

Highways Technical Note

Response to Highways Comments Received from WSP on Behalf of National Highways

Demolition Of Existing Buildings And Erection Of A Discount Food Store, Alterations To Vehicular And Pedestrian Access, Provision Of Car And Cycle Parking, Servicing Area, Hard And Soft Landscaping And Associated Works - Land At East Road, Egremont

CC Reference Number - 4/24/2044/0F1

19^h April 2024

Introduction

This Highways Technical Note (HTN) has been prepared by Andrew Moseley Associates (AMA) in response to comments received from WSP on behalf of National Highways (NH) on the 27th March 2024

The comments received from NH relate to the AMA Transport Assessment (TA) and Interim Travel Plan (TP) dated January 2024.

A separate HTN has been prepared in response to the comments received from the Local Highway Authority (LHA), Cumberland Council (CC) Highways Officer comments.

WSP Comments and Applicant's Responses

For ease of reference, this Note provides responses to each of WSP's comments in the same order as the WSP TA Review, a copy is attached in **Appendix A**.

WSP Comment 1

As far as we are aware, National Highways have not received any documentation in relation to the scope of the TA. AMA's comment in paragraph 1.1.5 may relate to the proposed footway connection on the A595 roundabout junction.

AMA Response 1

A pre-application scoping note was issued to both the LHA and National Highways on the 1st November 2023.

A response was received from NH on the 15th November 2023 stating they "offer no objection" to the proposals, this was assumed to be in response to all the elements detailed within the scoping exercise.

A copy of the email, pre-application scoping note and NH response is attached to this HTN at **Appendix B**.

WSP Comment 2

AMA have not reviewed key policies relevant to the Strategic Road Network as set out in the following:

- *DfT Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development*
- *The Strategic Road Network: Planning for the Future (2023)*

The DfT Circular and Planning for the Future state a preference for a 'vision-led approach' to planning, whereby there is a shift from "transport planning based on predicting future demand to provide capacity, to

planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes”. These themes should underpin transport assessments and travel plans.

AMA Response 2

Comments are noted regarding the policy sections, the TA has been updated accordingly to reflect these documents.

WSP Comment 3

Analysis of these collisions is fairly limited, with only the number of collisions reported. We would expect a more comprehensive analysis which considers the causation and contributory factors from the collision report, to confirm whether there are any underlying issues on the network, which would be exacerbated by the proposals.

AMA Response 3

Comments are noted regarding the Personal Injury Collision (PIC) data, as no request was formally instructed, the online services of Crashmap were utilised to assess the recorded collisions within the vicinity of the application site.

The data presented in the TA identifies that all of the PIC’s recorded within the vicinity of the site resulted in ‘slight’ injury and zero resulting in ‘serious’ or ‘fatal’ collisions. Given the level of severity, the detail provided within the TA is considered to be suitable.

No comments or concerns were received from the CC Highways Officer regarding the PIC detail.

WSP Comment 4

It is acknowledged that assessment of a Friday evening peak has been selected as one of the typical peak periods for a foodstore. However, there are existing operational issues on the A595 in this vicinity which are apparent on Monday-Thursdays but not on Fridays, which have therefore not been considered in the assessments undertaken. These operational issues are understood to arise through the northbound traffic on the A595 generated from the Sellafield Nuclear facility, exacerbated by vehicular traffic using the East Road arm generated by the West Lakes Academy school pick-up period, and pedestrians from the Academy crossing the A595 to the north of North Road. It is understood that Sellafield has different shift patterns on a Friday, which reduces any operational issues in the evening peak on that day.

This issue can be seen in the extracts from Google Typical Traffic below.

Figure 3-2 - Typical Weekday Evening Traffic (Left) Compared to Friday (Right)



The key test for National Highways is therefore the forecast impact of the proposed development in the evening peak on a Monday-Thursday when the existing operational issues are apparent. We request that AMA revisit their assessments to take account of this.

AMA Response 4

Comments are noted regarding the google maps imagery comparing the traffic delays for a typical Thursday and Friday, however the description provided above for the reasons causing this change in delay do not appear to fully reflect the images.

WSP have highlighted that the reasons for the traffic delays “*arise through the northbound traffic on the A595 generated from the Sellafield Nuclear facility, exacerbated by vehicular traffic using the East Road arm generated by the West Lakes Academy school pick-up period, and pedestrians from the Academy crossing the A595 to the north of North Road.*”

It is considered that both the West Lakes Academy school pick-up period would remain the same for any school day period and would therefore not differ between a Thursday or a Friday.

The same again would be argued for the Sellafield Nuclear facility, staff employed at the site would work the same shift patterns for all days of the week and would therefore not result in additional traffic travelling along the road network on a Thursday than on a Friday.

The pre-application scoping request set out that the peak periods for a Friday PM and Saturday would be assessed as part of the junction capacity assessments, this is due to the Aldi Store operating at its highest level during these days.

The modelling assessments presented within the TA provide a Future Year assessment within a ten-year growth horizon period. This is considered to provide a highly robust assessment of the operation of the junction, which was validated against baseline queue surveys, to demonstrate that the junction would still operate within its maximum capacity with development traffic.

It is therefore considered that the periods of assessment presented within the TA can robustly demonstrate to NH that their strategic road network will not be impacted by the proposed development.

It should be noted, the first round of comments received from NH did not raise any concern with the methodology applied within the TA and confirmed that they ‘offer no objection’.

WSP Comment 5

Whilst this is primarily an issue for the LHA, it is not clear from the site layout in Appendix A of the TA that access to the servicing area is separate from general traffic.

AMA Response 5

Apologies for any confusion cause, a slight textual error was made within the TA. The development proposals provide a single point of access for all vehicle movements.

It should be noted that this is common arrangement for the majority of all Aldi stores and is therefore managed internally by a team of experienced staff who ensure that there is minimal disruption during the trading hours.

Aldi uses pedestrian marshals at stores where delivery vehicles have to enter the store car park in order to access the loading bay. At this store, pedestrian marshals will be in place for all deliveries to the store that occur within store opening hours. Pedestrian marshals alert customers and colleagues of the presence of reversing delivery vehicles, to prevent any potential conflicts.

The time taken for a delivery vehicle to manoeuvre into the service ramp is less than one minute, mirroring other sites with a similar site layout. Therefore deliveries will cause minimal delay within the car park and will be manoeuvring for a limited time.

The safe and smooth operation of the delivery vehicles is within the interests of Aldi and therefore the access arrangement is not considered to be of a safety concern.

As requested in the CC Highways Officer comments, a Delivery Management Plan (DMP) will be prepared and can be conditioned.

WSP Comment 6

Access to the site is a matter for the LHA as access to the site is via the local road network. The access should be designed to comply with the relevant design standards.

Of primary concern to National Highways is whether there is any risk of blocking back potentially affecting the SRN, however the modelling results show that there is sufficient length of carriageway between the site access junction and the SRN for the anticipated level of queuing.

AMA Response 6

Comments are noted regarding the site access arrangement, communication with the LHA is taking place to ensure an acceptable access arrangement is provided.

No further actions are required to address this comment given the negligible impact that the proposed development will have on the queuing of the SRN.

WSP Response 7

Whilst parking provision is typically a matter for the Local Planning Authority, the TA states that the level of provision is below the current parking standards, and this could pose a concern for National Highways should it lead to overspill parking impacting the SRN.

WSP have calculated car parking accumulation profiles for weekdays and Saturdays based on the trip rates provided. These are shown in Figure 4-1 and Figure 4-2. They indicate that with the proposed provision, there is sufficient provision of parking throughout the day. This gives confidence that the development would be unlikely to generate overspill parking impacting the SRN.

One minor point to note is that the proposed site layout in Appendix A indicates that 68 standard parking bays, 5 accessible parking bays, and 9 parent and child bays will be provided. This is four lower than the stated total parking capacity of 86 spaces.

AMA Response 7

Comments are noted regarding the level of parking provision, communication with the LHA is taking place to ensure an acceptable provision is provided.

Apologies a slight textural error was made detailing the quantum of parking, the correct numbers are 86 parking bays, not 68 parking bays.

WSP Response 8

Selection of a worst-case combined peak is accepted.

WSP have sought to verify AMA's TRICS trip rates, but have been unable to replicate them exactly. Nevertheless, the results of WSP's TRICS interrogation were broadly similar to those generated by AMA, and so the trip rates are accepted.

AMA Response 8

Comments are noted regarding the TRICS assessment, no further actions are required.

WSP Response 9

The methodology used to calculate the trip generation is accepted.

AMA Response 9

Comments are noted regarding the methodology of the trip generation, no further actions are required.

WSP Response 10

This approach is accepted.

AMA Response 10

Comments are noted regarding the methodology of the trip type, no further actions are required.

WSP Response 11

The methodology is considered appropriate in principle, however, we request AMA provide further supporting information of the primary trip distribution method, as this has not been provided, i.e. the analysis of housing density which informed the proportions stated in the table above.

AMA Response 11

The primary trip distribution was based on an approximate 10 minute drive time from the application site and the level of housing density located within these areas.

However some level of flexibility is given to these calculations due to other factors such as the location of other Aldi supermarket.

For example, there is a large housing density located within a ten-minute drive time to the north of the site inclusive of the neighbouring settlement of Whitehaven, however it is considered that residents located along this A595 corridor would be more inclined to travel the shorter distance to the Whitehaven store which is currently undergoing store improvements.

A high level primary trip distribution has therefore been applied to the traffic generation which is considered to be a robust assessment.

WSP Response 12

Appendix B indicates that Cumberland Council did not advise AMA to consider any committed developments.

AMA Response 12

The pre-application scoping note was issued to the CC to review and provide comment on the elements within the TA. No response was received.

However following receipt of the submitted TA, no comments were raised by the Highways Officer in relation to committed development.

It is therefore concluded that this approach is acceptable by the LHA.

WSP Response 13

In line with the updated DfT Circular 01/2022, the opening year assessment (assuming full build out and occupation) is the key test from National Highways' perspective.

The TA does not state the anticipated store opening year. We request that AMA confirm the opening year of the development, and if required, undertake an opening year assessment (if this is not 2029).

AMA Response 13

The Opening Year is yet to be determined due to a number of factors, however it is likely that this will be sooner than the overly robust assessment of 2029.

Tempro growth factors were applied to generate the '2029 Future Year' scenario, should the future year be moved to a sooner year e.g. 2026 then only a growth factor of two years would need to be applied to the Base 2024 survey data.

The '2029 Future Year' scenario therefore provides an overly robust assessment, should a sooner 'Future Year' scenario be required this would operate better than the currently assessed 2029 scenario.

It is therefore considered an unnecessary exercise to re-run the models for the sooner 'Future Year' scenario as the growth factors would be lower than a five-year horizon period.

WSP Response 14

Whilst the MSOA selected is considered appropriate, given the traffic surveys were undertaken in 2023, it would be more appropriate to have a base year of 2023.

WSP have sought to replicate AMA's TEMPro growth factors, but have not been able to. We request AMA provide the parameters selected in TEMPro to extract the above growth factors.

