

TRANSPORT STATEMENT

BLUE BELL INN

HIGH STREET, DESFORD, LEICESTER, LE9 9JF



central 

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

Reference: ADL/AM/5428/10A

Date: July 2023

REPORT CONTROL

Document: Transport Statement

Client:

Everards Brewery Ltd &

Project: Blue Bell Inn, Desford

Central England Co-op

ADL Reference: 5428

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Issue	Date	Status	Checked for Issue
1	10.07.23	Planning Submission	AM

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 ADL Traffic & Highways Engineering Ltd (ADL) are instructed by joint Applicants 'Everards Brewery Ltd' & 'Central England Co-op', to prepare this Transport Statement (TS) in support of the development for a proposed new-build convenience store at the site of the Blue Bell Inn, High Street, Desford, Leicester, LE9 9JF.
- 1.1.2 To facilitate the proposed convenience store, the building comprising No 37 High Street and No 1 Main Street will be redeveloped / extended to provide a total floorspace of 577sqm of which 276sqm is sales floor area, 116sqm back-of-house operational space and the remainder forming 185sqm ancillary storage space.
- 1.1.3 No 37 High Street is a three-bed dwelling and No 1 Main Street is coffee/sandwich shop with a total floorspace of 105sqm.
- 1.1.4 The proposed convenience store is intended to allow for the relocation of Central Co-op from their two smaller existing stores within Desford to this new, improved and larger store.
- 1.1.5 This report has been prepared in accordance with the 'Overarching Principles on Travel Plans, Transport Assessments and Statements' (March 2014), National Planning Policy Framework (NPPF, 2021) and Local Planning Policy guidance.
- 1.1.6 This TS sets out the existing site location, existing traffic and parking levels, permitted use, road accident records, and accessibility of the site by sustainable travel modes.
- 1.1.7 It also sets out the development proposals and provides an on-site assessment with regard to its parking and servicing requirements as well as ensuring safe and suitable access for all users.

- 1.1.8 The report also provides an assessment of the proposal traffic / transport impacts on the highway network for the benefit of Hinckley and Bosworth Borough Council (Planning Authority) and Leicestershire County Council (Highway Authority).

1.2 Scope of Study

- 1.2.1 Chapter 2.0 describes the existing site and surrounding area, local road network, a review of the road safety / accident history near the site and summarises the existing traffic and parking situation at the site.
- 1.2.2 Chapter 3.0 describes the accessibility of the site for pedestrians, cyclists, and public transport users.
- 1.2.3 Chapter 4.0 outlines the development proposals and assesses the access, car parking and servicing arrangements including reference to the Car Park and Delivery Management Plan (CPDMP).
- 1.3.4 Chapter 5.0 analyses the trip generation for the existing and proposed uses of the site to determine the net change in traffic as a result of the proposals.
- 1.3.5 Chapter 6.0 provides a review of the parking standards and provides a parking assessment for the convenience store and public house.
- 1.3.6 Chapter 7.0 summarises and concludes the findings of this report.

2.0 SITE AND SURROUNDING AREA

2.1 Site Location

- 2.1.1 The site is situated in the north-centre of the village of Desford in the Hinckley and Bosworth district, 12km west of the centre of Leicester and around 15km north-east of Hinckley. The strategic site location is shown on the plan included as Appendix 1.1.
- 2.1.2 The site is accessed off High Street (B582) around 35m east of the mini-roundabout junction with Manor Road (B582) and Main Street.
- 2.1.3 The surrounding area is predominantly residential mixed with retail and commercial uses typical of central village and high street location. The site shown in context to the local surrounding area is shown on the plan included as Appendix 1.2.

2.2 Road Network

- 2.2.1 High Street is a single carriageway road subject to a 30mph speed limit within the vicinity of the site. It serves access to the Blue Bell Inn (and proposal site) as well as other local facilities / amenities to serve the village.
- 2.2.2 The B582 is the principal west – east road through Desford from the A27 southwest of Leicester to the east and the A447 via Newbold Verdon and Barlestone. The B582 is addressed as Manor Road west of the roundabout and High Street, east of the roundabout.
- 2.2.3 To the south, High Street spans from the roundabout junction at the southwest corner of the site on to Hinckley via Barwell and Kirby Mallory. Main Street is a local distributor road around the north of Desford adjoining the B582 600m to the west.
- 2.2.4 The closest motorways are the M1, 7km to the east, which is accessible via B58 and Desford Lane and the M69, which is accessible via the M1.

2.3 Existing Use of the Site and Access Arrangements

2.3.1 As previously noted, the site comprises a single semi-detached building which is occupied as a three-bed dwelling (No 37 High Street) and a coffee / sandwich shop (No 1 Main Street). The building has a total floorspace of 105sqm.

2.3.2 The existing site layout is included as Appendix 1.3.

2.4 Accident Review

2.4.1 A review of www.crashmap.co.uk over a period of 5-years latest available data determines that there are not any road traffic accidents which have occurred within the vicinity of the site / near the site access on the B582.

2.4.2 No accidents occurred at the roundabout junction immediately southwest of the site either.

2.4.3 There are four accidents recorded within 5-years within the study area of which 3 are classified as slight severity. These are shown in Figure 2A below.

Figure 2A Crashmap Extract



2.4.4 As shown above, a fatality occurred on the B582 approximately 140m east of the site. This fatality occurred as a result of dangerous driving by an impaired driver colliding with a female cyclist.

2.4.5 There are not any existing patterns or trends of accidents which suggest that there is an existing road safety issue on the surrounding road network near the site which would require mitigation as a result of this planning application.

2.5 Existing Traffic Data

2.5.1 To determine existing traffic flows on the local road network, ADL commissioned Road Data Services Ltd to undertake a turning movement count survey at the Manor Road / High Street / Main Street mini-roundabout junction during the following periods:

Weekday (Thursday 3rd March 2022)

- 07:00 – 10:00 hours
- 15:00 – 18:00 hours

Saturday (5th March 2022)

- 10:00 – 14:00 hours

2.5.2 The full traffic survey data is included as Appendix 2.1 and the traffic flows are shown diagrammatically for the peak hours on a neutral weekday in Figures 2A and 2B.

Figure 2A Neutral Weekday (Thursday) – AM Peak Hour (07:45 – 08:45)

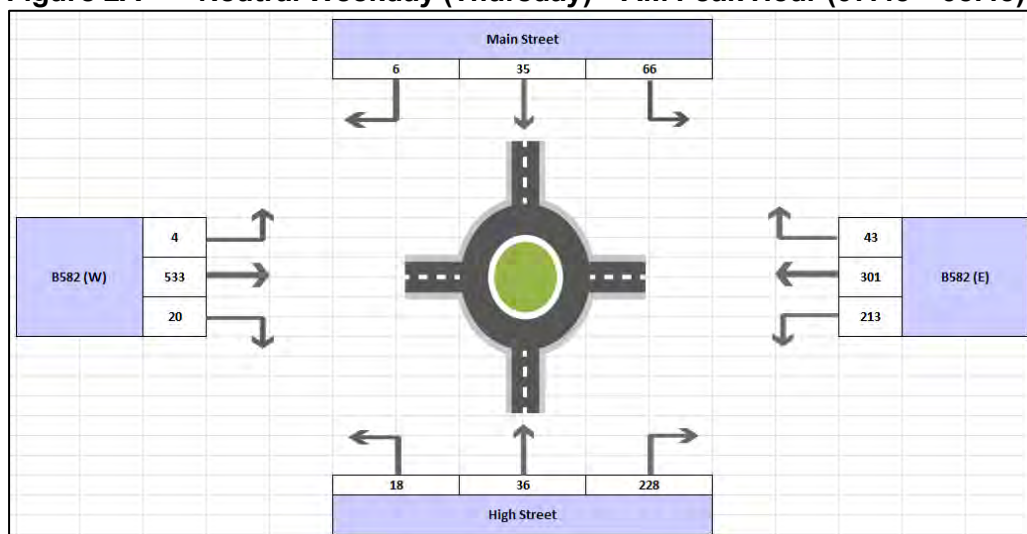
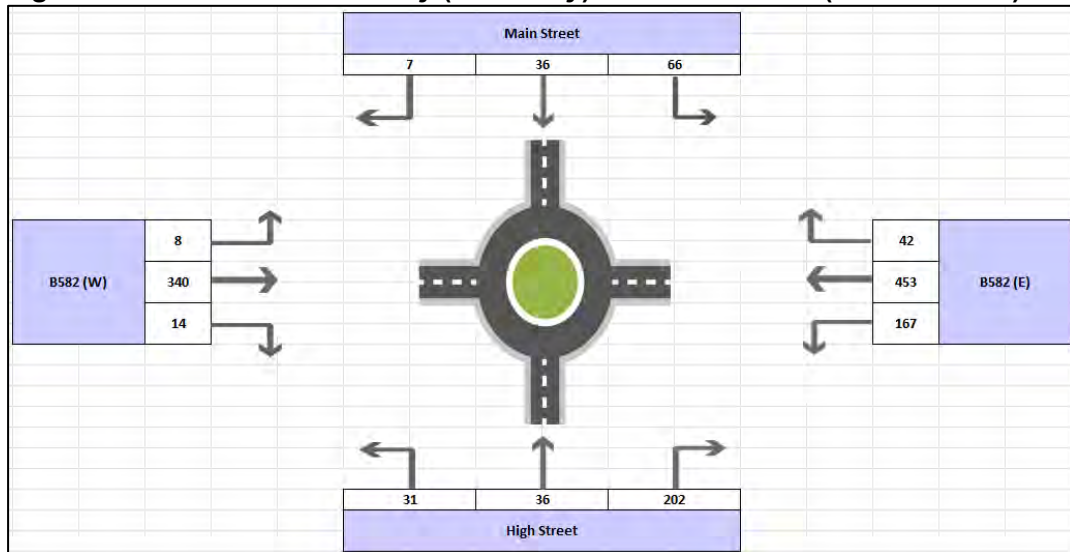


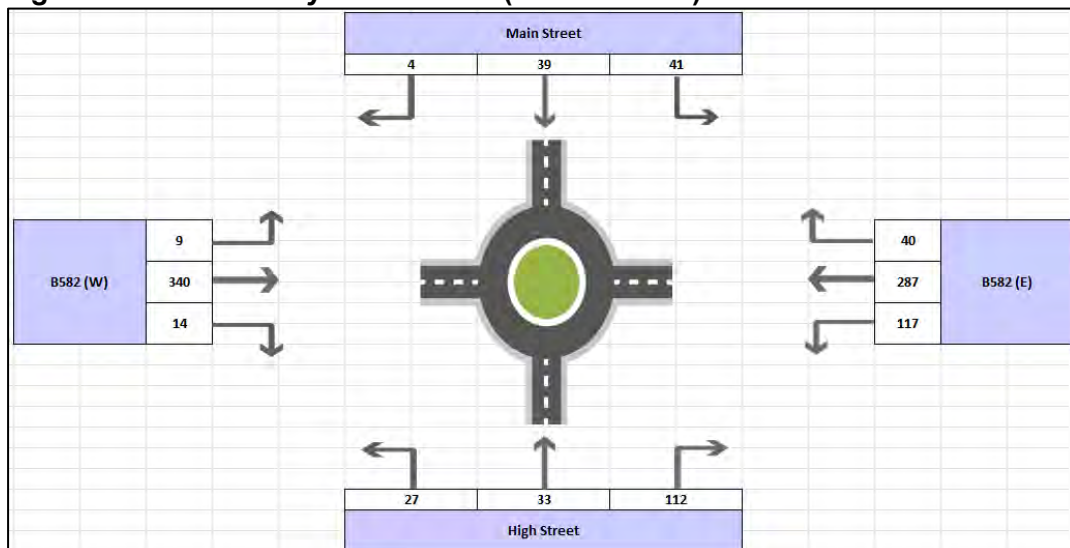
Figure 2B Neutral Weekday (Thursday) – PM Peak Hour (16:15 – 17:15)



2.5.3 The two-way traffic flow at the roundabout junction is 1503 vehicles during the weekday AM peak hour and 1402 vehicles during the weekday PM peak hour.

2.5.4 The peak hour traffic flow for Saturday lunchtime is shown in Figure 2C below.

Figure 2C Saturday – Peak Hour (10:30 – 11:30)



2.5.5 The two-way traffic flow at the roundabout junction is 1063 vehicles during the Saturday peak hour.

2.6 Existing Parking Data

2.6.1 In addition to the traffic surveys, ADL have also commissioned a parking survey of the existing car park at the Blue Bell Inn in order to establish the parking demands associated with the public house. The parking survey was undertaken in hourly intervals at the same time as the traffic survey:

- Thursday 3rd March 2022 - 06:00 – 23:00
- Saturday 5th March 2022 - 06:00 – 23:00

2.6.2 The surveyed parking demand is set out in Table 2A below.

Table 2A Blue Bell Inn Parking Survey

Time	Weekday	Saturday
06:00-07:00	4	10
07:00-08:00	4	10
08:00-09:00	4	10
09:00-10:00	4	10
10:00-11:00	5	12
11:00-12:00	6	14
12:00-13:00	4	16
13:00-14:00	4	20
14:00-15:00	3	19
15:00-16:00	9	18
16:00-17:00	12	19
17:00-18:00	15	23
18:00-19:00	19	29
19:00-20:00	19	33
20:00-21:00	16	27
21:00-22:00	24	25
22:00-23:00	18	23

2.6.3 The survey determined that there is a maximum car parking demand of 24 and 33 spaces on a neutral weekday and Saturday respectively.

2.6.4 The survey results are provided as Appendix 2.2.

3.0 ACCESSIBILITY

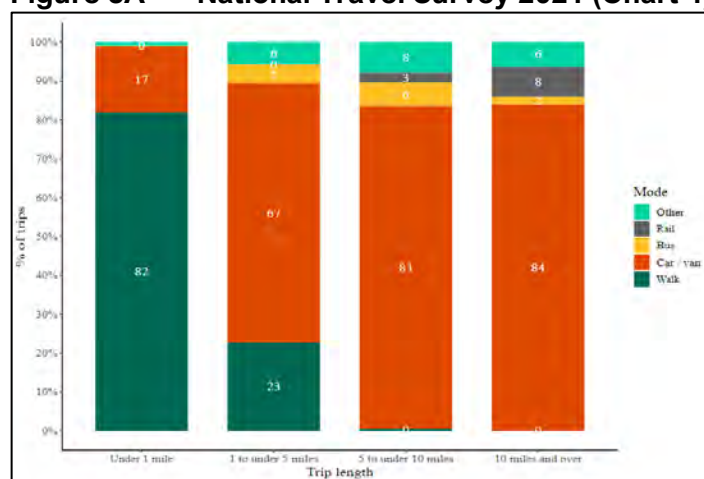
3.1 Active Travel

Walking

3.1.1 The National Travel Survey (2021) states that:

“82% of trips under one mile were walks in 2021, the same proportion as in 2020 and slightly higher than in 2019 where 80% of trips under one mile were walks”

Figure 3A National Travel Survey 2021 (Chart 4)



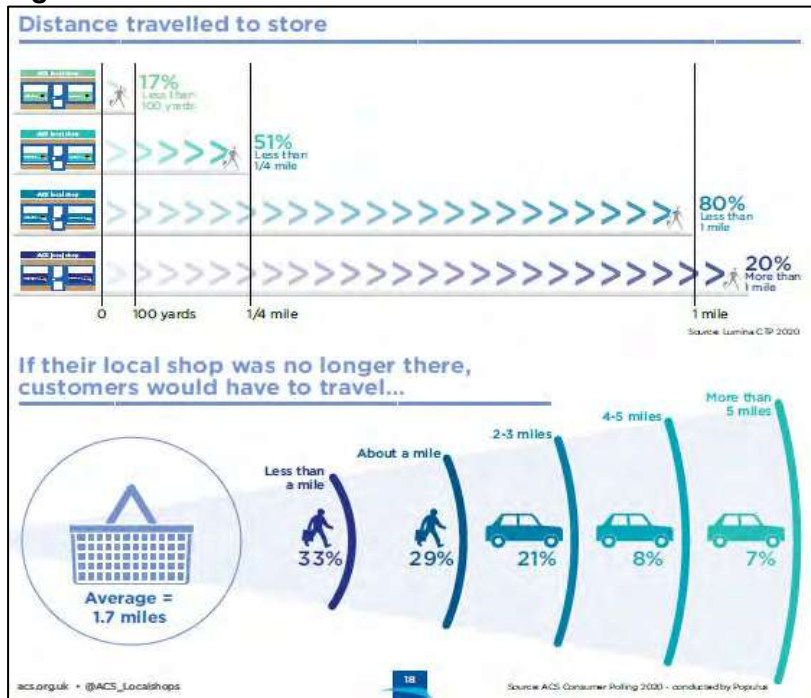
3.1.2 Given that the convenience store will be providing a local facility to Desford serving the local catchment top-up/convenience shopping needs, it is considered that most trips will be undertaken on foot. This is further substantiated by the findings of the Association for Convenience Stores ‘Local Shop Report 2020’ which shows:

Figure 3B Convenience Store ‘How customers get to store’



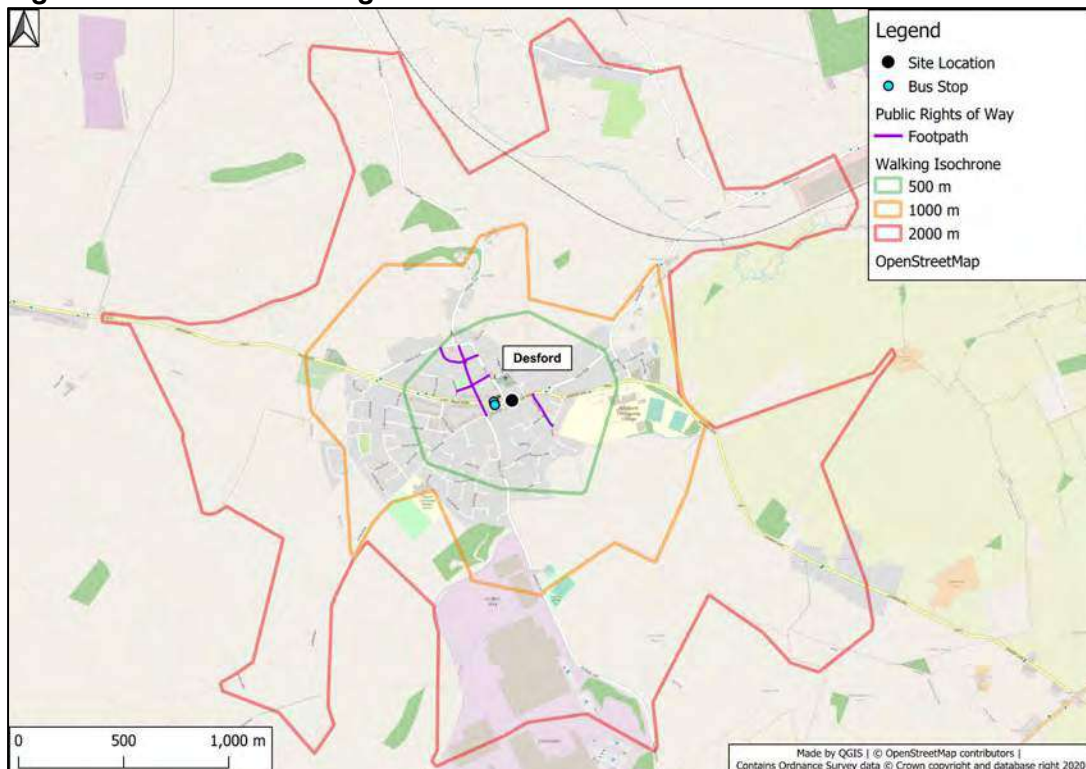
3.1.3 The presence of local convenience stores acting as a local facility to the surrounding catchments and the associated benefit in encouraging active travel and discouraging car-borne travel modes is clear with reference to Figure 3C overleaf.

Figure 3C Convenience Store travel distances



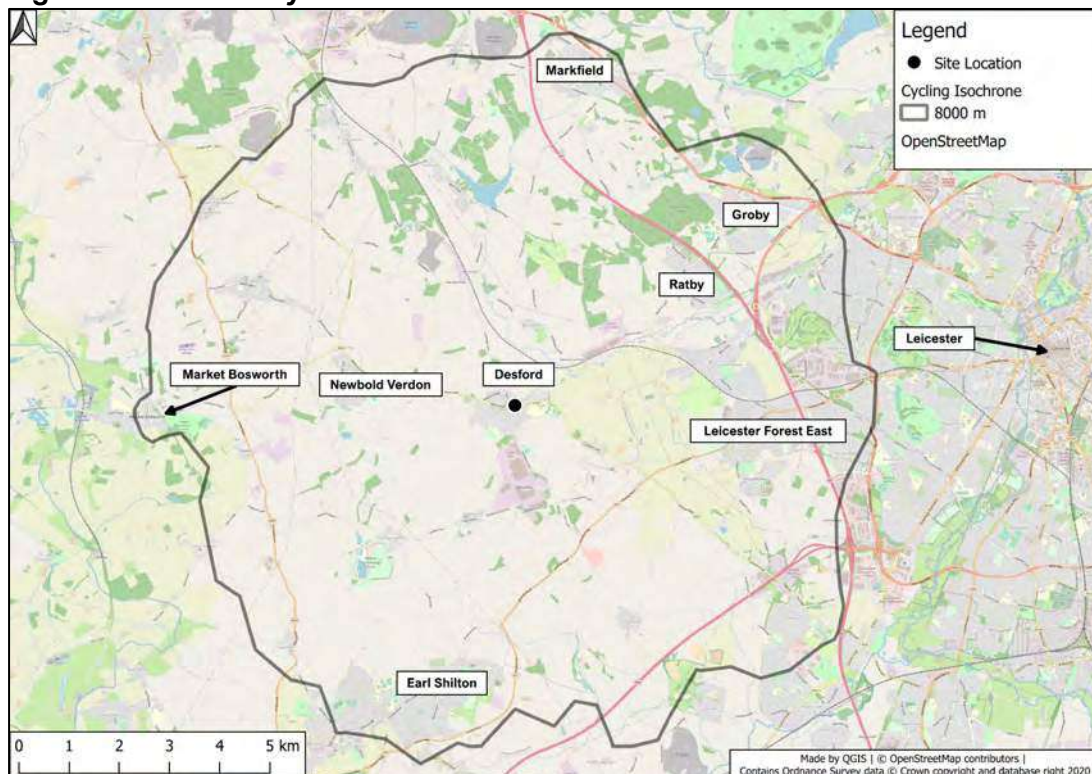
3.1.4 CIHT's 2000 report "Providing for Journeys on Foot" states that preferred maximum walking distance for local journeys is two kilometres. The 2km walking catchment is shown in Figure 3D below.

Figure 3D 2km Walking Catchment



- 3.1.5 Figure 3D shows that the site is well positioned to serve the local area and encourage travel to site on foot with the majority of Desford within 500m walking distance and the entire village situated within 1km of the site.
- 3.1.6 The immediate surrounding area benefits from clearly defined footways permeating through the village to / from the site as shown in Appendix 3.1. The footways are in good condition and street-lit.
- 3.1.7 Pedestrian refuge crossing facilities are provided across all approach arms of the Main Street / Manor Road / High Street roundabout junction to the west of the site. A further pedestrian refuge crossing facilities is situated on Manor Road to assist pedestrians.
- 3.1.8 As shown on the cycle map included as Appendix 3.2, the site benefits from nearby local cycle routes in the form of leisure, quieter and other cycle routes.
- 3.1.11 According to the Department for Transport Cycle Infrastructure Design Local Transport Note (1/20), eight kilometres is considered a suitable distance to cycle for local journeys. The cycle isochrone is shown in Figure 3E below.

Figure 3E 8km Cycle Catchment



3.1.12 The site is well-positioned to be accessible on bicycle from the immediate areas within Desford but also the surrounding villages near to the site and the west parts of Leicester. This would therefore suggest the site is positioned well to facilitate cycle trips by staff. It is unlikely that customers to the convenience store will travel this far given it is intended to provide a local facility to Desford.

3.1.13 Overall, it is demonstrated that the site is sited in a sustainable location whereby travel to the site from the surrounding residential areas on foot or by bike will be a realistic and attractive travel choice.

3.2 Public Transport

3.2.1 The nearest bus stops to the site are located on the Manor Road (B582) 90m west of the site for eastbound and westbound services – The time taken to walk to the nearest bus stops is 1-2 minutes. Further bus stops exist 140m east of the site on High Street (for eastbound services) and 350m to the east (for westbound services). The bus stop locations are shown on the plan included as Appendix 3.3.

3.2.2 The bus stops are served regularly by service number 152 and 153 as summarised in Table 3A below.

Table 3A Bus Services

Service No	Route	Frequency		
		Mon-Fri	Saturday	Sunday
152	Leicester – Market Bosworth (via Desford and Newbold Verdon)	Infrequent	-	-
153	Leicester – Market Bosworth (via Kirby Muxloe, Desford and Newbold Verdon)	1 per hour	Infrequent	-

3.2.3 Table 3A demonstrates that there are hourly bus services which provide links to the surrounding areas of Leicester (where further bus and rail services exist) and also to Market Bosworth, Kirby Muxloe and Newbold Verdon.

3.2.4 The bus route map is included as Appendix 3.4.

4.0 DEVELOPMENT PROPOSALS

4.1 Site Layout

- 4.1.1 The Applicants are seeking planning permission to provide a convenience store (Use Class E(a)) at the site to meet the day-to-day needs of the local residential catchment.
- 4.1.2 There is two small Co-op's within Desford, and this new retail unit will allow for the relocation of the existing convenience stores to an improved facility which can offer a wider variety of produce / goods and increased sales circulation and storage space internally. The proposed relocation will also enable off-street customer car parking and servicing to ensure the continued viability of Co-op within Desford, and hence reduce out-of-town trips to food stores further afield.
- 4.1.3 To facilitate the new convenience store, it is proposed to redevelop the building at the southwest corner of the Blue Bell Inn site to provide a 577sqm gross floor area convenience store comprising 276sqm sales area, 116sqm back-of-house operational space and the remaining 185sqm forming storage space.
- 4.1.4 The 'Blue Bell Inn' public house is retained as existing.
- 4.1.5 A formal car parking area will be provided centrally within the site with a total of 38 car parking spaces provided, shared between the convenience store and public house. There will also be cycle parking provided in the form of 5 Sheffield cycle stands (10 spaces) within two secure and sheltered cycle stores.
- 4.1.6 The architect's proposed site layout is included as Appendix 4.1.

4.2 Access

Pedestrian Access

- 4.2.1 Pedestrian access would be provided to the site from High Street (B582) at the southeast corner of the proposed convenience store building where the entrance faces eastwards into the car park area. The pedestrian area at the front of the store will be contiguous with the public footpath.
- 4.2.2 As part of the proposals, the Applicant proposes a formalised vehicle access at the centre of the site, and this will be provided with dropped kerbs and tactile paving to assist pedestrians crossing the vehicular access point. In doing so, the easternmost crossover to the east will be closed and reinstated to full-height footway and kerbs.

Vehicular Access

- 4.2.3 As noted above, there will be an improved formalised single point of access provided to serve the proposal site replacing the two crossovers currently providing access to the site and accordingly reducing number of vehicle / pedestrian conflict points.
- 4.2.4 The access arrangements in Appendix 4.2 demonstrate that visibility splays of 2.4m x 33m are achievable to the roundabout junction which is suitable for 85th vehicle speeds up to 25mph and hence are appropriate for the likely traffic speeds travelling off the mini-roundabout junction in an eastbound direction (based on Manual for Streets guidance).
- 4.2.5 A visibility splay of 2.4m x 43m is achievable to the east, which is in accordance with the 30mph speed limit (based on Manual for Streets guidance).

4.3 Parking

- 4.3.1 It is proposed to provide a formalised car park providing 38 marked car parking spaces to serve the convenience store and public house including 2 disabled accessible spaces.

- 4.3.2 The car park will be appropriately signed and managed / enforced to ensure that it is only used by customers of the convenience store or public house. This could be via a 30-minute restriction on car parking with public house patrons needing to sign in within the public house to alleviate them of the 30-minute restriction.
- 4.3.3 The car park management measures are set out within the Car Park and Delivery Management Plan (CPMP) which is provided as Appendix 5.0.
- 4.3.4 As noted previously, there will be 5 Sheffield cycle stands (10 cycle spaces) provided near to the store to serve the customers and staff. *The proposal site will also benefit from a cycle repair station.*

4.4 Servicing / Refuse

Convenience Store

- 4.4.1 The Co-op convenience store will be serviced by rigid delivery vehicles only, and up to 12.2m in length entering and exiting the site from High Street in a forward gear.
- 4.4.2 Deliveries will occur from within the parking spaces situated at the northwest of the site, adjacent to the convenience store delivery area. These spaces will be controlled / managed by cones or retractable bollards and would be timed to occur during the daytime hours avoiding the sensitive hours of the early morning and late at night to protect the amenity of residents and to avoid the peak periods for trade.
- 4.4.3 Convenience stores do not require a separate trip for refuse collections as stores instead typically backhaul refuse and water, i.e. filling the delivery vehicle with waste goods for the return journey to the depot, thereby reducing the quantities of HGV trips.

Public House

- 4.4.4 Deliveries and refuse vehicles servicing the public house will be broadly unaffected by the proposals. The Blue Bell Inn receives one dray lorry delivery per week, on Monday mornings avoiding the public house trading periods, and hence can occur from the parking spaces closest to the public house. These deliveries also occur via a rigid delivery vehicle up to 12m in length.
- 4.4.5 The deliveries to the public house and the convenience store will be managed and programmed to occur avoiding conflict by arriving and departing at different times.
- 4.4.6 This will be implemented by reference to the Car Park and Delivery Management Plan (CP&DMP) which is included as Appendix 5.0. This report sets out the management procedures in place to control the parking and deliveries at the site, and sets out the delivery times, frequency of deliveries and maximum delivery vehicle size. This document can be conditioned as part of the permission to ensure compliance.

5.0 TRAFFIC GENERATION AND IMPACT ASSESSMENT

5.1 Existing Trip Generation

- 5.1.1 The existing trip generation associated with the coffee/sandwich shop and the dwelling on-site has been calculated using TRICS.

Coffee/Sandwich Shop

- 5.1.2 In order to estimate vehicular trip generation, TRICS has been interrogated. The TRICS data is based on a Café & Tea Room at Red Lion Square, Stamford. This café was surveyed 14th December 2021 and has a comparable floor area of 190sqm. The TRICS data is included as Appendix 6.1.
- 5.1.3 Based on this site, the vehicular arrival/departure profile is provided in Table 5A.

Table 5A Café: Vehicular Arrival/Departure Profile

	Average Trip Rate Per 100sqm		Vehicular Trips (105sqm)			Parking Accumulation
	In	Out	In	Out	Two-way	
08:00-09:00	0.526	0.000	1	0	1	1
09:00-10:00	3.684	2.105	4	2	6	3
10:00-11:00	4.211	4.211	4	4	8	3
11:00-12:00	4.211	3.684	4	4	8	3
12:00-13:00	4.737	5.263	5	6	11	2
13:00-14:00	4.211	4.211	4	4	8	2
14:00-15:00	2.632	3.684	3	4	7	1
15:00-16:00	2.632	3.158	3	3	6	1
16:00-17:00	0.526	1.053	1	1	2	1
Total	27.370	27.369	29	28	57	-

- 5.1.4 Table 5A demonstrates that there would be up to 11 two-way vehicular trips occurring during a lunchtime peak hour, and between 1 and 2 two-way vehicle trips during the AM and PM peak hours respectively. There would be a maximum car parking demand for three spaces associated with the café. Given that there is no on-site car parking provision for the café, the customers and staff would have to park their cars on neighbouring streets.

Three-Bed Dwelling

- 5.1.5 The existing dwelling on site will not generate any material vehicular trips and hence, this would be discounted from net traffic impact assessment to represent a robust assessment.
- 5.1.6 Based on the 2011 Census, the car ownership for a three-bed dwelling with four habitable rooms in Newbold Verdon with Desford and Peckleton ward in which the site is located, is one car per household on average. Therefore, should the resident of the existing three-bedroom dwelling own a car, they would be required to park it on neighbouring streets for the same reason as the café.

Overall Permitted Development

- 5.1.7 The coffee/sandwich shop and the dwelling would therefore result in a maximum of four cars being parked on the neighbouring streets.

5.2 Proposed Trip Generation

- 5.2.1 The trip generation associated with the proposed convenience store use has been estimated using the TRICS database. The following criteria were selected:

- Main Land Use Retail
- Sub Land Use Convenience store
- Regions England (excl. Greater London)
- Location Type Suburban / Edge of Town

- 5.2.2 The TRICS data is included as Appendix 6.2.

