MBC traffic engineers & transport planners

SWITHA LIMITED

UNIT 2 SPALDING RETAIL PARK

WESTLODE STREET SPALDING

VARIATION TO CONDITION 2 OF PERMISSION H16-0610-05 TO ALLOW THE SALE OF FOOD AND DRINK FROM UNIT 2

TRANSPORT STATEMENT

Technical Report 52500/1
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1.0 INTRODUCTION

1.1 Background

1.1.1 This Transport Statement (TS) has been prepared in support of a planning application submitted by Switha Limited to South Holland District Council (the Council). The planning application seeks to amend condition 2 of permission H16-0610-05 to allow for the sale of food and drink items from unit 2 of the Spalding Retail Park, Westlode Street, Spalding. A block plan showing the site's location is appended to this TS.

1.1.2 This TS should be read in conjunction with the Planning Statement (PS) prepared by TDH, which contains further detailed background to the proposed amendment, and details the National and local policy context. The PS also considers the retail impact of the proposal.

1.1.3 As detailed within the PS, the unit is currently occupied by Carpetright plc but there are concerns that, should the unit become vacant, the prospect of reletting it with the current restriction on the sale of food and drink would make this unlikely and this could lead to a significant period of vacancy. The planning application and the amendment seek to provide flexibility in that scenario, whilst not, as demonstrated in this TS, leading to other than a de minimis level of impact albeit that there will inevitably be both increased traffic levels both on an hourly basis, and on a total daily basis, and also increased levels of parking demand.

1.1.4 No pre-planning application enquiry discussions have been undertaken from either a planning or highways / transport perspective. The planning application has been prepared in the light of the recent variation to the same condition that was applied to unit 1, the Council's planning application reference being H16-089-18 which was approved on the 5th November 2018. That unit was formerly occupied by Homebase but is now occupied by B&M Retail Limited following the condition variation. That planning application, for unit 1, did not raise any undue concerns from a highways / transport perspective.

1.2 Structure of this TS

1.2.1 This TS is structured as follows:

i) Section 2 details the planning application site and the adjacent highway network,

ii) Section 3 details the proposal, including an assessment of the traffic generation both of the proposal, and the "fall back" position, and as such a comparative traffic generation assessment,

iii) Section 4 details the National and adopted Local Plan policy context from a highways / transport perspective,

iv) Section 5 considers the movement impact of the proposal in the context of NPPF paragraph 108, and

v) Section 6 presents the summary and conclusions of this TS.

2.0 SITE AND ADJACENT HIGHWAY NETWORK

2.1 Introduction

2.1.1 This section describes the planning application site and the adjacent highway network.

2.2 The Site

2.2.2 The Spalding Retail Park was originally developed in late 2007, and comprises two units:

i) Unit 1 was originally built as a DIY store with associated garden centre, and has been occupied previously by Homebase but is now occupied by B&M Retail Limited. The area of that use is 3,920 sq m GFA of which 633 sq m GFA is outdoor garden centre use. The area includes the mezzanine level, warehouse and staff welfare areas, and.

ii) Unit 2 subject of the planning application is a retail warehouse unit of approximately 604 sq m GIFA. It is currently occupied by Carpetright plc, who are a national retailer of carpets and floor coverings.

2.2.2 The total area of the retail park is 4,524 sq m GFA, and unit 2 is approximately 13% of the retail park's area.

2.2.3 The retail park has overall 138 customer parking spaces, mostly to the front of the units but also extending to the south west. The customer car parking provision being currently marked out as

Type	**Spaces**
Disabled	4
Parent with child	4
Ambulant	127
Subtotal	**135**
Trolley spaces	3
Total spaces	**138**

2.2.4 In addition there are 8 Sheffield stands capable of accommodating 16 parked cycles. The car park is actively monitored to prevent long stay parking by non customers, and signage indicates this to be limited to 2 hours for customer use only.

2.2.5 Customer vehicular access to the retail park's car park is from Westlode Street via a simple priority junction without ghosted right turn lane provision. There is a separate service access for both units further to the east along Westlode Street at the rear of the units which is also a simple priority junction.

2.3 Existing Traffic Conditions

2.3.1 To inform this TS, a traffic count of customer arrivals and departures plus check accumulations has been undertaken on our instruction by AutoSurveys Limited between Friday 2nd October and Thursday 8th October to cover a whole week of data. The traffic count being via an automatic traffic counter at the site access / egress. This survey only covered the vehicular arrivals and departures to the customer car park, and did not include any movements associated with the service yard which should be of a modest nature. It is understood that the surveys were not affected by any abnormal traffic or weather conditions, and as such the surveys can be considered to be representative.

2.3.2 The total daily arrivals and departures by hour for the whole of the survey period are shown on table 1 which indicates:

i) There is a variation of traffic to the retail park across the week as follows expressed as movements per 24 hour day:

Day	**Movements**	**% to Average**
M	828	101%
Tu	810	99%
W	753	92%
Th	818	100%
Fr	895	109%
Average weekday	821	100%
Sa	1032	
Su	687	

There is a variation across the weekdays of 17% in traffic levels to the retail park. The assessments in this TS for the weekday are be based on Friday which is the busiest weekday being 9% higher than the average weekday, and hence represents a robust assessment,

ii) The Friday morning network peak hour traffic flows between 08.00 and 09.00 are 24 arrivals and 12 departures per hour,

iii) The Friday evening network peak hour traffic flows between 17.00 and 18.00 are 70 arrivals and 80 departures per hour,

iv) The Friday development peak traffic flows are between 12.00 and 13.00 at 99 arrivals and 97 departures per hour,

v) The Friday peak parking occurs between 11.00 and 12.00 with 75 vehicles parked,

vi) Saturday development peak traffic flows between 13.00 and 14.00 are 131 arrivals and 133 departures per hour, and

vii) The Saturday peak parking occurs between 12.00 and 113.00 with 88 vehicles parked.

