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Project: Academy Business Park, Kirkby

Client: Orbit Investments (Properties) Limited

Document: Transport Statement to a Accompany Planning
Application for:-

A Kiosk and Drive Through Facility to Replace
an approved Kiosk Unit



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1 Introduction

Background

- 1.1 CBO Transport Ltd [CBO] has been commissioned by Orbit Investments (Properties) Limited (Orbit) to undertake an assessment of the transport matters associated with a planning application for a kiosk and drive through unit at the Academy Business Park in Kirkby.
- 1.2 The proposed development is to replace an approved food kiosk on the southern corner of the site. The food kiosk was approved under planning permission reference 19/00337/OUT for the then use classes A1, A3 and A5. The approved unit had a floorspace of 185m².
- 1.3 The site location is shown in **Figure 1.1** and the local context in **Figure 1.2**.
- 1.4 CBO has been advising Orbit on this site for a number of years and provided transport inputs to the planning application under which the food kiosk was approved. Planning permission 19/00337/OUT also included a drive through restaurant on the site adjacent to the kiosk and a terrace of trade counter units to the north. Parking for this part of the site is provided in a large shared car park between the kiosk / drive through and the trade counters. The trade counter units are being built and Units 6F and 6G are occupied and Unit 6E is to be shortly occupied.
- 1.5 This part of Academy Business Park is accessed from the roundabout at the junction of the A5208 County Road and Arbour Lane. There is also planning approval for a further drive through coffee shop which has been built and is occupied by Costa and a petrol filling station (pfs) served from this access.
- 1.6 As well as the development on the part of the site accessed from the roundabout there are existing and approved (also under application 19/00337/OUT) business uses on the part of the site to the north which is accessed from Lees Road and a large Warehouse occupied by Unilin on the west side accessed from Arbour Lane. There is a second warehouse unit approved on the site to the south of Unilin.
- 1.7 The site plan in **Appendix A** shows the development approved under outline permission 19/00337/OUT and the existing uses on the site. The approved kiosk is Unit 6B adjacent to the County Road / Lees Road roundabout.
- 1.8 The terrace of trade counter units which have recently been constructed are Units 6C to 6G and the approved restaurant is unit 6A. The existing Costa is unit 5A adjacent to the County Road / Arbour Lane roundabout and Unilin are in Unit 3. The existing older warehouse buildings are shown to the south of Unit 3 which is the site of the other approved warehouse. The pfs site is on the northside of the access road opposite Units 5A and 6A.
- 1.9 The proposed development is shown on the plan in **Appendix B**. The proposed building is in broadly the same location at the approved and is split into two, Units 6B(1) and 6B(2). Unit 6B(1) would be a drive through facility with a proposed floor area of 130m². Unit 6B(2) would be a smaller kiosk unit with a floor area of 93m².
- 1.10 Planning permission is being sought for Class E(a), E(b) and sui generis hot food takeaway in both units. These are the same uses that the approved kiosk could accommodate.
- 1.11 The combined floor area of the proposed units is 223m² which is just 38m² larger than the approved unit.
- 1.12 Knowsley Metropolitan Borough Council is both the Local Planning Authority and the Highway Authority for the area.

Structure of Report

- 1.13 Following this introduction to the report Section 2 considers the existing conditions in terms of the highway network and accessibility by walking, cycling and public transport.
- 1.14 Section 3 considers the proposed development and provides information on trip generation, traffic impact and parking provision.
- 1.15 CBO's Conclusions and Recommendations are included in Section 4.

2 Existing Conditions

Highway Network

- 2.1 The Academy Business Park site is on the western edge of the Knowsley Industrial Park and is one of the closest sites on the industrial park to the residential areas of Kirkby. The business park is bounded by Arbour Lane to the west, the A5208 County Road to the southwest and Lees Road to the southeast and east. The site location is shown in **Figure 1.1** and local context in **Figure 1.2**. Arbour Lane and Lees Road link to County Road at two large roundabouts.
- 2.2 Lees Road forms one of the main routes into the Industrial Park. To the southeast of the site Lees Road is a dual carriageway two way road. Lees Road then swings northwards to form the eastern boundary of the site and reduces to a single carriageway road. There are accesses to the business park on Lees Road but these are not used to access the part of the site on which the proposed development is located.
- 2.3 Lees Road connects to the wider highway network at a roundabout with the A5208 County Road. There is also a connection with the A5207 Moorgate Road North at the roundabout. Both A roads are dual carriageways and both link with the A580 East Lancashire Road which forms a key route west into the Merseyside conurbation and east to St Helens and Greater Manchester.
- 2.4 M57 junction 4 is located on the A580 immediately to the west of its junction with the A5208. The site is about 2km from the motorway junction. M6 junction 23 is located to the east on the A580 about 16km from the site. Given the connections to the A580 and the motorway network the site is well located to the strategic highway network.
- 2.5 To the west of the Lees Road Roundabout County Road forms the south western boundary of the site. Some 200m to the northwest there is a further large roundabout on County Road. There is an access to the site directly from the roundabout which is used to access the front part of the site which includes the proposed development.
- 2.6 Arbour Lane runs northwards from this roundabout and forms the western boundary of the site. Arbour Lane is a single carriageway two way road with a 30mph speed limit. There is an access from Arbour Lane which serves the Unit 3 warehouse occupied by Unilin. There are also two private accesses on the other side of Arbour Lane which serve a David Lloyd fitness centre and the Liverpool FC football academy. There are other accesses to employment sites to the north of the Business Park on the east side of Arbour Lane.
- 2.7 The town of Kirkby is located to the south and west of the site. There are a number of local road connections from Kirkby onto County Road.

Traffic Conditions

- 2.8 Lees Road and Arbour Lane carry only moderate traffic flows as they act as access / distributor routes for the industrial park and do not accommodate through traffic.
- 2.9 County Road carries greater volumes of traffic but it is a relatively high capacity route and does not experience significant levels of traffic queuing.

Highway Safety

- 2.10 We have considered the accident statistics on the Crashmap web site for the years 2017 to 2021. During that period there were no injury accidents on Arbour Lane and three injury accidents at the roundabout of Arbour Lane and County Road, all of which involved cyclists. There were five injury accidents in the vicinity of the Lees Road County Road roundabout, one involved a cyclist.
- 2.11 There is no indication from this information that there is a particular highway safety issue in the local area although there were a number which involved cyclists. There are cycle facilities at both roundabouts so presumably the cyclists involved in these accidents were not using them.

Walking Accessibility

- 2.12 The Academy Business Park is located on the western edge of Knowsley Industrial Park and close to the residential areas of Kirkby. It is therefore well located to the pedestrian and cycle facilities which link the Industrial Park to the local population.
- 2.13 Pedestrian facilities are generally provided on conventional footways within the highway which are of good width, lit and in many instances separated from the road carriageway by a verge. In the immediate vicinity of the site there are footways on both sides of Arbour Lane, County Road and Lees Road. There are dropped crossing points at the roundabouts between County Road and Arbour Lane and County Road and Lees Road.
- 2.14 These link the site with footways on Moorgate Road and Broad Lane which in turn link into extensive residential estates on the north and east side of Kirkby.
- 2.15 In this way the residential areas of east Kirkby are well linked to the site for journeys on foot. Large parts of Kirkby are within a 2km walk of the site, 2km is a recommended maximum walking distance for journeys to work. The residential areas closest to the site are a 1km walk away which is within customer walking distance.

