

Technical Note



Transportation Planning : Infrastructure Design

an **RSK** company

Project: Proposed Discount Food Store Development

Location: Queen's Way, Glan Llyn, Newport

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Introduction

1. SCP have been appointed to prepare a Technical Note to support a reserved matters application for a new discount food store and other commercial uses (site layout reference: 3211 F414G) located on land north of Queen's Way, Newport. (hereafter referred to as the 'Application Site' or 'Site').
2. This Technical Note has been prepared on behalf of Lidl GB Ltd and provides a comparison of the scheme proposals for the local centre permitted at outline stage, against Lidl's detailed proposals for discount foodstore development. The local planning and highway authority is Newport City Council (NCC).
3. This note concludes that the minor alterations to the development proposed at the Local Centre can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed on foot, by bicycle and by local public transport services.

Site Background

4. Llanwern is a mixed-use urban extension to the east of Newport, for which outline planning consent was granted on the 1st April 2010 (application reference: 06/0471). Condition 04 attached to this planning permission concerned the Local Centre (Application No. 14/0614). This condition was discharged on the 13th August 2014 and a Local Centre Sub Area Masterplan was approved. This Sub Area Masterplan can be found attached as **Appendix A**.

Site Location

5. The site is located off Queen's Way to the east of Newport town centre. The site is bound by residential properties to the north, Bessemer Drive to the east, Kings Wall Drive to the south and Queen's Way to the west. **Figure 1** below shows the site location in relation to the local highway network.



Figure 1 – Site Location Plan



Proposed Development

General

6. The proposals comprise a larger food store than what was permitted at outline stage, with a circa 41% increase in the GIA from 1,393.5sqm to 1,962sqm. **Table 1** below provides a comparison of the planning approved scheme against the revised proposals.

Table 1: Approved Scheme Vs Lidl Application

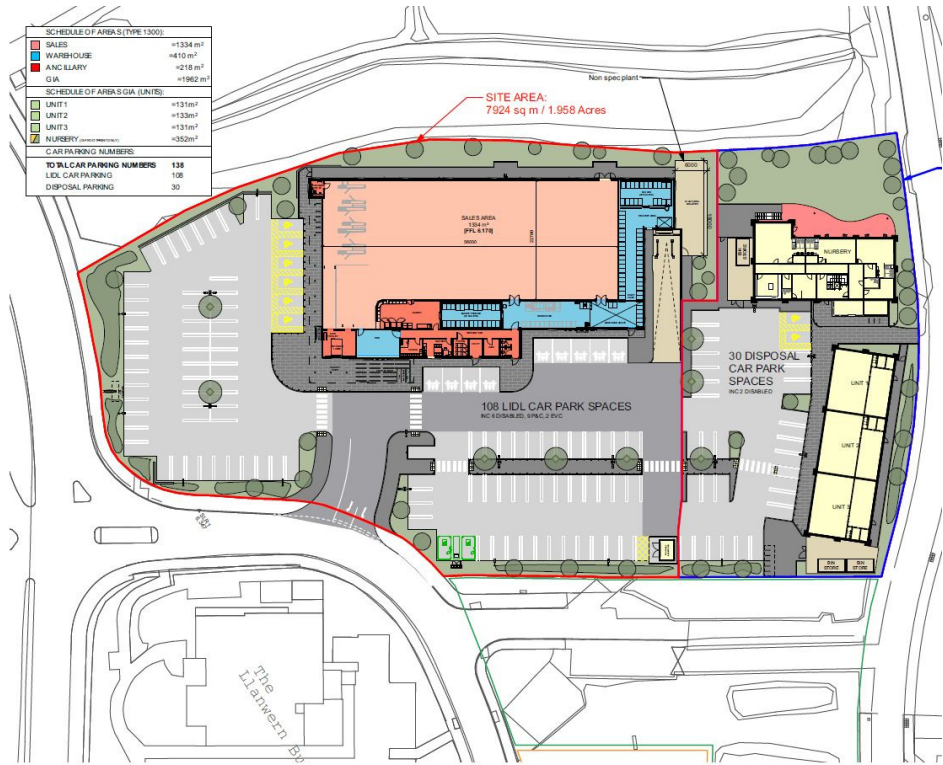
Outline Local Centre Development		Reserved Matters Proposed Development		Difference +/-
Use	Floorspace (GIA sqm)	Use	Floorspace (GIA sqm)	Floorspace (GIA sqm)
Nursery	603	Nursery	652	+ 49
Supermarket	1393.5	Supermarket	1,962	+ 568.5
Retail (A1) and Takeaways (A3)	2,322.5	Commercial (A1-A3)	395	- 1,927.5
Food/Drink (A3)	464			
Bars/Pub (A3)	464			
Offices (A2/B1)	929			
Health and Fitness	929			

7. As can be seen from the table above, the proposals not only include an increase in the size of the foodstore, but also an increase in the size of the permitted floor area for the nursery of 8%.
8. It should be noted that the public house approved at outline stage has now been built out and is fully operational.
9. **Figures 2 and 3** below shows a comparison of the permitted scheme against the latest proposals put forward by Lidl GB, which can also be found attached as **Appendix B**.

Figure 2 – Approved Indicative Local Centre Sub-Area Masterplan



Figure 3 – Lidl Proposals



Access Strategy

10. HGV access/egress to and from the site will be via a new priority controlled bellmouth junction off Kings Wall Drive. Drawings provided at **Appendix C** illustrate the swept path analysis of a 16.5m long articulated lorry entering and leaving the Lidl loading bay area from Kings Wall Drive.

Active Travel Appraisal

11. The following section provides a high-level sustainability overview for the site. The review includes a summary of the accessibility to the site by sustainable modes including walking, cycling and public transport.

Access on Foot

12. Walking is recognised as the most important mode of travel at a local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.
13. A summary of the local facilities within a reasonable walking distance from the site (2km / 20-minute walk) is presented in **Table 2**.

Table 2: Accessibility to Local Facilities from the Development Site

Service	Detail	Distance
Bus Stop	Bloomery Circle	0.3 mile
Retail Park	Newport Retail Park	1 mile
Bank / Cash Machine	Cash machine, Newport Retail Park	1.1 mile
Pharmacy	Boots Pharmacy	0.87 mile
GP Surgery	Lilswerry Medical Centre	1.1 mile
Gym	JD Gyms Newport	0.87 mile

14. **Table 2** above demonstrates that the site is in close proximity to a number of local amenities that may promote pass-by / linked trips.
15. The surrounding area benefits from a good level of pedestrian infrastructure. Street lighting and wide footways are present on both Kings Wall Drive and Queensway. Pedestrian crossing points with dropped kerbs are also provided at regular intervals and a signalised pedestrian crossing is provided across Kings Wall Drive at its junction with Queensway. This provides a safe crossing point for pedestrians accessing the store from the eastern side of Kings Wall Drive.

Access by Cycle

16. Cycle parking for the site will be located under the canopy and in front of the glazed end to the food store, this will provide natural surveillance from the street and car park externally, and from customers at the packing shelf internally. The covered cycle parking provision for cyclists will ensure that employees and customers will be provided with safe and attractive bike storage facilities. Secure staff cycle parking will also be provided for employees of the food store within the warehouse.
17. As part of the wider masterplan proposals for the Llanwern Regeneration site, it is proposed that shared pedestrian and cycle routes will be provided along the entire inner link road linking the dedicated access point to the employment development to the east, the main access points along the southern perimeter of the site and site facilities. A network of greenways providing shared pedestrian and cycle access is also proposed.
18. National Cycle route (NCR) 4 is also available approximately 2.1km to the south west of the site and can be accessed via Meadows Road to the west of the site. NCR 4 is a long-distance route between London and Fishguard via Reading, Bath, Newport, Tenby and St. Davids.
19. The existing cycle infrastructure combined with the cycle parking and infrastructure proposals will ensure that employees and customers will be able to access the proposed development by bike.

Access by Bus

20. The closest bus stop to the site is located approximately 500m to the west on Baldwin Drive and is named 'Bloomery Circle'. The frequency of the different bus services available from this stop are outlined in **Table 3**.

Table 3: Bus Services within close proximity to the site

Service No.	Destinations	Average Frequency (mins)		
		Weekday	Saturday	Sunday
5	Newport Bus Station – A48 Tesco Footbridge – Meadows Road Halo Foods – Glan Llyn Bloomery Circle – Gwent Europark Tesco Depot	4 services	3 services	No Service
74A	Newport Bus Station – Newport Retail Park – Glan Llyn Bloomery Circle – Langstone New Inn	120 minutes	120 minutes	No Service
74C	Newport Bus Station – Newport Retail Park – Glan Llyn Bloomery Circle – Langstone New Inn	120 minutes	120 minutes	No Service
SJ2	School Service			
X74/74	Newport Bus Station – Newport Retail Park – Glan Llyn Bloomery Circle – Magor – Caldicot – Chepstow	60 minutes	60 minutes	No Service

Source: Traveline

21. The above table demonstrates that prospective employees and shoppers of the site will have access to several bus services which provide access to a wide range of destinations in Newport and beyond, at a good frequency.
22. As part of the outline application proposals for Glan Llyn, the bus stop locations illustrated in **Figure 4** below have been proposed. This image has been taken from Appendix A of the approved outline application transport assessment. The closest proposed bus stop to the site is positioned to the southwest of the site, along Queens Way. This stop can be accessed via a pedestrian route through the site and to Kings Wall Drive and Queens Way.
23. Alongside these new bus stops, additional bus services are proposed that will serve the wider Glan Llyn development and further enhance the site's accessibility by public transport.

Figure 4 – Glan Llyn Proposed Bus Stop Locations



Summary

24. Having regard to the above, it is considered that the site has good levels of accessibility by all the main non-car modes of transport. Access to the site by foot and cycle is of a good standard, and bus connections are also available within close proximity, thereby enabling access to the site from a range of local destinations.
25. The proposed development can therefore contribute towards the policy aims of being sustainably located.

GREEN TRAVEL STRATEGY

26. A Green Travel Strategy (GTS) will be implemented for the food store, nursery and commercial units. The main aim of this strategy is to influence a shift in travel behaviour to encourage use of active and sustainable modes of transport for staff journeys to and from the food store, nursery and commercial units.
27. The GTS for the site will be managed by an overarching Travel Plan Coordinator (TPC), who will be supported by a TPC from each of the units.
28. The TPC roles will be established prior to the opening of the site and will manage the development of the GTS measures and the day-to-day operation of the plan. The TPCs will be responsible for undertaking surveys, implementing measures and monitoring the GTS. The TPCs will be in post from first occupation until a point five years following occupation.
29. Contact details for the TPC roles will be provided to the local authority as soon as the posts have been filled.
30. It is expected that appropriate funding will be allocated by the food store, nursery and commercial units at the start of the GTS process to cover the costs related with monitoring the strategy over an agreed period of time.
31. The funding will cover all costs related to the TPC, implementation of measures and initiatives, marketing of the GTS, annual monitoring and submission of review reports. The funding stream will allow the strategy to operate for a minimum of five years, subject to the requirements of Newport Council.

Travel Surveys / Monitoring

32. Travel surveys provide an understanding of how staff currently travel, how they would like to travel and what would encourage them to make those changes; repeat surveys are used to monitor ongoing travel patterns, over time.
33. Regular staff travel surveys are required to support the GTS. The survey responses will provide an indication of what targets would be most appropriate for the development, and which measures would be most successful in helping to achieve them.
34. The surveys will be produced by the overarching TPC and issued to the unit TPCs to disseminate to all site staff within three months of the first occupation of the site. The following data will be collected:
 - Origin postcode;
 - Typical working patterns;
 - Mode of travel to work;
 - Measures that will encourage use of active travel modes or public transport; and,
 - Barriers to use active modes / public transport.
35. The TPCs will strive to achieve a 30% return rate for the staff surveys to ensure the findings are representative of staff travel patterns.
36. The survey findings will be used to update the GTS and as a basis for confirmation or modification of the identified targets and measures. The GTS will be resubmitted to NC within three months of the survey closing.
37. All data collected from the travel survey will be subject to the provisions of the Data Protection Act. To ensure confidentiality, the TPC alone will manage the database and be responsible for the release of information, with all data being used solely for GTS purposes.

Future Surveys

38. The overarching TPC and unit TPCs will be responsible for the surveys and will undertake a survey annually (at the same time of year) in years one, three and five of site operation.
39. A review will be undertaken following each survey, to identify progress towards delivery of measures and achievement of targets. The review will summarise the data collected and propose revised initiatives and measures where targets have not been met, including a revised action

plan. If necessary, parking management techniques to support the GTS will also be developed at this time.

40. The TPC will submit the results of the annual review along with the survey data to the local authority for their review and discussion, within three months of the survey closing.

Objectives

41. Objectives are required to give a GTS direction and focus.
42. The GTS recognises that there is not one specific mode of transport suitable for all staff and that there need to be a number of alternatives in place. The GTS is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it. This GTS has been prepared to achieve the following objectives:
- Achieving the minimum number of single occupancy car traffic movements to and from the development;
 - Reducing reliance upon the car and improving awareness and usage of alternative modes;
 - Promoting walking, cycling, public transport and car sharing;
 - Minimising the total travel distance of staff and customers; and
 - Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all.

