

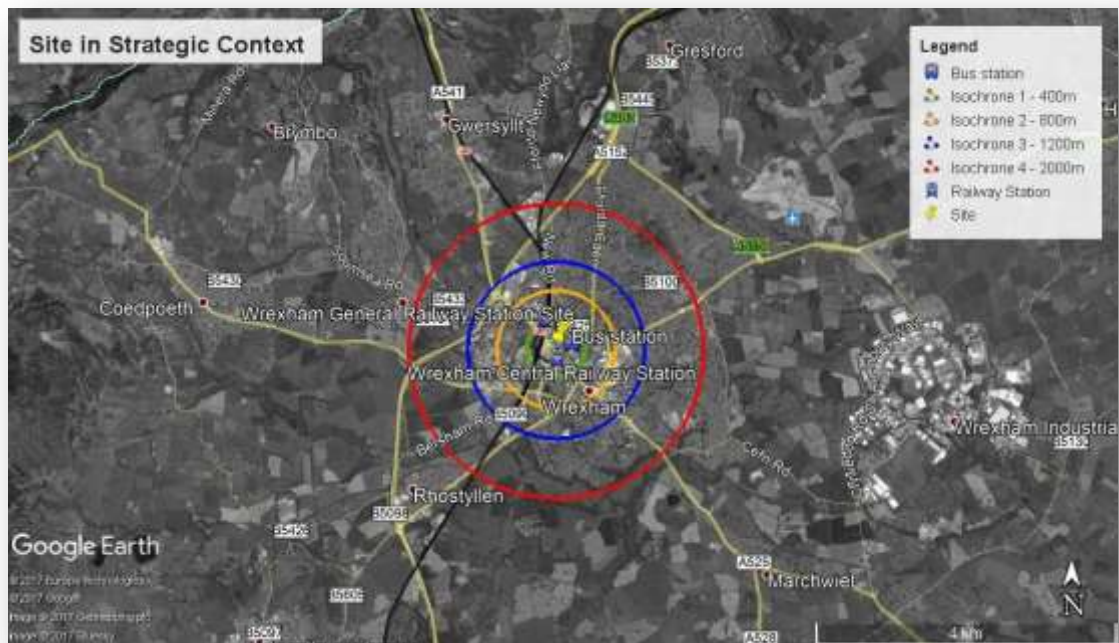
PAPA JOHN'S (GB) LTD

PROPOSED PIZZA TAKE-AWAY AND DELIVERY UNIT 1, REGENT HOUSE, REGENT STREET, WREXHAM

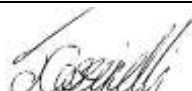
TRANSPORT STATEMENT

17-00525/TS/01

AUGUST 2017



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CONTENTS	Page
1 INTRODUCTION	1
1.1 Background	1
2 EXISTING CONDITIONS	3
2.1 Site Description	3
2.2 Pedestrian Facilities	4
2.3 Cycle Facilities	5
2.4 Public Transport Facilities	5
2.5 Conclusion	6
3 LOCAL HIGHWAY SAFETY	7
3.1 Personal Injury Accident Summary	7
3.2 PIA Conclusion	8
4 LOCAL AND NATIONAL PLANNING GUIDANCE	9
4.1 Overview	9
4.2 Policy	9
4.3 Conclusion	9
5 SITE DEVELOPMENT PROPOSALS	10
5.1 Proposed Development	10
5.2 Operational Characteristics	10
5.3 Vehicular Access	10
5.4 Service Delivery Management Plan	10
5.5 Parking Provision	11
6 DEVELOPMENT TRAFFIC	13
6.1 Introduction	13
6.2 Existing Development Traffic – A1 Use (145m ²)	13
6.3 Proposed Take-away/Delivery Use Development Trips – (145m ²)	14
6.4 Trip Generation Conclusion (based on TRICS)	14
6.5 Trip Generation (based on Papa John's Data)	14
7 CONSULTATION RESPONSE	16
7.1 Summary	16
8 SUMMARY AND CONCLUSION	18
8.1 Summary	18
8.2 Conclusion	18

FIGURES

Figure 2.1 Site in Local Context with Distance Isochrones (within text)

Figure 2.2 Site in Strategic Context (within text)

APPENDICES

Appendix A – Consultation Responses

Appendix B - Indicative Site Layout

Appendix C – Service Delivery Management Plan

Appendix D – Parking Beat and Accumulation Survey

Appendix E – TRICS Output

1 INTRODUCTION

1.1 Background

1.1.1 This Transport Statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Papa John's (GB) Ltd, the applicant, following adverse comments from the Service Manager Environment (SME) at Wrexham Council in respect of planning application reference: P/2017/0249 for change of use from Class A1 (Food Retail) to Class A3 (Pizza Take-away and Delivery).

1.1.2 This report examines the highway and transportation issues raised in respect of the planning application consultation responses dated 4th and 24th May 2017 contained herein as **Appendix A**. The issues raised by the SME are summarised as follows:

1. *Regent Street is subject to a traffic regulation order imposing no waiting / no loading at any time. The takeaway unit proposes only 1 no. off-street parking space located in the existing car park to the rear of the building accessed off Caxton Place. There are a limited number of 30 minute waiting bays along Caxton Place. However, these spaces are already heavily used and would not always be available particularly during daytime hours i.e. 08:30 - 17:30.*
2. *Based on LPGN 16 requirements, the existing Class A1 - retail unit (carpet shop- 145m2 would require a maximum of 1 space per 15m2 GFA i.e. / maximum of 10 spaces. I assume that no parking provision for staff / customers is available in the car park located to the rear of the building. The proposed Class A3 - takeaway unit (145m2 GFA / 18.6m2 public floor space) would require a maximum of 1 space per 4m2 public floor space i.e. a maximum of 5 spaces.*
3. *There are a number of car parks nearby including St. Mark's multi-storey and Island Green but it is considered that customers are unlikely to pay to use these car parks for a relatively short period. Hot food takeaways tend to attract a high proportion of car borne and short stay customers which, without adequate accessible parking, can affect traffic flow and road safety. Often there is an increased occurrence of indiscriminate parking and interruption to the steady flow of traffic along the adjoining highway. Customers are typically tempted to park for short periods close to the premises, often jeopardizing the safety of other road users and pedestrians or park in adjacent residential streets thereby inconveniencing residents.*
4. *The applicant suggests that the during the busiest periods i.e. / evenings, there will be parking spaces available within the rear car park while the offices are unused and there is no physical restriction to their use by Papa John's customers or staff. It may be considered appropriate to include a suitable condition requiring a legal agreement between the owners of the car park & Papa John's to allow the use of this car park after say 18:00 until midnight each day.*
5. *It may be considered appropriate to include a suitable condition restricting opening hours to say 18:00 - midnight each day to limit the potential for indiscriminate parking in the vicinity of the site.*
6. *The submitted application indicated that 10 no. permanent staff and 10 no. temporary staff would be employed at the site. Could you please ask the applicant to indicate where staff will park if the Pizza Unit is allowed to operate*

during the day (say 09:00 - 17:30). Where will vehicles delivering pizzas park at the site.

7. *Could you please ask the applicant to provide details of what size of delivery vehicle (i.e. delivering raw materials) will visit the site, its frequency / timings and how & where such a vehicle will park & turn when delivering. A Service Delivery Management Plan (SDMP) may be appropriate should the application be supported to control deliveries. Appropriate signage directing customers to the rear car park could be included in any submitted SDMP.*

1.1.3 This TS addresses each of the above concerns in detail along with the following:

- (i) the existing site location and transport infrastructure;
- (ii) analysis of personal injury traffic accident data;
- (iii) the site's compliance with applicable transport policy;
- (iv) the development proposals;
- (v) proposed development-generated vehicular traffic compared to the existing consent; and
- (vi) development impact on the surrounding highway network.

1.1.4 The existing retail unit (Unit 1), which is currently unoccupied, has a floor area of approximately 145m² (1,553 ft²). Under the existing use classification, Unit 1 could operate as a local convenience store e.g. Tesco Express/Metro, Sainsbury's Local or Co-op without the need for planning permission.

1.1.5 In preparing this report, due consideration has been given to the extant permission to ensure the true development impact is realised.

2 EXISTING CONDITIONS

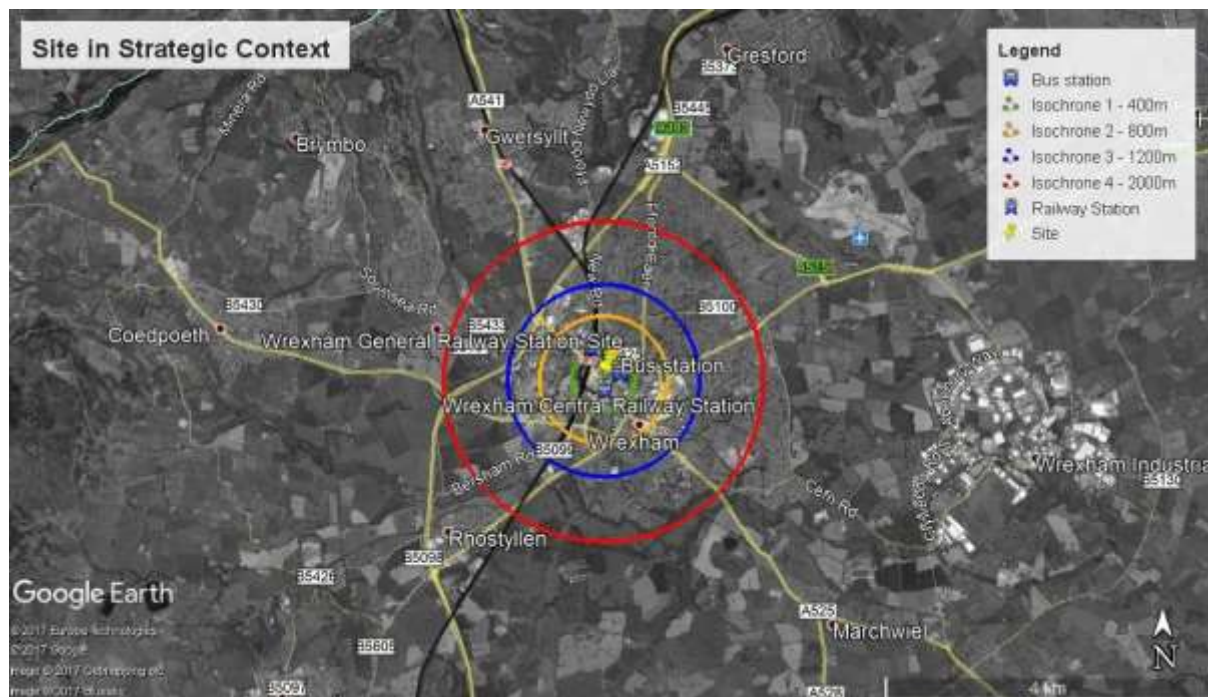
2.1 Site Description

- 2.1.1 The site lies in the centre of Wrexham off Regent Street at the junction with Caxton Place, which forms the site's western boundary. Regent Street forms the southern frontage of the proposed re-development site.
- 2.1.2 Vehicular access to the development site is currently gained via a simple dropped kerb arrangement on Caxton Place, which leads to a rear car parking area serving the site and adjoining units on Regent Street.
- 2.1.3 Along the eastern side of Caxton Place, there are three existing Limited Waiting parking bays operating between Monday and Saturday, 8am to 6pm, with a 30-minute duration of stay. Outside these times, parking is unrestricted on Caxton Place.
- 2.1.4 On the western side of Caxton Place is an existing No Waiting Order, in operation between Monday and Saturday 8am to 6pm; outside these time periods unrestricted parking is permitted on the western side.
- 2.1.5 The junction bell mouth between Caxton Place and Regent Street is protected by a No Waiting, Loading or Unloading at Any Time Order.
- 2.1.6 The site is shown in a local context in **Figure 2.1**.

Figure 2.1: Site in Local Context with Distance Isochrones



- 2.1.7 The site is shown in a wider, strategic context in **Figure 2.2**.

Figure 2.2: Site in Strategic Context

2.2 Pedestrian Facilities

- 2.2.1 Local pedestrian facilities in the area are excellent as expected for town centre locations such as this. Footways with widths in excess of 2.0m are readily available throughout the town centre with controlled and uncontrolled pedestrian crossing facilities found in the local area.
- 2.2.2 For example, a staggered signalised pedestrian crossing provides safe passage for pedestrians between the proposed take-away pizza delivery use and Bradley Road found opposite.
- 2.2.3 The Chartered Institution of Highways and Transportation document 'Providing for Journeys on Foot' provides suggested acceptable walking distances, as shown in Table 2.1.
- 2.2.4 Pedestrian isochrones are also shown in Figure 2.1 and Figure 2.2 with distance isochrones for 400m, 800m, 1200m and 2000m which equates to 5, 10, 15 and 25 minute walk times based on an average walking speed of 4.8 km/h.
- 2.2.5 Providing for Journeys on Foot (IHT) suggests a preferred maximum walking distance of 2000m for commuting, school or sight-seeing.