Cycle Accessibility

- 2.16 There are off carriageway cycle facilities on County Road which link the site to Kirkby town centre and surrounding residential areas. Arbour Lane and Broad Lane are noted as appropriate for cycle use and cyclists can the crossings at the Arbour Lane and Lees Road roundabouts.
- 2.17 5km is normally accepted as a maximum distance for a general cyclist. The 5km catchment of the site includes all of Kirkby, Knowsley Village, parts of Croxteth, Gilmoor and Aintree.

Accessibility by Bus

- 2.18 There is a relatively complex network of bus routes in the local area with stops on a number of roads in the vicinity of the site, serving buses which employees, visitors and customers could use. Some services just run in the morning and or evening to tie in with work start and finish times and others run different routes at these times to serve the industrial park.
- 2.19 As such it is difficult to provide a comprehensive picture of all the bus services but Table 3.1 identifies the key services which run near the site. The Table identifies the service numbers, a summary of the route, the stop closest to the site and some notes on frequency and duration.
- 2.20 The stops on County Road and Lees Road are with a 400m walking distance of the site. The stops on Moorgate Road, Britonside Road and Broadway are between 500 and 600m from the site. 400m is generally adopted as a desirable maximum walk distance from a bus stop although many journeys by bus involve a longer walk than this. A walk distance of between 500 and 600m would not be restrictive to most potential bus passengers.
- 2.21 The services provide a range of functions including a 30 minute frequency to the City Centre (14A), frequent local circular services (97 and 98 combined) and a 30 minute frequency to Huyton (217). There are interchange opportunities at Kirkby Rail Station (97, 98 and 133) and Kirkby Bus Station.

Table 3.1: Bus Routes Servicing the Site

Service	Route	Stops	Notes
14A	Pier Head (City Centre) – Everton – Broadway – Croxteth – Knowsley Village – Kirkby	Britonside Avenue	Every 30 minutes early morning to late evening, services 14 (County Road East) and 14X (Lees Road) run early morning
97 and 97A	Kirkby Circular Kirkby Rail Station – Kirkby Bus Station – Industrial Park	97 M'gate Rd 97A Lees Rd	Every 30 minutes early morning to early evening
98 and 98A	Kirkby Circular Kirkby Rail Station – Kirkby Bus Station – Industrial Park	98 Broad Lane 98A Lees Rd	Every 30 minutes early morning to early evening
133	Waterloo – Crosby – Lunt – Maghull – Kirkby Rail Station – Kirkby Bus Station – Industrial Park	County Road (East and West)	Hourly early morning to early evening but only peak time services stop on County Road
217	Kirkby Bus Station – Industrial Park – Knowsley Village – Huyton	County Road (East and West)	Every 30 minutes early morning to late evening
297	Kirkby Bus Station – Industrial Park – Prescott – St Helens	County Road (East and West)	Hourly daytime (unlikely to be used for journey to work)
898 and 899	Page Moss – Croxteth – Industrial Park – Knowsley Village – Croxteth – Page Moss	Lees Road	Each service runs hourly early morning to late evening.

Accessibility by Rail

- 2.22 Kirkby Railway Station is the closest station to the site but is over 2.5km away and therefore any journey by rail would need to be completed by bike, bus or taxi.
- 2.23 There is a frequent service on the Merseytravel Northern Line between Kirkby and Liverpool Central. Trains run from just before 06:00 to just before midnight in both directions. Between 07:00 and 19:00 there are 4 trains an hour, outside these times there are 2 trains per hour in each direction. Intermediate stations include Fazakerley, Rice Lane, Kirkdale, Sandhills and Moorfields.
- 2.24 There is also an hourly service between Manchester Victoria and Kirkby which calls at Salford, Wigan, Pemberton, Orrell, Upholland and Rainford. Services from Manchester run from 06:00 to 18:00 and return they run from 07:00 to 19:00.

Overview

- 2.25 The site is in an accessible location by all modes of transport and therefore is suitable for the Class E(a), E(b) and sui generis hot food takeaway uses for which planning approval is being sought.
- 2.26 This is of course confirmed through KMBC's approval for the same uses in the food kiosk on this part of the site and other commercial uses under permission 19/00337/OUT. Nothing has materially changed in terms of accessibility since this application was approved.

3 Proposed Development

Approved Development

- 3.1 As explained in the Introduction the proposed development would replace the approved Unit 6B food kiosk on the southernmost part of the site adjacent to the County Road / Lees Road roundabout. The approved layout on this part of the site is shown on the site plan in **Appendix A**. The approved unit has a floor area of 185m² for the then use classes A1, A3 and A5.
- 3.2 To the west of Unit 6B there is approval for a drive through restaurant – Unit 6A. The drive through lane for the restaurant runs between the units.
- 3.3 The drive through lane connects with the main site access road serving this part of the site which links with the highway network at the Arbour Lane / County Road roundabout. This access also serves the trade counter Units 6C to 6G, the Costa Coffee Unit 5A and the PFS on the opposite side of the access road.
- 3.4 The approved site layout includes 4 disabled parking spaces accessed from the drive through lane at the front of the kiosk Unit 6B which is the disabled parking for both this unit and Unit 6A. The general parking for both units is in the shared car park between these and the trade counter units. A small amount of this parking is accessed directly from the south side of the site access road immediately to the north of the units but the majority of parking for the two units would be in the general shared parking area.
- 3.5 There is cycle and motorcycle parking adjacent to both Units 6A and 6B accessed from the site access road and both have covered cycle stores.
- 3.6 Both units have a dedicated service bay accessed from the site access road.
- 3.7 There is a pedestrian access to the site adjacent to Unit 6B.

Proposed Development

- 3.8 The proposed development includes a very slightly larger building than the approved Unit 6B which would be split into 2 units 6B(1) and 6B(2). The combined floor area of the proposed units is 223m² which is just 38m² larger than the approved unit. The proposed layout is shown in the plan in **Appendix B**.
- 3.9 Unit 6B(1) would be a drive through unit and as such a drive through lane would be provided running from the end of the main site access road to link in with the drive through lane for Unit 6A. The tracking in **Figure 3.1** shows a large car and minibus using the drive through lane. The minibus tends to be the largest vehicle that operators want to use the drive through facility. Unit 6B(2) would have a floor area of 130m².
- 3.10 Unit 6B(2) would be a smaller kiosk unit with a floor area of 93m².
- 3.11 Planning permission is being sought for Class E(a), E(b) and sui generis hot food takeaway in both units. These are the same uses that the approved kiosk could accommodate.
- 3.12 To accommodate the bigger unit the disabled parking would be relocated to the main site access road, two spaces adjacent to Unit 6A and two adjacent to the 6B units. General parking for the units would be in the shared parking area to the north.
- 3.13 The provision of the drive through lane would result in a slight reduction to the overall level of parking in the shared parking area but levels of parking would still be adequate. The trade counters in units 6C to 6G would not generate significant levels of parking and the periods of highest demand from each unit would not coincide.
- 3.14 Customer and covered staff cycle parking would be maintained.
- 3.15 Where the pedestrian access crosses the drive through lane for Unit 6B(1) a crossing would be provided. The crossing of the drive through lane for Unit 6A would be relocated so it better relates to the pedestrian access.
- 3.16 Servicing for Units 6B(1) and 6B(2) would be from the service bay to the rear – the same arrangements as the approved unit. Servicing for units of this size and use would be infrequent so the shared use of the bay would not be an issue.
- 3.17 **Figure 3.2** shows the swept path of an 11.3m long ridged service vehicle using the service bay. This is the largest service vehicle that occupiers of units of this nature tend to use. Refuse would also be collected from the service bay. The refuse vehicle would be smaller than the delivery vehicle.

