

**UNIT 2A HOLYOAKE AVENUE, BLACKPOOL**

**TRANSPORT STATEMENT**

**PREPARED ON BEHALF OF:**

**ALDI STORES LIMITED**



10 King Street  
Newcastle under Lyme  
ST5 1EL

## **CONTENTS**

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2.0</b>	<b>THE DEVELOPMENT SITE .....</b>	<b>4</b>
<b>3.0</b>	<b>THE PROPOSED DEVELOPMENT .....</b>	<b>14</b>
<b>4.0</b>	<b>DEVELOPMENT TRIP ATTRACTION, ASSIGNMENT AND DISTRIBUTION .....</b>	<b>19</b>
<b>5.0</b>	<b>SUMMARY AND CONCLUSIONS .....</b>	<b>22</b>

## **FIGURES**

<b>2-1</b>	<b>SITE LOCATION PLAN (IN TEXT)</b>
<b>2-2</b>	<b>LOCAL HIGHWAY NETWORK (IN TEXT)</b>
<b>2-3</b>	<b>TWO KILOMETRE PEDESTRIAN ISOCHRONE (IN TEXT)</b>
<b>2-4</b>	<b>BLACKPOOL NORTH CYCLE MAP (IN TEXT)</b>

## **TABLES**

<b>2-1</b>	<b>BUS SERVICES AND HEADWAYS</b>
<b>4-1</b>	<b>TRIP RATES PER 100 SQM GFA</b>
<b>4-2</b>	<b>VEHICULAR TRIP ATTRACTION</b>

## **APPENDICES**

<b>A</b>	<b>SITE LAYOUT</b>
<b>B</b>	<b>SWEPT PATH AUTOTRACK ANALYSIS</b>
<b>C</b>	<b>ACCESSIBILITY QUESTIONNAIRE</b>
<b>D</b>	<b>TRICS DATA</b>

## 1.0 INTRODUCTION

### 1.1 Background

1.1.1 This Transport Statement has been prepared by Cameron Rose Associates on behalf of Aldi Stores Limited in order to examine the highway and transportation issues associated with the proposed redevelopment of Unit 2A of the Holyoake Avenue scheme in Bispham.

1.1.2 The site of this proposal is located c. 1.75 kilometres to the north-east of Blackpool town centre. To the south of the site is the Blackpool North station to Preston railway line. To the north of the site is Holyoake Avenue, which crosses the B5265 Bispham Road at a signal controlled intersection. The B5265 Bispham Road is located to the west of the site and is a major classified route with two lanes of traffic in either direction.

1.1.3 The site itself consists of a retail warehouse, with a gross floor area of 3,666 sqm, originally built for B & Q and currently occupied by Poundstretcher. The site has recently been the subject of planning application 20/0079, which gained planning approval to convert 1,993 sqm of the existing building into a retail food store (Aldi) with a single storey side extension to form a service bay adjoining the boundary with Plymouth Road.

1.1.4 Adjacent to the site, connected via a linked car park, is a smaller retail warehouse, currently occupied by Pets at Home.

### 1.2 Development Proposals and Relevant Planning Consent

1.2.1 The redevelopment proposals will include the closure of Poundstretcher and the opening of B&M. The use of the premises as Poundstretcher is a temporary planning permission, valid until 30/05/2021. After this time it will revert back to 'DIY only' use as per Condition 13 of planning application 20/0079. Condition 13 states that:

*'Unit 2A as shown on the approved plan shall not be used for the display and sale, whether wholesale or retail, goods of any description with the exception of the following products and accessories thereto:-*

- *buildings materials;*

- *ceramic tiles;*
- *DIY electrical accessories and lighting;*
- *floor covering and DIY carpets;*
- *furniture (flat packed for kitchens, dining rooms, lounge or bedrooms);*
- *garden products, plants and trees;*
- *glazing;*
- *greenhouses;*
- *hand and power tools;*
- *hardware;*
- *insulation;*
- *ladders;*
- *lawn mowers;*
- *leisure;*
- *motor maintenance accessories;*
- *paints and wall coverings;*
- *plumbing sanitary ware and central heating; and*
- *timber.*

1.2.2 Therefore, in order for B&M to operate out of Unit 2A a variation of Condition 13 of planning application 20/0079 will be required to allow the unit to stock any non-food goods and an ancillary range of convenience goods equating to no more than 25% of the net retail sales area.

1.2.3 In floorspace terms the Unit (2A) will therefore be:

- Gross External Area: 1,856 sqm;
- Net Sales (Based on 85% gross to net ratio): 1,515 sqm;
- Non-Food Sales: 1,136 sqm (75% of the net); and
- Food Sales: 379 sqm (25% of the net).

### 1.3 Structure

1.3.1 This Transport Statement has been prepared to support the planning application for the proposed development and includes an analysis of the existing transport provision within the vicinity of the site, including sustainable transport facilities, traffic flows and the operation of the existing highway network. This Assessment considers the adequacy of this existing and consented provision to accommodate the future demands associated with the application proposals.

1.3.2 Details of the pedestrian and vehicular access arrangements, quantum of car and cycle parking and servicing arrangements are set out in this report, together with a review of the potential traffic attraction of the development proposals and their impact on the surrounding local highway network.

1.3.3 This report concludes that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed by sustainable modes.

1.3.4 The structure of the report herein is set out as follows:

- **Section 2.0** considers the location of the development site, the local highway network and the existing infrastructure provision for sustainable modes of transport;
- **Section 3.0** sets out the details of the development proposals, site access, parking provision and servicing arrangements;
- **Section 4.0** deals with the potential trip attraction of the proposed development and compares this to the permitted use of the site; and
- **Section 5.0** provides a summary and conclusion to the report derived from the analysis presented in the above chapters.

1.3.5 The report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

## 2.0 THE DEVELOPMENT SITE

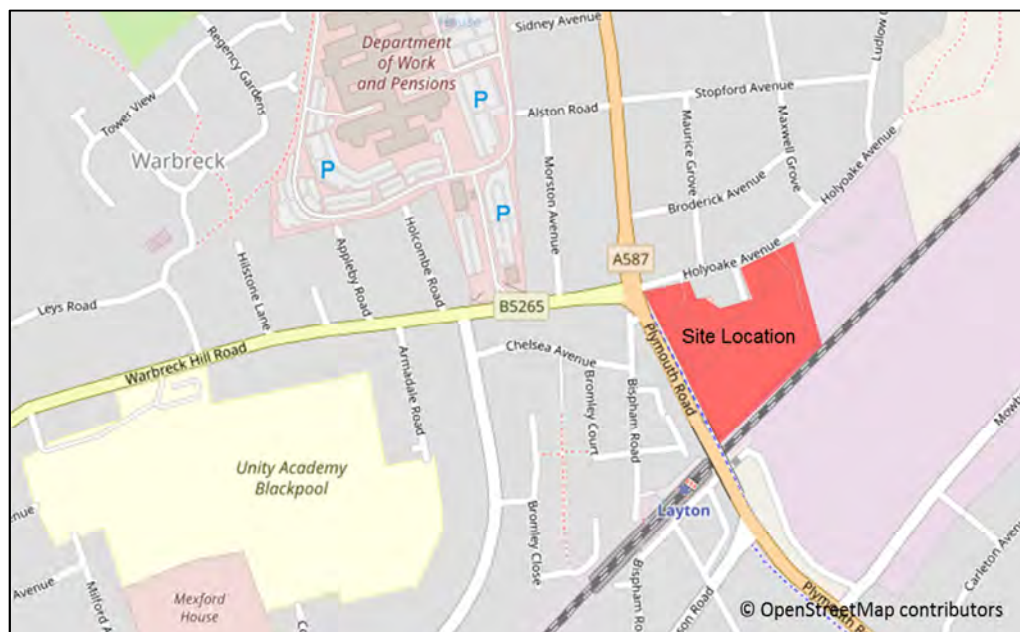
### 2.1 Site Location and Surrounding Area

2.1.1 The site of this proposal is located c. 1.75 kilometres to the north-east of Blackpool town centre. To the south of the site is the Blackpool North station to Preston railway line. To the north of the site is Holyoake Avenue, which crosses the B5265 Bispham Road at a major traffic lighted intersection. The B5265 Bispham Road is located to the west of the site and is a major classified route with two lanes of traffic in either direction.

