

Prepared on behalf of

Carter Lauren Construction Ltd

**Proposed Marston's Lodge
The Plas Coch Public House
Plas Coch, Wrexham**

Transport Assessment

Acknowledgements:

The TRICS database has been used in this report to derive trip rates and then calculate traffic generations.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd, unless otherwise expressly stated within this report.

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1 Introduction

1.1 Sanderson Associates (Consulting Engineers) Ltd. has been appointed by Carter Lauren Construction Ltd. to advise on traffic and transportation related issues surrounding a proposed Marston's Lodge development on land at the Plas Coch Public House, Wrexham. The location of the site is shown on **Figure 1** at **Appendix A**.

1.2 The proposals include the construction of a 24 bedroom Marston's Lodge. A copy of the Architects proposed layout plan together with an existing site survey is included in **Appendix B**. The proposals also include the reconfiguration of the northern section of the existing Plas Coch car park to allow access to the proposed Lodge and associated parking. The proposed Lodge is situated on an area of vacant land on the north eastern corner of the existing premise.

1.3 National and Local Policy

1.4 National policy for Wales is contained in the document Planning Policy Wales (PPW) (Edition 9, November 2016)

1.5 National planning policy on highway and transport matters is provided in Technical Advice Note (TAN) 18: Transport (2007). It provides guidance to Local Authorities about integrating land use and transport planning and explains how transport impacts should be assessed and mitigated.

It provides advice on:-

- Integration between land use planning and transport
- Location of development
- Parking
- Design of development
- Walking and cycling
- Public transport

- Planning for transport infrastructure
- Assessing impacts and managing implementation

1.6 The current adopted development plan for Wrexham County Borough Council is made up of policies of the Wrexham Unitary Development Plan 1996 – 2011 (adopted February 2005). This document has expired but is still used as the most up to date development plan for the purposes of making decisions on individual planning applications, in conjunction with National Planning Policy Wales (Edition 8, January 2016) and range of supporting Technical Advice Notes (TAN's). The Council is in the process of preparing a new Local Development Plan 2 (LDP, 2013 - 2028). The LDP2 (2016) is at the Preferred Strategy Consultation Stage and a number of new and updated studies have been produced as part of the evidence base in support of the LDP.

1.7 LPG Note 16 sets out the Council's parking standards and is considered to be consistent with Tan18 and sets out maximum parking standards.

1.8 In accordance with guidance and TAN18: Transport, this Transport Assessment will consider in detail the following aspects:

- the local highway network and its road traffic accident record.
- the access arrangements to the petrol filling station.
- the existing site.
- the proposed development and its operational characteristics.
- the impact of the development on the local highway network in terms of highway safety.
- accessibility of the site in relation to sustainable transport and local facilities and means to encourage the use of sustainable transport.

1.9 Planning Consultations

1.9.1 Pre-application (Ref ENQ/2017/0247) discussions have taken place with the Local Planning Authority (Wrexham Council) regarding the development proposals and

a pre-app consultation response has been provided by their Highway's Officer. The officer requested details of the anticipated trip generation figure for the proposed hotel and justification that the proposed development will not impact on the existing highway network.

- 1.9.2 These details have been provided and the highways officer has accepted the trip rates and confirmed that the anticipated vehicle movements associated with the proposed Lodge are considered unlikely to have any significant impact on the existing highway network in this location. A copy of this correspondence is included in **Appendix C**.
- 1.9.3 This consultation response advised that car parking should be provided on the basis of 1 parking space per guest bedroom and raised concerns with the available level of parking and use especially on Wrexham A.F.C. match days. Further questions were also raised regarding service vehicles access on the proposed site layout. These issues will be addressed as part of the details included in the planning application and this Transport Statement.

2 Existing Situation

2.1 *The Site and Surrounding Area*

- 2.1.1 The site is located on land at the Plas Coch Public House situated off Plas Coch Road on the Plas Coch Retail Park. The site is located approximately 1.7km northwest of Wrexham. The Lodge falls within the north eastern extent of the existing Plas Coch Public House premise.
- 2.1.2 The Plas Coch existing customer parking area is marked out and this is shown on the existing site plan and based on this layout the number of parking spaces is 80 inclusive of 3 disabled spaces (see **Appendix B** for the existing car park layout). There is an area provided for bin storage.
- 2.1.3 A drawing (10437/001) showing the existing access visibility sight lines is included in **Appendix B**.

2.2 *Local Highway Network*

- 2.2.1 Access to the site will be gained from the existing access to the Plas Coch Public House car park. The car park is accessed from Plas Coch Retail Park.
- 2.2.2 Plas Coch Retail Park's access road is a single carriageway road which serves the Retail Park with a carriageway width of approximately 9.0m. A ghost island right turn facility is provided at the car park access with a right turn pocket width of 3m and a length of approximately 15m. The access road is subject to a 30mph speed limit and it runs from a roundabout junction with the B5101 located to the southeast of the Plas Coch premise. Footways are present on both sides of the carriageway with informal drop kerb crossings. There is an existing bus stop located within the retail park approximately 100m north of the Plas Coch car park entrance.
- 2.2.3 Plas Coch Road (B5101) is a local distributor road that is street lit and subject to a 30mph speed limit. Plas Coch Road runs north east towards the centre of Wrexham and south where it connects to the A451 via a signalised roundabout

which is located adjacent to A483. Access can be gained to the A483 via a grade separated junction.

2.3 Accident History

- 2.3.1 The Crashmap online database has been consulted to obtain details of the personal injury accident records for the most recent five year period available (01/01/2013 to 31/12/2017 inclusive)
- 2.3.2 The study area comprised of Plas Coch Road / Retail Park access roundabout extending 200m both north and south of this junction and included the A541 / Plas Coch Road roundabout.
- 2.3.3 Four accidents have occurred at the Plas Coch Road / Retail Park access roundabout, 3 slight and 1 serious. Two of the slight accidents involved a cyclist and the serious accident involved a motorcyclist.
- 2.3.4 Two slight accidents occurred just to the north of this roundabout one involved a cyclist and the other was a pedestrian collision.
- 2.3.5 A further three accidents, two slight and one serious, have also occurred on the stretch of road between at the Plas Coch Road / Retail Park access roundabout and the A541 roundabout. The serious accident that occurred involved a motorcyclist.
- 2.3.6 Six accidents have occurred at the A541 / Plas Coch Road roundabout, five slight and one serious. The serious accident that occurred involved a motorcyclist and one of the slight accidents involved a pedestrian.
- 2.3.7 No accidents have occurred on the Retail Park access road or at the Plas Coch PH access or the internal roundabout that leads to Plas Coch Road.

- 2.3.8 It can therefore be concluded that no significant accident risk exists in the vicinity of the site and that the layout of the highway is unlikely to serve as a contributory factor to any future incidents.

3 Development Proposals

3.1 Overview

- 3.1.1 The proposals comprise of the development of a 24 bedroom Marston's Lodge and the reconfiguration of the existing car park to facilitate the development of the Lodge. Overall there would be 95 car parking spaces inclusive of 5 disabled spaces.
- 3.1.2 The Marston's Lodge will provide a mixture of double and family rooms with the reception being in the public house. It is not proposed to provide any dedicated dining facilities as these will be available in the existing public house / restaurant for guests. It is estimated that up to 2 staff members (reception and housekeeping) will be at work in the Lodge at any one time although there could be 8 staff overall. Typical guest check in is from 2pm and check out is 11am.
- 3.1.3 The proposed access to the Lodge will be via the existing entrance to the Plas Coch Public House car park. This is shown on the proposed site layout which is included at **Appendix B**.

3.2 Parking

- 3.2.1 The proposed car park reconfiguration of the existing car park will provide the proposed Lodge and existing Public House with a total of 95 spaces (including 5 accessible spaces), this represents a net increase of 15 spaces (including 2 accessible spaces) over the existing layout. It is anticipated that this increase in parking provision will be sufficient to cater for the parking demands of the proposed 24 bedroom Lodge.
- 3.2.2 In relation to parking for the housekeeping staff, it is expected that the working hours of these staff will fall during the morning to middle of the day when there are likely to be less guests present and less demand in the car park from the existing public house therefore there should be adequate parking provision for these staff.

3.3 *Servicing*

- 3.3.1 Deliveries associated with the Marston's Lodge are likely to be made on a twice a week basis by light goods vehicles and will mainly comprise of small goods and bed linen / towel delivery/collection. Refuse collection will be as the existing public house. The internal layout provides sufficient room for servicing vehicles to turn around, and are therefore able to enter and exit the site in forward gear.
- 3.3.2 A service vehicle swept path analysis as been undertaken and plans are included with the planning application.

4 Accessibility by Non-Car Travel Modes

4.1 Overview

4.1.1 In order to accord with the aspirations for promoting sustainable travel any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 This section includes an assessment of the accessibility of the site by sustainable modes to review the opportunities that will exist for customers, visitors and staff to travel to the site.

4.1.3 This section of the report considers the accessibility of the development by the following modes of transport;

- Accessibility on foot
- Accessibility by cycle
- Accessibility by bus and rail

4.1.4 The non-car accessibility of the site is important to provide a viable alternative to the private car when considering travel to the site.

4.2 Accessibility on Foot

4.2.1 Walking is an important mode of transport in the urban area; it can replace a large number of short car journeys which contribute to congestion and pollution, and the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

4.2.2 Walking stimulates both personal health and the health of communities and local economies. Government health improvement advice states that just 30 minutes

brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.

4.2.3 Finally guidance identifies that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips in journeys under 2km.

4.2.4 In relation to acceptable walking distances Manual for Streets, which is the latest national guidance on the design of residential roads, offers the following guidance in Section 4.4 "The Walkable Neighbourhood". It is acknowledged that the proposed development is not of a residential nature but the principles are considered relevant.

"4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states walking offers the greatest potential to replace short car trips, particularly those under 2km. Manual for Streets encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents". It is noted that PPS 13 has been superseded by NPPF in the UK but the general guidance offered in Manual for Streets is considered relevant.

4.2.5 **Figure 2 (Appendix A)** identifies 800m and 2km walking radii from the site boundary. It is noted that walking routes will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.

4.2.6 Facilities within 800m of the site include a bus stop within Plas Coch retail park and on Mold Road and Berse Road, Aldi, Sainsbury's and Plas Coch retail park. Wrexham General Station falls just beyond 800m from the site but well within 2km.

It is considered that these facilities could be of benefit to future staff and visitors by providing public transport accessibility to the site and retail opportunities.

- 4.2.7 It is also considered that the proposed development enhances the existing "walkable neighbourhood" by providing additional facilities within 2km of the surroundings.

4.3 Accessibility on Cycle

- 4.3.1 In relation to the application site; cycling distances from local residential centres and transport facilities within 5km, along with the corresponding cycle time based on 12 km per hour are as follows. A 5km radius of possible destinations can be found on Figure 3 (Appendix A). It is recognised that cycling routes will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the local area can be accessed by cycle.

