

rappor



# Home Bargains, Galebreaker House, New Mills Industrial Estate, Ledbury

TJ Morris Ltd

Transport Statement  
May 2024





## Document Control

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<b>Prepared By</b>	Samuel Large	January 2024
<b>Checked By</b>	Grace Hancock	January 2024
<b>Approved By</b>	Adam Padmore	January 2024

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### Rappor Consultants Ltd

A: CTP House, Knapp Road, Cheltenham, GL50 3QQ

W: [rappor.co.uk](http://rappor.co.uk)

T: 01242 523696

E: [hello@rappor.co.uk](mailto:hello@rappor.co.uk)

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## 1 Introduction

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- 1.1 Rappor has been instructed by behalf of TJ Morris Ltd to prepare a Transport Statement (TS) in support of a planning application concerning the redevelopment of the existing Homebase, Galebreaker House, New Mills Industrial Estate, Ledbury, HR8 2SR.
- 1.2 Planning permission is sought for the continued use of the existing retail unit (2,109sq.m Gross External Area (GEA)) and garden centre (c.964sq.m), to provide a retail unit (2,062sq.m (GEA)) and garden centre (551sq.m), as well as the reconfiguration of customer car parking adjacent the frontage of the building and construction of additional car parking adjacent the eastern side of the building. The main car park area north of the building will remain as existing. The site is to be occupied by Home Bargains and will allow up to 30% of the retail floorspace to sell food / drink.
- 1.3 Modification to the sale of goods restrictions connected with the unit will enable Home Bargains to legally trade from the entire proposed floor area, on the basis of approximately 70% of floor space dedicated to non-food products, and 30% for the sale of ancillary food and drink products ( $\pm 5\%$ ). It is important to note that the nature of the food and drink items on sale (discount products) do not mirror the typical offerings associated with conventional food-based retailers (fresh foods etc). Therefore, they are associated with a different trip attraction pattern, which is less intensive and primarily linked to the sale of non-food goods within the store.
- 1.4 The existing Homebase store benefits from a GEA of c.2,109sq.m, as well as ancillary garden centre (964sq.m), and therefore, the site already benefits from an established fallback position in terms of its theoretical, permitted trip attraction potential. This is considered further at **Section 5** of this report.

### Scope of Report

- 1.5 A TS is an appropriate form of assessment for the scale and type of the proposed development. Therefore, considering the nature of the development proposal and the local / planning context, this TS shall feature the following:
  - a) Assessment of site location and composition;
  - b) Review of local highway network;
  - c) Review of local highway safety;
  - d) Site accessibility and opportunities for sustainable travel;
  - e) Review of proposed development in terms of access, layout and parking; and
  - f) Forecast trip attraction and predicted impact.



- 1.6 This TS concludes that the development proposals are acceptable in highway and transportation terms, and there are no reasons that should prevent Herefordshire Council (HC) from approval of this planning application.
- 1.7 A Framework Travel Plan is submitted under separate cover.



## 2 The Site & Local Highway Network

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### Site Location & Composition

- 2.1 The application site is located off New Mills Industrial Estate, within an existing commercial area of Ledbury and is situated approximately 1km west of the town centre.
- 2.2 It is bound by New Mills Industrial Estate and the Leadon Way / New Mills Way / New Mills Industrial Estate roundabout to the north, Ledbury Welding & Engineering to the east and south, whilst to the east it is bound by Leadon Way and vegetation.
- 2.3 Vehicular access for staff and customers is achieved to the north of the site via a simple priority junction arrangement onto New Mills Industrial Estate.
- 2.4 Servicing and delivery vehicle access to the site's service yard is also achieved in this location before continuing south along the eastern boundary of the existing garden centre.
- 2.5 The site location, its context and relationship with immediate adjoining areas is shown at **Appendix A**.

### Local Highway Network

#### New Mills Industrial Estate

- 2.6 New Mills Industrial Estate is a two-lane single carriageway which routes in a broadly north-west to south-east alignment in vicinity of the application site. To the east and south-east of the application site, New Mills Industrial Estate runs in a broadly north to south alignment. It is subject to a 30mph speed limit and street lighting is present throughout. A footway is provided on the southern side of New Mills Industrial Estate and a shared pedestrian / cycle route is provided along the northern side.
- 2.7 At its north-eastern extent New Mills Industrial Estate provides one arm of a roundabout junction with Leadon Way and New Mills Way. At its southern extent New Mills Industrial Estate provides the minor arm of a priority junction with Lower Road. Throughout its length it provides the major arms to a number of roads serving the industrial estate and subsequently the businesses located within.



### Leadon Way

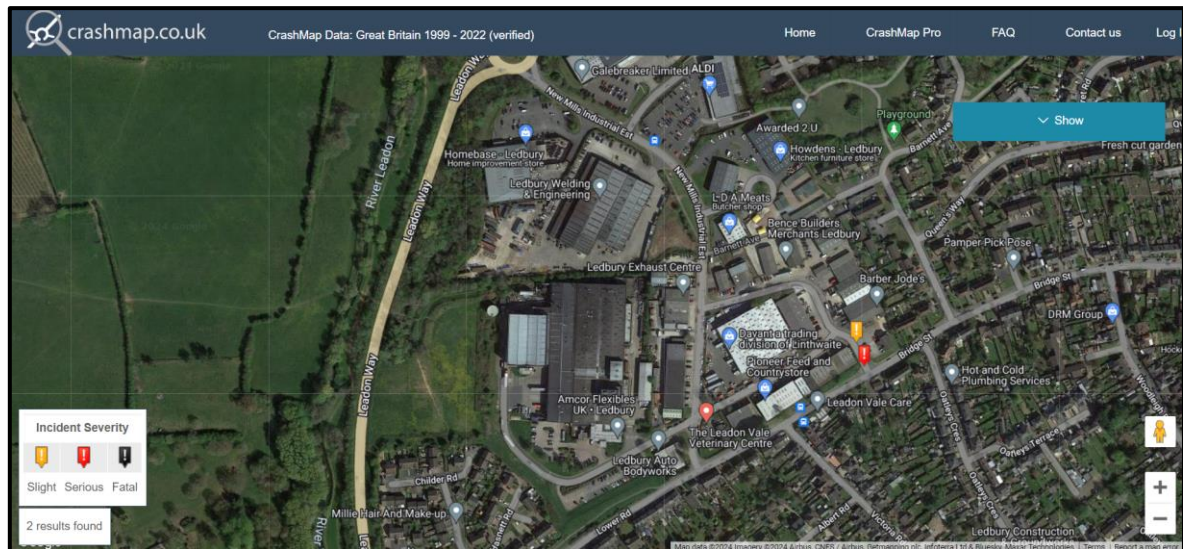
- 2.8 Leadon Way is a two-lane single carriageway which runs in a broadly north-east to south-west alignment over the northern section. Approximately 300m north of the Leadon Way / Little Marcle Road / Lower Road roundabout junction Leadon Way starts to route broadly north-west to south-east over its southern section. It is subject to the national speed limit (60mph) and, as is typical of a by-pass road, does not provide footways, although street lighting is provided throughout.
- 2.9 At its north-eastern extent, Leadon Way provides the southern arm of a roundabout junction with an Un-named Road, Hereford Road (A438) and New Mills Way, whilst at its south-eastern extent it provides the northern arm of a roundabout junction with New Street (B4216), Leadon Way (A449), B4216 and Ross Road (A449). Through its length Leadon Way provides two arms to both the Leadon Way / New Mills Way / New Mills Industrial Estate and the Leadon Way / Lower Road / Little Marcle Road roundabout junctions.

### Wider Highway Network

- 2.10 In terms of the wider highway network, the A438 can be accessed via New Mills Industrial Estate and Leadon Way from the application site, which in turn provides access to Hereford to the west of the application site.
- 2.11 The M50 can also be accessed from the application site via Leadon Way, Leadon Way (A449) and Ledbury Road (A417). The M50 provides access to the M5 to the east of the application site and Ross-on-Wye south-west of the application site.

### Local Highway Safety

- 2.12 To determine whether there are any existing highway safety issues within the vicinity of the site, the CrashMap database has been reviewed for the most recent five-year period, up to December 2022. The results of the search area are demonstrated in the CrashMap extract at **Figure 2.1**.
- 2.13 The review identified that two collisions have occurred within the vicinity of the application site during the most recent five-year review period, one of which was classified as being of 'Slight' in severity and the other 'Serious' in severity.



**Figure 2.1:** CrashMap Extract (Source: [www.crashmap.co.uk](http://www.crashmap.co.uk))

2.14 The full CrashMap reports are attached at **Appendix B**.

### Slight PIC

2.15 The slight PIC occurred on Wednesday 3<sup>rd</sup> May 2017 at 10:52 during daylight hours when weather conditions were fine without high winds and a dry road surface was observed to be present. The PIC occurred on New Mills Industrial Estate approximately 45m north of its junction with Lower Road. The report at **Appendix B** indicates that the PIC appears to have occurred when a car was parked within the carriageway, a second car and third car have then collided into one another, in addition to the parked car. The driver of the second car sustained slight injuries.

### Serious PIC

2.16 The serious PIC occurred on Monday 28<sup>th</sup> January 2019 at 18.01 during the hours of darkness when weather conditions were fine without high winds and a wet or damp road surface was observed to be present. The PIC occurred on the minor arm (an Un-named Road) of the Un-named Road / Bridge Street priority junction when a van or goods vehicle 3.5 tonnes mgw and under was in the act of turning right at the junction. Whilst performing this manoeuvre the van has collided into a pedestrian who was walking within the carriageway. The pedestrian sustained serious injuries.





