



Lidl

Proposed Foodstore Eastern Way, Melksham

Transport Assessment

110865

January 2026

Document Information

Prepared for	Lidl
Project Name	Proposed Foodstore Eastern Way, Melksham
File Reference	110865 - Transport Assessment 19.01.26
Project Number	110865
Publication Date	January 2026

Contact Information

Pell Frischmann Ltd

Burrator House
Penninsula Park
Rydon Lane
Exeter
EX2 7NT

pfexeter@pellfrischmann.com
+44 (0)1392 444345
www.pellfrischmann.com

Document Control

Version	Date	Prepared by	Reviewed by	Approved by	Approver Signature
P01	19.01.2026	AT / PW	LC	LC	
Description	Draft for client review				
Description					

Limitations

© Pell Frischmann. Copyright in the whole and every part of this document belongs to Pell Frischmann and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person other than by agreement with Pell Frischmann. This document is produced by Pell Frischmann solely for the benefit and use by the client in accordance with the terms of the engagement. Pell Frischmann does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

Contents

1	Introduction	1
	Site Context	1
	Report Structure	2
2	Policy & Guidance Review	3
	National Policy	3
	Local Policy	6
3	Site Context	11
	Site Summary	11
	Local Highway Network	11
	Pedestrian network	12
	Cycling network	13
	Public transport	14
4	Proposed Development	20
	Proposed Lidl Store	20
5	Trip analysis	23
	Introduction	23
	Traffic Surveys	23
	Network Traffic Growth and Committed Development	23
	Trip Generation – Proposed Foodstore	24
	Trip Type	24
6	Junction Capacity Assessment	28
	Introduction	28
	Modelling assessment scenarios	28
	Modelling methodology	28
	Capacity Assessment	28
7	Summary	31
	Conclusion	31

Tables

Table 2.1: Wiltshire Council Parking Standards	7
Table 3.1: Bus times and frequency	15
Table 3.2: Collision Summary Table.....	17
Table 5.1: TEMPro Growth Rates	23
Table 5.2: TEMPro planning assumptions for Wiltshire 021 MSOA.....	23
Table 5.3: Trip Rates and Proposed Store Trip Generation (total vehicles)	24
Table 5.4: Distribution of New Lidl Trips.....	26
Table 6.1: Proposed Eastern Way Priority Junction Modelling Results - 2031 FY with Lidl	28
Table 6.2: Sandridge Common / Eastern Way Roundabout Modelling Results - 2026 Base	29
Table 6.3: Sandridge Common / Eastern Way Roundabout Modelling Results - 2031 FY.....	29
Table 6.4: Sandridge Common / Eastern Way Roundabout Modelling Results - 2031 FY with Lidl.....	29

Figures

Figure 1.1: Site Location Plan	1
Figure 2.1: Wiltshire LTP4 Policy Areas	8

Figure 2.2: Melksham Town Cycle Network Key Routes	10
Figure 3.1: Local Highway Network.....	11
Figure 3.2: Local Cycle Network.....	14
Figure 3.3: Local Bus Route	15
Figure 3.4: Collisions within the study area	17
Figure 4.1: Proposed Access Arrangements.....	21
Figure 5.1: Catchment Analysis Areas	26

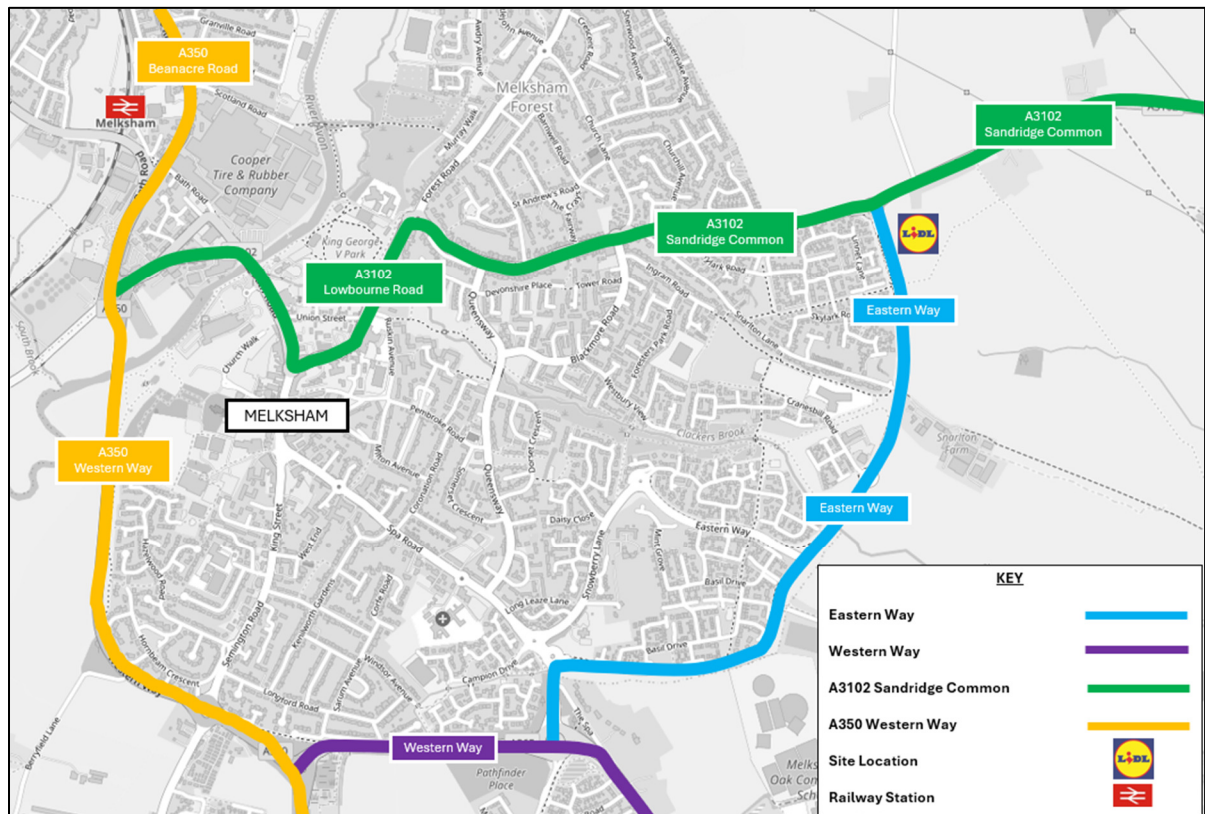
Appendices

Appendix A	Proposed Site Layout
Appendix B	Bus Timetables
Appendix C	Site Access Arrangements
Appendix D	Service Vehicle AutoTrack Assessment
Appendix E	Network Flow Diagrams
Appendix F	TRICS Outputs
Appendix G	Junction Modelling Outputs

1 Introduction

- 1.1 Pell Frischmann has been instructed by SCP Transport on behalf of Lidl to prepare a Transport Assessment (TA) to support a planning application for a new foodstore to be located east of Eastern Way in Melksham, Wiltshire. The location of the proposed store is identified in **Figure 1.1**.

Figure 1.1: Site Location Plan



Source: © OpenStreetMap contributors with Pell Frischmann annotations

Site Context

- 1.2 The proposed development site is located east of Eastern Way and south of the A3102 Sandridge Common.
- 1.3 The site is currently unoccupied and consists of agricultural land with hedges along the site perimeter. To the north the site is bound by the A3102 Sandridge Common, to the east by Blackmore Farm and a small number of residential properties, to the south by agricultural land and to the west by Eastern Way. A gated access with a gravel track is provided on the northwestern boundary on the corner of the Eastern Way / Sandridge Common roundabout. Dropped kerbs are provided as a crossover arrangement to facilitate vehicular access to the site via the gravel track.

Development Proposals

- 1.4 The scheme proposal is to construct a new Lidl Store with a Gross Internal Area of 2,184sqm.
- 1.5 A total of 134 car parking spaces and 12 cycle parking spaces (6 Sheffield style stands or similar) will be provided. Two of the cycle spaces will be provided for cargo bikes.
- 1.6 The car parking provision of 134 spaces incorporates 8 disabled parking spaces, 9 parent and child spaces and 2 spaces for electric vehicles with rapid charging points.

- 1.7 Access to the site will be provided from Eastern Way in the form of a priority junction off a new proposed access road. The new access road will be provided on the eastern side of Eastern Way in the form of a priority junction with ghost island right turn lane. The new access road is proposed to continue to the south past the food store junction to enable access to a future development site to the south. That future development site does not form part of the application for the foodstore. As part of the foodstore development the access road will terminate at a stub end, just south of the Lidl site access.
- 1.8 Service vehicles will utilise the same access as staff and customers with the vehicle manoeuvring on site to access the delivery bay. The site layout has been designed to allow a delivery vehicle to enter and exit the site in a forward gear.
- 1.9 A shared use footway / cycleway is proposed along the eastern side of Eastern Way, set back from the carriageway, which will provide access to the site for pedestrians and cyclists. A footway / cycleway will also be provided on both sides of the carriageway along the new access road.
- 1.10 To the north, the new footway / cycleway proposed on Eastern Way will connect to the existing footway and crossing point on the southern arm of the A3102 Sandridge Common / Eastern Way roundabout, and will also link to a proposed pedestrian / cycle connection into the foodstore site in the location of the existing gravel track access. Separately a pedestrian connection is provided from Sandridge Common into the northeast edge of the store.
- 1.11 To the south the proposed foot / cycleway connects to an existing, unused, bus waiting platform and drop kerb with tactiles pedestrian crossing. This is located approximately 67m north of Skylark Road. The existing crossing will be upgraded to provide a Toucan arrangement. These improvements ensure convenient and safe pedestrian and cycle connectivity from surrounding areas.
- 1.12 The site layout for the proposed store and car park is provided in **Appendix A**.
- 1.13 It is expected that up to 40 staff will be employed at the store with up to 15 on site at any one time.

Report Structure

- 1.14 This TA examines the effects of the development on the local highway network in terms of road safety and accessibility by sustainable travel modes. It also considers operational issues such as access arrangements and servicing. A trip forecasting exercise, coupled with a junction capacity assessment of the Eastern Way / Sandridge Common roundabout and the proposed priority junction on Eastern Way facilitating access to the site, has been completed.
- 1.15 The remainder of the report is set out as follows:
 - **Section 2** reviews national and local policy.
 - **Section 3** provides a summary of the local highway context, addresses the issue of accessibility by non-car modes and provides a review of collision data.
 - **Section 4** outlines the development proposal for the site including the proposed site access arrangements.
 - **Section 5** provides the trip attraction summary for the proposed scheme.
 - **Section 6** provides junction capacity assessment.
 - **Section 7** provides a summary and conclusion to the report.

2 Policy & Guidance Review

National Policy

National Planning Policy Framework (December 2024)

- 2.1 The Government's National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these should be applied. The current version of the NPPF was adopted in December 2024.
- 2.2 It applies overarching high-level policy for local authorities to use when developing their own local and neighbourhood plans. This approach allows the planning system to be customised to reflect the needs and priorities of individual communities.
- 2.3 At the heart of the NPPF is a presumption in favour of sustainable development, and the NPPF notes that *"the purpose of the planning system is to contribute to the achievement of sustainable development"*. At a very high level, the objective of sustainable development can be summarised as *'meeting the needs of the present without compromising the ability of future generations to meet their own needs.'*
- 2.4 Chapter 9 of the NPPF relates to the promotion of sustainable development. Paragraph 108 states that:
- "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
- a) making transport considerations an important part of early engagement with local communities;*
 - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
 - c) understanding and addressing the potential impacts of development on transport networks;*
 - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
 - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
 - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

2.5 Paragraph 115 states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

 - sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - safe and suitable access to the site can be achieved for all users;*
 - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision led approach.”*

2.6 Paragraph 116 notes that “*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe taking into account all reasonable future scenarios.*”

2.7 Adding context to paragraph 116, paragraph 117 states that “*applications for development should:*

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

Planning Practice Guidance (PPG): Travel Plans, Transport Assessments and Statements in Decision Making (March 2014 with updates included subsequently)

2.8 Planning Practice Guidance (PPG) was published in March 2014 and has had regular updates thereafter. The PPG carries across many of the themes contained in the NPPF and makes reference to the use of Transport Assessments and Statements as well as Travel Plans. It states that “*Transport Assessments and Statements are ways of assessing the potential transport impacts of developments... The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measure which relate to on-going occupation and operation of the development”.*

2.9 The use of these transport planning tools encourages the use of sustainable transport, assisting in the creation of “accessible, connected, inclusive communities” and in doing so improves the quality of health and road safety. In the process, the impact of trip generation is minimised, the impact on the environment is lessened by reducing carbon emissions, and in doing so there will be a reduced need for new developments to provide additional capacity and new road infrastructure within highway networks.

2.10 The guidance suggests that when preparing a TA, a number of key issues should be considered. These include the following:

- *“the planning context of the development proposal;*
- *appropriate study parameters (i.e. area, scope and duration of study);*
- *assessment of public transport capacity, walking / cycling capacity and road network capacity;*
- *road trip generation and trip distribution methodologies and / or assumptions about the development proposal;*

- *measures to promote sustainable travel;*
- *safety implications of development; and*
- *mitigation measures (where applicable) – including scope and implementation strategy.”*

- 2.11 The guidance identifies Travel Plans (TPs) to be *“long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).”*
- 2.12 The guidance suggests that the purpose of a TP is to identify and deliver sustainable transport initiatives revolving around walking, cycling, the use of public transport, and also making use of emerging technology such as telecommuting. When carried out in combination with both proposed and existing developments it is anticipated that this will reduce the demand for travel by the private car.

Manual for Streets (MfS)

- 2.13 Manual for Streets (MfS) was published in 2007 by the Department for Transport. The subsequent publication Manual for Streets 2 - Wider Application of the Principles in September 2010 worked alongside MfS to provide design guidance around the idea of assigning higher priority to pedestrians and cyclists.
- 2.14 Manual for Streets sets out some primary objectives of the design of new accesses:
- *Encouragement of low vehicle speeds;*
 - *Creation of an environment in which pedestrians can walk, or stop to chat, without feeling intimidated by motor traffic;*
 - *Make it easier for people to move around; and*
 - *Promote social interaction.*
- 2.15 Manual for Streets 2 builds on the ideas set out in Manual for Streets and demonstrates, through guidance and case studies, how they can be extended beyond residential streets to encompass both urban and rural situations. This works to fill the gap in design advice between Manual for Streets and Design Manual for Roads and Bridges (DMRB).
- 2.16 The focus of MfS is on ‘lightly trafficked’ residential streets, but it states that many of its principles are applicable elsewhere (e.g. high streets). The document also states that:
- “It is therefore strongly recommended that local authorities review their standards and guidance to embrace the principles of MfS.”*
- 2.17 The aims of MfS are to transform the quality of streets and the document represents a fundamental culture change in the way streets are designed and adopted. MfS aims to encourage the design of infrastructure that:
- *help to build and strengthen the communities they serve; meet the needs of all users, by embodying the principles of inclusive design;*
 - *form part of a well-connected network;*
 - *are attractive and have their own distinctive identity;*
 - *are cost-effective to construct and maintain; and*
 - *are safe.*
- 2.18 The guidance also sets out that the principles of inclusive design are to:
- *place people at the heart of the design process;*

- *acknowledge diversity and difference;*
- *offer choice where a single solution cannot accommodate all users;*
- *provide for flexibility in use; and*
- *provide buildings and environments that are convenient and enjoyable to use for everyone.*

2.19 Manual for Streets defines a 'street' as a highway that has important public realm functions beyond the movement of traffic. Most highways in built-up areas can be considered as streets.

Local Policy

Wiltshire Core Strategy (January 2015)

2.20 The Wiltshire Core Strategy provides strategic planning policy for Wiltshire and covers the period up to 2026. The aim of the strategy is to deliver sustainable growth for the communities of Wiltshire that best meets their needs now and for the future.

2.21 Core Policy 60 of the strategy relates to sustainable transport and focusses on ways to reduce the need to travel by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. The policy seeks to achieve the following:

- *"planning developments in accessible locations*
- *promoting sustainable transport alternatives to the use of the private car*
- *maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*
- *promoting appropriate demand management measures*
- *influencing the routing of freight within and through the county*
- *assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment."*

2.22 Core Policy 61 relates to transport and new development, stating the following:

"New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives."

2.23 Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

2.24 Core Policy 62 looks at development impacts on the transport network and states that all new development is required to assess the transport issues related to that development. The strategy also refers to the documents that developers will be required to submit to support an application, as follows:

"Where a development will have significant transport implications, the council will require a transport assessment to be prepared and submitted alongside a planning application in accordance with national guidance."

"Developers will also be required to submit a travel plan with planning applications which are likely to have significant transport implications. The travel plan should aim to promote more sustainable forms of transport including, where relevant, more sustainable freight delivery and routing arrangements. The detailed requirements for travel plans will be set out in an additional planning guidance."

2.25 Core Policy 62 states that developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals

for new development should not be accessed directly from the national primary route network outside built-up areas unless an over-riding need can be demonstrated.

- 2.26 Core Policy 64 states that demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives.
- 2.27 The parking standards referenced in the Core Strategy are contained in the Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy, which was adopted in March 2015.

Wiltshire Local Transport Plan 2011-2026 Parking Standards (March 2015)

- 2.28 Policy PS4 relates to private non-residential parking standards, stating the following:
- “the provision of parking associated with new private non-residential development will be limited to maximum parking standards (except for disabled parking spaces). These maximum standards will be reduced to reflect local circumstances and the relative accessibility by sustainable transport modes in accordance with an accessibility framework.*
- The actual parking provision for developments will be negotiated between the council and developers taking account of a range of issues including the mix of land uses, ancillary uses, scale of development, approach to design, opportunities for sharing parking and the role of local Park and Ride sites.”*
- 2.29 Policy PS12 relates to improving access and use, stating the following:
- “The council will promote the convenient access to parking facilities in Wiltshire by ensuring that:*
- Parking for disabled motorists (Blue Badge holders) is provided in line with recognised national guidance (as a minimum).*
 - Where appropriate (e.g. at supermarkets and retail centres), provision is made for ‘parent and child’ spaces.*
 - Parking facilities are clearly signed and that good levels of information on the location and availability of parking are provided.*
 - Parking facilities are ‘safer by design’.*
 - Facilities for service vehicles or those delivering goods are, as far as possible, segregated to avoid conflict and their use as overflow car parking areas.”*
- 2.30 The adopted Wiltshire Council parking standards are set out in the various LTP3 strategy documents, with **Table 2.1** confirming the parking standards that are relevant to the proposed development.

Table 2.1: Wiltshire Council Parking Standards

Use Class	Land Use	Car Parking	Cycle Parking	Powered Two Wheelers	Accessible Parking
A1: Retail	Food Retail	1 per 14sqm (>1000sqm) 1 per 35sqm (<1000sqm)	1 covered cycle space per 10 employees + 1 visitor space per 15 car parking spaces	1 secure space for every 20 car parking spaces	National standards as a minimum (6%)

Source: Wiltshire Local Transport Plan 2011-2026

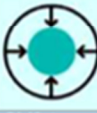
Wiltshire Local Transport Plan 4 (March 2025)

- 2.31 The Wiltshire Local Transport Plan 4 (LTP4) sets out Wiltshire Council's strategic transport objectives, using a place-based approach, and covers the period from 2025 to 2038.
- 2.32 The LTP4 is focused on the following four policy areas:
- Avoid unnecessary travel.
 - Shift to more sustainable modes of transport.

- Improve vehicle, fuel, and network efficiency.
- Support and enable delivery of the avoid/shift/and improve policy areas.

2.33 These policies are shown in **Figure 2.1** below.

Figure 2.1: Wiltshire LTP4 Policy Areas

Policy area	Policy	Objectives					
							
Avoid unnecessary travel 	A1 Reduce the need to travel as often through combining journeys and providing digital options	✓			✓	✓	✓
	A2 Enabling access to services, jobs and other destinations within closer reach	✓	✓	✓		✓	✓
Shift to more sustainable modes of transport 	S1 Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving dedicated walking/cycle routes, journey safety, access and quality	✓	✓	✓	✓	✓	✓
	S2 Provide more public and shared transport options, and improve service quality	✓	✓	✓		✓	✓
	S3 Provide better access to public and shared transport services	✓	✓	✓		✓	✓
	S4 Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most				✓	✓	✓
	S5 Encourage and enable shift to more sustainable modes for freight		✓	✓	✓	✓	✓
Policy area	Policy	Objectives					
							
Improve vehicle, fuel and network efficiency 	I1 Facilitate and encourage move to low and zero emission vehicles	✓	✓		✓	✓	✓
	I2 Enable safer, more efficient driving and operation of road networks		✓	✓	✓	✓	
Support and enable delivery of the Avoid, Shift and Improve policy areas 	SU1 Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport	✓	✓			✓	✓
	SU2 Work in partnership with Government bodies, stakeholders to improve transport for all	✓	✓	✓	✓	✓	✓
	SU3 Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered	✓	✓	✓	✓	✓	✓

Source: Wiltshire Council Local Transport Plan 4 Core Strategy, Table 2-1 – Alignment between LTP4 policies and objectives

2.34 In relation to parking provision, the LTP4 states that *“the council will review the current transport requirements for development. The council intends to produce new standards for development within the short term to ensure sufficient vehicle and cycle parking is provided in new residential and non-residential developments, including designated disabled parking spaces. Until the new standards are adopted, the council will continue to apply the standards currently used to inform planning applications.”*

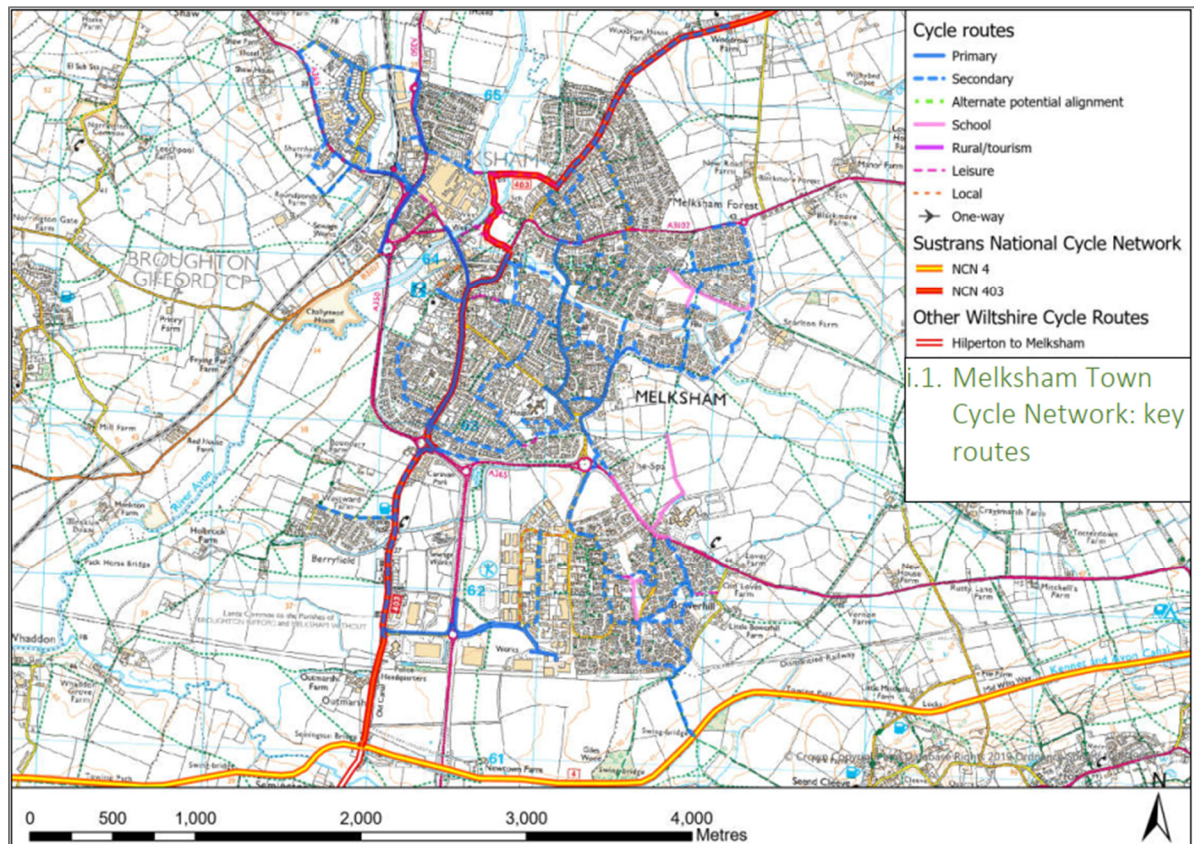
Joint Melksham Neighbourhood Plan 2, 2020 – 2038 (July 2025)

- 2.35 The Joint Melksham Neighbourhood Plan covers both Melksham Town and Melksham Without. The Plan was prepared by the Joint Melksham Neighbourhood Plan (JMNP) Steering Group and sets out policies that deliver a cohesive vision and approach to development and infrastructure.
- 2.36 Policy 11 of the Neighbourhood Plan focuses on sustainable transport and active travel. The policy states that:
- “All developments must be planned in line with the Sustainable Transport Hierarchy. Applications for major development must demonstrate through an effective Travel Plan (in accordance with Wiltshire Core Strategy Core Policy CP61) how sustainable transport modes are maximised and that safe and suitable movement can be achieved for all people.”*
- “As a key element in the local sustainable transport network, proposals that would achieve further improvements to the accessibility and quality of the links between the wider town and Melksham Railway Station will be supported. Improvements to the quality of the public realm around the station, will also be supported.”*
- 2.37 Working with Great Western Railway (GWR) and Wiltshire Council, TransWilts has developed a Masterplan for the Melksham station site. The Masterplan followed on from consultation with local residents which highlighted the need for improvements to rail services, including upgrades to the station and easier ongoing connections, which it was felt would help encourage investment in Melksham and allow for more sustainable travel as the line links Westbury, Trowbridge, Melksham and Chippenham with Swindon.

Wiltshire Local Cycling and Walking Infrastructure Plan

- 2.38 Under the Local Transport Plan, Wiltshire Council has prepared a draft Framework Local Cycling and Walking Infrastructure Plan (LCWIP) for Wiltshire. The LCWIP for Melksham is expected to be published shortly now that the final stage of consultation has been completed. Appendix 3 of the Wiltshire LCWIP provides details of the town cycle network that will form part of the Melksham LCWIP, and this is reproduced in **Figure 2.2**.

Figure 2.2: Melksham Town Cycle Network Key Routes



Source: Wiltshire LCWIP Framework Plan and Interurban Routes Draft

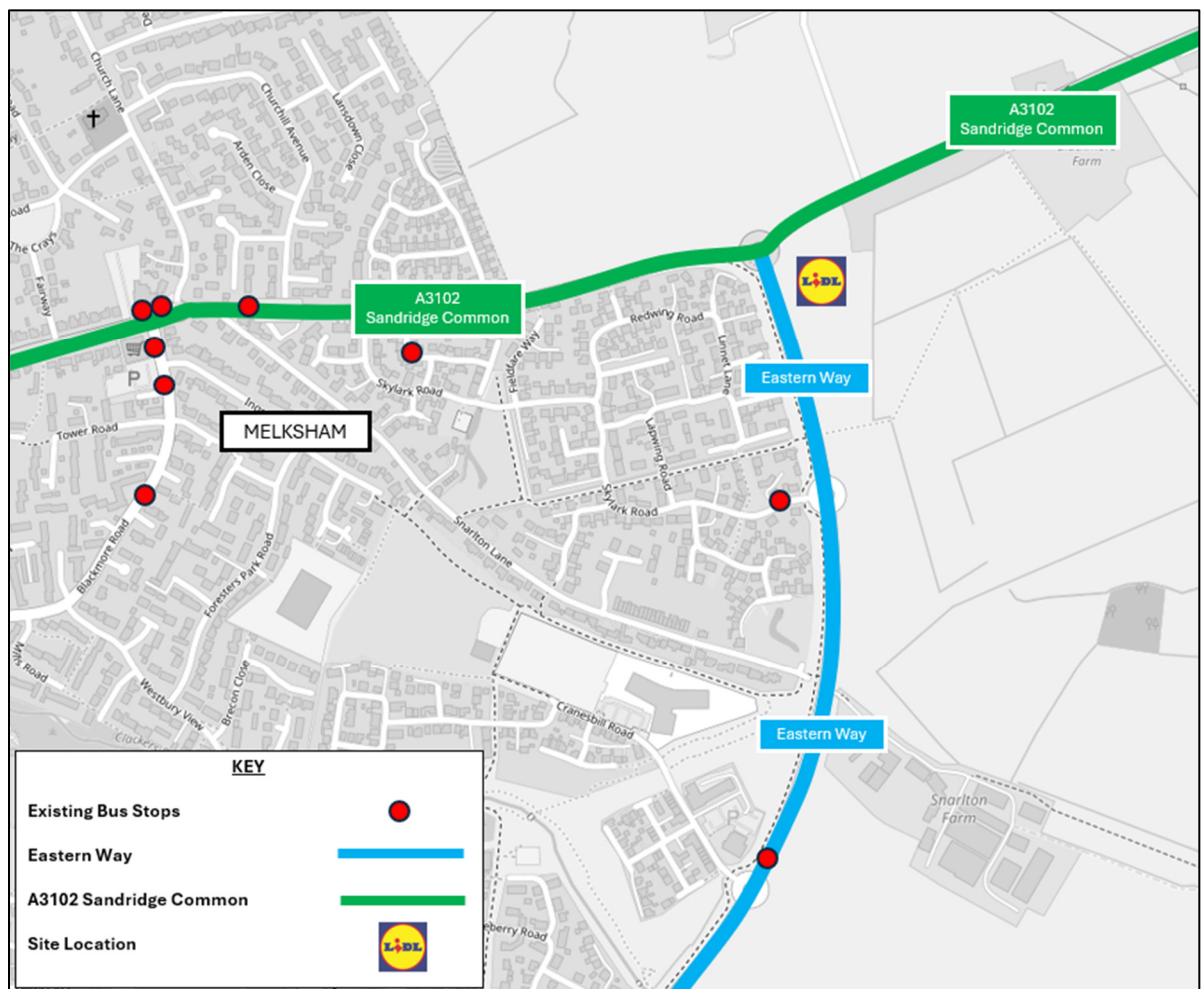
3 Site Context

- 3.1 The following section provides a summary of the site, the local highway network and associated area context.

