

[REDACTED]

[REDACTED]
Sent: 26 November 2013 16:44
To: Simon Davis
Cc: Phil Hamblin
Subject: RE: 33 Chichester Road Bognor Regis BR/249/13

Hi Simon,

I will not be able to get a response to you today however; in principle WSCC raise no objection. I hope to have it to you by Friday.

Kind regards
Alison

Alison Meeus/PL/WSCC

26/11/2013 15:40

[REDACTED]

Following a phone call from Mr Hamblin asking me to contact him directly should i have any queries.

Phil Hamblin - [REDACTED]

26/11/2013 15:02

[REDACTED]

Dear Simon

Further to several emails from Alison Meeus, we need to send you the TRICS data report, plus some other data. I understand Alison Meeus has requested further information via her consultation response. Alison has the information below which has been sent directly via emails

I hope this email makes sense as it travels across several emails

The first email from WSCC has 4 questions received on Friday 22 Nov in the afternoon

Regards
Phil Hamblin
H J Concepts Ltd

22 November 2013

Sent: 22 November 2013 14:32

Subject: 33 Chichester Road

Dear Phil,

I just tried to call you but i didnt want to leave too long a message. I hope this reaches you today as i wanted to ask a few questions, set out below.

1. How many employees wil there be aprox?
2. Where in the car park will deliveries load/unload as this is not clear. Will it affect car parking space.
3. There are 3 existing dropped kerbs. If these are not intended for use we would expect these to be re-instated to footway. As de-mountable railing barriers are currently in situ at these access points it would be useful to know if these are to remain as they could potential be used as access points in the future.
4. I also feel that this proposal needs to be supported by a car parking accumulation survey. Would you be able to undertake a survey on an exisitng Morrisons Site which is representative of this site, or a similar site elsewhere. I would like this to be undertaken at 15 minute intervals on a weekday and a weekend day for comparrison.

I have to respond by Tuesday next week so if i can have this information before then i can respond with this, otherwise i will have to ask for more information in the response, i am here untill 5pm.

Kind regards
Alison

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22 November 2013

Hi Alison

Thank you for the email.

I assume that you are supportive of the scheme and that the information below is for clarification only. Could you let us know the other comments you are passing to Arun DC, especially those relating to your comments on the local objection letters on parking etc

I will forward to Morrison's for information, but due to the very short time we have to respond on a Friday afternoon, we will not be able to get all this information to you close of play today.

What we can say is;

Q2 Deliveries will be made in the central aisle of the rear car park at times of low usage. This is quite normal with these times of establishments. Deliveries are generally organised by the premises managers at times when the shop is at its least busiest. The operator of the premises is very experienced with this type of arrangement and will have management procedures in place to ensure the health and safety of all persons on site and in the local area, thus ensuring the highway is not obscured or blocked.

Q3 Please can you clarify the 3 drop kerb points as the site for the CoU only has 2 (1 in Hillsboro Road for the rear car park and 1 for pedestrian access at the road junction) There are 2 others on an adjacent site but these are outside the red line. The removable barrier at the junction of Hillsboro Road and Chichester Road are to remain Insitu, as they may be useful at times of maintenance or if glazing needs to be repaired to the building facade, otherwise they are proposed to remain insitu

Regards

Phil Hamblin

H J Concepts Ltd

Suite 100 Fareham Reach

166 Fareham Road

Gosport.

Hampshire

PO13 0FW



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Dear Phil,

Thank you for the answers to questions 2 and 3. My apologies as i have made an error and thought the whole of the garage would be changing to A1 use which i now realise is not the case.

The main issues i want clarification on is the car parking and if the proposed number of spaces will meet demand. Additionally the effect any overspill parking may have around the neighbouring roads needs to be considered. I am now also concerned that the displaced parking from the garage sales will overspill onto the surrounding streets.

I fully appreciate the short timescale you have to prepare this information however if i have to respond to the council on Tuesday next week without this information, my response would be

asking for more information, based on the submission of a car parking space accumulation survey and on-street parking survey, taking into account the new vehicle trips associated with the convenience store and the existing motor sales showroom. As you undertook an on-street parking survey for the recent First Steps application a re-run of this as the current situation stands, would also be useful in assessing the impact the intensification of use this proposal brings.

Kind regards
Alison

22 November 2013

HJC email dated 22 November to Alison Meeus

I have received some further information from Morrison's relating to traffic movement at 2 stores likely (603m2 GFA) and Wilmslow 482 m2 GFA) The TS has some narrative on the traffic table data and demographic location of the stores and highway status. We trust these are of use and offer a guide only, as the stores concerned are larger than Chichester Road.

The Chichester Road store is 309m2 GFA.

Question 1 (WSCC email dated 22 Nov)

With regard to staff numbers: we understand that on average 20 new jobs are created per M Local store. These are not on site all at the same time and it is anticipated that between 5 and 8 will be working at any one time. It should also be noted that not all these will drive to work.

Given the very limited time we have had to put this data together we trust this of some insight and go some way in answering your questions. Please do not hesitate to contact me should you have any questions regarding and specific data contained within these 2 part reports.

