Transport Statement

Proposed Costa Coffee, Border Retail Park, Wrexham

Client: Waypoint Asset Management



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1 INTRODUCTION

1.1 Purpose of Report

1.1.1 This Transport Statement (TS) considers the highway and transportation implications associated with a full planning application for the development of a Costa drive thru in the Border Retail Park (BRP), Wrexham. The proposed development:

- Will be located in the north-western corner of the existing BRP car park;
- Will have a ground floor area (GFA) of circa 167sqm;
- Will result in the net loss of 31 parking spaces to the existing BRP car park; and
- Will leave 221 parking spaces, including 17 accessible spaces, for the use of the existing tenants of BRP and the proposed Costa.

1.1.2 Wrexham County Borough Council (WCBC) is the local highway authority and local planning authority for the area. Prime Transport Planning ('Prime') has produced this TS on behalf of the applicant, Waypoint Asset Management (WAM).

1.1.3 The document has been prepared in accordance with *Planning Policy Wales* and *Technical Advice Note 18: Transport* as well as a number of local policy documents. It considers the accessibility of the site and safety for all modes of travel with an emphasis on walking, cycling and public transport, while assessing the potential impact on the remaining car park and the wider highway network.

1.1.4 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.

1.1.5 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.

1.1.6 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of report

1.2.1 An email based scoping exercise outlining the proposed methodology of the TS was undertaken with WCBC on 26th of June 2023 and a response was received on 9th of October 2023. This response from WCBC confirmed the suitability of the proposed methodology and emphasised the need for the TS to confirm that the net loss of parking spaces can be accommodated within the BRP car park. Copies of the original scoping email sent by Prime and the response received from WCBC are contained within Appendix A.

1.2.2 The remainder of this report is structured as follows:

- Section 2 describes the relevant local and national transport policy and guidance;

- Section 3 describes the existing situation in terms of the site, local highway network and traffic conditions whilst also reviewing the five-year accident records for the local highway network;
- Section 4 details the development proposal including the proposed access strategy, the strategy for car parking and reviews the ability of the existing BRP car park to accommodate the net loss of 31 parking spaces will ensue as a s result of these scheme proposals;
- Section 5 details access to the site by sustainable modes of travel which includes walking, cycling and public transport;
- Section 6 describes the methodology behind the forecasting of the proposed level of trip generation and the likely impact the scheme will have on the adjacent highway network; and
- Section 7 concludes the findings of the TS.

2 TRANSPORT POLICY & GUIDANCE

2.1 Introduction

2.1.1 It is important that any new developments conform to and compliment national and local planning policy. This section details the policies that are relevant to this development.

2.2 Planning Policy Wales

2.2.1 The document Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government and is supported by a series of Technical Advice Notes (TANs). The most recent version of PPW is Edition 12, published in February 2024.

2.2.2 Transport is considered in Chapter 3, Chapter 4 and Chapter 5 of PPW. The document sets out a primary objective:

> *'to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales'.*

2.2.3 Chapter 3 outlines the importance of strategic placemaking, with early decisions having the greatest impact on contributing towards a sustainable development. The chapter goes on to state:

> *'Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys.'*

2.2.4 The chapter addresses place-making within rural areas, with it being acknowledged that for rural areas:

> *'opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas'.*

2.2.5 Chapter 4 highlights the importance of cohesive communities, with such considerations through placemaking contributing towards a '*prosperous*', '*resilient*' and '*healthier*' Wales. The chapter discusses transport in detail, with the need for the people to access jobs and services through*:*

> *'shorter, more efficient and sustainable journeys, by walking, cycling and public transport'.*

2.2.6 Chapter 4 also addresses the following:

- Integrated planning and transport strategies;
- Sustainable transport and reduction in private car reliance;
- Active/social streets designed to be publicly orientated;

- Active travel and the encouragement of walking/cycling;
- Public transport and its availability;
- The encouragement of ultra-low emission vehicles;
- Traffic management and improved forecasting;
- The availability of car parking; and
- Transport Assessments as an important mechanism for considering traffic impact.

2.2.7 Chapter 5 discusses the economic components of placemaking and the creation of '*productive and enterprising places*'. The chapter continues to state that such enterprising places are '*designed and sited to promote healthy lifestyles*' with this being done by making them '*easy to walk and cycle to and around*', and easy to access by public transport.

2.2.8 Transport infrastructure is discussed in detail, with the importance of such infrastructure towards sustainable development stated below:

> *'The provision of sustainable transport infrastructure is essential in order to build prosperity, tackle the climate emergency, reduce airborne pollution and to improve the social, economic, environmental and cultural well-being of Wales. The planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and facilitates and increases the use of active and sustainable transport.'*

2.2.9 Accordingly, this TS has been structured to include an assessment of accessibility by sustainable modes including walking, cycling and public transport, road safety and the impacts of the development on the local highway network.

2.3 Technical Advice Note 18: Transport

2.3.1 TAN 18 (2007) outlines the need for, and the required content of TAs, for some classifications and scales of development in Wales. The document outlines the following aims to be considered when producing a TA or TS:

- Understand the transport impacts of the development;
- Clearly communicate the impacts to assist the decision-making process;
- Demonstrate the development is sited in a location that will produce a desired and predicted output (for example in terms of target modal split);
- Mitigate negative transport impacts through the design process and secure through planning conditions or obligations; and
- Maximise the accessibility of the development by non-car mode.

2.3.2 TAN 18 provides detailed guidance on visibility standards, and essentially provides for visibility to be based upon the standards in the Design Manual for Roads and Bridges (DMRB) for roads where actual

road speeds are unknown or where the speed limit is >60kph (37mph), and the standards in Manual for Streets (MfS) where speeds are known and are <60kph (37mph).

2.3.3 In relation to accessibility, TAN 18 emphasises the utility of using '*accessibility profiles'*, which consider whether a site has the potential to minimise travel by the private car. In accordance with this, the site's accessibility by walking, cycling and public transport has been considered.

2.4 North Wales Joint Local Transport Plan 2015

2.4.1 The North Wales Joint Local Transport Plan (LTP) was prepared by the North Wales Local Authorities in response to the Welsh Government requirement for LTPs to be submitted by the end of January 2015. The LTP's stated '*vision'* is to:

> *'remove barriers by delivering safe, sustainable, affordable and effective transport networks'.*

2.4.2 The LTP aims to address the following key issues for North Wales:

- The ability of the strategic road and rail corridors to provide the necessary good connectivity, for people and freight, within North Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism;
- The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather;
- The need for good access to and between the three Enterprise Zones in North Wales;
- The lack of viable and affordable alternatives to the car to access key employment sites and other services; and
- The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture.

2.4.3 This Plan therefore provides the strategic baseline for considering developments that have a transportation element within the wider area. In terms of the proposed/refurbished industrial and retail units within this application, consideration will be made of the wider integration within the highways network and access by sustainable modes.

2.5 Wrexham Local Development Plan (2013-2028)

2.5.1 In December 2023, WCBC formally adopted its Local Development Plan 2 (LDP2) which replaces the previous Unitary Development Plan. The LDP2 has been prepared in line with Planning Policy Wales and sets out the local authority's vision for the council up to 2028. The following policies are particularly pertinent to this report:

Policy T1: Managing Transport Impacts

2.5.2 In line with national policy, Policy T1 sets out a preference for developments which support the transport hierarchy, stating that new developments will be supported where they:

> *"Facilitate increased journeys by more sustainable modes of travel first by walking and cycling, then by public transport and finally by private motor vehicle."*

2.5.3 The policy also covers some of the more traditional aspects of development transport planning such as acceptable levels of trip generation, stating that development proposals will be supported where they:

> *"Do not compromise the safe, effective and efficient use of the highway network and do not have an adverse impact on highway safety or create unacceptable levels of traffic generation."*

2.5.4 Parking and vehicular access are also covered by this policy which states that developments should:

> *"Provide appropriate levels of parking and ensure access arrangements for the site to allow for safe manoeuvring."*

Policy T2: Active Travel

2.5.5 This policy seeks to improve Wrexham's active travel network by encouraging developers to contribute towards the provision of quality pedestrian and cycling infrastructure. It sets out that development proposals will be supported where they:

> *"Walking and cycling infrastructure is an integral part of the overall design of the scheme and makes a positive contribution to the distinctiveness of communities and places."*

2.6 Wrexham Connected: Our Sustainable Urban Mobility Plan

2.6.1 The Wrexham Connected document sets a clear vision for the future of transport for the area. It brings together the Council's overall direction of transport planning.