Site Summary

- 3.2 The proposed development site is located east of Eastern Way in Melksham, Wiltshire. **Figure 1.1** illustrates the location of the site within the context of the wider highway network with **Figure 3.1** illustrating the more immediate highway context.

Figure 3.1: Local Highway Network



Source: © OpenStreetMap contributors with Pell Frischmann annotations

Local Highway Network

A3102 Sandridge Common

- 3.3 To the north of the site, Sandridge Common Road (A3102) is a key east-west route through Melksham, linking the town centre to Calne, Royal Wootton Bassett and Swindon. In the vicinity of the Eastern Way roundabout, the A3102 comprises a single carriageway approximately 7.0 metres wide, with a 40mph speed limit that reduces to 30mph approximately 370m west of the Eastern Way Roundabout.

- 3.4 Locally footways are present on the southern side of the carriageway on either side of the Eastern Way Roundabout with the provision on the western side of the roundabout also being a shared use route for use by walkers, wheelers and cyclists.
- 3.5 The A3102 accommodates local and through traffic and provides access to residential areas west of the roundabout, including the East Melksham development around Skylark Road and Cranesbill Road, as well as employment sites such as Bowerhill Industrial Estate to the southwest and retail destinations within Melksham town centre.

Eastern Way

- 3.6 Eastern Way is located immediately west of the site and is the road on which the proposed access to the site will be provided.
- 3.7 To the west of the site Eastern Way forms the eastern edge of Melksham and provides a strategic link between Sandridge Common (A3102) to the north and Snowberry Lane to the south, with onward connections to Spa Road and Western Way.
- 3.8 The road is a single carriageway approximately 7.3 metres wide, subject to a 40mph speed limit in proximity to the site, and benefits from street lighting along its length.
- 3.9 It serves as a distributor route for residential areas and provides access to a small number of retail and employment sites, and Melksham Town Football Club, as well as forming part of the wider network connecting to the A350 corridor.

A350

- 3.10 The A350 is a strategic north-south route connecting the south coast to the M4, Bristol, and the Midlands. To the south it starts at Lower Hamworthy and ends to the north at Stanton St Quinton passing through Warminster, Melksham and Chippenham. It forms the main strategic route through Melksham and provides access to the town centre and wider region. The A350 intersects with Western Way and Eastern Way via a series of roundabouts, offering connectivity to the site and the wider highway network.

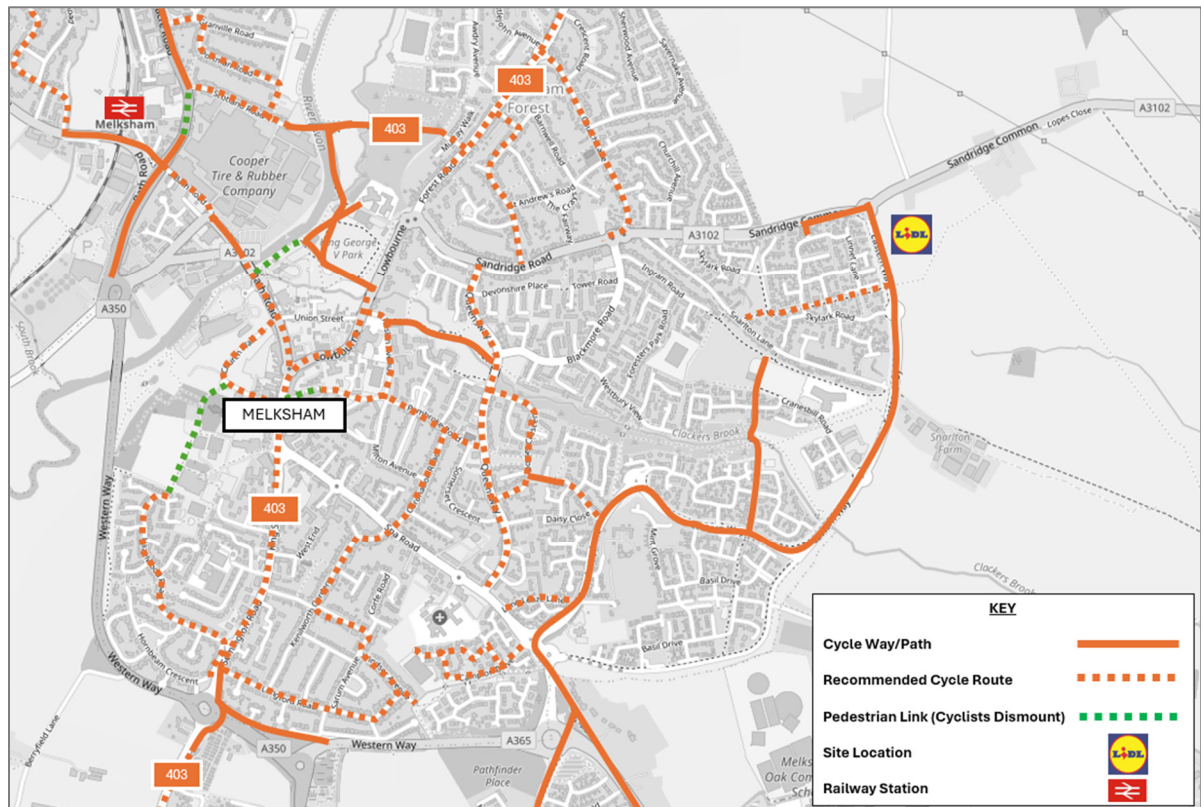
Pedestrian network

- 3.11 The proposed scheme is well situated in relation to pedestrian infrastructure. To the south pedestrian movement to and from the site is supported by a continuous, surfaced off-carriageway route on the western side of Eastern Way, which provides a direct north-south spine between the Eastern Way / Sandridge Common roundabout and the Spa Road / Eastern Way roundabout approximately 2km to the southwest. There are numerous links from this route that enable convenient penetration into the surrounding neighbourhoods and local amenities without requiring pedestrians to follow the distributor road the whole way. In particular, there is a lit footway connection into the East Melksham residential area, located approximately 100m south of the site, on the western side of the carriageway that connects Eastern Way with Snarlton Lane and the onward pedestrian connectivity to Melksham town centre. Snarlton Lane provides a quiet, direct route into established residential streets where continuous pavements and side-road crossings support walking trips towards Ingram Road, Blackmore Road, Queensway and Ruskin Avenue, and onwards to Lowbourne / the town centre. South of the site, footways on Snowberry Lane and Spa Road provide further options for walking trips.
- 3.12 North of the site, the footway network on Sandridge Common (A3102) allows pedestrians to continue west towards local shops and bus stops and east to Sandridge. Within the immediate corridor, formal dropped-kerb crossing points with tactile paving are provided at the Sandridge Common / Eastern Way, Skylark Road and Cranesbill Road roundabouts, providing inclusivity for mobility-impaired users, prams and wheelers. In combination, these links give pedestrians a choice of direct off-carriageway paths and quieter residential streets for trips to nearby local centres, schools, bus stops and the town centre.

Cycling network

- 3.13 Cycling is generally considered to have the ability to replace car journeys of up to approximately 5 kilometres which is a distance that can be cycled by a reasonably fit person in approximately 15 to 20 minutes. The proposed site is within cycling distance of local destinations such as Melksham town centre and Melksham Railway Station. Importantly for staff and customers, the 20-minute cycling catchment encompasses a wide range of nearby residential areas, including East Melksham (around Skylark Road, Cranesbill Road and adjoining streets), Melksham Forest, Bowerhill, Berryfield, Beanacre, Shaw and Whitley, as well as Sandridge/Sandridge Common, Semington, and Seend/Seend Cleeve. Employment areas such as Bowerhill Industrial Estate and community facilities along Spa Road and Snowberry Lane are also accessible within this timeframe. This level of accessibility demonstrates that cycling offers a practical alternative to short car journeys for shopping, and commuting purposes, and that the store will be conveniently reached by a substantial proportion of the local population.
- 3.14 For cycling, the shared-use path along the western side of Eastern Way operates as the principal north-south corridor, offering separation from traffic and a comfortable route suitable for everyday trips and family cycling. At the Skylark Road and Cranesbill Road roundabouts there are crossing points that enable riders to transition safely across side arms and connect into the surrounding 20–30mph residential network. This supports onward cycling via Skylark Road/Cranesbill Road-Heather Avenue-Dorset Crescent-Queensway-Ruskin Avenue towards Lowbourne and the town centre, where cyclists can choose low-speed carriageway streets or short sections of shared path where provided.
- 3.15 To the south, riders can continue via Snowberry Lane and Spa Road to access community facilities and employment areas, or link to Western Way for connections towards Bowerhill. To the north, the shared path and on-road options via Sandridge Common (A3102) allow access to local services and onward routes across the urban area. This blended network of off-carriageway provision on Eastern Way combined with permeable, lower-speed residential streets, provides coherent and reasonably direct cycle connectivity for short-to-medium distance local trips (e.g., to neighbourhood centres, schools, town-centre retail and bus/rail interchange), while accommodating both less-confident cyclists on shared paths and confident riders on-carriageway within calm traffic environments.
- 3.16 To the north, Sandridge Common (A3102) includes a shared-use footway/cycleway on the west side of the Eastern Way roundabout, which links into Melksham's western footway network and enables direct, off-carriageway cycling towards local services and the town centre. Approximately 200m west of the roundabout, the shared-use section transitions to standard footways, with dropped-kerb crossings that allow cyclists to re-enter the carriageway safely. At this point there is also a short pedestrian/cycle connection into Redwing Road, providing permeability to nearby residential streets. Taken together, the A3102 shared-use section near the roundabout, the dropped-kerb transition points, and the local residential links offer a practical alternative to on-carriageway cycling when travelling west from the site.
- 3.17 Cycle routes within the vicinity of the site are shown in **Figure 3.2**.

Figure 3.2: Local Cycle Network



Source: © OpenStreetMap contributors with Pell Frischmann annotations

- 3.18 In addition to the cycle routes in close proximity to the site, National Route 403 passes through Melksham on a roughly north-south alignment and is accessible within 1.7km (a 3 minute cycle ride) of the proposed site access.
- 3.19 National Cycle Route 403 forms part of the National Cycle Network in Wiltshire, running approximately 42 miles between Great Bedwyn and Semington. The route provides a mix of quiet rural roads and traffic-free paths.
- 3.20 Within Melksham, NCN 403 passes through King George V Park and forms part of the North Wiltshire Rivers Route, which includes over 25 miles of largely traffic-free paths along former railway alignments and riverside corridors. This section offers gentle gradients and good-quality surfaces, making it suitable for a wide range of cyclists. It provides strategic connectivity between Melksham, Lacock, and Chippenham, and links to NCN 4 for access to wider regional and national cycling networks.

Public transport

Bus

- 3.21 The closest bus stops to the site are located on Skylark Road and Eastern Way, close to the Skylark Road and Cranesbill Road roundabouts respectively. The Skylark Road stop is located approximately 200m south of the proposed site access, while the Eastern Way stop is around 550m away. A further stop within walking distance is situated on Skylark Road, approximately 700 m to the west, and can be reached via Sandbridge Common or Skylark Road. All of these stops are currently served by bus route 15. The location of these bus stops in relation to the proposed store are shown on **Figure 3.1**.
- 3.22 **Table 3.1** provides a summary of bus service 15 which stops at the closest bus stops. The full bus timetable is included at **Appendix B**.

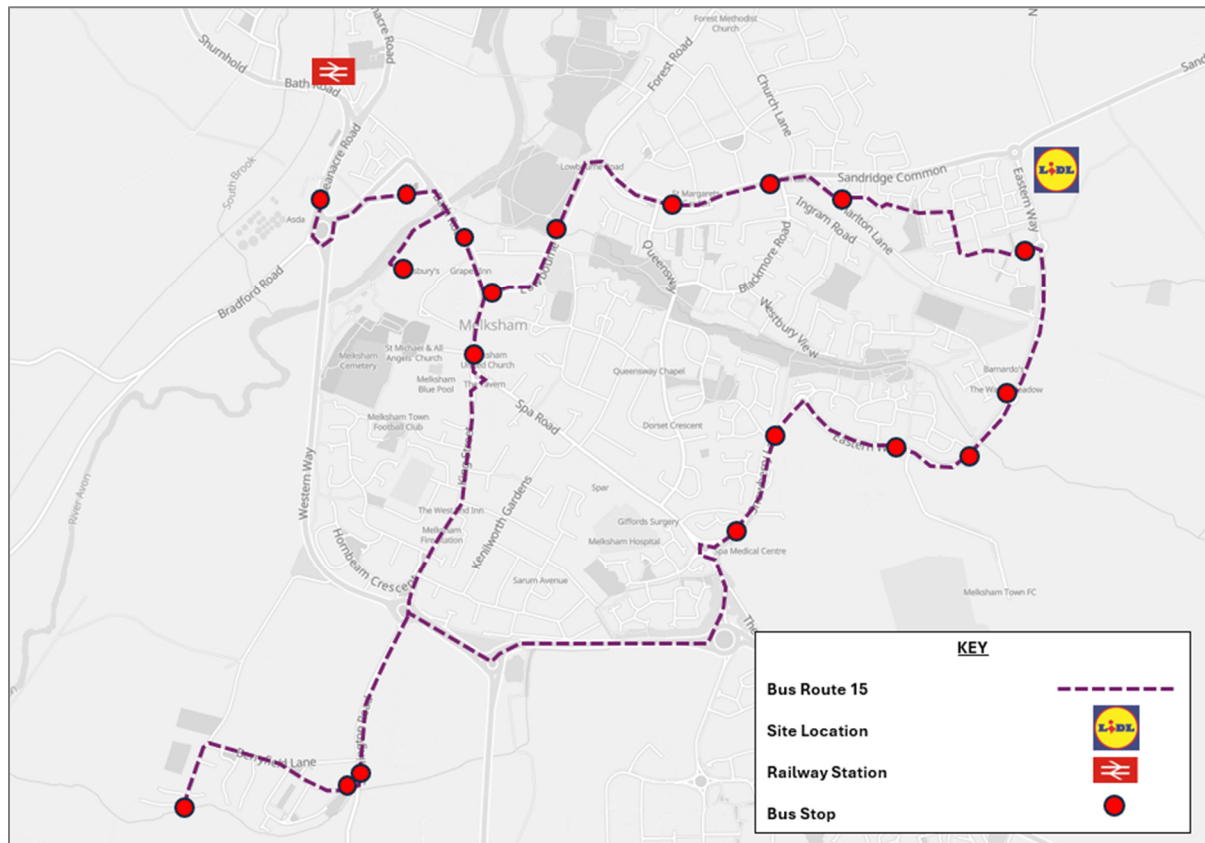
Table 3.1: Bus times and frequency

Service	Operator	Route	Days of Operation	Frequency
15	Frome Bus Limited	Melksham ASDA – Sainsbury's – Lowbourn (Buds) – Forest Road – Melksham Forest – Blackmore Road – Queensway – Snowberry Lane – Spa Road/Hospital – Market Place; some trips extend to Whitley, Atworth & Broughton Gifford.	Monday to Saturday (no service on Sundays or bank holidays).	Weekdays: 5 services per day Saturdays: 7 services per day

Data sourced from FromeBus website – checked 9th January 2026

3.23 The path of bus route 15 is identified in **Figure 3.3**.

Figure 3.3: Local Bus Route



Source: © OpenStreetMap contributors with Pell Frischmann annotations

3.24 The land immediately east of the proposed store has planning consent for a residential-led scheme, Blackmore Farm application reference: PL/2023/11188), which includes a financial contribution towards a new hourly town bus service connecting the site with Melksham town centre and the rail station. This future service would enhance sustainable travel options in the wider area and enhance bus connectivity in proximity to the proposed store.

Rail

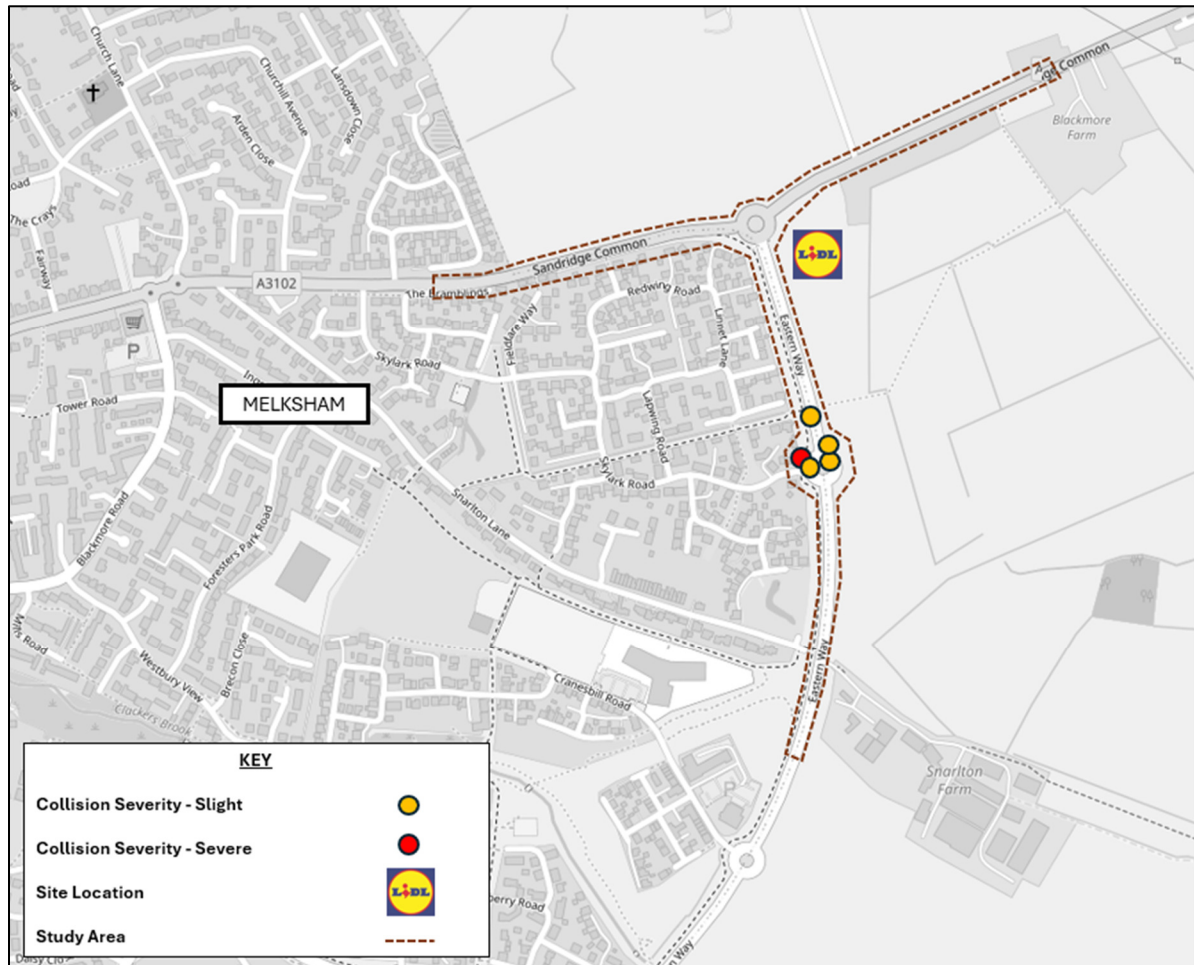
3.25 Melksham Railway Station is located approximately 2.4km south west of the site. Given the retail nature of this site, it is unlikely that customers will use rail as part of their journey to the site, although it is possible staff could use the train as part of their commute to / from the store.

- 3.26 Cyclists can access Melksham Railway Station from the proposed store via a predominantly residential route with short sections on local distributor roads. The quickest route begins by heading west along Linnet Lane towards Lapwing Road, then turning right onto Snarlton Lane. From here, riders join Sandridge Road (A3102) briefly before taking the second exit at the roundabout onto Church Lane. The route continues through quiet residential streets - Craybourne Road, St Margaret's Gardens, Forest Road, and Murray Walk - before joining Scotland Road. After crossing Beanacre Road (A350), cyclists follow Bath Road for a short distance before turning into Station Road, where the station is located. This route has an estimated cycling time of 8–12 minutes. It uses mainly low-traffic streets, making it suitable for everyday commuting.
- 3.27 Melksham is an unstaffed, single-platform station on the TransWilts route, managed by Great Western Railway (GWR). Facilities include ticket machines, sheltered seating/waiting, customer information screens/help points, and step-free access to the platform. The station is accessible at all times, although train services operate during daytime/evening hours rather than overnight. A small car park is provided adjacent to the station with 9 spaces, one which is a disabled space. A sheltered bicycle parking area, with space to accommodate 8 bicycles, is located on Platform 1.
- 3.28 The station operates Monday to Sunday 24 hours a day and includes parking facilities for 74 vehicles with four accessible parking spaces. Great Western Railway provide a frequent service to a range of destinations, this including Bristol Temple Meads, Gloucester and Weston Super Mare.
- 3.29 Melksham Railway Station is served by Great Western Railway on the TransWilts line, providing direct connections between Swindon, Chippenham, Melksham, Trowbridge, and Westbury. Weekday services typically comprise eight westbound departures towards Trowbridge and Westbury and seven eastbound departures towards Chippenham and Swindon, operating at intervals of approximately two to three hours throughout the day. Saturday frequencies are similar, with around seven trains in each direction, while Sunday services increase slightly to nine trains each way, offering improved coverage during the morning and early afternoon. Some services extend beyond Westbury to destinations such as Salisbury, Southampton Central, and Weymouth, and beyond Swindon to Cheltenham Spa and Worcester, enabling wider regional connectivity.

Collision data

- 3.30 Collision data has been obtained from the official data published by the Department for Transport as submitted to them by the police forces. The data covers the most recent 5 year period with this covering the period 2019-2024. A map showing the location of the collisions is included in **Figure 3.4**.

Figure 3.4: Collisions within the study area



Source: © OpenStreetMap contributors with Pell Frischmann annotations

- 3.31 A total of five collisions has been recorded across the study area, of which one is identified as serious and four as slight in relation to the severity of injuries sustained. Of the total number of collisions recorded one involved a pedal cycle, and the remaining four involved cars. A summary of the collisions is included in **Table 3.2**.

Table 3.2: Collision Summary Table

Identifier	Location	Collision Characteristics	Severity	No. Of Casualties
2023546303723	Skylark Road / Eastern Way Roundabout	Cyclist / car	serious	2
202454D070723	Skylark Road / Eastern Way Roundabout	1 x car	slight	1
2023540503523	Eastern Way north of Skylark Road Roundabout	2 x cars	slight	3
2022540310022	Skylark Road / Eastern Way Roundabout	1 x car	slight	1
2020547354920	Skylark Road / Eastern Way Roundabout	2 x cars	slight	1

Data sourced from Department for Transport data.gov.uk

- 3.32 Based on the grouping of the collisions at the Skylark Road / Eastern Way Roundabout a detailed review of each incident has been undertaken as follows:
- Collision data report 2023546303723: The incident occurred on 16/06/2023 at 10:34 at the Eastern Road / Skylark roundabout. The posted speed limit at the location was 40mph.

Conditions at the time were daylight, fine weather, and the road surface was dry. The collision involved two vehicles: a car and a pedal cycle. The car was entering the roundabout from Skylark Road, while the cyclist was on the roundabout travelling south to north. The first point of impact for both vehicles was the front, suggesting a head-on type collision during manoeuvres. The collision resulted in two casualties: the car driver sustained slight injuries, and the cyclist sustained serious injuries. The characteristics indicate the collision likely occurred due to a failure to judge the path or speed of the other vehicle when negotiating the roundabout.

- Collision data report 2022540310022: The incident occurred on 11/01/2022 at 05:05 at the Eastern Road / Skylark roundabout. The posted speed limit at the location was 40mph. Conditions at the time were darkness with street lighting, fine weather, and the road surface was wet or damp. The collision involved one vehicle, a car, which was travelling south to north. The vehicle struck the central island of a roundabout and subsequently a lamp post after leaving the carriageway. The first point of impact was the front of the vehicle. The collision resulted in one casualty, the car driver, who sustained slight injuries. The characteristics suggest the collision likely occurred due to a loss of control when negotiating the roundabout.
- Collision data report 202454D070723: The incident occurred on 11/06/2024 at 03:05 at the Eastern Road / Skylark roundabout. The posted speed limit at the location was 40mph. Conditions at the time were darkness with street lighting, fine weather, and the road surface was dry. The collision involved one vehicle, a car, which was travelling north to south and overturned after striking the central island of the roundabout and subsequently a tree off the carriageway. The first point of impact was the front of the vehicle. The collision resulted in one casualty, the car driver, who sustained slight injuries. The characteristics suggest the collision likely occurred due to a loss of control when entering the roundabout.
- Collision data report 2020547354920: The incident occurred on 25/07/2020 at 18:10 at the Eastern Road / Skylark roundabout. The posted speed limit at the location was 40mph. Conditions at the time were daylight, fine weather, and the road surface was dry. The collision involved two vehicles, both cars, travelling north to south. One vehicle was approaching the junction, while the other was slowing or stopping. The first point of impact was the front of the first vehicle and the rear of the second vehicle, indicating a rear-end collision. The incident resulted in one casualty, the driver of the second vehicle, who sustained slight injuries. The characteristics suggest the collision likely occurred due to a failure to maintain a safe following distance when approaching the roundabout.
- Collision data report 2023540503523: The incident occurred on 15/01/2023 at 18:57 on Eastern Way. The posted speed limit at the location was 40mph. Conditions at the time were darkness with street lighting, fine weather, and the road surface was wet or damp. The collision involved two vehicles, both cars, travelling in opposite directions (northbound and southbound). The first point of impact for both vehicles was the front, indicating a head-on collision. The incident resulted in three casualties: the driver of the first vehicle, the driver of the second vehicle, and a front-seat passenger, all of whom sustained slight injuries. The characteristics suggest the collision likely occurred due to a failure to maintain lane discipline or misjudgement when passing.

- 3.33 In summary, the review identifies four recorded collisions at the Eastern Way / Skylark Road roundabout and one additional collision on Eastern Way within the study period. The roundabout incidents comprise a mix of single-vehicle loss-of-control events, a rear-end shunt on approach, and one car-cycle collision in daylight resulting in a serious injury to the cyclist; all other injuries were slight.
- 3.34 The characteristics across these collisions are consistent with road-user error (e.g., misjudgement, lane discipline, following distance) and loss of control when negotiating the roundabout, rather than

any design deficiency. On this basis, and given the low overall collision frequency, the proposed development is not expected to introduce new highway safety concerns on the local network.

4 Proposed Development

- 4.1 The proposed development is the construction of a new Lidl foodstore on land east of Eastern Way. The proposed site layout is shown on the plans provided at **Appendix A**.