2.3.3 Peak parking by day occurs irrespective of day between 11.00 and 13.00 being with Carpetright trading by day of the week being:

Day	Hour	Peak parking (vehs)
M	11.00 to 12.00	69
Tu	12.00 to 13.00	59
W	11.00 to 12.00	68
Th	11.00 to 12.00	66
F	11.00 to 12.00	75
Sa	12.00 to 13.00	88
Su	11.00 to 12.00	79

2.3.4 The spare capacity with Carpetright trading based on 135 parking spaces being for the times above:

Day	Spare Capacity (vehs)	Spare capacity (%)
M	66	49%
Tu	76	56%
W	67	50%
Th	69	51%
F	60	44%
Sa	47	35%
Su	56	41%

2.3.5 Currently the retail park's car park operates at its peak with significant levels of spare capacity.

2.3.6 A sample survey has also been undertaken of arrivals and departure directions at peak time between 10.00 to 12.00 which indicates:

Direction	Arrivals (In)	Departures (Out)
Left	47%	51%
Right	53%	49%
Totals	100%	100%

2.4 Adjacent Highway Network

2.4.1 Westlode Street is a local distributor road being classified as the B1172 which provides a direct link by vehicles to Spalding Town Centre which is a short distance to the west linking to the A151 at the Kings Road / Pinchbeck Road junction, and to the east connecting via Albion Street to the A151 / B1180 at the West Elloe Avenue / Holbeach Road / West Marsh Road / Commercial Road roundabout which is partially signalised. Double Street from the London Road / High Street / Church Gate traffic signalised junction is one way northbound to Albion Street.

2.4.2 Westlode Street in the vicinity of the planning application site has a mixed commercial character with shops, services, public houses and offices along both sides of the road. Immediately to the west of the site is a former cinema, which is now a bingo hall. Westlode Road is a wide single carriageway road with parallel parking on the northern (opposite) side, and perpendicular parking on the south (site) side. To the east of the site access there are no parking restrictions in duration but to the west the parking duration is limited to 2 hours on Mondays to Saturdays from 08.00 to 18.00 with no return in two hours.

2.4.3 As detailed in the PS, the site is defined in the Council's Local Plan as being a part of Spalding Town Centre. The primary retail core around Broad Street and New Road is approximately 260m to the west (of the order of a 3.5 minute walk at $1.2ms^{-1}$) and this juxtaposition, and the presence of a diverse range of units from the site to the retail core allows for potential linked trips between the centre, and the proposal by foot or by car allowing for multiple trips on a visit to Spalding town centre. Despite the retail park's car parking signage, there is already evidenced to be linked trips by foot from the retail park to the remainder of the town centre.

3.0 THE PROPOSAL

3.1 Introduction

3.1.1 This section details the proposal including an assessment of the traffic generated by the proposal and the "fall back" position, and as such a comparative traffic generation assessment.

3.2 The Proposal Detailed

3.2.1 The planning application seeks to amend condition 2 of consent H16-0610-05 to allow the sale of food and drink from unit 2. The existing condition as it applies to unit 2 is:

> *"the retail warehouses hereby permitted shall not be used for the sale of food and drink for consumption off the premises (other than confectionary and pet foods), clothing, fashion accessories (including handbags, luggage, watches and jewellery), footwear, sports goods (equipment and clothing), books, stationary, toiletry and perfume, audio and visual recordings, cutlery, crockery or glassware, unless any of the above are ancillary to, and related to the main ranges of goods permitted for sale"*

3.2.2 The variation would allow the occupation of the unit as a small supermarket should the current tenant vacate for whatever reason. No particular tenant is known at this stage and indeed the unit may remain as a non food retailer within the terms of the original consent. However marketing as detailed within the PS suggests a food use such as Farm Foods, Food Warehouse, Costcutter or Co-operative would be more likely, and this TS assesses this as a "worst case" assessment. The unit would be too small for the needs of a discount food store operator.

3.2.3 No changes are proposed to the unit in terms of the building such as floor areas, mezzanine levels, or any alterations in terms of external features such as to the levels of car or cycle parking, or to the access arrangements by any mode of movement.

3.2.4 For the assessment of movement impact, the impact is the difference between non-food use of the site potentially as a small individual non-food superstore use compared to a food store (the likely "worst case" assessment) assessed as a convenience store. The floor area in both cases being 604 sq. m GFA.

3.3 Traffic Generation Preamble

3.3.1 To provide an assessment of potential and comparative traffic generation, this TS has accessed the TRICS database version 2020 (b) v7.7.3.

