-Fri	2 per hour
		Sat	2 per hour
		Sun	2 per hour
28	Barnsley – Grimethorpe – Hemsworth - Pontefract	Mon-Fri	1 per hour
		Sat	1 per hour
		Sun	1 per hour
208	Grimethorpe – Mexborough – Swinton - Rotherham	Mon-Fri	3 per day
		Sat	3 per day
		Sun	3 per day

2.4.4 As can be seen from Table 2.1, the existing bus services provide a frequent bus service into Barnsley Town Centre and also to outlying areas such as Wombwell, Hemsworth and Pontefract. These include many residential areas, where it is likely the staff for the development may live, thereby making bus travel a realistic mode choice. The bus services also link to the rail services described in the next section.

2.4.5 It should also be noted that there are further bus services available from Grimethorpe Interchange, which is a 10 minute walk from the Site.

2.5 RAIL SERVICES

2.5.1 The nearest rail station to the site is Barnsley, which can be accessed using the bus services detailed in Table 2.1.

2.5.2 Barnsley station is on the Sheffield to Leeds via Wakefield Kirkgate line and also on the Leeds to Huddersfield line. There are two services per hour, in each direction, on the Leeds to Sheffield line, one of which is an express service, with one service per hour running in each direction from Huddersfield to Sheffield.

2.5.3 These services offer a link to Leeds, Wakefield, Huddersfield, Sheffield, Chesterfield and Nottingham.

2.6 PERSONAL INJURY COLLISION DATA

2.6.1 Personal injury collision data has been obtained for the highway network in the vicinity of the Site for the most recently available 71 month period between 1st January 2016 and 18th November 2021.

2.6.2 The study area is identified within the collision report obtained from BMBC, as contained at Appendix C, and includes the entirety of the Park Springs Industrial Estate, Park Springs Road and the junctions to the north and south of the Industrial Estate.

2.6.3 During the five year period there has been a total of eight personal injury collisions across the study area – 1 of which was classified as fatal, 2 were classified as serious and 5 classified as slight.

2.6.4 The fatal collision occurred on Springvale Road in 2017, when a goods vehicle turned right off Springvale Road across the path of an oncoming motorcycle. The report suggests that the goods vehicle driver failed to look properly before making the manoeuvre, although it is also suggested that the motorcycle may have been exceeding the speed limit. There is no suggestion that any geometric or condition defect within the highway was a cause of the collision.

2.6.5 The first serious collision recorded along Park Spring Road occurred in 2017, when a convoy of motorcycle riders collided after one of them performed a U-turn in the carriageway and was struck by another member of the group, causing serious injury to both riders. This was caused by rider error by both parties.

2.6.6 The second serious collision occurred in 2021 at the junction of Parking Spring Road and Springvale Road. A car entered the roundabout and collided with a cyclist that was already on the roundabout, resulting in serious injury to the cyclist. It is suggested that the car driver failed to look properly on entering the junction.

2.6.7 The slight collisions were in a number of different locations around the study area and included a number of different factors, none of which could point to any specific trends. It should be noted that no collisions were recorded on Long Royd or at its junction with Springvale Road.

2.6.8 Having reviewed the personal injury collision data in detail, it is considered that there are no trends in the data or locations that could be considered as ‘blackspots’ and therefore there is no evidence to suggest that any additional traffic from the proposed development will exacerbate the current situation.

3. Site Accessibility

3.1 ACCESSIBILITY ON FOOT

3.1.1 It is generally considered that an acceptable maximum walking distance from home to a place of work is 2km. The CIHT document 'Guidelines for Providing for Journeys on Foot' recommends various thresholds for desired, acceptable and preferred maximum distances to various services as shown in Table 3.1.

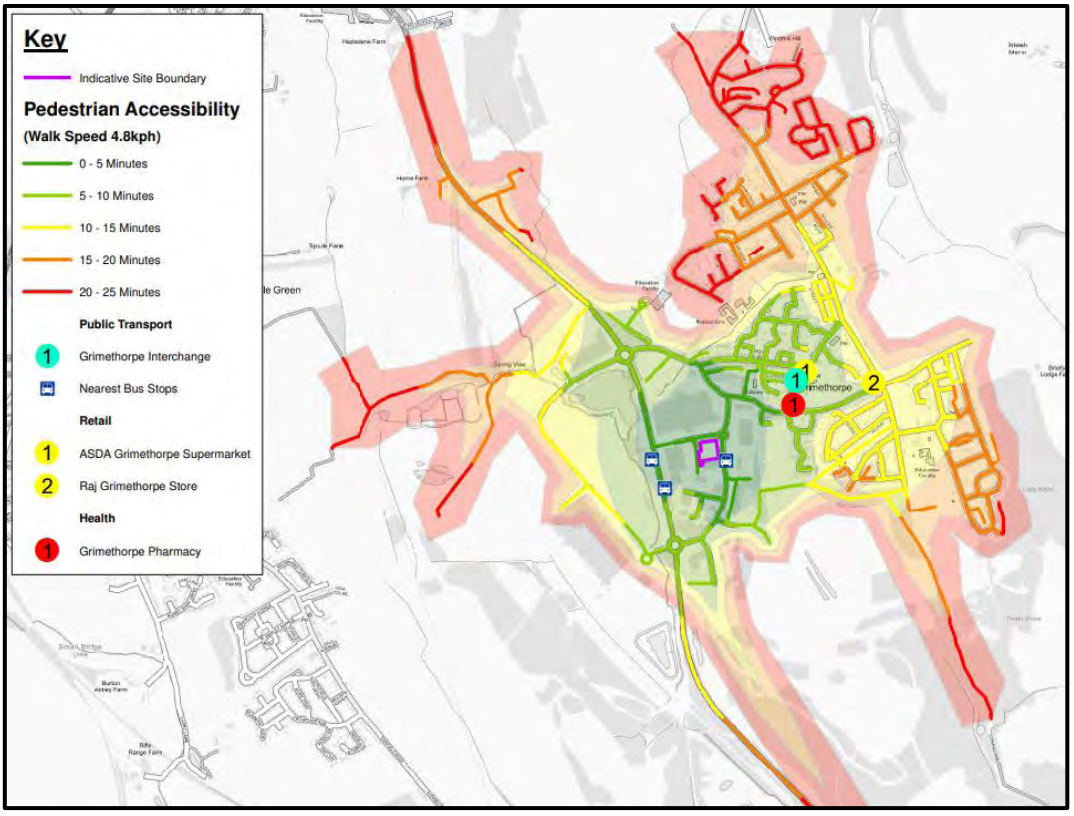
Table 3.1 Accessibility by Foot

	Town Centres (m)	School/Work (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source – Table 3.2 'Guidelines for Providing for Journeys on Foot' published by CIHT

3.1.2 Using GIS Network Analyst software, typical walk times (up to 25 mins equating to 2km) have been plotted from the centre of the Site, which are shown on Figure 3. An extract of Figure 3 is provided as Image 3.1.

Image 3.1 Pedestrian Accessibility



3.1.3 The following key facilities can be accessed on foot:

- Within 5 minutes' walk, there are bus stops on Park Spring Road and Springvale Road;
- Within 10 minutes' walk is Grimethorpe Interchange, where there are numerous bus services available;

- The nearest shops within Grimethorpe are well within 10 minutes' walk from the Site; and
- Significant residential areas are within a 25 minute walk from the Site.

