LIDL GREAT BRITAIN LIMITED

PROPOSED FOODSTORE

Great North Road, Milford Haven

TRANSPORT STATEMENT

23-00946/TS/01/A

March 2024

CORUN
Transport and Highway Engineering

DOCUMENT SIGNATURE AND MODIFICATION SHEET

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1 INTRODUCTION

1.1 Background

1.1.1 This Transport Statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Lidl Great Britain Limited, the applicant, to examine the highway and transportation issues associated with a proposed replacement foodstore, located off Great North Road, Milford Haven.

1.1.2 The existing store has a Gross External Area (GEA) of 1,914m^2. The total site area extends to 7,304m^2 and includes the adjacent Enterprise car rental unit to the north, and two detached residential properties (61a and 61b Great North Road). The car rental unit and residential properties will be demolished to make way for the new store, and an extended 94-space car park.

1.1.3 The existing store access will be stopped up and a new access constructed approximately mid-way along the site frontage. The other access points on Great North Road that serve the car rental unit and residential properties will also be stopped up, with a new footway formed.

1.1.4 The proposed development plans are contained at **Appendix A**.

1.1.5 The aim of this report is to demonstrate that there are no reasons, in highway and transportation terms, why the proposed development should not be granted planning permission.

1.2 Scope

1.2.1 This report will discuss the following key transportation issues arising from the proposals:

(i) the existing site location and transport infrastructure;

(ii) analysis of personal injury traffic accident data;

(iii) the site's compliance with applicable transport policy;

(iv) the development proposal in detail; and

(v) development-generated vehicular traffic.

1.2.2 Following discussions with Pembrokeshire County Council (PCC) Highways department, it was agreed on the 12th of December 2023, that as the proposed development represented an on-site replacement of an existing store with established trade, a Transport Statement rather than a Transport Assessment would be required for the application. Capacity analysis of junctions in close proximity to the site was not deemed necessary by PCC Highways.

1.2.3 The impact of the proposed development will be negligible and within normal daily variation in traffic flow. Discussion on the likely impact of traffic is discussed later on in this report.

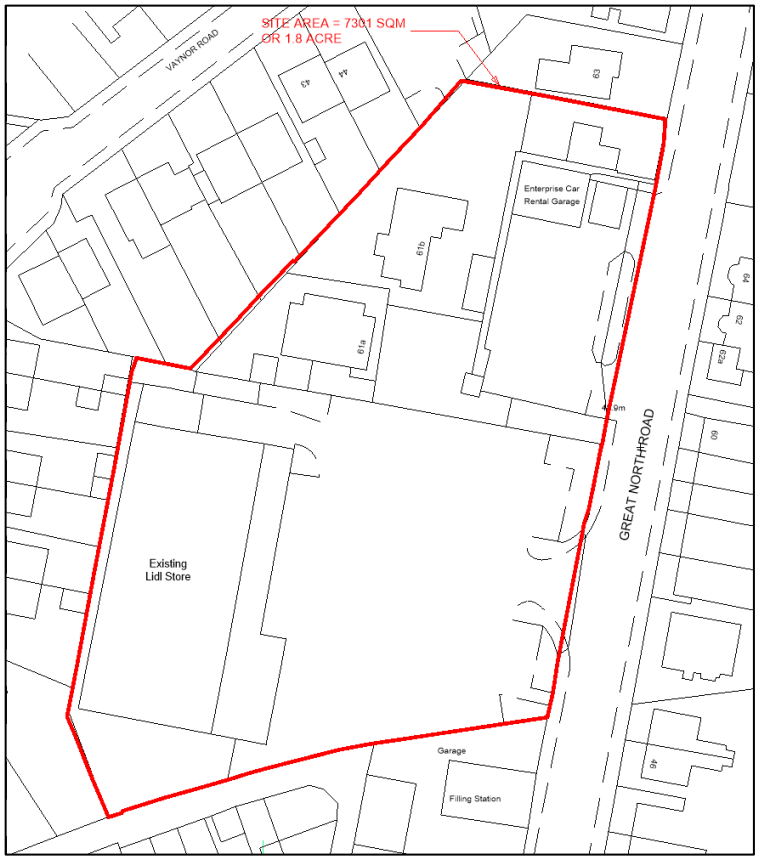
2 EXISTING CONDITIONS

2.1 Site Summary

2.1.1 The proposed development site (herein referred to as the 'site') is located to the west of Great North Road, on brownfield land, occupied by the existing Lidl store, a car rental unit, and two residential properties.

2.1.2 **Figure 2.1** below illustrates the site location in a local context, complete with an indicative red line boundary.

Figure 2.1: Site location with indicative red line boundary



2.2 Local Highway Network

2.2.1 Vehicular access to the existing store site is currently provided via a simple priority T-junction with the A4076 Great North Road.

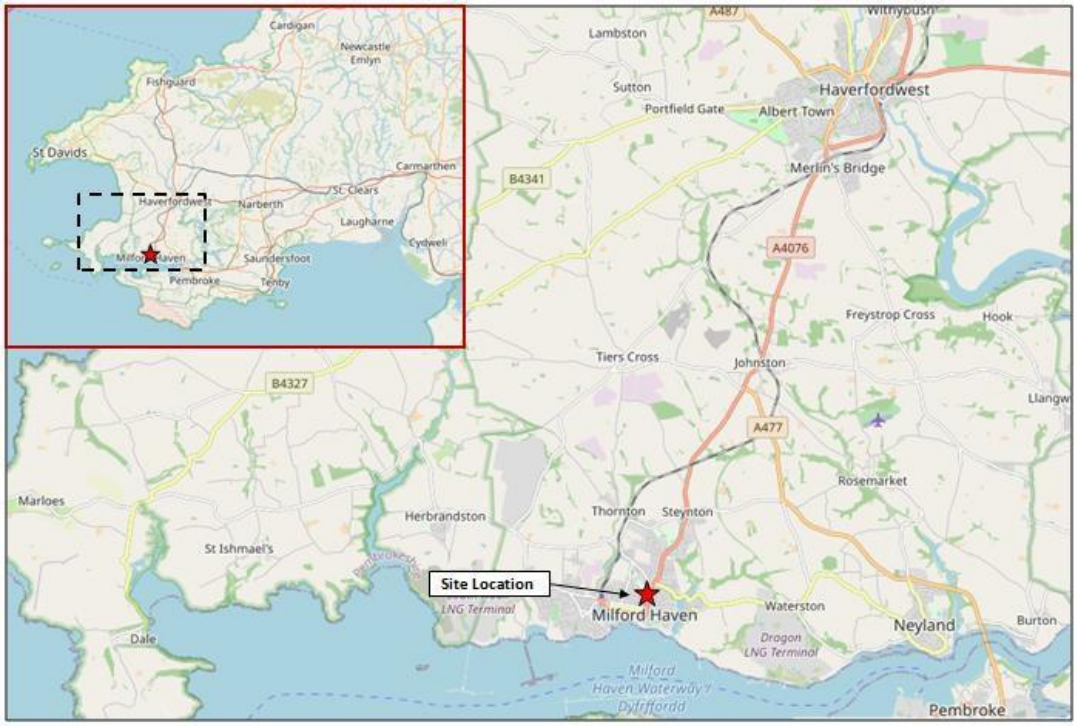
2.2.2 Along the site frontage, Great North Road has a posted speed limit of 20mph following introduction of the new 20mph speed limit legislation. It is approximately 7.3m wide with 2.0m wide footways along either side of the carriageway. Street lighting is present on both sides of the carriageway.

2.2.3 Great North Road has a north to south alignment and is relatively straight, merging with Hamilton Terrace to the south and Steynton Road to the north. The A4076 terminates at the Victoria Road roundabout to the south west, and serves Steynton (1.9km), Johnston (5.3km) and Haverfordwest (11km) to the north.

2.2.4 The A4076 Great North Road provides one of the primary routes through Milford Haven, and also provides a direct connection to the A477 and A40 which in turn connects to the towns of Carmarthen to the east (approximately 60km), and Fishguard to the north (approximately 35km).

2.2.5 The site is shown in a wider strategic context in **Figure 2.2**.

Figure 2.2: Site location in strategic context



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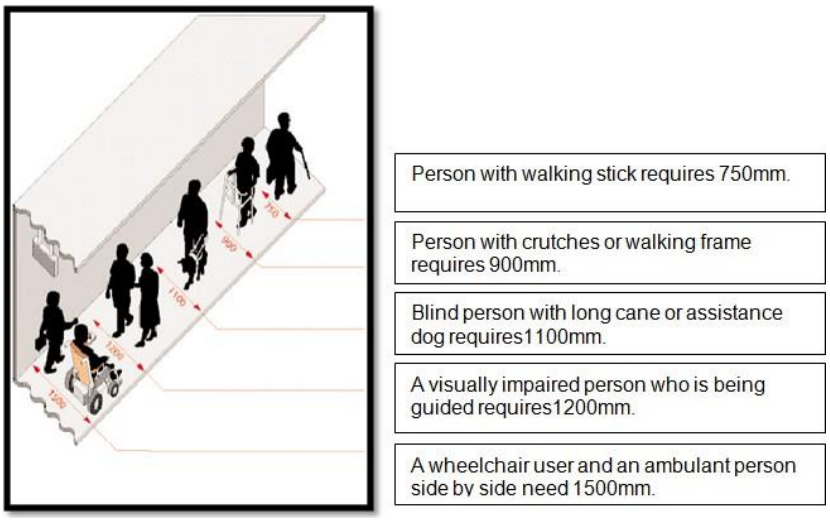
2.3 Pedestrian Facilities

2.3.1 The pedestrian infrastructure in a well-established built-up area such as this is excellent. Street-lit pedestrian footways measuring approximately 2.0m in width are provided on both sides of the A4076 Great North Road along its entire length, connecting to other footway provision found along numerous connecting side streets.

