Banners Gate

Highways & Transportation

Proposed expansion of the Co-op store Bury Bar Lane, Newent, Gloucestershire

Transport Statement (March 2018)

The transport implications of expanding the Co-op store at Newent

co-op

Job number P1285

BANNERS GATE
HIGHWAYS AND TRANSPORTATION

Proposed expansion of the Co-op store, Bury Bar Lane Newent, Gloucestershire Transport Statement

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BANNERS GATE TRANSPORTATION LTD
10-11 BIRMINGHAM STREET, HALESOWEN, WEST MIDLANDS B63 3HN
TEL 0121 687 1500 FAX 0121 687 1501
www.bannersgate.com
mail@bannersgate.com

PROPOSED EXPANSION OF THE CO-OP STORE, NEWENT
TRANSPORT STATEMENT

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References:

Gloucestershire Manual for Streets (4th Edition)
National Planning Policy Framework 2012 (NPPF)
Guidance for Transport Assessment (March 2007)

TRANSPORT STATEMENT

1 INTRODUCTION

1.1 Banners Gate Transportation Limited has been instructed by the Mid-Counties Co-operative to consider transport planning issues in connection with expansion to the existing Co-op store at Newent. The existing food-store is located in the termination of Bury Bar Lane a short distance to the south of Market Square in the town.

1.2 The existing store has an excessively large service yard and land adjacent to the existing store that allows the construction of additional retail floor space and parking. This *Transport Statement* has been prepared to provide an insight into the traffic and highway considerations related to the project. The details in this report seek to address the comments provided in a letter from the Highway Authority dated 9 February 2018. A location plan is included at Appendix A.

1.3 This *Transport Statement* includes a discussion on the following topics:

- Details of the existing site
- Typical trip generation to the existing store
- Details of the proposed development and expected increase in traffic
- Commentary on parking provision
- Commentary on highway safety in the vicinity of the site
- Servicing and the manoeuvring of vehicles
- Details of the pedestrian environment and improvements to the public realm.

1.4 Section 2 and 3 includes a discussion of the existing road network and the results of a pre-application dialogue with the Planning Department and Highway Authority. Section 4 includes a description of the proposals for the site. Section 5 discusses in detail the transport and highway impact of the scheme.

2 EXISTING CONDITIONS

2.1 The Co-op store at Newent

2.1.1 The food-store is located at the termination of the cul-de-sac of Bury Bar Lane in Newent. The supermarket has a gross internal floor area of 903 square metres. The sales area is 613 square metres.

The access road to the store divides between a route to the car park and an access to the service yard. Parking for 77 cars is provided within a car park on the east side of the building. A service yard is provided on the northern side of the building.

A plan of the existing store is included at Appendix B.

2.2 The local road network

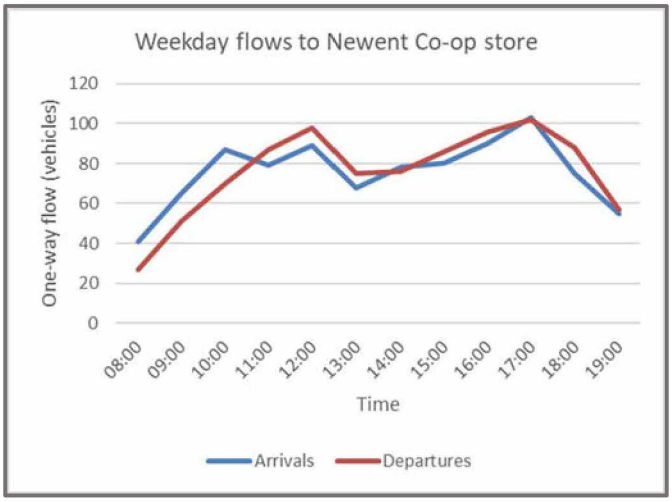
2.2.1 The Co-op store is located within the town centre of Newent. The local road network of the town centre is subject to a 20mph speed limit. On-street parking and narrow roads in part increase the probability of the need to concede priority to oncoming traffic. This has the affect of reducing average speeds. The roads in the centre of the town are lightly trafficked and there is no congestion of note. The access to the site is obtained from the cul-de-sac of Bar Bury Lane that connects onto the priority junction with Broad Street and Church Street. The junction is readily identified by the presence of a half-timbered market house. The standards of Bar Bury Lane vary along its length. Initially, the route has a width of 6 metres and parking is prohibited at all times around the junction with Church Street. Thereafter, the road width varies allowing some on-street parking. After a distance of 40 metres the road divides into two routes. Priority in the layout is given to the route to the food-store which has a width of 6 metres. A footway is provided on the east side of the carriageway only. This section of Bar Bury Lane is a private road. Street lighting is provided. The other part of Bar Bury Lane is an adopted road for a distance of 150 metres. The route serves residential property where on-street parking is prevalent.

2.2.2 Traffic to the food-store has been recorded by means of an automatic counter that was placed on the access road over a period of 7 days from Monday 19 February to Sunday 25 February 2018. The equipment was bolted to a street light as pictured below during a time when the weather was reasonable with no snowfall to affect traffic flows.

2.2.3 The equipment records the speed and number of vehicles travelling in each direction, hour by hour over the course of 7 days. The equipment uses data on the axle spacing of vehicles and the known distance between the loops allows the equipment to record speeds. Traffic and speed data is included in full at Appendix C.

Coop access road (February 2018)	Entry	Exit	Total
Average weekday AM (0800 to 0900)	41	27	68
Average weekday PM (1700 to 1800)	100	102	202
Weekday 12 hours	868	867	1,735
Weekday 24 hours	980	993	1,973

The data is best illustrated graphically. The data shows that the number of arrivals is similar to the number of departures throughout the day. Measured average and 85th percentile speeds are less than 20mph. The average shopping duration is less than 30 minutes. There are no parking charges.



2.2.4 One vehicular access and two pedestrian routes are provided to the site.

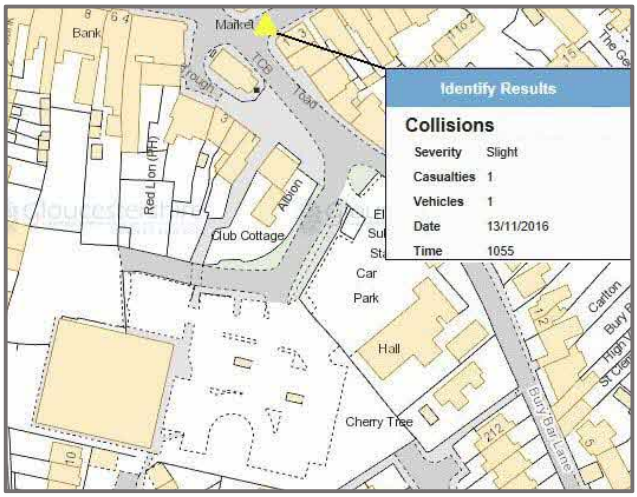
The *main vehicular access* via Bar Bury Lane would not be affected. A footway is provided alongside the access road although this is infrequently used compared to two additional pedestrian routes.

The *southern pedestrian access* (pictured) to Foley Road (and Freeman's Orchard) is considered fit for purpose and would not be affected.

The *northern pedestrian access* provides a direct and convivial connection from the site to Market Square. Pedestrians need to walk across the road to the service yard. Visibility at the connection to the service yard is poor with high boundary walls. The expansion to the store would increase the footfall and usage of this pedestrian route and therefore improvements are planned.

2.3 Highway safety

2.3.1 In terms of the operation and safety of the road network records are kept of personal injury accidents. A guide to the local safety and information on accidents can be viewed at https://roadsafety-gloucestershire.org.uk/. This website and information is prepared as part of the ongoing commitment by the Highway Authority of Gloucestershire County Council to improve safety on the road network. A camera and collision map are available and users can focus on their area of interest. An extract of the area, illustrating casualties on local roads close to the site is pictured opposite. There has been one accident close to the junction of Bar Bury Lane with Broad Street and Church Street in five years. This incident included a slight injury to a pedestrian that was waiting in the carriageway and was struck by a passing vehicle. There have been no other slight injury accidents close to the store. In addition, there have been no serious or fatal incidents in the vicinity of the Co-op store.



Accidents close to the development site

Date and time	Location and description	Injury?
13 Nov 2016 1055 hours	Vehicle (van or goods vehicle <3.5t) was proceeding along a left-hand bend in Broad Street and collided with a pedestrian (age between 36 and 45) resulting is slight injuries to the pedestrian.	Slight

2.3.2 The Co-op store is readily accessible from two pedestrian routes from adjacent areas to the north and south. A pedestrian footway provides a route from Bar Bury Lane to the entrance to the store and crosses the access way to the services yard. This connection is not well designed in terms of visibility for pedestrians and therefore will be improved. This modification is discussed in Section 5.

3 CONSULTATIONS AND SUSTAINABLE DEVELOPMENT

3.1 A location for growth

3.1.1 Land use planning is managed by the policies of Forest of Dean District Council. The Planning Authority and Highway Authority of Gloucestershire County Council have been consulted prior to the preparation of the planning application. Importantly, the site is located within the town centre and the Newent Conservation Area as illustrated at Appendix D. Policy CSP.7 of the Core Strategy, applicable to the site, supports economic development including existing employment sites.

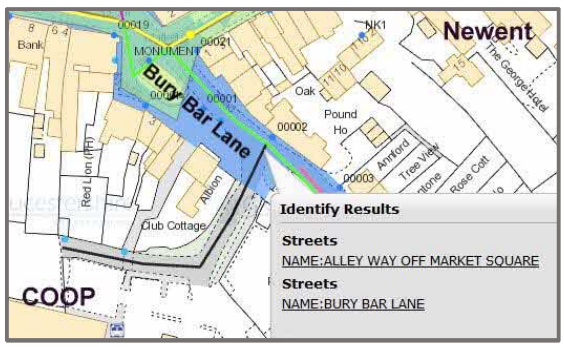
3.1.2 The existing supermarket building does not have notable architectural value but does affect the view and amenity of neighbouring properties within the Conservation Area, some of which are listed. The proposals have been amended to reduce the perceived visual impact from neighbouring areas.