Regards

Regards

Phil Hamblin

H J Concepts Ltd

Suite 100 Fareham Reach

166 Fareham Road

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26 November 2013

Question 4 response (WSCC email dated 22 Nov), plus see attachements.

From: Phil Hamblin

Sent: 26 November 2013 12:48

Cc: 'Richard Brooks'

Subject: RE: 33 Chichester Road

Dear Alison

NyeTimber Site 33 Chichester Road Bognor Regis (CoU)

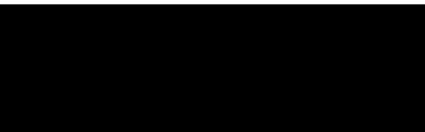
Further to recent email please find attached a highways TRICS report and analysis carried out by our highway consultant Mr Chris Smith BSc (Hons) MILT Director of Transport Potential Ltd. We also attached a number of pdf items to be read in conjunction with the text below. We trust this is more than sufficient to satisfy any concerns you have regarding the car park capacity and overspill into Hillsboro Road.

Should you require any clarification of the data please email me this afternoon.

Phil Hamblin

H J Concepts Ltd

H J Concepts Ltd
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166 Fareham Road
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Hampshire
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Report by Mr Chris Smith BSc (Hons) MILT Director of Transport Potential Ltd

As requested the TRICS database has been utilised to independently predict the parking demand at the proposed 'M' Local store, 33 Chichester Road, Bognor Regis. This has then been compared with the data collected at the existing 'M' Local Stores. The site is located in a suburban area, on an arterial route and consists of a GEA of 309 sqm (range 200-400sqm GEA), supported by 15 parking spaces. In order to ensure the data is relative to the subject site, this has formed the criteria for selected TRICS site.

Typically at a convenience store the average duration of stay is 15 min or less due to the nature of "top up" retail. Customers generally visit as they need to collect items and browsing is kept to a minimum as there is a limited product range, compared to a full format shop. As a result of the reduced duration of stay, actual parking accumulation surveys provide a better understanding in relation to demand.

There is one representative site ES-01-O-01 (the Sidings, Hastings), this site meets the site selection criteria, the data recorded at this site relates to a store offering 280 sqm GEA and is supported by 6 spaces. The proposed store is 10% larger than the site in the survey, therefore the parking demand would rise by 10%. The attached data illustrates that the maximum predicted parking accumulation would be 6 occupied spaces occurring between 10am and 11am. Based on this data there would be 9 vacant spaces at the peak time, which is a sufficient level should demand exceed the results recorded in Hastings.

This is also in agreement with the data submitted in relation to the 'M' Local stores (attached) at Ilkley (609 sqm GEA) and Wilmslow (482 sqm GEA). The maximum accumulation recorded at the Ilkley store is 11 occupied spaces (1.8 occupied spaces per 100 sqm GFA) and at Wilmslow 8 occupied spaces (1.6 occupied spaces per 100 sqm GFA). The Hastings site has a parking occupancy rate of (1.7 occupied spaces per 100 sqm GFA) and the proposed Bognor Store has a rate of (1.9 occupied spaces per 100 sqm GFA). These are considerably larger stores and follow a similar parking accumulation as that recorded at the Hastings site.

Based on the evidence above it is therefore considered that there is sufficient parking supply proposed at the site to accommodate the demand.

Chichester Road is protected from indiscriminate parking by existing enforceable parking restrictions. This extends along Hillsboro Road to protect visibility, the same exists at Town Cross Road. Therefore there would not be a highway safety issue created should cars not find a space to park within the site; as any areas where parking would cause a highway safety issue are protected.

The only remaining point in relation to parking is the effect on the residential streets, having

investigated parking on both Hilsboro Road and Town Cross Road, within 200m of the proposed store, the majority of dwellings have a drive and a dropped kerb. This would protect resident parking as it is an offence to block a driveway. On Town Cross Road the site side of the road is the rear of the properties on Hilsboro Road as a result existing parking demand is significantly lower as demonstrated in previous surveys. The duration of stay is sufficiently low enough that should a customer park on the public highway outside of a residential property the owner may be able to utilise this space within a maximum of 15 minutes, should they wish to park outside of their dwelling.

It is therefore considered that even if some vehicles were parked legally on the surrounding streets, there would be no significant detriment or harm to the existing residents and therefore there are no grounds to support an objection on this basis. The supporting evidence demonstrates that parking demand is predicted to be satisfied with over 100% additional capacity at peak times and should demand exceed this level off-site parking on either Hilsboro Road or Town Cross Road would cause no harm.

I trust that this information provides sufficient evidence and therefore comfort to allow WSCC to provide a consultation response.

I am happy to discuss this matter further should you consider this necessary.

