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**PROPOSED EXTENSION TO
NETTO FOODSTORE
HIGH STREET, GOLDTHORPE
TRANSPORT STATEMENT**

Ref: 5823/DMu/001/02

August 2010

Checked and approved by *K. Smith*

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1. INTRODUCTION

1.1 Sanderson Associates (Consulting Engineers) Limited has been appointed by Netto Foodstores Limited to produce a Transport Statement in support of an extension to an existing Netto Foodstore on High Street, Goldthorpe. The site and surrounding area are shown on the plan attached at **Figure 1**.

1.2 This report will consider in detail:

- i) The local highway network.
- ii) Personal injury accident statistics.
- iii) The accessibility of the site in relation to sustainable transport.
- iv) Comparison of traffic movements from the existing and proposed development.

1.3 The views of the Local Highway Authority are sought on the contents and conclusions of this report.

2. EXISTING SITUATION

2.1 The Site and its Surroundings

- 2.1.1 The application site is located approximately 2.1km north of Bolton – upon – Dearne and 5.9km north of Mexborough. The site lies approximately 110m south of the Barnsley Road/Doncaster Road/High Street T-Junction. Vehicular access to the site is currently gained from High Street.
- 2.1.2 The majority of the wider surrounding area comprises long established residential areas with a variety of local facilities such as local shops, community facilities and schools. The site sits partly within the defined Goldthorpe town centre which incorporates several retail and commercial premises.
- 2.1.3 Goldthorpe Market is situated some 150 metres east of the site which operates on Monday, Tuesday and Saturday. An adopted footpath provides a link from High Street to the market area and beyond.

2.2 Highway Network

- 2.2.1 High Street runs parallel to the site frontage on the west of the site and provides access towards Goldthorpe to the south. A bus stop is provided directly outside the site and is mentioned in detail in Chapter 4.
- 2.2.2 The junction of Barnsley Road/Doncaster Road/High Street is signal controlled. At this junction lies Dearne-Goldthorpe Primary School. The school is immediately to the north and is separated from the site by an adopted footpath which links to Market Street to the east of the site and a number of residential properties.

- 2.2.3 The highways immediately adjacent to the site are lit to the appropriate standard and are subject to a 30mph speed limit. Along the site frontage High Street has a fairly constant carriageway width of approximately 7.5 metres. Variable width footways of between 2 metres and 5 metres are available on either side.

2.3 Personal Injury Accident Data

- 2.3.1 A request was submitted to Barnsley Metropolitan Borough Council on 26 July 2010 to supply information on all recorded personal injury accidents that have occurred in the last five years in the vicinity of the site.
- 2.3.2. The search area included High Street from its junction with Barnsley Road/Doncaster Road to the south of its junction with Lesley Road and Barnsley Road/Doncaster Road between Gosling Gate Road to the west and Market Street to the east.
- 2.3.3 The area of interest was selected to provide a comprehensive picture of recorded injury accidents in the locality. The data sheets and accident location plan are included at **Appendix A**
- 2.3.4 A total of 4 accidents occurred between 01st April 2005 and 31st March 2010. All of these accidents were classed as 'slight' in severity. In order to achieve clarity within the analysis, the accidents within the closest proximity to the site have been analysed in an attempt to highlight any accident problems that may be apparent within the search area.

- 2.3.5 Accident B-01351-05 occurred on Friday 30th September 2005 at 1000 in fine weather on a dry road. The accident was classed as slight in severity and occurred on High Street at the junction with Jackson Street. The accident involved vehicle 1 travelling south towards Bolton – on – Dearne when vehicle 2 emerged from Jackson Street into the path of vehicle 1. From the details provided it has been identified that the contributory factors were failure to give way by the driver of vehicle 2.
- 2.3.6 Accident B-00680-06 occurred on Thursday 18th May 2006 at 1605 in weather on a dry road. The accident was classed as slight in severity and occurred on High Street 100m from the junction with Doncaster Road. The accident involved a group of young men pushing each other off the kerb. One of the men was pushed/pulled/ran into the carriageway and collided with vehicle 1. From the details provided it has been identified that the contributory factors were failure to look properly, impairment by alcohol and careless, reckless or a in a hurry on the part of the pedestrian.
- 2.3.7 Accident B-01049-06 occurred on Tuesday 15th August 2006 at 1705 in fine weather on a dry road surface. The accident was classed as slight in severity and occurred at the junction of High Street and Frederick Street. The accident involved vehicle 1 travelling on Frederick Street towards High Street and stopping at the junction. Vehicle 2 pulled into Frederick Street from High Street and collided with vehicle 1. From the details provided it has been identified that the contributory factors were failure to look properly by the driver of vehicle 2.

- 2.3.8 Accident B-01616-06 occurred on Tuesday 28th November 2006 at 1145 in fine weather on a dry road. The accident was classed as slight in severity and occurred on High Street at the approach to the signal controlled junction with Barnsley Road. The accident involved vehicle 1 waiting at the traffic lights when vehicle 2 collided with the rear of vehicle 1. From the details provided it has been identified that the contributory factors were loss of control, careless, reckless or a in a hurry and failure to judge vehicle's path or speed by the driver of vehicle 2.
- 2.3.9 It is considered that the modest traffic movements predicted to be generated by the proposed extension is unlikely to have a material impact upon the use and operation of the highway network which would result in an increase in personal injury accidents.

3. PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The development proposals consist of the erection of an extension to the existing Netto Foodstore with a Gross Floor Area (GFA) of 573 m². The proposed extension is to the east of the building with a new service yard to be situated south of the extension. The proposed site layout is as detailed on **Drawing No. 6969- 04 Rev D** prepared by WPL Design and Management, which is attached at the rear of this report.

3.1.2 It is anticipated that the current staffing level will be maintained.

3.2 Access

3.2.1 There are no proposed alterations to vehicular or pedestrian access to the site.

3.3 Parking

3.3.1 The number of parking spaces is set to increase from 49 spaces to 64 of which 5 are disabled and 6 are parent and child. The proposed extension represents an increase in gross floor area of 573m² and forms part of the refurbishment programme that Netto Foodstores are currently implementing providing existing stores with improved customer facilities such as wider aisles, customer reception areas and more convenient, user-friendly check-out arrangements.

3.3.2 The increase in floor area does not, therefore, necessarily represent a pro-rata increase in available goods for sale space or customer patronage and on this basis the existing car parking provision is considered to be satisfactory.

- 3.3.3 However, for the sake of completeness an assessment has been undertaken to view the available car parking against National and Local guidelines. Barnsley Council's car parking standards for new developments are contained within *Supplementary Planning Document 32*. Car parking guidelines are categorised into planning use classes and expressed in terms of the number of spaces required per m² of GFA. However, there is no guidance within the document relating to Food Retail developments. It is, therefore considered appropriate to use the value contained within Annex D of PPG 13 which is 1 space per 14 m².
- 3.3.4 Using this guidance it has been established that the maximum level of parking for the existing store with a GFA of 912 m² would be 65spaces. The proposed extension would allow a further 41 spaces. It is, therefore, concluded that the parking proposed at the site, 64 spaces, complies with the general principles of the Council's SPD and PPG 13 in that it does not seek to provide more parking than is necessary.
- 3.3.5 It is proposed to provide 5 disabled bays which is equivalent to almost 8%. The Council's SPD 32 requires a minimum of 4% of bays be set aside for disabled drivers. The 5 spaces exceeds this level. A further 6 spaces are to be dedicated as parent and child bays.
- 3.3.6 The Council's guidance does not provide advice on cycle parking standards for food retail development. The level set in relation to non-food retails and offices is considered to be robust which requires 1 space per 400 m². This equates to 4 spaces.

