

LCC Highway Comments
(requiring response)

ADL Response

Site Access

Overall, given the proposals centralise two existing access points to a single point of access and the fact the new access is located further east than one of the existing points of access, the LHA consider the access arrangements to be generally acceptable.

Notwithstanding this, the LHA would request an access with a kerbed radii and tactile paving and this should be provided on a revised drawing, along with details of the uncontrolled crossing on the B582. The LHA also advise that consideration should be given to the location of this crossing point in respect of nearby double height kerbs and footway levels.

This is agreed. Drawing **5428-06** appended to this response Note shows the access revised to provide formal bell-mouth radii and dropped kerbs / tactile paving as appropriate.

With respect to the pedestrian crossing point and proximity to the double-height kerbs, we note the proposed crossing is located at the frontage of the pub southern façade which precedes the section of double height kerbing which is situated further east. See below.



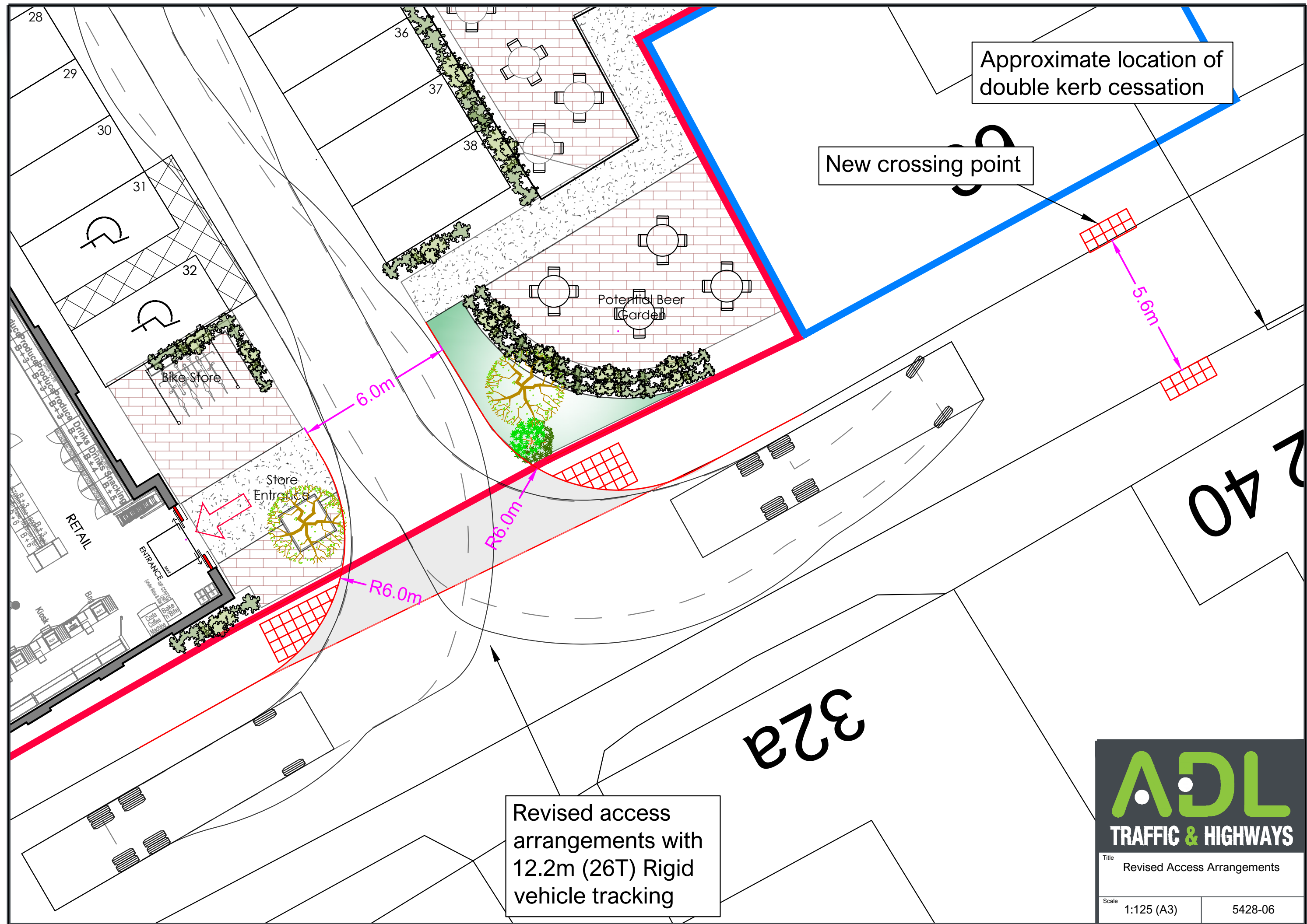
Highway Safety

Overall, while the PIC's in the area are regrettable, the LHA accepts that there are not any existing patterns or trends of PIC's 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 the proposals. In addition, given the two existing Co-op stores would close as a result of the proposals, the LHA accepts that the majority of trips to the new store would be on the network already.

Note – Resolved.

Trip Generation – Café Overall, while it is disappointing an actual survey has not been undertaken, the LHA accepts the TRICS trip rates under the site-specific circumstances. Trip Generation – Residential The LHA previously accepted the existing three bed dwelling would not generate any material level of vehicular trips. Trip Generation – Convenience Store Overall, given the revised trip rates include more up to date sites and also neighbourhood centres where surveys are available on TRICS, these are considered to be acceptable. The Applicant has not considered trip rates for a Friday as previously requested, however given the level of parking provision is now considered to be acceptable as detailed further below in the 'Internal Layout' section, the LHA do not require further consideration of this under the site specific circumstances. Trip Generation – Public House Based on the Applicants parking accumulation survey of the public house, which was based on actual data, it is accepted that the public house is likely to generate negligible if any levels of traffic during the AM peak. Under the site specific circumstances, the LHA consider the weekday PM and Saturday peaks TRICS figures to be acceptable. Trip Generation – Combined Combined trip rates for the proposed convenience store and existing public house for a weekday and a Saturday are provided in Tables 2 and 3 respectively below and are considered to be acceptable	Note – Resolved.
Junction Capacity Assessments The survey was undertaken at a time that the LHA required uplift factors to be applied to baseline traffic data to take into account a reduction in traffic on the network due to the Covid-19 pandemic. The Applicant has not clarified whether uplift factors have been applied to the traffic flow data and this is therefore required. Leicestershire County Council also does not appear to hold records of a survey permit at this location for the survey dates. LCC would have provided uplift factors to the Applicant once a survey permit had been obtained. The LHA therefore advise the Applicant to contact NDI@leics.gov.uk in order to retrospectively obtain a permit and Covid-19 uplift factors. The Applicant has also stated that the surveyed 2023 traffic flows have been uplifted using TEMPRO traffic growth factors to the opening year of 2025. The LHA has reviewed traffic growth factors and those used by the Applicant and these appear slightly lower than those obtained by the LHA. Therefore clarification in respect of the years used and whether these are for the Hinckley & Bosworth 005 area should be provided as well as the growth factors potentially being revised. it also does not appear consideration nearby committed development has been undertaken. This includes at least application reference 22/01227/OUT (120 dwellings, Ashfield Farm, Kirkby Road, Desford), which has been allowed at appeal. Application 23/00061/OUT (100 dwellings, Land Adjacent To Lockey Farm Hunts Lane Desford) which is currently at appeal should also be considered as a sensitivity test Both these applications were speculative development. Notwithstanding the results of the Applicants capacity assessment, the LHA requests this is subsequently revised.	ADL have subsequently contacted and obtained COVID uplifts, and details of Committed Development traffic generation. The Revised Addendum Note is accordingly attached to this response note.
Internal Layout The LHA previously questioned why an assessment was not undertaken of the existing car park on a Friday as this is typically when the public house and also the convenience store could be at their busiest during the week, and parking demand be at its greatest. The Applicant has advised that the busiest trading day for the public house is a Saturday, and an assessment was undertaken on a Thursday to reflect a typical 'neutral weekday'. While a parking accumulation survey on a Friday would still be preferable to the LHA, on the basis of Table 4, the LHA consider that while	Note – Resolved.

there is still a shortfall in parking provision for the public house and convenience store as a whole based on guidance, the proposals are unlikely to result in an increase in demand for off-street parking in the area when considering the existing situation. Furthermore, there are existing parking restrictions in the centre of Desford which should prevent inappropriate parking on the B582 and surrounding area.	
Car Park & Delivery Management Plan – Public House The LHA request that the detail for the public house deliveries are included within the Car Park & Delivery Management Plan so that this document could be advised as a condition in the event it is mindful to advise approval of the proposals in the future. Staff Parking In terms of staff parking within the highway, as previously advised, the LHA would usually expect this to be provided for within the site. Notwithstanding this, as detailed above, the LHA accepts the proposed level of parking is unlikely to result in an increase in on-street parking demand compared to the current situation. The Applicant has also stated that the majority of existing staff at the two existing stores live locally within the village would be re-located to the new store and therefore chose to commute by sustainable modes of travel.	Revised Car Park & Delivery Management Plan is appended to include details of the public house deliveries. Noted – Resolved, regarding staff car parking.