2.1.2 The site itself consists of a retail warehouse, with a gross floor area of 3,666 sqm, originally built for B & Q and currently occupied by Poundstretcher. The site has recently been the subject of planning application 20/0079, which gained planning approval to convert 1,993 sqm of the existing building into a retail food store (Aldi) with a single storey side extension to form a service bay adjoining the boundary with Plymouth Road.

2.1.3 Adjacent to the site, connected via a linked car park, is a smaller retail warehouse, currently occupied by Pets at Home.

2.1.4 The location of the site in relation to the local highway network is illustrated in **Figure 2-1**.



**Figure 2-1: Site Location**

*Junction of A587/ B5265/ Holyoake Avenue*

2.1.5 The junction of the A587/ B5265/ Holyoake Avenue is a signal controlled junction, located on the north western boundary of the site. Controlled pedestrian crossing facilities are provided on Bispham Road (n) and Warbreck Hill Road. All roads in the vicinity of the site are subject to a 30 mph speed limit.

2.1.6 In association with planning application 20/0079, £30,000 is being paid to the Council via a Section 106 legal agreement to enable appropriate alterations to be carried out to the traffic signal junction of Holyoake Avenue, Plymouth Road, Bispham Road and Warbreck Hill Road.

*Junction of Eastern Site Access and Egress / Holyoake Avenue*

2.1.7 The existing access and egress junction located to the eastern boundary of the proposal site will be retained in its current form to serve the development site.

2.1.8 On-street parking is present along Holyoake Avenue and around the site access junction. Site observations have concluded that this on-street parking does not give rise to difficulties for vehicles entering or exiting the proposal site.

*Junction of Western Site Access and Egress/ Holyoake Avenue*

2.1.9 As part of planning application 20/0079 the access/ egress junction located to the western boundary of the proposal site will be amended to form an egress only from Holyoake Avenue.

*Junction of Holyoake Avenue / Bispham Road / Warbeck Hill Road*

2.1.10 The junction of Holyoake Avenue/ Bispham Road (A587) and Warbeck Hill Road (B5265) is a four arm signal controlled junction.

2.1.11 Controlled pedestrian crossing facilities are present on the Warbeck Hill Road (B5265) westbound approach and the A587 Bispham Road southbound approach. An uncontrolled pedestrian crossing facility is provided on the Holyoake Avenue westbound approach.

2.1.12 All approach arms benefit from advanced stop lines for cyclists, but there are no on-street cycle lanes provided along the aforementioned highways.

*A587 Bispham Road*

2.1.13 Located to the north west of the site, the A587 Bispham Road serves as a primary link from Churchtown to Warbreck. The road commences at a signalised gyratory with Red Bank Road and the B5124 Devonshire Road to the north, then proceeds in a southerly direction for approximately 1.8 kilometres before terminating at the A587/ B5265/ Holyoake Avenue four-arm signalised junction at the south-western boundary of the site. At the A587/ B5265/ Holyoake Avenue signal controlled junction, there is a signalised crossing point with tactile paving, and advanced cycle stop lane.

2.1.14 The A587 Bispham Road is also well-lit with street lighting present at regular intervals. There are wide footways of up to 2.5 metre on both sides of the road, complete with dropped kerbs and tactile paving. Along certain parts of the A587 Bispham Road, the footways are also separated from traffic by fencing or a wide grass verge. There are also several pedestrian refuge islands and signalised Toucan crossing points at major junctions to facilitate crossing in a safe manner.

2.1.15 Traffic Regulation Orders (TROs) are present in the form of single and double yellow parking restrictions along some parts of the road. There are also signs indicating parking restrictions from 09:00 to 17:00 on Mondays to Fridays.

2.1.16 There are also several bus stops along the road, some in the form of laybys, which host services to Cleveleys and Blackpool. Most bus stops have good infrastructure such as shelter, seating, pole and timetable information.

*Holyoake Avenue*

2.1.17 Located to the north of the site and providing access to the development site, Holyoake Avenue commences at the A587/ B5265/ Holyoake Avenue signalised junction and terminates 300 metres to the east. At the A587/ B5265/ Holyoake Avenue signal controlled junction, there is an advanced cycle stop lane. Uncontrolled pedestrian crossing facilities are provided at the junction in the form a tactile paving and dropped kerbs.



- 2.1.18 Holyoake Avenue is a single carriageway, with verges and footways on both sides of the carriageway. Holyoake Avenue is also well-lit with street lighting present at regular intervals. Footways are present on both sides of the carriageway, separated from traffic by a grass verge for the majority of its length. The speed limit is 30 mph by virtue of the street lighting
- 2.1.19 Significant on-street parking occurs on both sides of the carriageway, along the length of Holyoake Road.

*A587 Plymouth Road*

- 2.1.20 Located to the west of the site, the A587 Plymouth Road commences at the A587/ B5265/ Holyoake Avenue signalised junction and proceeds in a southerly direction for approximately 500 metres before terminating at the A587/ A586 signal controlled roundabout. At the A587/ B5265/ Holyoake Avenue signal controlled junction, there is an advanced cycle stop lane. Pedestrian guard railing on the eastern side of the carriageway, at the junction, prevent pedestrians crossing.
- 2.1.21 The A587 Plymouth Road is also well-lit with street lighting present at regular intervals. Shared footway/ cycleways are present on both sides of the carriageway. Along certain parts of the A587 Plymouth Road, the footways are also separated from traffic by fencing or a wide grass verge. There are also several pedestrian refuge islands and signalised Toucan crossing points at major junctions to facilitate crossing in a safe manner.
- 2.1.22 Traffic Regulation Orders (TROs) are present in the form of double yellow parking restrictions along the majority of the road.

*B5265 Warbreck Hill Road*

- 2.1.23 The western arm of the A587/ B5265/ Holyoake Avenue signal controlled junction is the B5265 Warbreck Hill Road. Warbreck Hill Road commences off a four-arm roundabout by the west coast with the A584 Queen's Promenade and Dickson Road. The road then extends towards Warbreck in the east for a total length of circa 1.7 kilometres, before terminating at the A587/ B5265/ Holyoake Avenue signal controlled junction.

2.1.24 The road comprises a two-way single carriageway of approximately nine metres in width. There are also wide footways up to 2.0 metres with dropped kerbs on both sides of the road which are separated from the carriageway via a wide grass verge. At the A587/ B5265/ Holyoake Avenue signal controlled junction, there is a signalised crossing point with tactile paving, and advanced cycle stop lane. The B5265 Warbreck Hill Road is well-lit and subject to a speed limit of 30 mph.

2.1.25 There are TROs in the form of single and double yellow parking restrictions for the majority of the road and its junctions with many other roads and cul-de-sac leading into residential dwellings.

## **2.2 Accessibility by Sustainable Modes**

2.2.1 This section provides an appraisal of the existing sustainable transport networks surrounding the proposed site, with due regard to the following:

- walking and cycling network; and
- public transport network.