2.3.2 Approximately 150m to the south of the site access is an existing signal-controlled crossing, which connects the eastern and western footways on Great North Road.

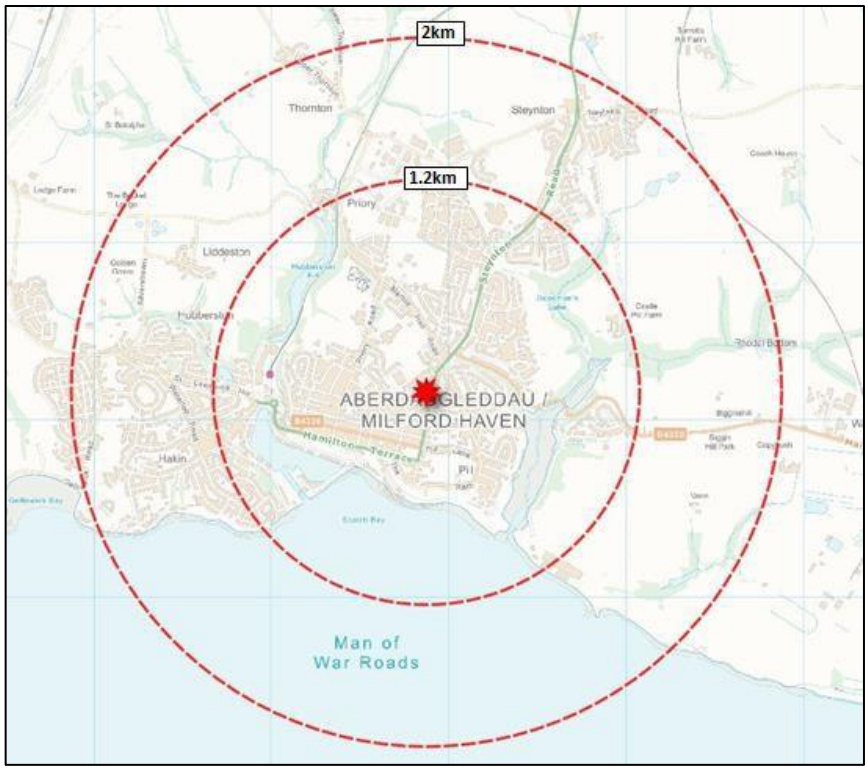
2.3.3 As shown in **Extract 2.1** from DfT's 'Inclusive Mobility' document (2002), the aforementioned footway widths of approximately 2m are more than suitable for a variety of users, including a wheelchair user and an ambulant person side by side.

Extract 2.1: Footway widths (DfT 'Inclusive Mobility' 2002)



2.3.4 Table 3.3 in The Chartered Institution of Highways and Transportation document 'Providing for Journeys on Foot' identifies suggested acceptable walking distances for pedestrians to a range of local facilities. For retail stores (under the elsewhere category) the preferred maximum walking distance specified is 1.2km, and for commuting trips (for staff to the site) the preferred maximum walking distance specified is 2km. **Figure 2.3** identifies the indicative 1.2km and 2km walking catchments to the site based on these suggested walking distances.

Figure 2.3: Indicative 1.2km and 2km walking catchments from the site



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2.3.5 **Figure 2.3** demonstrates that practically the whole of central Milford Haven area is located within a 1.2km walking catchment from the site, with almost the entirety of the wider Milford Haven area located within a 2km walking distance of the site.

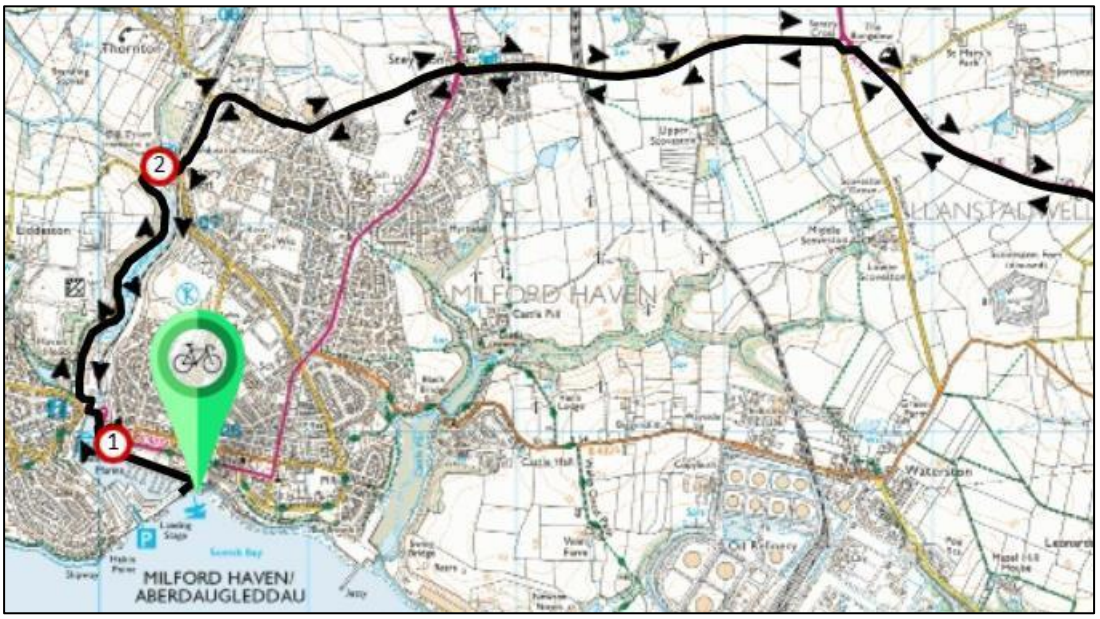
2.3.6 The site is therefore well located near a large residential catchment to attract and accommodate potential customer and staff walking trips.

2.4 Cycle Facilities

2.4.1 Local cycle routes in the vicinity of the site are outlined in **Figure 2.4**, which provides an extract from the Pembrokeshire County Council online cycle route mapping.

2.4.2 Cycling is accommodated on-street locally, with the Haven of Heritage Trail found to the south west of the site; the starting point of the route is found on Mackerel Quay, approximately 1km (7 minutes) cycle ride away. This route is mostly off-road trail highlighting the heritage of the Milford Haven waterway and is approximately 29km long.

Figure 2.4: Extract from PCC Cycle Mapping



Source: www.pembrokeshire.gov.uk

2.4.3 LTN1/04 identifies that the mean average length for cycling journeys is 4km (2.4 miles), although journeys of up to three times these distances are not uncommon for regular commuters. As such, a maximum 12km (7.4 miles) commuter distance applies.

2.4.4 **Figure 2.5** displays the indicative 4km and 12km cycle catchments from the site (approximately 20-minutes and 60-minutes cycle times respectively, based on a conservative cycle speed of 12km per hour). This shows that the entirety of the wider Milford Haven area is located within the 4km cycle catchment, with a number of more rural surrounding towns located within the 12km cycle catchment, as well as Johnston, Pembroke, and even parts of Haverfordwest (via the A4076).

Figure 2.5: 4km and 12km Cycling Catchments from the Site

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2.5 Public Transport Facilities

Bus

2.5.1 Guidance relating to the accessibility of development proposals to public transport is provided in the Institution of Highways and Transportation (IHT) document 'Planning for Public Transport in Development' (March 1999). The IHT guidance recommends that:

> *"'new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop …".*

2.5.2 The nearest bus stops to the site are found on Great North Road; a northbound bus stop is located approximately 30m north of the proposed site access, with a southbound bus stop approximately 240m to the north. A summary of the bus services available from these stops is shown in **Table 2.1**.

Table 2.1 – Great North Road bus stops approximate service frequencies

Service	Route	Approximate Service Frequency		
		Weekdays	Saturday	Sunday
Service 302	Withybush - Hubberston - Withybush (via Milford Haven)	30-minutes	30-minutes	No Service
Service 318	Llantwit Major - Cardiff	60-minutes	60-minutes	No Service
Service 356	Monkton – Milford Haven	60-minutes	60-minutes	No Service

Note: Times stated are approximations only, as per latest timetable data available in January 2024

2.5.3 **Table 2.1** identifies that the Great North Road bus stops provide access to a reasonable range of regular local bus services operating across the Monday to Saturday period. Bus services are not available on Sunday, as is the case for many other bus routes operating through the area.

Rail

2.5.4 The nearest train station to the site is Milford Haven station, located approximately a 1.5km walk to the west of the site. The station is therefore accessible to more mobile users of the site, and can also be accessed via an approximate 6-minute multi-modal cycle journey.

2.5.5 Milford Haven station is the western most station in Wales. All trains are operated by Transport for Wales. The usual service pattern is one train every two hours to Manchester Piccadilly via Carmarthen, Swansea, Bridgend, Cardiff Central, Hereford, Shrewsbury, Crewe and Stockport.

Summary

2.5.6 It is evident that the site is able to offer potential staff and customers viable alternatives to private car travel, with walking, cycling and public transport options available, which will significantly reduce dependency on private car travel to access the site.

2.6 Local Highway Safety

2.6.1 A review has been carried out on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exacerbated by the development proposal. In this instance, a cluster is identified as a closely defined area of five or more accidents.

2.6.2 The website www.crashmap.co.uk has been interrogated to provide a review of accidents in the surrounding area.

2.6.3 CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy-to-use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and the data includes all incidents up the end of 2022.

