



# Cole Easdon

## TRANSPORT STATEMENT

Proposed Extension to Industrial Unit, Platts Common  
Industrial Estate, Mason Way, Barnsley, South  
Yorkshire on Behalf of JHA Limited

Date: December 2023  
Issue No. 2



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## DOCUMENT ISSUE RECORD

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Client: **JHA Limited**

Project: **Proposed Extension to Industrial Unit, Platts Common Industrial Estate,  
Mason Way, Barnsley, South Yorkshire**

Job Number: **9555**

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Document Check	C. Hall BSc (Hons)	C. Hall BSc (Hons)		

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## APPENDICES

### Appendix 1 – CE Plans

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## 1.0 INTRODUCTION

1.1 This *Transport Statement (TS)* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of JHA Limited to support a planning application for a proposed extension to an existing industrial unit occupied by Niftylift at Platts Common Industrial Estate, Mason Way, Barnsley, South Yorkshire. Refer to CE Plan 9555/201 [*Site Location Plan*] contained within Appendix 1.

1.2 The proposed extension will comprise an additional two bays which will further increase the manufacturing capabilities at Niftylift.

### Scope of Study

1.3 This *TS* considers the traffic, transportation and highway implications associated with the proposed extension, including matters specific to the local highway network, the accessibility of the site by sustainable modes of transport, the proposed access arrangement and parking provision, and the predicted trip generation.

1.4 This *TS* is structured as follows:

- Section 2.0 describes the site and surrounding highway network;
- Section 3.0 outlines the development proposals;
- Section 4.0 presents the accessibility and sustainability of the site;
- Section 5.0 assesses the predicted trip generation; and
- Section 6.0 summarises with discussion and conclusion.

## 2.0 SITE DESCRIPTION & LOCAL HIGHWAY NETWORK

### Site Description

- 2.1 The application site currently comprises an area of hardstanding used for turning of larger vehicles (one-way loop system) and external storage racking, located at the northern end of the overall Niftylift site. The site is located within the Platts Common Industrial Estate which is situated in northern Hoyland, approximately 1.6km northwest of the town centre. Refer to CE Plan 9555/201 [*Site Location Plan*] contained within Appendix 1.
- 2.2 The Niftylift site is bordered to the northeast and southwest by additional manufacturing and industrial businesses located within the Industrial Estate, with Mason Way bordering to the southeast.
- 2.3 Access into the site for HGVs is via a gated vehicle crossover arrangement off Mason Way which provides a route through the site towards the turning area, north of the existing building. Part of the site's existing car parking is accessed via an access adjacent to the HGV access on Mason Way, while the remainder is accessed from an access at the end of Barrowfield Road.
- 2.4 North of the application site is currently an area of undeveloped land. However, this land has been granted planning permission by Barnsley Metropolitan Borough Council (application 2021/1430, granted 25<sup>th</sup> May 2023) for the formation of a new hardstanding area which will increase the external yard area. This will accommodate further parking and replace the external storage space that would otherwise be lost through this proposed extension.
- 2.5 Additionally, another application has been granted permission for the erection of an extension to the main Niftylift building (on the northeastern side) and associated extension of the yard area (application 2022/0010, granted 14<sup>th</sup> February 2023). The existing outbuilding on the northeastern face of the main building would be demolished and a new extension built in its place.

### Operational Information

- 2.6 Niftylift currently employ a total number of 200 members of staff, of which 124 work during the day with the remainder working night shifts.
- 2.7 The site is operational for 24 hours Monday to Friday.

### Local Highway Network

- 2.8 As previously mentioned, the access road leading through the site meets with Mason Way at a gated vehicle crossover arrangement. Mason Way continues northeast of the site before bending in an S-shape to meet with Barnsley Road at a bellmouth junction. This junction provides access into the Industrial Estate to those travelling from north of the site. Barnsley Road continues north towards the area of Blacker Hill, and further afield continues as Wentworth Road towards Worsborough. To the south, Barnsley Road meets with the B6096 (Wombwell Road) at a priority junction which routes through northern Hoyland to provide a link between Wombwell and Hoyland Common.
- 2.9 To the southwest of the site, Mason Way meets with Barrowfield Road at a T junction, which then continues to meet with Chambers Road at its southeastern end via another T junction. To the northeast, Chambers Road connects with the B6096 (Wombwell Road) at a T junction and at its southwestern end, meets with Ryecroft Bank and Tinsley Road at a four-arm roundabout junction. These junctions with Chambers Road form the remaining entry points into the Industrial Estate. Ryecroft Bank provides a link onto the A6195 at the Platts Common Roundabout which routes east towards Wombwell and Brampton and west via the A61 to join the M1 motorway network at the Tankersley Roundabout (Junction 36).
- 2.10 Mason Way, Barrowfield Road and Chambers Road are all subject to a 30mph speed limit, have footways on both sides of the road and are lit.

### Personal Injury Accidents (PIAs)

- 2.11 CE has reviewed Personal Injury Accident Data available on [www.crashmap.co.uk](http://www.crashmap.co.uk) for the most recent five-year period available (01/01/2018 to 31/12/2022). Whilst crashmap does not contain full accident descriptions and causation factors, it does provide useful information relating to accident frequency, severity and vehicles involved.
- 2.12 The study area comprises of the full extent of Mason Way, Barrowfield Road and Chambers Road, as well as their respective junctions with Barnsley Road, the B6096 and Ryecroft Bank. These junctions provide the three entrances into the Industrial Estate.
- 2.13 Crashmap shows that there have been just two accidents that have occurred in the study area and period, which were both classified as 'slight' in severity. Full accident outputs obtained from crashmap can be found in Appendix 3 of this *TS*.
- 2.14 One of these accidents took place within the Industrial Estate, approximately 170m northeast of the access into Niftylift, and involved a collision between a motorcycle and a goods vehicle

(>7.5 tonnes). Details obtained from crashmap show that the goods vehicle was in the process of reversing and collided with the front of the motorcyclist who was proceeding along the carriageway, not a bend. It can be assumed that this accident was caused by driver error with the driver of the goods vehicle failing to see the motorcyclist.

- 2.15 The other accident occurred along the B6096, approximately 30m south of the junction with Chambers Road and opposite the junction with Kingswood Crescent. This involved a collision between two cars as one driver was in the process of turning right, and the other was proceeding along the carriageway, and again is likely to be the result of driver error.
- 2.16 In summary, there have only been two accidents recorded in the study area over the most recent five-year period and the causation factors can likely be attributed to human error rather than any geometric layout of the road network. CE therefore considers that there are no highway safety issues or concerns that would preclude the development as proposed.

### 3.0 PROPOSED DEVELOPMENT

- 3.1 The planning application seeks approval for a proposed extension on the northwestern face of the existing Niftylift building, on land currently used for storage and a turning loop used by larger vehicles. The proposed extension comprises a floor area of 1,734m<sup>2</sup>, increasing the total floor area to 7,549m<sup>2</sup>. There will be two additional bays as a result of the extension, increasing the total number of bays on site to seven.
- 3.2 The proposed site layout plan Drawing No. 2023/071/10 [*Proposed Site Plan*] (by JHA Limited) is included within Appendix 2 of this Report.
- 3.3 It is anticipated that the proposed extension will create the need for approximately an additional 25 members of staff, with total employment numbers expecting to fluctuate between 200 and 225.
- 3.4 The site will continue to be operational for 24 hours Monday to Friday.

#### Access Arrangement

- 3.5 Access to the site for HGVs will remain as existing via the existing access from Mason Way. The access is well-established and there is no reason to alter it.
- 3.6 As previously mentioned, the proposed extension will be built over the internal access road loop which is currently used by larger vehicles to turn within the site. The route that HGVs take through the site will therefore be altered becoming one-way, with the above access used as the entry point but upon exiting the HGVs will use the access to Barrowfield Road, as shown on CE Plan 9555/202 [*Swept Path Analysis – Articulated Vehicle*] contained within Appendix 1. This plan demonstrates that a 12.5m (46.5ft) long articulated vehicle can safely and efficiently perform the required route through the site. Cars will access the site via Barrowfield Road and route along the western edge of the site towards the parking area.

#### Car Parking

- 3.7 There are currently 75 car parking spaces associated with the Niftylift site, with a dedicated car park located adjacent to the site access, and a separate car park situated at the northern end of Barrowfield Road, as previously noted.
- 3.8 As shown on the *Proposed Site Plan*, there will be a new storage area for equipment replacing the existing car park accessed from Barrowfield Road. Displaced parking, alongside additional

proposed spaces, will be relocated to the far northern end of the site, in the land secured under application 2021/1430.