### **Walking and Cycling**

2.2.2 The Institution of Highway and Transportation (IHT) document entitled 'Guidance for Journeys of Foot' (2000) suggests 'acceptable' walking distances for different journey purposes. They suggest that walking distances for pedestrians without mobility impairment, for commuting and education, are up to 500 metres as a desirable distance, up to 1,000 metres as an acceptable distance and 2,000 metres as the preferred maximum. The document recognises that:

*'... that it is not always possible to achieve ideal results in all situations due to site constraints, costs or other practicalities and that compromises must sometimes, rightly, be made'* (Para 1.10).

2.2.3 The document goes on to advise that some 80% of walking journeys in urban areas are less than 1.0 mile long and that the average length is 1.0 kilometres (0.6 miles) and that this differs little by age or sex. (Source: IHT document, Providing for Journeys on Foot, Para. 3.30).

- 2.2.4 Pedestrian access points to the proposed development would be provided in accordance with their current form; via the main site accesses off Holyoake Avenue.
- 2.2.5 All roads in the vicinity of the development site have footways on both sides of the carriageway. Controlled pedestrian crossing facilities are provided at the junction of the A587/ B5265/ Holyoake Avenue on Bispham Road and Warbreck Hill Road. Uncontrolled pedestrian crossing facilities are provided across Holyoake Avenue.
- 2.2.6 Shared footway/ cycleways are present on Plymouth Road on both sides of the carriageway between the junction with Holyoake Avenue and up to and across the roundabout junction of Plymouth Road/ Poulton Road. Toucan crossing facilities are provided on all arms of the roundabout.
- 2.2.7 Holyoake Avenue, Bispham Road and Warbreck Road are all allocated as local cycle routes. These local cycle routes also link to National Cycle Routes (NCR) 62 along the A584 Promenade, approximately one kilometre to the west of the site at the western terminus of the B5265 Warbreck Road. The NCR 62 follows the coast through Blackpool on traffic-free paths and then on-road to Lytham St Annes. After Lytham, the route follows minor roads to the northern outskirts of Preston.
- 2.2.8 The site is located within a two kilometre walking distance of much of Blackpool and a number of local district centres, as illustrated in **Figure 2-3**, which makes journeys on foot between local residential areas and the site a viable option.



**Figure 2-3: Two Kilometre Pedestrian Isochrone**

2.2.9 An acceptable cycle distance is considered to be up to five kilometres. Although now superseded PPG13 notes that:

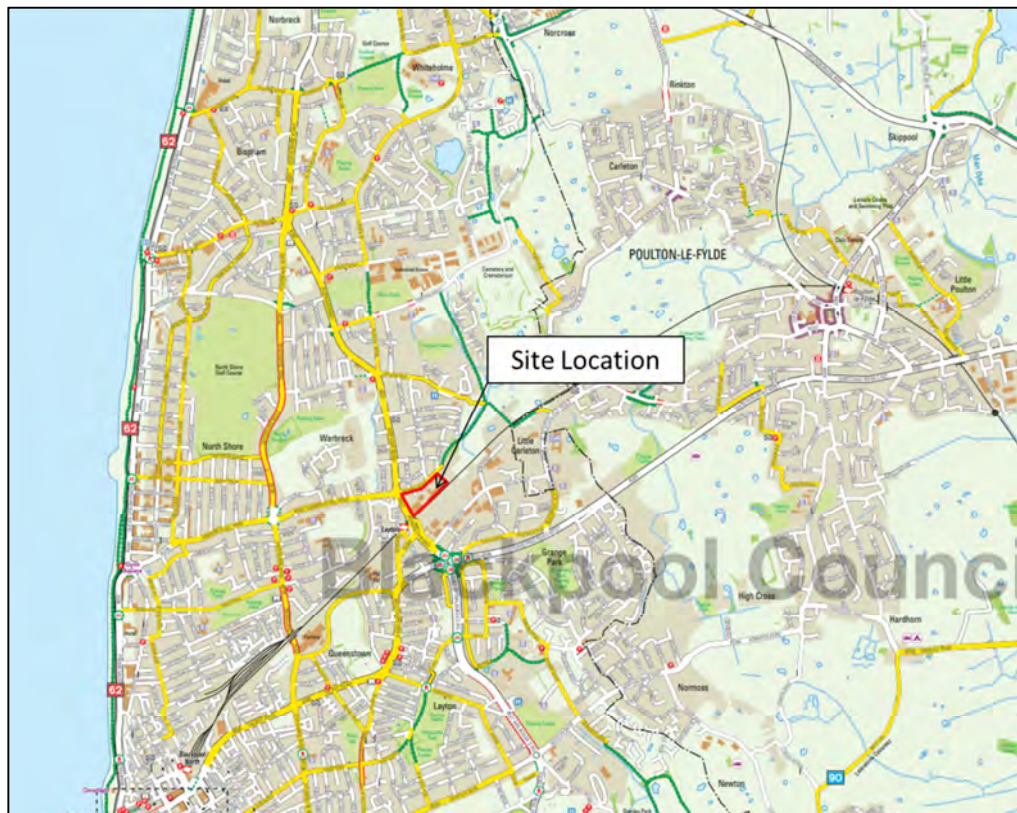
*‘Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.’* (Para. 77)

2.2.10 The Department for Transport (DfT) Local Transport Note 2/08 also states that many utility cycle journeys are under three miles, although for commuters, a trip distance of over five miles is not uncommon. (Para. 1.5.1)

2.2.11 Generally, the topography of the local area is conducive to cycling. Blackpool Council has established a network of cycle routes throughout the city to encourage this mode of travel.

2.2.12 The Cycle Blackpool Network Map presented in **Figure 2-4** contains information on the existing cycle facilities in the vicinity of the site. The map illustrates that a number of streets in the surrounding area are allocated as advisory on-road cycle routes. These routes connect the site to Blackpool town centre and surrounding residential areas.

2.2.13 An off-road cycle route also operates to the east of the site which is accessed from Holyoake Avenue.



**Figure 2-4: Blackpool North Cycle Map**

2.2.14 A suitable level of street lighting is present throughout the area. Generally, the pedestrian/ cycle facilities encourage movement on foot/ cycle within the vicinity of the development site and provide adequate links to the nearest bus stops and neighbouring residential developments (both existing and future developments), thus encouraging sustainable travel to the store.

## **Public Transport**

### Bus Services

2.2.15 Guidance published by the Institute of Highways and Transportation 'Planning for Public Transport in Developments' (1999) recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five minute walk.



2.2.16 The closest bus stop is located on Bispham Road (A587) 91 metres walking distance from the proposal site. This stop is served by Service Number 9, which offers frequent services to Cleveleys Bus Station to the north and Blackpool Town Centre to the south.

2.2.17 An extract of the Blackpool Bus Map is presented in **Figure 2-4** and a summary of the No 9 service is presented in **Table 2-1**.



**Figure 2-4: Blackpool Bus Service Map Extract**

**Table 2-1: Bus Services and Headways**

Service	Destination	Bus Headway (minutes)		
		Mon – Fri	Saturday	Sunday
9	Cleveleys Bus Station - Blackpool and Fylde College - Bispham Village - Layton Square – Corporation Street	12	12	30

2.2.18 Layton Railway Station is located with 280 metre walking distance of the proposed site on Holyoake Avenue. The station is operated by Northern Rail and operates an hourly service Monday to Saturday daytimes to Manchester Victoria via Preston and Hazel Grove to the east and Blackpool to the west.

### 2.3 Summary

2.3.1 Overall it is evident that the site is accessible to pedestrians, cyclists and users of public transport. The proposed development will include measures to promote the use of such sustainable modes of transport.

