

**Transport
Potential**



Transport Planning and Design

Transport Assessment

**PROPOSED ALDI FOODSTORE AND
OUTLINE RESIDENTIAL
DEVELOPMENT**

High Street, Royston, Barnsley

March 2014

Aldi Stores Ltd & Quora Ltd

CONTENTS

	Page
1. INTRODUCTION	1
2. EXISTING SITUATION	2
3. ACCIDENT ANALYSIS	4
4. PROPOSED DEVELOPMENT	7
5. TRANSPORT PLANNING POLICY	9
6. TRIP GENERATION AND EFFECT	12
7. CONCLUSION	20

Appendices

Appendix A – TRICS Data

Appendix B – Traffic Count Data

Appendix C – Traffic Flow Diagrams

Appendix D – Accident Data

Appendix E – PICADY OUTPUT

Appendix F – LINSIG OUTPUT

Drawings

Location Plan

Proposed Access Arrangement and Pedestrian Crossing Detail with Visibility Splay

Proposed Servicing Arrangement

1. INTRODUCTION

- 1.1** This Transport Assessment (TA) has been prepared to support a planning application for a new Aldi food store (1590 sqm GEA, 1000 sqm sales) and access to an outline residential development (max. 10 no. Dwellings) on the former engineering works, High Street, Royston, Barnsley.
- 1.2** High Street runs to the Royston village centre in the east and changes to Lee Lane to the west of the subject site. This route connects Mapplewell and Ryhill.
- 1.3** The proposed Aldi store has a finite catchment and as such would look to attract Royston residents that are currently leaving the area to carry out a food retail shop; it is also expected that some customers will continue to travel from the smaller villages where residents travel through or visit Royston at present.
- 1.4** The closest Aldi store to the site is Claycliffe Road, Barugh Green at (3.5 miles), this is the closest discount food retailer, a Lidl is available 3.6 miles away at Peel Street, Barnsley.
- 1.5** A Public Consultation was held in February 2014. There were minor points raised, however the results show an overwhelming support for the scheme.
- 1.6** This TA has been produced in line with the DfT Guidance on Transport Assessment and the scope agreed with Barnsley Metropolitan Borough Council (BMBC) Highways officers.
- 1.7** A Travel Plan (TP) is also included in the application pack. It is important to encourage non car use; the Transport Assessment takes account of the effect of TP.
- 1.8** The TA provides a background to the existing highways situation in the area and that connected to the existing site use. The proposed development is then discussed and the impact on the network is demonstrated.

2. EXISTING SITUATION

- 2.1** Royston is located approximately 4 miles from Barnsley Town Centre and 8 miles from Wakefield City Centre. Royston is a village, located in the Northern area of the Barnsley Metropolitan Borough Council area and is close to the Wakefield Metropolitan Borough Council area.
- 2.2** Royston village centre offers a mixture of small retailers, including a small ASDA store and co-operative store. The majority of people in Royston carry out their large food shop outside of Royston.

Accessibility by Non Car Modes

- 2.1** The site fronts High Street (B2468), which is flanked by level footways; this provides a pedestrian link to the neighbouring dwellings, commercial uses and East of the primary school by approximately 100m. The routes are overlooked by residential properties and already accommodate walking trips.
- 2.2** The footway is approximately 1.8m across the site frontage and is lit. This meets the requirements for two pedestrians with pushchairs or wheelchairs to pass simultaneously.
- 2.3** A signal controlled pedestrian crossing facility is provided approximately 270m east of the site, enabling a safe passage from Station Road and Church Street onto High Street where the site is situated.
- 2.4** There are currently no on street cycle facilities due to the restricted width.
- 2.5** Buses travel along High Street and Church Street at a good frequency to many locations in Royston.
- 2.6** The bus stops on High Street are approximately 11m from the existing site access for westbound travel and 100m for eastbound travel. Both stops are provided with timetables and a flag.
- 2.7** The closest northbound bus stop is located approximately 350m from the site on Church Street. This stop consists of a shelter, flag and timetable.
- 2.8** The site is considered to be highly accessible by non-car modes with housing surrounding the site and easy access for walk trips.
- 2.9** The table below provides information on the bus operation times, frequency and major destinations.

Number Route	Start /Finish	Weekday Frequency	Saturday Frequency	Sunday Frequency
194 Barnsley Royston Wakefield	05:40/21:54	60 mins	60 mins	60 mins
57 Barnsley Royston	07:20/18:15	20 mins	15 mins	No Service
58, 58A Barnsley Royston Barnsley (Circular)	07:30/15:43	35 mins	40 mins	No service
59, 59A Barnsley Royston Wakefield	05:20/17:30	30 mins	30 mins	30 mins

Table 2.1 – Bus Frequency Table.

- 2.10** The existing footways are of a sufficient standard, the propensity for walk in trips is high and the bus frequency is very good.
- 2.11** The proposed residents are also provided with access to the village centre and a food store on the adjacent site.

Highway Network

- 2.12** High Street travels west – east through Royston Village Centre. This connects Mapplewell and the A61 to Ryhill in the west.
- 2.13** The existing site benefits from a large dropped kerb access, this engineering works generated significant levels of traffic, dominated by Heavy Goods Vehicles.
- 2.14** High Street terminates at the signal controlled 4 arm junction in the village centre. This junction is the focal point in Royston where High Street meets; Station Road, Church Street and Midland Road.
- 2.15** There is an all red phase to enable pedestrians to cross the junction safely, this has an effect on the junction capacity, but is essential for safe pedestrian movement.
- 2.16** Generally the network is well trafficked without significant delay, the majority of queues in Royston are experienced as a result of the signal controlled junction.
- 2.17** The network has capacity at present and this is analysed further in section 6 of this Transport Assessment.

3. ACCIDENT ANALYSIS

- 3.1** In accordance with the Transport Assessment guidelines an accident assessment has been carried out within the agreed study area.
- 3.2** Accidents are investigated to highlight a common theme and to ensure that the development would not affect the accident rate.
- 3.3** Within the study area, there have been 25 no. accidents of which 0 were reported as fatalities, 6 were reported as severe, and 19 were reported as slight.

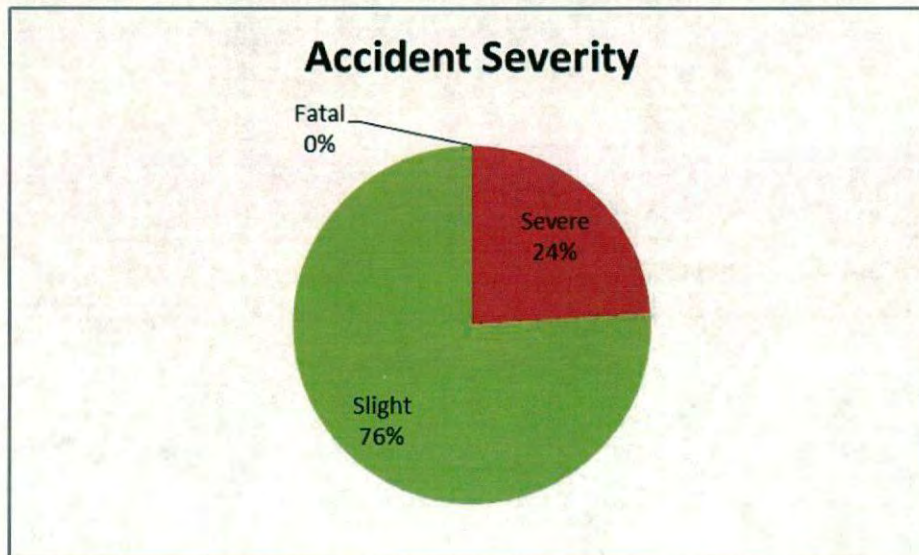


Figure 3.1 – Accident Severity Chart

- 3.4** A variety of factors have been investigated, the charts below outline the accident analysis in summary.