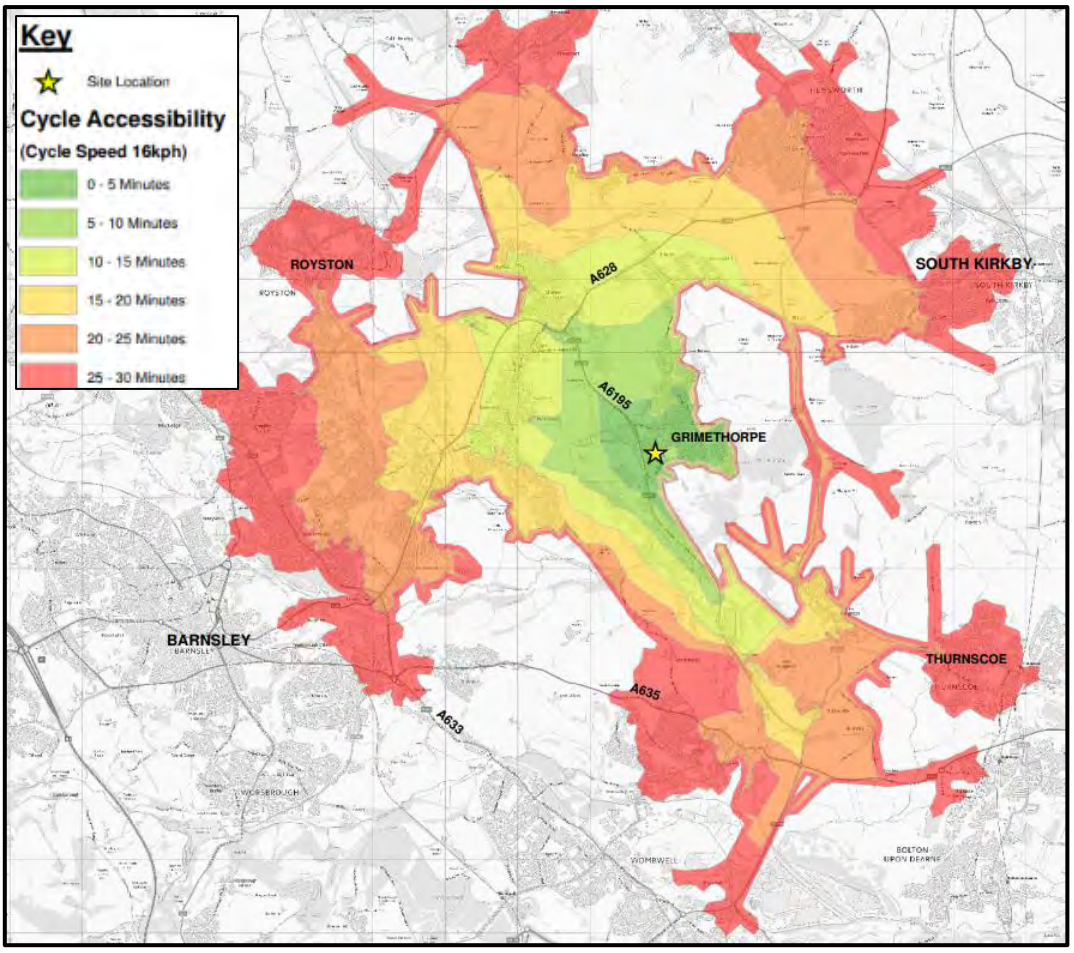
3.2 ACCESSIBILITY BY CYCLE

3.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5km, as referred to in Local Transport Note 2/08 (published by the DfT). However, the same guidance also refers to commuting cycle trips up to 8km.

3.2.2 Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

3.2.3 Figure 4 illustrates an 8km (30 minute) cycle distance produced using Network Analyst software. An extract of Figure 4 is shown on Image 3.2.

Image 3.2 Cycle Accessibility

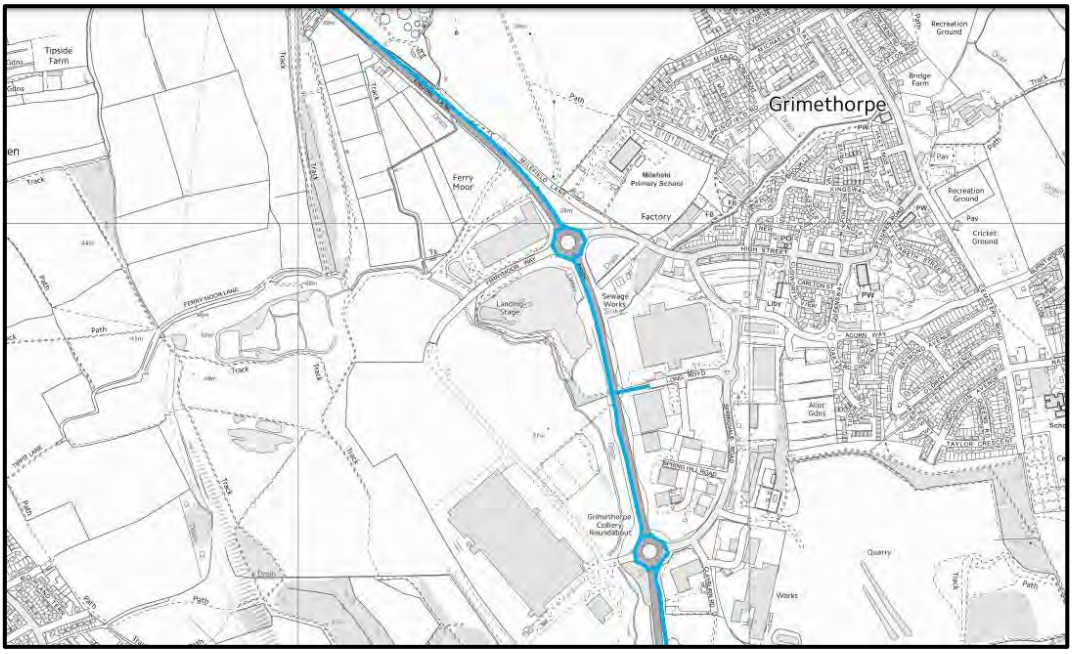


3.2.4 From the Site, an 8km catchment area encompasses an area that can be defined by Havercroft and Hemsworth to the north, South Kirkby and Thurnscoe to the east, Darfield to the south and suburbs of Barnsley and Royston to the west.

3.2.5 It therefore includes most of the eastern urban residential area of Barnsley and many outlying villages from where the workforce at the Site may reside. The catchment therefore shows that cycling to/from the Site is a feasible mode of travel for staff and visitors.

3.2.6 Park Spring Road and also the pedestrian/cycle link to Long Royd are identified as existing cycle routes on BMDCs cycle route map, an extract of which is shown in Image 3.3.

Image 3.3 Local Cycle Routes



Source: www.barnsley.gov.uk

3.3 ACCESSIBILITY BY BUS

3.3.1 The centre of the Site is located under 400m (which equates to an approximate 5 minute walk time) of the local bus stops along Park Springs Road and Springfield Road.

3.3.2 The existing bus stops provide journeys to multiple residential areas where employees and visitors may reside. They also provide services to Barnsley rail station for multi modal trips.

3.3.3 Typical journey times from/to the Site are summarised below:

- Barnsley Interchange – 30 minutes;
- Hemsworth – 18 minutes;
- Wombwell – 25 minutes; and
- Pontefract – 52 minutes.

3.4 ACCESSIBILITY BY RAIL

3.4.1 The closest rail station accessible from the Site is Barnsley Interchange, which can be connected to by using the local bus services.

3.4.2 Typical journey times from/to Barnsley Interchange are summarised below:

- Meadowhall – 14 minutes;
- Sheffield – 22 minutes;

- Chesterfield- 40 minutes;
- Nottingham – 1 hr 16 minutes;
- Huddersfield – 47 minutes
- Wakefield Kirkgate – 16 minutes; and
- Leeds – 33 minutes.

3.4.3 Rail could therefore be used as part of a multi modal journey for both staff and visitors.

3.5 ACCESSIBILITY SUMMARY

3.5.1 Overall, the Site is accessible via sustainable modes of transport including on foot, via bicycle and by the use of public transport.

4. Development Proposals and Access Arrangements

4.1 INTRODUCTION

4.1.1 This section of the report provides details of the proposed development including the uses of the Site, access arrangements, servicing arrangements and parking provision.

4.2 DEVELOPMENT PROPOSALS

4.2.1 The scheme proposals are illustrated on the Site Plan, contained in Appendix A and include:

- A single story building extension with a GFA of 4,677sqm for B8 storage use; and
- New 30 space cycle shelter to provide cycle parking for both existing and new staff;

4.2.2 The Site operates between 08:00-17:00 and employs 40 members of staff (30 warehouse staff and 10 office staff). The extension will provide an additional 10 warehouse staff.