Origin/Destination	Distance	Duration
Wrexham General Station	0.9km	4½ minutes
Wrexham Bus Station	1.4km	7 minutes
Wrexham Central Station	1.5km	7½ minutes
New Broughton	1.9km	9½ minutes
Wrexham City Centre	2.0km	10 minutes
Acton	2.1km	10½ minutes
Brynteg	2.8km	14 minutes
Felin Puleston	2.8km	14 minutes
Gwersyllt	3.1km	15½ minutes
Rhosnesni	3.1km	15½ minutes
Southsea	3.2km	16 minutes
Bradley	3.7km	18½ minutes
Rhostyllen	4.6km	23minutes

- 4.3.2 In the vicinity of the site a number of roads that link to the train station and the centre of Wrexham as well as cycle links in the Retail Park.

4.4 Accessibility by Bus

- 4.4.1 There is an existing bus stop are located within Plas Coch Retail Park as well as stops on Mold Road and Berse Road. The location of these stops are shown on **Figure 4**. Details of the facilities provided at each of the existing stops along with the available services are provided below:-

Plas Coch Retail Park

Location: Adjacent to Sainsbury's

Reference: wregpda

Distance to stop: Approx 175m

Direction of travel: Northbound

Facilities: Pole with flag and timetable information, shelter, bus lay-by

Bus services: 12A, 13A, 17, 21, 40

Mold Road

Location: Adjacent to Wrexham University

Reference: wrejgpw

Distance to stop: Approx 415m

Direction of travel: Southeast bound

Facilities: Shelter with seating and timetable information, bus road markings

Bus services: 1E, 12A, 13A, 21, PC2, TransCymru T3, X5

Location: Adjacent to Wrexham University

Reference: wrejgta

Distance to stop: Approx 415m

Direction of travel: Northwest bound

Facilities: Pole with flag shelter and timetable information, bus road markings

Bus services: 1E, 12A, 13A, 21, PC2, X5

Berse Road

Location: Adjacent to B&Q

Reference: wregpag

Distance to stop: Approx 455m

Direction of travel: Southwest bound

Facilities: Pole with flag, bus road markings

Bus services: 1E, 12A, 13A, 17, 21A, 26, 27, 28, PC2, TransCymru T3, X9

Location: Adjacent to B&Q

Reference: wrejmwj

Distance to stop: Approx 475m

Direction of travel: Northeast bound

Facilities: Unmarked

Bus services: 1E, 12A, 13A, 17, 21A, 26, 27, 28, PC2, TransCymru T3, X9

4.4.2 A summary of the bus services which operate at these stops is provided overleaf:

Service	Route	Approximate Frequency		
		Mon – Sat Daytime	Mon – Sat Evening	Sunday
1E	Brynteg – Wrexham Industrial Estate	1 AM, 1 PM Mon-Fri	No service	No service
12A	Wrexham – Brymbo	60 mins	No service	60 mins
13A	Wrexham Industrial Estate – Brymbo via Wrexham	2 AM, 2 PM Mon-Fri 1AM Sat	No service	No service
17	Wrexham – Moss	3 Wed, Fri, Sat	No service	No service
21	Wrexham – Summerhill	60 mins	60 mins	120 mins
21A	Wrexham – Summerhill	60 mins	No service	120 mins
26	Wrexham – Mold	60 mins	No service	No service
27	Wrexham – Mold	3 AM, 2 PM	No service	No service
28	Wrexham – Flint – Holywell	60 mins	No service	No service
40	Mold – Treuddyn – Llanfynydd – Wrexham	120 mins	No service	No service
PC2	Gatewen – Llay Industrial Estate via Queenspark	1 AM, 1 PM Mon-Fri	No service	No service
Traws Cymru T3	Barmouth – Wrexham	60 mins	60-180 mins	35-210 mins
X5	Wrexham – Corwen	1 AM, 1 PM	No service	No service
X9	Connahs Quay - Wrexham	4 Mon-Fri 4 Sat	No service	No service

Table 4.4.2 – Summary of Bus Services

4.5 Accessibility by Rail

- 4.5.1 The nearest rail station to the site is Wrexham General Station which is located approximately 0.9km to the south east, representing an estimated 11½ minute walk or 4½ minute cycle. The station is managed by Arriva Trains Wales and provides sheltered cycle parking facilities for 20 cycles and a car park with 68 spaces. Other facilities provided include a ticket office, ticket machines, pay phones, toilets,

waiting rooms, customer help points and ramps for train access with staff available to help.

- 4.5.2 Wrexham General Station provides regular services to destinations including, Holyhead, Birmingham, Cardiff, Bangor, Wolverhampton and Chester as well as local destinations on route.

4.6 *Accessibility Summary*

- 4.6.1 It is considered that the site is accessible by both "active transport" to local facilities and amenities, and to public passenger transport arrangements. As such staff and visitors to the development will have a choice of sustainable travel options which will reduce the need to travel by car.

5 Multimodal Trip Generations

5.1 As required in the DfT 'Guidance on Transport Assessments', the person trips to the proposed development have been assessed, using information contained within the TRICS v7.4.4 database. The full Multimodal TRICS outputs are contained in **Appendix D**.

5.2 To predict the multimodal trips for the Marston Lodge, the following search parameters have been used:

Land Use:	06 - Hotel, Food & Drink
Category:	A - Hotels
Selected Regions and Areas:	Greater London and Ireland excluded
Parameter:	Number of bedrooms
Range:	4 to 87
Date Range:	01/01/09 - 20/06/16
Selected Survey Days:	Monday – Friday (7 surveys)
Selected Locations:	Suburban Area, Edge of Town Centre, Edge of Town

5.3 It should be noted that no weekend surveys are available in the TRICS database which identify multimodal trip generations for Hotels. As such the table below identifies the multimodal trip generation potential for the proposed 24 bedroom Marston Lodge in the AM and PM weekday periods (08:00 - 09:00, 17:00 - 18:00 based on 7 survey days. A separate daily modal trip rate has also been provided for the weekday.

	Mode of Travel	Trip Rate	Modal Split %	Generations
Weekday AM Peak (08:00-09:00)	Pedestrians	0.077	17.7%	2
	Cyclists	0.007	1.6%	0
	Public Transport Users	0.017	3.9%	0
	Vehicle Occupants	0.334	76.8%	8
	Total People Trips	0.434	100.0%	10
Weekday PM Peak (17:00-18:00)	Pedestrians	0.076	20.8%	2
	Cyclists	0.00	0.0%	0
	Public Transport Users	0.012	3.3%	0
	Vehicle Occupants	0.278	76.0%	7
	Total People Trips	0.367	100.0%	9
Weekday Daily	Pedestrians	1.253	27.1%	30
	Cyclists	0.025	0.5%	1
	Public Transport Users	0.157	3.4%	4
	Vehicle Occupants	3.193	69.0%	77
	Total People Trips	4.629	100.0%	111

5.4 The multimodal data identifies that the development could expect to generate 23.2% of trips by walking, cycling and public transport modes in the AM peak, 24.1% in the PM peak period and 31.0% daily.

5.5 It is considered that the additional demand for walking, cycling and public transport generated by the proposed development can be readily accommodated by the existing highway infrastructure.

6 Traffic Impact Assessment

6.1 Introduction

- 6.1.1 This section of the report considers the vehicular traffic generation potential of the development, and its impact on the operation of the local highway network. A copy of all the vehicle TRICS outputs are provided at **Appendix E**.

6.2 Proposed Traffic Generations

- 6.2.1 To predict the vehicular trips for the hotel, the TRICS database v7.4.4 has been used to derive vehicle trip rates using the following search parameters:

Land Use:	06 - Hotel, Food & Drink
Category:	A - Hotels
Selected Regions and Areas:	Greater London and Ireland excluded
Parameter:	Number of bedrooms
Range:	4 to 100
Date Range:	01/01/09 - 20/06/16 (Mon-Fri), 01/01/00 - 20/06/16 (Sat)
Selected Survey Days:	Monday - Friday 10 Surveys, Saturday 4 Surveys
Selected Locations:	Suburban Area, Edge of Town Centre, Edge of Town and Neighbourhood Centre

- 6.2.2 It should be noted that from 2009, only one Saturday survey day is available therefore the search was back dated to the year 2000 to include additional sites. A total of 4 surveys have been used to generate the Saturday peak hour trip rate.
- 6.2.3 The resulting vehicle generations based on the 24 bedrooms are summarised in the following table:

Time Period	Trip Rate per Bedroom		Traffic Generations for 24 Bedrooms	
	Arrival	Departure	Arrival	Departure
Weekday AM (08:00 - 09:00)	0.128	0.171	3	4
Weekday PM (17:00 - 18:00)	0.171	0.101	4	2
Weekday Daily	1.626	1.453	39	35
Saturday PM (12:00 - 13:00)	0.168	0.345	4	8
Saturday Daily	2.749	2.967	66	71

Table 6.2.3 – Hotel Vehicle Trip Generations (24 Bedrooms)

6.3 Traffic Impact

- 6.3.1 In terms of the impact of the overall development traffic flows on the local highway network, the predicted traffic flows equate to approximately 1 vehicle movement two-way every 8.6 minutes in the weekday AM peak period, every 10 minutes during the weekday PM peak period, and every 5 minutes during the Saturday peak period.
- 6.3.2 With regard to the application proposals it is considered that the above traffic generations would not have any material effect on the operation of the existing highway network. It should be noted that some vehicular trips will be linked to the public house since guests will also visit the public house.

7 Car Parking Occupancy

- 7.1 Car park occupancy surveys have been undertaken of the existing Plas Coch public house use and these were conducted by Road Data Services (RDS).
- 7.2 The car park occupancy surveys were undertaken on Friday 16th March 2018 between the hours of 1600 hrs – 2300 hrs, Saturday 17th March 2018 between the hours of 1100 hrs – 2300 hrs and Sunday 19th March 2018 between the hours of 1200 hrs and 2300 hrs. The Car Park Occupancy Survey recorded vehicle movements in and out of the public house car park, car park occupancy and numbers of non-patron vehicle attractions.
- 7.3 The customer parking area is marked out and this is recorded on the topographical survey and based on this layout the number of parking spaces is 77 with 3 disabled spaces, giving a total of 80 (see **Appendix A** for existing layout).
- 7.4 The car park occupancy study assessed the number of vehicles in the car park over 15-minute time intervals. The parking occupancy is calculated from the net number of arriving and departing vehicles at the end of each 15 minute interval added to the number of vehicles parked at the end of the preceding interval. The number of vehicles parked at the start of each survey period was recorded on each day. Full details of the survey can be found in **Appendix F**, with the results summarised in Table 7.4 below for each of the three days.