### 3.0 THE PROPOSED DEVELOPMENT

#### 3.1 Overview

3.1.1 The redevelopment proposals will include the closure of Poundstretcher and the opening of B&M. The use of the premises as Poundstretcher is a temporary planning permission until 30/05/2021. After this time it will revert back to 'DIY only' use, as per Condition 13 of planning application 20/0079. Condition 13 states that:

*'Unit 2A as shown on the approved plan shall not be used for the display and sale, whether wholesale or retail, goods of any description with the exception of the following products and accessories thereto:-*

- *buildings materials;*
- *ceramic tiles;*
- *DIY electrical accessories and lighting;*
- *floor covering and DIY carpets;*
- *furniture (flat packed for kitchens, dining rooms, lounge or bedrooms);*
- *garden products, plants and trees;*
- *glazing;*
- *greenhouses;*
- *hand and power tools;*
- *hardware;*
- *insulation;*
- *ladders;*
- *lawn mowers;*
- *leisure;*
- *motor maintenance accessories;*
- *paints and wall coverings;*
- *plumbing sanitary ware and central heating; and*
- *timber.*



3.1.2 Therefore, in order for B&M to operate out of Unit 2A a variation of Condition 13 of planning application 20/0079 will be required to allow the unit to stock any non-food goods and an ancillary range of convenience goods equating to no more than 25% of the net retail sales area.

3.1.3 In floorspace terms the Unit (2A) will therefore be:

- Gross External Area: 1,856 sqm;
- Net Sales (Based on 85% gross to net ratio): 1,515 sqm;
- Non-Food Sales: 1,136 sqm (75% of the net); and
- Food Sales: 379 sqm (25% of the net).

3.1.4 The proposed site layout for the development is attached in **Appendix A**.

## **3.2 Proposed Means of Access**

### Vehicular Access

3.2.1 Access to the site will remain unchanged from those approved under planning application 20/0079. Access is via the two existing priority controlled T-junctions from Holyoake Avenue. The eastern access is an all movement junction. The western access is an egress only from Holyoake Avenue.

3.2.2 As illustrated in planning application 20/0079, the access junction with Holyoake Avenue a visibility splay in excess of 2.4 metres x 43 metres can be achieved in the critical leading direction (to the right) and in excess of 2.4 metres x 43 metres in the non-leading direction (to the left). These are in line with Manual for Streets recommendations for a road operating a 30 mph speed limit.

### Pedestrian Access

- 3.2.3 Pedestrian access points to the proposed development would be provided in accordance with their current form; via the main site accesses off Holyoake Avenue.
- 3.2.4 The footways on Holyoake Avenue are in excess of 2.0 m in width along both sides of the carriageway, providing links between the Site and the existing footway infrastructure beyond.
- 3.2.5 Designated pedestrian routes within the application site provide safe routes for pedestrians to move through the car park.

### **3.3 Accessibility Appraisal**

- 3.3.1 As discussed earlier in the report, the proposal site is accessible by sustainable modes of transport, namely by walking, cycling, and public transport; for instance:
- 3.3.2 The site is within walking distance of local shops, services and residential areas of Blackpool, with good, well-lit footways and pedestrian crossings in the vicinity of the site;
- 3.3.3 The proposed scheme would incorporate facilities to encourage sustainable trip movements, including on site cycle parking and changing and locker facilities for staff.
- 3.3.4 The Accessibility Questionnaire for Non Residential Developments contained in the Joint Lancashire Structure Plan has been completed for this development. The results of the analysis demonstrated that the development is located in an area of Medium Accessibility. A copy of the assessment is included in **Appendix C**.

### **3.4 Car and Cycle Parking Provision**

- 3.4.1 The level of parking proposed on site will not change as a result of the application. The development site has 227 car parking spaces, including 14 disabled and 9 parent and child spaces.

- 3.4.2 Parking standards for Blackpool are detailed within the Joint Lancashire Structure Plan – SPG on ‘Access and Parking’.
- 3.4.3 For the application site (Unit 2A) and the existing Pets at Home the car parking provision for a medium accessibility Non-Food Retail development in Level 2 is one space per 23 – 26 sqm GFA (including disabled parking provision). This would result in a total maximum parking provision of between 142 and 161 spaces.
- 3.4.4 For a medium accessibility Food Retail development in Level 2 of one space per 17 – 19 sqm GFA (including disabled parking provision). This would result in a total maximum parking provision of between 105 and 117 spaces.
- 3.4.5 This equates to a total maximum parking policy requirement at the development of between 247 – 278 spaces.
- 3.4.6 In addition, there is also a requirement for a minimum of:
- Parking for the mobility impaired and parent/ child should be made at a minimum level of 1 per 10 car parking spaces as part of overall provision; and
  - One cycle parking space per 10 car parking spaces should also be provided.
- 3.4.7 The proposed development would be supported by the provision of 227 car parking spaces, which is less than the permitted maximum car parking and reflects the site’s accessible location, encouraging the use of alternative travel modes to the private car. Furthermore, the provision of 14 accessible parking spaces complies with inclusive mobility standards.
- 3.4.8 The site layout has been designed in a cycle friendly way; ensuring permeability for pedestrians and cyclists. The design of the stores car park will encourage low traffic speeds, enhancing safety for pedestrians and cyclists.

3.4.9 The level of cycle parking proposed is anticipated to increase the attractiveness of cycling as a mode of transport to customers and employees of the site. Secure staff lockers will also be provided. The location of cycle parking is illustrated in the site layout plan contained in **Appendix A**.

### **3.5 Servicing**

3.5.1 Service vehicles would use the proposed customer access/ egress via Holyoake Avenue.

3.5.2 A track plot analysis of a 16.5 metre articulated vehicle has been undertaken using AutoTrack, a specialist computer package that allows designers to assess the swept path of different vehicles as they negotiate path alignments. The swept path of these vehicles to and from the site service ramp is satisfactory, as demonstrated in drawing 526-01/ATR-02 attached in **Appendix B**.

## **4.0 DEVELOPMENT TRIP ATTRACTION, ASSIGNMENT AND DISTRIBUTION**

### **4.1 Overview**

4.1.1 The redevelopment proposals will include the closure of Poundstretcher and the opening of B&M. The use of the premises as Poundstretcher is a temporary planning permission, valid until 30/05/2021. After this time it will revert back to 'DIY only' use. The unit has a Gross External Area (GEA) of 1,856 sqm.

4.1.2 Planning application 20/0079, which saw the subdivision of the Poundstretcher to accommodate an Aldi foodstore, assumed within the Transport Assessment (reference: 526-01/TA01) that the trip attraction of the Poundstretcher (prior to sub-division) will remain on the local highway network. No reductions were applied to traffic attraction to account for the subdivision of the unit. The assessments were therefore considered to be robust and represented a worst case assessment of the operation performance of the local highway network.

4.1.3 The premise of a non-food retail unit within Unit 2A, whether it is Poundstretcher or the proposed B&M, has already been accepted by the local Highway Authority; subject to S106 agreement and conditions under planning application 20/0079.

4.1.4 However for clarity, the potential trip attraction of the extant (B&Q - DIY), temporary extant (Poundstretcher – non-food) and proposed (B&M – non-food) land uses have been detailed below. The trip attraction of Poundstretcher (non-food) prior to subdivision has also been presented to allow comparison with the scenario modelled in the Transport Assessment that accompanied planning application 20/0079.

### **4.2 Development Trip Attraction**

4.2.1 The traffic attraction of the non-food retail (Poundstretcher and B&M) and DIY store (B&Q) have been estimated on the basis of comparable survey data contained within the TRICS database.

4.2.2 The trip rates presented below consider the traffic attraction of the proposed store before the effects of pass-by, transferred or linked trips are taken into consideration.