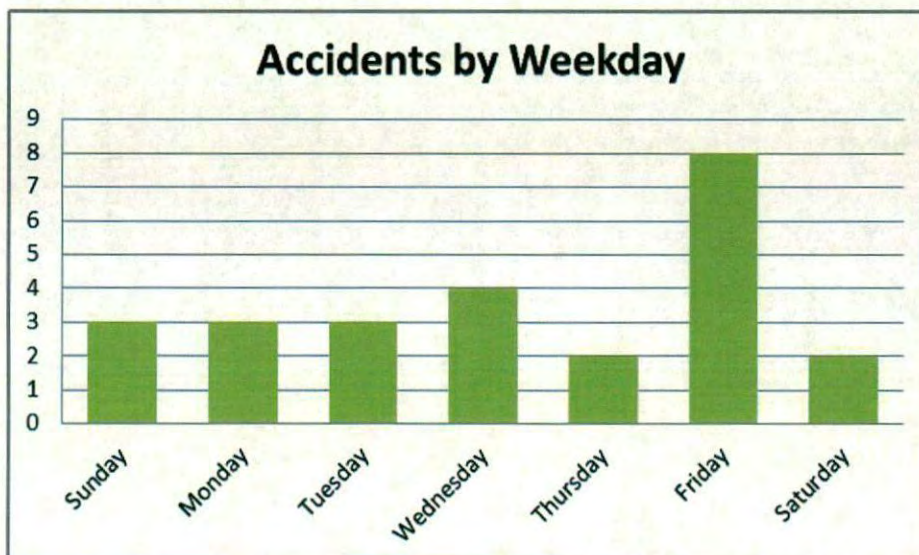


Figure 3.2 – Accident by Weekday

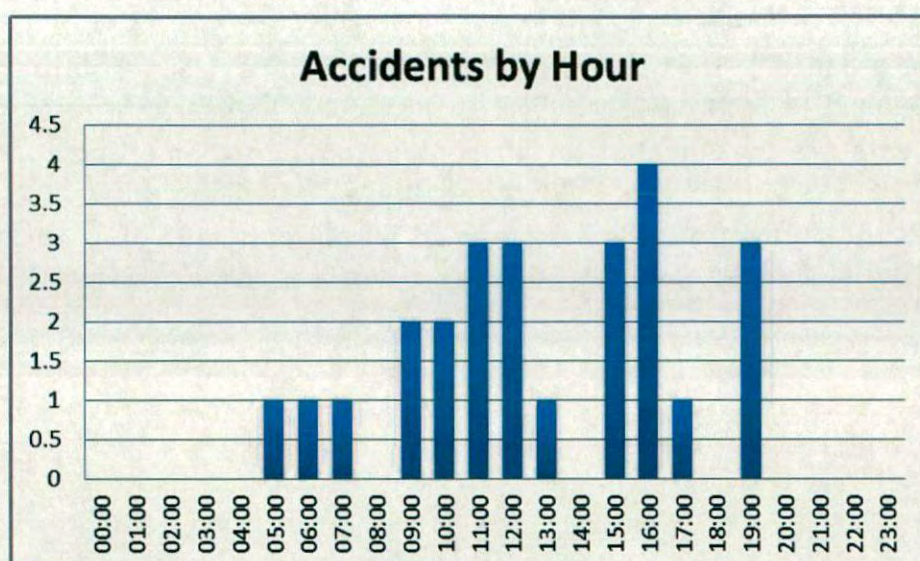


Figure 3.4 Accidents by Hour of Day

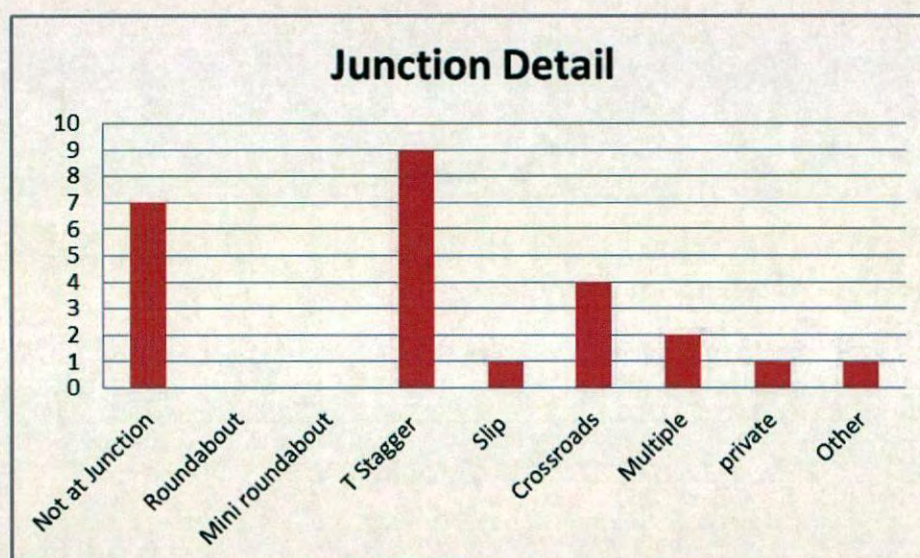


Figure 3.5 – Accident by junction type

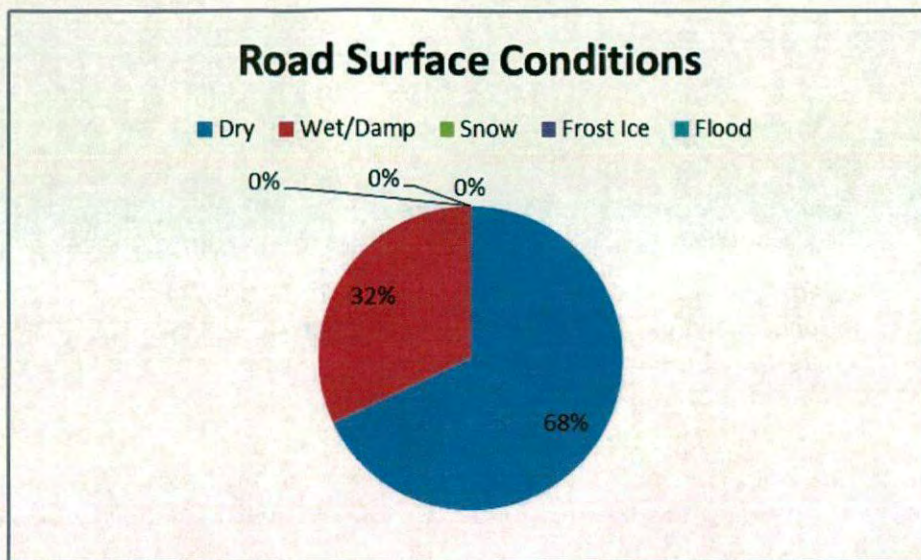


Figure 3.6 – Road Surface Conditions

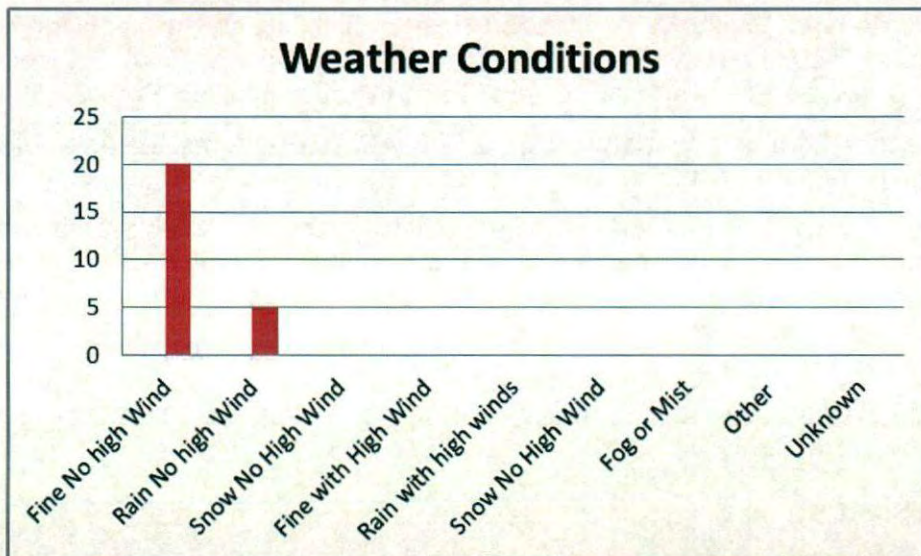


Figure 3.7 – Weather Conditions at Time of Accident

- 3.5** Having thoroughly investigated the accident data there are no common causation factors. The accident plot is attached to this report.
- 3.6** Based on the above consenting this development would have no effect on the existing accident rate.

4. PROPOSED DEVELOPMENT

- 4.1** This Transport Assessment (TA) assesses the effect of providing an Aldi Foodstore and a new residential development with an improved all movements junction on High Street, Royston.
- 4.2** The Aldi Foodstore offers 1590 Sqm Gross External Area (GEA), 1000 sqm Retail Floor Area (RFA) and is supported by 94 car parking spaces.
- 4.3** The proposed residential element forms an outline application securing the means of access, this includes a turning head within the residential element. This has been designed to meet the requirements of the South Yorkshire Residential Design Guide (SYRDG).
- 4.4** The development will utilise the existing access position on High Street, the junction will be improved to support the new land use. The upgraded access will be designed to the relevant standard with formal radii and the correct visibility.

Access

- 4.5** The proposed junctions have been designed to meet the requirements of Barnsley Metropolitan Borough Council. The necessary visibility splay has been provided at 2.4m x 43m for a 30 mph road for High Street.
- 4.6** The access has been analysed using PICADY, this is discussed in detail in the next section of this report.
- 4.7** The public consultation raised issues relating to pedestrians crossing High Street. As such a dropped kerb crossing has been provided as part of the access, this would be supplemented by signage to alert drivers that pedestrians would be crossing at this point.
- 4.8** A range of other formal crossings were considered, however based on technical guidance, a ZEBRA or PUFFIN crossing would not be justified based on the likely demand.

Aldi Food Store

- 4.9** Given the characteristics discussed in the previous chapter, the site has a significant walk in catchment at some 6809 residents within an identified 1km walk in catchment.
- 4.10** Given the location, the Aldi store would capture many pass-by and linked trips. Food Stores are unique as people shop somewhere at present; a new food store does not encourage new trips, but redistributes existing trips, generally as a result of the new facility being more convenient. This is discussed in detail in the next section of this report.
- 4.11** The food store would be supported by a new 94 space car park and 10 cycle spaces. This is in accordance with BMBC maximum parking guidelines.
- 4.12** All developments proposing more than 10 spaces should provide 6% of the spaces as accessible by disabled motorists. This has been included within

the proposed layout. These bays are supplemented further by Parent and Child Bays.

- 4.13** Servicing is entirely carried out within the site boundary, a standard Aldi layout is proposed, where service vehicles utilise the car park aisles. This is a similar operation to that approved at Claycliffe Road, Barugh Green.
- 4.14** Aldi utilise a unique delivery system where typically one articulated vehicle delivers direct from the distribution centre daily. This vehicle carries fresh, ambient, chilled and frozen goods as well as internal mail.
- 4.15** The store also receives one independent bread and milk delivery per day, this is carried out by a local supplier, and this store would be an additional delivery on their existing schedule.
- 4.16** The servicing arrangement can be carried out when the store is operating and when it is closed, in a similar manner to that approved at Claycliffe Road, Barugh Green.
- 4.17** The loading bay is level with the rear of the vehicle; this allows the driver to unload the delivery without the use of mechanical aid. The delivery area is equipped with a heavy curtain to each side of the trailer including the top; this contains any noise and light whilst unloading.

Outline Residential Development

- 4.18** It was agreed at the pre application meeting with BMBC that the residential element could accommodate a maximum of 10 no. dwellings.
- 4.19** As such the access road to the development would need to be adopted to enable the residential units to be serviced. In order to facilitate this element a turning facility would also be required within the site. A turning head has been provided in line with the South Yorkshire Residential Design Guide.
- 4.20** The attached swept path analysis demonstrates that the outline residential development can be serviced and is connected to the adopted highway network.
- 4.21** A footway would be provided as part of the highway connection, this provides access to the village centre (approx. 300m). A surgery exists on High Street and a local school is adjacent to the site.

5. TRANSPORT PLANNING POLICY

National Planning Policy

- 5.1** The former Planning Policy Statement (PPS) 13 'Transport' (2011) was replaced by the National Planning Policy Framework (NPPF) on the 27th March 2012. This document condenses all previous PPGs and PPSs in to one document.
- 5.2** One of the 'core principles' of the NPPF is 'promoting sustainable transport'. The main objective of the NPPF is to "*actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in location which are or can be made sustainable*" (page 6). Paragraph 37 states that planning policies should aim for "*a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.*"
- 5.3** Paragraph 32 of the NPPF continues the requirement of Transport Assessments for all developments that generate significant amounts of movement. In addition a Travel Plan is required which will promote the use of sustainable modes of transport (Paragraph 36).

Local Planning Policy

South Yorkshire Second Local Transport Plan (LTP3) 2011-2016

- 5.4** The South Yorkshire Second Local Transport Plan sets out the longer term vision of what transport will look like in the future and identifies how local transport plays a key role in supporting the transformation of South Yorkshire.
- 5.5** The LTP3 describes the four shared priorities which have been agreed between central and local government and which form the basis of South Yorkshire's transport strategy, these being:
- Tackling congestion;
 - Delivering accessibility;
 - Providing safer roads; and
 - Providing better air quality
- 5.6** The LTP3 notes the key transport challenges that are faced in South Yorkshire, which include:
- Addressing the way in which transport affects the communities of South Yorkshire's quality of life in terms of how they get access to the opportunities they need and the environmental and social effects of car growth; and
 - To secure the strategic and local transport infrastructure and services which will develop and sustain the county's long term economic transformation

5.7 Amongst the proposed measures to achieve the priorities highlighted above are:

- Achieving modal shift from the private car by promoting public transport;
- Managing demand and reducing the need to travel through integrating transport, land use and parking policies and enhancing the role of Travel Planning; and
- Supporting physical regeneration, incorporating access and transport to help deliver truly sustainable communities

5.8 With reference to the proposed development and access to public transport, in this sense the site is in a very sustainable location, whilst the Draft Travel Plan submitted in conjunction with this TA will aim to develop the use of sustainable transport modes.

