## Sainsbury's Supermarkets Ltd

# CLEARANCE BARGAINS STORE, BARNSLEY

**Transport Statement**

VN91397

**August 2019**

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## CONTENTS


1 INTRODUCTION ..... 1

1.1 Description ..... 1
1.2 Development Site and Location ..... 1
1.3 Planning History ..... 2
1.4 Proposed Development ..... 3
1.5 Scope of Report ..... 3

2 BASELINE CONDITIONS ..... 4

2.1 Introduction ..... 4
2.2 Development Site and its Location ..... 4
2.3 Local Highway Network ..... 4
2.4 Highway Safety ..... 6

3 SITE ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL ..... 8

3.1 Introduction ..... 8
3.2 Access by Walking ..... 8
3.3 Access by Cycle ..... 9
3.4 Access by Public Transport ..... 10

4 TRAFFIC IMPACT ASSESSMENT ..... 12

4.1 Introduction ..... 12
4.2 Agreed/Consented Trip Generation ..... 12
4.3 Clearance Bargain Store ..... 13
4.4 Trip Generation Net Change ..... 14
4.5 Trip Generation Conclusions ..... 15

5 CAR PARKING AND SERVICING ..... 16

5.1 Introduction ..... 16
5.2 Car Parking Provision ..... 16
5.3 Car Parking Standards ..... 16
5.4 Servicing ..... 16

6 CONCLUSIONS ..... 17

6.1 Introduction ..... 17
6.2 Transport Assessment Conclusions ..... 18

## PLANS

Plan 1 - Site Location

Plan 2 – Site Location (Local Context)

Plan 3 – Site Layout

Plan 4 – 2km Walking Catchment

Plan 5 – 5km Cycling Catchment

## DRAWINGS

VD14268/D100 – Sainsbury's Foodstore Highway Mitigation scheme

## APPENDICES

Appendix A - Non-Food Retail TRICS Output Files

# 1 INTRODUCTION

## 1.1 Description

1.1.1 Vectos have been commissioned by Sainsbury's Supermarkets Ltd to provide transport and highways advice to support a planning application for the flexible use of the former B&Q store, Bleachcroft Way, Stairfoot for non-food retail and/or a food store.

1.1.2 This report provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to assist in the determination of the planning application.

## 1.2 Development Site and Location

1.2.1 The application site is located in the Stairfoot Ward, approximately 3 kilometres to the southeast of Barnsley town centre. The site was previously occupied by a B&Q store; however, it is now vacant. The site is accessed from a priority-controlled junction on Stairfoot Way and is situated within Stairfoot Business Park. The business park is accessed from Bleachcroft Way, which forms part of the signalised Stairfoot Roundabout gyratory system.




**Image 1.1: Site Location** Source: Google Earth

1.2.2 **Plan 1** demonstrates the location of the site with **Plan 2** providing a more local context.

## 1.3 Planning History

1.3.1 The application site already has permission to be used as a Sainsbury's store extending to 6,836sqm net (9,789sqm GIA) floorspace (7,018sqm including concessions) along with 620 parking spaces under application reference 2014/0075 granted in October 2014. As part of the application process, lengthy discussions with Barnsley Metropolitan Borough Council (BMBC) and AECOM were undertaken to agree the scope of traffic impact assessment. A micro-simulation model, developed by AECOM, was used to assess the operation of the local highway network at the request of BMBC.

1.3.2 The results of the assessment dictated that an improvement scheme was necessary to mitigate the development impact of a Sainsbury's foodstore. This comprised of;

- Removal of the bus lane on Bleachcroft Way & widening of the carriageway to accommodate three lanes;
- Provision of an off-road cycle path on Bleachcroft Way & Hunningley Lane and Toucan crossing on Hunningley Lane;
- Removal of the bus lane on Doncaster Road and through the Stairfoot Roundabout and widening of the circulatory to three lanes up to Bleachcroft Way.

1.3.3 This scheme was demonstrated to fully mitigate the impact of the Sainsbury's foodstore whilst having no negative effect on bus journey times or reliability. The drawing (**VD14268/D100**) outlining the full improvement scheme is appended to this report.

1.3.4 Whilst the current application considers a Clearance Bargains store and not a foodstore, it has been agreed with BMBC that if the site was to ever be used as a foodstore in the future, the highway improvement works highlighted above, would have to be implemented along with a revised Transport Assessment. The applicant has agreed to a condition / S106 being attached to planning consent for the non-food use on site, highlighting this.

## 1.4 Proposed Development

1.4.1 The planning application seeks permission to allow the premises to be used as a Clearance Bargain store by Argos, it also seeks a flexible use permission to allow it to still be used as a food store as consented.

1.4.2 The building would be amended to serve as a Clearance Bargains store from its previous use as a B&Q Warehouse. The GIA will remain as existing at 9,995sqm.

1.4.3 The existing B&Q site features a total of 591 parking spaces whilst this will be reduced to 539 spaces for the proposed Clearance Bargains store. This is to accommodate a collection layby adjacent to the service yard along with additional parent & child spaces.

1.4.4 The planning application does not propose any alterations to the existing customer or service vehicle access to the retail park.

1.4.5 **Plan 3** provides a layout of the proposed store.

## 1.5 Scope of Report

1.5.1 This Transport Assessment has been prepared in accordance with guidance provided in the Department for Transport's (DfT) *'Travel Plans, Transport Assessment and Statements'* (2014) document, as well as paying due notice to the DfT's now superseded 'Guidance on Transport Assessments' document. The report has also been prepared following pre-app discussions with both BMBC and AECOM.

1.5.2 Following this introduction this report provides the following information:

- **Section 2** – A review of baseline conditions;
- **Section 3** – An appraisal of the accessibility of the site via sustainable modes;
- **Section 4** – An assessment of the traffic impact of the development;
- **Section 5** – A review of car parking demand and servicing arrangements; and
- **Section 6** - Report summary and conclusions.

# 2 BASELINE CONDITIONS

## 2.1 Introduction

2.1.1 **Section 2** of this report provides a review of the baseline conditions in the vicinity of the site, including a description of the location of the site and existing highway network and a review of personal injury accident data.

## 2.2 Development Site and its Location

2.2.1 The application site consists of a former B&Q store, which is located within Stairfoot Business Park, approximately 3 kilometres to the southeast of Barnsley town centre.

2.2.2 The previous B&Q store had a GIA of 9,995 sqm. A builder's yard and garden centre were also provided which takes the overall GIA to 14,640sqm, however the builders yard has now been demolished. The site provides a total of 591 car parking spaces, of which 13 are designated for mobility impaired users.

## 2.3 Local Highway Network

2.3.1 As mentioned above customer access to the former B&Q store is achieved directly from Stairfoot Way. Stairfoot Way is a minor road that only provides access to the B&Q store and adjacent light industrial units.

2.3.2 At its eastern end, approximately 50 metres to the east of the B&Q customer access junction, Stairfoot Way forms a simple give-way T-junction with Bleachcroft Way.

2.3.3 Stairfoot Roundabout is a complex signalised gyratory system that incorporates the following roads:

- A633 Grange Lane;
- A635 Doncaster Road (east);
- A633 Wombwell Lane;
- B6100 Hunningley Lane;
- A635 Doncaster Road (west); and
- Bleachcroft Way (Stairfoot Business Park access).

2.3.4 All of these entries into the gyratory are controlled by traffic signals with signal-controlled pedestrian crossing facilities provided across the entries and exits of these approaches.

2.3.5 The Stairfoot Roundabout junction was formerly a standard five-arm signalised roundabout and was expanded into its existing form when the B&Q store was developed around 10 years ago. This entailed reshaping the northern part of the junction and incorporating Wombwell Lane and Bleachcroft Way into the larger coordinated gyratory system.

2.3.6 The A635 Doncaster Road runs on an east-west alignment and connects Stairfoot to Barnsley town centre, approximately 3km to the west. The A635 provides the main route between Barnsley and Doncaster and also serves several outlying Barnsley settlements, including Darfield and Goldthorpe.

2.3.7 The A633 Wombwell Lane departs Stairfoot Roundabout in a southeast direction and enters the town of Wombwell some 3.5km from the site. It is a single carriageway road with street lighting and has a 40mph speed limit. Approximately 400m to the south of the Stairfoot Roundabout Wombwell Lane provides access to Barnsley Retail Park, including a Tesco foodstore, via a signal-controlled junction.