Approximate location of double kerb cessation

New crossing point

Revised access arrangements with 12.2m (26T) Rigid vehicle tracking

ADL
TRAFFIC & HIGHWAYS

Title
Revised Access Arrangements

Scale
1:125 (A3)

5428-06

ADDENDUM NOTE
PROPOSED CONVENIENCE STORE
BLUE BELL INN
HIGH STREET, DESFORD, LEICESTER, LE9 9JF
(ADL REF: 5428, 22.01.24)

1.0 INTRODUCTION

- 1.1 ADL Traffic and Highways Engineering Ltd (ADL) have prepared this Addendum Note, on behalf of Everards Brewery Ltd and Central England Co-op Ltd, in response to Leicestershire County Council's Highways Response to planning application ref (23/00711/FUL) for a change of use from a café (Class E(b)) and residential use (Class C3) to a convenience foodstore (Class E(a)), construction of a two-storey side extension, two-storey and single storey rear extensions (following the demolition of existing single-storey element to rear of 37 High Street/2A Main Street and store to rear of public house) with associated car parking, landscaping, and other works.
- 1.2 Leicestershire County Council (LCC) Highways have provided a response to ADL's Addendum Note (ref. 5428, 06.12.23) on 11th January 2024.
- 1.3 This Note has been prepared specifically to address LCC Highways' concerns with regard to the site access and junction capacity assessment. A CP&DMP and updated site access drawing will be prepared and provided separately to this Note.
- 1.4 The Highway Authority's comments in closing are provided below:

"The LHA advise that the following additional information is required to be submitted to the LPA, for consideration by the highway authority:

- ***An updated site access drawing detailing kerbed radii instead of a dropped kerb arrangement, tactile paving at the junction and an uncontrolled pedestrian crossing point.***
- ***An updated capacity assessment which includes Covid-19 uplift factors and committed development as well as a sensitivity test.***
- ***An updated CP&DMP to include the information on how parking for deliveries to the public house would be managed."***

2.0 TRICS ASSESSMENT

Proposed Convenience Store

- 2.1 As per LCC Highways request, ADL re-assessed the trip generation of the proposed convenience store to include “neighbourhood centre” sites.
- 2.2 In order to estimate the trip generation associated with the proposed convenience store, the following parameters have been selected in TRICS:
- Main Land Use Retail
 - Sub Land Use Convenience Store
 - Regions England (excl. Greater London)
 - Location Type Suburban Area / Neighbourhood Centre
- 2.3 The TRICS reports for weekdays only and Saturday are provided as Appendices 1.1 and 1.2, respectively. The proposed weekday and Saturday traffic generation is summarised in Tables 2A and 2B below.

Table 2A Trip Rates and Traffic Generation: Convenience Store (Weekday)

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

- 2.4 Table 2A demonstrates that the convenience store could generate up to 40 and 45 vehicular trips during typical weekday AM and PM peak hours, respectively.

Table 2B Trip Rates and Traffic Generation: Convenience Store (Saturday)

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

- 2.5 Table 2B demonstrates that the convenience store could generate up to 56 vehicle trips during a Saturday peak hour.

Public House

- 2.6 In order to estimate the trip generation associated with the existing public house, the TRICS database has been used. To be representative of the site, the following parameters have been selected:

- Main Land Use Hotel, Food, and Drink
- Sub Land Use Pub / Restaurant
- Regions England (excl. Greater London)
- GFA 175 – 550 sqm
- Available Dates 01/01/05 – 04/05/23
- Location Type Suburban Area / Neighbourhood Centre

- 2.7 The TRICS reports for the public house on both weekdays only and Saturdays are provided as Appendices 2.1 and 2.2, respectively. The proposed weekday and Saturday traffic generation is summarised in Tables 2C and 2D below.

Table 2C Trip Rates and Traffic Generation: Public House (Weekday)

	Trip Rate (Per 100 sqm)		Traffic Generation (353 sqm)		
	In	Out	In	Out	Two-Way
10:00 – 11:00	0.416	0.277	1	1	2
11:00 – 12:00	1.570	0.554	6	2	8
12:00 – 13:00	2.864	1.201	10	4	14
13:00 – 14:00	2.263	2.309	8	8	16
14:00 – 15:00	1.293	2.125	5	8	13
15:00 – 16:00	1.432	1.801	5	6	11
16:00 – 17:00	2.494	1.293	9	5	14
17:00 – 18:00	3.788	3.048	13	11	24
18:00 – 19:00	4.203	3.048	15	11	26
19:00 – 20:00	3.834	3.557	14	13	27
20:00 – 21:00	2.032	3.095	7	11	18
21:00 – 22:00	0.878	2.402	3	8	11
22:00 – 23:00	0.554	2.125	2	8	10
23:00 – 24:00	0.416	1.478	1	5	6
Daily	28.037	28.313	99	100	199

- 2.8 Table 2C shows that the existing public house could generate up to 24 vehicle trips during typical weekday PM peak hours, with no traffic generation during the AM peak hour on the network.

Table 2D Trip Rates and Traffic Generation: Public House (Saturday)

	Trip Rate (Per 100 sqm)		Traffic Generation (353 sqm)		
	In	Out	In	Out	Two-Way
08:00 – 09:00	0.362	0.000	1	0	1
09:00 – 10:00	0.662	0.166	2	1	3
10:00 – 11:00	1.098	0.951	4	3	7
11:00 – 12:00	1.756	0.695	6	2	9
12:00 – 13:00	2.964	1.647	10	6	16
13:00 – 14:00	3.696	3.000	13	11	24
14:00 – 15:00	2.598	3.330	9	12	21
15:00 – 16:00	2.488	3.000	9	11	19
16:00 – 17:00	2.891	2.744	10	10	20
17:00 – 18:00	3.549	2.927	13	10	23
18:00 – 19:00	3.256	3.110	11	11	22
19:00 – 20:00	3.476	2.891	12	10	22
20:00 – 21:00	2.012	2.378	7	8	15
21:00 – 22:00	1.061	2.708	4	10	13
22:00 – 23:00	0.732	1.939	3	7	9
23:00 – 24:00	0.293	1.061	1	4	5
Daily	32.894	32.547	116	115	231

- 2.9 Table 2C shows that the existing public house could generate up to 16 vehicle trips during the typical Saturday network peak hour.

- 2.10 The combined trip generation of the proposed convenience store and existing public house on weekdays and Saturdays is summarised in Tables 2E and 2F.

Table 2E Total Trip Generation – Weekday

	Convenience Store (Table 2A)		Public House (Table 2C)		Total		
	In	Out	In	Out	In	Out	2-Way
05:00 – 06:00	3	2	-	-	3	2	5
06:00 – 07:00	6	6	-	-	6	56	12
07:00 – 08:00	15	14	-	-	15	14	29
08:00 – 09:00	20	20	-	-	20	20	40
09:00 – 10:00	16	14	-	-	16	14	30
10:00 – 11:00	15	14	1	1	16	15	31
11:00 – 12:00	15	15	6	2	21	17	38
12:00 – 13:00	20	20	10	4	30	24	54
13:00 – 14:00	16	15	8	8	24	23	47
14:00 – 15:00	15	16	5	8	20	24	44
15:00 – 16:00	17	16	5	6	22	22	44
16:00 – 17:00	19	17	9	5	28	22	50
17:00 – 18:00	22	23	13	11	35	34	69
18:00 – 19:00	23	23	15	11	38	34	72
19:00 – 20:00	19	19	14	13	33	32	65
20:00 – 21:00	10	12	7	11	17	23	40
21:00 – 22:00	6	7	3	8	9	15	24
22:00 – 23:00	2	1	2	8	4	9	13
23:00 – 24:00	0	1	1	5	1	6	7
Total	259	255	99	100	358	355	713

- 2.11 Table 2E shows that the proposed convenience store and existing public house could generate up to 40 and 69 vehicular trips (two-way) during weekday AM and PM peak hours, respectively.

Table 2F Total Trip Generation – Saturday

	Convenience Store (Table 2B)		Public House (Table 2D)		Total		
	In	Out	In	Out	In	Out	2-Way
05:00 – 06:00	1	0	-	-	1	0	1
06:00 – 07:00	3	1	-	-	3	1	4
07:00 – 08:00	8	7	-	-	8	7	15
08:00 – 09:00	21	20	1	0	22	20	42
09:00 – 10:00	20	20	2	1	22	21	43
10:00 – 11:00	20	20	4	3	24	23	47
11:00 – 12:00	24	23	6	2	30	25	55
12:00 – 13:00	28	28	10	6	38	34	72
13:00 – 14:00	20	20	13	11	33	31	64
14:00 – 15:00	22	21	9	12	31	33	64
15:00 – 16:00	20	21	9	11	29	32	61
16:00 – 17:00	20	18	10	10	30	28	58
17:00 – 18:00	27	32	13	10	40	42	82
18:00 – 19:00	20	18	11	11	31	29	60
19:00 – 20:00	20	19	12	10	32	29	61
20:00 – 21:00	11	14	7	8	18	22	40
21:00 – 22:00	13	14	4	10	17	24	41
22:00 – 23:00	4	5	3	7	7	12	19
23:00 – 24:00	0	1	1	4	1	5	6
Total	302	302	116	115	418	417	835

- 2.12 Table 2F shows that the proposed convenience store and existing public house could generate up to 72 vehicular trips (two-way) during a Saturday peak hour.
- 2.13 It should be noted that the above method does not consider shared trips between the convenience store and public house and therefore many vehicles could be double-counted, this is considered a worst-case assessment.