Table 2.1: Acceptable Walking Distances (IHT)

	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

2.2.6 Local residential communities including Rhos-Ddu, Hightown, and Rhosnesni, are found to the north, south and east of the site and are readily available, large parts of which are well within the suggested 2000m.

2.2.7 There are also numerous potential trip generators found within the town centre including local businesses and other employment uses, which will only encourage pedestrian trips to and from the proposed take away/delivery use. The site is therefore located within a highly sustainable area.

2.3 Cycle Facilities

2.3.1 Cycling within the local vicinity is accommodated in the main via on-carriageway routes with dedicated cycle lanes provided, along with advanced cycle waiting areas, on approach to signal junctions.

2.3.2 On the southern side of Regent Street is a section of off-carriageway shared footway/cycleway linking the Bradley Road junction with the access leading to Central Retail Park to the north west of the site.

2.3.3 **Figure 2.1** displays a 2km site catchment isochrone, which shows a variety of trip generators to be within this distance, such as residential areas and employment zones. A 2km distance can be covered by bicycle in just 10 minutes, based on an average cycling speed of 12km/h.

2.4 Public Transport Facilities

Bus

2.4.1 Guidance related to the accessibility of a development proposal to public transport is provided in the Institution of Highways and Transportation ("IHT") document 'Planning for Public Transport in Development' (March 1999). The IHT guidance recommends that **'new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop...'**

2.4.2 Bus stops are located at a distance well within the 400m (<5 minutes' walk) from the application site on Regent Street and Bradley Road, where numerous services operate.

2.4.3 However, the sites' close proximity to Wrexham Bus Station, which is approximately 280m to the southeast, ensures that accessibility to local bus services and connections to destinations further afield is without doubt excellent for both staff and customers alike.

- 2.4.4 In reviewing the public transport provision in the vicinity of the proposed development, it is clear that the site complies with appropriate guidance, with regular bus services less than 400m from the site.

Rail

- 2.4.5 There are two train stations serving the centre of Wrexham; Wrexham General and Wrexham Central, both of which are approximately 350m to the northwest and south of the site respectively.
- 2.4.6 Wrexham General is the larger of the two; a main line railway station serving Wrexham and north-east Wales. It is managed by Arriva Trains Wales. Services include a once daily service to London Euston, which departs at 07:00 to London Euston calling at Chester, Crewe, Rugby and London Euston.
- 2.4.7 Wrexham General benefits from Inter-City services towards Holyhead, Birmingham International, Cardiff Central, London Euston and a Sundays-only service to Manchester Piccadilly.
- 2.4.8 Wrexham Central is the southern terminus of the Borderlands Line, which links north-east Wales to Merseyside.
- 2.4.9 The station has an hourly service to Shotton and Bidston (Monday to Saturday daytimes) dropping to two-hourly in the evenings and on bank holidays. From Bidston, connections are available to the Merseyrail Wirral line, with westbound services to West Kirby and eastbound services to Liverpool via Birkenhead. These services operate quarter-hourly during the day and half-hourly during the evenings and early mornings.
- 2.4.10 Guidance related to accessibility to train services is also provided in the Institution of Highways and Transportation (IHT) document 'Planning for Public Transport in Development' (March 1999). The IHT guidance recommends that ***'new developments should be located so that public transport trips involve a walking distance of less than... 800m from the nearest railway station'***.
- 2.4.11 As both train stations are well within this recommended distance, the proposed development site is well linked to existing train services, allowing sustainable travel options to/from local destinations and further afield.

2.5 Conclusion

- 2.5.1 The development site is within a highly sustainable town centre location, especially given the close proximity of the bus and both railway stations within Wrexham. The need to travel by private car will therefore be significantly reduced.

3 LOCAL HIGHWAY SAFETY

3.1 Personal Injury Accident Summary

- 3.1.1 An assessment has been carried out of the local highway network safety in order to establish any current accident clusters or blackspots near the site that may be exacerbated by the development proposal. In this instance, a cluster is defined as a specific geographical location where a higher than expected number of crashes of a particular type have occurred during a short period of time. The website Crashmap (www.crashmap.co.uk) has been interrogated to provide this data.
- 3.1.2 CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy to use format showing each incident on a map. Incidents are plotted within 10 metres of their location and the data includes all incidents up to the end of 2016.
- 3.1.3 The study area is shown in **Figure 3.1**. However, for the purpose of this assessment, only accidents that have occurred along the site frontage have been analysed i.e. Regent Street between the A5152 and Central Road.
- 3.1.4 Within the study area, a total of 11 PIAs were recorded, resulting in 17 casualties. Of these, nine were recorded as 'slight' in severity and two 'serious'.



Figure 3.1: PIA Plot near application site

- 3.1.5 Within these figures, five pedestrian casualties were recorded (four slight, one serious), including one child pedestrian, and one motorcyclist who suffered a slight injury. There were no recorded cycle casualties.

3.1.6 Table 3.1 illustrates the accidents during this 5-year period, which suggests that the accident trend has improved over time with 10 casualties occurring in the first two years (2012 and 2013), and just seven casualties occurring in the next three years (2013-2016); there were no recorded accidents in 2016.

3.1.7 During 2015, there were four accidents, three slight and one serious, involving a total of 11 vehicles. This year (2015) appears to have been sporadic and has not been repeated before or since.

Table 3.1 – Local Accident Trend

Year	Slight	Serious	Casualties
2012	3	0	7
2013	3	0	3
2014	0	1	1
2015	3	1	6
2016	0	0	0
Total	9	2	17

3.1.8 There appears to be an accident cluster between Caxton Place and Bradley Road where the vast majority of incidents (six) have occurred.

3.1.9 However, the development impact, discussed later on in this report, offers betterment over the existing A1 use. As such, the proposed take-away pizza delivery use is not expected to exacerbate the existing accident record.

3.2 PIA Conclusion

3.2.1 Given the betterment offered by the proposed A3 use, there are no highway safety reasons why the proposed development should not proceed.

4 LOCAL AND NATIONAL PLANNING GUIDANCE

4.1 Overview

4.1.1 With regard to the transportation implications of the proposed development, this assessment examines the development proposal in the context of relevant planning policy guidance at national, regional and local level. The following documents have been reviewed:

- Planning Policy Wales (Edition 9 November 2016);
- Technical Advice Note (Wales) (2007) 18 – Transport;
- Wrexham Local Development Plan 2 (LDP2) 2013-2028; and
- North Wales Joint Local Transport Plan (2015).

4.2 Policy

4.2.1 The overarching desire at all tiers of planning policy guidance is to influence a modal shift from single occupancy car travel towards more sustainable modes such as walking, cycling, and public transport.

4.2.2 In order to achieve this, it is recognised that development should be located such that the need to travel is reduced, especially by private car, by locating development where there is good access to high quality public transport, walking and cycling provision.

4.3 Conclusion

4.3.1 The site is well located to encourage sustainable modes of travel due to its proximity and links to trip generators throughout Wrexham and the surrounding areas.

4.3.2 Given the extant A1 use, and the highly sustainable site location, it has not been deemed necessary to review individual Transport Planning Policies within the above documents as it is clear that the development location and proposed use complies with Policy at Local and National level.

4.3.3 In transport planning terms, there are no reasons why the proposed take-away pizza delivery use, which will replace the existing A1 use, should not be granted planning consent.

5 SITE DEVELOPMENT PROPOSALS

5.1 Proposed Development

- 5.1.1 The proposal involves the proposed change of use from Class A1 (Food Retail) to Class A3 (Pizza Take-away and Delivery) at Unit 1 Regent House, Regent Street, Wrexham.
- 5.1.2 The existing retail unit (Unit 1), which is currently unoccupied, has a floor area of approximately 145m² (1,553 ft²). Given the A1 consent in place, the existing unit could operate as a local convenience store e.g. Tesco Express/Metro, Sainsbury's Local or Co-op.
- 5.1.3 The proposed development involves the refurbishment of the existing unit to the specific needs of Papa John's (GB) Ltd (the applicant) including end user specific signage with minimal amendments to the site frontage. **Appendix B** contains a plan detailing the indicative internal site layout.

5.2 Operational Characteristics

- 5.2.1 Papa John's pizzas are prepared and baked to order. Most orders are delivered, which typically account for around 60% to 70% of all sales, with orders placed by telephone or online.
- 5.2.2 Most orders/deliveries take place between 1800 and 2100 hours, outside traditional AM and PM highway network peak hours, with fewer deliveries made during lunch and the afternoon period. The proposed hours of operation are from 1000 to 0000 hours Sunday to Thursday and 1000 to 0300 hours Friday and Saturday; the same opening hours as the nearby Domino's Pizza in Island Green.
- 5.2.3 The traditional AM peak hour of 0800 to 0900 will be totally unaffected by the proposed change of use and as such offers betterment over the existing A1 consent.
- 5.2.4 The outlet will be serviced by delivery cars and motorbikes/scooters. A maximum of six delivery vehicles would operate from the outlet at any time. However, the number on site at any one time will be significantly lower as not all six vehicles will be on site simultaneously.
- 5.2.5 Refuse and recycling facilities will be stored externally to the rear (north) of the building in an area to be designated by the landlord. Refuse collection will be as existing.

5.3 Vehicular Access

- 5.3.1 Vehicular access to the site is via a dropped kerb arrangement on Caxton Place, which leads to a rear car parking area with a total capacity of 26 spaces serving the site and adjoining units on Regent Street.

5.4 Service Delivery Management Plan

- 5.4.1 To ensure that deliveries are co-ordinated to avoid potential conflict within the rear car park, a Service Delivery Management Plan (SDMP) has been compiled. A copy of which is contained in **Appendix C**.

5.5 Parking Provision

- 5.5.1 Parking provision for the proposed re-development will be provided in accordance with Wrexham County Borough Council Local Planning Guidance Notes no. 16 – Parking Standards.
- 5.5.2 Figure A of the above guide suggests a maximum provision of 1 car space per 4m² of public floor space and 1 cycle space per 40m² of public floor space. More than sufficient cycle parking is already available to the front of the unit to comply with this guide.
- 5.5.3 The guide also states that the parking provision for change of use applications such as this will be considered on their own merits and as such a 1st principles approach has also been taken.
- 5.5.4 During pre-application discussions, the Local Highway Authority (LHA) expressed concern that the proposed development would lead to an unacceptable impact on existing Caxton Place on-street parking, which may not provide sufficient capacity to accommodate development traffic, to the detriment of highway safety and capacity.
- 5.5.5 To help allay LHA concerns, the applicant has secured five parking spaces within the rear car park for staff and customers, and commissioned an independent Parking Beat and Accumulation Survey to assess the availability of spaces along Caxton Place and within the rear car park. The survey was undertaken by Transport Data Collection on Friday 21st of July 2017 between 1100 and 2300.
- 5.5.6 The survey results indicate that within the main car park, the maximum accumulation was 15 of the available 26 spaces, which occurred between 1300 and 1315; 11 parking spaces are therefore available at maximum occupancy.
- 5.5.7 Outside these time periods the reserve capacity was significantly greater. From 1800 to 1815 only two cars were recorded within the car park, beyond that, and up to the end of the survey (2300) the car park was empty.
- 5.5.8 Within the on-street parking bay to the south of the rear car park access on Caxton Place, saturation occurred between 1330 and 1400 where all four spaces were occupied. At all other times during the survey, parking spaces were available from one to four spaces.
- 5.5.9 Within the on-street parking bay to the north of the rear car park access on Caxton Place, saturation occurred between 1230 and 1300 and again between 1315 and 1330 where both of the two available spaces were occupied. From 1515 to the end of the survey at 2300, the parking bay was empty.
- 5.5.10 Assuming the worst case scenario that all six delivery scooters/motorbikes are on site simultaneously, only two car parking spaces within the rear car park will be occupied. A minimum of three allocated parking spaces will therefore be available for customers within the rear car park at all times.
- 5.5.11 There appears to be ample spare capacity on-street and within the remainder of the rear car park to avoid obstruction issues being caused on the surrounding highway network.
- 5.5.12 There is a third two space limited waiting bay at the northern end of Caxton Place. It was not included in the survey as it was occupied by contractors' vehicles working in Caxton Place for the duration of the survey. When the works are complete, these additional two spaces will also become available for customers and the general public.

5.5.13 The full results of the parking beat and accumulation survey are contained within **Appendix D**.

6 DEVELOPMENT TRAFFIC

6.1 Introduction

- 6.1.1 Estimated development generated traffic flows have been forecast using the TRICS database (version 7.4.1). TRICS is a nationally accepted database providing information relating to the total number of trips generated by various land uses, based on existing trips observed at similar sites throughout the United Kingdom.
- 6.1.2 From the TRICS database, a Trip Rate is derived which provides the number of expected trips per unit of measurement (e.g. unit or area). The TRICS good practice guide promotes an 'inclusive' rather than 'exclusive' approach to site selection. As such, only sites in Greater London have been excluded, due to the significantly different travel patterns and public transport availability it offers compared to large parts of the UK.
- 6.1.3 This section of the report focuses on the trip generation for the traditional weekday AM (0800-0900) and PM (1700-1800) peaks hours. In addition, a 'daily' figure is also provided which represents the extent of data availability for this TRICS assessment.