2.6.2 The document outlines the importance of the council's Sustainable Urban Mobility Plan (SUMP). This is discussed in specific reference to WIE, and the Council's concern for the public's ability to connect in and around the town centre, as well as corridors outside of the town.

2.6.3 Stated within the document are the Wrexham Connected objectives, which are set to maximise how the Council can contribute to the national well-being goals contained within the Future Generations Act, being that they support a cohesive Wales and more resilient Wales. The objectives are as follows:

- Safer Places – working with partners to create safer environments for people to live, work and play;

- Sustainable Places – will embrace a 'sustainable', transport-first approach to new development;
- Healthy Places – reduce the impacts of air and noise pollution;
- Affordable Places – stimulate inward investment and regeneration that leads to job creation; and
- Well Connected Places – enhance connectivity to, from and within Wrexham to improve the attractiveness and quality of the area.

2.7 Local Planning Guidance Note 16

2.7.1 In line with Wrexham's Development Plan policy, a series of guidance notes published by WCBC offer specific technical guidance for developers. Local Planning Guidance Note 16 (LPG16) covers parking standards and sets out WCBC's requirements on parking dimensions and the quantum of parking spaces considered appropriate for different land use classes.

2.8 Summary

2.8.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements the other policies and guidance described above is discussed in the following sections of this report, where relevant.

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3 EXISTING SITUATION

3.1 Site Description

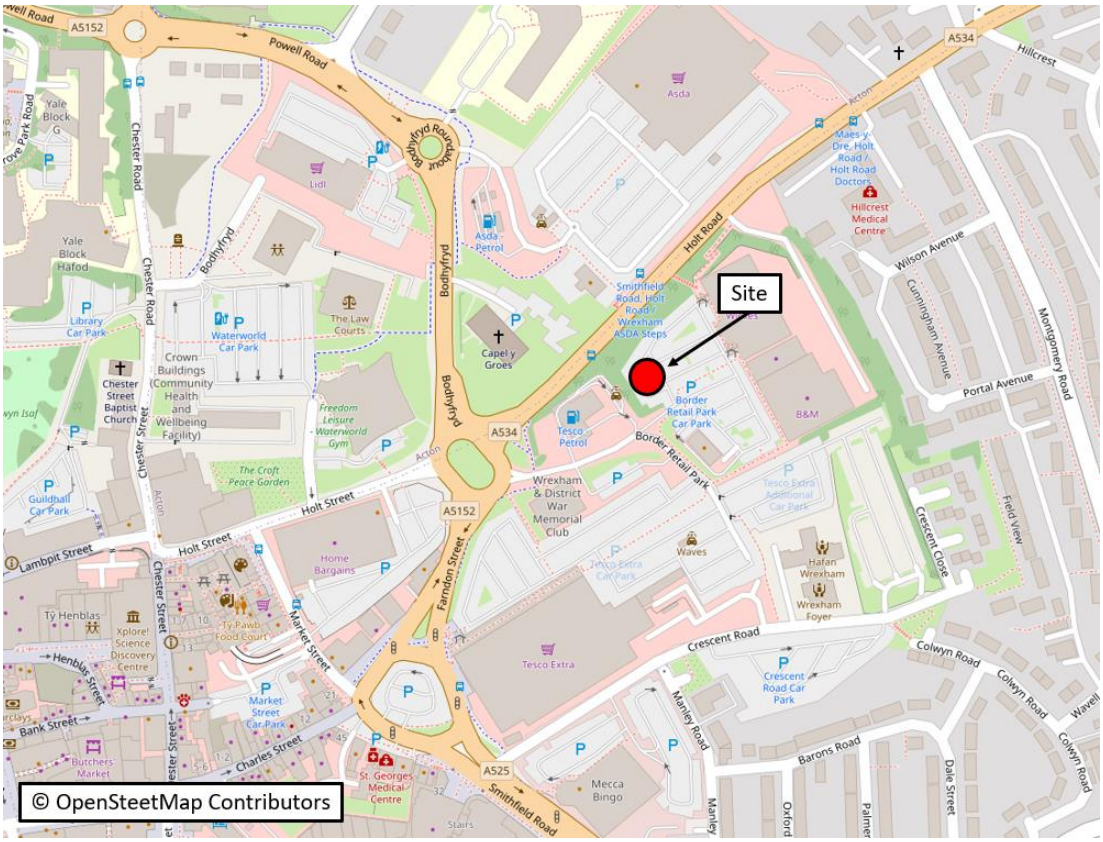
3.1.1 BRP is located on the north-eastern edge of Wrexham town centre and is bordered by Stryt Holt (A534) to the north, a Tesco petrol filling station to the west, the car park associated with a Tesco Extra store to the south and the rear of residential properties accessed via Portal Avenue to the east.

3.1.2 Access to the adjacent highway network is via the 5-arm A5152/Stryt Holt roundabout. Access to BRP/Tesco Extra store/petrol filling station is via the south-eastern arm of this large roundabout. A mini roundabout then separates out traffic accessing the BRP car park to the east and the Tesco Extra store to the south. It is understood that that the access to BRP/Tesco Extra store is unadopted.

3.1.3 The current tenants of BRP are a 2,660sqm Wickes DIY store, a 606sqm Jolleys pet store, a 2,486sqm B&M retail unit and a 269sqm Burger King restaurant with drive thru. BRP has its own car park with 252 spaces being provided for the above mentioned tenants on-site.

3.1.4 The location of the site in relation to both BRP and Wrexham town centre is illustrated below in Image 3.1.

Image 3.1: Site Location Plan



3.2 Local Highway Network

Stryt Holt (A534)

3.2.1 Forming the northern border of BRP, Stryt Holt is an 'A' classified road running in a south-west to north-east alignment. This road forms the easterly approach to the above mentioned A5152/Stryt Holt roundabout.

3.2.2 The road is circa 7.5m wide and features footways/cycle facilities on both sides. In the southern verge, a circa 3m wide combined footway/cycleway is provided with a circa 2m wide footway being provided in the northern verge. This footway in the northern verge is supplemented by an on-road advisory cycle lane, this being circa 1m in width. These pedestrian and cycle facilities are continued into the roundabout junction of the A534 Stryt Holt/A5152/Holt Street with safe pedestrian and cycle crossing points being provided across all arms of the junction and into BRP.

3.2.3 The road is subject to a 30mph speed limit with this being delineated through speed limit signage and enforced by speed cameras. Street lighting is also provided.

3.2.4 A pedestrian/cycle access is provided from BRP to Stryt Holt, this taking the form of steps and a DDA compliant ramp. This access provides a connection to bus stops that can be found on Stryt Holt, these stops providing access to both westbound and eastbound services. Facilities at both of these bus stops are limited to a 'flag' style bus stop. Further details of the bus services in the area are provided in Section 5.

A5152 (north)

3.2.5 To the north of the above mentioned A5152/Stryt Holt roundabout the A5152 provides a connection to Powell Road and the roundabout access to Asda/Lidl food stores. The road is circa 15m wide with 2 running lanes in each direction, these running lanes being separated by a circa 1m hatched central markings. The road is subject to a 30mph speed limit delineated through speed limit signage and street lighting is provided.

3.2.6 Along the road's eastern verge, a 2m wide footway is provided whilst, on the western verge, a 3m wide shared footway/cycleway is provided. As mentioned above, these pedestrian and cycle facilities are continued into the roundabout junction of the A534 Stryt Holt/A5152/Holt Street, with safe pedestrian and cycle crossing points being provided across all arms of the junction and into BRP.