## Summary

- 2.17 Overall, the lack of any PIC clustering and the extremely low frequency of collisions, two across the five-year review period, indicates that there are no inherent highway safety concerns in the vicinity of the application site that could be exacerbated by the proposed development. The incidents appear to have been a random event or down to driver error rather than being attributable to the layout of the local highway network. Furthermore, with the low forecast development traffic (as confirmed in **Section 5**), in real terms, this is expected to continue.
- 2.18 It is therefore reasonable to determine that the Site Access / New Mills Industrial Estate junction is safe and suitable for the minor intensification in use as a result of the development proposals, without any highway mitigation works required.



### 3 Site Accessibility & Opportunities for Sustainable Travel

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- 3.1 In order to ensure that the site can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes, as well as identifying what local services and amenities are located in proximity of the site, which may assist in promoting linked trips.
- 3.2 The application site comprises an existing retail unit, which is located within a wider retail / commercial area. Therefore, it can be considered to be sustainably located and so a detailed assessment of facilities for non-car travel is not required. Notwithstanding this, a brief summary of local services, amenities, and infrastructure is provided below.

#### Proximity to Local Services and Amenities

- 3.3 The application site is situated approximately 1.2km west of the centre of Ledbury, therefore, the potential for linked trips to occur is high, with visitors likely to utilise other services and amenities in the nearby area, including various retail offerings / recreational destinations.
- 3.4 A range of existing services and amenities are located within 2km of the application site - with some located within the wider retail park. These various services and amenities, which staff and visitors may require on a day-to-day basis include an ALDI, Tesco, Co-op, several public houses, and several eateries (takeaways, restaurants and cafes).
- 3.5 In addition to the above, it should be noted that there are a number of residential areas within proximity to the application site; therefore, the location of the application site also affords an opportunity for future staff and visitors to travel to the application site by modes other than private car.

#### Walking and Cycling

##### Walking

- 3.6 The Institution of Highways and Transportation (now the: Chartered Institution of Highways and Transportation) guidance document '*Providing for Journeys on Foot*' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.



- 3.7 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.8 This guidance is supported by the National Travel Survey (NTS) which found that over the past four years 80% (2019), 82% (2020), 82% (2021), 83% (2022) of trips under a mile (1.6km) are undertaken on foot (NTS0308). It should be noted that the NTS for 2020 which was undertaken during the COVID-19 pandemic had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 and 2022 NTS, which demonstrates a 2-percentage point and 3-percentage point, respectively, increase in journeys by foot under a mile since 2019. These findings also demonstrate that a steady increase in the number of trips under a mile undertaken on foot is present.
- 3.9 Continuous footway provision is present throughout the local highway network which provides a permeable walking network within the vicinity of the application site. This network provides safe and convenient access from the application site to By Street and The Homend (A438) where facilities and services required on a daily basis can be found within Ledbury.

### Cycling

- 3.10 Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five miles (8km) and trips of 30 - 40 mins are considered acceptable for commuting purposes. The NTS 2022 (Table NTS0303) notes that the average cycle trip is approximately 3.6 miles (5.8km). The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.
- 3.11 The Local Transport Note 1/20: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2:
- 'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people'.*
- 3.12 It is therefore considered, and substantiated by DfT findings, that facilities and amenities within five miles, or 8km, of the application site are within acceptable cycling distance. The entirety of Ledbury in addition to smaller surrounding villages are within approximately 8km of the application site.

- 3.13 There are a number of designated and traffic-free cycle routes within Ledbury, which are demonstrated on the map produced by HC and attached at **Appendix C**. These provide a permeable cycling network throughout Ledbury which future staff and customers will be able to utilise when travelling to / from the application site.

### STRAVA Heatmap

- 3.14 STRAVA is an internet service that tracks physical exercise, predominantly cycling and running, using GPS data. The GPS data is stored in a database which allows STRAVA users to visually see the extent that routes and roads are used by other users in the form of heatmaps. The data is updated monthly.
- 3.15 The STRAVA heatmap indicates the more frequently used routes, by STRAVA users, on a light (white) to dark (purple) scale. **Figure 3.1** illustrates that the surrounding roads and routes are frequently utilised by cyclists using STRAVA.



**Figure 3.1:** STRAVA Heatmap Extract (Source: [www.strava.com](http://www.strava.com))

### Public Transport

- 3.16 The nearest bus stop (the 'Aldi' bus stop) in relation to the development site is located on New Mills Industrial Estate, approximately 160m from the centre of the application site. The stop comprises a flag.
- 3.17 The 'Aldi' bus stop provides access to the number 600 bus service which provides access around Ledbury.
- 3.18 Full bus timetable information is provided at **Appendix D**.



- 3.19 Services operating via the above detailed stops provide regular services throughout the week and on Saturdays, to surrounding residential and suburban areas and therefore provide a genuine opportunity for staff and customers to travel to / from the store via more sustainable modes of travel.

## Summary

- 3.20 The site is considered to be sustainably located with accessibility to a wide range of local services and amenities to promote linked trips, supported by local public transport services. Therefore, future employees and visitors will be presented with a range of suitable travel choices to access the site and will be able to link trips with other pre-existing retail offerings within vicinity of the site.

## 4 Proposed Development

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- 4.1 Planning permission is sought for the continued use of the existing retail unit to provide a retail unit (2,062sq.m (GEA)) and garden centre (551sq.m). The main car parking area north of the building is proposed to remain as existing, albeit resurfaced, whilst the customer car parking adjacent the frontage of the building will be reconfigured and additional car parking adjacent the eastern side of the building will be constructed.
- 4.2 The site is to be occupied by Home Bargains and will allow up to 30% of the retail floorspace to sell food / drink.
- 4.3 Modification to the sale of goods restrictions connected with the unit will enable Home Bargains to legally trade from the entire proposed floor area, on the basis of approximately 70% of floor space dedicated to non-food products, and 30% for the sale of ancillary food and drink products ( $\pm 5\%$ ). It is important to note that the nature of the food and drink items on sale (discount products) do not mirror the typical offerings associated with conventional food-based retailers (fresh foods etc). Therefore, they are associated with a different trip attraction pattern, which is less intensive and primarily linked to the sale of non-food goods within the store.
- 4.4 The proposed site layout is provided at **Appendix E**.

### Access Strategy

#### Cars

- 4.5 Vehicular access to the application site will be via the existing arrangement, as detailed in **Section 2**, with access achieved via a simple priority junction onto New Mills Industrial Estate.
- 4.6 The design and layout of arrangement is considered commensurate with the speed limit and operates satisfactorily with no road safety concerns. As the number of trips to and from the site is not anticipated to materially increase as a result of the proposal (see **Section 4**), in addition to the absence of any recorded PICs, detailed in **Figure 2.1**, the existing access arrangements are appropriate to accommodate the development.



## Pedestrians

- 4.7 Direct connections are available to the site from the existing infrastructure in place along New Mills Industrial Estate. Pedestrian routes, which are equipped with formal crossing points, dropped kerbs and in some instances associated tactile paving, are present along key desire lines within the local area.

## Servicing and Delivery Vehicles

- 4.8 The existing servicing and delivery arrangements will be retained to serve the application site, as per **Section 2**, with access / egress achieved from New Mills Industrial Estate.
- 4.9 Swept path analysis has been undertaken which demonstrates the suitability of the access to enable a 16.5m articulated vehicle to access / egress the site, in a forward gear is shown the drawing provided at **Appendix F**.

## Internal Layout

### *Swept Path Analysis*

- 4.10 As mentioned above, the main car parking area to the north of the building is proposed to be retained as existing and therefore its continued is considered to be suitable to the serve the development. Notwithstanding, swept path analysis demonstrating the suitability of the existing car park to enable an estate car to suitably manoeuvre on-site, is shown on the drawing provided at **Appendix G**. The drawing also illustrates the suitability of the proposed new spaces to the east of the building and also the reconfigured spaces immediately to the north.
- 4.11 The drawing provided at **Appendix F** demonstrates the suitability of the internal layout to accommodate an HGV as required through the swept path analysis undertaken.

## Parking Provision

### Car Parking

- 4.12 Parking standards are set out within the '*Herefordshire Council Environment Directorate – Highways Design Guide for New Developments*' (HDG) (July 2006). It states that for developments which are either 'standalone out of centre food stores over 2,000sqm' or 'standalone out of centre non-food stores over 2,000sqm', they should be provided with a maximum of one car space per 20sq.m gross floor area (GFA).



- 4.13 Based on the above, the site layout, provided at **Appendix E**, illustrates that it is proposed to provide a total of 97 car parking spaces, inclusive of one EV space, 6 disabled spaces and 3 parent and child spaces and is therefore in accordance with HC's maximum standards.

#### Cycle Parking

- 4.14 As shown on the site layout at **Appendix E**, the development proposals will comprise 10 cycle parking spaces in the form of five Sheffield stands. It is envisaged that this proposed quantum of spaces is sufficient to serve both employees and customers and is therefore suitable to serve the development.

#### Commercial Vehicle Parking

- 4.15 Home Bargains stores are typically associated with two deliveries per day and the swept path analysis at **Appendix F** illustrates that there is sufficient turning space within the service yard to allow the largest delivery vehicle associated with development to manoeuvre into the 'Goods In' doors. Therefore, it is considered that the proposed development is suitable to accommodate delivery vehicles within the site.

#### Summary

- 4.16 In summary, the access arrangements shall be retained as per the existing arrangements and are determined to be safe and suitable to serve the application site. The internal layout is suitable to accommodate vehicles associated with the development and suitable on-site provision will be made for vehicle parking and manoeuvring. Furthermore, main car parking area will also remain as is existing.
- 4.17 Therefore, it is considered that the site shall operate safely and suitable in terms of its access / egress arrangements, internal operation, and thus its degree of highway safety.