4.3 ACCESS ARRANGEMENTS

4.3.1 The new extension will be accessed from the existing unnamed access road along its western boundary, which connects with Long Royd.

4.3.2 This already provides access to the existing buildings under the clients control and Chapter 2 demonstrates that this is of a modern construction and suitable for the proposed land use.

4.4 INTERNAL LAYOUT & SERVICING

4.4.1 The new extension will utilise the existing service yard to the south of the existing building.

4.4.2 A swept path analysis of the existing service yard confirms that it is of sufficient size to comfortably accommodate a 16.5m max legal articulated heavy goods vehicle as shown on drawing 21183/ATR/01 contained at Appendix D.

4.5 PARKING

4.5.1 Parking standards are set out within Supplementary Planning Document 'Parking' adopted in November 2019. The standards for B8 uses are summarised below:

- 1 space per 3 members of staff;
- Minimum provision for the parking of 1 cycle per 1,000m^2 gross floor area for visitors and one long stay space per 40 staff; and
- Disabled parking provision of 4% of total number of spaces.

4.5.2 At present 40 staff are employed and the extension will employ 10 additional staff. In total the Parking SPD would recommend 17 car parking spaces.

4.5.3 A summary of the existing parking provision is set out below:

- 112 car parking spaces; and
- 9 disabled parking spaces.

4.5.4 Car parking is shared between the existing units. The applicant has confirmed that parking levels are typically circa 25% of the overall capacity. Low levels of car parking demand were also observed on Site during the preparation of this TS, which correlate with the modest staff numbers.

4.5.5 As a result of the proposed extension the small car park to the west of existing building will be removed, therefore the overall provision will reduce to 90 spaces + 9 disabled spaces, however as set out above the retained provision far exceeds recommended levels set out within the parking SPD and is more than capable of accommodating the demand resulting from 10 additional staff members.

4.5.6 A plan illustrating the existing and proposed parking layouts is contained at Appendix E.

4.5.7 The level of car parking provided on Site therefore far exceeds that required under planning policy.

5. Trip Generation

5.1 PROPOSED VEHICULAR TRIP RATES

5.1.1 In order to predict the level of traffic generated by the proposed extension, the latest TRICS 7.8.3 online database has been interrogated. Given the sustainable nature of the Site, as demonstrated elsewhere within this report, average trip rates have been used.

5.1.2 The time periods selected are the weekday morning (08:00-09:00) and evening (17:00-18:00) peak hour periods. Only weekday surveys have been included and Sites in London, the Southeast, Eire and Northern Ireland have been excluded. The TRICS outputs are shown in Appendix F.

5.1.3 The results of the interrogation of the TRICS database are shown in Table 5.1 below.

Table 5.1 TRICS Vehicular Trip Rates

Time Period	Total Vehicular Trip Rates (per 100m^2) – B8		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.303	0.180	0.483
PM Peak 17:00-18:00	0.114	0.250	0.364

5.2 PROPOSED TRAFFIC GENERATION

5.2.1 The vehicular traffic generation associated with the development proposals, applying the above trip rates is shown in Table 5.2.

Table 5.2 Proposed Trip Generation

Time Period	Total Vehicular Trips – B8		
	Arrivals	Departures	Total
AM Peak 08:00-09:00	14	8	22
PM Peak 17:00-18:00	5	12	17

5.2.2 As can be seen from Table 5.2, the development proposals are predicted to generate in the region of 22 two way trips during the AM Peak and 17 in the PM peak hour. This equates to a vehicle every three minutes arriving or departing the Site on average.

5.2.3 It should be noted that this is an extension to an existing facility rather than a new standalone development and therefore the figures in Table 5.2 are considered to be a worst case scenario.

5.3 CONCLUSIONS

5.3.1 A trip generation threshold of 30 two-way trips per hour is referenced within the Department for Transport document 'Guidance on Transport Assessment' (GTA) published in March 2007. This document was withdrawn and replaced by the National Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' document, However, this document does not provide updated figures and places the onus on Local Planning Authorities to assess the suitability of the highway network. As such guidance contained within GTA is regularly quoted by Highway Professionals, Planning & Highway Authorities and Highways England.

5.3.2 Although there is no suggestion that 30 two way peak hour vehicle trips would in themselves cause a detrimental impact (paragraph 2.11 of the GTA), any development generating 30 two way trips or less is highly unlikely to result in any material or severe impact on the operation of the local highway network.

5.3.3 As can be seen from Table 5.2, the proposed extension is not predicted to generate in excess of 30 two-way trips at any junction, even applying robust trip generation assumptions.

5.3.4 This level of traffic will not be perceived from day to day fluctuations on the wider highway network and will not result in either a material or severe impact with reference to paragraph 111 of the NPPF.

6. Conclusions

6.1.1 This Transport Statement has been prepared by Optima Highways and Transportation to support a full planning application by Ultima Furniture Systems Ltd for the extension of their existing facility on land to the south of Long Royd, which is located within the Park Springs Industrial Estate, Grimethorpe, Barnsley. The proposals are for 4,677m^2 of B8 space.

6.1.2 This report has provided a commentary on the Site and its present conditions. The Site is located within an Industrial Estate that has highways that have been designed to modern standards, with wide carriageways that can easily accommodate the likely development traffic. Good quality pedestrian and cycle facilities are also provided throughout the area.

6.1.3 This report has demonstrated that the Site is in a sustainable location with good public transport and pedestrian links to required local services. This provision provides future staff members and visitors with opportunities to travel via alternatives modes of transport and minimise trips by the private car.

6.1.4 Personal injury collision information has been interrogated which concluded that there are no specific causes of concern.

6.1.5 The proposed development will employ just 10 additional staff, therefore additional parking demand will be low. The retained parking provision on Site significantly exceeds the occupiers requirements based on existing and proposed staff levels and ensures that all parking is contained within the curtilage of the Site.

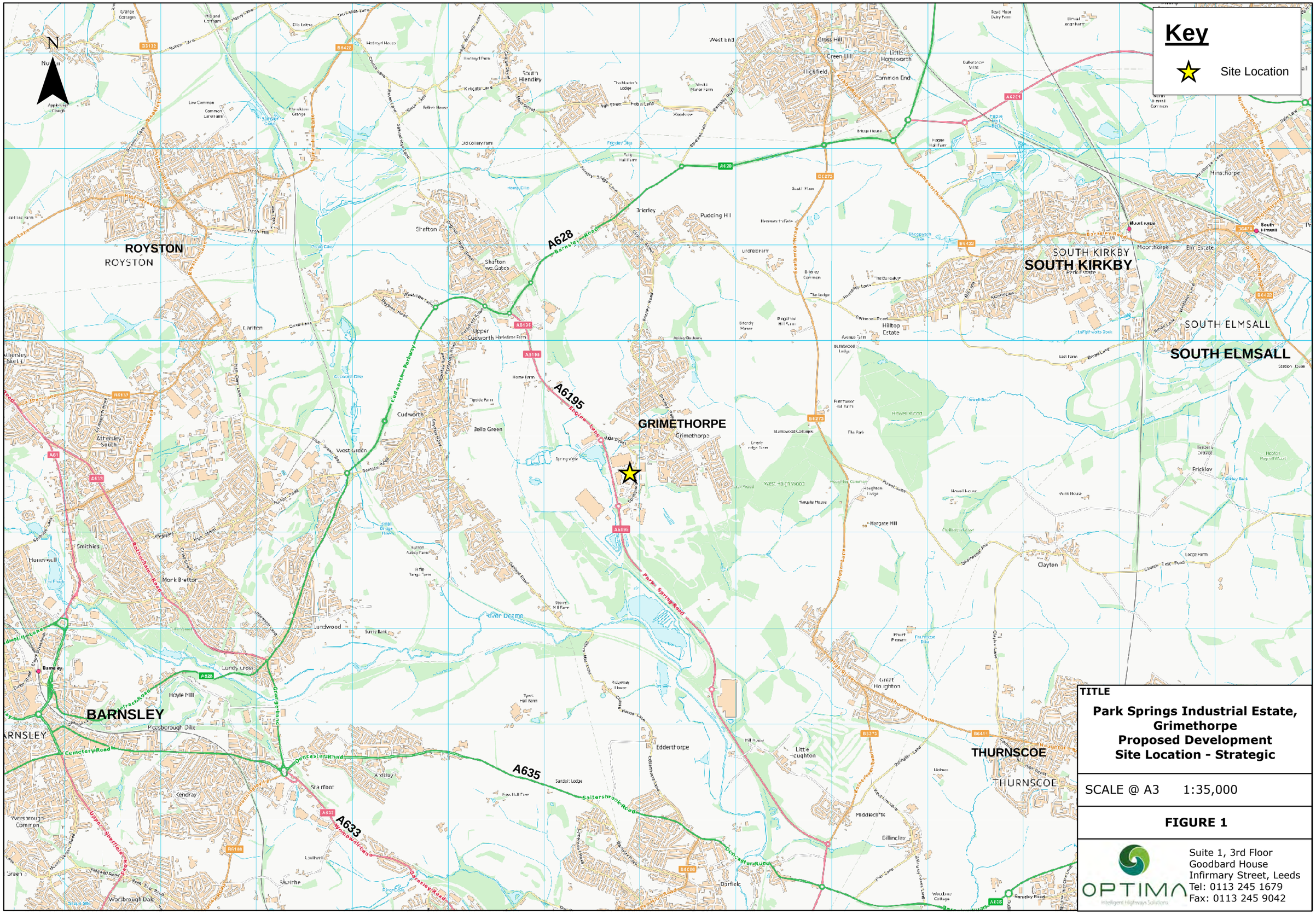
6.1.6 A new cycle store with 30 spaces is also included as part of these proposals, thereby providing a betterment to the existing situation and encouraging cycling as a form of travel to work.