Phil Hamblin
H J Concepts Ltd

H J Concepts Ltd
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166 Fareham Road
Gosport
Hampshire
PO13 0FW

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Appendix 4

Survey Results

Morrisons Ilkley

Vehicle and Pedestrian Survey, Friday 16 September 2011

	Vehicles							Pedestrians	Travel Mode	
	In			Out			Max Parking Acc		Vehicles	Pedestrians
TIME	CAR	LGV	TOTAL	CAR	LGV	TOTAL				
0600 - 0700	4	1	5	4	0	4	2	6	45%	55%
0700 - 0800	23	5	28	20	6	26	3	15	65%	35%
0800-0900	29	3	32	29	2	31	4	38	46%	54%
0900-1000	24	1	25	25	2	27	6	21	54%	46%
1000-1100	32	1	33	30	1	31	5	0	100%	0%
1100-1200	39	0	39	37	0	37	8	12	76%	24%
1200-1300	36	7	43	41	5	46	6	20	68%	32%
1300-1400	34	4	38	28	6	34	9	18	68%	32%
1400-1500	34	1	35	36	1	36	9	16	69%	31%
1500-1600	38	3	41	36	3	39	10	47	47%	53%
1600-1700	42	1	43	41	1	42	11	23	65%	35%
1700-1800	67	3	70	69	3	72	11	21	77%	23%
1800-1900	59	1	60	55	1	57	11	13	82%	18%
1900-2000	55	0	55	59	0	59	11	15	79%	21%
2000-2100	30	1	31	32	1	33	7	16	68%	34%
2100-2200	15	0	15	16	0	16	5	0	100%	0%
2200-2300	17	0	17	19	0	19	5	18	49%	51%
Total	578	32	610	577	32	609	11	299	67%	33%

Vehicle and Pedestrian Survey, Saturday 17 September 2011

	Vehicles							Pedestrians	Travel Mode	
	In			Out			Max Parking Acc		Vehicles	Pedestrians
TIME	CAR	LGV	TOTAL	CAR	LGV	TOTAL				
0600 - 0700	7	1	8	7	1	8	2	2	80%	20%
0700 - 0800	18	3	21	17	3	20	4	12	64%	36%
0800-0900	24	1	25	21	1	22	4	24	51%	49%
0900-1000	20	0	20	20	0	20	5	22	48%	52%
1000-1100	31	1	32	32	1	33	6	21	60%	40%
1100-1200	37	1	38	34	1	35	6	16	70%	30%
1200-1300	33	7	40	31	7	38	9	18	69%	31%
1300-1400	36	3	39	35	3	38	10	31	56%	44%
1400-1500	34	2	36	37	0	37	8	24	60%	40%
1500-1600	37	1	38	35	3	38	11	40	49%	51%
1600-1700	40	2	42	41	2	43	9	24	64%	36%
1700-1800	47	2	49	49	2	51	11	26	65%	35%
1800-1900	60	0	60	62	0	62	7	31	66%	34%
1900-2000	34	0	34	36	0	36	5	31	52%	48%
2000-2100	23	0	23	23	0	23	4	20	53%	47%
2100-2200	13	1	14	13	1	14	2	15	47%	53%
2200-2300	13	1	14	15	1	16	2	5	74%	26%
Total	507	26	533	507	26	533	11	363	59%	41%

Morrisons Wilmslow

Vehicle and Pedestrian Survey, Friday 13 July 2012

TIME	Vehicles									Pedestrians		Travel Mode	
	In			Out			Maximum Parking Accumulation			In	Out	Vehicles	Pedestrians
	CAR	LGV	TOTAL	CAR	LGV	TOTAL	CAR	LGV	TOTAL				
0600 - 0700	0	0	0	0	0	0	0	0	0	35	31	0%	100%
0700 - 0800	1	0	1	1	0	1	1	0	1	65	63	2%	98%
0800-0900	5	0	5	5	0	5	1	0	1	75	75	6%	94%
0900-1000	12	1	13	7	0	7	5	1	6	74	77	15%	85%
1000-1100	10	0	10	10	1	11	5	0	5	53	50	16%	84%
1100-1200	7	0	7	10	0	10	4	0	4	73	74	9%	91%
1200-1300	8	0	8	9	0	9	2	0	2	115	113	7%	93%
1300-1400	10	1	11	7	1	8	4	1	4	107	107	9%	91%
1400-1500	5	1	7	5	1	6	5	1	5	70	72	9%	91%
1500-1600	7	0	7	4	0	4	8	0	8	68	66	9%	91%
1600-1700	5	0	5	10	0	10	5	0	5	74	73	6%	94%
1700-1800	16	1	17	13	0	13	6	1	7	88	89	16%	84%
1800-1900	10	0	10	10	1	11	6	0	6	75	75	12%	88%
1900-2000	7	0	7	8	0	8	5	0	5	65	64	10%	90%
2000-2100	3	0	3	2	0	2	6	0	6	40	41	7%	93%
2100-2200	3	0	3	5	0	5	4	0	4	30	36	9%	91%
2200-2300	0	0	0	1	0	1	3	0	3	49	46	0%	100%
Total	110	4	114	107	4	111	8	1	9	1156	1152	9%	91%