AMA Response 14

A 2023 Base scenario was modelled within the junction capacity assessments, as detailed in Appendix C of the TA. The validation exercise, was therefore undertaken using the observed 2023 data to replicate the same queue length surveys.

As detailed within Section 3.5 of the TA, a growth factor was applied to the surveyed 2023 Base surveys to calculate the '2024 Uplifted' scenario. This is due to the survey data being considered to be 'technically' one year out of date.

The 2024 scenarios were therefore presented in Section 3.6 despite the 2023 scenarios also being present in the modelling outputs.

The TEMPro growth factors used the following parameters;

- Area: Copeland 006
- Transport Mode: Car Driver
- Time Periods: Weekday PM and Saturday
- Trip End Type: Production / Attraction
- Road Type: Urban – Principle

Which generated the following growth factors:

Year	PM	Saturday
2023 to 2024	1.0081	1.0090
2024 to 2029	1.0252	1.0274
2024 to 2034	1.045	1.0489

WSP Response 15

Comments will be provided on the junction capacity assessments once AMA have addressed the comments made above.

Once the assessments have been updated, we request AMA provide the JUNCTIONS input files to expedite our review.

AMA Response 15

A copy of the three JUNCTIONS 9 models are provided as accompanying files to this HTN.

TRAVEL PLAN COMMENTS

WSP Response 16

WSP acknowledges the policy documents used in the preparation of this FTP. It is also recommended that AMA consider the DfT Circular 01/2022 and Planning for the Future (2023) when preparing Travel Plans. This is particularly relevant in National Highways' expectation of a 'Vision-Led' approach towards development and its potential traffic impacts.

AMA Response 16

Comments are noted regarding the policy sections, the Travel Plan has been updated accordingly to reflect these documents.

WSP Response 17

Measures to enhance pedestrian accessibility to the site are welcome.

AMA should provide more evidence for their assertion in 4.2.4 that 'the majority of pedestrian journeys [would be] made to / from the south of the A595 Egremont Bypass' and by implication, would be likely to use the underpass e.g. is this based on the housing density analysis used to determine origins of primary trips?

AMA Response 17

Yes that is correct, the housing density analysis identifies that the majority of houses are located to the south of the A595 and therefore those customers travelling by foot would use the underpass.

Options for a shortened walking distance between the Aldi store location and the core residential areas of Egremont have been present to National Highways for review. Both the new pedestrian links; a direct link between the store and the underpass, a new link connecting the store to the pedestrian provision adjacent to the roundabout both encroach on land within NH's ownership.

Confirmation on the preference of the new pedestrian links is yet to be advised from NH.

WSP Response 18

The bus service frequency is considered sufficient to provide a reasonable alternative to private car use for Aldi workers.

We accept that the site has some accessibility via non-car modes. However, the site's location immediately adjacent to the SRN means that private car use will remain an attractive travel mode for staff.

AMA Response 18

Comments are noted and no actions are required.

It is agreed that the store is located adjacent to the SRN and therefore private-car transport will remain an attractive mode for the majority of staff and customer trips.

However, it should be noted that Aldi proactively employ local staff as part of their approach and therefore as we have seen at other Aldi stores across the UK, staff often travel by more active modes of transport for those shorter journeys to work.

WSP Response 19

AMA should ensure that they provide a consistent narrative around the likely travel impacts arising from the proposed development. From the National Highways perspective, it is considered that a high proportion of customer trips generated by the development will be by car. Nevertheless, this should not preclude measures designed to encourage sustainable modes of travel to the store.

AMA Response 19

Comments are noted regarding the confusing message of customers travelling to the store by private modes of transport.

The TP has therefore been updated to amend paragraph 5.2.2.

WSP Response 20

Whilst we support the approach presented in principle, we have been unable to replicate the percentages presented for the 2011 census date so request that AMA provide the calculations that underpin the percentages presented in the table above.

AMA Response 20

Comments are noted regarding the methodology applied to calculate the 2011 census data.

The dataset "WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)" was obtained for the 'place of work': Copeland 006 (2011 super output area - middle layer), with the 'usual residence' selected for all 2011 super output area - middle layers.

Therefore to understand how people travel for work purposes with an employment location 'Copeland 006' the whole dataset has been analysed, resulting in a total of 2,947 trips travelling to work within this area.

A copy of the spreadsheet file for you to review is provided as an accompanying file.

WSP Response 21

AMA should elaborate on the travel information they are proposing to provide online. The main Aldi landing page does not appear to currently provide any information on sustainable travel information to their stores.

The applicant should consider provision of a shower facility to encourage greater uptake of active travel modes.

AMA Response 21

The travel information is bespoke to each Aldi store and their respective area / local transport provision, details of this is provided on the staff intranet page.

Unfortunately due to the nature of Aldi stores these are uniform and do not include shower facilities. The Egremont store however does include a safe cycle storage area as part of the store room for staff to securely store their bicycles, changing facilities and lockers.

Based on the location of the Egremont store, it is considered that those members of staff which do decide to travel by bicycle will be for short distances of nothing further than 2km on average. This is due to those residents who are located further afield would not be travelling along the A595 SRN.

WSP Response 22

It is recommended that the results of the monitoring and annual review are provided to National Highways, so that it can understand the extent to which targets are being met.

AMA Response 22

Comments are noted regarding the annual monitoring report to also be issued to NH, this is something that AMA as the Travel Plan Co-ordinator can organise.

Please can you advise if there is a preferable contact address for who these report findings should be issued to.

Conclusion

It is considered that the details contained in this HTN respond to the points raised by WSP on behalf of NH and confirm that the development proposals are acceptable and should be granted planning permission.

Appended Documents

Appendix A – WSP on Behalf of NH Highways Consultation Response

Appendix B – Scoping Exercise

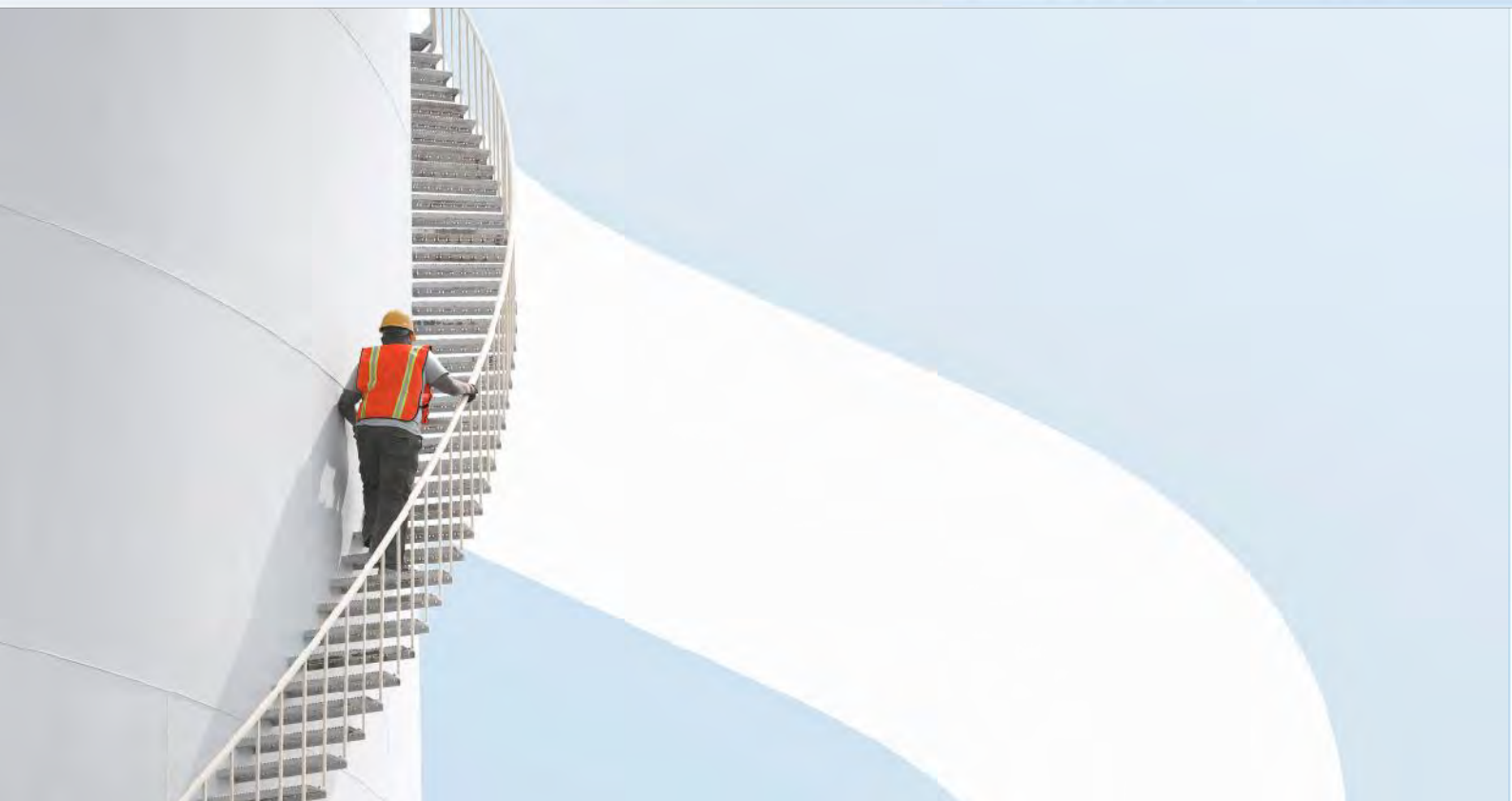
Appendix A – WSP on Behalf of NH Highways Consultation Response



National Highways

ALDI, LAND AT EAST ROAD, EGREMONT

Transport Assessment Review





National Highways

ALDI, LAND AT EAST ROAD, EGREMONT

Transport Assessment Review

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CONTENTS

1	INTRODUCTION	1
1.1	PREAMBLE	1
1.2	TASK OVERVIEW	1
1.3	SCOPING	1
1.4	SITE ALLOCATION STATUS	2
1.5	TECHNICAL INFORMATION	2
2	POLICY AND GUIDANCE	3
3	EXISTING CONDITIONS	4
3.1	ROAD NETWORK	4
3.2	PERSONAL INJURY COLLISION (PIC) ANALYSIS	4
3.3	BASELINE CONDITIONS	4
4	DEVELOPMENT PROPOSALS	6
4.1	PROPOSALS	6
4.2	ACCESS	6
4.3	PARKING	7
5	TRIP RATES, TRIP GENERATION AND TRIP DISTRIBUTION	9
5.1	TRIP RATES	9
5.2	TRIP GENERATION	9
5.3	TRIP TYPE	10
5.4	TRIP DISTRIBUTION	10
6	FUTURE BASELINE TRAFFIC CONDITIONS	11
6.1	COMMITTED DEVELOPMENTS	11
6.2	ASSESSMENT YEARS	11