2.3.8 The B6100 Hunningley Lane is also a street lit single carriageway road and its speed limit drops from 40mph in the immediate vicinity of Stairfoot Roundabout to 30mph approximately 120m from the gyratory. It widens to provide two entry lanes around 50m before the gyratory. Approximately 100m to the west of the Stairfoot Roundabout, Hunningley Lane forms a priority-controlled junction with Stanley Road, which provides access to an Aldi store.

2.3.9 Running in a northerly direction from Stairfoot, the A633 Grange Lane effectively continues as the outer ring road in the east and north of the town. It is a single carriageway road although it widens after it passes beneath a disused railway bridge (around 50m to the north of Stairfoot Roundabout) to provide three entry lanes into the gyratory. It also has street lighting and is subject to a 40mph speed limit.

## 2.4 Highway Safety

2.4.1 A review of accident records for the highway network in the vicinity of the site access and Stairfoot Roundabout has been undertaken using data available on the Crashmap website. Crashmap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

2.4.2 The Crashmap analysis has been undertaken for the 5-year period between 2014 and 2018 and is summarised in **Image 2.1** overleaf.

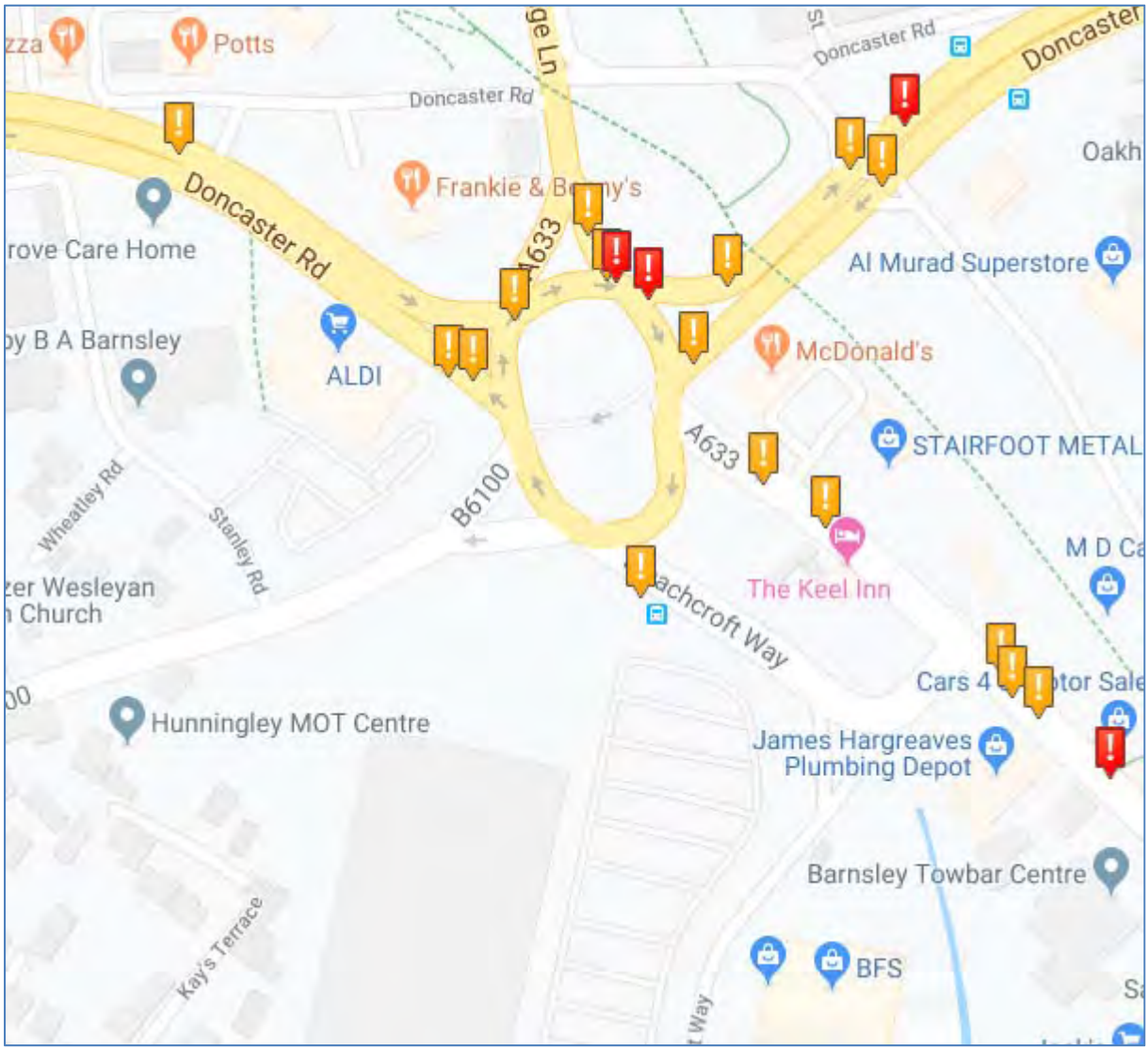



**Image 2.1: Crashmap Data (2014 – 2018)**

2.4.3 The Crashmap analysis reveals that no incidents have occurred directly at the access junction with Bleachcroft Way and only one (classified as slight) on the approach to the Stairfoot Roundabout during the last 5 years of data.

2.4.4 A total of six accidents, five of which were classified as slight, have occurred along Wombwell Lane. One serious accident was recorded; however, this is a standalone incident with no other accidents recorded in the same location within the study period.

2.4.5 Some minor clustering of accidents is noted on the approach and exit to the roundabout circulatory, however, no more than two accidents have been recorded in the same position (Grange Lane approach & Doncaster Road exit). Given that this equates to a maximum of 1 accident every 2.5 years, it not considered that this frequency suggests the presence of an accident blackspot or deficiency in the highway design especially given the busy nature of the roundabout as part of a primary route in and out of Barnsley.

2.4.6 It is therefore concluded that there are no existing accident blackspots in the local highway network that require further investigation.

# 3 SITE ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

## 3.1 Introduction

3.1.1 National and local planning policy guidelines emphasize the importance of development being sited in sustainable locations.

3.1.2 It is important that both customers and staff employed on the site have the opportunity to use sustainable modes of travel if possible, and to this end the accessibility of the site by the following modes of travel has been considered:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by public transport.

## 3.2 Access by Walking

3.2.1 The Institution of Highways and Transportation document entitled 'Providing for Journeys on Foot' provides guidance on what are considered to be acceptable walking distances. The document states that the acceptable maximum walking distance for commuting trips is 2 kilometres, while an 800 metre walking distance is stated as being the preferred maximum distance for town centre trips and an acceptable maximum distance elsewhere.

3.2.2 In this regard an analysis of the pedestrian catchment of the site has been completed to illustrate the site's 800 metre and 2 kilometre walking catchments.

3.2.3 These catchments are illustrated in **Plan 4** from which it can be seen that the 800 metre catchment extends into Kendray and Ardsley. Approximately 12 local bus stops fall within the 800 metre catchment and the 2 kilometre catchment encompasses the majority of Kendray, Measborough Dike, Cundy Cross and Ardsley.

3.2.4 **Plan 4** therefore demonstrates that the development site is well situated to encourage linked pedestrian trips with the retail and other amenity areas surrounding the site, while the residential catchment area suggests that walking will be a feasible form of travel for those employed by the foodstore.

3.2.5 To complement the walking catchment area, signal controlled pedestrian crossing facilities are provided on all of the main approaches (and exits) to Stairfoot Roundabout. All roads in the vicinity of the site are provided with street lighting and footways along both sides of the carriageway.

3.2.6 It is therefore considered that the catchment within walking distance of the site is provided with suitable pedestrian facilities to encourage local staff and customers to undertake their journeys on foot.

**3.3 Access by Cycle**

3.3.1 The proposed development will include cycle parking in accordance with Barnsley Metropolitan Borough Council guidelines. These spaces will be located in a secure and safe location close to the store entrance point.

3.3.2 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (5 kilometres) although for commuters a trip distance of over 5 miles (8 kilometres) is not uncommon.

3.3.3 **Plan 5** presents the 5 kilometre travel catchment from the site and demonstrates that Barnsley town centre and the residential areas of Worsbrough, Monk Bretton, Ardsley and parts of Wombwell, Darfield and Cudworth are within a reasonable cycle distance from the site.

3.3.4 The site is also located in close proximity to National Cycle Network Route 67, which runs along disused railway lines in the area. Cyclists (and pedestrians) are able to join the route either from Wombwell Lane (approximately 160 to the south of the site) or directly to the north of Stairfoot Roundabout (250m to the north of the site).