6.2 Existing Development Traffic – A1 Use (145m²)

- 6.2.1 In order to assess the true development impact, a comparison exercise has been undertaken between the trips generated by the existing A1 use and the proposed A3 development.
- 6.2.2 The existing unit could operate as a local convenience store e.g. Tesco Express/Metro, Sainsbury's Local or Co-op and as such trip generation figures have been generated on this basis.

Table 6.1: Existing A1 use vehicular traffic (estimated 145m²)

Time Period	Trip Rates (per 100m ²)			Trips		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Weekday AM peak (0800-0900)	4.11	3.723	7.833	6	5	11
Extant Use Peak (1200-1300)	5.097	4.952	10.049	7	7	15
Weekday PM peak (1700-1800)	5.251	5.493	10.744	8	8	16
Daily (0530-2130)	62.615	61.987	124.602	91	90	181

- 6.2.3 Table 6.1 shows that the existing A1 use is likely to generate 181 two-way vehicular trips on a typical weekday. The peak hours of 0800-0900 and 1700-1800 are expected to generate approximately 11 and 16 two-way trips respectively, with the extant site use peak generating 15 two-way trips.

6.3 Proposed Take-away/Delivery Use Development Trips – (145m²)

- 6.3.1 Table 6.2 shows that the proposed A3 use is likely to generate 98 two-way vehicular trips on a typical weekday. The peak hours of 0800-0900 and 1700-1800 are expected to generate approximately one and 12 two-way trips respectively; the development peak (2100-2200) generates 16 two-way trips.

Table 6.2: Proposed Take-away/Delivery Development Trips (145m²)

Time Period	Trip Rates			Trips		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Weekday AM peak (0800-0900)	0.4	0	0.4	1	0	1
Development Peak (2100-2200)	4.993	5.938	10.931	7	9	16
Weekday PM peak (1700-1800)	4.351	4.11	8.461	6	6	12
Daily (0700-1900)	33.961	33.914	67.875	49	49	98

6.4 Trip Generation Conclusion (based on TRICS)

- 6.4.1 Tables 6.1 and 6.2 demonstrate that the proposed A3 development will actually provide betterment over the existing A1 use in that the total two-way movements (arrivals and departures) generated by the proposal will be less in each peak hour and considerably less during the course of a normal working day.
- 6.4.2 Full TRICS output data is provided herein as **Appendix E**.

6.5 Trip Generation (based on Papa John's Data)

- 6.5.1 The trip generation figures established from TRICS may not be fully representative of the intended use, as the number of surveyed sites within the database was limited.
- 6.5.2 To ensure a robust assessment, a 1st principles approach has also been undertaken for comparison purposes based on known sales data supplied by Papa John's.
- 6.5.3 Table 6.3 illustrates that the busiest day is Friday where a total of 95 orders are placed, 57% of which are delivered, and as such 40 orders will be collected in person throughout the day.
- 6.5.4 Table 6.4 illustrates that 12 orders are typically placed on a Friday during the afternoon hours of 1300-1800 (5 hours) and 52 during the peak ordering period of 1800-2100 (3 hours).
- 6.5.5 As Table 6.3 suggests that 57% of all orders on a Friday are delivered, only five orders will be collected during the afternoon (1300-1800) and 22 collected during the evening peak of (1800-2100). This equates to one walk in/collection per hour during the afternoon period (1300-1800) and seven walk in /collections per hour during the evening peak (1800-2100).

Table 6.3 – Typical Total Daily Orders and Breakdown of Walk-In, Collection and Deliveries (non-London)

Day	Total Orders	Delivery Orders	Total Walk In Tickets	Collection Tickets	% of Deliveries
Monday	22	15	3	4	68
Tuesday	22	13	6	3	59
Wednesday	28	16	8	4	57
Thursday	20	13	1	6	65
Friday	95	55	21	19	57
Saturday	84	58	18	8	69
Sunday	53	36	12	5	68
Total	324	206	69	49	63

Table 6.4 – Typical Daily Order Times

	1100-1200hrs	1200-1300hrs	1300-1800hrs	1800-2100hrs	Post 2100hrs
Day	Morning Orders	Lunch Orders	Afternoon Orders	Peak Orders	Post 9pm Orders
Monday	0	0	5	10	0
Tuesday	0	0	7	10	1
Wednesday	0	0	4	14	5
Thursday	0	0	5	4	3
Friday	0	0	12	52	6
Saturday	0	1	14	32	4
Sunday	0	1	14	13	5

- 6.5.6 Assuming the worst case scenario that all walk in /collections are undertaken by private vehicle, two and 14 two-way vehicular trips (arrivals and departures) will occur per hour during the afternoon and evening peaks respectively.
- 6.5.7 As explained in Section 5 of this report, the rear car park, which has capacity for 26 spaces, has 11 spare parking spaces at peak times and is largely empty after 1800 when the peak ordering activity begins.
- 6.5.8 Regardless of how many on-street parking spaces are available on Caxton Place, the rear car park can easily accommodate customer vehicles in the worst case scenario assuming that all customers arrive and depart by private car. No account for travel via sustainable modes, e.g. walking, cycling or public transport, has been allowed for within the estimate above, which given the site's location is highly likely to occur in reality.
- 6.5.9 However, from the parking beat and accumulation survey (Appendix C), and as explained in Section 5, apart from brief periods of saturation, there appear to be several available parking spaces within the designated limited waiting bays, especially during the evening peak, where the vast majority of spaces are available.
- 6.5.10 With the five allocated parking spaces within the rear car park, significant spare car park capacity during peak and off-peak periods, and the availability of on-street parking spaces during peak operation, vehicular traffic associated with the proposed A3 use, will not cause any obstruction or capacity issues on the surrounding highway network.

7 CONSULTATION RESPONSE

7.1 Summary

7.1.1 As stated within the introduction of this report, adverse comments were received from the Service Manager Environment (SME) at Wrexham Council.

7.1.2 This report adequately covers each highway and transportation issue raised. However, to ensure clarity, Table 7.1 illustrates how each point has been addressed.

Table 7.1 – Consultation Response

1.	Regent Street is subject to a traffic regulation order imposing no waiting / no loading at any time. The takeaway unit proposes only 1 no. off-street parking space located in the existing car park to the rear of the building accessed off Caxton Place. There are a limited number of 30 minute waiting bays along Caxton Place. However, these spaces are already heavily used and would not always be available particularly during daytime hours i.e. 08:30 - 17:30.
R1.	There are five allocated parking spaces for the proposed use (Papa John's) within the rear car park which is largely empty after 1800. During peak activity, there are also several parking spaces on Caxton Place as confirmed by the Parking Beat and Accumulation Survey. The proposed use will therefore not place undue pressure on the surrounding highway network.
2.	Based on LPGN 16 requirements, the existing Class A1 - retail unit (carpet shop- 145m ² would require a maximum of 1 space per 15m ² GFA i.e. / maximum of 10 spaces. I assume that no parking provision for staff / customers is available in the car park located to the rear of the building. The proposed Class A3 - takeaway unit (145m ² GFA / 18.6m ² public floor space) would require a maximum of 1 space per 4m ² public floor space i.e. a maximum of 5 spaces.
R2.	There are five spaces provided within the rear car park and as such the proposed development complies with LPGN 16.
3.	There are a number of car parks nearby including St. Mark's multi-storey and Island Green but it is considered that customers are unlikely to pay to use these car parks for a relatively short period. Hot food takeaways tend to attract a high proportion of car borne and short stay customers which, without adequate accessible parking, can affect traffic flow and road safety. Often there is an increased occurrence of indiscriminate parking and interruption to the steady flow of traffic along the adjoining highway. Customers are typically tempted to park for short periods close to the premises, often jeopardizing the safety of other road users and pedestrians or park in adjacent residential streets thereby inconveniencing residents.
R3.	The proposed parking provision, availability of parking spaces on-street (Caxton Place) and significant reserve capacity within the rear car park at peak times will prevent overspill and indiscriminate parking. The proposed also offers betterment over the extant use which would attract significantly more traffic movements during the traditional AM and PM peak hours and daily.

4.	The applicant suggests that the during the busiest periods i.e. / evenings, there will be parking spaces available within the rear car park while the offices are unused and there is no physical restriction to their use by Papa John's customers or staff. It may be considered appropriate to include a suitable condition requiring a legal agreement between the owners of the car park & Papa John's to allow the use of this car park after say 18:00 until midnight each day.
R4.	The suggested Condition is unnecessary as there is policy compliant parking allocated to the applicant (Papa John's) within the rear car park. On-street parking can also accommodate the anticipated demand.
5.	It may be considered appropriate to include a suitable condition restricting opening hours to say 18:00 - midnight each day to limit the potential for indiscriminate parking in the vicinity of the site.
R5.	The suggested Condition is unnecessary as indiscriminate parking is highly unlikely.
6.	The submitted application indicated that 10 no. permanent staff and 10 no. temporary staff would be employed at the site. Could you please ask the applicant to indicate where staff will park if the Pizza Unit is allowed to operate during the day (say 09:00 - 17:30). Where will vehicles delivering pizzas park at the site.
R6.	Given the sites' highly sustainable location, there are no specific parking spaces allocated for staff, who will be required to arrive at the town centre location via sustainable means. Delivery mopeds will occupy a maximum of two allocated parking spaces to the rear, the likelihood of all six mopeds being on site at any one time during peak periods is remote.
7.	Could you please ask the applicant to provide details of what size of delivery vehicle (i.e. delivering raw materials) will visit the site, its frequency I timings and how & where such a vehicle will park & turn when delivering. A Service Delivery Management Plan (SDMP) may be appropriate should the application be supported to control deliveries. Appropriate signage directing customers to the rear car park could be included in any submitted SDMP.
R7.	A Service and Delivery Management Plan has already been prepared (Appendix C). Customers will also be made aware of the rear car parking facility when ordering and collecting.

8 SUMMARY AND CONCLUSION

8.1 Summary

- 8.1.1 This Transport Statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Papa John's (GB) Ltd, the applicant, following adverse comments received from the Service Manager Environment (SME) at Wrexham Council.
- 8.1.2 The development site is set within a highly sustainable town centre location, especially given the close proximity of the bus and both railway stations within Wrexham. The need to travel by private car will therefore be significantly reduced.
- 8.1.3 Given the betterment offered by the proposed A3 use, there are no highway safety reasons why the proposed development should not proceed.
- 8.1.4 In transport planning terms, the proposed use is fully compliant with Policy at Local and National level; there are no reasons why the proposed take-away pizza delivery use, which will replace the existing A1 use, should not be granted planning consent.
- 8.1.5 The proposed development offers policy compliant parking within the rear car park, along with the availability of on-street parking spaces, as confirmed by the Parking Beat and Accumulation Survey, which will prevent overspill and indiscriminate parking.
- 8.1.6 The trip generation exercise has confirmed that the proposed A3 development will provide betterment over the existing A1 use in that the total two-way movements (arrivals and departures) generated by the proposed will be less in each peak hour and considerably less during the course of a normal working day.
- 8.1.7 All SME concerns have been considered and addressed within this report.

8.2 Conclusion

- 8.2.1 This Transport Statement has demonstrated that the development should be considered acceptable in terms of highways and transportation, especially as the proposed development offers betterment over the existing A1 use.

APPENDIX A

Consultation Response

MEMORANDUM

From: Service Manager Environment **To:** Head of Environment and Planning
Our Ref: EP/DC/PP/2017/0249 **Your Ref:** KH/P/2017/0249
Date: 4th April 2017

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 331 505 Regent House, Regent Street, Wrexham.

Development: Sub-division and change of use of ground floor of unit 1 to a Class A3 pizza take-away and delivery, installation of new shop front and customer entrance and access ramp within the front elevation and installation of flue and plant at side elevation.

I refer to your consultation dated 03/04/2017 in respect of the above.

The proposed development site is located on Regent Street which is a busy classified road subject to a 30mph speed limit. The development site is located in close proximity to the busy signalized junction of Regent Street / Bradley Road which includes pedestrian crossing facilities and cycle lanes.

Regent Street is subject to a traffic regulation order imposing no waiting / no loading at any time. The takeaway unit proposes only 1 no. off-street parking space located in the existing car park to the rear of the building accessed off Caxton Place. There are a limited number of 30 minute waiting bays along Caxton Place. However, these spaces are already heavily used and would not always be available particularly during daytime hours ie/ 08:30 – 17:30.

