Transport Technical Note 1

Proposed Costa Coffee, Border Retail Park, Wrexham

Client: Waypoint Asset Management



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CONTENTS

1 INTRODUCTION 2
1.1 Purpose of Report 2
2 RESPONSE TO WCBC HIGHWAYS COMMENTS 3
2.1 Parking 3
2.2 Deliveries and Servicing 4
2.3 Active Travel 7
2.4 Site Layout 8
3 SUMMARY AND CONCLUSION 9
3.1 Summary 9
3.2 Conclusion 9

APPENDICES

Appendix I Technical Drawings
Appendix II TRICS Output

1 INTRODUCTION

1.1 Purpose of Report

1.1.1 Prime Transport Planning (Prime) were commissioned by Waypoint Asset Management (WAM) to prepare a Transport Statement (TS) in support of their proposals for the *'Erection of Coffee Shop with Drive Thru, associated access, landscaping and servicing'* on land at Border Retail Park (BRP), Wrexham.

1.1.2 The application was validated in June 2024 and assigned the reference P/2024/1171 by Wrexham County Borough Council (WCBC) in its role as local planning authority (LPA). A consultation response dated 20th August 2024 was received from WCBC Highways in its role as local highway authority (LHA) which raised several issues following review of the TS. The LHA have also stated that *'in its current form, the proposals are not acceptable on highways safety grounds'.*

1.1.3 This Technical Note (TN1) has therefore been produced in response to the above-mentioned consultation comments and intends to provide, where possible, the information and clarification requested by the LHA.

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

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

1.1.6 WCBC's comments/ concerns are provided in *blue italics* below, with Primes response in black standard font.

2 RESPONSE TO WCBC HIGHWAYS COMMENTS

2.1 Parking

2.1.1 Within the consultation response, WCBC stated the following in relation to parking:

> *WCBC: WCBC Local Planning Guidance Note No 16 states that for A3 uses the provision of 1 car parking space per 4 sqm of public floor area should be provided and 1 cycle parking space per 40 sqm of public floor area. It is unclear from the floorspace figure provided if this is the overall floorspace for the unit or the public floor area and the applicant is asked to clarify this in order to determine the required car parking and cycle parking for the unit. Should the 168 sqm be the public floor area. Then 42 car parking spaces are required by the standards and 4 cycle parking spaces.' Some secure long stay cycle parking spaces should be provided for staff in a secure lockable compound.*

2.1.2 Prime have received confirmation from the applicant that the public floor area is likely to be approximately 100 sqm, including a 91 sqm seating area and 9 sqm for WC's and the lobby. The remainder of the GFA will comprise the counter and back of house. Based on the figure of 100 sqm, 25 car parking spaces are required and 3 cycle parking spaces.

2.1.3 With regards to the secure long stay cycle parking spaces for staff, it is proposed that a secure metal storage shelter large enough for 2 x cycle spaces is provided behind the bin and plant area. Whilst there are no specific requirements for staff cycle spaces within WCBC parking standards, the provision of 2 spaces is likely to be adequate for the anticipated staff levels.

> *WCBC: it is stated that on a Saturday the parking stress would increase to 63% full) and it states that the number of spare parking spaces would be 85. However, 63% full from 221 spaces is 139 spaces, or 221 – 85 spaces is 136 spaces, could the applicant update the statistics to confirm which is correct.*

2.1.4 The maximum stress quoted within the TS is 62% and therefore the original calculations and figures quoted were correct. However, due to changes within the proposed layout which will be discussed later in this TN1, the scheme proposals will now result in a net loss of 32 spaces in the BRP car park, reducing the total number of spaces from 252 to 220, including 17 accessible spaces. A parking survey was undertaken as part of the TS, however due to the slight change in parking numbers, the parking survey summary has been recalculated and provided in Table 2.1 below.