6.3	TRAFFIC GROWTH	11
6.4	JUNCTION ASSESSMENTS	11
7	REVIEW OF TRAVEL PLAN	13
<hr/>		
7.1	INTRODUCTION	13
7.2	AIMS AND OBJECTIVES	13
7.3	POLICY	13
7.4	ACCESSIBILITY OF THE DEVELOPMENT SITE	13
7.5	ALDI TRAVEL CHARACTERISTICS	15
7.6	IMPLEMENTATION OF TRAVEL PLAN	16
7.7	TRAVEL PLAN TARGETS	16
7.8	TRAVEL PLAN MEASURES	17
7.9	TRAVEL PLAN MONITORING	19
8	SUMMARY AND CONCLUSION	21
<hr/>		
8.1	SUMMARY	21
8.2	CONCLUSION	21

1 INTRODUCTION

1.1 PREAMBLE

- 1.1.1. National Highways have been appointed by the Secretary of State as a strategic highway company under the provisions of the Infrastructure Act 2015. National Highways is responsible for operating, maintaining and improving the Strategic Road Network (SRN) in England, in accordance with the License issued by the Secretary of Transport (April 2015) and Government policies and objectives.
- 1.1.2. The document is written in light of the context of statutory responsibilities as set out in National Highways License, and in light of Government policy and regulation, including the:
- **National Planning Policy Framework (NPPF)**
 - **Town and Country Planning Development Management (Procedure) Order (England) 2015 (DMPO); and**
 - **DfT Circular 01/2022 The Strategic Road Network and the Delivery of Sustainable Development (“the Circular”)**
 - **Planning for the future: A guide to working with National Highways on planning matters October 2023**
- 1.1.3. As a statutory consultee in the planning system, National Highways has a regulatory duty to co-operate. Consequently, National Highways are obliged to consider all proposals received and to provide appropriate, timely and substantive responses.
- 1.1.4. National Highways’ desire to be a productive planning partner goes beyond the statutory role, but follows the spirit of the licence which stipulates that National Highways should:

Support local and national economic growth and regeneration

1.2 TASK OVERVIEW

- 1.2.1. Andrew Moseley Associates (AMA) has been commissioned by Aldi (UK) to prepare a Transport Assessment (TA) and Interim Travel Plan (ITP) in support of a full planning application for an Aldi foodstore on land at Wyndham Place in Egremont. The site is situated on land to the southeast of the East Road / A595 Egremont Bypass roundabout.
- 1.2.2. The planning application reference is 4/24/2044/0F1.
- 1.2.3. As a statutory consultee in the planning process, National Highways have been consulted on the transport evidence that has been submitted in support of the planning application. National Highways have subsequently commissioned WSP, working on their behalf on the Spatial Planning Framework, to review the TA to ensure an appropriate approach has been undertaken to assess the impact of the development on the SRN.

1.3 SCOPING

- 1.3.1. AMA state that scoping discussions have taken place with the local highway authority (LHA) and National Highways.

Comment

As far as we are aware, National Highways have not received any documentation in relation to the scope of the TA. AMA’s comment in paragraph 1.1.5 may relate to the proposed footway connection on the A595 roundabout junction.



However, as per paragraph 47 of National Highways' Circular (01/2022), formal pre-application discussions are important. This dialogue provides an effective means of gaining a good, early understanding of the development, its benefits, its likely impacts and its infrastructure needs. Moreover, it allows National Highways to inform the applicant of any key requirements for a TA.

1.4 SITE ALLOCATION STATUS

1.4.1. The TA does not comment on the site's allocation status. Section 3.2 states that the site is currently brownfield land, having previously been occupied by a petrol filling station and car dealership.

Comment

The Copeland Local Plan 2013-2028 and Publication Draft Copeland Local Plan 2021-2038 have been reviewed, and they do not indicate that the site is allocated.

1.5 TECHNICAL INFORMATION

1.5.1. The following documents have been obtained from the Copeland Planning Portal and will be subsequently reviewed within this report:

- Transport Assessment (Reference: 48018-001)
- Interim Travel Plan (48019-002)

2 POLICY AND GUIDANCE

2.1.1. The TA includes a review of the following documents:

- National Planning Policy Framework (NPPF) (2023)
- Emerging Copeland Local Plan 2021-2038
- Copeland Local Plan 2013-2028

Comment

AMA have not reviewed key policies relevant to the Strategic Road Network as set out in the following:

- **DfT Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development**
- **The Strategic Road Network: Planning for the Future (2023)**

The DfT Circular and Planning for the Future state a preference for a ‘vision-led approach’ to planning, whereby there is a shift from “transport planning based on predicting future demand to provide capacity, to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes”. These themes should underpin transport assessments and travel plans.

3 EXISTING CONDITIONS

3.1 ROAD NETWORK

3.1.1. The proposed site is bound to the north by East Road; to the east by Wyndham Place / National Cycle Network (NCN) Route 72; to the south by residential dwellings, which are accessed from Wyndham Place; and to the west by the A595 Egremont Bypass.

Figure 3-1 - Site Location



3.2 PERSONAL INJURY COLLISION (PIC) ANALYSIS

- 3.2.1. PIC analysis has been undertaken within a study area including the A595 / East Road Roundabout and the A595 / Howbank Road Roundabout.
- 3.2.2. Five slight collisions were recorded at the A595 / East Road Roundabout, and six slight collisions were recorded at the A595 / Howbank Road Roundabout. One further slight collision occurred on the A595 between the two roundabouts.

Comment

Analysis of these collisions is fairly limited, with only the number of collisions reported. We would expect a more comprehensive analysis which considers the causation and contributory factors from the collision report, to confirm whether there are any underlying issues on the network, which would be exacerbated by the proposals.

3.3 BASELINE CONDITIONS

- 3.3.1. Baseline SRN turning counts are provided for the following junctions:
 - A595 / Howbank Road roundabout;

- A595 / East Road roundabout;
- East Road / Wyndham Terrace priority controlled junction.

3.3.2. Traffic surveys were conducted in the evening peak between 16:00-19:00 on Friday 17th November 2023, and the Saturday peak between 11:00-14:00 on Saturday 18th November 2023.

3.3.3. This data was analysed and showed that the Friday evening peak hour is between 16:30-17:30, whilst the Saturday peak hour is between 11:30-12:30.

3.3.4. Queue surveys were also conducted to validate the local junction modelling. AMA state that queue levels output by ARCADY did not replicate surveyed queuing, and that the model was amended so that its output reflected observed queue levels.

Comment

It is acknowledged that assessment of a Friday evening peak has been selected as one of the typical peak periods for a foodstore. However, there are existing operational issues on the A595 in this vicinity which are apparent on Monday-Thursdays but not on Fridays, which have therefore not been considered in the assessments undertaken. These operational issues are understood to arise through the northbound traffic on the A595 generated from the Sellafield Nuclear facility, exacerbated by vehicular traffic using the East Road arm generated by the West Lakes Academy school pick-up period, and pedestrians from the Academy crossing the A595 to the north of North Road. It is understood that Sellafield has different shift patterns on a Friday, which reduces any operational issues in the evening peak on that day.

This issue can be seen in the extracts from Google Typical Traffic below.

Figure 3-2 - Typical Weekday Evening Traffic (Left) Compared to Friday (Right)



The key test for National Highways is therefore the forecast impact of the proposed development in the evening peak on a Monday-Thursday when the existing operational issues are apparent. We request that AMA revisit their assessments to take account of this.

4 DEVELOPMENT PROPOSALS

4.1 PROPOSALS

The development proposals are for a 1,390sqm Retail Floor Area (RFA) Aldi retail unit with associated site access, servicing arrangements and parking. It is stated that the proposed delivery area will be situated to the west of the building, via a dedicated access point which is separate from general traffic.

Comment

Whilst this is primarily an issue for the LHA, it is not clear from the site layout in Appendix A of the TA that access to the servicing area is separate from general traffic.

4.2 ACCESS

- 4.2.1. The site will be accessed by all modes of transport, including deliveries, via an upgraded priority-controlled T-junction from Wyndham Place, to the north-east of the site. This will include 2m wide footways on both sides of the junction.
- 4.2.2. The development also proposes upgrades to the carriageway width of Wyndham Place.
- 4.2.3. Improvements to the Wyndham Place / East Road junction arrangement involve the realignment of the minor arm to provide a new dedicated footway. A seven-day ATC was installed to determine the required visibility at the junction. The visibility achieved by the design is stated to meet Manual for Streets guidelines.
- 4.2.4. A non-motorised user (NMU) access is also proposed to the south-west of the site, providing a more direct route for pedestrians to the existing footway provision on the A595 roundabout junction. The TA states that scoping discussions are currently being held with National Highways regarding this.
- 4.2.5. The site would be served by a servicing area to the west of the store. Swept path analysis shows that a UK maximum standard (16.5m) articulated HGV and private refuse collection vehicle can access and egress the site in forward gear.
- 4.2.5.1 The Wyndham Place / East Road T-junction, from which access to the site is taken, has been modelled in PICADY to test its capacity in the 2029 opening year. The results are shown in Table 4-1.

Table 4-1 - Site Access PICADY Results (taken from TA)

Arm	PM Peak		SAT Peak	
	RFC	Queue	RFC	Queue
2029 Base				
Wyndham Place	0.01	0	0.01	0
East Road	0.03	0	0.01	0
2029 Base + Development				
Wyndham Place	0.16	0	0.21	0
East Road	0.18	0	0.21	0

Comment

Access to the site is a matter for the LHA as access to the site is via the local road network. The access should be designed to comply with the relevant design standards.

Of primary concern to National Highways is whether there is any risk of blocking back potentially affecting the SRN, however the modelling results show that there is sufficient length of carriageway between the site access junction and the SRN for the anticipated level of queuing.

4.3 PARKING

4.3.1. A total of 86 parking spaces are proposed at the foodstore. This is below the Cumbria County Council, 'Development Design Guide, Appendix 1 - Parking' standards, which stipulate that 1 space per 15sqm of gross floor area should be provided. AMA have calculated this based on the store's gross external area (1,933sqm), which would indicate that provision for 129 would be compliant with standards.

Comment

Whilst parking provision is typically a matter for the Local Planning Authority, the TA states that the level of provision is below the current parking standards, and this could pose a concern for National Highways should it lead to overspill parking impacting the SRN.

WSP have calculated car parking accumulation profiles for weekdays and Saturdays based on the trip rates provided. These are shown in Figure 4-1 and Figure 4-2. They indicate that with the proposed provision, there is sufficient provision of parking throughout the day. This gives confidence that the development would be unlikely to generate overspill parking impacting the SRN.

One minor point to note is that the proposed site layout in Appendix A indicates that 68 standard parking bays, 5 accessible parking bays, and 9 parent and child bays will be provided. This is four lower than the stated total parking capacity of 86 spaces.