Based on LPGN 16 requirements, the existing Class A1 - retail unit (carpet shop- 145m²) would require a maximum of 1 space per 15m² gfa ie/ maximum of 10 spaces. I assume that no parking provision for staff / customers is available in the car park located to the rear of the building. The proposed Class A3 - takeaway unit (145m² gfa / 18.6m² public floor space) would require a maximum of 1 space per 4m² public floor space ie/ maximum of 5 spaces.

There are a number of car parks nearby including St. Mark's multi-storey and Island Green but it is considered that customers are unlikely to pay to use these car parks for a relatively short period. Hot food takeaways tend to attract a high proportion of car borne and short stay customers which, without adequate accessible parking, can affect traffic flow and road safety. Often there is an increased occurrence of indiscriminate parking and interruption to the steady flow of traffic along the adjoining highway. Customers are typically tempted to park for short periods close to the premises, often jeopardizing the safety of other road users and pedestrians or park in adjacent residential streets thereby inconveniencing residents.

Given the proximity of the proposed development site to the signalized junction of Regent Street / Bradley Road and the lack of parking provision in respect of the proposed takeaway, it is considered that indiscriminate parking / waiting in this location is likely to occur which would be incompatible with through traffic interests and a potential source of danger to road users and pedestrians.

I would therefore recommend that the application be **REFUSED** for the following reasons:-

1. **The proposed development does not make adequate provision for the parking of vehicles clear of the public highway.**
2. **The establishment of such a development in this location would be incompatible with through traffic interests and a potential source of danger to road users and pedestrians.**

pete northwaite

1/1

Service Manager Environment

matthew anderson

From: Dafydd Williams <dafydd.williams@rpsgroup.com>
Sent: Monday, June 12, 2017 5:37 PM
To: Kevin Hughes
Cc: Paul Thomas; Abigail James; Ross Bowen
Subject: RE: Planning application reference: P/2017/0249 at Unit 1, Regent House, Regent Street, Wrexham
Attachments: Unit 1 Regent House.pdf; Unit 1 Regent House.pdf
Importance: High

Dear Kevin

Further to my previous email below, notwithstanding it is considered that the proposal accords with the development plan at present and no corresponding legal agreement is required, Papa John's has listened to the concerns of the Service Manager Environment and, as the attached correspondence from the landlord's managing agent (Legat Owen) confirms, is in the process of securing two additional off street parking spaces for its use within the rear car park.

I trust this provides the added assurance the Service Manager Environment is seeking.

Please accept this email as confirmation that an extension to the target determination date to the end of this week, by which I hope that this matter can be concluded and planning permission granted.

Many thanks,

Kind regards

Dafydd Williams
Associate - RPS Planning & Development
Park House, Greyfriars Road,
Cardiff, CF10 3AF.
United Kingdom
Tel: +44 (0)29 2066 8662
Fax: +44 (0)29 2066 8622
Direct: +44 (0)29 2055 0682
Mobile: +44 (0)77 7926 1322
Email: dafydd.williams@rpsgroup.com
www: www.rpsgroup.com

From: Dafydd Williams
Sent: 07 June 2017 17:34
To: 'Kevin Hughes' <Kevin.Hughes@wrexham.gov.uk>
Cc: 'Paul Thomas' <paul_thomas@papajohns.co.uk>; Abigail James <Abigail.James@rpsgroup.com>; Ross Bowen <ross.bowen@rpsgroup.com>
Subject: RE: Planning application reference: P/2017/0249 at Unit 1, Regent House, Regent Street, Wrexham
Importance: High

Dear Kevin

See response to Phil Palmer Service Manager Environment comments below in **green** and the suggested Service and Delivery Management Plan attached:

1. The applicant suggests that the during the busiest periods ie/ evenings, there will be parking spaces available within the rear car park while the offices are unused and there is no physical restriction to their

use by Papa John's customers or staff. It may be considered appropriate to include a suitable condition requiring a legal agreement between the owners of the car park & Papa John's to allow the use of this car park after say 18:00 until midnight each day.

- a. There is ample short stay car parking (30 minutes limited waiting) available for use by delivery staff and customers in the vicinity of the site at all times. The landlord has confirmed that the car park is generally unused in the evenings and there is no physical restriction to its use during these times. Such a legal agreement is considered unnecessary given these available options.
2. It may be considered appropriate to include a suitable condition restricting opening hours to say 18:00 - midnight each day to limit the potential for indiscriminate parking in the vicinity of the site.
 - a. As set out within the planning application and subsequent correspondence the number of orders during the daytime is minimal. There is ample short stay car parking (30 minutes limited waiting) available for use by delivery staff and customers in the vicinity of the site at all times. Consequently, such a condition is considered unreasonable.
3. The submitted application indicated that 10 no. permanent staff and 10 no. temporary staff would be employed at the site. Could you please ask the applicant to indicate where staff will park if the Pizza Unit is allowed to operate during the day (say 09:00 - 17:30). Where will vehicles delivering pizzas park at the site.
 - a. Not all staff will be on site at the same time. In addition to the 1 demised space, there is ample short stay parking for delivery staff in the vicinity of the site with a maximum 30 minute waiting time, ensuring a high turnover of spaces suitable for delivery staff. There are also ample long stay car parking options available within Wrexham Town Centre, including at St Marks Road Car Park, Island Green Car Park and Wrexham General Station Car Park, if required. In addition, during the daytime there are several other modes of transport options available with frequent services, including Wrexham Bus Station within 220 m and Wrexham General Rail Station within 250 m walking distance.
4. Could you please ask the applicant to provide details of what size of delivery vehicle (ie/ delivering raw materials) will visit the site, its frequency/ timings and how & where such a vehicle will park & turn when delivering. A Service Delivery Management Plan (SDMP) may be appropriate should the application be supported to control deliveries. Appropriate signage directing customers to the rear car park could be included in any submitted SDMP.
 - a. Please see a Service and Delivery Management Plan attached.

I trust that, given the above and attached and the information submitted to date, the application may now be recommended for approval to enable the investment and up to 20 jobs to be created and provide added choice and competition for the residents of Wrexham.

Should you have any queries or need any further information please do not hesitate to contact me.

Kind regards

Dafydd Williams
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Cardiff, CF10 3AF.
United Kingdom
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Fax: +44 (0)29 2066 8622
Direct: +44 (0)29 2055 0682
Mobile: +44 (0)77 7926 1322
Email: dafydd.williams@rpsgroup.com
www: www.rpsgroup.com

From: Kevin Hughes [<mailto:Kevin.Hughes@wrexham.gov.uk>]

Sent: 26 May 2017 15:52

To: Dafydd Williams <dafydd.williams@rpsgroup.com>

Subject: FW: Planning application reference: P/2017/0249 at Unit 1, Regent House, Regent Street, Wrexham

[See attached comments](#)

Kevin

From: Phil Palmer

Sent: 26 May 2017 13:10

To: Kevin Hughes

Subject: RE: Planning application reference: P/2017/0249 at Unit 1, Regent House, Regent Street, Wrexham

Hi Kev

[My response attached.](#)

Regards, Phil

From: Kevin Hughes

Sent: 23 May 2017 16:33

To: Phil Palmer

Subject: FW: Planning application reference: P/2017/0249 at Unit 1, Regent House, Regent Street, Wrexham

Importance: High

[Could you look at comments made by the applicants agent re your concerns.](#)

[Regent House A1 TO A3 P/2017/0249](#)

From: Dafydd Williams [<mailto:dafydd.williams@rpsgroup.com>]

Sent: 13 April 2017 15:58

To: Kevin Hughes

Cc: Ross Bowen

Subject: RE: Planning application reference: P/2017/0249 at Unit 1, Regent House, Regent Street, Wrexham

Importance: High

Dear Kevin

I note the attached consultation comments from the Service Manager Environment (SME) that recommends refusal of the planning application on grounds of inadequate parking and highway safety. I respond to the points raised below and would be grateful if you would request further comments from the SME in light of the below please:

- The proposed use's characteristics means that the majority of orders are fulfilled by delivery (between 57% and 69%) and between 18:00 and 21:00 hours when the highway network is quieter (please see Tables 1 and 2 below indicating typical order schedules for a non-London franchise below);
- The SME states that the 30 minute waiting bays along Caxton Place would not always be available during 08:30 and 17:30. As highlighted below the number of collections during this daytime period is negligible;
- As the SME points out, the existing parking requirement for the Class A1 (shops) floorspace, which could be reoccupied for that purpose at any time, is double that of the proposed use. The proposal is likely to reduce the prospect of errant parking than if retained in Class A1 use and operated as, say, a Tesco Express/Metro, Sainsbury's Local or Co-op for example. I would suggest that the SME's position in this regard would be difficult to defend under cross-examination at appeal;

- Notwithstanding the above, as the SME also highlights, the number of parking spaces quoted are a maximum figures – 5 being the most the Council’s policy would permit to be provided. The site is situated within a sustainable location where reduced parking levels should be sought;
- No additional parking spaces would be demised to Papa John’s other than the single space within the rear car park of Regent House. However, during the busiest periods, i.e. evenings, there will be parking spaces available within the rear car park while the offices are unused and there is no physical restriction to their use by Papa John’s customers or staff. It is considered that it is more likely that the small number of customers who collect their orders, and delivery staff, would park in the car park, if no spaces are available on Caxton Place, before attempting to park on Regent Street itself and risking their property and personal safety by parking in such a location. This latter situation is considered to be highly unlikely.

Table 1 – Typical Total Daily Orders and Breakdown of Walk-In, Collection and Deliveries (non-London)

Day	Total Orders	Delivery Orders	Total Walk In Tickets	Collection Tickets	% of Deliveries
Monday	22	15	3	4	68
Tuesday	22	13	6	3	59
Wednesday	28	16	8	4	57
Thursday	20	13	1	6	65
Friday	95	55	21	19	57
Saturday	84	58	18	8	69
Sunday	53	36	12	5	68
Total	324	206	69	49	63

Table 2 – Typical Daily Order Times

	1100-1200hrs	1200-1300hrs	1300-1800hrs	1800-2100hrs	Post 2100hrs
Day	Morning Orders	Lunch Orders	Afternoon Orders	Peak Orders	Post 9pm Orders
Monday	0	0	5	10	0
Tuesday	0	0	7	10	1
Wednesday	0	0	4	14	5
Thursday	0	0	5	4	3
Friday	0	0	12	52	6
Saturday	0	1	14	32	4
Sunday	0	1	14	13	5

I would be grateful if the SME could be re-consulted on the basis of the additional information provided above.

Regarding the Public Protection consultation response (also attached) I note that a pair of standard conditions are suggested.

However, regarding first condition suggested (ZP03), we have already provided this information. Therefore, I would suggest that any permission is condition as follows:

“The proposed use shall not commence until the means of ventilation for extraction and dispersal of cooking smells set out within ‘SUPPORTING INFORMATION ON THE PROPOSED EXTRACTION SYSTEM AND PLANT AT UNIT 1A, REGENT HOUSE, REGENT STREET, WREXHAM LL11 1PR’ has been implemented prior to first use and shall thereafter be permanently retained in effective condition.”

With regard to the second condition suggested, I am unsure whether there are any nearby residential properties that have a direct line of sight and would be affected by the proposed plant. In the absence of a nearby noise sensitive premises I would suggest the proposed condition would not meet the tests set out within Circular 16/2014.

I would be grateful for your responses in respect of the above and look forward to hearing from you in the near future. In the meantime, should you have any queries or need any further information please do not hesitate to contact me.