- 3.9 This application includes revised parking proposals to that shown by application 2021/1430 to propose 63 spaces in this area, bringing the total number of car parking spaces within the site up to 109 (34 No. additional spaces). The parking off Mason Way will remain as existing and is included in this number. Five motorcycle spaces are currently provided, which are to be retained. Overall, this parking provision will accommodate both existing and proposed demands for parking.

#### Swept Path Analysis

- 3.10 In addition to the above tracking, CE Plan 9555/203 [*Swept Path Analysis – Proposed Car Park*] contained within Appendix 1, demonstrates that a large family-sized car can safely and efficiently enter and egress the proposed car parking spaces.

#### **Refuse Collection Arrangements**

- 3.11 Refuse collection will continue as per the existing arrangement.

## 4.0 ACCESSIBILITY & SUSTAINABILITY

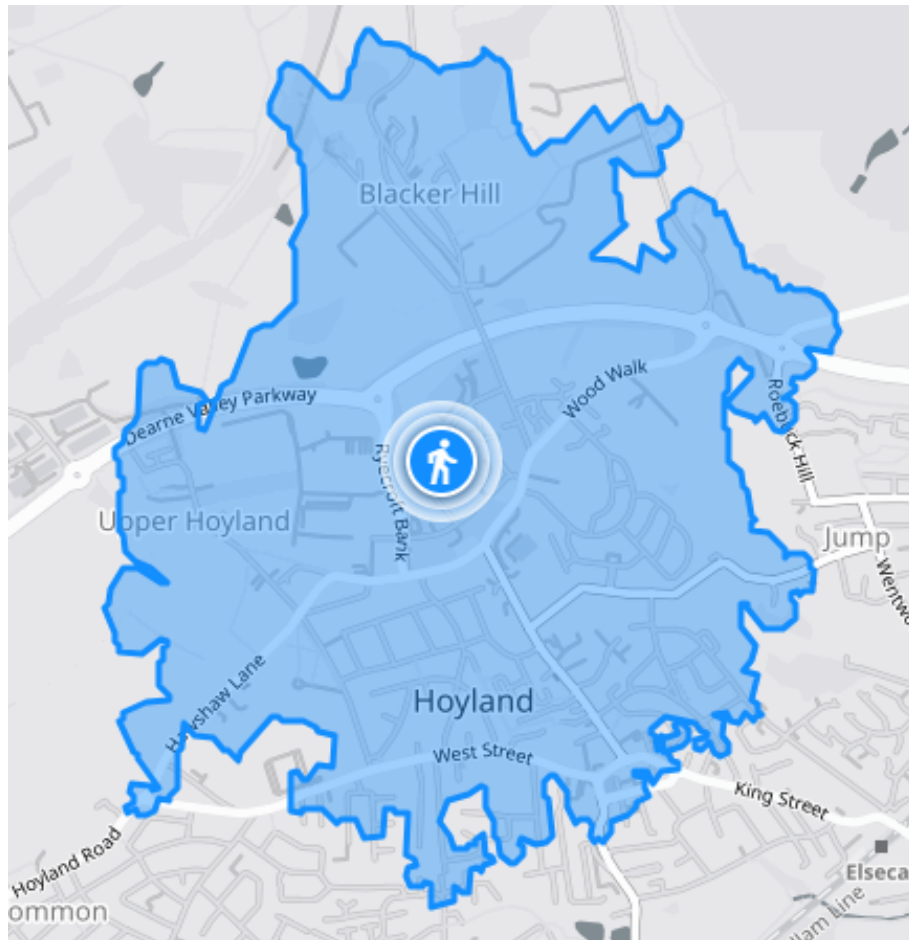
4.1 This Section considers the accessibility of the site by sustainable modes of transport, specifically walking, cycling and public transport.

### Walking

4.2 As previously mentioned, there are footways located on both sides of Mason Way, Barrowfield Road and Chambers Road, which are the main access roads routing through the Industrial Estate. There are also good quality footways routing through Hoyland, typical of any larger town.

4.3 There are a number of both controlled and uncontrolled pedestrian crossing points located along the B6096 to aid those arriving either on foot from Hoyland or via bus with safe crossing. For example, there is a pedestrian refuge island between the Wombwell Road / Guest Street bus stops and a zebra crossing point located approximately 50m south of the junction with Chambers Road and Wombwell Road.

4.4 Figure 4.1 below illustrates the area accessible by a 20-minute walk from the site, which is based on an approximate walking speed of 1.4m/s and includes a large section of northern Hoyland.



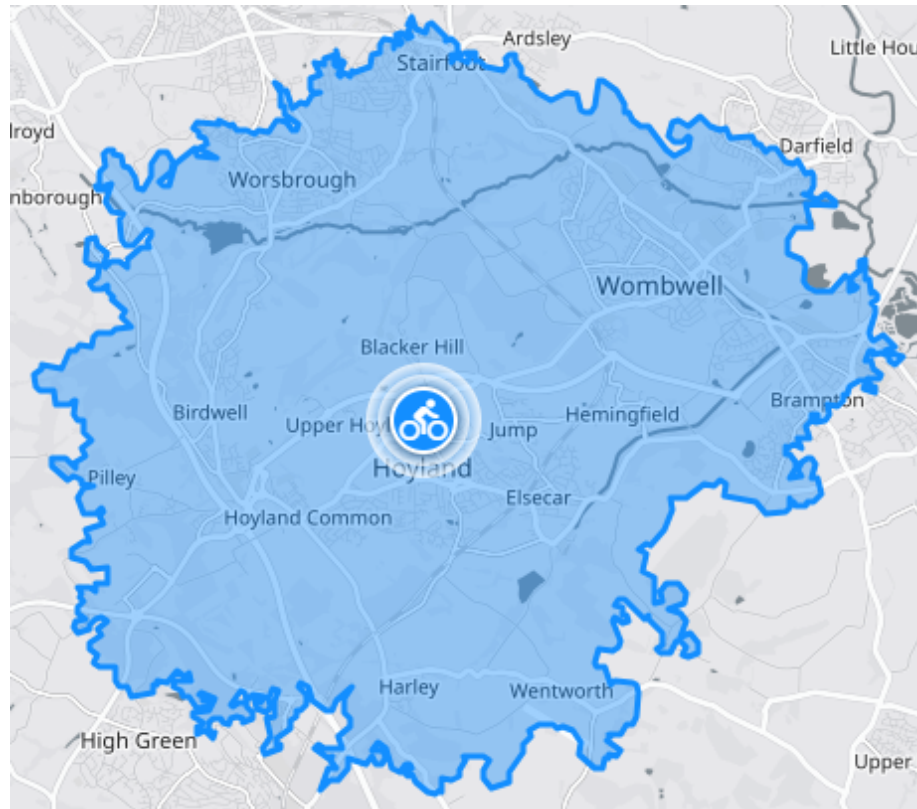
**Figure 4.1: Walkable distance accessible from the site in 20 minutes**  
(Source: TravelTime.com)

### Cycling

- 4.5 National Cycle Network (NCN) 67 can be accessed approximately 2.5km (1.5 miles) southeast of the site along Fitzwilliam Street, which is an approximate nine minute<sup>1</sup> cycle. NCN67 comprises of a mixture of off-road and on-road cycle routes to connect Long Whatton, Loughborough to Northallerton, Yorkshire. On a local level, NCN67 (known as the Trans Pennine Trail) provides a route to / from the suburbs of High Green and Chapeltown (an approximate 30-minute cycle<sup>1</sup>) to the southwest and towards Brampton and Wombwell (an approximate 27-minute cycle<sup>1</sup>) to the east.
- 4.6 Within Wombwell, north of the Wath Road Roundabout, NCN67 meets with NCN62. Locally, NCN62 routes north through Wombwell towards Worsborough and south towards the areas of Bolton upon Dearne and Wath upon Dearne.

<sup>1</sup> At 16kph (10mph) Paragraph 13.6.3 LTN 1/20 *Cycle Infrastructure Design*

- 4.7 Figure 4.2 below shows the area accessible by a 20-minute cycle from the site. This is based on an approximate cycle speed of 20kph (12.4mph) and suggests that all of Hoyland including the surrounding neighbourhoods of Birdwell, Worsbrough and Wombwell are all within cycling distance.