Table 2.1: Parking Survey Summary

	Max Occupied Spaces	Max Stress (Current Layout)	Max Stress (Proposed Layout)	Spare Spaces (Proposed Layout)
Monday	91	36%	41%	129
Tuesday	98	39%	45%	122
Wednesday	93	37%	42%	127
Thursday	85	34%	39%	135
Friday	100	40%	45%	120
Saturday	**136**	**54%**	**62%**	**84**
Sunday	124	49%	56%	96

2.1.5 As per the TS, the table demonstrates 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.

2.1.6 When reducing the car park from 252 to 220 spaces, parking stress still 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 84 available parking spaces in the BRP car park after accounting for the net loss of the 32 spaces to accommodate the proposed development.

2.1.7 The above therefore demonstrates there will be 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.

2.2 Deliveries and Servicing

2.2.1 With regards to deliveries and servicing, the LHA commented:

> *WCBC: The milk deliveries are stated to be in a 3.5t van but no detail has been provided in relation to the other delivery vans, can this be clarified.*

2.2.2 The applicant has provided the following information with regards to delivery, milk delivery and refuse vehicles:

Costa Delivery Vehicle Details

- Type - Rigid 18t
- Length - 11.123m
- Width - 2.65m
- Height - 4.0m

Costa Milk Delivery Vehicle Details

- Type - 3.5t LWB
- Length - 6.32m
- Width - 2.04m
- Height - 3.1m

Costa Refuse Vehicle Details

- Type - Denis Olympus OL23W
- Length - 9.6m
- Width - 2.53m
- Height - 3.55m

WCBC: No swept paths have been provided to demonstrate the servicing, although the submitted Transport Statement does state that vehicles will circle around the wider site to ensure they exit the site in forward gear.

2.2.3 A swept path analysis of the Costa delivery vehicle stated above has been undertaken on the revised site layout is included in Appendix I. Drawing P23056-002A demonstrates that the largest vehicles anticipated to require access will make deliveries using the proposed delivery bay, and after delivery is complete, will loop around the northern perimeter of the BRP car park in a clockwise direction, thereby enabling it to egress the site in forward gear. As stated within the TS, 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 above. It is also worth highlighting that the vehicle used for this swept path analysis is larger than the typical refuse collection vehicle, therefore the same servicing strategy should be suitable for refuse collection.

WCBC: The site layout plan submitted indicates the delivery vehicle parking behind the accessible spaces and the LHA doesn't see this as acceptable, even if the spaces were coned out, it's important to provide accessible spaces within the vicinity of the site. Furthermore the location of the accessible parking spaces, cycle parking spaces and the delivery vehicle would block visibility for vehicles exiting the drive thru lane which is not acceptable on safety grounds.

2.2.4 This is noted and as such the delivery bay has been relocated further south to avoid the proposed accessible spaces. The delivery bay will overlap with the proposed standard space along the site frontage, however this will be coned off prior to deliveries and is a standard procedure across the 300+ drive-thru sites in the UK. The relocation of the delivery bay and parking spaces has involved relocating the proposed pedestrian crossing points further south and over the drive-thru entrance as per the revised site plan. As part of these changes, two of the existing car parking spaces have been

reinstated. Again, the changes to the parking arrangements have been accounted for within the parking calculations, resulting the net loss of 32 spaces.

2.2.5 With regards to visibility concerns at the drive-thru exit, the give-ways have been brought forward by amending the area of landscaping to the north, the number of proposed parking spaces has reduced, the cycle spaces have been relocated, and the delivery bay has now been relocated as mentioned above. The extent of visibility which can now be achieved from the proposed junction is discussed later in this TN1.

WCBC: One of the 6 surveys used was likely to be affected by covid-19 which could have an impact, the sites selected seem to be from 2020, 2021 and 2022.

2.2.6 This is noted and as such revised trips have been derived from TRICS excluding any surveys undertaken during covid-19. The TRICS output report has been included in Appendix II. It should be noted however, that this exercise has now reduced the sample size to just 3 which goes against TRICS best practice guidance, however this is the maximum number of surveys available on the database for this particular land use and criteria selection.