	Friday 16 th March 2018	Saturday 17 th March 2018	Sunday 18 th March 2018
	Occupancy	Occupancy	Occupancy
1100 - 1115		4	
1115 - 1130		9	
1130 - 1145		9	
1145 - 1200		11	
1200 - 1215		20	15
1215 - 1230		27	25
1230 - 1245		38	32
1245 - 1300		45	35
1300 - 1315		45	34

	Friday 16 th March 2018	Saturday 17 th March 2018	Sunday 18 th March 2018
	Occupancy	Occupancy	Occupancy
1315 - 1330		47	35
1330 - 1345		44	40
1345 - 1400		33	38
1400 - 1415		32	44
1415 - 1430		35	37
1430 - 1445		34	41
1445 - 1500		31	41
1500 - 1515		31	37
1515 - 1530		28	36
1530 - 1545		29	34
1545 - 1600		30	28
1600 - 1615	17	32	27
1615 - 1630	19	31	23
1630 - 1645	23	31	23
1645 - 1700	19	24	24
1700 - 1715	32	26	26
1715 - 1730	33	23	30
1730 - 1745	34	26	34
1745 - 1800	32	27	35
1800 - 1815	40	24	36
1815 - 1830	41	27	35
1830 - 1845	39	25	31
1845 - 1900	36	23	31
1900 - 1915	39	23	31
1915 - 1930	43	21	23
1930 - 1945	40	18	14
1945 - 2000	39	15	12
2000 - 2015	28	14	9
2015 - 2030	31	13	6
2030 - 2045	30	10	7
2045 - 2100	26	10	6
2100 - 2115	23	10	4
2115 - 2130	20	8	3
2130 - 2145	20	5	5
2145 - 2200	18	5	10
2200 - 2215	16	4	4
2215 - 2230	10	5	3
2230 - 2245	4	3	4
2245 - 2300	4	2	3

Table 7.4: Parking Occupancy- Public House Car Park (Peak periods shaded)

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- 7.5 The parking survey indicates that the busiest 15 minute period over the three days was recorded as 47 parked cars which occurred on Saturday at 13:15 – 13:30. For the Friday survey the peak level of parking occurred on one occasion (19:15 – 19:30) with a maximum of 43 parked vehicles recorded. For the Sunday survey the peak level of parking occurred on one occasion (14:00 – 14:15) with a maximum of 44 parked vehicles recorded.
- 7.6 During the surveys car occupants were observed to travel off site on foot. On Friday and Saturday a total of 6 and 5 vehicles occupants respectively were recorded doing this. On Sunday a total of 17 vehicles occupants were recorded doing this, however 11 of these vehicle occupants were recorded between 21:45 and 22:15.
- 7.7 As stated in paragraph 1.8.3 the Highways Officer did have concerns with the available level of parking and use especially on Wrexham A.F.C. match days. Therefore an additional car park occupancy survey was undertaken on Saturday 24th February 2018 between the hours of 1100 hrs – 2300 hrs when Wrexham A.F.C were playing at home (3:00pm kick off). The Car Park Occupancy Survey recorded vehicle movements in and out of the public house car park, car park occupancy and numbers of non-patron vehicle attractions.

	Saturday 24th February 2018
	Occupancy
1100 - 1115	8
1115 - 1130	11
1130 - 1145	14
1145 - 1200	18
1200 - 1215	24
1215 - 1230	26
1230 - 1245	33
1245 - 1300	43
1300 - 1315	42
1315 - 1330	49
1330 - 1345	57
1345 - 1400	60
1400 - 1415	70
1415 - 1430	74
1430 - 1445	77
1445 - 1500	70
1500 - 1515	68
1515 - 1530	62
1530 - 1545	61
1545 - 1600	61
1600 - 1615	56
1615 - 1630	54
1630 - 1645	59
1645 - 1700	68
1700 - 1715	40
1715 - 1730	46
1730 - 1745	43
1745 - 1800	49
1800 - 1815	52
1815 - 1830	56
1830 - 1845	53
1845 - 1900	44
1900 - 1915	35
1915 - 1930	38
1930 - 1945	40
1945 - 2000	31
2000 - 2015	30
2015 - 2030	26
2030 - 2045	26
2045 - 2100	17
2100 - 2115	14
2115 - 2130	11
2130 - 2145	7

	Saturday 24th February 2018
	Occupancy
2145 - 2200	5
2200 - 2215	5
2215 - 2230	12
2230 - 2245	25
2245 - 2300	27

Table 7.7: Parking Occupancy- Public House Car Park (Peak period shaded)

- 7.8 The parking survey indicates the busiest 15 minute period recorded as 77 parked cars which occurred at 14:30 – 14:45.
- 7.9 During the survey car park occupants were observed to travel off site on foot. A total of 21 vehicles were recorded doing this between 13:15 and 14:45. The survey also records 39 vehicles leaving the pub car park within the 17:00 – 17:15 time period.
- 7.10 Based on the surveys undertaken the pub car park is being used on Wrexham A.F.C match days by non customers of the public house. However, it should be noted that there are currently no formal procedures to discourage match day parking in the Plas Coch car park and particularly those who do not visit the premise.
- 7.11 The proposed reconfiguration of the existing car park will provide the proposed Lodge and existing Public House with a total of 95 spaces (including 5 accessible spaces), this represents a net increase of 15 spaces (including 2 accessible spaces) over the existing layout.
- 7.12 Therefore if 24 spaces are allocated to the lodge then 71 spaces will be available for patrons of the Plas Coch. Based on the car parking surveys undertaken in March it is anticipated that proposed parking provision will be sufficient to cater for the parking demands of the proposed Lodge and the Plas Coch and accords with the level of parking stated in the pre-app consultation for the Lodge use.

- 7.13 A match day car park management plan would be implemented to discourage match day parking by non patrons of the public house / restaurant and if the Lodge is busy on that day.

8 Summary and Conclusions

- 8.1 Sanderson Associates (Consulting Engineers) Ltd. has been appointed by Carter Lauren Construction Ltd. to advise on traffic and transportation related issues surrounding a proposed Marston's Lodge development on land at the Plas Coch Public House, Wrexham.
- 8.2 The proposals comprise of the development of a 24 bedroom Marston Lodge and the reconfiguration of the northern section of the existing Plas Coch car park to allow access to the proposed Lodge and associated parking. The proposed Lodge is situated on an area of vacant land on the north eastern corner of the existing premise.
- 8.3 The proposed car park reconfiguration will provide the proposed Lodge and existing Public House with a total of 95 spaces (including 5 accessible spaces), this represents a net increase of 15 spaces (including 2 accessible spaces) over the existing layout provision. It is anticipated that this increase in parking provision will be sufficient to cater for the parking demands of the proposed Lodge and accords with the level of parking stated in the pre-app consultation.
- 8.4 There have been no recorded personal injury accidents in proximity to the site within the Retail Park and as such it is considered that the layout of the highway is unlikely to serve as a contributory factor to any future incidents.
- 8.5 It is considered that the site is accessible by both "active transport" to local facilities and amenities, and to public passenger transport arrangements. As such staff and visitors to the development will have a choice of sustainable travel options which will reduce the need to travel by car.
- 8.6 It is considered that the additional demand for walking, cycling and public transport generated by the proposed development can be readily accommodated by the existing highway infrastructure.

- 8.7 The predicted vehicular traffic flows for the overall development equate to approximately 1 vehicle movement two-way every 8.6 minutes in the weekday AM peak period, every 10 minutes during the weekday PM peak period, and every 5 minutes during the Saturday peak period.
- 8.8 In conclusion, this Report has demonstrated that there are no highway reasons why the proposals for the Lodge should not be granted planning consent.