Barnsley Core Strategy

5.9 The core strategy discusses reducing the need to travel and encouraging travel by sustainable modes. This development would provide a real alternative to travelling further distances into key town centres such as Barnsley and Sheffield.

5.10 The Core Strategy Solutions suggests that "*Ensuring that new development is designed and built to provide safe, secure and convenient access for all road users*". This development provides a new access designed to the latest standards in highway design.

5.11 The transport element focuses on encouraging travel where necessary to be on foot. Typically people will walk 800m (19 minutes) to a food store, the DfT suggests that journeys of up to 1km (23 minutes) would be desirable and 2km (46 minutes) acceptable in terms of walking.

5.12 The walk-in catchment for the store would provide a viable alternative to travelling by car with much of the residential area being included. The site has sufficient crossing points, picking up the various desire lines.

Unitary Development Plan (UDP)

5.13 The UDP specifies that there is a desire to provide genuine choices of travel mode as alternatives to the private car be assisting public transport operation, retention and development of the network, and development of facilities for cyclists and pedestrians.

5.14 This development provides a key destination within the local area, the proposal provides people with the opportunity to stay within the urban area that they live to carry out a retail trip.

5.15 Policy T2 – Development will only be allowed if the additional demand for travel can be accommodated on the network without significant detriment to the environment or the safe and ease of movement of vehicles and pedestrians using the network or through measures to assist public transport, cycling or walking.

- 5.16** This Transport Assessment provides the evidence necessary to demonstrate that the proposal will have an imperceptible impact on the network.
- 5.17** Policy T14 Development proposals will be required to include measures to facilitate access to and where appropriate by public transport services.
- 5.18** The development is located within close proximity to bus stops and the bus frequency is very high.
- 5.19** Policy T17 In support of the councils goals the car parking policies will seek to ensure the provision and management of car parking to secure
- Levels of provision of parking commensurate with the encouragement of means of travel other than the car particularly by commuters
 - Avoidance of harm to the free flow of traffic safety levels and the amenity of residents and other road users
 - Encouragement of development that increases the number and range of job opportunities
- 5.20** Policy T22 New development shall be provided with no more car parking servicing and manoeuvring space than is necessary in order to ensure there is no significant adverse impact upon;
- Highway safety
 - The local environment including amenity of local residents and adjoining land uses
 - The vitality and viability of Barnsley Town centre and commercial centres. Applications providing more parking than necessary will be refused.
 - Policy T27 the council will seek to encourage and support walk as a mode of transport and the design and layout of all development will be required to take account of the needs of pedestrians.
- 5.21** The development entirely accords with the car parking policy by providing 94 spaces.

Summary

- 5.22** Overall the entire development achieves the aspirations of national and local policy. The development provides a key destination necessary for all and therefore reduces the need for people to leave the local area to carry out a food retail shop. The residential element is located in this highly accessible area and is provided with modal choice.

6. TRIP GENERATION AND EFFECT

- 6.1** This section investigates the new land use, trip generation, mode and trip type, this is discussed in detail throughout this section.
- 6.2** The development will cause the largest effect at peak times; this section of the TA investigates the effect of providing an Aldi Store and residential development on High Street, Royston.

Trip Generation

- 6.3** The TRICS database has been investigated to determine the trip generation. This was also provided as part of our scoping exercise.
- 6.4** The output file is provided at Appendix A at the rear of this report.
- 6.5** Based on the TRICS Good Practice Guide, the following parameters were selected therefore making the sample representative;
- Retail – Discount Food Stores
- Similar Parking Provision
- Weekday and Saturday surveys only
- Location – Edge of Centre, Suburban Area, Neighbourhood Centre
- Residential – Privately Owned Houses
- Weekday and Saturday surveys only
- Location – Suburban Area, Neighbourhood Centre
- 6.6** The peak hour was determined by the traffic surveys carried out in line with the scoping agreed with highway officers.

	Walk	Cycle	Public Transport	Single Occupancy Vehicle	Multiple Occupancy Vehicle	Total
	24.9%	0.9%	1.6%	31.6%	41%	100%
Proposed Aldi Store (1000 RFA) (Weekday)	33	0	2	59	62	133
Proposed Aldi Store (1000 RFA) (Saturday)	43	0	2	78	81	175

Table 6.1 – Proposed Aldi Peak Hour Trip Generation (* Rounding error)

	Walk	Cycle	Public Transport	Vehicle	Total
Weekday	27.2%	2.8%	4.5%	65.5%	100%
Proposed Residential Development (10 Dwellings) (Weekday Two Way)	3	0	1	7	11
Weekend	15.6%	2.6%	0%	81.8%	100%
Proposed Residential Development (10 Dwellings) (Saturday Two Way)	2	0	0	7	9

Table 6.2 – Proposed Residential Peak Hour Trip Generation (* Rounding error)

Trip Type

- 6.7** Trips related to food purchases are carried out by each person / household at present. A new food store does not necessarily involve new trips; it does alter trip patterns and habits.
- 6.8** The residential trips are considered as new to the study area as it cannot be determined where the occupants currently reside.

Linked Trips

- 6.9** These are trips that are already visiting a local destination and whilst carrying out the existing trip visit the Aldi store or visa versa.
- 6.10** Given that visitors are already attracted to the area, it is likely that during peak periods customers may visit two land uses.
- 6.11** A variety of studies have been carried out, predominantly TRICS report 95/2 provides information in relation to food store trip types.

Primary Transfer, Diverted and Pass-by Trips

- 6.12** Trip types at supermarkets were studied in depth by Napier University and Fairhurst and Partners. The following table demonstrates the recorded trip types at Safeway Stores throughout the UK.

Store	Primary Transferred	Diverted	Pass-by
Christchurch	60%	21%	19%
Poole	60%	29%	11%
Swindon	59%	27%	14%
Thanet	61%	33%	6%
Hampton	52%	18%	30%
Croydon	40%	32%	28%
Edinburgh	27%	44%	29%
Kirkcaldy	36%	41%	22%
Average	49%	31%	20%

Table 6.3 – Trip Type Proportion displayed in TRICs Report 95/2

6.13 The important fact to note from the above is that there are no new trips recorded.

6.14 Given the flows in the study area and the volume of traffic using the surrounding junction, the propensity to divert from an existing route is considered to be high.

- Primary Transfer 50%
- Diverted 30%
- Pass-by 20%

6.15 Taking into account the above information the following table outlines the trips by type.

	Arrival	Departure
Proposed Aldi Store (1000 sqm RFA) 16:45-:17:45	47	50
Linked Trips** (20% net total)	9	10
Primary Transfer (50% net total)	23	25
Diverted (30% net. total)	14	15
Pass- by (20% net total)	9	10
Residential Dwellings (10 no. Dwellings)	4	3

Table 6.4 – Weekday Trip Generation by Trip Type and Use

	Arrival	Departure
Proposed Aldi Store (1000 sqm RFA) 11:30-12:30	68	59*
Linked Trips** (20% net total)	14	13
Primary Transfer (50% net total)	35	30
Diverted (30% net total)	20	18
Pass- by (20% net total)	14	13
Residential Dwellings (10 no. Dwellings)	4	3

Table 6.5 – Saturday Trip Generation by Trip Type and Use

*Rounding Error

**Linked Trips not discounted as it may involve parking at Aldi

Trip Distribution

- 6.16** The Aldi trip re distribution is based upon observed turning patterns. The catchment is based upon the store primarily serving Royston as described in the planning assessment.
- 6.17** The Primary Transfer Trips have been distributed based on existing turning patterns.
- 6.18** These trips would currently be shopping elsewhere and it is highly likely that these trips would pass this site en route to a main food store (e.g. ASDA or travelling into Barnsley), however as there is no definitive evidence; the primary transfer trips are considered as **entirely new** to the study network. This provides an extremely robust modelling assessment as it assumes that 50% of the trips connected to the Aldi store do not currently use any part of the study network.
- 6.19** It is considered that there will not be an increase in traffic within Royston at peak times, rather an alteration to existing turning patterns, however the model assumes that the primary transfer trips would be new to provide a robust assessment.
- 6.20** As the trips being redistributed as a result of this proposal are primary transfer trips they are solely making a food trip at present. These trips would arrive and depart to/from the same point.

- 6.21** Diverted trips have been taken from the study area. Due to the provision of a food store at this location it may be more convenient to divert from the existing route, proportions from each road have been derived from the turning counts.
- 6.22** Pass-by trips have been distributed based on existing traffic patterns.

Committed Development

- 6.23** It was agreed with BMBC officers that the following developments would be considered as committed development;
- 12/1337 – Keir Development – Former School, Midland Road (143 Dwellings, A1 Retail, Health Centre)
- 13/0932 – Land to the north of Lee Lane (200 Dwellings)
- 6.24** The latter site has been included as committed development to aid a robust submission. This assessment was carried out prior to the decision being made on this application.
- 6.25** The traffic associated with the Lee Lane residential development has been factored from the PM peak to the Saturday peak, the figures were calculated to be the same as that predicted in the PM peak.

Junction Analysis

- 6.26** It was agreed that the site access and the Royston signal controlled cross roads junction required detailed analysis.
- 6.27** An Aldi store has its biggest impact at the proposed new access and immediate junctions as this is where the transfer and diverted trips would be considered as new.
- 6.28** The flow diagrams assume that all of the primary transfer and diverted trips are new to the access junction; this is considered to be extremely robust.
- 6.29** Traffic was surveyed between 1500-1830 on Friday 22nd November 2013 and between 11:00 and 14:00 on Saturday 23rd November 2013.
- 6.30** The study area consists of the following junctions;
- Site 1 – 4 arm signal controlled junction – Midland Road / Church Street
High Street / Station Road
 - Site 2 – 3 arm priority junction - High Street / Site Access
- 6.31** Based on the traffic counts the peak hour was recorded as 16:45 to 17:45 on a weekday and 12:15 to 13:15 on a Saturday.
- 6.32** In line with DfT methodology traffic growth has been applied using NRTF and TEMPRO. The details of which are included at Appendix B. The 2013 Base data has been analysed in line with DfT Guidance, The NRTF adjusted by TEMPRO figures have been used to predict the application year 2014 and the assessment period of 5 years to 2019.

- 6.33** The flow diagrams displaying the traffic generation by type is included at Appendix C.
- 6.34** The modelling outputs have been summarised below; the full output is made available in the Appendices.
- 6.35** The LINSIG model has been based upon the signal modelling previously agreed as part of the former applications to BMBC. This maintains consistency for the assessment team and ensures that the same parameters are tested for each development. The only alteration is relates to the traffic flows, new counts were carried out and used in this assessment and the inclusion of the proposed development traffic related to the subject site.
- 6.36** Only the queue and the PRC has been shown in the summary is this the effect that people are likely to see should there be no change to the junction other than flows.
- 6.37** The queues in observed in 2013 replicate those observed during the survey period, resulting in confidence in the model. A fixed cycle time has been used based on the PM peak maximum green times per phase and the junction has been tested with the pedestrian phase being called once every 3 minutes.