4.2.3 The average trip rates are summarised below in **Table 4-1**, the full calculation and output from TRICS is attached in **Appendix D**.

**Table 4-1: Trip Rates per 100 sqm GFA**

Peak Period	Land Use	Arrivals	Departures	Two-Way
AM Peak (0800 – 0900)	DIY	0.224	0.155	0.379
	Non-Food Retail	0.054	0.000	0.054
PM Peak (1600 – 1700)	DIY	0.603	0.552	1.155
	Non-Food Retail	1.510	2.050	3.560
Saturday Peak (1300 – 1400)	DIY	2.234	2.203	4.437
	Non-Food Retail	2.573	2.807	5.380

4.2.4 The quantum of traffic attracted to each land use, based on these trip rates, is summarised in **Table 4-2**.

**Table 4-2: Vehicular Trip Attraction**

Peak Period	Land Use/ Scenario	Arrivals	Departures	Two-Way
AM Peak (0800 – 0900)	Poundstretcher (3,666 sqm) – as assessed in PA 20/0079	2	0	2
	B&Q (1,856 sqm) – fall back permission	4	3	7
	Poundstretcher (1,856 sqm) – sub-divided under PA 20/0079	1	0	1
	B&M (1,856 sqm) - proposed	1	0	1
PM Peak (1600 – 1700)	Poundstretcher (3,666 sqm) – as assessed in PA 20/0079	55	75	131
	B&Q (1,856 sqm) – fall back permission	11	10	21
	Poundstretcher (1,856 sqm) – sub-divided under PA 20/0079	28	38	66
	B&M (1,856 sqm) - proposed	28	38	66
Saturday Peak (1300 – 1400)	Poundstretcher (3,666 sqm) – as assessed in PA 20/0079	94	103	197
	B&Q (1,856 sqm) – fall back permission	41	41	82
	Poundstretcher (1,856 sqm) – sub-divided under PA 20/0079	48	52	100
	B&M (1,856 sqm) - proposed	48	52	100

- 4.2.5 The analysis presented above demonstrates that while the trip attraction for the lawful use of the site after the 30/05/2021 (B&Q) generates fewer trips during the PM and Saturday than the proposed land use (B&M), the increase is minimal. A total of 45 two-way additional trips will visit the site during the PM peak and 18 two-way additional trips will visit the site during the Saturday peak. This equates to less than 25 two-way New and Transferred trips during the PM peak and 12 two-way New and Transferred trips during the Saturday peak, based on the trip proportions agreed in planning application 20/0079
- 4.2.6 There is however a reduction in trips during the AM peak when comparing the B&Q with the B&M. According to planning application 20/0079 this is the critical peak at the Holyoake Avenue/ Bispham Road/ Warbeck Hill Road signal junction. Therefore the use of Unit 2A as a non-food as opposed to a DIY will offer betterment on the local highway network during this peak.
- 4.2.7 The above analysis also demonstrates that there is no difference between the trip attraction of the non-food retail unit operating as a Poundstretcher or B&M. This change in operator will therefore have no impact on the operational performance of the local highway network.
- 4.2.8 It should also be noted that the operational capacity assessments undertaken in planning application 20/0079, assumed that the Poundstretcher was operating with a 3,666 sqm Unit; which as can be seen from the above analysis, resulted in the capacity assessment assuming a higher volume of traffic on the local highway network than any of the options with the Aldi foodstore in place.
- 4.2.9 Therefore the continued use of Unit 2A as a non-food retail unit, would not have a severe impact on the operational performance of the local highway network, as per paragraph 109 of NPPF which states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

## **5.0 SUMMARY AND CONCLUSIONS**

### **5.1 Summary**

- 5.1.1 This Transport Statement has been prepared by Cameron Rose Associates on behalf of Aldi Stores Limited in order to examine the highway and transportation issues associated with the proposed redevelopment of Unit 2a of the Hoylake Avenue scheme in Bispham.
- 5.1.2 The site of this proposal is located c. 1.75 kilometres to the north-east of Blackpool town centre. To the south of the site is the Blackpool North station to Preston railway line. To the north of the site is Holyoake Avenue, which crosses the B5265 Bispham Road at a signal controlled intersection. The B5265 Bispham Road is located to the west of the site and is a major classified route with two lanes of traffic in either direction.
- 5.1.3 The site itself consists of a retail warehouse, with a gross floor area of 3,666 sqm, originally built for B & Q and currently occupied by Poundstretcher. The site has recently been the subject of planning application 20/0079, which gained planning approval to convert 1,993 sqm of the existing building into a retail food store (Aldi) with a single storey side extension to form a service bay adjoining the boundary with Plymouth Road.
- 5.1.4 Adjacent to the site, connected via a linked car park, is a smaller retail warehouse, currently occupied by Pets at Home.
- 5.1.5 The redevelopment proposals will include the closure of Poundstretcher and the opening of B&M. The use of the premises as Poundstretcher is a temporary planning permission until 30/05/2021. After this time it will revert back to 'DIY only' use as per Condition 13 of planning application 20/0079.
- 5.1.6 Therefore, in order for B&M to operate out of Unit 2A a variation of Condition 13 of planning application 20/0079 will be required to allow the unit to stock any non-food goods and an ancillary range of convenience goods equating to no more than 25% of the net retail sales area.



- 5.1.7 Access to the site will remain unchanged from those approved under planning application 20/0079. Access is via the two existing priority controlled T-junctions from Holyoake Avenue. The eastern access is an all movement junction. The western access is an egress only from Holyoake Avenue.
- 5.1.8 Pedestrian access points to the proposed development would be provided in accordance with their current form; via the main site accesses off Holyoake Avenue.
- 5.1.9 The footways on Holyoake Avenue are in excess of 2.0 m in width along both sides of the carriageway, providing links between the Site and the existing footway infrastructure beyond.
- 5.1.10 Planning application 20/0079, which saw the subdivision of the Poundstretcher to accommodate an Aldi foodstore, assumed within the Transport Assessment (reference: 526-01/TA01) that the trip attraction of the Poundstretcher (prior to sub-division) will remain on the local highway network. No reductions were applied to traffic attraction to account for the subdivision of the unit. The assessments were therefore considered to be robust and represented a worst case assessment of the operation performance of the local highway network.
- 5.1.11 The premise of a non-food retail unit within Unit 2A, whether it is Poundstretcher or the proposed B&M, has already been accepted by the local Highway Authority; subject to conditions under planning application 20/0079.

## **5.2 Conclusions**

- 5.2.1 This report has demonstrated how the proposed development promotes accessibility by all modes of travel, in particular public transport, cycling and walking by virtue of its sustainable location and the physical infrastructure that would be put in place i.e. cycle parking at the front of the store.
- 5.2.2 The impacts of residual trips from the proposed development have been assessed as part of planning application 20/0079 and a scheme of works have been agreed that would result in the development not having a material impact on the operational performance and safety of the local highway network.

- 5.2.3 Therefore the redevelopment would not have a severe impact on the operational performance of the local highway network, as per paragraph 109 of NPPF which states that *'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'*.
- 5.2.4 It is concluded that there are no overriding reasons preventing the Local Planning Authority from recognising that the proposal is acceptable with regard to the local highway network.