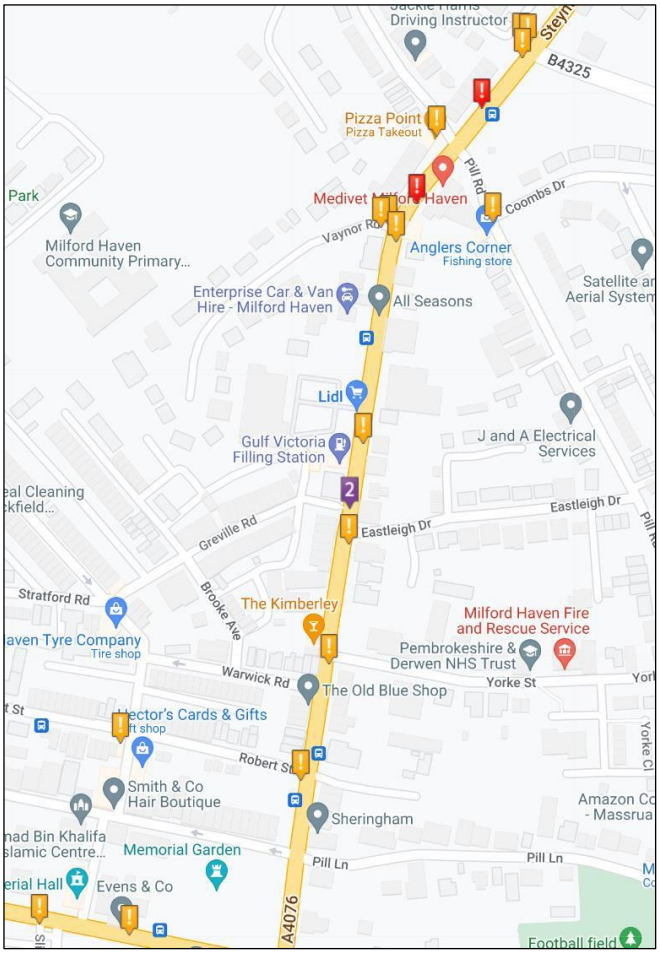
2.6.4 **Figure 2.6** provides an extract of all PIAs identified on CrashMap across the assessment network over the 5-year period between 2018 and 2022.

2.6.5 Across the assessment network, the CrashMap data identifies a total of 19 PIAs over the 5-year study period, with 17 classified as slight, and two serious, resulting in 23 casualties.

2.6.6 Of the 19 PIAs identified, one (5%) involved a pedal cyclist, five (26%) involved pedestrians, with the remainder (69%) involving car vehicles.

2.6.7 **Table 2.1** illustrates the accident history over the last five years. On a temporal basis, eight incidents occurred in 2018, one in 2019, three in 2020, four in 2021, and three in 2022. The table displays a general downward trend in accident rate over the 5-year period.

Figure 2.6: PIA plot extract



Source: www.crashmap.co.uk - data extracted January 2024

Table 2.1: PIA Accident History and Severity

Year	Slight	Serious	Casualties
2018	8		11
2019	1		1
2020	3		4
2021	4		4
2022	1	2	3
Total	**17**	**2**	**23**

2.6.8 Overall, the CrashMap data identifies no significant clusters of PIAs across the study network, and does not identify any significant highway safety issue within the immediate area of the development site. The increase in traffic generated by the proposed development (as discussed later in this report) is unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

2.6.9 The recent speed limit reduction to 20mph, as of September 2023, should also reduce the number of accidents and severity over time.

3 LOCAL AND NATIONAL PLANNING GUIDANCE

3.1 Overview

3.1.1 In preparing this TA the site has been considered in the context of relevant transport planning policy guidance at national, regional and local level. The following documents have been reviewed:

3.1.2 In transport terms the relevant policy guidance that applies to this site are contained in the following documents:

- Planning Policy Wales (Edition 12, February 2024);
- Technical Advice Note (Wales) 18 – Transport (2007);
- Wales Transport Strategy (2021);
- Future Wales: The National Plan 2040 (February 2021);
- Electric Vehicle Charging Strategy for Wales (March 2021); and
- Pembrokeshire County Council Local Development Plan (Adopted February 2013).

3.1.3 Consideration is also given to the following legislation, which has an emphasis on sustainable transport provision:

- Active Travel Wales Act 2013;
- Well-being of Future Generations (Wales) Act 2015.

3.2 Overall Policy Objective

3.2.1 The overarching desire at all tiers of planning policy guidance is to influence a modal shift from single occupancy car travel towards more sustainable modes such as walking, cycling, and public transport.

3.2.2 In order to achieve this, it is recognised that development should be located such that the need to travel by private car is reduced, in locations where there is good access to high quality public transport, walking and cycling provision.

3.3 Planning Policy Wales (February 2024)

3.3.1 Planning Policy Wales (PPW) confirms that transport plays a key role in promoting a healthier Wales, a more equal Wales, cohesive communities and a globally responsible Wales.

3.3.2 For placemaking in rural areas, PPW states that:

> *'For most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. Development in these areas should embrace the national sustainable placemaking outcomes and, where possible, offer good active travel connections to the centres of settlements to reduce the need to travel by car for local journeys.'*

3.3.3 PPW identifies the following active and social linkages issues which it aims to address:

- *'enable sustainable access to housing, employment, shopping, education, health, community, leisure and sports facilities and green infrastructure, maximising opportunities for community development and social welfare;*
- *develop sustainable transportation infrastructure to keep Wales moving and connect people with jobs, housing and leisure. Ensure that the chosen locations and resulting design of new developments reduces reliance on the private car for daily travel, supports sustainable modes of travel and assists in improving the environment, public health and community life;*
- *require developments to encourage modal shift and be easily accessible by walking, cycling and public transport, by virtue of their location, design and provision of on and off site sustainable transport infrastructure'.*

3.3.4 Under the sustainable transport category, PPW identifies that:

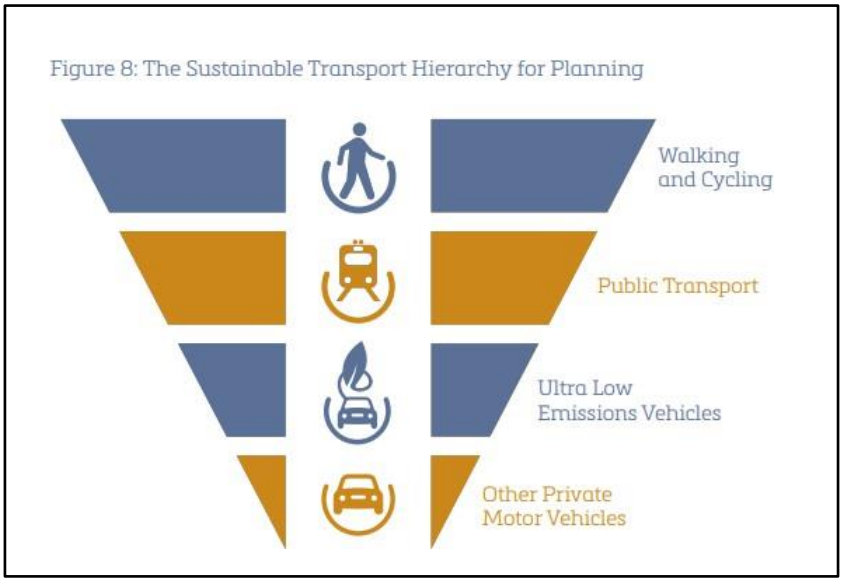
'The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well- being of Future Generations Act.

The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- *are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*
- *are designed in a way which integrates them with existing land uses and neighbourhoods; and*
- *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.*

Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.

It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.



The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.

The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications.

Different approaches to sustainable transport will be required in different parts of Wales, particularly in rural areas, and new development will need to reflect local circumstances.'

3.3.5 With regards to car parking, PPW confirms the widely accepted notion that:

'Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.'

3.3.6 It continues that:

'A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

Planning authorities must require good standards of car parking design, which do not allow vehicles to dominate the street or inconvenience people walking and cycling. Car parking should be overlooked by surrounding properties, to provide natural surveillance.

…. Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places.'

3.3.7 PPW promotes walking and cycling for shorter trips and that cycling be encouraged for short trips and as a substitute for shorter car journeys, or as part of a longer journey when combined with public transport.

3.4 Technical Advice Note (TAN 18)

3.4.1 Technical Advice Note 18 (TAN 18) promotes the overall integration of transport in the following ways:

- Integration of transport and land use planning.
- Integration between different types of transport; and
- Integration of transport policy with policies for the environment, education, social justice, health, economic development and wealth creation.

3.4.2 The integration of land use planning and the development of transport has a key role to play in the promotion of sustainable development. TAN 18 identifies the following ways in which integration can help achieve sustainable environmental outcomes:

- promoting resource and travel efficient settlement patterns;
- ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips;
- promoting cycling and walking;
- supporting the provision of high quality, inclusive public transport;
- encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and
- ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.

3.5 Future Wales: The National Plan 2040 (February 2021)

3.5.1 'Future Wales: The National Plan 2040' is the Welsh Government national development framework, setting the direction for development in Wales to 2040.

3.5.2 With regards to transport, Future Wales draws the same conclusions to those identified in PPW and TAN 18, identifying that the Welsh Government's aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport, with development to be focussed in areas where these modes of travel can be supported.

