

	
LCC Highway Comments (<i>requiring response</i>)	ADL Response
The LHA advise that a Stage 1 Road Safety Audit is undertaken of the proposed access, given the proposals include a new point of access to the site. A Designer's Response should also be provided to any problems raised, along with a revised drawing (if necessary). Following provision of this, the LHA will give further consideration to the site access proposals.	As noted within ADL's TS, the site access arrangements are improved by replacing the current arrangement where there are two crossover accesses and replaces it with one clearly defined and formalised access centrally. The access arrangements do not reflect a substantial deviation from the existing access arrangements. Notwithstanding this, as requested, ADL have commissioned a Stage 1 Road Safety Audit. This was completed by Highway Associates Ltd on 19th October 2023 and issued 22nd October 2023. The Stage 1 Road Safety Audit is included as Attachment A. To summarise, the Safety Audit raised 3 items: <u>3.1.1</u> – A visibility splay of 2.4m x 33 is achievable to the west which could be deemed insufficient. <u>3.2.1</u> – Crossing width of 12m could be deemed excessive. <u>3.2.2</u> – Insufficient crossing provision of B582 High Street. The Designer Response (completed by ADL) is included as Attachment B.
The Applicant has obtained Personal Injury Collision (PIC) data from Crashmap for a period of five years, however it is unclear what dates the analysis covers. The study area is identified in Figure 2A of the TS. Four PIC's have been identified by the Applicant, with three being recorded as slight and one, sadly, as fatal.	ADL reviewed Crashmap.co.uk for the 5-year period of 2017 – 2021, inclusive. As shown, there were 4 accidents on the roads surrounding the site, but none immediately proximal to the site access and the mini-roundabout approach. As noted, unfortunately there was a fatal collision within the study which occurred approx. 140m to the east of the site on B4582 when a driver accused of dangerous driving collided with a female cyclist. This very unfortunate incident was seemingly as a result of driver impairment / error.
The LHA are aware of an additional PIC which occurred at the Manor Road (B582)/ Main Street/ High Street (B582)/ High Street junction in June 2022 and was recorded as serious. Currently the	Since the previous review of accident data, Crashmap has been updated to include confirmed 2022 accident data. This now includes the Manor Road / Main Street / High Street accident referred by LCC. The accident report is included as Attachment C. The accident involved a two-car collision

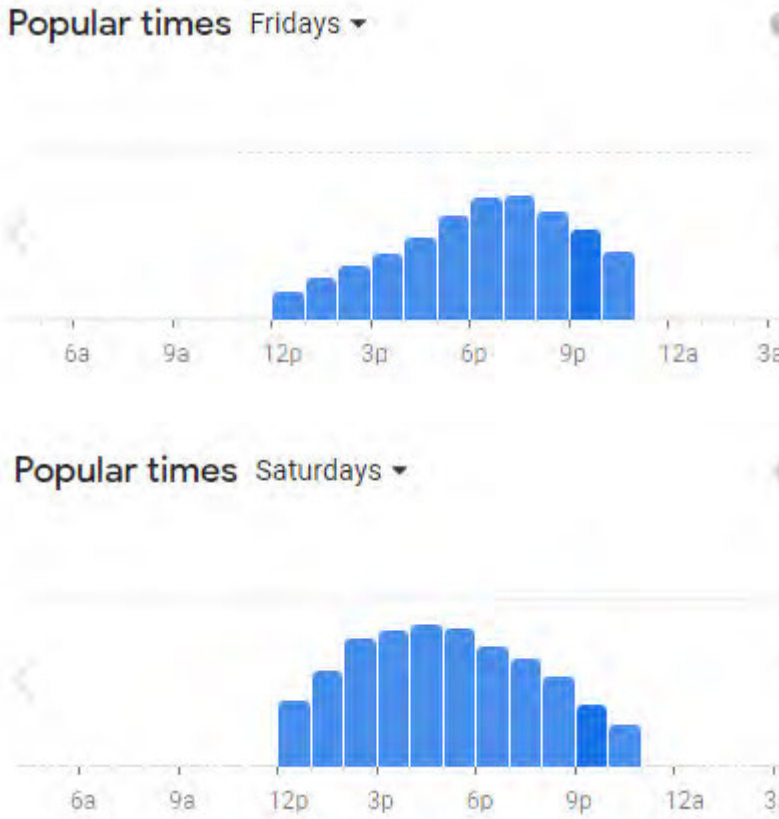
LHA's PIC data covers up to the end of July 2023. It is therefore requested that the Applicant provides further clarification in respect of PIC data and the dates assessed.	occurring at or near the Manor Road approach arm (west side of roundabout). The cause is unknown.
The LHA have reviewed the TRICS database and it appears comparable sites are also available for 'neighbourhood centre' locations, whereas the site selected is in a 'town centre' location, less relevant to the village of Desford. The LHA therefore request the Applicant gives further consideration to trip rates for the existing cafe.	ADL have reviewed the TRICS database and there are 2 café sites within a 'neighbourhood centre' location. One of the sites is a roadside Starbucks situated off the A69 and is excluded as this is not considered to be comparable. The remaining café is an independent operator Café more akin to the existing site in terms of scale and location. The generated trip rates for this site are similar to those included within ADL's TS. The neighbourhood centre café vehicle trip rate per 100m² being 60.919 (two-way) in comparison to 54.739 (two-way) within ADL's TS. The vehicle trip rates and resultant parking accumulation based on the amended trip rate is below for completeness. The overall daily figures would not differ materially from the Table 5A within ADL's TS. The document however suggests that the parking accumulation for the café would be higher in part due to the vehicle arrivals at 10am and there being a higher arrival trip rate than departures. For completeness, an amended parking accumulation assessment is provided below and the TRICS data is included as Attachment D.