Trip Attraction, Generation and Impact

- 3.18 Intuitively units of this scale are unlikely to generate levels of traffic which have a material traffic impact particularly in the vicinity of Academy Business Park which is accessed from the high capacity road network which serves the industrial estate.
- 3.19 In this case there is also the approved kiosk unit which the proposed development would replace, so the impact of the proposed development relates only to difference in trip generation between the proposed development and the approved.
- 3.20 As the areas of the building are very similar and the approved and proposed uses are the same then the difference is effectively down to the introduction of the drive through facility to part of the unit.
- 3.21 We have looked at TRICS to see if there is a way of assessing the increase in trip generation which would come from introducing the drive through facility. There is very limited data on TRICS against which to make an assessment of this.
- 3.22 The best available is a single Starbucks site which does not have a drive through which can be compared against drive through coffee shops of which there are number of examples on TRICS. The no drive through site was surveyed on a Saturday so the comparison has to be with drive through coffee shops with Saturday surveys. The no drive through survey was also undertaken during a period when Covid could have affected the results so again the drive through sites used in the comparison were those undertaken during Covid.
- 3.23 Taking all these factors into account the data is of limited value but at face value the trip generation from the no drive through site was only 32% less than the drive throughs over a 12 hour day. As the drive through element of the proposed development is 58% of the floorspace this suggests that the increase in trip generation from the introduction of the proposed drive through would not be that great.
- 3.24 Give the limitation of this data we have looked at applying specific trip rates to the approved and proposed units. There are a number of development types in the Hotel Food and Drink category of TRICS which could relate to potential uses in the units. These are:-
- Café
 - Take Away Shops
 - Restaurant
 - Fast Food Drive Through (proposed only)
 - Drive Through Coffee Shop (proposed only)
- 3.25 There is also a category for roadside restaurants but the data in this relates to Little Chef type developments which is now dated.
- 3.26 The Café category is a new addition to TRICS and there are only 3 sites on the database. 2 of these are in town centres so of no relevance to this site and the other is the no drive through Starbucks referenced above which only has a Saturday survey taken during Covid. The Café category is therefore of limited use.
- 3.27 Table 3.1 below shows trip rates for the other categories for the morning and evening peak hours and the 12:00 – 13:00 which was the busiest lunchtime hour for all the uses. Trip rates exclude those taken during Covid and also exclude sites in Greater London and Ireland. TRICS outputs are in **Appendix C**.
- 3.28 A trip rate is included for a non drive through coffee shop which would be a very likely use in the non drive through unit which is half the drive through rate. This is very broadly based on the comparison of drive through and non drive through sites set out above.
- 3.29 In TRICS the surveys for take aways and restaurants do not start until after the morning peak. Is a rather dated assumption now to consider these uses do not open in the early morning. Many sit in restaurants now open for breakfast and take aways such as Greggs and Subway can be very busy in the mornings.

Table 3.1: Trip Rates per 100m² from Potential Uses in the Approved and Proposed Development

	Morning Peak		Evening Peak		Lunchtime Peak	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Fast Food Drive Through	14.93	14.52	14.85	15.12	21.94	21.14
Coffee Shop Drive Through	19.28	17.78	7.39	9.09	21.08	18.58
Take Away			12.55	12.72	14.77	13.54
Restaurant			3.56	1.42	4.58	5.16
Coffee Shop no Drive Thru	9.64	8.89	3.70	4.55	10.54	9.29

- 3.30 Using these trip rates the trip generation from the potential uses in the approved kiosk Unit 6B area shown in Table 3.2.

Table 3.2: Trip Generation from Potential Uses in the Approved Unit 6B (185m²)

	Morning Peak		Evening Peak		Lunchtime Peak	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Coffee Shop no Drive Thru	18	16	7	8	19	17
Take Away	0	0	23	24	27	25
Restaurant	0	0	7	3	8	10

- 3.31 In the morning peak hour the coffee shop (no drive through) would be the busiest use. A trip generation of this level could well also be representative of a Greggs or Subway type operator. In the evening peak and lunchtime peak it is the Take Away which would be busier.
- 3.32 Table 3.3 shows the trip generation from potential coffee shop and fast food uses in the proposed drive through, Unit 6B(1).

Table 3.3: Trip Generation from Potential Uses in the Proposed Unit 6B(1) (130m²)

	Morning Peak		Evening Peak		Lunchtime Peak	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Fast Food Drive Through	19	19	19	20	29	27
Coffee Shop Drive Through	25	23	10	12	27	24

- 3.33 The coffee shop would be busiest in the morning peak hour but the fast food would be busier in the other time periods.
- 3.34 Table 3.4 shows the trip generation from potential uses in the proposed kiosk, Unit 6B(2). Given the size of the unit it would be too small for a restaurant.

Table 3.4: Trip Generation from Potential Uses in the Proposed Unit 6B(2) (93m²)

	Morning Peak		Evening Peak		Lunchtime Peak	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Coffee Shop no Drive Thru	9	8	3	4	10	9
Take Away	0	0	12	12	14	13

- 3.35 The coffee shop would be busier in the morning peak but the take away would be busier during the other periods.

- 3.36 Table 3.5 shows the busiest use for each time period for the approved and proposed Units. The Table also shows the increase in the trip generation associated with the proposed development.

Table 3.5: Highest Trip Generation from the Approved and Proposed Development

	Morning Peak		Evening Peak		Lunchtime Peak	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Proposed Unit 6B(1)	25	23	19	20	29	27
Proposed Unit 6B(2)	9	8	12	12	14	13
Total Proposed	34	31	31	31	42	40
Approved Unit 6B	18	16	23	24	27	25
Increase with Proposed	16	15	8	8	15	15

- 3.37 The figures in Table 3.5 confirm that the trip generation from the proposed development would not be materially higher than the approved. The highest increase in any one direction is 16 vehicles which represents one additional vehicle every 4 minutes or so which is clearly not a material increase.
- 3.38 Some of the uses would have a higher trip generation on a Saturday but that would apply equally to the approved and proposed developments so the relative impact would be similar. It is also the case that the roads in the vicinity of the site are much quieter on a Saturday as the majority of businesses on the industrial estate are not operational.

4 Summary and Recommendations

Summary

- 4.1 CBO Transport Ltd [CBO] has been commissioned by Orbit Investments (Properties) Limited (Orbit) to undertake an assessment of the transport matters associated with a planning application for a kiosk and drive through unit at the Academy Business Park in Kirkby.
- 4.2 The proposed development is to replace an approved food kiosk on the southern corner of the site. The proposed building is in broadly the same location at the approved and is split into two, Units 6B(1) and 6B(2). Unit 6B(1) would be a drive through facility and Unit 6B(2) would be a smaller kiosk unit.
- 4.3 Planning permission is being sought for Class E(a), E(b) and sui generis hot food takeaway in both units. These are the same uses that the approved kiosk could accommodate.
- 4.4 The combined floor area of the proposed units is 223m² which is just 38m² larger than the approved unit.
- 4.5 Academy Business Park is in an accessible location and is well suited to the used proposed. This is confirmed by KMBC's recent approvals of these uses on the site.
- 4.6 General parking for the units would be in the shared parking area to the north. Modifications would be made to the location of disabled parking spaces on this part of the site but the provision of 2 spaces for both Units 6A and 6B would be maintained in convenient locations. Customer and covered employee cycle parking provision would be maintained.
- 4.7 Parking demand would be little different from that of the approved unit, there are adequate levels of parking on the site to accommodate the proposed development. Disabled and cycle parking is consistent with KMBC requirements.
- 4.8 Units of this scale are unlikely to generate levels of traffic which have a material traffic impact particularly in the vicinity of Academy Business Park which is accessed from the high capacity road network which serves the industrial estate.
- 4.9 As the areas of the approved and proposed building are very similar and the uses are the same then the difference in trip generation between the approved and proposed is effectively down to the introduction of the drive through facility to part of the unit.
- 4.10 A TRICS analysis has shown that the difference in trip generation would not result in a material change in traffic impact.