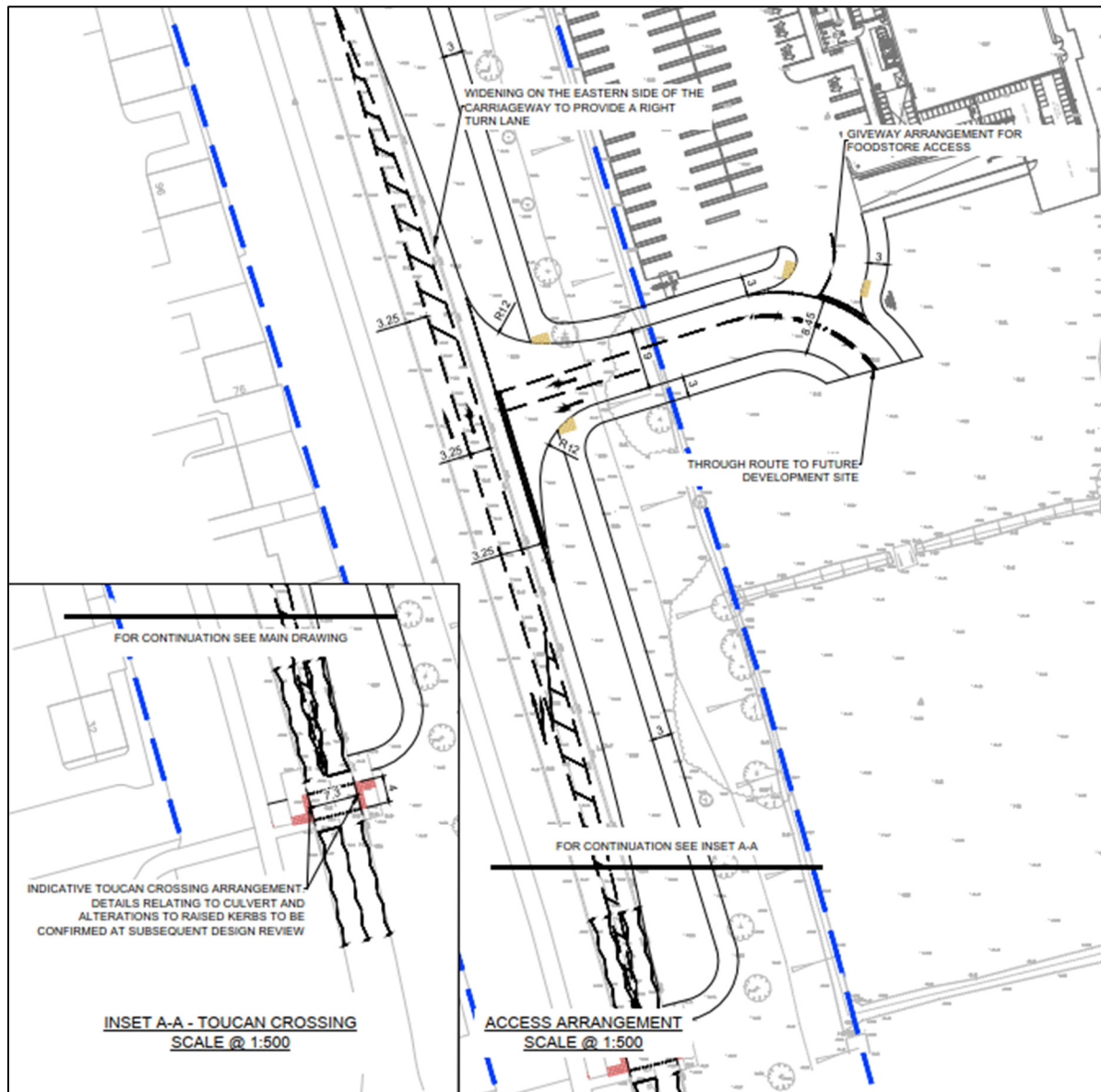
Proposed Lidl Store

- 4.2 The scheme proposal is to construct a new Lidl store with a Gross Internal Area (GIA) of 2,184sqm.

Proposed Site Access Arrangements

- 4.3 Vehicular access to the new store is to be via Eastern Way in the form of a priority junction off a new proposed access road. The new access road will be provided on the eastern side of Eastern Way in the form of a priority junction with ghost island right turn lane. The new access road is proposed to continue to the south past the food store access junction to enable access to a future development site.
- 4.4 As part of the foodstore development the access road will terminate at a stub end, just south of the Lidl site access. The future development site does not form part of the application for the foodstore.
- 4.5 The proposed access arrangements are presented in drawing 110865-PEF-XX-XX-DR-C-001001 provided in **Appendix C** with an extract provided in **Figure 4.1**.

Figure 4.1: Proposed Access Arrangements



Source: Pell Frischmann Drawing 110865-PEF-XX-XX-DR-C-001001

- 4.6 A 7-day Automatic Traffic Count (ATC) survey was undertaken to the west of the site on Eastern Way in the vicinity of the proposed priority junction, recording vehicle speeds and volumes. The survey was undertaken from Thursday 27th November 2025 to Thursday 4th December (inclusive).
- 4.7 The ATC survey recorded an 85th percentile northbound speed of 36.7mph and an 85th percentile southbound speed of 37.4mph. This demonstrates that 85th percentile vehicle speeds are within the posted speed limit of 40mph. Based on the requirements of Manual for Streets 2 the visibility splay requirement of a 40mph road is 2.4m x 104m. The proposed access arrangements drawing supplied at Appendix C confirms the required visibility splays can be achieved.
- 4.8 The proposed access arrangements include the provision of a new shared use footway / cycleway along the eastern side of Eastern Way, set back from the carriageway, which will provide access to the site for pedestrians and cyclists. A shared use footway / cycleway will also be provided on both sides of the carriageway along the new access road.
- 4.9 To the north, the new footway / cycleway proposed on Eastern Way will connect to the existing footway and crossing point on the southern arm of the A3102 Sandridge Common / Eastern Way roundabout, and will also link to a proposed pedestrian / cycle connection into the foodstore site in place of the

existing gravel track access into the site. A transition point will be provided to enable pedestrians and cyclists to safely join and leave the new shared-use footway/cycleway, ensuring continuity between the site access, the internal footway network, and the external shared-use route along Eastern Way.

- 4.10 To the south, the new footway / cycleway proposed on Eastern Way will connect to the existing footway and uncontrolled crossing facility just to the north of the Eastern Way / Skylark Road roundabout. It is noted that the existing uncontrolled crossing facility in this location is due to be upgraded to a signal-controlled puffin crossing as part of the Blackmore Farm development, which was consented in May 2025 (application reference: PL/2023/11188). However, as part of the application for the new Lidl store it is proposed that the existing crossing will be upgraded to provide a Toucan crossing arrangement rather than a Puffin. This more suitable to enhance connectivity to / from surrounding areas by both pedestrians and cyclists.
- 4.11 It is also proposed for a new footpath connection to be provided in the northeastern corner of the site, connecting to the existing footway on Sandridge Common.

Servicing

- 4.12 Lidl utilise a 16.5m articulated HGV to make store deliveries. Service vehicles will access the Lidl site via the new priority junction on Eastern Way and the new priority junction proposed to serve the store. The internal layout has been designed to accommodate an articulated vehicle in order that it can enter the site in forward gear and manoeuvre within the site before reversing into the delivery bay. The vehicle is able to leave the site in a forward gear.
- 4.13 It is envisaged that servicing will be carried out during store opening hours.
- 4.14 An AutoTrack assessment has been undertaken to confirm the expected manoeuvring arrangements of a service vehicle with this presented in drawings 110865-PEF-XX-XX-DR-C-001002 and 110865-PEF-XX-XX-DR-C-001003 provided at **Appendix D**.

Car Parking

- 4.15 The scheme proposed provides 134 car parking spaces of which eight will be for the mobility impaired, nine for parent and child parking and two will be provided for electric vehicles with rapid charging points. Each charging point will be able to charge a vehicle in approximately 45 minutes, which directly corresponds to the time that it typically takes to undertake a shop at a Lidl store.
- 4.16 The total provision of 134 spaces falls within the local maximum parking standard of 1 space per 14sqm, which would allow up to 156 spaces for a store of the size proposed.

Powered Two-Wheelers

- 4.17 No specific powered two-wheeler spaces will be provided, although standard parking spaces can be used by powered two-wheelers.

Cycle Parking

- 4.18 The scheme proposed provides 6 standard cycle stands (12 spaces) which are to be located under the store building canopy and will be visible from the tills. One of the stands (two spaces) will feature increased spacing to accommodate a three-wheeler or cargo bike. The proposed cycle parking provision meets the minimum number of spaces required by local parking standards. The proposed cycle parking is identified on the site plan provided at **Appendix A**.

5 Trip analysis

Introduction

- 5.1 This section of the report provides a review of forecast traffic generated by the proposed development and the assignment of this traffic onto the local highway network. Assessment has been undertaken based on a proposed GIA of 2,184sqm.

Traffic Surveys

- 5.2 In order to inform junction capacity assessment of the Sandridge Common / Eastern Way roundabout an all-movements traffic survey has been completed.
- 5.3 Surveys were completed by a specialist independent traffic survey company on Thursday 27th November 2025 and Saturday 29th November 2025. The weekday surveys were completed between the hours of 07:00-10:00 and 16:00-19:00, and the Saturday traffic survey was completed between the hours of 10:00-15:00.
- 5.4 The peak hours recorded within the traffic surveys were 07:45-08:45 and 16:15-17:15 on the weekday and 11:00-12:00 on the Saturday. This data has been replicated in the network flow diagrams included in **Appendix E**.
- 5.5 The peak hour survey data has been utilised in the network review summarised through the remainder of this section and in Section 6.

Network Traffic Growth and Committed Development

- 5.6 The traffic assessment is based on an application year of 2026 and a 2031 forecast year. Growth factors for both the weekday and Saturday have been derived from the computer software programme TEMPro (version 8.1) for the Wiltshire 021 Middle Super Output Area (MSOA), selecting 'All' roads using the Core scenario. The growth rates are identified in **Table 5.1** with the forecast flows for 2026 presented in the flow diagrams presented in **Appendix E**.

Table 5.1: TEMPro Growth Rates

Period	Growth Rate
Weekday AM Peak 2025-2026	1.0104
Weekday PM Peak 2025-2026	1.0103
Saturday 2025-2026	1.0109

TEMPro local growth rates derived from TEMPro Version 8.1, Core scenario

- 5.7 In order to forecast background traffic flows (i.e. those in the absence of the proposed development) in 2031, five years post submission of the planning application, TEMPro was first interrogated to determine the level of growth forecast. **Table 5.2** identifies the increase in the number of dwellings for this period.

Table 5.2: TEMPro planning assumptions for Wiltshire 021 MSOA

Variable	Households
Base scenario (2025)	4,420
Future scenario (2031)	4,607
Increase	187

- 5.8 The level of growth identified in TEMPro is relatively small (187 dwellings). It is also not comparable to the Blackmore Farm development which received outline planning consent in May 2025 (application reference: PL/2023/11188). The Blackmore Farm development site is located immediately east of the

proposed Lidl development site, with the planning consent comprising the development of up to 500 dwellings, up to 5,000sqm of employment use, land for a primary school and land for a mixed-use hub.

- 5.9 Given the substantially higher number of dwellings associated with the Blackmore Farm committed development (500 dwellings) compared to those identified in TEMPro (187 dwellings), traffic growth for the future year of 2031 has been based on utilising traffic flows associated with the Blackmore Farm committed development only, with no TEMPro growth applied. Peak hour vehicle trips for the Blackmore Farm development have been derived from the Transport Assessment that accompanied the planning application. This results in a robust assessment given it is unlikely that the Blackmore farm development will be fully built out by 2031.
- 5.10 Given that the Blackmore Farm TA did not include a Saturday assessment, trip rates have been derived from the TRICS v.8.25.11 database using the same category (houses privately owned) and selection criteria as that used to derive the residential trip rates in the Blackmore Farm TA, but for Saturday survey sites only. This resulted in 4 Saturday survey sites that applied, and the full TRICS outputs are provided in **Appendix F**.
- 5.11 The forecast traffic flows for the 2031 forecast year, accounting for the Blackmore Farm committed development, are presented in the flow diagrams supplied in **Appendix E**.

Trip Generation – Proposed Foodstore

- 5.12 A review of the TRICS v.8.25.11 database has been undertaken to forecast the trip generation of the proposed foodstore in the weekday AM Peak, PM peak and Saturday peak period. Assessment is based on using sites in locations similar to the proposed store. The land use category 01 Retail and Category C – Discount Food Stores has been selected using the following criteria:
- Remove London, Northern Ireland and Ireland sites;
 - Edge of Town, Suburban and Neighbourhood Centre sites;
 - GFA 425sqm – 2,773sqm and;
 - Date range 22/11/14 to 30/10/24 (latest date available).
- 5.13 Review of the TRICS database identifies that accounting for the above criteria there are 8 Monday to Friday and 4 Saturday sites that apply. The full TRICS outputs are provided in **Appendix F. Table 5.3** provides the vehicle trip generation for the weekday AM and PM peak hours as well as the Saturday peak hour based on the proposed 2,184sqm store.

Table 5.3: Trip Rates and Proposed Store Trip Generation (total vehicles)

Category	Weekday AM Peak		Weekday PM Peak		Saturday Peak	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rates	3.018	2.121	5.093	5.039	5.406	5.080
Trips	66	46	111	110	118	111

Trip Type

- 5.14 The nature of food retail developments is such that limited customer trips will be new to the highway network particularly where developments are to be constructed in established urban environments. In practice most trips are a combination of some or all of the following:
- Linked – A trip undertaken to the store as part of a trip for another purpose e.g. visit to an adjacent retail use.
 - Pass by – A trip already present on the network directly adjacent to the point of access to the site.

- Transfer – A trip already present on the highway network that transfers from a similar site in close proximity to the proposed development.
- Diverted – A trip already on the local road network but not the road from which access is taken.

5.15 In order to consider a robust scenario, development trips have been assigned as pass-by trips (30%) and new / diverted trips (70%).

Pass-By Trips

5.16 The location of the proposed store just off Eastern Way, a main corridor into and out of Melksham, is such that a high proportion of trips are expected to come from vehicles already passing the site. The TRICS Research Report 95/2 Pass-by and Diverted indicates that non primary trips (that is pass-by and diverted trips) make up on average 30% of all food retail trips. Given the site location, the 30% pass-by proportion is considered appropriate for this assessment.

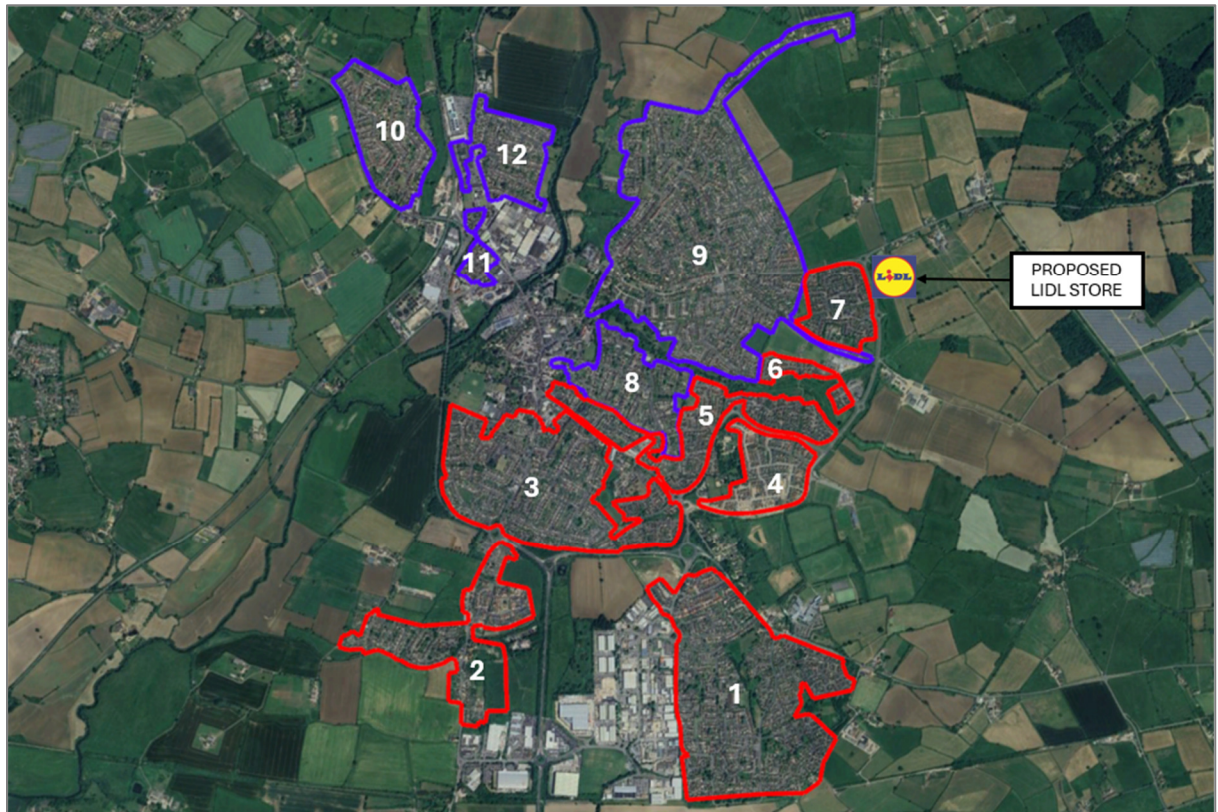
5.17 Pass-by trips have been distributed across the relevant approaches to the Sandridge Common / Eastern Way roundabout and the Eastern Way corridor in proportion to existing traffic flows, ensuring a realistic assignment of pass-by movements.

New / Diverted Trips

5.18 Within this assessment we have assumed that any trips that do not fall under the pass-by category will be new to the network adjacent to the site. This is 70% of the total store trips. We expect few to be new to the wider road network in Melksham, with the majority expected to be customers who currently shop at one of the foodstores close to the town centre. This includes the existing Lidl store located on Bath Road, which is expected to be closed once the new store on Eastern Way is open.

5.19 The distribution of the new / diverted trips on the network has been based on catchment analysis that accounts for the residential areas within Melksham. These areas have been split based on the likely routes that would be taken to access the proposed foodstore, ensuring that trip assignment reflects realistic travel patterns. The catchment areas used for the analysis are shown in **Figure 5.1**.

Figure 5.1: Catchment Analysis Areas



Source: © Google contributors with Pell Frischmann annotations

5.20 Based on the catchment analysis undertaken, the resulting distribution of trips across the network is presented in **Table 5.4** below.

Table 5.4: Distribution of New Lidl Trips

Catchment Area	Sandridge Common east	Sandridge Common west	Eastern Way south
Area 1	0%	0%	18%
Area 2	0%	0%	7%
Area 3	0%	0%	14%
Area 4	0%	0%	4%
Area 5	0%	0%	6%
Area 6	0%	0%	1%
Area 7	0%	0%	3%
Area 8	0%	5%	0%
Area 9	0%	26%	0%
Area 10	0%	5%	0%
Area 11	0%	1%	0%
Area 12	0%	4%	0%
Area 13	5%	0%	0%
Total	5%	42%	53%

5.21 It should be noted that whilst Catchment Area 13 is not identified in **Figure 5.1**, this area is intended to represent a catchment for small pockets of development located between Melksham and settlements to the east. While locations such as Bromham fall within the broader area to the east, it is anticipated that most trips from similar locations to the east will be captured by other discount

foodstores in the wider region. This accounting for their proximity to the site and the distance to other foodstores available in Devizes, Calne and Chippenham. The 5% allocation to Sandridge Common is considered representative, as the majority of trips to the new Lidl store are expected to originate from within Melksham itself.

- 5.22 Based on the above, 42% of the new / diverted trips have been assigned to Sandridge Common west of Eastern Way, 5% have been assigned to Sandridge Common east of Eastern Way, with the remaining 53% assigned to Eastern Way south of the development site.
- 5.23 The flow diagrams presenting the respective trip types and the 2031 forecast flows are included at **Appendix E**. The forecast flows as presented in the respective flow diagrams have been used in the junction capacity assessments provided in the next section.

6 Junction Capacity Assessment

Introduction

- 6.1 This section summarises the results of the junction capacity assessment undertaken for the proposed new priority junction on Eastern Way to provide access to the Lidl store, and the A3102 Sandridge Common / Eastern Way roundabout.

Modelling assessment scenarios

- 6.2 The flow diagrams presented in **Appendix E** present the full traffic analysis summarised above and account for the following scenarios:
- 2026 base traffic flows;
 - 2031 forecast traffic flows, without Lidl store; and,
 - 2031 forecast traffic flows with the Lidl store.

Modelling methodology

- 6.3 The junctions have been assessed using Transport Research Laboratory's (TRL) Junctions 9 computer modelling software, with the PICADY module used to assess the proposed priority junction on Eastern Way and the ARCADY module used to assess the A3102 Sandridge Common / Eastern Way roundabout.
- 6.4 The assessments for the junctions have been undertaken for the weekday AM and PM peak periods, as well as the Saturday peak period, using the 'ONE HOUR' method for inputting traffic flows. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (vehicles) and delay (seconds).
- 6.5 The RFC is expressed as a factor of 1.00. Junctions with arms which record an RFC in excess of 0.85 and below 1.00 are considered to be approaching operational capacity, and junctions with arms with an RFC in excess of 1.00 are considered to exceed operational capacity. Junctions where all arms record an RFC of below 0.85 are considered to operate within capacity, with no requirement for mitigation or other improvements.
- 6.6 The model output reports for the junctions assessed and summarised below are provided in **Appendix G**.

Capacity Assessment

Proposed Access Road / Eastern Way Priority Junction

- 6.7 The assessment results of the proposed priority junction on Eastern Way, for the 2031 forecast year with Lidl scenario, are summarised in **Table 6.1** below.

Table 6.1: Proposed Eastern Way Priority Junction Modelling Results - 2031 FY with Lidl

Arm	AM weekday (07:45-08:45)			PM Peak (16:15-17:15)			Saturday (11:00-12:00)		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
Site Access (left)	0	6.73	0.04	0.1	7.60	0.11	0.1	6.30	0.09
Site Access (right)	0.1	13.79	0.09	0.3	17.07	0.23	0.2	10.77	0.17

Eastern Way south (ahead / right)	0.1	7.35	0.07	0.1	7.89	0.11	0.1	6.74	0.10
-----------------------------------	-----	------	------	-----	------	------	-----	------	------

- 6.8 **Table 6.1** demonstrates that the junction will operate with spare capacity during all three peak periods in 2031 with the proposed development in place.

A3102 Sandridge Common / Eastern Way roundabout

- 6.9 The assessment results of the A3102 Sandridge Common / Eastern Way roundabout, for the 2026 base scenario, are summarised in **Table 6.2** below.

Table 6.2: Sandridge Common / Eastern Way Roundabout Modelling Results - 2026 Base

Arm	AM weekday (07:45-08:45)			PM Peak (16:15-17:15)			Saturday (11:00-12:00)		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
Sandridge Common east	0.7	4.45	0.42	1.1	5.23	0.53	0.4	3.32	0.27
Eastern Way	0.7	4.72	0.43	0.9	5.16	0.47	0.4	3.53	0.27
Sandridge Common east	0.6	5.26	0.37	0.5	4.94	0.33	0.3	4.08	0.25

- 6.10 **Table 6.2** demonstrates that the roundabout currently operates with spare capacity during all three peak periods.
- 6.11 The assessment results of the A3102 Sandridge Common / Eastern Way roundabout, for the 2031 forecast year without the proposed development, are summarised in **Table 6.3** below.

Table 6.3: Sandridge Common / Eastern Way Roundabout Modelling Results - 2031 FY

Arm	AM weekday (07:45-08:45)			PM Peak (16:15-17:15)			Saturday (11:00-12:00)		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
Sandridge Common east	1.5	6.44	0.60	1.6	6.41	0.62	0.5	3.61	0.33
Eastern Way	1.1	6.27	0.54	1.1	5.94	0.52	0.4	3.77	0.30
Sandridge Common east	1.0	7.18	0.51	0.7	5.78	0.41	0.4	4.39	0.29

- 6.12 **Table 6.3** demonstrates that the roundabout continues to operate with spare capacity during all three peak periods in 2031 without the proposed development.
- 6.13 The assessment results of the A3102 Sandridge Common / Eastern Way roundabout, for the 2031 forecast year with Lidl, are summarised in **Table 6.4** below.

Table 6.4: Sandridge Common / Eastern Way Roundabout Modelling Results - 2031 FY with Lidl

Arm	AM weekday (07:45-08:45)			PM Peak (16:15-17:15)			Saturday (11:00-12:00)		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
Sandridge Common east	1.6	6.66	0.61	1.7	6.78	0.63	0.5	3.73	0.34
Eastern Way	1.2	6.49	0.55	1.3	6.42	0.56	0.5	3.96	0.33

Sandridge Common east	1.1	7.54	0.53	0.8	6.20	0.45	0.5	4.63	0.32
--------------------------	-----	------	------	-----	------	------	-----	------	------

6.14 **Table 6.4** demonstrates that the roundabout continues to operate with spare capacity during all three peak periods in 2031 with the proposed Lidl store in place.

7 Summary

- 7.1 Pell Frischmann has been instructed by SCP Transport on behalf of Lidl to prepare a Transport Assessment (TA) to support a planning application for a new foodstore to be located east of Eastern Way in Melksham, Wiltshire.
- 7.2 This report has been prepared accounting for national, regional and local transport and highway policy.
- 7.3 The proposed Lidl store will have a Gross Internal Area of 2,184sqm, with 134 car parking spaces (including disabled, parent/child, and EV rapid charging bays) and 12 cycle spaces, meeting local standards.
- 7.4 Access to the new store will be provided from Eastern Way in the form of a priority junction off a new proposed access road. The new access road will be provided on the eastern side of Eastern Way in the form of a priority junction with ghost island right turn lane. The new access road is proposed to continue to the south past the food store junction to enable access to a potential development site to the south in the future.
- 7.5 The site access junction and internal site layout has been designed to confirm that a 16.5m articulated HGV will be able to manoeuvre through the junction and enter and exit the site in a forward gear.
- 7.6 Pedestrian and cycle connectivity will be enhanced through new shared-use paths along Eastern Way and the access road, linking to existing infrastructure. The existing uncontrolled crossing north of Skylark Road will be upgraded to a Toucan crossing, ensuring safe and inclusive access for pedestrians and cyclists.
- 7.7 A review of highway collision data has concluded that there has been a limited number of local collisions, with the majority resulting in slight injuries being sustained, and likely to be attributable to driver error. It has therefore been concluded that there are no substantial deficiencies in the current highway arrangements, and that no further review of highway collisions is required.
- 7.8 A trip generation exercise has been undertaken, based on TRICS data, to confirm the scale of traffic forecast to be generated by the store. A robust assumption of 30% pass-by and 70% new/diverted trips has been applied, with most trips expected to transfer from existing foodstores in Melksham, including the current Lidl on Bath Road, which will close once the new store opens. Catchment analysis shows 53% of new/diverted trips via Eastern Way south, 42% via Sandridge Common west, and 5% via Sandridge Common east. Future traffic growth accounts for the committed Blackmore Farm development, ensuring robustness.
- 7.9 Junction capacity assessment of the Sandridge Common / Eastern Way roundabout has been completed for a forecast year of 2031, with the proposed priority junction on Eastern Way also having been assessed. The results of these assessments confirm that the two junctions will operate within theoretical capacity in 2031 with the proposed development in place.

Conclusion

- 7.10 In light of the findings of this Transport Assessment it is concluded that the development is acceptable from a traffic and transport perspective.