Table 5A (from ADL's TS) revised to reflect updated TRICS rates

	Average Trip Rate Per 100sqm		Vehicular Trips (105sqm)			Parking Accumulation
	In	Out	In	Out	Two-way	
08:00-09:00	1.149	0	1	0	1	1
09:00-10:00	2.299	1.149	2	1	3	2
10:00-11:00	9.195	4.598	10	5	15	7
11:00-12:00	4.598	5.747	5	6	11	6
12:00-13:00	6.897	3.448	7	4	11	9
13:00-14:00	8.046	5.747	8	6	14	11
14:00-15:00	0	0	0	0	0	11
15:00-16:00	1.149	4.598	1	5	6	7
16:00-17:00	0	2.299	0	2	2	5
Total	33.333	27.586	34	29	63	-

The LHA also advise the Applicant could undertake an actual survey of customers to the cafe in order to establish the type and level of trips.	The above suggests there may be a higher accumulation of existing parking associated with the café use which would have occurred on the surrounding highway network / parking areas. The café (<i>and residential</i>) use will be replaced. The traffic generation is not dissimilar to the vehicle trips formerly set out in Table 5A of ADL's TS.
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	Given the low level of traffic associated with the existing café use based on TRICS, it is considered unlikely that a survey of the café would materially change the overall conclusions of the TS.
The Applicant has also estimated the number of trips the proposed convenience store could generate for both weekdays and weekends by using TRICS. The LHA note that the dates selected for the assessment are between 10 January 2010 and 25 September 2019, it is unclear why more recent surveys (excluding those highlighted by TRICS as being affected by the Covid-19 pandemic) have not been considered.	The TRICS data was originally extracted from the TRICS database for the pre-application TN submitted in 2022 hence not including most recent survey data and also omitting the most recent surveys which occurred during COVID-19.
Furthermore, from the LHA's own assessment trip rates on a Saturday are considerably higher than those presented by the Applicant. The LHA therefore request the Applicant reviews the proposed TRICs analysis, particularly as the parking accumulation assessment for the convenience store and public house is based on the TRICS results.	On the basis of the previous comments regarding inclusion of Neighbourhood Centre sites and providing more recent data, ADL have revisited the TRICS database for comparison purposes and to include Suburban and Neighbourhood Centre sites. The TRICS data is included as Attachment E. The revised TRICS profile tables in comparison to those submitted within ADL's TS are included as Attachment F.
The LHA therefore requests that following re-assessment of trip rates, a capacity assessment is undertaken of the site access in the event that approximately 30 or more two way trips (e.g. 15 arrivals and 15 departures) are generated in the AM or PM peak hours. This assessment should also take into consideration nearby permitted developments, as well as those currently at appeal or yet to be determined by the Local Planning Authority.	This assessment is not considered to be warranted given the prevailing traffic on High Street and the level of vehicle trips associated with the site. Notwithstanding this, a Technical Note for will be provided separately to this rebuttal and will include a Junctions 10 (PICADY) assessment of the site access.
It is stated that given there is no on-site car parking for the cafe, staff and customers would have to park on the highway. The LHA advise following a review of TRICS trip rates, the parking accumulation survey is subsequently reviewed.	Revised parking accumulation for the café is included earlier within this rebuttal. As suggested by the review of TRICS data for Café use, it is possible more vehicles associated with the existing use could have parked on the highway or elsewhere within Desford, as existing.
The Applicant has advised that the dwelling has no off-street car parking and therefore vehicles would have to park in the highway. The LHA advise that for a three bed dwelling, based on Part 3, Paragraph 3.151 of the LHDG, it would usually consider that two car parking spaces are required.	Similar to above, this would suggest that the existing off-site car parking associated with the existing uses would be more than assumed within ADL's TS, and in reality, the betterment could be more than suggested within ADL's TS which forms a robust assessment.

The Applicant has not provided any details in respect of the floorspace within the public house and it would be beneficial for the Applicant to provide clarity as to how the existing parking provision for the public house compares to LHDG guidance.	ADL have been advised by the Client that the public house public floor space (not including toilets, kitchen or external beer garden areas) is 142.6sqm. On this basis, with regard to the parking standards, the public house parking standard would be 47 customer car parking spaces, plus 3 staff parking spaces and resident staff parking. The car parking survey undertaken by ADL demonstrates that the parking demand associated with the public house is lower than the required parking standards.																																																
The Applicant has stated that there is a maximum demand for 24 car parking spaces on a weekday, and 33 spaces on a Saturday respectively. The LHA request clarification as to why the survey was not undertaken on a Friday, when the public house could typically be at its busiest for a weekday.	ADL are advised by the Client that the pub busiest trading day is Saturday and hence the surveys reflect the busiest trading day on a weekend, as well as a survey on Thursday reflecting a neutral weekday for establishing normal weekday trading patterns. This is evidenced by Google visitor information as shown below which demonstrates more visitors on the whole and at the peak.  Popular times Fridays <table border="1"> <thead> <tr> <th>Time</th> <th>Visitors (approx)</th> </tr> </thead> <tbody> <tr><td>12p</td><td>10</td></tr> <tr><td>1p</td><td>15</td></tr> <tr><td>2p</td><td>20</td></tr> <tr><td>3p</td><td>25</td></tr> <tr><td>4p</td><td>30</td></tr> <tr><td>5p</td><td>35</td></tr> <tr><td>6p</td><td>40</td></tr> <tr><td>7p</td><td>40</td></tr> <tr><td>8p</td><td>35</td></tr> <tr><td>9p</td><td>30</td></tr> <tr><td>10p</td><td>25</td></tr> </tbody> </table> Popular times Saturdays <table border="1"> <thead> <tr> <th>Time</th> <th>Visitors (approx)</th> </tr> </thead> <tbody> <tr><td>12p</td><td>20</td></tr> <tr><td>1p</td><td>25</td></tr> <tr><td>2p</td><td>30</td></tr> <tr><td>3p</td><td>35</td></tr> <tr><td>4p</td><td>38</td></tr> <tr><td>5p</td><td>38</td></tr> <tr><td>6p</td><td>35</td></tr> <tr><td>7p</td><td>30</td></tr> <tr><td>8p</td><td>25</td></tr> <tr><td>9p</td><td>20</td></tr> <tr><td>10p</td><td>15</td></tr> </tbody> </table>	Time	Visitors (approx)	12p	10	1p	15	2p	20	3p	25	4p	30	5p	35	6p	40	7p	40	8p	35	9p	30	10p	25	Time	Visitors (approx)	12p	20	1p	25	2p	30	3p	35	4p	38	5p	38	6p	35	7p	30	8p	25	9p	20	10p	15
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While the LHA accepts the principle of the parking accumulation assessment, given further consideration of TRICS trip rates is required, the LHA advise the parking accumulation exercise for the convenience store should subsequently be reviewed and updated if necessary.	The revised parking accumulation is provided with respect to the revised TRICS profiles as Attachment G. Based on the revised TRICS data, and following the same accepted methodology, the parking accumulation would only increase from 35 to 37 car parking spaces occupied on a Saturday which would still be contained within the site.																																																

On a neutral weekday, the peak parking demand would be 25 car parking spaces occupied.