- 5.2.3 The trip rates and traffic generation for the proposed convenience store are set out in Tables 5B and 5C for a weekday and Saturday, respectively. The store comprises a large back-of-house and storage area which forms 52% of the total floor area but would have no impact on forecast trips. It is therefore considered reasonable and appropriate to apply the trip rates to the sales floor area only which is the driver for customer trips.

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

- 5.2.4 Table 5B shows that the proposed convenience store could generate up to 48 and 64 two-way vehicle trips during the typical weekday AM and PM peak hours, respectively. The proposal would generate up to 37 two-way vehicle trips during the Saturday lunchtime peak hour.
- 5.2.5 It should be noted that very few convenience store trips will be for a “main shopping trip”. Instead, they will almost entirely be incidental trips, which people will have already been making at any event. Due to the location of the site, within a residential area, it is unlikely that anyone would be making a specific car trip to the area for “daily items” or a “top up” shop; instead, they would be travelling in the vicinity of the site already, before stopping to purchase items.
- 5.2.6 TRICS Research Report 14/1, outlines academic literature on pass-by, diverted and other secondary trips. With regard to the convenience store trip generation, the study undertaken by Ghezawi et al. (1998) concluded:

“The average percentage of pass-by trips recorded was 72%, with a range between the 13 stores of 61 to 85%. The study also found a positive relationship between pass-by trip percentage and adjacent street volumes using average daily traffic flows.”

New Trips

- 5.2.7 If the convenience store trips were to be reduced by 72% to discount the pass-by and diverted trips, the number of trips generated (i.e., new to the local road network) would be as per Table 5D below.

Table 5D Trip Generation: Factoring 72% Pass-By / Diverted Trips

Hour	72% Decrease – New Trips		
	In	Out	Two-Way
AM Peak (08:00 - 09:00)	7	6	13
PM Peak (17:00 - 18:00)	9	9	18
Saturday Peak (12:00 – 13:00)	6	5	11

- 5.2.8 Table 5C demonstrates that the convenience store would more likely generate up to 7 and 9 new inbound vehicle trips to the highway during AM and PM peak hours respectively, and up to 6 inbound vehicle trips in the Saturday peak hour.

- 5.2.9 When considering the prevailing traffic flows of between 1,000 and 1,500 surveyed at the mini-roundabout junction (as set out within Section 2.5), it can be concluded that the additional vehicle trips will have a negligible impact on the local road network and junctions.
- 5.2.10 It is also important to note that notwithstanding the assessments set out, this proposed traffic assessment is theoretical insofar that the reality is that most of these 'newly generated' trips will be transferred from the existing Co-op convenience store within Desford, which will relocate to the new premises.

6.0 PARKING

6.1 Parking Standards

Public House

- 6.1.1 No parking standards exist for public houses (use class Sui Generis) within the Leicestershire Highway Design Guide (LHDG).
- 6.1.2 The parking survey undertaken at the public houses set out within Section 2.6 provides the evidence / justification for the requirements of the public house with regard to parking. A parking accumulation assessment follows.

Convenience Store

- 6.1.3 The car parking space standards set out within LHDG for food retail are only applicable from a threshold of 1000sqm. It is stated that *“For developments below the threshold, Leicestershire County Council will continue to apply the standards contained in the previous guidance document ‘Highway Requirements for Development’ (HRfD) for the time being as the normal maximum standards.”*
- 6.1.4 The Highway Requirements Part 4 state that for stores between 300 and 1,000 sqm, the maximum car parking standard is 1 space per 30 sqm. Hence for the proposed development, the maximum car parking provision for the convenience store would be 9 car parking spaces ($276 \div 30 = 9.2$).
- 6.1.5 Justification for the likely car parking demand for the convenience store and public house are set out within Section 6.2 of this report.
- 6.1.6 The disabled parking space requirements are set out within Table DG12 of the LHDG and require 6% of total parking spaces to be allocated for disabled provision. Two disabled car parking spaces are provided in accordance with the minimum standard ($38 \times 0.06 = 2.28$).

- 6.1.7 The minimum cycle parking standard is for 1 cycle parking space per 500 sqm for staff and operational use, and for the parking to be secure and undercover. As noted previously, it is proposed to provide 10 spaces in bicycle shelters situated near the store entrance in a well-lit location which benefits from natural surveillance. This exceeds the minimum standard.

6.2 Parking Assessment

- 6.2.1 The parking demand associated with the proposed convenience store development has been calculated using the same sites in TRICS, that were used to calculate vehicular trip generation.
- 6.2.2 A straightforward parking accumulation assessment assuming 60-minute duration of stay would not be appropriate for the convenience store where duration-of-stay per customer is significantly less and parking spaces turnover frequently across the day, rather than accumulating over a longer period of time. The average length of stay for convenience stores as stated within the Association of Convenience Stores (ACS) 'Local Shop Report 2014' is just five minutes.
- 6.2.3 Furthermore, information on the duration of stay is contained within an appeal decision for the erection of a convenience store within Sutton Coldfield which was allowed in September 2016. The relevant extract of the appeal decision is included as Appendix 7.0. It is stated within paragraph 12:

“A Co-operative Car Park Study together with a survey of Tesco Express and Sainsbury Local stores is referenced with average durations of stay ranging from a maximum of 8.9 minutes (Co-op), 7 minutes (Tesco & Sainsbury) and a minimum of 5.5 minutes (Co-op).”

- 6.2.4 To determine the parking demand more accurately, it is therefore necessary to provide a bespoke methodology for determining parking demand. This is achievable by assuming each vehicle arrival / customer stays for 10-minutes (which is a robust assumption based on the above evidence) and hence each parking space can accommodate up to 6 vehicle arrivals in a peak hour. The parking demand can accordingly be determined by dividing the vehicle arrivals by 6 and rounding them up, as per Table 6A.

Table 6A Proposed Convenience Foodstore Parking Accumulation

Time	Weekday		Saturday	
	Vehicle Arrivals	Parking Accumulation (Vehicle Arrivals ÷ 6)	Vehicle Arrivals	Parking Accumulation (Vehicle Arrivals ÷ 6)
06:00-07:00	13	3	-	-
07:00-08:00	21	4	5	1
08:00-09:00	25	5	8	2
09:00-10:00	19	4	10	2
10:00-11:00	17	3	12	2
11:00-12:00	18	3	14	3
12:00-13:00	24	4	20	4
13:00-14:00	17	3	12	2
14:00-15:00	21	4	17	3
15:00-16:00	21	4	12	2
16:00-17:00	26	5	19	4
17:00-18:00	29	5	15	3
18:00-19:00	31	6	13	3
19:00-20:00	23	4	11	2
20:00-21:00	9	2	5	1
21:00-22:00	7	2	6	1
22:00-23:00	6	1	1	1

6.2.5 Table 6A shows that the proposed development would generate a maximum parking demand for 6 car parking spaces between the hours of 18:00 and 19:00 on a weekday and 4 car parking spaces between the hours of 12:00 and 13:00 on a Saturday.

Overall Parking Demand

6.2.6 The overall parking demand is provided in Table 6B.

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	3	7	10	-	10
07:00-08:00	4	4	8	10	1	11
08:00-09:00	4	5	9	10	2	12
09:00-10:00	4	4	8	10	2	12
10:00-11:00	5	3	8	12	2	14
11:00-12:00	6	3	9	14	3	17
12:00-13:00	4	4	8	16	4	20
13:00-14:00	4	3	7	20	2	22
14:00-15:00	3	4	7	19	3	22
15:00-16:00	9	4	13	18	2	20
16:00-17:00	12	5	17	19	4	23
17:00-18:00	15	5	20	23	3	26
18:00-19:00	19	6	25	29	3	32
19:00-20:00	19	4	23	33	2	35
20:00-21:00	16	2	18	27	1	28
21:00-22:00	24	2	26	25	1	26
22:00-23:00	18	1	19	23	1	24

- 6.2.7 Table 6A shows that the overall maximum parking demand would be up to 26 car parking spaces on a weekday and up to 35 car parking spaces on a Saturday.
- 6.2.8 As shown on the site layout drawing (Appendix 4.1) there would be a formal parking provision of 38 car parking spaces for the convenience store and public house which is therefore suitable to accommodate the customer demand plus any fluctuations in peak demand in order to ensure there is no car parking overspill to the public highway.

7.0 SUMMARY

- 7.1 ADL Traffic & Highways Engineering Ltd (ADL) are instructed by joint Applicants 'Everards Brewery Ltd' & 'Central England Co-op', to prepare this Transport Statement (TS) in support of the development for a proposed new-build convenience store at the site of the Blue Bell Inn, High Street, Desford, Leicester, LE9 9JF.
- 7.2 The existing site comprises a public house part-single/part-double storey public house and a large car park area.
- 7.3 There are not any existing patterns or trends of accidents which suggest that there is an existing road safety issue on the surrounding road network near the site which would require mitigation as a result of this planning application.
- 7.4 The site is situated in a location of good accessibility to encourage active modes of travel (walking and cycling), whilst also benefitting from good accessibility to bus stops with regular services towards surrounding areas including Leicester.
- 7.5 It is proposed to provide a develop the existing building at the southwest corner of the site to provide a Co-op convenience store which will enable the relocation of Co-op from its two existing smaller stores within Desford. The public house will be retained, as existing.
- 7.6 Access will be formalised to provide a single point of access with dropped kerbs and tactile paving to assist pedestrians. One crossover will be closed and reinstated to footway.
- 7.7 A total car parking provision of 38 car parking spaces including 2 disabled spaces have been provided at the site, to be shared by the convenience store and public house.
- 7.8 The parking provision is demonstrated to be of the correct order of magnitude to accommodate the demand plus any fluctuations in peak demand and is therefore compliant with Council policy.

- 7.9 Deliveries to the convenience store will occur from within the site to the immediate north of the convenience store. Deliveries will occur by a rigid delivery vehicle up to 12.2m in length and delivery times will be managed to avoid conflict between deliveries.
- 7.10 This will be formalised and conditioned with reference to a Car Park and Delivery Management Plan.
- 7.11 The major trip generator of the proposal is the convenience store however the majority of those trips will be existing on the network and accordingly incidental on the highway network, shared with existing retail or transferred from other convenience stores. The additional trip generation will be imperceptible.
- 7.12 It is concluded that there are no justifiable highway reasons to refuse this application as it adheres to paragraph 111 of the National Planning Policy Framework:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

EXISTING SITE

1.1	Strategic Site Location
1.2	Site Context
1.3	Existing Site Layout



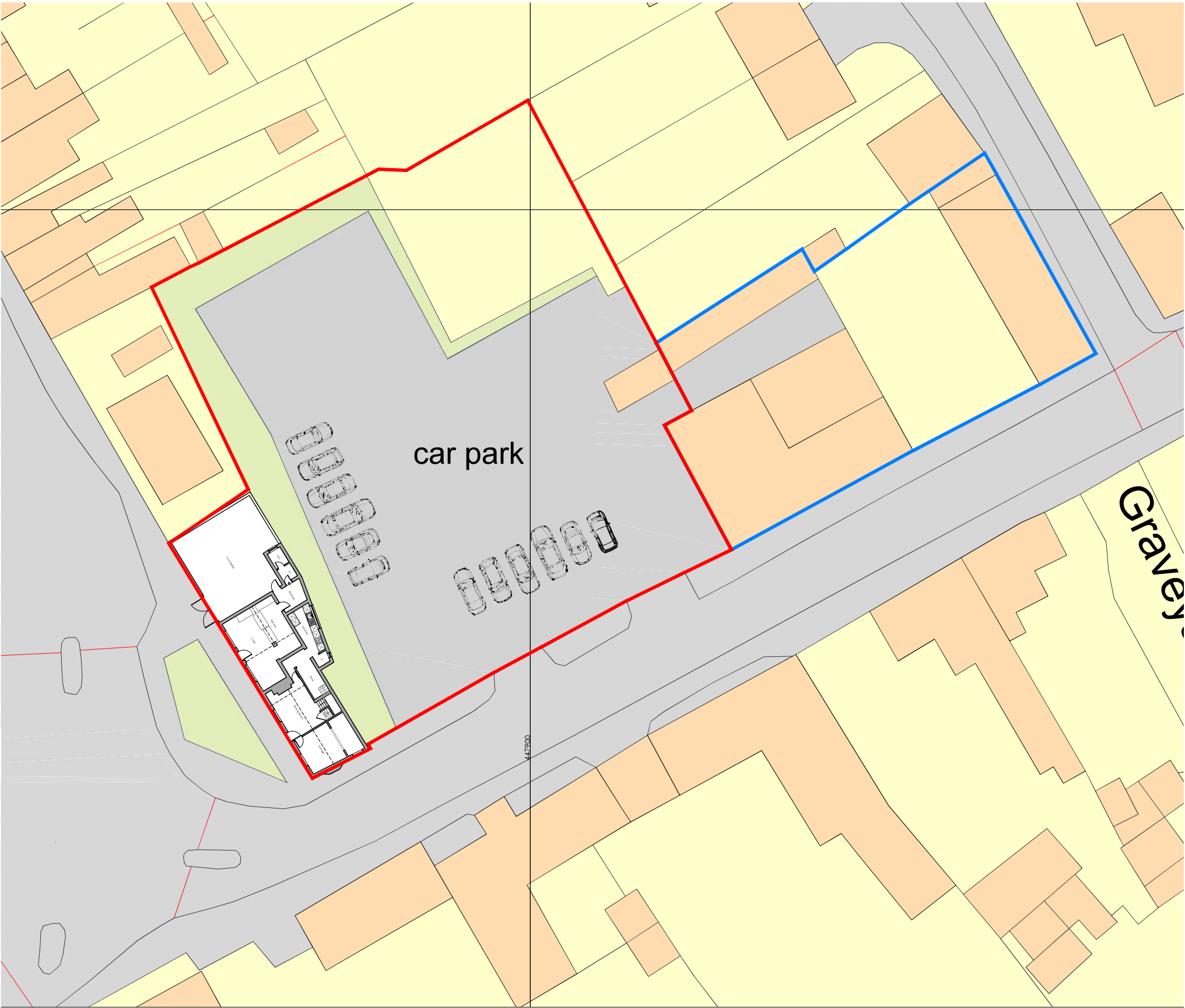
ADL
TRAFFIC & HIGHWAYS

Title
Strategic Site Location

Scale
Not to Scale

Appendix 1.1





Existing Site Plan 1:200

Printed or electronic copies of this drawing can be scaled for planning purposes only. Any discrepancies with this drawing to be reported and clarified prior to commencing work on site, if in doubt - Ask.
Corporate Architecture Ltd accept no responsibility for works not undertaken fully in accordance with this drawing and relevant specifications.
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Notes:

APPENDIX 1.3 EXISTING SITE LAYOUT

Revision Log:		DR	13.06.23
Rev:	Description:	By:	Date:

Project:
Proposed Mixed Use Development -
Co-operative Store & Residential Accommodation
High Street,
Desford
Leicester, LE9 9JF

Client:
Everards Brewery c/o APB

Scale:
0 2.5m 5m 7.5m 10m 1:200

Drawn by:	Checked:	Date:	Paper Size:
CES	MVFA	Sept '22	A1

Drawing Title:
Existing Site Plan

Drawing Status:
PLANNING ISSUE

Drawing Number:	Revision Number:
5166/JP/21/002	P1

CORPORATE ARCHITECTURE LIMITED
CHARTERED ARCHITECTS

HEAD OFFICE
Venari House, 1 Timbush Way,
Market Harborough,
Leicestershire, LE16 7XY
Tel: 01858 467476