**Figure 4.2: Cycle distance accessible from the site in 20 minutes**  
(Source: TravelTime.com)

## Public Transport

### Bus

- 4.8 The nearest set of bus stops to the site are located along Barnsley Road, approximately 550m east of the site (an approximate seven-minute walk<sup>2</sup>) and are known as Barnsley Road / Wombwell Road (southbound) and Barnsley Road / Mason Way (northbound). These stops are served by the No. 7 operated by Globe Coaches which offers services towards Rotherham Town Centre in the south and Barnsley Town Centre in the north.
- 4.9 Additional bus stops can be found further east of the abovementioned stops along Wombwell Road. These are located approximately 650m east of the site (an approximate eight-minute walk<sup>2</sup>) and are known as Wombwell Road / Guest Street. Both of these stops comprise a bus

<sup>2</sup> At 1.4m/s (5.04kph) CIHT document *Providing for Journeys on Foot*

shelter and seating and provide additional services towards Barnsley Town Centre as well as towards Wombwell.

4.10 Table 4.1 below provides a summary of bus services that operate at these stops.

**Table 4.1: Local Bus & Coach Services in Close Proximity to the Development Site**

Service No.	Route	Typical Frequency	Bus Stop
7 Globe Coaches	Rotherham Town Centre – Greasbrough – Wentworth – Elsecar – Hoyland – Worsborough – Kendray – Barnsley Town Centre	Mon-Sat: Approx. every hour Sun: No Service	Barnsley Road / Wombwell Road (southbound) Barnsley Road / Mason Way (northbound)
67 Stagecoach Yorkshire	Barnsley Town Centre – Worsborough – Birdwell – Hoyland – Jump - Wombwell	Mon-Sat: Approx. every 2 hours Sun: No Service	Wombwell Road / Guest Street
67a Stagecoach Yorkshire	Barnsley Town Centre – Worsborough – Birdwell – Hoyland – Jump - Wombwell	Mon-Sat: Approx. every 2 hours Sun: Approx. every 4 hours	Wombwell Road / Guest Street
67c Stagecoach Yorkshire	Barnsley Town Centre – Worsborough – Birdwell – Hoyland – Jump - Wombwell	Mon-Sat: Approx. 3 journeys Sun: Approx. every 4 hours	Wombwell Road / Guest Street
	Wombwell – Hemingfield – Jump – Hoyland – Birdwell – Worsborough – Barnsley Town Centre	Mon-Sat: Approx. 1 journey Sun: Approx. every 4 hours	

#### Rail

4.11 The nearest railway station to the development site is Elsecar which is located approximately 2.2km (1.4 miles) southeast of the site and takes approximately 26 minutes to walk<sup>2</sup> or eight minutes to cycle<sup>1</sup>. Elsecar is served by Northern Rail and has covered cycle parking stands available on the station platforms. Refer to Table 4.2 below which details the services that operate at this station.

**Table 4.2: Summary of Train Services from Elsecar**

Destination	Typical Journey Time	Typical Weekday Frequency	Typical Weekend Services
Sheffield	30 minutes	2 trains per hour	Sat: 2 trains per hour Sun: 1 train per hour
Leeds	1 hour 5 minutes	1 train per hour	Sat: 1 train per hour Sun: 1 train per hour
Barnsley	10 minutes	1 train per hour	Sat: 1 train per hour Sun: 1 train per hour

Destination	Typical Journey Time	Typical Weekday Frequency	Typical Weekend Services
Huddersfield	1 hour	1 train per hour	Sat: 1 train per hour Sun: 1 train per hour (daytime) 1 train per 2 hours (evening)

### Summary

- 4.12 It is evident that the site is well located in terms of sustainable travel and staff will continue to have options other than the private car to access the site.

## 5.0 VEHICLE TRIP GENERATION

### Existing Trip Generation

- 5.1 In order to estimate the trip generation associated with the existing and proposed Niftylift developments, reference has been made to the TRICS database (version 7.10.3) with the category '*Employment – Industrial Unit*' selected.
- 5.2 During the filtering process, sites with a GFA outside of 1,000m<sup>2</sup> and 15,000m<sup>2</sup> were removed, as well as any sites located within a village. The TRICS survey selection included sites within England (excluding London), Wales and Scotland. This resulted in a total of 18 sites being selected after the initial filtering process. Following a review of each site, a further 10 sites were removed for the following reasons:
- five sites had surveys undertaken during COVID-19 restrictions;
  - two sites had a higher level of public transport provision compared to the site; and
  - three sites were located within a more built-up residential area.
- 5.3 The assessment and filtering process resulted in eight survey sites being selected from the TRICS database with similar characteristics to the development site in terms of use, location, size and accessibility.
- 5.4 The TRICS analysis resulted in predicted vehicle trip generation rates per 100m<sup>2</sup> for the existing site. The derived average weekday AM and PM peak hour trip generation rates are summarised in Table 5.1, whilst the resulting volume of vehicle trips for the existing site, based on a floor area of 5,815m<sup>2</sup> is provided in Table 5.2. The volume of Other Goods Vehicles (OGVs) is shown in brackets in Table 5.2. The full TRICS data is included within Appendix 4 of this Report.

**Table 5.1: Vehicle Trip Generation Rates for Existing Niftylift site (per 100m<sup>2</sup>)**

Industrial Unit	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.458	0.046	0.504
PM Peak Hour (17:00-18:00)	0.021	0.401	0.422
12-hour Day (07:00-19:00)	2.079	2.136	4.215

**Table 5.2: Predicted Volume of Vehicle Trips for Existing Niftylift site (5,815m<sup>2</sup>)**

Industrial Unit	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	27 (2) vph	3 (1) vph	30 (3) vph
PM Peak Hour (17:00-18:00)	1 (0) vph	23 (0) vph	24 (0) vph

Industrial Unit	Arrivals	Departures	Total
12-hour Day (07:00-19:00)	121 (19) vpd	124 (19) vpd	245 (38) vpd

vph = vehicles per hour    vpd = vehicles per day

### Predicted Future Trip Generation

- 5.5 In order to predict the proposed trip generation associated with the proposed building extension, the same trip generation rates found in Table 5.1 have been applied to the proposed extension floor area.
- 5.6 Table 5.3 below shows the predicted volume of vehicle trips for the total proposed development based on a total floor area of 7,549m<sup>2</sup> (5,815m<sup>2</sup> existing building + 1,734m<sup>2</sup> proposed extension). Similarly, the volume of OGVs is shown in brackets.

**Table 5.3: Predicted Volume of Vehicle Trips for Total Proposed Niftylift site (7,549m<sup>2</sup>)**

Industrial Unit	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	35 (3) vph	4 (2) vph	39 (5) vph
PM Peak Hour (17:00-18:00)	2 (0) vph	30 (0) vph	32 (0) vph
12-hour Day (07:00-19:00)	157 (24) vpd	161 (24) vpd	318 (48) vpd

vph = vehicles per hour    vpd = vehicles per day

- 5.7 When comparing Tables 5.2 and 5.3, it can be determined that the proposed extension is predicted to generate a net increase of nine two-way vehicle trips in the AM peak hour, which includes an additional two OGV trips, and a net increase of eight two-way vehicle trips in the PM peak hour period. This would equate to an additional vehicle approximately every seven minutes in each peak hour period.
- 5.8 When assessing the increase in the daily volume of vehicle trips, Table 5.3 shows that there will be an increase of 73 two-way vehicle trips across the 12-hour day period (approximately an additional six vehicles an hour). This includes an additional ten OGV trips which equates to approximately one trip per hour.
- 5.9 The proposed extension will therefore result in a modest increase of peak hour vehicle trips which is unlikely to materially impact the existing local highway network. As explained in Section 3.0, additional parking is to be proposed on site meaning any additional vehicles serving the site will be able to park within the site grounds, preventing any parking overspill onto the local highway network. As such, no further analysis is deemed necessary.