6.1.7 The access on to Long Royd from the Site is already in use and it has been demonstrated that a max legal 16.5m articulated heavy goods vehicle can access and egress from the Site in forward gear.

6.1.8 The level of traffic generated by the development is modest and will not result in a material impact on the local highway network.

6.1.9 It is therefore concluded that there are no highway or transport related issues that prevent the proposed commercial development from being granted full planning consent.

Figures



TITLE

Park Springs Industrial Estate, Grimethorpe
Proposed Development
Site Location - Strategic

SCALE @ A3 1:35,000

FIGURE 1

OPTIMA
Intelligent Highways Solutions
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\Park Springs Industrial Estate, Grimethorpe\DRAWINGS\GIS\ARCEDITOR1, Site Location - Strategic.mxd

N

Spring View

Medical Care

MILEFIELD LA

FERRYMOOR WAY

A6195 PARK SPRING ROAD

HIGH STREET

KINGSWAY

JOSEPH STREET

STONEFONT GR

PO

PW

ST LUKES ROAD

ELIZABETH STREET

CUDWORTH VIEW

CARLTON STREET

Library

PW

Grimethorpe

QUEENSWAY

ACORN WAY

OAKROYD CRESCENT

TUDOR COURT

BURNTWOOD

WADE CL

CEMETERY ROAD

NANCY RO

RAYMOND AVENUE

PRINCESS STREET

OLDROYD AVENUE

CHARLES STREET

DUKE STREET

CORONATION AVENUE

QUEENS ROAD

TAYLOR CRESCENT

Educa
Facil

LONG ROYD

SPRING HILL ROAD

SPRINGVALE ROAD

CLAYBURN ROAD

Key

Indicative Site Boundary

Path: O:\Park Springs Industrial Estate, Grimethorpe\DRAWINGS\GIS\ARCEDITOR\2. Site Location - Local.mxd

TITLE

Park Springs Industrial Estate, Grimethorpe
Proposed Development
Site Location - Local

SCALE @ A3 1:4,000

FIGURE 2

OPTIMA
Intelligent Highways Solutions
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Key

Indicative Site Boundary

Pedestrian Accessibility

(Walk Speed 4.8kph)

- 0 - 5 Minutes
- 5 - 10 Minutes
- 10 - 15 Minutes
- 15 - 20 Minutes
- 20 - 25 Minutes

Public Transport

1 Grimethorpe Interchange

Nearest Bus Stops

Retail

1 ASDA Grimethorpe Supermarket

2 Raj Grimethorpe Store

Health

1 Grimethorpe Pharmacy

*25 mins (2km) = IHT Standard in 'Providing for Journeys on Foot' Isochrones generated using Network Analyst 10.0 Copyright (C) 1999-2010 ESRI Inc. All Rights Reserved

TITLE

Park Springs Industrial Estate, Grimethorpe
Proposed Development
Pedestrian Accessibility

SCALE @ A3 1:12,000

FIGURE 3

OPTIMA
Intelligent Highways Solutions
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\Park Springs Industrial Estate, Grimethorpe\DRAWINGS\GIS\ARCEDITOR\3. Pedestrian Accessibility.mxd

N

Key

Site Location

Cycle Accessibility

(Cycle Speed 16kph)

- 0 - 5 Minutes
- 5 - 10 Minutes
- 10 - 15 Minutes
- 15 - 20 Minutes
- 20 - 25 Minutes
- 25 - 30 Minutes

ROYSTON

SOUTH KIRKBY

HEMSWORTH

GRIMETHORPE

A628

A6195

A635

A633

BARNSLEY

THURNSCOE

WORSBROUGH

WOMBWELL

BOLTON UPON DEARNE

TITLE

Park Springs Industrial Estate, Grimethorpe
Proposed Development
Cycle Accessibility