3.2.7 It should also be noted that a toucan crossing is provided circa 150m to the north of the above mentioned A5152/Stryt Holt roundabout enabling both pedestrians and cyclists to cross the road safely.

A5152 (south)

3.2.8 To the south of the above mentioned A5152/Stryt Holt roundabout, the A5152 provides a connection to the roundabout junction of the A525 and Smithfield Road. Circa 70m south of the roundabout the A5152 splits to form a gyratory around the St George's Crescent car park. Both sides of the road are facilitated with shared pedestrian/cycleways with Toucan crossings also being provided to enable pedestrians and cyclists to cross safely. The road is subject to a 30mph speed limit and street lighting is provided.

3.2.9 This section of the A5152 also provides access to a number of bus services. A bus stop with shelter and timetable information is provided outside the Tesco Extra store on the eastern arm of the gyratory. As mentioned above, further details of the bus services in the area are provided in Section 5.

Holt Street

3.2.10 Running west from the A5152/Stryt Holt roundabout, Holt Street provides a connection towards Wrexham town centre. The road is circa 7m wide and features wide footways on either side of the road. The road is subject to a 30mph speed limit and street lighting is provided.

Access to BRP/Tesco Extra Store/Petrol Filling Station

3.2.11 As mentioned above the access road to BRP/Tesco Extra store/petrol filling station forms the south-eastern arm of the A5152/Stryt Holt roundabout. It is understood that that this road is unadopted. The road runs for circa 90m along a west-east alignment from the roundabout at its western end to a mini roundabout at its eastern end.

3.2.12 Access to the petrol filling station is provided along the section of road between the A5152/Stryt Holt roundabout and the mini roundabout. The mini roundabout has two arms, the first of which continues in an easterly direction towards the BRP car park whilst the second arm heads in a southerly direction towards the Tesco Extra car park.

3.2.13 The access road is circa 10m wide and features a westbound and eastbound running lane and a right turn lane for westbound traffic to access the petrol filling station. Circa 20m to the east of the main roundabout, tactile paving and refuge islands are provided to enable pedestrians, including the visually impaired, to cross the access road safely. Additional refuge islands along with dropped kerbs are provided in the vicinity of the above mentioned mini roundabout enabling pedestrians to connect to circa 2m footways which run along the western edge of the retail park. It should however be noted that pedestrian connections between the A5152/Stryt Holt roundabout and the mini roundabout are limited.

3.3 Existing Conditions

General Traffic Conditions

3.3.1 A site visit was undertaken during the AM peak on Tuesday 20th June 2023. Traffic was observed to flow relatively freely on all the roads in the vicinity of the site with no queues or delays being witnessed at any of the junctions in the area.

Car Park Usage

3.3.2 The current level of parking demand in BRP was assessed during the 7 day period between Monday 10th and Sunday 16th of July 2023, this period being before the school summer holidays.

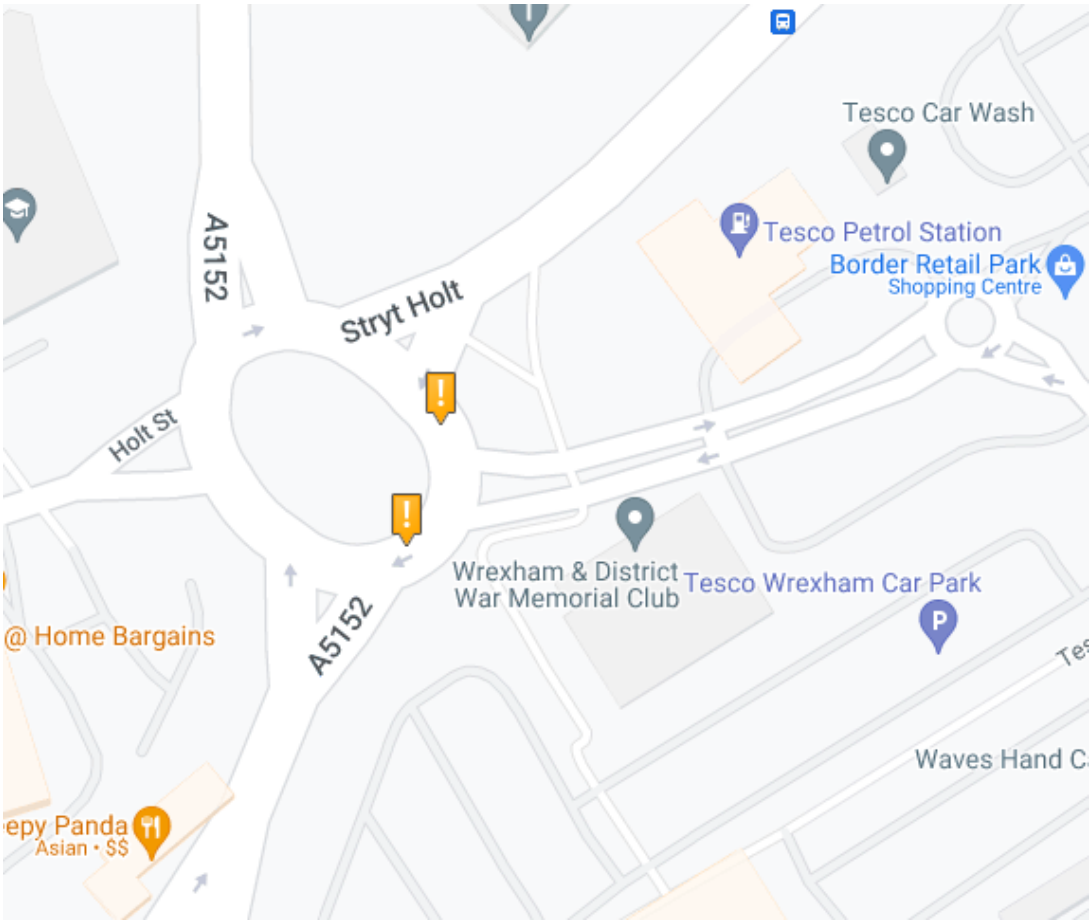
3.3.3 A video camera was installed at the mini roundabout access to BRP and recorded the number of vehicles entering and exiting the site throughout the week. This survey enabled a review to be undertaken on the level of occupancy of the BRP car park throughout the week. The results of this survey have aided the design of the proposed development and are described in detail in Section 4.

3.4 Road Safety

3.4.1 A road safety review has been conducted which has focused on the roads in the immediate vicinity of the site, namely the A5152/Stryt Holt roundabout and the BRP access road. Personal injury accident data has been obtained from CrashMap (CrashMap - UK Road Safety Map) to cover the period between 2018 and 2022, this being the latest data available at the time of writing this TS.

3.4.2 The CrashMap output and a brief description of the accidents that have occurred in the vicinity of the site during the study period is presented in the overleaf.

Image 3.2: CrashMap Data Review in the Vicinity of the Scheme Proposal



3.4.3 Between 2018 and 2022 there were two incidents recorded within the site's vicinity, both of which occurred on the A5152/Stryt Holt roundabout. One of these accidents involved a collision between a car and a cyclist whilst the other involved a collision between two cars. In both cases, the injuries sustained were slight.

3.4.4 Considering the strategic role that A5152/Stryt Holt roundabout plays within the local highway network and the high volumes of traffic it accommodates, there have been very few accidents in the immediate vicinity of the site over the five-year period. Given the low accident rate, it is reasonable to conclude that the development proposals will not result in an increase in the frequency or severity of accidents.

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4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 This Transport Statement (TS) considers the highway and transportation implications associated with the full planning application for the development of a Costa drive thru in Border Retail Park (BRP), Wrexham. The proposed development:

- Will be located in the north-western corner of the existing BRP car park;
- Will have a ground floor area (GFA) of circa 167sqm;
- Will result in the net loss of 31 parking spaces to the existing BRP car park; and
- Will leave 221 parking spaces, including 17 accessible spaces, for the use of the existing tenants of BRP and the proposed Costa.