Kind regards

Dafydd Williams
Associate - RPS Planning & Development
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Cardiff, CF10 3AF.
United Kingdom
Tel: +44 (0)29 2066 8662
Fax: +44 (0)29 2066 8622
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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 - meddyliwch 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 yngl?n ? chynnwys a defnyddio?r neges e-bost hon, ac unrhyw atodiadau, cyfeiriwch at www.wreccsam.gov.uk/top_navigation/disclaimersw.htm

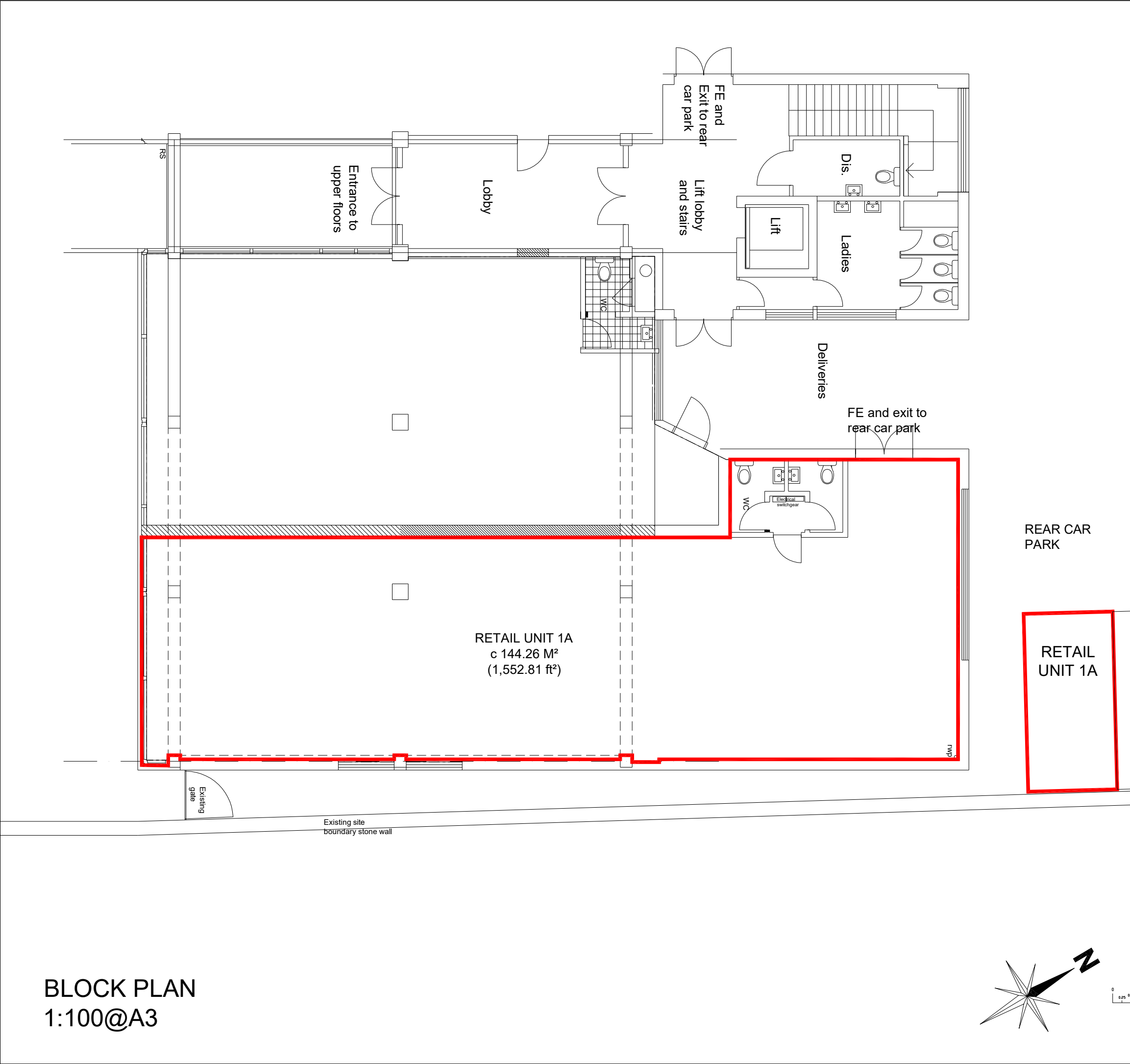
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Take a look - you can pay, report, request, have your say and find information online at www.wrexham.gov.uk. Save paper - think before you print!

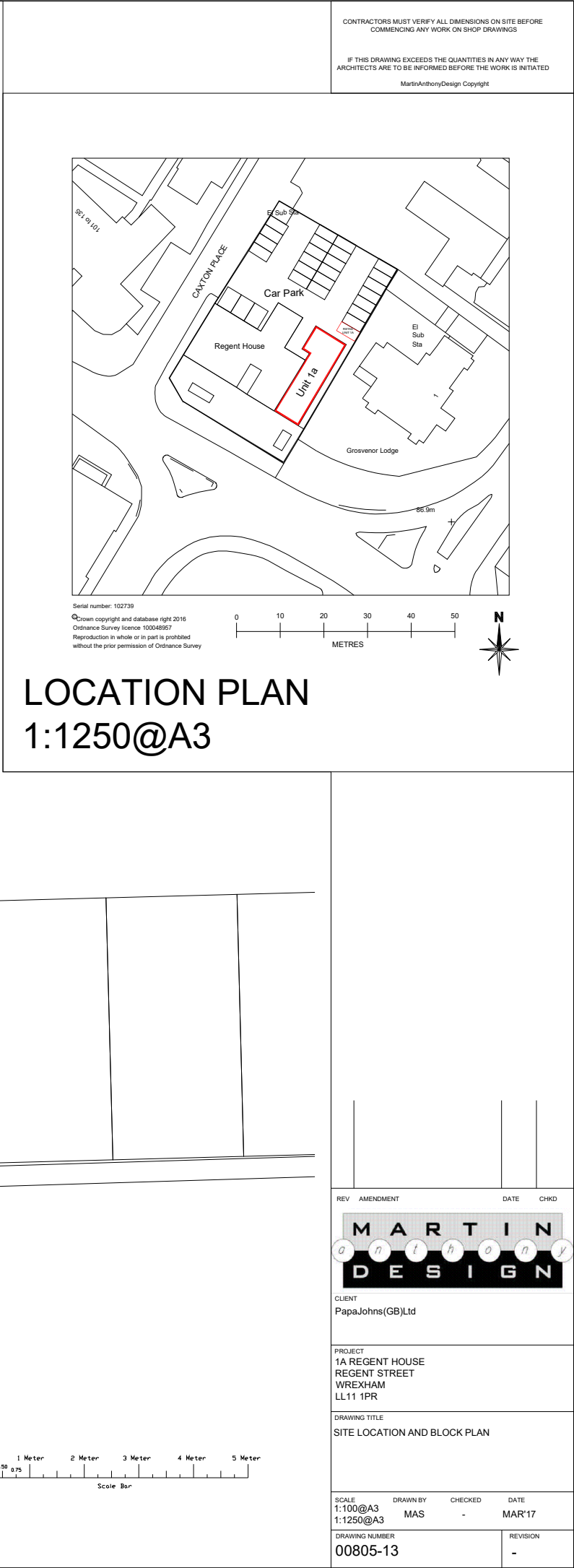
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APPENDIX B

Indicative Site Layout



BLOCK PLAN
1:100@A3



APPENDIX C

Service Delivery Management Plan



Service and Delivery Management Plan

**Unit 1A, Ground Floor, Regent House, Regent Street, Wrexham LL11
1PR**

Food and Drink Deliveries

Papa John's (GB) Ltd stores receive two food deliveries (four days apart) and one drinks delivery per week.

These are delivered by fixed wheel base Heavy Goods Vehicles (10.8 metres long) which are normally at the unit for around 20 minutes to unload the deliveries. See **Appendix 1** for delivery vehicle specification (drawing reference: FAR CF75).

The vehicles can access the site from Caxton Place and are able to turn within the site to enable unloading to take place, see Site Location Plan at **Appendix 2** (drawing reference: 00805-13).

Deliveries take place between 06:00 and 22:00 hours. Staff at the unit would know when deliveries would be undertaken as the schedule is fixed and programmed for outside of peak hours. If required, staff can 'cordon/cone' off delivery areas to prevent use by others temporarily. This is a method employed at other Papa John's units successfully.

Servicing (Refuse) Collections

Papa John's (GB) Ltd stores have one refuse collection per week, undertaken by a contractor, and made at a similar time each week so their access to the site can be managed. One refuse bin will be used for general waste and one for cardboard recycling. The contractors will access the site, empty the two bins stored to the rear of the unit and then leave. This operation typically takes less than 5 minutes.

The refuse vehicle is a fixed wheel base Heavy Goods Vehicle (up to 10.8 metres long). The vehicles can access the site from Caxton Place.

Delivery vehicles associated with the Hot Food Takeaway

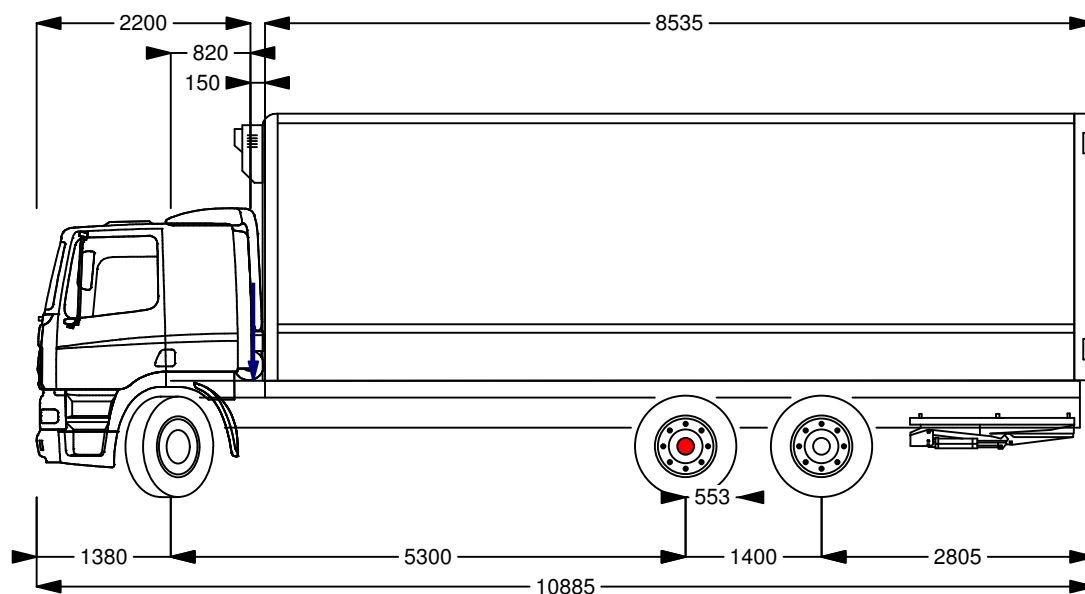
The outlet will be serviced by delivery cars and motorbikes/scooters. A maximum of 6 delivery vehicles would operate from the outlet at any time. However, most of the time the number will be significantly lower and not all the vehicles will be on site simultaneously. Drivers typically deliver 2 orders per trip, reducing the number of vehicles required, and are usually on site for only short periods.

Papa John's (GB) Ltd will utilise its designated off street space within the rear car park, short stay on-street parking surrounding the site and other spaces within the rear car parking when not otherwise in use.

All delivery vehicles will be taken home by drivers and stored off-site when the store is closed.

Appendix 1

Axle loads [kg]	COG [mm]	Front	Rear	Total
Chassis & cabin	2344	4640	3100	7740
AMA 10U2500/1500A/A	8458	-294	954	660
Refrigerator body	5238	210	1790	2000
Driver	0	80	0	80
Fuel	3300	156	201	357
Supra 950 Fridge	850	513	87	600
Unladen	--	5305	6132	11437
Net load	5238	1531	13032	14563
Total axle load	--	6836	19164	26000
Maximum axle load	--	9000	19000	26000
Margin	--	-2164	164	0