Modal Share Targets

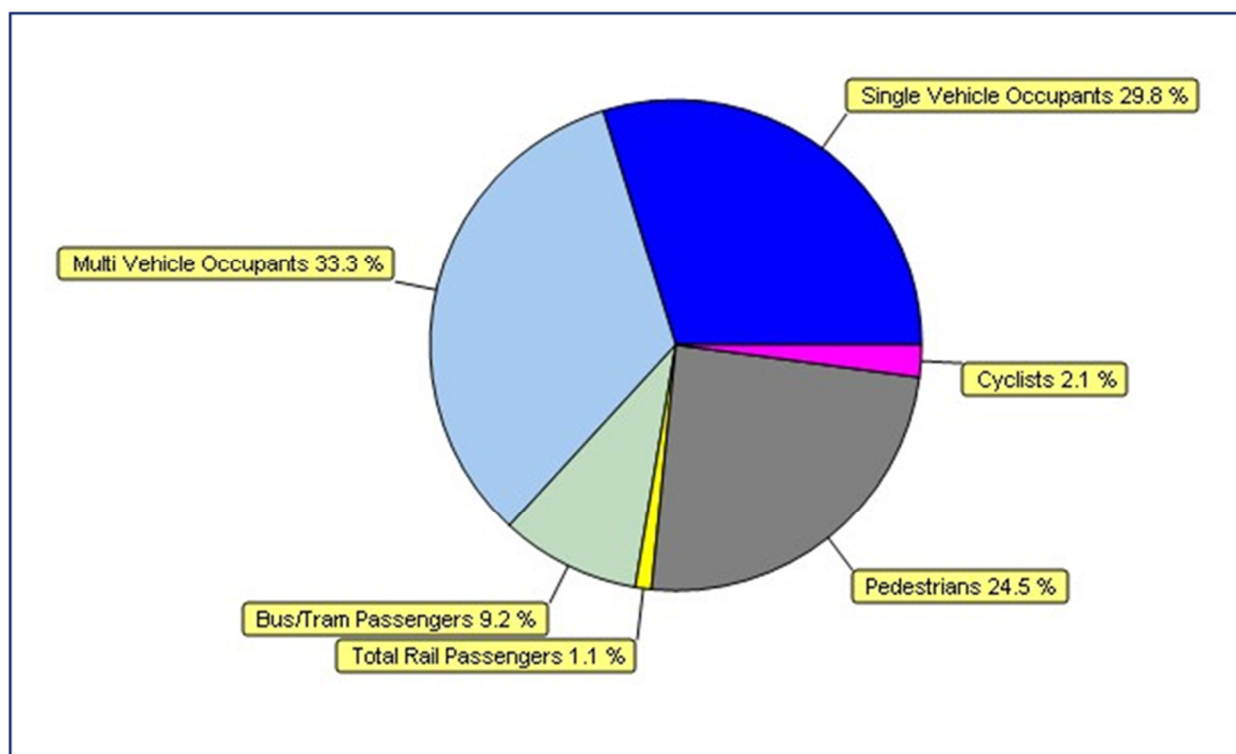
43. Targets are measurable and help to indicate whether the high-level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related).
44. In order to secure a successful implementation of the GTS, the travel patterns of future employees of the site will be monitored.
45. Once the site is occupied, a baseline travel survey will be carried out within three months of occupation and targets revised, if required, following analysis of the results.

Forecast Modal Split of Food store Employees

46. Since the occupiers of the Proposed Development are not yet in situ, the modal split for employees of the foodstore is estimated based on current TRICS trip generation data.

47. The Lidl stores selected from TRICS are all new format Lidl stores surveyed specifically to gauge recent employee travel behaviour.
48. The modal split at **Figure 5** below demonstrates the total trips referring to people movements to and from Lidl food stores during 7am – 8am, excluding goods vehicles. This is considered to be representative of employee arrivals.

Figure 5 – Total Trips – TRICS multimodal survey for Lidl stores – Employees



49. The majority of trips are represented by cars at 63.1%. A significant proportion (24.5%) of the trips to and from Lidl discount food stores are on foot and this is commensurate with the fact that they seek to locate wherever possible close to an established residential catchment. Those who travel by public transport account for 10.3% of the modal split.
50. Travel patterns of future employees of the site will be better assessed once the baseline travel surveys take place.

Forecast Modal Split of Nursery and Commercial Units

51. With regards to the modal split for employees of the nursery and commercial units, this has been estimated based on 2021 Method of Travel to Work Census data for the area 'W02000350 Newport 004'. The table below presents this data.

Table 4 – 2021 Method of Travel to Work Census Data

Mode	Mode Share
Car (car driver and passenger in a car)	91%
Taxi	1%
Cycling	1%
Public Transport (Train and Bus)	3%
Walking	4%
Total	100%

Proposed Targets

52. **Table 5** below shows the provisional one year, three year and five-year targets for the site. As noted above, differing calculation methods have been used to identify the existing and anticipated modal splits for the food store, and nursery and commercial units. As such, the proposed targets are broken down by unit type in the following table:

Table 5 – Five-year Targets

Mode	Target		
	1 year	3 years	5 years
Food store			
Car	63%	58%	53%
Cycling	2%	3%	4%
Public Transport	10%	12%	13%
Walking	25%	27%	30%
Nursery and Commercial Units			
Car	91%	85%	81%
Taxi	1%	1%	1%
Cycling	1%	3%	4%
Public Transport	3%	6%	7%
Walking	4%	5%	7%

53. It is hoped that the initial designed-in features for the development, together with the promotion of the GTS process will encourage staff to travel to work by sustainable modes.

GTS Measures

54. A GTS is the management tool for implementing measures that promote sustainable transport. A successful and cost-effective GTS is one that implements measures that are relevant and realistic to the development. Consultation with staff, for example, through travel surveys, is therefore key to achieving support from those who the measures are targeted at and avoiding measures which may be unpopular. The below measures have been agreed to be useful at this time; changes may be made over the course of the strategy in conjunction with the local authority, to ensure that appropriate measures are in place.

Travel Awareness

Travel Information Pack

55. The TPCs will make new employees aware of the GTS by providing them with a travel information pack, which would be issued on appointment of their position, to ensure that sustainable travel

patterns are created from the outset. Any parking management policies will be explained to members of staff during the recruitment process.

56. The welcome pack will include, though not exclusively, the following:

- An introduction to the GTS, listing any key measures and contact details for the TPC;
- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops and key local facilities within easy walking distance of the site;
- Public transport information, including:
 - A map showing the location of the site in relation to the local area, highlighting nearby bus stops, and rail stations;
 - Timetables of existing local services from nearby bus stops;
- Active travel information, including:
 - A map showing local cycle and walking routes, which would also indicate the locations of cycle parking and cycle shops in the area;
 - Details of local bike repair shops/retailers and available discounts/promotions, along with available training and maintenance sessions;
 - Health information;
- Information about car sharing;
- Details of local taxi firms.

Travel Information Noticeboards

57. Travel information noticeboards (TIB) will be installed in the unit staffrooms to provide information and encourage travel via active and sustainable modes. This will include up-to-date travel information, promotion of sustainable travel events, and contact details for the TPCs.

58. The TPCs will ensure that any changes to the GTS or any relevant information such as seasonal timetable changes are passed on to members of staff via noticeboards.

Walking

59. The TPC will encourage walking as a mode of travel to work by implementing the following initiatives:

- Raise awareness of the health benefits of walking through promotional material in a travel information pack and on noticeboards.
- Provide a map showing walking routes, distances and times to key local locations.

- Promote campaigns on public health or active travel such as Walk to Work and National Walking Month.
- Promote local taxi companies to staff to replace a regular walking journey.

60. Other walking initiatives may be considered as the GTS progresses.

Cycling

61. The TPC will encourage cycling as an alternative mode of travel by implementing the following measures:

- Provision of cycle parking and/or storage for staff in accordance with guidelines, with cycle parking spaces to be provided to the front of the units, along with further facilities for staff within the warehouse / staff areas.
- Promote cycle parking, and supporting provision to employees.
- Utilise Lidl's membership of the Cycle to Work Scheme to offer tax-free bikes and cycling equipment for journeys to work. Further information: <https://www.cyclescheme.co.uk/>.
- Encourage the nursery and commercial units to sign up for Cycle to Work Schemes.
- Promote the cycle streets website for local cycle route planning (<https://www.cyclestreets.net/>).
- Provide cycle information, including route maps, useful tips and guidance. Such information can be found on the Sustrans website www.sustrans.org.uk or at www.cyclinguk.org, and locally on the Welsh Government's DataMapWales website <https://datamap.gov.wales/maps/active-travel-network-maps/view#/>.
- Provide information to staff on any local cycle proficiency 'Bikeability' courses.
- Promote campaigns, such as National Bike Week, Cycle to Work Day and Family Bike Rides.
- Promote local taxi companies to staff to replace a regular cycling journey.

Public Transport

62. The TPC will encourage use of public transport by implementing the following initiatives:

- Provide up-to-date public transport information of existing services, including route maps and timetables, within travel information packs and on staff noticeboards.
- Provide details of the websites and telephone advice services to enable staff to obtain details on their individual journey requirements, including the Traveline journey planner (<https://www.traveline.info/>), and Newport Council's websites

(<https://www.newport.gov.uk/en/Transport-Streets/Public-Transport/Bus-services-operating-in-Newport.aspx>) / (<https://www.newport.gov.uk/en/Transport-Streets/Public-Transport/Rail-Services.aspx>).

- Provide details of available websites and telephone advice services to enable staff to obtain details on their individual journey requirements.
- Provide details of season tickets and any discounts that can be secured for staff with the local public transport operators, along with interest free annual season ticket loans.
- Consideration of requests for modified shift times to better suit public transport timetables.
- Promote bus use through participation in national events such as Catch the Bus Week.

Car Sharing

63. Car sharing can play an essential role in reducing the use of cars, and consequently congestion levels and CO2 emissions. As more people travel together, less car trips take place.
64. Postcode mapping of staff can identify who lives along the same routes so that their trips can be potentially combined. Staff will be consulted by the TPCs to identify staff interest in setting up an informal car share scheme. Should sufficient demand be present, the TPCs will then identify suitable matches of staff who may be able to share journeys together.
65. Interest in a formal car share scheme using online software, such as <https://liftshare.com/uk> will be assessed as part of the first annual review of the GTS.

Car Parking Management

66. The TPC will ensure the car parking operates effectively and within capacity. To achieve that, the ongoing supply and demand within the car parking area will be monitored during travel survey periods.
67. If the parking area is fully utilised, the TPCs will gain an overview of the surrounding road network parking levels, to identify whether customers or employees park in the local neighbourhood.
68. The following measures will be considered:
 - Introduce a parking permit scheme where car parking spaces are provided on the basis of need e.g. mobility, business travelling or car sharers;
 - Allocate empty spaces to extra cycle storage or car share bays, and;
 - Introduce incentives for staff choosing not to park / choosing to car share.

Reducing the Need to Travel

69. The TPC will promote measures to encourage alternative working practices, to reduce the need for staff to travel:
- Introduce policy on flexible working for management staff such as teleworking and flexitime where possible;
 - Adoption of 'smart' working practices such as teleconferencing and audioconferencing as an alternative to travelling to other locations for meetings, where appropriate, and;
 - Local recruitment strategy and incentives for staff to relocate closer to work.

Personalised Travel Planning

70. Targeting individual journeys can be an effective way of reducing car travel and encouraging use of sustainable modes.
71. The TPCs will assist staff in the development of a personalised journey plan for regular commute journeys, upon request. The journey plan could include (dependent on which modes of transport are identified as being of most interest):
- Maps showing the location of the bus stops at either end of the journey, along with the accompanying walk route to their origin and destination;
 - Details of how and where to buy tickets, including the current fare for travel;
 - Suggestions of how to incorporate sustainable travel elements to the journey, and;
 - Timetable information of public transport services used in the journey.
72. Journey planning tools can be found at www.traveline.info and www.cyclestreets.net for public transport and cycling journeys, along with the Newport Council website (<https://www.newport.gov.uk/en/Transport-Streets/Active-Travel/Route-Planning.aspx>).

Marketing Summary

73. The TPC will be responsible for providing staff with an overview of the GTS in order to promote a range of modes of transport and increase awareness of the alternative modes.
74. As noted above, the following marketing tasks will be undertaken as part of the GTS implementation:
- Welcome packs will be distributed to all staff upon site opening (or before to opening, where viable);

- Staff travel information noticeboards will be set up within the staff rooms, to promote new and ongoing measures along with events, for example, linked to Walk to Work Week and European Mobility Week. Noticeboards will be maintained by the TPC on a biannual basis, or as required;
- Provision of a range of promotional and marketing resources to staff;
- Updated information will be communicated to staff to identify any changes in bus timetabling, local area facilities, cycle training and maintenance courses etc.

Monitoring and Review

75. Travel surveys will be used to monitor the number of staff walking, cycling, and travelling by car and public transport to and from the site. The results will then be compared with the mode share targets identified earlier in this GTS.
76. The TPC will monitor travel patterns associated with the site on a regular basis, with surveys taking place in years one, three and five of the site's operation. The TPC will undertake an annual review of the GTS following monitoring. The review will assess the effectiveness of measures implemented, to identify areas where modification may be necessary.
77. The TPC will use data collected during the survey to compare the mode share statistics to the targets set for the development. The TPC may choose to revise the targets, with agreement with the local authority, in order to maintain a realistic travel plan goal.
78. The TPC will also use spot check data regarding usage of facilities such as cycle and car parking, to investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards travel plan objectives. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures, in agreement with the local authority.
79. The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. This will be submitted to the local authority for their review and agreement within three months of surveys being undertaken. This will take place for five years.

Parking

80. **Table 6** below provides a comparison of the parking provision proposed in the reserved matters application against what is permitted in accordance with NCC's Supplementary Planning Guidance (SPG)

Table 6: Car Parking Comparison

Specification	SPG Standard	SPG Requirement	Lidl Application Proposals
Food store Spaces	1 space per 14sqm	146 (based on 2,045sqm GFA)	108
Nursery	1 space per each member of staff and 3 visitor spaces	6 (based on an assumed staff of 3 and 3 visitor spaces)	30
Commercial Spaces	1 space per 20sqm	20 (based on 390sqm GFA)	
Total Car Parking	-	172	138

81. As can be seen from the table above, the total car parking associated with the latest proposals, 138 spaces, is within NCC's SPG maximum standards that would allow for the provision of up to 172 spaces. As such, we deem the proposed parking provision for the reserved matters application to be suitable.
82. In order to assess the suitability of the proposed parking provision in relation to the food store proposals, a parking accumulation exercise has been undertaken based upon the forecast trip generation associated with the development. Details on the trip rates and the estimated generated traffic are presented in the following section of this Technical Note.
83. Given the minimal increase in floor area of the nursery from what was permitted at outline stage (8%), it is not envisaged that the parking demand from this unit will increase markedly from the outline consent. Further to this, the floor area associated with the commercial units which will be provided on this section of the local centre has decreased significantly from the outline consent (-83%). As such, we do not deem it necessary that these units are included in the parking accumulation and trip generation assessments of this Technical Note and instead have focused solely on the increase supermarket floor area (41%).

84. Initial iterations were run to identify if in any instances the accumulation dropped below zero (where departure trips exceed arrival trips) and in any instances where this occurred, the starting point for the accumulation was increased to a point where the minimum accumulation was no less than zero.
85. Assessments have been conducted for both a weekday and a Saturday and the results are shown in **Figures 6** and **7** below. The full parking accumulation spreadsheets can be found attached as **Appendix D**.