Recommendation

- 4.11 On this basis CBO Transport recommend that planning approval is not withheld on transport or access grounds.



Figures

Figure 1.1 Site Location

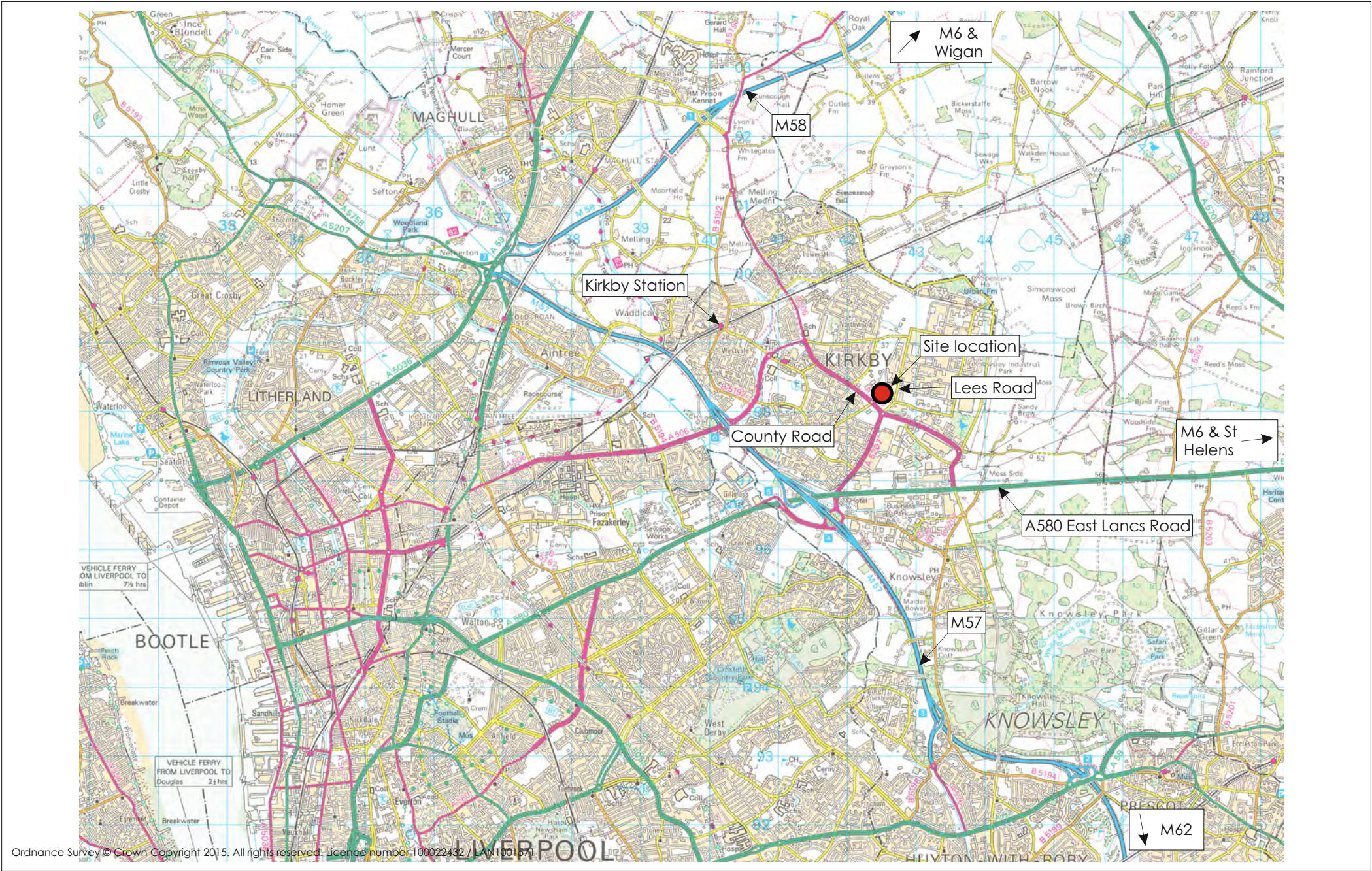