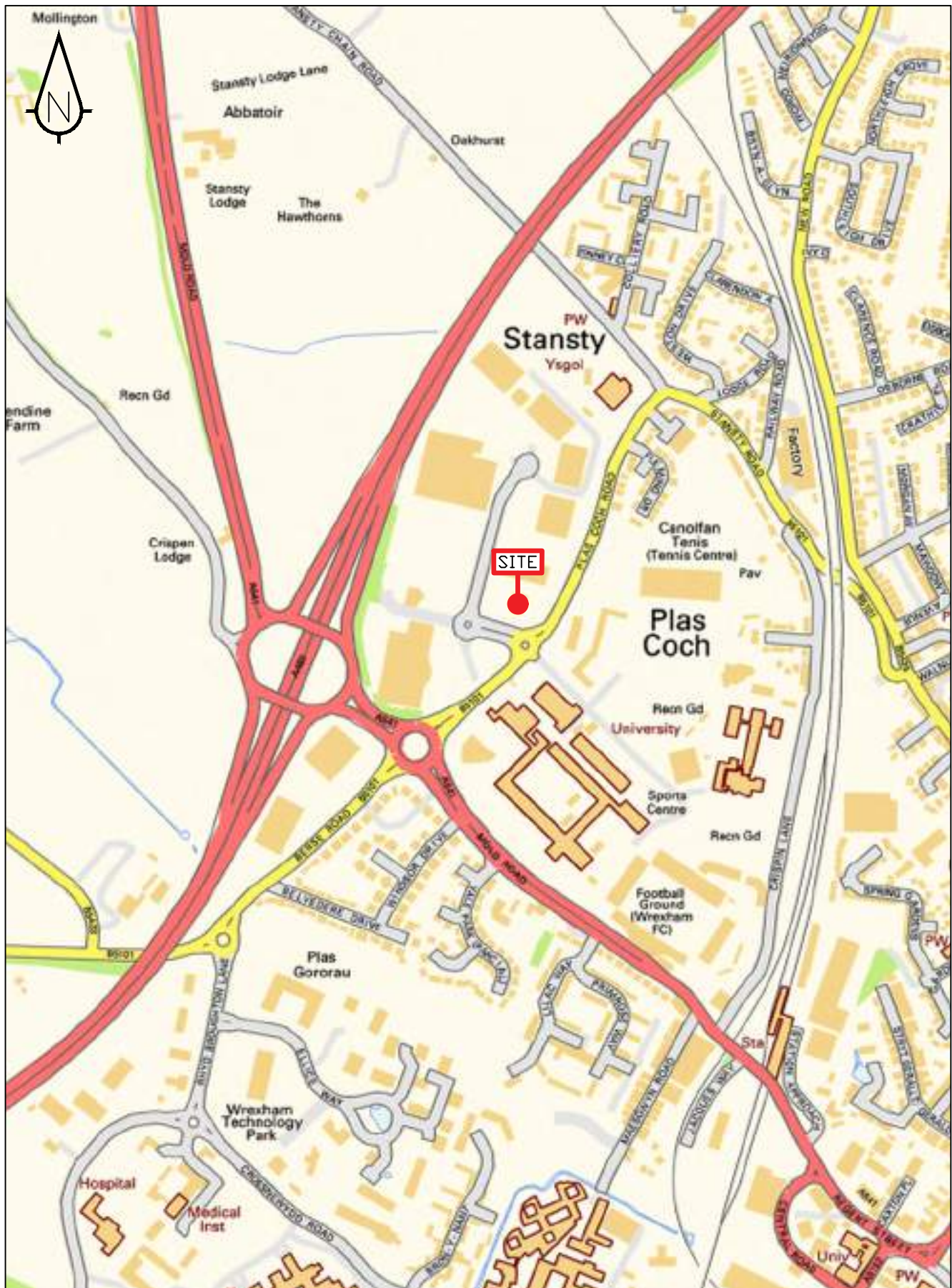
APPENDIX A

Figure 1 – Site Location Plan

Figure 2 – 800m and 2,000m Indicative Walking Distances

Figure 3 – 5km Indicative Cycling Plan

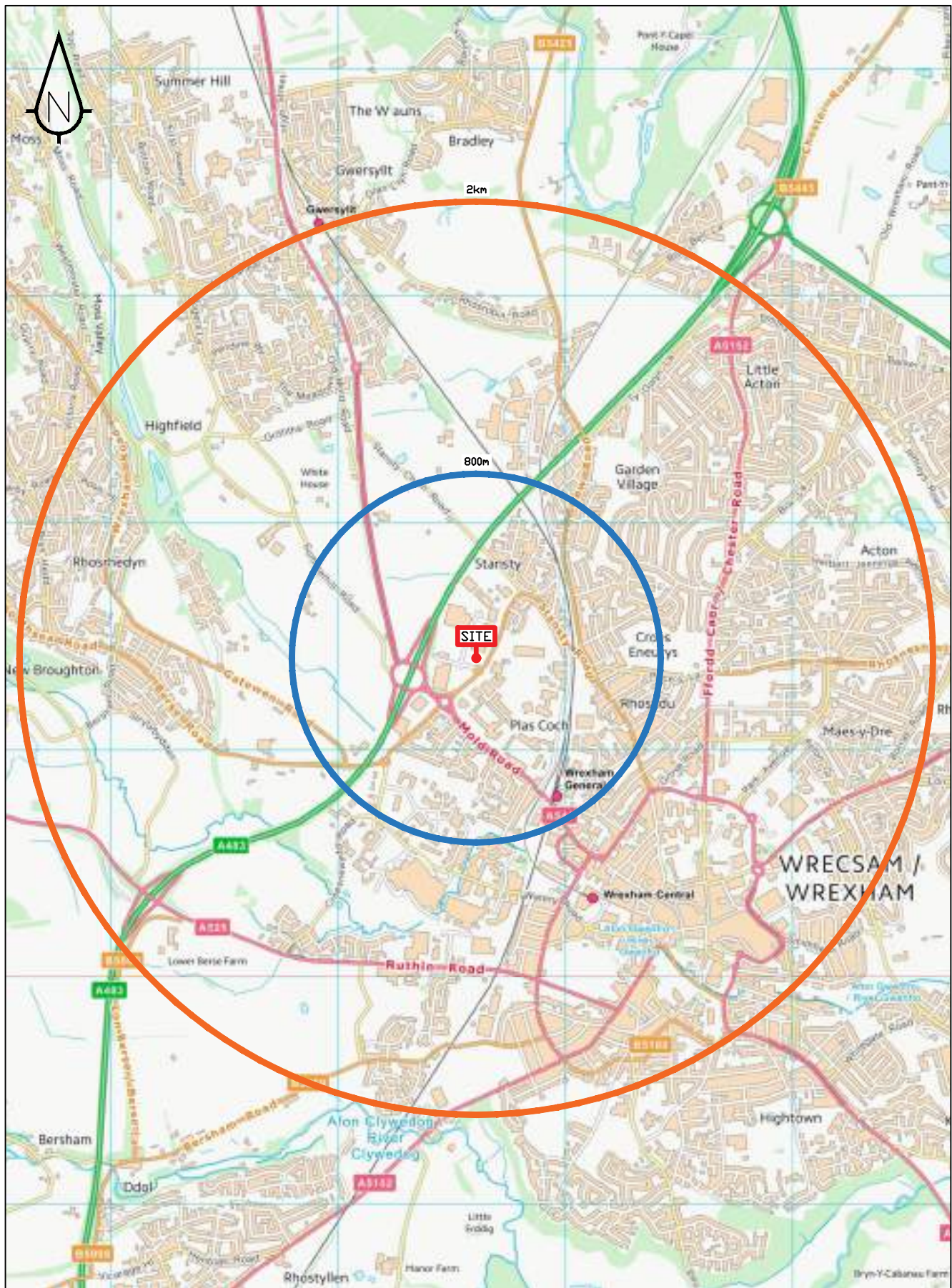
Figure 4 – Location of Public Transport

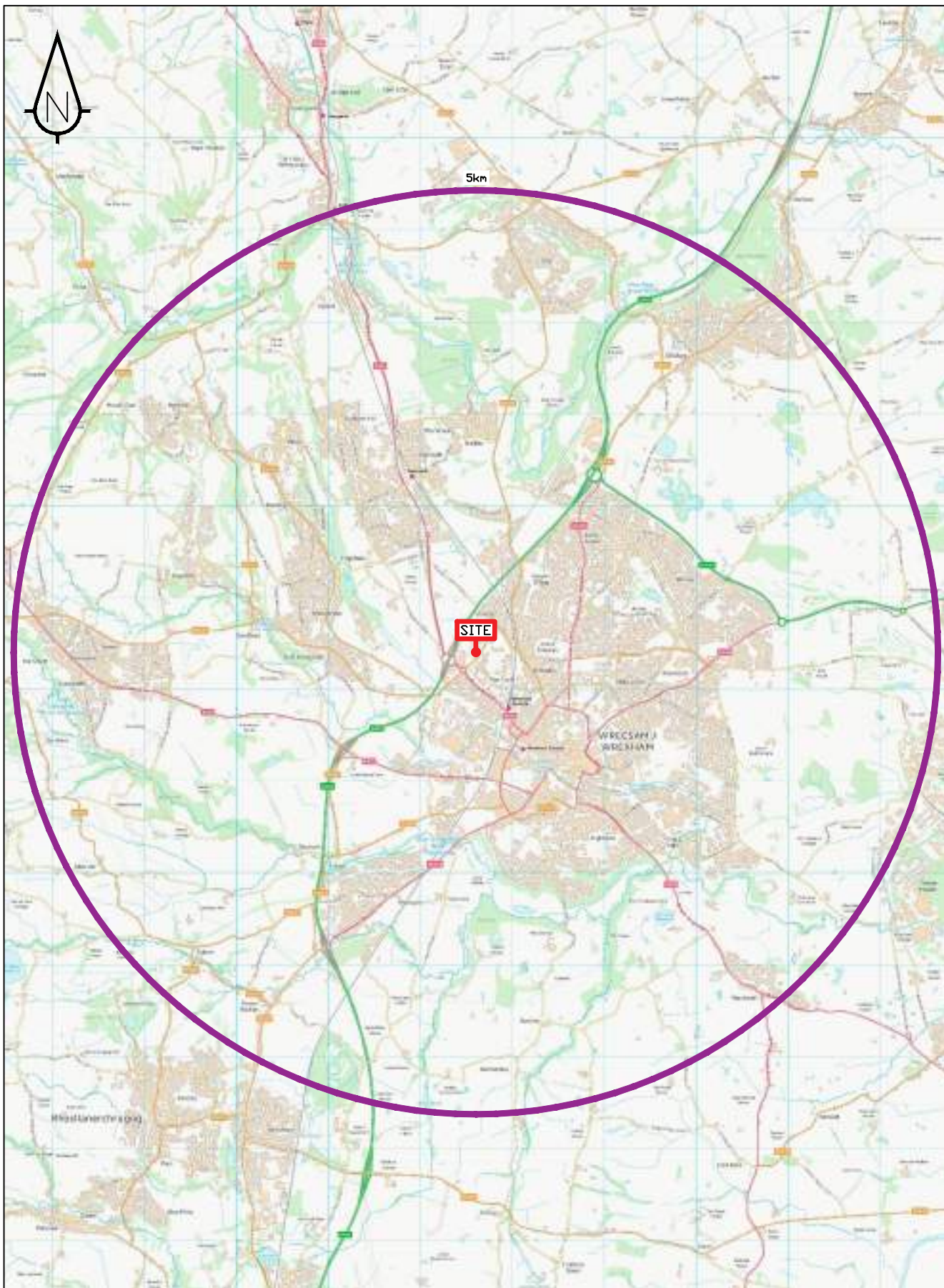


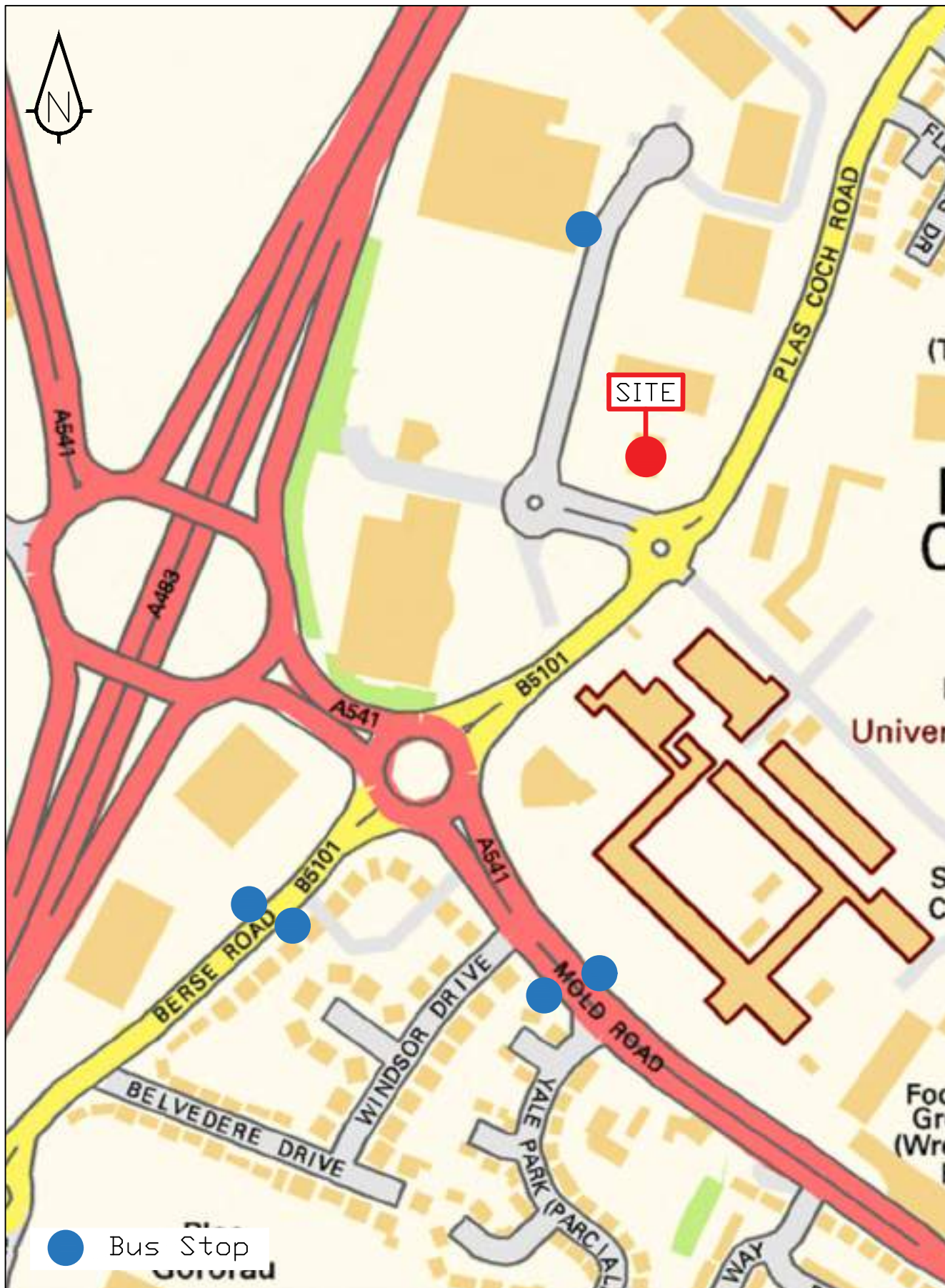
Site Location Plan

Proposed Lodge
 The Plas Coch Public House,
 Plas Coch, Wrexham

Drawn CH	Scale NTS	
Checked AA	Date April 2018	
Approved DJC	Drawing Number Figure 1	Size A4







APPENDIX B

Proposed Site Layout Plan

Existing Layout Plan

Drawing 10437/001: - Existing Access and Visibility Sight Lines



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Drawing based on Clugstone survey drawing 4340/10/001, Feb 18