Figure 6: Estimated Car Parking Accumulation, Weekday

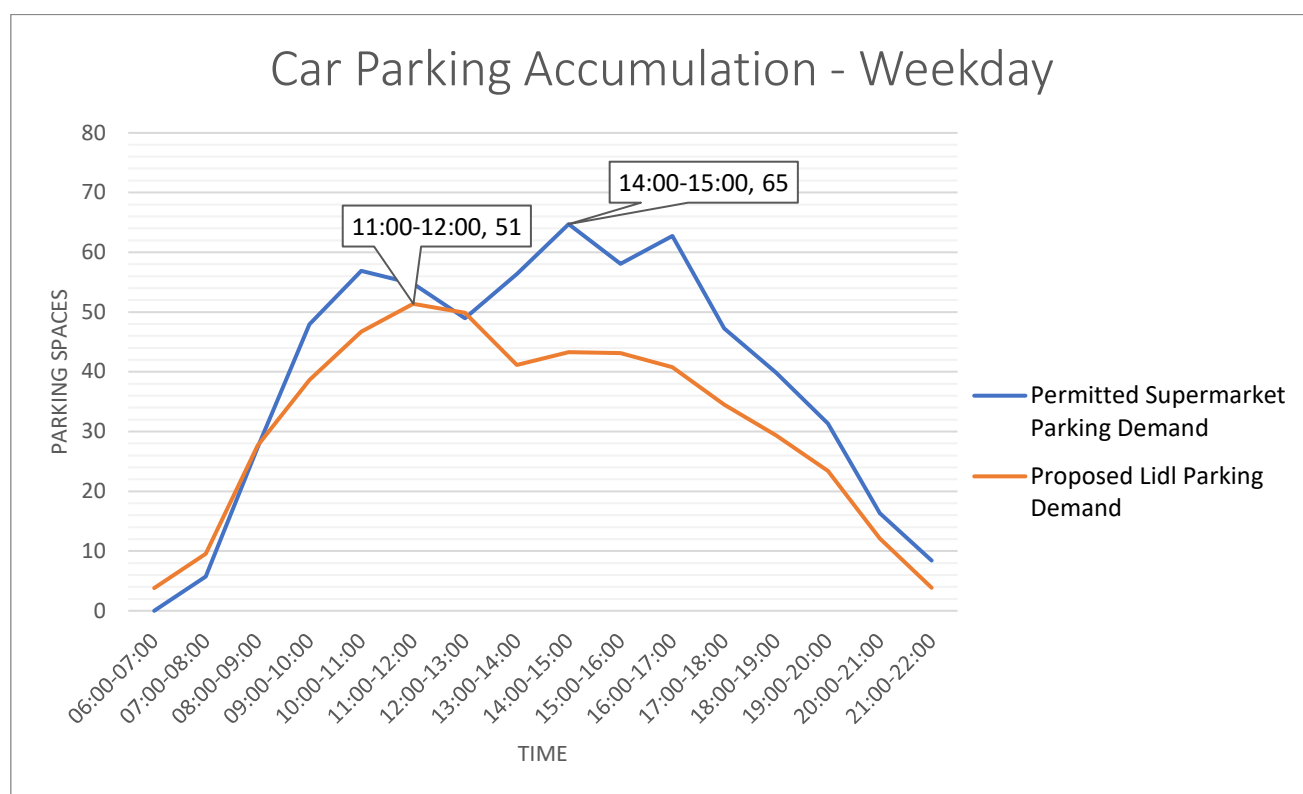
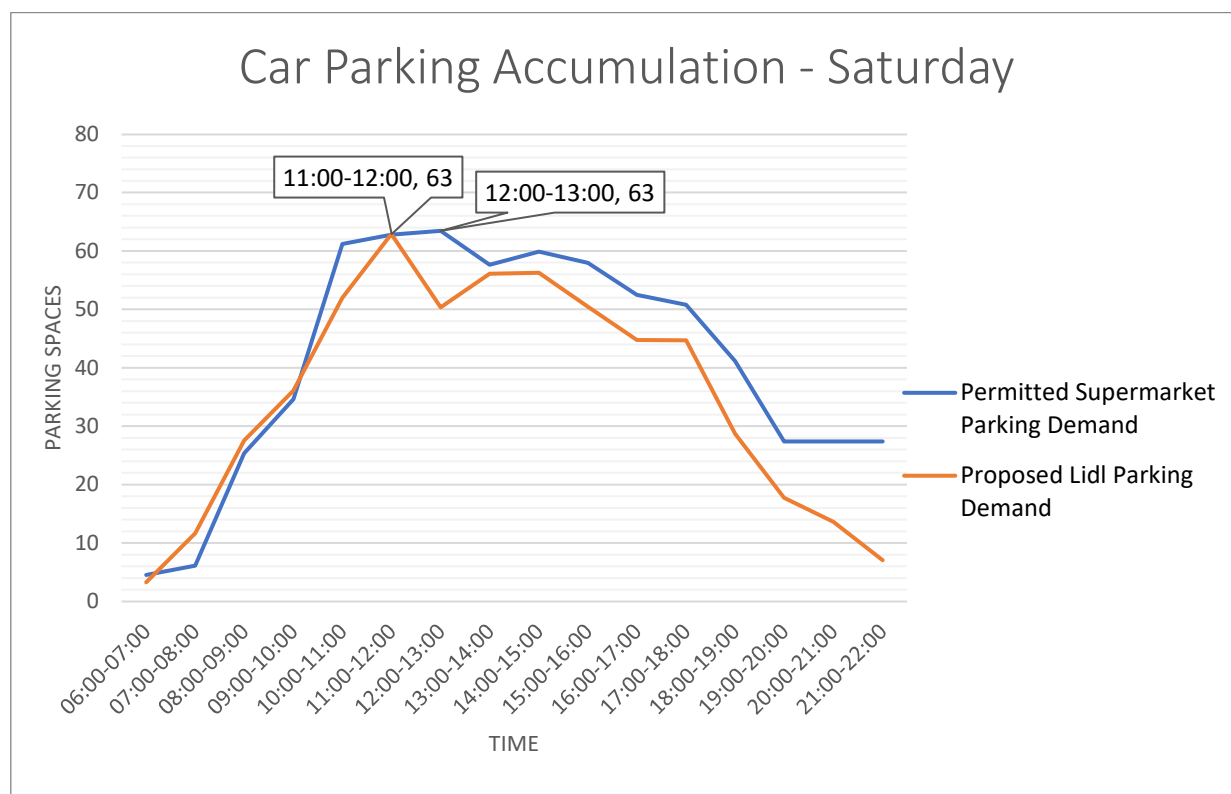


Figure 7: Estimated Car Parking Accumulation, Weekend



86. As can be seen from the above figures, during a weekday, the peak forecast car parking demand for the proposed food store development is 51 spaces between 11:00 and 12:00 in comparison to 65 spaces between 14:00 and 15:00 for the permitted scheme. On a typical Saturday, the forecast car parking demand peaks at 63 spaces also between 11:00 and 12:00, which is the same peak demand anticipated from the permitted scheme, albeit an hour later between 12:00 and 13:00. The forecasts presented in **Figures 6** and **7** above therefore demonstrate that the proposed parking provision is sufficient to meet anticipated demand, with additional spare capacity available to accommodate seasonal peak periods such as Christmas and Easter.
87. Cycle parking for the store will be provided with six Sheffield stands providing spaces for twelve bicycles under the store canopy for shelter and in front of the glazed elevation of the store.

Summary

88. We consider the revised provision of 108 no. car parking spaces for Lidl customers sufficient to accommodate the anticipated levels of trip demand the proposed use will generate plus the additional demand associated with peak trading times of year, such as Christmas and Easter.

Trip Generation

89. This section will provide an estimation of the vehicle trip generating potential of the proposed discount food store development in comparison to the permitted supermarket during the weekday AM and PM and Saturday peak hours.

Permitted Trip Generation

90. In order to estimate the trip generating potential of the permitted supermarket, average trip rates from the industry standard TRICS database have been obtained.
91. The selection criteria for the TRICS based trip rates is as follows: -
- i) Retail;
 - ii) Food Superstore;
 - iii) Sites in Ireland excluded;
 - iv) Selection by gross floor area;
 - v) Date range 01/01/95 to 01/01/05 to reflect the time at which outline planning approval was granted.
92. The resultant trip rates and generation based on a gross floor area of 1393.5 sqm can be found summarised in **Table 7** below. The full TRICS output is contained at **Appendix E**.

Table 7 – Permitted Trip Generation (Based on 1,393.5sqm GIA)

	Weekday AM Peak			Weekday PM Peak			Saturday Peak		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rate	4.17	2.621	6.791	7.23	8.341	15.571	7.03	6.983	14.013
Trip Generation	58	37	95	101	116	217	98	97	195

Proposed Trip Generation

93. In order to present an accurate representation of what the proposed discount food store may generate in terms of vehicular trips, trip rates based on other existing Lidl stores within the TRICS database with a similar retail floor area have been used. The full TRICS outputs can be found attached as **Appendix F**, with a summary of the peak hour trip rates and generation summarised in **Table 8** below.

Table 8 – Estimated Trip Generation (Based on 1,334sqm RFA)

	Weekday AM Peak			Weekday PM Peak			Saturday Peak		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rate	4.204	2.845	7.049	6.742	7.211	13.953	9.531	10.474	20.005
Trip Generation	56	38	94	90	96	186	127	140	267

Net Trip Generation

94. The Net impact as a result of the revised proposals are presented in **Table 9** below.

Table 9 – Additional Trip Generation

	Weekday AM Peak			Weekday PM Peak			Saturday Peak		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Generation	-2	+1	-1	-11	-20	-31	+29	+43	+72

N.B. Values may not add up due to rounding

95. As can be seen from the above table, the proposed uplift in floor area will result in a trip generation impact that would be negligible on the local highway network. AM peak levels of trip generation are more or less identical. In the PM peak, a discount foodstore use is predicted to generate circa 30 fewer two-way trips than an open A1 foodstore. During the Saturday peak, it is estimated that an additional 72 two-way trips could be generated. This equates to a total of four two-way trips per minute for the s.73 application in comparison to three two-way trips per minute generated by the permitted scheme. This level of increase is de minimis and will not lead to any material detriment to the interests of either highway safety or the free-flow of traffic.

Summary and Conclusions

96. Based on the information provided within this technical note, we consider the proposed uplift in floor area and car parking should be acceptable with regard to transport and highway matters given the end use as a discount foodstore, nursery, and commercial uses.
97. A parking accumulation exercise has been conducted and demonstrates that the proposed level of parking is sufficient to meet anticipated demand whilst also adhering to SPG requirements, with additional spare capacity available to accommodate peak periods such as Christmas and Easter.
98. With regard to the local highway network, the estimated level of additional traffic demand generated by the proposals would be negligible. The associated impact of the proposals cannot therefore be considered severe.
99. On the basis of these investigations, we trust that NCC's highways development management officers can provide a positive recommendation for the reserved matters application on transport and highway grounds.

S|C|P

APPENDIX A

SGP

Architects + Masterplanners

Glan Llyn Local Centre

Sub-Area Masterplan

September 2018

8th August 2019



Glan Llyn Local Centre

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Glan Llyn Local Centre

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Glan Llyn Local Centre

1.0 Introduction

This document has been prepared to partially discharge condition 4 of outline planning permission (reference 06/0471) granted on the 1st April 2010 for the mixed use redevelopment of the Llanwern Regeneration site (Glan Llyn). This sub-area masterplan relates specifically to the local centre, and it will support future reserved matters applications for this part of the site.

The proposal for the local centre has evolved from the original sub-area masterplan to address the specific requirements of the potential occupiers and will contain a range of retail and community uses. This masterplan should be seen as a flexible document establishing the broad principles for development, which will evolve as occupier requirements develop. It is a masterplan to establish the principle of the potential uses that could come forward. However, the final form, arrangement and uses will be subject to separate reserved matters applications that will be dictated by market demand and interest which will also inform the detailed design.



GLAN LLYN MASTERPLAN

Note addendum to include 3a is currently under consideration by the LPA

2.0 Local Centre Function

The local centre will serve the wider Glan Llyn community and will form part of a wider network of facilities including sports fields, primary schools, leisure and commercial uses.

In particular the local centre will give a focus to the south of the Western Park. High quality pedestrian and cycle routes will link the local centre, through the Western Park, to the various phases of residential development and the first primary school within the western sub area and beyond to the rest of the site.

It is envisaged that the Local Centre will serve local, low order, needs and will cater for local residents visiting by foot or cycle rather than forming a destination for car borne traffic. However the local centre must cater for the car as there will inevitably be shared trips with residents stopping at the local centre on leaving and entering Glan Llyn.

The Local Centre will form a hub for the community, therefore spaces and uses should be flexible to both future proof the centre and also provide a range of spaces which can be used for community activities such as markets and fetes.

Glan Llyn Local Centre

3.0 Context

The local centre is located to the south of the Western Park, and is bounded to the south by Queensway, which links Newport to the Magor Junction of the M4. Whilst the vehicle access to the local centre is provided from Queensway it is envisaged that most residents would walk or cycle to promote active sustainable travel.