EXISTING SURVEY DATA

2.1	Turning Movement Count – High Street / B582 / Main Street
2.2	Parking Survey

Desford
Thursday 3rd March 2022
Junction: 1
Approach: Main Street

	Left to B582 (E)									Ahead to High Street									Right to B582 (W)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	4	1	0	0	0	5	5.0	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	3	3	0	0	0	6	6.0	0	0	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	12	7	0	0	0	19	19.0	0	0	2	0	1	0	0	3	3.5	0	0	1	0	0	0	0	1	1.0
07:45 - 08:00	0	1	15	4	1	0	0	21	20.9	0	0	8	2	0	0	0	10	10.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	1	34	15	1	0	0	51	50.9	0	0	16	3	1	0	0	20	20.5	0	0	3	0	0	0	0	3	3.0
08:00 - 08:15	0	0	12	1	2	0	0	15	16.0	0	0	4	1	0	0	0	5	5.0	0	0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	1	18	0	0	0	0	19	18.4	0	0	5	0	0	0	0	5	5.0	0	0	1	1	0	0	0	2	2.0
08:30 - 08:45	0	0	9	2	0	0	0	11	11.0	0	0	10	5	0	0	0	15	15.0	0	0	1	0	0	0	0	1	1.0
08:45 - 09:00	0	0	4	1	1	0	0	6	6.5	0	0	5	1	0	0	0	6	6.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	1	43	4	3	0	0	51	51.9	0	0	24	7	0	0	0	31	31.0	0	0	4	1	0	0	0	5	5.0
09:00 - 09:15	0	0	5	2	1	0	0	8	8.5	0	0	5	3	0	0	0	8	8.0	0	0	3	0	0	0	0	3	3.0
09:15 - 09:30	0	0	7	1	0	0	0	8	8.0	0	0	2	1	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0
09:30 - 09:45	0	0	6	0	1	0	0	7	7.5	0	0	4	0	0	0	0	4	4.0	0	0	0	1	0	0	0	1	1.0
09:45 - 10:00	0	0	3	1	0	0	0	4	4.0	0	0	3	1	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	21	4	2	0	0	27	28.0	0	0	14	5	0	0	0	19	19.0	0	0	6	1	0	0	0	7	7.0
TOTAL	0	2	98	23	6	0	0	129	130.8	0	0	54	15	1	0	0	70	70.5	0	0	13	2	0	0	0	15	15.0
15:00 - 15:15	0	0	5	0	0	0	0	5	5.0	0	0	6	0	0	0	0	6	6.0	0	0	2	0	0	0	0	2	2.0
15:15 - 15:30	0	1	2	0	0	0	0	3	2.4	0	0	4	0	0	0	0	4	4.0	0	0	0	1	0	0	0	1	1.0
15:30 - 15:45	0	0	5	2	0	0	0	7	7.0	0	0	3	2	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	1	8	1	0	0	0	10	9.4	0	0	10	2	1	0	0	13	13.5	0	0	5	0	0	0	0	5	5.0
Hourly Total	0	2	20	3	0	0	0	25	23.8	0	0	23	4	1	0	0	28	28.5	0	0	7	1	0	0	0	8	8.0
16:00 - 16:15	0	0	8	2	0	0	0	10	10.0	0	0	5	0	0	0	0	5	5.0	0	0	0	1	0	0	0	1	1.0
16:15 - 16:30	0	0	7	4	3	0	0	14	15.5	1	0	7	1	0	0	0	9	8.2	0	0	1	0	0	0	0	1	1.0
16:30 - 16:45	0	0	18	3	1	0	0	22	22.5	0	0	4	2	0	0	0	6	6.0	0	0	2	0	0	0	0	2	2.0
16:45 - 17:00	0	0	8	3	0	0	0	11	11.0	0	0	8	1	0	0	0	9	9.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	41	12	4	0	0	57	59.0	1	0	24	4	0	0	0	29	28.2	0	0	4	1	0	0	0	5	5.0
17:00 - 17:15	0	0	16	1	2	0	0	19	20.0	0	0	12	0	0	0	0	12	12.0	0	0	3	0	0	0	0	3	3.0
17:15 - 17:30	0	0	9	2	0	0	0	11	11.0	0	0	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	6	0	0	0	0	6	6.0	1	0	8	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	14	2	0	0	0	16	16.0	0	0	8	4	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	45	5	2	0	0	52	53.0	1	0	35	4	0	0	0	40	39.2	0	0	3	0	0	0	0	3	3.0
TOTAL	0	2	106	20	6	0	0	134	135.8	2	0	82	12	1	0	0	97	95.9	0	0	14	2	0	0	0	16	16.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

APPENDIX 2.1 TURNING MOVEMENT COUNT - HIGH STREET / B582 / MAIN STREET

Desford
Thursday 3rd March 2022
Junction: 1
Approach: B582 East

	Left to High Street									Ahead to B582 (W)									Right to Main Street								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	16	3	0	0	0	19	19.0	0	0	28	17	0	1	0	46	47.3	0	0	1	0	0	0	0	1	1.0
07:15 - 07:30	0	0	20	7	0	0	0	27	27.0	0	0	29	13	2	2	1	47	51.6	0	0	4	1	0	0	0	5	5.0
07:30 - 07:45	0	0	24	5	2	0	0	31	32.0	0	0	47	16	5	0	0	68	70.5	0	0	4	1	0	0	0	5	5.0
07:45 - 08:00	0	0	42	7	0	0	0	49	49.0	0	0	56	20	4	0	2	82	86.0	0	0	6	4	2	1	0	13	15.3
Hourly Total	0	0	102	22	2	0	0	126	127.0	0	0	160	66	11	3	3	243	255.4	0	0	15	6	2	1	0	24	26.3
08:00 - 08:15	0	0	26	10	0	0	1	37	38.0	0	0	40	22	1	2	1	66	70.1	0	0	8	5	0	1	0	14	15.3
08:15 - 08:30	0	0	39	7	3	0	0	49	50.5	0	0	56	10	0	1	1	68	70.3	0	0	5	1	0	0	0	6	6.0
08:30 - 08:45	0	0	66	11	1	0	0	78	78.5	0	0	65	15	4	0	1	85	88.0	0	0	6	3	1	0	0	10	10.5
08:45 - 09:00	0	0	26	5	2	0	0	33	34.0	0	0	49	14	2	1	0	66	68.3	0	0	10	1	0	0	0	11	11.0
Hourly Total	0	0	167	33	6	0	1	197	201.0	0	0	210	61	7	4	3	285	296.7	0	0	29	10	1	1	0	41	42.8
09:00 - 09:15	0	0	27	4	1	0	0	32	32.5	0	0	34	7	3	1	0	45	47.8	0	0	6	0	0	0	0	6	6.0
09:15 - 09:30	0	0	24	3	0	0	0	27	27.0	0	0	36	6	4	1	1	48	52.3	0	0	8	1	0	0	0	9	9.0
09:30 - 09:45	0	0	17	3	1	0	0	21	21.5	0	0	29	7	5	1	0	42	45.8	1	0	5	0	0	0	0	6	5.2
09:45 - 10:00	0	0	11	6	1	0	0	18	18.5	0	0	35	8	0	1	0	44	45.3	0	0	8	2	0	0	0	10	10.0
Hourly Total	0	0	79	16	3	0	0	98	99.5	0	0	134	28	12	4	1	179	191.2	1	0	27	3	0	0	0	31	30.2
TOTAL	0	0	338	71	11	0	1	421	427.5	0	0	504	155	30	11	7	707	743.3	1	0	71	19	3	2	0	96	99.3
15:00 - 15:15	1	0	47	3	0	0	0	51	50.2	2	1	84	17	4	0	2	110	111.8	0	0	8	0	0	0	0	8	8.0
15:15 - 15:30	0	0	16	9	0	0	0	25	25.0	0	0	55	12	2	0	0	69	70.0	0	1	6	1	0	0	0	8	7.4
15:30 - 15:45	0	0	28	8	1	0	0	37	37.5	0	0	70	17	1	0	0	88	88.5	0	0	15	0	1	0	0	16	16.5
15:45 - 16:00	1	0	18	7	1	0	0	27	26.7	0	1	72	18	3	1	2	97	101.2	0	0	11	1	1	0	0	13	13.5
Hourly Total	2	0	109	27	2	0	0	140	139.4	2	2	281	64	10	1	4	364	371.5	0	1	40	2	2	0	0	45	45.4
16:00 - 16:15	0	0	25	3	0	0	0	28	28.0	0	0	63	14	0	2	0	79	81.6	0	0	10	3	0	0	0	13	13.0
16:15 - 16:30	0	0	31	9	0	0	1	41	42.0	0	0	84	21	1	4	0	110	115.7	0	0	11	3	0	0	0	14	14.0
16:30 - 16:45	0	0	29	9	2	0	0	40	41.0	1	1	95	17	0	0	0	114	112.6	0	0	10	1	0	0	0	11	11.0
16:45 - 17:00	0	0	40	5	0	0	0	45	45.0	1	2	92	15	1	0	1	112	111.5	0	0	3	3	0	0	0	6	6.0
Hourly Total	0	0	125	26	2	0	1	154	156.0	2	3	334	67	2	6	1	415	421.4	0	0	34	10	0	0	0	44	44.0
17:00 - 17:15	0	0	36	3	2	0	0	41	42.0	0	0	103	13	1	0	0	117	117.5	0	1	9	1	0	0	0	11	10.4
17:15 - 17:30	0	0	46	13	0	0	0	59	59.0	0	1	111	12	4	0	1	129	131.4	0	0	17	2	0	0	0	19	19.0
17:30 - 17:45	0	0	30	4	1	0	0	35	35.5	1	0	98	15	1	0	0	115	114.7	0	0	14	3	1	0	0	18	18.5
17:45 - 18:00	0	0	34	2	0	0	0	36	36.0	0	0	80	12	1	0	0	93	93.5	0	0	15	1	0	0	0	16	16.0
Hourly Total	0	0	146	22	3	0	0	171	172.5	1	1	392	52	7	0	1	454	457.1	0	1	55	7	1	0	0	64	63.9
TOTAL	2	0	380	75	7	0	1	465	467.9	5	6	1007	183	19	7	6	1233	1250.0	0	2	129	19	3	0	0	153	153.3

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Desford
Thursday 3rd March 2022
Junction: 1
Approach: High Street

	Left to B582 (W)									Ahead to Main Street									Right to B582 (E)								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	3	1	0	0	0	4	4.0	0	0	2	0	0	0	0	2	2.0	0	0	34	4	0	0	0	38	38.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	10	0	0	0	0	10	10.0	0	0	24	4	1	0	0	29	29.5
07:30 - 07:45	0	0	4	2	1	0	0	7	7.5	0	0	4	0	0	0	0	4	4.0	1	0	41	5	2	0	1	50	51.2
07:45 - 08:00	0	0	5	0	0	0	0	5	5.0	0	0	7	4	0	0	0	11	11.0	0	0	57	8	2	0	0	67	68.0
Hourly Total	0	0	12	3	1	0	0	16	16.5	0	0	23	4	0	0	0	27	27.0	1	0	156	21	5	0	1	184	186.7
08:00 - 08:15	0	0	4	1	0	0	0	5	5.0	0	0	4	1	1	0	0	6	6.5	0	0	59	5	2	0	0	66	67.0
08:15 - 08:30	0	0	4	2	0	0	0	6	6.0	0	0	10	1	0	0	0	11	11.0	0	0	44	6	0	0	0	50	50.0
08:30 - 08:45	0	0	0	2	0	0	0	2	2.0	0	0	6	1	1	0	0	8	8.5	0	0	40	5	0	0	0	45	45.0
08:45 - 09:00	0	0	5	0	1	0	0	6	6.5	0	0	5	2	0	0	0	7	7.0	0	0	46	5	0	0	0	51	51.0
Hourly Total	0	0	13	5	1	0	0	19	19.5	0	0	25	5	2	0	0	32	33.0	0	0	189	21	2	0	0	212	213.0
09:00 - 09:15	0	0	5	0	0	0	0	5	5.0	0	0	4	0	0	0	0	4	4.0	0	0	31	4	2	0	0	37	38.0
09:15 - 09:30	0	0	3	1	0	0	0	4	4.0	0	0	5	1	2	0	0	8	9.0	0	0	31	4	1	0	0	36	36.5
09:30 - 09:45	0	0	1	1	0	0	0	2	2.0	0	0	5	1	0	0	0	6	6.0	0	0	17	3	1	0	0	21	21.5
09:45 - 10:00	0	0	2	1	0	0	0	3	3.0	1	0	6	1	1	0	0	9	8.7	0	0	18	5	2	1	1	27	30.3
Hourly Total	0	0	11	3	0	0	0	14	14.0	1	0	20	3	3	0	0	27	27.7	0	0	97	16	6	1	1	121	126.3
TOTAL	0	0	36	11	2	0	0	49	50.0	1	0	68	12	5	0	0	86	87.7	1	0	442	58	13	1	2	517	526.0
15:00 - 15:15	0	0	18	2	0	0	0	20	20.0	0	0	18	1	0	0	0	19	19.0	0	0	40	7	0	0	0	47	47.0
15:15 - 15:30	0	0	15	0	0	0	0	15	15.0	0	0	7	1	0	0	0	8	8.0	0	0	42	6	0	0	0	48	48.0
15:30 - 15:45	0	0	15	2	1	0	0	18	18.5	1	0	14	2	0	0	0	17	16.2	0	0	68	8	0	0	0	76	76.0
15:45 - 16:00	0	0	12	4	0	0	0	16	16.0	0	0	9	3	0	0	0	12	12.0	0	0	41	8	0	0	0	49	49.0
Hourly Total	0	0	60	8	1	0	0	69	69.5	1	0	48	7	0	0	0	56	55.2	0	0	191	29	0	0	0	220	220.0
16:00 - 16:15	0	0	7	2	0	0	0	9	9.0	0	0	10	1	0	0	0	11	11.0	0	1	74	11	1	0	0	87	86.9
16:15 - 16:30	0	1	16	0	0	0	0	17	16.4	0	0	6	2	1	0	0	9	9.5	0	0	40	9	0	0	0	49	49.0
16:30 - 16:45	0	0	1	1	0	0	0	2	2.0	0	0	10	0	0	0	0	10	10.0	0	0	46	16	1	0	0	63	63.5
16:45 - 17:00	0	0	2	1	1	0	0	4	4.5	1	0	6	0	0	0	0	7	6.2	1	0	40	8	0	0	0	49	48.2
Hourly Total	0	1	26	4	1	0	0	32	31.9	1	0	32	3	1	0	0	37	36.7	1	1	200	44	2	0	0	248	247.6
17:00 - 17:15	0	0	7	1	0	0	0	8	8.0	0	0	10	0	0	0	0	10	10.0	0	0	33	8	0	0	0	41	41.0
17:15 - 17:30	0	0	8	1	0	0	0	9	9.0	0	0	7	0	0	0	0	7	7.0	0	0	28	3	0	0	0	31	31.0
17:30 - 17:45	0	0	4	0	0	0	0	4	4.0	0	0	5	0	0	0	0	5	5.0	0	0	31	0	0	0	0	31	31.0
17:45 - 18:00	0	0	3	1	0	0	0	4	4.0	0	0	5	2	0	0	0	7	7.0	1	1	31	1	0	0	0	34	32.6
Hourly Total	0	0	22	3	0	0	0	25	25.0	0	0	27	2	0	0	0	29	29.0	1	1	123	12	0	0	0	137	135.6
TOTAL	0	1	108	15	2	0	0	126	126.4	2	0	107	12	1	0	0	122	120.9	2	2	514	85	2	0	0	605	603.2

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Desford
Thursday 3rd March 2022
Junction: 1
Approach: B582 West