Figure 1.2 Local Context

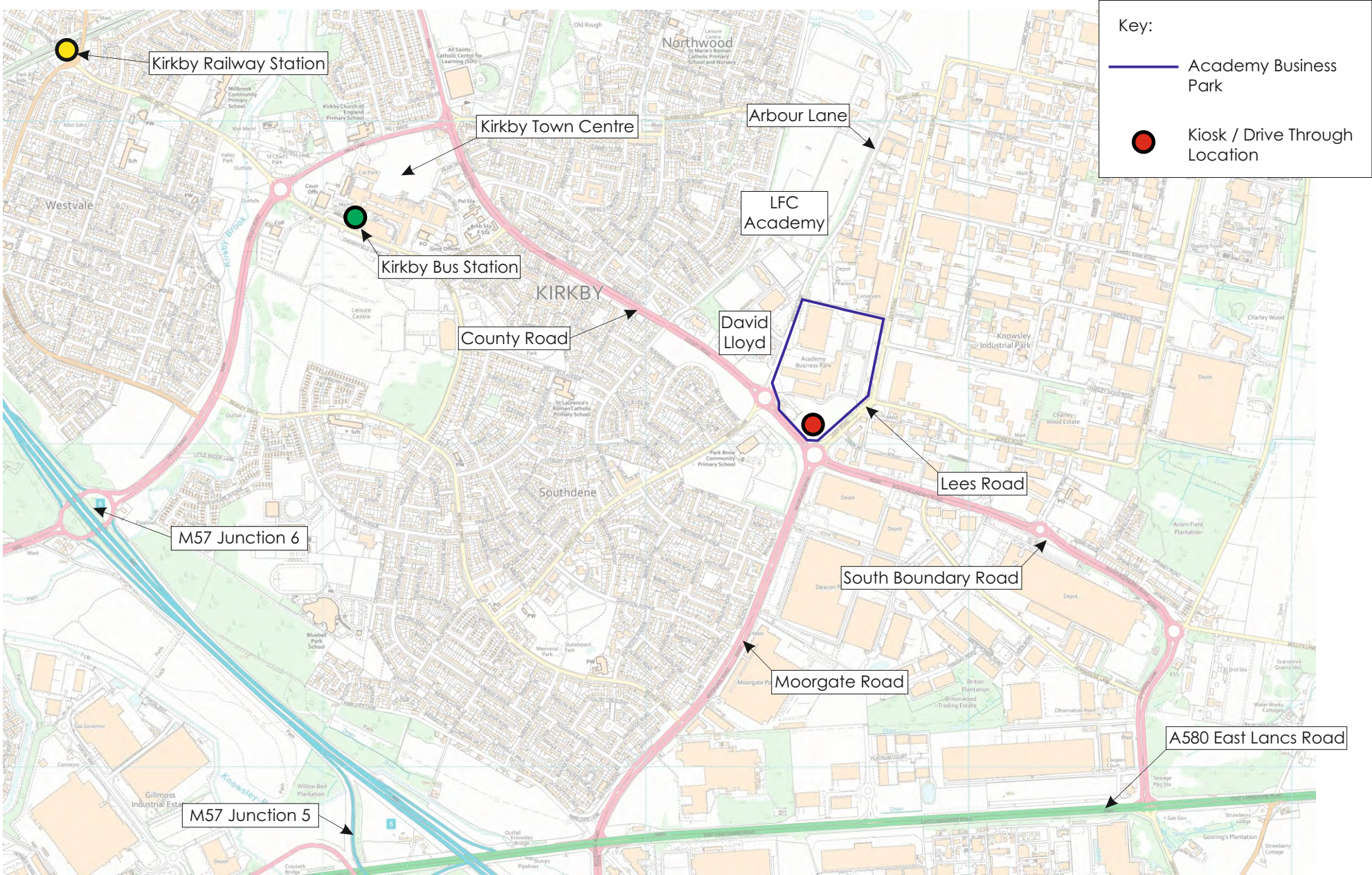


Figure 3.1 Swept Path Analysis: Large Car and Mini Bus
(1:500 @ A3)

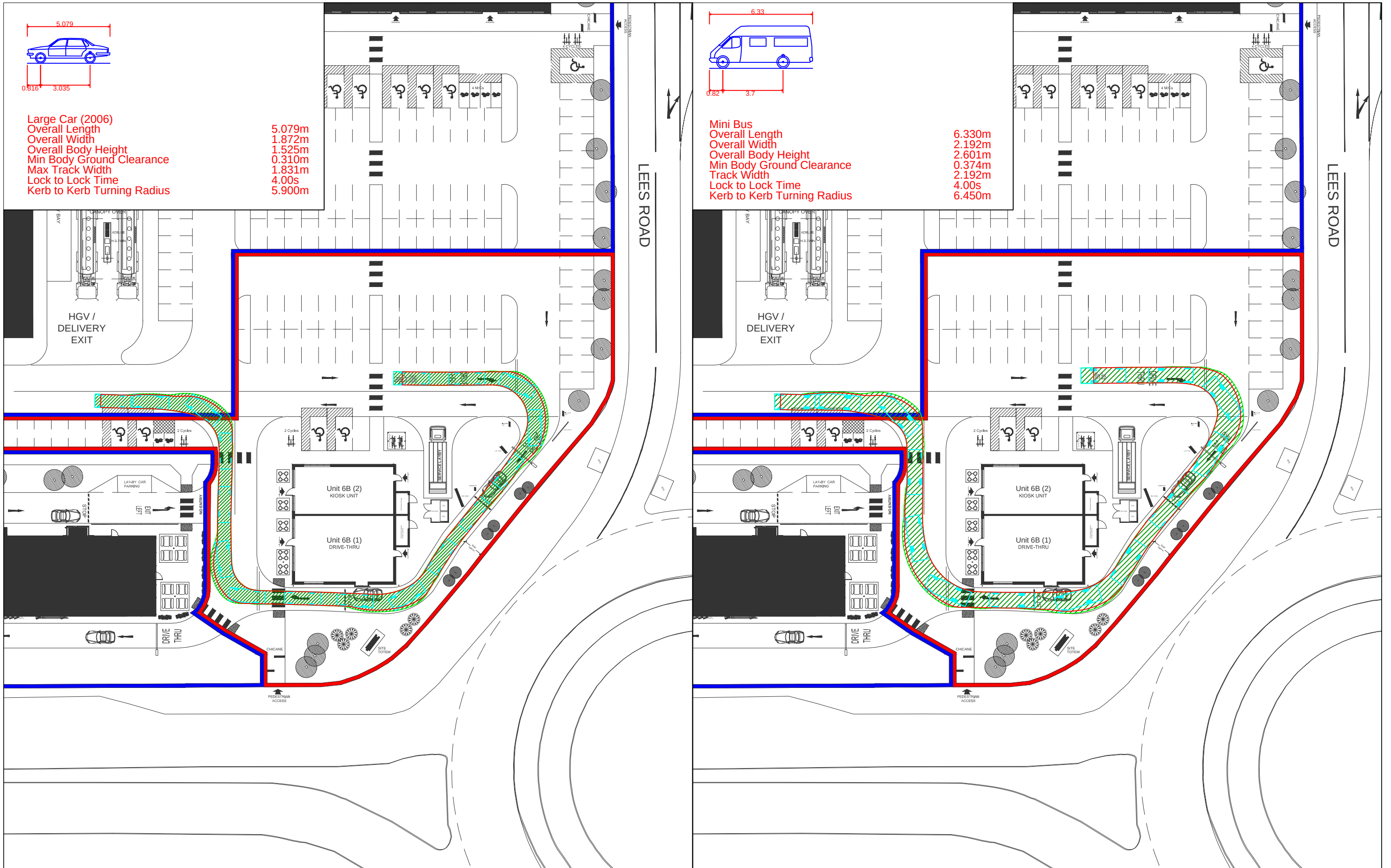
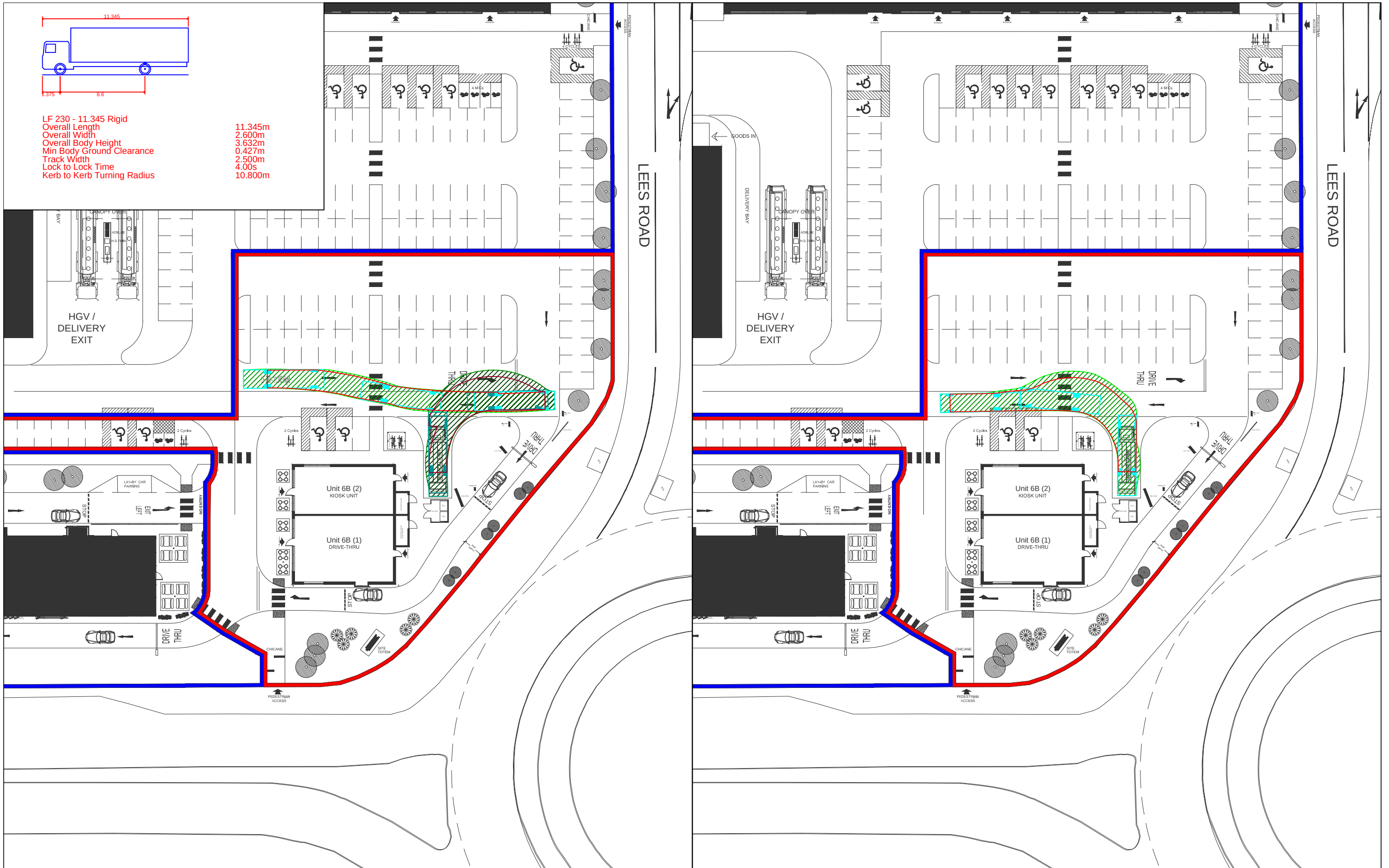