Arm/Scenario	2013 Base	2013 Base Com	+	2013 Base Com Dev	+	2019 Base Com	+	2019 Base Com Dev
	Queue	Queue		Queue		Queue		Queue
Midland Road	13	42		43		59		69
Church Road	13	37		41		56		58
Station Road	6	6		7		7		7
High Street	10	39		43		59		74
PRC	6.2%	-22.0%		-23.1%		-30.4%		-35.4%

Table 6.5 – Royston Crossroads – LINSIG PM Peak Summary

Arm/Scenario	2013 Base	2013 Base + Com	2013 Base + Com + Dev	2019 Base + Com	2019 Base + Com + Dev
	Queue	Queue	Queue	Queue	Queue
Midland Road	6	11	13	13	14
Church Road	6	10	10	11	12
Station Road	3	5	5	5	5
High Street	5	8	9	10	11
PRC	66.1%	16.5%	8.7%	5.8%	2.2%

Table 6.6 – Royston Crossroads – LINSIG Saturday Peak Summary

- 6.38** In the PM peak period there is a minimal effect on queuing as a result of the development. Based on the robust assumptions made the queue would increase by approximately 4 vehicles on High Street. This is assuming that nobody currently travelling on High Street would be carrying out a food retail shop.
- 6.39** Given that no discount has been taken as a result of trips currently travelling to a food store that would transfer their trip to this store it is considered to be extremely robust.
- 6.40** In the PM peak the junction does exceed the operational degree of saturation, this occurs in both the 'with' and 'without' development scenario. This could be mitigated by cycle time adjustment and further stage optimisation
- 6.41** Whilst the junction is expected to be over capacity as result of the existing committed development the introduction of MOVA would mitigate this issue. In order to mitigate the effect of the traffic associated with the subject site the cycle time would need to increase by 9 seconds a cycle. If the model cycle time was increased by 17 seconds then it is predicted that there would be no effect in 2019 PM peak.
- 6.42** Over the course of an hour assuming that all of the primary transfer trips are new this would result in 54 vehicles travelling through the junction this equates to 3% of the total number of vehicles travelling through the junction when including the committed development.
- 6.43** The development would have a minimal effect compared to the existing situation. The modelling above does not take into account the MOVA operation that would have to be included when the committed development is implemented.
- 6.44** MOVA (Microprocessor Optimised Vehicle Actuation) has been developed to assist 'standalone' signal controlled junctions.

- 6.45** MOVA optimises green times, stages and cycle times to deal with the actual demand. the average improvement is typically 13% but larger improvements can be seen where traffic flow fluctuates significantly and the signal timings are setup for a best fit.
- 6.46** Therefore, the introduction of MOVA at this junction, proposed as part of the consented development would not only mitigate the impact of the proposals but improve the operational efficiency of the overall junction.
- 6.47** A simple increase in cycle time and optimisation of the green times would fully mitigate the impact of the subject site.

Scenario / Arm	RFC	Queue
2014 PM Base + Committed + Development		
Site Access	0.166	0
High Street Right Turn	0.036	0
2019 PM Base + Committed + Development		
Site Access	0.176	0
High Street Right Turn	0.038	0

Table 6.10 – High Street / Site Access – PICADY PM Peak Summary

Scenario / Arm	RFC	Queue
2014 Sat Base + Committed + Development		
Site Access	0.178	0
High Street Right Turn	0.052	0
2019 Sat Base + Committed + Development		
Site Access	0.185	0
High Street Right Turn	0.056	0

Table 6.11 – High Street / Site Access – PICADY Saturday Peak Summary

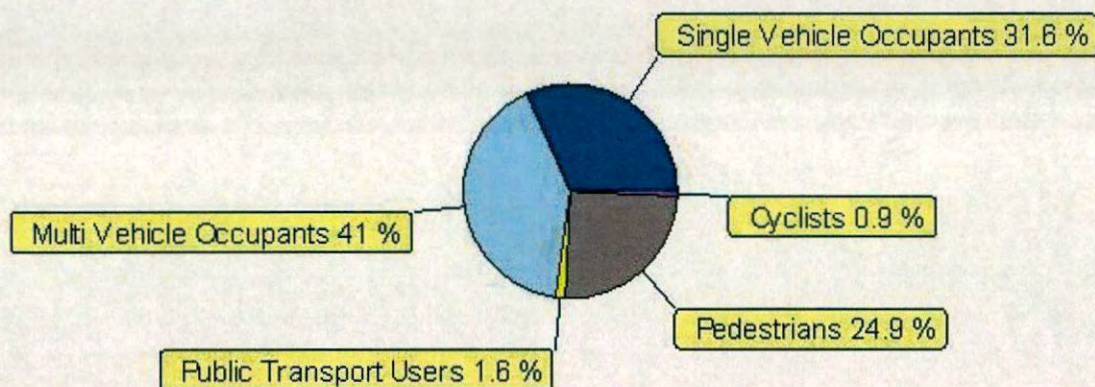
- 6.48** The High Street access is predicted to operate without a queue and this includes blocking back after any right turning vehicles.
- 6.49** The access has been designed to provide for travel in all directions.
- 6.50** The proposed junction replaces an existing junction and provides a standard junction arrangement.
- 6.51** Overall the modelling has demonstrated that the effect on the network will be imperceptible, with no predicted queuing vehicles at peak times, this is based on the robust test where 50% of the trips have been considered new to the study network.

7. CONCLUSION

- 7.1** The proposed redevelopment of this site would provide a food retail destination within walking distance of many properties and within a 2 min walk to the village centre. The residential element provides homes in a sustainable location.
- 7.2** The site is accessible by all modes of travel, it has access to many bus services, providing access to the local residential areas.
- 7.3** The site is located within close proximity to the existing retail units in the centre, the proposal increases the number of parking spaces on offer within Royston and as such the propensity for linked trips is extremely high especially with the school.
- 7.4** A replacement junction is proposed meeting the latest design standards. This achieves the necessary design standards.
- 7.5** Accident data has been investigated; there is no significant link in accidents, over the past 5 years there are no reported accidents fronting the site.
- 7.6** Capacity assessments have been carried out; the results demonstrate that there is a negligible impact as a result of this development in the 2014 and 2019 assessment years.
- 7.7** The impact of the traffic connected to the subject site could be mitigated in the 2019 PM peak + committed development + development scenario with a 9 second increase to the cycle time. This is not considered to be material and could be reduced once the committed development is effected.
- 7.8** It is therefore considered that no physical capacity improvement is required to mitigate the effect of this proposal.
- 7.9** Given the above, there are no highways or transportation reason as to why this development should not be approved.

APPENDIX A
TRICS Data

Modal Split Percentages



Time Range/Peak Period Selection

Direction: Totals / Use All Times

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:**07 YORKSHIRE & NORTH LINCOLNSHIRE**

NY NORTH YORKSHIRE 1 days

10 WALES

CP CAERPHILLY 1 days

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

Filtering Stage 2 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: Retail floor area
 Actual Range: 700 to 1050 (units: sqm)
 Range Selected by User: 612 to 1350 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 27/11/12

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) 1
 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:

Commercial Zone 1
 No Sub Category 1

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

Filtering Stage 3 selection:

Use Class:

A1 2 days

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

Population within 1 mile:

1,001 to 5,000 1 days

10,001 to 15,000 1 days

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

Population within 5 miles:

5,001 to 25,000 1 days

125,001 to 250,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

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 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.

LIST OF SITES relevant to selection parameters

1	CP-01-C-01	KWIK SAVE	CAERPHILLY
	FIELDS ROAD		
	PONTYMINSTER		
	RISCA		
	Edge of Town		
	No Sub Category		
	Total Retail floor area:	700 sqm	
	Survey date: SATURDAY	03/09/05	Survey Type: MANUAL
2	NY-01-C-01	NETTO	NORTH YORKSHIRE
	LAYERTHORPE		
	YORK		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Retail floor area:	1050 sqm	
	Survey date: SATURDAY	21/05/05	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

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1050	2.000	1	1050	0.286	1	1050	2.286
08:00 - 09:00	2	875	2.571	2	875	1.314	2	875	3.885
09:00 - 10:00	2	875	4.229	2	875	2.114	2	875	6.343
10:00 - 11:00	2	875	4.800	2	875	4.057	2	875	8.857
11:00 - 12:00	2	875	6.343	2	875	5.886	2	875	12.229
12:00 - 13:00	2	875	5.143	2	875	5.943	2	875	11.086
13:00 - 14:00	2	875	6.400	2	875	5.657	2	875	12.057
14:00 - 15:00	2	875	5.714	2	875	5.257	2	875	10.971
15:00 - 16:00	2	875	6.229	2	875	6.914	2	875	13.143
16:00 - 17:00	2	875	4.571	2	875	5.657	2	875	10.228
17:00 - 18:00	2	875	3.200	2	875	4.743	2	875	7.943
18:00 - 19:00	2	875	1.829	2	875	2.171	2	875	4.000
19:00 - 20:00	1	700	1.429	1	700	2.429	1	700	3.858
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			54.458			52.428			106.886

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

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

Parameter summary

Trip rate parameter range selected: 700 - 1050 (units: sqm)
 Survey date range: 01/01/05 - 27/11/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 2
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1050	0.000	1	1050	0.000	1	1050	0.000
08:00 - 09:00	2	875	0.114	2	875	0.114	2	875	0.228
09:00 - 10:00	2	875	0.000	2	875	0.000	2	875	0.000
10:00 - 11:00	2	875	0.000	2	875	0.000	2	875	0.000
11:00 - 12:00	2	875	0.057	2	875	0.057	2	875	0.114
12:00 - 13:00	2	875	0.000	2	875	0.000	2	875	0.000
13:00 - 14:00	2	875	0.000	2	875	0.000	2	875	0.000
14:00 - 15:00	2	875	0.000	2	875	0.000	2	875	0.000
15:00 - 16:00	2	875	0.000	2	875	0.000	2	875	0.000
16:00 - 17:00	2	875	0.000	2	875	0.000	2	875	0.000
17:00 - 18:00	2	875	0.000	2	875	0.000	2	875	0.000
18:00 - 19:00	2	875	0.000	2	875	0.000	2	875	0.000
19:00 - 20:00	1	700	0.000	1	700	0.000	1	700	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.171			0.171			0.342

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

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

Parameter summary

Trip rate parameter range selected: 700 - 1050 (units: sqm)
 Survey date range: 01/01/05 - 27/11/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 2
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

PSVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1050	0.000	1	1050	0.000	1	1050	0.000
08:00 - 09:00	2	875	0.057	2	875	0.000	2	875	0.057
09:00 - 10:00	2	875	0.000	2	875	0.000	2	875	0.000
10:00 - 11:00	2	875	0.000	2	875	0.000	2	875	0.000
11:00 - 12:00	2	875	0.000	2	875	0.000	2	875	0.000
12:00 - 13:00	2	875	0.000	2	875	0.000	2	875	0.000
13:00 - 14:00	2	875	0.000	2	875	0.000	2	875	0.000
14:00 - 15:00	2	875	0.000	2	875	0.000	2	875	0.000
15:00 - 16:00	2	875	0.000	2	875	0.000	2	875	0.000
16:00 - 17:00	2	875	0.000	2	875	0.057	2	875	0.057
17:00 - 18:00	2	875	0.000	2	875	0.000	2	875	0.000
18:00 - 19:00	2	875	0.000	2	875	0.000	2	875	0.000
19:00 - 20:00	1	700	0.000	1	700	0.000	1	700	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.057			0.114