3.3.5 Route 67 is part of the Trans Pennine Trail (central section), which runs from Leicestershire to Northallerton in North Yorkshire. As well as being a long-distance recreational route, it also provides local traffic-free routes for cyclists and pedestrians from the site towards Barnsley town centre, and to Wombwell and the Dearne Valley to the south and Cudworth and Royston to the north.

### 3.4 Access by Public Transport

3.4.1 A northwest bound bus stop, including shelters, timetable information and raised kerbs, is located on Bleachcroft Way along the northern boundary of the site. In addition, southeast bound bus stops (one sheltered and one signed) including timetable information are provided along Wombwell Lane. Two of these bus stops are within a 300m walking distance from the store entrance and the third bus stop is within a 400m walking distance and therefore considered accessible based upon the above guidance.

3.4.2 Both stops are located within 400 metres walking distance of the site, and as such the services operated from the stops are considered accessible based upon the guidance provided in the CIHT publication 'Planning for Public Transport in Development'. Safe connections between the site and the bus stops are served by the existing pedestrian infrastructure, including controlled crossing provision on Chesterfield Road.

3.4.3 Bus service numbers, destinations and the frequency of service that is provided from these stops is summarised in **Table 2.1**.

| Service No | Route | Mon – Fri Frequency per hour | | | | Sat | Sun |
|---|---|---|---|---|---|---|---|
| | | AM Peak | Midday | PM Peak | Evening | | |
| **22x** | Barnsley – Stairfoot – Wombwell – Wath Upon Dearne – Manvers – Rawmarsh – Rotherham | 4 | 4 | 4 | 1 | 3 | 1 |
| **222** | Barnsley – Wombwell – West Melton – Wath upon Dearne – Swinton – Mexborough – Conisbrough – Doncaster | 2 | 2 | 1 | 1 | 2 | 1 |
| **226** | Barnsley – Stairfoot – Wombwell – Wath upon Dearne – Bolton upon Dearne – Godthorpe - Thurnscoe | 2 | 2 | 2 | 1 | 2 | 1 |

**Table 2.1: Bus Services Operational Adjacent to the Site**

3.4.1 As illustrated in **Table 2.1**, there are a number of services that operate from stops located in the vicinity of the site along Bleachcroft Way and Wombwell Lane. A total of 8 services per hour are operated during the weekday AM peak hour, with 7 services per hour operating during the PM peak hour. At least 7 services per hour are operated on a Saturday, while at least 3 services per hour are operated on a Sunday.

3.4.2 It is therefore concluded that the site is very well located with respect to accessibility by bus, with the high frequency of service providing an ideal opportunity for both customers and staff to travel to the site by this model of travel.

# 4 TRAFFIC IMPACT ASSESSMENT

## 4.1 Introduction

4.1.1 **Section 4** of this report provides a traffic impact assessment of the development proposals.

4.1.2 As previously highlighted, the previous application granted planning consent in October 2014 for a Sainsbury's foodstore in place of the then current use as a B&Q warehouse. As such, a comparison was made between the existing traffic flows and those associated with a large foodstore. This approach was agreed and accepted by BMBC and AECOM and resulted in the following trip generation scenarios being assessed.

- Predicted flows (using data from TRICS) were the existing building to be re-occupied by a generic DIY store with Garden Centre;
- Predicted flows (using data from TRICS) with the development of the Sainsbury's foodstore.

4.1.3 As this approach has already been deemed appropriate, this methodology has been adopted to determine the trip generation of the proposed Clearance Bargains store;

- Predicted flows (using data from TRICS) were the existing building to be re-occupied by an individual non-food superstore.

4.1.4 The proposed Clearance Bargains store trip generation has then been compared to the existing and consented uses to determine the level of impact for the proposals.

## 4.2 Agreed/Consented Trip Generation

4.2.1 The trip generation associated with both the former B&Q operation and the consented Sainsbury's foodstore, which was provided in the Transport Assessment prepared by Vectos, has been provided in **Table 4.1** overleaf.

4.2.2 This provides a baseline to which the proposed Clearance Bargains store trip generation is compared.

| | | PM Peak (17:00 – 18:00) | | | Sat Peak (11:00 – 12:00) | | |
|---|---|---|---|---|---|---|---|
| | | **Arrive** | **Depart** | **Total** | **Arrive** | **Depart** | **Total** |
| **Generic DIY Vehicle Trips** | | | | | | | |
| **(14,640m²)** | **Trip Rate** | 1.367 | 1.525 | 2.892 | 3.137 | 3.193 | 6.330 |
| | **Total Trips** | **200** | **223** | **423** | **459** | **467** | **927** |
| **Sainsbury's Vehicle Trips** | | | | | | | |
| **(9,789m²)** | **Trip Rate** | 4.517 | 5.071 | 9.588 | 5.252 | 4.896 | 10.148 |
| | **Total Trips** | **442** | **496** | **939** | **514** | **479** | **993** |

**Table 4.1: Former B&Q and Consented Sainsbury's Trip Generation**

4.2.3 It can be seen from the figures presented above, that the foodstore proposals generated more than double the trips of the B&Q operation in the weekday evening peak period, although the increase was much smaller during the Saturday peak.

4.2.4 Consequently, the highway improvement scheme, detailed in **Section 1** in this report, was devised to mitigate this impact.

### 4.3 Clearance Bargain Store

4.3.1 To ensure consistency with the consented trip generation methodology already agreed with BMBC and AECOM, the TRICS database has been interrogated to derive appropriate trip rates for the proposed Clearance Bargains store.

4.3.2 A Clearance Bargains store has very specific trip generation characteristics, with a smaller sales area compared to the warehouse where stock is stored. No stores of this nature are available within TRICS.

4.3.3 Consequently, large scale non-food superstores from TRICS have been used for comparison although it is considered that the use of these rates is overly robust.

4.3.4 Therefore, the TRICS database has been interrogated to determine trip rates for non-food superstores of a representative size and location to the existing site. The resultant TRICS outputs are provided in **Appendix A** and the trip rates and total trips are provided in **Table 4.2** overleaf.

| | | PM Peak (17:00 – 18:00) | | | Sat Peak (11:00 – 12:00) | | |
|---|---|---|---|---|---|---|---|
| | | Arrive | Depart | Total | Arrive | Depart | Total |
| **Non-Food Superstore Comparison Trips** | | | | | | | |
| **(9,995m²)** | **Trip Rate** | 1.241 | 1.422 | 2.663 | 1.961 | 1.476 | 3.437 |
| | **Total Trips** | **124** | **142** | **266** | **196** | **148** | **344** |

**Table 4.2: Trip Generation Comparison**

4.3.5 The figures above demonstrate that a non-food superstore of would generate 266 two-way trips during the weekday PM peak and 344 during the Saturday peak. This is significantly less than the consented Sainsbury's foodstore scheme and also the former B&Q operation.

## 4.4 Trip Generation Net Change

4.4.1 To quantify the difference, a direct comparison has been made between the proposed and consented uses in **Tables 4.3** and **4.4**, respectively.

| | | PM Peak (17:00 – 18:00) | | | Sat Peak (11:00 – 12:00) | | |
|---|---|---|---|---|---|---|---|
| | | Arrive | Depart | Total | Arrive | Depart | Total |
| **Generic DIY Vehicle Trips** | | | | | | | |
| **(14,640m²)** | **Trip Rate** | 1.367 | 1.525 | 2.892 | 3.137 | 3.193 | 6.330 |
| | **Total Trips** | **200** | **223** | **423** | **459** | **467** | **927** |
| **Non-Food Superstore Comparison Trips** | | | | | | | |
| **(9,995m²)** | **Trip Rate** | 1.241 | 1.422 | 2.663 | 1.961 | 1.476 | 3.437 |
| | **Total Trips** | **124** | **142** | **266** | **196** | **148** | **344** |
| **Net Change** | | **- 76** | **- 81** | **- 157** | **- 263** | **- 319** | **- 583** |

**Table 4.3: Proposed & Existing Trip Comparison**

4.4.2 The results above demonstrate that the proposed non-food superstore use would generate *157 fewer* two-way trips in the weekday PM peak and *583 fewer* trips in the Saturday peak that the previous DIY superstore operation.

| | | PM Peak (17:00 – 18:00) | | | Sat Peak (11:00 – 12:00) | | |
|---|---|---|---|---|---|---|---|
| | | **Arrive** | **Depart** | **Total** | **Arrive** | **Depart** | **Total** |
| **Sainsbury's Vehicle Trips** | | | | | | | |
| **(9,789m²)** | **Trip Rate** | 4.517 | 5.071 | 9.588 | 5.252 | 4.896 | 10.148 |
| | **Total Trips** | **442** | **496** | **939** | **514** | **479** | **993** |
| **Non-Food Superstore Comparison Trips** | | | | | | | |
| **(9,995m²)** | **Trip Rate** | 1.241 | 1.422 | 2.663 | 1.961 | 1.476 | 3.437 |
| | **Total Trips** | **124** | **142** | **266** | **196** | **148** | **344** |
| **Net Change** | | **- 318** | **- 354** | **- 673** | **- 318** | **- 331** | **- 649** |

**Table 4.4: Proposed & Consented Trip Comparison**

4.4.3 The trip generation figures above in **Table 4.4** demonstrate that a non-food superstore, such as the proposed Clearance Bargains store, would generate substantially less traffic than the consented Sainsbury's foodstore development.