3.2 Transport policies in Gloucestershire

3.2.1 The Highway Authority of Gloucestershire County Council has an ongoing obligation to improve the operation and safety of the local road network. A succinct summary of the key objective and policies are summarised below:

- Reduce the impact of traffic congestion
- Improve the operation and safety of the highway infrastructure with a view to reducing the number of casualties on the road network
- Reduce the need to travel by effective choice of land-use planning. New developments should be readily accessible to local services and public transport therefore reducing the reliance on the private car
- Provide a comfortable and efficient public transport network
- Encourage walking and cycling and the use of public transport

3.2.2 The Highway Authority has commented on access, traffic generation, parking provision, visibility, manoeuvring with service vehicles and the need to provide a safe pedestrian environment. These topics are discussed in detail in this statement. The Highway Authority has also provided information to confirm that Bury Bar Lane is an adopted highway maintainable at public expense as far as the entrance to Memorial Hall. Thereafter, the access to the Co-op store utilises a route known as an alley-way (Class 7) and is privately maintainable. The route is subject to a 20mph speed limit.



3.2.3 The Co-op has stated that the store is trading well and modifications are required to improve and upgrade the service provided to shoppers. The service yard to unnecessarily large and the car park layout can be improved. The proposals seek to retain and expand the land-use and promote an improved retail experience when local shopping centres are experiencing very difficult trading conditions. It is hoped that the development would increase activity, footfall and the sustainability credentials of the market town. The expansion of the store provides an excellent example of sustainable land-use planning. This report focuses on the transport objectives and guidance in the National Planning Policy Framework.

3.3 National Planning Policy Framework

3.3.1 Planning policy is determined by National Planning Policy Framework (NPPF) and Local Plan Policy. The government recognises that the planning process is instrumental in creating jobs and growth in the economy. The new guidance provides a presumption in favour of sustainable development and projects should adhere to local plan policy. Paragraph 37 of National Planning Policy Guidance refers to policies whereby "*people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities*".

3.3.2 Within the context of these polices it is important to demonstrate that the site at Bury Bar Lane is suitable for development. Paragraph 32 includes reference to the need to prepare a Transport Statement or Transport Assessment. Also this paragraph states that *"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".* The evidence contained in this report demonstrates that the project is sustainable, the access and pedestrian routes operate safely and satisfactorily and, in transport terms, the development would not create a 'severe' impact.

3.4 Planning Policy Summary

3.4.1 The Highway Authority is responsible for implementing numerous objectives such as reducing the impact of traffic congestion, improving safety, upgrading public transport, and encouraging sustainable travel. The Highway Authority would support projects that can demonstrate effective land–use planning in sustainable locations. The proposals for the Co-op store at Bury Bar Lane increase the floor area of the building which is likely to increase the typical shopping duration and a create a slight increase in traffic flows but the impact of the project could not be described as severe. The development and detailed highway matters are described at Sections 4 and 5.

4 DEVELOPMENT PROPOSALS

4.1 Retail development

4.1.1 The development site consists of the existing Co-op store and car park. The existing store is trading well and investment would allow improvements to the store and an expansion to the products offered. The proposals involve extending the store using land on the north side of the existing building. Additional retail floor space with a small increase in the back of house capacity would be constructed on an area of existing parking and part of the service yard. The site access road would not be affected. The food-store would continue to open with conventional retail trading hours throughout the week (Monday to Saturday, 7am to 10pm and 10am to 4pm on Sundays). The details of site layout and new retail unit have been prepared by architects Gould Singleton. Drawings of the proposals are included at Appendix E.

Existing retail (Use Class A1, gross internal area of 903 sqm) **Retail area = 613 sqm** **Back of house = 290 sqm** **Ground level parking = 77 spaces**
Proposed retail (Use Class A1, gross internal area of 1,272 sqm) **Retail area = 910 sqm** **Back of house = 362 sqm** **Ground level parking = 90 spaces**

4.2 Parking

4.2.1 Historically parking standards have centred on Local Plan Policy and guidance contained in Annex D of PPG13. Typically, 1 space per 14 sqm is recommended for food retail projects with 1 space per 20 sqm for non-food retail. Manual for Gloucestershire Streets (4th edition) states (para 9.9) that "*there are currently no local car parking standards for Gloucestershire"*. Therefore, developers are encouraged to calculate the parking demand that would be generated by the proposed development using parameters listed in paragraph 39 of NPPF as repeated below.

> 39. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:
> - the accessibility of the development;
> - the type, mix and use of development;
> - the availability of and opportunities for public transport;
> - local car ownership levels; and
> - an overall need to reduce the use of high-emission vehicles.

4.2.2 In this instance, the proposals expand an existing convenience store. The development would provide additional choice and extra products to increase the typical shopping duration from perhaps 15 minutes to 30 minutes. The development would reduce the need for travelling to larger supermarkets but the store would continue to provide a local function. The planned parking provision is summarised as follows

Existing store	**903sqm**	**77 spaces = 1 space per 11.7 sqm**
Proposed store	**1272 sqm**	**90 spaces = 1 space per 14.1 sqm**

4.2.3 The figure above excludes staff parking. A generous amount of staff parking can readily be provided within the service yard without affecting the manoeuvring of large vehicles.

4.2.4 In many instances, a check on parking demand can be calculated using an accumulation of arrivals after the deduction of departures. Assuming the car park is empty at midnight then a calculation can give a guide to peak parking demand. In this instance it has been found that the figures are not comparable with observations on site. A very high proportion of trips arrive and depart within an hour and therefore hourly counts are not sufficiently accurate. In addition, there are no parking charges and therefore the car park is used by other visitors to the town centre. Observations reveal that there is spare parking capacity throughout the day. The proposed layout adheres to the typical standard of 1 parking space per 14 square metres. This standard is not dependent on location and thereby the sustainability credentials site. A town centre shopping location would have less reliance on the private car and associated parking demand and therefore justification can be provided for reducing the parking provision in town centres. For these reasons, a parking provision of 1 space per 14 sqm is considered acceptable for the expanded food store.

Landscaping areas within the car park would be used to provide additional parking. Retaining walls would be required along the southern boundary to the site

It is recommended that a cycle stand for 5 bicycles is provided adjacent to the northern elevation of the new store.

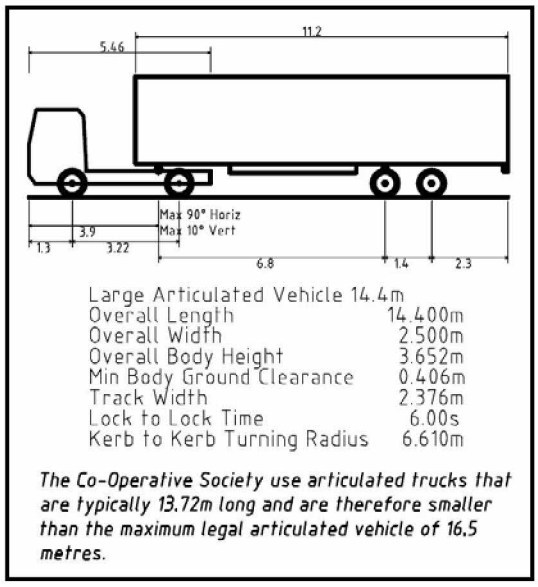
4.2.5 The additional parking is created by extending the existing isles and circulating of the existing car park. The parking spaces would be 4.8 metres long and 2.4 metres wide and an isle width of at least 6 metres. Therefore, it is reasonable to conclude that the expanded car park would function safely.

4.3 Servicing

The large existing service yard is located on the northern side of the food-store and segregated from the public domain. The expansion to the store uses part of the existing service yard but this does not affect the ability of large goods vehicles to enter in forward gear, turn and leave in forward gear. The Mid-Counties Co-operative use a fleet of articulated wagons (13.72m) that are slightly smaller than the maximum legal articulated vehicle of 16.5m. The Co-op also use two-axle trucks which are typically 9-11 metres long. These vehicles are pictured below.

Sufficient manoeuvring space is available. The manoeuvring of a Coop articulated vehicle within the service yard (drawing P1285/121) is included at Appendix F. The manoeuvring of a Coop rigid truck (drawing P1285/122) is included at Appendix G.

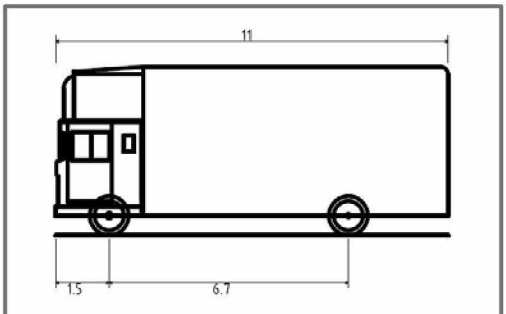
The manoeuvring of heavy goods vehicles would be supervised and monitored by staff to ensure the safety of all users within the service yard. Of course, the route to Newent and the access road from Bar Bury Lane is already safely used by existing Co-op goods vehicles.



Large Articulated Vehicle 14.4m

Overall Length	14.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Track Width	2.376m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.610m

The Co-Operative Society use articulated trucks that are typically 13.72m long and are therefore smaller than the maximum legal articulated vehicle of 16.5 metres.