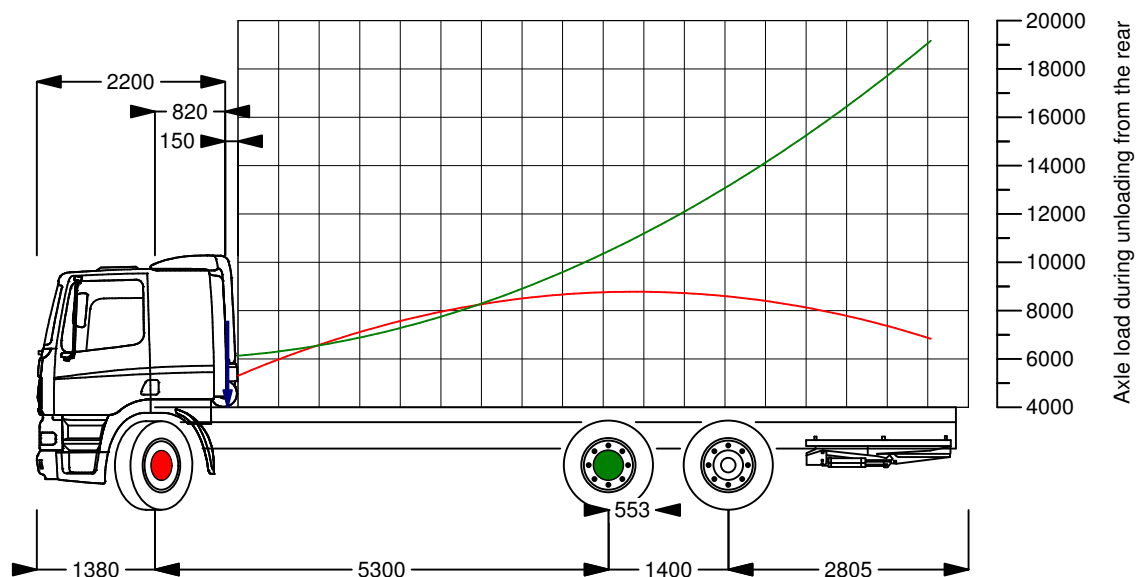


28' Fridge

Client : Fraikin
Salesman: Dave Slatcher

TOPEC calculations do not confer any supply rights

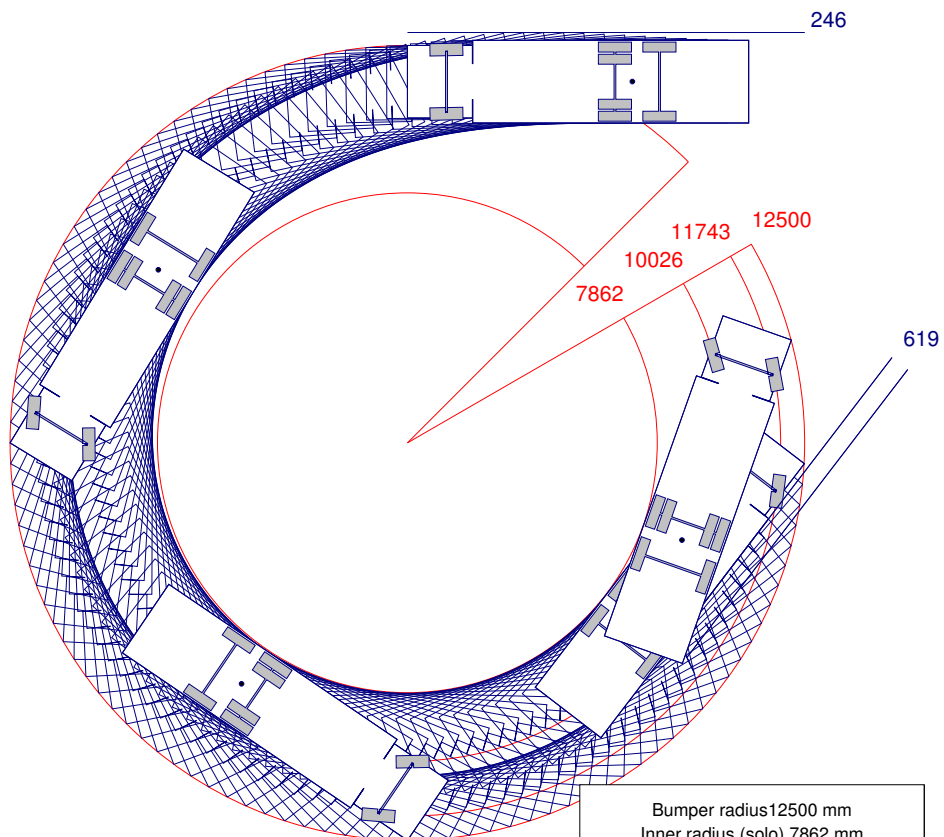
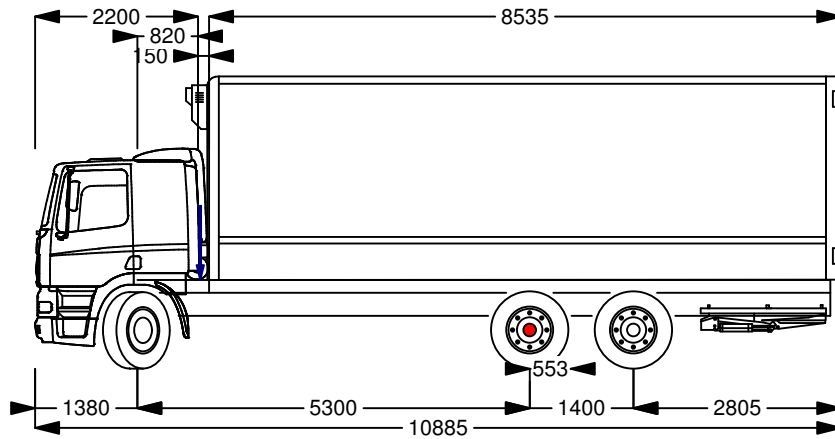
Axle loads [kg]	COG [mm]	Front	Rear	Total
Chassis & cabin	2344	4640	3100	7740
AMA 10U2500/1500A/A	8458	-294	954	660
Refrigerator body	5238	210	1790	2000
Driver	0	80	0	80
Fuel	3300	156	201	357
Supra 950 Fridge	850	513	87	600
Unladen	--	5305	6132	11437
Net load	5238	1531	13032	14563
Total axle load	--	6836	19164	26000
Maximum axle load	--	9000	19000	26000
Margin	--	-2164	164	0



28' Fridge

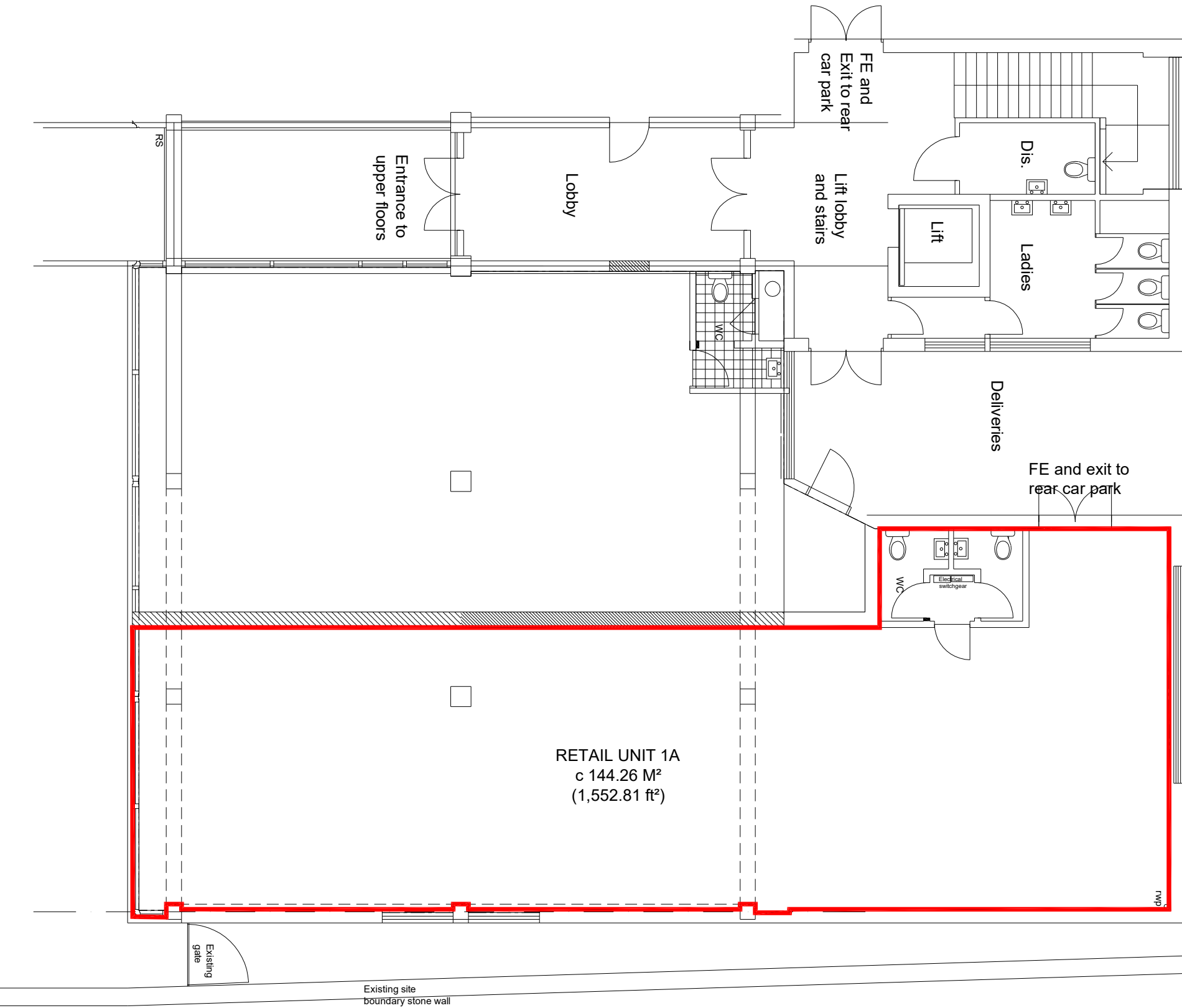
Client : Fraikin
Salesman: Dave Slatcher

TOPEC calculations do not confer any supply rights

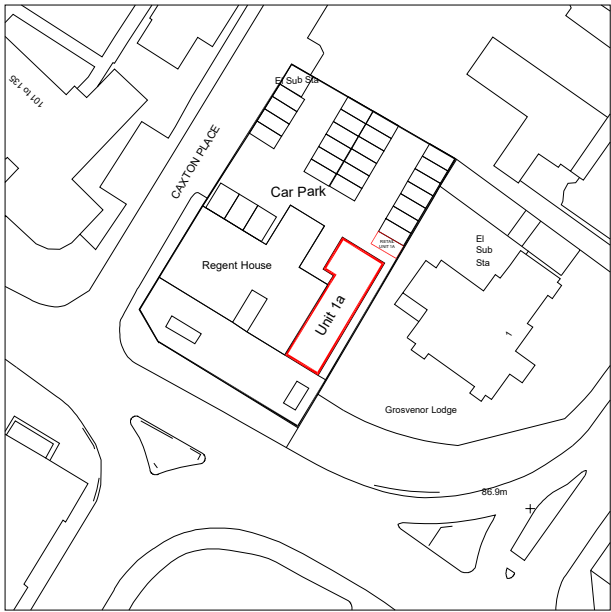


Bumper radius 12500 mm
Inner radius (solo) 7862 mm
Width overall 2600 mm
Wheel angle [°] 35.5
Swing out (solo) 619 mm

Appendix 2

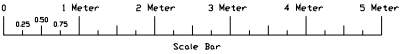
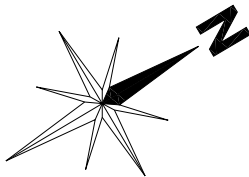


BLOCK PLAN
1:100@A3



LOCATION PLAN
1:1250@A3

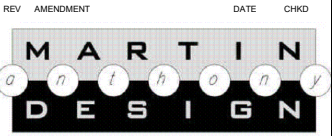
REAR CAR PARK



CONTRACTORS MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK ON SHOP DRAWINGS