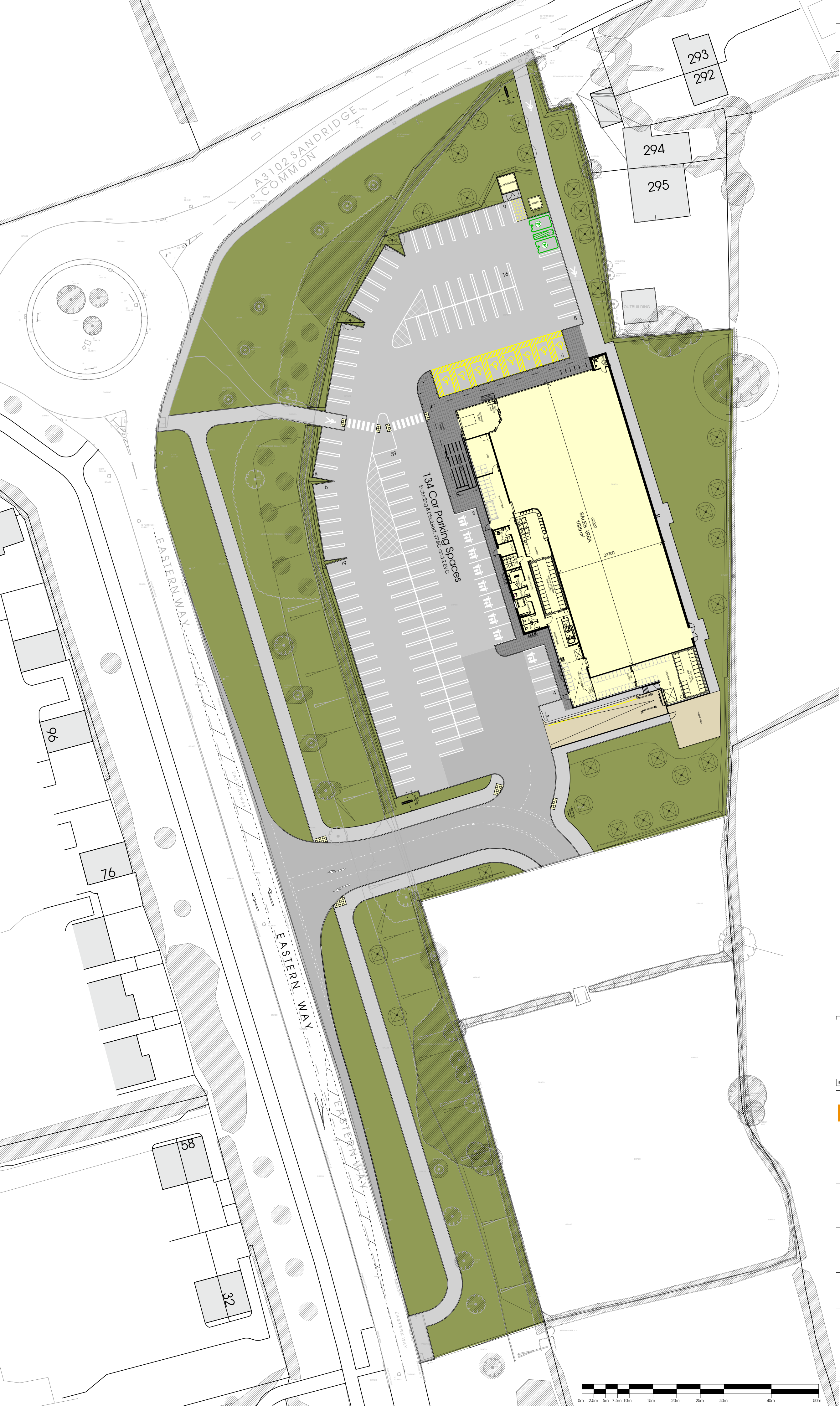
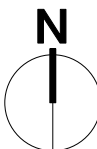
Appendix A PROPOSED SITE LAYOUT

THIS DRAWING IS COPYRIGHT, AND REMAINS THE PROPERTY OF HTC ARCHITECTS. IT MUST NOT BE REPRODUCED, USED, DISCLOSED OR TRANSMITTED TO THIRD PARTIES IN ANY FORM, IN WHOLE OR IN PART, WITHOUT PRIOR WRITTEN PERMISSION.

THIS DRAWING HAS BEEN PREPARED BASED ON INFORMATION BY OTHERS. -

TOPOGRAPHIC SURVEY - EDI SURVEYS REF: 21702

PELL FRISCHMAN LAYOUT
105414-PEF-XX-XX-DR-Y-001001-P06



B	14/01/2026	Additional 2no. accessible spaces added	IC
A	08/01/2026	Landscaping scheme overlaid	IC
Rev.	Date	Description	Drawn

htcarchitects

York Place Studio
8 Britannia Street
Leeds
LS1 2DZ

T: (0113) 244 3457

W: www.htcarchitects.co.uk
E: info@htcarchitects.co.uk

client
Lidl GB Ltd.



project
**Melksham,
Eastern Way**

drawing title
Proposed GA Site Plan

date **December 2025**
status **Planning**
scale **1:500 @ A2**
drawn **NG** checked **IC**
job no. **4034** dwg no. **P403** rev. **B**



Appendix B
BUS TIMETABLES

Timetable

Melksham 14, 15

Monday to Friday (no service on Sunday or bank holidays)

01-09-25

X69 (14)

Broughton Gifford Fox	0736
Atworth Clock	0745
Whitley Pear Tree	0750
Whitley Corsham Road	0752
Melksham Dunch Lane	0754
McDonalds	0800
Melksham Lowbourne	0808

↓

14

ASDA Supermarket	0935	1035	1135	1235	1335	1440	1625	1730
Sainsbury's	0939	1039	1139	1239	1339	1444	1629	1734
Lowbourne -Buds	0808	0942	1042	1142	1242	1342	1447	1632
Forest Road	0810	0944	1044	1144	1244	1344	1449	1634
Methuen Avenue	--	0946	1046	1146	1246	1346	1451	1636
Melksham Forest	0812	0948	1048	1148	1248	1348	1453	1638
Sherwood Avenue	--	0950	1050	1150	1250	1350	1455	1640
Blackmore Road	0816	0952	1052	1152	1252	1352	1457	1642
Queensway	0818	0954	1054	1154	1254	1354	1459	1644
Snowberry Lane	▼	0956	1056	1156	1256	1356	1501	1646
Spa Road -Hospital	0834	0959	1059	1159	1259	↓	↓	↓
Market Place	0835	1001	1101	1201	1301			
Sainsbury	R	1003	1103	1203	1303			
ASDA Supermarket	R	R	1107		1307			

14

ASDA Supermarket	0915	1112	1312
Shurnhold	0917	1114	1314
Dunch Lane	0918	1115	1315
Addison Road	0919	1116	1316
Southbrook Road	0920	1117	1317
Avon Road	0927	1124	1324
Granville Road	0929	1126	1326
ASDA Supermarket	0935	1132	1332

15

ASDA Supermarket						
Sainsbury	1205					
Market Pl Kings Arm	1208					
Spa Rd- for hospital	--					
Holbrook Vale	1012	1212				
Snowberry -Surgery	1018	1218				
Eastern Way	1019	1219	↓	↓	↓	
Skylark Road	1021	1221	1357	1647	1752	
Sandridge Rd Coop	1023	1223	R	R	R	
Opposite Buds	1027	1227	1359	1649	1754	
Bank St -Sainsbury	1028	1228	1403	1653	1758	
ASDA Supermarket	1032	1232		1654		
				1658		

- R Request stop- Calls at this point only if requested to do so by a passenger already on the bus
- S These journeys operate on school days only
- ▼ This journey calls at The Oak School and does not serve Snowberry Lane. It then operates the 0830 journey from Halifax Road, Bowerhill to Spa Road and the Market Place

These journeys are operated by FromeBus Limited Tel: 01373 471474 with financial support from Wiltshire Council

For up-to-date information about this and other services please visit our website at www.fromebus.co.uk

Timetable

Melksham 14, 15

Saturday

01-09-25

14

ASDA Supermarket	0935	1035	1135	1235	1335	1440	1540	1620	1700
Sainsbury's Supermarket	0939	1039	1139	1239	1339	1444	1544	1624	1704
Lowbourn -Buds	0832	0942	1042	1142	1242	1342	1447	1547	1707
Forest Road	0834	0944	1044	1144	1244	1344	1449	1549	1709
Methuen Avenue	0836	0946	1046	1146	1246	1346	1451	1551	R
Melksham Forest	0838	0948	1048	1148	1248	1348	1453	1553	1633
Sherwood Avenue	0840	0950	1050	1150	1250	1350	1455	1555	1635
Blackmore Road	0842	0952	1052	1152	1252	1352	1457	1557	1637
Queensway	0844	0954	1054	1154	1254	1354	1459	1559	1639
Snowberry Lane	0846	0956	1056	1156	1256	1356	1501	1601	1641
Spa Road -Hospital	0849	0959	1059	1159	1259	↓	↓	↓	↓
Market Place	0850	1001	1101	1201	1301				
Sainsbury's Supermarket		1003	1103	1203	1303	↓	↓	↓	↓
ASDA Supermarket		R	1107	--	1307				

14

ASDA Supermarket	0915	1112	1312		↓	↓	↓	↓	↓
Shurnhold	0917	1114	1314						
Dunch Lane	0918	1115	1315		↓	↓	↓	↓	↓
Addison Road	0919	1116	1316						
Southbrook Road	0920	1117	1317		↓	↓	↓	↓	↓
Avon Road	0927	1124	1324						
Granville Road	0929	1126	1326		↓	↓	↓	↓	↓
ASDA Supermarket	0935	1132	1332						

15

ASDA Supermarket				↓	↓	↓	↓	↓
Sainsbury's Supermarket	1205							
Market Place -Kings Arms	1208			↓	↓	↓	↓	↓
Spa Rd -for hospital	--							
Holbrook Vale	1012	1212		↓	↓	↓	↓	↓
Snowberry -Surgery	1018	1218		1356	1501	1601	1641	1721
Eastern Way -Thyme Road	1019	1219		1357	1502	1602	1642	1722
Skylark Road	1021	1221		R	R	R	R	R
Sandridge Rd Coop	1023	1223		1359	1504	1604	1644	1724
Opposite Buds	1027	1227		1403	1508	1608	1648	1728
Bank St for Sainsbury's	R	R		--	1509	1609	1649	C
ASDA Supermarket	1032	1232		--	1513	1613	1653	--

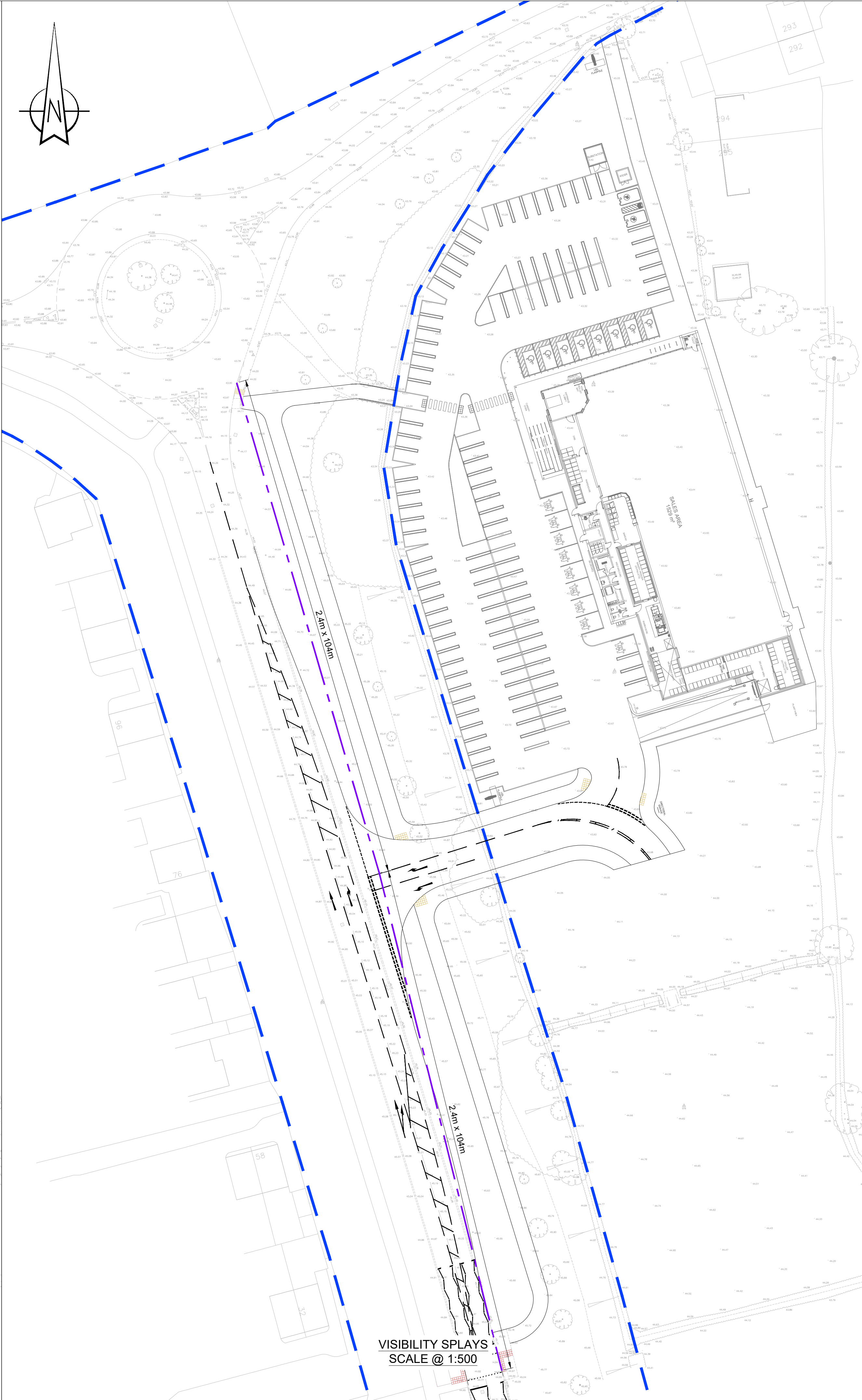
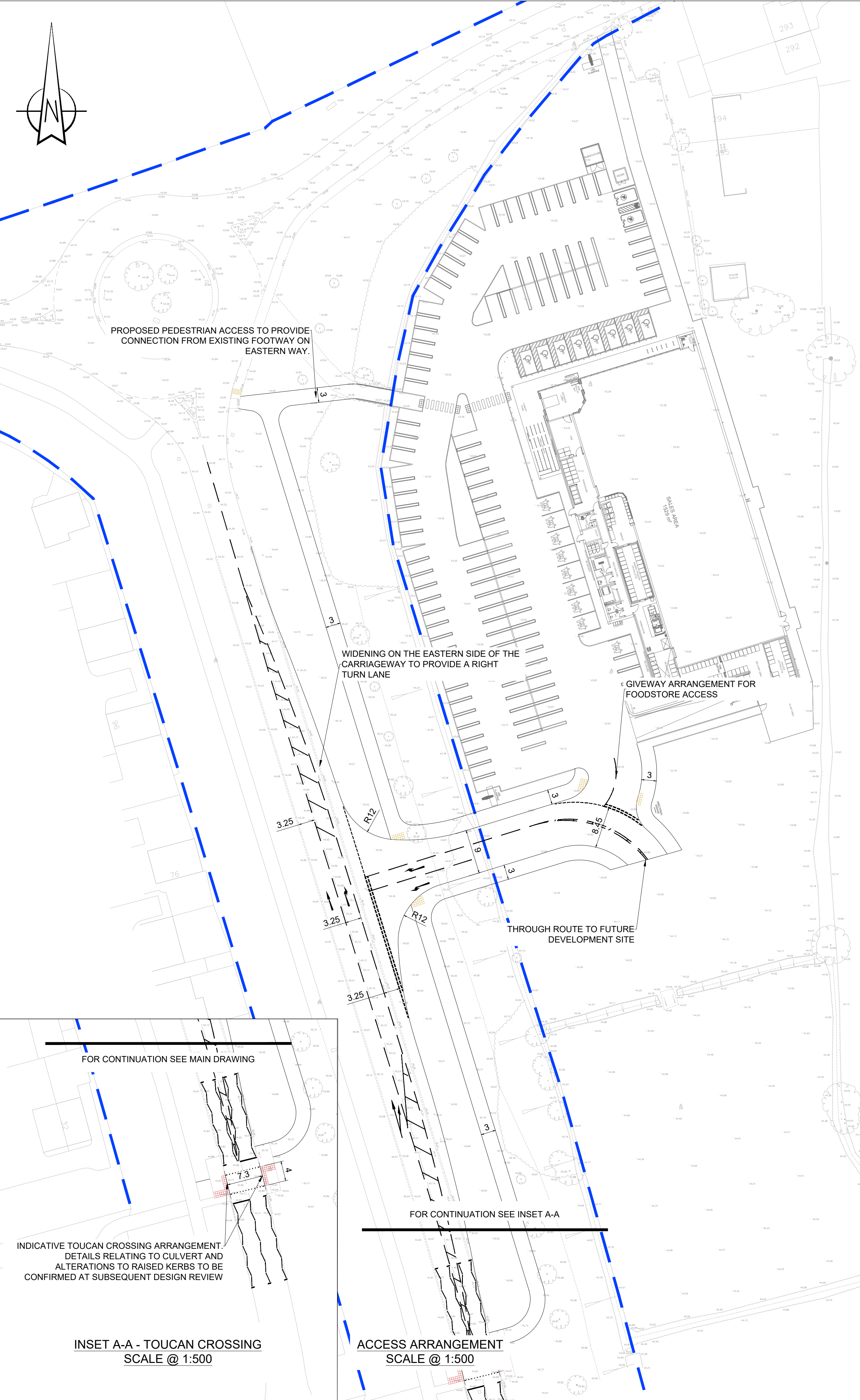
R Request stop- Calls at this point only if requested to do so by a passenger already on the bus
C Continues to Melksham Market Place

These journeys are operated by FromeBus Limited Tel: 01373 471474 with financial support from Wiltshire Council

For up-to-date information about this and other services please visit our website at www.fromebus.co.uk

Appendix C

SITE ACCESS ARRANGEMENTS

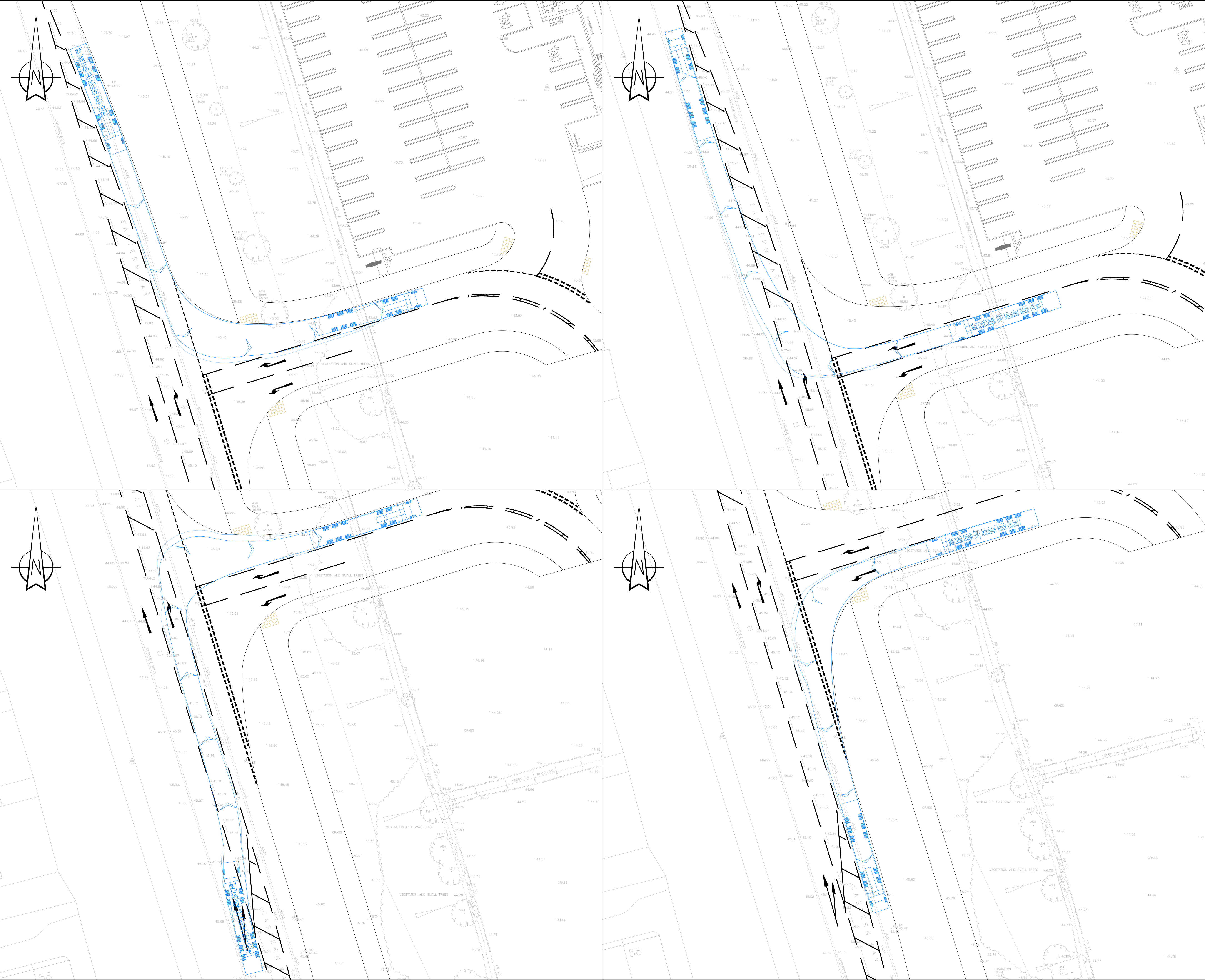


- KEY:**
- PROPOSED KERBS
 - PROPOSED ROAD MARKINGS
 - 2.4m x 104m JUNCTION VISIBILITY SPLAYS
BASED ON MS2 FOR 40mph DESIGN SPEED
 - EXISTING HIGHWAY BOUNDARY
- NOTES:**
- ALL DIMENSIONS ARE IN METRES.
 - DESIGN BASED ON A COMBINATION OF ORDNANCE SURVEY MAPPING AND TOPOGRAPHICAL SURVEY, PELL FRISCHMANN SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DISCREPANCIES.

P01	First Issue	EF	AJT	LC	15.01.2026
REV	DESCRIPTION	DRN	CHK	APP	DATE
Pell Frischmann					
BURRATOR HOUSE PENINSULA PARK RYDON LANE EX2 7NT					
Telephone +44 (0)13 9244 4345					
Email: pfexeter@pellfrischmann.com					
www.pellfrischmann.com					
Client					
LIDL UK					
Project					
LIDL - MELKSHAM, EASTERN WAY					
Drawing Title					
EASTERN WAY - PROPOSED ACCESS ARRANGEMENT					
	Name	Date	Scale	1:500 @ A1	
Drawn	EF	JAN 2026	File No. 110865-PEF-XX-XX-DR-C-001001.dwg		
Designed	EF	JAN 2026			
Checked	AJT	JAN 2026			
Approved	LC	JAN 2026	Drawing Status	FOR INFORMATION	
Drawing No.				Revision	
110865-PEF-XX-XX-DR-C-001001					P01

Appendix D

SERVICE VEHICLE AUTOTRACK ASSESSMENT



NOTES:

1. ALL DIMENSIONS ARE IN METRES.
2. DESIGN BASED ON TOPOGRAPHICAL SURVEY AND
ORDNANCE SURVEY MAPPING. PELL FRISCHMANN SHALL
NOT BE LIABLE FOR ANY INACCURACIES OR DISCREPANCIES.

KEY:

Extent of vehicle chassis

Forward gear

Reverse gear

6.53

13.6

1.37

4.78

3

1.88

0.29

1.4

7.8

1.4

2.52

Max 90° Horiz

Max 90° Vert

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock-to-lock time

Curb to Curb Turning Radius

16.500m

2.550m

3.681m

0.411m

2.500m

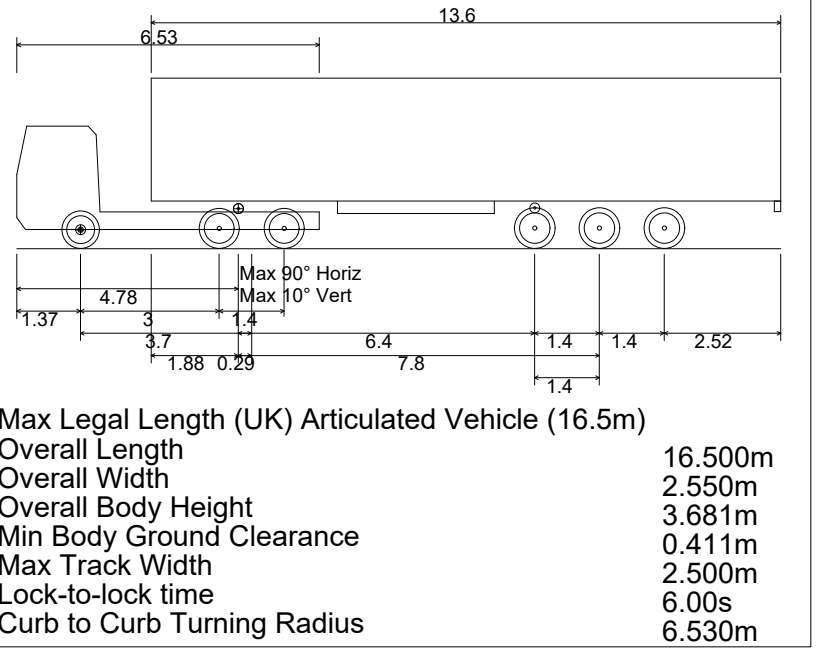
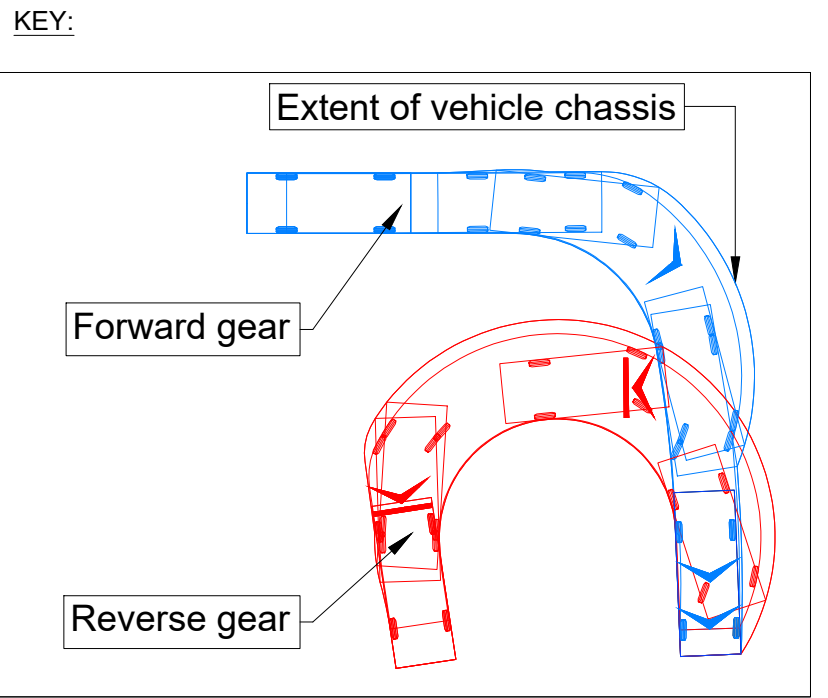
6.00s

6.530m

P01	First Issue	EF	AJT	LC	15.01.2026
REV	DESCRIPTION	DRN	CHK	APP	DATE
Pell Frischmann BURRATOR HOUSE PENINSULA PARK RYDON LANE EX2 7NT Telephone +44 (0)13 9244 4345 Email: pfxeter@pellfrischmann.com www.pellfrischmann.com					
Client					
LIDL UK					
Project					
LIDL - MELKSHAM, EASTERN WAY					
Drawing Title					
EASTERN WAY - SWEEP PATH ANALYSIS 16.5m ARTICULATED VEHICLE					
	Name	Date	Scale		
Drawn	EF	JAN 2026	1:250 @ A1		
Designed	-	-	File No.	110865-PEF-XX-XX-DR-C-001002.dwg	
Checked	AJT	JAN 2026	Drawing Status	FOR INFORMATION	
Approved	LC	JAN 2026			
Drawing No.					Revision
110865-PEF-XX-XX-DR-C-001002					P01



NOTES:
1. ALL DIMENSIONS ARE IN METRES.
2. DESIGN BASED ON TOPOGRAPHICAL SURVEY AND
ORDNANCE SURVEY MAPPING. PELL FRISCHMANN SHALL
NOT BE LIABLE FOR ANY INACCURACIES OR DISCREPANCIES.