Vehicle and Pedestrian Survey, Saturday 14 July 2012

TIME	Vehicles									Pedestrians		Travel Mode	
	In			Out			Maximum Parking Accumulation			In	Out	Vehicles	Pedestrians
	CAR	LGV	TOTAL	CAR	LGV	TOTAL	CAR	LGV	TOTAL				
0600 - 0700	0	0	0	0	0	0	0	0	0	17	15	0%	100%
0700 - 0800	1	0	1	0	0	0	1	0	1	36	33	3%	97%
0800-0900	4	0	4	3	0	3	2	0	2	44	41	8%	92%
0900-1000	5	0	5	4	0	4	3	0	3	52	53	9%	91%
1000-1100	8	1	9	8	1	9	3	1	4	82	79	10%	90%
1100-1200	10	0	10	10	0	10	5	0	5	115	119	8%	92%
1200-1300	12	0	12	11	0	11	5	0	5	115	117	9%	91%
1300-1400	11	0	11	11	0	11	4	0	4	88	88	11%	89%
1400-1500	11	0	11	7	0	7	8	0	8	95	94	10%	90%
1500-1600	7	0	7	11	0	11	6	0	6	82	78	8%	92%
1600-1700	10	1	11	7	1	8	7	0	7	81	79	12%	88%
1700-1800	7	0	7	9	0	9	7	0	7	104	106	8%	94%
1800-1900	9	0	9	9	0	9	6	0	6	76	78	11%	89%
1900-2000	9	0	9	10	0	10	4	0	4	77	78	10%	90%
2000-2100	5	0	5	5	0	5	4	0	4	44	46	10%	90%
2100-2200	3	1	4	2	1	3	5	1	5	35	33	10%	90%
2200-2300	1	0	1	5	0	5	4	0	4	19	21	5%	95%
Total	113	3	116	112	3	115	8	1	9	1162	1158	9%	91%

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4.0 TRAFFIC GENERATION

4.1 "M Local Stores" are a relatively new concept for Morrisons. To date only a small number of this type of convenience store have been built. These are predominantly sited in the north of England (although there are a few examples of this type of store in the south of England). For this reason, there is only a limited amount of information available with regards to the specific traffic and parking behaviour associated with M Local stores.

4.2 However, surveys have recently been commissioned at Morrisons' M Local Stores in Ilkley and Wilmslow. The results of these surveys are described below (the survey results are summarised at Appendix 4). These surveys have provided information which has been used to predict the likely traffic generation and parking requirements of the proposed Morrisons M Local store at Sutton.

4.3 No traffic survey information is available for the Blockbuster store. It is therefore not possible to undertake a comparison of the traffic generation and parking requirements between the existing blockbuster and proposed M Local stores.

Morrisons M Local Store, Ilkley (603 m² GFA)

4.4 The Ilkley M Local store is located within a mixed residential/commercial area to the north west of Ilkley town centre, off Bolton Bridge Road. It is some 200m from the edge of the shopping area and some 30m from A65 which links Skipton to the west with Leeds and Bradford to the east. It has a gross floor area of some 603 square metres and a retail floor area of some 279 square metres with opening hours between 6:00am and 11:00pm Monday to Sunday. The development also includes an eleven space car park and on-street parking is permitted nearby on local roads. The store is serviced from on-street using a 7.5 tonne vehicle with between three and five deliveries per day. The deliveries include direct supplies of bread, milk and newspapers etc. which are scheduled between 7:00am and 9:00am.

4.5 Multi-modal surveys were undertaken at the store on Friday 16 September and Saturday 17 September 2011 between the hours of 6:00am and 11:00pm using video cameras. The results are summarised at Appendix 4 and show that

- The maximum car parking accumulation, both in the car park and on-street, was 11 vehicles on both survey days

- The store generated a total of 1219 vehicle trips on the Friday and a total of 1066 vehicle trips on the Saturday, between the hours 6:00am to 11:00pm.
- Some 33% of customers walked to the store on the Friday and 41% walked to the store on the Saturday. All other customers arrived by car or light goods vehicle. No one arrived by cycle.
- On the Friday three service vehicles unloaded at the store between the hours 6:00am and 11:00pm and stayed between 22 and 46 minutes. On the Saturday, five service vehicles unloaded at the store and stayed for between 9 and 47 minutes. At any one time, only one service vehicle unloaded at the store.

4.6 It is likely that the mode split of the store is influenced by its close proximity to the A65, which is a heavily used commuter route and provides the opportunity for customers to shop on their way to and from work.

4.7 The 2001 census indicates that there is a population of approximately 6000 persons living within 0.5 km of the Ilkeley store.

Morrisons M Local Store, Wilmslow (482 m2 GFA)

4.8 The Wilmslow M Local store is located within the primary shopping area of Wilmslow town centre on Water Lane, and is therefore in-centre. The immediate surroundings are commercial in character, but beyond Water Lane there are extensive areas of housing. The store has a rear car park for some 10 cars and a rear delivery area. The customer entrance is located at the front of the store on Water Lane which is fronted on both sides by other retail outlets. On street parking is permitted on the nearside of Water lane in the immediate vicinity of the store.