Figure 4-1 - Weekday Parking Accumulation Profile

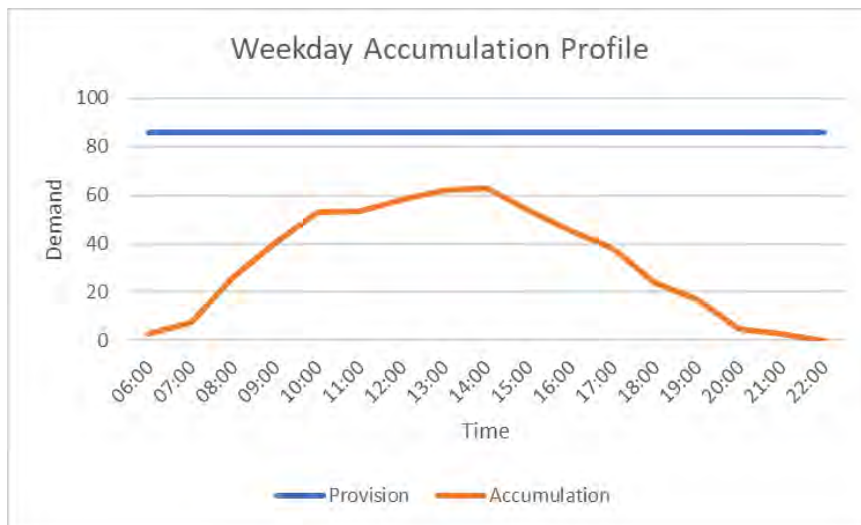
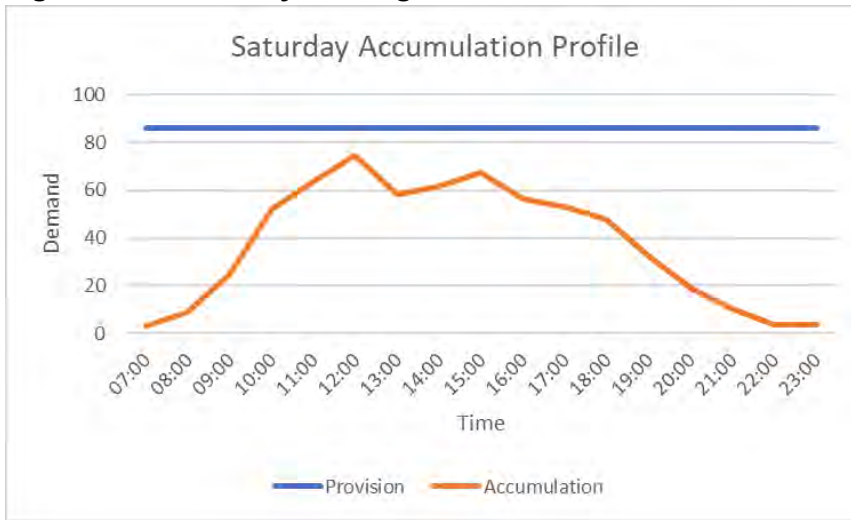


Figure 4-2 - Saturday Parking Accumulation Profile



5 TRIP RATES, TRIP GENERATION AND TRIP DISTRIBUTION

5.1 TRIP RATES

5.1.1. Peak hour trip rates are shown in Table 5-1.

5.1.2. The TRICS peak hours are 3pm-4pm on the weekday, and 12pm-1pm on the Saturday. These do not fully correspond with the network peak hours, but were selected as they represent a worst-case scenario.

Table 5-1 - Trip Rates

	PM Peak		Saturday	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	6.307	6.941	8.383	9.545

5.1.3. AMA use the TRICS database to obtain vehicular trip rates. They use the following weekday selection criteria:

- Trip rates for vehicles
- Land Use: 01 Retail C – Discount Food Stores
- RFA range: 600-1900sqm
- Date Range: 01/01/13 to 28/11/20
- Locations: Edge of Town Centre; Edge of Town

5.1.4. They use the following Saturday selection criteria:

- Trip rates for vehicles
- Land Use: 01 Retail C – Discount Food Stores
- RFA range: 600-1900sqm
- Date Range: 01/01/13 to 28/11/20
- Locations: Suburban Area; Edge of Town Centre

Comment

Selection of a worst-case combined peak is accepted.

WSP have sought to verify AMA’s TRICS trip rates, but have been unable to replicate them exactly. Nevertheless, the results of WSP’s TRICS interrogation were broadly similar to those generated by AMA, and so the trip rates are accepted.

5.2 TRIP GENERATION

AMA have applied the trip rates to the quantum of gross floor area to calculate trip generation. This is shown in Table 5-2.

Table 5-2 - Trip Generation

	PM Peak		Saturday	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	88	96	117	133

Comment

The methodology used to calculate the trip generation is accepted.

5.3 TRIP TYPE

5.3.1. AMA have assigned 50% of the trips to the site as 'new' to the network, and 50% as 'pass-by'.

Comment

This approach is accepted.

5.4 TRIP DISTRIBUTION

New trips to the network have been distributed based on housing density within a ten-minute drive time of the site. This distribution is shown in Table 5-3.

Table 5-3 - Trip Distribution (taken from TA)

Route ID	Route Choice	Proportion of Customers Using Route (%)
A	East Road (N)	10%
B	A595 Egremont Bypass (SE)	20%
C	Main Street (SW)	40%
D	Howbank Road	10%
E	A595 Egremont Bypass (N)	10%
F	A5086 (NE)	10%

Pass-by trips are distributed according to the existing proportional split of traffic at the A595 Egremont Bypass / Main Street / East Road roundabout junction, excluding movements towards East Road.

Comment

The methodology is considered appropriate in principle, however, we request AMA provide further supporting information of the primary trip distribution method, as this has not been provided, i.e. the analysis of housing density which informed the proportions stated in the table above.

6 FUTURE BASELINE TRAFFIC CONDITIONS

6.1 COMMITTED DEVELOPMENTS

6.1.1. No committed developments are contained within the assessment.

Comment

Appendix B indicates that Cumberland Council did not advise AMA to consider any committed developments.

6.2 ASSESSMENT YEARS

6.2.1. Operational assessments have been carried out on the SRN for 2029 and 2034.

Comment

In line with the updated DfT Circular 01/2022, the opening year assessment (assuming full build out and occupation) is the key test from National Highways' perspective.

The TA does not state the anticipated store opening year. We request that AMA confirm the opening year of the development, and if required, undertake an opening year assessment (if this is not 2029).

6.3 TRAFFIC GROWTH

6.3.1. AMA have used TEMPro growth factors to obtain baseline 2029 and 2034 flows. They use a base year input of 2024 for 'Copeland 006'. These are shown in Table 6-1.

Table 6-1 - TEMPro growth factors (taken from TA)

	PM Peak	Saturday
2024 - 2029	1.0252	1.0274
2024 - 2034	1.0450	1.0489

Comment

Whilst the MSOA selected is considered appropriate, given the traffic surveys were undertaken in 2023, it would be more appropriate to have a base year of 2023.

WSP have sought to replicate AMA's TEMPro growth factors, but have not been able to. We request AMA provide the parameters selected in TEMPro to extract the above growth factors.

6.4 JUNCTION ASSESSMENTS

6.4.1. Junction assessments have been undertaken for the following junctions:

- Wyndham Place / East Road T-Junction
- East Road / A595 (S) / Main Street / A595 (N) roundabout
- A595 (N) / A5086 / A595 (S) / Howbank Road roundabout



Comment

Comments will be provided on the junction capacity assessments once AMA have addressed the comments made above.

Once the assessments have been updated, we request AMA provide the JUNCTIONS input files to expedite our review.

7 REVIEW OF TRAVEL PLAN

7.1 INTRODUCTION

7.1.1. WSP have reviewed the Interim Travel Plan (ITP) which accompanies the TA, developed by AMA. The ITP includes accessibility of the site by non-car modes; how the ITP will be implemented; targets for improving non-car modal share; measures to support this; and a monitoring strategy. The ITP sets out the principal strategies that will be put in place once the development is operational to encourage sustainable travel to the development.

7.2 AIMS AND OBJECTIVES

7.2.1. The aim of the ITP is *to reduce the number of trips made to and from the development by the private car.*

7.2.2. Two objectives have been set to help meet this aim:

- *To support modal shift away from single occupancy car journeys to alternative sustainable modes of travel, including increased multi-occupancy vehicle trips for both staff and customers; and*
- *To promote walking, cycling and public transport as the primary modes of travel to the site for staff and customers.*

7.3 POLICY

7.3.1. The ITP has been prepared using the following key documents:

- National Planning Policy Framework (2023) (NPPF)
- PPG13 (now superseded)

Comment:

WSP acknowledges the policy documents used in the preparation of this FTP. It is also recommended that AMA consider the DfT Circular 01/2022 and Planning for the Future (2023) when preparing Travel Plans. This is particularly relevant in National Highways' expectation of a 'Vision-Led' approach towards development and its potential traffic impacts.

7.4 ACCESSIBILITY OF THE DEVELOPMENT SITE

7.4.1. The ITP sets out the baseline accessibility of the development site for pedestrians, cyclists and public transport. This has been developed in line with (now superseded) PPG13 guidance.

PEDESTRIAN

7.4.2. The ITP sets out the walking catchment of the proposed development site, as shown in Figure 7-1.

7.4.3. Footways are currently provided within the vicinity of the application site, with a footway present along the south-western side of Wyndham Place and along both sides of East Road. It is stated that most walking trips would be made to / from the south of the A595 Egremont Bypass, and that pedestrian trips would be able to use the pedestrian underpass beneath the A595 roundabout.

7.4.4. As part of the proposals, a new NMU link is proposed to the south-west of the application site, which would offer a shorter and more direct route for both customers and staff when walking between the Aldi foodstore and the A595 (S) subway path. The development also proposes to improve the existing pedestrian infrastructure and crossing facilities at the Wyndham Place / East Road junction.