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6.530m

P01	First Issue	EF	AJT	LC	15.01.2026
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann
BURRATOR HOUSE PENINSULA PARK RYDON LANE EX2 7NT
Telephone +44 (0)13 9244 4345
Email: pfxeter@pellfrischmann.com
www.pellfrischmann.com

Client

LIDL UK

Project

**LIDL - MELKSHAM,
EASTERN WAY**

Drawing Title

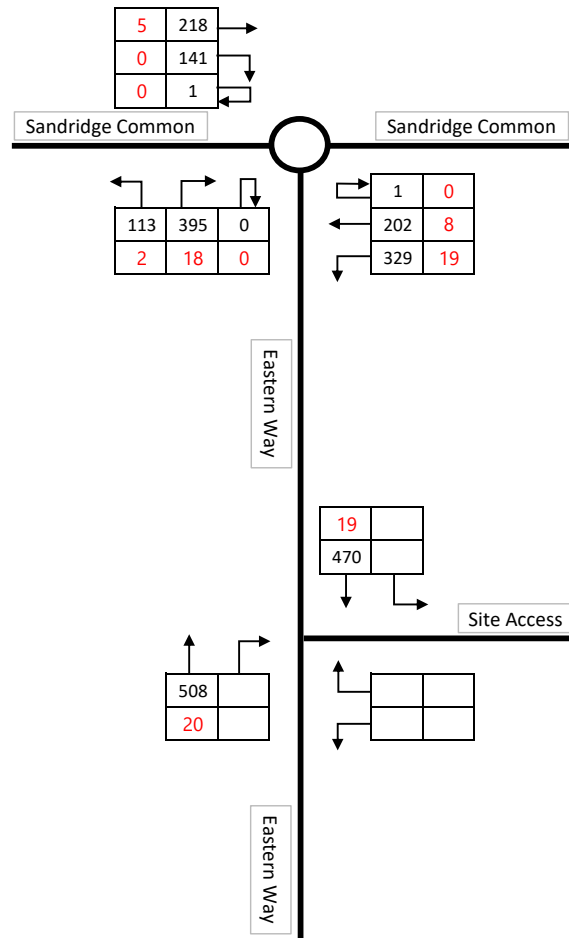
**EASTERN WAY -
SWEEP PATH ANALYSIS
FOODSTORE LOADING BAY**

	Name	Date	Scale	1:250 @ A1
Drawn	EF	JAN 2026	File No.	110865-PEF-XX-XX-DR-C-001003.dwg
Designed	-	-	Drawing Status	FOR INFORMATION
Checked	AJT	JAN 2026	Revision	P01
Approved	LC	JAN 2026		
Drawing No. 110865-PEF-XX-XX-DR-C-001003				

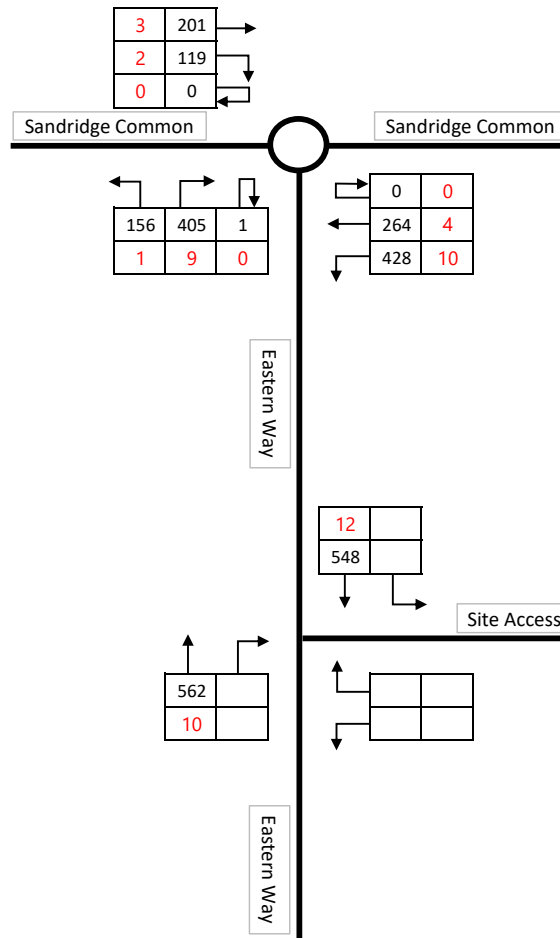
Appendix E

NETWORK FLOW DIAGRAMS

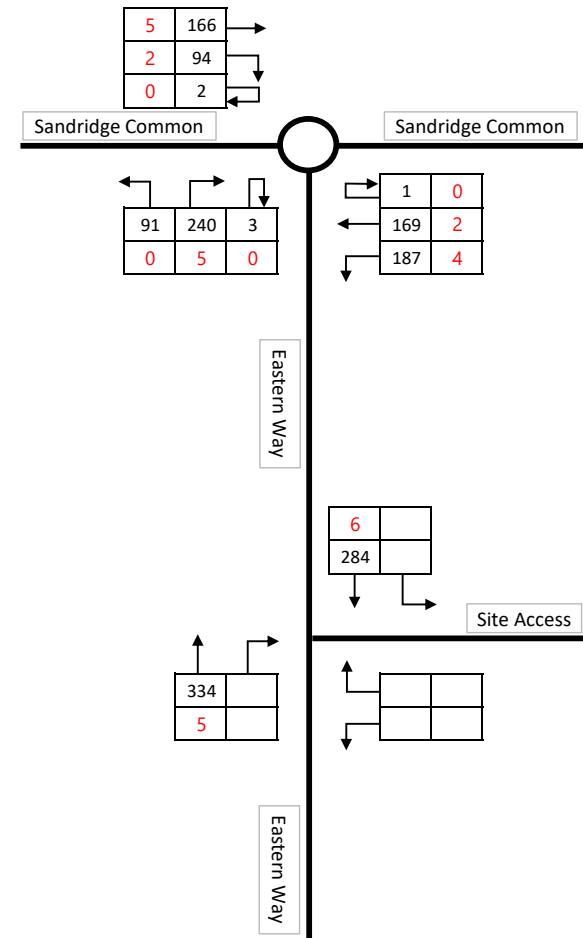
WEEKDAY AM PEAK (07:45-08:45)



WEEKDAY PM PEAK (16:15-17:15)



SATURDAY PEAK (11:00-12:00)



Pell Frischmann

Burrator House, Rydon
Lane, Exeter, EX2 7NT
Tel: 01392 444 345
www.pellfrischmann.com

LIDL EASTERN WAY, MELKSHAM

FIGURE TA5.1

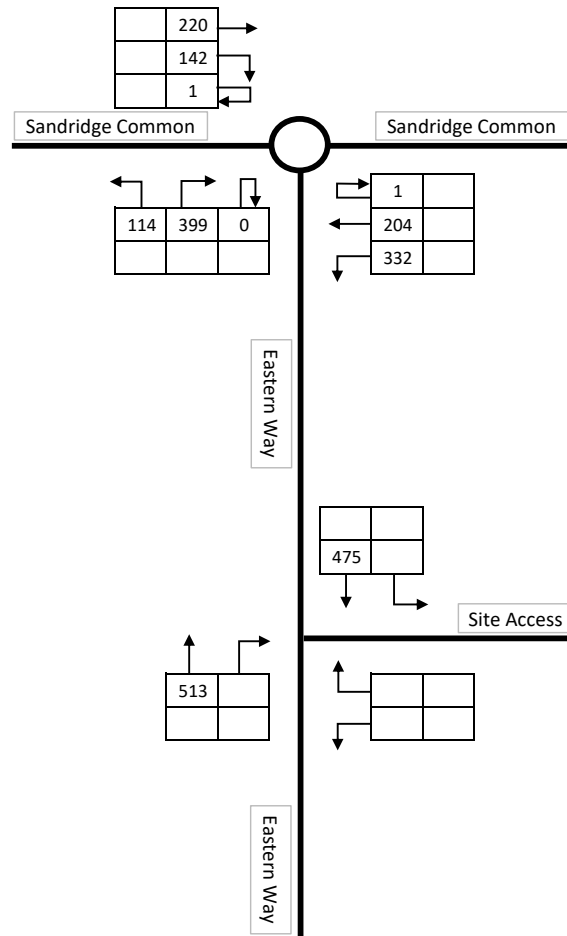
2025 SURVEY FLOWS

KEY

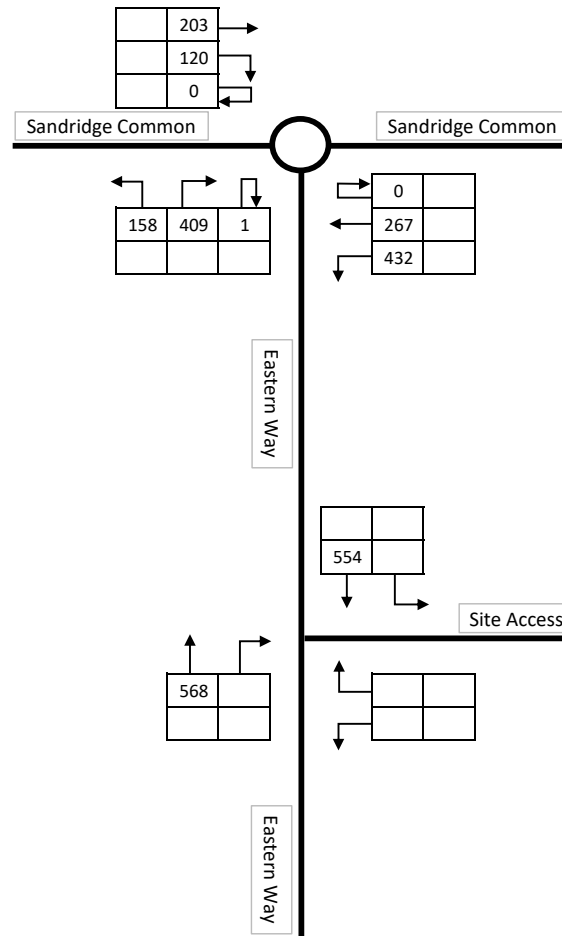
500 = TOTAL
VEHICLES

25 = HGVs

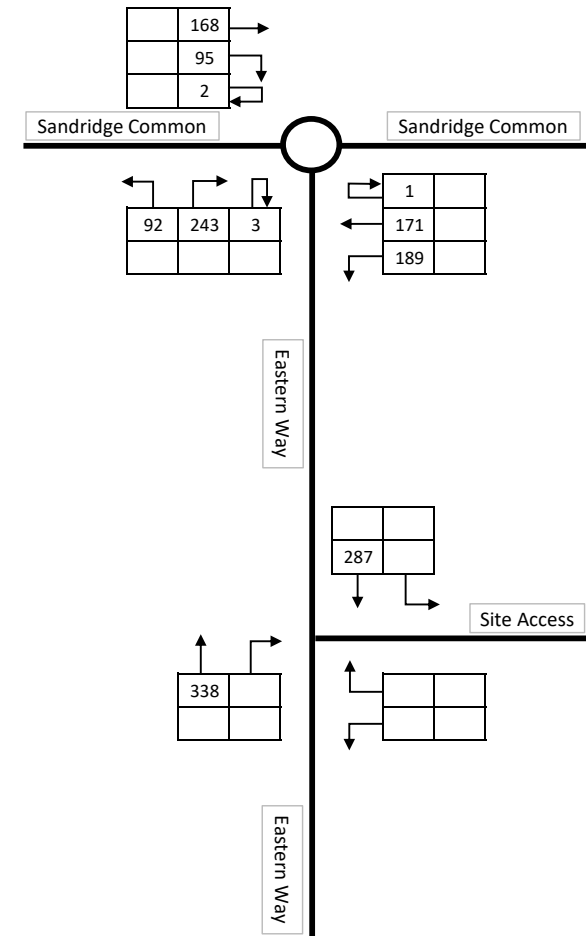
WEEKDAY AM PEAK (07:45-08:45)



WEEKDAY PM PEAK (16:15-17:15)



SATURDAY PEAK (11:00-12:00)



Pell Frischmann

Burrator House, Rydon Lane, Exeter, EX2 7NT
Tel: 01392 444 345
www.pellfrischmann.com

LIDL EASTERN WAY, MELKSHAM

FIGURE TA5.2

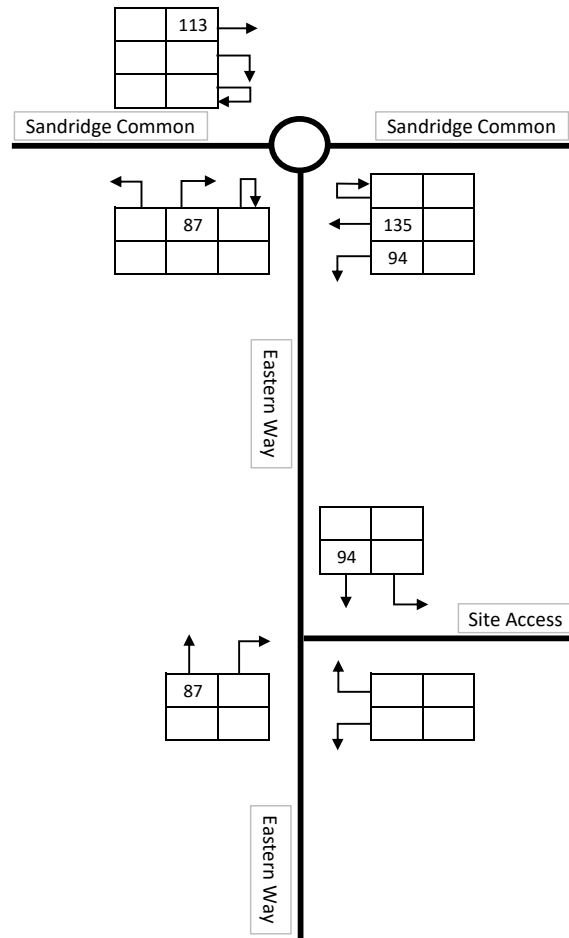
2026 BASE FLOWS

KEY

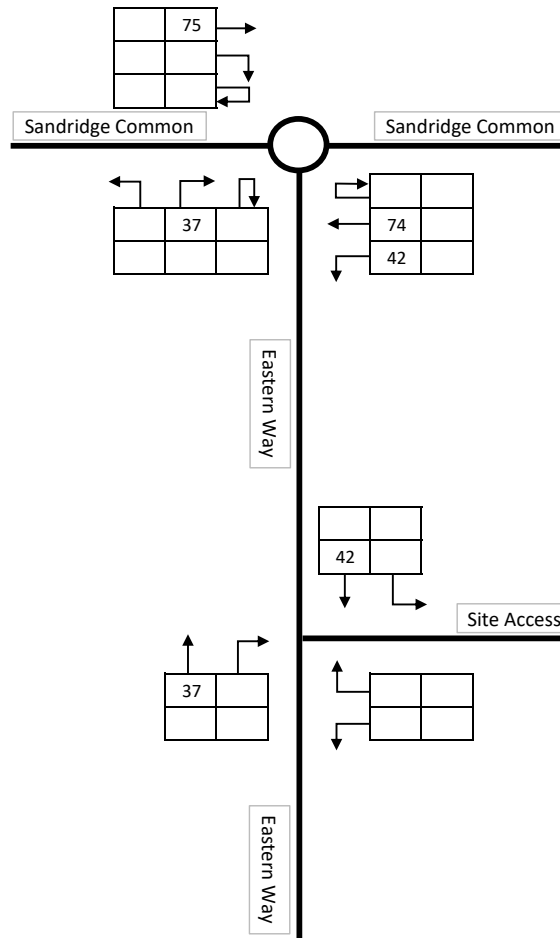
500 = TOTAL VEHICLES

25 = HGVs

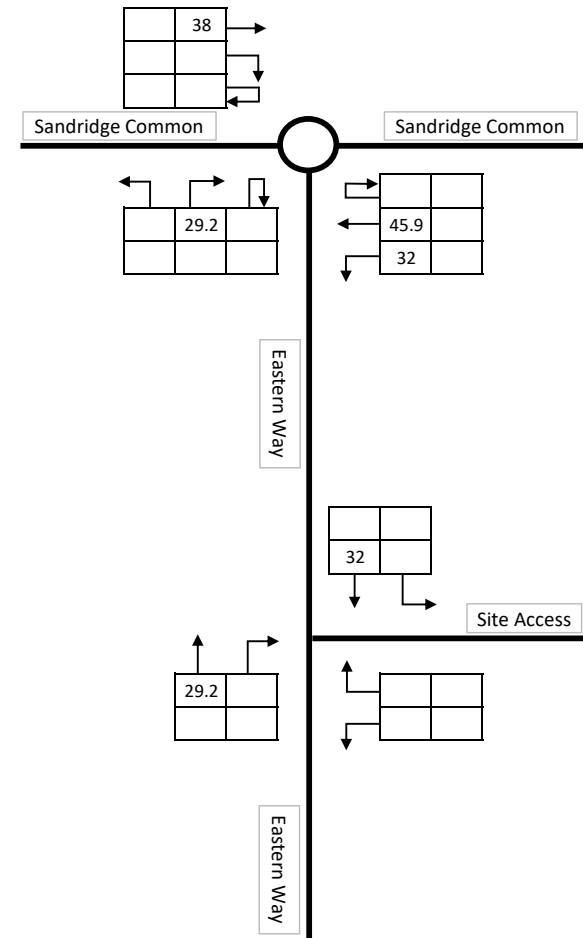
WEEKDAY AM PEAK (07:45-08:45)



WEEKDAY PM PEAK (16:15-17:15)



SATURDAY PEAK (11:00-12:00)



Pell Frischmann

Burrator House, Rydon
Lane, Exeter, EX2 7NT
Tel: 01392 444 345
www.pellfrischmann.com

LIDL EASTERN WAY, MELKSHAM

FIGURE TA5.3

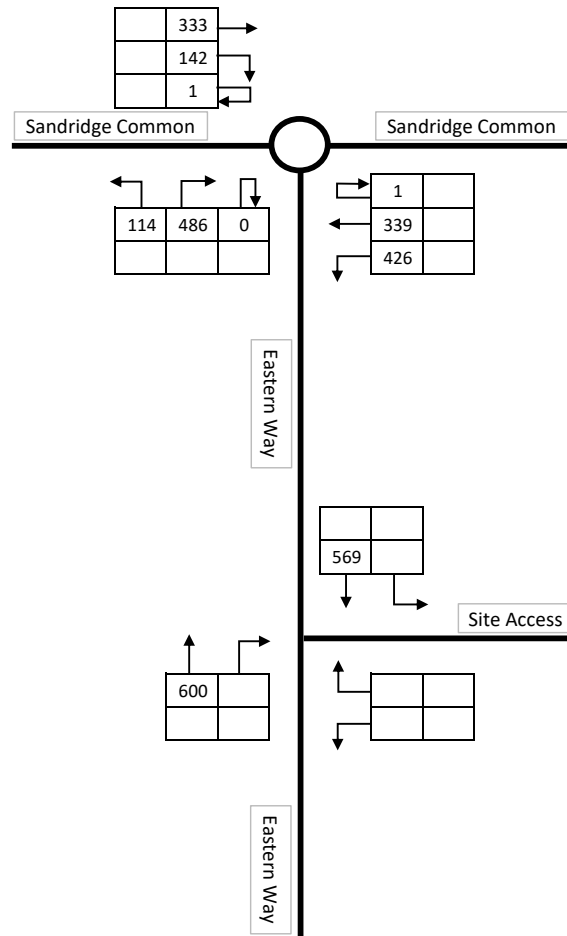
BLACKMORE FARM COMMITTED DEVELOPMENT FLOWS

KEY

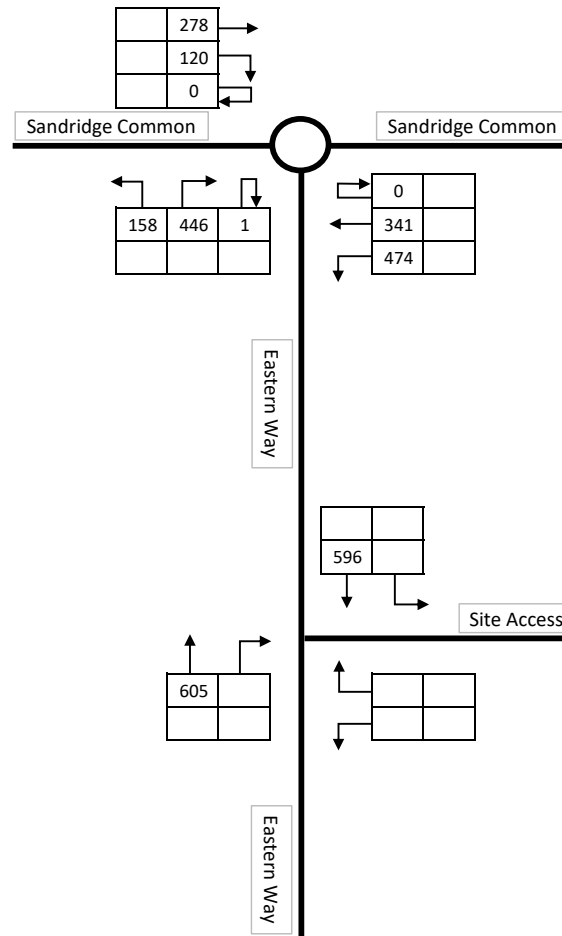
500 = TOTAL
VEHICLES

25 = HGVs

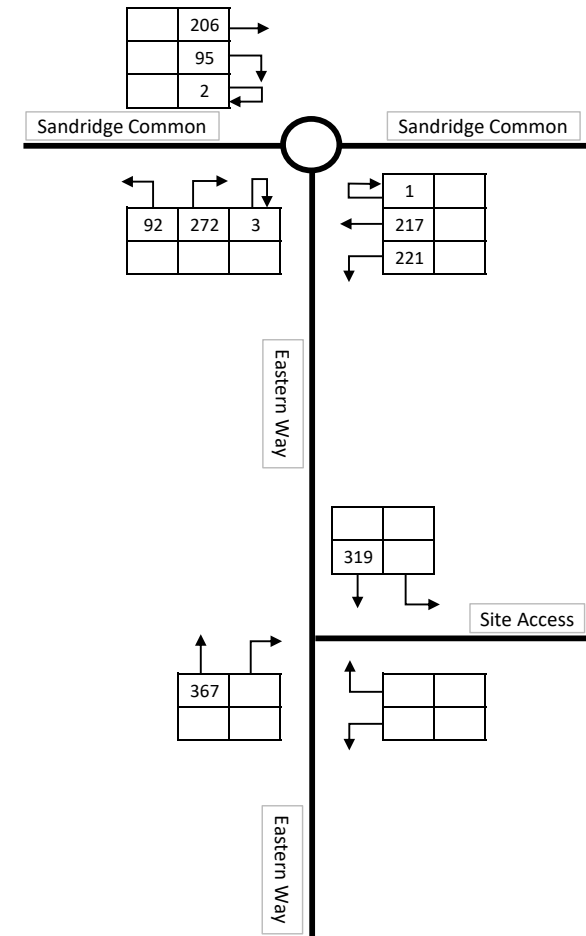
WEEKDAY AM PEAK (07:45-08:45)



WEEKDAY PM PEAK (16:15-17:15)



SATURDAY PEAK (11:00-12:00)



Pell Frischmann

Burrator House, Rydon
Lane, Exeter, EX2 7NT
Tel: 01392 444 345
www.pellfrischmann.com

LIDL EASTERN WAY, MELKSHAM

FIGURE TA5.4

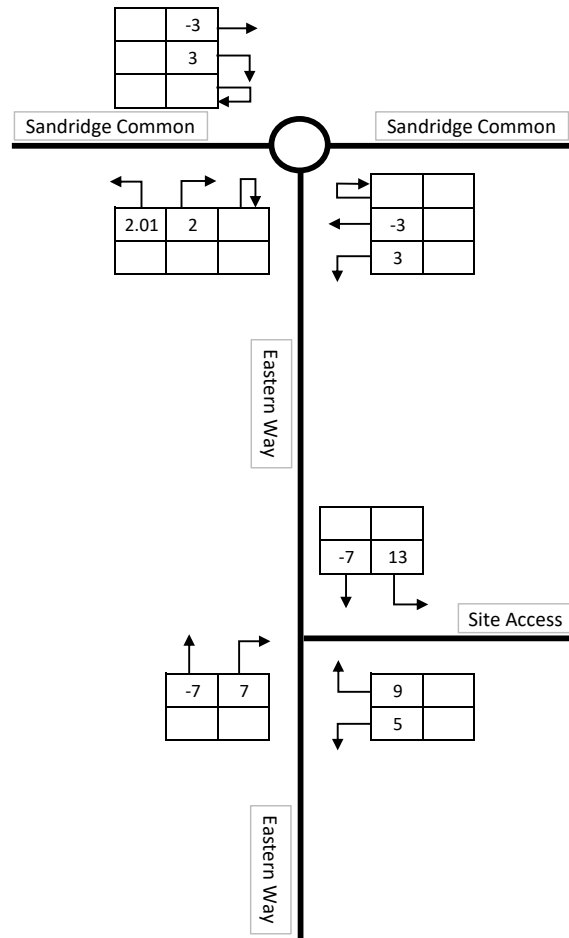
2031 FORECAST FLOWS

KEY

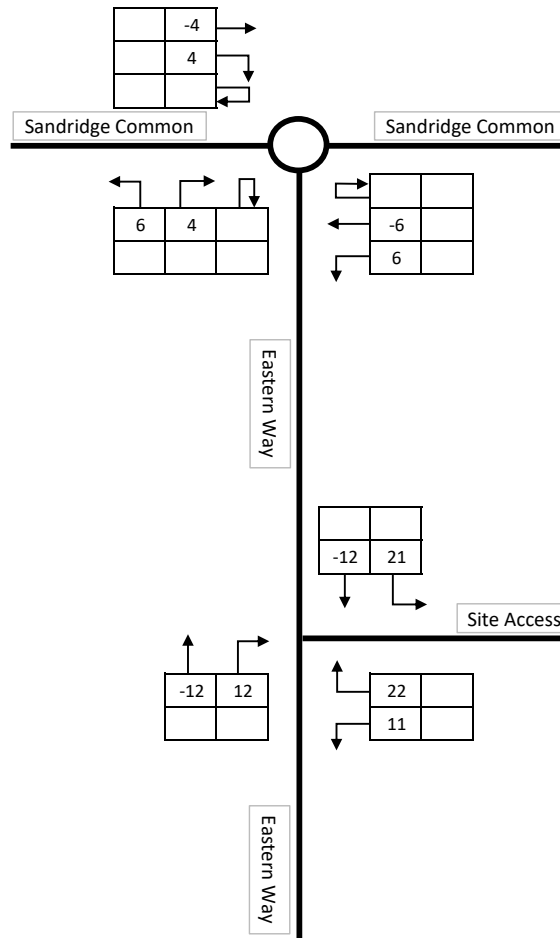
500 = TOTAL
VEHICLES

25 = HGVs

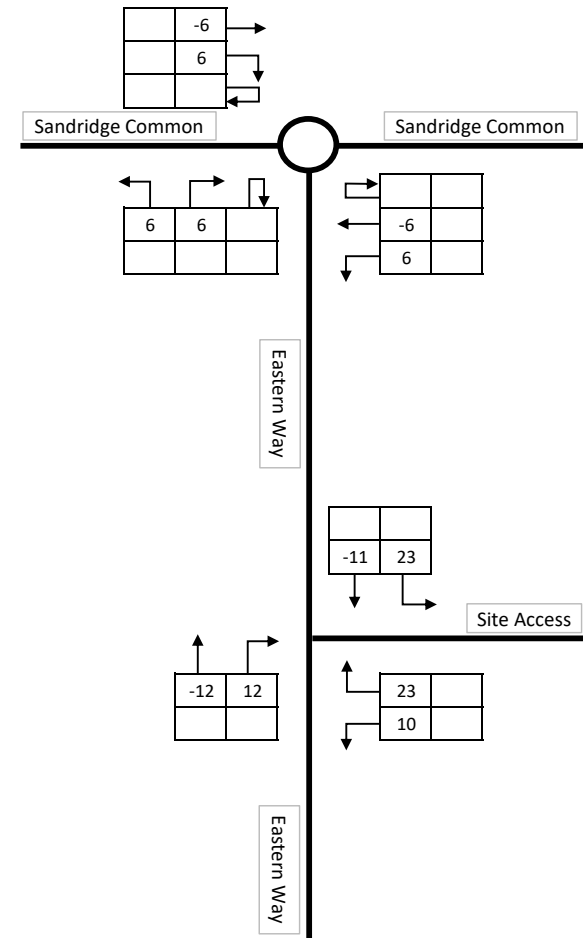
WEEKDAY AM PEAK (07:45-08:45)



WEEKDAY PM PEAK (16:15-17:15)