3.0 JUNCTION CAPACITY ASSESSMENT

2022 Survey

- 3.1 To determine existing traffic flows on the local highway 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)

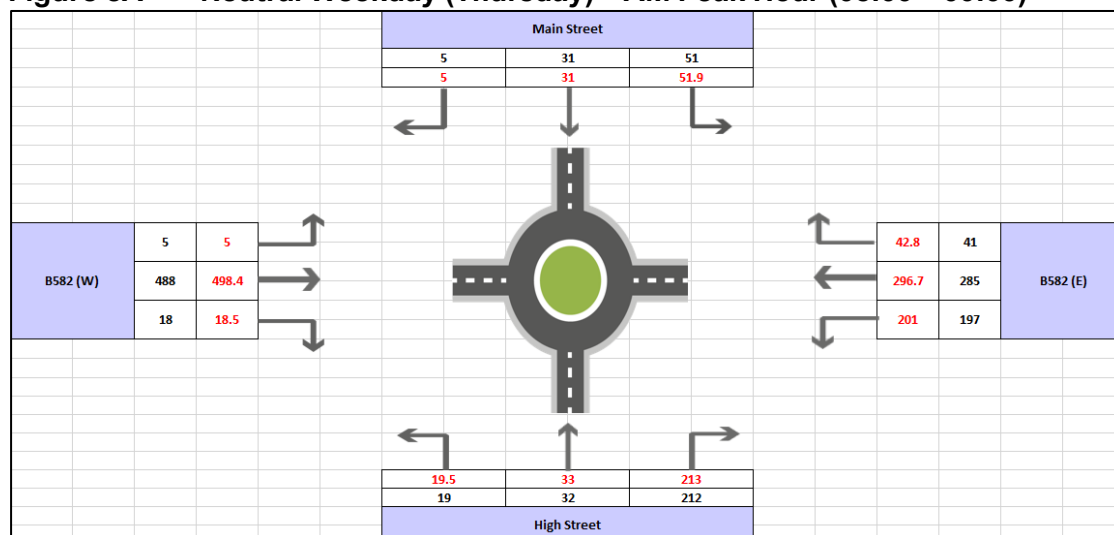
- 07:00 – 10:00 hours
- 15:00 – 18:00 hours

Saturday (5th March 2022)

- 10:00 – 14:00 hours

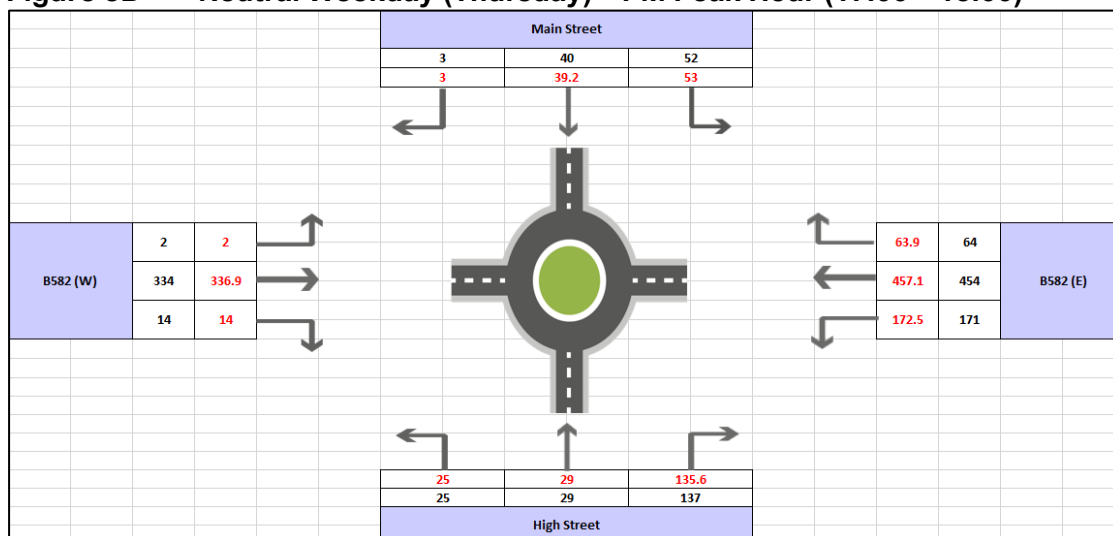
- 3.2 The full traffic survey data is included as Appendix 3.0 and the typical AM and PM network peak hour traffic flows on a neutral weekday are shown diagrammatically in Figures 3A and 3B, respectively.

Figure 3A Neutral Weekday (Thursday) – AM Peak Hour (08:00 – 09:00)



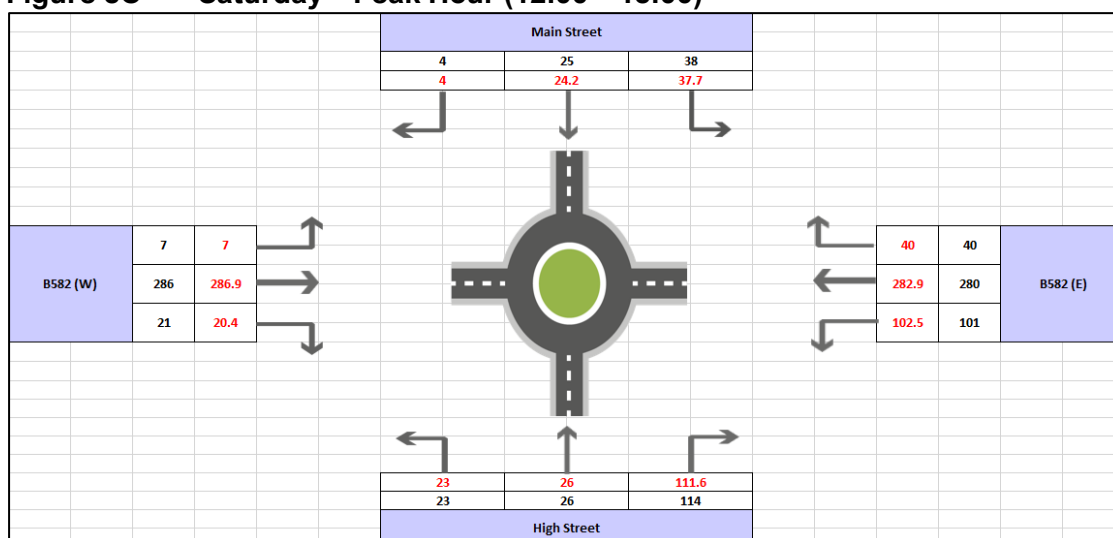
*123 = No. of Vehs 123 = Passenger Car Units (PCUs)

Figure 3B Neutral Weekday (Thursday) – PM Peak Hour (17:00 – 18:00)



- 3.3 The Saturday network peak hour traffic flows are shown diagrammatically in Figure 3C.

Figure 3C Saturday – Peak Hour (12:00 – 13:00)



Covid-19 Uplift Factors

- 3.4 LCC Highways have requested that Covid-19 uplift factors are applied to the 2022 survey flows as stated in their comments below:

“The survey was undertaken at a time that the LHA required uplift factors to be applied to baseline traffic data to take into account a reduction in traffic on the network due to the Covid-19 pandemic. The Applicant has not clarified whether uplift factors have been applied to the traffic flow data and this is therefore required.”

Leicestershire County Council also does not appear to hold records of a survey permit at this location for the survey dates. LCC would have provided uplift factors to the Applicant once a survey permit had been obtained. The LHA therefore advise the Applicant to contact NDI@leics.gov.uk in order to retrospectively obtain a permit and Covid-19 uplift factors."

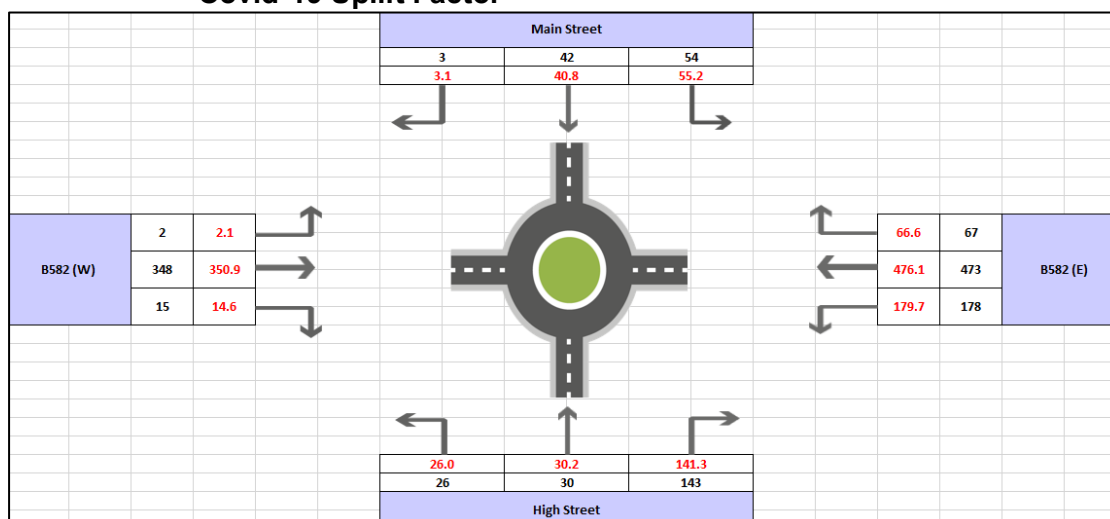
3.5 The retrospective survey permit and Covid-19 uplift factors have now been obtained, the factors are summarised below:

- Thursday AM: 100% (i.e., no uplift required)
- Thursday PM: 96%
- Saturday: N/A

3.6 Based on the above, a Covid-19 uplift factor is only applicable to the Thursday PM flows (17:00 – 18:00) as shown above in Figure 3B.

3.7 The Thursday PM flows, with the applied Covid-19 uplift factor, are summarised in Figure 3D below.

Figure 3D Neutral Weekday (Thursday) – PM Peak Hour (17:00 – 18:00) – Covid-19 Uplift Factor



3.8 The Thursday AM (08:00 – 09:00) and Saturday (12:00 – 13:00) flows, as shown in Figures 3A and 3C do not require uplift factors.

2025 Base Flows

3.9 The 2022 surveyed flows (Thursday AM & Saturday – Figures 3A and 3C) and the Thursday PM Covid-19 uplift factor flows (Figure 3D) have been growth factored to 2025 to represent a future “opening year” scenario using the following TEMPRO growth factors for Hinckley and Bosworth.

- Weekday AM: 1.0145
- Weekday PM: 1.0142
- Saturday: 1.0176

3.10 The 2025 base flows during typical AM and PM network peak hours on a neutral weekday are shown diagrammatically in Figures 3E and 3F, respectively.