## 5 Forecast Trip Attraction & Traffic Impact Assessment

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### Introduction

- 5.1 This section considers the trip attraction associated with the both the existing and proposed site uses by utilising trip rates derived from the TRICS database (version 7.10.3). It shall also provide an overall net trip comparison to assess any changes of impact predicted on the local highway network. to assess any changes of impact predicted on the local highway network.
- 5.2 Based on the extant and proposed retail use of the site, it is suggested that the trip attraction assessments for the following scenarios would be appropriate:
- a) Weekday AM Peak (08:00 to 09:00);
  - b) Weekday PM peak (17:00 to 18:00); and
  - c) Saturday PM peak (time period derived from operational peak).

### Extant Use – Homebase

- 5.3 The existing unit is currently occupied by a Homebase and associated garden centre and is already capable of attracting traffic movements in its own right. Therefore, the existing trip assessment has been based on this possible scenario.
- 5.4 To assess traffic attraction associated with the existing DIY retail development and garden centre (3,073sq.m), the TRICS database has been interrogated, utilising the '*Retail - DIY Superstore – with Garden Centre*' which is considered to be the most appropriate land-use offering trip rates for both the weekday and weekend.
- 5.5 A summary of the selection criteria from the TRICS database used to filter suitable, comparable sites is provided below:
- a) Sites located in the UK, excluding Greater London and Ireland;
  - b) Weekday and Saturday surveys, where impact of the proposed development would be greatest;
  - c) Sites located in 'Edge of Town Centre,' 'Edge of Town' or 'Suburban Areas' (where surveys are available); and
  - d) Sites without Travel Plans.
- 5.6 It is noted that there is a limited number of sites surveyed on a weekday for this land use within the TRICS database and therefore the weekday trip rates are based on the trip rates of the only surveyed site that is available.



- 5.7 A summary of the resulting trip rates and predicted traffic attraction in relation to the extant use of the site is provided at **Table 5.1**, whilst the full TRICS reports are attached at **Appendix H**.

Time Period	Trip Rate (100sq.m)			Trips (3,073sq.m)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Weekday AM Peak (08:00 - 09:00)	0.822	0.5	1.322	25	15	41*
Weekday PM Peak (17:00 – 18:00)	0.751	0.876	1.627	23	27	50
Saturday Operational Peak (14:00 – 15:00)	1.851	2.572	4.423	57	79	136

**Table 5.1:** Extant Trip Rates and Trip Attraction  
 (\*Note: summation subject to cumulative rounding)

- 5.8 **Table 5.1** indicates that the extant use of the site could theoretically attract approximately 41 and 50 two-way vehicle trips in the weekday AM and PM peak periods, respectively, whilst it is anticipated to attract approximately 136 two-way vehicle trips during the Saturday operational peak period.

### Proposed Use – Home

- 5.9 As detailed in **Section 4**, planning permission is sought for the continued use of a retail unit to be occupied by a Home Bargains (c.2,613sq.m GEA), which shall incorporate the sale of food and drink up to 30% of the total internal floorspace (c.619sq.m) the remaining 70% internal floorspace for non-food retail (c1,443sq.m), as well an external garden centre (c.551sq.m).
- 5.10 Although the development proposals comprise an external garden centre (c.551sq.m), this is considered to be ancillary in nature, given its relatively small floor coverage and that access is only achieved via the main Home Bargains store. Therefore, it is not envisaged to be a primary retail destination – and a trip attractor – in its own right. However, to provide a robust assessment, the floor area of the garden centre has been included as part of the retail element trip attraction of the development.
- 5.11 In regard to land use, for the non-food and drink retail element of the proposed use an assessment has been undertaken for *Retail – Other Individual Non-food Superstore*. For the discount food and drink element of the proposed development an assessment has been undertaken for *Retail – Discount Food Stores*.



5.12 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:

- a) Sites located in the UK, excluding Greater London and Ireland;
- b) Weekday and Saturday surveys, where impact of the proposed development would be greatest;
- c) Sites located in 'Edge of Town Centre,' 'Edge of Town' or 'Suburban Areas' (where surveys are available); and
- d) Sites without Travel Plans.

5.13 As with the extant use, there are limited surveys for these land-uses, and therefore the location type varies slightly between both weekday and Saturday assessments, as well between discount food and non-food retail.

5.14 A summary of the resulting trip rates and predicted traffic attraction in relation to the proposed use of the site is provided at **Table 5.2**, whilst the full TRICS reports for the non-food and drink retail use are attached at **Appendix I** and full TRICS reports for the discount food and drink use attached at **Appendix J**.

Proposed Development	Time Period	Trip Rate per 100sq.m			Trip Attraction – Non-Food Retail & Discount Food and Drink (Total 2,613sq.m)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Non-Food Retail (1,443sq.m + 551sq.m = 1,994sq.)	AM Peak (08:00 – 09:00)	0.117	0.015	0.132	2	0	3*
	PM Peak (17:00 – 18:00)	0.599	0.673	0.673	12	13	25
	Saturday Peak (13:00 – 14:00)	3.495	3.484	6.979	70	69	139
Discount Food and Drink (619sq.m)	AM Peak (08:00 – 09:00)	2.933	2.106	5.039	18	13	31
	PM Peak (17:00 – 18:00)	4.451	4.994	9.445	28	31	58*
	Saturday Peak (13:00 – 14:00)	5.572	5.693	11.265	33	34	67
<b>Total Development (2,613sq.m)</b>	<b>AM Peak (08:00 – 09:00)</b>	-	-	-	20	13	34*
	<b>PM Peak (17:00 – 18:00)</b>	-	-	-	39	44	84*
	<b>Saturday Peak (14:00 – 15:00)</b>	-	-	-	104	105	209*

**Table 5.2:** Trip Rates and Expected Trip Attraction – Proposed Use  
(\*Note: summation subject to cumulative rounding)



- 5.15 **Table 5.2** indicates that the proposed use of the site could theoretically attract approximately 34 and 84 two-way vehicle trips in the weekday AM and PM peak periods, respectively, whilst it is anticipated to attract approximately 209 two-way vehicle trips during the Saturday operational peak period.

### Net Trip Assessment

- 5.16 **Table 5.3** demonstrates the net trip assessment of the development proposals compared to the extant use.

Trip Comparison	Time Period	Vehicle Trips		
		Arrivals	Departures	Total
A - Existing Use (Homebase)	AM Peak (08:00-09:00)	25	15	41*
	PM Peak (17:00-18:00)	23	27	50
	Saturday Peak (14:00 – 15:00)	57	79	136
B - Proposed Development (Home Bargains)	AM Peak (08:00-09:00)	20	13	34*
	PM Peak (17:00-18:00)	39	44	84*
	Saturday Peak (14:00 – 15:00)	104	105	209*
<b>Net Impact (B-A)</b>	<b>AM Peak (08:00-09:00)</b>	<b>-5</b>	<b>-2</b>	<b>-7</b>
	<b>PM Peak (17:00-18:00)</b>	<b>+16</b>	<b>+17</b>	<b>+34</b>
	<b>Saturday Peak (14:00 – 15:00)</b>	<b>+47</b>	<b>+26</b>	<b>+73</b>

**Table 5.3:** Net Impact Assessment (*\*Subject to cumulative rounding*)

- 5.17 **Table 5.3** demonstrates that the development proposal could be expected to attract eight less two-way trips in AM peak and 34 additional two-way trips in the PM peak period, respectively, compared to the extant use. During the Saturday operational peak, the development proposals could be expected to attract 70 additional two-way trips than the extant use.

### Summary

- 5.18 In view of the potential trip attraction at the application site, it is predicted that the development proposals would not have a detrimental traffic impact on the surrounding highway network and cannot be considered to have a severe or significant impact on the safety or operation of the local highway network. This is the case across both the week and at the weekend.