SATURDAY PEAK (11:00-12:00)



Pell Frischmann

Burrator House, Rydon
Lane, Exeter, EX2 7NT
Tel: 01392 444 345
www.pellfrischmann.com

KEY

500 = TOTAL
VEHICLES

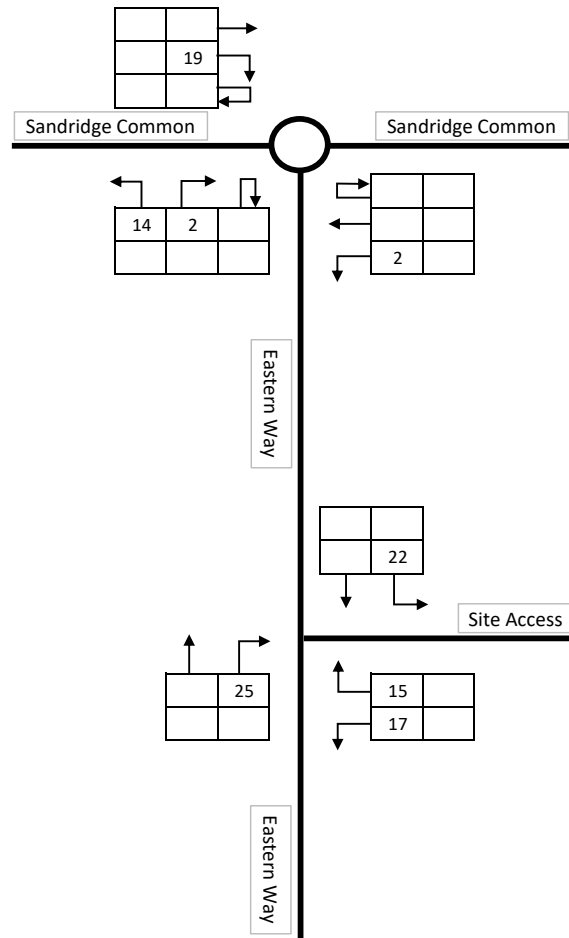
25 = HGVs

LIDL EASTERN WAY, MELKSHAM

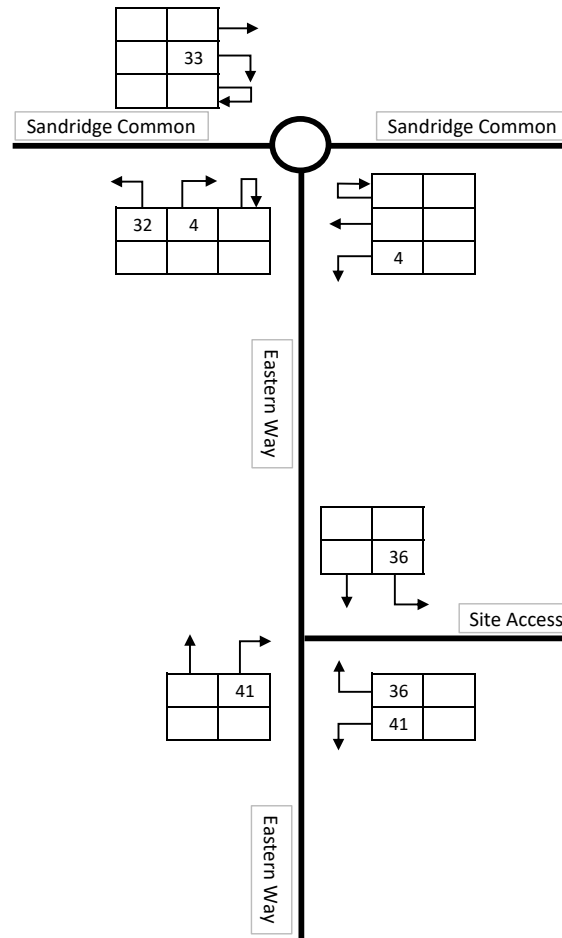
FIGURE TA5.5

LIDL PASS-BY TRIPS

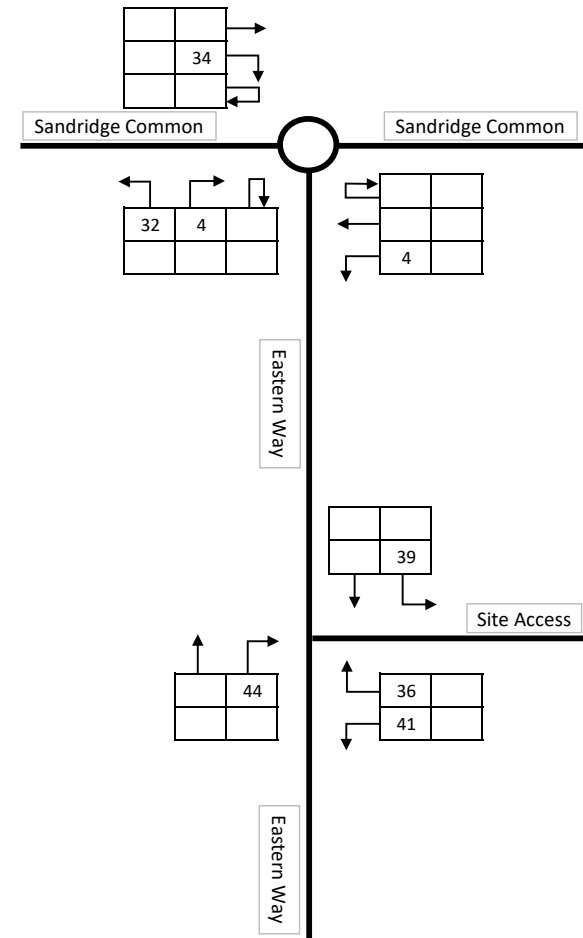
WEEKDAY AM PEAK (07:45-08:45)



WEEKDAY PM PEAK (16:15-17:15)



SATURDAY PEAK (11:00-12:00)



Pell Frischmann

Burrator House, Rydon
Lane, Exeter, EX2 7NT
Tel: 01392 444 345
www.pellfrischmann.com

KEY

500 = TOTAL
VEHICLES

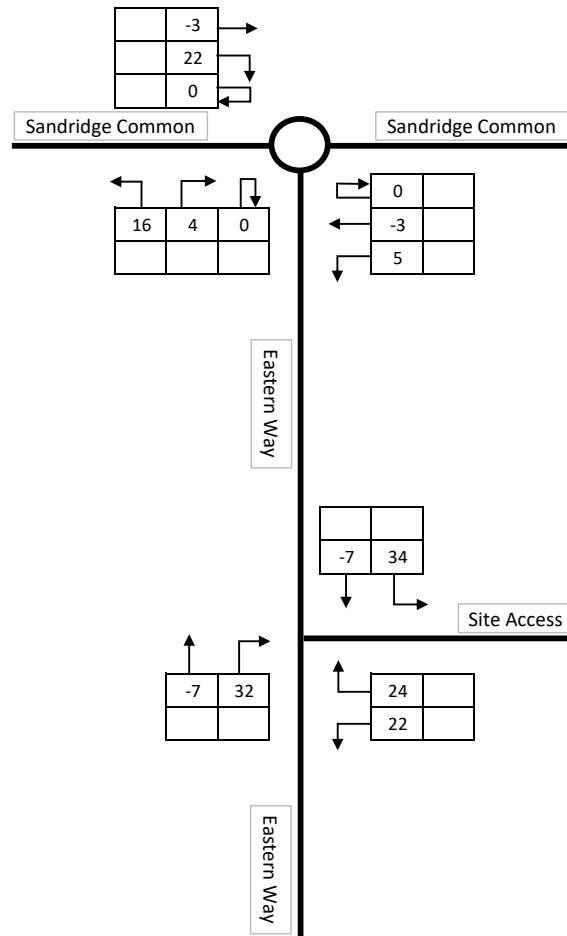
25 = HGVs

LIDL EASTERN WAY, MELKSHAM

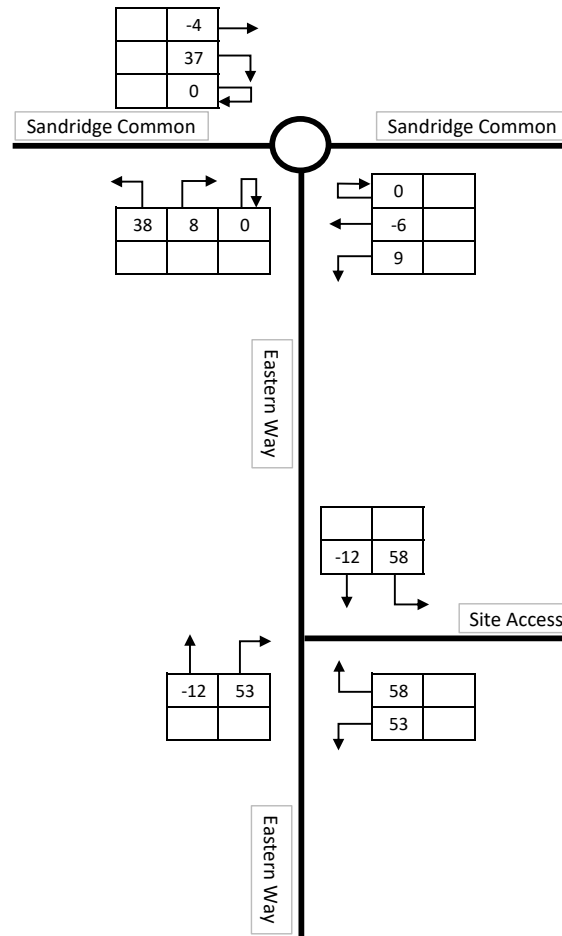
FIGURE TA5.6

LIDL NEW TRIPS

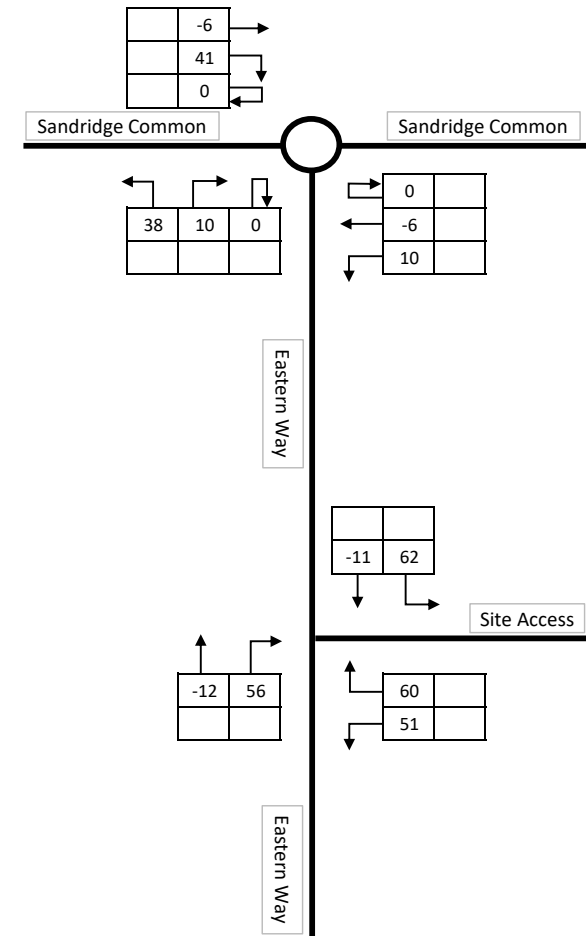
WEEKDAY AM PEAK (07:45-08:45)



WEEKDAY PM PEAK (16:15-17:15)



SATURDAY PEAK (11:00-12:00)



Pell Frischmann

Burrator House, Rydon Lane, Exeter, EX2 7NT
Tel: 01392 444 345
www.pellfrischmann.com

LIDL EASTERN WAY, MELKSHAM

FIGURE TA5.7

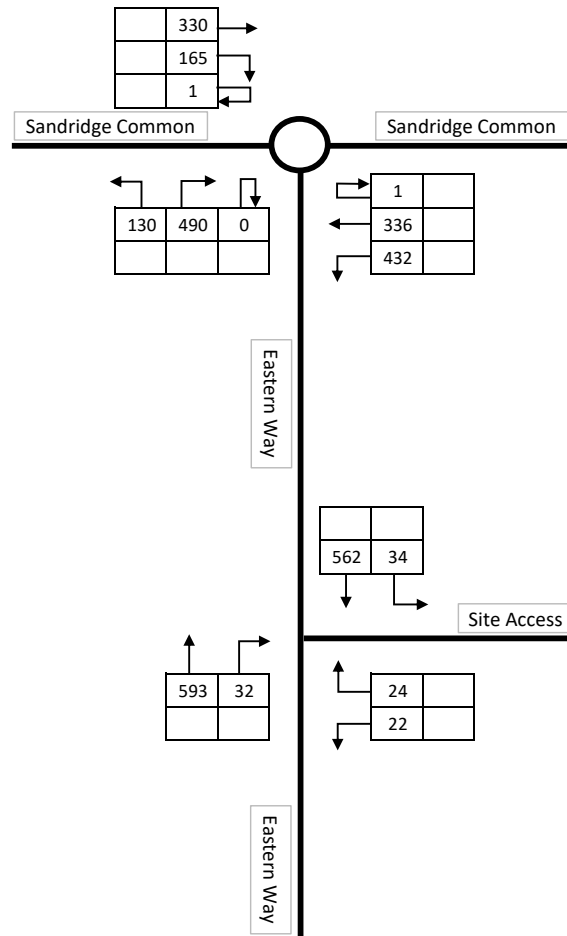
TOTAL LIDL TRIPS

KEY

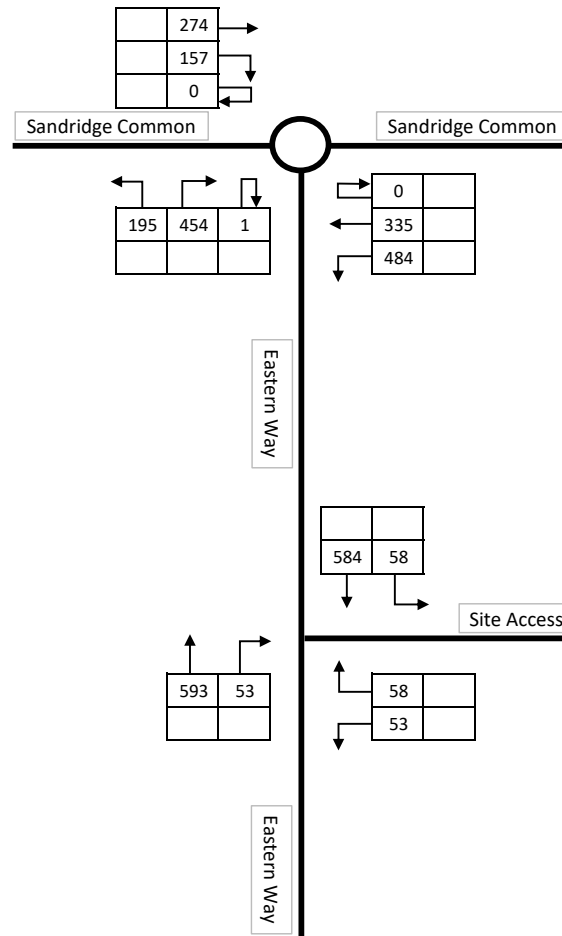
500 = TOTAL VEHICLES

25 = HGVs

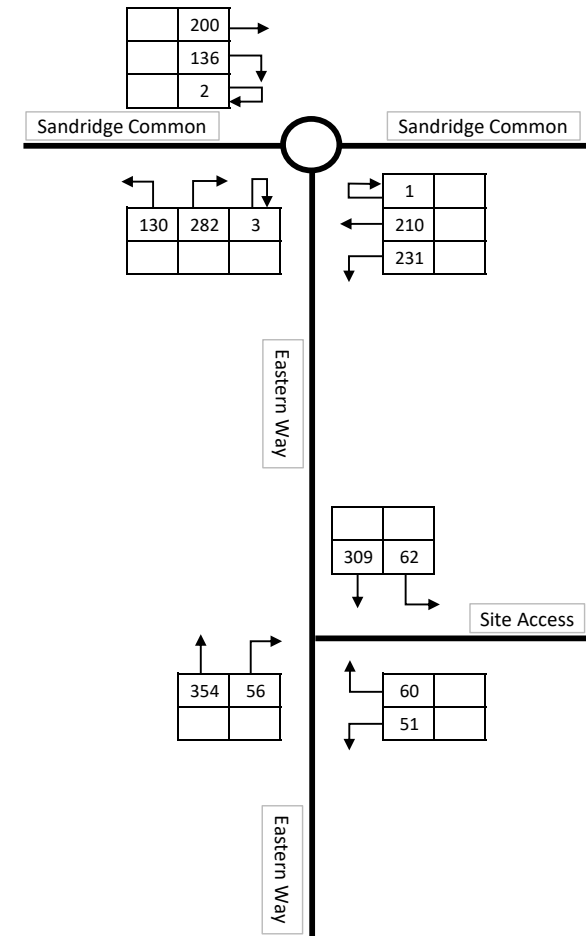
WEEKDAY AM PEAK (07:45-08:45)



WEEKDAY PM PEAK (16:15-17:15)



SATURDAY PEAK (11:00-12:00)



Pell Frischmann

Burrator House, Rydon Lane, Exeter, EX2 7NT
Tel: 01392 444 345
www.pellfrischmann.com

KEY

500 = TOTAL VEHICLES

25 = HGVs

LIDL EASTERN WAY, MELKSHAM

FIGURE TA5.8

2031 FORECAST WITH LIDL FLOWS

Appendix F

TRICS OUTPUTS

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: C - DISCOUNT FOOD STORES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	SM	SOMERSET	1 day
	WL	WILTSHIRE	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 day
	NT	NOTTINGHAMSHIRE	1 day
09	NORTH		
	DH	DURHAM	1 day
11	SCOTLAND		
	SR	STIRLING	1 day

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

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

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:	GFA
Actual Range:	425 to 2440 (units:sqm)
Range Selected by User:	425 to 2773 (units:sqm)
Parking Spaces Range:	1 - 230

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	22/11/14 to 30/10/24

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:

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

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

Selected survey types:

Manual count	8
Direction ATC Count	0

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

Selected Locations:

Edge of Town	6 days
Neighbourhood Centre	1 days
Suburban Area	1 days

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:

Development Zone	1 days
Industrial Zone	2 days
No Sub Category	1 days
Residential Zone	2 days
Retail Zone	2 days

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 Vehicle Counts:

Servicing vehicles Included	4 days
Servicing vehicles Unknown	4 days

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

Secondary Filtering Selection:

Use Class:

E(a)	8 surveys
------	-----------

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:

75 - 3700

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
5,001 to 10,000	4 surveys

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

Population within 5 miles:

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

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 surveys
1.1 to 1.5	7 surveys

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.



Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

Petrol filling station:

PFS is present at the site but is excluded from the count 8 surveys

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 surveys

Yes 1 surveys

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 8 surveys

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.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

1	CA-01-C-01	LIDL	CAMBRIDGESHIRE
CROMWELL ROAD WISBECH Edge of Town Retail Zone Gross floor area: 1466 sqm Survey date: Friday 21/10/2016			
			Survey Type: Manual
2	DH-01-C-01	ALDI	DURHAM
WATLING ROAD BISHOP AUCKLAND Edge of Town Retail Zone Gross floor area: 1023 sqm Survey date: Thursday 06/04/2017			
			Survey Type: Manual
3	NN-01-C-01	ALDI	NORTH NORTHAMPTONSHIRE
SAXON WAY WEST CORBY GREAT OAKLEY Edge of Town Development Zone Gross floor area: 1924 sqm Survey date: Tuesday 14/06/2022			
			Survey Type: Manual
4	NT-01-C-01	LIDL	NOTTINGHAMSHIRE
CHAPEL LANE BINGHAM Edge of Town Industrial Zone Gross floor area: 2440 sqm Survey date: Friday 15/07/2016			
			Survey Type: Manual
5	SM-01-C-01	LIDL	SOMERSET
SEAWARD WAY MINEHEAD Edge of Town No Sub Category Gross floor area: 2247 sqm Survey date: Thursday 22/06/2017			
			Survey Type: Manual
6	SR-01-C-02	LIDL	STIRLING
WEAVER ROW STIRLING SAINT NINIANS Neighbourhood Centre Residential Zone Gross floor area: 1559 sqm Survey date: Wednesday 09/09/2020			
			Survey Type: Manual
7	WL-01-C-02	LIDL	WILTSHIRE
HUNGERDOWN LANE CHIPPENHAM Suburban Area Residential Zone Gross floor area: 2125 sqm Survey date: Tuesday 09/05/2023			
			Survey Type: Manual
8	WS-01-C-07	LIDL	WEST SUSSEX
NEWLANDS ROAD BOGNOR REGIS Edge of Town			

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

Industrial Zone
Gross floor area: 2159 sqm
Survey date: Thursday 21/09/2023

Survey Type: Manual

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8	1868	0.462	0.241	0.703
08:00-09:00	8	1868	3.018	2.121	5.139
09:00-10:00	8	1868	3.707	3.353	7.060
10:00-11:00	8	1868	4.497	4.236	8.733
11:00-12:00	8	1868	4.644	4.544	9.188
12:00-13:00	8	1868	4.905	4.698	9.603
13:00-14:00	8	1868	4.671	5.079	9.750
14:00-15:00	8	1868	4.858	4.932	9.790
15:00-16:00	8	1868	5.287	5.213	10.500
16:00-17:00	8	1868	5.093	5.039	10.132
17:00-18:00	8	1868	4.919	5.113	10.032
18:00-19:00	8	1868	3.848	4.069	7.917
19:00-20:00	8	1868	2.329	2.851	5.180
20:00-21:00	8	1868	1.593	1.880	3.473
21:00-22:00	8	1868	0.348	0.736	1.084
22:00-23:00	7	1912	0.030	0.172	0.202
23:00-00:00					
Total Rates:			54.209	54.277	108.486

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	15/07/2016 - 21/09/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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.

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

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

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8	1868	0.007	0.000	0.007
08:00-09:00	8	1868	0.060	0.040	0.100
09:00-10:00	8	1868	0.094	0.060	0.154
10:00-11:00	8	1868	0.114	0.100	0.214
11:00-12:00	8	1868	0.060	0.094	0.154
12:00-13:00	8	1868	0.060	0.087	0.147
13:00-14:00	8	1868	0.067	0.067	0.134
14:00-15:00	8	1868	0.087	0.067	0.154
15:00-16:00	8	1868	0.067	0.080	0.147
16:00-17:00	8	1868	0.080	0.080	0.160
17:00-18:00	8	1868	0.080	0.094	0.174
18:00-19:00	8	1868	0.100	0.100	0.200
19:00-20:00	8	1868	0.054	0.060	0.114
20:00-21:00	8	1868	0.027	0.033	0.060
21:00-22:00	8	1868	0.007	0.007	0.014
22:00-23:00	7	1912	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.964	0.969	1.933

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	15/07/2016 - 21/09/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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.

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

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

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8	1868	0.000	0.000	0.000
08:00-09:00	8	1868	0.000	0.000	0.000
09:00-10:00	8	1868	0.000	0.000	0.000
10:00-11:00	8	1868	0.000	0.000	0.000
11:00-12:00	8	1868	0.000	0.000	0.000
12:00-13:00	8	1868	0.000	0.000	0.000
13:00-14:00	8	1868	0.000	0.000	0.000
14:00-15:00	8	1868	0.000	0.000	0.000
15:00-16:00	8	1868	0.000	0.000	0.000
16:00-17:00	8	1868	0.000	0.000	0.000
17:00-18:00	8	1868	0.000	0.000	0.000
18:00-19:00	8	1868	0.000	0.000	0.000
19:00-20:00	8	1868	0.000	0.000	0.000
20:00-21:00	8	1868	0.000	0.000	0.000
21:00-22:00	8	1868	0.000	0.000	0.000
22:00-23:00	7	1912	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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.

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8	1868	0.000	0.000	0.000
08:00-09:00	8	1868	0.027	0.027	0.054
09:00-10:00	8	1868	0.020	0.027	0.047
10:00-11:00	8	1868	0.013	0.020	0.033
11:00-12:00	8	1868	0.020	0.007	0.027
12:00-13:00	8	1868	0.033	0.013	0.046
13:00-14:00	8	1868	0.020	0.054	0.074
14:00-15:00	8	1868	0.020	0.007	0.027
15:00-16:00	8	1868	0.000	0.013	0.013
16:00-17:00	8	1868	0.013	0.007	0.020
17:00-18:00	8	1868	0.013	0.007	0.020
18:00-19:00	8	1868	0.033	0.033	0.066
19:00-20:00	8	1868	0.007	0.020	0.027
20:00-21:00	8	1868	0.007	0.000	0.007
21:00-22:00	8	1868	0.000	0.007	0.007
22:00-23:00	7	1912	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.226	0.242	0.468

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	15/07/2016 - 21/09/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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.

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

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

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8	1868	0.000	0.000	0.000
08:00-09:00	8	1868	0.007	0.007	0.014
09:00-10:00	8	1868	0.020	0.020	0.040
10:00-11:00	8	1868	0.027	0.027	0.054
11:00-12:00	8	1868	0.027	0.020	0.047
12:00-13:00	8	1868	0.033	0.033	0.066
13:00-14:00	8	1868	0.040	0.033	0.073
14:00-15:00	8	1868	0.054	0.067	0.121
15:00-16:00	8	1868	0.027	0.027	0.054
16:00-17:00	8	1868	0.000	0.000	0.000
17:00-18:00	8	1868	0.007	0.007	0.014
18:00-19:00	8	1868	0.020	0.020	0.040
19:00-20:00	8	1868	0.000	0.000	0.000
20:00-21:00	8	1868	0.000	0.000	0.000
21:00-22:00	8	1868	0.007	0.000	0.007
22:00-23:00	7	1912	0.000	0.007	0.007
23:00-00:00					
Total Rates:			0.269	0.268	0.537

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	06/04/2017 - 21/09/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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.

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

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

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8	1868	0.428	0.228	0.656
08:00-09:00	8	1868	2.824	1.967	4.791
09:00-10:00	8	1868	3.493	3.152	6.645
10:00-11:00	8	1868	4.229	3.995	8.224
11:00-12:00	8	1868	4.410	4.323	8.733
12:00-13:00	8	1868	4.564	4.450	9.014
13:00-14:00	8	1868	4.444	4.751	9.195
14:00-15:00	8	1868	4.571	4.644	9.215
15:00-16:00	8	1868	4.972	4.805	9.777
16:00-17:00	8	1868	4.604	4.631	9.235
17:00-18:00	8	1868	4.577	4.771	9.348
18:00-19:00	8	1868	3.533	3.734	7.267
19:00-20:00	8	1868	2.155	2.663	4.818
20:00-21:00	8	1868	1.472	1.720	3.192
21:00-22:00	8	1868	0.301	0.676	0.977
22:00-23:00	7	1912	0.030	0.164	0.194
23:00-00:00					
Total Rates:			50.607	50.674	101.281

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	15/07/2016 - 21/09/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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.

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

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

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8	1868	0.033	0.013	0.046
08:00-09:00	8	1868	0.161	0.120	0.281
09:00-10:00	8	1868	0.167	0.154	0.321
10:00-11:00	8	1868	0.228	0.187	0.415
11:00-12:00	8	1868	0.161	0.181	0.342
12:00-13:00	8	1868	0.254	0.187	0.441
13:00-14:00	8	1868	0.147	0.214	0.361
14:00-15:00	8	1868	0.201	0.207	0.408
15:00-16:00	8	1868	0.261	0.341	0.602
16:00-17:00	8	1868	0.455	0.368	0.823
17:00-18:00	8	1868	0.294	0.308	0.602
18:00-19:00	8	1868	0.254	0.268	0.522
19:00-20:00	8	1868	0.167	0.167	0.334
20:00-21:00	8	1868	0.107	0.147	0.254
21:00-22:00	8	1868	0.040	0.054	0.094
22:00-23:00	7	1912	0.000	0.000	0.000
23:00-00:00					
Total Rates:			2.930	2.916	5.846

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	15/07/2016 - 21/09/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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.