It should be noted that this assessment is robust insofar that the surveyed car parking at the pub included 4 cars at the start of the survey period on a weekday and 10 cars parked at the start of the survey period on the Saturday.

This car parking is likely to be associated with indiscriminate use of the car park overnight by local residents and/or customers of the pub who leave their car at the pub overnight and instead walk home. The private landlord of the site has expressed that they are intending to monitor and seek to enforce any illegally occurring parking within their car park moving forward more closely.

As included within ADL's TS, there will be Car Park Management Plan (CPMP) put in place for the new car park to ensure this does not occur.

The car park will be signed for customer use for up to 30-minutes only, with public house customers having to sign-in / register their car to exclude their car from the 30-minute restriction.

The car park signage and management system can also ensure that overnight car parking does not occur from the car park to always ensure the availability of the car park for customers of the Co-op and Public House.

If the parking accumulation within **Attachment G** were to be adjusted to remove the cars parked at the start of the survey period, the accumulation would be as shown below.

Adjusted Car Parking Accumulation (Long-stay car parking removed)

Time	Weekday Parking Demand		Weekday Parking Demand	
	No adjustment	<i>Minus 4 cars</i>	No adjustment	<i>Minus 10 cars</i>
06:00-07:00	5	1	11	1
07:00-08:00	7	3	12	2
08:00-09:00	8	4	14	4
09:00-10:00	7	3	14	4
10:00-11:00	8	4	16	6
11:00-12:00	9	5	18	8
12:00-13:00	8	4	21	11
13:00-14:00	7	3	24	14
14:00-15:00	6	2	23	13
15:00-16:00	12	8	22	12
16:00-17:00	16	12	23	13
17:00-18:00	19	15	28	18
18:00-19:00	23	19	33	23
19:00-20:00	23	19	37	27
20:00-21:00	18	14	29	19
21:00-22:00	25	21	28	18
22:00-23:00	19	15	24	14

The LHA will consider parking provision further following a review of trip rates and the parking accumulation study.	The revised assessments demonstrate that the parking accumulation could be slightly lower on a weekday and higher on a Saturday, but parking is still contained within the proposed car park based on the revise updating of original parking accumulation methodology. In reality, with car park management as proposed, the parking on-site will be lower than suggested as per the table set out on the previous page with up to 21 cars parked on a weekday and up to 27 cars parked on the busiest trading day.
While the above is welcomed by the LHA, it is noted that information, as well as a drawing detailing how the deliveries/ refuse collection for the public house would be undertaken has not been provided. Given the Applicant has stated that areas of the car park would need to be coned off, this information is therefore requested.	ADL provide vehicle tracking for the 12m rigid delivery vehicle, which is the typical dray delivery size, undertaking deliveries from the public house car parking spaces. Dray deliveries occur once weekly during the periods when the pub is not open and trading, before 12pm. As shown in the adjusted car parking accumulation assessment set out in the page, previous, the parking demand associated with the convenience store and pub will be very low prior to the public house opening and so the 6 spaces being controlled / managed to achieve the deliveries will be easily achievable without any detriment. The vehicle tracking is included as Attachment H.
It is also noted that the CP&DMP states staff would park off-site to enable more customer parking space. This would not be encouraged by the LHA and it would be expected that an appropriate level of parking is provided within the site. The LHA would not be in a position to advise a condition on a document which required staff to park on the highway.	ADL are advised that the majority of staff that are employed at the existing Desford stores, which will relocate to the new store live locally within the village. The staff accordingly choose to travel sustainably to the site, not by private car. The Co-op will manage the car park to ensure its maximised availability for customer use. Based on experience at existing stores, there would only ever be a maximum of 1-2 staff cars parked at the site at any one time which would be accommodated within the car park.

Blue Bell Inn, Desford Proposed Access Works Stage 1 Road Safety Audit

Prepared by



Distribution List

1. Andy Miles – ADL Traffic
2. File Copy

REPORT NUMBER 2023/ADL/2001

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Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
FINAL	22/10/23	N Madhavan	R Sawczyn	NS Madhavan	For Issue

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Appendix A: Drawings and documents provided

Appendix B: Plan of items raised by this audit

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on highway works relating to the upgrading of an existing public house access to serve a proposed retail redevelopment off B582 High Street, Desford. The audit does not cover the internal site arrangements and has been written on the assumption that proposed parking levels are in accordance with local authority guidelines. The audit was carried out during October 2023.

1.2 The audit team consisted of:

Team Leader: Naresh Madhavan MCIHT, MSoRSA EU RSA Cert. Comp
Director
Highway Associates

Team Member: Robin Sawczyn BEng MCIHT MSoRSA
Senior Road Safety Engineer
Highway Associates

1.3 The audit took place at the offices of Highway Associates, Chester. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Andy Miles of ADL Traffic. The Road Safety Audit comprised an examination of the documents provided and these are listed in Appendix A.

The site was visited at the following times/conditions:

Day/Date	Time	Weather Con	Traffic Flow
Thu 19 th Oct 2023	13:00 – 13:40hrs	Wet/Cloudy	Ave

1.4 The terms of reference for this audit are as given in GG119, Design Manual for Roads and Bridges. The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

- 1.5 If relevant within this report the generic term “pedestrians” can include walking pedestrians, wheelchair users, dismounted cyclists, the blind, partially sighted, mobility impaired and people with prams or pushchairs. Highway Maintenance Operatives are also included within this term. Where a problem is specific to one or more of these vulnerable groups then appropriate reference will be made in the report.
- 1.6 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.7 This Road Safety Audit makes allowance for the fact that strategic decisions on matters such as route choice, junction type, standard of provision and approved Departures from Standards already reflect an appropriate balance of a number of factors including road safety.
- 1.8 The Audit Team have not been made aware of any possible geometric departures or relaxations from standards.
- 1.9 The reader is reminded that a Road Safety Audit is not limited to the new works alone where there are features that are considered by the Audit Team to affect the general safety in the area. Section 3 of this report lists ‘Problems’ identified from the drawings and as a result of the site visit relating to the proposed changes to the highway layout that are directly, or indirectly, related to the area (e.g. features/matters within the proposed works or immediate surrounds which the Audit Team feel should be brought to the attention of the Designer or other organisations even though they might not pose an immediate risk associated with the proposed works), and which are considered by the Audit Team to warrant attention under the subject proposals, generally by the maintaining authority. On occasions there are more sensitive issues or issues that fall outside the audit brief but which are of such a nature that Auditors feel should be specifically brought to the attention of the authorities - such issues, if they arise, are usually dealt with in detail in separate correspondence.