TIME	Left to Main Street									Ahead to B582 (E)									Right to High Street								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	0	75	20	1	0	1	97	98.5	0	0	6	2	0	0	0	8	8.0
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	0	94	20	4	0	0	118	120.0	0	0	4	0	0	0	0	4	4.0
07:30 - 07:45	0	0	1	0	0	0	0	1	1.0	0	0	100	18	1	0	1	120	121.5	0	0	3	2	0	0	0	5	5.0
07:45 - 08:00	0	0	0	1	0	0	0	1	1.0	0	1	117	21	4	1	1	145	148.7	0	0	3	1	0	0	0	4	4.0
Hourly Total	0	0	1	1	0	0	0	2	2.0	0	1	386	79	10	1	3	480	488.7	0	0	16	5	0	0	0	21	21.0
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	0	98	18	4	1	0	121	124.3	0	0	4	4	1	0	0	9	9.5
08:15 - 08:30	0	0	1	0	0	0	0	1	1.0	1	0	131	15	7	1	2	157	163.0	0	0	2	0	0	0	0	2	2.0
08:30 - 08:45	0	0	1	0	0	0	0	1	1.0	0	4	93	9	3	0	1	110	110.1	0	0	3	2	0	0	0	5	5.0
08:45 - 09:00	0	0	1	1	0	0	0	2	2.0	1	0	86	11	1	1	0	100	101.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	4	1	0	0	0	5	5.0	2	4	408	53	15	3	3	488	498.4	0	0	11	6	1	0	0	18	18.5
09:00 - 09:15	0	0	0	0	1	0	0	1	1.5	2	0	71	13	3	2	0	91	93.5	0	0	2	1	0	0	0	3	3.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	61	9	4	3	0	77	82.9	0	0	4	1	0	0	0	5	5.0
09:30 - 09:45	0	0	4	0	0	0	0	4	4.0	0	0	43	14	8	1	0	66	71.3	0	0	2	0	0	0	0	2	2.0
09:45 - 10:00	0	0	6	0	0	0	0	6	6.0	1	1	62	14	2	0	0	80	79.6	0	0	4	0	1	0	0	5	5.5
Hourly Total	0	0	10	0	1	0	0	11	11.5	3	1	237	50	17	6	0	314	327.3	0	0	12	2	1	0	0	15	15.5
TOTAL	0	0	15	2	1	0	0	18	18.5	5	6	1031	182	42	10	6	1282	1314.4	0	0	39	13	2	0	0	54	55.0
15:00 - 15:15	0	0	1	0	0	0	0	1	1.0	0	0	49	9	2	0	0	60	61.0	0	0	5	1	0	0	0	6	6.0
15:15 - 15:30	0	0	2	0	0	0	0	2	2.0	1	0	69	13	4	1	2	90	94.5	0	0	6	0	0	0	0	6	6.0
15:30 - 15:45	0	0	1	1	0	0	0	2	2.0	0	0	52	17	3	5	2	79	89.0	0	0	2	2	0	0	0	4	4.0
15:45 - 16:00	0	0	1	0	0	0	0	1	1.0	2	1	58	23	1	1	1	87	87.6	0	0	10	1	0	0	0	11	11.0
Hourly Total	0	0	5	1	0	0	0	6	6.0	3	1	228	62	10	7	5	316	332.1	0	0	23	4	0	0	0	27	27.0
16:00 - 16:15	0	0	1	0	0	0	0	1	1.0	0	0	69	23	1	0	1	94	95.5	0	0	4	2	0	0	0	6	6.0
16:15 - 16:30	0	0	2	1	0	0	0	3	3.0	0	0	73	16	1	0	1	91	92.5	0	0	5	1	0	0	0	6	6.0
16:30 - 16:45	0	0	2	0	1	0	0	3	3.5	0	0	59	10	1	0	0	70	70.5	0	0	2	1	0	0	0	3	3.0
16:45 - 17:00	1	0	0	1	0	0	0	2	1.2	0	0	65	19	1	0	1	86	87.5	0	0	1	2	0	0	0	3	3.0
Hourly Total	1	0	5	2	1	0	0	9	8.7	0	0	266	68	4	0	3	341	346.0	0	0	12	6	0	0	0	18	18.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	1	83	9	0	0	0	93	92.4	0	0	0	2	0	0	0	2	2.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	65	10	4	0	0	79	81.0	0	0	4	0	0	0	0	4	4.0
17:30 - 17:45	0	0	2	0	0	0	0	2	2.0	0	0	78	12	1	0	0	91	91.5	0	0	6	2	0	0	0	8	8.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	65	5	0	0	1	71	72.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	2	0	0	0	0	2	2.0	0	1	291	36	5	0	1	334	336.9	0	0	10	4	0	0	0	14	14.0
TOTAL	1	0	12	3	1	0	0	17	16.7	3	2	785	166	19	7	9	991	1015.0	0	0	45	14	0	0	0	59	59.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Desford
Saturday 5th March 2022
Junction: 1
Approach: Main Street

TIME	Left to B582 (E)									Ahead to High Street									Right to B582 (W)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
10:00 - 10:15	0	0	9	0	0	0	0	9	9.0	0	0	5	0	0	0	0	5	5.0	0	0	3	0	0	0	0	3	3.0
10:15 - 10:30	0	0	2	3	0	0	0	5	5.0	1	0	2	1	0	0	0	4	3.2	0	0	2	2	0	0	0	4	4.0
10:30 - 10:45	0	0	9	1	0	0	0	10	10.0	0	0	10	3	1	0	0	14	14.5	0	0	2	1	0	0	0	3	3.0
10:45 - 11:00	0	0	9	0	0	0	0	9	9.0	0	0	10	0	1	0	0	11	11.5	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	29	4	0	0	0	33	33.0	1	0	27	4	2	0	0	34	34.2	0	0	8	3	0	0	0	11	11.0
11:00 - 11:15	0	0	13	0	1	0	0	14	14.5	0	0	7	2	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	7	1	0	0	0	8	8.0	0	2	3	0	0	0	0	5	3.8	0	0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	0	9	1	0	0	0	10	10.0	1	0	10	0	0	0	0	11	10.2	0	0	1	0	0	0	0	1	1.0
11:45 - 12:00	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	1	0	0	1	1.5
Hourly Total	0	0	30	2	1	0	0	33	33.5	1	2	21	2	0	0	0	26	24.0	0	0	1	0	1	0	0	2	2.5
12:00 - 12:15	1	0	10	1	0	0	0	12	11.2	0	0	10	2	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	3	1	0	0	0	4	4.0	0	0	4	0	0	0	0	4	4.0	0	0	0	1	0	0	0	1	1.0
12:30 - 12:45	0	0	8	1	1	0	0	10	10.5	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	12	0	0	0	0	12	12.0	0	0	4	0	0	0	0	4	4.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	1	0	33	3	1	0	0	38	37.7	1	0	22	2	0	0	0	25	24.2	0	0	3	1	0	0	0	4	4.0
13:00 - 13:15	0	0	2	0	0	0	0	2	2.0	0	1	2	2	0	0	0	5	4.4	0	0	1	0	0	0	0	1	1.0
13:15 - 13:30	0	0	8	0	0	0	0	8	8.0	1	0	6	0	0	0	0	7	6.2	0	0	2	0	1	0	0	3	3.5
13:30 - 13:45	0	0	9	2	0	0	0	11	11.0	0	0	7	0	0	0	0	7	7.0	0	0	1	0	1	0	0	2	2.5
13:45 - 14:00	1	0	8	1	0	0	0	10	9.2	2	0	2	2	0	0	0	6	4.4	0	0	0	1	0	0	0	1	1.0
Hourly Total	1	0	27	3	0	0	0	31	30.2	3	1	17	4	0	0	0	25	22.0	0	0	4	1	2	0	0	7	8.0
TOTAL	2	0	119	12	2	0	0	135	134.4	6	3	87	12	2	0	0	110	104.4	0	0	16	5	3	0	0	24	25.5

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.5
OGV1	2.3
BUS	2.0

Desford
Saturday 5th March 2022
Junction: 1
Approach: B582 East

TIME	Left to High Street									Ahead to B582 (W)									Right to Main Street								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
10:00 - 10:15	0	0	27	2	2	0	0	31	32.0	0	0	66	8	1	0	0	75	75.5	1	0	6	0	0	0	0	7	6.2
10:15 - 10:30	0	0	19	1	0	0	0	20	20.0	0	0	59	5	0	0	1	65	66.0	0	0	6	3	0	0	0	9	9.0
10:30 - 10:45	1	0	23	5	2	0	0	31	31.2	0	0	54	5	0	0	0	59	59.0	0	0	8	1	0	0	0	9	9.0
10:45 - 11:00	1	0	17	3	0	0	0	21	20.2	0	0	60	5	1	0	0	66	66.5	0	0	6	0	0	0	0	6	6.0
Hourly Total	2	0	86	11	4	0	0	103	103.4	0	0	239	23	2	0	1	265	267.0	1	0	26	4	0	0	0	31	30.2
11:00 - 11:15	0	0	33	3	0	0	0	36	36.0	0	1	70	9	1	0	0	81	80.9	1	0	10	0	0	0	0	11	10.2
11:15 - 11:30	0	0	27	1	1	0	0	29	29.5	0	0	66	13	2	0	0	81	82.0	0	0	11	3	0	0	0	14	14.0
11:30 - 11:45	0	3	19	1	0	0	0	23	21.2	0	1	63	5	0	0	0	69	68.4	0	0	10	3	0	0	0	13	13.0
11:45 - 12:00	0	0	31	4	1	0	0	36	36.5	0	0	57	7	0	0	0	64	64.0	0	0	14	1	0	0	0	15	15.0
Hourly Total	0	3	110	9	2	0	0	124	123.2	0	2	256	34	3	0	0	295	295.3	1	0	45	7	0	0	0	53	52.2
12:00 - 12:15	0	0	17	3	0	0	0	20	20.0	0	0	59	7	0	1	0	67	68.3	0	0	9	0	0	0	0	9	9.0
12:15 - 12:30	0	0	19	0	0	0	0	19	19.0	0	0	64	8	1	0	1	74	75.5	0	0	10	0	0	0	0	10	10.0
12:30 - 12:45	0	0	25	6	0	0	0	31	31.0	0	1	67	6	0	1	0	75	75.7	0	0	10	2	0	0	0	12	12.0
12:45 - 13:00	0	0	28	0	3	0	0	31	32.5	0	1	58	5	0	0	0	64	63.4	0	0	8	1	0	0	0	9	9.0
Hourly Total	0	0	89	9	3	0	0	101	102.5	0	2	248	26	1	2	1	280	282.9	0	0	37	3	0	0	0	40	40.0
13:00 - 13:15	0	0	19	3	1	0	0	23	23.5	0	0	65	10	1	0	0	76	76.5	0	0	8	1	1	0	0	10	10.5
13:15 - 13:30	2	0	25	3	0	0	0	30	28.4	0	0	68	5	0	0	1	74	75.0	0	0	7	0	0	0	0	7	7.0
13:30 - 13:45	0	0	25	3	0	0	0	28	28.0	0	0	46	5	0	0	0	51	51.0	0	0	8	0	0	0	0	8	8.0
13:45 - 14:00	0	0	21	2	1	0	0	24	24.5	0	2	62	6	1	0	0	71	70.3	0	0	9	1	0	0	0	10	10.0
Hourly Total	2	0	90	11	2	0	0	105	104.4	0	2	241	26	2	0	1	272	272.8	0	0	32	2	1	0	0	35	35.5
TOTAL	4	3	375	40	11	0	0	433	433.5	0	6	984	109	8	2	3	1112	1118.0	2	0	140	16	1	0	0	159	157.9

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Desford
Saturday 5th March 2022
Junction: 1
Approach: High Street

TIME	Left to B582 (W)										Ahead to Main Street										Right to B582 (E)									
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs			
10:00 - 10:15	0	0	2	0	0	0	0	2	2.0	19	0	7	0	0	0	0	26	10.8	0	0	22	7	1	0	0	0	30	30.5		
10:15 - 10:30	0	0	1	3	0	0	0	4	4.0	8	0	7	1	0	0	0	16	9.6	1	0	17	5	0	0	0	0	23	22.2		
10:30 - 10:45	0	0	7	2	0	0	0	9	9.0	0	0	7	0	0	0	0	7	7.0	0	0	19	1	0	0	0	0	20	20.0		
10:45 - 11:00	0	0	4	2	0	0	0	6	6.0	0	0	6	1	0	0	0	7	7.0	1	0	26	2	1	0	0	0	30	29.7		
Hourly Total	0	0	14	7	0	0	0	21	21.0	27	0	27	2	0	0	0	56	34.4	2	0	84	15	2	0	0	0	103	102.4		
11:00 - 11:15	0	0	2	2	0	0	0	4	4.0	0	2	5	1	0	0	0	8	6.8	0	0	29	4	2	0	0	0	35	36.0		
11:15 - 11:30	0	0	7	1	0	0	0	8	8.0	0	0	9	2	0	0	0	11	11.0	0	0	24	3	0	0	0	0	27	27.0		
11:30 - 11:45	0	0	6	1	0	0	0	7	7.0	0	0	6	1	0	0	0	7	7.0	0	0	31	2	0	0	0	0	33	33.0		
11:45 - 12:00	0	0	6	1	0	0	0	7	7.0	1	0	10	0	0	0	0	11	10.2	0	0	17	0	0	0	0	0	17	17.0		
Hourly Total	0	0	21	5	0	0	0	26	26.0	1	2	30	4	0	0	0	37	35.0	0	0	101	9	2	0	0	0	112	113.0		
12:00 - 12:15	0	0	7	2	0	0	0	9	9.0	0	0	12	0	0	0	0	12	12.0	0	0	38	5	0	0	0	0	43	43.0		
12:15 - 12:30	0	0	9	0	0	0	0	9	9.0	0	0	4	4	0	0	0	8	8.0	0	0	21	1	0	0	0	0	22	22.0		
12:30 - 12:45	0	0	2	0	0	0	0	2	2.0	0	0	4	0	0	0	0	4	4.0	0	4	20	2	0	0	0	0	26	23.6		
12:45 - 13:00	0	0	3	0	0	0	0	3	3.0	0	0	2	0	0	0	0	2	2.0	0	0	21	2	0	0	0	0	23	23.0		
Hourly Total	0	0	21	2	0	0	0	23	23.0	0	0	22	4	0	0	0	26	26.0	0	4	100	10	0	0	0	0	114	111.6		
13:00 - 13:15	0	0	4	0	0	0	0	4	4.0	0	0	3	0	0	0	0	3	3.0	0	1	27	2	0	0	0	0	30	29.4		
13:15 - 13:30	0	0	1	1	0	0	0	2	2.0	0	0	5	1	0	0	0	6	6.0	0	0	15	5	0	0	0	0	20	20.0		
13:30 - 13:45	0	0	9	0	0	0	0	9	9.0	0	0	4	1	0	0	0	5	5.0	0	0	7	0	0	0	0	0	7	7.0		
13:45 - 14:00	0	0	7	0	0	0	0	7	7.0	0	1	3	0	0	0	0	4	3.4	0	0	25	1	1	0	0	0	27	27.5		
Hourly Total	0	0	21	1	0	0	0	22	22.0	0	1	15	2	0	0	0	18	17.4	0	1	74	8	1	0	0	0	84	83.9		
TOTAL	0	0	77	15	0	0	0	92	92.0	28	3	94	12	0	0	0	137	112.8	2	5	359	42	5	0	0	0	413	410.9		

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Desford
Saturday 5th March 2022
Junction: 1
Approach: B582 West

TIME	Left to Main Street									Ahead to B582 (E)									Right to High Street								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
10:00 - 10:15	0	0	2	0	0	0	0	2	2.0	0	0	64	6	0	0	0	70	70.0	0	0	5	0	0	0	0	5	5.0
10:15 - 10:30	0	0	3	0	0	0	0	3	3.0	0	0	69	10	0	0	0	79	79.0	0	0	4	1	0	0	0	5	5.0
10:30 - 10:45	0	0	2	0	0	0	0	2	2.0	2	0	93	10	0	0	1	106	105.4	0	0	2	0	0	0	0	2	2.0
10:45 - 11:00	0	0	3	0	0	0	0	3	3.0	0	0	74	9	0	0	0	83	83.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	10	0	0	0	0	10	10.0	2	0	300	35	0	0	1	338	337.4	0	0	15	1	0	0	0	16	16.0
11:00 - 11:15	0	0	2	0	0	0	0	2	2.0	1	1	64	7	0	0	0	73	71.6	0	0	5	0	0	0	0	5	5.0
11:15 - 11:30	0	0	2	0	0	0	0	2	2.0	0	0	72	6	0	0	0	78	78.0	0	1	1	1	0	0	0	3	2.4
11:30 - 11:45	0	0	5	0	0	0	0	5	5.0	0	0	76	7	0	0	1	84	85.0	0	0	5	1	0	0	0	6	6.0
11:45 - 12:00	0	0	1	0	0	0	0	1	1.0	0	2	74	12	1	0	0	89	88.3	0	0	6	0	0	0	0	6	6.0
Hourly Total	0	0	10	0	0	0	0	10	10.0	1	3	286	32	1	0	1	324	322.9	0	1	17	2	0	0	0	20	19.4
12:00 - 12:15	0	0	1	0	0	0	0	1	1.0	0	0	55	8	0	0	0	63	63.0	0	0	2	0	0	0	0	2	2.0
12:15 - 12:30	0	0	2	2	0	0	0	4	4.0	0	0	77	8	0	0	0	85	85.0	0	0	5	0	0	0	0	5	5.0
12:30 - 12:45	0	0	1	0	0	0	0	1	1.0	0	1	55	8	1	0	1	66	66.9	0	0	5	0	0	0	0	5	5.0
12:45 - 13:00	0	0	1	0	0	0	0	1	1.0	0	0	67	5	0	0	0	72	72.0	0	1	8	0	0	0	0	9	8.4
Hourly Total	0	0	5	2	0	0	0	7	7.0	0	1	254	29	1	0	1	286	286.9	0	1	20	0	0	0	0	21	20.4
13:00 - 13:15	0	0	4	0	0	0	0	4	4.0	0	0	39	4	1	0	0	44	44.5	0	0	1	0	0	0	0	1	1.0
13:15 - 13:30	0	0	3	0	0	0	0	3	3.0	0	1	67	2	0	0	0	70	69.4	0	0	4	1	0	0	0	5	5.0
13:30 - 13:45	0	0	4	0	0	0	0	4	4.0	0	1	67	3	0	0	1	72	72.4	0	0	4	0	0	0	0	4	4.0
13:45 - 14:00	1	0	1	0	0	0	0	2	1.2	0	0	40	7	0	0	0	47	47.0	0	0	1	1	0	0	0	2	2.0
Hourly Total	1	0	12	0	0	0	0	13	12.2	0	2	213	16	1	0	1	233	233.3	0	0	10	2	0	0	0	12	12.0
TOTAL	1	0	37	2	0	0	0	40	39.2	3	6	1053	112	3	0	4	1181	1180.5	0	2	62	5	0	0	0	69	67.8