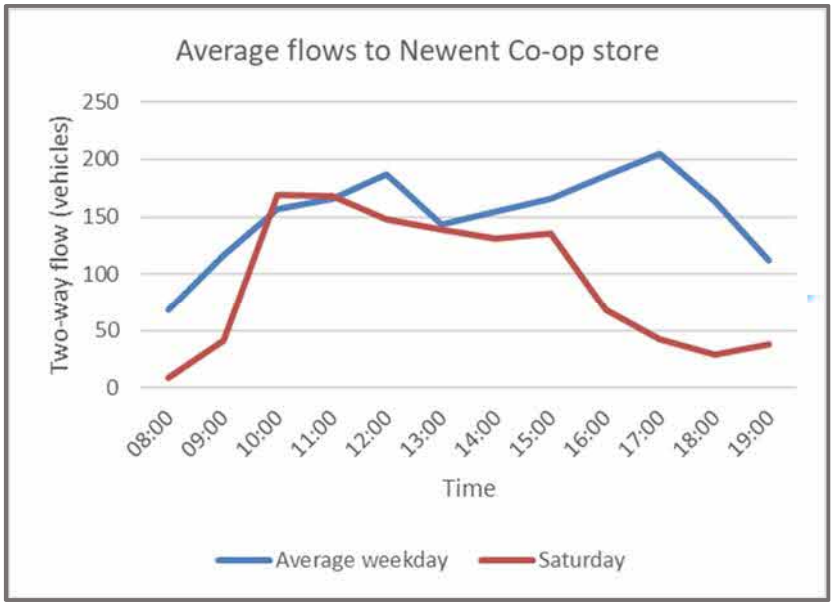
Pantechnicon

Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	4.730m
Min Body Ground Clearance	0.541m
Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	12.200m

5 THE DEVELOPMENT SITE AND TRANSPORT PLANNING

5.1 Existing retail traffic generation

5.1.1 Surveys have been completed of existing traffic activity at the Newent Co-op store. Traffic flows are illustrated graphically below. Generally, weekday traffic flows are of the order of 70-100 trips per hour in each direction throughout the day. The flows are slightly more than one vehicle per minute. Therefore, two-way flows can be of the order 150-160 trips in an hour.



5.1.2 These trips are generated by a gross internal floor area of 904 square metres. These figures can be used to calculate a trip rate per unit area as calculated below.

Existing Co-op store	**AM (0800 to 0900)**		**PM (1700 to 1800)**		**6am to 11pm**
for 904 sqm	Arrivals	Departures	Arrivals	Departures	Two-way
Trip Rate (per 100sqm)	4.54	2.99	11.39	11.28	216.82
Trips	**41**	**27**	**103**	**102**	**1,960**

Table 1

5.2 Comparison of trip rates

5.2.1 Information on trip generation can be obtained from the TRICS database. It is known that there are variations in retail trip rates depending on the location and size of the food-store. Due to its size, the Co-op at Newent can be described as a *Convenience Store*. Larger stores are described in TRICS as a *Food Superstore*. Smaller stores have a higher trip rate per unit area whilst larger stores have a lower trip rate. The development increases the floor area by 40% but this will not translate into a 40% increase in traffic. Some information from the TRICS database illustrates how the trip rate varies with the floor area.

5.2.2 Three scenarios (excluding sites that operate a Travel Plan) have been considered:

1. Typical vehicle trip rates to *Convenience Stores* (located in '*town centres'* and '*edge of town centres'*). Average floor area of 220 square metres
2. Typical vehicles trip rates to Cooperative *Convenience Stores* in various locations ('*suburban areas'* and '*neighbourhood centres'*). Average floor area of 388 sqm.
3. Vehicle trip rates to town centre *Food Superstore*. Area of 4,746 square metres

Retail trip rates (two-way) 6am to 11pm	**floor area sqm**	**Two-way trip rate per 100sqm**
1, Town centre Convenience Store (Appendix H)	**220**	**251.935**
2, Cooperative Convenience store (Appendix I)	**388**	**190.697**
3, Town centre Food Superstore, (Appendix J)	**4,746**	**141.678**

Table 2

5.2.3 Newent provides a comprehensive and varied retail experience for the visitor. The development itself is expected to generate only a limited number of specific *home-store-home* car trips. It is not easy to calculate the perceived additional traffic flows generated by the expanded retail site since many trips to the store are already taking place. In addition, the car park is used by visitors to Newent that do not use the Co-op store. The Co-op store is located within the central retail area of Newent. The redevelopment of the site suggests that the project would not generate large quantities of traffic simply due to the traffic movements to the existing site and pass-by trips from the existing vehicular activity. The redevelopment of an existing shop within a local centre may increase traffic flows but this would not be significant within the collective experience of an area.

5.2.4 The table above demonstrates that the store is trading well with a higher than expected trip rate for the existing area. The retail analysis highlights that the proposed increase in the floor area would increase the shopping duration and thereby reduce the trip rate per unit area. Traffic flows would increase but would be considerably lower that the increase in the floor area quantified as 40%. For example, if the traffic generation to the new store is 180 trips per 100 square metres (a robust trip rate when considering Table 2 above), then the expected total traffic generation (two-way) to the site would be 2,290 trips (1272*180/100) This compares to existing flows of 1,960 vehicles on an average weekday from 6am to 11pm. Therefore, traffic flows may increase by up to 16%. The proposed trip rates are calculated as follows:

Proposed Co-op store for 1272 sqm	**AM (0800 to 0900)**		**PM (1700 to 1800)**		**6am to 11pm**
	Arrivals	Departures	Arrivals	Departures	Two-way
Trip Rate (per 100sqm)	3.77	2.99	11.39	11.28	180.00
Trips	**48**	**32**	**120**	**119**	**2,290**

Table 3

5.2.5 Retail projects do not generate significant traffic flows in the morning peak period. Traffic flows to retail stores are much higher in the late afternoon. The analysis, by comparing Table 1 and Table 3, reveals that flows in the afternoon peak hour may increase from 200 vehicles to 240 vehicles from 5pm to 6pm. This equates to slightly less than one vehicle per minute. There may be a perception that a retail development would generate substantial traffic flows in the evening peak but this is not the case. Traffic flows are divided across routes in Newent and much of the traffic using the site would already be on the road network.

5.2.6 Consultants have prepared various documents on retail development and associated traffic demand and parking. Many documents do not correlate well with the circumstances at Bury Bar Lane but TRICS Research Report 95/2 suggests that '*new retail developments do not result in a large number of new trips on the area-wide network but do involve a transfer of existing trips'.* This is based on the reasonable surmise that the general public do not carry out more shopping when a development opens but it merely creates more shopping choices. In this case the site is already a retail outlet and is located a short walk from the centre of Newent where further shopping options are available. '*All research confirms the view that very little new traffic is generated by new store development. Figures compiled . . . suggest in most circumstances 10% or less of the total trips are completely new and in practice the value is so small it can be discounted'.*

5.2.7 It is reasonable to conclude that the majority of trips to a food-store at Bury Bar Lane would be pass-by or diverted trips from the Newent area and there would be a low proportion of primary trips. The increase in traffic is not expected to have a severe impact on the road network of Newent.

5.3 Improvements brought about by the development

5.3.1 The existing architecture to the building would be improved. The site has a good pedestrian environment with excellent connectivity to the surrounding areas. Two improvements to the pedestrian environment have been identified.

Recommended footway improvements

1 The existing access to the car park includes worn zebra crossing road markings. It is suggested that the road markings are refreshed to add emphasis and priority for the movement of pedestrians.

Recommended footway improvements (continued)

2 The existing pedestrian route from the right of way to the front of the store is pictured. The crossing includes worn zebra crossing road markings and therefore it is recommended that the road markings are refreshed.

Also, visibility is poor when walking to the store due to the height of the boundary walls. The road width is 5.8 metres at this point. It is suggested that the width of the service road is reduced by 1 metre on the north side of the crossing. This width would provide additional footway such that pedestrians can readily view traffic before crossing. The risks are low since the route is only used by goods deliveries and staff vehicles. Nevertheless, improved visibility and priority for pedestrians is recommended. A planning condition can be applied to this improvement and therefore full details can be applied in the event that planning permission is secured.

5.4 Sustainability credentials

5.4.1 The Co-op store serves the existing residential area of Newent. Many residents would walk from the nearby areas. Many trips would be simply pass-by trips as local residents go about their business. It is hoped that the expanded store may more adequately serve local needs such that there is less demand for travelling longer distances such as a 20-minute drive to Tesco at Gloucester. Perhaps the site generates vehicular trips from more rural areas of Gloucestershire although many trips may be linked within other tasks. The expansion to the store provides the opportunity to improve the pedestrian route between the front of the store and the right of way to Market Square. The conflicts with customer parking is reduced and the visibility onto the service road is improved. National Planning Policy Framework states that "*Planning must be a creative exercise in finding ways to enhance and improve the places in which we live our lives*". The project at the Co-op store is designed to provide a positive improvement to the quality of the built environment in a sustainable location within Newent.

5.5 Summary with reference to NPPF

5.5.1 Planning policy is determined by National Planning Policy Framework (NPPF) and Local Plan Policy. The government recognises that the planning process is instrumental in creating jobs and growth in the economy. The new guidance provides a presumption in favour of sustainable development and projects should adhere to local plan policy. Additionally, paragraph 32 of NPPF states that:

> *"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".*

5.5.2 In this instance, the expanded retail unit would provide a better retail experience and more satisfactorily serve the local area such that trips to large supermarkets further afield would be reduced. The local pedestrian environment operates well although minor improvements are planned for the pedestrian connection to the town centre. The retail development is entirely plausible, sustainable and the residual cumulative impacts, as described by the assessment above, cannot be described as severe. Therefore, planning permission should be granted.

6 CONCLUSION

6.1 Banners Gate Transportation Limited has been instructed to consider highway engineering issues in support of a planning application for redevelopment of the site of the Co-op food-store at Bury Bar Lane, Newent. Transport planning issues are summarised below.