4.1.2 A proposed site layout plan has been produced by The Harris Partnership and forms part of the supporting documentation for the planning application. It is not included within this document as it has the potential to be revised up to the point of submission and therefore, to avoid conflicting and superseding layouts being submitted within the various planning documents, it is omitted from this report. The supporting documents should be available via the WCBC online planning portal.

4.2 Main Vehicular Access to Border Retail Park

4.2.1 Vehicles accessing the BRP car park do so by taking the first exit at the mini roundabout which itself is accessed via the south-eastern arm of the A5152/Stryt Holt roundabout. This arrangement will be unaltered as a result of these development proposals.

4.3 Vehicular Access to Proposed Development

4.3.1 Vehicular access to the drive thru element of the scheme will be via the BRP car park. Upon entering the car park, vehicles will turn left at the existing priority controlled junction where road markings will sign post drivers towards the drive thru lane entrance which will be located at the south-eastern corner of the building.

4.3.2 Having entered the drive-thru lane, vehicles will loop around the site, passing by the western perimeter of the building where they will make and receive orders. Vehicles will then egress the drive thru via a one way, priority controlled exit located to the north-east of the building.

4.4 Proposed Pedestrian/Cycle Access

4.4.1 Pedestrian and cycle access to the proposed development will be through the existing BRP car park. Safe pedestrian crossing points will be delineated within the BRP car park by two new zebra crossing points.

4.4.2 Provision will also be made for the safe parking of 6 bicycles which is in excess of WCBE policy set out in 'Local Planning Guidance Note 15 (Cycling)' which requires 1 space per 60m² GFA for food and drink outlets. These spaces will be delivered as 3 Sheffield stands to be located outside of the building's main entrance.

4.5 Internal Layout

4.5.1 The scheme will deliver 5 new parking spaces, including 2 accessible spaces, to be located adjacent to the BRP internal circulation road, opposite the building's main entrance. Vehicle tracking conducted using the industry standard software AutoTrack has shown that all newly proposed parking spaces are easily accessible for a large car. This vehicle tracking is presented in Drawing P23056-001 in Appendix B.

4.5.2 The layout of the drive thru element of the scheme had been designed to accommodate large cars and vans. The ability for a large car and van to negotiate the drive thru is also presented in drawing P23056-001.

4.6 Proposed Commercial Vehicle Access

4.6.1 Servicing of the building, including deliveries and refuse collection, will be via the existing BRP car park. Drawings produced by The Harris Partnership show a designated space for delivery vehicles located in the carriageway of the BRP car park circulation road. The client has advised that Costa typically use a vehicle measuring 11.2m in length for making deliveries and that the proposed development should, therefore, be accessible for a vehicle of this size.

4.6.2 Vehicle tracking has been undertaken using a Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis) which is the same size as the vehicle specified by the client. It is proposed that, after a delivery is complete, the vehicle loops around the northern perimeter of the BRP car park in a clockwise direction, thereby enabling it to egress the site in forward gear.

4.6.3 This manoeuvre will necessitate the removal of 1 regular parking space in the north-eastern corner of the car park as well as the redesign of the adjacent kerb. The removal of this space has been accounted for in the car park assessment (see section 4.7). Drawing P23056-002 in Appendix B shows the path the delivery vehicle will take through the BRP car park as well as the parking space that will need to be removed.

4.6.4 It should be noted that the vehicle used for this swept path analysis is larger than a typical refuse collection vehicle. The same servicing strategy should, therefore, be suitable for refuse collection. Servicing of the building will take place at quieter times of the day.

4.7 Parking Provision

4.7.1 The scheme proposals will result in the net loss of 31 parking spaces in the existing BRP car park, reducing the total number of spaces from 252 to 221. The delivery of 2 new accessible spaces (and the retention of all of the existing accessible spaces) will take the total for the BRP car park to 17.

4.7.2 To examine the impact of the net loss of the 31 spaces from the existing BRP car park, the current level of parking demand was assessed during the 7 day period between Monday 10th and Sunday 16th of July 2023, this period being before the school summer holidays.

4.7.3 As part of this survey a video camera was installed at the mini roundabout access to BRP and recorded the number of vehicles entering and exiting the site throughout the study period. This survey enabled a review to be undertaken of the level of occupancy of the BRP car park for the entire week.

4.7.4 The results of the survey have been summarised for each 15 minute period between the hours of 06.00 and 18.00 for each of the survey days. The full results are available on request.

4.7.5 Table 4.1 below provides a summary of the survey results in terms of:

- The maximum number of spaces occupied on each of the survey days throughout the week;
- The maximum stress (percentage occupancy) of the current car park layout;
- The maximum stress (percentage occupancy) of the proposed 221 space car park layout;
- The number of spaces that would be available in the proposed 221 space car park layout; and
- The peak usage period of the car park throughout the week (indicated in bold).

Table 4.1: Parking Survey Summary

	Max Occupied Spaces	Max Stress (Current Layout)	Max Stress (Proposed Layout)	Spare Spaces (Proposed Layout)
Monday	91	36%	41%	130
Tuesday	98	39%	44%	123
Wednesday	93	37%	42%	128
Thursday	85	34%	38%	136
Friday	100	40%	45%	121
Saturday	**136**	**54%**	**62%**	**85**
Sunday	124	49%	56%	97

4.7.6 The above table illustrates that, throughout the week, the existing level of parking stress at the BRP car park is generally between 30% and 40% with Saturday being the only day to exceed 50%. This indicates that, as it currently exists, the BRP car park has plenty of spare capacity.

4.7.7 In the event that the car park is reduced from 252 to 221 spaces, parking stress remains comfortably below 50% throughout the working week. Only at weekends does parking stress exceed 50% with the peak occurring at midday on Saturday. This means that, during this Saturday peak, there will still be 85 available parking spaces in the BRP car park after accounting for the net loss of the 31 spaces to accommodate the proposed development. In this event, customers wishing to visit the other tenants of BRP (Wickes, Jolleys, B&M and Burger King) will not have any difficulty finding parking spaces.

4.7.8 The client has confirmed that 15 part-time and full-time staff (the equivalent of 11 full-time staff members) will be employed at the site. Details of shift patterns are not currently known but, with opening hours confirmed to be 05:00 to 23:00 7 days a week, it is highly unlikely that all 15 staff will be requiring parking spaces at any one time. This is especially true given that it is very likely that many, possibly most, staff members will travel by sustainable modes or be dropped off/car share. The newly proposed parking spaces should, therefore, comfortably meet staff parking requirements with the wider BRP car park meeting any excess demand.

4.7.9 As for customer demand, the nature of the development proposals mean that most customers will be driving to the site, making and collecting their orders and then departing immediately. The proposals will accommodate a limited number of sit-in customers with many of these customers likely to be pass by trips associated with visits to the other tenants in the BRP/other nearby shopping outlets. It is also likely that many sit-in customers will travel by sustainable modes. Nonetheless, given the ample spare capacity highlighted in Table 4.1, the BRP car park will be able to comfortably accommodate any sit in customers who choose to travel to the site by private car.

4.7.10 It's important to bear in mind that the Table 4.1 summarises the maximum demand for parking across all seven days. During each of these days, parking demand within BRP fluctuates with the rest of each day experiencing less intensive levels of parking demand than that which has been presented above. This section of the TS, therefore, represents a robust assessment of the impact of the delivery of the proposed development on the operation of the wider BRP car park and its other tenants.

4.8 Summary

4.8.1 The existing access into BRP will remain unaltered as a result of these development proposals.

4.8.2 Vehicular access to the drive thru will be provided at the south-eastern corner of the building. Vehicles will then egress back on to the BRP car park circulation road via a priority controlled junction located at the building's north-eastern corner.

4.8.3 Pedestrian access will be through the existing BRP car park with informal crossing points being provided within the car park to enhance pedestrian movements through the car park.

4.8.4 A total of 3 cycle parking spaces will be provided for the proposed development in line with WCBC policy.

4.8.5 Service vehicles will be able to access and egress the site by looping round the site's northern perimeter in a clockwise direction. This will necessitate the removal of 1 regular parking space and the redesign of the adjacent kerb in the north-eastern corner of BRP car park.