Figure 3E 2025 Neutral Weekday (Thursday) – AM Peak Hour (08:00 – 09:00)

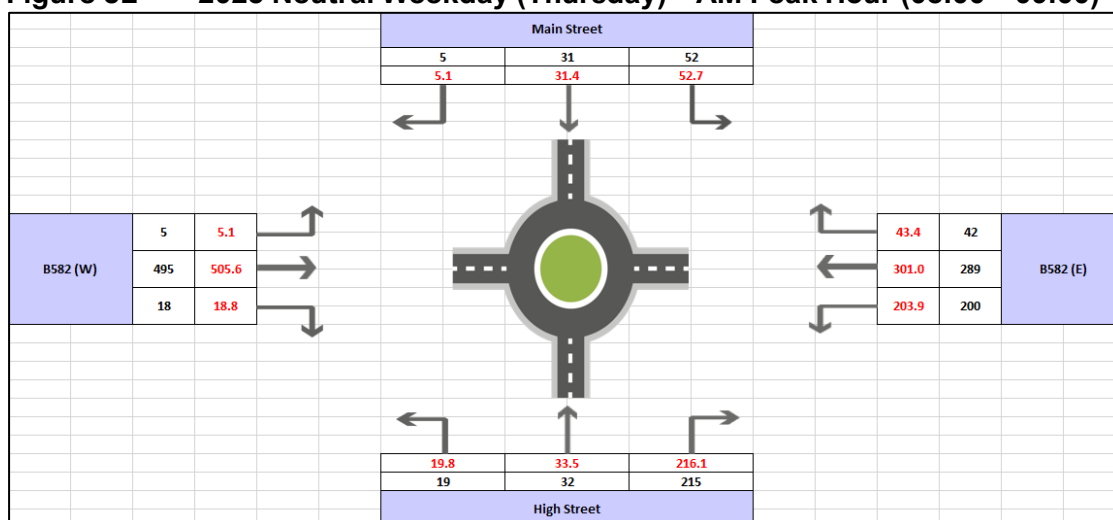
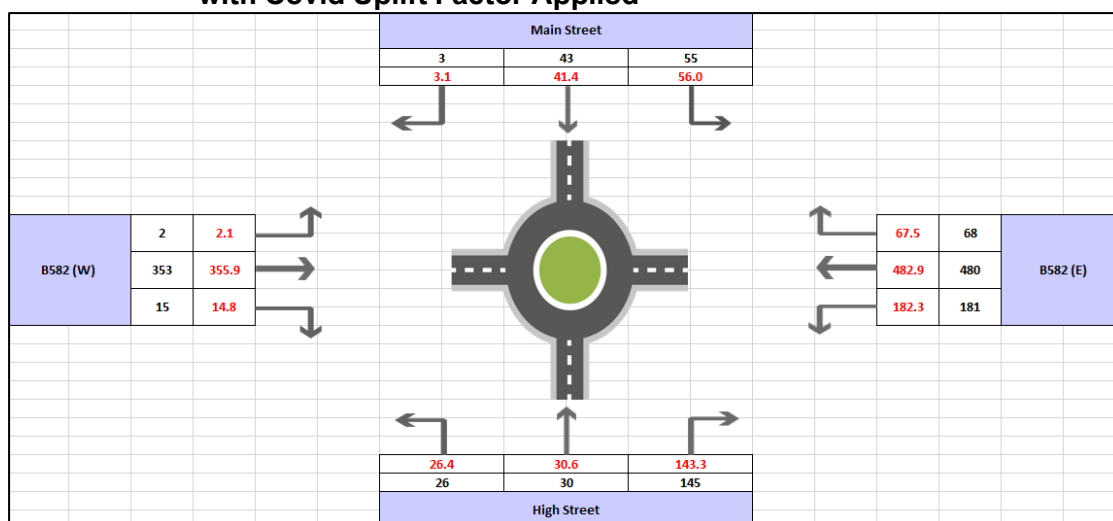
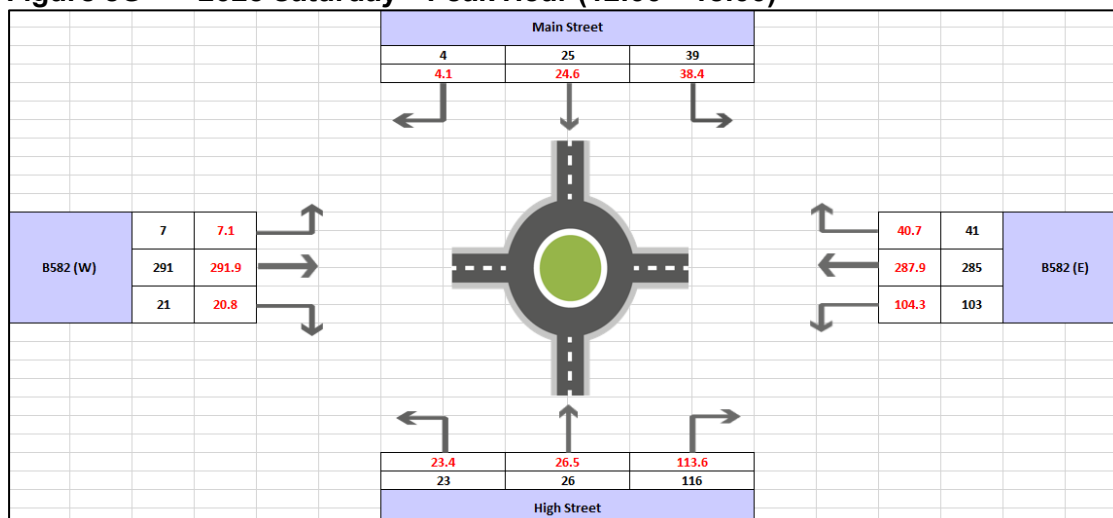


Figure 3F 2025 Neutral Weekday (Thursday) – PM Peak Hour (17:00 – 18:00) with Covid Uplift Factor Applied



3.11 The 2025 Saturday network peak hour traffic flows are shown diagrammatically in Figure 3G.

Figure 3G 2025 Saturday – Peak Hour (12:00 – 13:00)



Committed and Sensitivity Test Flows

3.12 LCC Highways have also requested that consideration of committed development is undertaken, as per the comments below:

“It also does not appear consideration of nearby committed development has been undertaken. This includes at least application reference 22/01227/OUT (120 dwellings, Ashfield Farm, Kirkby Road, Desford), which has been allowed at appeal.

Application 23/00061/OUT (100 dwellings, Land Adjacent To Lockey Farm Hunts Lane Desford) which is currently at appeal should also be considered as a sensitivity test.”

3.13 The weekday committed development flows associated with application ref. 22/01227/OUT are shown diagrammatically in Figures 3H and 3I below. As part of a robust assessment, the peak hours from the committed development are assumed to be the same (i.e., Thursday, 08:00 – 09:00 and 17:00 – 18:00).

Figure 3H Neutral Weekday (Thursday) – AM Peak Hour (08:00 – 09:00) – Committed Development (22/01227/OUT) Flows

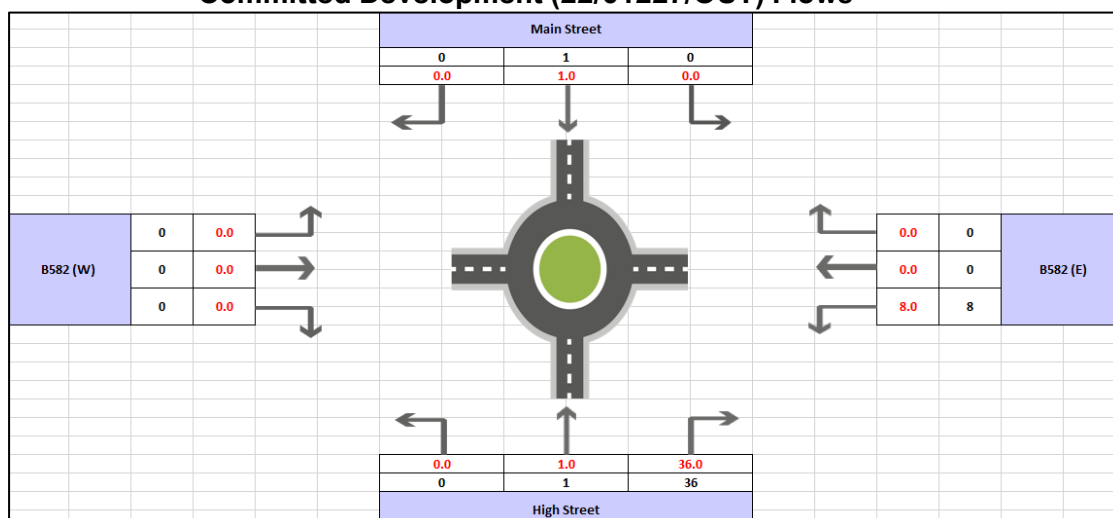
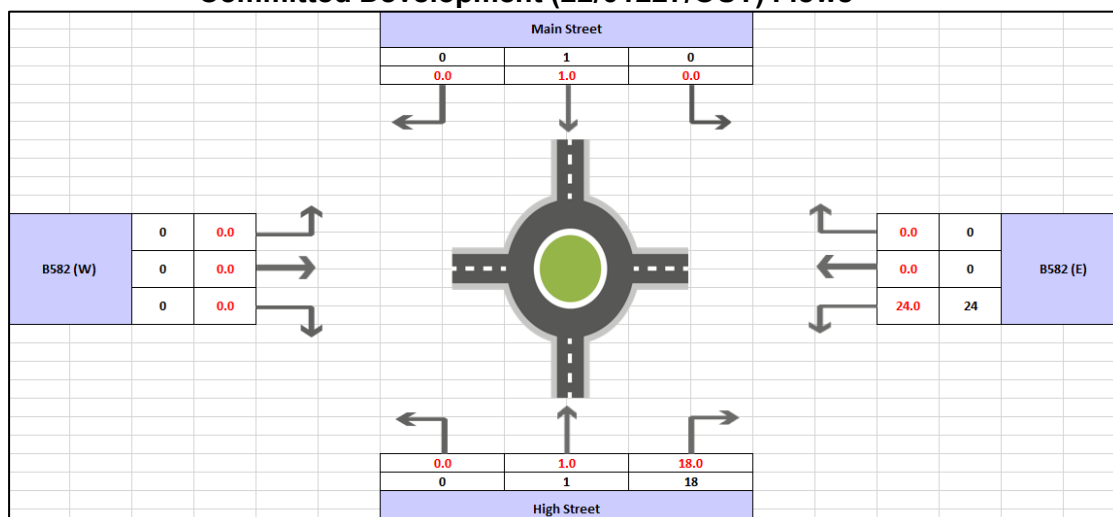


Figure 3I Neutral Weekday (Thursday) – PM Peak Hour (17:00 – 18:00) – Committed Development (22/01227/OUT) Flows



- 3.14 In addition, as part of a sensitivity test, the proposed weekday flows associated with planning application ref. 23/00061/OUT (currently at appeal) are shown diagrammatically in Figures 3J and 3K. As per the committed flows above, the proposed flows (sensitivity test) are assumed to be during the same peak hours.