B	15/3/18	Topographical survey added	SF
A	23/1/18	EXISTING FOOTPRINT UPDATED	NW
Rev	Date	Description	By

AXIOM ARCHITECTS
1 Brooklands Yard Southover High Street Lewes East Sussex BN7 1HU
Tel. 01273 479434 www.axiomarchitects.co.uk

Client
MARSTONS PLC

Project
**PROPOSED LODGE
PLAS COCH
WREXHAM**

Drawing
EXISTING SITE PLAN

Scale	Status	Date	Drawn	Checked
1:500 @ A3	PLANNING	17.10.17	ACR	
Drawing No.	Revision			
4481/P103	B			



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KEY

- Soft Landscaping See Separate Drawing
- Bitmac Surface to Parking Areas with Thermoplastic White Lining
- Existing tarmac
- Tarmac to Road suitable for HGVs
- Tegular Style Concrete Sett Block Paving to match existing
- Post & Rail Fence to boundary
- Stained 1100mm Timber Picket Fence
- Knee Rail fence
- Tree removed
- Tree remain
- RPA
- 'No dig' construction
- Soakaway clearance zone

J	7/6/18	Lodge moved east further 2.5m; Parking rearranged	SF
I	-	-	-
H	7/6/18	6m tree clearance shown	SF
G	5/6/18	Lodge moved east 1.6m	SF
F	26/3/18	Parking bays 31 & 32 amended	MG
E	22/3/18	Path increased for lodge linen access	SF
D	14/3/18	Updated with topo survey & arbo advice	SF
C	19/02/18	Surveyed tree locations added	SF
B	14/2/18	ADDITIONAL LANDSCAPE ADDED	NW
A	23/1/18	EXISTING FOOTPRINT UPDATED	NW
Rev	Date	Description	By

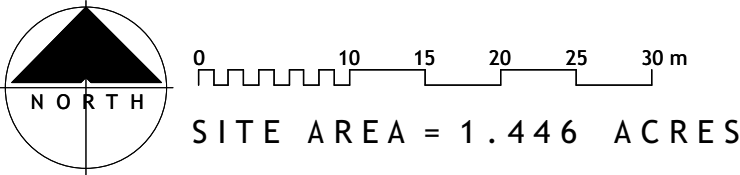
AXIOM ARCHITECTS
1 Brooklands Yard Southover High Street Lewes East Sussex BN7 1HU
Tel. 01273 479434 www.axiomarchitects.co.uk

Client
MARSTONS PLC

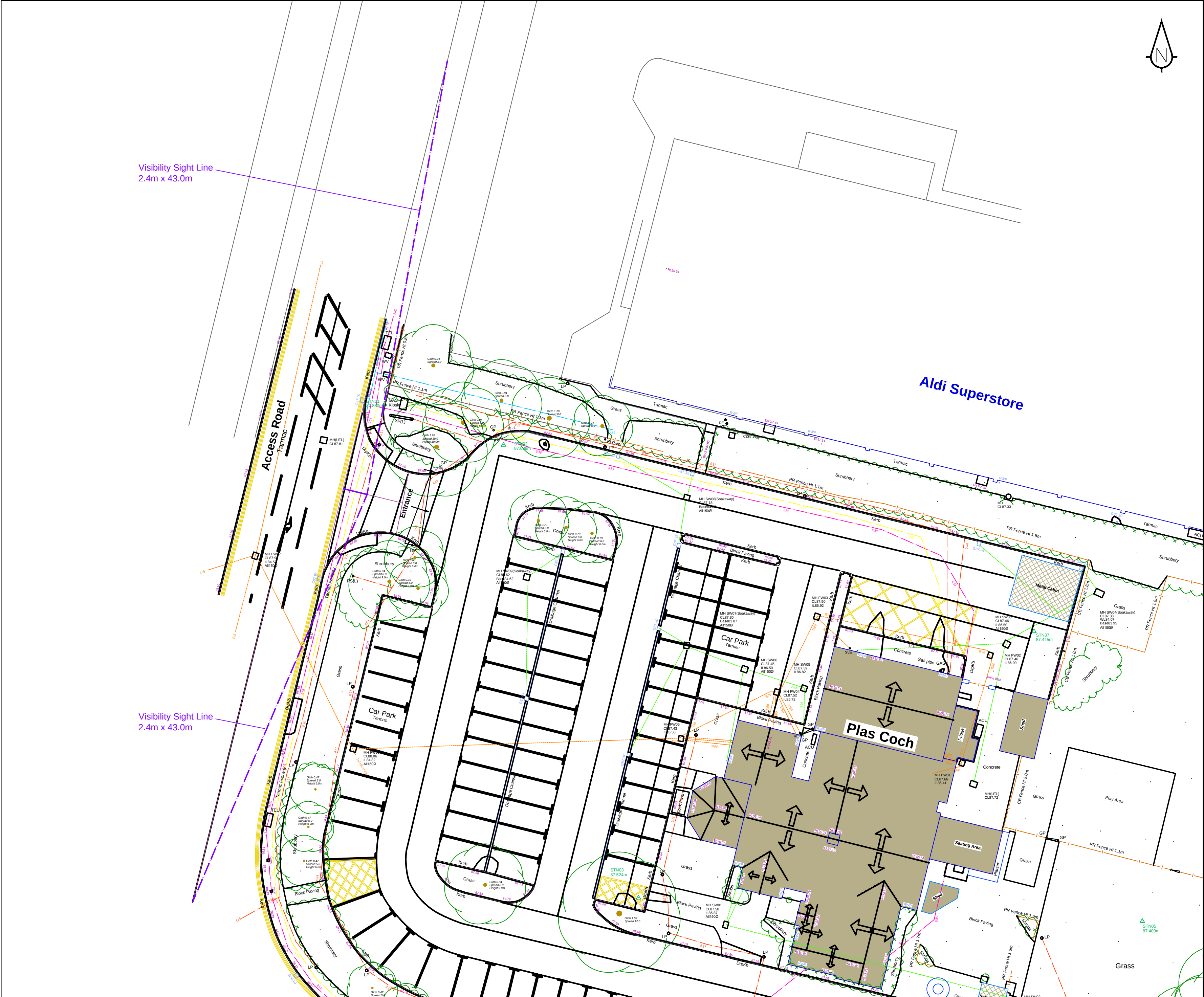
Project
**PROPOSED LODGE
PLAS COCH
WREXHAM**

Drawing
SITE PLAN

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Scale	Status	Date	Drawn	Checked
1:500 @ A3	PLANNING	17.10.17	ACR	
Drawing No.		Revision		
4481/P104		J		



Rev	Amendment	Drawn	Date	Checked
Sa sanderson associates (consulting engineers) ltd Highways Traffic Transportation Water T 01924 844080 mail@sandersonassociates.co.uk F 01924 844081 www.sandersonassociates.co.uk				
Client				
Carter Lauren Construction Ltd				
Project Title				
Proposed Lodge The Plas Coch Public House Plas Coch, Wrexham				
Drawing Title				
Existing Access and Visibility Sight Line				
Scale 1:250 @ A2		Drawn By LOB		
Drawing Size A2		Checked By DJC		
Date 26/06/2018		Approved By DJC		
QIM ISO 9001 REGISTERED FIRM		Drawing Number 10437/001		Rev

APPENDIX C
Highways consultation Response

Ashley Armitage

From: Phil Palmer <Phil.Palmer@wrexham.gov.uk>
Sent: 08 March 2018 09:24
To: Ashley Armitage
Subject: FW: Plas Coch, Wrexham (10437) Your ref: EP/PP/Pre/2017/084
Attachments: Hotel Veh Saturday.pdf; Hotel Veh Weekday.pdf

Ashley

Thank you for the TRICS information submitted in respect of the above site.

The submitted TRICS data is accepted. Based on this information, the anticipated vehicle movements associated with the proposed hotel / lodge are considered unlikely to have any significant impact on the existing highway network in this location. The submission of detailed capacity assessments of nearby junctions is therefore not required.

Regards, Phil

From: Peter Douthwaite
Sent: 07 March 2018 11:59
To: Phil Palmer
Subject: FW: Plas Coch, Wrexham (10437) Your ref: EP/PP/Pre/2017/084

From: Ashley Armitage [<mailto:Ashley.Armitage@sandersonassociates.co.uk>]
Sent: 07 March 2018 09:56
To: Peter Douthwaite
Cc: David Colley
Subject: Plas Coch, Wrexham (10437) Your ref: EP/PP/Pre/2017/084

Good Morning Peter,

I am writing with regards to the proposed 24 bed Marston's Lodge, at Plas Coch, Wrexham.

Following your comments dated 19th December 2017 on the proposals, we have been appointed to prepare a Transport Statement to support the application.

I am looking to confirm the scope of the Transport Statement, and to agree upon the trip rates and traffic generation for the proposals. As well as the extent of any off site junction modelling which you indicated may be require subject to the traffic generation.

Vehicle Trip Generation

The vehicle trip generations for the proposed Hotel have been estimated using average trip rates obtained from the TRICS v7.4.4 database. The TRICS search parameters have been refined to closely match the location and characteristics of the development site. The TRICS outputs are attached.

The following tables illustrate the potential vehicular traffic generation for the hotel:

	Arrivals	Departures	Arrivals	Departures	Total
AM (08:00-09:00)	0.128	0.171	3	4	7
PM (17:00-18:00)	0.171	0.101	4	2	6
Daily	1.626	1.453	39	35	74

Vehicle trip generations (weekday) – 24 bed Hotel

	Arrivals	Departures	Arrivals	Departures	Total
SAT (11:00-12:00)	0.168	0.345	4	8	12
Daily	2.749	2.967	66	71	137

Vehicle trip generations (Saturday) – 24 bed Hotel

Based on the above generations the proposed development would result in 7 vehicle movements (two way) in the AM peak, 6 vehicle movements (two way) in the PM peak and 12 vehicle movements (two way) in the Sat peak. Which equates to one vehicle approximately every 8.5 minutes in the AM peak, one vehicle approximately every 10 minutes in the PM peak and one vehicle approximately every 5 minutes in the Sat peak period.

In light of this, it is considered that detailed capacity assessments are not required of the nearby junctions.

I would appreciate if you could review the information above and confirm if you are content for us to proceed as intended, without the need for any off site junction capacity modelling.

--
Kind Regards



Ashley Armitage AMIHE
Tel: 01924 844080
Assistant Engineer

[CLICK TO VIEW MY CONTACT DETAILS](#)







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F 01924 844081 www.sandersonassociates.co.uk



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Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

Ewch i weld - mi fedrwch chi dalu, rhoi gwybod, gwneud cais, dweud eich dweud, a dod o hyd i wybodaeth ar-lein yn www.wreccsam.gov.uk. Arbedwch bapur - meddylwch cyn argraffu!