3.3.2 The TRICS database is a national database containing details of the traffic generated by a wide variety of land uses spread across the U.K. The TRICS Consortium advocate when considering trip rates that:

> *"By definition the use of "averages" as a guide to future developments implies that such values are likely to be exceeded on 50% of occasions. The Consortium have found based on experience that it may be of more value to look at the range of observed trip rates and then select a value close to say an 85th percentile of all values. Such estimates provide a reasonable assurance, both to developer and the highway authority, that any infrastructure provision will meet the demands placed upon it."*

3.3.3 In assessing the site by reference to TRICS particular regard has been given to the *"TRICS Good Practice Guide 2020"*. One of the key principles as set out at paragraph 1.4 is:

> *"There are many areas within the system whereby careful selection criteria and ranges are important in achieving robust and reliable data calculated by the system. The guidance is designed to assist users in this task."*

3.3.4 One of the principles identified under the heading *"Understanding Land Use Definitions"* at paragraph 3.2 indicates:

> *"It is vital that users apply trip rate calculation data from land uses which correctly apply to their individual cases."*

3.3.5 Section 4 considers site selection by reference to the various selection parameters. The indication at paragraph 4.2 being:

> *"trip rates obtained from Greater London cannot apply to trip rates generated from the Shetland Islands, for obvious reasons. But, taking into account all local factors, especially the location type, there is no obvious reason why some data from, say, Glasgow cannot apply to some data from Greater Manchester. Similarly, some site scenarios in parts of London may be compatible with sites in other large cities. However, the importance of compatibility in terms of local population, vehicle ownership, location type, etc. cannot be stressed enough. It is in the areas of site and development data where true compatibility should be sought, rather than just through the exclusion of regions,*

which could unnecessarily remove many compatible sites from a user's selected set."

3.3.6 Paragraph 4.5 additionally indicates:

"*The most important data fields in terms of site selection compatibility are the main category and sub-category location types. Sites in a town centre with good local public transport accessibility will naturally, as a rule, achieve a different type of modal split to a site in the country without any public transport. Mixing sites which are clearly incompatible in a set for trip rate calculation could lead to the production of misleading trip rates."*

3.3.7 Paragraph 4.7 indicates examples where data should not be mixed:

"There are occasions where the location mix within a selected data set is not acceptable. For example, a mix of sites containing both "Town Centre" and "Free Standing (out of town)" location types will most likely produce incorrect and misleading trip rate results. If a mix of location types is used (based on Table 4.1), it is the data supplier's responsibility to ensure that justification for the inclusion of the mix is given. This should include geographical location evidence, such as maps, etc."

3.3.8 For reasons, that will be evident below, advice in the Good Practice Guide also covers the selection of site, and sample sizes. Paragraph 11.1 indicates:

"The food superstore category has over 260 sites present, whilst other sets of data contain lower levels. Because of this, obtaining a representative sample of data for a trip rate calculation involves a balance between meeting a set of criteria for inclusion and the availability of data."

3.3.9 Paragraph 11.2 covers rules regarding the number of sites in a sample indicating:

"The general rule for obtaining a representative sample of data is to include as many sites as possible. But this should not be to the detriment of selection criteria. Wherever possible, users should aim to use as stringent a set of criteria as possible and obtain a selected set of at least 5 or 6 sites. However, there are no fixed rules; the aim is to achieve a balance. It is better practice to have a lower number of sites acceptable to the selection criteria than to have a larger data set which is not. In the latter case, the trip rates produced will more likely be

misrepresentative than the former case. However, because of the complex diversity of the database, it is impossible to define a preferred number of sites."

3.3.10 Paragraph 11.9 considers the issue that may arise in the disparity between selecting a high trip rate for network testing, and parking implications viz:

"It should also be noted that presenting relatively high trip rates may wrongly inflate potential parking levels, and therefore use of 85th percentile trip rate figures needs to reflect his possibility."

3.3.11 The summary of the Good Practice Guide at section 19.4 indicates:

"Location type, both main category and sub-category, is a very important factor in the selection of sites for trip rate calculation. There is no clear evidence to suggest that users should select sites by regional category; it is more appropriate to select sites which meet similar local environmental and location-type conditions, within agreed criteria."

3.3.12 Paragraph 19.11 indicates:

"The general rule for representative sample sizes in TRICS is "the more the better". However, this is not always an option. Users are encouraged to find a balance between the strictness of their selection criteria and the level of data available."

3.2.13 The selection process has excluded sites that would be unrepresentative in terms of size of the development whilst ensuring in accordance with paragraph 11.2 that the overall sample size is not too small.

3.4 **Existing Use**

3.4.1 The existing use of the unit is a relatively low traffic generator, but the unit could be occupied within the terms of the existing conditions by a more intensive traffic generator such as a DIY use.

3.4.2 The surveys detailed in section 2 include the traffic generation of both units though the survey technique did not allow the traffic generation to each unit to be separately identified. There are a number of methods to disaggregate including by factoring the floor areas between the uses or by applying TRICS.

3.4.3 For this TS as TRICS will be used for the proposal, the existing site has also been assessed using TRICS, and with it being assessed as falling within TRICS category 01-G "Retail: Other Individual Non-Food Superstore".

3.4.4 For the TRICS assessment, sites would usually be selected with a close range of the site size, and we usually choose between one half and double the development size i.e: between 302 and 1208 sq. m GFA, but this would result in too low a sample size, and the sample size selected would be unrepresentative. The site area selected has been increased to ensure a minimum of 5 selected which includes the following sites:

Just for Pets	Great Cambourne
Magnet	Macclesfield
Currys PC World	Preston
Pets at Home	Lincoln
Supa Sofa	Hunslet

3.4.5 There is no statistically reliable sample for a Saturday. The TRICS output for this "fall back" assessment is included as appendix A, and table 2 shows the arrival / departure profiles together with parking accumulation. The table shows:

i) The weekday morning peak hour traffic flows between 08.00 and 09.00 are 1 arrival and no departures per hour

ii) The weekday evening peak hour between 17.00 and 18.00 there could be 5 arrivals and 5 departures per hour,

iii) The weekday development peak traffic flows are between 18.00 and 19.00 with 5 arrivals and 7 departures per hour, and

iv) The weekday peak parking is 6 vehicles parked between 11.00 to 13.00, 14.00 to 15.00, and 16.00 to 17.00.