4.8.6 It has been demonstrated that reducing the capacity of the BRP car park to 221 spaces will leave plenty of spare capacity for any parking demand generated by the development as well as the existing parking demand generated by the other tenants of BRP.

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5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction

5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. The National Design Guide (2021) defines sustainable transport modes as:

> *'Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.'*

5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

5.2 Access by Foot

5.2.1 As discussed in section 3, the roads connecting the proposed development to the adjacent highway network are well facilitated with footways, pedestrian crossings and street lighting. Additionally, the main roundabout from which access is take to the proposed development is facilitated with wide footways and pedestrian crossing points at each of its five arms.

5.2.2 Research has indicated that acceptable walking distances depend on several factors, including the quality of the street environment, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled Providing for Journeys on Foot (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Acceptable Walking Distances

Criteria	Commuting (m)	Local Services (m)
Desirable	500	400
Acceptable	1000	800
Preferred Maximum	2000	1200

Source: CIHT Document '*Providing for Journey's on Foot*' (2000)

5.2.3 Due to its proximity to the town centre, the site location can be considered sustainable. The local area is characterised by a high density of commercial activity and, within a short walking distance of the site, there's a substantial range of shops and places of employment. This, combined with the comprehensive pedestrian infrastructure, means that there will be a significant quantity of pedestrian traffic in the vicinity of the site throughout the day, particularly at peak times and weekends.

5.2.4 High levels of existing pedestrian traffic mean that the proposed Costa will be ideally located to be accessible for pedestrians. Most likely, pedestrians will choose to use the Costa on their way to/from another destination. For example, given the range of places of employment located within walking distance of the site, it's likely that there will be a significant number of workers walking to the Costa on their way to work or during their break. The above also demonstrates that potential employees of the scheme can walk to work from a wide catchment area.

5.3 Access by Cycle

5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, but also as part of longer journeys by public transport.

5.3.2 The CIHT document Cycle Friendly Infrastructure (2004) states in paragraph 2.3 that:

> *'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'*

5.3.3 Local Transport Note 1/20 Cycle Infrastructure Design states similar, that:

> *'Two out of every three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people'.*

5.3.4 As discussed previously, many of the roads nearby to the site are facilitated with shared pedestrian/cycleways. Many of these same roads also feature toucan crossings, enabling cyclists to cross the road safely. There is also a ramped access from BRP which provides direct access to the cycle facilities that are provided on Stryt Holt.

5.3.5 It should also be noted that as part of the development proposals 3 cycle parking spaces will be provided outside the main entrance to the building to further encourage the use of this sustainable mode of transport.

5.3.6 Image 5.1 below, shows the cycle routes within close proximity to the site. Shared pedestrian/cycle routes are shown in purple, off-road cycle routes in brown, and other road suitable for cycling in green.

Image 5.1: WCBC Active Travel Network Map



5.3.7 These cycle routes near the site link up with the wider cycle network which comprehensively covers much of Wrexham. For instance, cyclists from Wrexham town centre can travel to the Border Park access road without ever having to leave shared pedestrian/cycle ways.

5.3.8 A 10-minute and 25-minutes journey time equates to approximately a 2,000m and 5,000m catchment range respectively, with these being based on the somewhat conservative cycle speed of 12kph. Commuting cyclists are more typically assumed to travel at speeds between 15-20kph so a greater catchment may be more realistic.

5.3.9 On this basis, all of Wrexham is within a 25-minute bicycle journey of the site. It is therefore reasonable, given the high quality cycling infrastructure, to assume that cyclists across Wrexham will be able to access the site, most likely as a stop-off on their way to another destination, such as a place of employment. The above also demonstrates that potential employees can also cycle to work from a wide catchment area.

5.4 Access by Public Transport

5.4.1 The CIHT document Planning for Public Transport in Developments (1999) recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately a 1.4m/s walking speed.

5.4.2 The nearest bus stop to the site is *Holt Road after Wrexham ASDA Steps, Smithfield Road*, located on Stryt Holt. The stop is located circa 100m from the site, these bus stops being accessed via the above mentioned entrance from BRP onto Stryt Holt. As mentioned above, facilities at these bus stops consists of a 'flag' style bus stop. These bus stops provide access to the 5, 8, and the TL1 services.

5.4.3 The 5 bus route provides a connection between Wrexham and Chester circa every 2 hours whilst the 8 is a Wrexham circular route with services every 30 minutes. Both the 5 and 8 services run at peak times as well as on Saturdays. Finally, the TL1 connects the Borras Park area of Wrexham to the town centre with 4 services running per day on weekdays and Saturdays.

5.4.4 Additional services can also be accessed via the bus stop on the eastern side of the A5152 gyratory around St. George's Crescent car park, this stop being located circa 250m from the site. Services that can be accessed via this stop include the 146, which provides 4 services a day (Monday – Saturday) between Whitchurch and Wrexham bus station, and the 41B which provides an hourly Sunday service between Pentre Maelor and Plas Coch. The stop is also serviced by the TL3, another Wrexham circular running 4 buses a day (Mondays – Saturdays).

5.4.5 Given the excellent range of bus services available and the proximity of bus stops to the site, the site can be reasonably considered accessible via this mode of sustainable transport. Realistically, it's unlikely that there will be many people travelling by bus specifically to use the Costa, however this mode of transport is available for potential employees at the site.

5.5 Summary

5.5.1 This section of the report has demonstrated that the site's location on the edge of Wrexham town centre makes it accessible via a range of sustainable transport options. Due to the nature of the proposed development, most people using the Costa are likely to be using it as part of another journey rather than as a stand-alone trip. It is anticipated that most of the journeys to Costa will be shoppers and people commuting to/from work. Therefore, given the range of shops and places of employment located close to the site, it's reasonable to assume that many people travelling to the area via sustainable means will choose to stop-off for a coffee.

5.5.2 What has also been demonstrated is that many forms of sustainable modes of transport are available to potential employees of the site to access their place of work.

5.5.3 Chapter 8 of PPW sets out the aim of *'extending choice in transport and securing accessibility'*, in ways which *'support sustainable development'*. PPW states that these aims can be achieved in numerous ways, such as reducing the need to travel, locating developments near other related used to encourage multi-purpose trips and supporting sustainable travels options in rural areas. In light of the location of the site and the existing walking, cycling and public transport infrastructure, it's concluded that there's plenty of opportunity for access to the site by sustainable modes.

6 IMPACT ASSESMENT

6.1 Introduction

6.1.1 This section of the report details the methodology used to predict the vehicular demand associated with the proposed development and determine if capacity assessments of the existing access or any off-site junctions will be required.

6.1.2 In particular, the WCBC raised concerns during scoping discussions around the potential impact on the A5152/Holt Street roundabout which already accommodates heavy vehicular traffic.

6.1.3 The Department for Transport's (DfT) Guidance on Transport Assessment (GTA) suggests that an increase of 30 two-way trips is a useful point of reference regarding traffic impact at junctions, implying that any increase in trips less than this figure is unlikely to cause a detrimental impact. In absence of any more recent guidance as to when a capacity assessment is required, this has been applied as an appropriate threshold as the basis for assessment.

6.1.4 Additionally, this section of the report will seek to establish that vehicle stacking in the drive thru lane will not block vehicle circulation in the wider BRP car park, something which was raised as a point of concern by WCBC during initial scoping discussions.

6.2 Vehicular Trip Generation

6.2.1 The industry approved TRICS database has been used to forecast the number of vehicular trips that the development is likely to generate. The TRICS report output which includes details of the sample derivation process is provided in Appendix C.

6.2.2 'Drive Through Coffee Shop' was chosen for Land Type and 'Edge of Town' and 'Suburban Area' for Selected Locations. These locations were then filtered further, leaving 3 surveys from an 'Industrial Zone', 2 from a 'Retail Zone', and 1 from a 'Residential Zone'. Whilst the site is in an area predominantly characterised by retail activity, the close proximity of commercial activity and residential neighbourhoods means that the site is likely to exhibit characteristics associated with industrial and residential zones. Including these categories into the Trip Rates had the additional advantage of increasing the number of surveys and therefore the statistical reliability of the selected sample.