3.3.7 It is proposed to provide 5 Sheffield Stand style cycle hoops on the eastern boundary of the customer car park.

3.4 Servicing

3.4.1 The proposed extension to the store also incorporates a dedicated service yard to the east of the site, south of the proposed store extension. This service yard will allow articulated vehicles to turn within it so that they do not have to manoeuvre within the car park as currently occurs.

3.4.2 A full detailed swept path analysis has been undertaken to ensure that the standard 16.5 metre long Netto articulated vehicle can manoeuvre within the area and **Drawing No. 5823/001** shows the results of this analysis.

3.4.3 The provision of a dedicated service yard to the store is viewed as a major improvement over the existing situation. On-site safety of customers is significantly improved and the potential for HGV access to the site being obstructed is minimised.

3.4.4 Access to the existing electricity sub-station within the site is protected and a compound is to be formed around the installation which will accommodate a servicing vehicle clear of the car park. Gates to the compound are to be closed after the servicing vehicle has entered to maintain aisle widths within the car park.

4. SUSTAINABLE TRANSPORT

4.1 Walking

4.1.1 The Institution of Highways and Transportation publication 'Providing for Journeys on Foot' contains a range of desirable, acceptable and preferred maximum walking distances for a variety of types of journeys.

4.1.2 For commuting journeys the range walking distances is from 500 – 2000m. There are existing bus stops within the immediate vicinity of the site and are therefore easily accessible for customers travelling by bus. A signalised pedestrian crossing is provided approximately 136m north of the site entrance to provide safe access for customers across Doncaster Road. Adequate footways are provided on all surrounding roads, maintained to the Local Authorities standards. **Figure 2** shows the 2 kilometre walking distance from the site.

4.1.3 There is a small range of local facilities available within easy walking range of the listed below:

	Distance	Time
Vet	66m	1 minute
Travel Agent	70m	1 minute
Florist	77m	1 minute
Bank	80m	1 minute
Hairdresser	91m	1 minute
Accountant	100m	1 minute
Primary School	101m	1 minute
Public House	160m	2 minutes
Newsagent	192m	3 minutes
Pharmacy	203m	3 minutes
Off Licence	205m	3 minutes
Takeaway	209m	3 minutes

4.1.5 In terms of pedestrian access to the proposed Netto Foodstore there are large areas of well established residential neighbourhoods within easy walking distance of the site. It is, therefore, likely that the customer base of the premises will be drawn from these areas thereby limiting the number of car journeys to the site.

4.1.6 The presence of the adopted footpath between High Street and Market Street will allow linked trips to be made on market days between the two sites.

4.2 Cycling

4.2.1 As detailed within Planning Policy Guidance PPG 13 cycling has the potential to substitute short trips, particularly those under 5km. The application site is located 12 km from Barnsley town centre where an extensive range of employment, retail and leisure opportunities exist with excellent public transport links to the wider network. The plan attached at **Figure 3** shows the 5 km cycling distance from the site.

4.2.2 A list of nearby destinations within 5km, along with the corresponding cycle time based on 12 km per hour is summarised below:

	<i>Distance</i>	<i>Time</i>
Bolton – under – Dearne	2km	10 minutes
Thurnscoe	2.4km	12 minutes
Barnburgh	2.7km	13 ½ minutes
Hickleton	3.2km	16 minutes
Harlington	3.7km	18 ½ minutes
Manvers	4.8km	24 minutes
Darfield	5km	25 minutes

4.3 Bus Services

- 4.3.1 The nearest bus stops to the development site are located on High Street north and south of the site. Further bus stops can be found within a 220m radius of the site. Details of the stops and the facilities are provided below and **Figure 4** shows their location:-

High Street

Bus stop location: High Street/Jackson Street

Distance to bus stop: 24m

Direction of travel: Southbound

Buses towards: Barnsley, Doncaster, Rotherham

Bus stop facilities: Shelter, seating, timetable, layby

Available services: 203, 218, 224, 226

Bus stop location: High Street/Barnburgh Lane

Distance to bus stop: 156m

Direction of travel: Southbound

Buses towards: Barnsley, Doncaster, Rotherham

Bus stop facilities: Shelter, seating, timetable, layby, road marking

Available services: 203, 218, 224, 226

Bus stop location: High Street/Hall Street

Distance to bus stop: 285m

Direction of travel: Eastbound

Buses towards: Barnsley, Thurnscoe, Doncaster, Carcroft

Bus stop facilities: Timetable

Available services: 203, 206, 218, 226, 647

Barnsley Road

Bus stop location: Barnsley Road/Leadley Street

Distance to bus stop: 239m

Direction of travel: Westbound

Buses towards: Thurnscoe, Barnsley, Doncaster, Mexborough

Bus stop facilities: Shelter, seating, timetable

Available services: 203, 218, 219, 224, 226, X19

- 4.3.2 Details of the bus services along each of the serviced roads are provided below and details of each timetable and real time departures can be downloaded from www.travelsouthyorkshire.com

203 – Old Denaby - Doncaster

Monday to Saturday Daytime	120 minutes (limited service)
Evening and Sundays	No evening or Sunday service
Operator	Wilfreda Beehive

206 – Carcroft – Dearne Valley College

Monday to Saturday Daytime	4 buses a day (no Sat service)
Evenings and Sundays	No evening or Sunday service
Operator	Wilfreda Beehive

218 - Rotherham - Barnsley

Monday to Saturday Daytime	30 minutes
Evenings and Sundays	No eve or Sunday service
Operator	Stagecoach Yorkshire

219 – Doncaster Interchange - Barnsley

Monday to Saturday Daytime	30 minutes
Evenings and Sundays	60 minutes
Operator	Stagecoach Yorkshire

224 - Mexborough - Doncaster

Monday to Saturday Daytime	30 minutes
Evenings and Sundays	60 minutes
Operator	Stagecoach Yorkshire

226 – Thurnscoe - Barnsley

Monday to Saturdays Daytime	30 minutes
Evenings and Sundays	30 – 60 minutes
Operator	Stagecoach Yorkshire

647 – Thurnscoe – Wath Comprehensive School

Monday to Saturday Daytime	School service (Mon – Fri)
Evenings and Sundays	No service
Operator	Ladyline Coaches

X19 – Robin Hood Airport - Barnsley

Monday to Saturday Daytime	60 minutes
Evenings and Sundays	60 minutes (no Sun service)
Operator	Stagecoach Yorkshire

- 4.3.3 The IHT publication 'Guidelines for Planning for Public Transport in Developments' suggests that bus stops should be located within 400m of a site. The bus stops closest to the site are well within this distance and provide a very reasonable number of services throughout the daytime, evening and Sundays.