## 6.0 SUMMARY & CONCLUSIONS

- 6.1 This *Transport Statement* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of JHA Limited, with respect to a planning application for the proposed extension to the existing Niftylifts warehouse building at Platts Common Industrial Estate, Mason Way, Barnsley, South Yorkshire.
- 6.2 This Report has considered the highway and transportation matters associated with the proposed warehouse extension, including an appraisal of the local highway network and personal injury accident record, an analysis of the site's accessibility by sustainable transport modes, parking provision and access arrangement, and the predicted trip generation.
- 6.3 The findings of this Report are summarised as follows:
- the application seeks for the construction of a new extension on the northwestern face of the existing Niftylift warehouse building;
  - the extension will provide an additional two warehouse bays, totalling a GFA of 1,734m<sup>2</sup>, bringing the overall GFA of the site to 7,549m<sup>2</sup>;
  - the application site currently comprises an area used for external storage and turning by large goods vehicles, at the northern end of the overall Niftylift complex;
  - the site is accessed via a vehicle crossover off Mason Way which provides access to all of the bays located within the site;
  - the local highway network exhibits a good road safety record and there are no highway safety reasons to preclude the development as proposed;
  - car parking is to be revised within the site and there will be an additional 34 car parking spaces, bringing the total number of spaces to 109, in addition to five motorcycle spaces;
  - swept path analysis shows that a 14.2m long HGV can safely and efficiently negotiate the revised one-way loop system through the site. It also shows that a large family-sized car can access the proposed parking spaces;
  - refuse collection will continue as per the existing arrangement;
  - the site benefits from being located within an accessible location, with a number of buses stopping at nearby stops as well as good quality walking and cycling infrastructure into Hoyland; and
  - an analysis of the likely trip generation shows that there will not be a significant increase in the number of vehicle trips resulting from the proposed extension.
- 6.4 Based on the information provided above, and when assessing the proposal in the context of the *National Planning Policy Framework* (September 2023), it is concluded that there will be no severe residual cumulative impacts resulting from the development, nor an unacceptable

TRANSPORT STATEMENT

Proposed Extension to Industrial Unit, Platts Common Industrial Estate,  
Mason Way, Barnsley, South Yorkshire



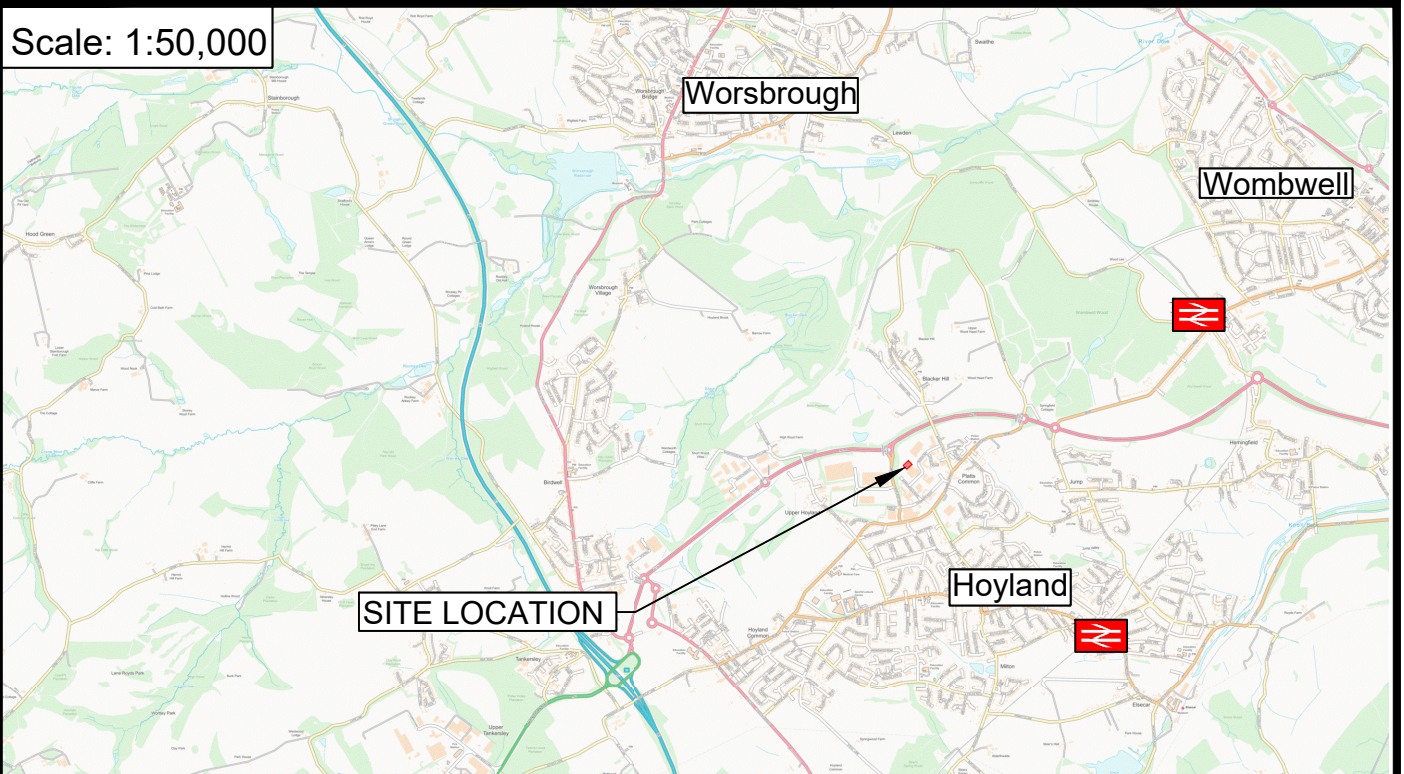
impact on highway safety. Therefore, this application should not be prevented or refused on highway grounds.

Cole Easdon Consultants Limited

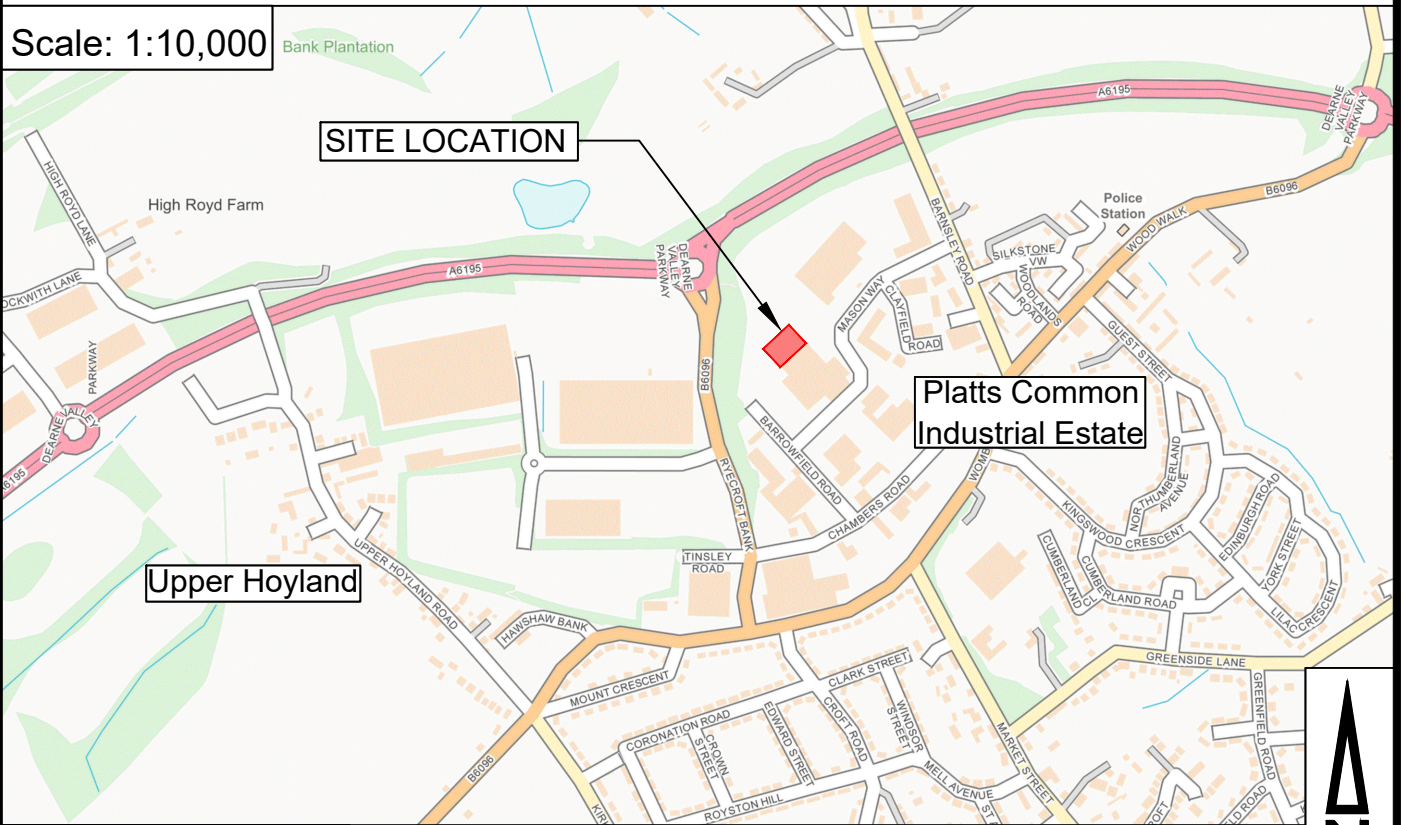
December 2023

# Appendix 1

Scale: 1:50,000



Scale: 1:10,000



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Job Title:  
**Platts Common Industrial Estate**  
 Mason Way  
 Barnsley  
 South Yorkshire