## 6 Summary & Conclusion

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### Summary

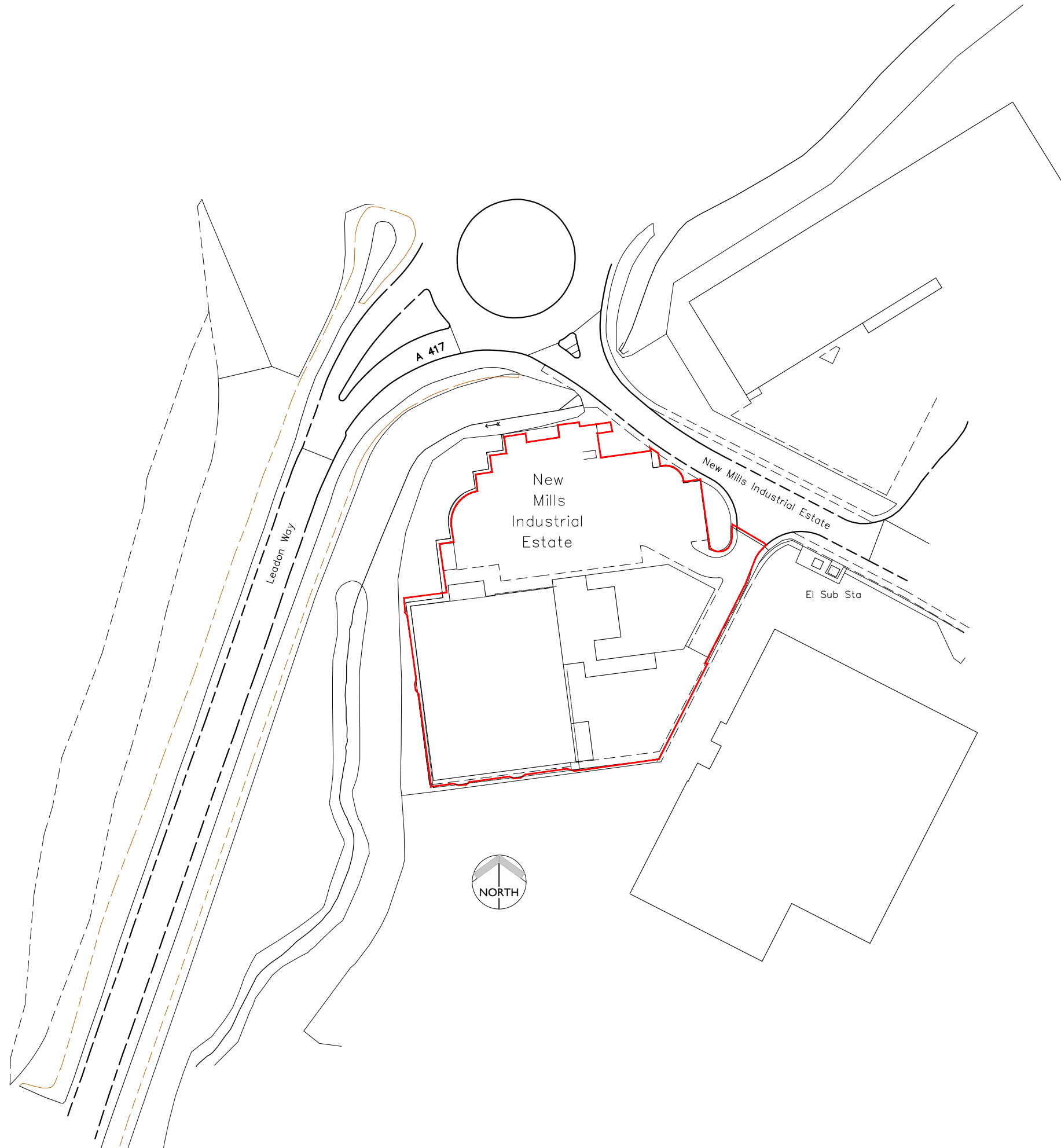
- 6.1 Rappor has been instructed by Quod on behalf of TJ Morris Ltd to prepare a Transport Statement in support of a planning application concerning the redevelopment of the existing Homebase, Galebreaker House, New Mills Industrial Estate, Ledbury, HR8 2SR.
- 6.2 Planning permission is sought for the continued use of the existing retail unit (2,109sq.m (GEA)) and garden centre (c.964sq.m), to provide a retail unit (2,062sq.m) and garden centre (551sq.m) as well as the reconfiguration of customer car parking adjacent the frontage of the building and construction of additional car parking adjacent the eastern side of the building. The main car park area north of the building will remain as existing. The site is to be occupied by Home Bargains and will allow up to 30% of the retail floorspace to sell food / drink.
- 6.3 This TS has demonstrated the following:
- a) A review of the local highway network and accident data indicates that there are no inherent / apparent local highway safety issues;
  - b) The site is sustainably located and accessible to a range of services and amenities in addition to public transport linkages;
  - c) Access to the site will be retained via the existing access arrangements;
  - d) The internal site layout / operation is concluded to be appropriate to serve the site; and
  - e) Forecast trip attraction and net indicates an acceptable increase in vehicle movements on the local highway network which will not result in a severe impact on the surrounding highway network.

### Conclusion



- 6.4 In conclusion, the proposed Home Bargains store will not have a material impact upon the safety or operation of the surrounding local highway network and as such, there are no significant highways and transportation matters that should preclude HC from approving this planning application.



## Appendix A – Site Location Plan



0m 10m 50m 125m  
1:1250

		
PLANNING		
C B A REV.	21.05.24 21.05.24 21.05.24 DATE	Red line amended further to request from Quod Red line to NE boundary amended Red line amended AMENDMENT
 WPL Consulting LLP 1 Airport West Lancaster Way Leeds LS19 7ZA Tel: 0113 202 9444 Fax: 0113 202 9333 E-mail: mail@wplconsulting.co.uk		
PROJECT TITLE LEADON WAY LEDBURY HR8 2SR		
DRAWING TITLE LOCATION PLAN		
PROJECT No: 9858	DRAWING No: 100	REVISION: C
SCALE: 1:1250 @ A3	DATE: 07.02.23	DRAWN BY: TR
CHECKED BY:		DATE:



## Appendix B – CrashMap Reports





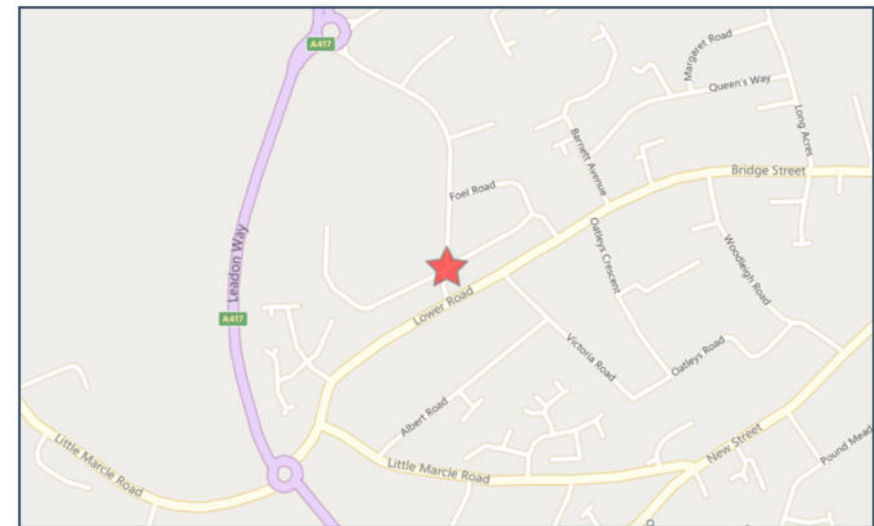
crashmap.co.uk

#### Validated Data

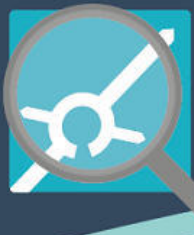
**Crash Date:** Wednesday, May 03, 2017 **Time of Crash:** 10:52:00 AM **Crash Reference:** 2017220187300

**Highest Injury Severity:** Slight  
**Highway Authority:** Herefordshire  
**Local Authority:** Herefordshire  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Not at or within 20 metres of junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Not Applicable

**Number of Casualties:** 1  
**Number of Vehicles:** 3  
**OS Grid Reference:** 370203 237528



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



## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)		10 Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Car (excluding private hire)		-1 Female	56 - 65	Vehicle is parked in the carriageway	Front	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

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

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

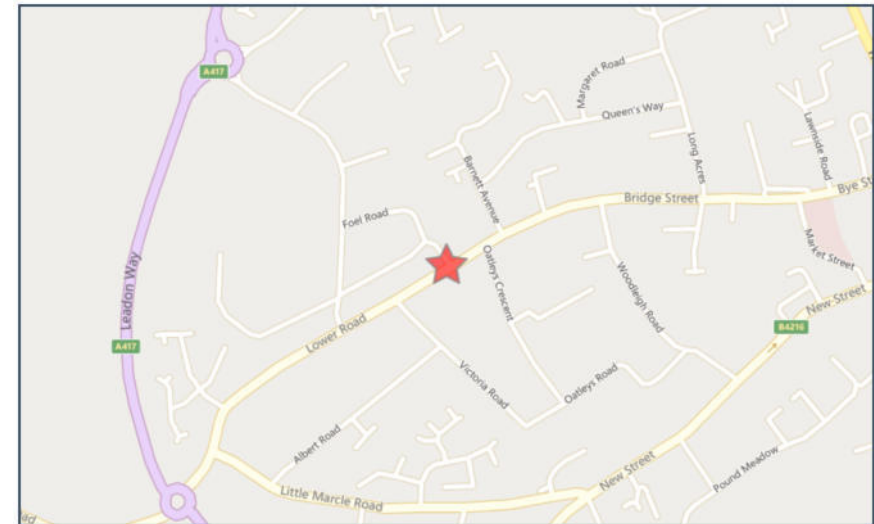


crashmap.co.uk

#### Validated Data

**Crash Date:** Monday, January 28, 2019 **Time of Crash:** 6:01:00 PM **Crash Reference:** 2019220817098

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Herefordshire			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Herefordshire			<b>OS Grid Reference:</b>	370364 237579
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: no street lighting				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Other junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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



## Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	3	Male	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	66 - 75	In carriageway, not crossing	Walking along in carriageway - facing traffic

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

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



## Appendix C – Herefordshire Council Ledbury Walking & Cycling Map

# Welcome to Ledbury

Whether you live or work in the town, or if you are visiting to shop, this guide is designed to help you find your way around.

Use this map to plan ahead. It may be quicker and easier to walk or cycle than to drive. If you walk or cycle around, you will also have the chance to see and absorb more of the features and character of

this historic market town, while getting yourself fitter into the bargain.

When walking or cycling don't head straight for the main roads - cycle paths and suggested quieter routes may offer a quicker and more pleasant solution.

If you need to drive, please take care. Slow down and take account of the needs of pedestrians and

cyclists. If you are in a long queue of traffic please don't leave your engine running. Restarting the engine uses less energy than 10 seconds of idling, so you can save yourself some money and give the town a break at the same time.

Consider car sharing if you can – register at [www.twoshare.co.uk](http://www.twoshare.co.uk) Remember, fewer cars means fewer queues.