- 4.3.4 It is considered that the site is in an excellent location able to take full advantage of frequent services running to nearby residential areas which will serve the development.

4.4 Train Services

- 4.4.1 Goldthorpe Railway Station is located approximately 700m away which is within the acceptable walking distance for commuting within the IHT publication 'Providing for Journeys on Foot'

- 4.4.2 Goldthorpe Railway station has 2 platforms which provide access to Leeds and Sheffield on the Wakefield Line.

A summary of the available services is listed below:

Destination: Leeds

Operator: Northern Rail

Sheffield – Goldthorpe – Wakefield - Leeds

Monday to Saturday daytime	60 minutes
Late evening	60 minutes
Sunday	120 minutes
Journey time	43 minutes

Destination: Sheffield

Operator: Northern Rail

Leeds – Wakefield – Goldthorpe - Sheffield

Monday to Saturday daytime	60 minutes
Late evening	60 minutes
Sunday	120 minutes
Journey time	35 minutes

- 4.4.3 Goldthorpe Railway Station has the benefit of a 24 hour car park with a capacity of 10 spaces, 2 of which are disabled only.

4.5 Summary

- 4.5.1 The application site is currently well served by public transport and there is excellent provision for pedestrians. The proximity of bus services, local amenities and direct pedestrian links will increase the likelihood of customers visiting the Netto Foodstore by sustainable modes of travel.

5. MULTI MODAL ASSESSMENT

5.1 In order to give an indication of the predicted modal split the TRICS 2010 (b) database has been utilised to predict the likely total person trips generated by the proposed extension with a GFA of 573 m².

5.2 The TRICS Category 01 – Retail – C – Discount Food Stores has been used to predict the generation by the proposed extension to the Netto Foodstore.

5.3 The full TRICS data is contained within **Appendices B and C** at the rear of this report with the total person trip rates shown in the table below:-

Retail Discount Foodstores	Arrivals (per 100m ²)	Departures (per 100m ²)	2-way (per 100m ²)
Weekday AM Peak 08:00-09:00	1.337	0.791	2.128
Weekday PM Peak 17:00-18:00	6.120	7.005	13.125
Saturday Peak 15:00-16:00	13.028	14.553	27.581

Table 5.3 – Total Person Trips Rates

5.4 The above rates have been used to predict the total number of additional "trips" which could potentially be generated to and from the site by the proposed extension. The table below provides the predicted trips for the proposed store extension.

Proposed Extension 573m ²	Arrivals	Departures	2-way
Weekday AM Peak	8	4	12
Weekday PM Peak	35	40	75
Saturday Peak	75	83	158

Table 5.4 Total Person Trips – Proposed Store

- 5.5 The following tables summarise the modal split of the total person trips predicted in connection with the proposed store:

Weekday AM Peak Hour Modal Split	2-Way Trip Rate	% Split	No of Trips
Pedestrians	0.442	20.8	2
Cyclist	0.029	1.4	1*
Public Transport Users	0.226	10.6	1
Total Vehicle Occupants	1.431	67.2	8
Total	2.128	100	12

Table 5.5 (a) Proposed Number of Two-Way Trips Weekday AM * Minimum Value 1

Weekday PM Peak Hour Modal Split	2-Way Trip Rate	% Split	No of Trips
Pedestrians	2.806	21.4	16
Cyclist	0.151	1.2	1*
Public Transport Users	0.150	1.2	1*
Total Vehicle Occupants	10.018	76.2	57
Total	13.125	100	75

Table 5.5 (b) Proposed Number of Two-Way Trips Weekday PM* Minimum Value 1

Saturday Peak Modal Split	2-Way Trip Rate	% Split	No of Trips
Pedestrians	5.009	18.2	29
Cyclist	0.254	0.9	1
Public Transport Users	0.146	0.5	1*
Total Vehicle Occupants	22.174	80.4	127
Total	27.583	100	158

Table 5.5 (c) Proposed Number of Two-Way Trips Saturday Peak* Minimum Value 1

- 5.6 It is considered that the modal split predicted in the tables above can be satisfactorily accommodated within the existing infrastructure. The existing pedestrian and public transport facilities are more than adequate to support the stores target areas.

6. TRAFFIC IMPACT ASSESSMENT

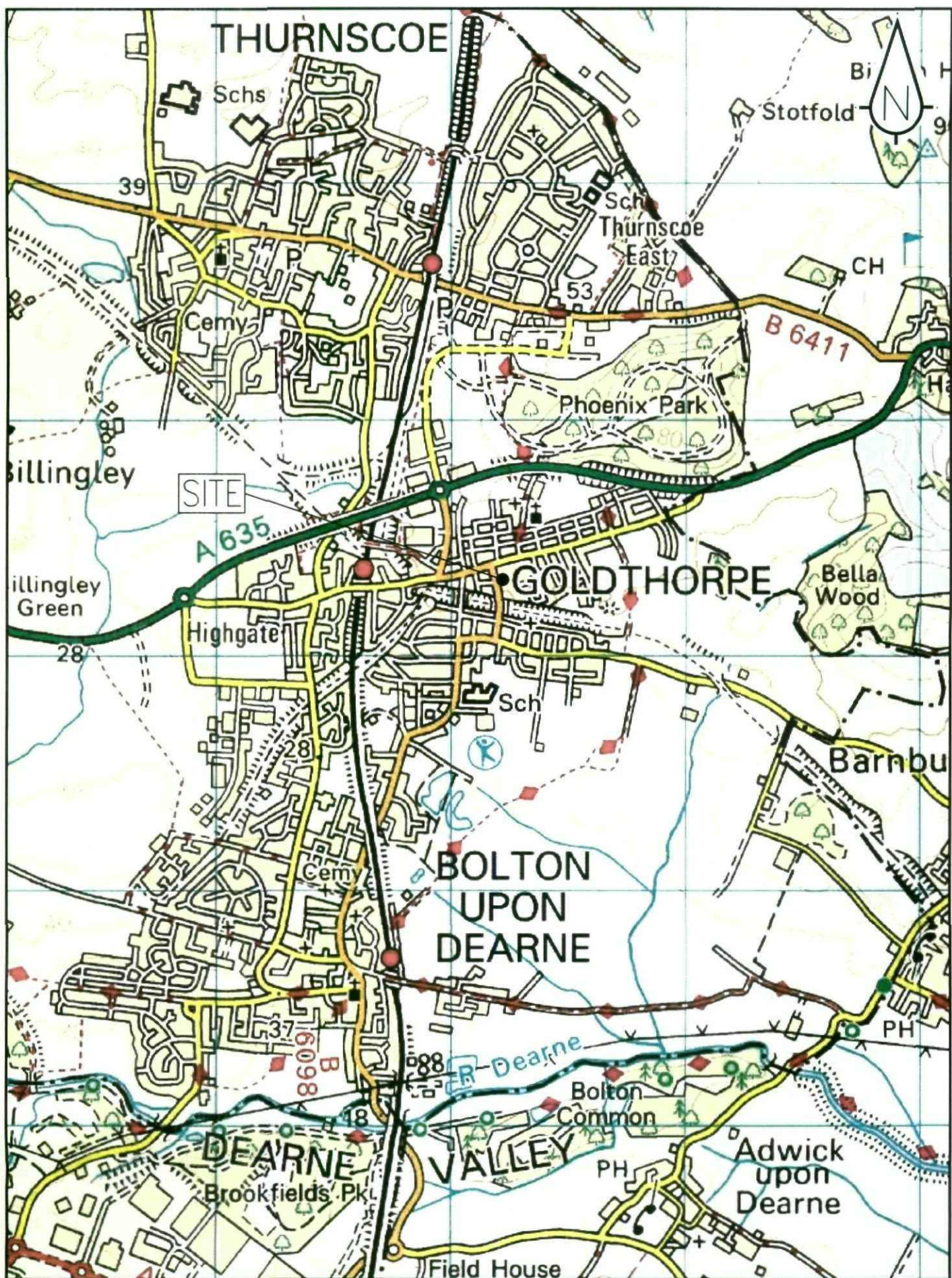
- 6.1 The TRICS Multi Modal data attached at Appendix B and C is split into travel mode categories. One of these categories relates to vehicle movements. Using this it is predicted that the proposed extension would generate a maximum of 71 additional two-way vehicle movements. This is predicted to occur between the hours of 11:00 and 12:00 on Saturday.
- 6.2 These movements are almost equally split between arrivals and departures and it is considered that such movements would not lead to any capacity or congestion issues on the adjacent highway network.
- 6.3 However as previously stated the increase in floor area does not necessarily represent a pro-rata increase in available goods for sale space or customer patronage as the refurbishment programme that Netto Foodstores are currently implementing aims to provide existing stores with improved customer facilities such as wider aisles, customer reception areas and more convenient, user-friendly check-out arrangements.