4.9 Multi-modal surveys were undertaken at the store on Friday 13 July and Saturday 14 July 2012 between the hours of 6:00am and 11:00pm using video cameras. The results are summarised at Appendix 4 and show that

- The maximum car parking accumulation in the car park was 8 vehicles on both survey days
- The store generated a total of 225 vehicle trips on the Friday and a total of 231 vehicle trips on the Saturday, between the hours 6:00am to 11:00pm.
- Some 91% of customers walked to the store on both the Friday and Saturday: all other customers arrived by car or light goods vehicle. No one arrived by cycle.

- On the Friday four service vehicles unloaded at the store between the hours 6:00am and 11:00pm whilst on the Saturday, two service vehicles unloaded. All service vehicles stayed for less than 30 minutes.

4.10 The 2001 census indicates that there is a population of approximately 4200 persons living within 0.5 km of the Wilmslow store.

Proposed Morrisons M Local Store, High Street, Sutton (538 m2 GFA)

4.11 It can be seen from the description above that the Ilkeley and Wilmslow stores are different in nature. Ilkeley is situated on the edge of the town centre and has a fairly large surrounding population. It is situated on a busy commuter route, which encourages linked trips by people travelling to and from work. It has on-site parking, as well as having on street parking available in proximity to the store.

4.12 Wilmslow, on the other hand, is located in the town centre. As such, it serves a lower population (the town centre being less densely populated than typical residential areas. However, the Wilmslow store is able to link with other town centre premises and has a higher level of pedestrian usage (and lower levels of car based patronage) as a result.

4.13 With regards to the proposed M Local store at Sutton, it is considered that it bears a strong resemblance to the Ilkeley store, particularly with respect to its location and surrounding population. The Sutton store is located on a busy commuter route (High Street). It will also have parking available on-site, as well as parking available on-street in Vale Road.

4.14 For these reasons, traffic generation for Sutton has been based on the Ilkeley store only. The Sutton store has a floor area of 538 m2 GFA, compared to 603 m2 GFA for Ilkeley. On a pro-rata basis, the number of vehicle trips expected at the Sutton store is;

Friday = 1088 trips between 6am and 11pm (ie 544 arrivals and 544 departures)

Saturday = 950 vehicle trips between 6am and 11pm (ie 475 arrivals and 475 departures)

4.15 The Ilkeley store generated a peak on-site parking occupation of 11 vehicles. This level of parking demand can be accommodated by the 18 spaces car park proposed for the Sutton store.

- 4.16 It is stressed that the numbers of vehicle trips described in paragraph 4.14 above will be predominantly linked trips, ie pass-by or diverted trips that will already be on the highway network. Only a small minority of vehicle trips will be new trips and these will occur principally outside of the highway network's peak periods.

Transport Potential Ltd 14-15 Regent Parade Harrogate

Licence No: 250601

Site Reference: ES-01-O-01 Multi-Modal Site
 Created: Version: 2013(b)v6.12.1 26/03/13
 Latitude/Longitude: 50.86725, 0.58949
 Land Use Type: 01 - RETAIL/O - CONVENIENCE STORE
 Region/ Area: SOUTH EASTEAST SUSSEX
 Version/Creation Date: 2013(b)v6.12.1 26/03/13

Description: ONE STOP
 Street: THE SIDINGS
 District: ORE VALLEY
 Town: HASTINGS
 Post Code: TN34 3FD

Location: Suburban Area (PPS6 Out of Centre)
 Location Sub Category: Residential Zone
 Use Class: A1

Population within 500m: 3340
 Population within 1 Mile: 20,001 to 25,000
 Population within 5 Miles: 75,001 to 100,000
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	48	48	96
Monday-Friday	0700-1000	12	12	24
Monday-Friday	1600-1900	12	12	24
Saturday	0700-1900	44	48	92
Sunday	0700-1900	16	24	40

Is site associated with a travel plan: No
 If not, are there any plans to implement
 a Travel Plan in the future? Yes
 Is survey data available before the
 implementation of the Travel Plan? Yes
 Is the location of the site hilly or flat: Hilly
 Urban Regeneration: No

Gross floor area: 280 sqm
 Retail floor area: sqm
 Total Employees: 13

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located in a north-east suburb of Hastings (Ore Valley). Local routes head towards various parts of town.
 The site building has a single front door access.
 The site is mainly surrounded by residential streets, and there is also a college and a small office nearby.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, where it is necessary to cross a road between the development and the stop,
 is there a conveniently placed crossing facility? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes
 serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Hollington	2	37

Rail accessibility

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
 8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There is an hourly service available to Brighton, the journey time taking 85 minutes, and there is an hourly service to London Victoria, the journey time taking 130 minutes.

Design features encouraging non-car modes

12. Pedestrians

There is local paving and there are pedestrian crossings available.

13. Pedal cycles

There is cycle parking available at the site.

14. Public transport

The site is in proximity to local bus and rail links.