WCBC: The data is stated to reduced by 50% to take into account the linked trips (where users visit another shop or use in the vicinity of the site) whilst the LHA doesn't dispute this is highly likely, the LHA would question if a 50% reduction would be robust. The applicant states in the TS that this is widely accepted by Local Authorities, but can evidence be provided of similar sites to justify this further.

2.2.7 It should be noted that the 50% reduction to take into account linked trips is considered overly robust for this type of establishment in this type of location. A report was produced on behalf of Costa in July 2016 to review the traffic generation, modal share and traffic related aspects of its drive-thru sites across England, titled *'Drive Thru Operations, Baseline Traffic & Customer Surveys Summary Report'*. It's worth noting that the report has been used as evidence in a number of successful drive-thru coffee shop planning applications including a planning application 21/02286/F (Cherwell District Council) and planning application B/23/0084 (Boston Borough Council). A copy of this report can be provided on request.

2.2.8 The report analyses 6 existing Costa drive-thru sites and summarises a number of traffic related data including the level of pass-by and diverted (linked) trips. Table 5 within the report suggests that on average, 90% of trips which visited the surveyed sites were pass-by or diverted trips on weekdays, suggesting that this type of land use does not generate a significant number of primary purpose trips, and the 50% previously quoted in the TS is extremely robust.

2.2.9 Whilst the report suggests 90% trips are likely to be linked trips, to remain robust within our assessment, a 70% reduction has been applied to the revised TRICS trip rates, with the resultant trip generation provided in Table 2.2 below.

Table 2.2: 12 Hour TRICS Derived Trip rates and Trip Generation

Time	Trip Rates*			Trip Generation**		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	17.463	16.36	33.823	9	8	17
08:00-09:00	**24.449**	**21.691**	**46.140**	**12**	**11**	**23**
09:00-10:00	29.044	28.125	57.169	15	14	29
10:00-11:00	19.853	20.772	40.625	10	11	20
11:00-12:00	18.750	20.221	38.971	9	10	20
12:00-13:00	23.162	21.507	44.669	12	11	23
13:00-14:00	15.809	17.096	32.905	8	9	17
14:00-15:00	14.706	13.235	27.941	8	7	14
15:00-16:00	11.213	11.397	22.610	6	6	11
16:00-17:00	11.581	12.684	24.265	6	6	12
17:00-18:00	**9.926**	**12.316**	**22.242**	**5**	**6**	**11**
18:00-19:00	8.640	8.456	17.096	4	4	8
Daily (12hr)	**204.596**	**203.860**	**408.456**	**103**	**102**	**205**

*Derived from TRICS and excluding Covid-19 data
**70% reduction applied

2.2.10 The above demonstrates that a maximum of 23 two-way trips are anticipated in the AM peak with just 11 two-way trips expected in the PM peak. The proposed land use peak of 09:00-10:00 is anticipated to generate 29 two-way trips.

> *WCBC: It is however, accepted that the likely trip generation from this proposal is likely to be fairly imperceptible on the existing busy junctions in the vicinity of the site.*

2.2.11 Whilst it is recognised that the LHA have already accepted that traffic impact is likely to be imperceptible, the additional evidence provided above (i.e. revised TRICS results but with a more realistic linked trip reduction applied) further justifies that the proposed development will generate a small proportion of trips and will not have a detrimental impact on the surrounding road network.

2.3 Active Travel

2.3.1 With regards to Active Travel, the LHA commented:

> *WCBC: A dedicated pedestrian path is shown into the site, with zebra crossing markings linking between an kerbed area. However, the LHA is concerned that the proposed car parking spaces restrict visibility from the proposed pedestrian crossing and to pedestrians on the crossing which could compromise pedestrian safety.*

2.3.2 This is noted and as such the proposed pedestrian crossing point over BRP aisle has been relocated further south, with another crossing proposed over the drive-thru entrance, therefore ensuring that there are no parking spaces in close proximity which could compromise pedestrian safety.