SCALE @ A3 1:50,000

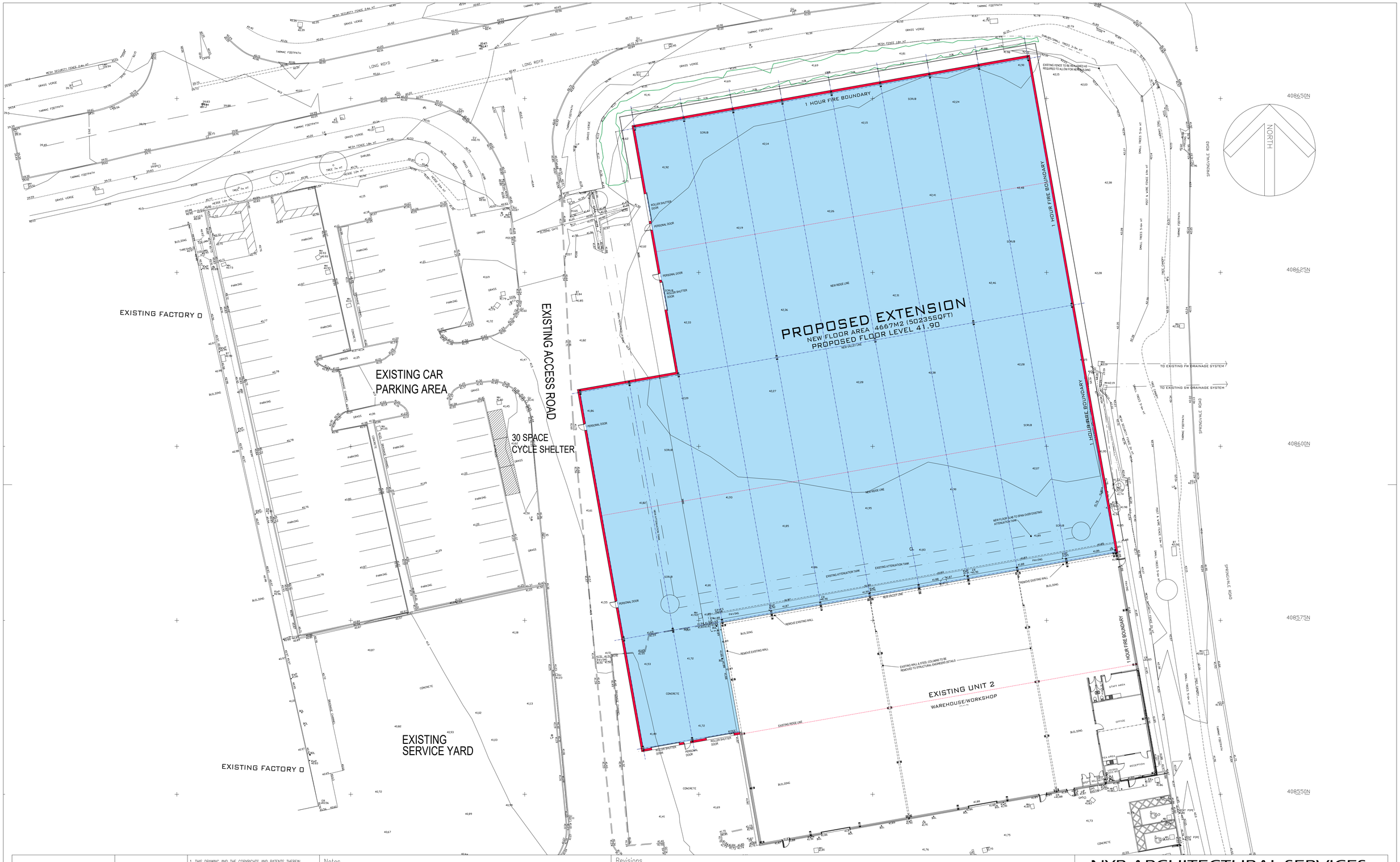
FIGURE 4

OPTIMA
Intelligent Highways Solutions
Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\Park Springs Industrial Estate, Grimethorpe\DRAWINGS\GIS\ARCEDITOR4, Cycle Accessibility.mxd

Appendices

Appendix A Proposed Site Plan



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4. WRITTEN DIMENSIONS ONLY ARE TO BE USED FROM THIS DRAWING. IF IN ANY DOUBT ASK FOR CLARIFICATION.

Notes.

Revisions.

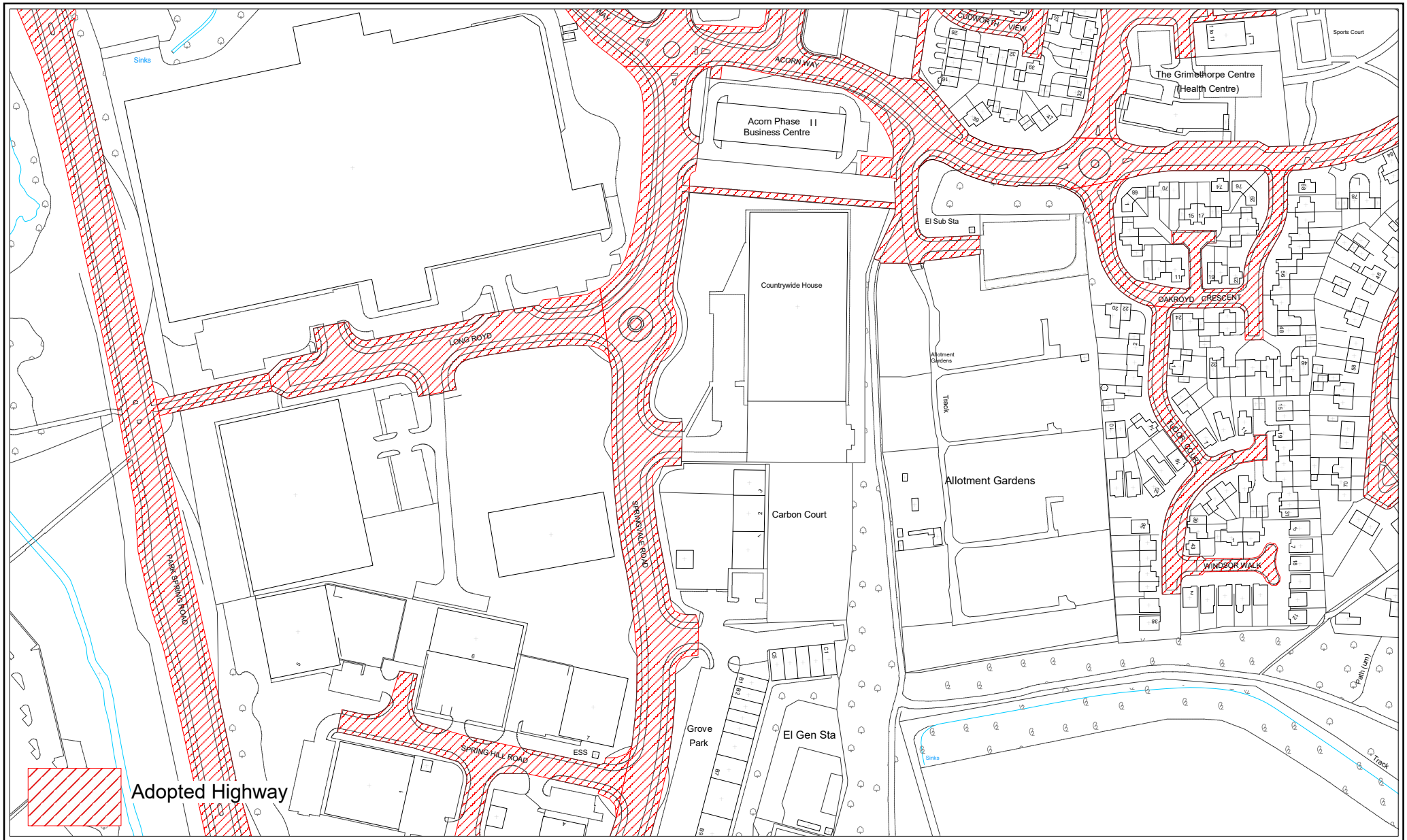
Date	Suffix	Description	Date	Suffix	Description
15-12-2021	A	TOPOGRAPHICAL SURVEY UPDATED.			
20-12-2021	B	CAR PARKING REMOVED FROM NEW EXTENSION.			

NYP ARCHITECTURAL SERVICES
BBIC, Innovation Way, Barnsley, S75 1JL. Tel: 01226 200989. E-mail : scott@nypas.co.uk / stephen@nypas.co.uk

Project. PROPOSED NEW UNITS PARKSPRINGS INDUSTRIAL ESTATE GRIMETHORPE	Client. ULTIMA
Drawing Title. PROPOSAL DRAWING SITE PLAN	Date. MARCH 2021 / Scale. 1:250@A1
	Ref. 06-32 / Dwg. No. 100 / Rev. B