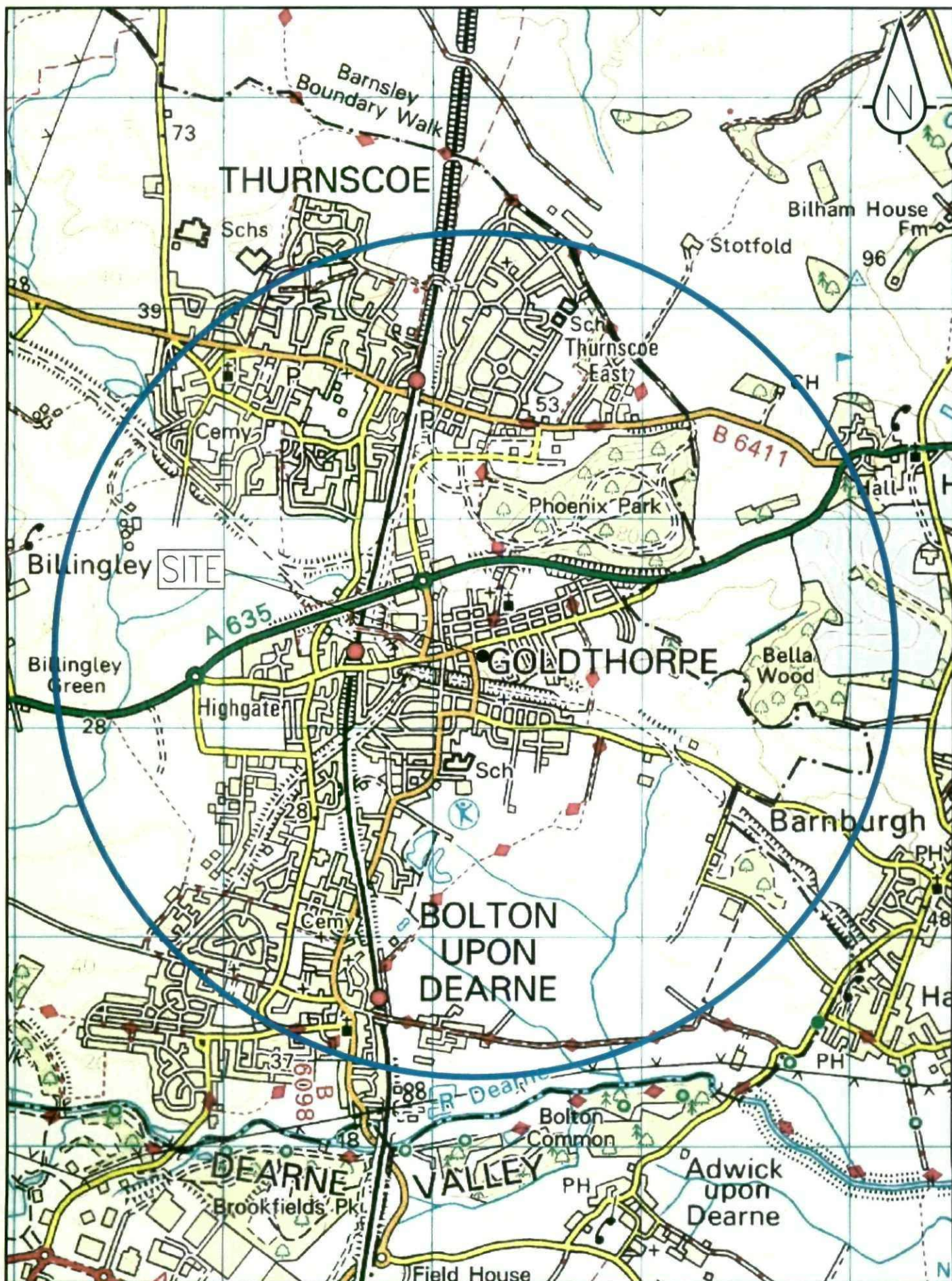
7. SUMMARY AND CONCLUSIONS

- 7.1 Sanderson Associates (Consulting Engineers) Limited has been appointed by Netto Foodstores Limited to produce a Transport Statement in support of an extension to an existing Netto Foodstore on High Street, Goldthorpe, Rotherham.
- 7.2 The application site is located approximately 2.1km north of Bolton – upon – Dearne and 5.9km north of Mexborough. The site lies approximately 110m south of the Barnsley Road/Doncaster Road/High Street T-Junction. No changes are proposed to either vehicle or pedestrian access arrangements as part of the proposals.
- 7.3 The scope of development comprises of an extension to the existing Netto Foodstore with a GFA of 573 m². A dedicated service yard is also proposed which will allow articulated vehicles to turn within it as opposed to manoeuvring within the car park as currently occurs.
- 7.4 A full detailed swept path analysis has been undertaken which shows that the standard 16.5 metre long Netto articulated vehicle can manoeuvre within the proposed service yard.
- 7.5 A detailed assessment has been undertaken with regards to the sustainability of the site. There are bus stops very close to the site giving access to several locations.
- 7.6 It is considered that the existing infrastructure providing facilities for sustainable travel is suitable to accommodate any increase in the number of sustainable trips made in connection with the proposed extended store.