WCBC: Secure long stay cycle parking spaces for staff should be provided. The Sheffield stands proposed are acceptable for short stay cycle parking provision but should be provided closer to the entrance in a location with more natural surveillance.

2.3.3 This is noted and as such a secure metal cycle storage shelter large enough for 2 x cycle spaces will be provided behind the bin and plant area as mentioned previously. Furthermore, the 3 Sheffield stands have now also been located further south north of the external seating area thereby benefiting from natural surveillance.

2.4 Site Layout

2.4.1 With regards to the site layout, the LHA commented:

WCBC: The TS states that the drive thru lane can accommodate 7 vehicles, however, there is concern that a 5 vehicle queue from the order point could potentially block back onto the access road. No evidence or surveys have been undertaken to clarify what the likelihood of queues in the peaks at the site are likely to be.

2.4.2 The applicant has confirmed that the proposed layout and length of the drive-thru lane is standardised. Furthermore, this length of drive-thru lane has been constructed on approximately 300+ drive-thru sites throughout Great Britain.

2.4.3 As mentioned in the TS, it is typical for approximately 3-4 vehicles to be queuing in the drive-thru lane during peak periods, therefore the stacking room provided is considered appropriate. In the highly unlikely scenario that the queue from the order point is longer than 5 vehicles, and a vehicle is required to briefly wait on the BRP aisle, there are alternative routes into the main car park by remaining on the eastern arm of the roundabout and continuing along the main aisle into the car park.

WCBC: The LHA is concerned that there is restricted visibility from the drive thru exit point, the siting of the cycle parking spaces, accessible parking spaces and delivery vehicles would all block visibility from the drive thru exit which isn't acceptable on highway safety grounds. Whilst the car park is not adopted highway it is anticipated that visibility for a 20mph road would be most appropriate and therefore the applicant is requested to demonstrate 2.4m x 25m along the site frontage towards the entrance to Border Retail Park.

2.4.4 Given the existing BRP car park is signed as having a 10mph speed limit, the request for 2.4m x 25m visibility splays in accordance with a 20mph feels excessive. Whilst it is understood that the 10mph speed limit is advisory and not enforceable, the drive-thru exit is located adjacent a bend in the car park aisle, therefore speeds are unlikely to be anywhere near 20mph as vehicles will naturally be slowing down on the approach to the bend in order to navigate the sharp corner safely.

2.4.5 Prime do however accept that visibility would have been difficult to deliver on the previous layout, therefore as mentioned previously, the give-way lines of the proposed drive-thru exit have been brought forward, the number of spaces proposed along the site frontage has reduced, the delivery bay and parking spaces have been pushed further south, and the cycle stands have been relocated further south. Drawing P23056-003 in Appendix I demonstrates how a 2.4m x 12m in accordance with a 10mph speed limit can now be achieved.

WCBC: The LHA recommends the provision of a Construction Traffic Management Plan which should include parking for construction staff, deliveries and temporary traffic management.

2.4.6 This is noted and as such the applicant is willing to accept a suitably worded condition for the submission, approval and implementation of a Construction Traffic Management Plan.

3 SUMMARY AND CONCLUSION

3.1 Summary

3.1.1 This response provides additional information that WCBC have requested in relation to planning application P/2024/1171.

3.1.2 Clarification has been provided in relation to some of the technical issues raised with regards to parking numbers and trip generation, and several modifications to the proposed site layout have been presented including:

- Relocation of the proposed delivery bay;
- Relocation of the proposed pedestrian crossing points;
- Updates to proposed landscape/parking areas;
- Reduction of 1 parking space;
- Amendments to the alignment of the drive-thru give-way lines;
- The provision of secure cycle storage for staff; and
- The relocation of the cycle stands.

3.1.3 The above changes have resulted in the net loss of 32 spaces, however it has been demonstrated that the remaining 220 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.

3.2 Conclusion

3.2.1 The proposed amendments to the scheme outlined in this TN1, along with the information provided in the TS conclude there are no highway safety concerns that would preclude the delivery of the

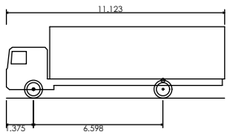
development proposals, and that the development will have a negligible impact on the operation of the surrounding highway network.