- Traffic-free, and a mixture of special cycle tracks, river paths and other routes through parks.
- Suggested routes on quiet suburban roads or the safest way through the town centre. Intended to be the best available route at all times, but some will be busier than others.
- - - Indicates linking routes where cyclists are legally required to dismount and behave like pedestrians.

- One way section
- Pedestrian crossing
- Cycle parking
- Steep gradient
- Beware hazardous junction/crossing

- Advanced Stop Line for cyclists
- Buses
- Public toilets
- Museum
- Bike shop
- Tourist Information

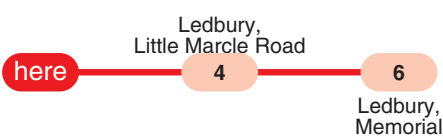


## Appendix D – Full Bus Timetable Information



**600** **Ledbury - New Mills**

First Worcestershire



The numbers circled indicate approximate timings in minutes from Ledbury, Aldi

Mondays to Fridays					Bus times as at 24th January 2024
Time	Service	Note	Time	Service	Note
0850	600		1055	600	
1155	600		1255	600	
1355	600		1455	600	

Saturdays				Bus times as at 27th January 2024	
Time	Service	Note	Time	Service	Note
0850	600		1055	600	
1255	600		1455	600	

**Sundays**  
No Service



**Next bus times on your phone** the code for this stop is **heratmwa**

**Mobile internet:** Use the QR code (left) if you can, or enter the stop code at [www.nextbuses.mobi](http://www.nextbuses.mobi)

**By SMS:** text the stop code to 84268. Add a space and service number for just that service.

Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.

Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).





## Appendix E – Site Layout Plan

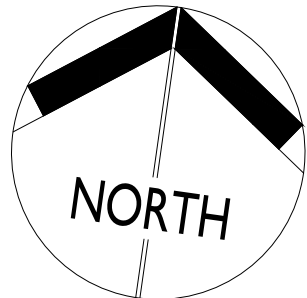
Schedule of Accommodation	
Unit G.I.A.	= 1,993m <sup>2</sup> / 21,452ft <sup>2</sup>
Total Car Spaces	
97 spaces	
Standard	= 86 spaces
Disabled	= 6 spaces
Parent and Child	= 3 spaces
EV	= 2 spaces

DRAWING KEY

- Site boundary.
- External surfaces are to fall away from building at approximate 1:60 generally  
- (this gradient not to be exceeded)
- 600mm high treated timber knee rail  
Secure heras zenith -358 weld mesh panels fence - 5.2m high  
Secure heras zenith -358 weld mesh panels fence - 3m high

New exterior lighting to site to be designed by specialist to give correct lighting levels.

- 450x450 slab paving, colour - Natural
- Tactile paving with blister finish to surface.
- Low maintenance soft landscape areas in accordance with landscape architects design.
- Macadam road way and car parking
- HGV SPEC - New brush finish concrete
- Macadam footway



0mm 2,000mm 10,000mm 20,000mm  
1:200

home bargains

PLANNING

H	21.02.24	Further boundary line and line amendments at the request of Quod
G	27.02.24	Red line boundary amendment request of Quod
F	28.04.24	Schedule update
E	28.04.24	Amendments to line rail
D	25.04.24	Updated pathways, highlight existing disabled fence, new gate to service yard
C	19.04.24	Revised path with quantity of fencing, dual EV charging
B	22.11.23	Amendments to service yard, trolley shelter, car park count amended, F&T Shop location, general landscaping and line rail updated.
A	20.11.23	Car park rationalised per client request, line rail removed to service yard.
REV.	DATE	AMENDMENT



WPL Consulting LLP  
1 Airport West, Lancaster Way, Leeds LS19 7ZA  
Tel: 0113 202 9444 Fax: 0113 202 9333  
E-mail: mail@wplconsulting.co.uk

PROJECT TITLE  
REFURBISHMENT TO EXISTING RETAIL UNIT  
NEW MILLS INDUSTRIAL ESTATE  
LEADON WAY  
LEDBURY  
HR8 2SR

DRAWING TITLE  
PROPOSED SITE PLAN

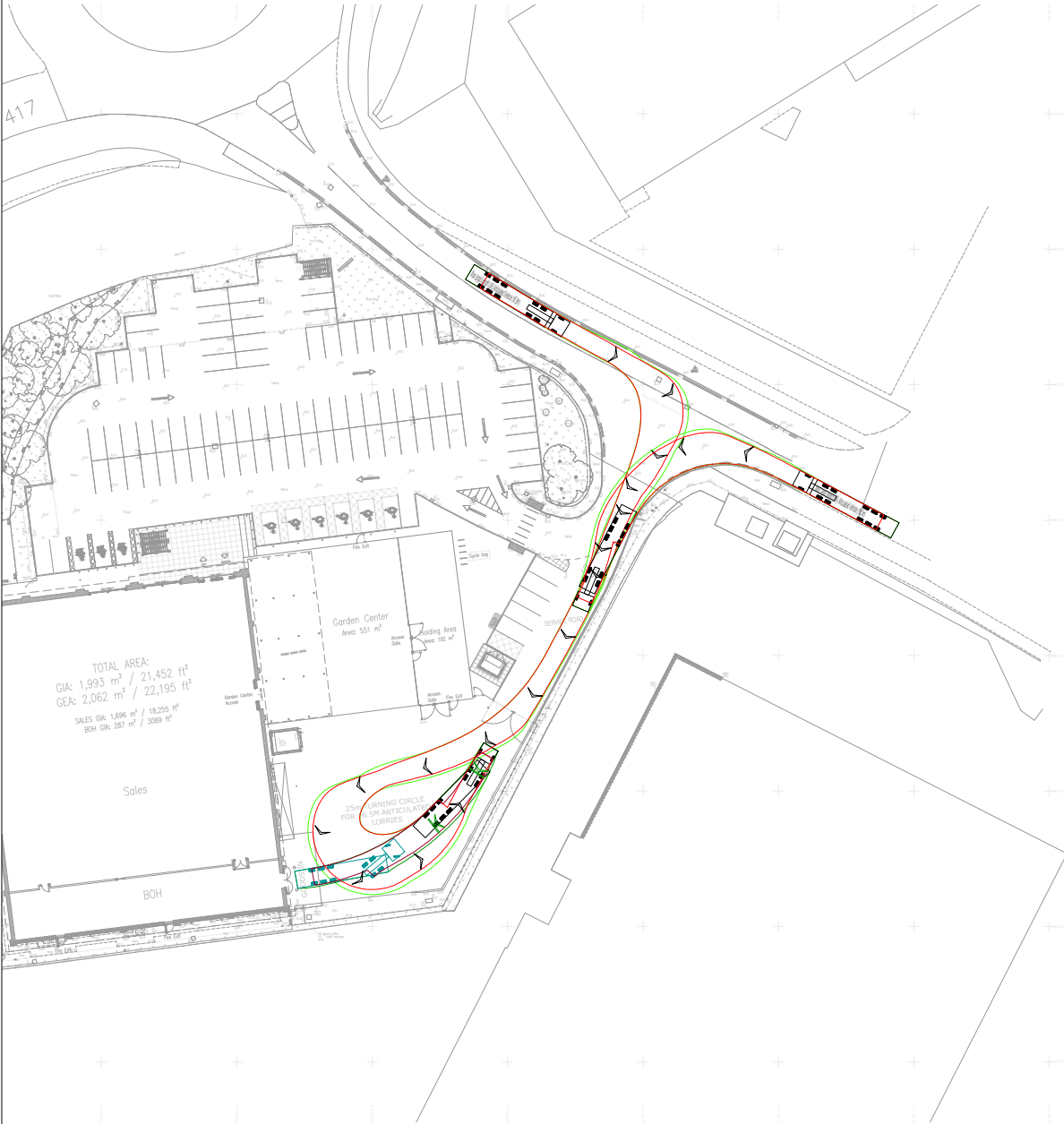
PROJECT No:	DRAWING No:	REVISION:
9858	105	H
SCALE:	DATE:	DRAWN BY:
1:200 @ A0	31.10.23	AE
CHECKED BY:	DATE:	