Figure 3J Neutral Weekday (Thursday) – AM Peak Hour (08:00 – 09:00) – Sensitivity Test (23/00061/OUT) Flows

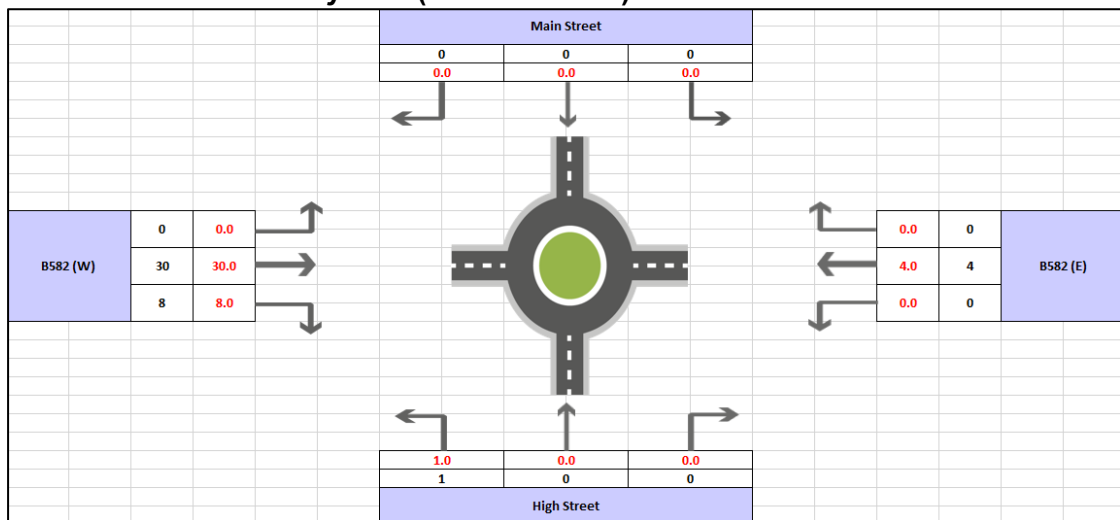
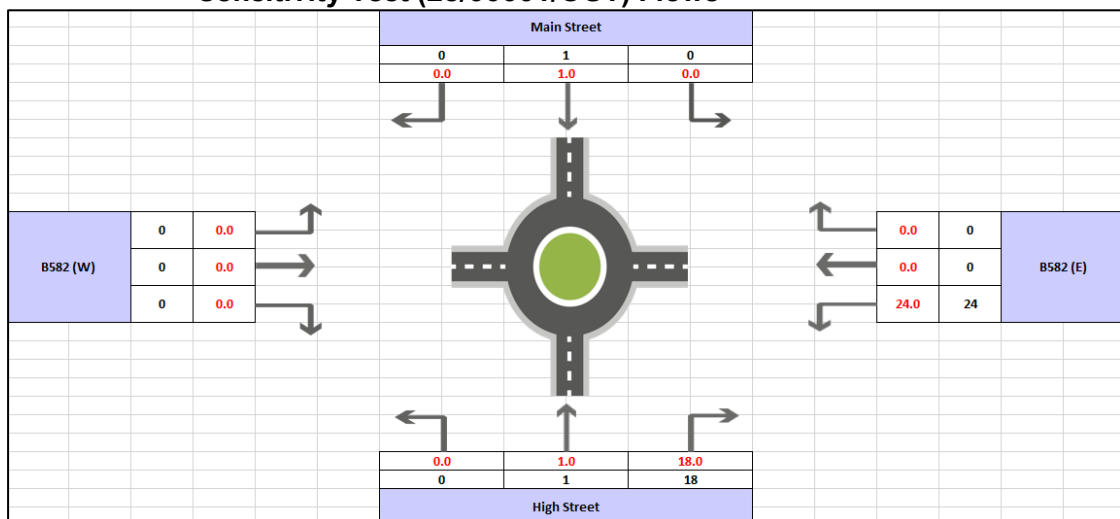


Figure 3K Neutral Weekday (Thursday) – PM Peak Hour (17:00 – 18:00) – Sensitivity Test (23/00061/OUT) Flows



- 3.15 The 2025 Base + Committed Development + Sensitivity Test Flows are shown diagrammatically in Figures 3L and 3M.

Figure 3L Neutral Weekday (Thursday) – AM Peak Hour (08:00 – 09:00) – 2025 Base + Committed Dev + Sensitivity Test Flows

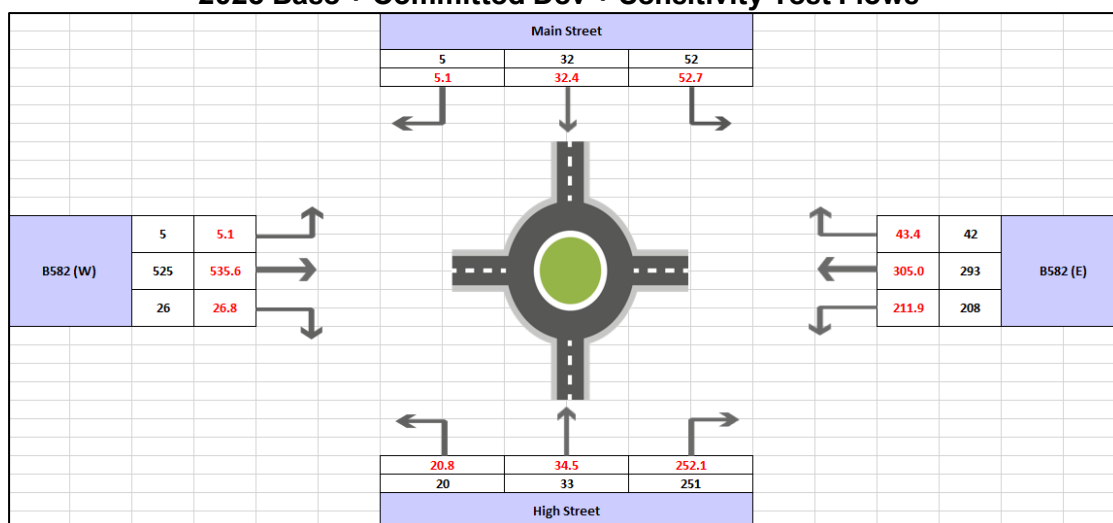
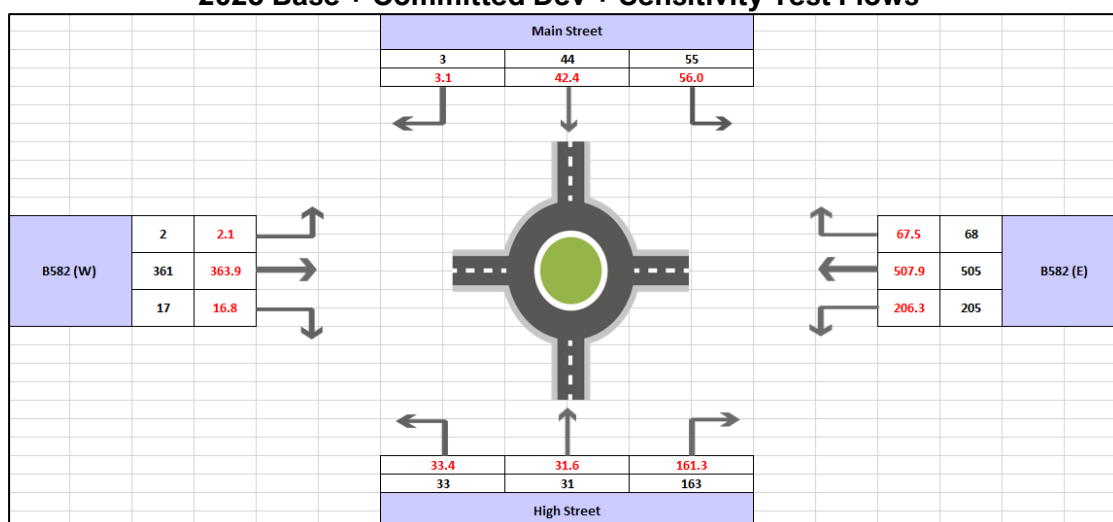


Figure 3M Neutral Weekday (Thursday) – PM Peak Hour (17:00 – 18:00) – 2025 Base + Committed Dev + Sensitivity Test Flows



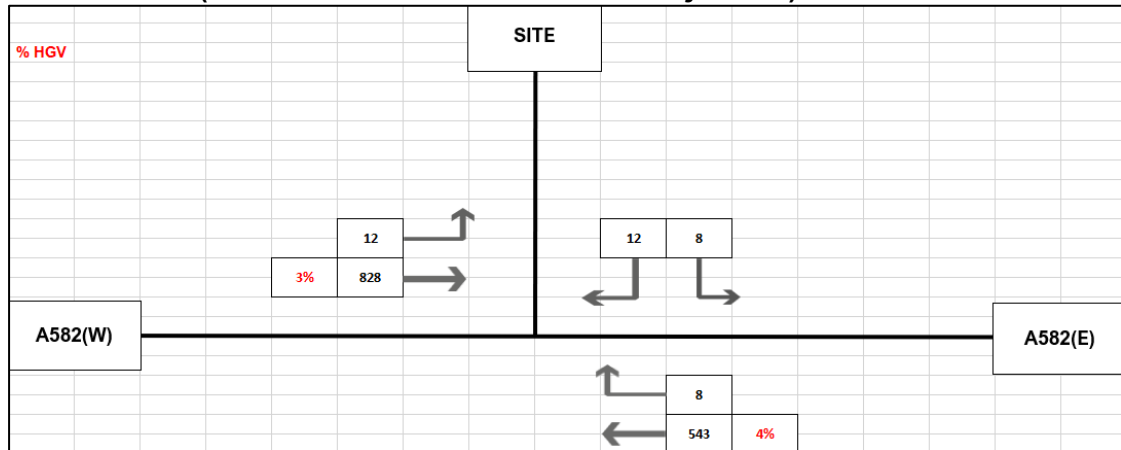
- 3.16 The 2025 Base + Committed Development + Sensitivity Test Flows above include the eastbound and westbound trips on the B582(E) at the site access (i.e., inbound / outbound flows on the eastern arm of the roundabout).