3.2.2 Prime trust that this response clarifies their position on each of the points raised by WCBC and will allow the LHA to approve the scheme on Highways matters.

APPENDIX I

TECHNICAL DRAWINGS

VEHICLE DIMENSIONS



Costa 13/18 Tonne Rigid Vehicle

Overall Length	11.123m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

PARKING SPACE REMOVED AND KERB LINE ADAPTED TO SUIT VEHICLE TRACKING

Rev	Date	By	Revision notes
A	10.09.24	VB	LATEST SITE LAYOUT

DISCLAIMER

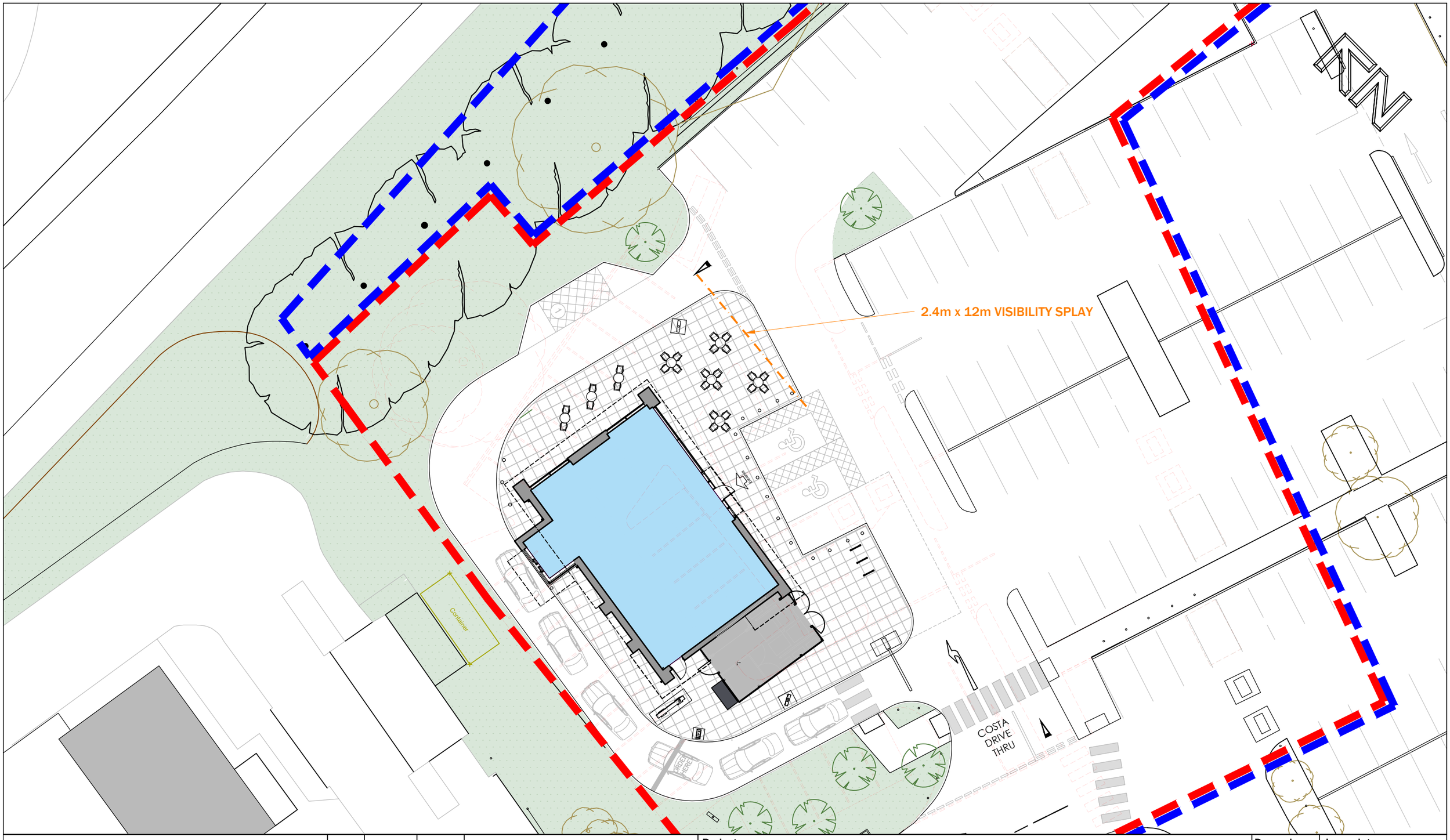
- PROPOSALS ARE PRELIMINARY ONLY, NOT FOR CONSTRUCTION PURPOSES
- PROPOSALS WILL BE SUBJECT TO UTILITY AND DRAINAGE INVESTIGATIONS
- PROPOSALS WILL BE SUBJECT TO EXTENT OF ADOPTED HIGHWAY
- DO NOT SCALE THIS DRAWING. DIMENSIONS ARE FOR REPRESENTATIONAL AND INFORMATIONAL PURPOSES ONLY AND SUBJECT TO DETAILED DESIGN
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Project
PROPOSED COSTA COFFEE, BORDER RETAIL PARK, WREXHAM