Figure 7-1 - 2km Walk Accessibility (taken from the ITP)



Comment

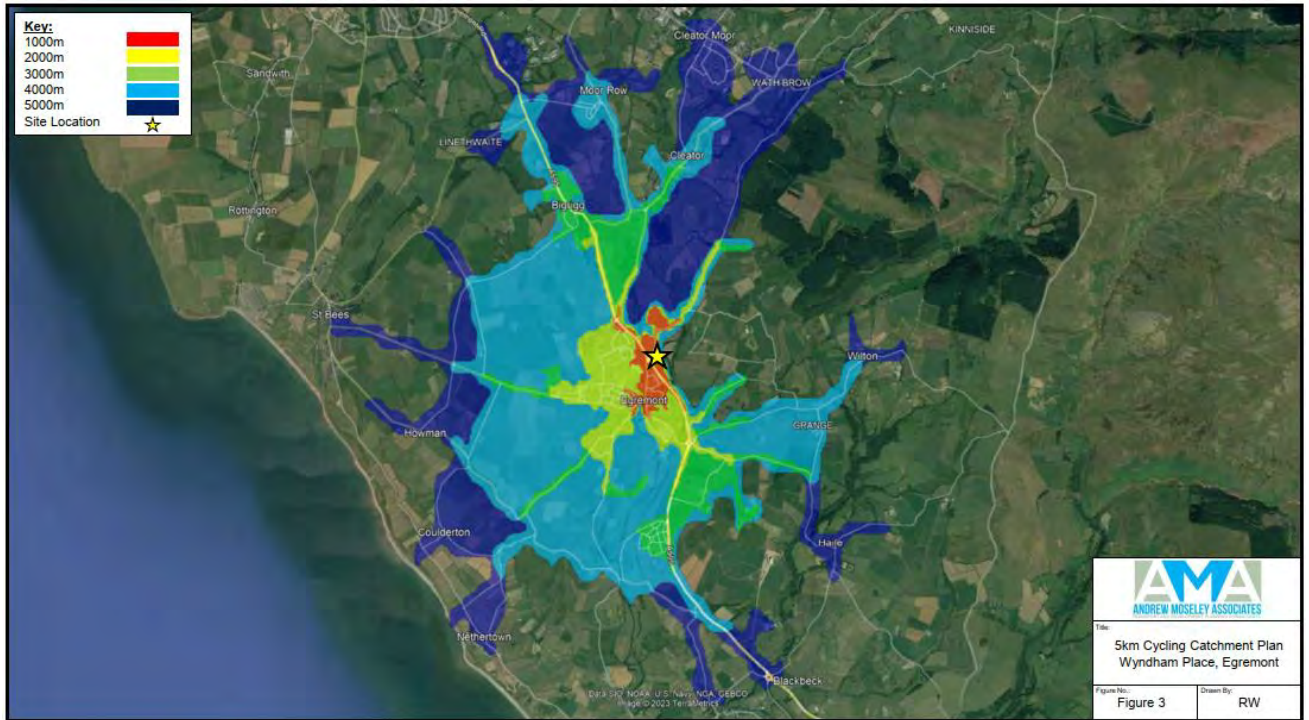
Measures to enhance pedestrian accessibility to the site are welcome.

AMA should provide more evidence for their assertion in 4.2.4 that ‘the majority of pedestrian journeys [would be] made to / from the south of the A595 Egremont Bypass’ and by implication, would be likely to use the underpass e.g. is this based on the housing density analysis used to determine origins of primary trips?

CYCLE

- 7.4.5. The ITP shows the 5km cycle catchment from the site, as shown in Figure 7-2. The plan identifies that the surrounding areas of Thornhill, Bigrigg, Nethertown, and Cleator Moor are situated within a 5km catchment area of the proposed development. The National Cycle Network (NCN) route 72 also runs along the northern boundary of the site.
- 7.4.6. Four Sheffield stands are proposed for short-stay customer parking. These are in close proximity to the store entrance. Furthermore, four semi-vertical bike racks will be available for staff in the warehouse area.

Figure 7-2 - Cycle Accessibility (taken from the ITP)



BUS

7.4.7. The ITP states that there are four bus stops located within a 400m walking distance of the site. Table 7-1 shows details of the bus services serving these stops.

Table 7-1 - Bus Services (taken from the ITP)

Service	Route	Monday – Friday	Saturday	Sunday
30	Maryport - Thornhill	Every 30 minutes (05:49 to 23:24)	Every 30 minutes (05:49 to 23:24)	Every hour (09:27 to 18:32)

Comment

The bus service frequency is considered sufficient to provide a reasonable alternative to private car use for Aldi workers.

SUMMARY

Comment

We accept that the site has some accessibility via non-car modes. However, the site’s location immediately adjacent to the SRN means that private car use will remain an attractive travel mode for staff.

7.5 ALDI TRAVEL CHARACTERISTICS

7.5.1. It is stated that it is typical for Aldi staff to live locally in relation to the store.

- 7.5.2. Paragraph 5.2.2 states that: *Experience from existing Aldi stores reveals that a significant proportion of the customers regularly walk from the surrounding residential areas. Customers often also visit other shops or facilities as part of their shopping trip, which may include visiting local specialist retailers such as newsagents, butchers, etc, thus, making linked trips on foot or by car. As such, Aldi can promote sustainable travel in line with government policy.*
- 7.5.3. Paragraph 6.3.8 then states the following: *In terms of customer trips, it is known that the majority of trips to the store are likely to be made using a car. Aldi will promote the use of sustainable modes but in reality, Aldi will only be able to have a limited effect on how people travel. For this reason, it is not proposed to set a target for the mode share of customer trips. However, customer travel surveys will be undertaken at the same time as staff travel surveys to better understand customer travel behaviour. Further detail on customer travel surveys is provided in the following sections.*

Comment

AMA should ensure that they provide a consistent narrative around the likely travel impacts arising from the proposed development. From the National Highways perspective, it is considered that a high proportion of customer trips generated by the development will be by car. Nevertheless, this should not preclude measures designed to encourage sustainable modes of travel to the store.

7.6 IMPLEMENTATION OF TRAVEL PLAN

TRAVEL PLAN CO-ORDINATOR

- 7.6.1. The Travel Plan Coordinator (TPC) will be the Store Manager. The name, job title and contact details of the TPC will be made available once they are known.
- 7.6.2. The TPC will be responsible for:
- The overall management of the Travel Plan;
 - The implementation of the Travel Plan measures;
 - Promoting sustainable travel amongst staff and customers and distributing sustainable travel related information; and
 - The ongoing monitoring and review of the Plan.
- 7.6.3. Organisation of the initial staff travel survey will be supported by AMA.

7.7 TRAVEL PLAN TARGETS

Mode split data has been obtained from the Census Method of Travel to Work Data for the Copeland 006 MSOA. Data is provided from the two latest censuses (2011 and 2021) to mitigate against any misrepresentation stemming from the effects of COVID-19 on travel behaviour (see Table 7-2).

Table 7-2 - Census Method of Travel to Work Data for Copeland 006 MSOA (taken from ITP)

Mode of Travel	2011 Census Data	2021 Census Data
Car Driver (alone)	76%	74%
Passenger	7%	8%
Taxi	1%	0%
Public Transport	4%	6%
Walk	10%	8%
Bicycle	1%	2%
Motorcycle	1%	1%
Other	0%	1%
Total	100%	100%

- 7.7.1. The baseline car driver mode share is taken to be an average of the two datasets, at 75%.
- The target is to reduce single occupancy car trips by 10% over the five-year Travel Plan monitoring period, so that car driver mode share is no more than 67.5%.
 - A target travel survey response rate is 70%, and a prize draw incentive will be considered to encourage staff uptake. If the response rate is not met, the TPC will liaise with the Council to determine an appropriate target for the remainder of the Travel Plan monitoring period.

Comment

Whilst we support the approach presented in principle, we have been unable to replicate the percentages presented for the 2011 census date so request that AMA provide the calculations that underpin the percentages presented in the table above.

7.8 TRAVEL PLAN MEASURES

TRAVEL INFORMATION PACK

- 7.8.1. The ITP states that a welcome pack will be issued to staff when they start work at the site. The welcome pack will include:
- A summary of the range of sustainable travel options available;
 - A map detailing key walking and cycling routes, the location of bus stops and key amenities that may attract linked trips;
 - A summary of relevant bus services, timetables, ticketing options and routes via www.cumberland.gov.uk/parking-roads-and-transport/bus-services and www.stagecoachbus.com;
 - Details of online public transport journey planning tools including www.stagecoachbus.com and www.northernrailway.co.uk ; and

- Links to further useful sources of information and advice on sustainable travel in Cumbria including www.activecumbria.org/behealthybeactive/active-travel1.

7.8.2. In addition to this, a sustainable noticeboard will be provided, along with travel information online, which would be available for both staff and customers.

PERSONALISED JOURNEY PLANNERS

7.8.3. The ITP states that 'personal journey plans' will be offered to staff to inform them of their journey to work options.

ACTIVE TRAVEL

7.8.4. The ITP notes a number of initiatives to encourage walking and cycling. These are:

- Ensure cycle parking is regularly inspected and maintained;
- Consider the provision of a bike pump and bike repair kit for use by all staff members;
- The staff toilet and / or staff room will be provided with coat hooks and a seat to enable staff to get changed, where possible;
- Lockers will be provided in the Staff Room;
- Promote local / national walking and cycling initiatives via the aforementioned methods of communication;
- Sign up to and encourage staff to buy a bike / bike related equipment through a salary sacrifice arrangement via www.cycle2work.info/ or similar;
- Develop walking and cycling user groups if demand arises; and
- Consider the provision of cycle training through local providers.

PUBLIC TRANSPORT INFORMATION

7.8.5. The following measures are noted in the ITP to promote travel to the store by public transport:

- Promote relevant public transport services, timetables, ticketing options and journey planning software (including relevant travel apps);
- Provision of personalised journey planning;
- Consideration of a salary sacrifice scheme for the purchase of bus / rail season tickets.

CAR SHARING SCHEME

The ITP suggests a number of measures which could encourage travel to the site by car sharing:

- Promote the Liftshare website via liftshare.com, which provides details on car sharing in Cumbria;
- Provide practical advice on lift sharing via the aforementioned methods of communication;
- Generate an internal database using staff post code data, which could be used to identify where car sharing may be a feasible option; and
- Consider allocating the most convenient spaces in the car park for use by those lift sharing.

OPERATIONAL MEASURES

7.8.6. A range of operational measures are proposed to reduce overall business mileage and fuel consumption. These are provided below:

- Provision of electric vehicle charging facilities to ensure those trips undertaken by car are as sustainable as possible;
- Provision of pool cars / bikes to reduce the requirement for staff to drive their own cars, where appropriate;

- Review of company car policy – this can ensure vehicles used for business purposes are efficient and well maintained, where appropriate;
- Use of biofuels to ensure a reduction in emissions from greenhouse gases;
- Operating flexible working practices;
- Local recruitment of staff;
- Local sourcing of produce; and
- Coordination of deliveries and route planning.

SUMMARY

Comment

AMA should elaborate on the travel information they are proposing to provide online. The main Aldi landing page does not appear to currently provide any information on sustainable travel information to their stores.

The applicant should consider provision of a shower facility to encourage greater uptake of active travel modes.

7.9 TRAVEL PLAN MONITORING

7.9.1. Monitoring of the Travel Plan will involve both data collection, and general feedback / correspondence. The purpose will be to:

- Monitor the level of staff cycling;
- Monitor the level of staff car parking and lift sharing;
- Monitor demand for additional cycle and motorcycle parking for staff; and
- Record comments received from staff in relation to the implementation of the Travel Plan as part of annual staff meetings. This will include consideration of and demand for Electrical Vehicle Charging Points (EVCPs).

7.9.2. Each year the TPC will review the Travel Plan. As part of this, staff and customer travel surveys will be re-issued, to determine progress towards modal split targets.

7.9.3. Information obtained during the monitoring process will be reported in the Annual Monitoring Report, which will be made available to the Council.

A schedule for monitoring and review of the Travel Plan is shown in Table 7-3.