Drawing Title:  
**Site Location Plan**

Client:  
**JHA Limited**

Drawn By

CH

Checked By  
 BE

Date Drawn

October 2023

Drawing No.  
 9555/201

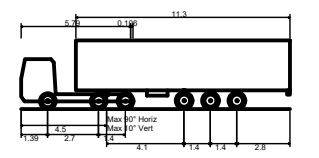
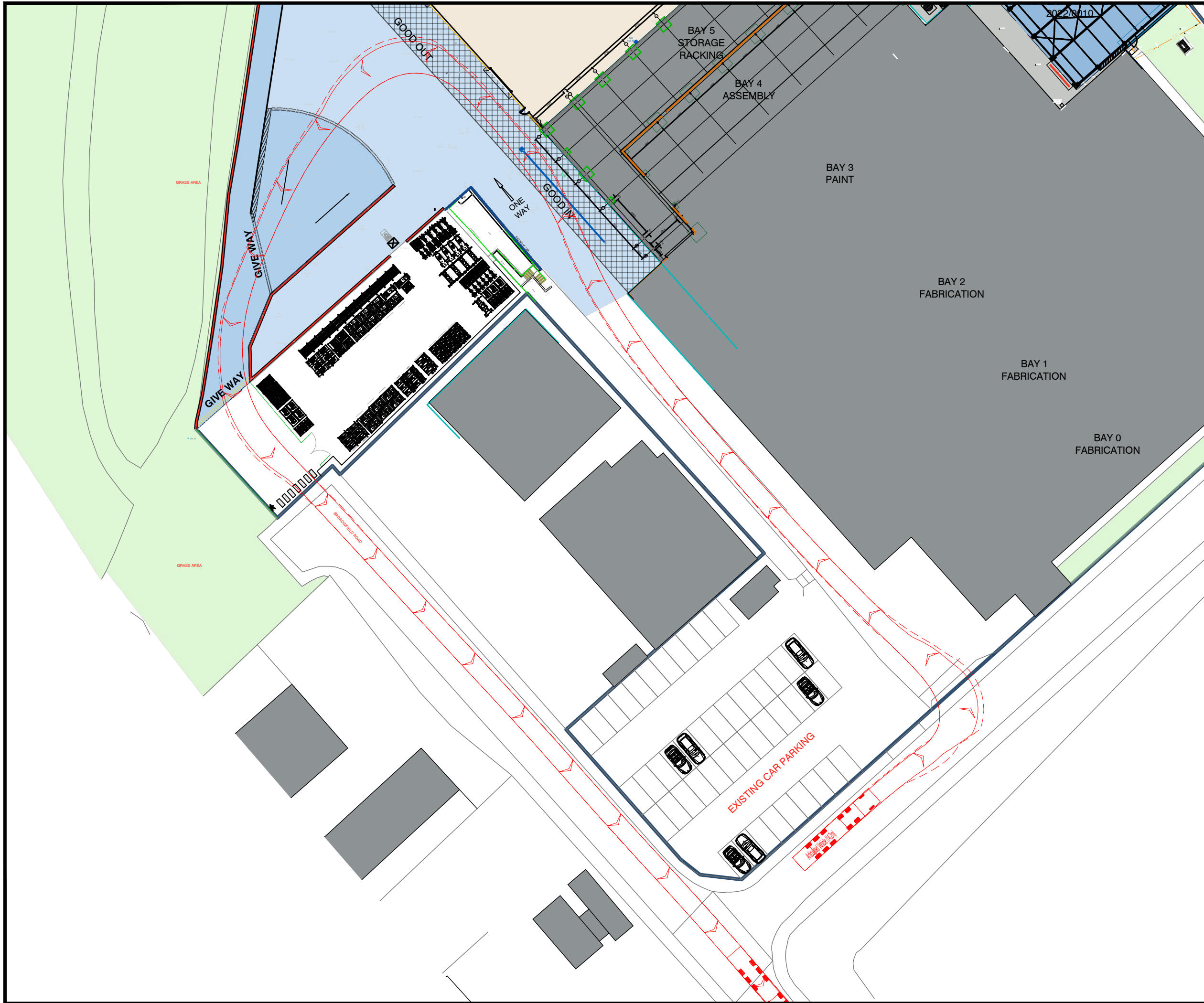
CONSULTATION AT CLIENT AND/OR CONTRACTOR RISK	FOR COMMENT	
	FOR PLANNING	
	FOR TENDER	
	FOR APPROVAL	
	FOR CONSTRUCTION	
	AS BUILT	

Scale

As Shown (A4)

Revision

-



Articulated Vehicle (14.2m)	14.200m
Overall Length	14.200m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.670m

REFERENCE DRAWINGS:

Drawing No.	Drawing Title	Revision	Date	Company
2023/071/10	Proposed Site Plan	-	02.08.23	JHA Limited

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Client  
JHA Limited

Job Title  
Platts Common Industrial Estate  
Mason Way  
Barnsley  
South Yorkshire

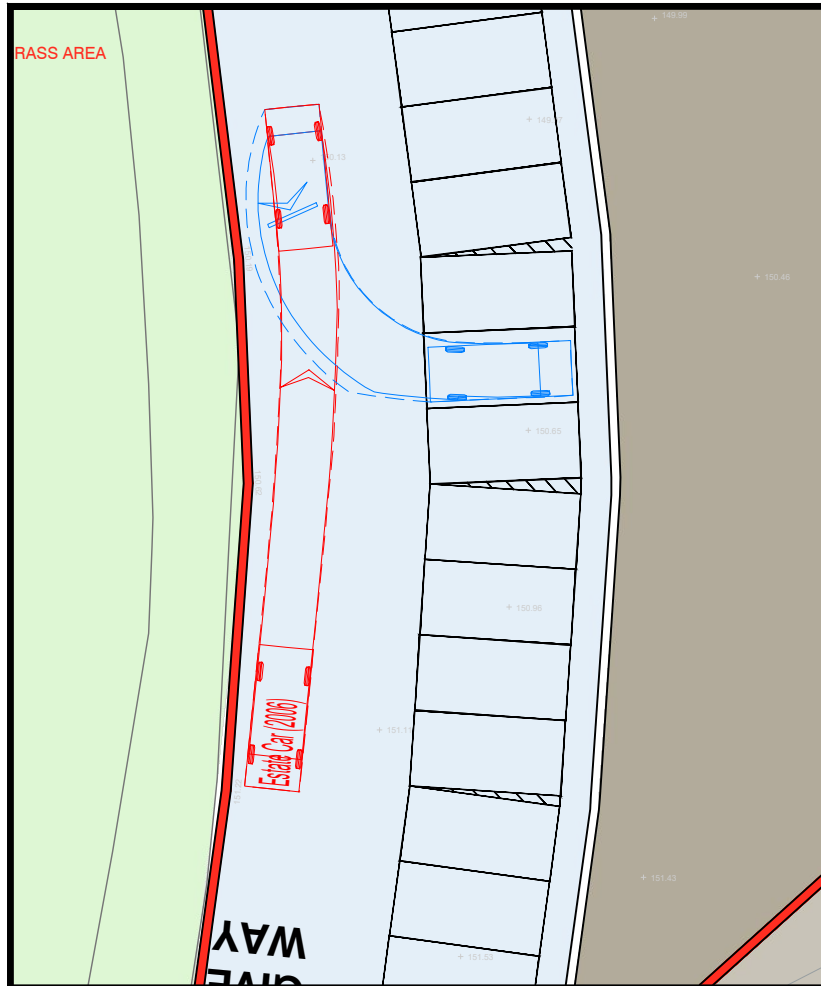
Drawing Title  
Swept Path Analysis - Articulated Vehicle