Title
SWEPT PATH ANALYSIS - COSTA DELIVERY VEHICLE

Drawn by: VB	Issue date: 10 SEPT 2024
Scale(s): MAIN: 1:500 @ A3 WINDOW: 1:250 @ A3	
Drawing No: P23056-002A	
Status: INFORMATION	



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Rev	Date	By	Revision notes
*	*	*	*

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Project

PROPOSED COSTA COFFEE, BORDER RETAIL PARK, WREXHAM

Title

DRIVE-THRU VISIBILITY

Drawn by	Issue date
VB	10 SEPT 2024

Scale(s): 1:250 @ A3

Drawing No: P23056-003

Status: INFORMATION

APPENDIX II

TRICS OUTPUTS

Calculation Reference: AUDIT-753001-240829-0814

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
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 219 (units: sqm)
Range Selected by User:	125 to 425 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 26/11/13 to 26/11/23

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
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 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)	1
Edge of Town	2

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

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	5 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	3 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	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:

25,001 to 50,000	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	1 days
1.1 to 1.5	2 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	3 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

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

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 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*

3 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*

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-19
NN-06-J-01	Covid-19

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	1	140	1.429	1	140	0.000	1	140	1.429
06:00 - 07:00	3	181	5.882	3	181	5.882	3	181	11.764
07:00 - 08:00	3	181	17.463	3	181	16.360	3	181	33.823
08:00 - 09:00	3	181	24.449	3	181	21.691	3	181	46.140
09:00 - 10:00	3	181	29.044	3	181	28.125	3	181	57.169
10:00 - 11:00	3	181	19.853	3	181	20.772	3	181	40.625
11:00 - 12:00	3	181	18.750	3	181	20.221	3	181	38.971
12:00 - 13:00	3	181	23.162	3	181	21.507	3	181	44.669
13:00 - 14:00	3	181	15.809	3	181	17.096	3	181	32.905
14:00 - 15:00	3	181	14.706	3	181	13.235	3	181	27.941
15:00 - 16:00	3	181	11.213	3	181	11.397	3	181	22.610
16:00 - 17:00	3	181	11.581	3	181	12.684	3	181	24.265
17:00 - 18:00	3	181	9.926	3	181	12.316	3	181	22.242
18:00 - 19:00	3	181	8.640	3	181	8.456	3	181	17.096
19:00 - 20:00	3	181	6.985	3	181	6.985	3	181	13.970
20:00 - 21:00	3	181	4.596	3	181	5.515	3	181	10.111
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:			225.142			224.448			449.590

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 - 219 (units: sqm)
Survey date date range:	26/11/13 - 26/11/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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.