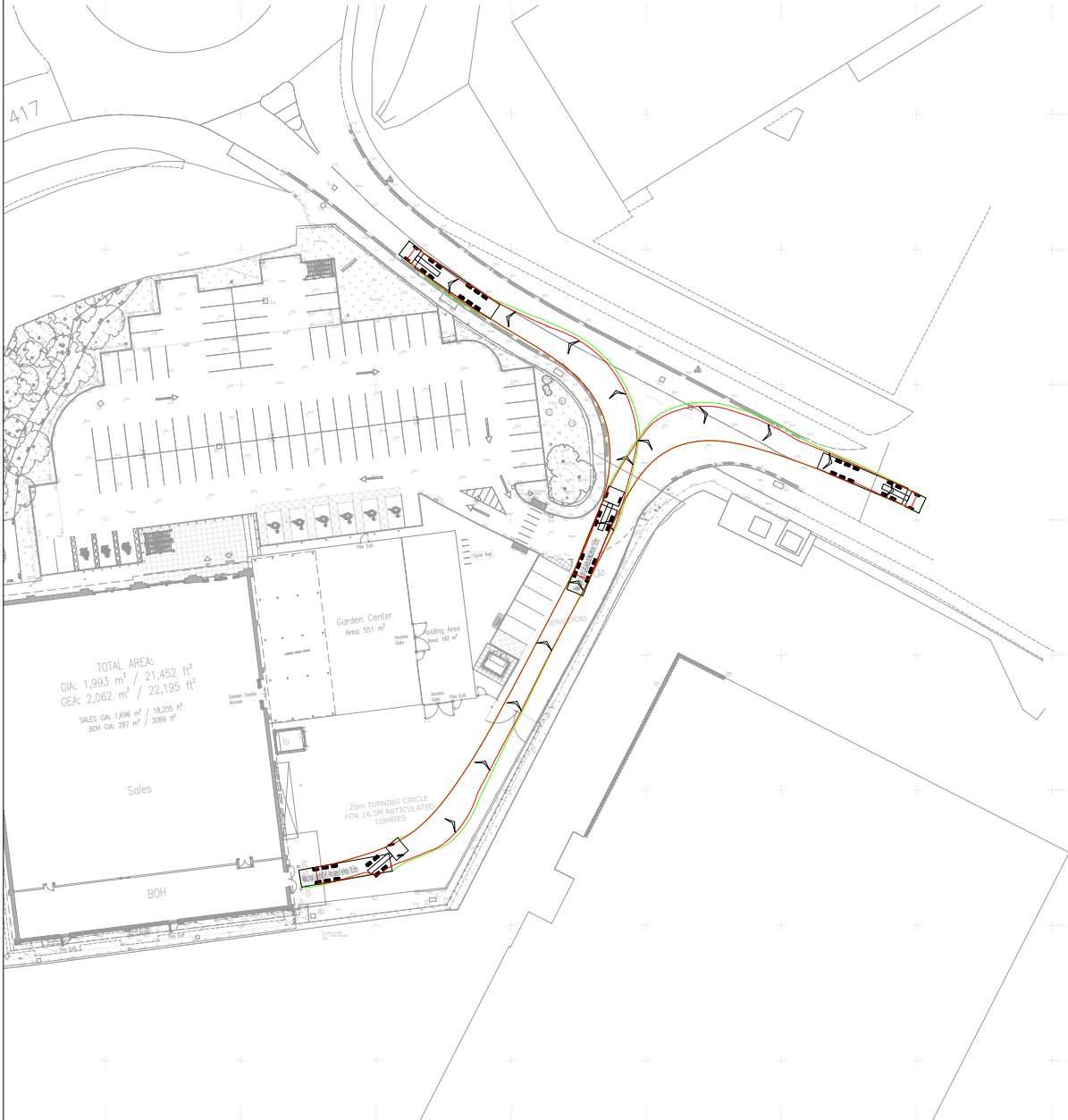
## Appendix F – Swept Path Analysis – 16.5m Articulated Vehicle



16.5m Articulated Vehicle Entering Site



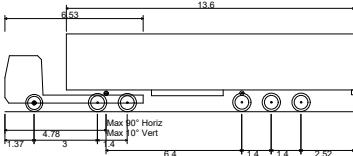
16.5m Articulated Vehicle Egressing Site



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by WPL Consulting LLP, drawing number: 98580-105B, and drawing date: 30/05/23.
3. This topographical drawing was received from West Coast Geomatics, drawing number: WCG 23-1906-T-1:1, & dated February 2023.
4. Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432.

Vehicle Profile



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

P02	24.01.24	Updated SPA & Topo added	SL	GH
P01	12.12.23	Updated SPA	FA	GH
Rev	Date	Details	By	Chkd

rappor



CLIENT: TJ Morris Ltd

PROJECT: Home Bargains, Ledbury

TITLE: Swept Path Analysis - 16.5m Articulated Vehicle

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1: 1000	13/10/23	SL	GH	AP

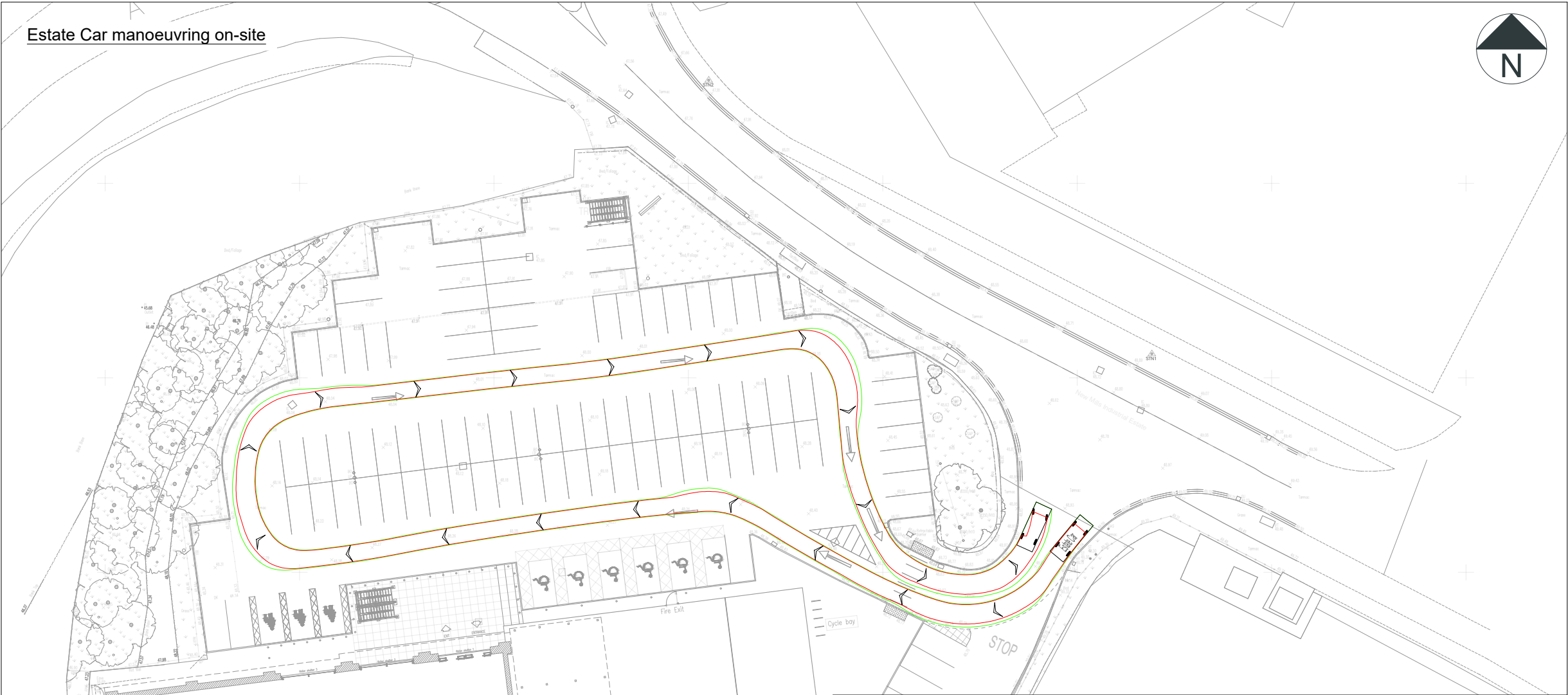
STATUS: INFORMATION

DRAWING NO:	REVISION:
230446-RAP-XX-XX-DR-TP-4100	P02



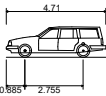
## Appendix G – Swept Path Analysis – Estate Car

Estate Car manoeuvring on-site



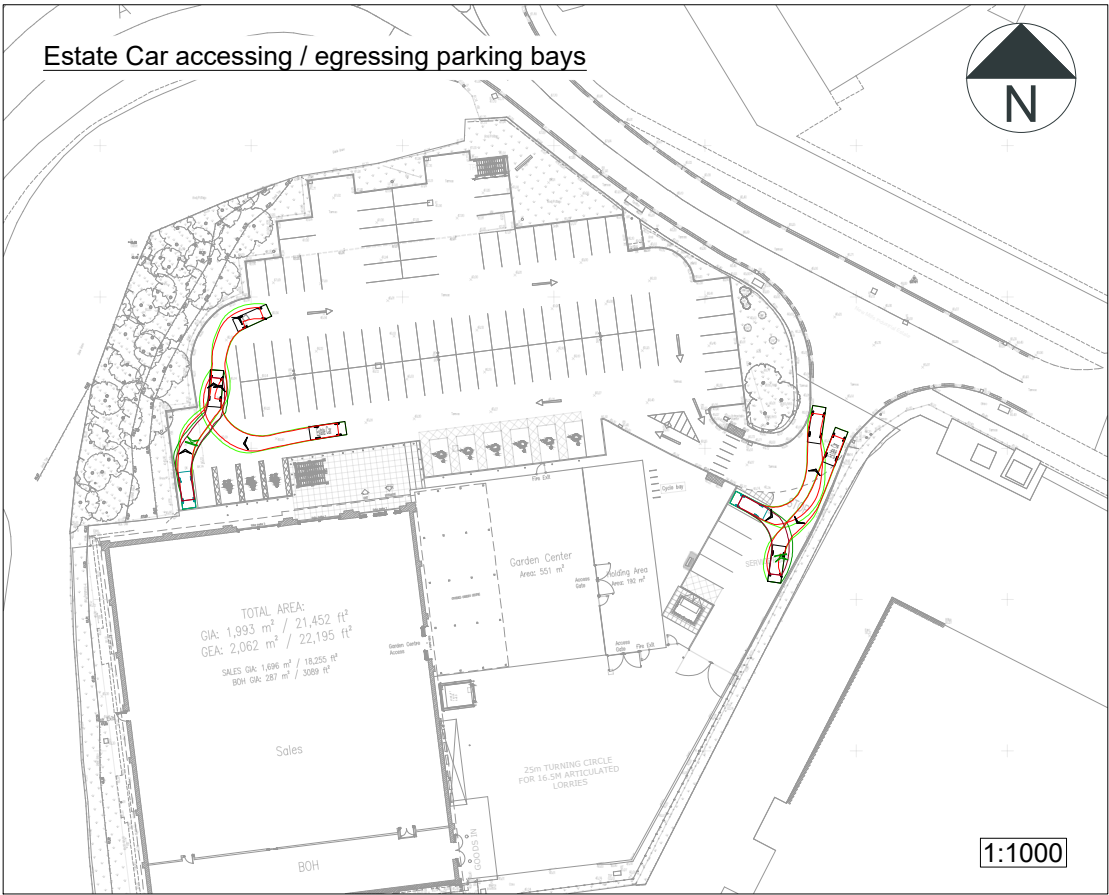
- Notes:
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
  2. This drawing is based on the Architect's layout by WPL Consulting LLP, drawing number: 98580-105B, and drawing date: 30/05/23.
  3. This topographical drawing was received from West Coast Geomatics, drawing number: WCG 23-1906-T-1:1, & dated February 2023.
  4. Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432.