SHEET SIZE A1

Appendix B Highway Boundary Information

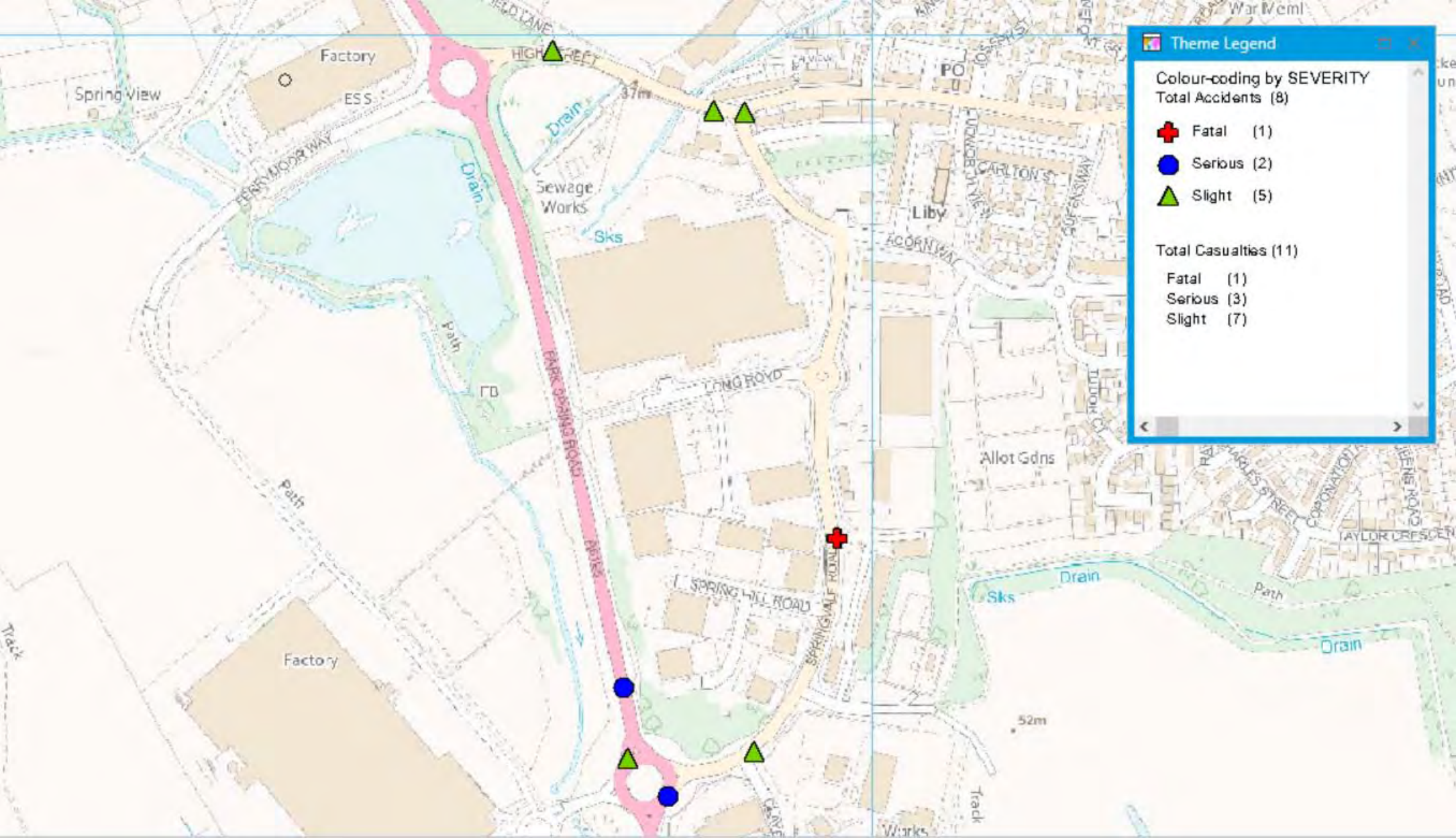


Scale 1: NTS **OS Sheet:** .	**Drawn by:** A.J. **Drwg No:** . **Date:** December 2021	**Project:** Long Royd & Spring Vale Road Grimethorpe **Drawing:** Extent of adopted highway	BARNSLEY Metropolitan Borough Council	**Highways, Engineering & Transportation** Head of Service: Paul Castle PO Box 601 Barnsley S70 9FA

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Barnsley Metropolitan Borough Council, Licence number 100022264 2017

Appendix C Personal Injury Collision Data


Theme Legend
Colour-coding by SEVERITY
Total Accidents (8)
Fatal (1)
Serious (2)
Slight (5)
Total Casualties (11)
Fatal (1)
Serious (3)
Slight (7)
Factory
Spring View
ESS
HIGH STREET
Drain
37m
FERRYMOOR WAY
Sewage Works
Sks
Liby
ACORN WAY
PARK SPRING ROAD
LONG ROYD
SPRING HILL ROAD
SPRING HALF ROAD
Allot Gdns
Path
Factory
Drain
Sks
52m
Track
Works

Accidents between dates **01/01/2016** **and** **18/11/2021** (71) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
1638168	Slight	04/01/2016	Mon	1750	440844 408927	0	0	1	509V1A 405V1A 103V1A 204V1B 108V1B 410V1B	0 0 0	Dark	Raining without high winds	Wet/Damp	9 9
1658553	Slight	04/04/2016	Mon	1254	440884 408304	0	0	1	410V1B 605V1A 603V1A	0 0 0	Light	Fine without high winds	Dry	19
16126228	Slight	03/11/2016	Thu	1645	440761 408298	0	0	1	602V1B 503V1B	0 0 0	Light	Fine without high winds	Dry	9 1
16171802	Slight	16/12/2016	Fri	2338	440688 408986	0	0	1	409V1B 502V1B 403V1B 607V1B 707V1B	0 0 0	Dark	Unknown	Dry	9 9
17179943	Serious	29/04/2017	Sat	1525	440757 408368	0	2	0	406V1A	0 0 0	Light	Fine without high winds	Dry	4 4
17193187	Fatal	14/06/2017	Wed	1341	440965 408513	1	0	1	405V1A 306V2B	0 0 0	Light	Fine without high winds	Dry	20 5
17220896	Slight	31/08/2017	Thu	1530	440875 408925	0	0	2	405V2A 404V1B	0 0 0	Light	Fine without high winds	Dry	9 9
211089499	Serious	20/09/2021	Mon	1102	440800 408262	0	1	0	405V1B 403V2B	0 0 0	Light	Fine without high winds	Dry	9 1
Column Totals	**Slight :** 5					1	3	0			**Light :** 6		**Dry :** 7	
	Serious : 2										**Dark :** 2		**Wet :** 1	
	Fatal : 1													

Total number of accidents listed: 8

Accidents between dates **01/01/2016** **and** **18/11/2021** **(71) months**
Selection: **Notes:**
Selected using Manual Selection

1638168 04/01/2016 Monday Time: 1750 Vehicles 2 Casualties 1 Slight
Easting: 440,844 Northing: 408,927
Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET BARNSLEY
Description: V1 LEFT MINI RB ONTO HIGH STREET WHNE DRIVER HAS BEEN DISTRACTED BY WARNING LIGHT ON DASH, COLLIDES WITH V2, PARKED ON HIGH STREET. F/S PASSENGER IN V2 CALLES POLICE WITH HIP PAIN.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Commuting to/from work
Age of Driver : 27 Breath test: Negative

Contributory Factors : 509 405 103 204 108 410

Vehicle Reference: 2 Car Parked
First point of impact: Front
Vehicle direction: Parked to Parked Journey: Other
Age of Driver : 26 Breath test: Negative

Contributory Factors : 509 405 103 204 108 410

Casualty Reference: 1 Age: 32 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2016** **and** **18/11/2021** **(71) months**
Selection: **Notes:**
Selected using Manual Selection

1658553 04/04/2016 Monday Time: 1254 Vehicles 1 Casualties 1 Slight
Easting: 440,884 Northing: 408,304
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SPRINGVALE ROAD BARNSLEY AT OR WITHIN 20 MTS OF CLAYBURN ROAD
Description: V1 TRAVELLING ALONG SPRINGVALE ROAD IN THE DIRECTION OF PARK SPRING ROAD. V1 STERRING LOCKED UP AND VEERED OFF RAOD COLLIDING WIHT A LAMPOST AT JUNCTION WITH CLAYBURN ROAD.

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead right hand bend
First point of impact: Front
Vehicle direction: NE to W Journey: Journey as part of work
Age of Driver : 17 Breath test: Negative

Contributory Factors : 410 605 603

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2016 and 18/11/2021 (71) months**
Selection: **Notes:**
Selected using Manual Selection

16126228 03/11/2016 Thursday Time: 1645 Vehicles 2 Casualties 1 Slight
Easting: 440,761 Northing: 408,298
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 60

Location: PARK SPRING ROAD (A6195) BARNSLEY AT OR WITHIN 20 MTS OF SPRINGVALE ROAD
Description: V1 LEAVING ROUNDABOUT AND COLL WITH PEDAL CYCLIST.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Commuting to/from work
Age of Driver : 40 Breath test: Not requested

Contributory Factors : 602 503

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Not known
Age of Driver : 45 Breath test: Not applicable

Contributory Factors : 602 503

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2016** **and** **18/11/2021** **(71) months**
Selection: **Notes:**
Selected using Manual Selection

16171802 16/12/2016 Friday Time: 2338 Vehicles 2 Casualties 1 Slight
Easting: 440,688 Northing: 408,986
Unknown Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET BARNSLEY AT OR WITHIN 20 MTS OF MILEFIELD LANE
Description: V1 CONTRAVENES CENTRAL WHITE LINE ON SINGLE LANE TWO WAY CARRAIGEWAY AND COLL INTO ONCOMING V2. PASSENGER IN V2 SUSTAINED INJURY.