- 7.7 It is considered that the potential increase in vehicle movements predicted to be generated by the proposed extension would not lead to any capacity or congestion issues on the adjacent highway network.
- 7.8 However it is considered that the increase in floor area does not necessarily represent a pro-rata increase in available goods for sale space or customer patronage as the refurbishment programme that Netto Foodstores are currently implementing aims to provide existing stores with improved customer facilities such as wider aisles, customer reception areas and more convenient, user-friendly check-out arrangements.
- 7.9 It is, therefore, considered that there are no highway reasons why the proposed development should not proceed.

FIGURES





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NETTO HIGH STREET, GOLDTHORPE

2KM WALKING RADIUS PLAN

Drawn DMu	Scale N.T.S.	
Checked KS	Date AUGUST 2010	
Approved KS	Drawing Number FIGURE 2	
	Size A4	





 sanderson ASSOCIATES (consulting engineers) Ltd Highways Traffic Transportation Water T 01924 844080 mail@sandersonassociates.co.uk F 01924 844081 www.sandersonassociates.co.uk	NETTO HIGH STREET, GOLDTHORPE		Drawn DMu	Scale N.T.S.	
	BUS STOP LOCATION PLAN		Checked KS	Date AUGUST 2010	
			Approved KS	Drawing Number FIGURE 4	Size A4

APPENDICES

APPENDIX A

Personal Injury Accident Data

Accidents between dates 01/04/2005 and 31/03/2010 (60) months

Selection:

Notes:

Selected using Pre-defined Query : District - (Barnsley) collision

B-01351-05 30/09/2005 Friday Time:1000 Vehicles 2 Casualties 2 Slight

Easting: 446,198 Northing: 404,288

Fine without high winds Road Surface:Dry Daylight:street lights present

Road Type: Single carriageway Speed Limit: 30

Location: HIGH ST GOLDTHORPE J/W JACKSON ST

Description:V1 TV HIGH ST TW BOLTON ON DEARNE. V2 EMERGED FROM SIDE ST TURNING
R INTO PATH OF V1

Vehicle Reference1 Car Going ahead

First point of impact:Offside

Vehicle direction: N to S

Journey: Other/Not known

Age of Driver : 29

Breath test:Driver not contacted

Contributory Factors : 302

Casualty Reference 1 Age:29 Female Driver/rider Severity:Slight

Ped Dir: Ped Movement : Not pedestrian

Ped Location:

Casualty Reference 2 Age:30 Male Passenger Severity:Slight

Ped Dir: Ped Movement : Not pedestrian

Ped Location:

Vehicle Reference2 Goods between 3.5 and 7.5 ton turning right

First point of impact:Front

Vehicle direction: W to S

Journey: Journey as part of work

Age of Driver :

Breath test:Driver not contacted

Contributory Factors : 302

Accidents between dates 01/04/2005 and 31/03/2010 (60) months

Selection:

Notes:

Selected using Pre-defined Query : District - (Barnsley) collision

B-00680-06 18/05/2006 Thursday Time:1605 Vehicles 1 Casualties 1 Slight

Easting: 446,200 Northing: 404,273

Fine without high winds Road Surface Dry Daylight:street lights present

Road Type: Single carriageway Speed Limit: 30

Location: HIGH ST GOLDTHORPE 100 MTS FROM J/W DONCASTER RD

Description:GROUP OF YOUNG MEN PUSHING EACH OTHER OFF KERB. INJURED PARTY
WAS PUSHED/PULLED OR RAN INTO C/WAY & COLL WITH N/S OF V1.

Vehicle Reference1 Car

Going ahead

First point of impact:Nearside

Vehicle direction: S to N

Journey: Commuting to/from work

Age of Driver : 51

Breath test:Not requested

Contributory Factors : 802 806 808

Casualty Reference 1 Age:21 Male Pedestrian Severity:Slight

Ped Dir:Pedestrian Dir Ped Movement : Driver's nearside

Ped Location:In carr elsewhere

AccsMap - Accident Analysis System

Accidents between dates 01/04/2005 and 31/03/2010 (60) months

Selection:

Notes:

Selected using Pre-defined Query : District - (Barnsley) collision

B-01049-06 15/08/2006 Tuesday Time:1705 Vehicles 2 Casualties 1 Slight

Easting: 446,216 Northing: 404,134

Fine without high winds Road Surface Dry Daylight:street lights present

Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET GOLDTHORPE AT JCT FREDERICK STREET

Description: VEH1 TRVL ON FREDERICK ST STPS AT JCT HIGH ST VEH2 TRVL ON HIGH ST
VEH1 PLLS INTO JCT & CLLS VEH2

Vehicle Reference1 Car

Moving off

First point of impact: Nearside

Vehicle direction: S to W

Journey: Other/Not known

Age of Driver : 62

Breath test: Negative

Contributory Factors : 405

Vehicle Reference2 Motorcycle over 500cc

Going ahead

First point of impact: Offside

Vehicle direction: S to W

Journey: Other/Not known

Age of Driver : 37

Breath test: Negative

Contributory Factors : 405

Casualty Reference 1 Age: 37 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement : Not pedestrian

Ped Location:

AccsMap - Accident Analysis System

Accidents between dates 01/04/2005 and 31/03/2010 (60) months

Selection:

Notes:

Selected using Pre-defined Query : District - (Barnsley) collision

B-01616-06 28/11/2006 Tuesday Time:1145 Vehicles 2 Casualties 1 Slight

Easting: 446,176 Northing: 404,365

Fine without high winds Road Surface:Dry Daylight: no street lighting

Road Type: Single carriageway Speed Limit: 30

Location: HIGH ST GOLDTHORPE AT J/W BARNSELY RD

Description:V1 STATIONARY AT TF LGTS WHEN V2 COLL WITH REAR OF V1.

Vehicle Reference1 Car

Parked

First point of impact:Back

Vehicle direction: S to N

Journey: Other/Not known

Age of Driver : 25

Breath test:Not requested

Contributory Factors : 410 602 803

Casualty Reference1 Age:25 Female Driver/rider Severity:Slight

Ped Dir: Ped Movement : Not pedestrian

Ped Location:

Vehicle Reference2 Car

Going ahead

First point of impact:Front

Vehicle direction:Parked to Parked

Journey: Other/Not known

Age of Driver : 61

Breath test:Not requested

Contributory Factors : 410 602 803

Accidents between dates 01/04/2005 and 31/03/2010 (60) months

Selection:

Notes:

Selected using Pre-defined Query : District - (Barnsley) collision

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	0	3	3
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	4	4

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	1	1
Motorcycle rider	0	0	1	1
Cyclist	0	0	0	0
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	0	5	5

Accidents between dates 01/04/2005 and 31/03/2010 (60) months

Selection: Notes:

Selected using Pre-defined Query : District - (Barnsley) collisions

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
B-01351-05	30/09/2005	2	Slight	0	0	0	0	Light	Right	Dry	1000	HIGH ST GOLDTHORPE J/W JACKSON ST
B-00680-06	18/05/2006	1	Slight	0	1	0	0	Light	No turn	Dry	1605	HIGH ST GOLDTHORPE 100 MTS FROM J/W DONCASTER RD
B-01049-06	15/08/2006	1	Slight	0	0	0	0	Light	No turn	Dry	1705	HIGH STREET GOLDTHORPE AT JCT FREDERICK STREET
B-01616-06	28/11/2006	1	Slight	0	0	0	0	Light	No turn	Dry	1145	HIGH ST GOLDTHORPE AT J/W BARNSELY RD
Column Totals		5		0	1	0	0					
No. of Accidents				0	1	0	0					
Total number of accidents listed:	4											

Accidents between dates 01/04/2005 and 31/03/2010 (60) months

Selection: Notes:

Selected using Pre-defined Query : District - (Barnsley) collisions

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped L MD	Light	Weather	Road Surface	Vehicle Types
					Fil	Ser	Sl						
B-01351-05	Slight	30/09/2005	1000	446198 404288	0	0	2	302V002A 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 20
B-00680-06	Slight	18/05/2006	1605	446200 404273	0	0	1	802C001A	5 1 3	Light	Fine without high winds	Dry	9
								806C001A					
								808C001A 0 0 0					
B-01049-06	Slight	15/08/2006	1705	446216 404134	0	0	1	405V001A 0 0 0 0 0	0 0 0	Light	Fine without high winds	Dry	9 5
B-01616-06	Slight	28/11/2006	1145	446176 404365	0	0	1	410V002A	0 0 0	Light	Fine without high winds	Dry	9 9
								602V002A					
								803V002A 0 0 0					

Column Totals
No. of Accidents

Total number of accidents listed: 4

APPENDIX B

TRICS 2010 (b) Data – Discount Foodstores – Weekday

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

05 EAST MIDLANDS	
NR NORTHAMPTONSHIRE	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
08 NORTH WEST	
MS MERSEYSIDE	2 days
10 WALES	
GW GWYNEDD	1 days
PS POWYS	1 days
11 SCOTLAND	
HI HIGHLAND	1 days
17 ULSTER (NORTHERN IRELAND)	
AR ARMAGH	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 1150 to 1900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 10/11/09

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	2 days
Friday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	3
Retail Zone	1
No Sub Category	3

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	5	1392	0.474	5	1392	0.215	5	1392	0.689
08:00 - 09:00	8	1328	1.337	8	1328	0.791	8	1328	2.128
09:00 - 10:00	8	1328	3.841	8	1328	2.702	8	1328	6.543
10:00 - 11:00	8	1328	6.431	8	1328	5.659	8	1328	12.090
11:00 - 12:00	8	1328	7.090	8	1328	6.487	8	1328	13.577
12:00 - 13:00	8	1328	6.920	8	1328	7.410	8	1328	14.330
13:00 - 14:00	8	1328	6.384	8	1328	6.111	8	1328	12.495
14:00 - 15:00	8	1328	7.109	8	1328	7.146	8	1328	14.255
15:00 - 16:00	8	1328	8.172	8	1328	8.163	8	1328	16.335
16:00 - 17:00	8	1328	6.666	8	1328	6.826	8	1328	13.492
17:00 - 18:00	8	1328	6.120	8	1328	7.005	8	1328	13.125
18:00 - 19:00	8	1328	4.915	8	1328	6.016	8	1328	10.931
19:00 - 20:00	8	1328	2.053	8	1328	2.768	8	1328	4.821
20:00 - 21:00	2	1288	0.272	2	1288	0.776	2	1288	1.048
21:00 - 22:00	1	1266	0.000	1	1266	0.079	1	1266	0.079
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			67.784			68.154			135.938

Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)
 Survey date range: 01/01/02 - 10/11/09
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	5	1392	0.086	5	1392	0.043	5	1392	0.129
08:00 - 09:00	8	1328	0.282	8	1328	0.160	8	1328	0.442
09:00 - 10:00	8	1328	0.885	8	1328	0.781	8	1328	1.666
10:00 - 11:00	8	1328	1.488	8	1328	1.252	8	1328	2.740
11:00 - 12:00	8	1328	1.328	8	1328	1.186	8	1328	2.514
12:00 - 13:00	8	1328	1.488	8	1328	1.629	8	1328	3.117
13:00 - 14:00	8	1328	1.365	8	1328	1.252	8	1328	2.617
14:00 - 15:00	8	1328	1.233	8	1328	1.384	8	1328	2.617
15:00 - 16:00	8	1328	1.676	8	1328	1.638	8	1328	3.314
16:00 - 17:00	8	1328	1.695	8	1328	1.497	8	1328	3.192
17:00 - 18:00	8	1328	1.365	8	1328	1.441	8	1328	2.806
18:00 - 19:00	8	1328	1.120	8	1328	1.469	8	1328	2.589
19:00 - 20:00	8	1328	0.508	8	1328	0.593	8	1328	1.101
20:00 - 21:00	2	1288	0.000	2	1288	0.078	2	1288	0.078
21:00 - 22:00	1	1266	0.000	1	1266	0.000	1	1266	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			14.519			14.403			28.922

Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)
 Survey date range: 01/01/02 - 10/11/09
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	5	1392	0.000	5	1392	0.000	5	1392	0.000
08:00 - 09:00	8	1328	0.000	8	1328	0.028	8	1328	0.028
09:00 - 10:00	8	1328	0.047	8	1328	0.038	8	1328	0.085
10:00 - 11:00	8	1328	0.019	8	1328	0.019	8	1328	0.038
11:00 - 12:00	8	1328	0.066	8	1328	0.028	8	1328	0.094
12:00 - 13:00	8	1328	0.056	8	1328	0.047	8	1328	0.103
13:00 - 14:00	8	1328	0.028	8	1328	0.047	8	1328	0.075
14:00 - 15:00	8	1328	0.066	8	1328	0.066	8	1328	0.132
15:00 - 16:00	8	1328	0.038	8	1328	0.028	8	1328	0.066
16:00 - 17:00	8	1328	0.075	8	1328	0.066	8	1328	0.141
17:00 - 18:00	8	1328	0.066	8	1328	0.085	8	1328	0.151
18:00 - 19:00	8	1328	0.009	8	1328	0.009	8	1328	0.018
19:00 - 20:00	8	1328	0.019	8	1328	0.019	8	1328	0.038
20:00 - 21:00	2	1288	0.000	2	1288	0.039	2	1288	0.039
21:00 - 22:00	1	1266	0.000	1	1266	0.000	1	1266	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.489				0.519		
							1.008		

Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)
 Survey date range: 01/01/02 - 10/11/09
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	5	1392	0.000	5	1392	0.000	5	1392	0.000
08:00 - 09:00	8	1328	0.132	8	1328	0.094	8	1328	0.226
09:00 - 10:00	8	1328	0.122	8	1328	0.094	8	1328	0.216
10:00 - 11:00	8	1328	0.245	8	1328	0.254	8	1328	0.499
11:00 - 12:00	8	1328	0.132	8	1328	0.113	8	1328	0.245
12:00 - 13:00	8	1328	0.226	8	1328	0.254	8	1328	0.480
13:00 - 14:00	8	1328	0.113	8	1328	0.085	8	1328	0.198
14:00 - 15:00	8	1328	0.056	8	1328	0.141	8	1328	0.197
15:00 - 16:00	8	1328	0.245	8	1328	0.160	8	1328	0.405
16:00 - 17:00	8	1328	0.094	8	1328	0.160	8	1328	0.254
17:00 - 18:00	8	1328	0.075	8	1328	0.075	8	1328	0.150
18:00 - 19:00	8	1328	0.028	8	1328	0.047	8	1328	0.075
19:00 - 20:00	8	1328	0.000	8	1328	0.009	8	1328	0.009
20:00 - 21:00	2	1288	0.000	2	1288	0.000	2	1288	0.000
21:00 - 22:00	1	1266	0.000	1	1266	0.000	1	1266	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.468				1.486	2.954	

Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)
 Survey date range: 01/01/02 - 10/11/09
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	5	1392	0.388	5	1392	0.172	5	1392	0.560
08:00 - 09:00	8	1328	0.923	8	1328	0.508	8	1328	1.431
09:00 - 10:00	8	1328	2.787	8	1328	1.789	8	1328	4.576
10:00 - 11:00	8	1328	4.679	8	1328	4.133	8	1328	8.812
11:00 - 12:00	8	1328	5.564	8	1328	5.160	8	1328	10.724
12:00 - 13:00	8	1328	5.150	8	1328	5.480	8	1328	10.630
13:00 - 14:00	8	1328	4.877	8	1328	4.726	8	1328	9.603
14:00 - 15:00	8	1328	5.753	8	1328	5.555	8	1328	11.308
15:00 - 16:00	8	1328	6.214	8	1328	6.337	8	1328	12.551
16:00 - 17:00	8	1328	4.802	8	1328	5.103	8	1328	9.905
17:00 - 18:00	8	1328	4.614	8	1328	5.404	8	1328	10.018
18:00 - 19:00	8	1328	3.757	8	1328	4.491	8	1328	8.248
19:00 - 20:00	8	1328	1.525	8	1328	2.147	8	1328	3.672
20:00 - 21:00	2	1288	0.272	2	1288	0.660	2	1288	0.932
21:00 - 22:00	1	1266	0.000	1	1266	0.079	1	1266	0.079
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			51.305				51.744		
							103.049		

Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)
 Survey date range: 01/01/02 - 10/11/09
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	5	1392	0.316	5	1392	0.144	5	1392	0.460
08:00 - 09:00	8	1328	0.763	8	1328	0.424	8	1328	1.187
09:00 - 10:00	8	1328	2.184	8	1328	1.497	8	1328	3.681
10:00 - 11:00	8	1328	3.474	8	1328	3.145	8	1328	6.619
11:00 - 12:00	8	1328	3.870	8	1328	3.634	8	1328	7.504
12:00 - 13:00	8	1328	3.568	8	1328	3.719	8	1328	7.287
13:00 - 14:00	8	1328	3.512	8	1328	3.305	8	1328	6.817
14:00 - 15:00	8	1328	4.030	8	1328	3.776	8	1328	7.806
15:00 - 16:00	8	1328	3.917	8	1328	4.124	8	1328	8.041
16:00 - 17:00	8	1328	3.248	8	1328	3.446	8	1328	6.694
17:00 - 18:00	8	1328	2.900	8	1328	3.634	8	1328	6.534
18:00 - 19:00	8	1328	2.297	8	1328	2.796	8	1328	5.093
19:00 - 20:00	8	1328	0.923	8	1328	1.309	8	1328	2.232
20:00 - 21:00	2	1288	0.194	2	1288	0.388	2	1288	0.582
21:00 - 22:00	1	1266	0.000	1	1266	0.079	1	1266	0.079
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			35.196			35.420			70.616

Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)
 Survey date range: 01/01/02 - 10/11/09
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

APPENDIX C

TRICS 2010 (b) Data – Discount Foodstores – Saturday

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

06 WEST MIDLANDS	
HE HEREFORDSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
09 NORTH	
CB CUMBRIA	1 days
10 WALES	
CP CAERPHILLY	1 days
SW SWANSEA	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 857 to 1250 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 10/11/09

Selected survey days:

Saturday 5 days

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

Selected Locations:

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

Selected Location Sub Categories:

Commercial Zone 1
 Residential Zone 2
 Built-Up Zone 1
 No Sub Category 1

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	1228	0.733	3	1228	0.190	3	1228	0.923
08:00 - 09:00	5	1102	3.266	5	1102	1.542	5	1102	4.808
09:00 - 10:00	5	1102	8.746	5	1102	7.022	5	1102	15.768
10:00 - 11:00	5	1102	11.940	5	1102	10.942	5	1102	22.882
11:00 - 12:00	5	1102	13.464	5	1102	13.010	5	1102	26.474
12:00 - 13:00	5	1102	13.355	5	1102	12.938	5	1102	26.293
13:00 - 14:00	5	1102	13.283	5	1102	13.410	5	1102	26.693
14:00 - 15:00	5	1102	13.645	5	1102	12.901	5	1102	26.546
15:00 - 16:00	5	1102	13.028	5	1102	14.553	5	1102	27.581
16:00 - 17:00	5	1102	9.599	5	1102	10.706	5	1102	20.305
17:00 - 18:00	5	1102	6.532	5	1102	8.184	5	1102	14.716
18:00 - 19:00	5	1102	2.432	5	1102	2.758	5	1102	5.190
19:00 - 20:00	1	857	1.867	1	857	3.734	1	857	5.601
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			111.890			111.890			223.780

Parameter summary

Trip rate parameter range selected: 857 - 1250 (units: sqm)
 Survey date range: 01/01/02 - 10/11/09
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 5
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	1228	0.054	3	1228	0.054	3	1228	0.108
08:00 - 09:00	5	1102	0.581	5	1102	0.254	5	1102	0.835
09:00 - 10:00	5	1102	1.361	5	1102	1.669	5	1102	3.030
10:00 - 11:00	5	1102	2.395	5	1102	2.323	5	1102	4.718
11:00 - 12:00	5	1102	2.794	5	1102	2.649	5	1102	5.443
12:00 - 13:00	5	1102	2.813	5	1102	2.958	5	1102	5.771
13:00 - 14:00	5	1102	2.159	5	1102	2.123	5	1102	4.282
14:00 - 15:00	5	1102	2.450	5	1102	2.776	5	1102	5.226
15:00 - 16:00	5	1102	2.686	5	1102	2.323	5	1102	5.009
16:00 - 17:00	5	1102	1.615	5	1102	1.778	5	1102	3.393
17:00 - 18:00	5	1102	1.724	5	1102	2.069	5	1102	3.793
18:00 - 19:00	5	1102	0.708	5	1102	0.544	5	1102	1.252
19:00 - 20:00	1	857	0.117	1	857	0.583	1	857	0.700
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			21.457			22.103			43.560