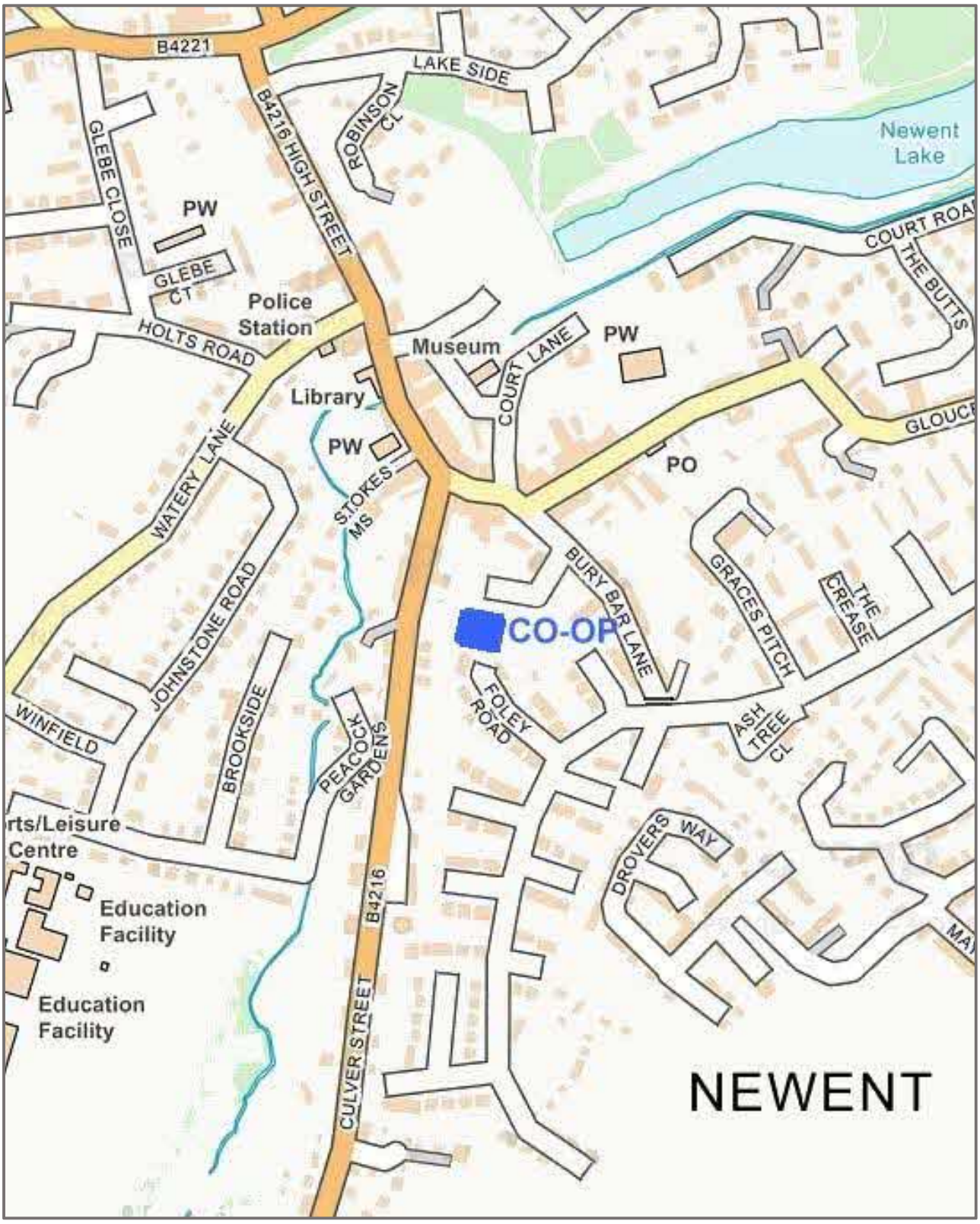
- The existing Co-op store has a gross internal floor area of 904 sqm with 77 parking spaces and a large service yard. Access to the site is obtained from the cul-de-sac of Bury Bar Lane. A private road divides between a route to the car park and service yard. The store has footpath connections to Market Square (north) and Freeman's Orchard to the south.
- The store is trading well and therefore proposals have been prepared to expand the store to an area of 1,272 sqm with 90 parking spaces. Retail analysis suggests that the increase in the floor area would change the characteristics of the store to provide a more important local function and thereby increase the shopping duration and the average spend in the store. It is hoped that journeys to supermarkets further afield in Gloucester would decrease slightly.
- The new layout includes a parking provision of 1 space per 14 sqm which equates to a conventional policy for food-retail and is therefore considered appropriate.
- Research reveals that only road traffic incident, involving a slight injury to a pedestrian, has occurred on the local roads close to the Co-op store in the last five years. This incident does not highlight safety concerns in the vicinity of the expanded store. Nevertheless, the layout includes minor improvements to provide a safer and more convivial highway environment for all road users.
- Trip generation has been studied using surveys of traffic to the existing store over the course of a week. The data reveals a high trip rate per unit area although the figures can be slightly inaccurate due to general parking by visitors to Newent rather than the store. The number of trips to the store would increase but the trip rate per unit area would decrease. It is expected that the amount of traffic may increase by 10-15%.
- Any increase in traffic in the morning peak would not be significant and perhaps no more than 10 trips (two-way) over an hour. Traffic flows in the evening peak hour may increase from 200 vehicles to 240 vehicles from 5pm to 6pm. This equates to slightly less than one vehicle per minute. Trips would mainly consist of pass-by and diverted trips with a low proportion of new trips to the area. Therefore, the impact of the project cannot be construed to be severe.

6.2 It is concluded that there are no sustainable highway reasons why planning permission should be withheld for an expanded Co-op store at Bury Bar Lane, Newent.

Banners Gate Transportation Ltd / March 2018

Appendix A

Location plan

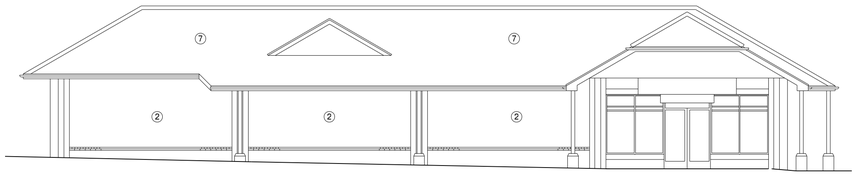


Expansion to the Co-op store, Newent

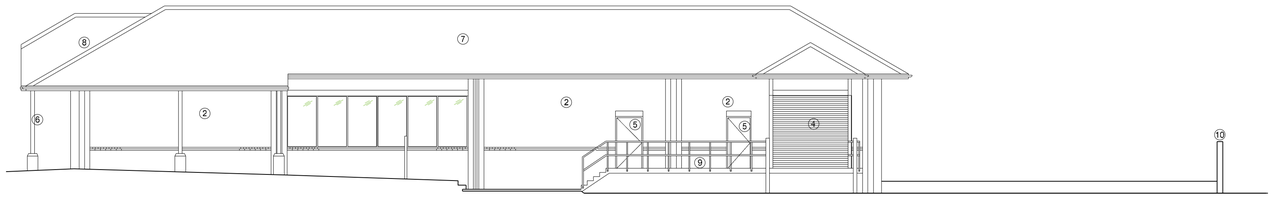
Location Plan Appendix A

Appendix B

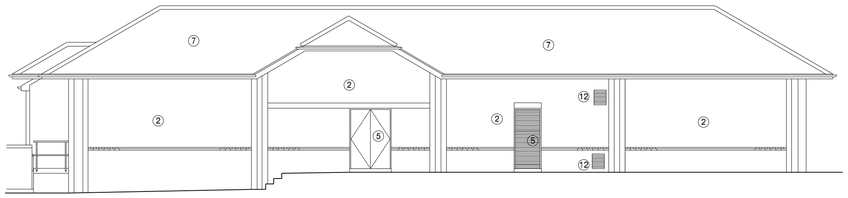
Plan of the existing store



Front Elevation (East) 1:125



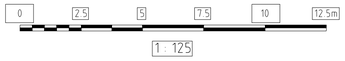
Side/Service Yard Elevation (South) 1:125



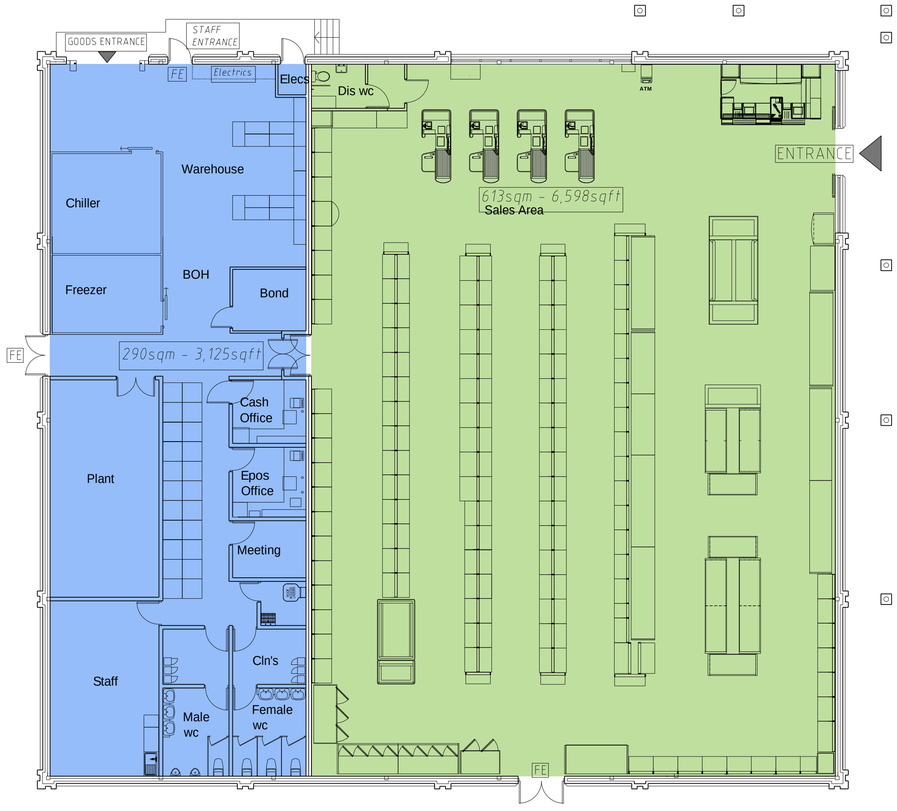
Rear Elevation (West) 1:125

MATERIALS KEY:

1. Polyester powder coated aluminium curtain walling & entrance doors. Colour Grey RAL 7043.
2. External Cavity Wall construction 103mm Facing brickwork.
3. Powder coated aluminium Eaves / Fascia / Soffit system. Intermediate supports & concealed fixings all by specialist.
4. Roller shutter door.
5. Solid faced external steel door and frame.
6. 150mm dia powder coated aluminium casings to external columns with concealed fixings.
7. Mansard Roof.
8. Pitched Roof.
9. Balustrade.
10. Boundary Wall.
11. Flat Roof.
12. Louvre Panel.