Vehicle Reference: 1 Car Going ahead left hand bend
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : 37 Breath test: Not requested

Contributory Factors : 409 502 403 607 707

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Not known
Age of Driver : 18 Breath test: Not requested

Contributory Factors : 409 502 403 607 707

Casualty Reference: 1 Age: 17 Male Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2016** **and** **18/11/2021** **(71) months**
Selection: **Notes:**
Selected using Manual Selection

17179943 29/04/2017 Saturday Time: 1525 Vehicles 2 Casualties 2 Serious
Easting: 440,757 Northing: 408,368
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: PARK SPRING ROAD (A6195) BARNSLEY
Description: V01 HAS BEEN TRAVELLING IN CONVOY WITH 2 MORE RIDERS. ITS HAS ATTEMPTED TO TURN IN THE CARRIAGEWAY ON PARK SPRING ROAD. ON DOING SO V02 HAS GONE TO THE NEXT JUNCTION TURNED ROUND, COME BACK DOWN THE CARRIAGEWAY AND COLLIDED WITH V01 HAS IT HAS ATTEMPTED
THE MANOUVRE.

Vehicle Reference: 1 Motorcycle over 125cc and up U turn
First point of impact: Front
Vehicle direction: N to N Journey: Other
Age of Driver : 54 Breath test: Not provided (medical)

Contributory Factors : 406

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Motorcycle over 125cc and up Going ahead
First point of impact: Front
Vehicle direction: S to N Journey: Other
Age of Driver : 45 Breath test: Not provided (medical)

Contributory Factors : 406

Casualty Reference: 2 Age: 45 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2016 and 18/11/2021 (71) months**
Selection: **Notes:**
Selected using Manual Selection

17193187 14/06/2017 Wednesda Time: 1341 Vehicles 2 Casualties 2 Fatal
Easting: 440,965 Northing: 408,513
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: SPRINGVALE ROAD BARNSLEY AT OR NR JN WITH CARBON COURT
Description: V1 TURNS RIGHT INTO INDUSTRIAL ESTATE AND TURNS ACROSS PATH OF V2. A COLLISION OCCURS.

Vehicle Reference: 1 Goods between 3.5 and 7.5 Turning right
First point of impact: Front
Vehicle direction: S to E Journey: Journey as part of work
Age of Driver : 32 Breath test: Negative

Contributory Factors : 405 306

Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Motorcycle over 500cc Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 47 Breath test: Not provided (medical)

Contributory Factors : 405 306

Casualty Reference: 2 Age: 47 Male Driver/rider Severity: Fatal
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2016** **and** **18/11/2021** **(71) months**
Selection: **Notes:**
Selected using Manual Selection

17220896 31/08/2017 Thursday Time: 1530 Vehicles 2 Casualties 2 Slight
Easting: 440,875 Northing: 408,925
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 30

Location: HIGH STREET BARNSLEY AT OR NR JN WITH ACORN WAY
Description: V1 APPEARED TO HAVE BEEN DRIVING TOWARDS THE ROUNDABOUT HIGH STREET JUNCTION WITH ACORN WAY. DRIVER HAS BEGUN TO TURN RIGHT ONTO ACORN WAY. V2 APPROACHED ROUDABOUT INTENDING TO TRAVEL STRAIGHT ON. A COLLISION OCCURRED BETWEEN THE TWO VEHS.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: W to SE Journey: Commuting to/from work
Age of Driver : 55 Breath test: Negative

Contributory Factors : 405 404

Casualty Reference: 1 Age: 55 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : 81 Breath test: Not provided (medical)

Contributory Factors : 405 404

Casualty Reference: 2 Age: 81 Female Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2016 and 18/11/2021 (71) months**
Selection: **Notes:**
Selected using Manual Selection

211089499 20/09/2021 Monday Time: 1102 Vehicles 2 Casualties 1 Serious
Easting: 440,800 Northing: 408,262
Fine without high winds Road Surface: Dry Daylight
Road Type: Roundabout Speed Limit: 60

Location: PARK SPRING ROAD (A6195) AT JUNCTION WITH SPRINGVALE ROAD
Description: VEH 1 TRAVELLING FROM SPRINGVALE ROAD, GRIMETHORPE WHEN IT ENTERS THE ROUNDABOUT INTENDING TO TURN LEFT ONTO THE A6195 PARK SPRING ROAD. AS IT ENTERS THE ROUNDABOUT, THE VEHICLE AND CYCLIST (VEH2) COLLIDE ON THE ROUNDABOUT. CYCLIST (VEH2) CAUSED TO FAL
L OFF THE CYCLE AND COMES TO A REST IN THE SECOND LANE OF THE ROUNDABOUT. NO OTHER VEHICLES INVOLVED AND WEATHER AT THE TIME OF THE COLLISION IS DRY AND FINE. NO DEBRIS TO ROAD SURFACE AND NO OBVIOUS DEFECTS TO THE SURFACE OF THE ROAD.

Vehicle Reference: 1 Car Turning left
First point of impact: Front
Vehicle direction: E to S Journey: Other
Age of Driver : 26 Breath test: Negative

Contributory Factors : 405 403

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Front
Vehicle direction: N to S Journey: Other
Age of Driver : 79 Breath test: Not applicable

Contributory Factors : 405 403

Casualty Reference: 1 Age: 79 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates **01/01/2016** **and** **18/11/2021** **(71) months**
Selection: **Notes:**
Selected using Manual Selection

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	0	4	4
2-wheeled motor vehicles	1	1	0	2
Pedal cycles	0	1	1	2
Horses & other	0	0	0	0
Total	1	2	5	8

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	4	4
Passenger	0	0	2	2
Motorcycle rider	1	2	0	3
Cyclist	0	1	1	2
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	1	3	7	11