Accessibility & Census Information

Road Network Distance to Local Developments	
Year of Analysis	2013
Nearest Primary School	0.2 kilometres
Nearest Secondary School	1.3 kilometres
Nearest Local Shop/Corner Shop	0.9 kilometres
Nearest Main Supermarket	1.0 kilometres
Nearest Doctors Surgery	0.5 kilometres
Nearest Hospital with Minor Injuries/A & E	2.5 kilometres
Nearest Sports/Leisure Centre	1.8 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	E00106480
Number of people employed within Census Output Area	156
Number of households within Census Output Area	116
Number of people living within Census Output Area	344
Area of Census Output Area (hectares)	5.00
Population density within Census Output Area (per hectare)	64.66

Transport Potential Ltd 14-15 Regent Parade Harrogate

Licence No: 250601

Site reference:	ES-01-O-01	Multi-Modal survey site
Trade name:	ONE STOP	
Site area (h/a):	0.04	
Gross floor area (sqm)	280	
GFA not in use (sqm)	0	
Retail floor area (sqm)		
Open since	2012	
Total Employees	13	
Full Time Employees	5 38%	
Part Time Employees	8 62%	
Approximate % of total employees working standard 9-5 hours or similar	69%	
Percentage Split of Employee Gender		
Male	31%	
Female	69%	
GFA per employee	21.538	
Number of units	1	
Name of nearest site	CO-OPERATIVE	
Distance to nearest similar site	1 Km	

OPENING TIMES (24 Hour format)

Mon to Thurs	06:00 to 23:00
Friday	06:00 to 23:00
Saturday	06:00 to 23:00
Sunday	06:00 to 23:00

Filling station	No
Cash card facilities	Yes
Home Delivery	

Comments

The Retail Floor Area of this site is not known.
 Cashpoint facilities are available 24 hours per day.
 The nearest similar site is located 900 metres away.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	6
Spaces Per 100m2 GFA	2.143

Number of spaces

Employee	0
Disabled	0
Visitor/Customer	6
OGV parking bays	0
Cycle racks	10
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0

Parking charges	No
-----------------	----

Comments about the management of the site car park, along with enforcement measures

The car park is managed by the site, although there are no specific enforcement measures.

Site parking surface or non-surface (multi-storey/underground)

Surface

General Comments on Parking

Parking consists of customer spaces at the front of the site building.

OGV's park on the street in front of the site.

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

Yes

If yes, considered easy to find a space

Yes

If prepared to pay, easy to find somewhere to park off-site all day

No

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available	NO
------------------------------	----

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Transport Potential Ltd 14-15 Regent Parade Harrogate

Licence No: 250601

Site reference: ES-01-O-01 Survey date: 19/12/12 Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: Total vehicles

Survey type: Manual Count

AM weather: Cold and Cloudy

PM weather: Cold and Cloudy

Initial car park occupancy: 0 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %

Motor cars	95	Motor cycles	0	Public service	0
Light goods	2	OGV (1)	3	OGV (2)	0
				Taxis	0

Time	Arrivals 112	Departures 112	Totals	Parking Accum
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	1	1	2	0
07:00-08:00	3	3	6	0
08:00-09:00	15	14	29	1
09:00-10:00	5	6	11	0
10:00-11:00	9	4	13	5
11:00-12:00	4	8	12	1
12:00-13:00	5	6	11	0
13:00-14:00	4	4	8	0
14:00-15:00	7	6	13	1
15:00-16:00	10	10	20	1
16:00-17:00	9	8	17	2
17:00-18:00	16	15	31	3
18:00-19:00	12	12	24	3
19:00-20:00	5	8	13	0
20:00-21:00	5	5	10	0
21:00-22:00	2	2	4	0
22:00-23:00				
23:00-24:00				

Comments

No PSV's or taxis visited the site during this survey.

OGV's park on the street in front of the site.

A number of people were observed arriving by bus and then departing on foot.

It was noted that a significant number of people visiting the site were students from the nearby college.

Transport Potential Ltd 14-15 Regent Parade Harrogate

Licence No: 250601

Site reference: ES-01-O-01

Survey date: 19/12/12

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arrivals 3	Departures 3	Totals	Accumulation
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	0	0	0	(0)
07:00-08:00	0	0	0	(0)
08:00-09:00	1	0	1	(1)
09:00-10:00	1	2	3	(0)
10:00-11:00	1	1	2	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00	0	0	0	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Transport Potential Ltd 14-15 Regent Parade Harrogate

Licence No: 250601

Site reference: ES-01-O-01

Survey date: 19/12/12

Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed: Cycles

Time	Arrivals 20	Departures 20	Totals	Accumulation
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	0	0	0	(0)
07:00-08:00	1	2	3	(-1)
08:00-09:00	9	9	18	(-1)
09:00-10:00	1	0	1	(0)
10:00-11:00	2	1	3	(1)
11:00-12:00	0	1	1	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	1	1	2	(0)
17:00-18:00	3	1	4	(2)
18:00-19:00	3	4	7	(1)
19:00-20:00	0	1	1	(0)
20:00-21:00	0	0	0	(0)
21:00-22:00	0	0	0	(0)
22:00-23:00				
23:00-24:00				