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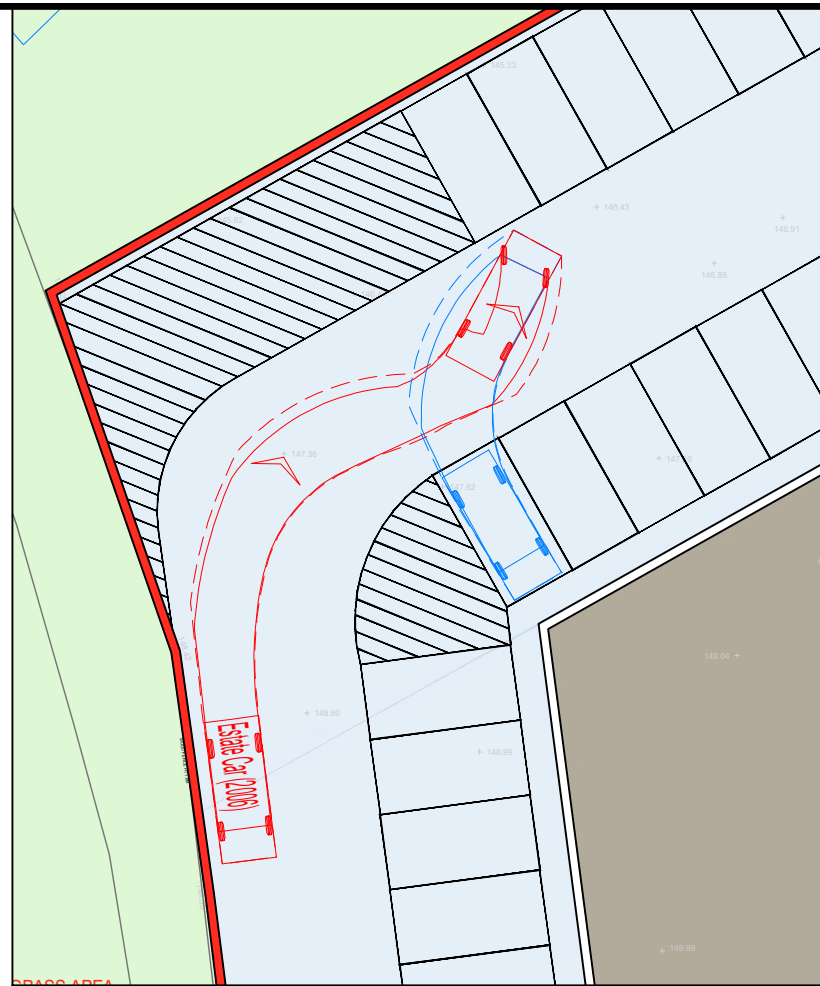
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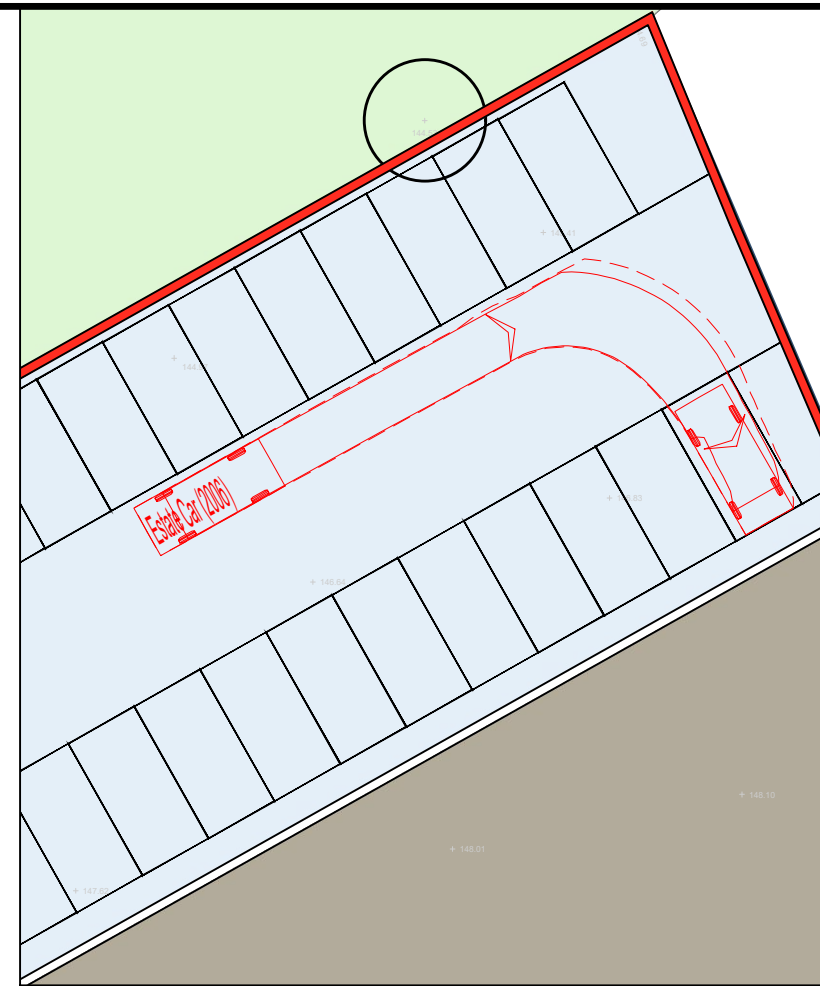
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9555/202	-



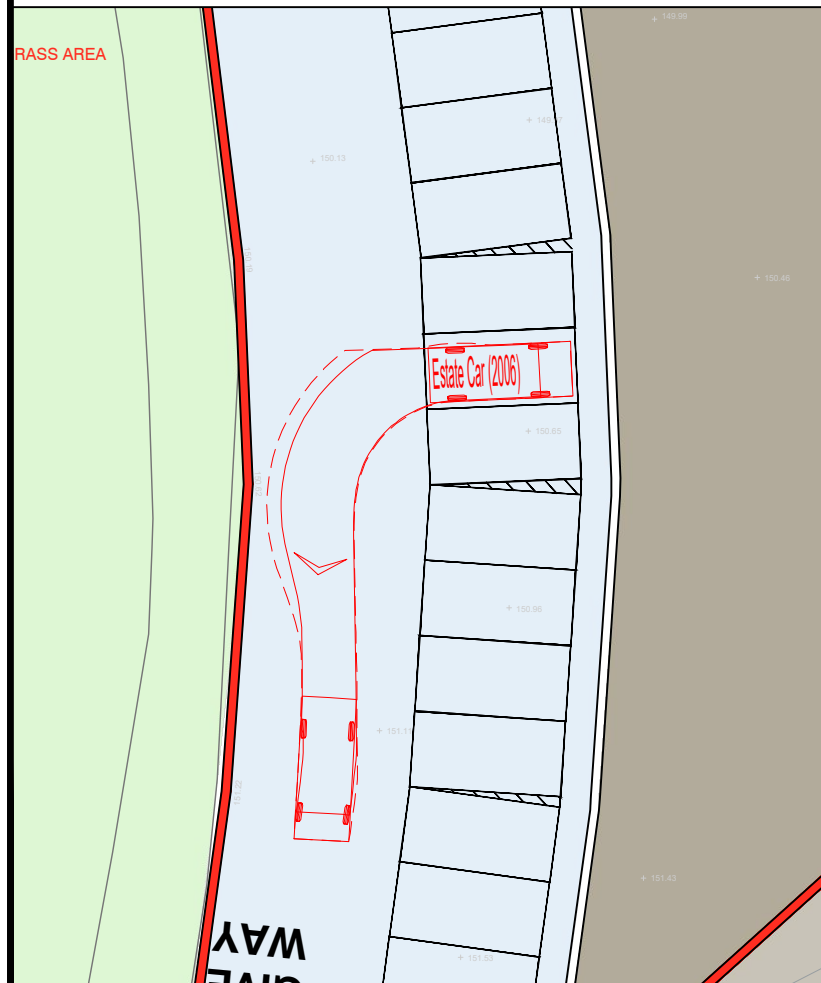
Viewport 1: Estate car accessing one of the western spaces