Vehicle Profile



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

Estate Car accessing / egressing parking bays



P02	24.01.24	Updated SPA & Added Topo	SL	GH
P01	12.12.23	Updated SPA	FA	GH
Rev	Date	Details	By	Chkd

rappor



CLIENT: TJ Morris Ltd

PROJECT: Home Bargains, Ledbury

TITLE: Swept Path Analysis - Estate Car

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	13/10/23	SL	GH	AP

STATUS: INFORMATION

DRAWING NO:	REVISION:
230446-RAP-XX-XX-DR-TP-4101	P02



## Appendix H – Extant Use: DIY with Garden Centre – TRICS Reports

Calculation Reference: AUDIT-701101-231012-1052

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : D - DIY SUPERSTORE - WITH GARDEN CENTRE  
TOTAL VEHICLES

Selected regions and areas:

03 SOUTH WEST  
WL WILTSHIRE 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: 5595 to 5595 (units: sqm)  
 Range Selected by User: 1689 to 16200 (units: sqm)

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/04/22

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:

Wednesday 1 days

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

#### Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

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

#### Selected Locations:

Edge of Town 1

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

#### Selected Location Sub Categories:

Retail Zone 1

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

#### Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected  
 Servicing vehicles Excluded X days - Selected

#### Secondary Filtering selection:

#### Use Class:

E(a) 1 days

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

#### Population within 500m Range:

All Surveys Included

#### 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:

50,001 to 75,000	1 days
------------------	--------

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

Car ownership within 5 miles:

1.1 to 1.5	1 days
------------	--------

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

Petrol filling station:

Included in the survey count	0 days
------------------------------	--------

Excluded from count or no filling station	1 days
---	--------

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

Travel Plan:

No	1 days
----	--------

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

PTAL Rating:

No PTAL Present	1 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	WL-01-D-01	B&Q	WILTSHIRE
	SOUTHAMPTON ROAD		
	SALISBURY		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	5595 sqm	
	Survey date: WEDNESDAY	17/11/21	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/D - DIY SUPERSTORE - WITH GARDEN CENTRE  
TOTAL VEHICLES  
Calculation factor: 100 sqm  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	5595	0.286	1	5595	0.054	1	5595	0.340
08:00 - 09:00	1	5595	0.822	1	5595	0.500	1	5595	1.322
09:00 - 10:00	1	5595	0.947	1	5595	0.876	1	5595	1.823
10:00 - 11:00	1	5595	1.305	1	5595	1.108	1	5595	2.413
11:00 - 12:00	1	5595	1.501	1	5595	1.501	1	5595	3.002
12:00 - 13:00	1	5595	1.287	1	5595	1.430	1	5595	2.717
13:00 - 14:00	1	5595	1.376	1	5595	1.287	1	5595	2.663
14:00 - 15:00	1	5595	1.019	1	5595	1.090	1	5595	2.109
15:00 - 16:00	1	5595	0.876	1	5595	0.965	1	5595	1.841
16:00 - 17:00	1	5595	0.715	1	5595	0.894	1	5595	1.609
17:00 - 18:00	1	5595	0.751	1	5595	0.876	1	5595	1.627
18:00 - 19:00	1	5595	0.554	1	5595	0.572	1	5595	1.126
19:00 - 20:00	1	5595	0.411	1	5595	0.465	1	5595	0.876
20:00 - 21:00	1	5595	0.018	1	5595	0.197	1	5595	0.215
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.868			11.815			23.683

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

Parameter summary

Trip rate parameter range selected:

5595 - 5595 (units: sqm)

Survey date date range:

01/01/15 - 23/04/22

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.

Calculation Reference: AUDIT-701101-231012-1006

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : D - DIY SUPERSTORE - WITH GARDEN CENTRE  
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	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: 4520 to 6500 (units: sqm)  
 Range Selected by User: 1689 to 16200 (units: sqm)

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/04/22

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  
 Sunday 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 undertaken using machines.

#### Selected Locations:

Suburban Area (PPS6 Out of Centre) 1  
 Edge of Town 3

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  
 Retail Zone 3

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

#### Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected  
 Servicing vehicles Excluded 5 days - Selected

#### Secondary Filtering selection:

#### Use Class:

E(a) 4 days

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

#### Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	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	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.

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

LIST OF SITES relevant to selection parameters

1	MS-01-D-02 MEOLS COP ROAD SOUTHPORT	B&Q		MERSEYSIDE
	Edge of Town Retail Zone			
	Total Gross floor area:	5150	sqm	
	Survey date: SATURDAY	24/04/21		Survey Type: MANUAL
2	SF-01-D-02 TOWER ROAD LOWESTOFT	HOMEBASE		SUFFOLK
	Edge of Town Retail Zone			
	Total Gross floor area:	4520	sqm	
	Survey date: SUNDAY	13/05/18		Survey Type: MANUAL
3	SM-01-D-01 HERON GATE TAUNTON	B&Q		SOMERSET
	Edge of Town Retail Zone			
	Total Gross floor area:	6500	sqm	
	Survey date: SATURDAY	22/09/18		Survey Type: MANUAL
4	WK-01-D-01 EMSCOTE ROAD WARWICK	HOMEBASE		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:	4561	sqm	
	Survey date: SATURDAY	30/06/18		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/D - DIY SUPERSTORE - WITH GARDEN CENTRE  
TOTAL VEHICLES  
Calculation factor: 100 sqm  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	4856	0.021	2	4856	0.000	2	4856	0.021
07:00 - 08:00	4	5183	0.241	4	5183	0.116	4	5183	0.357
08:00 - 09:00	4	5183	0.873	4	5183	0.656	4	5183	1.529
09:00 - 10:00	4	5183	1.269	4	5183	1.018	4	5183	2.287
10:00 - 11:00	4	5183	2.074	4	5183	1.910	4	5183	3.984
11:00 - 12:00	4	5183	2.393	4	5183	2.229	4	5183	4.622
12:00 - 13:00	4	5183	2.460	4	5183	2.378	4	5183	4.838
13:00 - 14:00	4	5183	2.175	4	5183	2.262	4	5183	4.437
14:00 - 15:00	4	5183	2.219	4	5183	2.209	4	5183	4.428
15:00 - 16:00	4	5183	2.069	4	5183	2.330	4	5183	4.399
16:00 - 17:00	4	5183	1.404	4	5183	1.587	4	5183	2.991
17:00 - 18:00	4	5183	0.902	4	5183	1.114	4	5183	2.016
18:00 - 19:00	4	5183	0.680	4	5183	0.733	4	5183	1.413
19:00 - 20:00	3	5404	0.487	3	5404	0.722	3	5404	1.209
20:00 - 21:00	2	4856	0.134	2	4856	0.185	2	4856	0.319
21:00 - 22:00	1	5150	0.000	1	5150	0.000	1	5150	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.401			19.449			38.850

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:  
 Survey date date range:  
 Number of weekdays (Monday-Friday):  
 Number of Saturdays:  
 Number of Sundays:  
 Surveys automatically removed from selection:  
 Surveys manually removed from selection:

4520 - 6500 (units: sqm)  
 01/01/15 - 23/04/22  
 0  
 3  
 1  
 0  
 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 – Proposed Use: Non-Food Retail – TRICS Reports

Calculation Reference: AUDIT-701101-231012-1042

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days

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

#### Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 1600 to 4100 (units: sqm)  
 Range Selected by User: 290 to 26500 (units: sqm)

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/21

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:

Tuesday 2 days

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

#### Selected survey types:

Manual count 2 days  
 Directional ATC Count 0 days

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

#### Selected Locations:

Edge of Town Centre 1  
 Suburban Area (PPS6 Out of 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 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.

#### Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected  
 Servicing vehicles Excluded 2 days - Selected

#### Secondary Filtering selection:

#### Use Class:

E(a) 2 days

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

#### Population within 500m Range:

All Surveys Included

#### Population within 1 mile:

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.

Secondary Filtering selection (Cont.):

Population within 5 miles:

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:

0.5 or Less	1 days
0.6 to 1.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	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
2	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

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  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	4100	0.073	1	4100	0.000	1	4100	0.073
08:00 - 09:00	2	2850	0.123	2	2850	0.018	2	2850	0.141
09:00 - 10:00	2	2850	0.702	2	2850	0.368	2	2850	1.070
10:00 - 11:00	2	2850	0.982	2	2850	0.544	2	2850	1.526
11:00 - 12:00	2	2850	1.018	2	2850	1.018	2	2850	2.036
12:00 - 13:00	2	2850	0.877	2	2850	0.860	2	2850	1.737
13:00 - 14:00	2	2850	0.947	2	2850	1.070	2	2850	2.017
14:00 - 15:00	2	2850	0.895	2	2850	0.789	2	2850	1.684
15:00 - 16:00	2	2850	0.561	2	2850	0.596	2	2850	1.157
16:00 - 17:00	2	2850	0.930	2	2850	0.737	2	2850	1.667
17:00 - 18:00	2	2850	0.719	2	2850	0.789	2	2850	1.508
18:00 - 19:00	2	2850	0.912	2	2850	1.281	2	2850	2.193
19:00 - 20:00	2	2850	0.596	2	2850	0.895	2	2850	1.491
20:00 - 21:00	2	2850	0.000	2	2850	0.316	2	2850	0.316
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.335			9.281			18.616

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:

1600 - 4100 (units: sqm)

Survey date date range:

01/01/15 - 18/09/21

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	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: 470 to 2100 (units: sqm)  
 Range Selected by User: 290 to 26500 (units: sqm)

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/21

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 undertaken using machines.