Transport Potential Ltd 14-15 Regent Parade Harrogate

Licence No: 250601

Site reference: ES-01-O-01

Survey date: 19/12/12

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Car/ LGV/ Motorcycle occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants

Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 152	1	2	3	4	5	6	7	Dep 152	Totals	Accum
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	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	(0)
07:00-08:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	6	(0)
08:00-09:00	9	4	2	0	0	0	0	23	8	4	2	0	0	0	0	22	45	(1)
09:00-10:00	4	1	0	0	0	0	0	6	5	1	0	0	0	0	0	7	13	(0)
10:00-11:00	8	1	0	0	0	0	0	10	4	0	0	0	0	0	0	4	14	(6)
11:00-12:00	2	2	0	0	0	0	0	6	5	3	0	0	0	0	0	11	17	(1)
12:00-13:00	3	0	2	0	0	0	0	9	4	0	2	0	0	0	0	10	19	(0)
13:00-14:00	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	8	(0)
14:00-15:00	4	2	1	0	0	0	0	11	5	1	0	0	0	0	0	7	18	(4)
15:00-16:00	3	6	1	0	0	0	0	18	2	6	2	0	0	0	0	20	38	(2)
16:00-17:00	3	5	1	0	0	0	0	16	4	3	1	0	0	0	0	13	29	(5)
17:00-18:00	13	3	0	0	0	0	0	19	10	4	1	0	0	0	0	21	40	(3)
18:00-19:00	11	1	0	0	0	0	0	13	11	1	0	0	0	0	0	13	26	(3)
19:00-20:00	4	1	0	0	0	0	0	6	7	1	0	0	0	0	0	9	15	(0)
20:00-21:00	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5	10	(0)
21:00-22:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	4	(0)
22:00-23:00																		
23:00-24:00																		

Transport Potential Ltd 14-15 Regent Parade Harrogate

Licence No: 250601

Site reference: ES-01-O-01

Survey date: 19/12/12

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Pedestrians

Time	Arrivals 272	Departures 278	Totals	Accumulation
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	3	3	6	(0)
07:00-08:00	6	5	11	(1)
08:00-09:00	9	9	18	(1)
09:00-10:00	10	9	19	(2)
10:00-11:00	19	16	35	(5)
11:00-12:00	19	16	35	(8)
12:00-13:00	4	11	15	(1)
13:00-14:00	19	24	43	(-4)
14:00-15:00	19	19	38	(-4)
15:00-16:00	39	31	70	(4)
16:00-17:00	26	26	52	(4)
17:00-18:00	29	33	62	(0)
18:00-19:00	33	38	71	(-5)
19:00-20:00	20	20	40	(-5)
20:00-21:00	10	11	21	(-6)
21:00-22:00	7	7	14	(-6)
22:00-23:00				
23:00-24:00				

Transport Potential Ltd 14-15 Regent Parade Harrogate

Licence No: 250601

Site reference: ES-01-O-01

Survey date: 19/12/12

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Public transport Users

Time	Arrivals 17	Departures 7	Totals	Accumulation
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	0	0	0	(0)
07:00-08:00	1	3	4	(-2)
08:00-09:00	0	1	1	(-3)
09:00-10:00	0	1	1	(-4)
10:00-11:00	1	0	1	(-3)
11:00-12:00	2	0	2	(-1)
12:00-13:00	0	0	0	(-1)
13:00-14:00	4	1	5	(2)
14:00-15:00	1	0	1	(3)
15:00-16:00	2	0	2	(5)
16:00-17:00	1	1	2	(5)
17:00-18:00	3	0	3	(8)
18:00-19:00	2	0	2	(10)
19:00-20:00	0	0	0	(10)
20:00-21:00	0	0	0	(10)
21:00-22:00	0	0	0	(10)
22:00-23:00				
23:00-24:00				

Transport Potential Ltd 14-15 Regent Parade Harrogate

Licence No: 250601

Site reference: ES-01-O-01

Survey date: 19/12/12

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Bus/ Tram Passengers

Time	Arrivals 12	Departures 3	Totals	Accumulation
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	0	0	0	(0)
07:00-08:00	1	0	1	(1)
08:00-09:00	0	0	0	(1)
09:00-10:00	0	1	1	(0)
10:00-11:00	1	0	1	(1)
11:00-12:00	2	0	2	(3)
12:00-13:00	0	0	0	(3)
13:00-14:00	4	1	5	(6)
14:00-15:00	1	0	1	(7)
15:00-16:00	2	0	2	(9)
16:00-17:00	1	1	2	(9)
17:00-18:00	0	0	0	(9)
18:00-19:00	0	0	0	(9)
19:00-20:00	0	0	0	(9)
20:00-21:00	0	0	0	(9)
21:00-22:00	0	0	0	(9)
22:00-23:00				
23:00-24:00				