Appendix D Vehicle Tracking

N

DO NOT SCALE

EXISTING UNIT 2

WAREHOUSE/WORKSHOP

FFL=41.90

REMOVE EXISTING WALL

EXISTING WALL & STEEL COLUMNS TO BE REMOVED TO STRUCTURAL ENGINEERS DETAILS

EXISTING RIDGE LINE

1 HOUR FIRE BOUNDARY

ROLLER SHUTTER DOOR

PERSONAL DOOR

ROLLER SHUTTER DOOR

STAFF AREA

OFFICE

TEA AREA

RECEPTION

UNISEX ACC WC

EXISTING SERVICE YARD

EXISTING PARKING

EXISTING FACTORY 1

MESH SECURITY FENCE 1.8m HT

BOLLARDS

CONCRETE

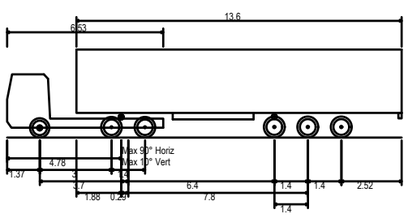
TARMAC

PAVING

BUILDING

DRAINAGE CHANNEL

GAS INSTALLATION



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	BY	DESCRIPTION	CHK	APP
-	16/12/21	CJF	INITIAL ISSUE	TP	TP

STATUS: PRELIMINARY

PROJECT: PARK SPRINGS INDUSTRIAL ESTATE, GRIMETHORPE

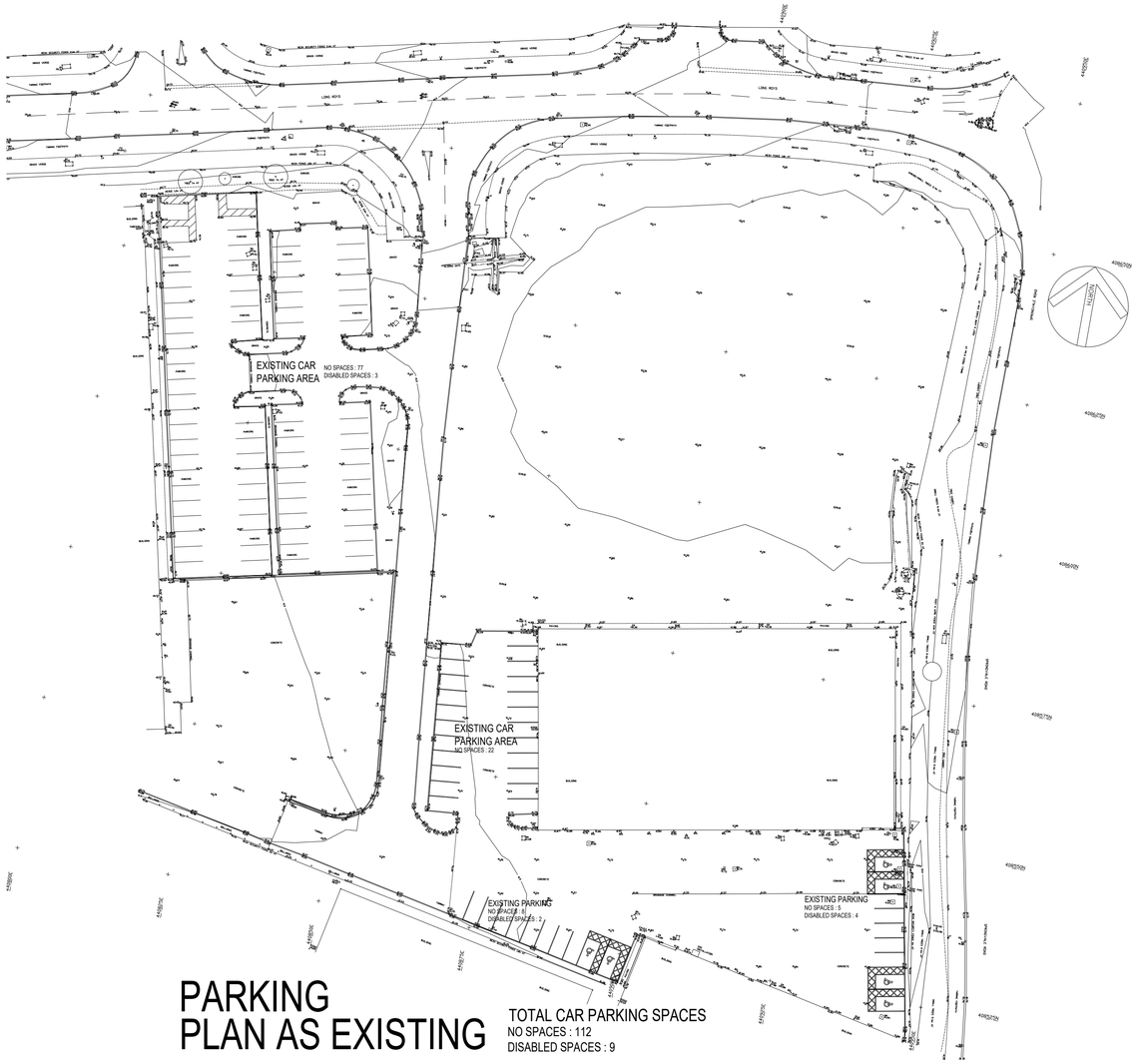
CLIENT: SKIPTON PROPERTIES

DRAWING TITLE: 16.5M ARTICULATED VEHICLE SWEPT PATH ANALYSIS

CHECKED	APPROVED	DRG No.	
TP	TP	21183/ATR/01	
DRAWN BY:	SCALE @ A3	DATE	REV.
CJF	1:250	16/12/21	-

OPTIMA
Intelligent Highway Solutions
Suite 1, 3rd Floor, Goodbard House, Infirmary Street
Leeds LS1 2JP
optimahighways.com T 0113 245 1679

Appendix E Parking Layouts



PARKING PLAN AS EXISTING

TOTAL CAR PARKING SPACES
NO SPACES : 112
DISABLED SPACES : 9



PARKING PLAN AS PROPOSED

TOTAL CAR PARKING SPACES
NO SPACES : 90
DISABLED SPACES : 9

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Notes.

Revisions.

Date	Suffix	Description	Date	Suffix	Description

NYP ARCHITECTURAL SERVICES
BBIC, Innovation Way, Barnsley, S75 1JL. Tel: 01226 200989. E-mail : scott@nypas.co.uk / stephen@nypas.co.uk

Project. PROPOSED NEW UNITS PARKSPRINGS INDUSTRIAL ESTATE GRIMETHORPE	Client. ULTIMA	
Drawing Title. PARKING DRAWINGS EXISTING & PROPOSED	Date. JAN 2022	Scale. 1:500@A1
	Ref. 06-32	Dwg. No. 106 Rev.

SHEET SIZE A1

Appendix F TRICS Data

Calculation Reference: AUDIT-750701-211214-1206

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	CW	CORNWALL	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
10	WALES		
	BG	BRIDGEND	1 days
	NW	NEWPORT	1 days
	WR	WREXHAM	1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 3050 to 9000 (units: sqm)
Range Selected by User: 2000 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 25/11/20

Selected survey days:

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Edge of Town	4
Free Standing (PPS6 Out of Town)	2

Selected Location Sub Categories:

Industrial Zone	5
Commercial Zone	1
No Sub Category	1

Secondary Filtering selection:

Use Class:

B8	7 days

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
500,001 or More	2 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

Travel Plan:

No	7 days

PTAL Rating:

No PTAL Present	7 days

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

LIST OF SITES relevant to selection parameters

1 BG-02-F-01 LOGISTICS COMPANY BRIDGEND
PARC CRESCENT
BRIDGEND
WATERTON IND. EST.
Edge of Town
Industrial Zone
Total Gross floor area: 3050 sqm

2 CW-02-F-01 WAREHOUSING CORNWALL
A390
NEAR TRURO
THREEMILESTONE
Edge of Town
No Sub Category
Total Gross floor area: 5150 sqm

3 NW-02-F-02 AMAZON DEPOT NEWPORT
LLANWERN WORKS
NEWPORT

Free Standing (PPS6 Out of Town)
Industrial Zone
Total Gross floor area: 4836 sqm

4 SF-02-F-03 ROAD HAULAGE SUFFOLK
CENTRAL AVENUE
IPSWICH
WARREN HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm

5 WM-02-F-01 LEGETT LOGIS. WEST MIDLANDS
SAMPSON ROAD NORTH
BIRMINGHAM

Edge of Town Centre
Industrial Zone
Total Gross floor area: 4000 sqm

6 WM-02-F-02 LOGISTICS FIRM WEST MIDLANDS
SOVEREIGN ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Commercial Zone
Total Gross floor area: 3625 sqm

7 WR-02-F-01 WAREHOUSE WREXHAM
UNIT 1-2 PACIFIC PARK
NEAR WREXHAM
WREXHAM IND. ESTATE
Free Standing (PPS6 Out of Town)
Industrial Zone
Total Gross floor area: 9000 sqm

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	4836	0.269	1	4836	0.207	1	4836	0.476
07:00 - 08:00	7	4909	0.204	7	4909	0.090	7	4909	0.294
08:00 - 09:00	7	4909	0.303	7	4909	0.180	7	4909	0.483
09:00 - 10:00	7	4909	0.212	7	4909	0.108	7	4909	0.320
10:00 - 11:00	7	4909	0.163	7	4909	0.192	7	4909	0.355
11:00 - 12:00	7	4909	0.137	7	4909	0.201	7	4909	0.338
12:00 - 13:00	7	4909	0.128	7	4909	0.160	7	4909	0.288
13:00 - 14:00	7	4909	0.160	7	4909	0.192	7	4909	0.352
14:00 - 15:00	7	4909	0.175	7	4909	0.166	7	4909	0.341
15:00 - 16:00	7	4909	0.146	7	4909	0.151	7	4909	0.297
16:00 - 17:00	7	4909	0.183	7	4909	0.172	7	4909	0.355
17:00 - 18:00	7	4909	0.114	7	4909	0.250	7	4909	0.364
18:00 - 19:00	7	4909	0.064	7	4909	0.119	7	4909	0.183
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.258			2.188			4.446

Parameter summary

Trip rate parameter range selected:	3050 - 9000 (units: sqm)
Survey date date range:	01/01/05 - 25/11/20
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0