#### Selected Locations:

Edge of Town Centre 2  
 Suburban Area (PPS6 Out of 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  
 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.

#### Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected  
 Servicing vehicles Excluded 4 days - Selected

#### Secondary Filtering selection:

#### Use Class:

E(a) 3 days

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

#### 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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

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:

1.1 to 1.5	3 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	DC-01-G-02	THE RANGE		DORSET
	GREAT WESTERN ROAD			
	DORCHESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		2100 sqm	
	Survey date: SATURDAY		17/09/16	Survey Type: MANUAL
2	DR-01-G-01	NEXT OUTLET		DONCASTER
	WHITE ROSE WAY			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:		1516 sqm	
	Survey date: SATURDAY		18/09/21	Survey Type: MANUAL
3	KC-01-G-04	MAJESTIC WINE		KENT
	LONDON ROAD			
	MAIDSTONE			
	ROCKY HILL			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		470 sqm	
	Survey date: SATURDAY		12/05/18	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  
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.095	1	2100	0.000	1	2100	0.095
08:00 - 09:00	2	1285	0.817	2	1285	0.467	2	1285	1.284
09:00 - 10:00	3	1362	1.909	3	1362	1.297	3	1362	3.206
10:00 - 11:00	3	1362	3.133	3	1362	2.521	3	1362	5.654
11:00 - 12:00	3	1362	3.867	3	1362	3.231	3	1362	7.098
12:00 - 13:00	3	1362	4.503	3	1362	4.503	3	1362	9.006
13:00 - 14:00	3	1362	4.454	3	1362	4.699	3	1362	9.153
14:00 - 15:00	3	1362	4.577	3	1362	4.479	3	1362	9.056
15:00 - 16:00	3	1362	3.818	3	1362	4.161	3	1362	7.979
16:00 - 17:00	3	1362	2.692	3	1362	3.010	3	1362	5.702
17:00 - 18:00	3	1362	1.958	3	1362	2.643	3	1362	4.601
18:00 - 19:00	3	1362	1.003	3	1362	1.199	3	1362	2.202
19:00 - 20:00	2	1285	0.739	2	1285	0.895	2	1285	1.634
20:00 - 21:00	1	2100	0.571	1	2100	0.667	1	2100	1.238
21:00 - 22:00	1	2100	0.000	1	2100	0.286	1	2100	0.286
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.136			34.058			68.194

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:

470 - 2100 (units: sqm)

Survey date date range:

01/01/15 - 18/09/21

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.



## Appendix J – Proposed Use: Discount Food – TRICS Reports

Calculation Reference: AUDIT-701101-231012-1014

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : C - DISCOUNT FOOD STORES  
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
09	NORTH	
	DH DURHAM	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:

1023 to 1924 (units: sqm)

Range Selected by User:

570 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/22

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:

Tuesday

1 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

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:

Edge of Town 3

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:

Development Zone

1

Retail 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included

5 days - Selected

Servicing vehicles Excluded

3 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 3 days

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	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
75,001 to 100,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	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	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
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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
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This data displays the number of selected surveys with PTAL Ratings.



LIST OF SITES relevant to selection parameters

1	CA-01-C-01	LIDL		CAMBRIDGESHIRE
	CROMWELL ROAD			
	WISBECH			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1466 sqm		
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL	
2	DH-01-C-01	ALDI		DURHAM
	WATLING ROAD			
	BISHOP AUCKLAND			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1023 sqm		
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL	
3	NN-01-C-01	ALDI		NORTH NORTHAMPTONSHIRE
	SAXON WAY WEST			
	CORBY			
	GREAT OAKLEY			
	Edge of Town			
	Development Zone			
	Total Gross floor area:	1924 sqm		
	Survey date: TUESDAY	14/06/22	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/C - DISCOUNT FOOD STORES  
TOTAL VEHICLES  
Calculation factor: 100 sqm  
**BOLD** print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1471	0.657	3	1471	0.499	3	1471	1.156
08:00 - 09:00	3	1471	3.150	3	1471	1.949	3	1471	5.099
09:00 - 10:00	3	1471	2.765	3	1471	2.833	3	1471	5.598
10:00 - 11:00	3	1471	4.509	3	1471	4.034	3	1471	8.543
11:00 - 12:00	3	1471	4.305	3	1471	3.807	3	1471	8.112
12:00 - 13:00	3	1471	4.509	3	1471	4.351	3	1471	8.860
13:00 - 14:00	3	1471	4.827	3	1471	5.189	3	1471	10.016
14:00 - 15:00	3	1471	4.895	3	1471	4.963	3	1471	9.858
15:00 - 16:00	3	1471	5.370	3	1471	5.416	3	1471	10.786
16:00 - 17:00	3	1471	5.461	3	1471	5.348	3	1471	10.809
17:00 - 18:00	3	1471	5.574	3	1471	5.824	3	1471	11.398
18:00 - 19:00	3	1471	3.830	3	1471	4.373	3	1471	8.203
19:00 - 20:00	3	1471	1.881	3	1471	2.311	3	1471	4.192
20:00 - 21:00	3	1471	1.065	3	1471	1.428	3	1471	2.493
21:00 - 22:00	3	1471	0.340	3	1471	0.612	3	1471	0.952
22:00 - 23:00	3	1471	0.091	3	1471	0.363	3	1471	0.454
23:00 - 24:00									
Total Rates:			53.229			53.300			106.529

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:  
Survey date date range:  
Number of weekdays (Monday-Friday):  
Number of Saturdays:  
Number of Sundays:  
Surveys automatically removed from selection:  
Surveys manually removed from selection:

1023 - 1924 (units: sqm)  
01/01/15 - 19/11/22  
3  
0  
0  
0  
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-701101-231012-1029

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : C - DISCOUNT FOOD STORES  
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
10	WALES	
	MM MONMOUTHSHIRE	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: 1485 to 1640 (units: sqm)  
 Range Selected by User: 570 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/22

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 2 days

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

#### Selected survey types:

Manual count 2 days  
 Directional ATC Count 0 days

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

#### Selected Locations:

Suburban Area (PPS6 Out of Centre) 2

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

#### Selected Location Sub Categories:

High Street 1  
 No Sub Category 1

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

#### Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected  
 Servicing vehicles Excluded 4 days - Selected

#### Secondary Filtering selection:

#### Use Class:

E(a) 2 days

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

#### 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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	LN-01-C-03	ALDI		LINCOLNSHIRE
	NEWARK ROAD			
	LINCOLN			
	BRACEBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	High Street			
	Total Gross floor area:	1485	sqm	
	Survey date: SATURDAY	28/10/17		Survey Type: MANUAL
2	MM-01-C-01	LIDL		MONMOUTHSHIRE
	A466			
	MONMOUTH			
	MAYHILL			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	1640	sqm	
	Survey date: SATURDAY	28/11/20		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/C - DISCOUNT FOOD STORES  
TOTAL VEHICLES  
Calculation factor: 100 sqm  
**BOLD** print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1485	0.875	1	1485	0.202	1	1485	1.077
08:00 - 09:00	2	1563	4.000	2	1563	2.432	2	1563	6.432
09:00 - 10:00	2	1563	5.344	2	1563	3.648	2	1563	8.992
10:00 - 11:00	2	1563	4.928	2	1563	4.960	2	1563	9.888
11:00 - 12:00	2	1563	5.984	2	1563	5.664	2	1563	11.648
12:00 - 13:00	2	1563	4.864	2	1563	5.792	2	1563	10.656
13:00 - 14:00	2	1563	5.536	2	1563	5.376	2	1563	10.912
14:00 - 15:00	2	1563	5.824	2	1563	5.824	2	1563	11.648
15:00 - 16:00	2	1563	5.472	2	1563	6.272	2	1563	11.744
16:00 - 17:00	2	1563	4.544	2	1563	4.928	2	1563	9.472
17:00 - 18:00	2	1563	3.584	2	1563	3.680	2	1563	7.264
18:00 - 19:00	2	1563	2.080	2	1563	1.888	2	1563	3.968
19:00 - 20:00	2	1563	1.760	2	1563	2.720	2	1563	4.480
20:00 - 21:00	2	1563	1.312	2	1563	2.112	2	1563	3.424
21:00 - 22:00	2	1563	0.800	2	1563	1.184	2	1563	1.984
22:00 - 23:00	1	1485	0.471	1	1485	0.673	1	1485	1.144
23:00 - 24:00									
Total Rates:			57.378			57.355			114.733

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.

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Parameter summary

Trip rate parameter range selected:  
Survey date date range:  
Number of weekdays (Monday-Friday):  
Number of Saturdays:  
Number of Sundays:  
Surveys automatically removed from selection:  
Surveys manually removed from selection:

1485 - 1640 (units: sqm)  
01/01/15 - 19/11/22  
0  
2  
0  
0  
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.

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Rappor Consultants Ltd

[www.rappor.co.uk](http://www.rappor.co.uk)

Cheltenham  
Bristol  
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