3.4.6 These values will be deleted in due course from the proposal's traffic generation in order to define the net impact of the proposal.

3.5 **The Proposal's Traffic Generation**

3.5.1 The proposal is to amend the condition to allow for the sale of food and drink. The site has been assessed as falling within TRICS category 01-O "Retail: Convenience Store". For the TRICS assessment for both scenarios sites would usually have been selected between one half and double the development size i.e: between 302 and 1208 sq. m GFA. The TRICS output is included as appendix B. Traditional food superstores have not been assessed using TRICS as the quantum of floor area is within TRICS some considerable order of magnitude different.

3.5.2 Table 3 shows the arrival / departure profiles for weekday, and Saturday respectively which shows:

i) The weekday morning peak hour traffic flows between 08.00 and 09.00 are 12 arrivals and 8 departures per hour,

ii) The weekday evening peak hour traffic flows between 17.00 and 18.00 are 15 arrivals and 18 departures per hour,

iii) The weekday development peak traffic flows are 16 arrivals and 14 departures per hour between 15.00 and 16.00,

iv) The weekday peak parking is 15 vehicles parked between 15.00 to 16.00,

v) Saturday development peak traffic flows are 42 arrivals and 37 departures per hour between 16.00 and 17.00, and

vi) The Saturday peak parking is 24 vehicles parked between 16.00 and 17.00.

3.6 **Comparative Assessment**

3.6.1 For the amendment of the condition the issue is the difference between the values shown in table 3 compared to table 2, which indicates:

i) The additional weekday morning peak hour traffic flows between 08.00 and 09.00 are 11 arrivals and 8 departures per hour,

ii) The additional weekday evening peak hour between 17.00 and 18.00 are 10 arrivals and 13 departures,

iii) The additional weekday development peak traffic flows are 12 arrivals and 12 departures per hour between 15.00 and 16.00,

iv) The additional weekday peak parking is 10 vehicles parked between 15.00 to 16.00,

v) Saturday development peak traffic flows are 42 arrivals and 37 departures per hour between 16.00 and 17.00 with no offsetting of the “fall back” position which is likely to represent a “worst case” assessment, and

vi) The Saturday peak parking is 19 vehicles parked between 16.00 and 17.00 with 5 vehicles assumed for the “fall back” which is conservative value.

3.6.2 Peak parking for the whole retail park post the amendment to vary the condition (VOC) peaks at the following values:

Day	**Hour**	**Existing**	**Add VOC**
F	11.00 to 12.00	75	+5
Sa	12.00 to 13.00	88	+14

3.6.3 Spare capacity based on the 135 parking spaces being for the times above:

Day	Existing	Add VOC	Total	Spare %
F	60	-5	55	40%
Sa	47	-14	33	24%

3.6.4 The assessment of impact is further considered in section 5 of this TS though considering the peak parking utilisation even if the variation of condition 2 is approved there would still be significant levels of spare capacity at the peak times of the week.

4.0 PLANNING POLICY CONTEXT

4.1 Introduction

4.1.1 This section considers the National and adopted Local Plan policy context from a highways / transport perspective.

4.2 National Policy: NPPF

4.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how this should be applied.

4.2.2 The NPPF contains a presumption in favour of sustainable development. In terms of determining planning applications it states that this means approving proposals that accord with the development plan without delay but where the development plan is absent, silent or relevant policies are out of date, granting permission unless any adverse impacts of doing so would significantly and adversely outweigh the benefits.

4.2.3 Under the heading, "*Considering development proposals"* paragraph 108 indicates:

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users; and*
>
> *c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

4.2.4 Paragraph 109 indicates:

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

4.2.5 NPPF paragraph 110 indicates that:

> *" within this context, applications for development should:*
>
> *a) give priority first to pedestrian and cycle movements, both within the scheme and with the neighbouring areas; and second – so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus*

or other public transport services, and appropriate facilities that encourage public transport use;

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

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

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

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

4.2.6 This TS confirms that the proposal would conform to NPPF paragraphs 108 to 110

4.3 **South East Lincolnshire Local Plan**.

4.3.1 The adopted local plan was produced jointly by South Holland District Council, Boston Borough Council and Lincolnshire County Council. It covers the period from 2011 to 2036.

4.3.2 The subject property is within the town centre boundary of Spalding such that under policy 24 retail development will normally be permitted. However policy 24 goes on to set five further matters that new development will be expected to achieve

- be physically integrated and have good pedestrian and cycle links with the rest of the centre
- generate a reasonable level of footfall and be open to the public
- contribute to an appropriate balance of uses
- achieve an acceptable level of amenity
- achieve an acceptable level of highway access, parking and servicing

4.3.3 This TS confirms that the proposal would accord with the first and fifth bullet points of Local Plan policy 24.

5.0 MOVEMENT ASSESSMENT

5.1 Introduction

5.1.1 This section considers the movement impact of the proposal in the context of NPPF paragraph 108 which indicates:

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users; and*
>
> *c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

5.2 Is the site sustainably located?

5.2.1 The issue in the context of NPPF paragraph 108(a) is whether:

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

5.2.2 The site lies around 260 metres from the nearest part of the primary retail area. The remainder of the town centre can be reached easily by pedestrians and cyclists. The route is generally level with pavements along the south side of Westlode Street and New Road with limited roads to cross (Broad Street and Red Lion Street). The pavements are wide, well lit and maintained, and provide a pleasant walking experience. For cyclists, the cycle lane to the west stops immediately in front of the site but Westlode Street is suitable for cyclists with the junction of Pinchbeck Road controlled by traffic lights.