6.2.3 Surveys of sites with a GFA ranging from 140sqm to 305sqm were used, this being the largest range available in the TRICS database.

6.2.4 For the Trip Generation, all trip numbers have been reduced by 50% to account for the fact that a high proportion of journeys will be linked with the other retail units in the area and the likely high levels of pass-by trips likely to be generated by such a development. It should be noted that, when forecasting likely levels of trip generation for similar drive-thru developments, accounting for pass-by

trips by applying a 50% reduction has been approved by Local Highway Authorities across the UK. A 50% reduction has also been accepted by the highways officers at WCBC as part of the Scoping Study conducted in advance of the production of this TS.

6.2.5 The derived Trip Rates and Trip Generation can be seen in table 6.1. Network peak hours have been highlighted.

Table 6.1: 12 Hour TRICS Derived Trip rates and Trip Generation

	Trip Rates			Trip Generation		
Time	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	12.075	11.245	23.320	10	10	20
08:00-09:00	**15.925**	**14.340**	**30.265**	**14**	**12**	**26**
09:00-10:00	19.623	18.642	38.265	17	16	32
10:00-11:00	15.170	15.396	30.566	13	13	26
11:00-12:00	13.585	14.038	27.623	12	12	23
12:00-13:00	15.774	14.943	30.717	13	13	26
13:00-14:00	14.113	15.019	29.132	12	13	25
14:00-15:00	11.547	11.623	23.170	10	10	19
15:00-16:00	10.113	9.509	19.622	9	8	17
16:00-17:00	9.660	10.792	20.452	8	9	17
17:00-18:00	**8.453**	**9.811**	**18.264**	**7**	**8**	**15**
18:00-19:00	6.642	6.868	13.510	6	6	11
Daily (12hr)	**152.680**	**152.226**	**304.906**	**128**	**127**	**254**

6.2.6 As the above table shows, the proposed Costa drive thru can be expected to generate circa 26 and 15 two way trips to the local highway network during the AM and PM weekday peaks respectively which equates to circa 2 trips per minute during the busier AM peak. Based on this level of trip generation and the advice contained in GTA, no capacity assessment of the A5152/Holt Street roundabout, or any other section of the local highway network, will be required.

6.3 Drive Thru Lane Stacking

6.3.1 The trip generation figures presented above indicate that the site will generate circa 2 trips per minute during the busier of the two network peak periods (the AM peak). The client themselves have said that circa 2 customer arrivals per minute is typical for peak periods (based on empirical observations of other Costa drive thru's located across the country). It is, therefore, reasonable to assume that the queue lengths of the Costa proposed at BRP will be similar to those of other Costa drive thru's located elsewhere.

6.3.2 The client has advised that it is typical for there to be 3-4 vehicles queuing in the drive thru lane during peak periods. Drawings supplied by the Harris Partnership have demonstrated that the drive thru lane can comfortably accommodate 7 large cars meaning that overspill onto the wider BRP is highly

unlikely. The development proposals would have to generate double the number of trips that Costa's drive thru's normally generate in order for vehicle stacking to extend beyond the length of the drive thru lane. Even in these, highly improbable, circumstances there would only be one vehicle briefly waiting on the BRP internal circulation road. Given that the road is a two lane carriageway, vehicles wishing to access the northern end of the BRP car park will be able to overtake any cars waiting to enter the drive thru lane. It should again be stressed, however, that it would take double the number of expected trip generations for any overspill of the drive thru lane to occur.

6.3.3 It should also be noted that, as is standard for all Costa drive thru's, a designated parking space will be provided at the site's northern boundary for any vehicles waiting for the delivery of a bigger order. Therefore, queue lengths will not be impacted by the occasional large order.

6.4 Summary

6.4.1 This section has explained the methodology adopted for forecasting the potential vehicular trip generation for the development proposal.

6.4.2 The trip generation exercise described above demonstrates that the development proposals are expected to generate minimal levels of traffic during the network AM and PM peak periods. On this basis, capacity assessments of the A5152/Holt Street roundabout are considered to be unnecessary.

6.4.3 This section of the report has also confirmed that the forecast trip generation of the development proposals are very similar to what has been empirically observed at Costa drive thru's across the country. It has, therefore reasonable to assume that vehicle stacking in the drive thru lane will be the same as in other Costa drive thru's. Given that the expected vehicle stacking can be comfortably accommodated by the drive thru lane, the development proposals will not have ramifications for the circulation of vehicles in the wider BRP.

6.4.4 On the basis of the above, it is the conclusion of this section of the TS that the proposed development will not have a detrimental impact on the surrounding road network.

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7 SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 This TS has been produced by Prime to consider the highways and transportation implications associated with the WAM development of a 167sqm Costa drive thru to be located in the car park of BRP, Wrexham.

7.1.2 This document has been prepared in accordance with Planning Policy Wales and Technical Advice Note 18: Transport as well as a number of local policy documents. It considers the accessibility of the site and safety for all modes of travel from the private car to more sustainable modes such as walking, cycling and public transport.

7.1.3 A review of personal injury accidents that have occurred on the local highway network has been undertaken for the most recent five-year period. An analysis of those accidents showed that there does not appear to have been a significant number of accidents on the highway network in the immediate vicinity of the proposed development, suggesting that highway safety is not an issue that would preclude the development of the site.

7.1.4 The delivery of the development proposals will result in a net loss of 31 parking spaces in the existing BRP car park, leaving 221 parking spaces to be used by the existing tenants in BRP and the proposed Costa. A review of the usage of the current BRP car park shows that reducing the capacity of this car park to 221 spaces will still accommodate the needs of the exiting BRP tenants and the proposed Costa.

7.1.5 An assessment has been undertaken of the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist to access the site on foot, by cycle and by public transport. This demonstrates that potential customers and employees of Costa can access the proposed development by sustainable modes of transport.

7.1.6 A trip generation exercise demonstrates that the proposed Costa would produce minimal additional volumes of traffic during the peak periods. As such, it is expected that the proposed development will not have a detrimental impact on the BRP car park circulation road or on the wider highway network.

7.2 Conclusion

7.2.1 This report and the associated appendices conclude that that there are no highway safety concerns that would preclude the delivery of the development proposals, the site is accessible by a variety of modes of transport, an appropriate level of car and cycle parking will be provided, and that the development will have a negligible impact on the operation of the surrounding highway network.

7.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or

transportation related reasons why planning permission should not be granted. Should the highway authority have any concerns, we are happy to consult further with them.

APPENDIX A

SCOPING

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Edward Atherton

From: Dave Schumacher
Sent: 26 June 2023 11:43
To: Phil Palmer
Cc: Kellie Wakefield; Ian Hunter; Edward Atherton
Subject: Border Retail Park, Wrexham, Proposed Costa Drive Thru
Attachments: TRIPRATE08866.PDF; 18980-003B Proposed Site Plan (A3).pdf

Hi Phil

I hope you are well.

We have been appointed to provide highways input to another scheme in Wrexham and therefore wanted to engage with you to determine the level of highways input required for the scheme.

Proposals
The client is looking to submit a planning application for the delivery of circa 167sqm Costa Drive Thru on Borders Retail Park, Wrexham.

Site Location
The site is located on the south-western corner of the car park for Borders Retail Park. The site location is indicated below. Also attached for information is an initial site layout, although it should be noted that this layout could be subject to change.



Access & Layout
Access to the highway network will be via the A5152/Holt Street roundabout and the internal mini roundabout. No amendments will be made to the access points. Parking will be delivered in accordance with the Wrexham Council's standards.

Trip Generation
The TRICS database has been utilised to calculate the likely levels of trip generation from the proposed development.

This assessment has used the Drive Through Coffee Shop to calculate the trip generation. It should be noted that the levels of trip generation have been reduced by 50% to account for the high proportion of trips that would be linked with the retail units in the area and the likely high levels of pass-by traffic likely to be generated by such a development.

The resultant trip generation is indicated in the Table below.