4.4.4 In this case, *673 fewer* two-way PM peak trips would be generated along with *649 fewer* two-way trips on a Saturday peak.

## 4.5 Trip Generation Conclusions

4.5.1 This assessment has been demonstrated that the proposed store would generate considerably less traffic than both the previous DIY operation and the consented foodstore scheme on site.

4.5.2 As such, there is no requirement for any additional junction modelling assessment or for the highway improvement scheme, approved for the Sainsbury's scheme, to be implemented.

4.5.3 It should be noted, however, as previously highlighted, that it has been agreed with BMBC that a condition would be attached to a consent which required further detailed transport assessment and agreed highway improvements were the foodstore to be implemented in the future, to allow for altered traffic conditions.

# 5 CAR PARKING AND SERVICING

## 5.1 Introduction

5.1.1 **Section 5** of this report considers the impact of the proposed development on car parking and servicing.

## 5.2 Car Parking Provision

5.2.1 As previously highlighted, the car park will provide a total of 539 car parking spaces, which includes 16 spaces for mobility impaired users and 10 parent and child bays.

## 5.3 Car Parking Standards

5.3.1 Car parking standards have been obtained from Barnsley MBC's "Supplementary Planning Guidance - Parking" document.

5.3.2 This document states that the maximum standards for A1 non-food retail over 1,000 sqm are 1 space per 25-60 sqm of floor area for urban areas. Based upon this standard and the proposed store's GFA of 9,995 sqm, the development would be permitted a maximum of 400 car parking spaces.

5.3.3 Whilst this demonstrates an excess of parking is provided, it should be noted that this is an existing development, with the application for an extension of use, and the proposals represent a decrease from the existing provision of 591 spaces.

## 5.4 Servicing

5.4.1 Service vehicles will continue to enter and exit the existing service yard, located to south of the store. No changes with respect to the servicing arrangements are proposed as part of the development proposals.

5.4.2 The consented Sainsbury's foodstore estimated that approximately 9 HGV deliveries per day would be generated by the store, along with an additional 3 smaller deliveries.

5.4.3 Argos have advised that the Clearance Bargain store will attract circa 4 HGV deliveries per day on average. However, during periods of peak demand, in this case when the warehouse stock is replenished, it is estimated that a further 4 HGV deliveries would visit the store per day. However, this level of HGV traffic would only occur for a six-week period, twice a year.

# 6 CONCLUSIONS

## 6.1 Introduction

6.1.1 Vectos have been commissioned by Sainsbury's Supermarkets Ltd to provide transport and highways advice to support a planning application for the flexible use of the former B&Q store, Bleachcroft Way, Stairfoot for non-food retail and/or a foodstore.

6.1.2 The site has extant planning consent for a Sainsbury's foodstore which was granted in October 2014. Whilst this application seeks permission to allow the premises to be used as a Clearance Bargain store by Argos, it also seeks a flexible use permission to allow it to still be used as a food store as consented.

6.1.3 The proposals result in an overall decrease in internal area from 14,640 sqm to 9,995 sqm due to the builder's yard being demolished and the removal of the garden centre area for customer use.

6.1.4 Customer access, HGV/servicing access will remain as existing with a reduction in customer parking from an existing 591 spaces, and 620 spaces for the consented Sainsbury's foodstore, to 539 spaces.

6.1.5 This Transport Statement draws the following conclusions:

- In accordance with planning policy guidance, which promotes sustainable development, the site has been demonstrated to be accessible on foot, by bicycle and by public transport.
- A review of historical collision data has demonstrated that there are no existing accident blackspots in the vicinity of the site access junction or on the immediate highway network. Based upon the findings of the traffic impact assessment it has been concluded that there is no reason to believe highway safety would be worsened as a result of the development proposals.
- A robust traffic impact assessment of the proposed development has been undertaken, which has considered the trip generation of the proposed development in comparison to the former B&Q store and consented Sainsbury's foodstore. The methodology used has previously been agreed with BMBC and AECOM.
- From this assessment it was concluded that the proposed development would result in a reduction in vehicle trips over the former DIY use and therefore the highway improvement works devised to mitigate the impact of the foodstore, are not required to be implemented.

- As part of the request to retain the consent of A1 food retail on site, it has been agreed with BMBC that a condition is attached to planning consent which requires an updated Transport Assessment and highway mitigation works to be provided should a foodstore be implemented on site in the future.

## 6.2 Transport Assessment Conclusions

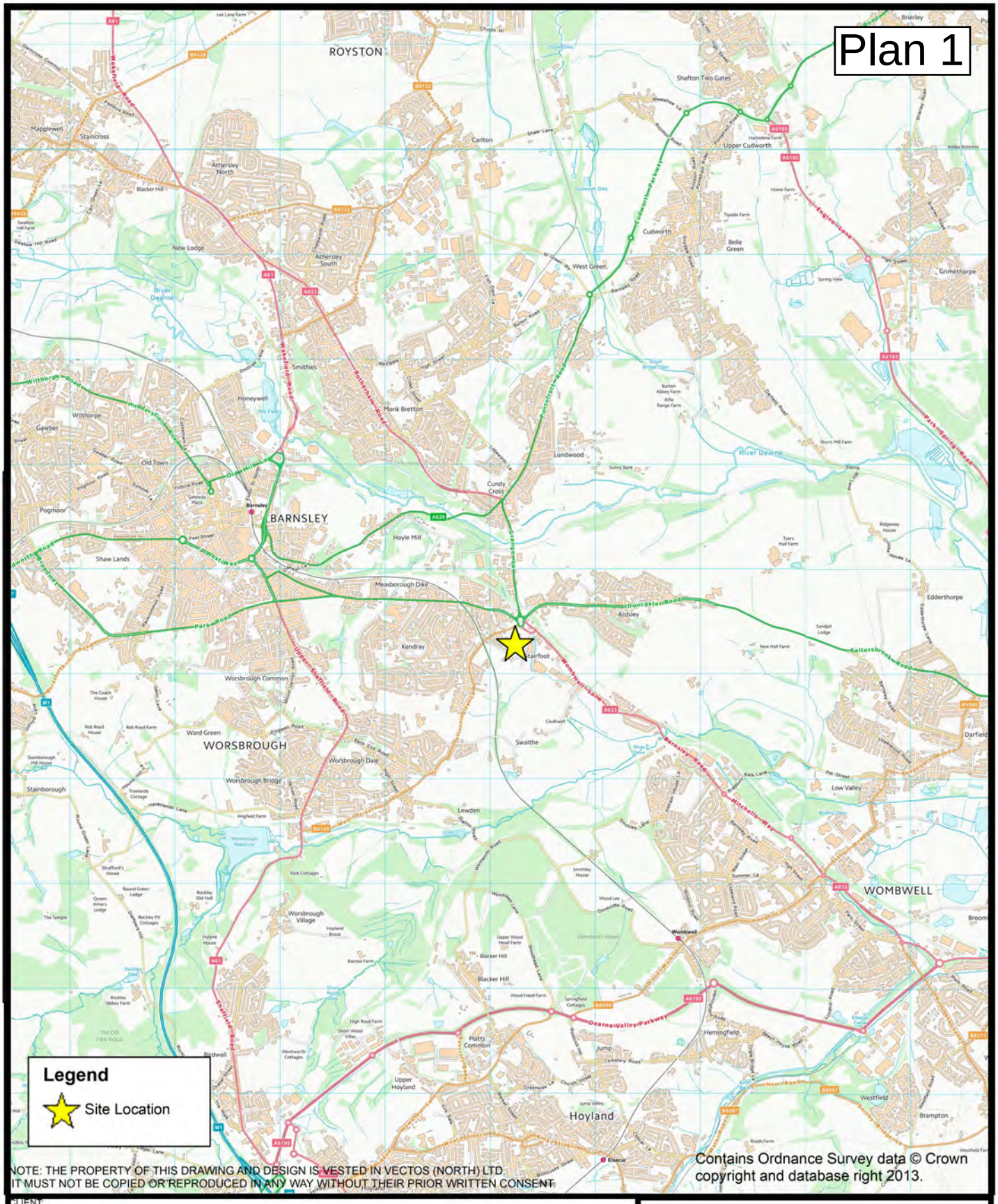
6.2.1 This Transport Assessment has demonstrated that the proposed development is sited in an accessible location, assisting in minimising the need to travel by car in accordance with NPPF guidelines. The report has also described that the development would have no impact upon the safe operation of the surrounding highway network.