Existing Block Plan 1:500



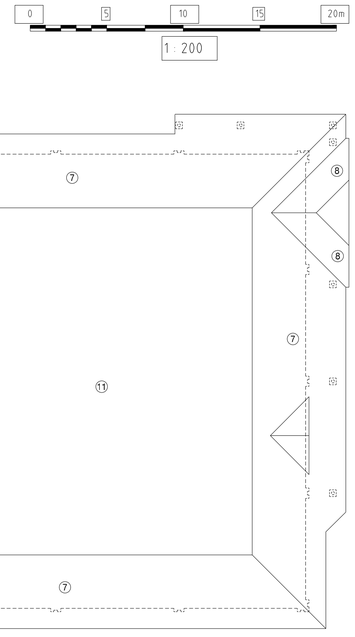
Floor Plan 1:125

Schedule of Areas:

Existing Site Area = 5530sqm - 59,525sqft
Existing Sales Area = 613sqm - 6,598sqft
Existing BOH Area = 290sqm - 3,122sqft
Total GIA Area = 903sqm - 9,720sqft

77 Parking Spaces in total (1 space/86sqft Sales)

Aerial View



Roof Plan 1:200

rev.	date	drawn	chk'd
Rev A	Dec 17 Updated for Planning Submission	DB	

Gould Singleton Architects
Earls Way, Halesowen, West Midlands, B63 3HR
Tel: 0121 550 0359 Fax: 0121 550 8088
e-mail: info@gould-singleton.co.uk

scales	as shown
date	July 2017
drawn / checked	HSC / GSA
number	17-1622/10a

Midcounties Co-Operative
Market Square
Newent
GL18 1PS

Existing Plans & Elevations

Appendix C

Traffic and speed data, access to the Co-op store

22620		NEWENT		Site No: 22620001 Channel: Southbound		Location	Bury Bar Lane, Newent (LC)		
TIME PERIOD	Mon 19/02/18	Tue 20/02/18	Wed 21/02/18	Thu 22/02/18	Fri 23/02/18	Sat 24/02/18	Sun 25/02/18	5-Day Av	7-Day Av
Week Begin: 19-Feb-18									
00:00	**0**	0	0	0	1	1	0	0	0
01:00	**0**	0	0	0	1	1	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	1	0	0	0	0
04:00	**0**	0	0	0	0	1	1	0	0
05:00	**3**	3	3	3	2	0	2	3	2
06:00	**5**	6	3	4	2	0	6	4	4
07:00	**11**	17	9	11	9	0	16	11	10
08:00	**29**	34	21	30	22	4	27	27	24
09:00	**49**	51	46	40	71	15	39	51	44
10:00	**71**	64	58	73	86	82	77	70	73
11:00	**83**	61	78	88	123	88	92	87	88
12:00	**105**	97	85	94	110	72	92	98	94
13:00	**80**	68	65	82	78	75	91	75	77
14:00	**74**	66	65	95	81	62	68	76	73
15:00	**88**	74	76	107	83	67	65	86	80
16:00	**95**	90	96	102	96	42	82	96	86
17:00	**106**	97	94	113	101	21	118	102	93
18:00	**90**	93	93	95	67	15	69	88	75
19:00	**50**	53	51	79	50	19	49	57	50
20:00	**38**	30	32	29	22	4	37	30	27
21:00	**36**	14	23	24	9	3	23	21	19
22:00	**9**	6	8	11	5	1	2	8	6
23:00	**0**	1	2	3	5	0	2	2	2
12H,7-19	**881**	**812**	**786**	**930**	**927**	**543**	**836**	**867**	**816**
16H,6-22	**1010**	**915**	**895**	**1066**	**1010**	**569**	**951**	**979**	**917**
18H,6-24	**1019**	**922**	**905**	**1080**	**1020**	**570**	**955**	**989**	**924**
24H,0-24	**1022**	**925**	**908**	**1083**	**1025**	**573**	**958**	**993**	**928**
Am	**11:00**	**10:00**	**11:00**	**11:00**	**11:00**	**11:00**	**11:00**	**-**	**-**
Peak	**83**	**64**	**78**	**88**	**123**	**88**	**92**	**87**	**88**
Pm	**17:00**	**17:00**	**16:00**	**17:00**	**12:00**	**13:00**	**17:00**	**-**	**-**
Peak	**106**	**97**	**96**	**113**	**110**	**75**	**118**	**104**	**102**

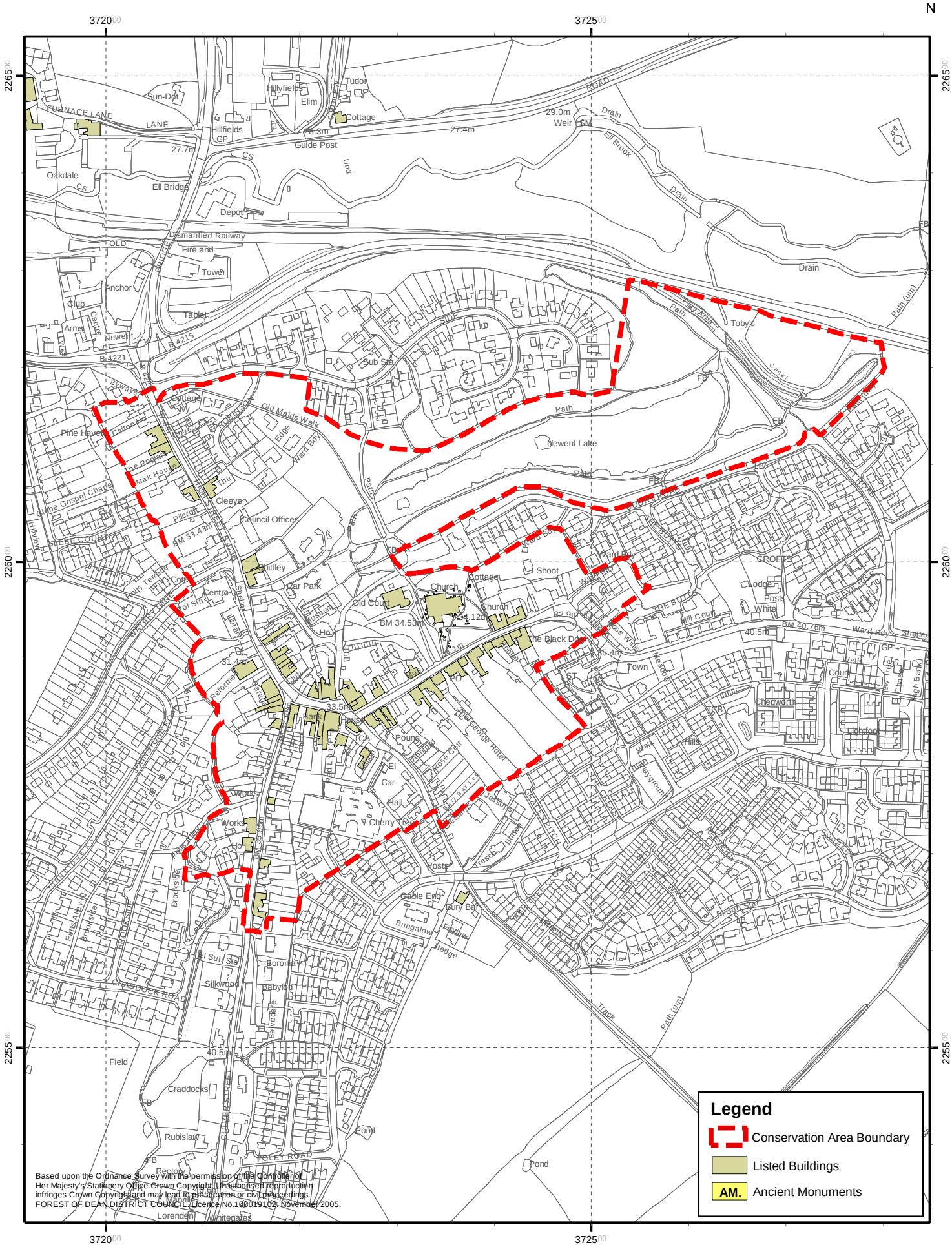
22620		NEWENT		Site No: 22620001 Channel: Northbound		Location	Bury Bar Lane, Newent (LC)		
TIME PERIOD	Mon 19/02/18	Tue 20/02/18	Wed 21/02/18	Thu 22/02/18	Fri 23/02/18	Sat 24/02/18	Sun 25/02/18	5-Day Av	7-Day Av
Week Begin: 19-Feb-18									
00:00	**0**	0	0	0	0	1	0	0	0
01:00	**0**	0	0	0	1	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0
03:00	**1**	1	1	0	1	0	0	1	1
04:00	**0**	0	0	0	0	1	1	0	0
05:00	**2**	4	2	5	5	0	2	4	3
06:00	**2**	4	3	2	4	2	7	3	3
07:00	**16**	16	11	13	7	0	12	13	11
08:00	**38**	49	42	38	39	5	46	41	37
09:00	**66**	53	54	71	83	26	59	65	59
10:00	**92**	86	74	87	94	87	88	87	87
11:00	**69**	74	57	81	114	80	76	79	79
12:00	**91**	92	84	86	91	76	90	89	87
13:00	**73**	62	66	71	69	64	84	68	70
14:00	**75**	69	68	103	76	69	72	78	76
15:00	**82**	57	71	106	82	69	68	80	76
16:00	**91**	87	89	103	81	26	95	90	82
17:00	**114**	105	98	111	88	21	100	103	91
18:00	**71**	76	84	83	63	14	69	75	66
19:00	**67**	46	45	77	42	19	48	55	49
20:00	**38**	28	38	20	17	4	30	28	25
21:00	**12**	12	14	21	10	1	15	14	12
22:00	**6**	5	2	6	5	1	1	5	4
23:00	**0**	0	2	2	3	1	1	1	1
12H,7-19	**878**	**826**	**798**	**953**	**887**	**537**	**859**	**868**	**820**
16H,6-22	**997**	**916**	**898**	**1073**	**960**	**563**	**959**	**969**	**909**
18H,6-24	**1003**	**921**	**902**	**1081**	**968**	**565**	**961**	**975**	**914**
24H,0-24	**1006**	**926**	**905**	**1086**	**975**	**567**	**964**	**980**	**918**
Am	**10:00**	**10:00**	**10:00**	**10:00**	**11:00**	**10:00**	**10:00**	**-**	**-**
Peak	**92**	**86**	**74**	**87**	**114**	**87**	**88**	**91**	**90**
Pm	**17:00**	**17:00**	**17:00**	**17:00**	**12:00**	**12:00**	**17:00**	**-**	**-**
Peak	**114**	**105**	**98**	**111**	**91**	**76**	**100**	**104**	**99**