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

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

Parameter summary

Trip rate parameter range selected: 700 - 1050 (units: sqm)
 Survey date range: 01/01/05 - 27/11/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 2
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1050	0.000	1	1050	0.000	1	1050	0.000
08:00 - 09:00	2	875	0.057	2	875	0.000	2	875	0.057
09:00 - 10:00	2	875	0.000	2	875	0.000	2	875	0.000
10:00 - 11:00	2	875	0.057	2	875	0.000	2	875	0.057
11:00 - 12:00	2	875	0.000	2	875	0.057	2	875	0.057
12:00 - 13:00	2	875	0.000	2	875	0.000	2	875	0.000
13:00 - 14:00	2	875	0.171	2	875	0.171	2	875	0.342
14:00 - 15:00	2	875	0.057	2	875	0.057	2	875	0.114
15:00 - 16:00	2	875	0.000	2	875	0.057	2	875	0.057
16:00 - 17:00	2	875	0.000	2	875	0.057	2	875	0.057
17:00 - 18:00	2	875	0.000	2	875	0.000	2	875	0.000
18:00 - 19:00	2	875	0.000	2	875	0.000	2	875	0.000
19:00 - 20:00	1	700	0.000	1	700	0.000	1	700	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.342			0.399			0.741

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

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

Parameter summary

Trip rate parameter range selected: 700 - 1050 (units: sqm)
 Survey date range: 01/01/05 - 27/11/12
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 2
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

06 WEST MIDLANDS
SH SHROPSHIRE 1 days
08 NORTH WEST
MS MERSEYSIDE 2 days

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

Filtering Stage 2 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: Retail floor area
Actual Range: 800 to 1200 (units: sqm)
Range Selected by User: 612 to 1350 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 27/11/12

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

Selected survey days:

Monday 1 days
Tuesday 1 days
Wednesday 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 2
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.

Filtering Stage 3 selection:

Use Class:

A1 3 days

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

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000 1 days
500,001 or More 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days
1.1 to 1.5 1 days

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

Petrol filling station:

Included in the survey count 0 days
Excluded from count or no filling station 3 days

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

Travel Plan:

No 3 days

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

LIST OF SITES relevant to selection parameters

- | | |
|---|---|
| <p>1 MS-01-C-02 ALDI
 SMITHDOWN ROAD
 WAVERTREE
 LIVERPOOL
 Neighbourhood Centre (PPS6 Local Centre)
 Residential Zone
 Total Retail floor area: 900 sqm
 Survey date: MONDAY 18/06/07</p> | <p>MERSEYSIDE</p> <p>Survey Type: MANUAL</p> |
| <p>2 MS-01-C-03 ALDI
 LAUREL ROAD
 ELM PARK
 LIVERPOOL
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Total Retail floor area: 800 sqm
 Survey date: WEDNESDAY 20/06/07</p> | <p>MERSEYSIDE</p> <p>Survey Type: MANUAL</p> |
| <p>3 SH-01-C-01 LIDL
 CASTLE STREET
 HADLEY
 TELFORD
 Suburban Area (PPS6 Out of Centre)
 No Sub Category
 Total Retail floor area: 1200 sqm
 Survey date: TUESDAY 16/06/09</p> | <p>SHROPSHIRE</p> <p>Survey Type: MANUAL</p> |

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-01-C-02	n

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1050	0.238	2	1050	0.143	2	1050	0.381
08:00 - 09:00	3	967	0.897	3	967	0.414	3	967	1.311
09:00 - 10:00	3	967	2.759	3	967	1.897	3	967	4.656
10:00 - 11:00	3	967	4.034	3	967	3.966	3	967	8.000
11:00 - 12:00	3	967	4.207	3	967	4.000	3	967	8.207
12:00 - 13:00	3	967	4.759	3	967	4.793	3	967	9.552
13:00 - 14:00	3	967	4.690	3	967	4.138	3	967	8.828
14:00 - 15:00	3	967	4.517	3	967	4.103	3	967	8.620
15:00 - 16:00	3	967	5.034	3	967	5.241	3	967	10.275
16:00 - 17:00	3	967	4.276	3	967	4.759	3	967	9.035
17:00 - 18:00	3	967	3.448	3	967	4.138	3	967	7.586
18:00 - 19:00	3	967	2.759	3	967	3.517	3	967	6.276
19:00 - 20:00	3	967	0.897	3	967	1.414	3	967	2.311
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			42.515			42.523			85.038

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

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

Parameter summary

Trip rate parameter range selected: 800 - 1200 (units: sqm)
 Survey date range: 01/01/05 - 27/11/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TAXIS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1050	0.000	2	1050	0.000	2	1050	0.000
08:00 - 09:00	3	967	0.034	3	967	0.034	3	967	0.068
09:00 - 10:00	3	967	0.000	3	967	0.000	3	967	0.000
10:00 - 11:00	3	967	0.069	3	967	0.069	3	967	0.138
11:00 - 12:00	3	967	0.103	3	967	0.103	3	967	0.206
12:00 - 13:00	3	967	0.138	3	967	0.103	3	967	0.241
13:00 - 14:00	3	967	0.103	3	967	0.138	3	967	0.241
14:00 - 15:00	3	967	0.138	3	967	0.103	3	967	0.241
15:00 - 16:00	3	967	0.138	3	967	0.138	3	967	0.276
16:00 - 17:00	3	967	0.172	3	967	0.138	3	967	0.310
17:00 - 18:00	3	967	0.034	3	967	0.069	3	967	0.103
18:00 - 19:00	3	967	0.034	3	967	0.069	3	967	0.103
19:00 - 20:00	3	967	0.000	3	967	0.000	3	967	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.963			0.964			1.927

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

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

Parameter summary

Trip rate parameter range selected: 800 - 1200 (units: sqm)
 Survey date range: 01/01/05 - 27/11/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1050	0.000	2	1050	0.000	2	1050	0.000
08:00 - 09:00	3	967	0.000	3	967	0.000	3	967	0.000
09:00 - 10:00	3	967	0.034	3	967	0.034	3	967	0.068
10:00 - 11:00	3	967	0.034	3	967	0.034	3	967	0.068
11:00 - 12:00	3	967	0.034	3	967	0.034	3	967	0.068
12:00 - 13:00	3	967	0.000	3	967	0.000	3	967	0.000
13:00 - 14:00	3	967	0.000	3	967	0.000	3	967	0.000
14:00 - 15:00	3	967	0.000	3	967	0.000	3	967	0.000
15:00 - 16:00	3	967	0.000	3	967	0.000	3	967	0.000
16:00 - 17:00	3	967	0.000	3	967	0.000	3	967	0.000
17:00 - 18:00	3	967	0.000	3	967	0.000	3	967	0.000
18:00 - 19:00	3	967	0.000	3	967	0.000	3	967	0.000
19:00 - 20:00	3	967	0.000	3	967	0.000	3	967	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.102			0.204

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

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

Parameter summary

Trip rate parameter range selected: 800 - 1200 (units: sqm)
 Survey date range: 01/01/05 - 27/11/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use Q1 - RETAIL/C - DISCOUNT FOOD STORES

PSVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1050	0.000	2	1050	0.000	2	1050	0.000
08:00 - 09:00	3	967	0.000	3	967	0.000	3	967	0.000
09:00 - 10:00	3	967	0.000	3	967	0.000	3	967	0.000
10:00 - 11:00	3	967	0.000	3	967	0.000	3	967	0.000
11:00 - 12:00	3	967	0.000	3	967	0.000	3	967	0.000
12:00 - 13:00	3	967	0.000	3	967	0.000	3	967	0.000
13:00 - 14:00	3	967	0.000	3	967	0.000	3	967	0.000
14:00 - 15:00	3	967	0.000	3	967	0.000	3	967	0.000
15:00 - 16:00	3	967	0.000	3	967	0.000	3	967	0.000
16:00 - 17:00	3	967	0.000	3	967	0.000	3	967	0.000
17:00 - 18:00	3	967	0.000	3	967	0.000	3	967	0.000
18:00 - 19:00	3	967	0.000	3	967	0.000	3	967	0.000
19:00 - 20:00	3	967	0.000	3	967	0.000	3	967	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	800 - 1200 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1050	0.000	2	1050	0.000	2	1050	0.000
08:00 - 09:00	3	967	0.000	3	967	0.000	3	967	0.000
09:00 - 10:00	3	967	0.000	3	967	0.000	3	967	0.000
10:00 - 11:00	3	967	0.000	3	967	0.000	3	967	0.000
11:00 - 12:00	3	967	0.172	3	967	0.069	3	967	0.241
12:00 - 13:00	3	967	0.034	3	967	0.069	3	967	0.103
13:00 - 14:00	3	967	0.069	3	967	0.103	3	967	0.172
14:00 - 15:00	3	967	0.103	3	967	0.103	3	967	0.206
15:00 - 16:00	3	967	0.103	3	967	0.034	3	967	0.137
16:00 - 17:00	3	967	0.172	3	967	0.172	3	967	0.344
17:00 - 18:00	3	967	0.172	3	967	0.241	3	967	0.413
18:00 - 19:00	3	967	0.000	3	967	0.034	3	967	0.034
19:00 - 20:00	3	967	0.000	3	967	0.000	3	967	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.825			0.825			1.650

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

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

Parameter summary

Trip rate parameter range selected: 800 - 1200 (units: sqm)
 Survey date range: 01/01/05 - 27/11/12
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	CP CAERPHILLY	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	FI FIFE	1 days
	PK PERTH & KINROSS	1 days
12	CONNAUGHT	
	CS SLIGO	2 days
	MA MAYO	1 days
	RO ROSCOMMON	1 days
13	MUNSTER	
	CR CORK	1 days
14	LEINSTER	
	KD KILDARE	1 days
	KK KILKENNY	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Filtering Stage 2 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: Number of dwellings
Actual Range: 27 to 74 (units:)
Range Selected by User: 25 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 30/05/13

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

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	1 days
Thursday	6 days
Friday	1 days

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

Selected survey types:

Manual count	15 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)	13

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	11
No Sub Category	4

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

Filtering Stage 3 selection:**Use Class:**

C3 15 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	6 days
25,001 to 50,000	4 days
50,001 to 75,000	1 days
75,001 to 100,000	2 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	6 days
1.1 to 1.5	9 days

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

Travel Plan:

No	15 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.