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

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

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8	1868	0.000	0.000	0.000
08:00-09:00	8	1868	0.000	0.000	0.000
09:00-10:00	8	1868	0.007	0.000	0.007
10:00-11:00	8	1868	0.000	0.007	0.007
11:00-12:00	8	1868	0.027	0.013	0.040
12:00-13:00	8	1868	0.020	0.013	0.033
13:00-14:00	8	1868	0.020	0.027	0.047
14:00-15:00	8	1868	0.013	0.007	0.020
15:00-16:00	8	1868	0.027	0.027	0.054
16:00-17:00	8	1868	0.020	0.033	0.053
17:00-18:00	8	1868	0.027	0.020	0.047
18:00-19:00	8	1868	0.007	0.013	0.020
19:00-20:00	8	1868	0.000	0.000	0.000
20:00-21:00	8	1868	0.007	0.013	0.020
21:00-22:00	8	1868	0.000	0.000	0.000
22:00-23:00	7	1912	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.175	0.173	0.348

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: bb9192c7-d962-4c1f-a66a-6447cf3bdbd1

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	15/07/2016 - 21/09/2023
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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.

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: C - DISCOUNT FOOD STORES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	SM	SOMERSET	1 day
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 day
10	WALES		
	MM	MONMOUTHSHIRE	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day

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

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

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:	GFA
Actual Range:	1023 to 2440 (units:sqm)
Range Selected by User:	425 to 2773 (units:sqm)
Parking Spaces Range:	1 - 230

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	22/11/14 to 30/10/24

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	4 days
----------	--------

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Neighbourhood Centre	1 days
Suburban Area	1 days

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 days
No Sub Category	2 days
Village	1 days

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 Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

Secondary Filtering Selection:

Use Class:

E(a)	4 surveys
------	-----------

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:

325 - 3635

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys

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 surveys
1.1 to 1.5	3 surveys

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.

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

Petrol filling station:

PFS is present at the site but is excluded from the count 4 surveys

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 4 surveys

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

PTAL Rating:

No PTAL Present 4 surveys

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.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

1 B8006 NEAR FORT WILLIAM LOCHYSIDE Neighbourhood Centre Village Gross floor area: 425 sqm Survey date:	HI-01-C-03	FARMFOODS	HIGHLAND	Survey Type: Manual
2 A466 MONMOUTH MAYHILL Suburban Area No Sub Category Gross floor area: 1640 sqm Survey date:	MM-01-C-01	LIDL	MONMOUTHSHIRE	Survey Type: Manual
3 CHAPEL LANE BINGHAM Edge of Town Industrial Zone Gross floor area: 2440 sqm Survey date:	NT-01-C-01	LIDL	NOTTINGHAMSHIRE	Survey Type: Manual
4 SEAWARD WAY MINEHEAD Edge of Town No Sub Category Gross floor area: 2247 sqm Survey date:	SM-01-C-01	LIDL	SOMERSET	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
LU-01-C-01	07-11-2020	Ireland
WC-01-C-01	05-10-2019	Ireland

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	1704	0.254	0.020	0.274
08:00-09:00	4	1688	2.088	1.333	3.421
09:00-10:00	4	1688	3.703	2.518	6.221
10:00-11:00	4	1688	4.206	3.777	7.983
11:00-12:00	4	1688	5.406	5.080	10.486
12:00-13:00	4	1688	5.095	5.643	10.738
13:00-14:00	4	1688	4.265	4.325	8.590
14:00-15:00	4	1688	4.591	4.206	8.797
15:00-16:00	4	1688	4.221	4.739	8.960
16:00-17:00	4	1688	4.428	4.754	9.182
17:00-18:00	4	1688	4.132	4.236	8.368
18:00-19:00	4	1688	2.473	2.992	5.465
19:00-20:00	4	1688	1.896	2.503	4.399
20:00-21:00	4	1688	0.829	1.259	2.088
21:00-22:00	3	2109	0.443	0.759	1.202
22:00-23:00	2	2344	0.000	0.000	0.000
23:00-00:00					
Total Rates:			48.030	48.144	96.174

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	16/07/2016 - 05/10/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	1704	0.000	0.000	0.000
08:00-09:00	4	1688	0.000	0.000	0.000
09:00-10:00	4	1688	0.000	0.000	0.000
10:00-11:00	4	1688	0.089	0.044	0.133
11:00-12:00	4	1688	0.044	0.059	0.103
12:00-13:00	4	1688	0.074	0.044	0.118
13:00-14:00	4	1688	0.104	0.148	0.252
14:00-15:00	4	1688	0.089	0.074	0.163
15:00-16:00	4	1688	0.030	0.059	0.089
16:00-17:00	4	1688	0.030	0.030	0.060
17:00-18:00	4	1688	0.074	0.074	0.148
18:00-19:00	4	1688	0.030	0.030	0.060
19:00-20:00	4	1688	0.104	0.089	0.193
20:00-21:00	4	1688	0.074	0.074	0.148
21:00-22:00	3	2109	0.016	0.000	0.016
22:00-23:00	2	2344	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.758	0.725	1.483

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	16/07/2016 - 05/10/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

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

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	1704	0.000	0.000	0.000
08:00-09:00	4	1688	0.000	0.000	0.000
09:00-10:00	4	1688	0.000	0.000	0.000
10:00-11:00	4	1688	0.000	0.000	0.000
11:00-12:00	4	1688	0.000	0.000	0.000
12:00-13:00	4	1688	0.000	0.000	0.000
13:00-14:00	4	1688	0.000	0.000	0.000
14:00-15:00	4	1688	0.000	0.000	0.000
15:00-16:00	4	1688	0.000	0.000	0.000
16:00-17:00	4	1688	0.000	0.000	0.000
17:00-18:00	4	1688	0.000	0.000	0.000
18:00-19:00	4	1688	0.000	0.000	0.000
19:00-20:00	4	1688	0.000	0.000	0.000
20:00-21:00	4	1688	0.000	0.000	0.000
21:00-22:00	3	2109	0.000	0.000	0.000
22:00-23:00	2	2344	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]



Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	1704	0.000	0.020	0.020
08:00-09:00	4	1688	0.000	0.000	0.000
09:00-10:00	4	1688	0.015	0.015	0.030
10:00-11:00	4	1688	0.030	0.000	0.030
11:00-12:00	4	1688	0.015	0.015	0.030
12:00-13:00	4	1688	0.000	0.030	0.030
13:00-14:00	4	1688	0.015	0.000	0.015
14:00-15:00	4	1688	0.000	0.000	0.000
15:00-16:00	4	1688	0.030	0.030	0.060
16:00-17:00	4	1688	0.000	0.015	0.015
17:00-18:00	4	1688	0.000	0.000	0.000
18:00-19:00	4	1688	0.000	0.000	0.000
19:00-20:00	4	1688	0.000	0.000	0.000
20:00-21:00	4	1688	0.015	0.000	0.015
21:00-22:00	3	2109	0.000	0.016	0.016
22:00-23:00	2	2344	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.120	0.141	0.261

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	16/07/2016 - 05/10/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

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

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	1704	0.000	0.000	0.000
08:00-09:00	4	1688	0.000	0.000	0.000
09:00-10:00	4	1688	0.000	0.000	0.000
10:00-11:00	4	1688	0.015	0.015	0.030
11:00-12:00	4	1688	0.000	0.000	0.000
12:00-13:00	4	1688	0.015	0.015	0.030
13:00-14:00	4	1688	0.000	0.000	0.000
14:00-15:00	4	1688	0.015	0.000	0.015
15:00-16:00	4	1688	0.000	0.015	0.015
16:00-17:00	4	1688	0.030	0.030	0.060
17:00-18:00	4	1688	0.015	0.015	0.030
18:00-19:00	4	1688	0.044	0.044	0.088
19:00-20:00	4	1688	0.044	0.044	0.088
20:00-21:00	4	1688	0.000	0.000	0.000
21:00-22:00	3	2109	0.016	0.016	0.032
22:00-23:00	2	2344	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.194	0.194	0.388

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	24/06/2017 - 05/10/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

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

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	1704	0.235	0.000	0.235
08:00-09:00	4	1688	1.999	1.289	3.288
09:00-10:00	4	1688	3.540	2.399	5.939
10:00-11:00	4	1688	4.043	3.614	7.657
11:00-12:00	4	1688	5.124	4.828	9.952
12:00-13:00	4	1688	4.858	5.347	10.205
13:00-14:00	4	1688	4.014	4.117	8.131
14:00-15:00	4	1688	4.443	4.147	8.590
15:00-16:00	4	1688	4.043	4.517	8.560
16:00-17:00	4	1688	4.251	4.532	8.783
17:00-18:00	4	1688	3.925	4.058	7.983
18:00-19:00	4	1688	2.340	2.799	5.139
19:00-20:00	4	1688	1.822	2.384	4.206
20:00-21:00	4	1688	0.755	1.200	1.955
21:00-22:00	3	2109	0.379	0.664	1.043
22:00-23:00	2	2344	0.000	0.000	0.000
23:00-00:00					
Total Rates:			45.771	45.895	91.666

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	16/07/2016 - 05/10/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

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

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	1704	0.020	0.000	0.020
08:00-09:00	4	1688	0.074	0.030	0.104
09:00-10:00	4	1688	0.133	0.104	0.237
10:00-11:00	4	1688	0.118	0.133	0.251
11:00-12:00	4	1688	0.237	0.222	0.459
12:00-13:00	4	1688	0.193	0.222	0.415
13:00-14:00	4	1688	0.207	0.178	0.385
14:00-15:00	4	1688	0.118	0.059	0.177
15:00-16:00	4	1688	0.133	0.148	0.281
16:00-17:00	4	1688	0.148	0.178	0.326
17:00-18:00	4	1688	0.163	0.118	0.281
18:00-19:00	4	1688	0.089	0.148	0.237
19:00-20:00	4	1688	0.030	0.074	0.104
20:00-21:00	4	1688	0.044	0.059	0.103
21:00-22:00	3	2109	0.047	0.047	0.094
22:00-23:00	2	2344	0.000	0.000	0.000
23:00-00:00					
Total Rates:			1.754	1.720	3.474

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	16/07/2016 - 05/10/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

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

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	1704	0.000	0.000	0.000
08:00-09:00	4	1688	0.015	0.015	0.030
09:00-10:00	4	1688	0.015	0.000	0.015
10:00-11:00	4	1688	0.000	0.015	0.015
11:00-12:00	4	1688	0.030	0.015	0.045
12:00-13:00	4	1688	0.030	0.030	0.060
13:00-14:00	4	1688	0.030	0.030	0.060
14:00-15:00	4	1688	0.015	0.000	0.015
15:00-16:00	4	1688	0.015	0.030	0.045
16:00-17:00	4	1688	0.000	0.000	0.000
17:00-18:00	4	1688	0.030	0.044	0.074
18:00-19:00	4	1688	0.000	0.000	0.000
19:00-20:00	4	1688	0.000	0.000	0.000
20:00-21:00	4	1688	0.015	0.000	0.015
21:00-22:00	3	2109	0.000	0.016	0.016
22:00-23:00	2	2344	0.000	0.000	0.000
23:00-00:00					
Total Rates:			0.195	0.195	0.390

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]



Audit Code: e5727cfe-d52b-4c5e-a7e6-7763af86db3e

Parameter Summary:

Trip rate parameter range selected:	425 - 2773 (units: sqm)
Survey date date range:	16/07/2016 - 28/11/2020
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

Audit Code: d9a2a459-1056-4883-a5c5-184e8bf33173

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	EAST ANGLIA	
	NF	NORFOLK
		4 days

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

Audit Code: d9a2a459-1056-4883-a5c5-184e8bf33173

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:	DWELLS
Actual Range:	125 to 300 (units:DWELLS)
Range Selected by User:	6 to 1882 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/14 to 30/06/25

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	4 days
----------	--------

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

Selected survey types:

Manual count	0
Direction ATC Count	4

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

Selected Locations:

Edge of Town	3 days
Neighbourhood Centre	1 days

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:

Out of Town	1 days
Residential Zone	2 days
Village	1 days

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 Vehicle Counts:

Servicing vehicles Unknown	4 days
----------------------------	--------

Audit Code: d9a2a459-1056-4883-a5c5-184e8bf33173

Secondary Filtering Selection:

Use Class:

C3	4 surveys
----	-----------

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:

1100 - 2350

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 25,000	2 surveys

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	4 surveys
------------	-----------

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.

Audit Code: d9a2a459-1056-4883-a5c5-184e8bf33173

Petrol filling station:

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:

Yes 4 surveys

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

PTAL Rating:

No PTAL Present 4 surveys

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.

COVID-19 Restrictions:

No

1	NF-03-A-07	MIXED HOUSES & FLATS	NORFOLK
SILFIELD ROAD WYMONDHAM Edge of Town Out of Town Site area: 12.25 hect Survey date: Survey Type: Unknown			
2	NF-03-A-42	MIXED HOUSES	NORFOLK
MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre Village Site area: 5.400000095367432 hect Survey date: Survey Type: Unknown			
3	NF-03-A-45	MIXED HOUSES & FLATS	NORFOLK
BURGH ROAD AYLSHAM Edge of Town Residential Zone Site area: 13.050000190734863 hect Survey date: Survey Type: Unknown			
4	NF-03-A-48	MIXED HOUSES	NORFOLK
BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Site area: 6.739999771118164 hect Survey date: Survey Type: Unknown			

Audit Code: d9a2a459-1056-4883-a5c5-184e8bf33173

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	4	226	0.047	0.114	0.161
08:00-09:00	4	226	0.083	0.207	0.290
09:00-10:00	4	226	0.131	0.177	0.308
10:00-11:00	4	226	0.158	0.206	0.364
11:00-12:00	4	226	0.164	0.190	0.354
12:00-13:00	4	226	0.162	0.173	0.335
13:00-14:00	4	226	0.166	0.182	0.348
14:00-15:00	4	226	0.176	0.158	0.334
15:00-16:00	4	226	0.178	0.124	0.302
16:00-17:00	4	226	0.212	0.169	0.381
17:00-18:00	4	226	0.262	0.148	0.410
18:00-19:00	4	226	0.169	0.132	0.301
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.908	1.980	3.888

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]



Audit Code: d9a2a459-1056-4883-a5c5-184e8bf33173

Parameter Summary:

Trip rate parameter range selected:	6 - 1882 (units: DWELLS)
Survey date date range:	14/09/2019 - 28/09/2019
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
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.

Appendix G

JUNCTION MODELLING OUTPUTS

Junctions 9											
PICADY 9 - Priority Intersection Module											
Version: 9.5.1.7462 © Copyright TRL Limited, 2019											
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Eastern Way_Site Access priority.j9

Path: J:\110865_LDEV_Lidl Eastern Way, Melksham\01 - WIP\Design\30 Technical\31 Modelling

Report generation date: 15/01/2026 16:16:06

- »2031 FY + Lidl, AM
- »2031 FY + Lidl, PM
- »2031 FY + Lidl, SAT

Summary of junction performance

	AM				PM				SAT			
	Q (Veh)	Delay (s)	RFC	LOS	Q (Veh)	Delay (s)	RFC	LOS	Q (Veh)	Delay (s)	RFC	LOS
2031 FY + Lidl												
Stream B-C	0.0	6.73	0.04	A	0.1	7.60	0.11	A	0.1	6.30	0.09	A
Stream B-A	0.1	13.79	0.09	B	0.3	17.07	0.23	C	0.2	10.77	0.17	B
Stream C-AB	0.1	7.35	0.07	A	0.1	7.89	0.11	A	0.1	6.74	0.10	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

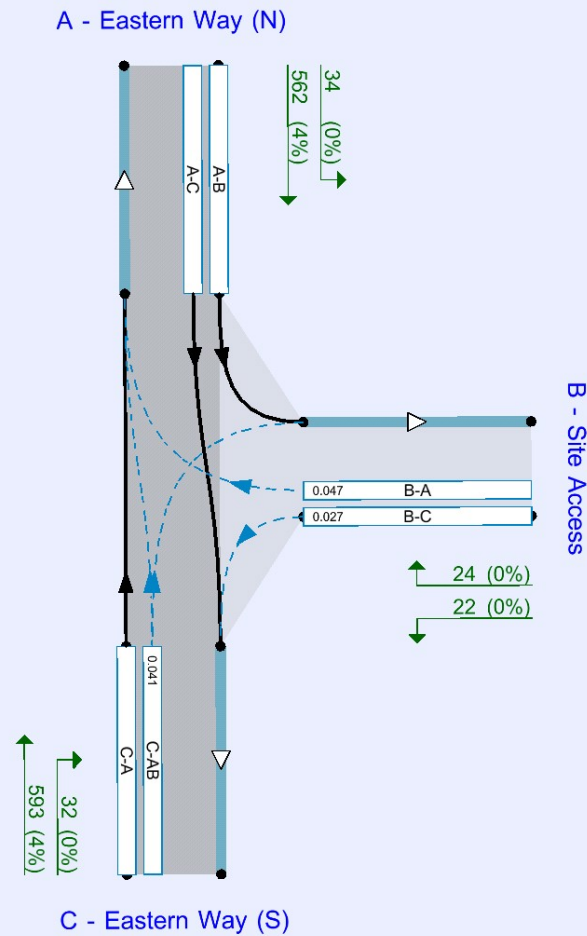
File summary

File Description

Title	Eastern Way / Site Access priority junction
Location	Melksham
Site number	
Date	19/12/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	110865
Enumerator	PFGROUP\plateague
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75				0.85	36.00	20.00

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	2031 FY + Lidl	AM	ONE HOUR	07:30	09:00	15	✓
D2	2031 FY + Lidl	PM	ONE HOUR	16:00	17:30	15	✓
D3	2031 FY + Lidl	SAT	ONE HOUR	10:45	12:15	15	✓

Analysis Set Details

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

2031 FY + Lidl, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Eastern Way / Site Access priority	T-Junction	Two-way		0.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Eastern Way (N)		Major
B	Site Access		Minor
C	Eastern Way (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Eastern Way (S)	6.50		✓	3.25	105.0	✓	7.00

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	Two lanes	3.90	3.00	150	120

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	589	0.105	0.265	0.167	0.379
B-C	763	0.114	0.289	-	-
C-B	707	0.268	0.268	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	2031 FY + Lidl	AM	ONE HOUR	07:30	09:00	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Eastern Way (N)		ONE HOUR	✓	596	100.000
B - Site Access		ONE HOUR	✓	46	100.000
C - Eastern Way (S)		ONE HOUR	✓	625	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Eastern Way (N)	B - Site Access	C - Eastern Way (S)
	From			
	A - Eastern Way (N)	0	34	562
	B - Site Access	24	0	22
	C - Eastern Way (S)	593	32	0

Vehicle Mix

HV %s

	To			
		A - Eastern Way (N)	B - Site Access	C - Eastern Way (S)
	From			
	A - Eastern Way (N)	0	0	4
	B - Site Access	0	0	0
	C - Eastern Way (S)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.04	6.73	0.0	A	20	30
B-A	0.09	13.79	0.1	B	22	33
C-AB	0.07	7.35	0.1	A	29	44
C-A					544	816
A-B					31	47
A-C					516	774

Main Results for each time segment

07:30 - 07:45

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-C	17	4	625	0.027	16	0.0	0.0	5.916	A
B-A	18	5	383	0.047	18	0.0	0.0	9.860	A
C-AB	24	6	582	0.041	24	0.0	0.0	6.443	A
C-A	446	112			446				
A-B	26	6			26				
A-C	423	106			423				

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-C	20	5	598	0.033	20	0.0	0.0	6.230	A
B-A	22	5	343	0.063	22	0.0	0.1	11.203	B
C-AB	29	7	558	0.052	29	0.0	0.1	6.798	A
C-A	533	133			533				
A-B	31	8			31				
A-C	505	126			505				

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-C	24	6	559	0.043	24	0.0	0.0	6.731	A
B-A	26	7	287	0.092	26	0.1	0.1	13.776	B
C-AB	35	9	525	0.067	35	0.1	0.1	7.353	A
C-A	653	163			653				
A-B	37	9			37				
A-C	619	155			619				

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-C	24	6	559	0.043	24	0.0	0.0	6.732	A
B-A	26	7	287	0.092	26	0.1	0.1	13.791	B
C-AB	35	9	525	0.067	35	0.1	0.1	7.353	A
C-A	653	163			653				
A-B	37	9			37				
A-C	619	155			619				

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-C	20	5	597	0.033	20	0.0	0.0	6.234	A
B-A	22	5	343	0.063	22	0.1	0.1	11.218	B
C-AB	29	7	558	0.052	29	0.1	0.1	6.802	A
C-A	533	133			533				
A-B	31	8			31				
A-C	505	126			505				

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-C	17	4	625	0.027	17	0.0	0.0	5.920	A
B-A	18	5	383	0.047	18	0.1	0.1	9.876	A
C-AB	24	6	582	0.041	24	0.1	0.0	6.447	A
C-A	446	112			446				
A-B	26	6			26				
A-C	423	106			423				

2031 FY + Lidl, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Eastern Way / Site Access priority	T-Junction	Two-way		1.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2031 FY + Lidl	PM	ONE HOUR	16:00	17:30	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Eastern Way (N)		ONE HOUR	✓	642	100.000
B - Site Access		ONE HOUR	✓	111	100.000
C - Eastern Way (S)		ONE HOUR	✓	646	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Eastern Way (N)	B - Site Access	C - Eastern Way (S)
	A - Eastern Way (N)	0	58	584
	B - Site Access	58	0	53
	C - Eastern Way (S)	593	53	0

Vehicle Mix

HV %s

	To			
From		A - Eastern Way (N)	B - Site Access	C - Eastern Way (S)
	A - Eastern Way (N)	0	0	2
	B - Site Access	0	0	0
	C - Eastern Way (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.11	7.60	0.1	A	49	73
B-A	0.23	17.07	0.3	C	53	80
C-AB	0.11	7.89	0.1	A	49	73
C-A					544	816
A-B					53	80
A-C					536	804

Main Results for each time segment

16:00 - 16:15

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-C	40	10	610	0.065	40	0.0	0.1	6.313	A
B-A	44	11	374	0.117	43	0.0	0.1	10.860	B
C-AB	40	10	575	0.069	40	0.0	0.1	6.716	A
C-A	446	112			446				
A-B	44	11			44				
A-C	440	110			440				

16:15 - 16:30

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-C	48	12	578	0.082	48	0.1	0.1	6.787	A
B-A	52	13	332	0.157	52	0.1	0.2	12.827	B
C-AB	48	12	550	0.087	48	0.1	0.1	7.168	A
C-A	533	133			533				
A-B	52	13			52				
A-C	525	131			525				

16:30 - 16:45

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-C	58	15	532	0.110	58	0.1	0.1	7.589	A
B-A	64	16	275	0.232	63	0.2	0.3	16.990	C
C-AB	58	15	514	0.113	58	0.1	0.1	7.891	A
C-A	653	163			653				
A-B	64	16			64				
A-C	643	161			643				

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-C	58	15	532	0.110	58	0.1	0.1	7.596	A
B-A	64	16	275	0.232	64	0.3	0.3	17.067	C
C-AB	58	15	514	0.113	58	0.1	0.1	7.894	A
C-A	653	163			653				
A-B	64	16			64				
A-C	643	161			643				

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-C	48	12	578	0.082	48	0.1	0.1	6.797	A
B-A	52	13	332	0.157	53	0.3	0.2	12.888	B
C-AB	48	12	550	0.087	48	0.1	0.1	7.172	A
C-A	533	133			533				
A-B	52	13			52				
A-C	525	131			525				

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-C	40	10	609	0.065	40	0.1	0.1	6.326	A
B-A	44	11	374	0.117	44	0.2	0.1	10.911	B
C-AB	40	10	575	0.069	40	0.1	0.1	6.724	A
C-A	446	112			446				
A-B	44	11			44				
A-C	440	110			440				

2031 FY + Lidl, SAT

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Eastern Way / Site Access priority	T-Junction	Two-way		1.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2031 FY + Lidl	SAT	ONE HOUR	10:45	12:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Eastern Way (N)		ONE HOUR	✓	371	100.000
B - Site Access		ONE HOUR	✓	111	100.000
C - Eastern Way (S)		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Eastern Way (N)	B - Site Access	C - Eastern Way (S)
	A - Eastern Way (N)	0	62	309
	B - Site Access	60	0	51
	C - Eastern Way (S)	354	56	0

Vehicle Mix

HV %s

	To			
From		A - Eastern Way (N)	B - Site Access	C - Eastern Way (S)
	A - Eastern Way (N)	0	0	2
	B - Site Access	0	0	0
	C - Eastern Way (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.09	6.30	0.1	A	47	70
B-A	0.17	10.77	0.2	B	55	83
C-AB	0.10	6.74	0.1	A	51	77
C-A					325	487
A-B					57	85
A-C					284	425

Main Results for each time segment

10:45 - 11:00

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-C	38	10	672	0.057	38	0.0	0.1	5.681	A
B-A	45	11	460	0.098	45	0.0	0.1	8.660	A
C-AB	42	11	631	0.067	42	0.0	0.1	6.106	A
C-A	267	67			267				
A-B	47	12			47				
A-C	233	58			233				

11:00 - 11:15

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-C	46	11	653	0.070	46	0.1	0.1	5.926	A
B-A	54	13	435	0.124	54	0.1	0.1	9.442	A
C-AB	50	13	616	0.082	50	0.1	0.1	6.358	A
C-A	318	80			318				
A-B	56	14			56				
A-C	278	69			278				

11:15 - 11:30

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-C	56	14	627	0.090	56	0.1	0.1	6.303	A
B-A	66	17	400	0.165	66	0.1	0.2	10.754	B
C-AB	62	15	596	0.103	62	0.1	0.1	6.734	A
C-A	390	97			390				
A-B	68	17			68				
A-C	340	85			340				

11:30 - 11:45

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-C	56	14	627	0.090	56	0.1	0.1	6.304	A
B-A	66	17	400	0.165	66	0.2	0.2	10.768	B
C-AB	62	15	596	0.103	62	0.1	0.1	6.736	A
C-A	390	97			390				
A-B	68	17			68				
A-C	340	85			340				

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-C	46	11	653	0.070	46	0.1	0.1	5.930	A
B-A	54	13	435	0.124	54	0.2	0.1	9.462	A
C-AB	50	13	616	0.082	50	0.1	0.1	6.363	A
C-A	318	80			318				
A-B	56	14			56				
A-C	278	69			278				

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-C	38	10	671	0.057	38	0.1	0.1	5.687	A
B-A	45	11	460	0.098	45	0.1	0.1	8.685	A
C-AB	42	11	631	0.067	42	0.1	0.1	6.112	A
C-A	267	67			267				
A-B	47	12			47				
A-C	233	58			233				

Junctions 9												
ARCADY 9 - Roundabout Module												
Version: 9.5.1.7462 © Copyright TRL Limited, 2019												
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk												
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution												

Filename: Eastern Way_Sandridge Common rbt.j9

Path: J:\110865_LDEV_Lidl Eastern Way, Melksham\01 - WIP\Design\30 Technical\31 Modelling

Report generation date: 15/01/2026 16:19:26

- »2026 Base, AM
- »2026 Base, PM
- »2026 Base, SAT
- »2031 FY, AM
- »2031 FY, PM
- »2031 FY, SAT
- »2031 FY + Lidl, AM
- »2031 FY + Lidl, PM
- »2031 FY + Lidl, SAT

Summary of junction performance

	AM				PM				SAT			
	Q (Veh)	Delay (s)	RFC	LOS	Q (Veh)	Delay (s)	RFC	LOS	Q (Veh)	Delay (s)	RFC	LOS
2026 Base												
1 - Sandridge Common (E)	0.7	4.45	0.42	A	1.1	5.23	0.53	A	0.4	3.32	0.27	A
2 - Eastern Way	0.7	4.72	0.43	A	0.9	5.16	0.47	A	0.4	3.53	0.27	A
3 - Sandridge Common (W)	0.6	5.26	0.37	A	0.5	4.94	0.33	A	0.3	4.08	0.25	A
2031 FY												
1 - Sandridge Common (E)	1.5	6.44	0.60	A	1.6	6.41	0.62	A	0.5	3.61	0.33	A
2 - Eastern Way	1.1	6.27	0.54	A	1.1	5.94	0.52	A	0.4	3.77	0.30	A
3 - Sandridge Common (W)	1.0	7.18	0.51	A	0.7	5.78	0.41	A	0.4	4.39	0.29	A
2031 FY + Lidl												
1 - Sandridge Common (E)	1.6	6.66	0.61	A	1.7	6.78	0.63	A	0.5	3.73	0.34	A
2 - Eastern Way	1.2	6.49	0.55	A	1.3	6.42	0.56	A	0.5	3.96	0.33	A
3 - Sandridge Common (W)	1.1	7.54	0.53	A	0.8	6.20	0.45	A	0.5	4.63	0.32	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