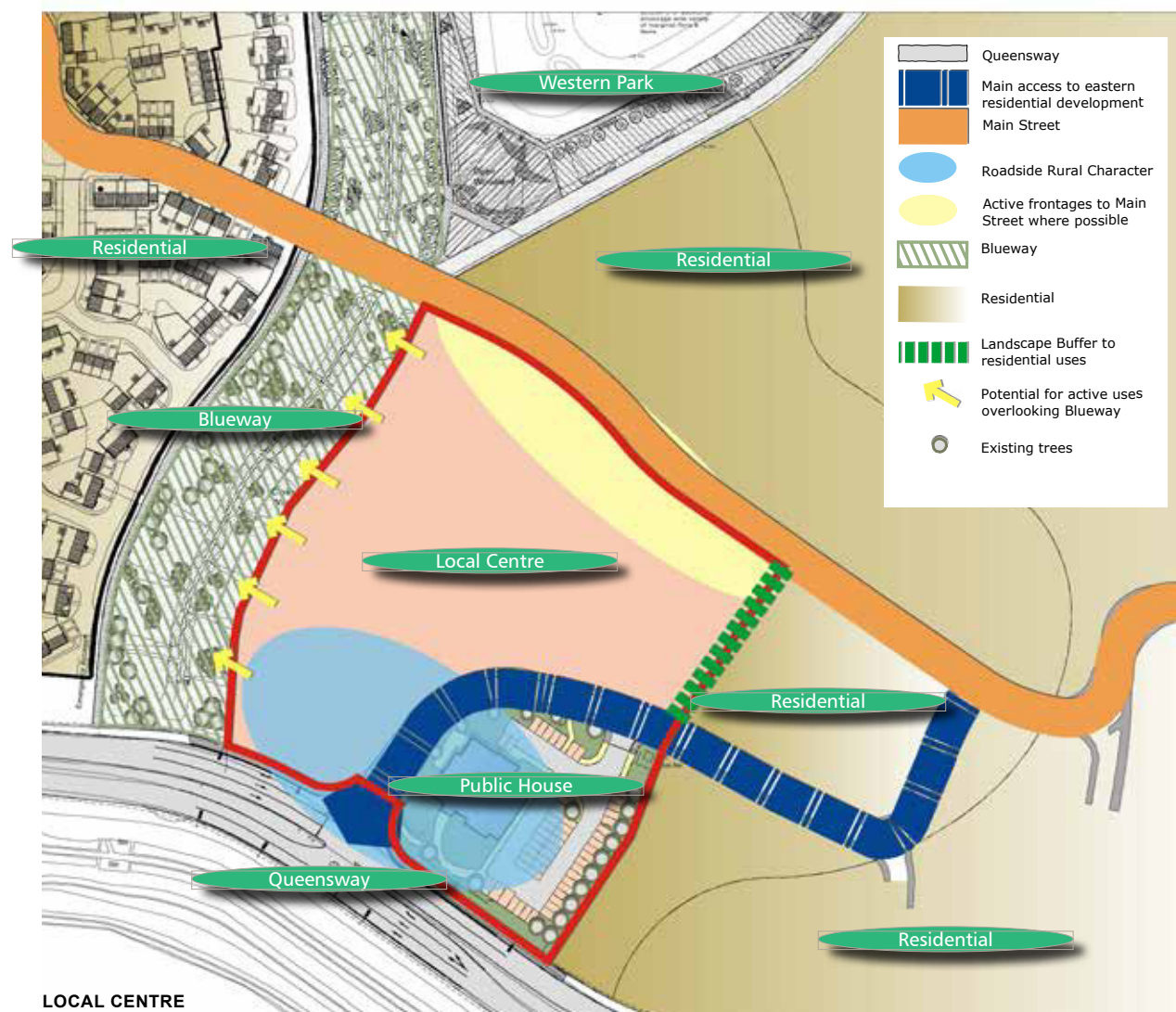
To the west is an existing blueway, which runs north south through the Glan Llyn site and provides a strategic landscape and footpath/ cycleway corridor between Queensway, the Western Park, further development to the north and the Local Centre. To the west of the blueway is the first phase of residential development.

The north east and eastern boundaries are enclosed by residential development which provides easy access between the local centre and residential phases.

To the south east corner of the Local Centre is a public house which was completed as the first phase of the Local Centre development.

The local centre is also well located to the Western Park with good cycle and pedestrian connections through it to the other phases of residential development and the Glan Llyn West primary school. The local centre will also be accessible to the rest of the site, once developed.

Buildings fronting the Blueway and Main Street should have active frontages where possible to provide activity and passive surveillance and to relate to the adjacent uses.



LOCAL CENTRE

Glan Llyn Local Centre

4.0 Design Concept

The local centre will become a focus for the Glan Llyn site. It is proposed that the local centre will contain retail and community uses, forming part of a wider network of facilities to conform with the requirements set out in the S106 agreement. High quality pedestrian and cycle routes link the various community and leisure locations to provide a spread of activity throughout Glan Llyn.

The local centre has two key functions:

- Provide easily accessible facilities for the Glan Llyn community; and
- A strong node along the Main Street which will serve the southern part of Glan Llyn by providing pedestrian and cycle links and provide a community focus for the development

The location of the centre, abutting Queensway to the south and Western Park to the north, defines two key characters for the local centre:

- To the south a more open coarser grain relates to the roadside location whilst to the north a much finer, tighter urban character relates to Main Street and adjacent residential development; and
- Within the northern part of the centre a strong focal point - the Central Square - relates to the Main Street and forms a focus to the adjacent community facilities.

The blueway to the west of the local centre acts as a visual buffer separating the commercial and retail buildings from the existing Persimmon residential development. Seating areas will be provided within the blueway to provide amenity space which could be accessed from double fronted units facing the blueway itself.

The layout of the local centre is designed to be highly permeable with pedestrian movement through the site made possible via a network of pedestrian links. The wide gaps between the buildings are designed to encourage pedestrian connectivity through to the various soft and hard landscaped public areas. The local centre is positioned a 10-12 minute walk from the residential community within both the western and eastern sub areas, encouraging residents to visit by foot or bicycle.

The Central Square is designed to be used as a social meeting point. It is also designed to be used as a break-out space for community activities such as farmers markets and village fêtes creating areas of interest, which in turn help to create a 'sense of place'. The Central Square will be pedestrian orientated with no through traffic to create a high quality urban space and ensure pedestrian safety.

There is scope to accommodate a range of independent retailers to meet the local requirement as well as the high street brand names within a high quality, compact local centre, highly accessible to the local community with the potential to create a flexible space to allow the siting of community activities. These uses could have double frontages to create active elevations to the Main Street, Central Square and Blueway.

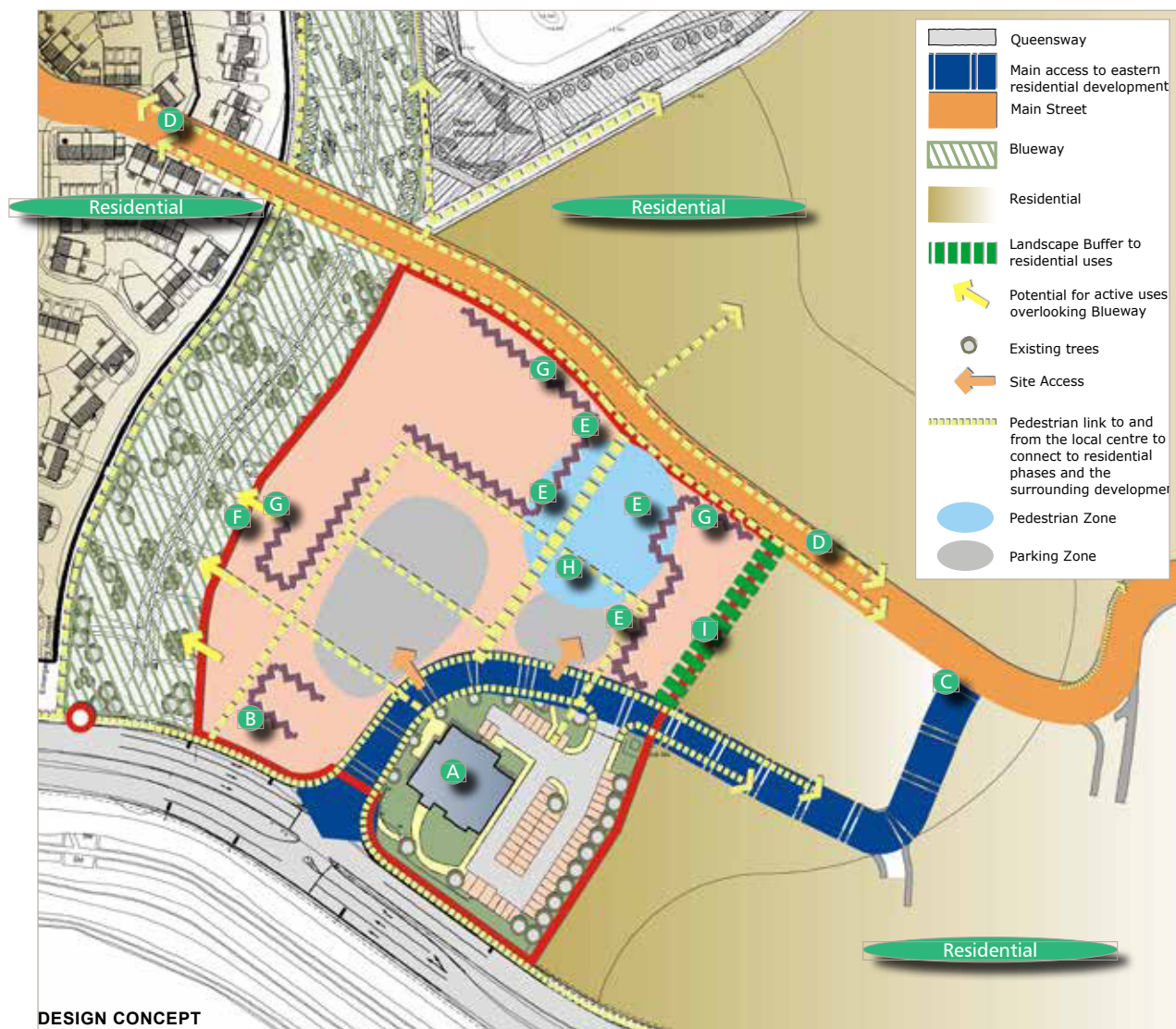
Whilst the local centre will predominantly serve residents of Glan Llyn - the local centre will also have strong public transport links to the immediate and wider areas to ensure connectivity to the surrounding areas beyond Glan Llyn.



Glan Llyn Local Centre

Key

- A** Existing Marston's pub/restaurant
- B** Buildings fronting Queensway will be accessible by car providing a convenient place to stop and shop for residents leaving and returning to Glan Llyn
- C** Access to the Eastern Sub-Area via the Residential Access Street avoids the local centre
- D** The Main Street, providing bus linkages, will extend from the west past the local centre to the remainder of the site
- E** Buildings fronting Central Square will have a strong urban character
- F** Opportunities for seating areas overlooking the Blueway
- G** Buildings overlooking the Main Street and Blueway to provide an active frontage
- H** Pedestrianised central square with access for emergency and delivery vehicles only provides a flexible space for markets and local events
- I** Landscape buffer between Local Centre and Residential plots



Glan Llyn Local Centre

5.0 Transport Hierarchy

The movement strategy for the local centre is underpinned by the principles of a Sustainable Transport Hierarchy as set out in PPW10 and the vision for the local centre to be pedestrian friendly.

The Local Centre will predominantly serve the local community, rather than forming a destination in it's own right, thereby reducing vehicle traffic and prioritising pedestrian and cycle accessibility. This is a key aspect of the scheme and informs the overall concept of linked pedestrian areas within the local centre.

Whilst the local centre is pedestrian orientated it will also provide the required level of parking to cater for Glan Llyn residents using the local centre when leaving and entering the site. The vehicle access is focused to the south of the site away from the adjacent residential areas to strengthen the pedestrian linkages between these areas.

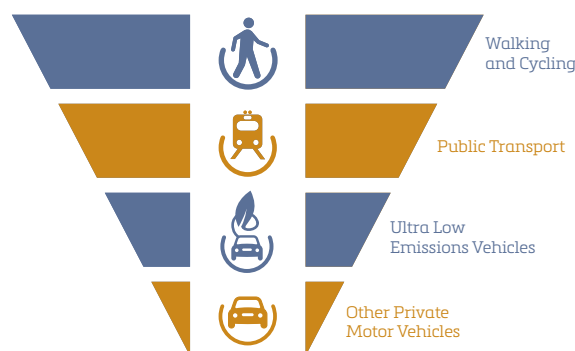
Parking areas will be subservient to the pedestrian routes and will be well designed with a variety of surface materials and a strong planting strategy to create interesting spaces which complement, rather than dominate the pedestrian areas. Dedicated pedestrian routes will be provided through these areas to accommodate desire lines.

The Local Centre movement strategy addresses the PPW10 hierarchy by:

- providing strong pedestrian linkages and pedestrian zones within the Local Centre;
- creating strategic links to the wider Glan Llyn pedestrian and cycle network;
- providing bus links along the main access road;
- making provision for electric charging points within the local centre;
- providing parking areas which do not dominate the main pedestrian use;
- delivering a servicing strategy that is subservient to the other uses.

These are addressed in more detail in the following sections.

Figure 8: The Sustainable Transport Hierarchy for Planning



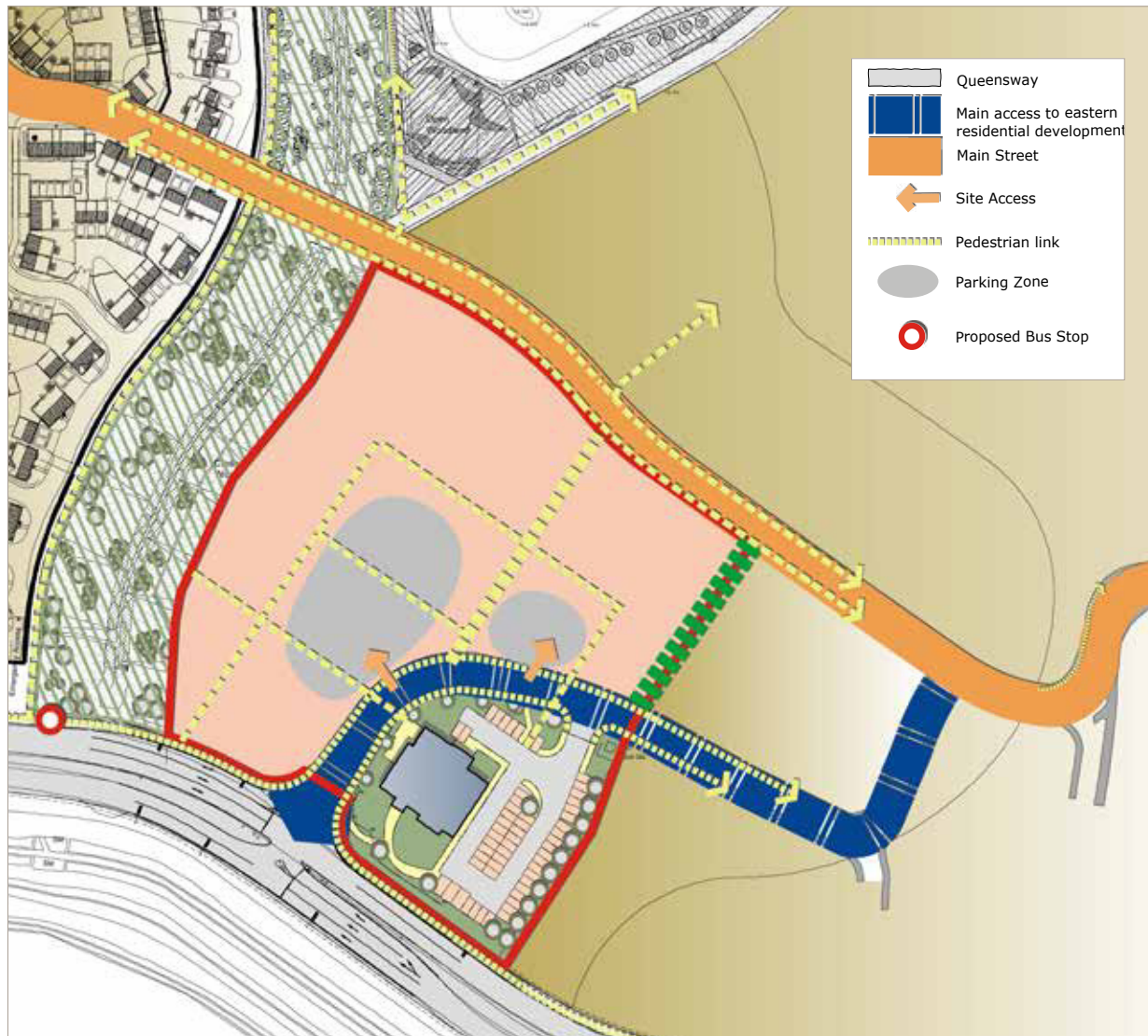
5.1 Pedestrian & Cycle Movement

Glan Llyn is based around a green grid of blueways and greenways which provide a permeable cycle and footpath network throughout the site. As demonstrated overleaf the Local Centre links into this network providing access to the Western Park and residential development to the north, west and east via Main Street and to the south onto the strategic Queensway link road providing a high degree of permeability and linkages to the wider Glan Llyn development.