LIST OF SITES relevant to selection parameters

- | | | | |
|----------|------------------------------------|-------------------------------|---------------------|
| 1 | AN-03-A-07 | THE CEDARS | ANTRIM |
| | CASTLE WAY | | |
| | ANTRIM | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 55 | |
| | Survey date: TUESDAY | 20/12/11 | Survey Type: MANUAL |
| 2 | CP-03-A-02 | SEMI DETACHED | CAERPHILLY |
| | THE RISE | | |
| | PENGAM | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | No Sub Category | | |
| | Total Number of dwellings: | 41 | |
| | Survey date: MONDAY | 05/09/05 | Survey Type: MANUAL |
| 3 | CR-03-A-01 | BUNGALOWS | CORK |
| | CURRAGH ROAD | | |
| | TURNER'S CROSS | | |
| | CORK | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 48 | |
| | Survey date: THURSDAY | 08/12/05 | Survey Type: MANUAL |
| 4 | CS-03-A-01 | TERRACED | SLIGO |
| | CIRCULAR ROAD | | |
| | SLIGO | | |
| | Edge of Town Centre | | |
| | No Sub Category | | |
| | Total Number of dwellings: | 46 | |
| | Survey date: THURSDAY | 14/06/07 | Survey Type: MANUAL |
| 5 | CS-03-A-02 | DETACHED | SLIGO |
| | CHURCH HILL | | |
| | SLIGO | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | No Sub Category | | |
| | Total Number of dwellings: | 35 | |
| | Survey date: THURSDAY | 14/06/07 | Survey Type: MANUAL |
| 6 | CW-03-A-02 | SEMI D./DETACHED | CORNWALL |
| | BOSVEAN GARDENS | | |
| | TRURO | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 73 | |
| | Survey date: TUESDAY | 18/09/07 | Survey Type: MANUAL |
| 7 | FA-03-A-01 | SEMI-DETACHED/TERRACED | FALKIRK |
| | MANDELA AVENUE | | |
| | FALKIRK | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 37 | |
| | Survey date: THURSDAY | 30/05/13 | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

8	FI-03-A-02	SEMI DETACHED	FIFE
	WAROUT ROAD		
	GLENROTHES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	58	
	Survey date: MONDAY	16/05/05	Survey Type: MANUAL
9	KD-03-A-02	TERRACED/ SEMI-D.	KILDARE
	CEDARWOOD PARK		
	MORRISTOWN ROAD		
	NEWBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	12/05/09	Survey Type: MANUAL
10	KK-03-A-04	TERRACED	KILKENNY
	PATRICK STREET		
	KILKENNY		
	Edge of Town Centre		
	No Sub Category		
	Total Number of dwellings:	30	
	Survey date: THURSDAY	27/11/08	Survey Type: MANUAL
11	MA-03-A-01	SEMI-DET. & TERRACED	MAYO
	N26 STATION ROAD		
	BALLINA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	74	
	Survey date: FRIDAY	15/07/11	Survey Type: MANUAL
12	NF-03-A-01	SEMI DET. & BUNGALOWS	NORFOLK
	YARMOUTH ROAD		
	CAISTER-ON-SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	27	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
13	NY-03-A-01	MIXED HOUSES	NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	52	
	Survey date: TUESDAY	25/09/07	Survey Type: MANUAL
14	PK-03-A-01	DETAC. & BUNGALOWS	PERTH & KINROSS
	TULLYLUMB TERRACE		
	GORNHILL		
	PERTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: WEDNESDAY	11/05/11	Survey Type: MANUAL
15	RO-03-A-02	SEMI DET. & BUNGALOWS	ROSCOMMON
	SLIGO ROAD		
	BALLAGHADERREEN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	31	
	Survey date: THURSDAY	14/07/11	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AD-03-A-01	City
DL-03-A-07	City
DL-03-A-08	City
HI-03-A-14	City
NF-03-A-02	City
SF-03-A-01	Large Town

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	30	0.133	1	30	0.033	1	30	0.166
07:00 - 08:00	15	48	0.077	15	48	0.242	15	48	0.319
08:00 - 09:00	15	48	0.225	15	48	0.430	15	48	0.655
09:00 - 10:00	15	48	0.196	15	48	0.286	15	48	0.482
10:00 - 11:00	15	48	0.192	15	48	0.204	15	48	0.396
11:00 - 12:00	15	48	0.199	15	48	0.209	15	48	0.408
12:00 - 13:00	15	48	0.203	15	48	0.206	15	48	0.409
13:00 - 14:00	15	48	0.235	15	48	0.234	15	48	0.469
14:00 - 15:00	15	48	0.268	15	48	0.262	15	48	0.530
15:00 - 16:00	15	48	0.266	15	48	0.192	15	48	0.458
16:00 - 17:00	15	48	0.378	15	48	0.265	15	48	0.643
17:00 - 18:00	15	48	0.423	15	48	0.305	15	48	0.728
18:00 - 19:00	15	48	0.366	15	48	0.238	15	48	0.604
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.161			3.106			6.267

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

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

Parameter summary

Trip rate parameter range selected: 27 - 74 (units:)
 Survey date range: 01/01/05 - 30/05/13
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 6

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

Transport Potential Ltd 14-15 Regent Parade Harrogate

Licence No: 250601

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	30	0.000	1	30	0.000	1	30	0.000
07:00 - 08:00	15	48	0.001	15	48	0.000	15	48	0.001
08:00 - 09:00	15	48	0.001	15	48	0.004	15	48	0.005
09:00 - 10:00	15	48	0.001	15	48	0.000	15	48	0.001
10:00 - 11:00	15	48	0.001	15	48	0.003	15	48	0.004
11:00 - 12:00	15	48	0.004	15	48	0.003	15	48	0.007
12:00 - 13:00	15	48	0.003	15	48	0.000	15	48	0.003
13:00 - 14:00	15	48	0.006	15	48	0.003	15	48	0.009
14:00 - 15:00	15	48	0.003	15	48	0.006	15	48	0.009
15:00 - 16:00	15	48	0.000	15	48	0.001	15	48	0.001
16:00 - 17:00	15	48	0.001	15	48	0.001	15	48	0.002
17:00 - 18:00	15	48	0.001	15	48	0.000	15	48	0.001
18:00 - 19:00	15	48	0.000	15	48	0.000	15	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.021			0.043

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

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

Parameter summary

Trip rate parameter range selected: 27 - 74 (units:)
 Survey date range: 01/01/05 - 30/05/13
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	30	0.000	1	30	0.000	1	30	0.000
07:00 - 08:00	15	48	0.000	15	48	0.000	15	48	0.000
08:00 - 09:00	15	48	0.001	15	48	0.001	15	48	0.002
09:00 - 10:00	15	48	0.001	15	48	0.000	15	48	0.001
10:00 - 11:00	15	48	0.000	15	48	0.001	15	48	0.001
11:00 - 12:00	15	48	0.000	15	48	0.000	15	48	0.000
12:00 - 13:00	15	48	0.000	15	48	0.000	15	48	0.000
13:00 - 14:00	15	48	0.000	15	48	0.000	15	48	0.000
14:00 - 15:00	15	48	0.001	15	48	0.001	15	48	0.002
15:00 - 16:00	15	48	0.004	15	48	0.003	15	48	0.007
16:00 - 17:00	15	48	0.001	15	48	0.003	15	48	0.004
17:00 - 18:00	15	48	0.000	15	48	0.000	15	48	0.000
18:00 - 19:00	15	48	0.000	15	48	0.000	15	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.009			0.017

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

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

Parameter summary

Trip rate parameter range selected: 27 - 74 (units:)
 Survey date range: 01/01/05 - 30/05/13
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	30	0.000	1	30	0.000	1	30	0.000
07:00 - 08:00	15	48	0.003	15	48	0.004	15	48	0.007
08:00 - 09:00	15	48	0.001	15	48	0.007	15	48	0.008
09:00 - 10:00	15	48	0.000	15	48	0.000	15	48	0.000
10:00 - 11:00	15	48	0.006	15	48	0.007	15	48	0.013
11:00 - 12:00	15	48	0.006	15	48	0.004	15	48	0.010
12:00 - 13:00	15	48	0.004	15	48	0.007	15	48	0.011
13:00 - 14:00	15	48	0.003	15	48	0.003	15	48	0.006
14:00 - 15:00	15	48	0.006	15	48	0.010	15	48	0.016
15:00 - 16:00	15	48	0.008	15	48	0.008	15	48	0.016
16:00 - 17:00	15	48	0.011	15	48	0.011	15	48	0.022
17:00 - 18:00	15	48	0.013	15	48	0.003	15	48	0.016
18:00 - 19:00	15	48	0.011	15	48	0.007	15	48	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.071			0.143

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

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

Parameter summary

Trip rate parameter range selected: 27 - 74 (units:)
 Survey date range: 01/01/05 - 30/05/13
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 6

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

02 SOUTH EAST
 WS WEST SUSSEX 1 days
14 LEINSTER
 KK KILKENNY 1 days
17 ULSTER (NORTHERN IRELAND)
 TY TYRONE 1 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 44 to 90 (units:)
 Range Selected by User: 30 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 30/05/13

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 1 days
 Directional ATC Count 2 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
 Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1
 Village 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.

Filtering Stage 3 selection:

Use Class:

C3

3 days

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

Population within 1 mile:

1,001 to 5,000

1 days

10,001 to 15,000

1 days

15,001 to 20,000

1 days

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

Population within 5 miles:

25,001 to 50,000

1 days

75,001 to 100,000

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.

Travel Plan:

Not Known

1 days

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.

LIST OF SITES relevant to selection parameters

- | | | |
|---|---|--|
| 1 | KK-03-A-02 SEMI-DETACHED
UPPER PATRICK STREET

KILKENNY
Edge of Town Centre
Residential Zone
Total Number of dwellings: 68
Survey date: SATURDAY 29/11/08 | KILKENNY

Survey Type: MANUAL |
| 2 | TY-03-A-01 DETACHED/SEMI DET.