Proposed Convenience Store / Public House Trip Distribution

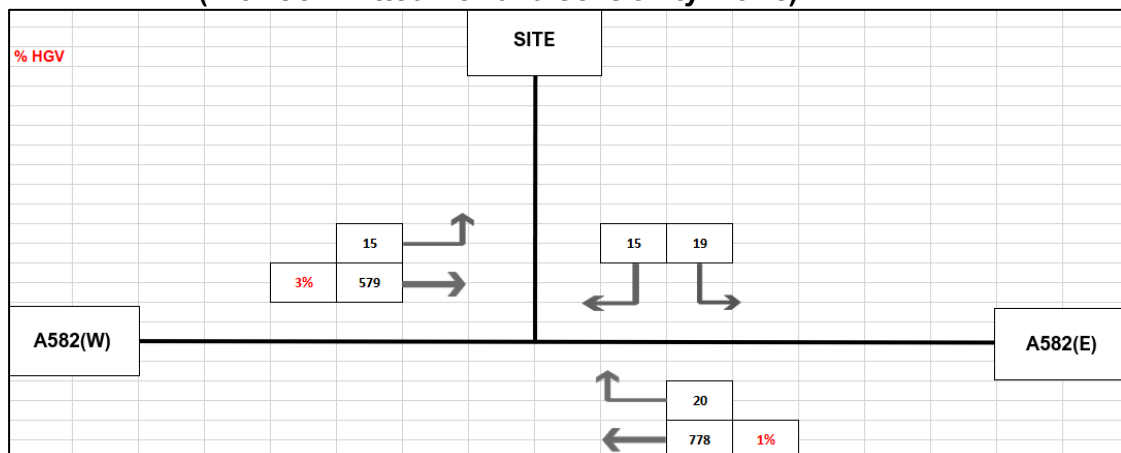
- 3.17 To assess the capacity of the site access junction, the proposed convenience store and existing public house trips (calculated in Tables 2E and 2F) have been distributed in and out of the site based on the proportion of eastbound and westbound flows on the B582(E).

3.18 The 2025 proposed scenario trips at the site access junction with the B582 (High Street) during AM and PM peak hours are shown in Figures 3N and 3O below.

**Figure 3N 2025 Proposed Flows – Weekday AM Peak Hour (08:00 – 09:00)
(with Committed Dev and Sensitivity Flows)**

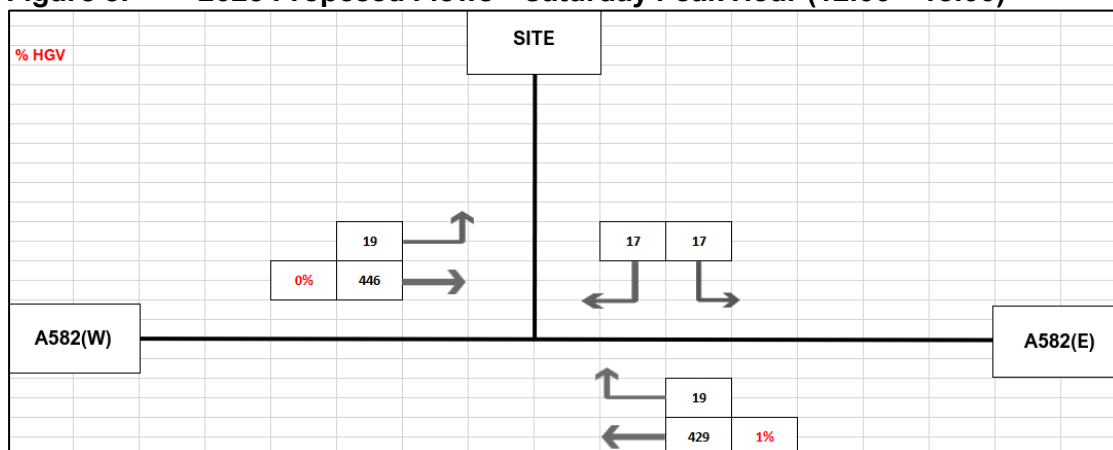


**Figure 3O 2025 Proposed Flows – Weekday PM Peak Hour (17:00 – 18:00)
(with Committed Dev and Sensitivity Flows)**



3.19 The 2025 proposed scenario trips at the site access junction with the B582 (High Street) during the Saturday peak hour is shown in Figure 3P below.

Figure 3P 2025 Proposed Flows – Saturday Peak Hour (12:00 – 13:00)



PICADY Assessment

- 3.20 ADL have undertaken a PICADY assessment of the site access junction with High Street (B582) using the computer program Junctions 10 for the 2025 Proposed Development scenario (with Committed Dev and Sensitivity Test Flows on the weekday). A geometry plan of the junction and the PICADY results are provided as Appendices 4.1 and 4.2. The results are summarised in Table 3A below.

Table 3A PICADY Results: Site Access

	2025 Total Scenario					
	Weekday AM Peak		Weekday PM Peak		Saturday Peak	
	RFC	Q	RFC	Q	RFC	Q
Site Access – Exit	0.09	0.1	0.12	0.1	0.09	0.1
B582 – Right in	0.04	0.0	0.10	0.2	0.06	0.1

Q: Number of Vehicles Queueing

RFC: Ratio of Flow

- 3.21 Table 3A demonstrates that the maximum RFC would be 0.09 with negligible queues vehicles during the Weekday PM peak on the B582 during the 2025 Total Scenario.
- 3.22 The proposal would accordingly not result in any queueing or delay and resultant issues with congestion at the site access.

TRICS – CONVENIENCE STORE

1.1	Weekday
1.2	Saturday

Calculation Reference: AUDIT-733701-231103-1136

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SD SWINDON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 292 to 550 (units: sqm)
 Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

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

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	4
High Street	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:**Use Class:**

E(a) 7 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

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

Travel Plan:

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

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

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	1.200	1	500	0.800	1	500	2.000
06:00 - 07:00	5	461	2.301	5	461	2.171	5	461	4.472
07:00 - 08:00	7	418	5.470	7	418	5.231	7	418	10.701
08:00 - 09:00	7	418	7.385	7	418	7.316	7	418	14.701
09:00 - 10:00	7	418	5.744	7	418	5.026	7	418	10.770
10:00 - 11:00	7	418	5.470	7	418	5.128	7	418	10.598
11:00 - 12:00	7	418	5.402	7	418	5.538	7	418	10.940
12:00 - 13:00	7	418	7.145	7	418	7.077	7	418	14.222
13:00 - 14:00	7	418	5.812	7	418	5.333	7	418	11.145
14:00 - 15:00	7	418	5.368	7	418	5.641	7	418	11.009
15:00 - 16:00	7	418	6.051	7	418	5.812	7	418	11.863
16:00 - 17:00	7	418	6.940	7	418	6.085	7	418	13.025
17:00 - 18:00	7	418	8.103	7	418	8.513	7	418	16.616
18:00 - 19:00	7	418	8.274	7	418	8.308	7	418	16.582
19:00 - 20:00	7	418	6.940	7	418	6.803	7	418	13.743
20:00 - 21:00	6	439	3.570	6	439	4.520	6	439	8.090
21:00 - 22:00	6	439	2.203	6	439	2.545	6	439	4.748
22:00 - 23:00	3	486	0.617	3	486	0.480	3	486	1.097
23:00 - 24:00	2	455	0.000	2	455	0.330	2	455	0.330
Total Rates:			93.995			92.657			186.652

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

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

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:

292 - 550 (units: sqm)

Survey date range:

01/01/15 - 29/09/22

Number of weekdays (Monday-Friday):

7

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-733701-231103-1135

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : O - CONVENIENCE STORE

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
09	NORTH	
	CU CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 300 to 458 (units: sqm)
 Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Saturday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2

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

Selected Location Sub Categories:

Residential Zone 1
 Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(a) 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

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

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

Travel Plan:

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

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	458	0.218	1	458	0.000	1	458	0.218
06:00 - 07:00	1	458	1.092	1	458	0.218	1	458	1.310
07:00 - 08:00	2	379	2.902	2	379	2.375	2	379	5.277
08:00 - 09:00	2	379	7.784	2	379	7.124	2	379	14.908
09:00 - 10:00	2	379	7.124	2	379	7.256	2	379	14.380
10:00 - 11:00	2	379	7.388	2	379	7.256	2	379	14.644
11:00 - 12:00	2	379	8.707	2	379	8.443	2	379	17.150
12:00 - 13:00	2	379	10.290	2	379	10.158	2	379	20.448
13:00 - 14:00	2	379	7.256	2	379	7.124	2	379	14.380
14:00 - 15:00	2	379	8.047	2	379	7.784	2	379	15.831
15:00 - 16:00	2	379	7.124	2	379	7.784	2	379	14.908
16:00 - 17:00	2	379	7.256	2	379	6.596	2	379	13.852
17:00 - 18:00	2	379	9.631	2	379	11.478	2	379	21.109
18:00 - 19:00	2	379	7.124	2	379	6.464	2	379	13.588
19:00 - 20:00	2	379	7.256	2	379	6.860	2	379	14.116
20:00 - 21:00	2	379	4.090	2	379	5.145	2	379	9.235
21:00 - 22:00	2	379	4.617	2	379	5.013	2	379	9.630
22:00 - 23:00	1	458	1.528	1	458	1.747	1	458	3.275
23:00 - 24:00	1	458	0.000	1	458	0.437	1	458	0.437
Total Rates:			109.434			109.262			218.696