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Desford

Thursday 3rd March 2022

Car Park Beats

Thursday 3rd March								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
06:00	0	0	2	2	0	0	0	4
07:00	0	0	2	2	0	0	0	4
08:00	0	0	2	2	0	0	0	4
09:00	0	0	2	2	0	0	0	4
10:00	0	0	3	2	0	0	0	5
11:00	0	0	5	1	0	0	0	6
12:00	0	0	3	1	0	0	0	4
13:00	0	0	3	1	0	0	0	4
14:00	0	0	2	1	0	0	0	3
15:00	0	0	8	1	0	0	0	9
16:00	0	0	10	2	0	0	0	12
17:00	0	0	12	3	0	0	0	15
18:00	0	0	16	3	0	0	0	19
19:00	0	0	16	3	0	0	0	19
20:00	0	0	12	4	0	0	0	16
21:00	0	0	20	4	0	0	0	24
22:00	0	0	15	3	0	0	0	18

Saturday 5th March							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	8	2	0	0	0	10
0	0	8	2	0	0	0	10
0	0	8	2	0	0	0	10
0	0	8	2	0	0	0	10
0	0	8	2	0	0	0	10
0	0	9	3	0	0	0	12
0	0	11	3	0	0	0	14
0	0	11	5	0	0	0	16
0	0	15	5	0	0	0	20
0	0	13	6	0	0	0	19
0	0	13	5	0	0	0	18
0	0	14	5	0	0	0	19
0	0	17	6	0	0	0	23
0	0	23	6	0	0	0	29
0	0	27	6	0	0	0	33
0	0	22	5	0	0	0	27
0	0	20	5	0	0	0	25
0	0	18	5	0	0	0	23

ACCESSIBILITY

3.1	Pedestrian Footways / Crossings
3.2	Cycle Map
3.3	Bus Stop Locations
3.4	Bus Routes Map

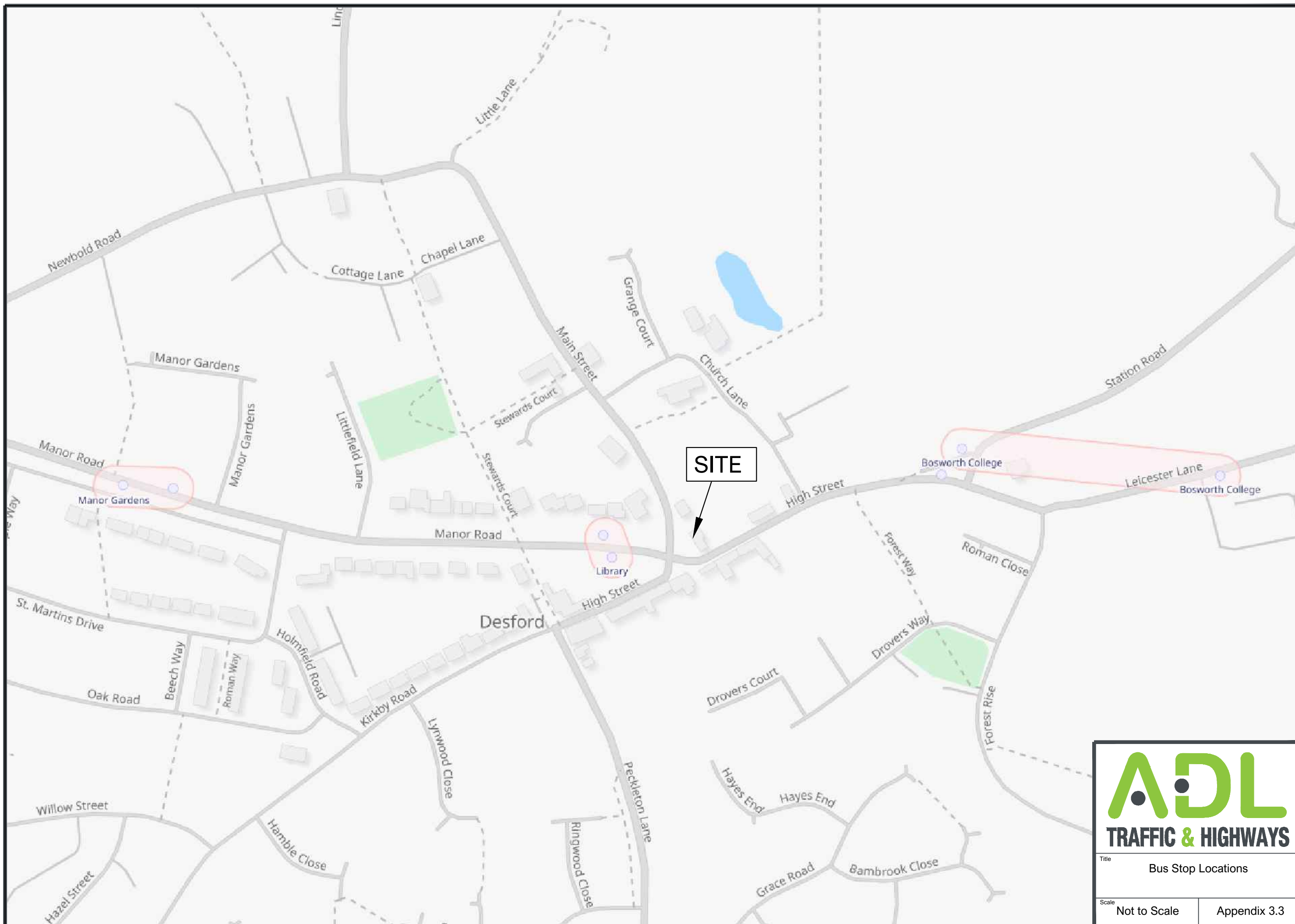


ADL
TRAFFIC & HIGHWAYS

Title
Pedestrian Footways / Crossings

Scale
1:500 (A3)

Appendix 3.1



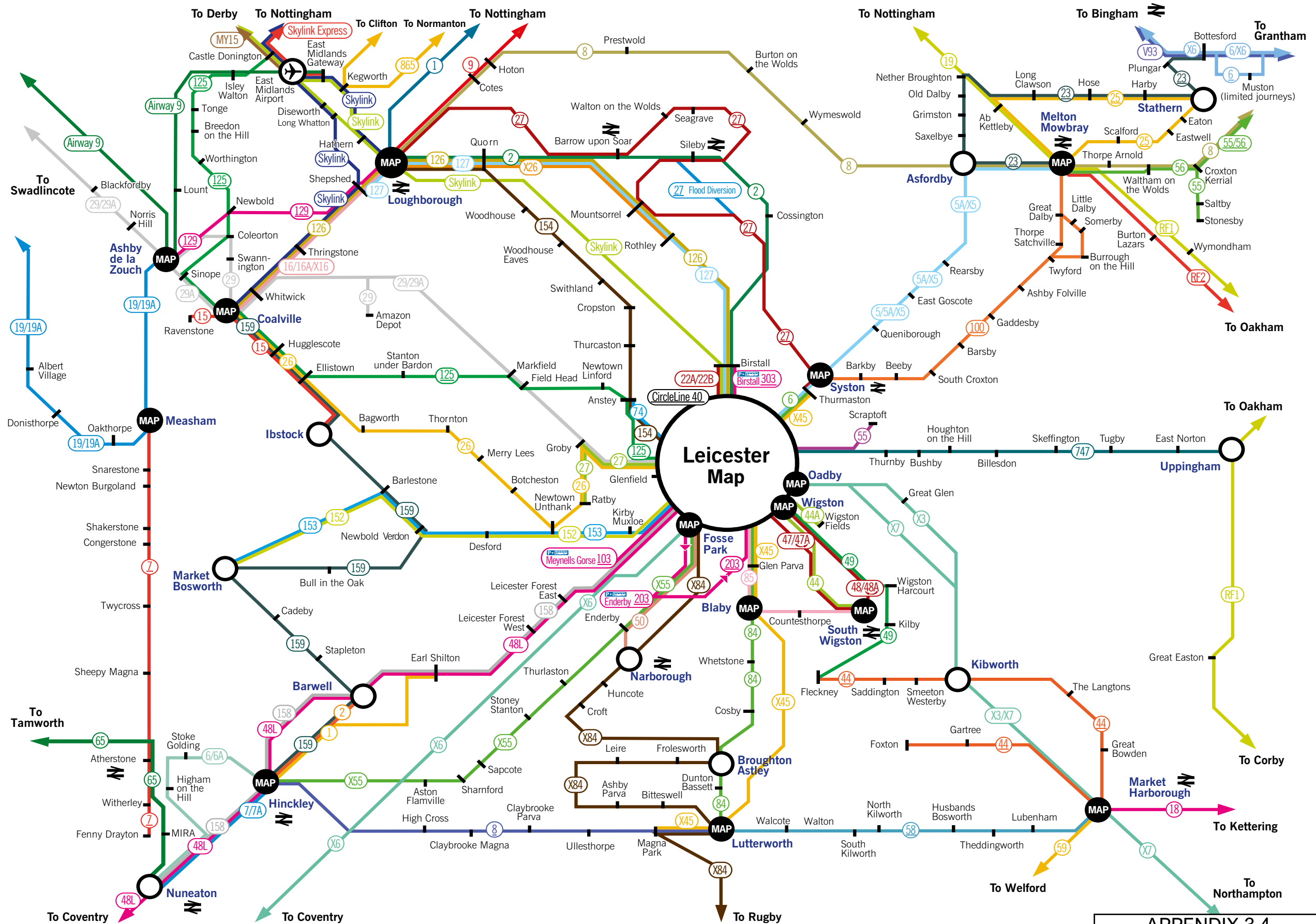
ADL
TRAFFIC & HIGHWAYS

Title Bus Stop Locations	
Scale Not to Scale	Appendix 3.3

Leicestershire Network

Bus map & guide

April 2021



www.Choose how
you move.co.uk

View other local bus guides at
www.choosehowyoumove.co.uk/public-transport

@CHYMLEICS ChooseHowYouMove

APPENDIX 3.4 BUS ROUTES MAP



Service	Operator(s)	Route	FREQUENCY		
			Monday – Saturday Daytime	Monday – Saturday Evenings	Sunday and Bank Holidays
			20 mins	hourly	hourly
1	Nottingham City	Loughborough - East Leake - Nottingham		hourly	no service
1	Arriva	Earl Shilton - Hinckley		no service	no service
2	Arriva	Barwell - Hinckley	2 hourly	no service	no service
2	Kinchbus	Leicester - Birstall - Sileby - Barrow Upon Soar - Loughborough	30 mins	hourly	no service
3	Arriva	Hinckley - Burbage (Three Pots)	infrequent	no service	no service
5	Arriva	Leicester - Belgrave - Rushey Mead - Syston - East Goscote	30 mins	hourly	hourly
5A	Arriva	Leicester - Syston - Rearsby - Melton Mowbray	30 mins	no service	no service
X5	Arriva	Leicester - Syston - Rearsby - Melton Mowbray	infrequent	no service	no service
6	Arriva	Leicester - Thurmaston ASDA	15 mins	no service	no service
6	Centrebus	Bottesford - Grantham	hourly	no service	no service
X6	Centrebus	Grantham - Bottesford - Bingham - Ratcliffe on Trent	infrequent	no service	no service
6	Arriva	Burbage - Hinckley - Hollycroft - Stoke Golding - Higham on the Hill	hourly	no service	no service
6A	Arriva	Burbage - Hinckley - Hollycroft - Stoke Golding - Higham on the Hill	infrequent	no service	no service
7	Arriva	Burbage - Hinckley - Hollycroft - Nuneaton	hourly	no service	no service
7	Roberts Coaches	Measham - Atherstone - Fenny Drayton	infrequent	no service	no service
8	Centrebus	Loughborough - Melton Mowbray - Grantham	hourly	no service	no service
8	Arriva	Hinckley - Magna Park - Lutterworth	hourly	no service	no service
9	Kinchbus	Loughborough - Bunny - Nottingham	30 mins	no service	no service
15	Arriva	Ravenstone - Coalville - Ellistown - Ibstock	30 mins	no service	no service
16/16A/X16	Arriva	Coalville - Whitwick - Thringstone - Shepshed - Loughborough	hourly	no service	no service
18	Stagecoach	Market Harborough - Ise Lodge, Kettering	hourly	no service	no service
19	Centrebus	Nottingham - Melton Mowbray	2 hourly	no service	no service
22A	Centrebus	Evington - Leicester - Birstall (Windmill Avenue)	30 mins	hourly Evington - Leicester	no service
22B	Centrebus	Evington - Leicester - Birstall (Harrowgate Drive)	30 mins	no service	no service
23	Centrebus	Melton Mowbray - Asfordby - Old Dalby - Long Clawson - Harby - Stathern - Redmile - Bottesford	2 hourly	no service	no service
25	Centrebus	Melton Mowbray - Scaford - Eastwell - Stathern	2 hourly	no service	no service
26	Arriva	Leicester - Ratby - Botcheston - Thornton - Bagworth - Coalville	hourly	no service	no service
27	Roberts Coaches	Loughborough - Barrow upon Soar - Sileby	1 hour 15 mins	no service	no service
27	Arriva	Leicester - Ratby via Groby Road	20/40 mins	hourly	hourly
29	Arriva	Leicester - Groby - Markfield - Whitwick - Coalville	20/40 mins Monday - Friday hourly Saturday	hourly	hourly
29	Arriva	Coalville - Ashby de la Zouch - Swadlincote	hourly	no service	hourly
29A	Arriva	Leicester - Groby - Markfield - Whitwick - Coalville	hourly	no service	no service
29A	Arriva	Coalville - Ashby de la Zouch - Swadlincote	hourly	no service	no service
31	Arriva	The 31 and 31A are suspended due to the COVID-19 pandemic.	suspended	suspended	suspended
31A	Arriva	Please see the 31E for journeys between Oadby Estates and Leicester.	suspended	suspended	suspended
31E	Arriva	Oadby Estates (Oadby Grange/Coombe Rise) - Leicester	20 mins	30 mins (hourly Saturday evenings)	hourly
CircleLine 40	Centrebus	Leicester Outer Circle	hourly	no service	no service
44	Centrebus	Fleckney - Market Harborough - Foxton	2 hourly	no service	no service
44	Arriva	Leicester - South Wigston	30 mins	no service	no service
44A	Arriva	Leicester - Wigston Magna	30 mins	hourly	hourly
47	Arriva	Leicester - South Wigston - Wigston Magna - Leicester	15 mins Monday - Friday 20 mins Saturday	service 47A	service 47A
47A	Arriva	Leicester - South Wigston - Wigston Magna - Leicester	no service	30 mins	hourly
48	Arriva	Leicester - Wigston Magna - South Wigston - Leicester	15 mins Monday - Friday 20 mins Saturday	service 48A	service 48A
48A	Arriva	Leicester - Wigston Magna - South Wigston - Leicester	no service	30 mins	hourly
48L	Stagecoach	Leicester - Hinckley - Nuneaton	20 mins	varying frequency check timetable/traveline for details	hourly Leicester - Nuneaton
49	Arriva	Fleckney - Kilby - Wigston Harcourt - Wigston Magna - Leicester	30 mins	service 47A/48A (1)	service 47A/48A (1)
50	Arriva	Leicester - Fosse Park - Enderby - Narborough	20 mins	30 mins	30 mins
54A	Centrebus	Beaumont Leys - Leicester	20 mins (30 mins Saturday)	no service	no service
55/56	Centrebus	Melton Mowbray - Buckminster - Grantham	infrequent	no service	no service
55	Arriva	Leicester - Scraptoft	hourly	no service	30 mins
58	Centrebus	Market Harborough - Husbands Bosworth - South Kilworth - Lutterworth	infrequent	no service	no service
65	Arriva	Tamworth - Poleworth - Atherstone - MIRA Technology Park - Nuneaton	hourly	no service	no service
74	First	Leicester - Anstey via Beaumont Centre	15 mins	hourly	30 mins
84	Arriva	Leicester - Blaby - Whetstone - Cosby - Broughton Astley - Dunton Bassett - Lutterworth	20/40 mins Leicester - Cosby hourly Lutterworth	hourly Leicester - Broughton Astley	hourly Leicester - Broughton Astley
85	Arriva	Leicester - Blaby - Countesthorpe - South Wigston	20 mins	hourly	hourly
100	Centrebus	Syston - Barkby - Twyford - Somerby - Great Dalby - Melton Mowbray	2 hourly	no service	no service
125	Roberts Coaches	Leicester - Newton Linford - Markfield - Stanton- Coalville - Worthington - Castle Donington	infrequent	no service	no service
126	Arriva	Leicester - Loughborough - Shepshed - Whitwick - Coalville	no service	hourly (Monday - Friday only)	no service
127	Arriva	Leicester - Rothley - Mountsorrel - Loughborough - Shepshed	15 mins	infrequent see timetable/ traveline for details	hourly
129	Paul S. Winson	Ashby De La Zouch - Griffydham - Belton - Shepshed - Nanpantan - Loughborough	infrequent	no service	no service
152	Arriva	Leicester - Desford - Newbold Verdon - Market Bosworth	Infrequent (Monday - Friday only)	Infrequent (Monday - Friday only)	no service
153	Arriva	Leicester - Kirby Muxloe - Desford - Newbold Verdon - Market Bosworth	hourly	infrequent	no service
154	Centrebus	Leicester - Anstey - Thurcaston - Cropston - Switland - Woodhouse Eaves - Quorn - Loughborough	hourly	no service	no service
158	Arriva	Leicester - Hinckley - Nuneaton	20 mins	hourly Leicester - Hinckley	hourly
159	Roberts Coaches	Coalville - Newbold Verdon - Market Bosworth - Hinckley	90 mins	no service	no service