Figure 3.2 Swept Path Analysis: Delivery Vehicle
(1:500 @ A3)





Appendix A: Approved Site Plan



PLANNING

**Orbit**
Developments

PROPOSED SITE PLAN
PLANNING APPROVED

drawing no. 389-PL-PLAN ONE

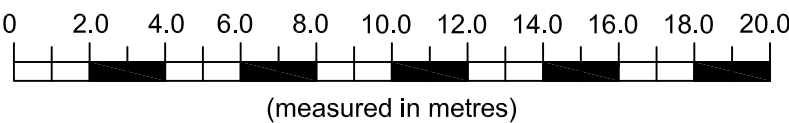


Appendix B: Proposed Site Plan

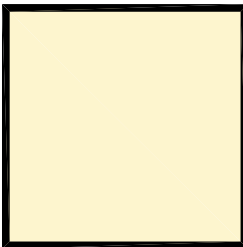
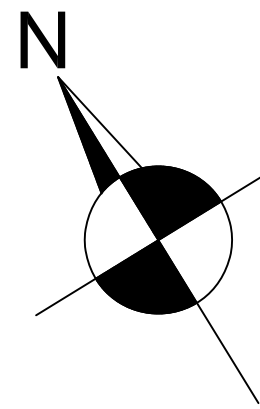


The Contractor is responsible for checking dimensions and any discrepancy to be verified with the Architects before proceeding. Figured dimensions to be worked to only. Subject to all Local Authority and Statutory approvals.
DO NOT SCALE

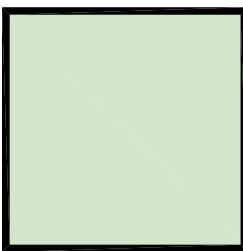
PLANNING



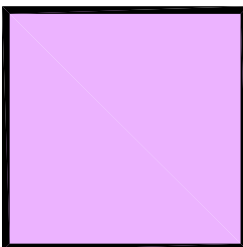
1:200



UNITS 1A - 1C & 6C - 6G
APPROVED UNDER LPA
REF:20/00467/FUL



UNIT 6A
APPROVED UNDER LPA
REF:19/00337/OUT
(NOT YET CONSTRUCTED)



UNIT 5B APPROVED
UNDER LPA
REF:20/00572/FUL
(NOT YET CONSTRUCTED)

REV	DESCRIPTION	DATE
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EMERSON HOUSE, HEYES LANE,
ALDERLEY EDGE,
CHESHIRE SK9 7LF
Tel: (01625) 588400, Fax: (01625) 588276

Orbit
Developments

Location

ACADEMY BUSINESS PARK
LEES ROAD KNOWSLEY L33 7SA

Title

PROPOSED SITE PLAN (200)
Units 6B1+2 Semi-detached Drive-thru

Scale

1:200

Ref

@ A1

T.I.H.

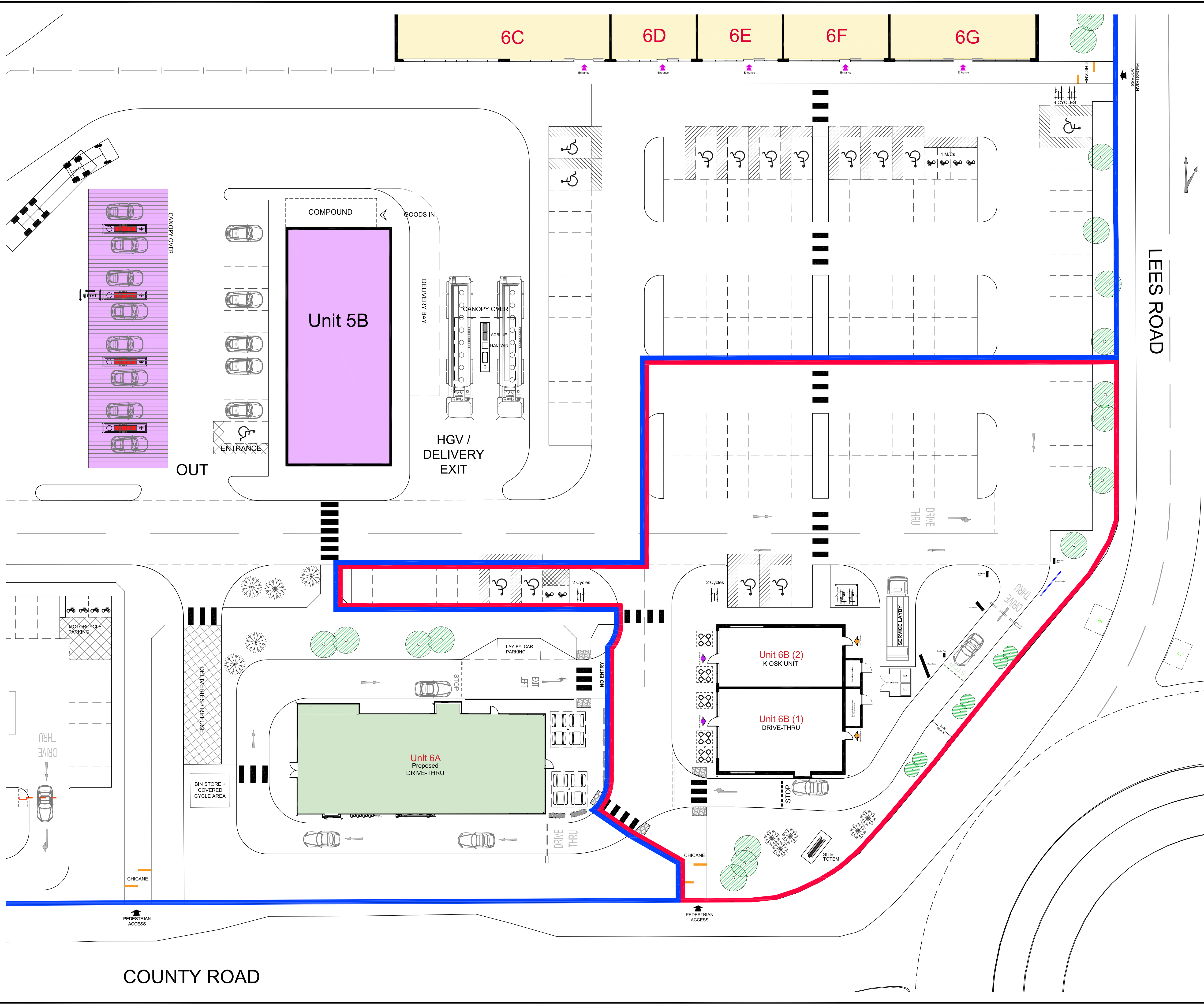
Checked

Date

10.08.22

Drawing no.