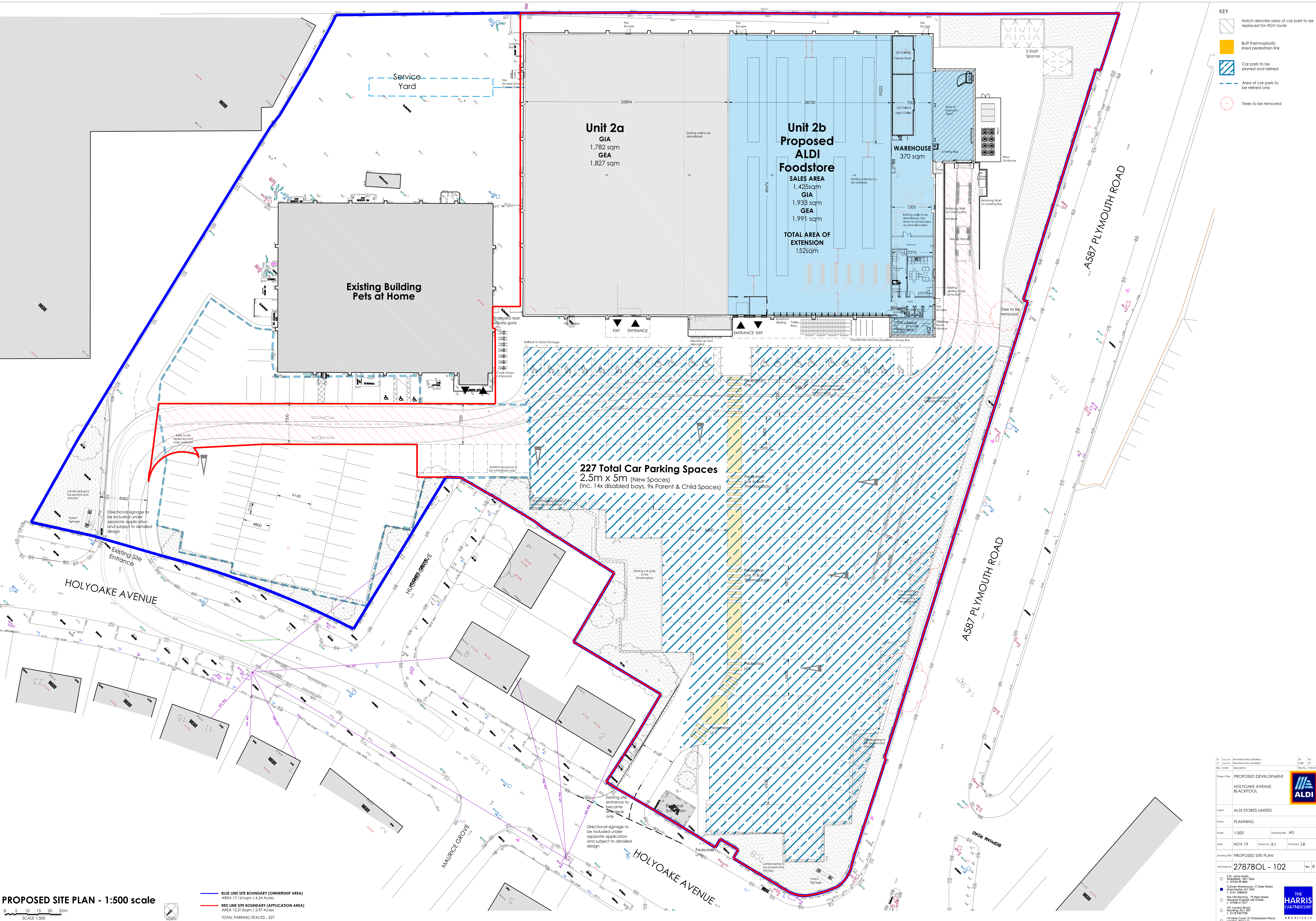
## **APPENDICES**



**APPENDIX A**

**PROPOSED SITE LAYOUT**





- KEY**
- Hatch denotes area of car park to be replaced for HGV route
  - Buff thermoplastic lined pedestrian link
  - Car park to be planned and refined
  - Area of car park to be refined only
  - Trees to be removed

**PROPOSED SITE PLAN - 1:500 scale**  
 0 5 10 15 20 25m  
 SCALE 1:500

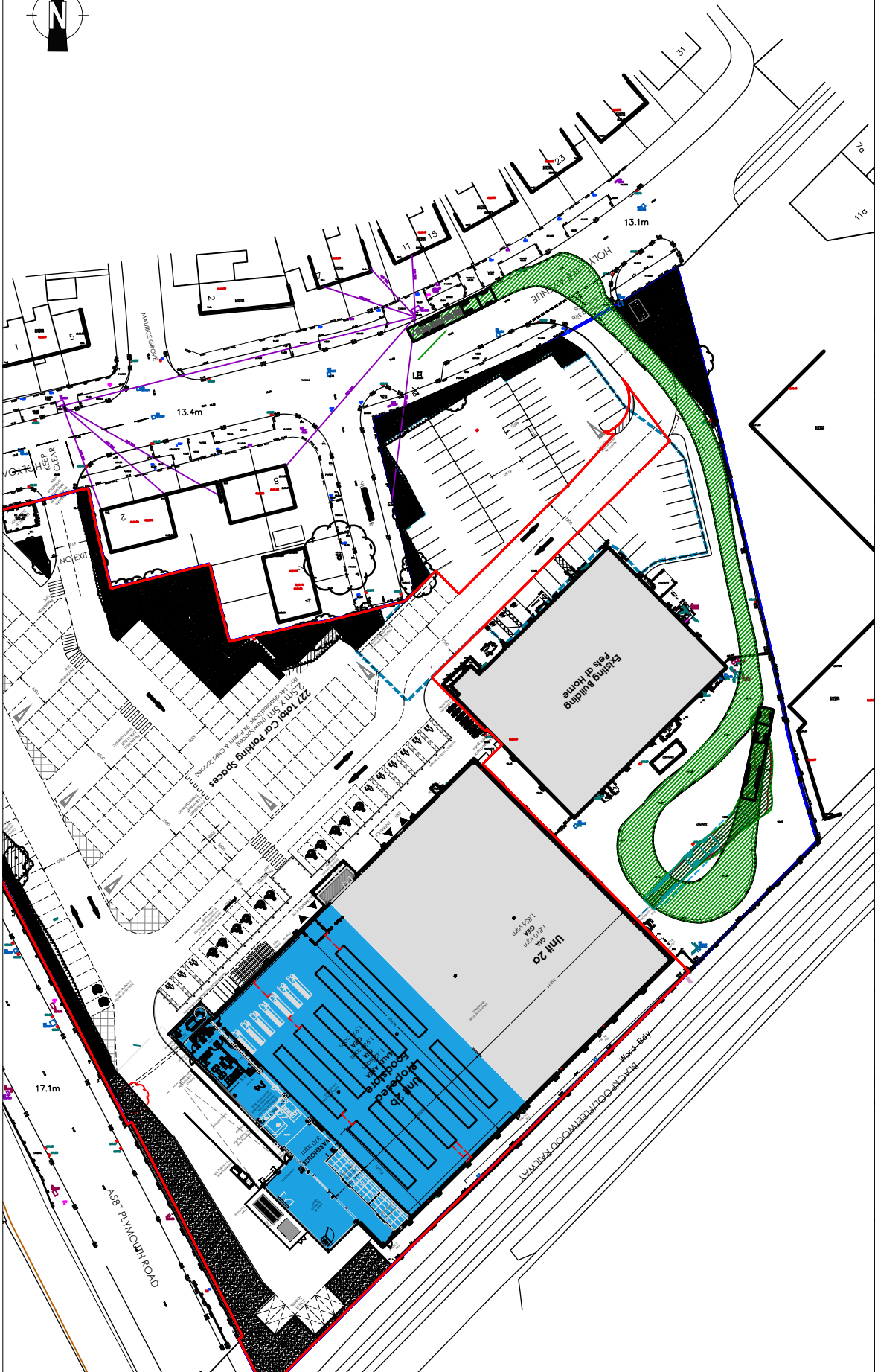
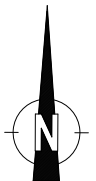
BLUE LINE SITE BOUNDARY (OWNERSHIP AREA)  
 AREA 17.16 sqm / 4.24 Acres  
 RED LINE SITE BOUNDARY (APPLICATION AREA)  
 AREA 12.03 sqm / 2.97 Acres  
 TOTAL PARKING SPACES - 227