Table 7-3 - Schedule for Implementing Measures, Monitoring and Review (taken from the ITP)

Measures / Action	Timescale	Responsibility
Issue customer travel survey	Within 3 months of store opening	TPC
Issue staff travel survey	Within 3 months of store opening	TPC
Promote staff car sharing	Within 3 months of store opening	TPC
Provide pedestrian route information to staff	On store opening	TPC
Provide cycle route information to staff	On store opening	TPC
Provide public transport information to staff	On store opening	TPC
Provide sustainable transport information to staff	Within 1 month of store opening	TPC
Set up Travel Plan filling system (continuous)	Within 1 month of store opening	TPC
Monitor level of cycle parking	Within 1 month of store opening	TPC
Monitor level of staff car parking and car sharing	Within 1 month of store opening	TPC
Record staff / management comments about Travel Plan operation	Within 1 month of store opening	TPC
Travel Plan Review	1 year after initial surveys	TPC

Comment

It is recommended that the results of the monitoring and annual review are provided to National Highways, so that it can understand the extent to which targets are being met.

8 SUMMARY AND CONCLUSION

8.1 SUMMARY

- 8.1.1. Andrew Moseley Associates (AMA) has been commissioned by Aldi (UK) to prepare a Transport Assessment (TA) and Interim Travel Plan (ITP) in support of a full planning application for an Aldi foodstore on land at Wyndham Place in Egremont. The site is situated on land to the southeast of the East Road / A595 Egremont Bypass roundabout.
- 8.1.2. National Highways have been consulted by Copeland Borough Council and have subsequently commissioned WSP, working on behalf of National Highways on the Spatial Planning Framework, to review the TA and ITP to ensure an appropriate assessment of the development traffic impacts on the SRN is undertaken.
- 8.1.3. The recommendations of the review are as follows:
- Provide a more comprehensive collision analysis which considers causation and contributory factors contained within collision reports;
 - Revisit the assessments to account for the existing operational issues apparent on the A595 and East Road roundabout in the evening peak period on Mondays-Thursdays, which arise from the end of the Sellafield shift and vehicle and pedestrian movements from West Lakes Academy;
 - Provide further supporting information of the primary trip distribution method i.e. the analysis of housing density which informed the proportions used;
 - Confirm the proposed opening year of the development and, if necessary, undertake an opening year assessment in line with the requirements set out in the DfT Circular 01/2022;
 - Provide the parameters used to obtain TEMPro growth factors;
 - Once the assessments have been updated to account for the other comments, share a copy of the JUNCTIONS input files used for the SRN junctions;
 - Provide supplementary evidence which supports the ITP assertion that ‘the majority of pedestrian journeys [would be] made to / from the south of the A595 Egremont Bypass’ (paragraph 4.2.4); and
 - Provide the calculations behind the Census Method of Travel to Work data.

8.2 CONCLUSION

- 8.2.1. It is recommended that National Highways implement a holding recommendation to enable the developer’s consultant to provide the information highlighted above.



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Appendix B – Scoping Exercise

From: [Rosie Ward](#)
To: planningNW@highwaysengland.co.uk
Cc: [Alex McGarrell](#)
Subject: Wyndham Place, Egremont - Pre Application Scoping Request [Filed 01 Nov 2023 13:48]
Date: 01 November 2023 13:48:06
Attachments: [48019 - Wyndham Place, Egremont - Highways Scoping Request - 30.10.23.docx](#)
[image001.png](#)
[image002.png](#)
[48019 - Wyndham Place, Egremont - Highways Scoping Request - 01.11.23.pdf](#)

Good Afternoon,

I am looking to obtain some highways pre-application advice in relation to the attached scheme, I was wondering if you may be able to advise who may be best contact to review a scoping exercise.

The proposed development is located within close proximity to the A595 Egremont Bypass, which falls within National Highways' ownership.

Please find attached a copy of the Highways Scoping Document for a proposed Aldi Store at Wyndham Place, Egremont.

Upon review, please provide any comments within the column provided.

Many thanks in advance.

Kind regards,
Rosie

Rosie Ward

BSc(Hons) MSc MCIHT
Senior Transport Planner



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NOTE NEW ADDRESS

Andrew Moseley Associates
15 St Paul's Street
2nd Floor

- **SCOPING STUDY FOR:** Proposed Aldi Food Store, Wyndham Place, Egremont
- **LOCAL HIGHWAY AUTHORITY:** Cumberland Council (CC)
- **SUPPORTED BY:** Appendix A – Indicative Site Layout, Appendix B – TRICS Data, Appendix C – Distribution Diagram

Ref	Item	Parameters	Comments from CC																						
1	Level of planning approval sought? E.g. outline, full.	<p>A full planning application for the proposed development of an Aldi food store (A1 land use class) located on land to the east of the A595 Egremont Bypass / East Road / Main Street roundabout junction, within the residential settlement of Egremont.</p> <p>The site is a brownfield site, previously occupied by Esso Petrol Filling Station (PFS), which is bound to the north and east by Cycle Route 72, to the south by the A595 Egremont Bypass, and to the west by the roundabout junction.</p> <p>Although now a superseded policy document, 'Guidance for Transport Assessment' (TA) requires a land use of this type over 1,500m² GFA to be supported by a TA and Travel Plan (TP), therefore these will be provided with the planning application.</p>																							
2	Size and description of development proposals	<p>The planning application is for an Aldi food store.</p> <p>The proposed development has a Retail Floor Area (RFA) of 1,315m² with a delivery area located on site to the west of the building accessed via the same access point for all vehicles.</p> <p>An indicative layout is provided in Appendix A.</p>																							
3	Description of existing land uses, existing trip distribution	<p>The site consists of a brownfield site which has the lawful land use of a PFS, previously consisting of an Esso PFS with a retail unit and six filling pumps.</p> <p>To determine the predicted trips associated with the PFS, the TRICS database has been interrogated for Petrol Filling Stations with retail facilities in Edge of Town Centre / Suburban areas. The TRICS output is attached at Appendix B.</p> <p>Table 1. PFS – Lawful Vehicle Trip Rates and Generation</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Friday 17:00 to 18:00</th> </tr> <tr> <th>Arrivals</th> <th>Departures</th> </tr> </thead> <tbody> <tr> <td>Trip Rates</td> <td>8.011</td> <td>8.228</td> </tr> <tr> <td>Trip Generation</td> <td>48</td> <td>49</td> </tr> </tbody> </table> <p>The trip rates and corresponding generated trips shown below in Table 2 are for Saturday network peak periods from 12:00 to 13:00.</p> <p>Table 2. PFS – Lawful Vehicle Trip Rates and Generation</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Saturday 12:00 to 13:00</th> </tr> <tr> <th>Arrivals</th> <th>Departures</th> </tr> </thead> <tbody> <tr> <td>Trip Rates</td> <td>9.083</td> <td>8.958</td> </tr> <tr> <td>Trip Generation</td> <td>54</td> <td>54</td> </tr> </tbody> </table> <p>Please can CC confirm these existing trip generation calculations are acceptable for assessment as part of the junction capacity analysis.</p>		Friday 17:00 to 18:00		Arrivals	Departures	Trip Rates	8.011	8.228	Trip Generation	48	49		Saturday 12:00 to 13:00		Arrivals	Departures	Trip Rates	9.083	8.958	Trip Generation	54	54	
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	Saturday 12:00 to 13:00																								
	Arrivals	Departures																							
Trip Rates	9.083	8.958																							
Trip Generation	54	54																							
4	Does the development involve the relocation of an existing use?	Yes, it is proposed that the vacant PFS will be demolished to cater for the proposed Aldi food store.																							

Ref	Item	Parameters	Comments from CC									
5	How are existing land use flows going to be dealt with?	As part of the Transport Assessment, the existing trips generated by the lawful PFS land use will be subtracted from the impact generated by the proposed Aldi food store and therefore a net difference in the proposed development will be assessed.										
6	Are traffic surveys of the existing conditions available or required?	It is assumed that assessment of both the Friday PM and Saturday peak will be required for the TA. Traffic surveys will be undertaken at identified junctions where there are forecast flows result in an increase of 30 or more additional vehicle movements. This will be informed by the assignment of the predicted development traffic (primary transferred and pass-by) as described in more detail later in this document.										
7	Details of any other developments to be taken into account.	A review of the Copeland Council planning portal has identified the following development is located within the vicinity of the application site, which will be considered as part of our assessment; <ul style="list-style-type: none"> 4/17/2392/0F1 – Full application for a residential development comprising 23 apartments and 10 dwellings on land to the north of East Road. Please can CC advise of any other committed developments which should be included as part of the junction capacity assessments.										
8	Details of any adjacent highway improvement proposals by others	Please advise of any adjacent highway improvements planned in the vicinity of the site.										
9	When are the critical periods for assessments?	The critical periods for assessment will be based on the identified network Weekday PM and Saturday peak hours and the food retail development peak trip generation.										
10	What are the assessment years?	Base year of submission and five years post submission (2023 and 2028).										
11	Traffic growth factors?	To establish the likely growth in traffic flow for a future year of 2028 (year of application plus 5 years) the Department for Transport computer program TEMPRO 7.2 has been utilised in conjunction with Data Set AF15 of the National Transport Model. Due to the proximity of the A595 Egremont Bypass, this falls within National Highways ownership and therefore a 10-year horizon period will also be assessed in accordance with the required standards. The growth factors for the Copeland 006 Middle Super Output Area to 2023, 2028 and 2033 are as follows:- Table 3. TEMPRO Traffic Growth Factors – 2023 to 2028 <table border="1"> <thead> <tr> <th></th> <th>PM</th> <th>SAT</th> </tr> </thead> <tbody> <tr> <td>2023 – 2028</td> <td>1.0299</td> <td>1.033</td> </tr> <tr> <td>2023 – 2033</td> <td>1.0491</td> <td>1.0535</td> </tr> </tbody> </table> These growth figures take account of future increases in households and jobs and are therefore considered to be robust.		PM	SAT	2023 – 2028	1.0299	1.033	2023 – 2033	1.0491	1.0535	
	PM	SAT										
2023 – 2028	1.0299	1.033										
2023 – 2033	1.0491	1.0535										