747	Centrebus	Leicester - Houghton on the Hill - Uppingham	hourly peak 2 hourly off-peak	no service	no service
865	Littles Travel	Normanton on Soar - Kegworth - Clifton	2 hourly	no service	no service
Airway 9	Midland Classic	East Midlands Gateway - East Midlands Airport - Ashby De La Zouch - Woodville - Swadlincote - Burton upon Trent	hourly	hourly	hourly
RF1	Centrebus	Melton Mowbray - Oakham - Uppingham - Corby	hourly	no service	no service
RF2	Centrebus	Melton Mowbray - Wymondham - Oakham	2 hourly	no service	no service
Skylink	Kinchbus	Leicester - Loughborough - Kegworth/Long Whatton - East Midlands Airport - Castle Donington - Derby	20 mins (2)	hourly via Kegworth only	30 mins daytime hourly evenings (2)
Skylink	Trent Barton	Coalville/Loughborough - East Midlands Airport - Castle Donington - Nottingham	20 mins EMA - Nottingham hourly EMA - Coalville/ Loughborough	hourly EMA - Nottingham hourly EMA - Coalville no service EMA - Loughborough	30 mins EMA - Nottingham hourly EMA - Coalville no service EMA - Loughborough
Skylink Express	Trent Barton	East Midlands Airport - Nottingham (Limited Stop)	30 mins	hourly	30 mins
X3	Arriva	Leicester - Oadby - Kibworth - Market Harborough	30 mins	no service	hourly
X6	Arriva	Leicester - Fosse Park - Coventry via M69 (Limited Stop)	90 mins	no service	no service
X7	Stagecoach	Leicester - Oadby - Kibworth - Market Harborough - Northampton	hourly	hourly	hourly
X45	Arriva	Thurmaston - Leicester - Aylestone - Blaby - Lutterworth - Magna Park	Infrequent (Monday-Friday only)	Infrequent (Monday-Friday only)	no service
X55	Arriva	Leicester - Fosse Park - Stoney Stanton - Sharnford - Hinckley	infrequent	no service	no service
X84	Arriva	Leicester - Fosse Park - Broughton Astley - Lutterworth - Rugby	hourly	no service	no service
Meynell's Gorse P&R 103	Roberts Coaches	Meynell's Gorse Park & Ride Site - Leicester - Meynell's Gorse Park & Ride Site (Limited Stop)	15 mins	15 mins until 7pm	no service
Enderby P&R 203	Roberts Coaches	Enderby Park & Ride Site - Leicester Royal Infirmary - Leicester City Centre - Enderby Park & Ride Site (Limited Stop)	15 mins	15 mins until 7pm	no service
Birstall P&R 303	Roberts Coaches	Birstall Park & Ride Site - Leicester - Birstall Park & Ride Site (Limited Stop)	15 mins	15 mins until 7pm	no service
MY15	Trent Barton	Ilkeston - Long Eaton - Old Sawley - Castle Donington - East Midlands Airport	hourly	hourly	hourly

Underlined services provided by Leicestershire County Council.

- (1) Does not serve Kilby or Fleckney.
(2) Journey will route via Kegworth or Long Whatton, Diseworth, see timetable / traveline for details.

Further information

For comprehensive service information contact Traveline between 07.00 – 22.00



0344 800 4411
www.arrivabus.co.uk

0844 351 1120
www.centrebus.info

0345 646 0707
www.firstgroup.com

01509 815 637
www.kinchbus.co.uk

01283 500 228
www.midlandclassic.com

0115 950 60 70
www.nctx.co.uk

01509 232 354
www.winsoncoaches.co.uk

01530 817 444
www.robertstravelgroup.co.uk

01604 67 60 60
www.stagecoachbus.com

01773 712265
www.trentbarton.co.uk

03457 48 49 50
www.nationalrail.co.uk

Additional services

There may be other services operating less frequently in your area. Facilities for those with special needs are offered by the Accessible, Community or Demand Responsive Transport service providers. For further information call **0116 305 0002**.

How to use this map

The map is a guide to bus services and connections operating across Leicestershire.

Please contact each service for further information, details are supplied above.

Underlined services are those supported by Leicestershire County Council, other services may have supported journeys.

Printed and online guides

Separate bus guides are available for various locations (identified by the word MAP), including a Leicester Hospitals guide. Visit **www.choosehowyoumove.co.uk/public-transport** for online guides (updates will only occur if services change). Printed versions can be found at local libraries, tourist information centres, local council offices and bus company travel shops.

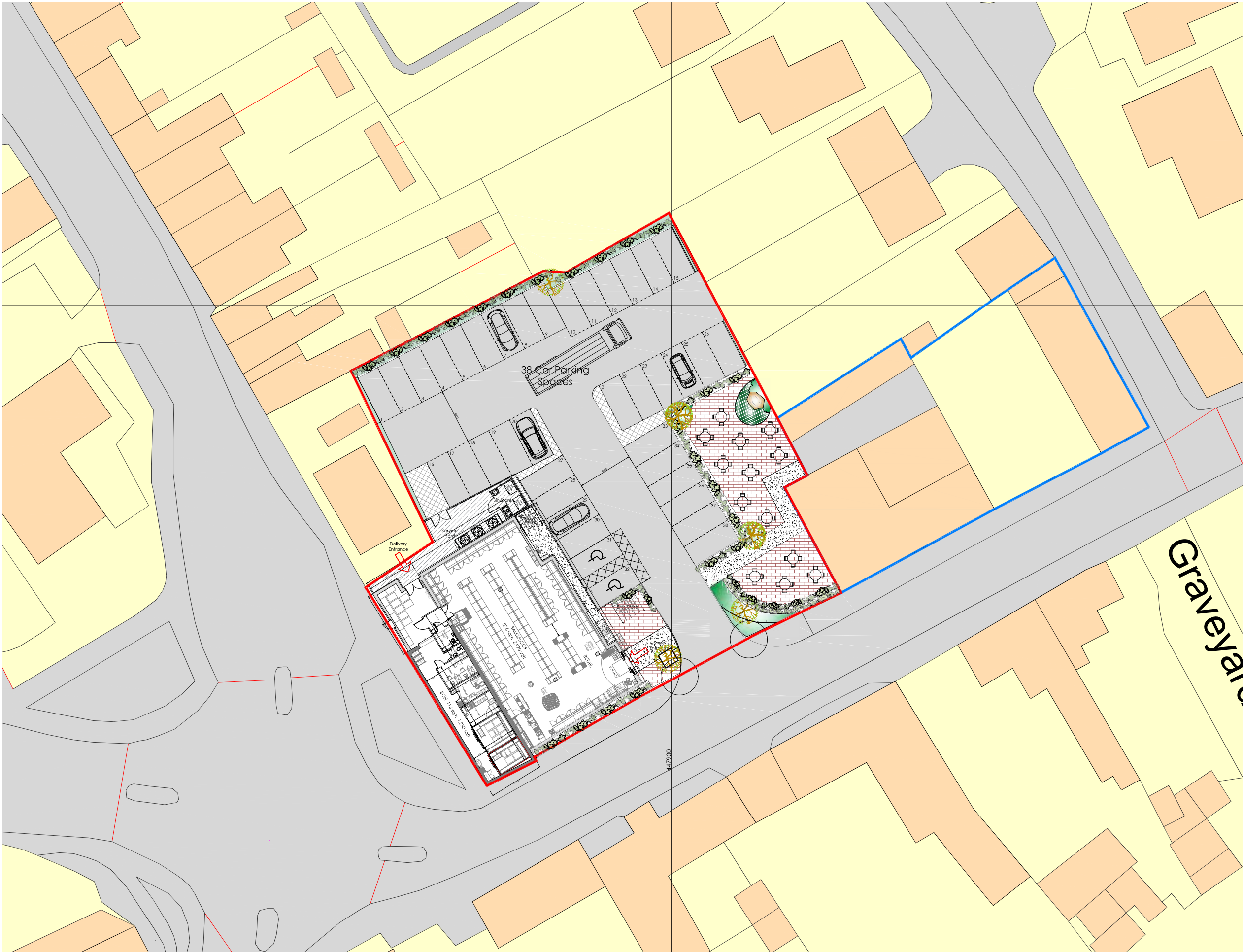


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Safe and Sustainable Travel Team, Environment and Transport, Leicestershire County Council, Glenfield, Leicester, LE3 8RJ

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DEVELOPMENT PROPOSALS

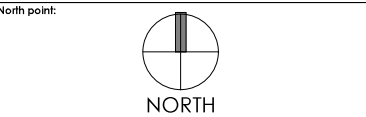
- 4.1 Proposed Site Layout
- 4.2 Access Arrangements



Proposed Site Plan

1:200

Printed or electronic copies of this drawing can be scaled for planning purposes only. Any discrepancies with this drawing to be reported and clarified prior to commencing work on site, if in doubt - Ask.
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Notes:

APPENDIX 4.1 PROPOSED SITE LAYOUT

Revision Log:		DR	22.06.23
P1	Ownership boundary and landscape updated		

Rev:	Description:	By:	Date:
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Project:
Proposed Mixed Use Development -
Co-operative Store & Residential Accommodation
High Street,
Desford
Leicester, LE9 9JF

Client:
Everards Brewery c/o APB

Scale:				1:200
0	2.5m	5m	7.5m	10m

Drawn by:	Checked:	Date:	Paper Size:
CES	MVFA	Feb '22	A1

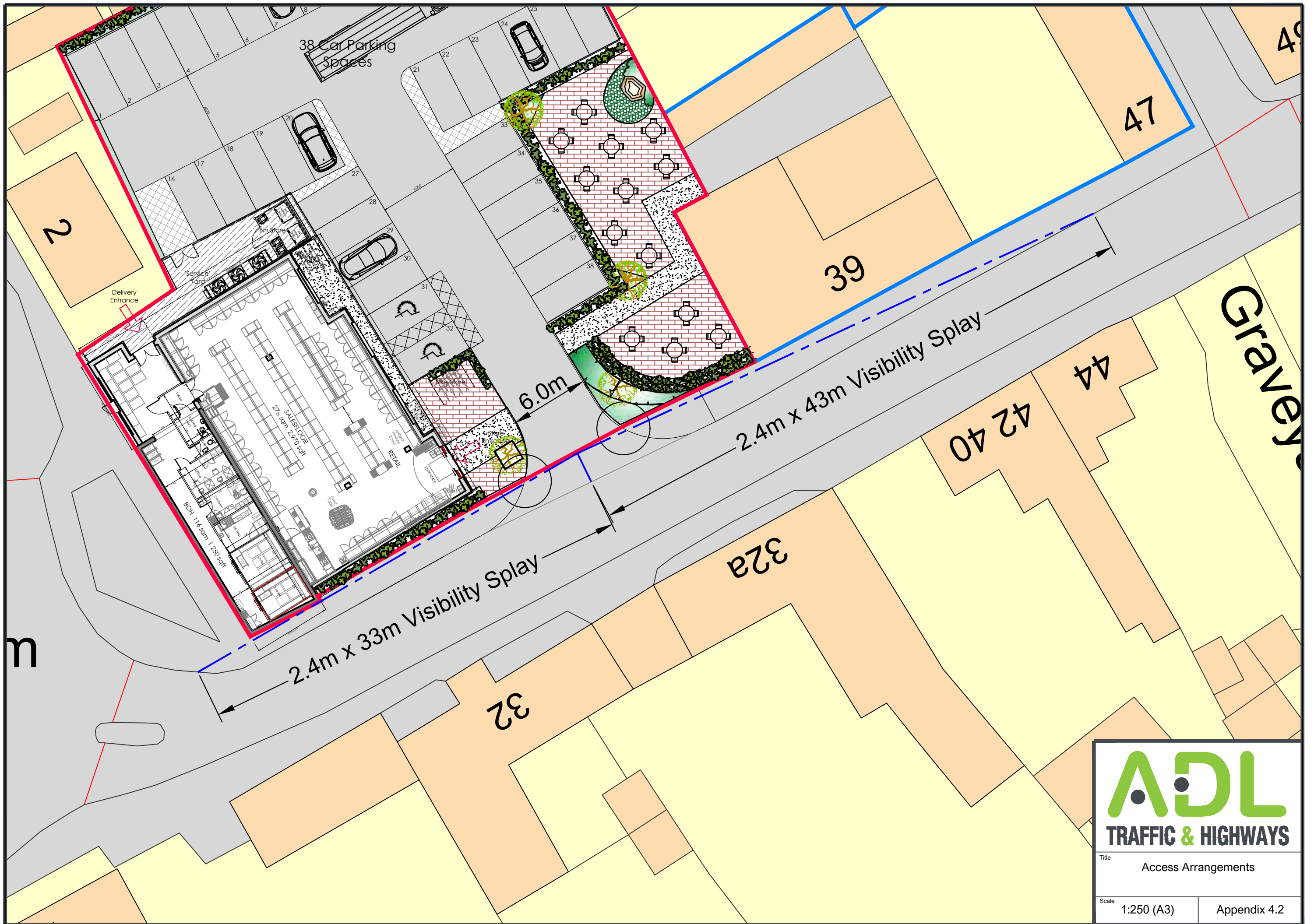
Drawing Title:
Proposed Site Plan

Drawing Status:
PLANNING ISSUE

Drawing Number:	Revision Number:
5166/JP/21/005	P2

CORPORATE ARCHITECTURE LIMITED
CHARTERED ARCHITECTS

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CAR PARK AND DELIVERY MANAGEMENT PLAN

CAR PARK & DELIVERY MANAGEMENT PLAN

BLUE BELL INN

HIGH STREET, DESFORD, LEICESTER, LE9 9JF

APPENDIX 5.0

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

Reference: ADL/AM/5428/12A

Date: June 2023



central **COOP**

REPORT CONTROL

Document: Car Park and Delivery Management Plan **Client:** Everards Brewery Ltd &
Project: Blue Bell Inn, Desford Central England Co-op

ADL Reference: 5428

Primary Author	Andy Miles	Initialled:	AM
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Contributor	Tom Ponting	Initialled:	TP
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Review by	Andy Miles	Initialled:	AM
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Issue	Date	Status	Checked for Issue
1	31.05.2023	Draft	AM
2	12.06.2023	Draft v2	AM

CONTENTS

	Page No
1.0 CAR PARK MANAGEMENT	1
2.0 DELIVERY MANAGEMENT	2
3.0 REFUSE PROCEDURE	5

APPENDICES

1.0 VEHICLE TRACKING FOR LARGEST SIZE DELIVERY VEHICLE

1.0 CAR PARK MANAGEMENT

Car Park Allocation

- 1.1 A total of 38 car parking spaces are provided within the site which will be allocated for shared use by the customers / patrons of the convenience store and public house.