3.5.3 Future Wales identifies 11 outcomes for where Wales should be within 20 years' time. Outcome 7 reflects the anticipated Outcome for transport as follows:

> *"Outcome 7 – A Wales where people live in place where travel is sustainable. All methods of travel will have low environmental impact and low emissions, with increased use of public transport and ultra-low emission vehicles replacing today's petrol and diesel vehicles.*
>
> *Sustainable transport infrastructure will be embedded within development to enable easy and convenient access from one place to another for commuting, business, tourism and leisure purposes. Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles."*

3.5.4 The report also makes plenty of references to the promotion of electric vehicle use, and provision of charging infrastructure that these vehicles rely on. Although the public sector is anticipated to play a major role in meeting these ambitions, the report also identifies how the private sector will also play an important role, as identified in the following extracts:

> *"The Welsh Government will embrace the adoption of electric vehicles in an inclusive manner, supported by the necessary investment in charging infrastructure"*
>
> *"Battery electric vehicles currently offer the most immediate route to the transition away from petrol and diesel vehicles to zero and ultra-low emission vehicles. It is important that we plan and deliver the infrastructure, and in particular the charging infrastructure, that electric vehicles will rely on. We expect business and industry to drive much of the roll-out of charging infrastructure."*
>
> *"The provision of electric vehicle charging infrastructure points should be planned as part of the overall design of a development."*

3.6 Electric Vehicle Charging Strategy for Wales (March 2021)

3.6.1 The document 'Electric Vehicle Charging Strategy for Wales' provides further information to support Future Wales on how the Welsh Government will support the uptake of electric vehicles. The document sets out the following key vision:

> *"By 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it."*

3.6.2 A ban on the sales of new petrol and diesel only cars and vans in the UK will be introduced in 2030. With this in mind the document outlines that:

> *"There is an immediate need for more charging and better charging infrastructure to facilitate consumer confidence in making the switch to electric vehicles."*

3.6.3 Section 8 of the document identifies the action planning required to meet the overall vision. One of the key points outlined, relevant to the proposed development is as follows:

> *"New non-residential buildings with more than 10 parking spaces will have a charge point provided by 2025."*

3.7 Pembrokeshire County Council Local Development Plan (Adopted February 2013)

3.7.1 The Pembrokeshire Local Plan is a document that sets out the visions, objectives, strategies and policies for managing development in the county area up to 2021, but will remain in place until the next LDP is adopted, the current plan was adopted in February 2013.

3.8 Policy Review and Conclusion

3.8.1 As identified in **Section 2** of this report, the site is well located to encourage travel by sustainable modes for both staff and visitors of the proposed development.

3.8.2 The development proposals will also include provision of two electric vehicle charging points on the site, which support the Welsh Government's ambition to promote the use of these vehicles, and develop a network of accessible charging points across the country.

3.8.3 The site is therefore concluded to comply with transport planning policy at local and national level.

4 DEVELOPMENT PROPOSAL

4.1 Proposed Development

4.1.1 The proposal is for a replacement foodstore, located off Great North Road, Milford Haven, which has an existing Gross External Area (GEA) of 1,914m^2, and a proposed GEA of 2,042m^2.

4.1.2 The total site area extends to 7,304m^2 and includes the adjacent Enterprise car rental unit to the north and two detached residential properties.

4.1.3 The car rental unit and residential properties will be demolished to make way for the new store and an extended 94-space car park.

4.2 Proposed Site Access

4.2.1 The existing store access will be stopped up and a new access constructed approximately mid-way along the site frontage. The other access points on Great North Road that serve the car rental unit and residential properties will also be stopped up, with a new footway formed.

4.2.2 The access will be a simple priority T-junction with, dedicated left and right turn lanes on exit from the site, and an overall width of 10.5m.

4.2.3 Swept path analysis for a max legal 16.5m articulated vehicle accessing the proposed site is shown at **Appendix A**. This shows that there is sufficient room for a vehicle of this size to manoeuvre within the site, and safely enter and exit the site in a forward gear.

4.2.4 Pedestrian access into the site will also be provided at the new site access junction. From the access junction, a pedestrian route with marked crossing points will continue towards the proposed store entrance.

4.2.5 As part of the proposals, the existing access points serving the existing residential units and car rental unit will be stopped up, and a new footway installed.

4.2.6 In addition, a new bus stop, including kerbs, shelter and seating will also be provided, within the newly constructed footway section to the north of the new access.

4.3 Parking Provision

4.3.1 A total of 94 car parking spaces are proposed at the site, including 6 (6%) disabled, 9 (9%) parent and child and 2 (3%) Electrical Vehicle charging spaces.

4.3.2 Parking standards for Milford Haven are set out in the PCC Supplementary Planning Guidance (SPG) 'Parking Standards, June 2013 document. The standards identify six distinct 'Parking Zones' over which parking requirements differ. For the purpose of this assessment, Zones 2 and 3 could apply.

4.3.3 The proposed development falls within the 'supermarkets and superstore' (>2000m^2) GFA category, which for Zones 2 and 3, requires a maximum of 1 car parking space per 14m^2 of GFA. For the proposed development, this equates to a maximum of 146 car parking spaces.

4.3.4 However, the GFA is only marginally over the 2000m^2 (+39m^2) threshold. If the lower range is applied for shops and small supermarkets (1001m^2 - 2000m^2), the SPG requires 1 car parking space per 40m^2 or 20m^2 for Zone 2 and 3 respectively. This provides a maximum range of 51 to 102 parking spaces respectively.

4.3.5 The parking standards aim to set a maximum level of parking to be provided at developments, in line with national and regional policies to encourage a move to more sustainable modes of transport. The SPG was also published before the more recent 'Future Wales – The National Plan 2040 (February 2021)' and 'Planning Policy Wales (Edition 11, February 2021)' documents which identify the following with regards to parking provision at non-residential developments:

> *Planning Policy Wales - Edition 11*
>
> *"Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place."*
>
> *"A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed."*
>
> *"Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places"*

4.3.6 The 94 parking spaces proposed for the Lidl unit is within the SPG maximum provision suggested, and in line with national policy to reduce reliance on car provision at developments, the good accessibility of the site to non-car modes of travel, and the operator's extensive experience of demand at stores throughout the UK, this parking level is considered appropriate for the intended food store use.

4.3.7 To further justify the parking provision, a parking accumulation assessment has been undertaken based on the anticipated trip generation at the proposed development, which is outlined in more detail in **Section 5** of this report. The parking accumulations for both a weekday and Saturday 12-hour period (07:00 to 19:00) are shown in **Table 4.1** and **Table 4.2** respectively.

4.3.8 The parking accumulation for the proposed development suggests that maximum car park occupancies of just 44 vehicles and 58 vehicles would be anticipated over a weekday and Saturday period respectively. Based on the proposed 94 parking spaces, this represents a maximum anticipated occupancy of just 47% and 62% respectively.

4.3.9 This further suggests that the proposed provision of 94 car parking spaces would be sufficient to cater for demand at the proposed development, and not lead to any capacity issues within the car park area, even during its busiest periods.

Table 4.1: Anticipated parking accumulation at proposed development (Weekday)

Time Period	Vehicle Arrivals	Vehicle Departures	Parking Occupancy
07:00 - 08:00	11	4	7
08:00 - 09:00	49	34	21
09:00 - 10:00	75	63	34
10:00 - 11:00	88	77	44
11:00 - 12:00	95	96	44
12:00 - 13:00	90	92	42
13:00 - 14:00	87	93	36
14:00 - 15:00	93	88	41
15:00 - 16:00	93	95	39
16:00 - 17:00	92	96	35
17:00 - 18:00	84	88	31
18:00 - 19:00	66	71	26

* Assuming all no spaces occupied at the start of period
Note: yellow highlight identifies peak hour in parking accumulation

Table 4.2: Anticipated parking accumulation at proposed development (Saturday)

Time Period	Vehicle Arrivals	Vehicle Departures	Parking Occupancy
07:00 - 08:00	9	2	8
08:00 - 09:00	49	35	22
09:00 - 10:00	84	64	42
10:00 - 11:00	108	98	51
11:00 - 12:00	139	132	58
12:00 - 13:00	128	136	49
13:00 - 14:00	120	117	52
14:00 - 15:00	120	124	47
15:00 - 16:00	116	121	43
16:00 - 17:00	116	120	39
17:00 - 18:00	94	97	35
18:00 - 19:00	68	77	27

* Assuming all no spaces occupied at the start of period
Note: yellow highlight identifies peak hour in parking accumulation

Servicing Bays

4.3.10 The SPG also identifies that 3 commercial parking spaces should be provided at the development. The proposals include 1 commercial loading bay space, located at the western edge of the store. Based on the operator's extensive experience throughout the UK, this is deemed sufficient for the site's needs, and this loading bay will be managed to ensure that no more than one articulated vehicle is scheduled to arrive and park within the site at any one time.

4.3.11 As shown on the swept path analysis contained at **Appendix A**, there is sufficient room within the site for a max legal 16.5m articulated vehicle to manoeuvre in and out of the loading bay safely.

Enhanced Access Parking Bays

4.3.12 With regards to disabled parking, the PCC SPG states the following requirements for car parks associated with shopping areas:

> *'6% of total provision, minimum 1 space, or where appropriate agreed through Travel Plan."*

4.3.13 In line with these standards the proposed development will provide 6 (6%) enhanced parking spaces allocated for disabled users.

4.3.14 All enhanced bays are conveniently located near the proposed store entrance, and will include a 1.2m wide buffer strip around each space to assist with access, especially for wheelchair users.

Bicycle Parking

4.3.15 The PCC SPG outlines a minimum requirement of 1 cycle stand per 200m^2 of floorspace at supermarket developments. Based on these standards, the proposed development will require a minimum of 10 cycle stands.

4.3.16 The proposed development will provide a minimum of 10 cycle stands, providing parking for up to 20 cycles. These spaces will be located at the south eastern side of the store, in close proximity to the store entrance. These spaces will be overlooked by the checkout area, allowing for good surveillance of spaces.

Electric Vehicle Charging Provision

4.3.17 The PCC SPG does not specify how many Electric Vehicle (EV) spaces retail developments must provide. However, 2 EV charging spaces will be provided at the proposed development. This provision will therefore support the aims of both national and local policies to promote use of these vehicles, and develop a network of accessible charging points across the country.