2 ITEMS RAISED BY PREVIOUS AUDITS AND REPORTS

- 2.1 It is understood that no previous road safety audits have been undertaken in relation to this scheme.

3 ITEMS RAISED BY THIS AUDIT

3.1 General

3.1.1 PROBLEM

LOCATION: Proposed site access junction

SUMMARY: Reduced visibility could cause junction conflict

A visibility splay of only 2.4x33m to the left of the site access has been annotated which could be deemed to be insufficient in consideration of the location being close to the exit of a mini roundabout where vehicles were seen to be accelerating away. Reduced visibility could increase the potential for drivers who are attempting to turn out of the development site access failing to sufficiently appreciate approaching eastbound traffic resulting in conflicts such as those involving side on or rear end shunts.

RECOMMENDATION

A suitable protected visibility splay should be provided for the development site access. This may be achieved by either adjusting the proposed building line to accommodate an increased visibility splay or repositioning the site access junction to the east of the site boundary.

3.2 Non Motorised Road User Provision

3.2.1 PROBLEM

LOCATION: Proposed site access junction

SUMMARY: Excessive crossing width could increase risk of VRU to vehicle conflict

Whilst a dedicated VRU crossing for the proposed junction has not been annotated at this stage, concern is expressed that the proposed junction bellmouth measures around 12 metres wide which could be deemed excessive for a single stage crossing and could increase the potential for VRUs, particularly those who are less mobile to become stranded within the junction should a vehicle attempt to turn in or out giving rise to VRU to vehicular conflicts.

RECOMMENDATION

An uncontrolled pedestrian crossing should be provided and located further inset into the junction bellmouth where crossing widths are suitably reduced, paying particular attention to visibility and pedestrian desire line requirements.

3.2.2 PROBLEM

LOCATION: B582 High Street

SUMMARY: Insufficient crossing provision

Given the location of the proposed retail development, concern is expressed that pedestrians travelling to and from the south-east could be encouraged to cross the B582 in unsafe locations risking conflicts with passing traffic or trips or falls whilst attempting to negotiate a full height kerb.

RECOMMENDATION

A suitable crossing assessment should be undertaken to identify the exact nature of the problem. If necessary, suitable crossing provision should be included as part of the scheme.

3.3 **Road Signs and Markings**

No comments at this stage

3.4 **Lighting and Signals**

No comments at this stage

3.5 **Landscaping**

No comments at this stage

3.6 **Protective Aids**

No comments at this stage

3.7 **Surface Characteristics and Drainage**

No comments at this stage

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out in accordance with the guidelines in GG119.

AUDIT TEAM LEADER

Naresh Madhavan MCIHT MSoRSA EU RSA Cert. Comp
Director
Highway Associates
International House
Aviation Park
Flint Road
Chester
CH4 0GZ

Signed:



Date: 22/10/23

AUDIT TEAM MEMBER

Robin Sawczyn BEng MCIHT MSoRSA
Senior Road Safety Engineer
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International House
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CH4 0GZ

Signed:



Date: 22/10/23

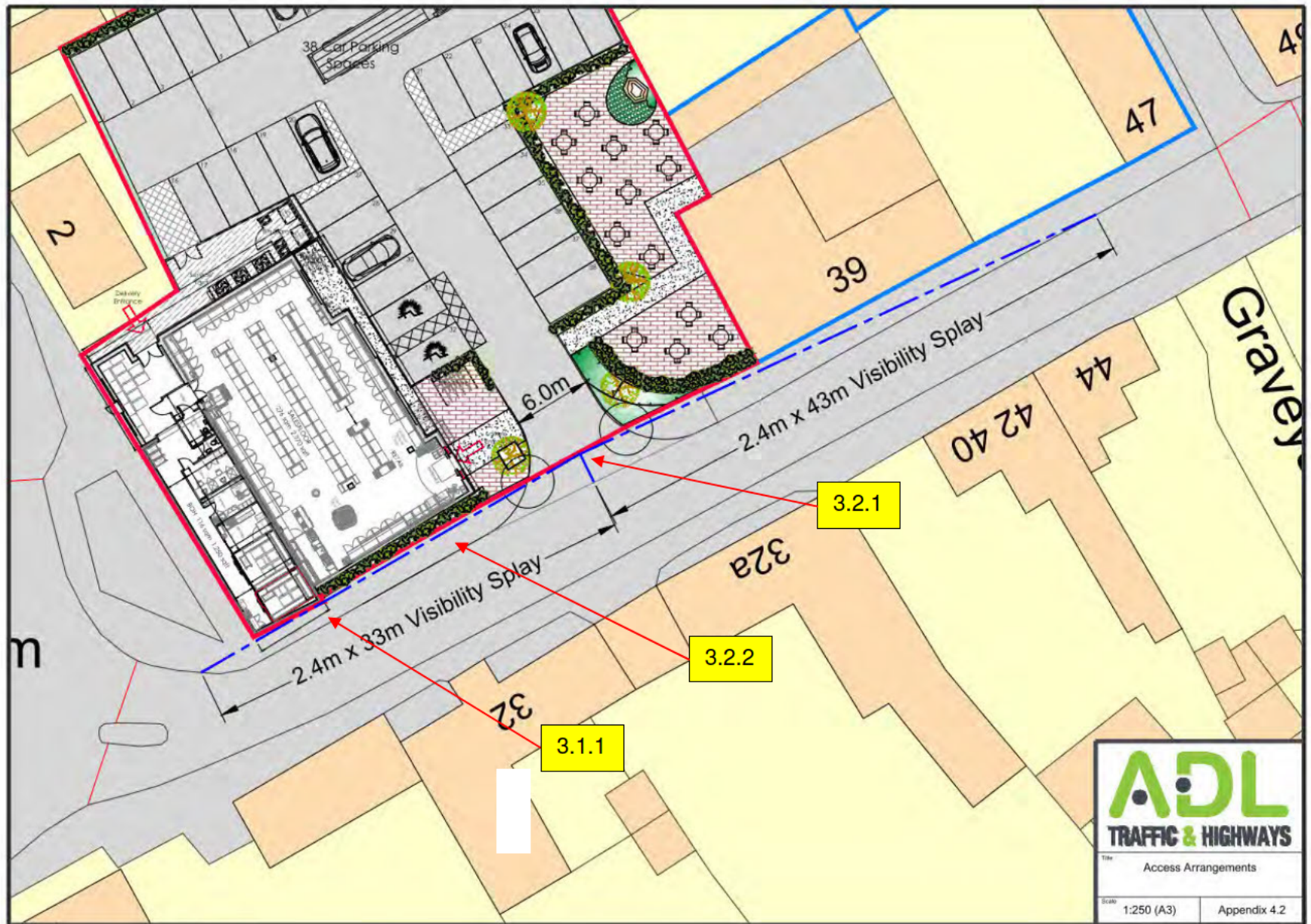
APPENDIX A

DRAWINGS AND DOCUMENTS PROVIDED

-  Blue Bell Inn, Desford TS (July 2023) [adl ref 5428].pdf
-  LCC Highways 14.09.23.pdf
-  Screenshot 2023-09-14 at 15.37.14.png