22620	NEWENT FEBRUARY 2018								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**
Site No: 22620001	Bury Bar Lane, Newent (LC) SO 72275 25787	Channel: Northbound	Mon 19-Feb-18	Sun 25-Feb-18	30	6429	980	918	16.1
		Channel: Southbound	Mon 19-Feb-18	Sun 25-Feb-18		6494	993	928	14.7

Appendix D

Conservation Area, Newent

FOREST OF DEAN DISTRICT COUNCIL



CONSERVATION AREA - NEWENT

18/27

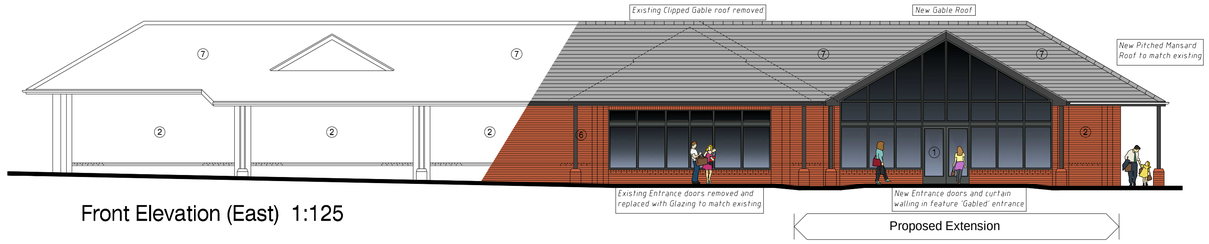
Scale 1:5000

P. WILLIAMS, Head of Planning Services, Council Offices, Coleford, Glos.

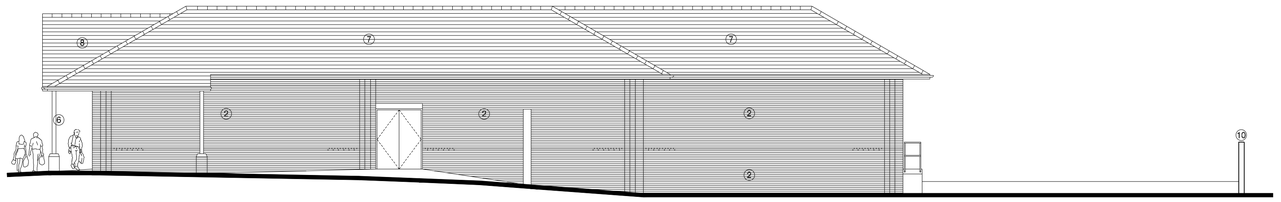
Date Designated 27.09.79.

Appendix E

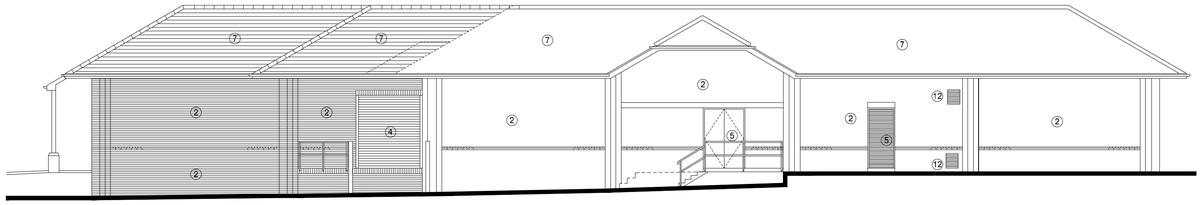
Proposed site plan



Front Elevation (East) 1:125



Side/Service Yard Elevation (South) 1:125



Rear Elevation (West) 1:125

MATERIALS KEY:

1. Polyester powder coated aluminium curtain walling & entrance doors. Colour Grey RAL 7043
2. External Cavity Wall construction 103mm Facing brickwork.
3. Powder coated aluminium Eaves / Fascia / Soffit system. Intermediate supports & concealed fixings all by specialist
4. Roller shutter door
5. Solid faced external steel door and frame
6. 150mm dia powder coated aluminium casings to external columns with concealed fixings
7. Mansard Roof
8. Pitched Roof
9. Balustrade
10. Boundary Wall
11. Flat Roof
12. Louvre Panel

0 2.5 5 7.5 10 12.5m

1 : 125

Proposed Block Plan 1:500

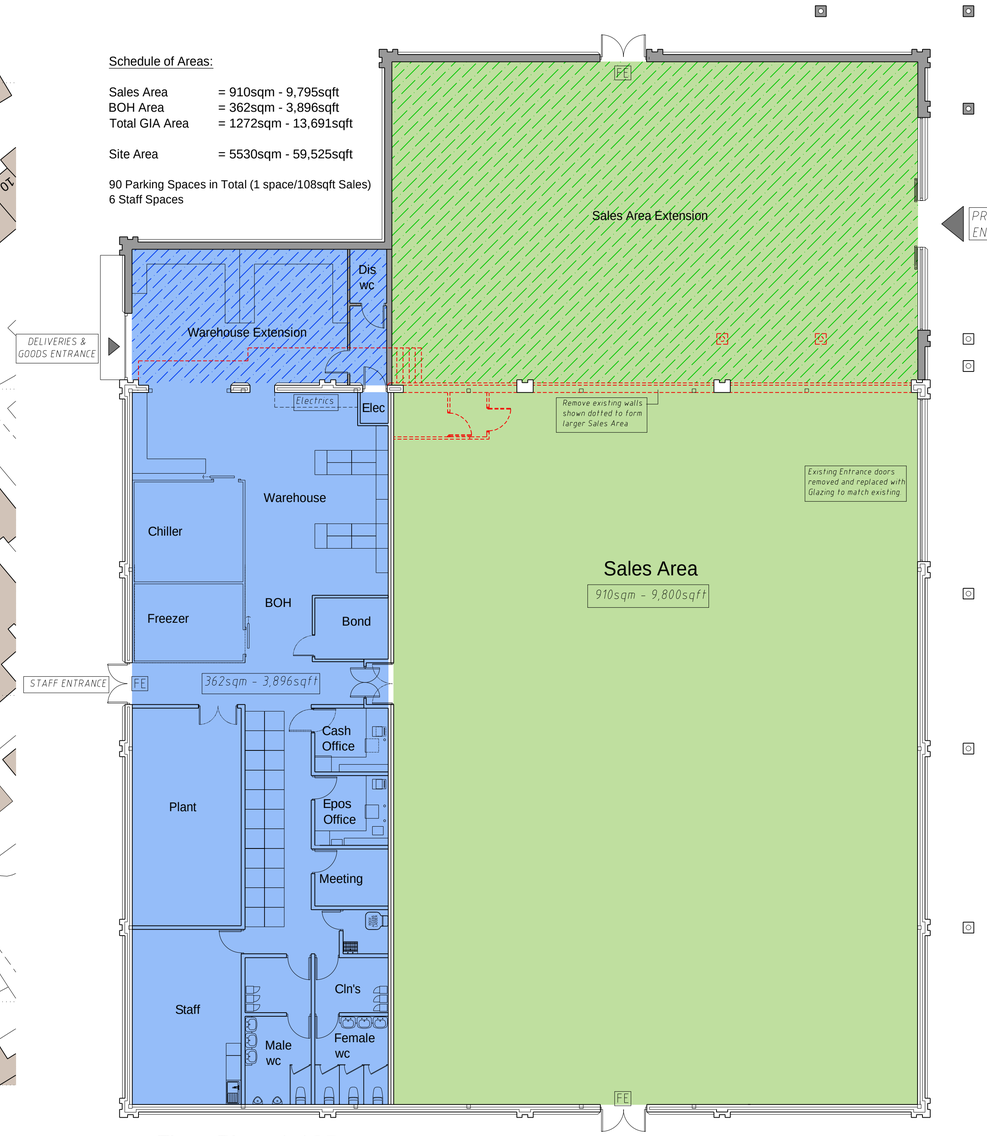
0 5 10 20 30 40 50m

1 : 500

Schedule of Areas:

Sales Area	= 910sqm - 9,795sqft
BOH Area	= 362sqm - 3,896sqft
Total GIA Area	= 1272sqm - 13,691sqft
Site Area	= 5530sqm - 59,525sqft