	Trip Rates			Trip Generation		
Time	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	12.075	11.245	23.320	10	10	20
08:00-09:00	**15.925**	**14.340**	**30.265**	**14**	**12**	**26**
09:00-10:00	19.623	18.642	38.265	17	16	32
10:00-11:00	15.170	15.396	30.566	13	13	26
11:00-12:00	13.585	14.038	27.623	12	12	23
12:00-13:00	15.774	14.943	30.717	13	13	26
13:00-14:00	14.113	15.019	29.132	12	13	25
14:00-15:00	11.547	11.623	23.170	10	10	19
15:00-16:00	10.113	9.509	19.622	9	8	17
16:00-17:00	9.660	10.792	20.452	8	9	17
17:00-18:00	**8.453**	**9.811**	**18.264**	**7**	**8**	**15**
18:00-19:00	6.642	6.868	13.510	6	6	11
Daily (12hr)	**152.680**	**152.226**	**304.906**	**128**	**127**	**254**

Please confirm the above assessment is acceptable.

On the basis of the above, no capacity assessment of the adjacent highway network is envisaged. Please confirm your agreement to this.

Given the above it is envisaged that a Transport Statement is suitable to support this application through the planning process. No Travel Plan will be produced. Please confirm your agreement to this.

Transport Statement Content
The Transport Statement will contain the following content:

- Introduction;
- Review of relevant transport planning policy & guidance including:
    - Planning Policy Wales
    - TAN 18: Transport
    - North Wales Joint Local Transport Plan
    - Wrexham Unitary Development Plan (1996-2011)
    - Wrexham Local Development Plan 2 (2013-2028)
    - Local Planning Guidance Note 16 – Parking Standards
    - Wrexham Connected: Our Sustainable Urban
- Existing situation review of key local roads and road safety review using Crashmap accident data for the A5152/Holt Street roundabout only (please confirm if accident study area is appropriate);
- Development description;
- Accessibility review – walking, cycling and public transport;
- Trip Generation exercise based on the above TRICS assessment;
- Review the usage of the existing car park to demonstrate the loss of spaces as part of these development proposals will not create any overspill parking issues; and

- Summary and conclusion.

I would be grateful for your thoughts on the above.

Kind Regards

David Schumacher
Director

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MEMORANDUM

wrexham COUNCIL CYNGOR wrecsam

From:	Chief Officer, Environment & Technical	**To:** FAO:	Chief Officer Planning & Regulatory Sharon Holman
Our Ref:	ET/DC/MM/ENQ/2023/0138	**Your Ref:**	ENQ/2023/0138
Date:	22 August 2023		

Erection Of Costa Drive Thru And Associated Works
Border Retail Park, Wrexham LL13 8NG

Further to your email dated 05/07/2023 in respect of the above, please see comments as follows: -

A planning enquiry has been submitted for a proposed drive through coffee shop on Border Retail Park. The shop is to be approximately 167sqm. Provisional location and site layout plans have been submitted.

The access would be from the A5152 off the Holt Street roundabout and the mini roundabout within the retail park.

Site Layout
The proposed site layout appears appropriate. The application will need to show that the expected queuing traffic can be accommodated within the drive through lane, without blocking traffic circulation within the main carpark. Consideration should be given to moving the drive-through servicing window to the northern side of the building, to allow more queueing vehicles to be accommodated.

Swept path analysis should be submitted to confirm that all parts of the site can be safely accessed as appropriate by cars, and by delivery and refuse vehicles.

Car Parking
Parking provision is to be made in line with Wrexham County Borough Council Parking Standards (LPG16). The maximum requirement for A3 land uses (Pubs, restaurants and cafes and hot food takeaways) is 1 car space per $4m^2$ and 1 cycle space per 200 m^2.

It is not clear from the site plan how many parking spaces are allocated to the coffee shop. A Transport Statement (TS) is required to confirm that the coffee shop will have sufficient parking for the anticipated customer and employee demand, within the maximum of 41 set out in LPG16.

The TS must also confirm that the loss of parking spaces available to the wider retail park may be accommodated without displacing parking associated with the existing units. The assessment should consider the parking requirement at peak times.

Access
The proposal would not alter the access points from/to the highway network, which is from the A5152/Holt Street roundabout. The internal retail park roundabout is on private land.

Traffic Impact
The access road from the A5152/Holt Street roundabout already serves a substantial car park and accommodates a significant number of daily vehicle movements.
The TS must provide an estimate of the expected number of trips to and from the coffee shop in the morning and evening highway network peak periods. It must also confirm the opening hours and expected number of employees. The applicant should assess the likely impact on the A5152/Holt Street roundabout.

Construction Traffic and Servicing
A Construction Traffic Management Plan and a Delivery Management Plan will be required to confirm that the construction phase and regular servicing will be managed without undue impact on the highway network.

Conclusion
The proposed site layout appears acceptable. The following will be required to support an application for planning permission:

- Confirmation that the drive through lane is sufficient to accommodate the expected demand, without blocking traffic circulating within the main retail park car park.
- Swept path analysis to confirm that the site can be fully accessed by drive through lane and proposed parking spaces can be safely accessed by cars and that the site can be serviced by delivery and refuse vehicles.
- Evidence that the proposed coffee shop car parking provision is sufficient to accommodate the expected demand for both customer and employee parking and is within the maximum standard set out in LPG16.
- Evidence that the loss of car parking spaces for the wider retail park may be accommodated without displacing parking associated with the existing units.
- The expected traffic generation and the potential impact on the retail park roundabout and the A5152/Holt St roundabout.
- Construction Traffic Management Plan.
- Delivery Management Plan.

K Edmund

Chief Officer, Environment & Technical

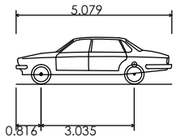
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APPENDIX B