Within the local centre extensive pedestrian areas will be provided linking to dedicated pedestrian routes through the site linking together building entrances, seating areas and pedestrian zones. These routes will be segregated from car parking areas.

Cycle parking facilities will be provided within the Local Centre with the potential to utilise the Community Centre showers for commuters based at the Local Centre.

Glan Llyn Local Centre



MOVEMENT STRATEGY

5.2 Public Transport

The Local Centre will link to the overall Glan Llyn bus network to ensure that a range of integrated transport modes are available.

A bus stop is proposed along Queensway, approximately 150m from the middle of the Local Centre. This stop can be accessed via pedestrian routes along the main access route to the Local Centre or via a dedicated pedestrian link in the south west corner of the Local Centre.

Both the main Local Centre access road and Main Street have been designed to accommodate a bus and ongoing discussions with the bus operator may see the bus provision expanded along these routes as future development comes forward.

Glan Llyn Local Centre

5.3 Vehicle Access

Vehicle access to the Local Centre will be via the Residential Access road running along the southern boundary of the Local Centre plot. No direct access will be permitted from Main Street.

A temporary link through the Local Centre may be provided in the early phases until the adjacent residential plots are developed. Once the Local Centre is developed this link will be removed and will accommodate emergency vehicles only.

Residential Access Road

To retain the pedestrian orientated character of the local centre, the adjoining residential development to the north and east is accessed by a Residential Access Road which avoids the local centre. Whilst this road accesses the main retail car park to the west and the pub car park, it avoids excessive traffic flows through Central Square.

To accommodate local centre deliveries and to prevent queuing back to Queensway, the road will be 7.3m wide for the first section, narrowing to 6.3m after the Pub/Restaurant access junction. The road geometry up to the Local Centre should be capable of accommodating an HGV. Servicing to the local centre will be via this first section of road.

The residential access road should have a suburban character with a strong built frontage with occasional street trees.

Traffic within the pedestrian orientated zone will be a shared space providing parking for the community uses and limited deliveries and emergency vehicle access to maintain the pedestrian character of this space. No through access will be provided to Main Street other than for emergency vehicles

Main Street

Forming the northern boundary to the local centre Main Street is effectively a series of streets connected by squares and feature junctions. Intentionally designed as a disjointed route through a dense urban core it should have a strong definition of spaces dictated by the built form, which are designed to create points of interest along the street whilst controlling traffic speeds and aiding legibility.

Whilst there is no direct link through the local centre from Queensway to Main Street the Central Square will be designed to accommodate emergency vehicles in the event that the residential access road is blocked.

5.4 Parking

Parking will be provided within defined parking areas within the Local Centre. Parking space numbers will initially be calculated on the basis of the Parking Standards SPG adopted in August 2015.

The Local Centre is assumed to be in Zone 3.

It is acknowledged that a number of trips will be shared between different uses on the site and as a result some discounting on the number of spaces would be acceptable. Each reserved matters application should clearly define the parking standards used and demonstrate how any sharing of spaces has been determined.

Glan Llyn Local Centre

5.5 Servicing

It is normal practice within local centres to utilise parking areas for servicing rather than constructing separate, dedicated, service roads. This is a more sustainable approach to land use and prevents large back of house areas which would prevent double frontages being used which is a key element of the local centre vision.

This approach will be adopted at Glan Llyn with the majority of units being front serviced from the parking areas.

Parking areas should be designed and constructed to accommodate both refuse vehicles and HGV's within the circulation areas without impacting on individual parking bays.

A dedicated secure and screened yard area should be provided within the site to accommodate waste and plant areas. This should be accessible to both refuse and delivery vehicles.

Whilst the final masterplan will be subject to detailed design and the final requirements of end users an indicative masterplan, illustrated on page 15, has been tracked to illustrate one way in which the local centre could be serviced.



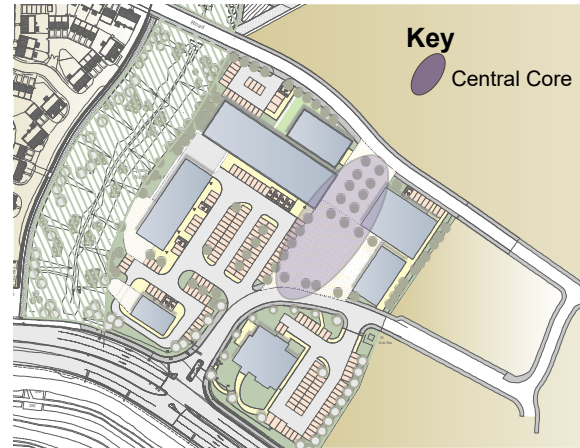
Glan Llyn Local Centre

6.0 Public Realm

External finishes around the local centre will generally follow the principles established in the approved Western Sub Area Masterplan. Predominantly pre-cast concrete kerbs, tarmacadam or HRA roads with tarmacadam footpaths.

Within the central core a change of treatment will create a stronger sense of place and identify the central core as a pedestrian, rather than car, orientated area. Kerb upstands will be minimal (15mm), street signage minimised and a visually softer road finish used. These changes will help control traffic speeds, which should be kept below 20mph.

The materials palette has previously been agreed with Newport City Council Highways Department to formulate a palette that is acceptable to the adopting authority.



Central Core Street Furniture

To ensure that the local centre is developed in a cohesive manner, a coordinated approach to the use of street furniture and lighting will be taken. As with the palette of external materials, street furniture has been discussed with Newport City Council Highways Department to ensure that the palette used will be acceptable for adoption.

External materials have been largely based on Newport City Council's Supplementary Planning Guidance "Newport Public Realm Strategy" and follow guidance and recommendations set out in "Manual for Streets".

Informal seating will also be provided along the blueway to the west of the local centre. This would link to the local centre itself and enhance the active frontages facing onto the blueway.

Glan Llyn Local Centre

Central Core Finishes



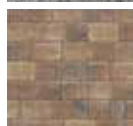
Highways - hot rolled asphalt with coloured chippings or Tegular Blocks (subject to highway approval)



Marshalls conservation textured 'Silver Grey' granite aggregate slab paving



Charcon Appalachian granite aggregate paving



Marshalls tegular concrete set paving: Traditional



Marshalls tegular concrete set paving: Penant Grey



Marshalls Mistral 'Silver Grey' textured granite sett paving



Marshalls conservation 'Silver Grey' granite setts



Marshalls conservation 'silver Grey' granite aggregate kerb



Marshalls tegular traditional concrete kerb sett

Potential Types of street furniture



Simple 2000 range contemporary granite furniture bench



Simple range 7000 granite sphere bollard



Simple range 550 granite cube bollard



Sineu Graff Wishbone cycle stand SS finish



Sineu Graff 'Silver Grey' cylindrical litter bin



Static SS bollard

Glan Llyn Local Centre

7.0 Landscape Design Principles

The local centre is to be located in a key position off the Queensway. Existing residential areas to the west facing onto the Queensway are screened by an attenuation bund; the entrance to the local centre has an open aspect to the road frontage, with clear views into the area and to the road side pub and potential coffee outlet. This open aspect with broad verges and ornamental planting will announce the key vehicular arrival point by giving a visual clue to the land use beyond and encourage vehicles to slow down and enter the site.

The vehicular, cycle and pedestrian routes into and through the local centre will be characterised by hedging and trees leading to an open formal square within the centre. The planting will complement the high quality design of the public realm, buildings, street furniture and surface finishes.

Buffer planting areas around the periphery of the site are designed to screen car parking and service areas from the Blueway and residential areas and to link in with existing native planting belts and to soften the edges of the local centre so that it blurs into the park, Blueway and gardens beyond.

The local centre has been divided into the following landscape character areas:

1

Access Zone

This is to have a formal urban feel with closely mown grass verges, hedging and avenue trees and low ornamental hedgerows to screen parking areas but allow views to the pub and coffee outlet.

2

Queensway Frontage

The frontage of the local centre on to the Queensway will be planted with informal groups of trees, and low ornamental planting and hedges, and have wide verges of closely mown grass. The design will allow for clear views into the local centre, the pub and coffee outlet whilst screening parking from view and provide a transition from the informal native planting of the noise bunds to the west and east of the local centre to the formal avenue planting along the main access road.

3

Central Square

Tree planting and building frontages will frame an open paving area providing ease of pedestrian circulation through the zone, clear access to building entrances and open uncluttered gathering spaces. Buildings within this area should have double frontages where possible to create active frontages to the Main Street and blueway.

4

Native Shrub & Tree Belt

These will provide visual buffers between the local centre, (parking and service areas) and the residential areas and Blueway. These belts will link in with the existing and proposed native planting belts along the Blueway and on the noise attenuation bunds along the Queensway to both the west and east of the local centre.

5

Car Park

The car parks will be softened with avenues of trees and low ornamental planting beds.

6

Buffer Planting

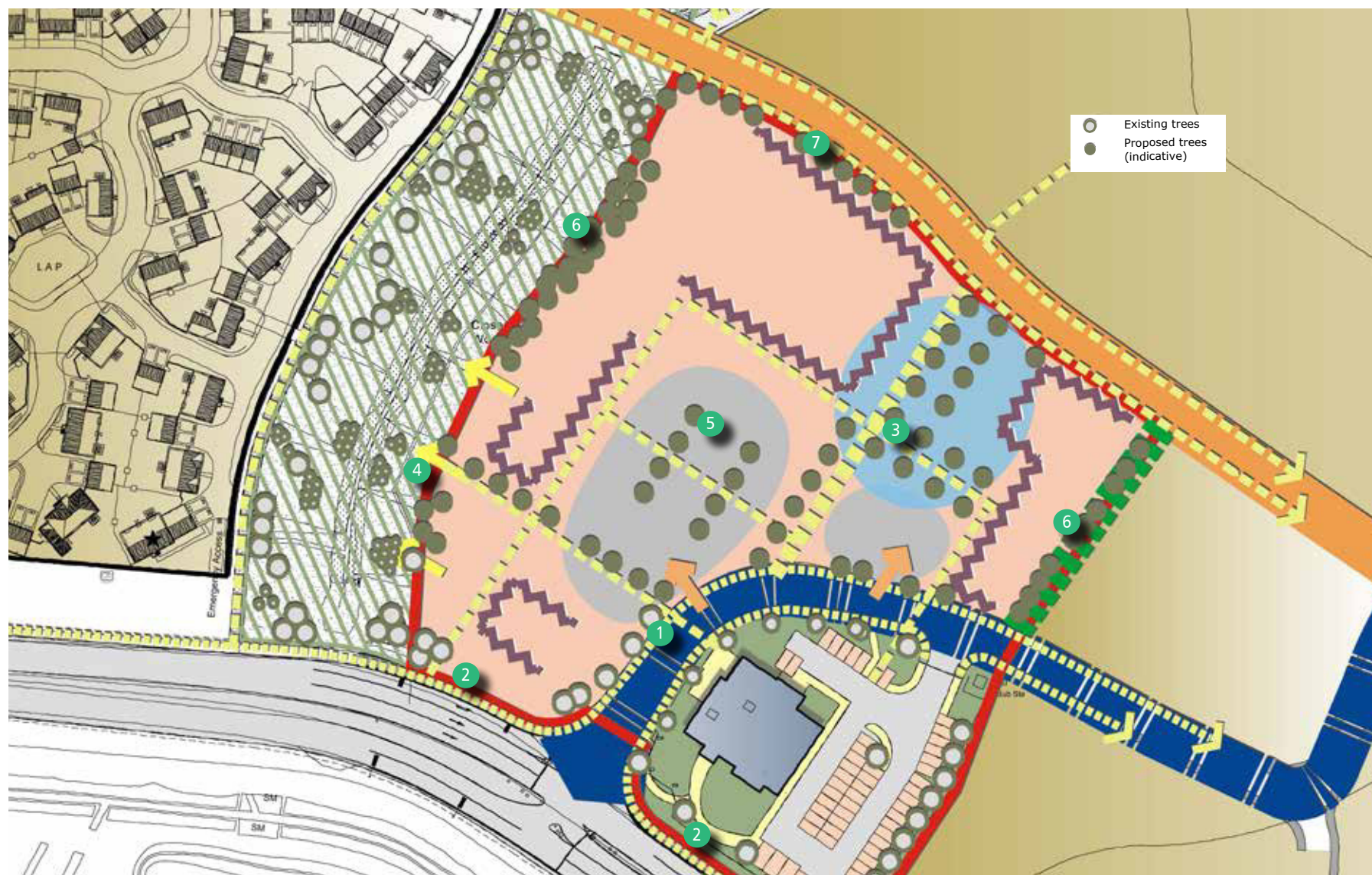
Dense planting screens the local centre from the Blueway to the west, and residences to the east where they abut retail units.

7

Main Street

Formal avenue tree planting along road edge and low to medium height ornamental shrub planting to provide attractive frontage to active uses along the northern edge of the local centre and to link into the formal avenues of trees along the top of the Blueway.

Glan Llyn Local Centre



LANDSCAPE MASTERPLAN

Glan Llyn Local Centre

8.0 Design Principles

The local centre will be characterised by distinctive, well designed buildings, which together with a high quality public realm will produce a prominent high quality development.

The centre is arranged around a Central Square which forms a pedestrian friendly key focal and arrival point upon entering Glan Llyn from the Queensway junction to the south.

The Central Square to the north of the local centre, will incorporate a well designed space framed by high quality buildings, fronted by active edges, well overlooked and with opportunities for social interaction. Tree planting will frame an open paving area providing clear access to building entrances.