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

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

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Parameter summary

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

300 - 458 (units: sqm)
01/01/15 - 29/09/22
0
2
0
0
0

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

TRICS – PUBLIC HOUSE

2.1	Weekday
2.2	Saturday

Calculation Reference: AUDIT-733701-231128-1106

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	HC HAMPSHIRE	1 days
	RE READING	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	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: 285 to 520 (units: sqm)
 Range Selected by User: 175 to 550 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 04/05/23

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
 Thursday 1 days
 Friday 3 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 3
 No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:**Use Class:**

Sui Generis 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 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	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BH-06-C-01 HOVE STREET BRIGHTON HOVE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 460 sqm Survey date: FRIDAY 22/09/17	PUB/RESTAURANT	BRIGHTON & HOVE	Survey Type: MANUAL
2	CW-06-C-01 FORE STREET CAMBORNE POOL Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 285 sqm Survey date: FRIDAY 21/09/07	PUB/RESTAURANT	CORNWALL	Survey Type: MANUAL
3	HC-06-C-02 BOURNEMOUTH ROAD EASTLEIGH AMPFIELD Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 450 sqm Survey date: FRIDAY 16/11/07	BEEFEATER	HAMPSHIRE	Survey Type: MANUAL
4	NG-06-C-01 CLIFTON LANE NOTTINGHAM WILFORD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 450 sqm Survey date: TUESDAY 18/06/13	HARVESTER	NOTTINGHAM	Survey Type: MANUAL
5	RE-06-C-01 SOUTHCOTE LANE READING Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 520 sqm Survey date: THURSDAY 04/05/23	BEEFEATER	READING	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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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									
09:00 - 10:00									
10:00 - 11:00	5	433	0.416	5	433	0.277	5	433	0.693
11:00 - 12:00	5	433	1.570	5	433	0.554	5	433	2.124
12:00 - 13:00	5	433	2.864	5	433	1.201	5	433	4.065
13:00 - 14:00	5	433	2.263	5	433	2.309	5	433	4.572
14:00 - 15:00	5	433	1.293	5	433	2.125	5	433	3.418
15:00 - 16:00	5	433	1.432	5	433	1.801	5	433	3.233
16:00 - 17:00	5	433	2.494	5	433	1.293	5	433	3.787
17:00 - 18:00	5	433	3.788	5	433	3.048	5	433	6.836
18:00 - 19:00	5	433	4.203	5	433	3.048	5	433	7.251
19:00 - 20:00	5	433	3.834	5	433	3.557	5	433	7.391
20:00 - 21:00	5	433	2.032	5	433	3.095	5	433	5.127
21:00 - 22:00	5	433	0.878	5	433	2.402	5	433	3.280
22:00 - 23:00	5	433	0.554	5	433	2.125	5	433	2.679
23:00 - 24:00	5	433	0.416	5	433	1.478	5	433	1.894
Total Rates:			28.037			28.313			56.350

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:

285 - 520 (units: sqm)

Survey date range:

01/01/05 - 04/05/23

Number of weekdays (Monday-Friday):

5

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

Calculation Reference: AUDIT-733701-231128-1138

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SG SOUTH GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	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: 270 to 488 (units: sqm)
 Range Selected by User: 175 to 550 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 04/05/23

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 7 days

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

Selected survey types:

Manual count 7 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Neighbourhood Centre (PPS6 Local Centre) 5

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
 Village 3
 No Sub Category 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 7 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 days

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

Travel Plan:

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

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

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AC-06-C-01	HARVESTER	CHESHIRE WEST & CHESTER
	WHITCHURCH ROAD		
	CHESTER		
	CHRISTLETON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	375 sqm	
	Survey date: SATURDAY	18/10/08	Survey Type: MANUAL
2	BD-06-C-01	TOBY CARVERY	BRADFORD
	ROOLEY LANE		
	BRADFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	430 sqm	
	Survey date: SATURDAY	08/12/12	Survey Type: MANUAL
3	FU-06-C-01	PUB/RESTAURANT	WESTMORLAND & FURNESS
	UNDERBARROW ROAD		
	NEAR KENDAL		
	UNDERBARROW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	450 sqm	
	Survey date: SATURDAY	14/05/22	Survey Type: MANUAL
4	LS-06-C-01	HARVESTER	LEEDS
	CARDIGAN FIELDS		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	340 sqm	
	Survey date: SATURDAY	21/09/13	Survey Type: MANUAL
5	NY-06-C-01	PUB/RES.	NORTH YORKSHIRE
	75 MAIN STREET		
	MONK FRYSTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	488 sqm	
	Survey date: SATURDAY	21/05/05	Survey Type: MANUAL
6	SF-06-C-01	PUB/RESTAURANT	SUFFOLK
	BROMFORD ROAD		
	NEAR IPSWICH		
	SPOUGHTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	380 sqm	
	Survey date: SATURDAY	13/07/13	Survey Type: MANUAL
7	SG-06-C-02	PUB/RESTAURANT	SOUTH GLOUCESTERSHIRE
	HIGH STREET		
	NEAR BRISTOL		
	WINTERBOURNE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	270 sqm	
	Survey date: SATURDAY	17/10/09	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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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	2	414	0.362	2	414	0.000	2	414	0.362
09:00 - 10:00	3	403	0.662	3	403	0.166	3	403	0.828
10:00 - 11:00	7	390	1.098	7	390	0.951	7	390	2.049
11:00 - 12:00	7	390	1.756	7	390	0.695	7	390	2.451
12:00 - 13:00	7	390	2.964	7	390	1.647	7	390	4.611
13:00 - 14:00	7	390	3.696	7	390	3.000	7	390	6.696
14:00 - 15:00	7	390	2.598	7	390	3.330	7	390	5.928
15:00 - 16:00	7	390	2.488	7	390	3.000	7	390	5.488
16:00 - 17:00	7	390	2.891	7	390	2.744	7	390	5.635
17:00 - 18:00	7	390	3.549	7	390	2.927	7	390	6.476
18:00 - 19:00	7	390	3.256	7	390	3.110	7	390	6.366
19:00 - 20:00	7	390	3.476	7	390	2.891	7	390	6.367
20:00 - 21:00	7	390	2.012	7	390	2.378	7	390	4.390
21:00 - 22:00	7	390	1.061	7	390	2.708	7	390	3.769
22:00 - 23:00	7	390	0.732	7	390	1.939	7	390	2.671
23:00 - 24:00	7	390	0.293	7	390	1.061	7	390	1.354
Total Rates:			32.894			32.547			65.441

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:

270 - 488 (units: sqm)

Survey date date range:

01/01/05 - 04/05/23

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

7

Number of Sundays:

0

Surveys automatically removed from selection:

1

Surveys manually removed from selection:

0

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

Desford
Thursday 3rd 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
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 3.0

2022 CTC Survey Results

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	157	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	1.0
OGV1	1.5
OGV2	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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

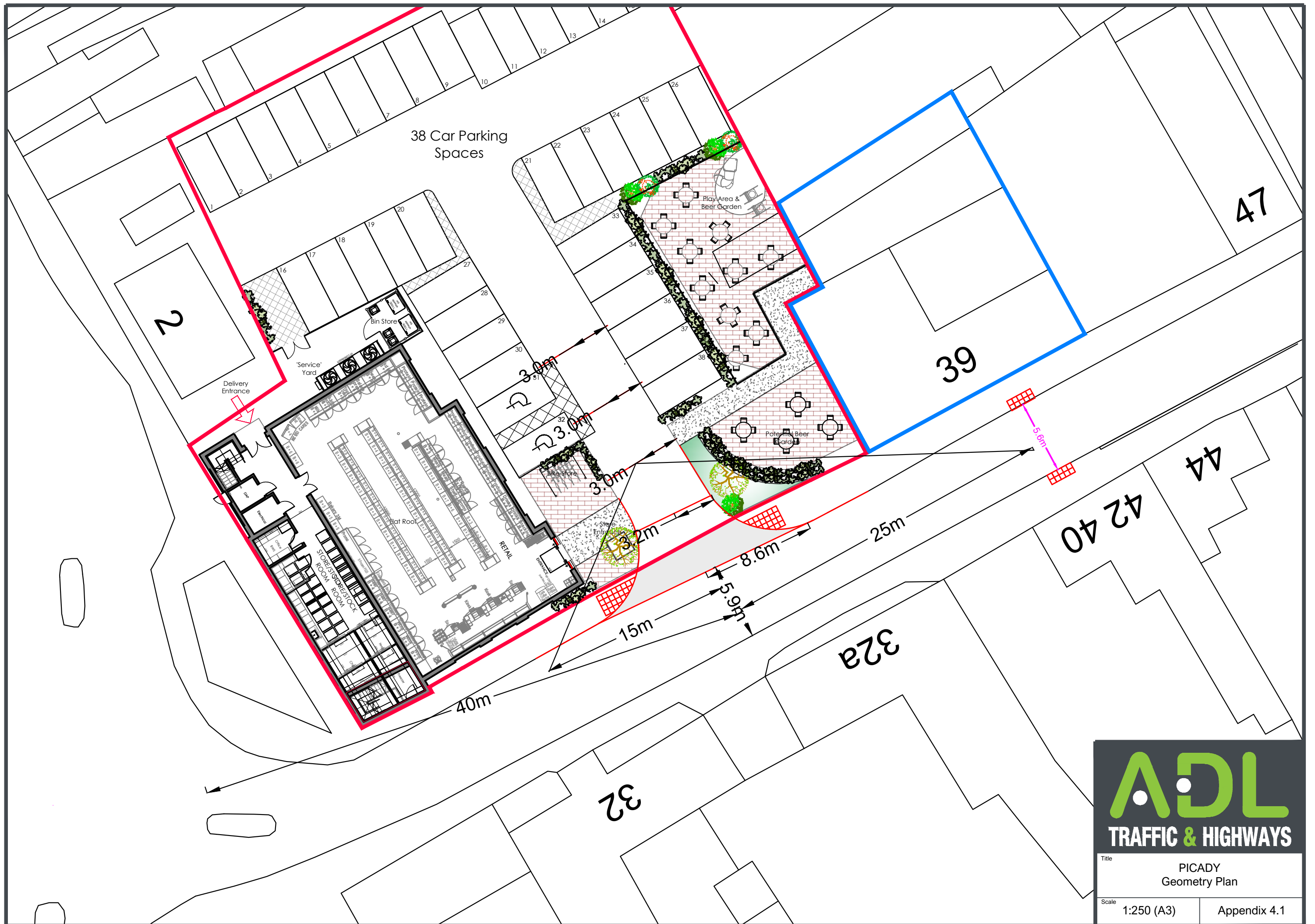
Desford
Saturday 5th March 2022
Junction: 1
Approach: B582 West