5 DEVELOPMENT TRAFFIC GENERATION

5.1 Introduction

5.1.1 The following section outlines the anticipated trip generation of the proposed use on the site.

5.1.2 Estimated traffic flows have been forecast using the TRICS database. TRICS is a nationally accepted database providing information relating to the total number of trips generated by various land uses based on existing traffic surveys at similar sites throughout the United Kingdom. From the TRICS database, a trip rate is derived which provides the number of expected trips per unit of measurement, in this case per 100m^2 GFA.

5.2 Proposed Development Trip Generation

5.2.1 To represent the proposed Lidl foodstore unit on the site, the TRICS category '01 – Retail / C – Discount Food Stores' was utilised.

5.2.2 In order to extract a representative sample of survey sites from the TRICS database, the following parameters were applied:

- All sites in Greater London and Ireland excluded;
- Includes only 'Edge of Town' and 'Suburban Area' sites; and
- Sites with surveys identified as undertaken during Covid pandemic period excluded.

5.2.3 Utilising the TRICS trip rates, **Table 5.1** and **Table 5.2** identify the anticipated trip generation for the proposed Lidl foodstore unit, over both a weekday and Saturday 12-hour period (07:00 to 19:00) respectively. A copy of all TRICS outputs are included in **Appendix B.**

Table 5.1: Proposed development, anticipated weekday vehicular trip generation (based on 2,042m^2 GFA)

Time Period	Trip Rates (per 100m^2 GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.519	0.200	0.719	11	4	15
08:00 - 09:00	2.411	1.682	4.093	49	34	84
09:00 - 10:00	3.693	3.088	6.781	75	63	138
10:00 - 11:00	4.303	3.788	8.091	88	77	165
11:00 - 12:00	4.670	4.689	9.359	95	96	191
12:00 - 13:00	4.403	4.484	8.887	90	92	181
13:00 - 14:00	4.270	4.555	8.825	87	93	180
14:00 - 15:00	4.541	4.322	8.863	93	88	181
15:00 - 16:00	4.551	4.641	9.192	93	95	188
16:00 - 17:00	4.498	4.694	9.192	92	96	188
17:00 - 18:00	4.136	4.327	8.463	84	88	173
18:00 - 19:00	3.212	3.459	6.671	66	71	136
12-Hour Total	**-**	**-**	**-**	**922**	**897**	**1,820**

Note: yellow highlight identifies peak hour in two-way vehicle trips

5.2.4 **Table 5.1** identifies that the proposed development would be anticipated to generate a total of 1,820 total two-way vehicular trips over the 12-hour weekday period between 07:00 to 19:00. The peak hour in trips over the weekday period is anticipated to occur between 11:00 to 12:00, with a total of 191 total two-way trips.

Table 5.2: Proposed development, anticipated Saturday vehicular trip generation (based on 2,042m² GFA)

Time Period	Trip Rates (per 100m² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.530	0.115	0.645	9	2	11
08:00 - 09:00	2.356	1.704	4.060	49	35	84
09:00 - 10:00	3.739	2.914	6.653	84	64	148
10:00 - 11:00	5.602	5.125	10.727	108	98	206
11:00 - 12:00	7.268	6.800	14.068	139	132	271
12:00 - 13:00	6.703	7.218	13.921	128	136	264
13:00 - 14:00	6.867	6.611	13.478	120	117	237
14:00 - 15:00	6.280	6.326	12.606	120	124	244
15:00 - 16:00	5.301	5.857	11.158	116	121	238
16:00 - 17:00	4.515	4.890	9.405	116	120	235
17:00 - 18:00	4.065	4.155	8.220	94	97	191
18:00 - 19:00	2.371	3.074	5.445	68	77	145
12-Hour Total	-	-	-	**1151**	**1124**	**2275**

Note: yellow highlight identifies peak hour in two-way vehicle trips

5.2.5 **Table 5.2** identifies that the proposed development would be anticipated to generate a total of 2,275 total two-way vehicular trips over the 12-hour Saturday period between 07:00 to 19:00. The peak hour over the Saturday period is anticipated to occur between 11:00 to 12:00, with a total of 271 total two-way trips.

5.3 Existing Foodstore Unit Trip Generation

5.3.1 Utilising the same TRICS trip rates, **Tables 5.3** and **Table 5.4** identify the anticipated trip generation for the existing Lidl foodstore unit, over a weekday and Saturday 12-hour period (07:00 to 19:00) respectively.

Table 5.3: Existing Lidl Foodstore, anticipated weekday vehicular trip generation (based on 1,914m² GFA)

Time Period	Trip Rates (per 100m² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.462	0.083	0.545	10	4	14
08:00 - 09:00	2.409	1.729	4.138	46	32	78
09:00 - 10:00	4.122	3.138	7.260	71	59	130
10:00 - 11:00	5.267	4.818	10.085	82	73	155
11:00 - 12:00	6.803	6.475	13.278	89	90	179
12:00 - 13:00	6.251	6.667	12.918	84	86	170
13:00 - 14:00	5.859	5.731	11.590	82	87	169
14:00 - 15:00	5.875	6.083	11.958	87	83	170
15:00 - 16:00	5.699	5.939	11.638	87	89	176
16:00 - 17:00	5.667	5.859	11.526	86	90	176
17:00 - 18:00	4.602	4.770	9.372	79	83	162
18:00 - 19:00	3.338	3.762	7.100	61	66	127
12-Hour Total	-	-	-	**865**	**841**	**1,706**

5.3.2 **Table 5.3** identifies that the existing Lidl unit would be anticipated to generate a total of 1,706 total two-way vehicular trips over the 12-hour weekday period between 07:00 to 19:00. The peak hour in trips over the weekday period is anticipated to occur between 11:00 to 12:00, with a total of 179 total two-way trips.

Table 5.4: Existing Lidl Foodstore, anticipated Saturday vehicular trip generation (based on 1,914m^2 GFA)

Time Period	Trip Rates (per 100m^2 GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.462	0.083	0.545	9	2	10
08:00 - 09:00	2.409	1.729	4.138	46	33	79
09:00 - 10:00	4.122	3.138	7.260	79	60	139
10:00 - 11:00	5.267	4.818	10.085	101	92	193
11:00 - 12:00	6.803	6.475	13.278	130	124	254
12:00 - 13:00	6.251	6.667	12.918	120	128	247
13:00 - 14:00	5.859	5.731	11.590	112	110	222
14:00 - 15:00	5.875	6.083	11.958	112	116	229
15:00 - 16:00	5.699	5.939	11.638	109	114	223
16:00 - 17:00	5.667	5.859	11.526	108	112	221
17:00 - 18:00	4.602	4.770	9.372	88	91	179
18:00 - 19:00	3.338	3.762	7.100	64	72	136
12-Hour Total	-	-	-	**1079**	**1054**	**2132**

Note: yellow highlight identifies peak hour in two-way vehicle trips

5.3.3 **Table 5.4** identifies that the existing Lidl unit would be anticipated to generate a total of 2,132 total two-way vehicular trips over the 12-hour Saturday period between 07:00 to 19:00. The peak hour in trips over the Saturday period is anticipated to occur between 11:00 to 12:00, with a total of 254 total two-way trips.

5.4 Proposed versus Existing Trip Generation

5.4.1 Utilising the TRICS data, the proposed new store would be anticipated to generate a total of 191 two-way vehicular movements during the weekday peak hour store period (11:00 to 12:00). This compares to 179 total two-way vehicular movements at the existing store over the respective period, which is an increase of just +12 two-way movements.

5.4.2 Across the 12-hour weekday period (07:00 to 19:00), the proposed new store would be anticipated to generate a total of 1,820 two-way vehicular movements. This compares to 1,706 total two-way vehicular movements at the existing store over the respective period, which is an increase of just +114 two-way movements (which equates to approximately just +9 two-way movements per hour).

5.4.3 On a Saturday, the proposed store would be anticipated to generate a total of 271 two-way vehicular movements during the peak hour store period (11:00 to 12:00). This compares to 254 total two-way vehicular movements at the existing store over the respective period, which is an increase of just +17 two-way movements.

5.4.4 Across the 12-hour Saturday period (07:00 to 19:00), the proposed new store would be anticipated to generate a total of 2,275 two-way vehicular movements. This compares to 2,132 total two-way vehicular movements at the existing store over the respective period, which is an increase of just +143 two-way movements (which equates to approximately just +12 two-way movements per hour).

5.4.5 It should be noted that the predicted trips identified in **Table 5.1** and **Table 5.2** assumes all additional trips generated on the local highway network are ‘primary’ trips, with no reductions applied for ‘secondary’ trips.

5.4.6 Primary trips are those which are new to the road network and occur only as a result of the new development. Secondary trips however are those which already exist on the road network, but would include a visit to the site as part of the existing trip (whether as part of a pass-by, diverted, or transferred trip). Although part of the total trip generation into the site, these secondary trips therefore do not generate additional vehicles on the road network, and can be excluded when identifying the total vehicular impact of a development.

5.4.7 Although there is not currently any definitive guidance available providing levels of secondary trip reductions to be applied at certain developments, the 'TRICS Research Report 14/1 (2014)' provides a review on the subject. The report identifies that levels of secondary trips at any development will be dependent on variables such as its location, range of services offered, and size, and that a site-by-site approach should be taken in calculating these trip levels. The report also includes summaries of previous commercial and academic research on the subject, with one study identifying convenience stores experiencing secondary trip proportions up to 85%, with rates showing a positive relationship to adjacent street volumes.

5.4.8 If only primary trip attractions to the development are considered (i.e., completely new trips on the network) the actual impact on the local highway network of the proposed store compared to the new store will be negligible and well within daily variations in traffic flow.

5.4.9 However, if secondary trips reductions are taken into account, the actual impact of the development will be insignificant.