6.2.2 The National Planning Policy Framework states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

6.2.3 This report has demonstrated that the development would have no impact upon highway safety and that the residual cumulative impact of the development would not be severe. On this basis there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

# PLANS

Plan 1




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CLIENT:

Sainsbury's Supermarkets Ltd

DRAWING TITLE:

Site Location

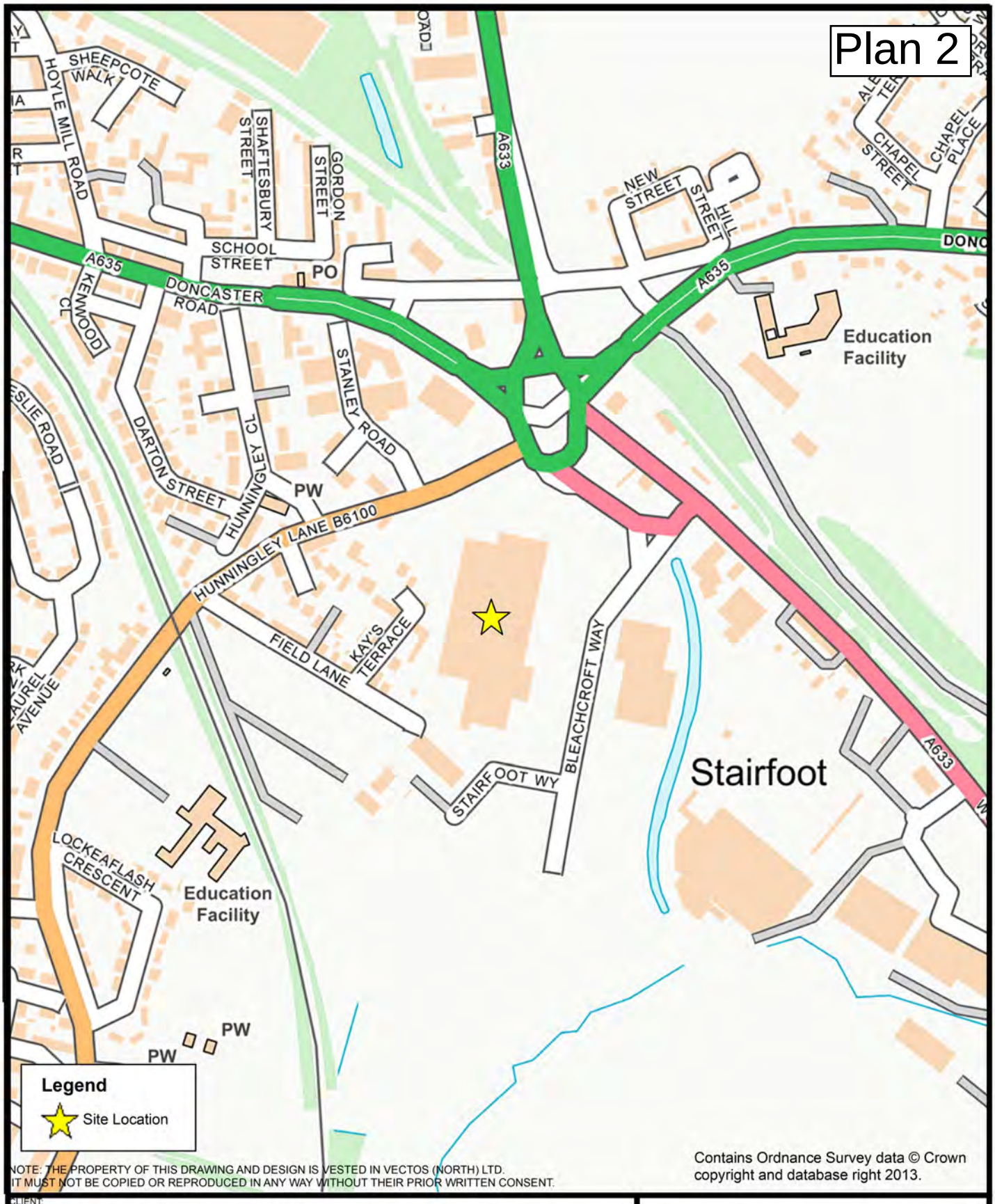
PROJECT TITLE:

Proposed Clearance Bargains Store, Stairfoot, Barnsley

vectos
transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

| DRAWN: | CHECKED: | DATE | SCALE: | DRAWING NO: | REVISION: |
|---|---|---|---|---|---|
| TO | JW | Aug 2019 | 1:50000 at A4 | VN91397-G100 | . |




CLIENT:

Sainsbury's Supermarkets Ltd

DRAWING TITLE:

Site Location

PROJECT TITLE:

Proposed Clearance Bargains Store, Stairfoot, Barnsley

vectos transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

| DRAWN: | CHECKED: | DATE | SCALE: | DRAWING NO: | REVISION: |
|---|---|---|---|---|---|
| TO | JW | Aug 2019 | N.T.S | VN91397-G101 | . |

# Plan 3

NOTE:

N

0 10 20 30 40 50

1:500 m

**THIS DRAWING DERIVED FROM THE FOLLOWING DATA:**

**ORDNANCE SURVEY** Crown Copyright, licence number 100020449.

**GREENHATCH GROUP** drg 191617 Rev 1 - Topographical Survey, dated 17/10/13

**BUILDING AREAS**

| | |
|---|---|
| Building (GIA) | 107,586 sq ft (9,995 sq m) |
| Building (GEA) | 109,545 sq ft (10,177 sq m) |
| Service Yard | 20,000 sq ft (1,858 sq m) |
| Garden Centre | 27,300 sq ft (2,536 sq m) |

**PROPOSED CAR PARK NUMBERS**

| | |
|---|---|
| Standard Spaces | 513 |
| Parent & Child Spaces | 10 |
| Disabled Spaces | 16 |
| TOTAL PARKING SPACES | 539 |

**EXISTING CYCLE SPACES**

| | |
|---|---|
| 6No 'Sheffield' hoops | 12 |

**OPEN TROLLEY SHELTERS**

Refer to plan

REVISION: P01 BY: MJS CHECKED: JSP DATE: 02/08/2019
Initial issue

SUITABILITY

**S4a | FOR PLANNING**

CLIENT

PROJECT

**ARGOS CLEARANCE BARGAINS STAIRFOOT ROUNDABOUT BARNSLEY**

TITLE

**PROPOSED SITE PLAN**

Hadfield Cawkwell Davidson
Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

| HCD PROJECT NO. | SCALE | REV. |
|---|---|---|
| 2019-035 | 1:500 @ A1 | P01 |

| PROJECT NO. | ORIGINATOR | VOLUME | LEVEL | TYPE | ROLE + NUMBER |
|---|---|---|---|---|---|
| | HCD | A0 | 00 | DR | A-PL-003 |

S:\Architecture\2019-035\Drawings\DR - Plotsheets\A-PL_Planning\A-PL-003_Proposed Site Plan\A-PL-003_Proposed Site Plan.dwg © HCD

Plan 4

Legend

Site Location

Walking Catchment

800m Catchment

2km Catchment

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CLIENT:

Sainsbury's Supermarkets Ltd

PROJECT TITLE:

Proposed Clearance Bargains Store, Stairfoot, Barnsley

DRAWING TITLE:

2km Pedestrian Catchment

SCALE:

1:25000 at A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| TO | JW | Aug 2019 |

vectos transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

DRAWING NO: VN91397-G102

REVISION:

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Plan 5

Legend

Site Location

Cycling Catchment

5km Catchment

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CLIENT:

Sainsbury's Supermarkets Ltd

PROJECT TITLE:

Proposed Clearance Bargains Store, Stairfoot, Barnsley

DRAWING TITLE:

5km Cycle Catchment

SCALE:

1:50000 at A3

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| TO | JW | Aug 2019 |

vectos transport planning specialists

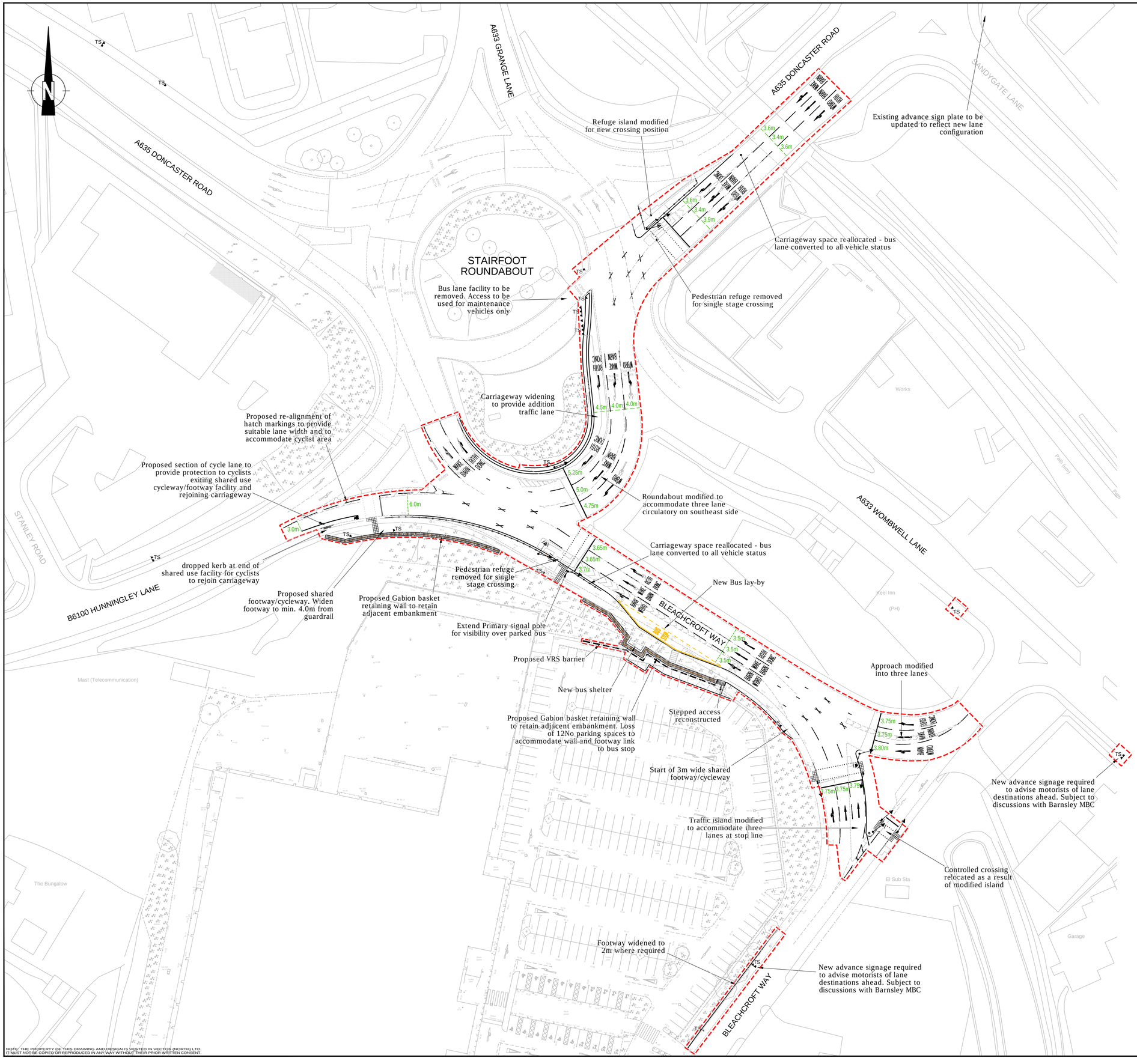
Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 22801008 e:manchester@vectos.co.uk

DRAWING NO: VN91397-G103

REVISION:

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# DRAWINGS




Notes:

1. The Highway Authority is Barnsley Metropolitan Borough Council (BMBC).

## KEY

EXTENT OF PROPOSED HIGHWAY WORKS

*.*m PROPOSED LANE WIDTH

**UNAPPROVED**

AWAITING TECHNICAL APPROVAL

This drawing is subject to change following 'technical approval' process with Barnsley MBC.
No works can commence on the public highway prior to the necessary agreement being signed by Barnsley MBC.

| REV. | DETAILS | DRAWN | CHECKED | DATE |
|---|---|---|---|---|
| - | - | - | - | - |

CLIENT: Sainsbury's Supermarkets Ltd

PROJECT: SSL, Barnsley

DRAWING TITLE: Section 278 Highway Improvement Works to Stairfoot Roundabout

General Arrangement

SCALES: 1:500 at A1

| DRAWN: | CHECKED: | DATE: |
|---|---|---|
| IW | MR | SEPT 2016 |

vectos transport planning specialists
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER: VD14268/D100

REVISION: -

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# APPENDICES

# Appendix A

## Non-Food Superstore TRICS Output

Calculation Reference: AUDIT-715001-190719-0729

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 02 | SOUTH EAST | | |
| | KC | KENT | 2 days |
| 04 | EAST ANGLIA | | |
| | NF | NORFOLK | 1 days |
| | SF | SUFFOLK | 1 days |
| 05 | EAST MIDLANDS | | |
| | LN | LINCOLNSHIRE | 1 days |
| 06 | WEST MIDLANDS | | |
| | HE | HEREFORDSHIRE | 1 days |
| | WM | WEST MIDLANDS | 2 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YORKSHIRE | 1 days |
| | SY | SOUTH YORKSHIRE | 1 days |
| 09 | NORTH | | |
| | CB | CUMBRIA | 1 days |

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 290 to 3835 (units: sqm)
Range Selected by User: 290 to 27843 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 20/10/18

*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 | 1 days |
| Wednesday | 1 days |
| Friday | 7 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 11 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Edge of Town Centre | 3 |
| Suburban Area (PPS6 Out of Centre) | 4 |
| Edge of Town | 4 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Industrial Zone | 1 |
| Commercial Zone | 1 |
| Residential Zone | 1 |
| Retail Zone | 5 |
| Built-Up Zone | 1 |
| No Sub Category | 2 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| A1 | 11 days |

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

*Population within 1 mile:*

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

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

*Population within 5 miles:*

| | |
|---|---|
| 50,001 to 75,000 | 3 days |
| 125,001 to 250,000 | 8 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.5 or Less | 1 days |
| 0.6 to 1.0 | 5 days |
| 1.1 to 1.5 | 5 days |

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

*Petrol filling station:*

| | |
|---|---|
| Included in the survey count | 0 days |
| Excluded from count or no filling station | 11 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:*

| | |
|---|---|
| Not Known | 6 days |
| No | 5 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 11 days |

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

*LIST OF SITES relevant to selection parameters*

1 CB-01-G-02 STAPLES CUMBRIA
JAMES STREET
CARLISLE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
*Survey date: FRIDAY* *05/02/10* *Survey Type: MANUAL*

2 HE-01-G-01 PETS AT HOME HEREFORDSHIRE
COMMERCIAL ROAD
HEREFORD

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 714 sqm
*Survey date: MONDAY* *17/10/11* *Survey Type: MANUAL*

3 KC-01-G-01 PREMUS HOMEMAKER KENT
SEA STREET
HERNE BAY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 1248 sqm
*Survey date: FRIDAY* *21/06/02* *Survey Type: MANUAL*

4 KC-01-G-02 D&A TOYS KENT
BROADOAK ROAD
CANTERBURY

Edge of Town
Commercial Zone
Total Gross floor area: 1500 sqm
*Survey date: FRIDAY* *06/12/02* *Survey Type: MANUAL*

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

6 NF-01-G-01 TOYS R US NORFOLK
WESTWICK STREET
NORWICH

Edge of Town Centre
Retail Zone
Total Gross floor area: 3835 sqm
*Survey date: FRIDAY* *27/09/02* *Survey Type: MANUAL*

7 NY-01-G-03 DUNELM MILL NORTH YORKSHIRE
STIRLING ROAD
YORK
CLIFTON MOOR
Edge of Town
Retail Zone
Total Gross floor area: 3500 sqm
*Survey date: WEDNESDAY* *16/09/09* *Survey Type: MANUAL*