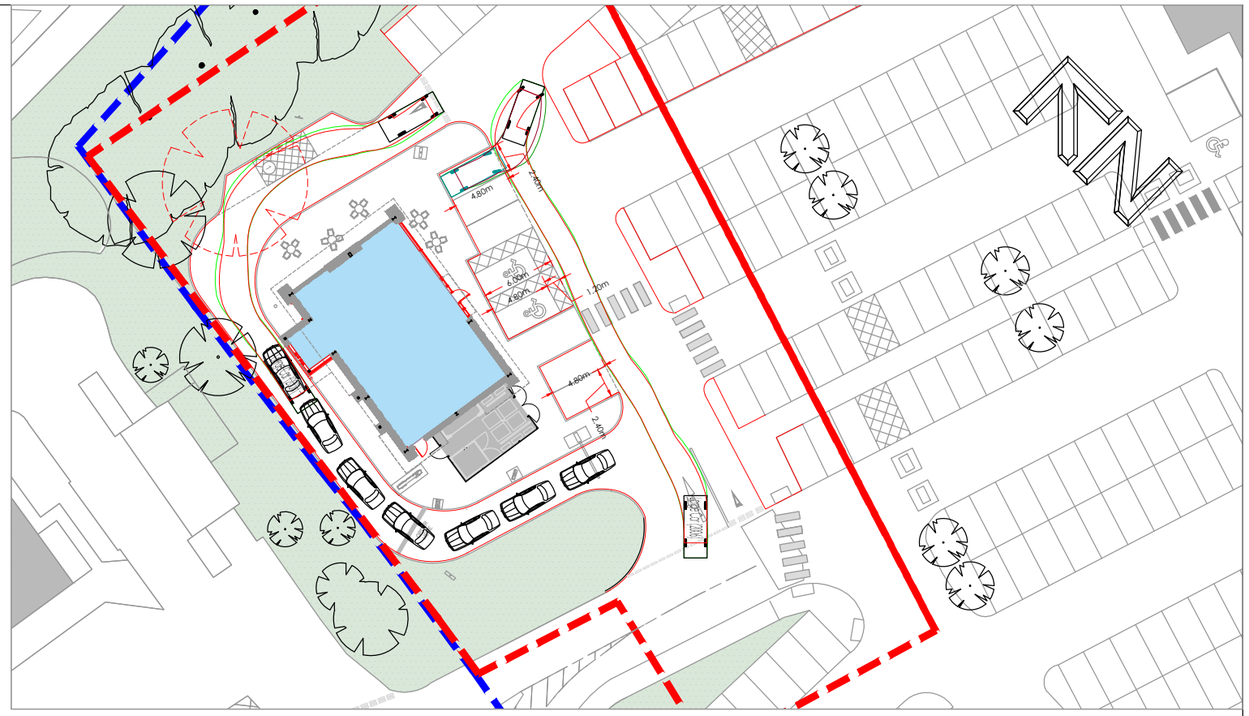
SWEPT PATH ANALYSIS

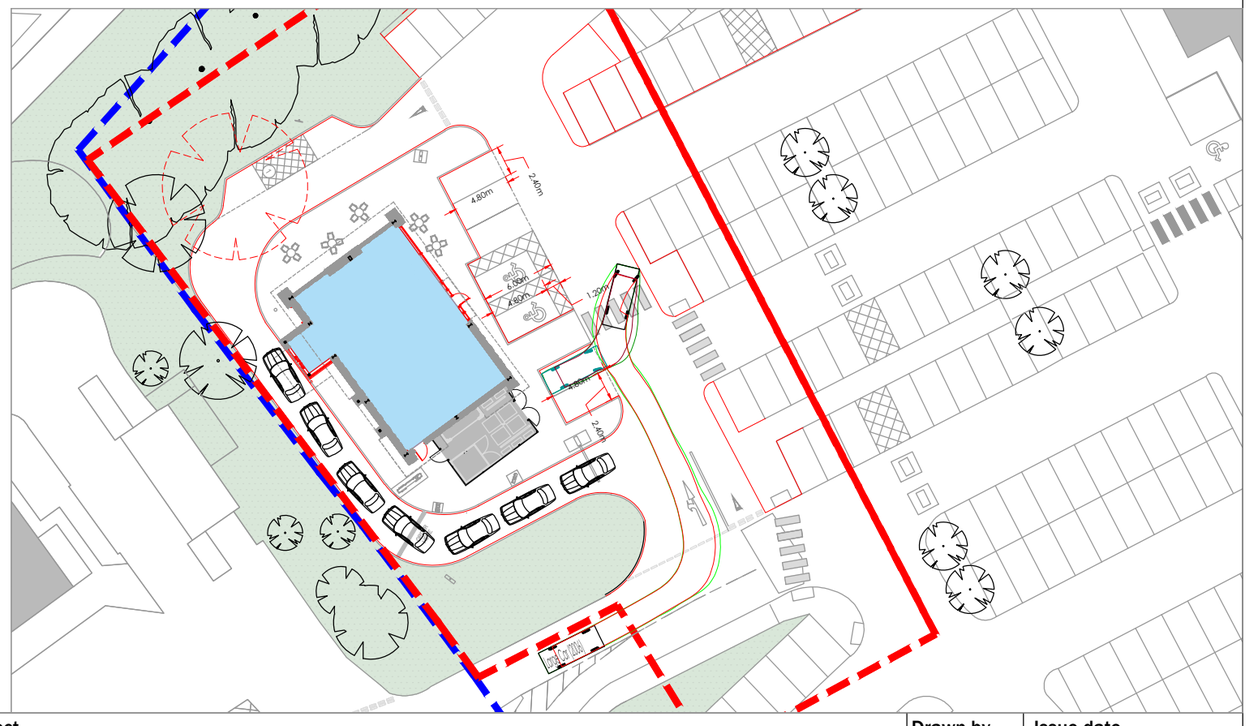
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VEHICLE PROFILE



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m





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Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
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Rev	Date	By	Revision notes
*	*	*	*

DISCLAIMER
- PROPOSALS ARE PRELIMINARY ONLY, NOT FOR CONSTRUCTION PURPOSES
- PROPOSALS WILL BE SUBJECT TO UTILITY AND DRAINAGE INVESTIGATIONS
- PROPOSALS WILL BE SUBJECT TO EXTENT OF ADOPTED HIGHWAY
- DO NOT SCALE THIS DRAWING. DIMENSIONS ARE FOR REPRESENTATIONAL AND INFORMATIONAL PURPOSES ONLY AND SUBJECT TO DETAILED DESIGN
- THIS DRAWING MUST ONLY BE USED FOR THE PURPOSE FOR WHICH IT HAS BEEN SUPPLIED

Project
PROPOSED COSTA COFFEE, BORDER RETAIL PARK, WREXHAM

Title
SWEPT PATH ANALYSIS

Drawn by	Issue date
CM	09 OCT 2023

Scale(s): 1:500 @ A3

Drawing No: P23056-001

Status: INFORMATION

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APPENDIX C

TRICS OUTPUT

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Calculation Reference: AUDIT-753001-230626-0608

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
05	EAST MIDLANDS		
	NM	WEST NORTHAMPTONSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
11	SCOTLAND		
	PK	PERTH & KINROSS	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 305 (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: 23/06/13 to 23/06/23

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Friday	3 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 undertaking using machines.

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	3
Residential Zone	1
Retail Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	6 days - Selected

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 (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	3 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:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 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.

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 HC-06-J-01 COSTA COFFEE HAMPSHIRE
COTSWORTH ROAD
GOSPORT

Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 185 sqm
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

2 HE-06-J-01 STARBUCKS HEREFORDSHIRE
LEDBURY ROAD
ROSS-ON-WYE

Edge of Town
Retail Zone
Total Gross floor area: 305 sqm
Survey date: TUESDAY *24/11/20* *Survey Type: MANUAL*

3 NM-06-J-01 BEWICHED COFFEE WEST NORTHAMPTONSHIRE
DARNELL WAY
NORTHAMPTON

Edge of Town
Industrial Zone
Total Gross floor area: 140 sqm
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

4 NN-06-J-01 STARBUCKS NORTH NORTHAMPTONSHIRE
CORBY ROAD
CORBY
WELDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 236 sqm
Survey date: FRIDAY *23/10/20* *Survey Type: MANUAL*

5 PK-06-J-01 STARBUCKS PERTH & KINROSS
THE TRIANGLE
PERTH
INVERALMOND
Edge of Town
Industrial Zone
Total Gross floor area: 219 sqm
Survey date: WEDNESDAY *20/04/22* *Survey Type: MANUAL*

6 WO-06-J-01 STARBUCKS WORCESTERSHIRE
STOURPORT ROAD
KIDDERMINSTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 240 sqm
Survey date: FRIDAY *09/10/20* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	188	1.064	2	188	0.000	2	188	1.064
06:00 - 07:00	5	217	4.240	5	217	4.055	5	217	8.295
07:00 - 08:00	6	221	12.075	6	221	11.245	6	221	23.320
08:00 - 09:00	6	221	15.925	6	221	14.340	6	221	30.265
09:00 - 10:00	6	221	19.623	6	221	18.642	6	221	38.265
10:00 - 11:00	6	221	15.170	6	221	15.396	6	221	30.566
11:00 - 12:00	6	221	13.585	6	221	14.038	6	221	27.623
12:00 - 13:00	6	221	15.774	6	221	14.943	6	221	30.717
13:00 - 14:00	6	221	14.113	6	221	15.019	6	221	29.132
14:00 - 15:00	6	221	11.547	6	221	11.623	6	221	23.170
15:00 - 16:00	6	221	10.113	6	221	9.509	6	221	19.622
16:00 - 17:00	6	221	9.660	6	221	10.792	6	221	20.452
17:00 - 18:00	6	221	8.453	6	221	9.811	6	221	18.264
18:00 - 19:00	6	221	6.642	6	221	6.868	6	221	13.510
19:00 - 20:00	5	217	5.991	5	217	5.899	5	217	11.890
20:00 - 21:00	5	217	2.949	5	217	4.055	5	217	7.004
21:00 - 22:00	3	181	1.654	3	181	2.206	3	181	3.860
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			168.578			168.441			337.019

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 - 305 (units: sqm)
Survey date date range:	23/06/13 - 23/06/23
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.