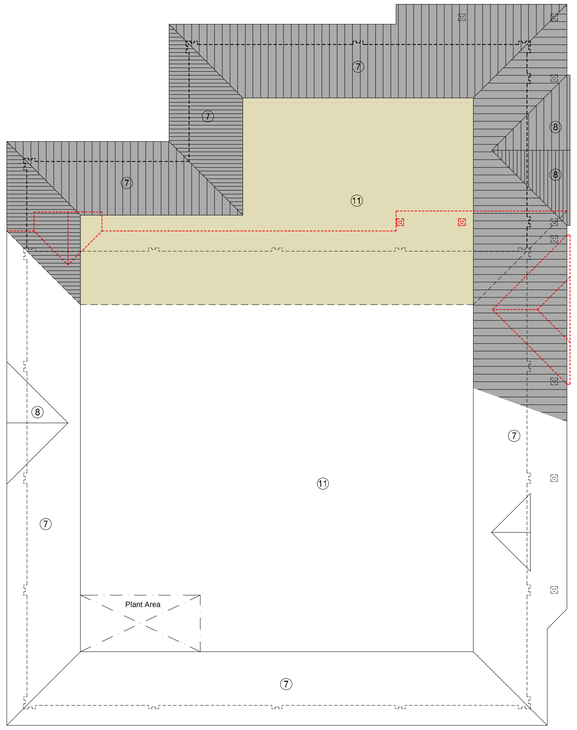
90 Parking Spaces in Total (1 space/108sqft Sales)
6 Staff Spaces



Floor Plan 1:125

0 5 10 15 20m

1 : 200



Roof Plan 1:200

rev.	date	drawn	chk'd

Gould Singleton Architects
Earls Way, Halesowen, West Midlands, B63 3HR
Tel: 0121 550 0359 Fax: 0121 550 8088
e-mail info@gould-singleton.co.uk

scales	as shown
date	Jan 2018
drawn / checked	DB / GSA
number	17-1622/30

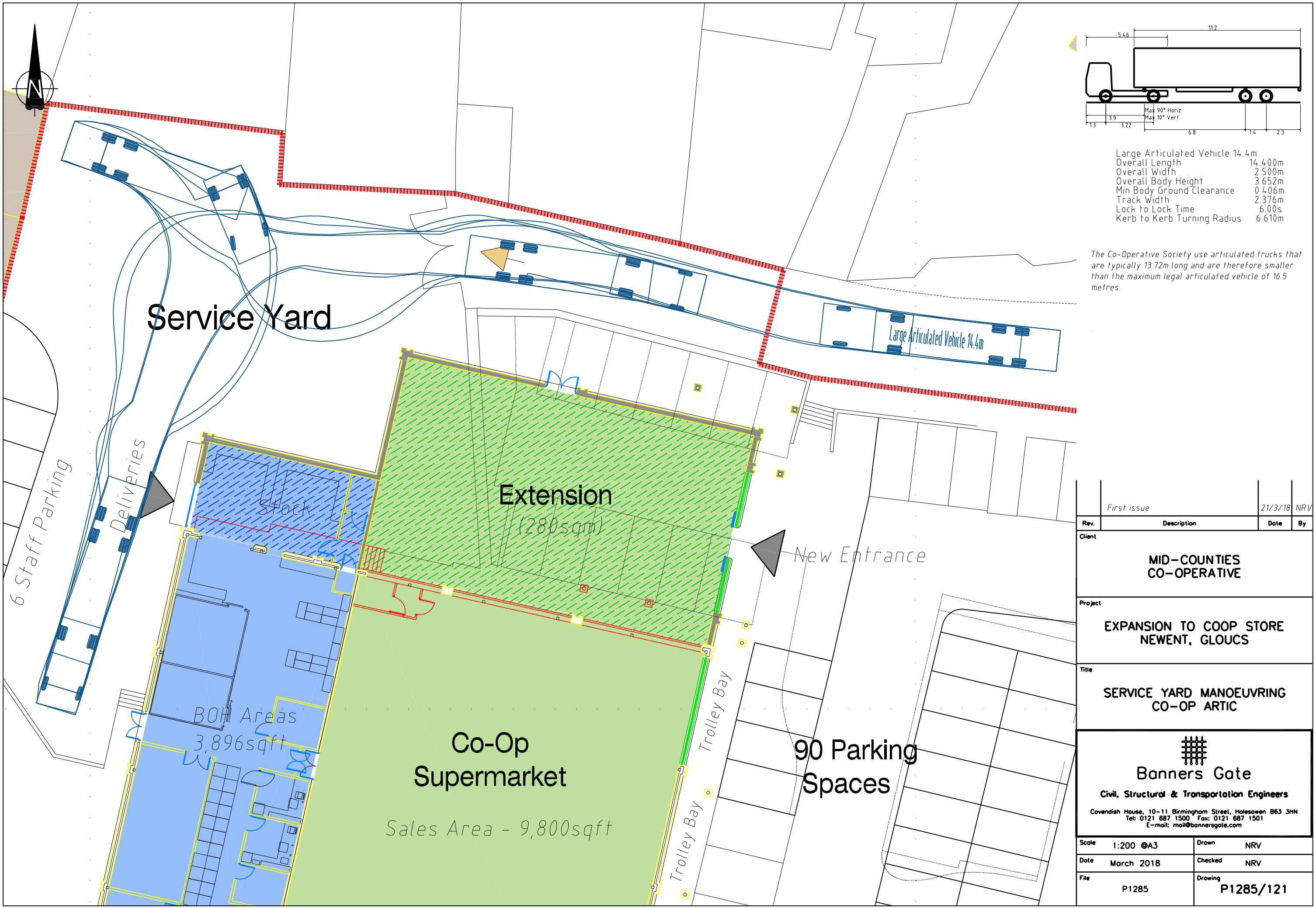
Midcounties Co-Operative
Market Square
Newent
GL18 1PS

Proposed Plans & Elevations

Appendix F

Manoeuvring with a Coop articulated vehicles

(drawing P1285/121)



Large Articulated Vehicle 14.4m	
Overall Length	14.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Track Width	2.376m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.610m

The Co-Operative Society use articulated trucks that are typically 13.72m long and are therefore smaller than the maximum legal articulated vehicle of 16.5 metres.

Rev.	Description	Date	By
	First issue	21/3/18	NRV

Client

MID-COUNTIES CO-OPERATIVE

Project

EXPANSION TO COOP STORE NEWENT, GLOUCS

Title

SERVICE YARD MANOEUVRING CO-OP ARTIC

Banners Gate

Civil, Structural & Transportation Engineers

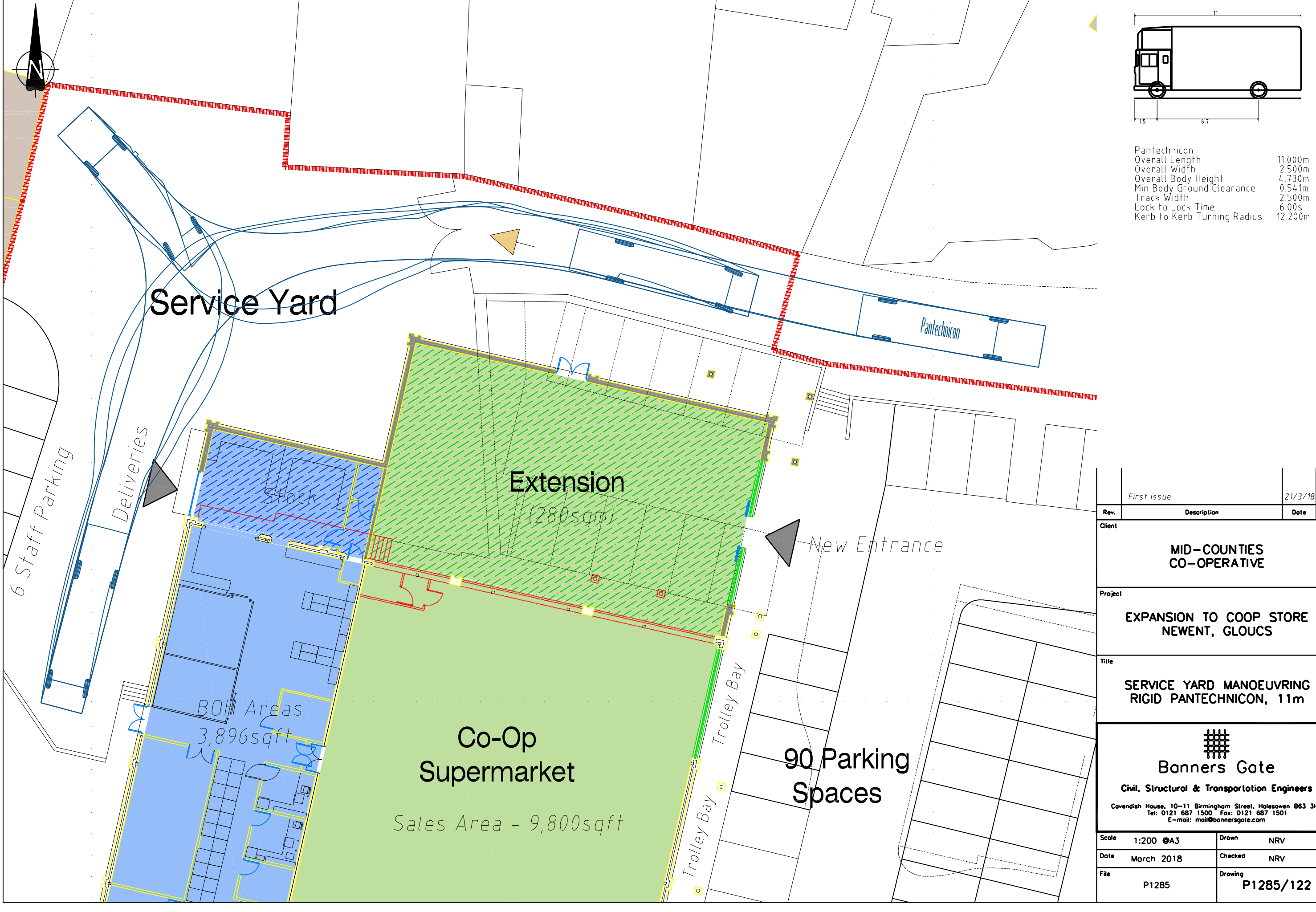
Cavendish House, 10-11 Birmingham Street, Halesowen B63 3HN
Tel: 0121 687 1500 Fax: 0121 687 1501
E-mail: mail@bannersgate.com