5.2.3 To the immediate north of the town centre, and accessed off Winfrey Avenue and to the west is the Holland Market Retail Park which contains a Sainsburys food store, a Wilkinson, Halfords, Poundstretcher, Argos, and Shoezone, and to the east the Winfrey Avenue Retail Park which contains a B&Q, Iceland, and M&S Simply Food.

5.2.4 In our opinion in the context of NPPF paragraph 108 (a) appropriate opportunities to promote sustainable transport can be taken up, and already exists. The proposal accords with the first bullet point of Local Plan policy 24..

5.3 **Is there a safe and suitable access?**

5.3.1 The issue in the context of NPPF paragraph 108(b) is whether:

> *"safe and suitable access to the site can be achieved for all users"*

5.3.2 The proposal would not alter or modify the existing access to the retail park for all users. The assessment of comparative traffic generation does not by any reasonable definition suggest that there is other than a de minimis level of impact that would not warrant any improvement. From section 3.6, the development peak impact being 10 additional arrivals, and 13 additional departures in the p.m. peak hour between 17.00 and 18.00, but if account is taken of passby / diverted and linked traffic the junction impact reduces to 12 additional movements through the junction in the p.m. peak hour.

5.3.3 In our opinion in the context of NPPF paragraph 108 (b) a safe and suitable access to the site can be achieved for all types of user. The proposal accords with the fifth bullet points of Local Plan policy 24..

5.4 **Is there a severe impact of the proposal?**

5.4.1 The issue in the context of NPPF paragraph 108(c) is whether:

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

5.4.2 As a "worst case" assessment assessed using a food store occupation of the unit, there would be an increase in the levels of arrivals and departures both in daily terms, and in network and development peak hour terms. However the quantum of such is at less than one vehicle every five minutes increase cannot be classed by any reasonable interpretation as "significant".

5.4.3 In our opinion in the context of NPPF paragraph 108 (c) there is not even as a "worst case" assessment a significant impact of the proposed amendment to the condition. The proposal accords with the fifth bullet points of Local Plan policy 24.

6.0 SUMMARY AND CONCLUSIONS

6.1 The impact of the amendment to the condition 2 as submitted has been assessed by reference to a "worst case" food use of the unit. NPPF paragraph 108 indicates:

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users; and*
>
> *c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

6.2 The site lies around 260 metres from the nearest part of the primary retail area. The remainder of the town centre can be reached easily by pedestrians and cyclists. In our opinion in the context of NPPF paragraph 108 (a) appropriate opportunities to promote sustainable transport can be taken up, and already exists.

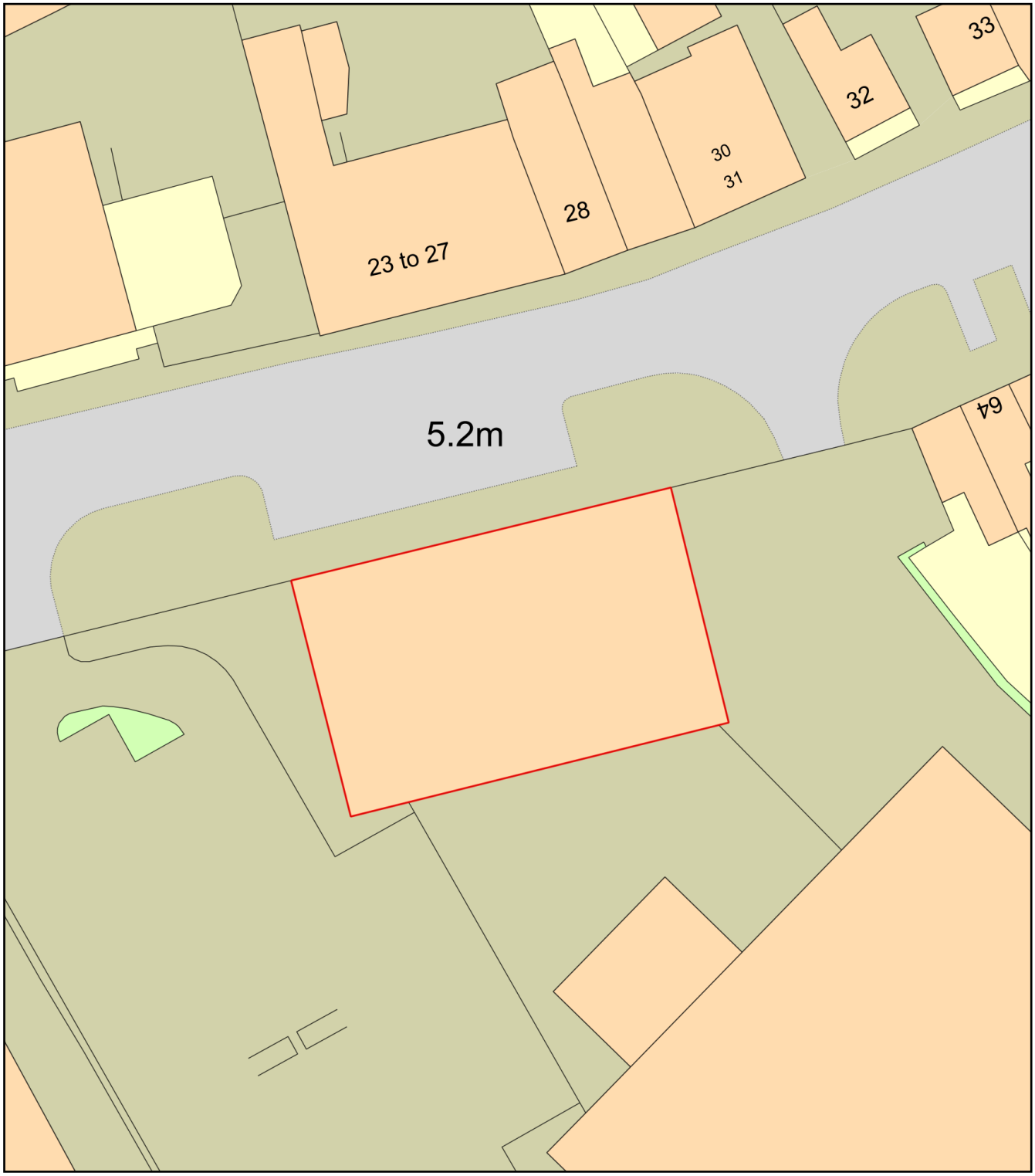
6.3 The proposal would not alter or modify the existing access to the retail park for all users. The assessment of comparative traffic generation does not by any reasonable definition suggest that there is other than a de minimis level of impact that would not warrant any improvement. In our opinion in the context of NPPF paragraph 108 (b) a safe and suitable access to the site can be achieved for all types of user.