1373-PL-2005





Appendix C: TRICS Information



Calculation Reference: AUDIT-751701-220804-0818

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : J - DRIVE THROUGH COFFEE SHOP
 TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 140 to 420 (units: sqm)
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	2
Retail Zone	1
Out of Town	1

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

Secondary Filtering selection:

Use Class:

Not Known	4 days
-----------	--------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
2 Poor	1 days

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

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

LIST OF SITES relevant to selection parameters

1	BE-06-J-01 CLYDESDALE WAY BELVEDERE	STARBUCKS	BEXLEY
	Edge of Town Industrial Zone Total Gross floor area:	256 sqm	
	Survey date: WEDNESDAY	15/09/21	Survey Type: MANUAL
2	HC-06-J-01 COTSWORTH ROAD GOSPORT	COSTA COFFEE	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area:	185 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
3	NR-06-J-02 DARNELL WAY NORTHAMPTON	BEWICHD COFFEE	NORTHAMPTONSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	140 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
4	WK-06-J-01 A46 WARWICK BY PASS NEAR WARWICK BUDBROOKE SERVICES Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area:	420 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HE-06-J-01	COVID
NR-06-J-01	COVID
SF-06-J-01	COVID
WO-06-J-01	COVID

CBO Transport Ltd Fountain Street Manchester

Licence No: 751701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	140	1.429	1	140	0.000	1	140	1.429
06:00 - 07:00	4	250	9.091	4	250	8.591	4	250	17.682
07:00 - 08:00	4	250	18.282	4	250	16.683	4	250	34.965
08:00 - 09:00	4	250	19.281	4	250	17.782	4	250	37.063
09:00 - 10:00	4	250	26.074	4	250	23.976	4	250	50.050
10:00 - 11:00	4	250	18.781	4	250	18.482	4	250	37.263
11:00 - 12:00	4	250	17.582	4	250	17.782	4	250	35.364
12:00 - 13:00	4	250	21.079	4	250	18.581	4	250	39.660
13:00 - 14:00	4	250	14.685	4	250	16.484	4	250	31.169
14:00 - 15:00	4	250	12.088	4	250	11.988	4	250	24.076
15:00 - 16:00	4	250	9.890	4	250	11.089	4	250	20.979
16:00 - 17:00	4	250	9.890	4	250	9.990	4	250	19.880
17:00 - 18:00	4	250	7.393	4	250	9.091	4	250	16.484
18:00 - 19:00	4	250	7.892	4	250	7.592	4	250	15.484
19:00 - 20:00	4	250	4.296	4	250	6.394	4	250	10.690
20:00 - 21:00	4	250	3.596	4	250	4.296	4	250	7.892
21:00 - 22:00	3	248	0.403	3	248	0.537	3	248	0.940
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			201.732			199.338			401.070

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

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

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Parameter summary

Trip rate parameter range selected:	140 - 420 (units: sqm)
Survey date range:	01/01/14 - 16/10/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	FI FIFE	1 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 210 to 300 (units: sqm)
 Range Selected by User: 182 to 350 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 24/04/21

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	2
High Street	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

Not Known 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

No 6 days

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

PTAL Rating:

No PTAL Present 6 days

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

LIST OF SITES relevant to selection parameters

1	AD-06-D-02	BURGER KING	ABERDEEN CITY
	WELLINGTON ROAD		
	ABERDEEN		
	ALTENS		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	300 sqm	
	Survey date: FRIDAY	22/11/19	Survey Type: MANUAL
2	BR-06-D-01	MCDONALD'S	BRISTOL CITY
	SHEENE ROAD		
	BRISTOL		
	BEDMINSTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	210 sqm	
	Survey date: MONDAY	21/09/15	Survey Type: MANUAL
3	DE-06-D-01	KFC	DERRY
	STRAND ROAD		
	LONDONDERRY		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	240 sqm	
	Survey date: THURSDAY	21/06/12	Survey Type: MANUAL
4	FI-06-D-02	KFC	FIFE
	WHIMBREL PLACE		
	DUNFERMLINE		
	HALBEATH		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	275 sqm	
	Survey date: TUESDAY	22/03/16	Survey Type: MANUAL
5	NR-06-D-01	MCDONALD'S	NORTHAMPTONSHIRE
	MARQUEE DRIVE		
	NORTHAMPTON		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	220 sqm	
	Survey date: TUESDAY	22/05/07	Survey Type: MANUAL
6	WM-06-D-01	BURGER KING	WEST MIDLANDS
	KINGSBURY ROAD		
	BIRMINGHAM		
	ERDINGTON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	250 sqm	
	Survey date: TUESDAY	25/11/08	Survey Type: MANUAL

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

CBO Transport Ltd Fountain Street Manchester

Licence No: 751701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	243	10.411	3	243	8.630	3	243	19.041
08:00 - 09:00	3	243	14.932	3	243	14.521	3	243	29.453
09:00 - 10:00	4	245	13.571	4	245	12.857	4	245	26.428
10:00 - 11:00	6	249	8.428	6	249	8.161	6	249	16.589
11:00 - 12:00	6	249	11.906	6	249	10.435	6	249	22.341
12:00 - 13:00	6	249	21.940	6	249	21.137	6	249	43.077
13:00 - 14:00	6	249	20.067	6	249	22.007	6	249	42.074
14:00 - 15:00	6	249	13.779	6	249	13.445	6	249	27.224
15:00 - 16:00	6	249	12.174	6	249	12.241	6	249	24.415
16:00 - 17:00	6	249	13.378	6	249	12.441	6	249	25.819
17:00 - 18:00	6	249	14.849	6	249	15.518	6	249	30.367
18:00 - 19:00	6	249	17.659	6	249	17.124	6	249	34.783
19:00 - 20:00	6	249	13.579	6	249	14.783	6	249	28.362
20:00 - 21:00	6	249	10.502	6	249	11.171	6	249	21.673
21:00 - 22:00	6	249	8.428	6	249	8.829	6	249	17.257
22:00 - 23:00	4	259	2.802	4	259	3.671	4	259	6.473
23:00 - 24:00	1	240	0.000	1	240	2.500	1	240	2.500
Total Rates:			208.405				209.471		
							417.876		

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

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

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Parameter summary

Trip rate parameter range selected:	210 - 300 (units: sqm)
Survey date range:	01/01/06 - 24/04/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-751701-220811-0817

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : B - RESTAURANTS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	2 days
11	SCOTLAND	
	RF RENFREWSHIRE	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 175 to 370 (units: sqm)
 Range Selected by User: 75 to 400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Retail Zone	2
High Street	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

E(b) 8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 days

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

Travel Plan:

No 8 days

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

PTAL Rating:

No PTAL Present 8 days

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

LIST OF SITES relevant to selection parameters

1	AN-06-B-02	FRANKIE & BENNY'S	ANTRIM
	HILSBOROUGH ROAD		
	LISBURN		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	275 sqm	
	Survey date: FRIDAY	19/06/15	Survey Type: MANUAL
2	AN-06-B-03	MODERN CUISINE	ANTRIM
	LISBURN ROAD		
	BELFAST		
	Suburban Area (PPS6 Out of Centre)		
	High Street		
	Total Gross floor area:	320 sqm	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
3	DS-06-B-03	BRITISH RESTAURANT	DERBYSHIRE
	THORNHILL ROAD		
	DERBY		
	LITTLEOVER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	350 sqm	
	Survey date: THURSDAY	12/07/18	Survey Type: MANUAL
4	HC-06-B-01	PIZZA HUT	HAMPSHIRE
	BINNACLE WAY		
	PORTSMOUTH		
	COSHAM		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	325 sqm	
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL
5	RF-06-B-01	INDIAN RESTAURANT	RENFREWSHIRE
	LINWOOD ROAD		
	PAISLEY		
	PHOENIX LEISURE PARK		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	175 sqm	
	Survey date: FRIDAY	20/06/14	Survey Type: MANUAL
6	ST-06-B-01	RESTAURANT	STAFFORDSHIRE
	STONE ROAD		
	STOKE-ON-TRENT		
	TRENTAM		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	259 sqm	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
7	WM-06-B-06	ITALIAN RESTAURANT	WEST MIDLANDS
	EARLSDON STREET		
	COVENTRY		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	175 sqm	
	Survey date: THURSDAY	24/11/16	Survey Type: MANUAL
8	WM-06-B-07	INDIAN RESTAURANT	WEST MIDLANDS
	AUDNAM		
	STOURBRIDGE		
	AUDNAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	370 sqm	
	Survey date: TUESDAY	28/11/17	Survey Type: MANUAL

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

CBO Transport Ltd Fountain Street Manchester

Licence No: 751701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	6	260	1.796	6	260	0.834	6	260	2.630
11:00 - 12:00	7	268	2.288	7	268	1.277	7	268	3.565
12:00 - 13:00	7	268	5.854	7	268	2.448	7	268	8.302
13:00 - 14:00	7	268	4.577	7	268	5.162	7	268	9.739
14:00 - 15:00	7	268	2.288	7	268	3.566	7	268	5.854
15:00 - 16:00	8	281	1.334	8	281	2.268	8	281	3.602
16:00 - 17:00	8	281	1.690	8	281	1.601	8	281	3.291
17:00 - 18:00	8	281	3.557	8	281	1.423	8	281	4.980
18:00 - 19:00	8	281	4.713	8	281	3.557	8	281	8.270
19:00 - 20:00	8	281	4.135	8	281	4.357	8	281	8.492
20:00 - 21:00	8	281	3.068	8	281	4.357	8	281	7.425
21:00 - 22:00	8	281	2.668	8	281	2.801	8	281	5.469
22:00 - 23:00	8	281	0.978	8	281	2.357	8	281	3.335
23:00 - 24:00	8	281	0.222	8	281	2.223	8	281	2.445
Total Rates:			39.739			38.802			78.541

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

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

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Parameter summary

Trip rate parameter range selected:	175 - 370 (units: sqm)
Survey date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-751701-220811-0856

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : G - TAKE-AWAY SHOPS (eg. fish bars etc)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days
11	SCOTLAND	
	FA FALKIRK	1 days
	GC GLASGOW CITY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 53 to 250 (units: sqm)
 Range Selected by User: 30 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 12/07/18

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

Selected survey days:

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

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	7
Village	1
High Street	1

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

Secondary Filtering selection:

Use Class:

Sui Generis 10 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

No 10 days

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

PTAL Rating:

No PTAL Present 10 days

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

1	CH-06-G-02 CREWE ROAD NEAR CREWE WINTERLEY Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 90 sqm Survey date: FRIDAY 28/11/08	CHESHIRE	Survey Type: MANUAL
2	FA-06-G-01 DOMINOS PIZZA MAGGIE'S WOOD LOAN FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 200 sqm Survey date: THURSDAY 26/04/07	FALKIRK	Survey Type: MANUAL
3	GC-06-G-01 PIZZA HUT POLLOKSHAW STREET GLASGOW STRATHBUNGO Suburban Area (PPS6 Out of Centre) High Street Total Gross floor area: 250 sqm Survey date: TUESDAY 17/06/08	GLASGOW CITY	Survey Type: MANUAL
4	HF-06-G-01 CHIP SHOP COURTLANDS DRIVE WATFORD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 100 sqm Survey date: MONDAY 14/07/08	HERTFORDSHIRE	Survey Type: MANUAL
5	LE-06-G-01 FISH BAR HIGHCROFT AVENUE LEICESTER OADBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 75 sqm Survey date: FRIDAY 19/06/09	LEICESTERSHIRE	Survey Type: MANUAL
6	NR-06-G-01 CHIP SHOP OCCUPATION ROAD CORBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 100 sqm Survey date: WEDNESDAY 19/11/08	NORTHAMPTONSHIRE	Survey Type: MANUAL
7	ST-06-G-01 CHINESE PARKSIDE AVENUE STAFFORD Edge of Town Residential Zone Total Gross floor area: 53 sqm Survey date: WEDNESDAY 22/11/17	STAFFORDSHIRE	Survey Type: MANUAL
8	TW-06-G-01 INDIAN 1 CASTELLIAN ROAD SUNDERLAND CASTLETOWN Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 223 sqm Survey date: WEDNESDAY 29/03/17	TYNE & WEAR	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-06-G-02	FISH BAR	TYNE & WEAR
	STAMFORDHAM ROAD		
	NEWCASTLE UPON TYNE		
	BLAKELAW		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	60 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL
10	WM-06-G-01	FISH SALOON	WEST MIDLANDS
	HOLYHEAD ROAD		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	65 sqm	
	Survey date: FRIDAY	28/09/07	Survey Type: MANUAL

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

CBO Transport Ltd Fountain Street Manchester

Licence No: 751701

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	60	3.333	1	60	3.333	1	60	6.666
10:00 - 11:00	3	125	2.133	3	125	0.800	3	125	2.933
11:00 - 12:00	6	108	3.846	6	108	3.692	6	108	7.538
12:00 - 13:00	6	108	14.769	6	108	13.538	6	108	28.307
13:00 - 14:00	6	108	12.615	6	108	12.000	6	108	24.615
14:00 - 15:00	6	108	6.308	6	108	7.538	6	108	13.846
15:00 - 16:00	7	107	4.400	7	107	4.400	7	107	8.800
16:00 - 17:00	10	112	5.556	10	112	4.749	10	112	10.305
17:00 - 18:00	10	112	12.545	10	112	12.724	10	112	25.269
18:00 - 19:00	10	112	13.978	10	112	13.620	10	112	27.598
19:00 - 20:00	10	112	14.964	10	112	15.323	10	112	30.287
20:00 - 21:00	10	112	12.276	10	112	12.814	10	112	25.090
21:00 - 22:00	10	112	6.452	10	112	7.168	10	112	13.620
22:00 - 23:00	9	117	4.545	9	117	4.924	9	117	9.469
23:00 - 24:00	6	132	0.126	6	132	0.000	6	132	0.126
Total Rates:			117.846			116.623			234.469

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

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Parameter summary

Trip rate parameter range selected:	53 - 250 (units: sqm)
Survey date range:	01/01/06 - 12/07/18
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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