APPENDIX B

PLAN OF ITEMS RAISED BY THIS AUDIT



**DESIGNER'S RESPONSE TO
STAGE 1 ROAD SAFETY AUDIT**

**BLUE BELL INN PH, DESFORD
LEICESTERSHIRE, LE9 9JF**

Client: Everards Brewery Ltd &
Central England Co-op Ltd

Reference: ADL/AM/5428/20A

Date: November 2023

Prepared in accordance with Appendix F of GG119 Rev 2

PROJECT DETAILS

Document Details

Report Title	Designer's Response to Stage 1 Road Safety Audit
Date	20/11/2023
Document Reference and Revision	ADL/AM/5428/20A
Prepared By:	ADL Traffic and Highways Engineering Ltd
On behalf of	Leicestershire County Council

Authorisation Sheet

Project:	Proposed amendments to site access at Blue Bell Inn PH, Desford
Report Title	Designers Response to Stage 1 Road Safety Audit
Prepared by:	
Name	Andy Miles
Position	Principal Transport Planner
Signed	
Organisation	ADL Traffic & Highways Engineering Ltd
Date	20 th November 2023
Approved by:	
Name	Michael Tucker
Position	Principal Highway Engineer
Signed	
Organisation	ADL Traffic & Highways Engineering Ltd
Date	20 th November 2023

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1.0 INTRODUCTION

1.1 Background to Road Safety Audit

- 1.1.1 The scheme consists of site access improvement works at Blue Bell Inn PH, Desford off the High Street. The works are intended to formalise the current two access crossovers to one formalised access in a central location at the front of the car park area. This new formalised access will serve the Blue Bell Inn PH, and the proposed convenience store to be occupied by Co-op.
- 1.1.2 As part of the planning process, and specifically in response to a request from Leicestershire County Council, a Stage 1 Road Safety Audit has been prepared.
- 1.1.3 The audit was undertaken in accordance with GG119 by Highway Associates Ltd and this Designer's Response has been prepared in line with the template provided at Appendix F of GG119.

1.2 Key Personnel

- 1.2.1 The following organisations were involved in the preparation of the safety audit.

Table 1A Key Personnel

Overseeing Organisation	Ben Dutton Leicestershire County Council Ben.Dutton@leics.gov.uk
RSA Team	Naresh Madhavan Highways Associates Naresh@HighwayAssociates.co.uk Robin Sawczyn Highways Associates Robin@HighwayAssociates.co.uk
Design Organisation	Andy Miles ADL Traffic & Highways Engineering Ltd Andy@adltraffic.co.uk

2.0 ROAD SAFETY AUDIT DECISION LOG

- 2.1 This section considers the matters raised in the audit, utilising the same numbering as the audit document.

Audit Reference 3.1.1

RSA Problem: Location: Proposed site access junction Summary: Reduced visibility could cause junction conflict A visibility splay of only 2.4x33m to the left of the site access has been annotated which could be deemed to be insufficient in consideration of the location being close to the exit of a mini roundabout where vehicles were seen to be accelerating away. Reduced visibility could increase the potential for drivers who are attempting to turn out of the development site access failing to sufficiently appreciate approaching eastbound traffic resulting in conflicts such as those involving side on or rear end shunts.
RSA Recommendation: A suitable protected visibility splay should be provided for the development site access. This may be achieved by either adjusting the proposed building line to accommodate an increased visibility splay or repositioning the site access junction to the east of the site boundary.
Design Organisation Response: The new access location is situated slightly east of the existing access crossover and therefore reflects a betterment on the westernmost existing access with regard to achievable visibility which is ultimately constrained by the positioning of the existing building positioning. The accident data assessment has demonstrated that there is not a road safety issue associated with the existing access. A visibility splay of 2.4m x 33m is suitable for 85th percentile speeds of up to 25mph and given the alignment and width of the B582 eastbound carriageway lane coming off the roundabout, the speeds will not be higher than this. The proposals provide a reduction in the number of crossovers at the site which will only improve the road safety proximal to the site and its access.
Overseeing Organisation Response:
Agreed RSA Action:

Audit Reference 3.2.1

RSA Problem:

Location: Proposed site access junction

Summary: Excessive crossing width could increase risk of VRU to vehicle conflict

Whilst a dedicated VRU crossing for the proposed junction has not been annotated at this stage, concern is expressed that the proposed junction bellmouth measures around 12 metres wide which could be deemed excessive for a single stage crossing and could increase the potential for VRUs, particularly those who are less mobile to become stranded within the junction should a vehicle attempt to turn in or out giving rise to VRU to vehicular conflicts.

RSA Recommendation:

An uncontrolled pedestrian crossing should be provided and located further inset into the junction bellmouth where crossing widths are suitably reduced, paying particular attention to visibility and pedestrian desire line requirements.

Design Organisation Response:

The crossing distance is only 10.8m. A pedestrian walking at the average walking speed of 1.4m/s would take only 7-8 seconds to cross the access.

The revised highway code came into effect in January 2022, and included changes to the hierarchy of road users. Specifically Rule H2 states *“At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.”*

On this basis, it is not considered that crossing the site access will be difficult or unsafe. As noted previously, the reduction of access crossovers to one formalised site access reduces the number of potential conflict points, and hence provides a betterment to the footway along the site frontage.

Notwithstanding this, if considered appropriate by the Highway Authority, the access design could be altered to provide a dropped kerb crossover arrangement akin to the existing arrangement so as to further promote the hierarchy of road users and pedestrian priority across the site access. This is shown within the drawing 5428-04 attached to the rear of this designer response.