The eastern side of Central Square is bounded by a community centre and surgery / pharmacy. These buildings have active / double frontages to the north, west and south providing passive surveillance and activity to the key public areas. To the rear is a small servicing area screened from the residential development with a strong landscape buffer.

To the west of the square will be a range of retail units accommodating food, non-food, restaurant and coffee shop uses. Units abutting the blueway will have seating areas overlooking the blueway to the west.

The southern most area of the development at the junction with Queensway is designed to act as a gateway into the development with the prominently located existing Marston's pub/ restaurant to the south-east corner, and a potential drive-through cafe to the south-west corner. The location of these two buildings is strategically positioned to take advantage of key long views from Queensway.

The character of the local centre is designed to be urban, with hard landscaping interspersed with lines of street trees set in grills or guards, co-ordinated street furniture and signage, changing surface materials, paving, setts and bonded aggregates.

The street trees also emphasise the pedestrian routes, and could place a visual focus on the Central Square buildings and junction.

The integration of hard and soft landscaping and a positive relationship between the buildings and the public realm will create a high quality, pedestrian environment that serves to complement the sense of place created.

Car parking for the potential foodstore and retail area is situated adjacent to the respective building blocks. This arrangement helps to maintain a visually clean, tree lined streetscape.

The primary building frontages face the public realm, which provide natural overlooking, framing and also providing glimpses through to other facility buildings that lie beyond.

Buildings where possible will be designed to give active frontages to the Main Street, Central Square and Blueway with opportunities for seating areas overlooking the Blueway.

The local centre will be a high quality, mixed-use element, with active ground floor uses.

Units will generally be front serviced via parking areas. Deliveries will be subject to a management strategy to ensure that deliveries do not conflict with pedestrian and car traffic.

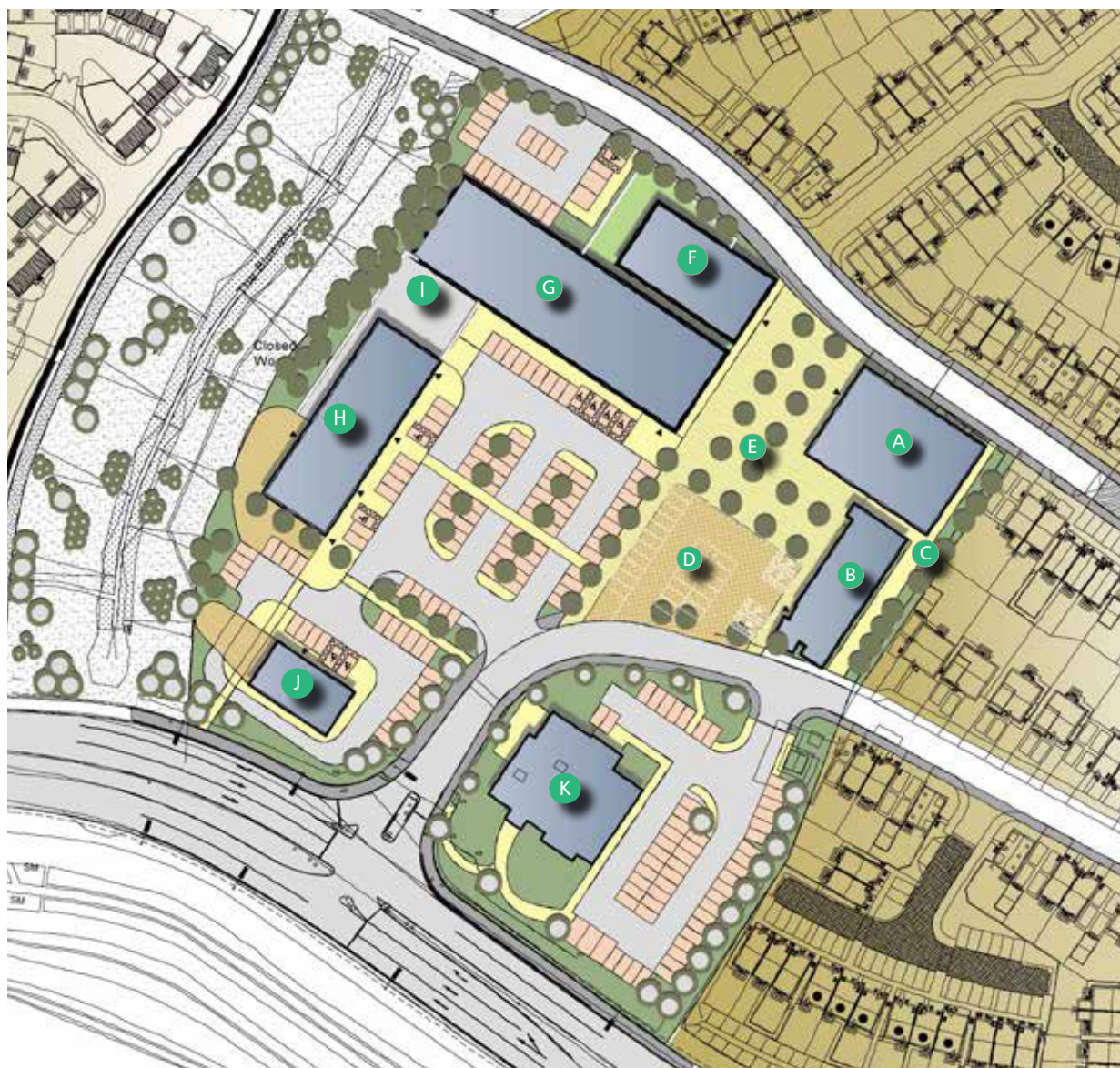
The final masterplan will be subject to detailed design and the final requirements of end users. An indicative masterplan is overleaf showing one way in which the Local Centre could be developed in accordance with the design principles established in this masterplan document

Glan Llyn Local Centre

9.0 Indicative Masterplan

Whilst the final masterplan will be subject to detailed design and the final requirements of end users an indicative masterplan is shown adjacent and illustrates one way in which the Local Centre could be developed in accordance with the design principles established in this masterplan document

- A** Community Centre with active frontages to the central square and Main Street
- B** Surgery and Pharmacy with frontage to the square
- C** Strong landscape buffer between Local Centre and adjacent residential uses
- D** Shared surface providing parking for community centre and surgery and used for open markets and local events
- E** Pedestrian Square (access for emergency vehicles only)
- F** Nursery with garden and parking fronting the Main Street
- G** Retail Unit (food/non-food)
- H** Retail / food & beverage with potential seating areas overlooking the blueway
- I** Screened service area
- J** Coffee / Restaurant with seating on blueway
- K** Existing public house



INDICATIVE SITE LAYOUT

Glan Llyn Local Centre

10.0 Building Form and Design

The design criteria set out in The Development Framework and approved Western Sub Area Masterplan documents broadly set out the overall design ethos of the local centre.

The architectural form of the buildings is proposed to be predominantly traditional to relate to the wider existing surrounding context but with the inclusion of modern elements as key features.

The proposed buildings to the local centre are to be a maximum of two storeys in height with plan forms suited to the location and size requirements of each building. They are to provide functional and high quality structures that will meet the needs of the occupiers, whilst creating a strong sense of identity within a cohesive and legible development.

The building entrances will potentially be expressed through the use of changes in material or canopy structures. The landscape at the entrances will be considered as an integral part of the architectural language of the various buildings.

Emphasis will be given to corners of buildings facing prominent locations and areas of interest. For example, the south-east elevation of the building which could be used for a foodstore is designed to face directly onto the Central Square and is required to be architecturally highlighted to help create a 'sense of enclosure'.

Materials will be of a high quality throughout the development with particular emphasis given to the detailing, junctions and scale of materials along with their longevity and requirements for maintenance and cleaning. Potential materials for consideration include facing brickwork, render, glass, and timber and metal cladding systems.

Glan Llyn Local Centre

11.0 Conclusion

The local centre has potential to accommodate both retail and community uses to serve the surrounding residential development.

As a local centre we expect the facilities to primarily serve local (low order) needs with a limited attraction to people outside of Glan Llyn i.e. more foot and bicycle traffic and less cars. As a result the scope for future growth of the local centre is deliberately limited so not to detract business from other shopping centres within the immediate vicinity. Newport Retail Park, for example, is situated directly to the west of the proposed local centre and consists of a number of shops, restaurants, motor vehicle garages, a food store and a cinema.

The design of the local centre is channelled to achieve the desired level of quality and vitality expected of the area. This document sets out the principles and parameters for the development of various potential uses that may come forward within the local centre.

The indicative masterplan shows the potential layout of the local centre, but this will be defined in greater detail through the various reserved matters applications that will come forward to agree the proposed uses.

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S|C|P

APPENDIX B

SCHEDULE OF AREAS (TYPE 1300):		
	SALES	=1334 m ²
	WAREHOUSE	=410 m ²
	ANCILLARY	=218 m ²
	GIA	=1962 m ²
SCHEDULE OF AREAS GIA (UNITS):		
	UNIT 1	=131m ²
	UNIT 2	=133m ²
	UNIT 3	=131m ²
	NURSERY	=352m ²
	(G F FOOTPRINT ONLY)	
CAR PARKING NUMBERS		
	TOTAL CAR PARKING NUMBERS	138
	LIDL CAR PARKING	108
	DISPOSAL PARKING	30

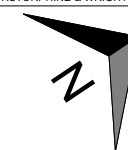
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DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE
WORK COMMENCES

BOUNDARY BASED ON MASTERPLAN FROM SGP ARCHITECTS

BASED ON TYPE 1300 BASE PLAN 26.02.24

DISPOSAL LAND AS PER SKETCH DESIGN BY
CORSTORPHINE & WRIGHT ARCHITECTS



DISPOSAL SITE
AREA:
3341 SQM / 0.826
ACRES



Updated following clients comments and specialist information		BM
E	31/07/2024	
D	11/07/2024	KA
C	02/07/2024	KA
B	18/06/2024	LS
Updated to parking spaces and inclusion of a substation		LS
A	17/05/2024	
Rev.	Date	Description
		Drawn

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Lidl GB Ltd.



project
Glan Llyn
Newport

drawing title

Proposed GA Masterplan

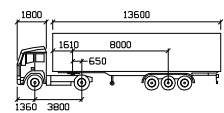
date July 2024
status Planning
scale 1:500 @ A3
drawn CP checked LS
job no. 3211 dwg no. P400 rev. E

S|C|P

APPENDIX C



NOTES



LST (16.5)		
Tractor Width	: 1800	
Trailer Width	: 13600	
Tractor Track	: 650	
Trailer Track	: 3800	
Tractor Width	: 2550	Lock to Lock Time : 6.0
Trailer Width	: 2550	Steering Angle : 42.6
Tractor Track	: 2550	Articulating Angle : 70.0
Trailer Track	: 2550	

REV	DESCRIPTION	DATE	BY
-----	-------------	------	----

REVISIONS

SCP
an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

Project Title:

NEW LIDL, QUEEN'S ROAD, NEWPORT

Drawing Title:

SWEPT PATH ANALYSIS - 16.5M HGV
ARTIVULATED VEHICLE

Drawn By:	RL	Date:	16/09/2024
Checked:	JRB	Scale@A3:	1:500
Approved:	JRB	Status:	PLANNING

Drawing No.	SCP/240426/ATR02	Rev.	-
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S|C|P

APPENDIX D

CAR PARK ACCUMULATION ASSESSMENT

Proposed Land Use: Foodstore

Proposed GFA 13.94

No. of required overnight spaces/

Manually adjusted initial occupation no. 0

Hour	Trip Rate In	Trip Rate Out	Vehicle Arrivals	Vehicle Departures	Parking Demand
Time Range					
00:00-01:00	0	0	0	0	0
01:00-02:00	0	0	0	0	0
02:00-03:00	0	0	0	0	0
03:00-04:00	0	0	0	0	0
04:00-05:00	0	0	0	0	0
05:00-06:00	0	0	0	0	0
06:00-07:00	0	0	0	0	0
07:00-08:00	0.689	0.276	10	4	6
08:00-09:00	4.17	2.621	58	37	27
09:00-10:00	5.404	3.926	75	55	48
10:00-11:00	7.23	6.587	101	92	57
11:00-12:00	6.597	6.75	92	94	55
12:00-13:00	6.057	6.475	84	90	49
13:00-14:00	6.271	5.741	87	80	56
14:00-15:00	6.567	5.965	92	83	65
15:00-16:00	7.107	7.586	99	106	58
16:00-17:00	7.444	7.107	104	99	63
17:00-18:00	7.23	8.341	101	116	47
18:00-19:00	6.791	7.321	95	102	40
19:00-20:00	4.385	4.996	61	70	31
20:00-21:00	2.723	3.799	38	53	16
21:00-22:00	2.011	2.581	28	36	8
22:00-23:00	0	0.605	0	8	0
23:00-24:00	0	0	0	0	0

Maximum Parking Demand: 65

Number of Parking Spaces 108

Peak Demand Period: 14:00-15:00



Transportation Planning : Infrastructure Design

Car Park Accumulation / Demand Assessment (Weekday) - Permitted
Food Store

Proposed Lidl, Queen's Road, Newport

16/09/2024

Job Number - SCP/240426

Appendix D

CAR PARK ACCUMULATION ASSESSMENT

Proposed Land Use: Discount Foodstore

Proposed RFA 13.34

No. of required overnight spaces/

Manually adjusted initial occupation no. 1

Hour	Trip Rate In	Trip Rate Out	Vehicle Arrivals	Vehicle Departures	Parking Demand
Time Range					
00:00-01:00	0	0	0	0	1
01:00-02:00	0	0	0	0	1
02:00-03:00	0	0	0	0	1
03:00-04:00	0	0	0	0	1
04:00-05:00	0	0	0	0	1
05:00-06:00	0	0	0	0	1
06:00-07:00	0.281	0.07	4	1	4
07:00-08:00	0.662	0.234	9	3	10
08:00-09:00	4.204	2.845	56	38	28
09:00-10:00	5.58	4.757	74	63	39
10:00-11:00	6.059	5.455	81	73	47
11:00-12:00	6.95	6.596	93	88	51
12:00-13:00	6.95	7.065	93	94	50
13:00-14:00	6.846	7.502	91	100	41
14:00-15:00	7.325	7.164	98	96	43
15:00-16:00	7.158	7.169	95	96	43
16:00-17:00	7.367	7.544	98	101	41
17:00-18:00	6.742	7.211	90	96	35
18:00-19:00	5.882	6.268	78	84	29
19:00-20:00	4.444	4.892	59	65	23
20:00-21:00	2.688	3.532	36	47	12
21:00-22:00	1.209	1.829	16	24	4
22:00-23:00	0.044	0.344	1	5	0
23:00-24:00	0	0	0	0	0