8 SF-01-G-01 NEVADA BOB'S GOLF SUFFOLK
FELIXSTOWE ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 290 sqm
*Survey date: FRIDAY* *17/11/00* *Survey Type: MANUAL*

9 SY-01-G-01 DUNELM MILL SOUTH YORKSHIRE
WOMBWELL LANE
BARNSLEY
BARNSLEY RETAIL PARK
Edge of Town
Retail Zone
Total Gross floor area: 3127 sqm
*Survey date: MONDAY* *21/06/10* *Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

| | | | | |
|---|---|---|---|---|
| 10 | WM-01-G-02 | PC WORLD | | WEST MIDLANDS |
| | STRATFORD ROAD | | | |
| | SOLIHULL | | | |
| | SHIRLEY | | | |
| | Edge of Town | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 2800 sqm | |
| | *Survey date: FRIDAY* | | *14/09/01* | *Survey Type: MANUAL* |
| 11 | WM-01-G-04 | COMET | | WEST MIDLANDS |
| | MARSHALL LAKE ROAD | | | |
| | SOLIHULL | | | |
| | SHIRLEY | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Retail Zone | | | |
| | Total Gross floor area: | | 2100 sqm | |
| | *Survey date: FRIDAY* | | *12/10/01* | *Survey Type: MANUAL* |

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 1607 | 0.093 | 2 | 1607 | 0.000 | 2 | 1607 | 0.093 |
| 08:00 - 09:00 | 9 | 2274 | 0.293 | 9 | 2274 | 0.112 | 9 | 2274 | 0.405 |
| 09:00 - 10:00 | 11 | 2110 | 1.490 | 11 | 2110 | 0.866 | 11 | 2110 | 2.356 |
| 10:00 - 11:00 | 11 | 2110 | 2.102 | 11 | 2110 | 1.723 | 11 | 2110 | 3.825 |
| 11:00 - 12:00 | 11 | 2110 | 2.193 | 11 | 2110 | 2.154 | 11 | 2110 | 4.347 |
| 12:00 - 13:00 | 11 | 2110 | 2.180 | 11 | 2110 | 2.171 | 11 | 2110 | 4.351 |
| 13:00 - 14:00 | 11 | 2110 | 2.369 | 11 | 2110 | 2.374 | 11 | 2110 | 4.743 |
| 14:00 - 15:00 | 11 | 2110 | 2.218 | 11 | 2110 | 2.197 | 11 | 2110 | 4.415 |
| 15:00 - 16:00 | 11 | 2110 | 1.796 | 11 | 2110 | 1.887 | 11 | 2110 | 3.683 |
| 16:00 - 17:00 | 11 | 2110 | 1.460 | 11 | 2110 | 1.542 | 11 | 2110 | 3.002 |
| 17:00 - 18:00 | 11 | 2110 | 1.241 | 11 | 2110 | 1.422 | 11 | 2110 | 2.663 |
| 18:00 - 19:00 | 9 | 2274 | 0.816 | 9 | 2274 | 1.187 | 9 | 2274 | 2.003 |
| 19:00 - 20:00 | 9 | 2274 | 0.474 | 9 | 2274 | 0.806 | 9 | 2274 | 1.280 |
| 20:00 - 21:00 | 7 | 1876 | 0.175 | 7 | 1876 | 0.411 | 7 | 1876 | 0.586 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 18.900 | | | 18.852 | | | 37.752 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 290 - 3835 (units: sqm) |
| Survey date date range: | 01/01/00 - 20/10/18 |
| Number of weekdays (Monday-Friday): | 11 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 1607 | 0.000 | 2 | 1607 | 0.000 | 2 | 1607 | 0.000 |
| 08:00 - 09:00 | 9 | 2274 | 0.010 | 9 | 2274 | 0.000 | 9 | 2274 | 0.010 |
| 09:00 - 10:00 | 11 | 2110 | 0.013 | 11 | 2110 | 0.017 | 11 | 2110 | 0.030 |
| 10:00 - 11:00 | 11 | 2110 | 0.026 | 11 | 2110 | 0.017 | 11 | 2110 | 0.043 |
| 11:00 - 12:00 | 11 | 2110 | 0.004 | 11 | 2110 | 0.004 | 11 | 2110 | 0.008 |
| 12:00 - 13:00 | 11 | 2110 | 0.000 | 11 | 2110 | 0.004 | 11 | 2110 | 0.004 |
| 13:00 - 14:00 | 11 | 2110 | 0.017 | 11 | 2110 | 0.013 | 11 | 2110 | 0.030 |
| 14:00 - 15:00 | 11 | 2110 | 0.013 | 11 | 2110 | 0.013 | 11 | 2110 | 0.026 |
| 15:00 - 16:00 | 11 | 2110 | 0.009 | 11 | 2110 | 0.013 | 11 | 2110 | 0.022 |
| 16:00 - 17:00 | 11 | 2110 | 0.004 | 11 | 2110 | 0.009 | 11 | 2110 | 0.013 |
| 17:00 - 18:00 | 11 | 2110 | 0.000 | 11 | 2110 | 0.004 | 11 | 2110 | 0.004 |
| 18:00 - 19:00 | 9 | 2274 | 0.000 | 9 | 2274 | 0.000 | 9 | 2274 | 0.000 |
| 19:00 - 20:00 | 9 | 2274 | 0.000 | 9 | 2274 | 0.000 | 9 | 2274 | 0.000 |
| 20:00 - 21:00 | 7 | 1876 | 0.000 | 7 | 1876 | 0.000 | 7 | 1876 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.096 | | | 0.094 | | | 0.190 |

*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.*

Calculation Reference: AUDIT-715001-190719-0728

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 01 | GREATER LONDON | | |
| | BT | BRENT | 1 days |
| 02 | SOUTH EAST | | |
| | EX | ESSEX | 1 days |
| | KC | KENT | 4 days |
| 04 | EAST ANGLIA | | |
| | NF | NORFOLK | 1 days |
| 06 | WEST MIDLANDS | | |
| | WM | WEST MIDLANDS | 2 days |
| | WO | WORCESTERSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YORKSHIRE | 2 days |
| | WY | WEST YORKSHIRE | 1 days |
| 09 | NORTH | | |
| | CB | CUMBRIA | 1 days |
| 10 | WALES | | |
| | DB | DENBIGHSHIRE | 1 days |
| 13 | MUNSTER | | |
| | CR | CORK | 1 days |
| 14 | LEINSTER | | |
| | KK | KILKENNY | 1 days |

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 300 to 27843 (units: sqm)
Range Selected by User: 290 to 27843 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 20/10/18

*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 | 12 days |
| Sunday | 5 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 17 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Edge of Town Centre | 5 |
| Suburban Area (PPS6 Out of Centre) | 4 |
| Edge of Town | 8 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Industrial Zone | 1 |
| Commercial Zone | 4 |
| Residential Zone | 3 |
| Retail Zone | 5 |
| Built-Up Zone | 2 |
| No Sub Category | 2 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| A1 | 17 days |

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

*Population within 1 mile:*

| | |
|---|---|
| 5,001 to 10,000 | 2 days |
| 10,001 to 15,000 | 6 days |
| 15,001 to 20,000 | 7 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 1 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 50,001 to 75,000 | 4 days |
| 75,001 to 100,000 | 3 days |
| 100,001 to 125,000 | 2 days |
| 125,001 to 250,000 | 6 days |
| 250,001 to 500,000 | 2 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 6 days |
| 1.1 to 1.5 | 11 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 | 17 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:*

| | |
|---|---|
| Not Known | 7 days |
| No | 10 days |

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

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 16 days |
| 2 Poor | 1 days |

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

*LIST OF SITES relevant to selection parameters*

1 BT-01-G-02 IKEA BRENT
2 DRURY WAY
WEMBLEY
NORTH CIRCULAR ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 27843 sqm
*Survey date: SATURDAY 19/05/12 Survey Type: MANUAL*

2 CB-01-G-01 CARPHONE WAREHSE CUMBRIA
KINGSTOWN ROAD
CARLISLE
KINGSTOWN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 300 sqm
*Survey date: SATURDAY 07/09/02 Survey Type: MANUAL*

3 CR-01-G-01 PET STORE CORK
SWEENYS HILL
CORK
TURNERS CROSS
Edge of Town
Industrial Zone
Total Gross floor area: 3500 sqm
*Survey date: SATURDAY 27/06/09 Survey Type: MANUAL*