Scale	1:200 @A3	Drawn	NRV
Date	March 2018	Checked	NRV
File	P1285	Drawing	P1285/121

Appendix G

Manoeuvring with a Co-op pantechnicon

(drawing P1285/122)



Pantechnicon	
Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	4.730m
Min Body Ground Clearance	0.541m
Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	12.200m

Rev.	Description	Date	By
	First issue	21/3/18	NRV

Client

MID-COUNTIES CO-OPERATIVE

Project

EXPANSION TO COOP STORE
NEWENT, GLOUCS

Title

SERVICE YARD MANOEUVRING
RIGID PANTECHNICON, 11m

Banners Gate
Civil, Structural & Transportation Engineers
Cavendish House, 10-11 Birmingham Street, Halesowen B63 3HN
Tel: 0121 687 1500 Fax: 0121 687 1501
E-mail: mail@bannersgate.com

Scale	1:200 @A3	Drawn	NRV
Date	March 2018	Checked	NRV
File	P1285	Drawing	P1285/122

Appendix H

TRICS database,

Town centre Retail / Convenience Store

Calculation Reference: AUDIT-429201-180321-0342

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 219 to 220 (units: sqm)
Range Selected by User: 70 to 1200 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 07/04/17

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

Selected survey days:

Monday	1 days
Wednesday	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 undertaking using machines.

Selected Locations:

Town Centre	1
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:

Residential Zone	1
Built-Up 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	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:

15,001 to 20,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

75,001 to 100,000	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:

0.6 to 1.0	2 days

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

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	NY-01-O-02	SAINSBURY'S LOCAL		NORTH YORKSHIRE
	COLD BATH ROAD			
	HARROGATE			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:		220 sqm	
	Survey date: MONDAY		10/12/12	Survey Type: MANUAL
2	SY-01-O-01	SAINSBURY'S LOCAL		SOUTH YORKSHIRE
	DIVISION STREET			
	SHEFFIELD			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		219 sqm	
	Survey date: WEDNESDAY		12/12/12	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/O - CONVENIENCE STORE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	220	5.239	2	220	4.328	2	220	9.567
08:00 - 09:00	2	220	8.428	2	220	6.378	2	220	14.806
09:00 - 10:00	2	220	9.112	2	220	9.795	2	220	18.907
10:00 - 11:00	2	220	3.872	2	220	3.872	2	220	7.744
11:00 - 12:00	2	220	9.795	2	220	7.973	2	220	17.768
12:00 - 13:00	2	220	10.023	2	220	8.428	2	220	18.451
13:00 - 14:00	2	220	6.378	2	220	6.378	2	220	12.756
14:00 - 15:00	2	220	11.162	2	220	11.390	2	220	22.552
15:00 - 16:00	2	220	12.528	2	220	13.440	2	220	25.968
16:00 - 17:00	2	220	10.934	2	220	11.617	2	220	22.551
17:00 - 18:00	2	220	12.984	2	220	12.301	2	220	25.285
18:00 - 19:00	2	220	10.934	2	220	12.301	2	220	23.235
19:00 - 20:00	2	220	9.567	2	220	9.567	2	220	19.134
20:00 - 21:00	2	220	2.506	2	220	3.872	2	220	6.378
21:00 - 22:00	2	220	2.733	2	220	4.100	2	220	6.833
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			126.195			125.740			251.935

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

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

Parameter summary

Trip rate parameter range selected:	219 - 220 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
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.

Appendix I

TRICS database,

Cooperative Retail / Convenience store

Calculation Reference: AUDIT-429201-180319-0341

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 305 to 539 (units: sqm)
Range Selected by User: 70 to 1200 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 07/04/17

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

Selected survey days:

Monday	3 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local 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:

Residential Zone	4

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	4 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:

5,001 to 10,000	2 days
10,001 to 15,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
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	4 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	4 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	4 days

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

LIST OF SITES relevant to selection parameters

1	CA-01-O-01	CO-OP		CAMBRIDGESHIRE
	MAYORS WALK			
	NETHERTON			
	PETERBOROUGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		375 sqm	
	Survey date: MONDAY		17/10/11	Survey Type: MANUAL
2	NY-01-O-03	CO-OPERATIVE		NORTH YORKSHIRE
	FOREST ROAD			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		305 sqm	
	Survey date: MONDAY		19/09/16	Survey Type: MANUAL
3	TW-01-O-02	CO-OPERATIVE		TYNE & WEAR
	ETHEL TERRACE			
	CASTLETOWN			
	SUNDERLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		330 sqm	
	Survey date: FRIDAY		07/04/17	Survey Type: MANUAL
4	WY-01-O-02	CO-OPERATIVE		WEST YORKSHIRE
	AINSTY ROAD			
	WETHERBY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		539 sqm	
	Survey date: MONDAY		26/09/16	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
CA-01-O-02	not coop
DH-01-O-01	not coop
DV-01-O-01	not coop
ES-01-O-01	not coop
NF-01-O-01	not coop
NY-01-O-02	not coop
SY-01-O-01	not coop
SY-01-O-02	not coop
WL-01-O-01	not coop
WY-01-O-01	not coop

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	406	3.445	3	406	3.035	3	406	6.480
07:00 - 08:00	4	387	5.552	4	387	5.617	4	387	11.169
08:00 - 09:00	4	387	7.811	4	387	7.747	4	387	15.558
09:00 - 10:00	4	387	5.875	4	387	5.939	4	387	11.814
10:00 - 11:00	4	387	6.004	4	387	5.552	4	387	11.556
11:00 - 12:00	4	387	5.165	4	387	5.358	4	387	10.523
12:00 - 13:00	4	387	6.133	4	387	6.649	4	387	12.782
13:00 - 14:00	4	387	6.520	4	387	6.004	4	387	12.524
14:00 - 15:00	4	387	5.746	4	387	5.746	4	387	11.492
15:00 - 16:00	4	387	7.230	4	387	6.649	4	387	13.879
16:00 - 17:00	4	387	6.198	4	387	6.133	4	387	12.331
17:00 - 18:00	4	387	8.005	4	387	8.780	4	387	16.785
18:00 - 19:00	4	387	8.586	4	387	8.328	4	387	16.914
19:00 - 20:00	4	387	6.585	4	387	6.779	4	387	13.364
20:00 - 21:00	4	387	3.744	4	387	3.744	4	387	7.488
21:00 - 22:00	4	387	2.389	4	387	2.582	4	387	4.971
22:00 - 23:00	1	375	0.000	1	375	1.067	1	375	1.067
23:00 - 24:00									
Total Rates:			94.988			95.709			190.697

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

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

Parameter summary

Trip rate parameter range selected:	305 - 539 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
Number of weekdays (Monday-Friday):	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix J

TRICS database,

Town centre, Retail / Food Superstore

Calculation Reference: AUDIT-429201-180321-0351

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
MULTI-MODAL VEHICLES

Selected regions and areas:
02 SOUTH EAST
SC SURREY 1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 4746 to 4746 (units: sqm)
Range Selected by User: 800 to 12642 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 07/11/14

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:
Thursday 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 undertaking using machines.

Selected Locations:
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 1 mile:
10,001 to 15,000 1 days

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

Secondary Filtering selection (Cont.):

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:

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:

PFS is present at the site and is included in the count	0 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	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 SC-01-A-08 SAINSBURY'S SURREY
LONDON ROAD

REDHILL
Town Centre
Retail Zone
Total Gross floor area: 4746 sqm
Survey date: THURSDAY 08/07/10 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/A - FOOD SUPERSTORE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	4746	0.105	1	4746	0.084	1	4746	0.189
07:00 - 08:00	1	4746	1.896	1	4746	1.159	1	4746	3.055
08:00 - 09:00	1	4746	3.687	1	4746	2.276	1	4746	5.963
09:00 - 10:00	1	4746	4.593	1	4746	4.109	1	4746	8.702
10:00 - 11:00	1	4746	6.195	1	4746	5.499	1	4746	11.694
11:00 - 12:00	1	4746	6.174	1	4746	5.626	1	4746	11.800
12:00 - 13:00	1	4746	5.900	1	4746	6.595	1	4746	12.495
13:00 - 14:00	1	4746	7.080	1	4746	6.785	1	4746	13.865
14:00 - 15:00	1	4746	7.332	1	4746	7.059	1	4746	14.391
15:00 - 16:00	1	4746	6.490	1	4746	6.658	1	4746	13.148
16:00 - 17:00	1	4746	5.289	1	4746	5.879	1	4746	11.168
17:00 - 18:00	1	4746	5.141	1	4746	5.668	1	4746	10.809
18:00 - 19:00	1	4746	3.940	1	4746	4.298	1	4746	8.238
19:00 - 20:00	1	4746	2.739	1	4746	3.477	1	4746	6.216
20:00 - 21:00	1	4746	2.781	1	4746	2.465	1	4746	5.246
21:00 - 22:00	1	4746	1.749	1	4746	2.718	1	4746	4.467
22:00 - 23:00	1	4746	0.042	1	4746	0.190	1	4746	0.232
23:00 - 24:00									
Total Rates:			71.133			70.545			141.678

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

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

Parameter summary

Trip rate parameter range selected:	4746 - 4746 (units: sqm)
Survey date date range:	01/01/09 - 07/11/14
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.