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

JUNCTION CAPACITY ASSESSMENT

4.1	Geometry Plan
4.2	PICADY Output



Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.0.1499
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Filename: Desford.j10
Path: \\svr-adl-fs\Traffic\5400-5499\5428 The Blue Bell Inn, Desford\PICADY
Report generation date: 26/01/2024 13:47:56

- »2025 Total, Weekday - AM
- »2025 Total, Weekday - PM
- »2025 Total, Saturday

Summary of junction performance

	Weekday - AM						Weekday - PM						Saturday					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 Total																	
Stream B-AC	D1	0.1	16.01	0.09	C	31 %	D2	0.1	12.84	0.12	B	45 %	D3	0.1	9.99	0.09	A	103 %
Stream C-AB		0.0	4.90	0.04	A	[Stream B-AC]		0.2	4.13	0.10	A	[Stream B-AC]		0.1	5.00	0.06	A	[Stream B-AC]

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	29/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADLJunctions
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Total	Weekday - AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Total	Weekday - PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 Total	Saturday	ONE HOUR	11:45	13:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 Total, Weekday - AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.30	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	31	Stream B-AC	0.30	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.90			40.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.44	25	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	515	0.094	0.238	0.150	0.340
B-C	661	0.102	0.257	-	-
C-B	597	0.232	0.232	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Total	Weekday - AM	ONE HOUR	07:45	09:15	15	✓

--	--	--	--	--	--	--	--

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	840	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	551	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	12	828
	B	12	0	8
	C	543	8	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A	B	C
	A	0	0	3
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	16.01	0.1	C	18	28
C-AB	0.04	4.90	0.0	A	21	31
C-A					485	727
A-B					11	17
A-C					760	1140

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	352	0.043	15	0.0	0.0	10.665	B
C-AB	13	3	749	0.018	13	0.0	0.0	4.890	A
C-A	402	100			402				
A-B	9	2			9				
A-C	623	156			623				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-AC	18	4	309	0.058	18	0.0	0.1	12.369	B
C-AB	19	5	787	0.024	19	0.0	0.0	4.680	A
C-A	476	119			476				
A-B	11	3			11				
A-C	744	186			744				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	247	0.089	22	0.1	0.1	15.990	C
C-AB	30	8	844	0.036	30	0.0	0.0	4.418	A
C-A	576	144			576				
A-B	13	3			13				
A-C	912	228			912				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	247	0.089	22	0.1	0.1	16.009	C
C-AB	30	8	844	0.036	30	0.0	0.0	4.424	A
C-A	576	144			576				
A-B	13	3			13				
A-C	912	228			912				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	4	309	0.058	18	0.1	0.1	12.389	B
C-AB	19	5	787	0.024	19	0.0	0.0	4.699	A
C-A	476	119			476				
A-B	11	3			11				
A-C	744	186			744				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	352	0.043	15	0.1	0.0	10.683	B
C-AB	13	3	749	0.018	13	0.0	0.0	4.899	A
C-A	402	100			402				
A-B	9	2			9				
A-C	623	156			623				

2025 Total, Weekday - PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.52	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	45	Stream B-AC	0.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Total	Weekday - PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	594	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	798	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	15	579
	B	15	0	19
	C	778	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	3
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.12	12.84	0.1	B	31	47
C-AB	0.10	4.13	0.2	A	70	105
C-A					662	994
A-B					14	21
A-C					531	797

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	411	0.062	25	0.0	0.1	9.337	A
C-AB	42	10	915	0.046	42	0.0	0.1	4.122	A
C-A	559	140			559				
A-B	11	3			11				
A-C	436	109			436				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	373	0.082	30	0.1	0.1	10.508	B
C-AB	62	16	985	0.063	62	0.1	0.1	3.901	A
C-A	655	164			655				
A-B	13	3			13				
A-C	521	130			521				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	318	0.118	37	0.1	0.1	12.821	B
C-AB	105	26	1086	0.097	105	0.1	0.2	3.668	A
C-A	774	193			774				
A-B	17	4			17				
A-C	637	159			637				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	318	0.118	37	0.1	0.1	12.839	B
C-AB	105	26	1086	0.097	105	0.2	0.2	3.674	A
C-A	774	193			774				
A-B	17	4			17				
A-C	637	159			637				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	373	0.082	31	0.1	0.1	10.525	B
C-AB	63	16	985	0.063	63	0.2	0.1	3.909	A
C-A	655	164			655				
A-B	13	3			13				
A-C	521	130			521				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	411	0.062	26	0.1	0.1	9.355	A
C-AB	42	11	915	0.046	42	0.1	0.1	4.127	A
C-A	559	140			559				
A-B	11	3			11				
A-C	436	109			436				

2025 Total, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	103	Stream B-AC	0.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Total	Saturday	ONE HOUR	11:45	13:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	465	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	448	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	19	446
	B	17	0	17
	C	429	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	9.99	0.1	A	31	47
C-AB	0.06	5.00	0.1	A	36	54
C-A					375	562
A-B					17	26
A-C					409	614

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	457	0.056	25	0.0	0.1	8.337	A
C-AB	25	6	745	0.034	25	0.0	0.0	4.999	A
C-A	312	78			312				
A-B	14	4			14				
A-C	336	84			336				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	432	0.071	30	0.1	0.1	8.957	A
C-AB	34	8	778	0.044	34	0.0	0.1	4.840	A
C-A	369	92			369				
A-B	17	4			17				
A-C	401	100			401				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	398	0.094	37	0.1	0.1	9.984	A
C-AB	49	12	824	0.060	49	0.1	0.1	4.645	A
C-A	444	111			444				
A-B	21	5			21				
A-C	491	123			491				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	398	0.094	37	0.1	0.1	9.991	A
C-AB	49	12	824	0.060	49	0.1	0.1	4.648	A
C-A	444	111			444				
A-B	21	5			21				
A-C	491	123			491				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	432	0.071	31	0.1	0.1	8.966	A
C-AB	34	9	778	0.044	34	0.1	0.1	4.846	A
C-A	369	92			369				
A-B	17	4			17				
A-C	401	100			401				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	6	457	0.056	26	0.1	0.1	8.348	A
C-AB	25	6	745	0.034	25	0.1	0.0	5.004	A
C-A	312	78			312				
A-B	14	4			14				
A-C	336	84			336				

CAR PARK & DELIVERY MANAGEMENT PLAN

BLUE BELL INN

HIGH STREET, DESFORD, LEICESTER, LE9 9JF

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	Initialed:	AM
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Review by	Andy Miles	Initialed:	AM
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Issue	Date	Status	Checked for Issue
1	31.05.2023	Draft	AM
2	12.06.2023	Draft v2	AM
3	26.01.2024	Final	AM

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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 1.1 of this CPDMP, with the delivery vehicle entering the site via the access off High Street.
- 2.4 The public house will continue to be serviced by dray lorries outside of the public house trading periods, with parking occurring via controlled / managed spaces nearest the public house at the northeast corner of the car park. This is included as Appendix 1.2.
- 2.5 Store / Pub 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.
- 2.6 The vehicle, upon entering, will drive into the car park area and turn at the north part of the car park reversing into the respective designated delivery areas at the north of the site. The Co-op delivery vehicle will position entirely within the 5 car parking spaces allocated as the delivery area to ensure all other spaces remain accessible and the pub dray delivery lorry will position within the 6 spaces to the east side of the access road.

- 2.7 The proposed delivery locations for both the public house and convenience store will allow for convenient offloading of cages / trolleys from the rear of the delivery vehicle and to be taken a short distance to the 'goods in' deliver doors. 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.
- 2.8 Once deliveries are fully offloaded, the delivery vehicles are 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.
- 2.9 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.
- 2.10 The convenience store and public house 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

- 2.11 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	Frequency	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 (DAILY)	-
Newspapers & Magazines	Supplier	Transit Sized Van	1 per day	7am – 10am
TOTAL VANS			1 DELIVERY	-

2.12 The delivery programme for the public house is shown in Table 2B below.

Table 2B Daily Delivery Details and Arrangements

Delivery Type	Source	Maximum Size of Vehicle	Frequency	Delivery Window
Ambient, Fresh, Frozen	Supplier	12.2m Rigid Delivery Vehicle	1 per week	7am – 11am
Food	Supplier		1 – 3 per week	
TOTAL RIGIDS			2-4 DELIVERIES (PER WEEK)	-

- 2.13 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, although the public house deliveries will occur 7am – 11am to avoid the public house trading times.
- 2.14 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.
- 2.15 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.
- 2.16 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.