6.4 As a "worst case" assessment assessed using a food store occupation of the unit, there would be an increase in the levels of arrivals and departures both in daily terms, and in network and development peak hour terms. However the quantum of such is at less than one vehicle every five minutes increase cannot be classed by any reasonable interpretation as "significant". In our opinion in the context of NPPF paragraph 108 (c) there is not even as a "worst case" assessment a significant impact of the proposed amendment to the condition.

6.5 On this basis, the development is considered to fully accord with paragraphs 108 and 109 of the NPPF. Overall, it is our opinion that there are no sustainable highways or traffic objections to the proposed development of eight dwellings.

FIGURES

UNIT 2 SPALDING RETAIL PARK



0 20
Metres

N

ReQuestaPlan

Plan Produced for:	SWITHA LIMITED
Date Produced:	06 Oct 2020
Plan Reference Number:	TQRQM20280100450744
Scale:	1:500 @ A4

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TABLES

Table 1

SPALDING RETAIL PARK ARRIVAL DEPARTURE PROFILES

Hour Begins	*Monday 5th October*			*Tuesday 6th October*			*Wednesday 7th October*			*Thursday 8th October*			*Friday 2nd October*			*Saturday 3rd October*			*Sunday 4th October*		
	Arr	*Dep*	*Acc*	*Arr*	*Dep*	*Acc*	*Arr*	*Dep*	*Acc*	*Arr*	*Dep*	*Acc*	*Arr*	*Dep*	*Acc*	*Arr*	*Dep*	*Acc*	*Arr*	*Dep*	*Acc*
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06	7	0	7	5	1	4	8	0	9	3	0	3	4	0	4	4	1	3	0	0	0
07	1	0	8	2	2	4	1	1	9	1	0	4	1	0	5	0	0	3	2	1	1
08	14	4	18	22	11	15	20	6	23	16	8	12	24	12	17	21	9	15	3	0	4
09	76	48	46	75	48	42	87	50	60	94	56	50	98	53	62	81	65	31	26	7	23
10	95	80	61	99	86	55	76	72	64	76	82	44	93	92	63	115	91	55	114	70	67
11	103	95	69	94	93	56	90	86	68	105	83	66	98	86	75	134	113	76	125	113	79
12	87	103	53	97	94	59	83	89	62	91	104	53	90	103	62	127	115	88	113	130	62
13	90	79	64	87	90	56	73	79	56	81	86	48	99	97	64	131	133	86	113	104	71
14	66	76	54	69	91	34	71	77	50	72	88	32	83	98	49	113	121	78	108	130	49
15	74	89	39	75	73	36	67	76	41	75	62	45	73	74	48	102	116	64	63	92	20
16	62	67	34	56	67	25	61	62	40	52	63	34	81	95	34	71	96	39	8	19	9
17	82	81	35	56	51	30	48	67	21	63	54	43	70	80	24	60	67	32	4	10	3
18	43	58	20	42	47	25	42	42	21	61	70	34	48	54	18	53	55	30	6	6	3
19	24	33	11	28	42	11	22	35	8	25	50	9	25	33	10	15	34	11	1	1	3
20	1	7	5	2	7	6	2	5	5	2	5	6	5	8	7	1	5	7	0	0	3
21	3	1	7	1	7	0	1	6	0	0	1	5	2	9	0	1	1	7	1	0	4
22	0	7	0	0	0	0	0	0	0	1	6	0	0	0	0	3	10	0	0	4	0
23	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
	828	828		810	810		753	753		818	818		895	895		1032	1032		687	687	

Table 2

"FALL BACK" ARRIVAL DEPARTURE PROFILES

Hour Begins	*Friday*		
	Arr	*Dep*	*Acc*
07	1	0	1
08	1	0	2
09	4	3	3
10	5	3	5
11	6	5	6
12	5	5	6
13	5	6	5
14	5	4	6
15	3	4	5
16	5	4	6
17	5	5	6
18	5	7	4
19	3	5	2
20	0	2	0
21	0	0	0
	53	53	