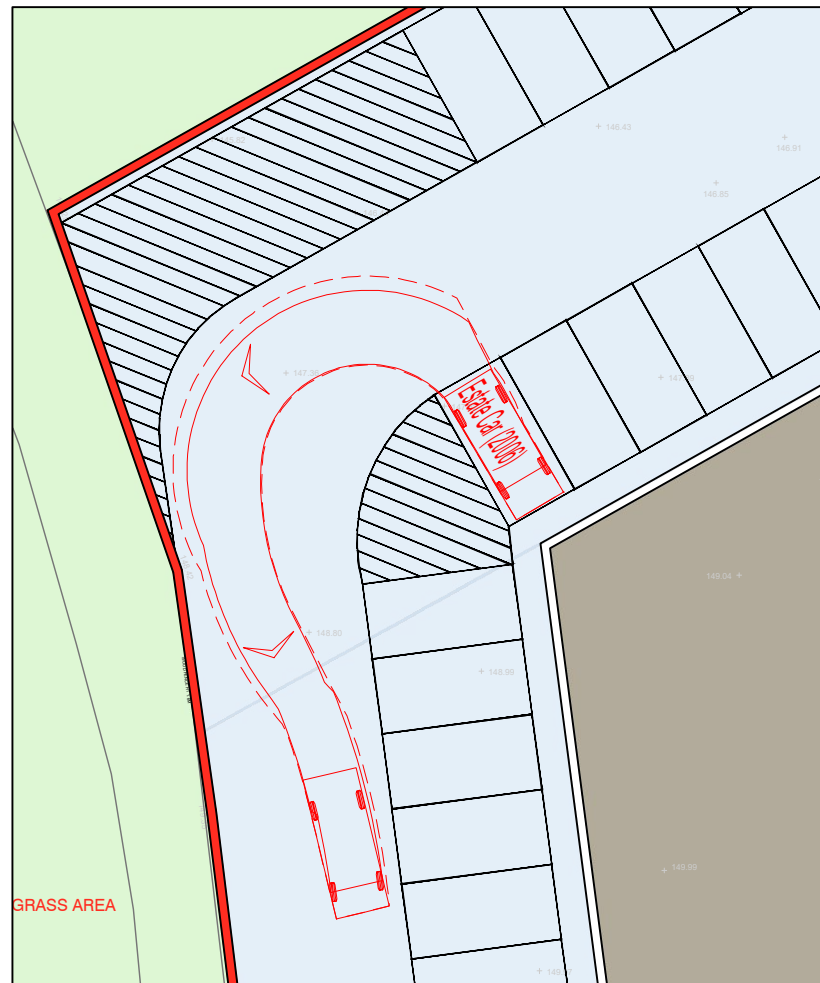
Viewport 3: Estate car accessing one of the northwestern spaces



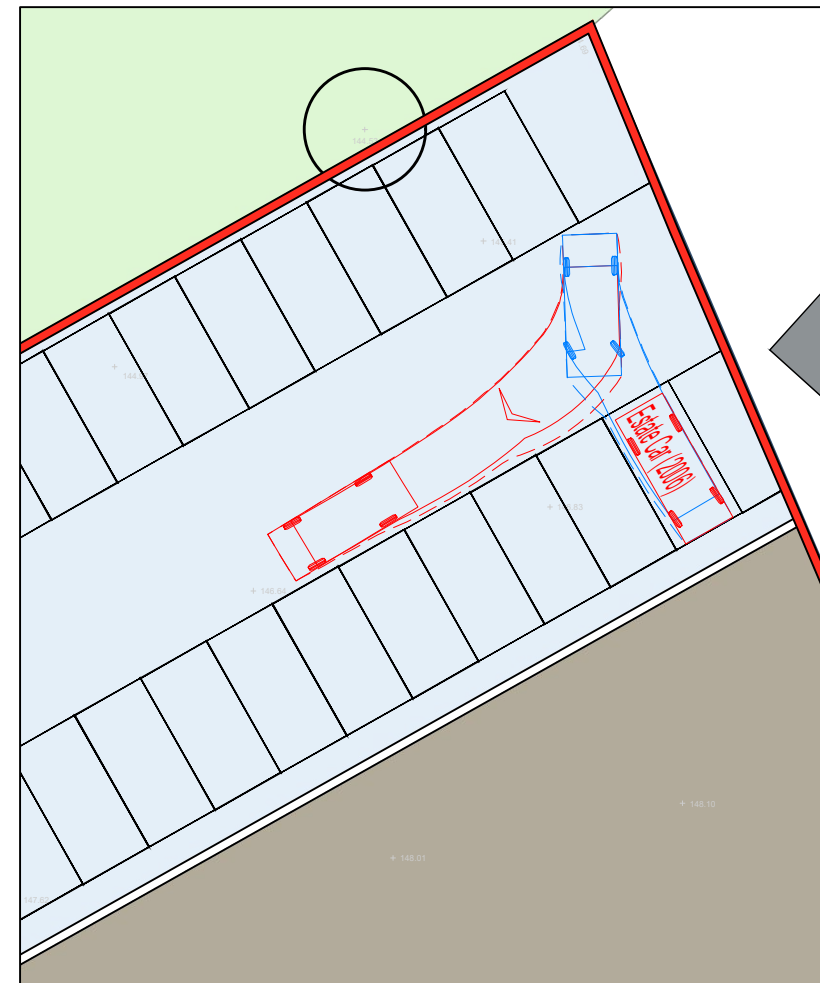
Viewport 5: Estate car accessing one of the northeastern spaces



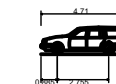
Viewport 2: Estate car egressing one of the western spaces



Viewport 4: Estate car egressing one of the northwestern spaces



Viewport 6: Estate car egressing one of the northeastern spaces



Estate Car (2006)  
 Overall Length 4.710m  
 Overall Width 1.804m  
 Overall Body Height 1.442m  
 Min Body Ground Clearance 0.207m  
 Max Track Width 1.756m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.950m

REFERENCE DRAWINGS:				
Drawing No.	Drawing Title	Revision	Date	Company
2023/071/10	Proposed Site Plan	-	02.08.23	JHA Limited

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01793 619 965 | cec@ColeEasdon.com | www.ColeEasdon.com

Client  
 JHA Limited

Job Title  
 Platts Common Industrial Estate  
 Mason Way  
 Barnsley  
 South Yorkshire

Drawing Title  
 Swept Path Analysis - Proposed Car  
 Park

FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT

Designed by: - Drawn by: CH Checked by: BE

Date: December 2023 Scale: 1:250 (A3)

Dig. No.	Rev.
9555/203	-

# Appendix 2



- PLEASE NOTE**
- DO NOT scale from this drawing, use figured dimensions only.
  - All dimensions to be checked on site by the contractor.
  - Please report any discrepancies to JHA Ltd immediately.
  - All setting out dimensions are approximate. To be marked out on site for approval by JHA Ltd prior to construction.

- NOTES:**
- Area of Proposed New Yard Area Tier 1 - 1:60 Fall
  - Area of Existing Yard
  - Area of Proposed New Yard Area Tier 2 Car Park - 1:12 Fall
  - Leveled Area of External Yard to bays, 4 / 5 / 6 / 7.
  - Area of Proposed Ramp to Existing Road Way.
  - Area of Proposed New Bay Extension
  - Area of Existing Buildings.
- 22 car parking spaces to be removed  
 33 additional car parking spaces shown on previous application  
**63 Total Car Parking Spaces Shown on Plan** (41 New As existing, 8 more than previous planning application with room to expand.)

	02/08/23	Concept design issue.	BF
Ref	Date	Revision	Initial

Issue:  
**PRELIMINARY ISSUE**

Project / Client:  
**PROPOSED EXTENSION TO NIFTY LIFTS FOR NIFTY LIFTS - BARNSELY.**

Drawing Title:  
**PROPOSED SITE PLAN (SHEET 1 OF 2)**



**JHA LIMITED**

JHA Limited, West Suite, Second Floor, Unit F, South Quay, Lakeside Boulevard, Doncaster, DN4 5PL

T 01302 364565  
 E enquiries@j-h-a.co.uk  
 W www.j-h-a.co.uk

Scale: <b>1:500</b>	Date: <b>JULY 2023</b>
Drawn By: <b>BRF / JOH</b>	Checked By: <b>-</b>

Drawing No: <b>2023/071/10</b>	Sheet Size: <b>A1</b>
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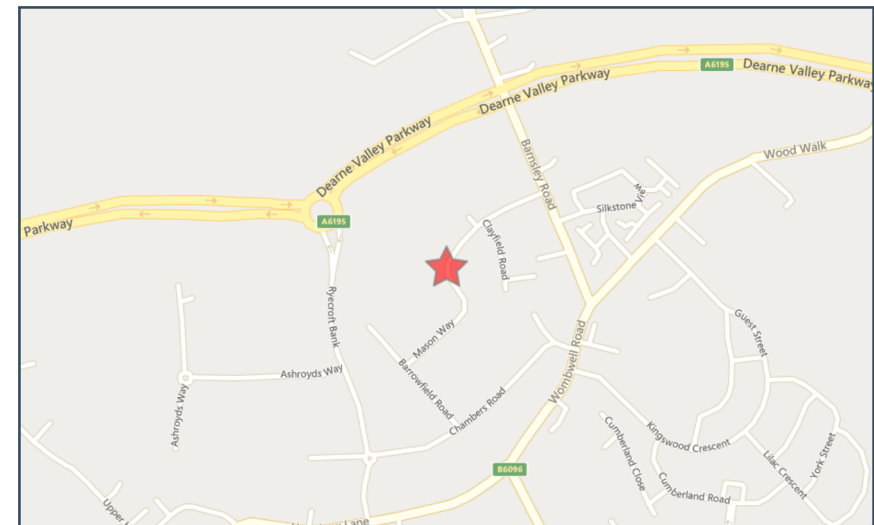
# Appendix 3