Ref	Item	Parameters	Comments from CC																						
12	What will be the trip generation for the proposals?	<p>The vehicle-based trip rates, set out within Table 4 and Table 5, have been obtained from the TRICS database for a similar sized discount retail food store development in a similar edge of town location.</p> <p>The average vehicle rates for the proposed Aldi store (per 100sqm RFA) for the Friday PM peak period from 17:00 – 18:00 trip generation has been calculated by multiplying the trip rates by the RFA (1,315). The trip rates and corresponding generated trips are set out in Table 4 and Table 5.</p> <p>Table 4. Vehicle Trip Rates and Generation</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Friday 17:00 to 18:00</th> </tr> <tr> <th>Arrivals</th> <th>Departures</th> </tr> </thead> <tbody> <tr> <td>Trip Rates</td> <td>6.307</td> <td>6.941</td> </tr> <tr> <td>Trip Generation</td> <td>83</td> <td>91</td> </tr> </tbody> </table> <p>The trip rates and corresponding generated trips shown below in Table 5 are for Saturday network peak periods from 12:00 to 13:00.</p> <p>Table 5. Vehicle Trip Rates and Generation</p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Saturday 12:00 to 13:00</th> </tr> <tr> <th>Arrivals</th> <th>Departures</th> </tr> </thead> <tbody> <tr> <td>Trip Rates</td> <td>8.383</td> <td>9.545</td> </tr> <tr> <td>Trip Generation</td> <td>110</td> <td>126</td> </tr> </tbody> </table> <p>A copy of the TRICS data is attached to this Highways Scoping Note in Appendix B.</p>		Friday 17:00 to 18:00		Arrivals	Departures	Trip Rates	6.307	6.941	Trip Generation	83	91		Saturday 12:00 to 13:00		Arrivals	Departures	Trip Rates	8.383	9.545	Trip Generation	110	126	
	Friday 17:00 to 18:00																								
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	Saturday 12:00 to 13:00																								
	Arrivals	Departures																							
Trip Rates	8.383	9.545																							
Trip Generation	110	126																							
13	What is the assumed trip distribution?	<p>The traffic distribution of the Aldi store will be based on the existing housing density located within a 10-minute drive time catchment area of the site.</p> <p>A diagram showing the anticipated distribution is attached at Appendix C.</p>																							
14	Would traffic from adjacent sites be attracted to the site? Pass-by traffic? Transferred Trips?	<p>The proposed 'Pass-by' trips are 50% on weekdays and Saturdays, therefore, 50% of the trips respectively are considered to be 'Primary Transferred' trips which effectively divert to the proposed Aldi store from other local food retail destinations.</p> <p>We request the LHA confirm that this approach is acceptable.</p>																							
15	Capacity tests required?	<p>Dependant on the results of the trip distribution and trip generation exercise, the junctions that are predicted to see an increase of more than 30 two-way trips will be assessed as part of the Transport Assessment. At this stage, the following junctions are considered likely to require modelling:</p> <ul style="list-style-type: none"> ▪ Site Access / 'Cycle Route 72' priority T-junction; ▪ 'Cycle Route 72' / East Road priority T-junction; ▪ East Road / A595 Ergemont Bypass / Main Street roundabout junction; and ▪ A595 / Howbank Road / A5086 roundabout junction <p>We request the LHA confirm that the approach of carrying out junction capacity assessments at the four junctions is acceptable.</p>																							

Ref	Item	Parameters	Comments from CC
16	Are adjacent junctions or links likely to become overloaded?	Modelling of the identified junctions will be undertaken to analyse capacities based on current traffic flows and the future year scenarios with and without development flows to determine the requirements for any mitigation requirements as a result of the development impact.	
17	Is a new or modified highway access likely?	<p>The development proposes a slight relocation of the existing access on the 'Cycle Route 72' carriageway, along with some improvements to the arrangement and width of carriageway.</p> <p>As detailed in the proposed layout at Appendix A the development proposes the formalisation of the access arrangement onto the 'Cycle Route 72' carriageway, and the removal of previous dropped kerb access points previously used by the PFS use. The vehicular access will provide access for both shoppers and servicing / delivery vehicles.</p> <p>The site access junction is shown on the proposed layout at Appendix A.</p>	
18	What are the visibility requirements? Are those requirements met?	Appropriate visibility from the site access onto the main carriageway 'Cycle Route 72' will be achieved in accordance with the design standards for MFS.	
19	What level of car parking is required?	Parking will be provided with reference to the Cumberland Council parking standards and Aldi's operational requirements. The level of car and cycle parking spaces will be justified within the TA.	
20	Are special provisions required for cyclists, pedestrians, the disabled or public transport?	All sustainable transport modes will be considered and addressed in detail in the TA.	
21	Do the proposals comply with Transport Policy?	The proposals will be considered in-line with National and Local policy.	
22	Are there any further transport related reports required? E.g. Travel Plans, Car Park Management Plans.	An Interim Travel Plan will be submitted as part of the planning application for the proposed food retail development.	
23	Will a review of Road Traffic Accidents (RTA's) be undertaken?	A review of accidents, for the latest 5 year period, within the vicinity of the development will be reviewed.	



REV	DATE	DESCRIPTION	DRW	CHK
P01	2021-11-19	First issue	AdeL	MJ
P02	2021-11-22	Pedestrian access added from subway	AdeL	
P03	2021-11-24	Pedestrian access path added	AdeL	
P04	2021-12-22	EVCP bays moved	LAV	MJ
P05	2022-03-09	Layout revised to avoid gas main and reduce retention	AdeL	MJ
P06	2023-07-21	Wider store incorporated	AdeL	MJ

ALDI SITE AREA	6,512 sq m	1.6 ac
STANDARD PARKING BAYS	2.5 x 4.8m	68
ACCESSIBLE PARKING BAYS	3.7 x 6.2m	5
PARENT & CHILD PARKING BAYS	3.0 x 4.8m	9
EVCP PARKING BAYS	Varies	4
TOTAL PARKING BAYS		86

ALDI BLADE ROOF STORE		
GROSS EXTERNAL FLOOR AREA	1933 sq m	20,806 sq ft
GROSS INTERNAL AREA	1855 sq m	19,967 sq ft
RETAIL AREA (Inc. Lobby)	1410 sq m	15,177 sq ft
WELFARE BLOCK (Inc. Plant Room)	115sq m	1,237 sq ft
WAREHOUSE (Inc. Loading Bay & Freezers)	320sq m	3,444 sq ft

Client
Aldi Stores Ltd.



Project Title
Aldi - Egremont

Project Address
**Wyndham Place
Egremont**

Drawing Title
Site Plan as Proposed

Job No.	Originator	Zone	Level	Type	Role
0541	PA	XX	00	DR	A

System Classification	Drawing No.	Suitability	Revision
PM_40_40-79-0002		S4	P06

Drawn	Checked	Date	Scale	Size
AdeL	MJ	2021-11-19	1:500	A3

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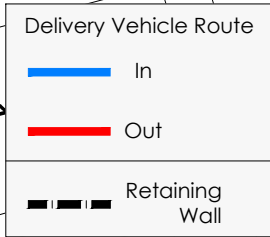
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AMA - Leeds

Licence No: 710001

Calculation Reference: AUDIT-710001-231023-1008

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
 Category : B - PFS - WITH RETAIL

TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Filling bays
Actual Range: 6 to 10 (units:)
Range Selected by User: 4 to 10 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/10/22

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Thursday	2 days
Friday	5 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	7

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
Residential Zone	6
Built-Up Zone	1
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:Use Class:

Sui Generis	12 days
-------------	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	6 days

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

Travel Plan:

No	12 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	12 days
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This data displays the number of selected surveys with PTAL Ratings.

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

1	AS-13-B-01	CO-OP PFS	ABERDEENSHIRE
	KIRKTON ROAD STONEHAVEN		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Filling bays: 8		
		Survey date: THURSDAY 21/04/22	Survey Type: MANUAL
2	DY-13-B-01	ESSO & TESCO EXPRESS	DERBY
	NOTTINGHAM ROAD DERBY CHADDES DEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8		
		Survey date: FRIDAY 26/06/15	Survey Type: MANUAL
3	GM-13-B-02	SHELL & LONDIS	GREAT ER MANCHESTER
	STOCKPORT ROAD MANCHESTER BURNAGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6		
		Survey date: THURSDAY 06/05/21	Survey Type: MANUAL
4	LC-13-B-03	TEXACO & MORRISONS DAILY	LANCASHIRE
	GARSTANG ROAD PRESTON FULWOOD Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8		
		Survey date: TUESDAY 06/11/18	Survey Type: MANUAL
5	LE-13-B-03	CO-OP PFS	LEICESTERSHIRE
	COVENTRY ROAD MARKET HARBOROUGH Edge of Town Centre No Sub Category Total Filling bays: 6		
		Survey date: WEDNESDAY 20/10/21	Survey Type: MANUAL
6	NN-13-B-01	TEXACO & LONDIS	NORTH NORTHAMPTONSHIRE
	WELLINGBOROUGH ROAD RUSHDEN Edge of Town Centre Residential Zone Total Filling bays: 8		
		Survey date: FRIDAY 23/10/20	Survey Type: MANUAL
7	NY-13-B-03	ESSO & CO-OP	NORTH YORKSHIRE
	WETHERBY ROAD NORTH KNARESBOROUGH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Filling bays: 8		
		Survey date: FRIDAY 30/09/16	Survey Type: MANUAL
8	NY-13-B-04	HARVEST ENERGY & NISA	NORTH YORKSHIRE
	VICTORIA ROAD RICHMOND Edge of Town Centre No Sub Category Total Filling bays: 8		
		Survey date: WEDNESDAY 13/03/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ST-13-B-01 FOREGATE STREET STAFFORD	BP & HURSTS	STAFFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Filling bays:		
		10	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
10	TW-13-B-05 THE BROADWAY SUNDERLAND	SHELL & SPAR	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays:		
		6	
	Survey date: FRIDAY	24/05/19	Survey Type: MANUAL
11	TW-13-B-06 BEACH ROAD NORTH SHIELDS	ESSO & TESCO EXPRESS	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays:		
		8	
	Survey date: MONDAY	16/05/22	Survey Type: MANUAL
12	WO-13-B-03 WORCESTER ROAD MALVERN	TEXACO & LONDIS	WORCESTERSHIRE
	Edge of Town Centre No Sub Category Total Filling bays:		
		8	
	Survey date: FRIDAY	12/11/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	6	0.333	1	6	0.000	1	6	0.333
06:00 - 07:00	12	8	4.783	12	8	4.446	12	8	9.229
07:00 - 08:00	12	8	7.359	12	8	7.033	12	8	14.392
08:00 - 09:00	12	8	7.120	12	8	6.880	12	8	14.000
09:00 - 10:00	12	8	7.087	12	8	7.152	12	8	14.239
10:00 - 11:00	12	8	6.587	12	8	6.696	12	8	13.283
11:00 - 12:00	12	8	6.761	12	8	6.728	12	8	13.489
12:00 - 13:00	12	8	7.652	12	8	7.772	12	8	15.424
13:00 - 14:00	12	8	7.565	12	8	7.478	12	8	15.043
14:00 - 15:00	12	8	6.924	12	8	6.761	12	8	13.685
15:00 - 16:00	12	8	7.750	12	8	7.750	12	8	15.500
16:00 - 17:00	12	8	7.793	12	8	7.793	12	8	15.586
17:00 - 18:00	12	8	8.011	12	8	8.228	12	8	16.239
18:00 - 19:00	12	8	7.685	12	8	8.011	12	8	15.696
19:00 - 20:00	12	8	6.511	12	8	6.576	12	8	13.087
20:00 - 21:00	12	8	4.728	12	8	4.739	12	8	9.467
21:00 - 22:00	12	8	3.641	12	8	3.696	12	8	7.337
22:00 - 23:00	2	7	0.000	2	7	0.214	2	7	0.214
23:00 - 24:00									
Total Rates:			108.290			107.953			216.243