5.5 Residential and Car Rental Traffic

5.5.1 No allowance has been made for the loss of traffic associated with the two residential properties, or more importantly, the existing car rental business, which would be the higher trip generator of the two extant uses.

5.5.2 The proposed development completely removes this existing traffic from the network, which will likely compensate for the vast majority of additional traffic generated by the proposed increase in retail floor space.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 This Transport Statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Lidl Great Britain Limited, the applicant, to examine the highway and transportation issues associated with the proposed replacement foodstore, located off Great North Road, Milford Haven.

6.1.2 The existing store has a Gross External Area (GEA) of 1,914m^2 and the proposed 2,042m^2, the total site area extends to 7,304m^2 and includes the adjacent Enterprise car rental unit and two detached residential properties. The car rental unit and residential properties will be demolished to make way for the store and an extended 94-space car park.

6.1.3 The 94-space car park includes 6 (6%) disabled, 9 (9%) parent and child and 2 (3%) Electrical Vehicle charging spaces. A parking accumulation has identified that this level of provision will be sufficient to cater for demand at the site, with maximum anticipated car park occupancies of just 47% and 62% over a weekday and Saturday period respectively.

6.1.4 The existing store access will be stopped up and a new access constructed approximately mid-way along the site frontage. The other access points on Great North Road that serve the car rental unit and residential properties will also be stopped up, with a new footway formed.

6.1.5 A new bus stop, including kerbs, shelter and seating will also be provided, within the newly constructed footway section to the north of the new access.

6.1.6 It is evident that the site is able to offer potential staff and customers viable alternatives to private car travel, with walking, cycling and public transport options available which will significantly reduce dependency on private car travel to access the site.

6.1.7 Accident data identifies no significant clusters of PIAs across the study network, and does not therefore appear to identify any significant highway safety issue within the immediate area of the development site. The increase in traffic generated by the proposed development is unlikely to exacerbate the existing safety record to a significant enough level to warrant concern. The recent speed limit reduction to 20mph, as of September 2023, should also reduce the number of accidents and severity over time.

6.1.8 As shown on the swept path analysis contained at **Appendix A**, there is sufficient room within the site for a max legal 16.5m articulated vehicle to manoeuvre in and out of the loading bay safely.

6.1.9 The proposed new store would be anticipated to generate a total of 191 two-way vehicular movements during the weekday peak hour store period (11:00 to 12:00). This compares to 179 total two-way vehicular movements at the existing store over the respective period, which is an increase of just +12 two-way movements.

6.1.10 Across the 12-hour weekday period (07:00 to 19:00), the proposed new store would be anticipated to generate a total of 1,820 two-way vehicular movements. This compares to 1,706 total two-way vehicular movements at the existing store over the respective period, which is an increase of just +114 two-way movements (which equates to approximately just +9 two-way movements per hour).

6.1.11 On a Saturday, the proposed store would be anticipated to generate a total of 271 two-way vehicular movements during the peak hour store period (11:00 to 12:00). This compares to

254 total two-way vehicular movements at the existing store over the respective period, which is an increase of just +17 two-way movements.

6.1.12 Across the 12-hour Saturday period (07:00 to 19:00), the proposed new store would be anticipated to generate a total of 2,275 two-way vehicular movements. This compares to 2,132 total two-way vehicular movements at the existing store over the respective period, which is an increase of just +143 two-way movements (which equates to approximately just +12 two-way movements per hour).

6.1.13 If only primary trip attractions to the development are considered (i.e., completely new trips on the network) the actual impact on the local highway network of the proposed store when compared to the new store will be negligible, and well within daily variations in traffic flow.

6.1.14 However, if secondary trips reductions are taken into account, the actual impact of the development will be insignificant.

6.1.15 No allowance has been made for the loss of traffic associated with the two residential properties, or more importantly, the existing car rental business, which would be the higher trip generator of the two uses. The proposed development completely removes this existing traffic from the network, which will likely compensate for the vast majority of minimal additional traffic generated by the proposed increase in the foodstore unit retail floor space.

6.2 Conclusion

6.2.1 This Transport Statement has demonstrated that the development should be considered acceptable in terms of highways and transportation.

6.2.2 There are no reasons in highway and transportation terms why the proposed development should not be granted consent.

APPENDIX A

Proposed Development Plans

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

LIDL DESIGN AS PER LATEST SPECIFICATION DATED JANUARY 2024

DRAINAGE AS PER WATERCO SKETCH AND INFORMATION RECIEVED 23.01.24

HIGHWAYS DESIGN AS PER CORUNS DESIGN AND DETAILS RECIEVED 26.03.24

SITE AREA = 7304 SQM
OR 1.8 ACRE

VAYNOR ROAD

GREAT NORTH ROAD

94 PARKING SPACES
INCLUDING 6 DISABLED 9 P&C AND 2EVC

BUS STOP

Garage

Filling Station

Welfare Circ
Warehouse
Mezzanine above
Bakery Freezer
Bakery
Welfare Canteen
Utility
IT Room
Cloaks
DBS
Entrance Lobby
Sales Area
Chiller
Cash Office
Canopy Over

Scale Bar 1:500

0m 10m 20m 30m 40m 50m

Rev.	Date	Description	Drawn
H	26/03/2024	Added Highways engineer design entrance and bus stop location.	BM
G	25/03/2024	Cycle parking spaces increased	BM
F	17/03/2024	Substation added and car park numbers altered	BM
E	01/03/2024	Room Areas removed - sales area corrected	BM
D	15/02/2024	Updated to the latest Lidl Specification [Feb 24]	BM

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8 Britannia Street
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T:(0113) 244 3457
W: www.htcarchitects.co.uk
E: info@htcarchitects.co.uk

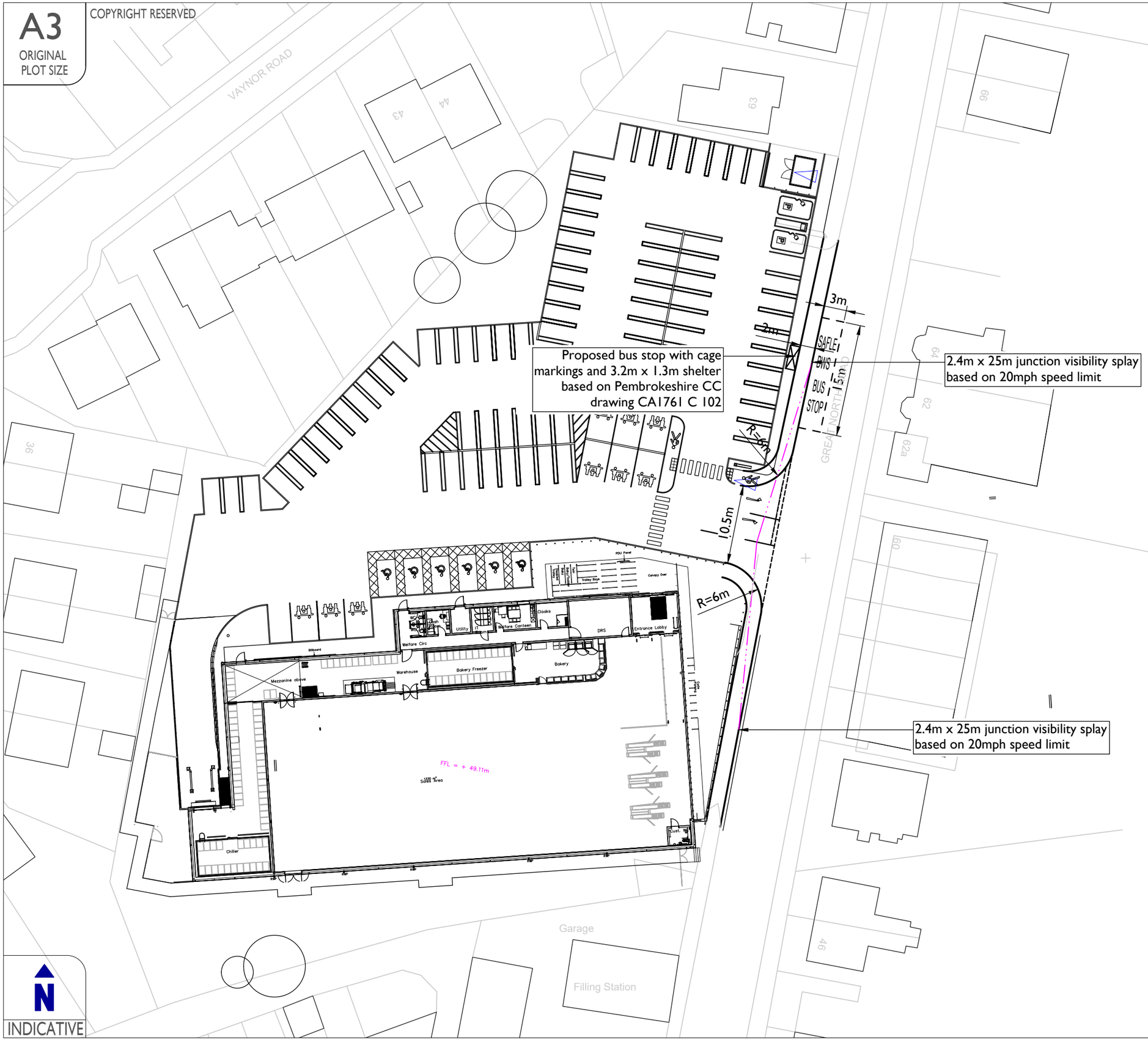
client
Lidl GB Ltd.

project
Milford Haven

drawing title
Proposed Lidl Site Plan

date	October 2023		
status	Planning		
scale	1:500 @ A3		
drawn	NG	checked	BM
job no.	3200	dwg no.	P404 rev. H

A3
ORIGINAL
PLOT SIZE



INDICATIVE

NOTES:

1. All works shown are indicative only and subject to confirmation of land ownership / rights of access to undertake works.