OMAGH
Edge of Town
No Sub Category
Total Number of dwellings: 44
Survey date: SATURDAY 27/09/03 | TYRONE

Survey Type: DIRECTIONAL ATC COUNT |
| 3 | WS-03-A-03 SEMI DET. & TERRACED
A266
MID LAVANT
NEAR CHICHESTER
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 90
Survey date: SATURDAY 25/11/00 | WEST SUSSEX

Survey Type: DIRECTIONAL ATC COUNT |

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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	2	67	0.060	2	67	0.037	2	67	0.097
01:00 - 02:00	2	67	0.045	2	67	0.030	2	67	0.075
02:00 - 03:00	2	67	0.030	2	67	0.015	2	67	0.045
03:00 - 04:00	2	67	0.007	2	67	0.015	2	67	0.022
04:00 - 05:00	2	67	0.007	2	67	0.015	2	67	0.022
05:00 - 06:00	2	67	0.007	2	67	0.000	2	67	0.007
06:00 - 07:00	2	67	0.007	2	67	0.037	2	67	0.044
07:00 - 08:00	3	67	0.030	3	67	0.084	3	67	0.114
08:00 - 09:00	3	67	0.109	3	67	0.297	3	67	0.406
09:00 - 10:00	3	67	0.178	3	67	0.302	3	67	0.480
10:00 - 11:00	3	67	0.228	3	67	0.228	3	67	0.456
11:00 - 12:00	3	67	0.416	3	67	0.391	3	67	0.807
12:00 - 13:00	3	67	0.366	3	67	0.252	3	67	0.618
13:00 - 14:00	3	67	0.238	3	67	0.292	3	67	0.530
14:00 - 15:00	3	67	0.297	3	67	0.238	3	67	0.535
15:00 - 16:00	3	67	0.302	3	67	0.317	3	67	0.619
16:00 - 17:00	3	67	0.292	3	67	0.183	3	67	0.475
17:00 - 18:00	3	67	0.356	3	67	0.282	3	67	0.638
18:00 - 19:00	3	67	0.267	3	67	0.248	3	67	0.515
19:00 - 20:00	2	67	0.201	2	67	0.201	2	67	0.402
20:00 - 21:00	2	67	0.239	2	67	0.194	2	67	0.433
21:00 - 22:00	2	67	0.134	2	67	0.090	2	67	0.224
22:00 - 23:00	2	67	0.075	2	67	0.037	2	67	0.112
23:00 - 24:00	2	67	0.067	2	67	0.075	2	67	0.142
Total Rates:			3.958			3.860			7.818

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

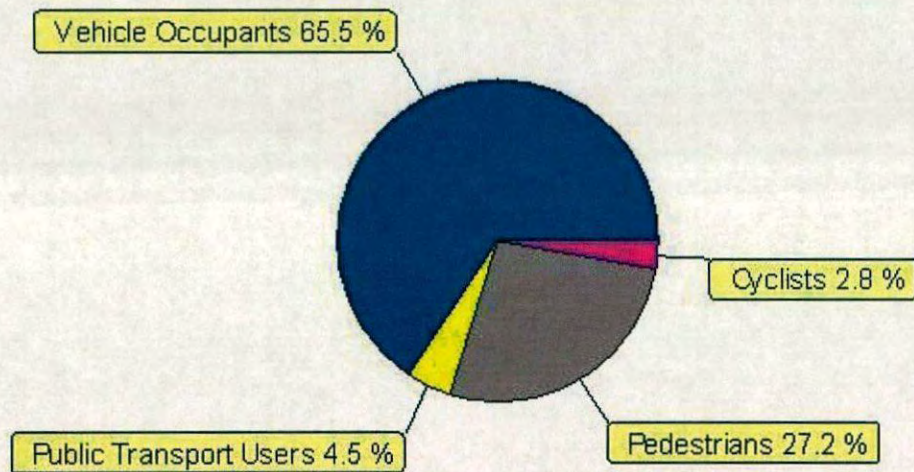
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

Trip rate parameter range selected: 44 - 90 (units:)
 Survey date date range: 01/01/00 - 30/05/13
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 0
 Surveys manually removed from selection: 0

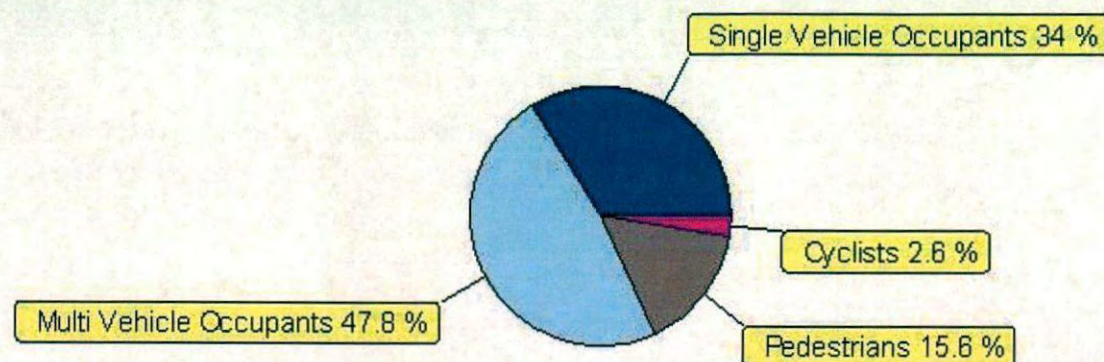
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Modal Split Percentages



Time Range/Peak Period Selection
Direction: Totals / Use All Times

Modal Split Percentages



Time Range/Peak Period Selection

Direction: Totals / Use All Times

APPENDIX B
Traffic Count Data

Classified Turning Counts, Royston, Barnsley

DATE: FRIDAY 22nd NOVEMBER 2013

LOCATION: STATION ROAD / MIDLAND ROAD / CHURCH STREET / HIGH STREET

ARM: STATION ROAD



TIME / CLASS	LEFT TO MIDLAND ROAD						STRAIGHT TO CHURCH STREET						RIGHT TO HIGH STREET						TOTAL MOVEMENT FROM ARM			
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1		OGV2	BUS COACH	TOTAL
15:00 - 15:15	0	13	1	0	0	0	14	2	28	2	0	0	0	1	33	0	6	0	0	0	6	53
15:15 - 15:30	0	14	4	0	0	1	19	0	22	2	0	0	0	1	24	0	9	0	0	0	9	52
15:30 - 15:45	0	10	0	0	0	0	10	0	28	2	0	0	0	1	31	0	3	2	0	0	5	46
15:45 - 16:00	0	12	1	0	0	0	13	0	20	2	0	0	0	0	22	0	9	0	0	0	9	44
HOURLY TOTAL	0	49	6	0	0	1	56	2	98	8	0	0	2	110	0	27	2	0	0	0	25	195
16:00 - 16:15	0	7	0	1	0	1	9	0	28	5	0	0	0	0	33	0	7	2	0	0	9	51
16:15 - 16:30	0	14	1	0	0	0	15	0	15	4	0	0	0	0	19	0	2	0	0	0	2	36
16:30 - 16:45	0	17	0	0	0	1	18	0	25	3	0	0	0	0	28	0	7	0	0	0	7	53
16:45 - 17:00	0	15	1	0	0	1	17	0	16	3	0	0	0	0	19	0	7	1	0	0	8	44
HOURLY TOTAL	0	53	2	1	0	3	59	0	84	15	0	0	0	0	89	0	23	3	0	0	26	184
17:00 - 17:15	0	13	3	0	0	0	16	0	38	5	1	0	0	0	44	0	5	0	0	0	5	65
17:15 - 17:30	0	11	2	0	0	1	14	0	37	2	0	0	0	0	39	1	10	0	0	0	11	64
17:30 - 17:45	0	13	0	0	0	0	13	1	28	4	0	0	0	0	33	0	6	0	0	0	6	52
17:45 - 18:00	0	9	1	0	0	0	10	0	24	1	0	0	0	0	25	0	3	0	0	0	3	38
HOURLY TOTAL	0	46	6	0	0	1	53	1	127	12	1	0	0	0	141	1	24	0	0	0	25	219
18:00 - 18:15	0	14	1	0	0	0	15	0	17	1	0	0	0	0	18	0	6	0	0	0	6	39
18:15 - 18:30	0	10	0	0	0	1	11	0	16	2	0	0	0	0	18	0	6	3	0	0	9	38
1/2 HOUR TOTAL	0	24	1	0	0	1	26	0	33	3	0	0	0	0	36	0	12	3	0	0	15	77
PERIOD TOTAL	0	172	15	1	0	6	194	3	342	38	1	0	2	386	1	86	8	0	0	0	95	675

DATE: SATURDAY 23rd NOVEMBER 2013

TIME / CLASS	LEFT TO MIDLAND ROAD						STRAIGHT TO CHURCH STREET						RIGHT TO HIGH STREET						TOTAL MOVEMENT FROM ARM			
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1		OGV2	BUS COACH	TOTAL
11:00 - 11:15	0	9	1	0	0	0	10	0	24	0	1	1	0	0	26	0	3	0	0	0	3	39
11:15 - 11:30	1	18	0	0	0	1	20	0	8	2	0	0	0	0	10	0	8	1	0	0	9	39
11:30 - 11:45	0	12	0	0	0	0	12	0	17	0	0	0	0	0	17	1	5	0	0	0	6	35
11:45 - 12:00	0	12	0	0	0	1	13	0	17	2	1	0	0	0	20	0	8	0	0	0	8	41
HOURLY TOTAL	1	51	1	0	0	2	55	0	66	4	2	1	0	0	73	1	24	1	0	0	26	154
12:00 - 12:15	1	6	1	0	0	0	8	0	16	1	2	0	0	0	19	0	3	1	0	0	4	31
12:15 - 12:30	0	11	0	0	0	1	12	0	18	4	1	0	0	0	23	1	6	0	0	0	7	42
12:30 - 12:45	0	8	0	0	0	0	8	0	17	0	0	0	0	0	17	0	9	1	0	0	10	35
12:45 - 13:00	0	12	0	0	0	0	12	0	18	0	0	0	0	0	18	0	4	0	0	0	4	34
HOURLY TOTAL	1	37	1	0	0	1	40	0	69	5	3	0	0	0	77	1	22	2	0	0	25	142
13:00 - 13:15	0	9	0	0	0	0	9	0	19	0	1	0	0	0	20	0	6	0	0	0	6	35
13:15 - 13:30	0	9	0	0	0	0	9	0	16	1	0	0	0	0	17	0	2	0	0	0	2	28
13:30 - 13:45	0	9	0	0	0	1	10	1	13	1	1	0	0	0	16	0	7	1	0	0	8	34
13:45 - 14:00	0	10	3	0	0	0	13	0	11	0	0	0	0	0	11	0	5	0	0	0	5	29
HOURLY TOTAL	0	37	3	0	0	1	41	1	59	2	2	0	0	0	64	0	20	1	0	0	21	126
14:00 - 14:15	0	10	1	0	0	1	12	0	17	1	0	0	0	0	18	0	2	0	0	0	2	32
14:15 - 14:30	1	6	1	0	0	1	9	0	9	1	0	0	0	0	10	0	6	1	0	0	7	26
1/2 HOUR TOTAL	1	16	2	0	0	2	21	0	26	2	0	0	0	0	28	0	8	1	0	0	9	58
PERIOD TOTAL	3	141	7	0	0	6	157	1	220	13	7	1	0	0	242	2	74	5	0	0	81	480