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: 6 - 10 (units:)
 Survey date range: 01/01/15 - 19/10/22
 Number of weekdays (Monday-Friday): 12
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

AMA - Leeds

Licence No: 710001

Calculation Reference: AUDIT-710001-231023-1051

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS

Category : B - PFS - WITH RETAIL

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Primary Filtering selection:

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

Parameter: Filling bays
Actual Range: 8 to 8 (units:)
Range Selected by User: 4 to 10 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/10/22

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

Selected survey days:

Saturday 3 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 2
Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:Use Class:

Sui Generis 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 3 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

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

LIST OF SITES relevant to selection parameters

<p>1 BO-13-B-01 BP & M&S NEWNHAM AVENUE BEDFORD</p> <p>Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 <i>Survey date: SATURDAY</i> 17/10/20</p>	<p>BEDFORD</p> <p><i>Survey Type: MANUAL</i></p>
<p>2 EC-13-B-01 ESSO & SPAR CHURCHILL WAY MACCLESFIELD</p> <p>Edge of Town Centre Built-Up Zone Total Filling bays: 8 <i>Survey date: SATURDAY</i> 17/09/16</p>	<p>CHESHIRE EAST</p> <p><i>Survey Type: MANUAL</i></p>
<p>3 TV-13-B-02 SHELL & SPAR EASINGTON ROAD HARTLEPOOL</p> <p>Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 <i>Survey date: SATURDAY</i> 05/09/20</p>	<p>TEES VALLEY</p> <p><i>Survey Type: MANUAL</i></p>

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

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	3	8	1.667	3	8	1.667	3	8	3.334
07:00 - 08:00	3	8	3.375	3	8	3.083	3	8	6.458
08:00 - 09:00	3	8	4.500	3	8	4.625	3	8	9.125
09:00 - 10:00	3	8	7.708	3	8	7.333	3	8	15.041
10:00 - 11:00	3	8	8.042	3	8	7.958	3	8	16.000
11:00 - 12:00	3	8	9.417	3	8	9.542	3	8	18.959
12:00 - 13:00	3	8	9.083	3	8	8.958	3	8	18.041
13:00 - 14:00	3	8	8.792	3	8	8.500	3	8	17.292
14:00 - 15:00	3	8	8.292	3	8	8.708	3	8	17.000
15:00 - 16:00	3	8	7.208	3	8	7.250	3	8	14.458
16:00 - 17:00	3	8	6.292	3	8	6.542	3	8	12.834
17:00 - 18:00	3	8	6.625	3	8	6.667	3	8	13.292
18:00 - 19:00	3	8	5.000	3	8	5.042	3	8	10.042
19:00 - 20:00	3	8	3.583	3	8	3.708	3	8	7.291
20:00 - 21:00	3	8	3.125	3	8	3.208	3	8	6.333
21:00 - 22:00	3	8	3.375	3	8	3.208	3	8	6.583
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			96.084			95.999			192.083

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: 8 - 8 (units:)
 Survey date range: 01/01/15 - 19/10/22
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-710001-211109-1132

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	MG MONAGHAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days

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

Primary Filtering selection:

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

Parameter: Retail floor area
 Actual Range: 913 to 1407 (units: sqm)
 Range Selected by User: 600 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/11/20

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Retail Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

E(a) 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 2 days
 5,001 to 10,000 3 days

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

Population within 5 miles:

5,001 to 25,000 3 days
 25,001 to 50,000 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 1 days
 1.1 to 1.5 3 days
 1.6 to 2.0 1 days

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

Petrol filling station:

Included in the survey count 0 days
 Excluded from count or no filling station 5 days

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

Travel Plan:

Not Known 1 days
 No 4 days

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

PTAL Rating:

No PTAL Present 5 days

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

LIST OF SITES relevant to selection parameters

1	AN-01-C-02 BELFAST ROAD CARRICKFERGUS	LIDL		ANTRIM
	Edge of Town Development Zone Total Retail floor area:		1198 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>12/10/16</i>	<i>Survey Type: MANUAL</i>
2	CA-01-C-01 CROMWELL ROAD WISBECH	LIDL		CAMBRIDGESHIRE
	Edge of Town Retail Zone Total Retail floor area:		913 sqm	
	<i>Survey date: FRIDAY</i>		<i>21/10/16</i>	<i>Survey Type: MANUAL</i>
3	HI-01-C-02 CAMANACHD CRESCENT FORT WILLIAM	LIDL		HIGHLAND
	Edge of Town Centre Retail Zone Total Retail floor area:		1075 sqm	
	<i>Survey date: TUESDAY</i>		<i>17/06/14</i>	<i>Survey Type: MANUAL</i>
4	MG-01-C-01 NORTH ROAD MONAGHAN	LIDL		MONAGHAN
	Edge of Town Centre Industrial Zone Total Retail floor area:		1400 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>16/11/16</i>	<i>Survey Type: MANUAL</i>
5	SM-01-C-01 SEAWARD WAY MINEHEAD	LIDL		SOMERSET
	Edge of Town No Sub Category Total Retail floor area:		1407 sqm	
	<i>Survey date: THURSDAY</i>		<i>22/06/17</i>	<i>Survey Type: MANUAL</i>

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1199	0.617	5	1199	0.300	5	1199	0.917
08:00 - 09:00	5	1199	3.337	5	1199	1.986	5	1199	5.323
09:00 - 10:00	5	1199	4.455	5	1199	3.421	5	1199	7.876
10:00 - 11:00	5	1199	4.989	5	1199	4.105	5	1199	9.094
11:00 - 12:00	5	1199	5.907	5	1199	5.874	5	1199	11.781
12:00 - 13:00	5	1199	5.940	5	1199	5.590	5	1199	11.530
13:00 - 14:00	5	1199	5.740	5	1199	5.473	5	1199	11.213
14:00 - 15:00	5	1199	6.074	5	1199	6.007	5	1199	12.081
15:00 - 16:00	5	1199	6.307	5	1199	6.941	5	1199	13.248
16:00 - 17:00	5	1199	5.957	5	1199	6.574	5	1199	12.531
17:00 - 18:00	5	1199	5.790	5	1199	6.324	5	1199	12.114
18:00 - 19:00	5	1199	4.655	5	1199	5.673	5	1199	10.328
19:00 - 20:00	5	1199	3.371	5	1199	3.854	5	1199	7.225
20:00 - 21:00	4	1230	1.932	4	1230	2.826	4	1230	4.758
21:00 - 22:00	4	1230	0.549	4	1230	0.671	4	1230	1.220
22:00 - 23:00	2	1160	0.172	2	1160	0.388	2	1160	0.560
23:00 - 24:00									
Total Rates:			65.792			66.007			131.799

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: 913 - 1407 (units: sqm)
 Survey date range: 01/01/13 - 28/11/20
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-710001-211109-1156

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
10	WALES	
	MM MONMOUTHSHIRE	1 days
14	LEINSTER	
	LU LOUTH	1 days

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

Primary Filtering selection:

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

Parameter: Retail floor area
 Actual Range: 1140 to 1424 (units: sqm)
 Range Selected by User: 600 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/11/20

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 4 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial 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:

E(a) 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 4 days

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

Population within 5 miles:

5,001 to 25,000 1 days

25,001 to 50,000 2 days

50,001 to 75,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 2 days

1.6 to 2.0 1 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 4 days

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

Travel Plan:

Not Known 1 days

Yes 1 days

No 2 days

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

PTAL Rating:

No PTAL Present 4 days

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

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

LIST OF SITES relevant to selection parameters

1	LU-01-C-01 NEWRY ROAD DUNDALK	ALDI		LOUTH
	Edge of Town Industrial Zone Total Retail floor area:		1278 sqm	
	<i>Survey date: SATURDAY</i>		<i>07/11/20</i>	<i>Survey Type: MANUAL</i>
2	MM-01-C-01 A466 MONMOUTH MAYHILL	LIDL		MONMOUTHSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Retail floor area:		1140 sqm	
	<i>Survey date: SATURDAY</i>		<i>28/11/20</i>	<i>Survey Type: MANUAL</i>
3	NT-01-C-01 CHAPEL LANE BINGHAM	LIDL		NOTTINGHAMSHIRE
	Edge of Town Industrial Zone Total Retail floor area:		1424 sqm	
	<i>Survey date: SATURDAY</i>		<i>16/07/16</i>	<i>Survey Type: MANUAL</i>
4	SM-01-C-01 SEAWARD WAY MINEHEAD	LIDL		SOMERSET
	Edge of Town No Sub Category Total Retail floor area:		1407 sqm	
	<i>Survey date: SATURDAY</i>		<i>24/06/17</i>	<i>Survey Type: MANUAL</i>

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1416	0.459	2	1416	0.035	2	1416	0.494
08:00 - 09:00	4	1312	2.839	4	1312	1.696	4	1312	4.535
09:00 - 10:00	4	1312	6.096	4	1312	4.134	4	1312	10.230
10:00 - 11:00	4	1312	6.725	4	1312	5.906	4	1312	12.631
11:00 - 12:00	4	1312	9.145	4	1312	8.344	4	1312	17.489
12:00 - 13:00	4	1312	8.383	4	1312	9.545	4	1312	17.928
13:00 - 14:00	4	1312	7.601	4	1312	7.373	4	1312	14.974
14:00 - 15:00	4	1312	8.249	4	1312	7.830	4	1312	16.079
15:00 - 16:00	4	1312	8.287	4	1312	9.068	4	1312	17.355
16:00 - 17:00	4	1312	8.192	4	1312	8.440	4	1312	16.632
17:00 - 18:00	4	1312	7.411	4	1312	7.792	4	1312	15.203
18:00 - 19:00	4	1312	4.001	4	1312	5.106	4	1312	9.107
19:00 - 20:00	4	1312	3.182	4	1312	4.153	4	1312	7.335
20:00 - 21:00	4	1312	1.715	4	1312	2.324	4	1312	4.039
21:00 - 22:00	4	1312	0.610	4	1312	1.086	4	1312	1.696
22:00 - 23:00	2	1416	0.000	2	1416	0.000	2	1416	0.000
23:00 - 24:00									
Total Rates:			82.895			82.832			165.727

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: 1140 - 1424 (units: sqm)
 Survey date range: 01/01/13 - 28/11/20
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Amy Williams (Regional Director)
Operations Directorate
North West Region
National Highways
PlanningNW@nationalhighways.co.uk

To: Cumbria County Council

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: PAA/23/0065

National Highways Reference: NH/23/03623

Location: East Road Garage, East Road, Egremont, CA22 2EB

Proposal: Pre application enquiry regarding East Road Garage.

Referring to the consultation on a planning application dated 09/11/2023 referenced above, in the vicinity of the A595 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection;
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningNW@nationalhighways.co.uk

Signature:



Date: 15/11/2023

Name: Omar Opoku-Addo

Position: Spatial Planner

**National Highways
Piccadilly Gate
Store Street
Manchester
M1 2WD**

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

National Highways does not consider that the proposed development would have an adverse impact on the safety of, or queuing on, a trunk road.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The National Planning Policy Framework supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.