<p> </p>	<p> </p>
<p> <b>PROPOSED DEVELOPMENT</b>          HOLYOAKE AVENUE          BLACKPOOL       </p>	<p>         Client: ALDI STORES LIMITED          Status: PLANNING          Scale: 1:500 Drawing No: A0          Date: NOV 19 Drawn by: K.J. Checked: L.B.          Drawing Title: PROPOSED SITE PLAN          Job/Client No: 2787BOL - 102 Rev: B       </p>
<p>         3 St. James Street,          Manchester, M1 2JG          T: 0161 2366555          F: 0161 2366557       </p>	<p>         The Old Rectory, 79 High Street,          Preston, Lancashire, PR1 1BA          T: 01773 81577          F: 01773 81577       </p>





**APPENDIX B**  
**SWEPT PATH AUTOTRACK ANALYSIS**



16.5m Articulated Vehicle  
Entry Manoeuvre

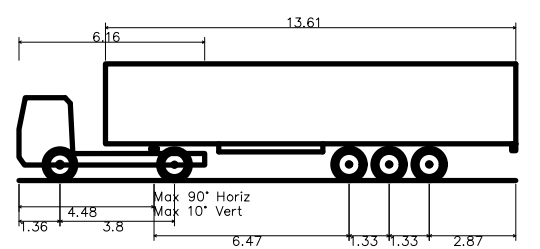


16.5m Articulated Vehicle  
Exit Manoeuvre

This drawing is the copyright of Cameron Rose Limited and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without written consent of the company to do so.

Follow any figured dimensions - do not scale. IF IN DOUBT ASK.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Revision History		Date
A	desc	date a
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

10 King Street Newcastle-under-Lyme Staffordshire ST5 1EL 01782 627029 www.cameron-rose.co.uk	 <b>CAMERON ROSE</b> <small>CONSTRUCTION RESOURCES ASSOCIATES</small>
--	---

client: Aldi Stores Limited

project: Holyoake Avenue Bispham

drawing title: 16.5m Articulated Vehicle Track Plot Analysis Entry and Exit Manoeuvres

scale(s): 04/02/21	date: 1/1000	drawn by: IJM	checked: CAB
drawing number: 526-01/ATR-02	status: Information		
xrefs:	rev: -		

DATE PRINTED:



## **APPENDIX C**

### **ACCESSIBILITY QUESTIONNAIRE**



# Table F - Accessibility Questionnaire

Site Description:

Application Reference:

Access Type	Criteria	Criteria Scores	Score	Sub-Score		
<b>Walking</b>	Distance to nearest bus stop from main entrance to building (via direct, safe route)	<200m	5	5.		
		<300m	3			
		<500m	1			
		>500m	0			
	Distance to nearest railway station from main entrance to building	<400m	3	3.		
		<1km	2			
		>1km	0			
<b>Cycling</b>	Proximity to defined cycle routes	<100m	3	3.		
		<500m	2			
		<1km	1			
<b>Public Transport</b>	Bus frequency of principal service from nearest bus stop during operational hours of the development	<b>Urban/ Suburban</b>		5		
		15 minutes or less	5			
		30 minutes or less	3			
		>30 minutes	1			
		<b>Villages and Rural</b>				
		Hourly or less	5			
		2 Hourly or less	2			
		1 or more per day	1			
		Number of bus services serving different localities stopping within 200 metres of main entrance	4 or more localities served		5	1
			3		3	
2	2					
1	1					
Train frequency from nearest station (Mon-Sat daytime)	30 minutes or less	3	2			
	30-59 minutes	2				
	Hourly or less frequent	1				
Drive to nearest station	10 minutes or less	2	2			
	15 minutes or less	1				
<b>Other</b>	Travel reduction opportunities	Facilities on site or within 100 metres that reduce the need to travel:		2.		
		* food shop/cafe	1			
		* newsagent	1			
		* crèche	1			
		* other	1			

**Total Aggregate Score**

**Accessibility Level**

High: 24-30    Medium: 16-23    Low: 15 or less

23



## **APPENDIX D**

### **TRICS DATA**

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

Selected regions and areas:

06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	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: 714 to 1140 (units: sqm)  
Range Selected by User: 290 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 14/03/19

*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
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
------------------------------------	---

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

Selected Location Sub Categories:

Industrial Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

A1	2 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 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 1 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.5 or Less 1 days

0.6 to 1.0 1 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 2 days

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	HE-01-G-01	PETS AT HOME	HEREFORDSHIRE
	COMMERCIAL ROAD		
	HEREFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	714 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
2	WY-01-G-02	SUPA SOFA	WEST YORKSHIRE
	CLARENCE ROAD		
	LEEDS		
	HUNSLET		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1140 sqm	
	Survey date: THURSDAY	14/03/19	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.*

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									
06:00 - 07:00									
07:00 - 08:00	1	714	0.140	1	714	0.000	1	714	0.140
08:00 - 09:00	2	927	0.054	2	927	0.000	2	927	0.054
09:00 - 10:00	2	927	1.834	2	927	1.402	2	927	3.236
10:00 - 11:00	2	927	1.834	2	927	1.564	2	927	3.398
11:00 - 12:00	2	927	1.564	2	927	1.510	2	927	3.074
12:00 - 13:00	2	927	1.510	2	927	1.402	2	927	2.912
13:00 - 14:00	2	927	2.050	2	927	1.942	2	927	3.992
14:00 - 15:00	2	927	1.564	2	927	1.672	2	927	3.236
15:00 - 16:00	2	927	1.942	2	927	1.672	2	927	3.614
16:00 - 17:00	2	927	1.510	2	927	2.050	2	927	3.560
17:00 - 18:00	2	927	1.510	2	927	1.996	2	927	3.506
18:00 - 19:00	2	927	1.025	2	927	0.917	2	927	1.942
19:00 - 20:00	1	714	0.840	1	714	1.401	1	714	2.241
20:00 - 21:00	1	714	0.000	1	714	0.280	1	714	0.280
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			17.377			17.808			35.185

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 714 - 1140 (units: sqm)  
 Survey date range: 01/01/05 - 14/03/19  
 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

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

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	KC	KENT	1 days
10	WALES		
	DB	DENBIGHSHIRE	1 days
	GW	GWYNEDD	1 days
14	LEINSTER		
	KK	KILKENNY	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: 300 to 1000 (units: sqm)  
Range Selected by User: 290 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 14/03/19

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

Selected survey days:

Saturday 5 days

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

Selected survey types:

Manual count 5 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:

Edge of Town Centre 2  
Suburban Area (PPS6 Out of Centre) 1  
Edge of Town 2

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

Selected Location Sub Categories:

Commercial Zone 1  
Retail Zone 1  
Built-Up Zone 1  
No Sub Category 2

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

Secondary Filtering selection:

Use Class:

A1 5 days

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

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000 1 days  
50,001 to 75,000 1 days  
75,001 to 100,000 1 days  
100,001 to 125,000 1 days  
125,001 to 250,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 5 days

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

Petrol filling station:

Included in the survey count 0 days  
Excluded from count or no filling station 5 days

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No 5 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 5 days