Classified Turning Counts, Royston, Barnsley

DATE: FRIDAY 22nd NOVEMBER 2013

LOCATION: STATION ROAD / MIDLAND ROAD / CHURCH STREET / HIGH STREET

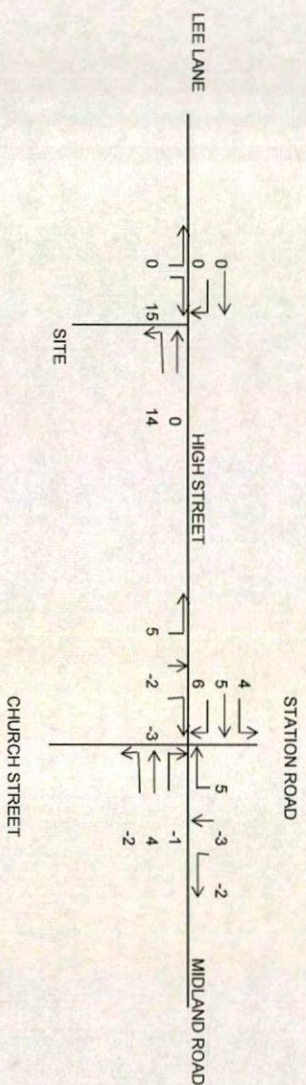
ARM: MIDLAND ROAD



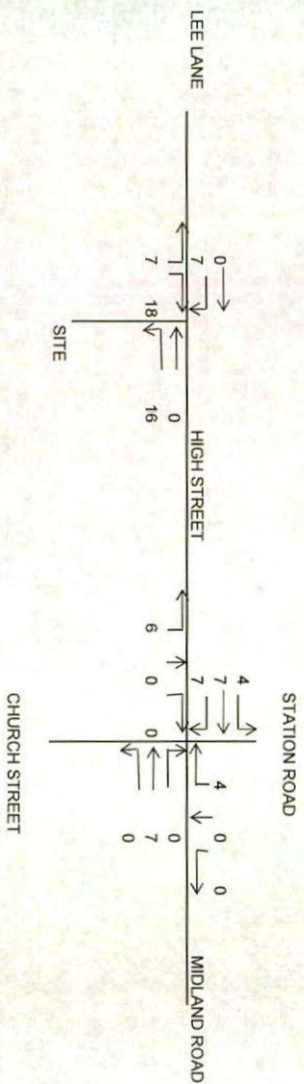
TIME / CLASS	LEFT TO CHURCH STREET							STRAIGHT TO HIGH STREET							RIGHT TO STATION ROAD							TOTAL MOVEMENT FROM ARM
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
15:00 - 15:15	1	16	3	1	0	0	21	1	49	6	0	0	1	57	0	6	1	0	0	0	7	85
15:15 - 15:30	1	24	1	0	0	0	26	0	46	10	0	0	1	57	0	8	0	0	0	0	8	91
15:30 - 15:45	0	12	2	0	0	0	14	0	48	6	2	0	2	58	0	4	1	0	0	0	5	77
15:45 - 16:00	0	10	3	1	0	0	15	0	41	5	0	0	2	48	0	19	1	0	0	1	21	84
HOURLY TOTAL	2	62	9	2	0	1	76	1	184	27	2	0	6	220	0	37	3	0	0	1	41	337
16:00 - 16:15	0	15	3	0	0	0	18	0	38	7	0	0	1	46	0	8	1	0	0	0	9	73
16:15 - 16:30	0	22	3	0	0	0	25	0	46	2	0	0	1	49	1	12	1	1	0	1	16	90
16:30 - 16:45	0	17	1	0	0	0	18	0	43	4	1	0	0	48	0	5	2	0	0	0	7	73
16:45 - 17:00	0	24	2	1	0	0	28	1	48	7	1	0	0	57	0	9	1	0	0	0	10	95
HOURLY TOTAL	0	78	9	1	0	1	89	1	175	20	2	1	1	200	1	34	5	1	0	1	42	331
17:00 - 17:15	0	24	1	2	0	0	27	0	31	6	1	0	1	39	0	16	1	0	0	0	17	83
17:15 - 17:30	0	16	1	0	0	0	18	0	37	3	1	0	1	42	0	8	1	0	0	1	10	70
17:30 - 17:45	0	12	2	0	0	0	14	1	36	4	0	0	2	43	0	9	2	0	0	0	11	68
17:45 - 18:00	0	27	0	0	1	0	28	0	34	3	0	0	0	37	0	16	1	0	0	1	18	83
HOURLY TOTAL	0	79	4	2	1	1	87	1	138	16	2	0	4	161	0	49	5	0	0	2	56	304
18:00 - 18:15	0	22	1	0	0	0	23	0	40	2	0	0	1	43	0	8	0	0	0	0	8	74
18:15 - 18:30	0	17	0	0	0	0	17	0	35	2	0	0	1	38	0	7	0	0	0	0	7	62
HOURLY TOTAL	0	39	1	0	0	0	40	0	75	4	0	0	2	81	0	15	0	0	0	0	15	136
PERIOD TOTAL	2	258	23	5	1	3	292	3	572	67	6	1	13	662	1	135	13	1	4	4	154	1108

DATE: SATURDAY 23rd NOVEMBER 2013

TIME / CLASS	LEFT TO CHURCH STREET					STRAIGHT TO HIGH STREET					RIGHT TO STATION ROAD					TOTAL MOVEMENT FROM ARM						
	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	MOTOR CYCLE	CAR TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL								
11:00 - 11:15	0	11	0	0	0	0	11	0	28	2	0	0	0	0	2	32	0	7	50			
11:15 - 11:30	0	6	1	0	0	1	8	0	32	5	0	0	0	0	0	37	0	6	52			
11:30 - 11:45	0	4	2	0	0	0	6	0	29	4	0	0	0	0	0	2	35	0	5	46		
11:45 - 12:00	0	8	0	0	0	0	8	1	28	5	0	0	0	0	0	34	0	5	47			
HOURLY TOTAL	0	29	3	0	0	1	33	1	117	16	0	0	0	0	0	4	138	0	24	195		
12:00 - 12:15	1	8	2	0	0	0	11	1	30	4	0	0	0	0	0	0	35	0	9	56		
12:15 - 12:30	0	12	2	0	0	0	14	0	22	4	0	0	0	0	0	1	27	0	5	46		
12:30 - 12:45	0	6	0	0	0	0	6	0	22	4	0	0	0	0	0	0	1	27	0	41		
12:45 - 13:00	0	10	2	0	0	0	12	1	33	1	0	0	0	0	0	0	34	0	9	57		
HOURLY TOTAL	1	36	6	0	0	1	44	2	107	13	0	0	0	0	0	3	125	1	31	200		
13:00 - 13:15	0	14	0	0	0	0	14	0	30	3	0	0	0	0	0	2	35	0	10	59		
13:15 - 13:30	0	4	2	0	0	0	6	0	35	1	1	0	0	0	0	0	37	0	8	51		
13:30 - 13:45	0	6	0	0	0	0	6	0	30	1	0	0	0	0	0	0	33	0	5	46		
13:45 - 14:00	0	9	0	0	0	0	9	0	26	6	0	0	0	0	0	1	33	0	7	50		
HOURLY TOTAL	0	33	2	0	0	1	36	1	121	11	1	1	3	138	0	28	2	0	2	32	208	
14:00 - 14:15	0	11	1	0	0	0	12	0	25	1	0	0	0	0	0	2	28	0	11	51		
14:15 - 14:30	0	11	2	0	0	0	13	0	27	3	0	0	0	0	0	1	31	0	4	49		
HOURLY TOTAL	0	22	3	0	0	1	26	0	52	4	0	0	0	0	0	3	59	0	15	0	100	
PERIOD TOTAL	1	120	14	0	0	4	139	4	397	44	1	1	1	13	460	1	95	3	0	3	102	701



Transport Potential		Title	
Scheme		Diverted Trips	
Proposed Development, High Street, Royston		PM PEAK	
On Behalf of			
Aldi Stores Ltd & Quora Ltd			



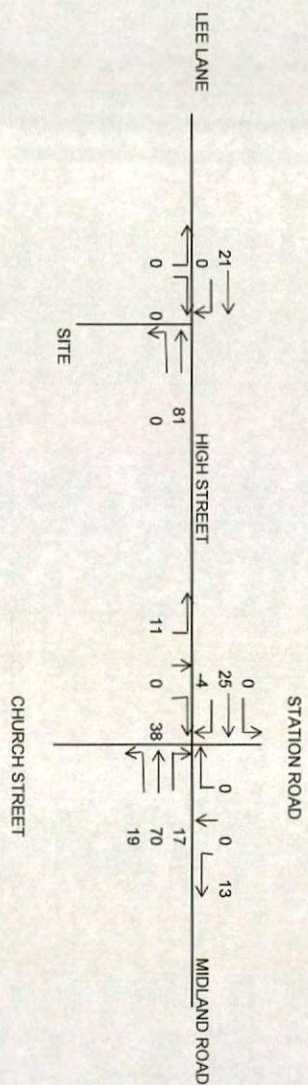
Transport
Potential



Scheme
Proposed Development, High Street, Royston
On Behalf of
Aldi Stores Ltd & Quora Ltd

Title

Primary Transfer Trips (Considered as New)
PM PEAK



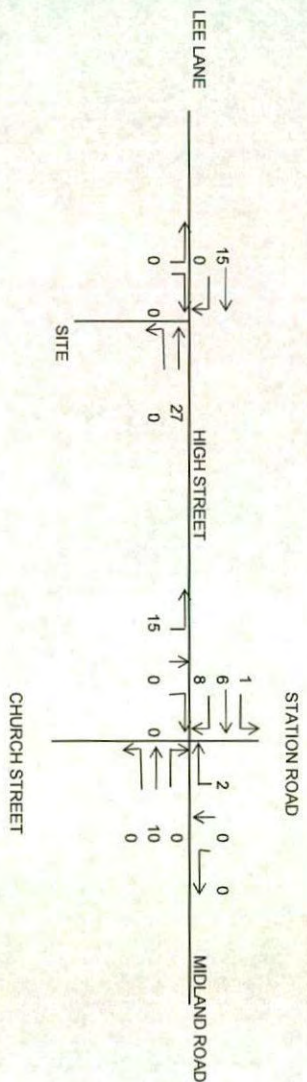
Transport
Potential



Scheme
Proposed Development, High Street, Royston
On Behalf of
Alfi Stores Ltd & Quora Ltd

Title

Former Royston School Committed Development
PM PEAK



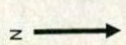
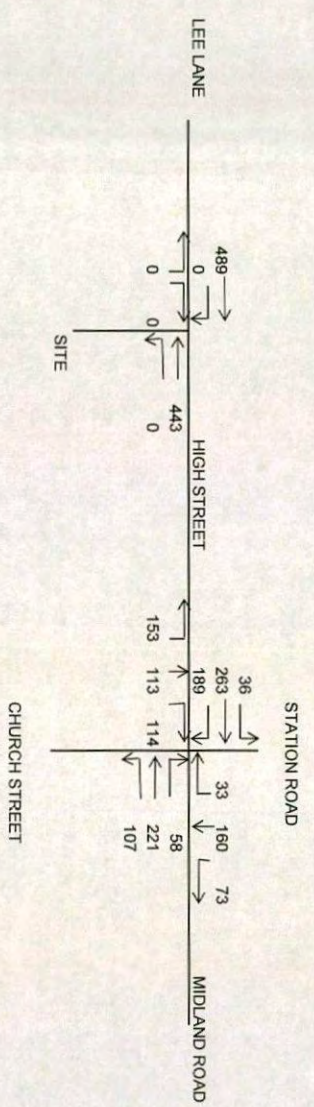
Transport
Potential



Scheme
Proposed Development, High Street, Royston
On Behalf of
Audi Stores Ltd & Quorra Ltd

Title

200 Dwellings Lee Lane Committed Development
PM PEAK



Scheme
Proposed Development, High Street, Royston
On Behalf of
Aldi Stores Ltd & Quora Ltd

Title
2019 Base (Counts + NRTF adjusted by TEMPRO)
PM PEAK