Table 3

PROPOSAL ARRIVAL DEPARTURE PROFILES

Hour Begins	*Friday*			*Saturday*		
	Arr	*Dep*	*Acc*	*Arr*	*Dep*	*Acc*
07	10	8	5	12	11	5
08	12	8	9	17	12	10
09	9	9	9	21	21	10
10	9	8	10	24	21	13
11	12	11	11	26	28	11
12	11	10	12	42	34	19
13	11	9	14	26	26	19
14	14	15	13	35	32	22
15	16	14	15	30	33	19
16	12	13	14	42	37	24
17	15	18	11	30	37	17
18	11	18	4	27	30	14
19	12	9	7	20	22	12
20	5	6	6	8	14	6
21	3	5	4	12	16	2

APPENDICES

Appendix A
TRICS Output for
“Fall Back” Assessment

Calculation Reference: AUDIT-748101-201020-1015

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	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: 1000 to 4100 (units: sqm)
Range Selected by User: 290 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 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
Tuesday	2 days
Thursday	2 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 undertaking using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	1
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
Retail Zone	3
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	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 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 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	2 days
0.6 to 1.0	2 days
1.6 to 2.0	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	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 CA-01-G-01 JUST FOR PETS CAMBRIDGESHIRE
BACK LANE
CAMBOURNE
GREAT CAMBOURNE
Town Centre
Retail Zone
Total Gross floor area: 1068 sqm
Survey date: THURSDAY *07/06/18* *Survey Type: MANUAL*

2 CH-01-G-02 MAGNET CHESHIRE
KING EDWARD STREET
MACCLESFIELD

Town Centre
Built-Up Zone
Total Gross floor area: 1000 sqm
Survey date: MONDAY *06/11/17* *Survey Type: MANUAL*

3 LC-01-G-01 CURRYS PC WORLD LANCASHIRE
BLACKPOOL ROAD
PRESTON
RIBBLETON
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 4100 sqm
Survey date: TUESDAY *06/11/18* *Survey Type: MANUAL*

4 LN-01-G-01 PETS AT HOME LINCOLNSHIRE
TRITTON ROAD
LINCOLN
TRITTON RETAIL PARK
Edge of Town Centre
Retail Zone
Total Gross floor area: 1600 sqm
Survey date: TUESDAY *31/10/17* *Survey Type: MANUAL*

5 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.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 604 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2550	0.118	0.711	2	2550	0.039	0.237	2	2550	0.157	0.948
08:00 - 09:00	5	1782	0.135	0.814	5	1782	0.056	0.339	5	1782	0.191	1.153
09:00 - 10:00	5	1782	0.752	4.543	5	1782	0.438	2.644	5	1782	1.190	7.187
10:00 - 11:00	5	1782	0.864	5.221	5	1782	0.561	3.390	5	1782	1.425	8.611
11:00 - 12:00	5	1782	0.921	5.560	5	1782	0.909	5.492	5	1782	1.830	11.052
12:00 - 13:00	5	1782	0.797	4.814	5	1782	0.831	5.018	5	1782	1.628	9.832
13:00 - 14:00	5	1782	0.853	5.153	5	1782	0.909	5.492	5	1782	1.762	10.645
14:00 - 15:00	5	1782	0.808	4.882	5	1782	0.685	4.136	5	1782	1.493	9.018
15:00 - 16:00	5	1782	0.550	3.322	5	1782	0.617	3.729	5	1782	1.167	7.051
16:00 - 17:00	5	1782	0.786	4.746	5	1782	0.741	4.475	5	1782	1.527	9.221
17:00 - 18:00	5	1782	0.775	4.678	5	1782	0.831	5.018	5	1782	1.606	9.696
18:00 - 19:00	4	1977	0.797	4.812	4	1977	1.062	6.416	4	1977	1.859	11.228
19:00 - 20:00	3	2256	0.502	3.034	3	2256	0.813	4.908	3	2256	1.315	7.942
20:00 - 21:00	2	2850	0.000	0.000	2	2850	0.316	1.907	2	2850	0.316	1.907
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			8.658	52.290			8.808	53.201			17.466	105.491

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

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

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Parameter summary

Trip rate parameter range selected:	1000 - 4100 (units: sqm)
Survey date date range:	01/01/12 - 14/03/19
Number of weekdays (Monday-Friday):	5
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 B
TRICS Output for
Proposal Assessment

Calculation Reference: AUDIT-748101-201020-1049

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	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: 204 to 1056 (units: sqm)
Range Selected by User: 70 to 1208 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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
Wednesday	2 days
Thursday	1 days
Friday	1 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 undertaking using machines.

Selected Locations:

Town Centre	3
Edge of Town 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	1
Built-Up 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	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 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	2 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	2 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	4 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	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:

Yes	1 days
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	5 days

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

LIST OF SITES relevant to selection parameters

1 CA-01-O-02 LITTLE WAITROSE CAMBRIDGESHIRE
FITZROY STREET
CAMBRIDGE

Town Centre
Built-Up Zone
Total Gross floor area: 1056 sqm
Survey date: FRIDAY *12/07/13* *Survey Type: MANUAL*

2 DS-01-O-01 SAINSBURY'S LOCAL DERBYSHIRE
NUNS STREET
DERBY

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 204 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

3 EB-01-O-01 SAINSBURY'S LOCAL CITY OF EDINBURGH
EARL GREY STREET
EDINBURGH

Town Centre
Built-Up Zone
Total Gross floor area: 350 sqm
Survey date: THURSDAY *28/05/15* *Survey Type: MANUAL*