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



LIST OF SITES relevant to selection parameters

1	DB-01-G-01 GREENFIELD PLACE RHYL	BRANTANO		DENBIGHSHIRE
	Edge of Town Centre Commercial Zone Total Gross floor area:		800 sqm	
	<i>Survey date: SATURDAY</i>		<i>22/10/11</i>	<i>Survey Type: MANUAL</i>
2	EX-01-G-01 LONDON ROAD COLCHESTER LEXDEN	MFI		ESSEX
	Edge of Town No Sub Category Total Gross floor area:		1000 sqm	
	<i>Survey date: SATURDAY</i>		<i>19/07/08</i>	<i>Survey Type: MANUAL</i>
3	GW-01-G-01 CAERNARFON ROAD BANGOR	BATHSTORE		GWYNEDD
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:		300 sqm	
	<i>Survey date: SATURDAY</i>		<i>11/07/09</i>	<i>Survey Type: MANUAL</i>
4	KC-01-G-04 LONDON ROAD MAIDSTONE ROCKY HILL	MAJESTIC WINE		KENT
	Edge of Town Centre Built-Up Zone Total Gross floor area:		470 sqm	
	<i>Survey date: SATURDAY</i>		<i>12/05/18</i>	<i>Survey Type: MANUAL</i>
5	KK-01-G-01 OUTRATH ROAD KILKENNY	CARPET RIGHT		KILKENNY
	Edge of Town Retail Zone Total Gross floor area:		850 sqm	
	<i>Survey date: SATURDAY</i>		<i>29/11/08</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE  
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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									
06:00 - 07:00									
07:00 - 08:00	2	925	0.000	2	925	0.000	2	925	0.000
08:00 - 09:00	5	684	0.380	5	684	0.234	5	684	0.614
09:00 - 10:00	5	684	0.760	5	684	0.643	5	684	1.403
10:00 - 11:00	5	684	1.462	5	684	1.140	5	684	2.602
11:00 - 12:00	5	684	1.901	5	684	1.696	5	684	3.597
12:00 - 13:00	5	684	2.836	5	684	2.456	5	684	5.292
13:00 - 14:00	5	684	2.573	5	684	2.807	5	684	5.380
14:00 - 15:00	5	684	3.099	5	684	3.363	5	684	6.462
15:00 - 16:00	5	684	2.310	5	684	2.544	5	684	4.854
16:00 - 17:00	5	684	2.368	5	684	2.281	5	684	4.649
17:00 - 18:00	5	684	0.731	5	684	1.111	5	684	1.842
18:00 - 19:00	5	684	0.117	5	684	0.292	5	684	0.409
19:00 - 20:00	4	780	0.000	4	780	0.096	4	780	0.096
20:00 - 21:00	3	883	0.000	3	883	0.000	3	883	0.000
21:00 - 22:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			18.537			18.663			37.200

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 300 - 1000 (units: sqm)  
 Survey date date range: 01/01/05 - 14/03/19  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 5  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

Land Use : 01 - RETAIL  
Category : E - DIY SUPERSTORE - WITHOUT GARDEN CENT  
TOTAL VEHICLES

Selected regions and areas:

03 SOUTH WEST  
DC DORSET 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: 5800 to 5800 (units: sqm)  
Range Selected by User: 100 to 11800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/11/17

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

Selected survey days:

Friday 1 days

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

Selected survey types:

Manual count 1 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:

Edge of Town 1

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

Selected Location Sub Categories:

Retail Zone 1

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

Secondary Filtering selection:

Use Class:

A1 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 1 days

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

Population within 5 miles:

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 1 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 days

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	DC-01-E-01	HOMEBASE	DORSET
	MALLARD ROAD		
	BOURNEMOUTH		
	MALLARD RD RET. PARK		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	5800 sqm	
	Survey date: FRIDAY	21/03/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/E - DIY SUPERSTORE - WITHOUT GARDEN CENT  
**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									
06:00 - 07:00									
07:00 - 08:00	1	5800	0.069	1	5800	0.017	1	5800	0.086
08:00 - 09:00	1	5800	0.224	1	5800	0.155	1	5800	0.379
09:00 - 10:00	1	5800	0.517	1	5800	0.397	1	5800	0.914
10:00 - 11:00	1	5800	0.741	1	5800	0.655	1	5800	1.396
11:00 - 12:00	1	5800	0.862	1	5800	1.017	1	5800	1.879
12:00 - 13:00	1	5800	0.948	1	5800	1.017	1	5800	1.965
13:00 - 14:00	1	5800	1.034	1	5800	0.914	1	5800	1.948
14:00 - 15:00	1	5800	0.759	1	5800	0.845	1	5800	1.604
15:00 - 16:00	1	5800	1.017	1	5800	0.879	1	5800	1.896
16:00 - 17:00	1	5800	0.603	1	5800	0.552	1	5800	1.155
17:00 - 18:00	1	5800	0.569	1	5800	0.586	1	5800	1.155
18:00 - 19:00	1	5800	0.207	1	5800	0.276	1	5800	0.483
19:00 - 20:00	1	5800	0.224	1	5800	0.362	1	5800	0.586
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>7.774</b>			<b>7.672</b>			<b>15.446</b>

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 5800 - 5800 (units: sqm)  
 Survey date date range: 01/01/12 - 18/11/17  
 Number of weekdays (Monday-Friday): 1  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

Land Use : 01 - RETAIL  
Category : E - DIY SUPERSTORE - WITHOUT GARDEN CENT  
TOTAL VEHICLES

Selected regions and areas:

08 NORTH WEST  
LC LANCASHIRE 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: 3268 to 3268 (units: sqm)  
Range Selected by User: 100 to 11800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/11/17

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

Selected survey days:

Saturday 1 days

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

Selected survey types:

Manual count 1 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:

Edge of Town Centre 1

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

Selected Location Sub Categories:

Retail Zone 1

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

Secondary Filtering selection:

Use Class:

A1 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 1 days

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

Population within 5 miles:

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 days

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No 1 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 1 days

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



LIST OF SITES relevant to selection parameters

1 LC-01-E-04 WICKES  
SAINT GEORGE STREET  
CHORLEY

LANCASHIRE

Edge of Town Centre

Retail Zone

Total Gross floor area:

3268 sqm

Survey date: SATURDAY

18/11/17

Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/E - DIY SUPERSTORE - WITHOUT GARDEN CENT  
**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									
06:00 - 07:00									
07:00 - 08:00	1	3268	0.184	1	3268	0.031	1	3268	0.215
08:00 - 09:00	1	3268	0.765	1	3268	0.306	1	3268	1.071
09:00 - 10:00	1	3268	1.408	1	3268	0.979	1	3268	2.387
10:00 - 11:00	1	3268	1.377	1	3268	1.408	1	3268	2.785
11:00 - 12:00	1	3268	1.744	1	3268	1.744	1	3268	3.488
12:00 - 13:00	1	3268	2.356	1	3268	2.326	1	3268	4.682
13:00 - 14:00	1	3268	2.234	1	3268	2.203	1	3268	4.437
14:00 - 15:00	1	3268	2.509	1	3268	2.632	1	3268	5.141
15:00 - 16:00	1	3268	2.387	1	3268	2.387	1	3268	4.774
16:00 - 17:00	1	3268	1.499	1	3268	1.775	1	3268	3.274
17:00 - 18:00	1	3268	2.111	1	3268	2.448	1	3268	4.559
18:00 - 19:00	1	3268	2.081	1	3268	2.203	1	3268	4.284
19:00 - 20:00	1	3268	1.958	1	3268	1.989	1	3268	3.947
20:00 - 21:00	1	3268	1.224	1	3268	1.193	1	3268	2.417
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			23.837			23.624			47.461

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 3268 - 3268 (units: sqm)  
 Survey date date range: 01/01/12 - 18/11/17  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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