Mae'r neges e-bost hon ac unrhyw atodiadau wedi eu bwriadu ar gyfer yr unigolyn neu'r sefydliad y'i cyfeirir atynt yn unig. Am yr amodau llawn ynglŷn â chynnwys a

defnyddio'r neges e-bost hon, ac unrhyw atodiadau, cyfeiriwch at
www.wreccsam.gov.uk/top_navigation/disclaimersw.htm

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APPENDIX D

Multimodal TRICS Data

Calculation Reference: AUDIT-109307-180202-0257

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AG ANGUS	1 days

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

Secondary 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: Number of bedrooms
Actual Range: 4 to 87 (units:)
Range Selected by User: 4 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 20/06/16

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	3 days
Tuesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C1 7 days

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

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 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	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

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

Travel Plan:

No 7 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 7 days

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

LIST OF SITES relevant to selection parameters

1	AG-06-A-01	BOUTIQUE B&B	ANGUS
	CLIFFBURN ROAD		
	HAYSHEAD		
	ARBROATH		
	Edge of Town		
	Residential Zone		
	Total Number of bedrooms:	4	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
2	CF-06-A-03	HOLIDAY INN EXPRESS	CARDIFF
	LONGUEIL CLOSE		
	CARDIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Number of bedrooms:	87	
	Survey date: MONDAY	16/07/12	Survey Type: MANUAL
3	GS-06-A-02	PREMIER INN	GLOUCESTERSHIRE
	GLOUCESTER ROAD		
	SAINT MARKS		
	CHELTENHAM SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	67	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL
4	NT-06-A-02	PREMIER INN	NOTTINGHAMSHIRE
	LONDON ROAD		
	NOTTINGHAM		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of bedrooms:	87	
	Survey date: MONDAY	24/06/13	Survey Type: MANUAL
5	TV-06-A-02	HOTEL	TEES VALLEY
	MARTON ROAD		
	MIDDLESBROUGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bedrooms:	74	
	Survey date: FRIDAY	18/12/09	Survey Type: MANUAL
6	WS-06-A-03	EXPRESS BY HOL. INN	WEST SUSSEX
	HASLETT AVENUE EAST		
	CRAWLEY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bedrooms:	74	
	Survey date: MONDAY	07/12/09	Survey Type: MANUAL
7	WY-06-A-02	HOTEL	WEST YORKSHIRE
	CLIFF ROAD		
	HEADINGLEY		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	24	
	Survey date: FRIDAY	11/06/10	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/A - HOTELS

MULTI-MODAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	60	0.031	7	60	0.086	7	60	0.117
08:00 - 09:00	7	60	0.094	7	60	0.170	7	60	0.264
09:00 - 10:00	7	60	0.065	7	60	0.127	7	60	0.192
10:00 - 11:00	7	60	0.050	7	60	0.082	7	60	0.132
11:00 - 12:00	7	60	0.043	7	60	0.048	7	60	0.091
12:00 - 13:00	7	60	0.055	7	60	0.041	7	60	0.096
13:00 - 14:00	7	60	0.043	7	60	0.055	7	60	0.098
14:00 - 15:00	7	60	0.055	7	60	0.041	7	60	0.096
15:00 - 16:00	7	60	0.079	7	60	0.062	7	60	0.141
16:00 - 17:00	7	60	0.103	7	60	0.050	7	60	0.153
17:00 - 18:00	7	60	0.137	7	60	0.055	7	60	0.192
18:00 - 19:00	7	60	0.127	7	60	0.070	7	60	0.197
19:00 - 20:00	7	60	0.086	7	60	0.046	7	60	0.132
20:00 - 21:00	7	60	0.074	7	60	0.041	7	60	0.115
21:00 - 22:00	7	60	0.050	7	60	0.017	7	60	0.067
22:00 - 23:00	1	74	0.081	1	74	0.068	1	74	0.149
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			1.187			1.059			2.246

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:	4 - 87 (units:)
Survey date range:	01/01/09 - 20/06/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	60	0.000	7	60	0.000	7	60	0.000
08:00 - 09:00	7	60	0.007	7	60	0.000	7	60	0.007
09:00 - 10:00	7	60	0.002	7	60	0.000	7	60	0.002
10:00 - 11:00	7	60	0.000	7	60	0.002	7	60	0.002
11:00 - 12:00	7	60	0.000	7	60	0.000	7	60	0.000
12:00 - 13:00	7	60	0.000	7	60	0.000	7	60	0.000
13:00 - 14:00	7	60	0.000	7	60	0.005	7	60	0.005
14:00 - 15:00	7	60	0.000	7	60	0.007	7	60	0.007
15:00 - 16:00	7	60	0.002	7	60	0.000	7	60	0.002
16:00 - 17:00	7	60	0.000	7	60	0.000	7	60	0.000
17:00 - 18:00	7	60	0.000	7	60	0.000	7	60	0.000
18:00 - 19:00	7	60	0.000	7	60	0.000	7	60	0.000
19:00 - 20:00	7	60	0.000	7	60	0.000	7	60	0.000
20:00 - 21:00	7	60	0.000	7	60	0.000	7	60	0.000
21:00 - 22:00	7	60	0.000	7	60	0.000	7	60	0.000
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.011	0.014			0.025		

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:	4 - 87 (units:)
Survey date date range:	01/01/09 - 20/06/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	60	0.036	7	60	0.084	7	60	0.120
08:00 - 09:00	7	60	0.101	7	60	0.233	7	60	0.334
09:00 - 10:00	7	60	0.089	7	60	0.199	7	60	0.288
10:00 - 11:00	7	60	0.053	7	60	0.137	7	60	0.190
11:00 - 12:00	7	60	0.060	7	60	0.053	7	60	0.113
12:00 - 13:00	7	60	0.089	7	60	0.074	7	60	0.163
13:00 - 14:00	7	60	0.065	7	60	0.065	7	60	0.130
14:00 - 15:00	7	60	0.072	7	60	0.046	7	60	0.118
15:00 - 16:00	7	60	0.144	7	60	0.079	7	60	0.223
16:00 - 17:00	7	60	0.180	7	60	0.048	7	60	0.228
17:00 - 18:00	7	60	0.213	7	60	0.065	7	60	0.278
18:00 - 19:00	7	60	0.151	7	60	0.110	7	60	0.261
19:00 - 20:00	7	60	0.156	7	60	0.058	7	60	0.214
20:00 - 21:00	7	60	0.129	7	60	0.074	7	60	0.203
21:00 - 22:00	7	60	0.096	7	60	0.017	7	60	0.113
22:00 - 23:00	1	74	0.135	1	74	0.068	1	74	0.203
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			1.783			1.410			3.193

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:	4 - 87 (units:)
Survey date date range:	01/01/09 - 20/06/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	60	0.012	7	60	0.022	7	60	0.034
08:00 - 09:00	7	60	0.017	7	60	0.060	7	60	0.077
09:00 - 10:00	7	60	0.031	7	60	0.048	7	60	0.079
10:00 - 11:00	7	60	0.022	7	60	0.055	7	60	0.077
11:00 - 12:00	7	60	0.019	7	60	0.014	7	60	0.033
12:00 - 13:00	7	60	0.041	7	60	0.019	7	60	0.060
13:00 - 14:00	7	60	0.014	7	60	0.026	7	60	0.040
14:00 - 15:00	7	60	0.053	7	60	0.046	7	60	0.099
15:00 - 16:00	7	60	0.038	7	60	0.024	7	60	0.062
16:00 - 17:00	7	60	0.038	7	60	0.017	7	60	0.055
17:00 - 18:00	7	60	0.038	7	60	0.038	7	60	0.076
18:00 - 19:00	7	60	0.058	7	60	0.058	7	60	0.116
19:00 - 20:00	7	60	0.082	7	60	0.132	7	60	0.214
20:00 - 21:00	7	60	0.070	7	60	0.050	7	60	0.120
21:00 - 22:00	7	60	0.094	7	60	0.017	7	60	0.111
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.627	0.626			1.253		

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:	4 - 87 (units:)
Survey date date range:	01/01/09 - 20/06/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	60	0.000	7	60	0.007	7	60	0.007
08:00 - 09:00	7	60	0.007	7	60	0.010	7	60	0.017
09:00 - 10:00	7	60	0.012	7	60	0.010	7	60	0.022
10:00 - 11:00	7	60	0.002	7	60	0.022	7	60	0.024
11:00 - 12:00	7	60	0.000	7	60	0.005	7	60	0.005
12:00 - 13:00	7	60	0.000	7	60	0.002	7	60	0.002
13:00 - 14:00	7	60	0.002	7	60	0.005	7	60	0.007
14:00 - 15:00	7	60	0.010	7	60	0.002	7	60	0.012
15:00 - 16:00	7	60	0.007	7	60	0.014	7	60	0.021
16:00 - 17:00	7	60	0.007	7	60	0.002	7	60	0.009
17:00 - 18:00	7	60	0.010	7	60	0.002	7	60	0.012
18:00 - 19:00	7	60	0.002	7	60	0.005	7	60	0.007
19:00 - 20:00	7	60	0.002	7	60	0.005	7	60	0.007
20:00 - 21:00	7	60	0.005	7	60	0.000	7	60	0.005
21:00 - 22:00	7	60	0.000	7	60	0.000	7	60	0.000
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.066				0.091		

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:	4 - 87 (units:)
Survey date date range:	01/01/09 - 20/06/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	60	0.048	7	60	0.113	7	60	0.161
08:00 - 09:00	7	60	0.132	7	60	0.302	7	60	0.434
09:00 - 10:00	7	60	0.134	7	60	0.257	7	60	0.391
10:00 - 11:00	7	60	0.077	7	60	0.216	7	60	0.293
11:00 - 12:00	7	60	0.079	7	60	0.072	7	60	0.151
12:00 - 13:00	7	60	0.129	7	60	0.096	7	60	0.225
13:00 - 14:00	7	60	0.082	7	60	0.101	7	60	0.183
14:00 - 15:00	7	60	0.134	7	60	0.101	7	60	0.235
15:00 - 16:00	7	60	0.192	7	60	0.118	7	60	0.310
16:00 - 17:00	7	60	0.225	7	60	0.067	7	60	0.292
17:00 - 18:00	7	60	0.261	7	60	0.106	7	60	0.367
18:00 - 19:00	7	60	0.211	7	60	0.173	7	60	0.384
19:00 - 20:00	7	60	0.240	7	60	0.194	7	60	0.434
20:00 - 21:00	7	60	0.204	7	60	0.125	7	60	0.329
21:00 - 22:00	7	60	0.189	7	60	0.034	7	60	0.223
22:00 - 23:00	1	74	0.135	1	74	0.068	1	74	0.203
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			2.486			2.143			4.629

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:	4 - 87 (units:)
Survey date date range:	01/01/09 - 20/06/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

APPENDIX E
Vehicle TRICS Data

Calculation Reference: AUDIT-109307-180205-0250

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AG ANGUS	1 days

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

Secondary 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: Number of bedrooms
 Actual Range: 4 to 93 (units:)
 Range Selected by User: 4 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 20/06/16

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	4 days
Tuesday	1 days
Thursday	1 days
Friday	4 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	5
Built-Up Zone	1
Village	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories

Secondary Filtering selection:

Use Class:

C1	10 days
----	---------

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	3 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	2 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 days

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

Travel Plan:

No	10 days
----	---------

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

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AG-06-A-01	BOUTIQUE B&B	ANGUS
	CLIFFBURN ROAD		
	HAYSHEAD		
	ARBROATH		
	Edge of Town		
	Residential Zone		
	Total Number of bedrooms:	4	
	Survey date: TUESDAY	22/05/12	Survey Type: MANUAL
2	CF-06-A-03	HOLIDAY INN EXPRESS	CARDIFF
	LONGUEIL CLOSE		
	CARDIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Number of bedrooms:	87	
	Survey date: MONDAY	16/07/12	Survey Type: MANUAL
3	GS-06-A-02	PREMIER INN	GLOUCESTERSHIRE
	GLOUCESTER ROAD		
	SAINT MARKS		
	CHELTENHAM SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	67	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL
4	LC-06-A-04	BEST WESTERN	LANCASHIRE
	LEYLAND WAY		
	LEYLAND		
	Edge of Town		
	Residential Zone		
	Total Number of bedrooms:	93	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
5	NT-06-A-02	PREMIER INN	NOTTINGHAMSHIRE
	LONDON ROAD		
	NOTTINGHAM		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of bedrooms:	87	
	Survey date: MONDAY	24/06/13	Survey Type: MANUAL
6	TV-06-A-02	HOTEL	TEES VALLEY
	MARTON ROAD		
	MIDDLESBROUGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bedrooms:	74	
	Survey date: FRIDAY	18/12/09	Survey Type: MANUAL
7	TW-06-A-02	TRAVELODGE	TYNE & WEAR
	CASPER WAY		
	SWALWELL		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Number of bedrooms:	60	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
8	WM-06-A-05	HOTEL	WEST MIDLANDS
	BIRMINGHAM ROAD		
	HOPWOOD		
	BIRMINGHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of bedrooms:	56	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WS-06-A-03	EXPRESS BY HOL. INN	WEST SUSSEX
	HASLETT AVENUE EAST		
	CRAWLEY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bedrooms:	74	
	Survey date: MONDAY	07/12/09	Survey Type: MANUAL
10	WY-06-A-02	HOTEL	WEST YORKSHIRE
	CLIFF ROAD		
	HEADINGLEY		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	24	
	Survey date: FRIDAY	11/06/10	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/A - HOTELS
VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	63	0.037	10	63	0.104	10	63	0.141
08:00 - 09:00	10	63	0.128	10	63	0.171	10	63	0.299
09:00 - 10:00	10	63	0.115	10	63	0.131	10	63	0.246
10:00 - 11:00	10	63	0.054	10	63	0.088	10	63	0.142
11:00 - 12:00	10	63	0.083	10	63	0.083	10	63	0.166
12:00 - 13:00	10	63	0.093	10	63	0.070	10	63	0.163
13:00 - 14:00	10	63	0.072	10	63	0.104	10	63	0.176
14:00 - 15:00	10	63	0.080	10	63	0.073	10	63	0.153
15:00 - 16:00	10	63	0.091	10	63	0.088	10	63	0.179
16:00 - 17:00	10	63	0.117	10	63	0.072	10	63	0.189
17:00 - 18:00	10	63	0.171	10	63	0.101	10	63	0.272
18:00 - 19:00	10	63	0.192	10	63	0.105	10	63	0.297
19:00 - 20:00	10	63	0.150	10	63	0.104	10	63	0.254
20:00 - 21:00	10	63	0.097	10	63	0.062	10	63	0.159
21:00 - 22:00	10	63	0.051	10	63	0.029	10	63	0.080
22:00 - 23:00	1	74	0.081	1	74	0.068	1	74	0.149
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			1.626			1.453			3.079

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:	4 - 93 (units:)
Survey date range:	01/01/09 - 20/06/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

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

Secondary 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: Number of bedrooms
 Actual Range: 26 to 99 (units:)
 Range Selected by User: 4 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 20/06/16

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

Selected survey days:

Saturday 4 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 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:

Residential Zone 1
 No Sub Category 3

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

Secondary Filtering selection:

Use Class:

C1 4 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

Not Known	1 days
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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DS-06-A-03 ETWALL ROAD MICKLEOVER DERBY Edge of Town Residential Zone Total Number of bedrooms:	MENZIES HOTEL	99	DERBYSHIRE
	Survey date: SATURDAY		25/07/15	Survey Type: MANUAL
2	HC-06-A-05 M27 WESTBOUND ROWNHAMS SOUTHAMPTON Edge of Town No Sub Category Total Number of bedrooms:	TRAVEL INN	39	HAMPSHIRE
	Survey date: SATURDAY		20/07/02	Survey Type: MANUAL
3	HC-06-A-06 GRANGE ROAD HEDGE END SOUTHAMPTON Edge of Town No Sub Category Total Number of bedrooms:	HOTEL	56	HAMPSHIRE
	Survey date: SATURDAY		07/12/02	Survey Type: MANUAL
4	WM-06-A-02 ST NICHOLAS STREET DRAPER'S FIELD COVENTRY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of bedrooms:	HOTEL	26	WEST MIDLANDS
	Survey date: SATURDAY		18/02/06	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/A - HOTELS
VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	55	0.159	4	55	0.168	4	55	0.327
08:00 - 09:00	4	55	0.164	4	55	0.318	4	55	0.482
09:00 - 10:00	4	55	0.173	4	55	0.232	4	55	0.405
10:00 - 11:00	4	55	0.150	4	55	0.164	4	55	0.314
11:00 - 12:00	4	55	0.168	4	55	0.345	4	55	0.513
12:00 - 13:00	4	55	0.132	4	55	0.155	4	55	0.287
13:00 - 14:00	4	55	0.168	4	55	0.114	4	55	0.282
14:00 - 15:00	4	55	0.186	4	55	0.191	4	55	0.377
15:00 - 16:00	4	55	0.218	4	55	0.168	4	55	0.386
16:00 - 17:00	4	55	0.159	4	55	0.236	4	55	0.395
17:00 - 18:00	4	55	0.259	4	55	0.136	4	55	0.395
18:00 - 19:00	4	55	0.314	4	55	0.164	4	55	0.478
19:00 - 20:00	2	63	0.288	2	63	0.184	2	63	0.472
20:00 - 21:00	2	63	0.120	2	63	0.240	2	63	0.360
21:00 - 22:00	1	99	0.091	1	99	0.152	1	99	0.243
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.749			2.967			5.716

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:	26 - 99 (units:)
Survey date date range:	01/01/00 - 20/06/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX F

Car Park Occupancy Data Friday 16th March 2018
Saturday 17th March 2018
Sunday 18th March 2018

The Plas Coch Public House, Wrexham Car Park Accumulation
Friday 16th March 2018

Produced by Road Data Services Ltd

77	Regular Spaces
3	Disabled Spaces

																IN AT START								NUMBER OF VEHICLES WHERE OCCUPANTS GO OFF SITE	
	IN								OUT								PCL	MCL	CAR	LGV	OGV1	OGV2	BUS		
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	0	0	21	1	0	0	0	0	
16:00			5					5			9	1				10	0	0	17	0	0	0	0	17	2
16:15			11					11			9					9	0	0	19	0	0	0	0	19	1
16:30			4	1				5			1					1	0	0	22	1	0	0	0	23	1
16:45			3	1				4			8					8	0	0	17	2	0	0	0	19	
17:00			17	3				20			7					7	0	0	27	5	0	0	0	32	
17:15			7	1				8			5	2				7	0	0	29	4	0	0	0	33	
17:30			4	1				5			4					4	0	0	29	5	0	0	0	34	
17:45			7					7			8	1				9	0	0	28	4	0	0	0	32	
18:00			15					15			7					7	0	0	36	4	0	0	0	40	
18:15			12	1				13			11	1				12	0	0	37	4	0	0	0	41	
18:30			7					7			6	3				9	0	0	38	1	0	0	0	39	
18:45			2	1				3			5	1				6	0	0	35	1	0	0	0	36	
19:00			6	2				8			5					5	0	0	36	3	0	0	0	39	2
19:15			9	1				10			6					6	0	0	39	4	0	0	0	43	
19:30			8					8			9	2				11	0	0	38	2	0	0	0	40	
19:45			6					6			6	1				7	0	0	38	1	0	0	0	39	
20:00			4					4			15					15	0	0	27	1	0	0	0	28	
20:15			9	1				10			7					7	0	0	29	2	0	0	0	31	
20:30			3					3			4					4	0	0	28	2	0	0	0	30	
20:45								0			4					4	0	0	24	2	0	0	0	26	
21:00			2					2			5					5	0	0	21	2	0	0	0	23	
21:15			2					2			3	2				5	0	0	20	0	0	0	0	20	
21:30			3	1				4			3	1				4	0	0	20	0	0	0	0	20	
21:45								0			2					2	0	0	18	0	0	0	0	18	
22:00			3					3			5					5	0	0	16	0	0	0	0	16	
22:15			1					1			7					7	0	0	10	0	0	0	0	10	
22:30			1					1			7					7	0	0	4	0	0	0	0	4	
22:45			2	1				3			2	1				3	0	0	4	0	0	0	0	4	
P/TOT	0	0	153	15	0	0	0	168	0	0	170	16	0	0	0	186	0	0	4	0	0	0	0	4	
																PCL	MCL	CAR	LGV	OGV1	OGV2	BUS			
																IN AT END									

The Plas Coch Public House, Wrexham Car Park Accumulation
Saturday 17th March 2018

Produced by Road Data Services Ltd

77	Regular Spaces
3	Disabled Spaces

																IN AT START								NUMBER OF VEHICLES WHERE OCCUPANTS GO OFF SITE	
	IN								OUT								PCL	MCL	CAR	LGV	OGV1	OGV2	BUS		
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	0	0	3	1	0	0	0	0	
11:00			4					4			4					4	0	0	3	1	0	0	0	4	
11:15			6					6			1					1	0	0	8	1	0	0	0	9	
11:30			2					2			2					2	0	0	8	1	0	0	0	9	
11:45			2	1				3			1					1	0	0	9	2	0	0	0	11	
12:00			9	1				10			1					1	0	0	17	3	0	0	0	20	
12:15			6		1			7								0	0	0	23	3	1	0	0	27	
12:30			14	1	1			16			4		1			5	0	0	33	4	1	0	0	38	1
12:45			11					11			4					4	0	0	40	4	1	0	0	45	
13:00			7					7			6	1				7	0	0	41	3	1	0	0	45	
13:15	1		8	2				11	1		8					9	0	0	41	5	1	0	0	47	
13:30			4					4			7					7	0	0	38	5	1	0	0	44	
13:45			5					5			15		1			16	0	0	28	5	0	0	0	33	
14:00			8					8			7	2				9	0	0	29	3	0	0	0	32	
14:15			10	1				11			8					8	0	0	31	4	0	0	0	35	
14:30			5					5			4	2				6	0	0	32	2	0	0	0	34	
14:45			3					3			6					6	0	0	29	2	0	0	0	31	1
15:00			3					3			3					3	0	0	29	2	0	0	0	31	
15:15			1					1			4					4	0	0	26	2	0	0	0	28	
15:30			7					7			6					6	0	0	27	2	0	0	0	29	
15:45			8					8			7					7	0	0	28	2	0	0	0	30	
16:00			8					8			6					6	0	0	30	2	0	0	0	32	
16:15			3	1				4			5					5	0	0	28	3	0	0	0	31	
16:30			4	1				5			4	1				5	0	0	28	3	0	0	0	31	
16:45			4					4			10	1				11	0	0	22	2	0	0	0	24	
17:00			4					4			2					2	0	0	24	2	0	0	0	26	
17:15			4					4			7					7	0	0	21	2	0	0	0	23	
17:30			11					11			6	2				8	0	0	26	0	0	0	0	26	
17:45			4					4			3					3	0	0	27	0	0	0	0	27	
18:00			3					3			6					6	0	0	24	0	0	0	0	24	
18:15			4	1				5			1	1				2	0	0	27	0	0	0	0	27	
18:30			2					2			4					4	0	0	25	0	0	0	0	25	
18:45			1	1				2			4					4	0	0	22	1	0	0	0	23	
19:00			5					5			5					5	0	0	22	1	0	0	0	23	
19:15			4					4			6					6	0	0	20	1	0	0	0	21	
19:30			5					5			7	1				8	0	0	18	0	0	0	0	18	
19:45			3	1				4			6	1				7	0	0	15	0	0	0	0	15	
20:00								0			1					1	0	0	14	0	0	0	0	14	
20:15			3					3			4					4	0	0	13	0	0	0	0	13	1
20:30				1				1			4					4	0	0	9	1	0	0	0	10	1
20:45			1					1			1					1	0	0	9	1	0	0	0	10	
21:00								0								0	0	0	9	1	0	0	0	10	
21:15				1				1			2	1				3	0	0	7	1	0	0	0	8	
21:30								0			3					3	0	0	4	1	0	0	0	5	
21:45			1	1				2			1	1				2	0	0	4	1	0	0	0	5	
22:00								0			1					1	0	0	3	1	0	0	0	4	
22:15			2					2			1					1	0	0	4	1	0	0	0	5	1
22:30			2					2			3	1				4	0	0	3	0	0	0	0	3	
22:45								0			1					1	0	0	2	0	0	0	0	2	
P/TOT	1	0	201	14	2	0	0	218	1	0	202	15	2	0	0	220	0	0	2	0	0	0	0	2	
																PCL	MCL	CAR	LGV	OGV1	OGV2	BUS			
																IN AT END									