Overseeing Organisation Response:

Agreed RSA Action:

Audit Reference 3.3.1

RSA Problem: Location: B582 High Street Summary: Insufficient crossing provision Given the location of the proposed retail development, concern is expressed that pedestrians travelling to and from the south-east could be encouraged to cross the B582 in unsafe locations risking conflicts with passing traffic or trips or falls whilst attempting to negotiate a full height kerb.
RSA Recommendation: A suitable crossing assessment should be undertaken to identify the exact nature of the problem. If necessary, suitable crossing provision should be included as part of the scheme.
Design Organisation Response: Dropped kerb and tactile paving could be provided at the narrowest point of High Street, adjacent to the pub situated to the east of the site access. The crossing distance is only 5.6m at this point and hence a pedestrian walking 1.4m/s will only take 4 seconds to cross the road. In this location the High Street is very straight, with good visibility in all directions as shown in the drawing 5428-04, and so presents the safest location for pedestrians to cross the High Street accommodating pedestrians to / from the east of the site.
Overseeing Organisation Response:
Agreed RSA Action:

- 2.2 This completes the review of the matters raised in the Safety Audit and demonstrates that all matters have been addressed.

3.0 STATEMENTS

3.1 Design Organisation

3.1.1 The following declaration has been completed on behalf of the design organisation.

Design Organisation Statement

On behalf of the design organisation, I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with Overseeing Organisation.	
Name:	Andy Miles
Signed:	
Position:	hner
Organisation:	ADL Traffic & Highways Engineering Ltd
Date:	20 th November 2023

3.2 Overseeing Organisation

3.2.1 The following declaration has been completed on behalf of the overseeing organisation.

Overseeing Organisation Statement

On behalf of the design organisation, I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) The agreed RSA action will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

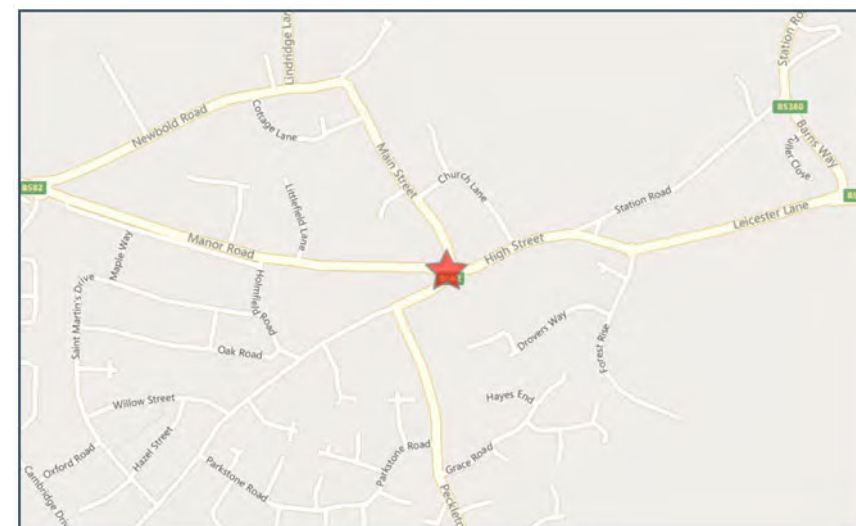


crashmap.co.uk

Validated Data

Crash Date: Thursday, June 30, 2022 **Time of Crash:** 3:40:00 PM **Crash Reference:** 2022332200536

Highest Injury Severity:	Serious	Road Number:	B582	Number of Casualties:	2
Highway Authority:	Leicestershire	Number of Vehicles:	2	OS Grid Reference:	447850 303350
Local Authority:	Hinckley & Bosworth Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		5 Female	16 - 20	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Taxi/Private hire car		6 Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Calculation Reference: AUDIT-733701-231103-1144

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE
TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST
WS WEST SUSSEX 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: 87 to 87 (units: sqm)
 Range Selected by User: 82 to 210 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/09/22

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

Selected survey days:

Wednesday 1 days

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

Selected survey types:

Manual count 1 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:

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:

High Street 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 1 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

E(b) 1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
125,001 to 250,000 1 days

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

Car ownership within 5 miles:
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.

Travel Plan:
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 1 days

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

LIST OF SITES relevant to selection parameters

1

WS-06-K-01

CAFÉ

WEST SUSSEX

GORING ROAD

WORTHING

GORING-BY-SEA

Neighbourhood Centre (PPS6 Local Centre)

High Street

Total Gross floor area: 87 sqm

Survey date: WEDNESDAY 11/05/22

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
NB-06-K-01	Not comparable

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

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									
08:00 - 09:00	1	87	1.149	1	87	0.000	1	87	1.149
09:00 - 10:00	1	87	2.299	1	87	1.149	1	87	3.448
10:00 - 11:00	1	87	9.195	1	87	4.598	1	87	13.793
11:00 - 12:00	1	87	4.598	1	87	5.747	1	87	10.345
12:00 - 13:00	1	87	6.897	1	87	3.448	1	87	10.345
13:00 - 14:00	1	87	8.046	1	87	5.747	1	87	13.793
14:00 - 15:00	1	87	0.000	1	87	0.000	1	87	0.000
15:00 - 16:00	1	87	1.149	1	87	4.598	1	87	5.747
16:00 - 17:00	1	87	0.000	1	87	2.299	1	87	2.299
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			33.333			27.586			60.919

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: 87 - 87 (units: sqm)
Survey date range: 01/01/15 - 20/09/22
Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
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.

Calculation Reference: AUDIT-733701-231103-1136

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SD SWINDON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 292 to 550 (units: sqm)
 Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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

Selected survey days:

Monday	2 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Residential Zone	4
High Street	3

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	2 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	7 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:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	4 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	4 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	7 days

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

Travel Plan:

No	7 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BC-01-O-01	SAINSBURY'S LOCAL	BOURNEMOUTH CHRISTCHURCH & POOLE
	WIMBORNE ROAD		
	BOURNEMOUTH		
	WINTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	550 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
2	LS-01-O-01	CO-OPERATIVE	LEEDS
	AINSTY ROAD		
	WETHERBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	539 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
3	NY-01-O-03	CO-OPERATIVE	NORTH YORKSHIRE
	FOREST ROAD		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	305 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
4	SD-01-O-01	ONE STOP	SWINDON
	THE CIRCLE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	292 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
5	TW-01-O-02	CO-OPERATIVE	TYNE & WEAR
	ETHEL TERRACE		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	330 sqm	
	Survey date: FRIDAY	07/04/17	Survey Type: MANUAL
6	WS-01-O-01	CO-OP	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	500 sqm	
	Survey date: THURSDAY	12/05/22	Survey Type: MANUAL
7	WS-01-O-02	SAINSBURY'S LOCAL	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	409 sqm	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 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	1	500	1.200	1	500	0.800	1	500	2.000
06:00 - 07:00	5	461	2.301	5	461	2.171	5	461	4.472
07:00 - 08:00	7	418	5.470	7	418	5.231	7	418	10.701
08:00 - 09:00	7	418	7.385	7	418	7.316	7	418	14.701
09:00 - 10:00	7	418	5.744	7	418	5.026	7	418	10.770
10:00 - 11:00	7	418	5.470	7	418	5.128	7	418	10.598
11:00 - 12:00	7	418	5.402	7	418	5.538	7	418	10.940
12:00 - 13:00	7	418	7.145	7	418	7.077	7	418	14.222
13:00 - 14:00	7	418	5.812	7	418	5.333	7	418	11.145
14:00 - 15:00	7	418	5.368	7	418	5.641	7	418	11.009
15:00 - 16:00	7	418	6.051	7	418	5.812	7	418	11.863
16:00 - 17:00	7	418	6.940	7	418	6.085	7	418	13.025
17:00 - 18:00	7	418	8.103	7	418	8.513	7	418	16.616
18:00 - 19:00	7	418	8.274	7	418	8.308	7	418	16.582
19:00 - 20:00	7	418	6.940	7	418	6.803	7	418	13.743
20:00 - 21:00	6	439	3.570	6	439	4.520	6	439	8.090
21:00 - 22:00	6	439	2.203	6	439	2.545	6	439	4.748
22:00 - 23:00	3	486	0.617	3	486	0.480	3	486	1.097
23:00 - 24:00	2	455	0.000	2	455	0.330	2	455	0.330
Total Rates:			93.995			92.657			186.652

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

292 - 550 (units: sqm)
 01/01/15 - 29/09/22
 7
 0
 0
 0
 0

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

Calculation Reference: AUDIT-733701-231103-1135

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
09	NORTH	
	CU CUMBERLAND	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: 300 to 458 (units: sqm)
 Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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

Selected survey days:

Saturday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2

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

Selected Location Sub Categories:

Residential Zone 1
 Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

E(a) 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CU-01-O-01	CO-OPERATIVE	CUMBERLAND
	DENTON STREET		
	CARLISLE		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	300 sqm	
	Survey date: SATURDAY	25/06/16	Survey Type: MANUAL
2	NF-01-O-03	CO-OP DAILY	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	458 sqm	
	Survey date: SATURDAY	17/09/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
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	1	458	0.218	1	458	0.000	1	458	0.218
06:00 - 07:00	1	458	1.092	1	458	0.218	1	458	1.310
07:00 - 08:00	2	379	2.902	2	379	2.375	2	379	5.277
08:00 - 09:00	2	379	7.784	2	379	7.124	2	379	14.908
09:00 - 10:00	2	379	7.124	2	379	7.256	2	379	14.380
10:00 - 11:00	2	379	7.388	2	379	7.256	2	379	14.644
11:00 - 12:00	2	379	8.707	2	379	8.443	2	379	17.150
12:00 - 13:00	2	379	10.290	2	379	10.158	2	379	20.448
13:00 - 14:00	2	379	7.256	2	379	7.124	2	379	14.380
14:00 - 15:00	2	379	8.047	2	379	7.784	2	379	15.831
15:00 - 16:00	2	379	7.124	2	379	7.784	2	379	14.908
16:00 - 17:00	2	379	7.256	2	379	6.596	2	379	13.852
17:00 - 18:00	2	379	9.631	2	379	11.478	2	379	21.109
18:00 - 19:00	2	379	7.124	2	379	6.464	2	379	13.588
19:00 - 20:00	2	379	7.256	2	379	6.860	2	379	14.116
20:00 - 21:00	2	379	4.090	2	379	5.145	2	379	9.235
21:00 - 22:00	2	379	4.617	2	379	5.013	2	379	9.630
22:00 - 23:00	1	458	1.528	1	458	1.747	1	458	3.275
23:00 - 24:00	1	458	0.000	1	458	0.437	1	458	0.437
Total Rates:			109.434			109.262			218.696

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

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

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Parameter summary

Trip rate parameter range selected:

300 - 458 (units: sqm)

Survey date range:

01/01/15 - 29/09/22

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

2

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

The trip rates and traffic generation based on the TRICS data within ADL's TS are set out below.

Table 5B Trip Generation: Proposed (Convenience Store) - Weekday

Time Range	Trip Rate (per 100sqm)			Traffic Generation (276sqm)		
	In	Out	Two-way	In	Out	Two-way
06:00-07:00	4.617	4.407	9.024	13	12	25
07:00-08:00	7.62	6.907	14.527	21	19	40
08:00-09:00	9.009	8.483	17.492	25	23	48
09:00-10:00	6.832	6.344	13.176	19	18	37
10:00-11:00	6.231	6.119	12.35	17	17	34
11:00-12:00	6.344	6.644	12.988	18	18	36
12:00-13:00	8.821	8.183	17.004	24	23	47
13:00-14:00	6.119	5.893	12.012	17	16	33
14:00-15:00	7.432	7.32	14.752	21	20	41
15:00-16:00	7.695	8.221	15.916	21	23	44
16:00-17:00	9.572	8.296	17.868	26	23	49
17:00-18:00	10.36	9.497	19.857	29	26	55
18:00-19:00	11.224	11.974	23.198	31	33	64
19:00-20:00	8.296	9.459	17.755	23	26	49
20:00-21:00	3.388	4.735	8.123	9	13	22
21:00-22:00	2.546	3.074	5.62	7	8	15
22:00-23:00	1.919	2.559	4.478	6	10	16
Total	118.025	118.115	236.14	327	328	655

Table 5C Trip Generation: Proposed (Convenience Store) - Saturday

Time Range	Trip Rate (per 100sqm)			Traffic Generation (276sqm)		
	In	Out	Two-way	In	Out	Two-way
07:00-08:00	1.667	1.733	3.4	5	5	10
08:00-09:00	2.8	2.133	4.933	8	6	14
09:00-10:00	3.533	3.667	7.2	10	10	20
10:00-11:00	4.333	4	8.333	12	11	23
11:00-12:00	5	5.067	10.067	14	14	28
12:00-13:00	7.2	6	13.2	20	17	37
13:00-14:00	4.2	4.4	8.6	12	12	24
14:00-15:00	6	5.667	11.667	17	16	33
15:00-16:00	4.467	4.733	9.2	12	13	25
16:00-17:00	6.867	5.867	12.734	19	16	35
17:00-18:00	5.333	6	11.333	15	17	32
18:00-19:00	4.533	5.333	9.866	13	15	28
19:00-20:00	3.867	3.8	7.667	11	10	21
20:00-21:00	1.667	2.6	4.267	5	7	12
21:00-22:00	2.133	2.667	4.8	6	9	15
22:00-23:00	0.25	0.333	0.583	1	1	2
Total	63.85	64.00	127.85	180	179	359

The updated tables based on more recent surveys, and to include 'Neighbourhood Centre' sites, are shown below. Please note – This TRICS profile include additional hours at the start and end of the profile.