Convenience Store Car Parking Spaces

- 1.2 The car park will be informally managed to ensure that all car parking spaces are used by customers of the public house or convenience store, only. Signage will be erected within the car park to state 'Parking for Customers Only' and 'Up to 30 minutes parking only'.
- 1.3 The signage will include a note for public house customers to sign in / register their vehicle within the public house to avoid the 30-minute parking restriction. The terminal for the parking will be mounted in a prominent position at the bar / reception to ensure that it is being used by pub patrons only.
- 1.4 If it were to become evident that non-customer car parking or obstructive car parking was occurring regularly within the car park, then the convenience store and public house operators will jointly appoint a car parking management company to visit the site on a mobile and varied basis to enforce the customer car parking restrictions.
- 1.5 Staff will be encouraged to travel to the store by sustainable modes of transport and/or park off site in an appropriate location ensuring that the car parking spaces availability remain for customer use only. The operator will seek to employ staff from the local area which will increase the availability and likelihood of sustainable travel choices.
- 1.6 It is proposed that the car park management system will be subject to review at periods of three and six months and then on an annual basis thereafter. Should it subsequently become apparent that the management objectives are not being successfully met then an interim review will be undertaken.

2.0 DELIVERY MANAGEMENT

Objective

- 2.1 The objective is to ensure that deliveries are received, and that waste is collected, keeping noise nuisance and local traffic disruption to a minimum by the effective and efficient use of the premises.
- 2.2 It is intended, by careful management of deliveries, to ensure the number of individual deliveries to the premises is minimised. This will primarily be achieved by the consolidation of delivery types (where practicable) into one delivery vehicle.

Deliveries & collections

- 2.3 The delivery route to the retail unit for the delivery vehicles will be as identified within Appendix 1.0 of this CPDMP, with the delivery vehicle entering the site via the access off High Street.
- 2.4 Store management and staff will be advised of delivery time slots in advance of delivery arrivals, and hence are enabled to prepare the delivery area in good time with the coning off of spaces 30-minutes before the delivery vehicle arrival.
- 2.5 The vehicle, upon entering, will drive into the car park area and turn at the north part of the car park reversing into the designated delivery area adjacent to the north of the convenience store. The delivery vehicle will position entirely within the 5 car parking spaces allocated as the delivery area to ensure all other spaces remain accessible.
- 2.6 The proposed delivery location for the convenience store will allow for convenient offloading of cages from the rear of the delivery vehicle and to be taken a short distance to the 'goods in' deliver door. Movement of goods and refuse to and from the store and delivery vehicles will be via cages or by hand. All deliveries will be under the on-site control of the Store Manager or Duty Manager, who will be responsible for ensuring that the procedures contained in this delivery plan are adhered.

- 2.7 Once deliveries are fully offloaded, the delivery vehicle is enabled to exit the site in a forward gear, exiting to High Street. The cones will be immediately removed with access to the controlled car parking spaces re-enabled.
- 2.8 The operator's delivery vehicles are fitted with white noise reversing alarms. These alarms emit sound over a wide range of frequencies and can be directed towards the area where staff and the public may be at risk - This reduces noise nuisance for local residents.
- 2.9 The convenience store management will ensure that the delivery drivers adhere to the following general requirements:
- Noise levels to be kept at a minimum
 - Vehicle radios to be turned off
 - Mechanical noise generation from vehicles manoeuvring into unloading positions to be kept to a minimum
 - Drivers should seek to:
 - Engage gears with a minimum of noise
 - Keep engine revs to a minimum and switch off engine when stationary
 - Apply brakes gently
 - Close doors with minimal noise

Delivery vehicles and timing

- 2.10 The delivery programme for this convenience store is shown in Table 2A below.

Table 2A Daily Delivery Details and Arrangements

Delivery Type	Source	Maximum Size of Vehicle	Daily	Delivery Window
Ambient, Fresh, Frozen	Operator Depot	12.2m Rigid Delivery Vehicle	1 per day	7am – 6pm
Bread	Supplier		1 per day	
TOTAL RIGIDS			2 DELIVERIES	-
Newspapers & Magazines	Supplier	Transit Sized Van	1 per day	7am – 10am
TOTAL VANS			1 DELIVERY	-

- 2.11 It is intended for HGV deliveries to be undertaken by a vehicle up to a maximum sized 12.2m rigid delivery vehicle occurring between the hours of 7am – 6pm.
- 2.12 Deliveries are timed to avoid the busiest times at the pub in the evening to reduce impact on parking availability, whilst also avoiding the sensitive times of the very early morning or late at night, therefore also protecting residential amenity.
- 2.13 The Pub operator (Everards) and the convenience store occupier will liaise to ensure that any public house deliveries do not coincide with the convenience store deliveries to reduce potential for conflict.
- 2.14 Deliveries to the convenience store will also be timed with suitable buffer between depot and 3rd party supplier deliveries to ensure that there is only one HGV delivery vehicle servicing the store at any one time. If two HGV deliveries were to arrive simultaneously, the store management will direct one of the deliveries away from the site to return following the leaving of the first HGV.

3.0 REFUSE PROCEDURES

Collection and Recycling

- 3.1 Separate refuse collections are not required by the convenience store operator who will instead backhaul refuse, i.e. fill the delivery vehicle with waste goods for the return journey. This process results in savings in unit costs of logistics and reducing carbon emissions.
- 3.2 The convenience store management will ensure staff are instructed to maximise the volume of material that can be recycled and minimise the amount of waste which is taken to landfill.
- 3.3 Recycling will be stored within the back of house. Waste which can be recycled, including cardboard, oil used in food preparation, plastic arising from packaging and animal by-products, are recycled using specialist licensed recycling companies.

Storage

- 3.4 The refuse for the convenience store will be located at ground floor level at the back of house so the refuse can be easily wheeled to the rear of the emptied delivery lorry simultaneously with the unloading of the delivery vehicle.

TRICS DATA

6.1	Café
6.2	Convenience Store

Calculation Reference: AUDIT-733701-221018-1041

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : K - CAFE

TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS

LN LINCOLNSHIRE

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: 190 to 190 (units: sqm)

Range Selected by User: 190 to 210 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 16/10/21

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

Tuesday 1 days

*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:

Town 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:

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.

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 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*Population within 500m Range:

All Surveys Included

APPENDIX 6.1
TRICS DATA
CAFE

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

50,001 to 75,000 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

*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 LN-06-K-01 CAFÉ & TEA ROOM LINCOLNSHIRE
RED LION SQUARE
STAMFORD

Town Centre
Built-Up Zone
Total Gross floor area: 190 sqm
Survey date: TUESDAY 12/10/21 Survey Type: MANUAL

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

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	190	0.526	1	190	0.000	1	190	0.526
09:00 - 10:00	1	190	3.684	1	190	2.105	1	190	5.789
10:00 - 11:00	1	190	4.211	1	190	4.211	1	190	8.422
11:00 - 12:00	1	190	4.211	1	190	3.684	1	190	7.895
12:00 - 13:00	1	190	4.737	1	190	5.263	1	190	10.000
13:00 - 14:00	1	190	4.211	1	190	4.211	1	190	8.422
14:00 - 15:00	1	190	2.632	1	190	3.684	1	190	6.316
15:00 - 16:00	1	190	2.632	1	190	3.158	1	190	5.790
16:00 - 17:00	1	190	0.526	1	190	1.053	1	190	1.579
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:			27.370			27.369			54.739

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: 190 - 190 (units: sqm)
 Survey date range: 01/01/14 - 16/10/21
 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-733701-220321-0304

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	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: 70 to 469 (units: sqm)
 Range Selected by User: 70 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 25/09/19

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
Wednesday	2 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	9 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)	8
Edge of Town	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	9
------------------	---

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

APPENDIX 6.2
 TRICS DATA
 CONVENIENCE STORE

Secondary Filtering selection:

Use Class:

Not Known	3 days
E(a)	6 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	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 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
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 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	5 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	9 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	9 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	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DH-01-O-01	SAINSBURY'S LOCAL	DURHAM
	132 STATION LANE		
	HARTLEPOOL		
	SEATON CAREW		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	469 sqm	
	Survey date: MONDAY	26/11/12	Survey Type: MANUAL
2	DV-01-O-01	PREMIER	DEVON
	MELROSE AVENUE		
	PLYMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	70 sqm	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL
3	ES-01-O-01	ONE STOP	EAST SUSSEX
	THE SIDINGS		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	280 sqm	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL
4	LE-01-O-01	BEST ONE	LEICESTERSHIRE
	THE FAIRWAY		
	LEICESTER		
	AYLESTONE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	220 sqm	
	Survey date: THURSDAY	27/09/12	Survey Type: MANUAL
5	NF-01-O-01	TESCO EXPRESS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	298 sqm	
	Survey date: FRIDAY	26/10/12	Survey Type: MANUAL
6	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
7	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
8	WL-01-O-01	ONE STOP	WILTSHIRE
	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

LIST OF SITES relevant to selection parameters (Cont.)

9	WY-01-O-01 KEIGHLEY ROAD BRADFORD Edge of Town Residential Zone Total Gross floor area: 400 sqm Survey date: THURSDAY 06/12/12	SAINSBURY'S LOCAL 	WEST YORKSHIRE 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									
06:00 - 07:00	4	238	4.617	4	238	4.407	4	238	9.024
07:00 - 08:00	9	296	7.620	9	296	6.907	9	296	14.527
08:00 - 09:00	9	296	9.009	9	296	8.483	9	296	17.492
09:00 - 10:00	9	296	6.832	9	296	6.344	9	296	13.176
10:00 - 11:00	9	296	6.231	9	296	6.119	9	296	12.350
11:00 - 12:00	9	296	6.344	9	296	6.644	9	296	12.988
12:00 - 13:00	9	296	8.821	9	296	8.183	9	296	17.004
13:00 - 14:00	9	296	6.119	9	296	5.893	9	296	12.012
14:00 - 15:00	9	296	7.432	9	296	7.320	9	296	14.752
15:00 - 16:00	9	296	7.695	9	296	8.221	9	296	15.916
16:00 - 17:00	9	296	9.572	9	296	8.296	9	296	17.868
17:00 - 18:00	9	296	10.360	9	296	9.497	9	296	19.857
18:00 - 19:00	9	296	11.224	9	296	11.974	9	296	23.198
19:00 - 20:00	9	296	8.296	9	296	9.459	9	296	17.755
20:00 - 21:00	7	329	3.388	7	329	4.735	7	329	8.123
21:00 - 22:00	6	347	2.546	6	347	3.074	6	347	5.620
22:00 - 23:00	1	469	1.919	1	469	2.559	1	469	4.478
23:00 - 24:00									
Total Rates:			118.025			118.115			236.140

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:	70 - 469 (units: sqm)
Survey date range:	01/01/10 - 25/09/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 OGVS
 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	4	238	0.210	4	238	0.210	4	238	0.420
07:00 - 08:00	9	296	0.300	9	296	0.300	9	296	0.600
08:00 - 09:00	9	296	0.300	9	296	0.225	9	296	0.525
09:00 - 10:00	9	296	0.150	9	296	0.225	9	296	0.375
10:00 - 11:00	9	296	0.075	9	296	0.075	9	296	0.150
11:00 - 12:00	9	296	0.075	9	296	0.075	9	296	0.150
12:00 - 13:00	9	296	0.075	9	296	0.075	9	296	0.150
13:00 - 14:00	9	296	0.075	9	296	0.075	9	296	0.150
14:00 - 15:00	9	296	0.000	9	296	0.000	9	296	0.000
15:00 - 16:00	9	296	0.038	9	296	0.038	9	296	0.076
16:00 - 17:00	9	296	0.038	9	296	0.038	9	296	0.076
17:00 - 18:00	9	296	0.038	9	296	0.038	9	296	0.076
18:00 - 19:00	9	296	0.000	9	296	0.000	9	296	0.000
19:00 - 20:00	9	296	0.000	9	296	0.000	9	296	0.000
20:00 - 21:00	7	329	0.000	7	329	0.000	7	329	0.000
21:00 - 22:00	6	347	0.000	6	347	0.000	6	347	0.000
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			1.374			1.374			2.748

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

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

Calculation Reference: AUDIT-733701-220321-0331

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
09	NORTH	
	CB CUMBRIA	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 1200 (units: sqm)
 Range Selected by User: 70 to 1200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 25/09/19

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 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.

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 2005 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
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:

5,001 to 25,000	1 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:

0.6 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
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-01-O-01	CO-OPERATIVE	CUMBRIA
	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	NE-01-O-01	TESCO EXPRESS	NORTH EAST LINCOLNSHIRE
	311 ASHBY HIGH STREET		
	SCUNTHORPE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1200 sqm	
	Survey date: SATURDAY	17/05/14	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									
06:00 - 07:00									
07:00 - 08:00	2	750	1.667	2	750	1.733	2	750	3.400
08:00 - 09:00	2	750	2.800	2	750	2.133	2	750	4.933
09:00 - 10:00	2	750	3.533	2	750	3.667	2	750	7.200
10:00 - 11:00	2	750	4.333	2	750	4.000	2	750	8.333
11:00 - 12:00	2	750	5.000	2	750	5.067	2	750	10.067
12:00 - 13:00	2	750	7.200	2	750	6.000	2	750	13.200
13:00 - 14:00	2	750	4.200	2	750	4.400	2	750	8.600
14:00 - 15:00	2	750	6.000	2	750	5.667	2	750	11.667
15:00 - 16:00	2	750	4.467	2	750	4.733	2	750	9.200
16:00 - 17:00	2	750	6.867	2	750	5.867	2	750	12.734
17:00 - 18:00	2	750	5.333	2	750	6.000	2	750	11.333
18:00 - 19:00	2	750	4.533	2	750	5.333	2	750	9.866
19:00 - 20:00	2	750	3.867	2	750	3.800	2	750	7.667
20:00 - 21:00	2	750	1.667	2	750	2.600	2	750	4.267
21:00 - 22:00	2	750	2.133	2	750	2.667	2	750	4.800
22:00 - 23:00	1	1200	0.250	1	1200	0.333	1	1200	0.583
23:00 - 24:00									
Total Rates:			63.850			64.000			127.850

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.

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Parameter summary

Trip rate parameter range selected:	300 - 1200 (units: sqm)
Survey date range:	01/01/10 - 25/09/19
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPEAL DECISION EXTRACT

shows a swept path analysis for a large car using the disabled car parking space (space number 1) located towards the rear of the appeal site, close to the entrance to and the building at CRSS. A swept path analysis for space number 4 had previously been provided.

10. A number of concerns have been raised by the Council and interested parties regarding both the number and the layout of the car parking spaces proposed. At the hearing it was agreed by all parties that the Council's parking standards are set out in the Car Parking Guidelines Supplementary Planning Document February 2012 (SPD). The SPD does not specify any minimum parking standards but instead sets maximum standards for various land uses including for convenience retail as proposed, with the city divided into three areas where different standards apply. Though the appeal site was initially identified as falling within Area 2 for the purposes of the SPD, at the hearing all parties agreed that it falls within Area 3. As such, based on the proposed retail floor area, the SPD sets a maximum of 22 car parking spaces for the proposal (1 space per 14m² gross). At 8 the number of proposed spaces is below the maximum and consequently the proposal does not conflict with the SPD.
11. A Transport Statement (TS) was submitted with the application and has subsequently been amended and updated to make corrections and in response to concerns raised by the Council and interested parties. At the hearing the Council did not dispute the likely trip generation figures provided by the appellant and no substantive evidence was put forward by interested parties to contradict the figures submitted. Though I note that a survey was carried out by an interested party of a Tesco Express store at Shenstone, I have limited information regarding that site and note the appellant's comments that the circumstances of the Tesco site and the appeal site are different. Using the industry standard TRICS database the appellant has calculated a peak of 34 inbound trips per hour between the hours of 1200 and 1300. This means that in order to accommodate the likely demand for parking on the site, the 8 proposed car parking spaces would need to accommodate 34 vehicles per hour.
12. Evidence within the TS also considers the likely capacity of the proposed parking spaces based on the average time that car parking spaces are used for the type of retail convenience store proposed. A Co-operative Car Park Study together with a survey of Tesco Express and Sainsbury Local stores is referenced with average durations of stay ranging from a maximum of 8.9 minutes (Co-op), 7 minutes (Tesco & Sainsbury) and a minimum of 5.5 minutes (Co-op). As with the TRICS figures, no substantive evidence was submitted by either the Council or interested parties to contradict the appellant's evidence regarding average duration of stay. Based on the duration of stay figures each parking space would have a capacity of either 6.7 vehicles/hour, 8.6 vehicles/hour or 10.9 vehicles/hour.
13. The appellant states that none of the proposed parking spaces would be used by staff and that this could be controlled by a suitably worded condition but acknowledge that the disabled space would not be available to all customers and as such would offer more limited capacity. The Co-op Car Park Study found that of the Co-op stores studied, between 2 and 3 parking spaces were used for staff parking.
14. In this case even if the disabled space was completely discounted; 2 of the remaining 7 parking spaces were used by staff and the lowest vehicle