Transport Potential Ltd 14-15 Regent Parade Harrogate

Licence No: 250601

Site reference: ES-01-O-01

Survey date: 19/12/12

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Train Passengers

Time	Arrivals 5	Departures 4	Totals	Accumulation
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	0	0	0	(0)
07:00-08:00	0	3	3	(-3)
08:00-09:00	0	1	1	(-4)
09:00-10:00	0	0	0	(-4)
10:00-11:00	0	0	0	(-4)
11:00-12:00	0	0	0	(-4)
12:00-13:00	0	0	0	(-4)
13:00-14:00	0	0	0	(-4)
14:00-15:00	0	0	0	(-4)
15:00-16:00	0	0	0	(-4)
16:00-17:00	0	0	0	(-4)
17:00-18:00	3	0	3	(-1)
18:00-19:00	2	0	2	(1)
19:00-20:00	0	0	0	(1)
20:00-21:00	0	0	0	(1)
21:00-22:00	0	0	0	(1)
22:00-23:00				
23:00-24:00				

Transport Potential Ltd 14-15 Regent Parade Harrogate

Licence No: 250601

Site reference: ES-01-O-01

Survey date: 19/12/12

Day of week: Wednesday

Multi-Modal survey site

People Surveyed: Total people

Time	Arrivals 461	Departures 457	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00	4	4	8	(0)
07:00-08:00	11	13	24	(-2)
08:00-09:00	41	41	82	(-2)
09:00-10:00	17	17	34	(-2)
10:00-11:00	32	21	53	(9)
11:00-12:00	27	28	55	(8)
12:00-13:00	13	21	34	(0)
13:00-14:00	27	29	56	(-2)
14:00-15:00	31	26	57	(3)
15:00-16:00	59	51	110	(11)
16:00-17:00	44	41	85	(14)
17:00-18:00	54	55	109	(13)
18:00-19:00	51	55	106	(9)
19:00-20:00	26	30	56	(5)
20:00-21:00	15	16	31	(4)
21:00-22:00	9	9	18	(4)
22:00-23:00				
23:00-24:00				

Pure Site Data

Site reference: ES-01-O-01 Survey date: 19/12/2012 Day of week:

Multi-Modal survey site

Vehicles surveyed: Total vehicles

Survey type: Manual Count

AM weather: Cold and Cloudy

PM weather: Cold and Cloudy

Initial car park occupancy: 0 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %

Motor cars: 95 Motor cycles: 0 Public service:

Light goods: 2 OGV (1): 3 OGV (2):

Taxis: 0

Time	Arrivals	11 Departures	Totals	Parking Accum
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	1	1	2	0
07:00-08:00	3	3	6	0
08:00-09:00	15	14	29	1
09:00-10:00	5	6	11	0
10:00-11:00	9	4	13	5
11:00-12:00	4	8	12	1
12:00-13:00	5	6	11	0
13:00-14:00	4	4	8	0
14:00-15:00	7	6	13	1
15:00-16:00	10	10	20	1
16:00-17:00	9	8	17	2
17:00-18:00	16	15	31	3
18:00-19:00	12	12	24	3
19:00-20:00	5	8	13	0
20:00-21:00	5	5	10	0
21:00-22:00	2	2	4	0
22:00-23:00				
23:00-24:00				

Comments

No PSV's or taxis visited the site during this survey.

OGV's park on the street in front of the site.

A number of people were observed arriving by bus and then departing on foot.

It was noted that a significant number of people visiting the site were students from the ne:

Survey Results increased by 10% to account for the additional GEA.

Site reference: ES-01-O-01 Survey date: 19/12/2012 Day of week: Wednesday

Multi-Modal survey site

Vehicles surveyed Total vehicles

Survey type: Manual Count

AM weather: Cold and Cloudy

PM weather: Cold and Cloudy

Initial car park occupancy: 0 Final car park occupancy: 0

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %

Motor cars	95	Motor cycles	0	Public service	0
Light goods	2	OGV (1)	3	OGV (2)	0
Taxis	0				
					1.10

Time	Arrivals	112	Departures	Totals	Parking	Accum
00:00-01:00		0	0	0	0	0
01:00-02:00		0	0	0	0	0
02:00-03:00		0	0	0	0	0
03:00-04:00		0	0	0	0	0
04:00-05:00		0	0	0	0	0
05:00-06:00		0	0	0	0	0
06:00-07:00		1	1	2	0	0
07:00-08:00		3	3	7	0	0
08:00-09:00		17	15	32	1	1
09:00-10:00		6	7	12	0	0
10:00-11:00		10	4	14	6	6
11:00-12:00		4	9	13	1	1
12:00-13:00		6	7	12	0	0
13:00-14:00		4	4	9	0	0
14:00-15:00		8	7	14	1	1
15:00-16:00		11	11	22	1	1
16:00-17:00		10	9	19	2	2
17:00-18:00		18	17	34	3	3
18:00-19:00		13	13	26	3	3
19:00-20:00		6	9	14	0	0
20:00-21:00		6	6	11	0	0
21:00-22:00		2	2	4	0	0
22:00-23:00		0	0	0	0	0
23:00-24:00		0	0	0	0	0

Comments

No PSV's or taxis visited the site during this survey.

OGV's park on the street in front of the site.

A number of people were observed arriving by bus and then departing on foot.

It was noted that a significant number of people visiting the site were students from the nearby