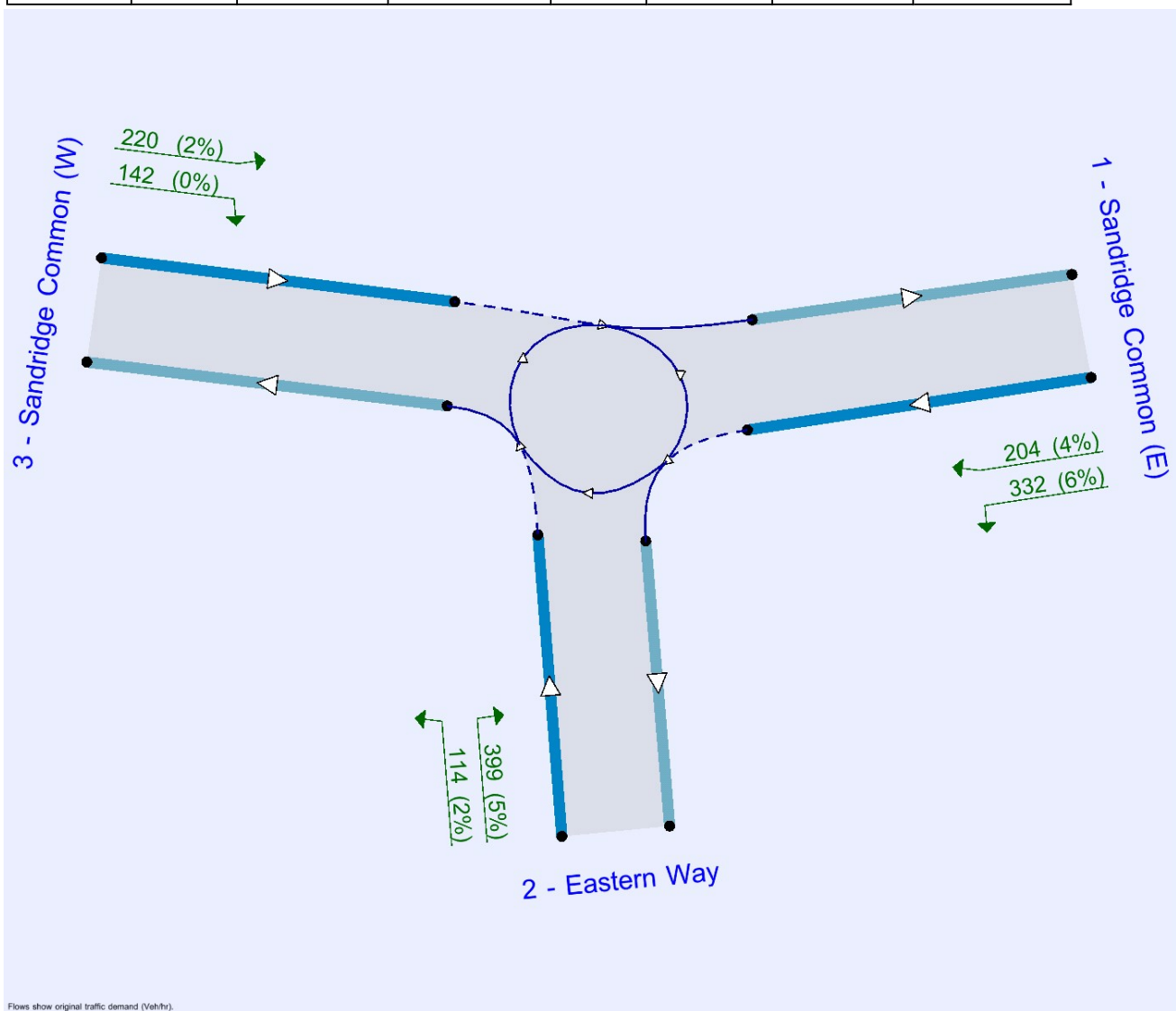
File summary

File Description

Title	Eastern Way / Sandridge Common roundabout
Location	Melksham
Site number	
Date	19/12/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	110865
Enumerator	PFGROUP\ateague
Description	

Units

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



Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75				0.85	36.00	20.00

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	2026 Base	AM	ONE HOUR	07:30	09:00	15	✓
D2	2026 Base	PM	ONE HOUR	16:00	17:30	15	✓
D3	2026 Base	SAT	ONE HOUR	10:45	12:15	15	✓
D4	2031 FY	AM	ONE HOUR	07:30	09:00	15	✓
D5	2031 FY	PM	ONE HOUR	16:00	17:30	15	✓
D6	2031 FY	SAT	ONE HOUR	10:45	12:15	15	✓
D7	2031 FY + Lidl	AM	ONE HOUR	07:30	09:00	15	✓
D8	2031 FY + Lidl	PM	ONE HOUR	16:00	17:30	15	✓
D9	2031 FY + Lidl	SAT	ONE HOUR	10:45	12:15	15	✓

Analysis Set Details

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

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Way / Sandridge Common roundabout	Standard Roundabout		1, 2, 3	4.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Sandridge Common (E)	
2	Eastern Way	
3	Sandridge Common (W)	

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Exit only
1 - Sandridge Common (E)	3.60	7.00	5.6	25.0	41.0	6.0	
2 - Eastern Way	3.80	5.90	6.3	19.0	41.0	15.0	
3 - Sandridge Common (W)	3.70	5.90	3.9	23.0	41.0	31.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Sandridge Common (E)	0.643	1575
2 - Eastern Way	0.621	1531
3 - Sandridge Common (W)	0.573	1363

The slope and intercept shown above include any corrections and adjustments.

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	2026 Base	AM	ONE HOUR	07:30	09:00	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Sandridge Common (E)		ONE HOUR	✓	537	100.000
2 - Eastern Way		ONE HOUR	✓	513	100.000
3 - Sandridge Common (W)		ONE HOUR	✓	363	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From				
	1 - Sandridge Common (E)	1	332	204
	2 - Eastern Way	399	0	114
	3 - Sandridge Common (W)	220	142	1

Vehicle Mix

HV %s

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From				
	1 - Sandridge Common (E)	0	6	4
	2 - Eastern Way	5	0	2
	3 - Sandridge Common (W)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandridge Common (E)	0.42	4.45	0.7	A	493	739
2 - Eastern Way	0.43	4.72	0.7	A	471	706
3 - Sandridge Common (W)	0.37	5.26	0.6	A	333	500

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	404	101	107	1431	0.282	403	465	0.0	0.4	3.496	A
2 - Eastern Way	386	97	154	1372	0.281	385	355	0.0	0.4	3.634	A
3 - Sandridge Common (W)	273	68	300	1168	0.234	272	239	0.0	0.3	4.013	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	483	121	128	1418	0.340	482	557	0.4	0.5	3.844	A
2 - Eastern Way	461	115	185	1353	0.341	461	426	0.4	0.5	4.031	A
3 - Sandridge Common (W)	326	82	359	1133	0.288	326	286	0.3	0.4	4.460	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	591	148	157	1401	0.422	590	682	0.5	0.7	4.438	A
2 - Eastern Way	565	141	226	1328	0.425	564	521	0.5	0.7	4.708	A
3 - Sandridge Common (W)	400	100	440	1085	0.368	399	351	0.4	0.6	5.243	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	591	148	157	1401	0.422	591	683	0.7	0.7	4.447	A
2 - Eastern Way	565	141	227	1328	0.425	565	522	0.7	0.7	4.719	A
3 - Sandridge Common (W)	400	100	440	1084	0.369	400	351	0.6	0.6	5.256	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	483	121	129	1418	0.340	484	558	0.7	0.5	3.855	A
2 - Eastern Way	461	115	186	1353	0.341	462	427	0.7	0.5	4.043	A
3 - Sandridge Common (W)	326	82	360	1132	0.288	327	287	0.6	0.4	4.476	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	404	101	108	1431	0.283	405	467	0.5	0.4	3.509	A
2 - Eastern Way	386	97	155	1372	0.282	387	357	0.5	0.4	3.658	A
3 - Sandridge Common (W)	273	68	302	1167	0.234	274	240	0.4	0.3	4.031	A

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Way / Sandridge Common roundabout	Standard Roundabout		1, 2, 3	5.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2026 Base	PM	ONE HOUR	16:00	17:30	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Sandridge Common (E)		ONE HOUR	✓	699	100.000
2 - Eastern Way		ONE HOUR	✓	568	100.000
3 - Sandridge Common (W)		ONE HOUR	✓	323	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	0	432	267
	2 - Eastern Way	409	1	158
	3 - Sandridge Common (W)	203	120	0

Vehicle Mix

HV %s

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	0	2	2
	2 - Eastern Way	2	0	1
	3 - Sandridge Common (W)	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandridge Common (E)	0.53	5.23	1.1	A	641	962
2 - Eastern Way	0.47	5.16	0.9	A	521	782
3 - Sandridge Common (W)	0.33	4.94	0.5	A	296	445

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	526	132	91	1486	0.354	524	459	0.0	0.5	3.736	A
2 - Eastern Way	428	107	200	1381	0.310	426	415	0.0	0.4	3.763	A
3 - Sandridge Common (W)	243	61	307	1167	0.208	242	319	0.0	0.3	3.889	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	628	157	109	1474	0.426	628	550	0.5	0.7	4.248	A
2 - Eastern Way	511	128	240	1356	0.376	510	497	0.4	0.6	4.251	A
3 - Sandridge Common (W)	290	73	368	1132	0.257	290	382	0.3	0.3	4.276	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	770	192	133	1459	0.528	768	673	0.7	1.1	5.204	A
2 - Eastern Way	625	156	293	1323	0.473	624	608	0.6	0.9	5.144	A
3 - Sandridge Common (W)	356	89	451	1084	0.328	355	467	0.3	0.5	4.929	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	770	192	133	1458	0.528	770	674	1.1	1.1	5.225	A
2 - Eastern Way	625	156	294	1323	0.473	625	609	0.9	0.9	5.162	A
3 - Sandridge Common (W)	356	89	451	1084	0.328	356	468	0.5	0.5	4.942	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	628	157	109	1474	0.426	630	551	1.1	0.7	4.272	A
2 - Eastern Way	511	128	241	1356	0.377	512	498	0.9	0.6	4.270	A
3 - Sandridge Common (W)	290	73	369	1131	0.257	291	383	0.5	0.3	4.286	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	526	132	91	1485	0.354	527	461	0.7	0.6	3.758	A
2 - Eastern Way	428	107	201	1380	0.310	428	417	0.6	0.5	3.782	A
3 - Sandridge Common (W)	243	61	309	1166	0.209	244	320	0.3	0.3	3.905	A

2026 Base, SAT

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Way / Sandridge Common roundabout	Standard Roundabout		1, 2, 3	3.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2026 Base	SAT	ONE HOUR	10:45	12:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Sandridge Common (E)		ONE HOUR	✓	361	100.000
2 - Eastern Way		ONE HOUR	✓	338	100.000
3 - Sandridge Common (W)		ONE HOUR	✓	265	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	1	189	171
	2 - Eastern Way	243	3	92
	3 - Sandridge Common (W)	168	95	2

Vehicle Mix

HV %s

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	0	2	1
	2 - Eastern Way	2	0	0
	3 - Sandridge Common (W)	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandridge Common (E)	0.27	3.32	0.4	A	331	497
2 - Eastern Way	0.27	3.53	0.4	A	310	465
3 - Sandridge Common (W)	0.25	4.08	0.3	A	243	365

Main Results for each time segment

10:45 - 11:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	272	68	75	1503	0.181	271	309	0.0	0.2	2.921	A
2 - Eastern Way	254	64	131	1429	0.178	254	215	0.0	0.2	3.061	A
3 - Sandridge Common (W)	200	50	185	1222	0.163	199	199	0.0	0.2	3.515	A

11:00 - 11:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	325	81	90	1493	0.217	324	370	0.2	0.3	3.079	A
2 - Eastern Way	304	76	156	1413	0.215	304	258	0.2	0.3	3.244	A
3 - Sandridge Common (W)	238	60	222	1202	0.198	238	238	0.2	0.2	3.736	A

11:15 - 11:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	397	99	110	1480	0.268	397	453	0.3	0.4	3.323	A
2 - Eastern Way	372	93	191	1391	0.267	372	316	0.3	0.4	3.530	A
3 - Sandridge Common (W)	292	73	272	1173	0.249	291	292	0.2	0.3	4.082	A

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	397	99	110	1480	0.269	397	454	0.4	0.4	3.323	A
2 - Eastern Way	372	93	192	1391	0.267	372	316	0.4	0.4	3.531	A
3 - Sandridge Common (W)	292	73	272	1173	0.249	292	292	0.3	0.3	4.084	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	325	81	90	1493	0.217	325	371	0.4	0.3	3.083	A
2 - Eastern Way	304	76	157	1413	0.215	304	258	0.4	0.3	3.249	A
3 - Sandridge Common (W)	238	60	222	1201	0.198	239	238	0.3	0.2	3.742	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	272	68	75	1503	0.181	272	310	0.3	0.2	2.927	A
2 - Eastern Way	254	64	131	1429	0.178	255	216	0.3	0.2	3.068	A
3 - Sandridge Common (W)	200	50	186	1222	0.163	200	200	0.2	0.2	3.521	A

2031 FY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Way / Sandridge Common roundabout	Standard Roundabout		1, 2, 3	6.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D4	2031 FY	AM	ONE HOUR	07:30	09:00	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Sandridge Common (E)		ONE HOUR	✓	766	100.000
2 - Eastern Way		ONE HOUR	✓	600	100.000
3 - Sandridge Common (W)		ONE HOUR	✓	476	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	1	426	339
	2 - Eastern Way	486	0	114
	3 - Sandridge Common (W)	333	142	1

Vehicle Mix

HV %s

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	0	6	4
	2 - Eastern Way	5	0	2
	3 - Sandridge Common (W)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandridge Common (E)	0.60	6.44	1.5	A	703	1054
2 - Eastern Way	0.54	6.27	1.1	A	551	826
3 - Sandridge Common (W)	0.51	7.18	1.0	A	437	655

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	577	144	107	1433	0.402	574	614	0.0	0.7	4.179	A
2 - Eastern Way	452	113	256	1309	0.345	450	426	0.0	0.5	4.181	A
3 - Sandridge Common (W)	358	90	365	1127	0.318	357	340	0.0	0.5	4.659	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	689	172	128	1420	0.485	688	736	0.7	0.9	4.908	A
2 - Eastern Way	539	135	306	1277	0.422	539	510	0.5	0.7	4.868	A
3 - Sandridge Common (W)	428	107	437	1084	0.395	427	408	0.5	0.6	5.472	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	843	211	157	1402	0.601	841	900	0.9	1.5	6.388	A
2 - Eastern Way	661	165	374	1235	0.535	659	624	0.7	1.1	6.232	A
3 - Sandridge Common (W)	524	131	535	1026	0.511	523	499	0.6	1.0	7.123	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	843	211	157	1402	0.601	843	903	1.5	1.5	6.441	A
2 - Eastern Way	661	165	375	1234	0.535	661	625	1.1	1.1	6.272	A
3 - Sandridge Common (W)	524	131	536	1026	0.511	524	500	1.0	1.0	7.176	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	689	172	129	1420	0.485	691	740	1.5	1.0	4.954	A
2 - Eastern Way	539	135	308	1276	0.423	541	512	1.1	0.7	4.907	A
3 - Sandridge Common (W)	428	107	439	1083	0.395	429	409	1.0	0.7	5.520	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	577	144	108	1432	0.403	578	619	1.0	0.7	4.217	A
2 - Eastern Way	452	113	257	1308	0.345	453	428	0.7	0.5	4.216	A
3 - Sandridge Common (W)	358	90	367	1126	0.318	359	342	0.7	0.5	4.701	A

2031 FY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Way / Sandridge Common roundabout	Standard Roundabout		1, 2, 3	6.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D5	2031 FY	PM	ONE HOUR	16:00	17:30	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Sandridge Common (E)		ONE HOUR	✓	815	100.000
2 - Eastern Way		ONE HOUR	✓	605	100.000
3 - Sandridge Common (W)		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	0	474	341
	2 - Eastern Way	446	1	158
	3 - Sandridge Common (W)	278	120	0

Vehicle Mix

HV %s

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	0	2	2
	2 - Eastern Way	2	0	1
	3 - Sandridge Common (W)	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandridge Common (E)	0.62	6.41	1.6	A	748	1122
2 - Eastern Way	0.52	5.94	1.1	A	555	833
3 - Sandridge Common (W)	0.41	5.78	0.7	A	365	548

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	614	153	91	1486	0.413	611	543	0.0	0.7	4.101	A
2 - Eastern Way	455	114	256	1346	0.338	453	446	0.0	0.5	4.023	A
3 - Sandridge Common (W)	300	75	335	1152	0.260	298	374	0.0	0.3	4.210	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	733	183	109	1474	0.497	732	650	0.7	1.0	4.840	A
2 - Eastern Way	544	136	306	1315	0.414	543	534	0.5	0.7	4.660	A
3 - Sandridge Common (W)	358	89	401	1114	0.321	357	448	0.3	0.5	4.757	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	897	224	133	1459	0.615	895	795	1.0	1.6	6.360	A
2 - Eastern Way	666	167	374	1272	0.524	665	653	0.7	1.1	5.908	A
3 - Sandridge Common (W)	438	110	491	1062	0.413	437	548	0.5	0.7	5.756	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	897	224	133	1458	0.615	897	797	1.6	1.6	6.412	A
2 - Eastern Way	666	167	375	1272	0.524	666	655	1.1	1.1	5.944	A
3 - Sandridge Common (W)	438	110	492	1061	0.413	438	549	0.7	0.7	5.778	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	733	183	109	1474	0.497	735	653	1.6	1.0	4.886	A
2 - Eastern Way	544	136	308	1314	0.414	545	537	1.1	0.7	4.693	A
3 - Sandridge Common (W)	358	89	403	1113	0.322	359	450	0.7	0.5	4.782	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	614	153	91	1485	0.413	615	546	1.0	0.7	4.141	A
2 - Eastern Way	455	114	257	1345	0.339	456	449	0.7	0.5	4.052	A
3 - Sandridge Common (W)	300	75	337	1151	0.260	300	376	0.5	0.4	4.236	A

2031 FY, SAT

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Way / Sandridge Common roundabout	Standard Roundabout		1, 2, 3	3.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D6	2031 FY	SAT	ONE HOUR	10:45	12:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Sandridge Common (E)		ONE HOUR	✓	439	100.000
2 - Eastern Way		ONE HOUR	✓	367	100.000
3 - Sandridge Common (W)		ONE HOUR	✓	303	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	1	221	217
	2 - Eastern Way	272	3	92
	3 - Sandridge Common (W)	206	95	2

Vehicle Mix

HV %s

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	0	2	1
	2 - Eastern Way	2	0	0
	3 - Sandridge Common (W)	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandridge Common (E)	0.33	3.61	0.5	A	403	604
2 - Eastern Way	0.30	3.77	0.4	A	337	505
3 - Sandridge Common (W)	0.29	4.39	0.4	A	278	417

Main Results for each time segment

10:45 - 11:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	331	83	75	1503	0.220	329	359	0.0	0.3	3.064	A
2 - Eastern Way	276	69	165	1407	0.196	275	239	0.0	0.2	3.177	A
3 - Sandridge Common (W)	228	57	207	1209	0.189	227	233	0.0	0.2	3.661	A

11:00 - 11:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	395	99	90	1494	0.264	394	430	0.3	0.4	3.274	A
2 - Eastern Way	330	82	198	1387	0.238	330	287	0.2	0.3	3.404	A
3 - Sandridge Common (W)	272	68	248	1186	0.230	272	279	0.2	0.3	3.938	A

11:15 - 11:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	483	121	110	1481	0.326	483	527	0.4	0.5	3.605	A
2 - Eastern Way	404	101	242	1360	0.297	404	351	0.3	0.4	3.763	A
3 - Sandridge Common (W)	334	83	304	1154	0.289	333	342	0.3	0.4	4.381	A

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	483	121	110	1481	0.326	483	527	0.5	0.5	3.608	A
2 - Eastern Way	404	101	242	1359	0.297	404	351	0.4	0.4	3.767	A
3 - Sandridge Common (W)	334	83	304	1154	0.289	334	342	0.4	0.4	4.386	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	395	99	90	1494	0.264	395	431	0.5	0.4	3.280	A
2 - Eastern Way	330	82	198	1387	0.238	330	287	0.4	0.3	3.410	A
3 - Sandridge Common (W)	272	68	248	1186	0.230	273	280	0.4	0.3	3.944	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	331	83	75	1503	0.220	331	361	0.4	0.3	3.073	A
2 - Eastern Way	276	69	166	1407	0.196	277	240	0.3	0.2	3.185	A
3 - Sandridge Common (W)	228	57	208	1209	0.189	228	234	0.3	0.2	3.674	A

2031 FY + Lidl, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Way / Sandridge Common roundabout	Standard Roundabout		1, 2, 3	6.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D7	2031 FY + Lidl	AM	ONE HOUR	07:30	09:00	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Sandridge Common (E)		ONE HOUR	✓	769	100.000
2 - Eastern Way		ONE HOUR	✓	620	100.000
3 - Sandridge Common (W)		ONE HOUR	✓	496	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	1	432	336
	2 - Eastern Way	490	0	130
	3 - Sandridge Common (W)	330	165	1

Vehicle Mix

HV %s

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	0	6	4
	2 - Eastern Way	5	0	2
	3 - Sandridge Common (W)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandridge Common (E)	0.61	6.66	1.6	A	706	1058
2 - Eastern Way	0.55	6.49	1.2	A	569	853
3 - Sandridge Common (W)	0.53	7.54	1.1	A	455	683

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	579	145	124	1422	0.407	576	615	0.0	0.7	4.241	A
2 - Eastern Way	467	117	253	1311	0.356	465	447	0.0	0.5	4.243	A
3 - Sandridge Common (W)	373	93	368	1126	0.332	371	350	0.0	0.5	4.757	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	691	173	149	1407	0.491	690	737	0.7	1.0	5.014	A
2 - Eastern Way	557	139	303	1280	0.436	557	536	0.5	0.8	4.971	A
3 - Sandridge Common (W)	446	111	441	1083	0.412	445	419	0.5	0.7	5.636	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	847	212	182	1387	0.610	844	901	1.0	1.5	6.606	A
2 - Eastern Way	683	171	371	1238	0.551	681	655	0.8	1.2	6.443	A
3 - Sandridge Common (W)	546	137	539	1025	0.533	544	513	0.7	1.1	7.470	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	847	212	183	1387	0.611	847	904	1.5	1.6	6.665	A
2 - Eastern Way	683	171	372	1237	0.552	683	657	1.2	1.2	6.490	A
3 - Sandridge Common (W)	546	137	541	1024	0.533	546	514	1.1	1.1	7.536	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	691	173	150	1407	0.491	694	741	1.6	1.0	5.064	A
2 - Eastern Way	557	139	305	1279	0.436	559	539	1.2	0.8	5.016	A
3 - Sandridge Common (W)	446	111	443	1082	0.412	448	421	1.1	0.7	5.693	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	579	145	125	1422	0.407	580	619	1.0	0.7	4.282	A
2 - Eastern Way	467	117	255	1310	0.356	468	450	0.8	0.6	4.281	A
3 - Sandridge Common (W)	373	93	370	1125	0.332	374	352	0.7	0.5	4.801	A

2031 FY + Lidl, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Way / Sandridge Common roundabout	Standard Roundabout		1, 2, 3	6.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D8	2031 FY + Lidl	PM	ONE HOUR	16:00	17:30	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Sandridge Common (E)		ONE HOUR	✓	819	100.000
2 - Eastern Way		ONE HOUR	✓	650	100.000
3 - Sandridge Common (W)		ONE HOUR	✓	431	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	0	484	335
	2 - Eastern Way	454	1	195
	3 - Sandridge Common (W)	274	157	0

Vehicle Mix

HV %s

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	0	2	2
	2 - Eastern Way	2	0	1
	3 - Sandridge Common (W)	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandridge Common (E)	0.63	6.78	1.7	A	752	1127
2 - Eastern Way	0.56	6.42	1.3	A	596	895
3 - Sandridge Common (W)	0.45	6.20	0.8	A	395	593

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	617	154	118	1468	0.420	614	546	0.0	0.7	4.199	A
2 - Eastern Way	489	122	251	1350	0.363	487	481	0.0	0.6	4.163	A
3 - Sandridge Common (W)	324	81	341	1148	0.283	323	397	0.0	0.4	4.357	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	736	184	142	1453	0.507	735	653	0.7	1.0	5.007	A
2 - Eastern Way	584	146	301	1319	0.443	583	576	0.6	0.8	4.890	A
3 - Sandridge Common (W)	387	97	408	1109	0.349	387	476	0.4	0.5	4.982	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	902	225	174	1433	0.629	899	800	1.0	1.7	6.714	A
2 - Eastern Way	716	179	368	1277	0.560	714	705	0.8	1.3	6.370	A
3 - Sandridge Common (W)	475	119	500	1056	0.449	473	582	0.5	0.8	6.167	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	902	225	174	1432	0.630	902	801	1.7	1.7	6.781	A
2 - Eastern Way	716	179	369	1276	0.561	716	707	1.3	1.3	6.420	A
3 - Sandridge Common (W)	475	119	501	1055	0.450	475	584	0.8	0.8	6.197	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	736	184	142	1453	0.507	739	656	1.7	1.0	5.063	A
2 - Eastern Way	584	146	302	1318	0.443	586	579	1.3	0.8	4.932	A
3 - Sandridge Common (W)	387	97	410	1108	0.350	389	478	0.8	0.5	5.015	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	617	154	119	1468	0.420	618	549	1.0	0.7	4.244	A
2 - Eastern Way	489	122	253	1349	0.363	490	484	0.8	0.6	4.200	A
3 - Sandridge Common (W)	324	81	343	1146	0.283	325	400	0.5	0.4	4.387	A

2031 FY + Lidl, SAT

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern Way / Sandridge Common roundabout	Standard Roundabout		1, 2, 3	4.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D9	2031 FY + Lidl	SAT	ONE HOUR	10:45	12:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Sandridge Common (E)		ONE HOUR	✓	442	100.000
2 - Eastern Way		ONE HOUR	✓	415	100.000
3 - Sandridge Common (W)		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	1	231	210
	2 - Eastern Way	282	3	130
	3 - Sandridge Common (W)	200	136	2

Vehicle Mix

HV %s

	To			
		1 - Sandridge Common (E)	2 - Eastern Way	3 - Sandridge Common (W)
From	1 - Sandridge Common (E)	0	2	1
	2 - Eastern Way	2	0	0
	3 - Sandridge Common (W)	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Sandridge Common (E)	0.34	3.73	0.5	A	406	608
2 - Eastern Way	0.33	3.96	0.5	A	381	571
3 - Sandridge Common (W)	0.32	4.63	0.5	A	310	465

Main Results for each time segment

10:45 - 11:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	333	83	106	1483	0.224	332	362	0.0	0.3	3.123	A
2 - Eastern Way	312	78	160	1412	0.221	311	278	0.0	0.3	3.267	A
3 - Sandridge Common (W)	254	64	215	1206	0.211	253	257	0.0	0.3	3.775	A

11:00 - 11:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	397	99	127	1470	0.270	397	434	0.3	0.4	3.356	A
2 - Eastern Way	373	93	191	1393	0.268	373	332	0.3	0.4	3.530	A
3 - Sandridge Common (W)	304	76	257	1182	0.257	304	307	0.3	0.3	4.097	A

11:15 - 11:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	487	122	155	1451	0.335	486	531	0.4	0.5	3.727	A
2 - Eastern Way	457	114	234	1366	0.334	456	407	0.4	0.5	3.954	A
3 - Sandridge Common (W)	372	93	315	1149	0.324	372	376	0.3	0.5	4.627	A

11:30 - 11:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	487	122	155	1451	0.335	487	532	0.5	0.5	3.731	A
2 - Eastern Way	457	114	235	1366	0.335	457	407	0.5	0.5	3.960	A
3 - Sandridge Common (W)	372	93	315	1149	0.324	372	377	0.5	0.5	4.633	A

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	397	99	127	1469	0.270	398	435	0.5	0.4	3.360	A
2 - Eastern Way	373	93	192	1392	0.268	374	333	0.5	0.4	3.537	A
3 - Sandridge Common (W)	304	76	257	1182	0.257	304	308	0.5	0.3	4.107	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Sandridge Common (E)	333	83	106	1483	0.224	333	364	0.4	0.3	3.133	A
2 - Eastern Way	312	78	161	1412	0.221	313	279	0.4	0.3	3.276	A
3 - Sandridge Common (W)	254	64	216	1206	0.211	255	258	0.3	0.3	3.789	A