4 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*

5 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
TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 604 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	1	204	0.490	2.961	1	204	0.000	0.000	1	204	0.490	2.961
06:00 - 07:00	1	204	7.843	47.373	1	204	7.843	47.373	1	204	15.686	94.746
07:00 - 08:00	5	410	2.147	12.970	5	410	1.952	11.791	5	410	4.099	24.761
08:00 - 09:00	5	410	2.684	16.213	5	410	2.050	12.381	5	410	4.734	28.594
09:00 - 10:00	5	410	2.538	15.328	5	410	2.831	17.097	5	410	5.369	32.425
10:00 - 11:00	5	410	1.903	11.496	5	410	1.806	10.907	5	410	3.709	22.403
11:00 - 12:00	5	410	3.465	20.929	5	410	3.026	18.276	5	410	6.491	39.205
12:00 - 13:00	5	410	3.367	20.340	5	410	3.075	18.571	5	410	6.442	38.911
13:00 - 14:00	5	410	2.733	16.508	5	410	2.684	16.213	5	410	5.417	32.721
14:00 - 15:00	5	410	3.807	22.993	5	410	3.856	23.287	5	410	7.663	46.280
15:00 - 16:00	5	410	4.148	25.056	5	410	4.051	24.467	5	410	8.199	49.523
16:00 - 17:00	5	410	3.612	21.814	5	410	3.660	22.108	5	410	7.272	43.922
17:00 - 18:00	5	410	3.612	21.814	5	410	3.660	22.108	5	410	7.272	43.922
18:00 - 19:00	5	410	3.416	20.634	5	410	3.904	23.582	5	410	7.320	44.216
19:00 - 20:00	5	410	3.026	18.276	5	410	3.123	18.866	5	410	6.149	37.142
20:00 - 21:00	5	410	1.269	7.664	5	410	1.513	9.138	5	410	2.782	16.802
21:00 - 22:00	5	410	0.830	5.011	5	410	1.220	7.369	5	410	2.050	12.380
22:00 - 23:00	1	204	3.922	23.686	1	204	3.431	20.725	1	204	7.353	44.411
23:00 - 24:00	1	204	1.961	11.843	1	204	2.451	14.804	1	204	4.412	26.647
Total Rates:			56.773	342.909			56.136	339.063			112.909	681.972

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

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

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Parameter summary

Trip rate parameter range selected:	204 - 1056 (units: sqm)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	5
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.

Calculation Reference: AUDIT-748101-201020-1043

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	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 1200 (units: sqm)
Range Selected by User: 70 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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	3 days

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

Selected survey types:

Manual count	3 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
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:

Residential Zone	1
Built-Up Zone	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	3 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
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:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 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	3 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	3 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	3 days

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

LIST OF SITES relevant to selection parameters

1 CB-01-O-01 CO-OPERATIVE CUMBRIA
DENTON STREET
CARLISLE

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 300 sqm
Survey date: SATURDAY *25/06/16* *Survey Type: MANUAL*

2 NE-01-O-01 TESCO EXPRESS NORTH EAST LINCOLNSHIRE
311 ASHBY HIGH STREET
SCUNTHORPE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1200 sqm
Survey date: SATURDAY *17/05/14* *Survey Type: MANUAL*

3 NF-01-O-02 TESCO EXPRESS NORFOLK
WESTLEGATE
NORWICH

Town Centre
Built-Up Zone
Total Gross floor area: 320 sqm
Survey date: SATURDAY *27/10/12* *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
TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 604 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	320	0.625	3.775	1	320	0.000	0.000	1	320	0.625	3.775
07:00 - 08:00	3	607	1.923	11.615	3	607	1.758	10.620	3	607	3.681	22.235
08:00 - 09:00	3	607	2.857	17.257	3	607	2.033	12.279	3	607	4.890	29.536
09:00 - 10:00	3	607	3.462	20.908	3	607	3.516	21.240	3	607	6.978	42.148
10:00 - 11:00	3	607	3.901	23.563	3	607	3.516	21.240	3	607	7.417	44.803
11:00 - 12:00	3	607	4.286	25.886	3	607	4.615	27.877	3	607	8.901	53.763
12:00 - 13:00	3	607	6.923	41.815	3	607	5.549	33.519	3	607	12.472	75.334
13:00 - 14:00	3	607	4.396	26.549	3	607	4.231	25.554	3	607	8.627	52.103
14:00 - 15:00	3	607	5.879	35.510	3	607	5.330	32.191	3	607	11.209	67.701
15:00 - 16:00	3	607	4.945	29.868	3	607	5.385	32.523	3	607	10.330	62.391
16:00 - 17:00	3	607	7.033	42.479	3	607	6.154	37.169	3	607	13.187	79.648
17:00 - 18:00	3	607	5.000	30.200	3	607	6.154	37.169	3	607	11.154	67.369
18:00 - 19:00	3	607	4.505	27.213	3	607	5.055	30.532	3	607	9.560	57.745
19:00 - 20:00	3	607	3.407	20.576	3	607	3.626	21.903	3	607	7.033	42.479
20:00 - 21:00	3	607	1.429	8.629	3	607	2.363	14.270	3	607	3.792	22.899
21:00 - 22:00	3	607	1.923	11.615	3	607	2.637	15.930	3	607	4.560	27.545
22:00 - 23:00	1	1200	0.250	1.510	1	1200	0.333	2.013	1	1200	0.583	3.523
23:00 - 24:00												
Total Rates:			62.744	378.968			62.255	376.029			124.999	754.997

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Parameter summary

Trip rate parameter range selected:	300 - 1200 (units: sqm)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
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.