Table 5B Trip Generation: Proposed (Convenience Store) - Weekday

Time Range	Trip Rate (per 100sqm)			Traffic Generation (276sqm)		
	In	Out	Two-way	In	Out	Two-way
05:00-06:00	1.2	0.8	2	3	2	5
06:00-07:00	2.301	2.171	4.472	6	6	12
07:00-08:00	5.47	5.231	10.701	15	14	29
08:00-09:00	7.385	7.316	14.701	20	20	40
09:00-10:00	5.744	5.026	10.77	16	14	30
10:00-11:00	5.47	5.128	10.598	15	14	29
11:00-12:00	5.402	5.538	10.94	15	15	30
12:00-13:00	7.145	7.077	14.222	20	20	40
13:00-14:00	5.812	5.333	11.145	16	15	31
14:00-15:00	5.368	5.641	11.009	15	16	31
15:00-16:00	6.051	5.812	11.863	17	16	33
16:00-17:00	6.94	6.085	13.025	19	17	36
17:00-18:00	8.103	8.513	16.616	22	23	45
18:00-19:00	8.274	8.308	16.582	23	23	46
19:00-20:00	6.94	6.803	13.743	19	19	38
20:00-21:00	3.57	4.52	8.09	10	12	22
21:00-22:00	2.203	2.545	4.748	6	7	13
22:00-23:00	0.617	0.48	1.097	2	1	3
23:00-24:00	0	0.33	0.33	0	1	1
Total	93.995	92.657	186.652	259	255	514

Table 5C Trip Generation: Proposed (Convenience Store) - Saturday

Time Range	Trip Rate (per 100sqm)			Traffic Generation (276sqm)		
	In	Out	Two-way	In	Out	Two-way
05:00-06:00	0.218	0	0.218	1	0	1
06:00-07:00	1.092	0.218	1.31	3	1	4
07:00-08:00	2.902	2.375	5.277	8	7	15
08:00-09:00	7.784	7.124	14.908	21	20	41
09:00-10:00	7.124	7.256	14.38	20	20	40
10:00-11:00	7.388	7.256	14.644	20	20	40
11:00-12:00	8.707	8.443	17.15	24	23	47
12:00-13:00	10.29	10.158	20.448	28	28	56
13:00-14:00	7.256	7.124	14.38	20	20	40
14:00-15:00	8.047	7.784	15.831	22	21	43
15:00-16:00	7.124	7.784	14.908	20	21	41
16:00-17:00	7.256	6.596	13.852	20	18	38
17:00-18:00	9.631	11.478	21.109	27	32	59
18:00-19:00	7.124	6.464	13.588	20	18	38
19:00-20:00	7.256	6.86	14.116	20	19	39
20:00-21:00	4.09	5.145	9.235	11	14	25
21:00-22:00	4.617	5.013	9.63	13	14	27
22:00-23:00	1.528	1.747	3.275	4	5	9
23:00-24:00	0	0.437	0.437	0	1	1
Total	109.434	109.262	218.696	302	302	604

The revised TRICS data suggests that the Weekday assumptions were robust however, the Saturday traffic generation could be higher than previously forecast.

The revised convenience store parking accumulation assessment methodology is accepted the Highway Authority, but this is updated below to reflect revised TRICS trip rates.

Table 6A Proposed Convenience Foodstore Parking Accumulation

Time	Weekday		Saturday	
	Vehicle Arrivals	Parking Accumulation (Vehicle Arrivals ÷ 6)	Vehicle Arrivals	Parking Accumulation (Vehicle Arrivals ÷ 6)
05:00-06:00	3	1	1	1
06:00-07:00	6	1	3	1
07:00-08:00	15	3	8	2
08:00-09:00	20	4	21	4
09:00-10:00	16	3	20	4
10:00-11:00	15	3	20	4
11:00-12:00	15	3	24	4
12:00-13:00	20	4	28	5
13:00-14:00	16	3	20	4
14:00-15:00	15	3	22	4
15:00-16:00	17	3	20	4
16:00-17:00	19	4	20	4
17:00-18:00	22	4	27	5
18:00-19:00	23	4	20	4
19:00-20:00	19	4	20	4
20:00-21:00	10	2	11	2
21:00-22:00	6	1	13	3
22:00-23:00	2	1	4	1
23:00-24:00	0	0	0	0

The above revised parking accumulation suggests that the parking accumulation based on the revised TRICS data could result in a less than assumed parking during a weekday (due to the lower revised trip rates for weekday) and slightly higher than assumed parking accumulation on a Saturday (reflecting the higher trip rates within the revised trip rates).

The overall parking accumulation is provided below, with the revised numbers.

Table 6B Overall Parking Demand

	Weekday			Saturday		
	Blue Bell Inn (Table 2A)	Proposed C-store (Table 6A)	Total	Blue Bell Inn (Table 2A)	Proposed C-store (Table 6A)	Total
06:00-07:00	4	1	5	10	1	11
07:00-08:00	4	3	7	10	2	12
08:00-09:00	4	4	8	10	4	14
09:00-10:00	4	3	7	10	4	14
10:00-11:00	5	3	8	12	4	16
11:00-12:00	6	3	9	14	4	18
12:00-13:00	4	4	8	16	5	21
13:00-14:00	4	3	7	20	4	24
14:00-15:00	3	3	6	19	4	23
15:00-16:00	9	3	12	18	4	22
16:00-17:00	12	4	16	19	4	23
17:00-18:00	15	4	19	23	5	28
18:00-19:00	19	4	23	29	4	33
19:00-20:00	19	4	23	33	4	37
20:00-21:00	16	2	18	27	2	29
21:00-22:00	24	1	25	25	3	28
22:00-23:00	18	1	19	23	1	24