This drawing is based on [Company's Name] Drawing No:

Rev	Date	Details	Drawn by	Checked by
A	Mar'24	New Layout Added	MA	MA

CORUN
Transport and Highway Engineering

Corun Associates Ltd
Swansea

E swansea@corun.uk.com
W www.corun.uk.com

CLIENT:
Lidl Great Britain Ltd.

PROJECT:
Lidl, Great North Road
Milford Haven

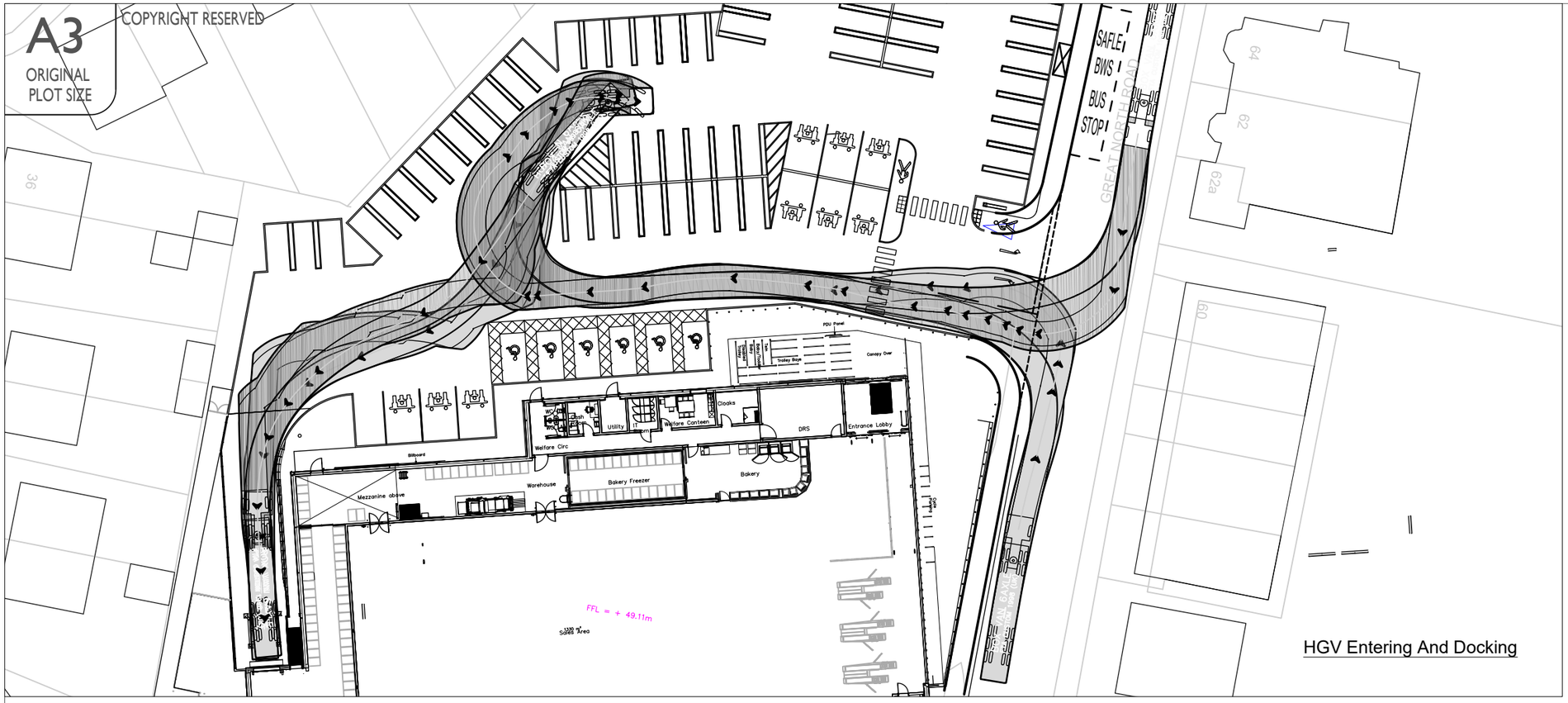
TITLE:
Proposed Access
And Highway Works

STATUS:
PRELIMINARY

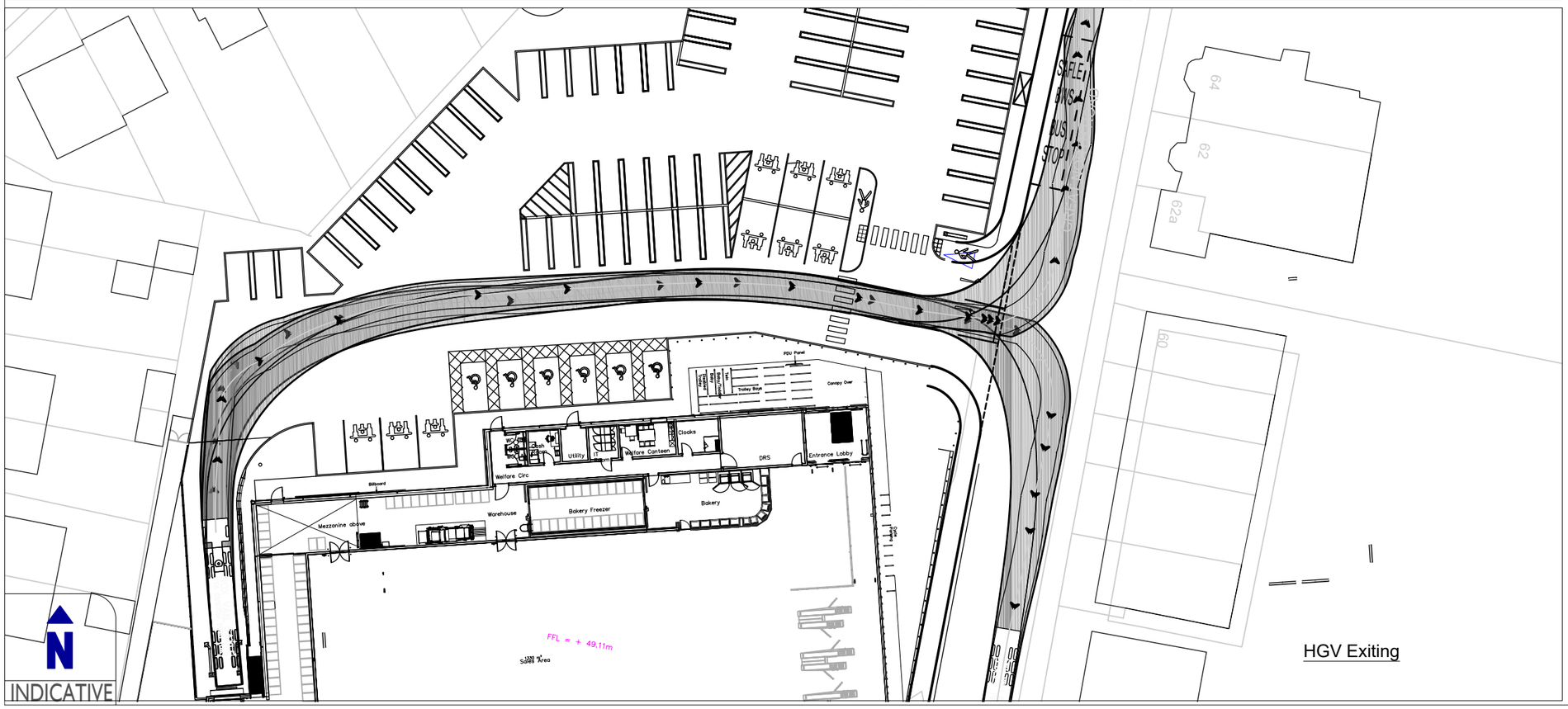
SCALE:	DATE:	DRAWN:	CHECKED:
1:500	07.02.24	MP	MA

JOB NO:	DRAWING NO:	REVISION:
23-00946	PL01	A

A3
ORIGINAL PLOT SIZE

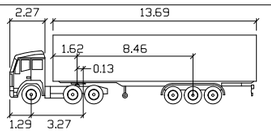


HGV Entering And Docking



HGV Exiting

NOTES:



16.5m Articulated Vehicle
meters

Tractor Width	2.55	Lock to Lock Time	6.0
Trailer Width	2.55	Steering Angle	25.5
Tractor Track	2.55	Articulating Angle	70.0
Trailer Track	2.55		

This drawing is based on [Company's Name] Drawing No:

Rev	Date	Details	Drawn by	Checked by
A	Mar'24	New Layout Added	MA	MA

CORUN
Transport and Highway Engineering

Corun Associates Ltd
Swansea

E swansea@corun.uk.com
W www.corun.uk.com

CLIENT:
Lidl Great Britain Ltd.

PROJECT:
Lidl, Great North Road
Milford Haven

TITLE:
Swept Path Analysis
Of 16.5m Articulated HGV

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:
1:500	07.02.24	MP	MA

JOB NO:	DRAWING NO:	REVISION:
23-00946	SP01	A

APPENDIX B

TRICS Output

Calculation Reference: AUDIT-751101-220405-0422

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
11	SCOTLAND		
	HI	HIGHLAND	1 days
	PK	PERTH & KINROSS	1 days
	SR	STIRLING	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1023 to 2624 (units: sqm)
Range Selected by User: 700 to 2703 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/09/21

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

Selected survey days:

Tuesday	5 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
Edge of Town	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:

Industrial Zone	2
Residential Zone	2
Retail Zone	3
Built-Up Zone	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.