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CLIENT
PapaJohns(GB)Ltd

PROJECT
1A REGENT HOUSE
REGENT STREET
WREXHAM
LL11 1PR

DRAWING TITLE
SITE LOCATION AND BLOCK PLAN

SCALE
1:100@A3
1:1250@A3

DRAWN BY
MAS

CHECKED
-

DATE
MAR'17

DRAWING NUMBER
00805-13

REVISION
-

APPENDIX D

Parking Beat and Accumulation Survey

Accumulation, Caxton Place, Wrexham

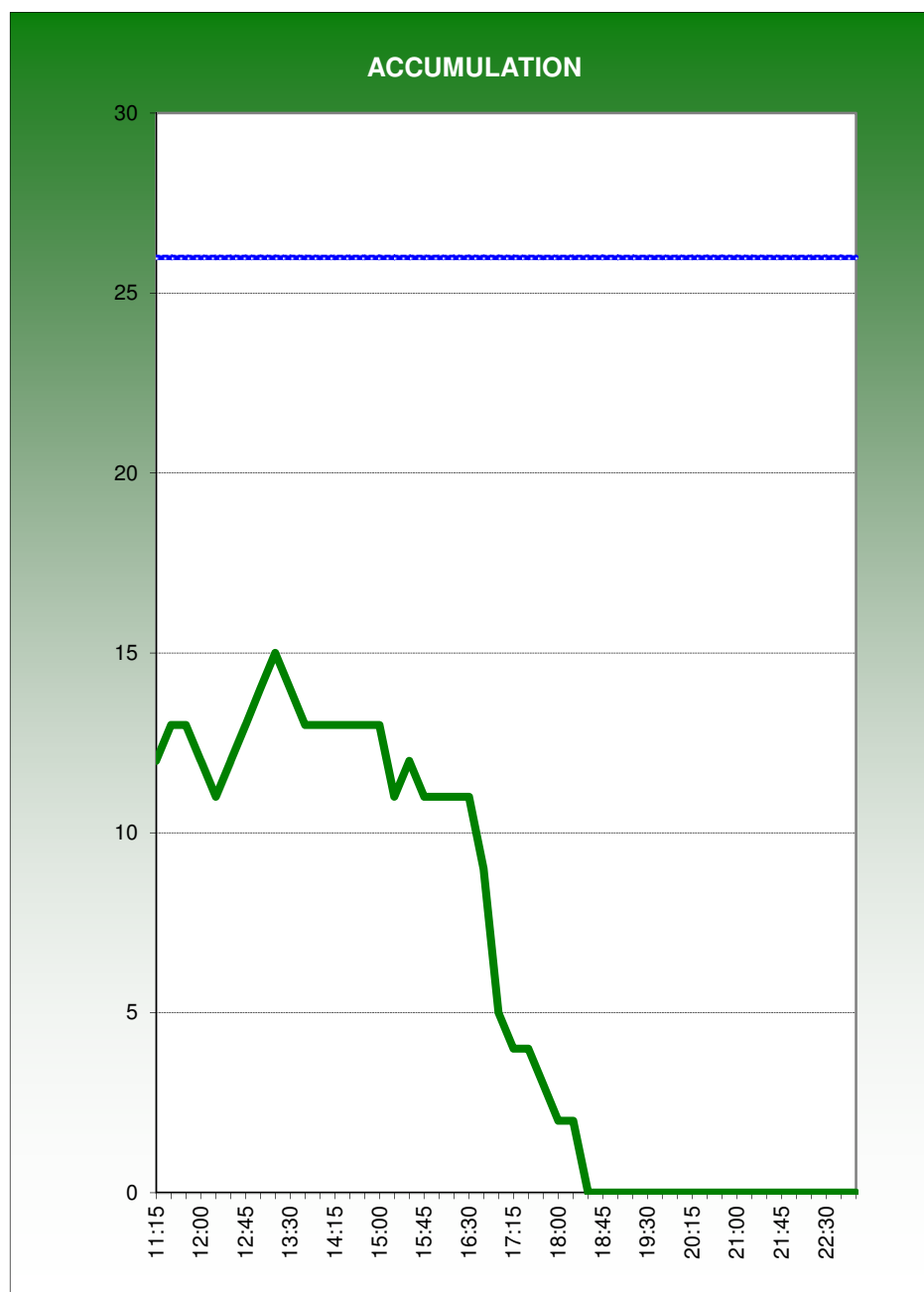
DATE: FRIDAY 21st JULY 2017



LOCATION: MAIN CAR PARK

TIME / CLASS	ARRIVALS	DEPARTURES	ACCUMULATION
11:00 - 11:15	1	1	12
11:15 - 11:30	1	0	13
11:30 - 11:45	0	0	13
11:45 - 12:00	0	1	12
12:00 - 12:15	0	1	11
12:15 - 12:30	2	1	12
12:30 - 12:45	1	0	13
12:45 - 13:00	1	0	14
13:00 - 13:15	1	0	15
13:15 - 13:30	0	1	14
13:30 - 13:45	0	1	13
13:45 - 14:00	0	0	13
14:00 - 14:15	0	0	13
14:15 - 14:30	0	0	13
14:30 - 14:45	0	0	13
14:45 - 15:00	1	1	13
15:00 - 15:15	0	2	11
15:15 - 15:30	1	0	12
15:30 - 15:45	0	1	11
15:45 - 16:00	1	1	11
16:00 - 16:15	0	0	11
16:15 - 16:30	1	1	11
16:30 - 16:45	0	2	9
16:45 - 17:00	1	5	5
17:00 - 17:15	0	1	4
17:15 - 17:30	0	0	4
17:30 - 17:45	0	1	3
17:45 - 18:00	1	2	2
18:00 - 18:15	0	0	2
18:15 - 18:30	0	2	0
18:30 - 18:45	0	0	0
18:45 - 19:00	1	1	0
19:00 - 19:15	0	0	0
19:15 - 19:30	0	0	0
19:30 - 19:45	0	0	0
19:45 - 20:00	0	0	0
20:00 - 20:15	0	0	0
20:15 - 20:30	0	0	0
20:30 - 20:45	0	0	0
20:45 - 21:00	0	0	0
21:00 - 21:15	0	0	0
21:15 - 21:30	0	0	0
21:30 - 21:45	0	0	0
21:45 - 22:00	0	0	0
22:00 - 22:15	0	0	0
22:15 - 22:30	0	0	0
22:30 - 22:45	0	0	0
22:45 - 23:00	0	0	0

TOTAL PARKING SPACES: 26



CAPACITY

ACCUMULATION

VEHICLES PARKED AT 1100:	12
VEHICLES PARKED AT 2300:	0

Accumulation, Caxton Place, Wrexham

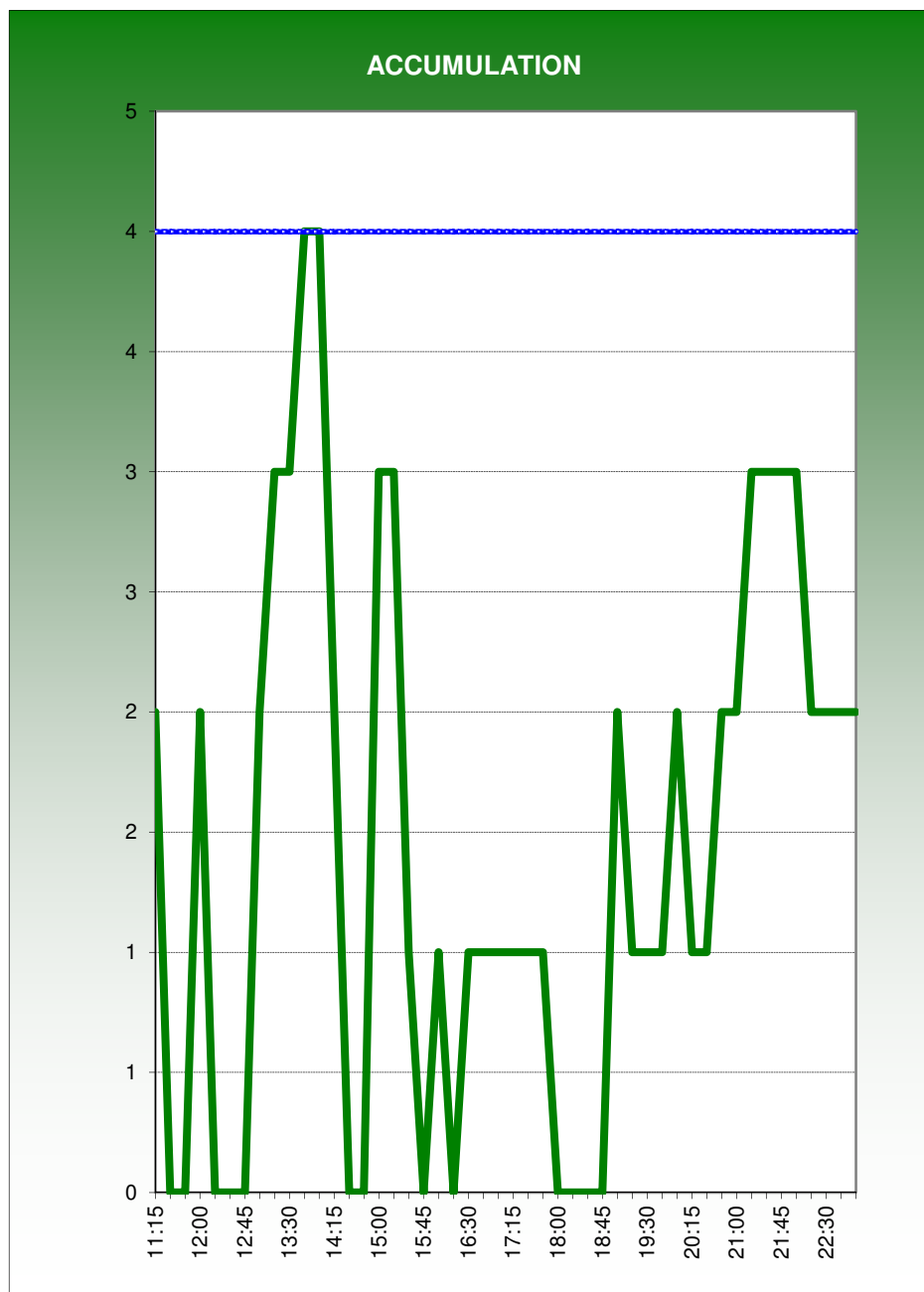
DATE: FRIDAY 21st JULY 2017



LOCATION: BAY TO THE SOUTH OF CAR PARK ACCESS

TIME / CLASS	ARRIVALS	DEPARTURES	ACCUMULATION
11:00 - 11:15	1	1	2
11:15 - 11:30	1	3	0
11:30 - 11:45	0	0	0
11:45 - 12:00	3	1	2
12:00 - 12:15	0	2	0
12:15 - 12:30	0	0	0
12:30 - 12:45	0	0	0
12:45 - 13:00	2	0	2
13:00 - 13:15	3	2	3
13:15 - 13:30	0	0	3
13:30 - 13:45	2	1	4
13:45 - 14:00	0	0	4
14:00 - 14:15	1	3	2
14:15 - 14:30	0	2	0
14:30 - 14:45	1	1	0
14:45 - 15:00	3	0	3
15:00 - 15:15	1	1	3
15:15 - 15:30	0	2	1
15:30 - 15:45	0	1	0
15:45 - 16:00	1	0	1
16:00 - 16:15	0	1	0
16:15 - 16:30	3	2	1
16:30 - 16:45	2	2	1
16:45 - 17:00	2	2	1
17:00 - 17:15	0	0	1
17:15 - 17:30	0	0	1
17:30 - 17:45	1	1	1
17:45 - 18:00	1	2	0
18:00 - 18:15	0	0	0
18:15 - 18:30	1	1	0
18:30 - 18:45	0	0	0
18:45 - 19:00	2	0	2
19:00 - 19:15	0	1	1
19:15 - 19:30	0	0	1
19:30 - 19:45	0	0	1
19:45 - 20:00	1	0	2
20:00 - 20:15	0	1	1
20:15 - 20:30	0	0	1
20:30 - 20:45	1	0	2
20:45 - 21:00	0	0	2
21:00 - 21:15	1	0	3
21:15 - 21:30	0	0	3
21:30 - 21:45	0	0	3
21:45 - 22:00	0	0	3
22:00 - 22:15	0	1	2
22:15 - 22:30	0	0	2
22:30 - 22:45	0	0	2
22:45 - 23:00	0	0	2