**Validated Data**

**Crash Date:** Monday, July 05, 2021      **Time of Crash:** 1:00:00 PM      **Crash Reference:** 2021141063504

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Barnsley			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Barnsley Metropolitan Borough			<b>OS Grid Reference:</b>	436888    401486
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Goods vehicle 7.5 tonnes mgw and over	-1	Male	46 - 55	Vehicle is reversing	Back	Journey as part of work	None	None

**Casualties**

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

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

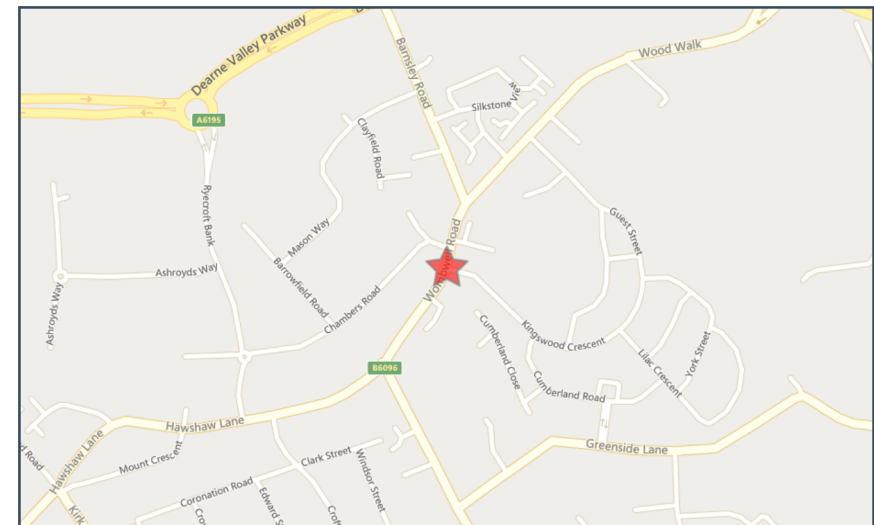
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



Validated Data

**Crash Date:** Wednesday, August 18, 2021      **Time of Crash:** 7:09:00 PM      **Crash Reference:** 2021141078364

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	B6096	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Barnsley			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Barnsley Metropolitan Borough			<b>OS Grid Reference:</b>	437084 401330
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Other junction				
<b>Junction Pedestrian Crossing:</b>	Zebra crossing				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Female	46 - 55	Vehicle is in the act of turning right	Offside	Other	None	None
2	Car (excluding private hire)	15	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Wall or fence

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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# Appendix 4

Calculation Reference: AUDIT-228601-231205-1224

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	1 days
11	SCOTLAND	
	FI FIFE	1 days

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

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
Actual Range: 1010 to 9216 (units: sqm)  
Range Selected by User: 1000 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/04/23

*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	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	4 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	6

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

Selected Location Sub Categories:

Industrial Zone	6
Development Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	16 days - Selected

## Secondary Filtering selection:

Use Class:

Not Known	8 days
-----------	--------

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 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:

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	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	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:

No	8 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	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BP-02-C-01 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Total Gross floor area: 1010 sqm Survey date: THURSDAY 20/06/19	POWDER COATINGS BLACKPOOL	Survey Type: MANUAL
2	BR-02-C-02 SOUTH LIBERTY LANE BRISTOL  Edge of Town Industrial Zone Total Gross floor area: 1475 sqm Survey date: TUESDAY 22/09/15	STAINLESS FITTINGS BRISTOL CITY	Survey Type: MANUAL
3	DV-02-C-02 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	ENERGY RECOVERY FACILITY DEVON	Survey Type: MANUAL
4	EC-02-C-01 BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK Edge of Town Development Zone Total Gross floor area: 6658 sqm Survey date: MONDAY 19/09/16	OFFICE FURNITURE CHESHIRE EAST	Survey Type: MANUAL
5	FI-02-C-02 DICKSON STREET DUNFERMLINE  Edge of Town Industrial Zone Total Gross floor area: 1240 sqm Survey date: THURSDAY 20/04/23	GLASS SPECIALISTS FIFE	Survey Type: MANUAL
6	HC-02-C-01 JAYS CLOSE BASINGSTOKE  Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: THURSDAY 16/06/16	ENGINEERING COMPANY HAMPSHIRE	Survey Type: MANUAL
7	SM-02-C-01 ROBINS DRIVE BRIDGWATER  Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2300 sqm Survey date: WEDNESDAY 14/09/22	WET BLASTING EQUIPMENT SOMERSET	Survey Type: MANUAL
8	WK-02-C-01 CASTLE MOUND WAY RUGBY  Edge of Town Industrial Zone Total Gross floor area: 9216 sqm Survey date: WEDNESDAY 10/11/21	MACHINE ENGINEERING WARWICKSHIRE	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.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	Survey undertaken during COVID-19 restrictions
CF-02-C-02	Higher level of public transport provision
DY-02-C-01	Located in a more built-up residential area
EC-02-C-02	Survey undertaken during COVID-19 restrictions
GS-02-C-02	Survey undertaken during COVID-19 restrictions
LS-02-C-01	Located in a more built-up residential area
PB-02-C-01	Located in a more built-up residential area
TV-02-C-02	Survey undertaken during COVID-19 restrictions
VG-02-C-01	Survey undertaken during COVID-19 restrictions
WM-02-C-04	Higher level of public transport provision

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.098	1	9216	0.000	1	9216	0.098
06:00 - 07:00	2	5228	0.134	2	5228	0.000	2	5228	0.134
07:00 - 08:00	8	3552	0.451	8	3552	0.067	8	3552	0.518
08:00 - 09:00	8	3552	0.458	8	3552	0.046	8	3552	0.504
09:00 - 10:00	8	3552	0.218	8	3552	0.102	8	3552	0.320
10:00 - 11:00	8	3552	0.169	8	3552	0.102	8	3552	0.271
11:00 - 12:00	8	3552	0.106	8	3552	0.130	8	3552	0.236
12:00 - 13:00	8	3552	0.201	8	3552	0.257	8	3552	0.458
13:00 - 14:00	8	3552	0.201	8	3552	0.250	8	3552	0.451
14:00 - 15:00	8	3552	0.099	8	3552	0.130	8	3552	0.229
15:00 - 16:00	8	3552	0.077	8	3552	0.144	8	3552	0.221
16:00 - 17:00	8	3552	0.056	8	3552	0.419	8	3552	0.475
17:00 - 18:00	8	3552	0.021	8	3552	0.401	8	3552	0.422
18:00 - 19:00	7	3882	0.022	7	3882	0.088	7	3882	0.110
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.311			2.136			4.447

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:	1010 - 9216 (units: sqm)
Survey date range:	01/01/15 - 20/04/23
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	10

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 07:00	2	5228	0.010	2	5228	0.000	2	5228	0.010
07:00 - 08:00	8	3552	0.028	8	3552	0.028	8	3552	0.056
08:00 - 09:00	8	3552	0.035	8	3552	0.025	8	3552	0.060
09:00 - 10:00	8	3552	0.046	8	3552	0.042	8	3552	0.088
10:00 - 11:00	8	3552	0.035	8	3552	0.021	8	3552	0.056
11:00 - 12:00	8	3552	0.039	8	3552	0.042	8	3552	0.081
12:00 - 13:00	8	3552	0.060	8	3552	0.077	8	3552	0.137
13:00 - 14:00	8	3552	0.035	8	3552	0.028	8	3552	0.063
14:00 - 15:00	8	3552	0.011	8	3552	0.011	8	3552	0.022
15:00 - 16:00	8	3552	0.021	8	3552	0.021	8	3552	0.042
16:00 - 17:00	8	3552	0.014	8	3552	0.025	8	3552	0.039
17:00 - 18:00	8	3552	0.000	8	3552	0.000	8	3552	0.000
18:00 - 19:00	7	3882	0.000	7	3882	0.000	7	3882	0.000
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.334			0.320			0.654

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.