Secondary Filtering selection:

Use Class:

E(a)	11 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	4 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	8 days

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

Petrol filling station:

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

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

Travel Plan:

Not Known	1 days
Yes	2 days
No	8 days

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

PTAL Rating:

No PTAL Present	11 days

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

LIST OF SITES relevant to selection parameters

1 CA-01-C-01 LIDL CAMBRIDGESHIRE
CROMWELL ROAD
WISBECH

Edge of Town
Retail Zone
Total Gross floor area: 1466 sqm
Survey date: FRIDAY *21/10/16* *Survey Type: MANUAL*

2 DH-01-C-01 ALDI DURHAM
WATLING ROAD
BISHOP AUCKLAND

Edge of Town
Retail Zone
Total Gross floor area: 1023 sqm
Survey date: THURSDAY *06/04/17* *Survey Type: MANUAL*

3 HI-01-C-02 LIDL HIGHLAND
CAMANACHD CRESCENT
FORT WILLIAM

Edge of Town Centre
Retail Zone
Total Gross floor area: 1300 sqm
Survey date: TUESDAY *17/06/14* *Survey Type: MANUAL*

4 LN-01-C-01 LIDL LINCOLNSHIRE
RICHMOND DRIVE
SKEGNESS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2398 sqm
Survey date: TUESDAY *19/07/16* *Survey Type: MANUAL*

5 NR-01-C-02 LIDL NORTHAMPTONSHIRE
NEWTON ROAD
RUSHDEN

Edge of Town Centre
Residential Zone
Total Gross floor area: 2624 sqm
Survey date: TUESDAY *19/07/16* *Survey Type: MANUAL*

6 NT-01-C-01 LIDL NOTTINGHAMSHIRE
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Gross floor area: 2440 sqm
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

7 PK-01-C-02 ALDI PERTH & KINROSS
GLASGOW ROAD
PERTH

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1450 sqm
Survey date: TUESDAY *17/06/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 SM-01-C-01 LIDL SOMERSET
SEAWARD WAY
MINEHEAD

Edge of Town
No Sub Category
Total Gross floor area: 2247 sqm
Survey date: THURSDAY *22/06/17* *Survey Type: MANUAL*

9 SR-01-C-01 LIDL STIRLING
PLAYERS ROAD
STIRLING

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2442 sqm
Survey date: THURSDAY *01/06/17* *Survey Type: MANUAL*

10 WO-01-C-02 LIDL WORCESTERSHIRE
WORCESTER ROAD
MALVERN

Edge of Town Centre
Residential Zone
Total Gross floor area: 1471 sqm
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

11 WS-01-C-03 LIDL WEST SUSSEX
SHRIPNEY ROAD
BOGNOR REGIS

Edge of Town
Industrial Zone
Total Gross floor area: 2125 sqm
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-01-C-02	Undertaken During Covid Pandemic

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	2511	0.159	2	2511	0.040	2	2511	0.199
07:00 - 08:00	11	1908	0.519	11	1908	0.200	11	1908	0.719
08:00 - 09:00	11	1908	2.411	11	1908	1.682	11	1908	4.093
09:00 - 10:00	11	1908	3.693	11	1908	3.088	11	1908	6.781
10:00 - 11:00	11	1908	4.303	11	1908	3.788	11	1908	8.091
11:00 - 12:00	11	1908	4.670	11	1908	4.689	11	1908	9.359
12:00 - 13:00	11	1908	4.403	11	1908	4.484	11	1908	8.887
13:00 - 14:00	11	1908	4.270	11	1908	4.555	11	1908	8.825
14:00 - 15:00	11	1908	4.541	11	1908	4.322	11	1908	8.863
15:00 - 16:00	11	1908	4.551	11	1908	4.641	11	1908	9.192
16:00 - 17:00	11	1908	4.498	11	1908	4.694	11	1908	9.192
17:00 - 18:00	11	1908	4.136	11	1908	4.327	11	1908	8.463
18:00 - 19:00	11	1908	3.212	11	1908	3.459	11	1908	6.671
19:00 - 20:00	11	1908	2.416	11	1908	2.764	11	1908	5.180
20:00 - 21:00	10	1969	1.458	10	1969	2.073	10	1969	3.531
21:00 - 22:00	10	1969	0.523	10	1969	0.935	10	1969	1.458
22:00 - 23:00	8	2096	0.048	8	2096	0.251	8	2096	0.299
23:00 - 24:00									
Total Rates:			49.811			49.992			99.803

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.*

Parameter summary

Trip rate parameter range selected:	1023 - 2624 (units: sqm)
Survey date date range:	01/01/14 - 23/09/21
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	SM	SOMERSET	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	3 days
	NR	NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
09	NORTH		
	NB	NORTHUMBERLAND	1 days
11	SCOTLAND		
	SR	STIRLING	1 days
12	CONNAUGHT		
	LT	LEITRIM	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: 1485 to 2624 (units: sqm)
Range Selected by User: 700 to 2703 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/09/21

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

Selected survey days:

Saturday	8 days
Sunday	3 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
Retail Zone	2
Built-Up Zone	2
High Street	1
No Sub Category	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

Secondary Filtering selection:

Use Class:

E(a)	11 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	2 days
1.1 to 1.5	9 days

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

Petrol filling station:

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

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

Travel Plan:

Not Known	1 days
Yes	3 days
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	11 days

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

LIST OF SITES relevant to selection parameters

1 CH-01-C-01 ALDI CHESHIRE
LEICESTER STREET
NORTHWICH

Edge of Town Centre
Retail Zone
Total Gross floor area: 2010 sqm
Survey date: SUNDAY *09/06/19* *Survey Type: MANUAL*

2 CH-01-C-02 LIDL CHESHIRE
CHESTER WAY
NORTHWICH

Edge of Town Centre
Retail Zone
Total Gross floor area: 1800 sqm
Survey date: SUNDAY *09/06/19* *Survey Type: MANUAL*

3 LN-01-C-01 LIDL LINCOLNSHIRE
RICHMOND DRIVE
SKEGNESS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2398 sqm
Survey date: SATURDAY *16/07/16* *Survey Type: MANUAL*

4 LN-01-C-02 LIDL LINCOLNSHIRE
DIXON STREET
LINCOLN
NEW BOULTHAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 2233 sqm
Survey date: SATURDAY *28/10/17* *Survey Type: MANUAL*

5 LN-01-C-03 ALDI LINCOLNSHIRE
NEWARK ROAD
LINCOLN
BRACEBRIDGE
Suburban Area (PPS6 Out of Centre)
High Street
Total Gross floor area: 1485 sqm
Survey date: SATURDAY *28/10/17* *Survey Type: MANUAL*

6 LT-01-C-01 LIDL LEITRIM
BOYLE ROAD
CARRICK-ON-SHANNON
CORTOBER
Edge of Town
No Sub Category
Total Gross floor area: 1755 sqm
Survey date: SUNDAY *19/04/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

7	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:		2450 sqm	
	Survey date: SATURDAY		*10/06/17*	*Survey Type: MANUAL*
8	NR-01-C-02	LIDL		NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:		2624 sqm	
	Survey date: SATURDAY		*16/07/16*	*Survey Type: MANUAL*
9	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		2440 sqm	
	Survey date: SATURDAY		*16/07/16*	*Survey Type: MANUAL*
10	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:		2247 sqm	
	Survey date: SATURDAY		*24/06/17*	*Survey Type: MANUAL*
11	SR-01-C-01	LIDL		STIRLING
	PLAYERS ROAD			
	STIRLING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		2442 sqm	
	Survey date: SATURDAY		*03/06/17*	*Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-01-C-01	Undertaken During Covid Pandemic
GS-01-C-01	Undertaken During Covid Pandemic
LO-01-C-01	Undertaken During Covid Pandemic
MM-01-C-01	Undertaken During Covid Pandemic
NR-01-C-03	Undertaken During Covid Pandemic
SF-01-C-01	Undertaken During Covid Pandemic
SF-01-C-02	Undertaken During Covid Pandemic
TV-01-C-01	Undertaken During Covid Pandemic

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	2511	0.219	2	2511	0.080	2	2511	0.299
07:00 - 08:00	8	2290	0.530	8	2290	0.115	8	2290	0.645
08:00 - 09:00	9	2230	2.356	9	2230	1.704	9	2230	4.060
09:00 - 10:00	11	2171	3.739	11	2171	2.914	11	2171	6.653
10:00 - 11:00	11	2171	5.602	11	2171	5.125	11	2171	10.727
11:00 - 12:00	11	2171	7.268	11	2171	6.800	11	2171	14.068
12:00 - 13:00	11	2171	6.703	11	2171	7.218	11	2171	13.921
13:00 - 14:00	11	2171	6.867	11	2171	6.611	11	2171	13.478
14:00 - 15:00	11	2171	6.280	11	2171	6.326	11	2171	12.606
15:00 - 16:00	11	2171	5.301	11	2171	5.857	11	2171	11.158
16:00 - 17:00	10	2208	4.515	10	2208	4.890	10	2208	9.405
17:00 - 18:00	9	2230	4.065	9	2230	4.155	9	2230	8.220
18:00 - 19:00	9	2230	2.371	9	2230	3.074	9	2230	5.445
19:00 - 20:00	9	2230	1.714	9	2230	2.247	9	2230	3.961
20:00 - 21:00	9	2230	0.917	9	2230	1.116	9	2230	2.033
21:00 - 22:00	9	2230	0.508	9	2230	0.658	9	2230	1.166
22:00 - 23:00	8	2290	0.093	8	2290	0.240	8	2290	0.333
23:00 - 24:00									
Total Rates:			59.048			59.130			118.178

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.*

Parameter summary

Trip rate parameter range selected:	1485 - 2624 (units: sqm)
Survey date date range:	01/01/14 - 23/09/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	8
Number of Sundays:	3
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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.