Parameter summary

Trip rate parameter range selected: 857 - 1250 (units: sqm)
 Survey date range: 01/01/02 - 10/11/09
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 5
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	1228	0.000	3	1228	0.000	3	1228	0.000
08:00 - 09:00	5	1102	0.036	5	1102	0.000	5	1102	0.036
09:00 - 10:00	5	1102	0.091	5	1102	0.073	5	1102	0.164
10:00 - 11:00	5	1102	0.073	5	1102	0.054	5	1102	0.127
11:00 - 12:00	5	1102	0.000	5	1102	0.054	5	1102	0.054
12:00 - 13:00	5	1102	0.018	5	1102	0.036	5	1102	0.054
13:00 - 14:00	5	1102	0.127	5	1102	0.091	5	1102	0.218
14:00 - 15:00	5	1102	0.073	5	1102	0.054	5	1102	0.127
15:00 - 16:00	5	1102	0.145	5	1102	0.109	5	1102	0.254
16:00 - 17:00	5	1102	0.036	5	1102	0.091	5	1102	0.127
17:00 - 18:00	5	1102	0.054	5	1102	0.109	5	1102	0.163
18:00 - 19:00	5	1102	0.018	5	1102	0.018	5	1102	0.036
19:00 - 20:00	1	857	0.000	1	857	0.000	1	857	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.671				0.689		
							1.360		

Parameter summary

Trip rate parameter range selected: 857 - 1250 (units: sqm)
 Survey date range: 01/01/02 - 10/11/09
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 5
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	1228	0.000	3	1228	0.000	3	1228	0.000
08:00 - 09:00	5	1102	0.000	5	1102	0.000	5	1102	0.000
09:00 - 10:00	5	1102	0.181	5	1102	0.181	5	1102	0.362
10:00 - 11:00	5	1102	0.181	5	1102	0.054	5	1102	0.235
11:00 - 12:00	5	1102	0.163	5	1102	0.163	5	1102	0.326
12:00 - 13:00	5	1102	0.218	5	1102	0.073	5	1102	0.291
13:00 - 14:00	5	1102	0.145	5	1102	0.145	5	1102	0.290
14:00 - 15:00	5	1102	0.091	5	1102	0.127	5	1102	0.218
15:00 - 16:00	5	1102	0.073	5	1102	0.073	5	1102	0.146
16:00 - 17:00	5	1102	0.000	5	1102	0.073	5	1102	0.073
17:00 - 18:00	5	1102	0.000	5	1102	0.018	5	1102	0.018
18:00 - 19:00	5	1102	0.000	5	1102	0.000	5	1102	0.000
19:00 - 20:00	1	857	0.000	1	857	0.000	1	857	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.052						0.907
									1.959

Parameter summary

Trip rate parameter range selected: 857 - 1250 (units: sqm)
 Survey date range: 01/01/02 - 10/11/09
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 5
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	1228	0.678	3	1228	0.136	3	1228	0.814
08:00 - 09:00	5	1102	2.649	5	1102	1.288	5	1102	3.937
09:00 - 10:00	5	1102	7.113	5	1102	5.099	5	1102	12.212
10:00 - 11:00	5	1102	9.291	5	1102	8.510	5	1102	17.801
11:00 - 12:00	5	1102	10.506	5	1102	10.143	5	1102	20.649
12:00 - 13:00	5	1102	10.307	5	1102	9.871	5	1102	20.178
13:00 - 14:00	5	1102	10.851	5	1102	11.051	5	1102	21.902
14:00 - 15:00	5	1102	11.032	5	1102	9.944	5	1102	20.976
15:00 - 16:00	5	1102	10.125	5	1102	12.049	5	1102	22.174
16:00 - 17:00	5	1102	7.948	5	1102	8.764	5	1102	16.712
17:00 - 18:00	5	1102	4.754	5	1102	5.988	5	1102	10.742
18:00 - 19:00	5	1102	1.706	5	1102	2.196	5	1102	3.902
19:00 - 20:00	1	857	1.750	1	857	3.151	1	857	4.901
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			88.710				88.190	176.900	

Parameter summary

Trip rate parameter range selected: 857 - 1250 (units: sqm)
 Survey date range: 01/01/02 - 10/11/09
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 5
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	1228	0.651	3	1228	0.109	3	1228	0.760
08:00 - 09:00	5	1102	2.032	5	1102	0.962	5	1102	2.994
09:00 - 10:00	5	1102	4.736	5	1102	3.575	5	1102	8.311
10:00 - 11:00	5	1102	5.825	5	1102	5.171	5	1102	10.996
11:00 - 12:00	5	1102	6.296	5	1102	6.169	5	1102	12.465
12:00 - 13:00	5	1102	5.897	5	1102	6.024	5	1102	11.921
13:00 - 14:00	5	1102	6.115	5	1102	6.188	5	1102	12.303
14:00 - 15:00	5	1102	5.879	5	1102	5.426	5	1102	11.305
15:00 - 16:00	5	1102	5.516	5	1102	6.333	5	1102	11.849
16:00 - 17:00	5	1102	4.482	5	1102	5.008	5	1102	9.490
17:00 - 18:00	5	1102	2.667	5	1102	3.883	5	1102	6.550
18:00 - 19:00	5	1102	1.052	5	1102	1.361	5	1102	2.413
19:00 - 20:00	1	857	1.167	1	857	1.984	1	857	3.151
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			52.315				52.193	104.508	

Parameter summary

Trip rate parameter range selected: 857 - 1250 (units: sqm)
 Survey date range: 01/01/02 - 10/11/09
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 5
 Number of Sundays: 0
 Surveys manually removed from selection: 0

DRAWINGS



SCHEME IS SUBJECT TO SITE SURVEY, LOCAL AUTHORITY
APPROVAL AND MAINS SERVICES / EASEMENT POSITIONS.

SITE AREAS:			
ADDITIONAL SITE OWNERSHIP	0.468 HA	1.157 ACRES	
DEVELOPMENT AREA	0.213 HA	0.526 ACRES	
TOTAL	0.681 HA	1.683 ACRES	

STORE AREAS:			
	EXISTING	PROPOSED	
RETAIL	8,246FT²/766m²	14,262FT²/1325m²	
TRANSITION	1,576FT²/146m²	1,717FT²/160m²	
TOTAL	9,822FT²/912m²	15,979FT²/1485m²	

PARKING:			
	EXISTING	PROPOSED	
	49 SPACES	64 SPACES	

D	04.08.10	Cycle hoops added, eastern boundary treatment updated.
C	22.07.10	Service area updated.
B	15.07.10	Service area updated.
A	14.07.10	Service area updated.
REV.	DATE	AMENDMENT



Design & Management Ltd

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PROJECT TITLE
Proposed Site Redevelopment
High Street
Goldthorpe
for
Netto Foodstores Limited

DRAWING TITLE
Proposed Site Layout

PROJECT No:	DRAWING No:	REVISION:
6969	04	D
SCALE:	DATE:	DRAWN BY:
A3@1:500	05/07/2010	SMS

CHECKED BY:	DATE:
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