The Plas Coch Public House, Wrexham Car Park Accumulation
Sunday 18th March 2018

Produced by Road Data Services Ltd

77	Regular Spaces
3	Disabled Spaces

																	IN AT START								NUMBER OF VEHICLES WHERE OCCUPANTS GO OFF SITE	
IN								OUT								PCL	MCL	CAR	LGV	OGV1	OGV2	BUS				
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	0	0	6	1	0	0	0	0		
12:00			8	1				9			1					1	0	0	13	2	0	0	0	15		
12:15			10	1				11			1					1	0	0	22	3	0	0	0	25		
12:30			8					8			1					1	0	0	29	3	0	0	0	32		
12:45			5					5			2					2	0	0	32	3	0	0	0	35		
13:00			3					3			3	1				4	0	0	32	2	0	0	0	34		
13:15			10					10			8	1				9	0	0	34	1	0	0	0	35		
13:30			9					9			4					4	0	0	39	1	0	0	0	40		
13:45			3	1				4			5	1				6	0	0	37	1	0	0	0	38		
14:00			13					13			7					7	0	0	43	1	0	0	0	44		
14:15			4					4			11					11	0	0	36	1	0	0	0	37		
14:30			7					7			3					3	0	0	40	1	0	0	0	41	1	
14:45			5	1				6			5	1				6	0	0	40	1	0	0	0	41	2	
15:00			1					1			5					5	0	0	36	1	0	0	0	37		
15:15			7					7			8					8	0	0	35	1	0	0	0	36		
15:30			4					4			6					6	0	0	33	1	0	0	0	34	2	
15:45			5					5			10	1				11	0	0	28	0	0	0	0	28		
16:00			7					7			8					8	0	0	27	0	0	0	0	27		
16:15			3					3			7					7	0	0	23	0	0	0	0	23		
16:30			3					3			3					3	0	0	23	0	0	0	0	23		
16:45			7					7			6					6	0	0	24	0	0	0	0	24		
17:00			7					7			5					5	0	0	26	0	0	0	0	26		
17:15			11					11			7					7	0	0	30	0	0	0	0	30		
17:30			6					6			2					2	0	0	34	0	0	0	0	34		
17:45			2					2			1					1	0	0	35	0	0	0	0	35		
18:00			7					7			6					6	0	0	36	0	0	0	0	36		
18:15			1					1			2					2	0	0	35	0	0	0	0	35		
18:30								0			4					4	0	0	31	0	0	0	0	31		
18:45			1					1			1					1	0	0	31	0	0	0	0	31		
19:00			3					3			3					3	0	0	31	0	0	0	0	31	1	
19:15			1					1			9					9	0	0	23	0	0	0	0	23		
19:30			1					1			10					10	0	0	14	0	0	0	0	14		
19:45			1					1			3					3	0	0	12	0	0	0	0	12		
20:00			2					2			5					5	0	0	9	0	0	0	0	9		
20:15			1					1			4					4	0	0	6	0	0	0	0	6		
20:30			1					1								0	0	0	7	0	0	0	0	7		
20:45								0			1					1	0	0	6	0	0	0	0	6		
21:00			1					1			3					3	0	0	4	0	0	0	0	4		
21:15								0			1					1	0	0	3	0	0	0	0	3		
21:30			2					2								0	0	0	5	0	0	0	0	5		
21:45			9					9			4					4	0	0	10	0	0	0	0	10	9	
22:00			4					4			10					10	0	0	4	0	0	0	0	4	2	
22:15								0			1					1	0	0	3	0	0	0	0	3		
22:30			1					1								0	0	0	4	0	0	0	0	4		
22:45								0			1					1	0	0	3	0	0	0	0	3		
P/TOT	0	0	184	4	0	0	0	188	0	0	187	5	0	0	0	192	0	0	3	0	0	0	0	3		
																	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS			
																	IN AT END									

The Plas Coch Public House, Wrexham Car Park Accumulation
Saturday 24th February 2018

Produced by Road Data Services Ltd

77	Regular Spaces
3	Disabled Spaces

The Plas Coch Public House, Wrexham																IN AT START									NUMBER OF	
SAT	IN								OUT								PCL	MCL	CAR	LGV	OGV1	OGV2	BUS		VEHICLES WHERE	
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	PCL	MCL	CAR	LGV	OGV1	OGV2	BUS	TOT	0	0	7	0	0	0	0	TOT	OCCUPANTS GO OFF SITE	
11:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	
11:15	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	11	0	0	0	0	11	0	
11:30	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	14	0	0	0	0	14	0	
11:45	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	18	0	0	0	0	18	0	
12:00	0	0	7	0	0	0	0	7	0	0	1	0	0	0	0	1	0	0	24	0	0	0	0	24	0	
12:15	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	3	0	0	26	0	0	0	0	26	0	
12:30	0	0	9	1	0	0	0	10	0	0	3	0	0	0	0	3	0	0	32	1	0	0	0	33	0	
12:45	0	0	16	1	0	0	0	17	0	0	6	1	0	0	0	7	0	0	42	1	0	0	0	43	0	
13:00	0	0	5	0	0	0	0	5	0	0	6	0	0	0	0	6	0	0	41	1	0	0	0	42	0	
13:15	0	0	11	0	0	0	0	11	0	0	4	0	0	0	0	4	0	0	48	1	0	0	0	49	1	
13:30	0	0	13	0	0	0	0	13	0	0	5	0	0	0	0	5	0	0	56	1	0	0	0	57	3	
13:45	0	0	7	1	0	0	0	8	0	0	5	0	0	0	0	5	0	0	58	2	0	0	0	60	2	
14:00	0	0	17	1	0	0	0	18	0	0	8	0	0	0	0	8	0	0	67	3	0	0	0	70	6	
14:15	0	0	13	0	0	0	0	13	0	0	9	0	0	0	0	9	0	0	71	3	0	0	0	74	4	
14:30	0	0	9	1	0	0	0	10	0	0	7	0	0	0	0	7	0	0	73	4	0	0	0	77	3	
14:45	0	0	5	1	0	0	0	6	0	0	10	3	0	0	0	13	0	0	68	2	0	0	0	70	2	
15:00	0	0	4	0	0	0	0	4	0	0	6	0	0	0	0	6	0	0	66	2	0	0	0	68	0	
15:15	0	0	4	0	0	0	0	4	0	0	9	1	0	0	0	10	0	0	61	1	0	0	0	62	0	
15:30	0	0	6	0	0	0	0	6	0	0	7	0	0	0	0	7	0	0	60	1	0	0	0	61	0	
15:45	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	60	1	0	0	0	61	0	
16:00	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7	0	0	55	1	0	0	0	56	0	
16:15	0	0	3	0	0	0	0	3	0	0	5	0	0	0	0	5	0	0	53	1	0	0	0	54	0	
16:30	0	0	6	1	0	0	0	7	0	0	2	0	0	0	0	2	0	0	57	2	0	0	0	59	0	
16:45	0	0	17	0	0	0	0	17	0	0	8	0	0	0	0	8	0	0	66	2	0	0	0	68	0	
17:00	0	0	11	0	0	0	0	11	0	0	38	1	0	0	0	39	0	0	39	1	0	0	0	40	0	
17:15	0	0	12	0	0	0	0	12	0	0	6	0	0	0	0	6	0	0	45	1	0	0	0	46	0	
17:30	0	0	6	2	0	0	0	8	0	0	11	0	0	0	0	11	0	0	40	3	0	0	0	43	0	
17:45	0	0	12	1	0	0	0	13	0	0	7	0	0	0	0	7	0	0	45	4	0	0	0	49	0	
18:00	0	0	11	0	0	0	0	11	0	0	8	0	0	0	0	8	0	0	48	4	0	0	0	52	0	
18:15	0	0	10	0	0	0	0	10	0	0	5	1	0	0	0	6	0	0	53	3	0	0	0	56	0	
18:30	0	0	5	0	0	0	0	5	0	0	8	0	0	0	0	8	0	0	50	3	0	0	0	53	0	
18:45	0	0	8	0	0	0	0	8	0	0	15	2	0	0	0	17	0	0	43	1	0	0	0	44	0	
19:00	0	0	2	0	0	0	0	2	0	0	10	1	0	0	0	11	0	0	35	0	0	0	0	35	0	
19:15	0	0	7	0	0	0	0	7	0	0	4	0	0	0	0	4	0	0	38	0	0	0	0	38	0	
19:30	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	40	0	0	0	0	40	0	
19:45	0	0	2	0	0	0	0	2	0	0	11	0	0	0	0	11	0	0	31	0	0	0	0	31	0	
20:00	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	30	0	0	0	0	30	0	
20:15	0	0	3	0	0	0	0	3	0	0	7	0	0	0	0	7	0	0	26	0	0	0	0	26	0	
20:30	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	26	0	0	0	0	26	0	
20:45	0	0	1	0	0	0	0	1	0	0	10	0	0	0	0	10	0	0	17	0	0	0	0	17	0	
21:00	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	14	0	0	0	0	14	0	
21:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	11	0	0	0	0	11	0	
21:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	7	0	0	0	0	7	0	
21:45	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	5	0	0	0	0	5	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	
22:15	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	0	
22:30	0	0	15	0	0	0	0	15	0	0	2	0	0	0	0	2	0	0	25	0	0	0	0	25	0	
22:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	27	0	0	0	0	27	0	
P/TOT	0	0	304	10	0	0	0	314	0	0	284	10	0	0	0	294	0	0	27	0	0	0	0	27	21	
The Plas Coch Public House, Wrexham																PCL	MCL	CAR	LGV	OGV1	OGV2	BUS				
																IN AT END										