Maximum Parking Demand: 51

Number of Parking Spaces 108

Peak Demand Period: 11:00-12:00



Transportation Planning : Infrastructure Design

Car Park Accumulation / Demand Assessment (Weekday) - Proposed Lidl

Proposed Lidl, Queen's Road, Newport

16/09/2024

Job Number - SCP/240426

Appendix D

CAR PARK ACCUMULATION ASSESSMENT

Proposed Land Use: Foodstore

Proposed GFA 13.94

No. of required overnight spaces/

Manually adjusted initial occupation no. 0

Hour	Trip Rate In	Trip Rate Out	Vehicle Arrivals	Vehicle Departures	Parking Demand
Time Range					
00:00-01:00	0	0	0	0	0
01:00-02:00	0	0	0	0	0
02:00-03:00	0	0	0	0	0
03:00-04:00	0	0	0	0	0
04:00-05:00	0	0	0	0	0
05:00-06:00	0	0	0	0	0
06:00-07:00	0.438	0.11	6	2	5
07:00-08:00	0.164	0.055	2	1	6
08:00-09:00	4.217	2.836	59	40	25
09:00-10:00	5.327	4.661	74	65	35
10:00-11:00	6.243	4.336	87	60	61
11:00-12:00	7.099	6.983	99	97	63
12:00-13:00	7.03	6.983	98	97	63
13:00-14:00	6.22	6.637	87	92	58
14:00-15:00	5.943	5.781	83	81	60
15:00-16:00	5.874	6.012	82	84	58
16:00-17:00	6.412	6.806	89	95	52
17:00-18:00	7.028	7.152	98	100	51
18:00-19:00	5.598	6.289	78	88	41
19:00-20:00	3.181	4.168	44	58	27
20:00-21:00	0	0	0	0	27
21:00-22:00	0	0	0	0	27
22:00-23:00	0	0	0	0	27
23:00-24:00	0	0	0	0	27

Maximum Parking Demand: 63

Number of Parking Spaces 108

Peak Demand Period: 12:00-13:00



Transportation Planning : Infrastructure Design

Car Park Accumulation / Demand Assessment (Saturday) - Permitted
Food store

Proposed Lidl, Queen's Road, Newport

16/09/2024

Job Number - SCP/240426

Appendix D

CAR PARK ACCUMULATION ASSESSMENT

Proposed Land Use: Discount Foodstore

Proposed RFA 13.34

No. of required overnight spaces/

Manually adjusted initial occupation no. 0

Hour	Trip Rate In	Trip Rate Out	Vehicle Arrivals	Vehicle Departures	Parking Demand
Time Range					
00:00-01:00	0	0	0	0	0
01:00-02:00	0	0	0	0	0
02:00-03:00	0	0	0	0	0
03:00-04:00	0	0	0	0	0
04:00-05:00	0	0	0	0	0
05:00-06:00	0	0	0	0	0
06:00-07:00	0.386	0.14	5	2	3
07:00-08:00	0.812	0.183	11	2	12
08:00-09:00	4.078	2.887	54	39	28
09:00-10:00	5.662	5.021	76	67	36
10:00-11:00	8.196	7.004	109	93	52
11:00-12:00	10.232	9.413	136	126	63
12:00-13:00	9.531	10.474	127	140	50
13:00-14:00	9.492	9.06	127	121	56
14:00-15:00	8.739	8.726	117	116	56
15:00-16:00	8.648	9.086	115	121	50
16:00-17:00	8.098	8.523	108	114	45
17:00-18:00	6.926	6.932	92	92	45
18:00-19:00	4.628	5.826	62	78	29
19:00-20:00	3.411	4.235	46	56	18
20:00-21:00	1.957	2.265	26	30	14
21:00-22:00	0.975	1.466	13	20	7
22:00-23:00	0.065	0.347	1	5	3
23:00-24:00	0	0	0	0	3

Maximum Parking Demand: 63

Number of Parking Spaces 108

Peak Demand Period: 11:00-12:00



Transportation Planning : Infrastructure Design

Car Park Accumulation / Demand Assessment (Saturday) - Proposed Lidl

Proposed Lidl, Queen's Road, Newport

16/09/2024

Job Number - SCP/240426

Appendix D

S|C|P

APPENDIX E

Calculation Reference: AUDIT-726001-240626-0648

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
11	SCOTLAND	
	SL SOUTH LANARKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1487 to 2500 (units: sqm)
Range Selected by User: 800 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/95 to 01/01/05

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:
Thursday 1 days
Friday 4 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 undertaking using machines.

Selected Locations:
Town Centre 1
Edge of Town Centre 1
Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:
Residential Zone 1
Built-Up Zone 1
Village 1
High Street 1
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 6 days - Selected

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

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
75,001 to 100,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Petrol filling station:

PFS is present at the site and is included in the count	1 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	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	5 days
-----------	--------

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	DC-01-A-13	CO-OP PIONEER	DORSET
	SEA ROAD NORTH		
	BRIDPORT		
	ST ANDREWS WELL		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1487 sqm	
	Survey date: FRIDAY	07/07/00	Survey Type: MANUAL
2	DV-01-A-17	LEO'S	DEVON
	PRINCE CHARLES ROAD		
	EXETER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: FRIDAY	31/03/95	Survey Type: MANUAL
3	LC-01-A-16	TESCO	LANCASHIRE
	WATERLOO ROAD		
	CLITHEROE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2230 sqm	
	Survey date: FRIDAY	17/03/00	Survey Type: MANUAL
4	SL-01-A-01	TESCO	SOUTH LANARKSHIRE
	CASTLEGATE		
	LANARK		
	Town Centre		
	High Street		
	Total Gross floor area:	1496 sqm	
	Survey date: FRIDAY	27/06/97	Survey Type: MANUAL
5	WS-01-A-11	SAINSBURY'S	WEST SUSSEX
	STANE STREET		
	NEAR PULBOROUGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	2094 sqm	
	Survey date: THURSDAY	20/03/03	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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1692	0.689	3	1692	0.276	3	1692	0.965
08:00 - 09:00	5	1961	4.170	5	1961	2.621	5	1961	6.791
09:00 - 10:00	5	1961	5.404	5	1961	3.926	5	1961	9.330
10:00 - 11:00	5	1961	7.230	5	1961	6.587	5	1961	13.817
11:00 - 12:00	5	1961	6.597	5	1961	6.750	5	1961	13.347
12:00 - 13:00	5	1961	6.057	5	1961	6.475	5	1961	12.532
13:00 - 14:00	5	1961	6.271	5	1961	5.741	5	1961	12.012
14:00 - 15:00	5	1961	6.567	5	1961	5.965	5	1961	12.532
15:00 - 16:00	5	1961	7.107	5	1961	7.586	5	1961	14.693
16:00 - 17:00	5	1961	7.444	5	1961	7.107	5	1961	14.551
17:00 - 18:00	5	1961	7.230	5	1961	8.341	5	1961	15.571
18:00 - 19:00	5	1961	6.791	5	1961	7.321	5	1961	14.112
19:00 - 20:00	5	1961	4.385	5	1961	4.996	5	1961	9.381
20:00 - 21:00	4	1928	2.723	4	1928	3.799	4	1928	6.522
21:00 - 22:00	2	1492	2.011	2	1492	2.581	2	1492	4.592
22:00 - 23:00	1	1487	0.000	1	1487	0.605	1	1487	0.605
23:00 - 24:00									
Total Rates:			80.676				80.677	161.353	

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:	1487 - 2500 (units: sqm)
Survey date range:	01/01/95 - 01/01/05
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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-726001-240626-0659

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days

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

SCP York Street Manchester

Licence No: 726001

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1825 to 2500 (units: sqm)
 Range Selected by User: 800 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/95 to 01/01/05

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

Selected survey days:

Saturday 2 days
 Sunday 2 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:

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

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

Selected Location Sub Categories:

Residential Zone 1
 Built-Up Zone 2
 Village 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 8 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
250,001 to 500,000	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	3 days
1.1 to 1.5	1 days

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

Petrol filling station:

PFS is present at the site and is included in the count	1 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	3 days

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

Travel Plan:

Not Known	3 days
No	1 days

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	DV-01-A-17	LEO'S	DEVON
	PRINCE CHARLES ROAD EXETER		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: SUNDAY	02/04/95	Survey Type: MANUAL
2	GM-01-A-25	MARKS AND SPENCER	GREATER MANCHESTER
	WASHWAY ROAD SALE		
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	1825 sqm	
	Survey date: SATURDAY	22/05/04	Survey Type: MANUAL
3	LC-01-A-16	TESCO	LANCASHIRE
	WATERLOO ROAD CLITHEROE		
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	2230 sqm	
	Survey date: SATURDAY	18/03/00	Survey Type: MANUAL
4	WS-01-A-11	SAINSBURY'S	WEST SUSSEX
	STANE STREET NEAR PULBOROUGH		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	2094 sqm	
	Survey date: SUNDAY	23/03/03	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.

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1825	0.438	1	1825	0.110	1	1825	0.548
07:00 - 08:00	1	1825	0.164	1	1825	0.055	1	1825	0.219
08:00 - 09:00	2	2028	4.217	2	2028	2.836	2	2028	7.053
09:00 - 10:00	2	2028	5.327	2	2028	4.661	2	2028	9.988
10:00 - 11:00	4	2162	6.243	4	2162	4.336	4	2162	10.579
11:00 - 12:00	4	2162	7.099	4	2162	6.983	4	2162	14.082
12:00 - 13:00	4	2162	7.030	4	2162	6.983	4	2162	14.013
13:00 - 14:00	4	2162	6.220	4	2162	6.637	4	2162	12.857
14:00 - 15:00	4	2162	5.943	4	2162	5.781	4	2162	11.724
15:00 - 16:00	4	2162	5.874	4	2162	6.012	4	2162	11.886
16:00 - 17:00	2	2028	6.412	2	2028	6.806	2	2028	13.218
17:00 - 18:00	2	2028	7.028	2	2028	7.152	2	2028	14.180
18:00 - 19:00	2	2028	5.598	2	2028	6.289	2	2028	11.887
19:00 - 20:00	2	2028	3.181	2	2028	4.168	2	2028	7.349
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			70.774			68.809			139.583

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:	1825 - 2500 (units: sqm)
Survey date range:	01/01/95 - 01/01/05
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	2
Surveys automatically removed from selection:	2
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.

S|C|P

APPENDIX F

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	SR STIRLING	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: 900 to 1690 (units: sqm)
 Range Selected by User: 649 to 1690 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/07/16 to 29/11/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	14 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)	2
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	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
Development Zone	1
Residential Zone	2
Retail Zone	2

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

Secondary Filtering selection:

Use Class:

A1 14 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	1 days
5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	10 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	14 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	2 days
No	11 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	14 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AD-01-C-01	LIDL	ABERDEEN CITY
	GREENWELL ROAD		
	ABERDEEN		
	EAST TULLOS IND. ESTATE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Retail floor area:	1650 sqm	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
2	CA-01-C-01	LIDL	CAMBRIDGESHIRE
	CROMWELL ROAD		
	WISBECH		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	913 sqm	
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL
3	CF-01-C-01	LIDL	CARDIFF
	EAST TYNDALL STREET		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Retail floor area:	1407 sqm	
	Survey date: THURSDAY	29/06/17	Survey Type: MANUAL
4	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE		
	SKEGNESS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL
5	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD		
	BEDLINGTON		
	Edge of Town Centre		
	No Sub Category		
	Total Retail floor area:	1425 sqm	
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL
6	NF-01-C-01	LIDL	NORFOLK
	AYLSHAM ROAD		
	NORWICH		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	1690 sqm	
	Survey date: FRIDAY	29/11/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7	NR-01-C-02	LIDL	NORTHAMPTONSHIRE
	NEWTON ROAD RUSHDEN		
	Edge of Town Centre Residential Zone Total Retail floor area:	1424 sqm	
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL
8	NT-01-C-01	LIDL	NOTTINGHAMSHIRE
	CHAPEL LANE BINGHAM		
	Edge of Town Industrial Zone Total Retail floor area:	1424 sqm	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
9	SM-01-C-01	LIDL	SOMERSET
	SEAWARD WAY MINEHEAD		
	Edge of Town No Sub Category Total Retail floor area:	1407 sqm	
	Survey date: THURSDAY	22/06/17	Survey Type: MANUAL
10	SR-01-C-01	LIDL	STIRLING
	PLAYERS ROAD STIRLING		
	Edge of Town Centre Built-Up Zone Total Retail floor area:	1424 sqm	
	Survey date: THURSDAY	01/06/17	Survey Type: MANUAL
11	WM-01-C-01	LIDL	WEST MIDLANDS
	MACKADOWN LANE BIRMINGHAM KITT'S GREEN Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Retail floor area:	1341 sqm	
	Survey date: TUESDAY	12/07/16	Survey Type: MANUAL
12	WM-01-C-02	LIDL	WEST MIDLANDS
	HIGH STREET WEST BROMWICH GUNS VILLAGE Neighbourhood Centre (PPS6 Local Centre) High Street Total Retail floor area:	1341 sqm	
	Survey date: TUESDAY	12/07/16	Survey Type: MANUAL
13	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD WORCESTER BRICKFIELDS Edge of Town Retail Zone Total Retail floor area:	1424 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
14	WO-01-C-02	LIDL	WORCESTERSHIRE
	WORCESTER ROAD MALVERN		
	Edge of Town Centre Residential Zone Total Retail floor area:	900 sqm	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DH-01-C-01	NOT LIDL
TW-01-C-01	NOT LIDL

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

MULTI-MODAL 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	2	1424	0.281	2	1424	0.070	2	1424	0.351
07:00 - 08:00	14	1371	0.662	14	1371	0.234	14	1371	0.896
08:00 - 09:00	14	1371	4.204	14	1371	2.845	14	1371	7.049
09:00 - 10:00	14	1371	5.580	14	1371	4.757	14	1371	10.337
10:00 - 11:00	14	1371	6.059	14	1371	5.455	14	1371	11.514
11:00 - 12:00	14	1371	6.950	14	1371	6.596	14	1371	13.546
12:00 - 13:00	14	1371	6.950	14	1371	7.065	14	1371	14.015
13:00 - 14:00	14	1371	6.846	14	1371	7.502	14	1371	14.348
14:00 - 15:00	14	1371	7.325	14	1371	7.164	14	1371	14.489
15:00 - 16:00	14	1371	7.158	14	1371	7.169	14	1371	14.327
16:00 - 17:00	14	1371	7.367	14	1371	7.544	14	1371	14.911
17:00 - 18:00	14	1371	6.742	14	1371	7.211	14	1371	13.953
18:00 - 19:00	14	1371	5.882	14	1371	6.268	14	1371	12.150
19:00 - 20:00	14	1371	4.444	14	1371	4.892	14	1371	9.336
20:00 - 21:00	14	1371	2.688	14	1371	3.532	14	1371	6.220
21:00 - 22:00	14	1371	1.209	14	1371	1.829	14	1371	3.038
22:00 - 23:00	13	1407	0.044	13	1407	0.344	13	1407	0.388
23:00 - 24:00									
Total Rates:			80.391			80.477			160.868