4 DB-01-G-01 BRANTANO DENBIGHSHIRE
GREENFIELD PLACE
RHYL

Edge of Town Centre
Commercial Zone
Total Gross floor area: 800 sqm
*Survey date: SATURDAY 22/10/11 Survey Type: MANUAL*

5 EX-01-G-01 MFI ESSEX
LONDON ROAD
COLCHESTER
LEXDEN
Edge of Town
No Sub Category
Total Gross floor area: 1000 sqm
*Survey date: SATURDAY 19/07/08 Survey Type: MANUAL*

6 KC-01-G-01 PREMUS HOMEMAKER KENT
SEA STREET
HERNE BAY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 1248 sqm
*Survey date: SUNDAY 23/06/02 Survey Type: MANUAL*

7 KC-01-G-02 D&A TOYS KENT
BROADOAK ROAD
CANTERBURY

Edge of Town
Commercial Zone
Total Gross floor area: 1500 sqm
*Survey date: SUNDAY 08/12/02 Survey Type: MANUAL*

8 KC-01-G-03 TOY SUPERSTORE KENT
BROADOAK ROAD
CANTERBURY

Edge of Town
Commercial Zone
Total Gross floor area: 1500 sqm
*Survey date: SATURDAY 07/12/02 Survey Type: MANUAL*

9 KC-01-G-04 MAJESTIC WINE KENT
LONDON ROAD
MAIDSTONE
ROCKY HILL
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 470 sqm
*Survey date: SATURDAY 12/05/18 Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

10 KK-01-G-01 CARPET RIGHT KILKENNY
OUTRATH ROAD
KILKENNY

Edge of Town
Retail Zone
Total Gross floor area: 850 sqm
*Survey date: SATURDAY* *29/11/08* *Survey Type: MANUAL*

11 NF-01-G-01 TOYS R US NORFOLK
WESTWICK STREET
NORWICH

Edge of Town Centre
Retail Zone
Total Gross floor area: 3835 sqm
*Survey date: SUNDAY* *29/09/02* *Survey Type: MANUAL*

12 NY-01-G-01 ALLIED CARPETS NORTH YORKSHIRE
LAYERTHORPE ROAD
YORK
LAYERTHORPE
Edge of Town Centre
Commercial Zone
Total Gross floor area: 2300 sqm
*Survey date: SATURDAY* *21/05/05* *Survey Type: MANUAL*

13 NY-01-G-02 CURRY'S NORTH YORKSHIRE
HURRICANE WAY
YORK
CLIFTON MOOR
Edge of Town
Retail Zone
Total Gross floor area: 3030 sqm
*Survey date: SATURDAY* *19/09/09* *Survey Type: MANUAL*

14 WM-01-G-02 PC WORLD WEST MIDLANDS
STRATFORD ROAD
SOLIHULL
SHIRLEY
Edge of Town
Residential Zone
Total Gross floor area: 2800 sqm
*Survey date: SUNDAY* *16/09/01* *Survey Type: MANUAL*

15 WM-01-G-04 COMET WEST MIDLANDS
MARSHALL LAKE ROAD
SOLIHULL
SHIRLEY
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 2100 sqm
*Survey date: SUNDAY* *14/10/01* *Survey Type: MANUAL*

16 WO-01-G-01 PC WORLD WORCESTERSHIRE
TYBRIDGE STREET
WORCESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2000 sqm
*Survey date: SATURDAY* *20/06/09* *Survey Type: MANUAL*

17 WY-01-G-01 CURRYS PC WORLD WEST YORKSHIRE
HOLDEN ING WAY
BATLEY
BIRSTALL
Edge of Town
Retail Zone
Total Gross floor area: 4755 sqm
*Survey date: SATURDAY* *20/10/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 1383 | 0.000 | 3 | 1383 | 0.000 | 3 | 1383 | 0.000 |
| 08:00 - 09:00 | 9 | 2078 | 0.305 | 9 | 2078 | 0.123 | 9 | 2078 | 0.428 |
| 09:00 - 10:00 | 12 | 4029 | 0.583 | 12 | 4029 | 0.285 | 12 | 4029 | 0.868 |
| 10:00 - 11:00 | 17 | 3519 | 1.212 | 17 | 3519 | 0.667 | 17 | 3519 | 1.879 |
| 11:00 - 12:00 | 17 | 3519 | 1.961 | 17 | 3519 | 1.476 | 17 | 3519 | 3.437 |
| 12:00 - 13:00 | 17 | 3519 | 1.935 | 17 | 3519 | 1.725 | 17 | 3519 | 3.660 |
| 13:00 - 14:00 | 17 | 3519 | 2.049 | 17 | 3519 | 1.937 | 17 | 3519 | 3.986 |
| 14:00 - 15:00 | 17 | 3519 | 2.098 | 17 | 3519 | 2.084 | 17 | 3519 | 4.182 |
| 15:00 - 16:00 | 17 | 3519 | 1.693 | 17 | 3519 | 1.929 | 17 | 3519 | 3.622 |
| 16:00 - 17:00 | 16 | 3661 | 1.229 | 16 | 3661 | 1.553 | 16 | 3661 | 2.782 |
| 17:00 - 18:00 | 15 | 3806 | 0.561 | 15 | 3806 | 1.039 | 15 | 3806 | 1.600 |
| 18:00 - 19:00 | 10 | 4655 | 0.230 | 10 | 4655 | 0.507 | 10 | 4655 | 0.737 |
| 19:00 - 20:00 | 8 | 4937 | 0.175 | 8 | 4937 | 0.456 | 8 | 4937 | 0.631 |
| 20:00 - 21:00 | 6 | 5921 | 0.110 | 6 | 5921 | 0.425 | 6 | 5921 | 0.535 |
| 21:00 - 22:00 | 2 | 14422 | 0.062 | 2 | 14422 | 0.215 | 2 | 14422 | 0.277 |
| 22:00 - 23:00 | 1 | 27843 | 0.000 | 1 | 27843 | 0.068 | 1 | 27843 | 0.068 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 14.203 | | | 14.489 | | | 28.692 |

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

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

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Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 300 - 27843 (units: sqm) |
| Survey date date range: | 01/01/00 - 20/10/18 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 16 |
| Number of Sundays: | 5 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 1383 | 0.000 | 3 | 1383 | 0.000 | 3 | 1383 | 0.000 |
| 08:00 - 09:00 | 9 | 2078 | 0.000 | 9 | 2078 | 0.000 | 9 | 2078 | 0.000 |
| 09:00 - 10:00 | 12 | 4029 | 0.004 | 12 | 4029 | 0.004 | 12 | 4029 | 0.008 |
| 10:00 - 11:00 | 17 | 3519 | 0.003 | 17 | 3519 | 0.000 | 17 | 3519 | 0.003 |
| 11:00 - 12:00 | 17 | 3519 | 0.005 | 17 | 3519 | 0.003 | 17 | 3519 | 0.008 |
| 12:00 - 13:00 | 17 | 3519 | 0.002 | 17 | 3519 | 0.005 | 17 | 3519 | 0.007 |
| 13:00 - 14:00 | 17 | 3519 | 0.000 | 17 | 3519 | 0.002 | 17 | 3519 | 0.002 |
| 14:00 - 15:00 | 17 | 3519 | 0.002 | 17 | 3519 | 0.000 | 17 | 3519 | 0.002 |
| 15:00 - 16:00 | 17 | 3519 | 0.000 | 17 | 3519 | 0.002 | 17 | 3519 | 0.002 |
| 16:00 - 17:00 | 16 | 3661 | 0.000 | 16 | 3661 | 0.002 | 16 | 3661 | 0.002 |
| 17:00 - 18:00 | 15 | 3806 | 0.000 | 15 | 3806 | 0.000 | 15 | 3806 | 0.000 |
| 18:00 - 19:00 | 10 | 4655 | 0.002 | 10 | 4655 | 0.000 | 10 | 4655 | 0.002 |
| 19:00 - 20:00 | 8 | 4937 | 0.005 | 8 | 4937 | 0.005 | 8 | 4937 | 0.010 |
| 20:00 - 21:00 | 6 | 5921 | 0.003 | 6 | 5921 | 0.006 | 6 | 5921 | 0.009 |
| 21:00 - 22:00 | 2 | 14422 | 0.000 | 2 | 14422 | 0.000 | 2 | 14422 | 0.000 |
| 22:00 - 23:00 | 1 | 27843 | 0.000 | 1 | 27843 | 0.000 | 1 | 27843 | 0.000 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.026 | | | 0.029 | | | 0.055 |

*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.*