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:	900 - 1690 (units: sqm)
Survey date range:	01/07/16 - 29/11/19
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.035	2	1424	0.000	2	1424	0.035
07:00 - 08:00	14	1371	0.016	14	1371	0.005	14	1371	0.021
08:00 - 09:00	14	1371	0.135	14	1371	0.094	14	1371	0.229
09:00 - 10:00	14	1371	0.115	14	1371	0.073	14	1371	0.188
10:00 - 11:00	14	1371	0.146	14	1371	0.125	14	1371	0.271
11:00 - 12:00	14	1371	0.099	14	1371	0.130	14	1371	0.229
12:00 - 13:00	14	1371	0.120	14	1371	0.141	14	1371	0.261
13:00 - 14:00	14	1371	0.120	14	1371	0.109	14	1371	0.229
14:00 - 15:00	14	1371	0.141	14	1371	0.125	14	1371	0.266
15:00 - 16:00	14	1371	0.162	14	1371	0.156	14	1371	0.318
16:00 - 17:00	14	1371	0.156	14	1371	0.099	14	1371	0.255
17:00 - 18:00	14	1371	0.214	14	1371	0.234	14	1371	0.448
18:00 - 19:00	14	1371	0.162	14	1371	0.156	14	1371	0.318
19:00 - 20:00	14	1371	0.063	14	1371	0.094	14	1371	0.157
20:00 - 21:00	14	1371	0.099	14	1371	0.125	14	1371	0.224
21:00 - 22:00	14	1371	0.010	14	1371	0.068	14	1371	0.078
22:00 - 23:00	13	1407	0.005	13	1407	0.027	13	1407	0.032
23:00 - 24:00									
Total Rates:			1.798			1.761			3.559

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.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. 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	2	1424	0.386	2	1424	0.035	2	1424	0.421
07:00 - 08:00	14	1371	0.240	14	1371	0.026	14	1371	0.266
08:00 - 09:00	14	1371	1.266	14	1371	1.052	14	1371	2.318
09:00 - 10:00	14	1371	1.693	14	1371	1.553	14	1371	3.246
10:00 - 11:00	14	1371	2.011	14	1371	1.782	14	1371	3.793
11:00 - 12:00	14	1371	2.126	14	1371	2.173	14	1371	4.299
12:00 - 13:00	14	1371	2.756	14	1371	2.688	14	1371	5.444
13:00 - 14:00	14	1371	2.329	14	1371	2.490	14	1371	4.819
14:00 - 15:00	14	1371	2.110	14	1371	1.980	14	1371	4.090
15:00 - 16:00	14	1371	2.256	14	1371	2.371	14	1371	4.627
16:00 - 17:00	14	1371	2.532	14	1371	2.303	14	1371	4.835
17:00 - 18:00	14	1371	2.490	14	1371	2.298	14	1371	4.788
18:00 - 19:00	14	1371	1.954	14	1371	1.964	14	1371	3.918
19:00 - 20:00	14	1371	0.938	14	1371	1.349	14	1371	2.287
20:00 - 21:00	14	1371	0.927	14	1371	1.089	14	1371	2.016
21:00 - 22:00	14	1371	0.526	14	1371	0.787	14	1371	1.313
22:00 - 23:00	13	1407	0.000	13	1407	0.126	13	1407	0.126
23:00 - 24:00									
Total Rates:	26.540			26.066			52.606		

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.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. 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	2	1424	0.176	2	1424	0.000	2	1424	0.176
07:00 - 08:00	14	1371	0.068	14	1371	0.021	14	1371	0.089
08:00 - 09:00	14	1371	0.365	14	1371	0.146	14	1371	0.511
09:00 - 10:00	14	1371	0.422	14	1371	0.386	14	1371	0.808
10:00 - 11:00	14	1371	0.406	14	1371	0.417	14	1371	0.823
11:00 - 12:00	14	1371	0.406	14	1371	0.391	14	1371	0.797
12:00 - 13:00	14	1371	0.328	14	1371	0.313	14	1371	0.641
13:00 - 14:00	14	1371	0.406	14	1371	0.375	14	1371	0.781
14:00 - 15:00	14	1371	0.354	14	1371	0.359	14	1371	0.713
15:00 - 16:00	14	1371	0.380	14	1371	0.339	14	1371	0.719
16:00 - 17:00	14	1371	0.349	14	1371	0.307	14	1371	0.656
17:00 - 18:00	14	1371	0.302	14	1371	0.406	14	1371	0.708
18:00 - 19:00	14	1371	0.276	14	1371	0.323	14	1371	0.599
19:00 - 20:00	14	1371	0.151	14	1371	0.245	14	1371	0.396
20:00 - 21:00	14	1371	0.130	14	1371	0.146	14	1371	0.276
21:00 - 22:00	14	1371	0.052	14	1371	0.109	14	1371	0.161
22:00 - 23:00	13	1407	0.000	13	1407	0.022	13	1407	0.022
23:00 - 24:00									
Total Rates:			4.571			4.305			8.876

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	SR STIRLING	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: 1235 to 1425 (units: sqm)
 Range Selected by User: 649 to 1690 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/07/16 to 29/11/19

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 11 days

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

Selected survey types:

Manual count 11 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 4
 Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 3
 Neighbourhood Centre (PPS6 Local 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:

Industrial Zone 1
 Development Zone 1
 Residential Zone 1
 Retail Zone 1
 Built-Up Zone 2
 High Street 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.

Secondary Filtering selection:Use Class:

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

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	8 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	11 days

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

Travel Plan:

Not Known	1 days
Yes	2 days
No	8 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	CF-01-C-01	LIDL	CARDIFF
	EAST TYNDALL STREET CARDIFF		
	Suburban Area (PPS6 Out of Centre) Development Zone		
	Total Retail floor area:	1407 sqm	
	Survey date: SATURDAY	01/07/17	Survey Type: MANUAL
2	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE SKEGNESS		
	Edge of Town Centre Built-Up Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
3	LN-01-C-02	LIDL	LINCOLNSHIRE
	DIXON STREET LINCOLN NEW BOULTHAM		
	Suburban Area (PPS6 Out of Centre) No Sub Category		
	Total Retail floor area:	1235 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
4	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD BEDLINGTON		
	Edge of Town Centre No Sub Category		
	Total Retail floor area:	1425 sqm	
	Survey date: SATURDAY	10/06/17	Survey Type: MANUAL
5	NR-01-C-02	LIDL	NORTHAMPTONSHIRE
	NEWTON ROAD RUSHDEN		
	Edge of Town Centre Residential Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
6	NT-01-C-01	LIDL	NOTTINGHAMSHIRE
	CHAPEL LANE BINGHAM		
	Edge of Town Industrial Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7	SM-01-C-01	LIDL	SOMERSET
	SEAWARD WAY		
	MINEHEAD		
	Edge of Town		
	No Sub Category		
	Total Retail floor area:	1407 sqm	
	Survey date: SATURDAY	24/06/17	Survey Type: MANUAL
8	SR-01-C-01	LIDL	STIRLING
	PLAYERS ROAD		
	STIRLING		
	Edge of Town Centre		
	Built-Up Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: SATURDAY	03/06/17	Survey Type: MANUAL
9	WM-01-C-01	LIDL	WEST MIDLANDS
	MACKADOWN LANE		
	BIRMINGHAM		
	KITT'S GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	1341 sqm	
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL
10	WM-01-C-02	LIDL	WEST MIDLANDS
	HIGH STREET		
	WEST BROMWICH		
	GUNS VILLAGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	1341 sqm	
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL
11	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
LN-01-C-03	NOT LIDL

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

MULTI-MODAL 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	2	1424	0.386	2	1424	0.140	2	1424	0.526
07:00 - 08:00	11	1389	0.812	11	1389	0.183	11	1389	0.995
08:00 - 09:00	11	1389	4.078	11	1389	2.887	11	1389	6.965
09:00 - 10:00	11	1389	5.662	11	1389	5.021	11	1389	10.683
10:00 - 11:00	11	1389	8.196	11	1389	7.004	11	1389	15.200
11:00 - 12:00	11	1389	10.232	11	1389	9.413	11	1389	19.645
12:00 - 13:00	11	1389	9.531	11	1389	10.474	11	1389	20.005
13:00 - 14:00	11	1389	9.492	11	1389	9.060	11	1389	18.552
14:00 - 15:00	11	1389	8.739	11	1389	8.726	11	1389	17.465
15:00 - 16:00	11	1389	8.648	11	1389	9.086	11	1389	17.734
16:00 - 17:00	11	1389	8.098	11	1389	8.523	11	1389	16.621
17:00 - 18:00	11	1389	6.926	11	1389	6.932	11	1389	13.858
18:00 - 19:00	11	1389	4.628	11	1389	5.826	11	1389	10.454
19:00 - 20:00	11	1389	3.411	11	1389	4.235	11	1389	7.646
20:00 - 21:00	11	1389	1.957	11	1389	2.265	11	1389	4.222
21:00 - 22:00	11	1389	0.975	11	1389	1.466	11	1389	2.441
22:00 - 23:00	11	1389	0.065	11	1389	0.347	11	1389	0.412
23:00 - 24:00									
Total Rates:			91.836				91.588	183.424	

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:	1235 - 1425 (units: sqm)
Survey date range:	01/07/16 - 29/11/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	11
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.035	2	1424	0.000	2	1424	0.035
07:00 - 08:00	11	1389	0.033	11	1389	0.007	11	1389	0.040
08:00 - 09:00	11	1389	0.072	11	1389	0.052	11	1389	0.124
09:00 - 10:00	11	1389	0.079	11	1389	0.092	11	1389	0.171
10:00 - 11:00	11	1389	0.137	11	1389	0.072	11	1389	0.209
11:00 - 12:00	11	1389	0.144	11	1389	0.118	11	1389	0.262
12:00 - 13:00	11	1389	0.111	11	1389	0.092	11	1389	0.203
13:00 - 14:00	11	1389	0.157	11	1389	0.105	11	1389	0.262
14:00 - 15:00	11	1389	0.111	11	1389	0.144	11	1389	0.255
15:00 - 16:00	11	1389	0.098	11	1389	0.059	11	1389	0.157
16:00 - 17:00	11	1389	0.105	11	1389	0.151	11	1389	0.256
17:00 - 18:00	11	1389	0.111	11	1389	0.177	11	1389	0.288
18:00 - 19:00	11	1389	0.118	11	1389	0.124	11	1389	0.242
19:00 - 20:00	11	1389	0.124	11	1389	0.111	11	1389	0.235
20:00 - 21:00	11	1389	0.111	11	1389	0.111	11	1389	0.222
21:00 - 22:00	11	1389	0.039	11	1389	0.098	11	1389	0.137
22:00 - 23:00	11	1389	0.000	11	1389	0.013	11	1389	0.013
23:00 - 24:00									
Total Rates:			1.585			1.526			3.111

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.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. 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	2	1424	0.562	2	1424	0.000	2	1424	0.562
07:00 - 08:00	11	1389	0.268	11	1389	0.092	11	1389	0.360
08:00 - 09:00	11	1389	0.871	11	1389	0.786	11	1389	1.657
09:00 - 10:00	11	1389	0.969	11	1389	1.093	11	1389	2.062
10:00 - 11:00	11	1389	1.781	11	1389	1.447	11	1389	3.228
11:00 - 12:00	11	1389	2.285	11	1389	2.389	11	1389	4.674
12:00 - 13:00	11	1389	3.123	11	1389	2.880	11	1389	6.003
13:00 - 14:00	11	1389	3.208	11	1389	2.913	11	1389	6.121
14:00 - 15:00	11	1389	3.234	11	1389	3.299	11	1389	6.533
15:00 - 16:00	11	1389	2.795	11	1389	3.378	11	1389	6.173
16:00 - 17:00	11	1389	3.116	11	1389	2.965	11	1389	6.081
17:00 - 18:00	11	1389	2.926	11	1389	2.710	11	1389	5.636
18:00 - 19:00	11	1389	2.704	11	1389	2.219	11	1389	4.923
19:00 - 20:00	11	1389	1.453	11	1389	1.853	11	1389	3.306
20:00 - 21:00	11	1389	1.447	11	1389	1.669	11	1389	3.116
21:00 - 22:00	11	1389	0.661	11	1389	0.877	11	1389	1.538
22:00 - 23:00	11	1389	0.072	11	1389	0.249	11	1389	0.321
23:00 - 24:00									
Total Rates:			31.475	30.819			62.294		

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.*

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

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. 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	2	1424	0.105	2	1424	0.035	2	1424	0.140
07:00 - 08:00	11	1389	0.079	11	1389	0.052	11	1389	0.131
08:00 - 09:00	11	1389	0.255	11	1389	0.157	11	1389	0.412
09:00 - 10:00	11	1389	0.301	11	1389	0.288	11	1389	0.589
10:00 - 11:00	11	1389	0.301	11	1389	0.236	11	1389	0.537
11:00 - 12:00	11	1389	0.327	11	1389	0.242	11	1389	0.569
12:00 - 13:00	11	1389	0.301	11	1389	0.236	11	1389	0.537
13:00 - 14:00	11	1389	0.268	11	1389	0.203	11	1389	0.471
14:00 - 15:00	11	1389	0.347	11	1389	0.281	11	1389	0.628
15:00 - 16:00	11	1389	0.275	11	1389	0.295	11	1389	0.570
16:00 - 17:00	11	1389	0.223	11	1389	0.295	11	1389	0.518
17:00 - 18:00	11	1389	0.196	11	1389	0.281	11	1389	0.477
18:00 - 19:00	11	1389	0.236	11	1389	0.229	11	1389	0.465
19:00 - 20:00	11	1389	0.137	11	1389	0.255	11	1389	0.392
20:00 - 21:00	11	1389	0.085	11	1389	0.157	11	1389	0.242
21:00 - 22:00	11	1389	0.046	11	1389	0.072	11	1389	0.118
22:00 - 23:00	11	1389	0.007	11	1389	0.033	11	1389	0.040
23:00 - 24:00									
Total Rates:			3.489				3.347	6.836	

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.