TOTAL PARKING SPACES: 4



CAPACITY

ACCUMULATION

VEHICLES PARKED AT 1100:	2
VEHICLES PARKED AT 2300:	2

Accumulation, Caxton Place, Wrexham

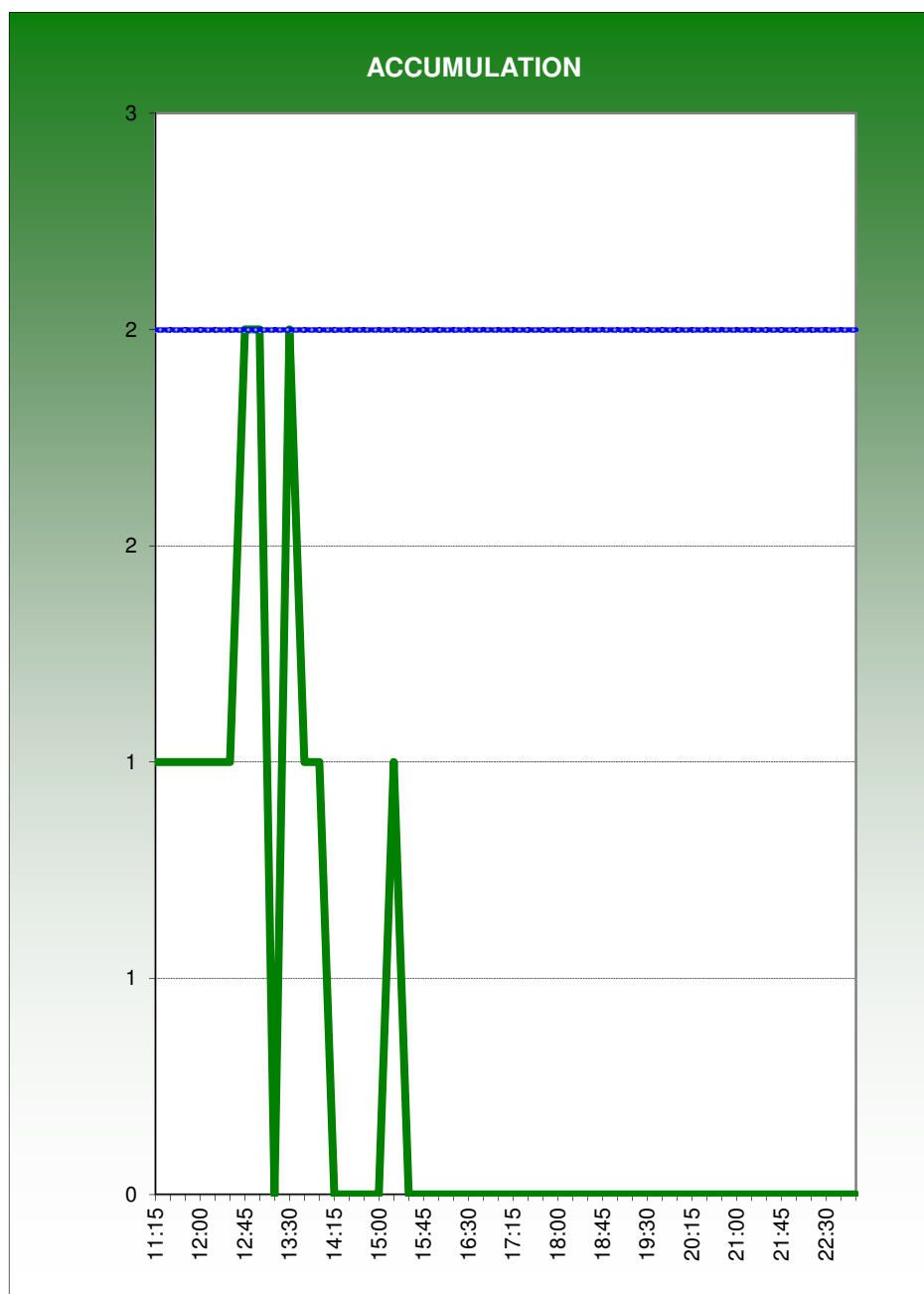
DATE: FRIDAY 21st JULY 2017



LOCATION: BAY TO THE NORTH OF CAR PARK ACCESS

TIME / CLASS	ARRIVALS	DEPARTURES	ACCUMULATION
11:00 - 11:15	0	1	1
11:15 - 11:30	0	0	1
11:30 - 11:45	0	0	1
11:45 - 12:00	0	0	1
12:00 - 12:15	0	0	1
12:15 - 12:30	0	0	1
12:30 - 12:45	1	0	2
12:45 - 13:00	0	0	2
13:00 - 13:15	0	2	0
13:15 - 13:30	2	0	2
13:30 - 13:45	1	2	1
13:45 - 14:00	0	0	1
14:00 - 14:15	1	2	0
14:15 - 14:30	0	0	0
14:30 - 14:45	1	1	0
14:45 - 15:00	0	0	0
15:00 - 15:15	2	1	1
15:15 - 15:30	0	1	0
15:30 - 15:45	0	0	0
15:45 - 16:00	0	0	0
16:00 - 16:15	0	0	0
16:15 - 16:30	0	0	0
16:30 - 16:45	0	0	0
16:45 - 17:00	0	0	0
17:00 - 17:15	0	0	0
17:15 - 17:30	0	0	0
17:30 - 17:45	0	0	0
17:45 - 18:00	0	0	0
18:00 - 18:15	0	0	0
18:15 - 18:30	0	0	0
18:30 - 18:45	0	0	0
18:45 - 19:00	0	0	0
19:00 - 19:15	0	0	0
19:15 - 19:30	0	0	0
19:30 - 19:45	0	0	0
19:45 - 20:00	0	0	0
20:00 - 20:15	0	0	0
20:15 - 20:30	0	0	0
20:30 - 20:45	0	0	0
20:45 - 21:00	0	0	0
21:00 - 21:15	0	0	0
21:15 - 21:30	0	0	0
21:30 - 21:45	0	0	0
21:45 - 22:00	0	0	0
22:00 - 22:15	0	0	0
22:15 - 22:30	0	0	0
22:30 - 22:45	0	0	0
22:45 - 23:00	0	0	0

TOTAL PARKING SPACES: 2



CAPACITY

ACCUMULATION

VEHICLES PARKED AT 1100:	2
VEHICLES PARKED AT 2300:	0

APPENDIX E

TRICS Output

Calculation Reference: AUDIT-751101-170815-0834

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	2 days
	WY WEST YORKSHIRE	2 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	EB CITY OF EDINBURGH	2 days
	GC GLASGOW CITY	1 days
13	MUNSTER	
	TI TIPPERARY	1 days
15	GREATER DUBLIN	
	DL DUBLIN	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: Gross floor area
 Actual Range: 70 to 1500 (units: sqm)
 Range Selected by User: 70 to 1500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 07/04/17

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	5 days
Tuesday	2 days
Wednesday	5 days
Thursday	4 days
Friday	5 days

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

Selected survey types:

Manual count	21 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:

Town Centre	6
Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	11
Retail Zone	1
Built-Up Zone	6
High Street	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:

A1	21 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:

5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	5 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	6 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	13 days
1.1 to 1.5	8 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	21 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	1 days
No	20 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	21 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AD-01-O-01	TESCO EXPRESS	ABERDEEN CITY
	VICTORIA STREET		
	DYCE		
	ABERDEEN		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	400 sqm	
	Survey date: FRIDAY	18/05/12	Survey Type: MANUAL
2	CA-01-O-01	CO-OP	CAMBRIDGESHIRE
	MAYORS WALK		
	NETHERTON		
	PETERBOROUGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	375 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
3	CA-01-O-02	LITTLE WAITROSE	CAMBRIDGESHIRE
	FITZROY STREET		
	CAMBRIDGE		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1056 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
4	CF-01-O-01	TESCO EXPRESS	CARDIFF
	BUTE STREET		
	CARDIFF BAY		
	CARDIFF		
	Neighbourhood Centre (PPS6 Local Centre)		
	Commercial Zone		
	Total Gross floor area:	450 sqm	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL
5	DH-01-O-01	SAINSBURY'S LOCAL	DURHAM
	132 STATION LANE		
	SEATON CAREW		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	469 sqm	
	Survey date: MONDAY	26/11/12	Survey Type: MANUAL
6	DL-01-O-01	TESCO	DUBLIN
	UPPER BAGGOT STREET		
	DUBLIN 4		
	DUBLIN		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	728 sqm	
	Survey date: TUESDAY	27/09/11	Survey Type: MANUAL
7	DV-01-O-01	PREMIER	DEVON
	MELROSE AVENUE		
	PLYMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	70 sqm	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	EB-01-O-01	SAINSBURY'S LOCAL	CITY OF EDINBURGH
	EARL GREY STREET		
	EDINBURGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	350 sqm	
	Survey date: THURSDAY	28/05/15	Survey Type: MANUAL
9	EB-01-O-02	SAINSBURY'S LOCAL	CITY OF EDINBURGH
	ST ANDREW SQUARE		
	EDINBURGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	17/03/16	Survey Type: MANUAL
10	ES-01-O-01	ONE STOP	EAST SUSSEX
	THE SIDINGS		
	ORE VALLEY		
	HASTINGS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	280 sqm	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL
11	GC-01-O-01	SAINSBURY'S CENTRAL	GLASGOW CITY
	BUCHANAN STREET		
	GLASGOW		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1450 sqm	
	Survey date: WEDNESDAY	25/06/14	Survey Type: MANUAL
12	LE-01-O-01	BEST ONE	LEICESTERSHIRE
	THE FAIRWAY		
	AYLESTONE PARK		
	LEICESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	220 sqm	
	Survey date: THURSDAY	27/09/12	Survey Type: MANUAL
13	NF-01-O-01	TESCO EXPRESS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	298 sqm	
	Survey date: FRIDAY	26/10/12	Survey Type: MANUAL
14	NY-01-O-02	SAINSBURY'S LOCAL	NORTH YORKSHIRE
	COLD BATH ROAD		
	HARROGATE		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	220 sqm	
	Survey date: MONDAY	10/12/12	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NY-01-O-03	CO-OPERATIVE		NORTH YORKSHIRE
	FOREST ROAD			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	305 sqm		
	Survey date: MONDAY	19/09/16		Survey Type: MANUAL
16	SY-01-O-01	SAINSBURY'S LOCAL		SOUTH YORKSHIRE
	DIVISION STREET			
	SHEFFIELD			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	219 sqm		
	Survey date: WEDNESDAY	12/12/12		Survey Type: MANUAL
17	SY-01-O-02	SAINSBURY'S LOCAL		SOUTH YORKSHIRE
	ECCLESALL ROAD			
	SHEFFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:	306 sqm		
	Survey date: FRIDAY	14/12/12		Survey Type: MANUAL
18	TI-01-O-01	COSTCUTTER		TIPPERARY
	FRIAR STREET			
	THURLES			
	Town Centre			
	High Street			
	Total Gross floor area:	375 sqm		
	Survey date: TUESDAY	11/12/12		Survey Type: MANUAL
19	TW-01-O-02	CO-OPERATIVE		TYNE & WEAR
	ETHEL TERRACE			
	CASTLETOWN			
	SUNDERLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	330 sqm		
	Survey date: FRIDAY	07/04/17		Survey Type: MANUAL
20	WY-01-O-01	SAINSBURY'S LOCAL		WEST YORKSHIRE
	KEIGHLEY ROAD			
	BRADFORD			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	400 sqm		
	Survey date: THURSDAY	06/12/12		Survey Type: MANUAL
21	WY-01-O-02	CO-OPERATIVE		WEST YORKSHIRE
	AINSTY ROAD			
	WETHERBY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	539 sqm		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CN-01-O-01	London
EG-01-O-01	London
EN-01-O-01	London
HK-01-O-01	London
KN-01-O-01	London
WE-01-O-01	London

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	400	0.500	1	400	0.000	1	400	0.500
06:00 - 07:00	8	374	3.139	8	374	2.504	8	374	5.643
07:00 - 08:00	21	492	3.404	21	492	2.950	21	492	6.354
08:00 - 09:00	21	492	4.110	21	492	3.723	21	492	7.833
09:00 - 10:00	21	492	3.752	21	492	3.424	21	492	7.176
10:00 - 11:00	21	492	3.723	21	492	3.559	21	492	7.282
11:00 - 12:00	21	492	3.994	21	492	3.868	21	492	7.862
12:00 - 13:00	21	492	5.097	21	492	4.952	21	492	10.049
13:00 - 14:00	21	492	4.255	21	492	3.926	21	492	8.181
14:00 - 15:00	21	492	4.526	21	492	4.478	21	492	9.004
15:00 - 16:00	21	492	4.642	21	492	4.613	21	492	9.255
16:00 - 17:00	21	492	4.555	21	492	4.294	21	492	8.849
17:00 - 18:00	21	492	5.251	21	492	5.493	21	492	10.744
18:00 - 19:00	21	492	4.749	21	492	5.716	21	492	10.465
19:00 - 20:00	21	492	3.404	21	492	3.704	21	492	7.108
20:00 - 21:00	19	521	1.758	19	521	2.264	19	521	4.022
21:00 - 22:00	18	538	1.147	18	538	1.416	18	538	2.563
22:00 - 23:00	4	493	0.609	4	493	1.014	4	493	1.623
23:00 - 24:00	2	564	0.000	2	564	0.089	2	564	0.089
Total Rates:			62.615			61.987			124.602

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.

Parameter summary

Trip rate parameter range selected:	70 - 1500 (units: sqm)
Survey date range:	01/01/09 - 07/04/17
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

Calculation Reference: AUDIT-751101-170815-0810

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
13	MUNSTER	
	WA WATERFORD	1 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	1 days

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

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: Gross floor area
 Actual Range: 27 to 500 (units: sqm)
 Range Selected by User: 27 to 500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 29/03/17

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

Selected survey days:

Monday	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 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:

Town Centre	2
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
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	1
Retail Zone	2
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out

Secondary Filtering selection:

Use Class:

A3	1 days
A4	1 days
A5	3 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:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 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:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

No	5 days
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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	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DE-06-G-01	CHINESE	DERRY
	FOYLE STREET		
	LONDONDERRY		
	Town Centre		
	Retail Zone		
	Total Gross floor area:	416 sqm	
	Survey date: WEDNESDAY	11/11/09	Survey Type: MANUAL
2	GM-06-G-01	SUBWAY	GREATER MANCHESTER
	WELLINGTON RD SOUTH		
	STOCKPORT		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	500 sqm	
	Survey date: MONDAY	23/11/09	Survey Type: MANUAL
3	LE-06-G-01	FISH BAR	LEICESTERSHIRE
	HIGHCROFT AVENUE		
	OADBY		
	LEICESTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	75 sqm	
	Survey date: FRIDAY	19/06/09	Survey Type: MANUAL
4	TW-06-G-01	INDIAN	TYNE & WEAR
	1 CASTELLIAN ROAD		
	CASTLETOWN		
	SUNDERLAND		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	223 sqm	
	Survey date: WEDNESDAY	29/03/17	Survey Type: MANUAL
5	WA-06-G-01	CHINESE	WATERFORD
	BALLYBRICKEN		
	WATERFORD		
	Town Centre		
	Retail Zone		
	Total Gross floor area:	27 sqm	
	Survey date: MONDAY	04/05/09	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/G - TAKE-AWAY SHOPS (eg. fish bars etc)

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	500	0.000	1	500	0.000	1	500	0.000
08:00 - 09:00	1	500	0.400	1	500	0.000	1	500	0.400
09:00 - 10:00	1	500	0.800	1	500	1.000	1	500	1.800
10:00 - 11:00	1	500	1.000	1	500	0.400	1	500	1.400
11:00 - 12:00	3	330	0.505	3	330	0.505	3	330	1.010
12:00 - 13:00	4	255	2.259	4	255	2.063	4	255	4.322
13:00 - 14:00	4	255	1.572	4	255	1.866	4	255	3.438
14:00 - 15:00	4	255	1.277	4	255	1.081	4	255	2.358
15:00 - 16:00	4	255	0.688	4	255	0.393	4	255	1.081
16:00 - 17:00	5	248	1.450	5	248	1.289	5	248	2.739
17:00 - 18:00	5	248	4.351	5	248	4.110	5	248	8.461
18:00 - 19:00	5	248	4.190	5	248	4.351	5	248	8.541
19:00 - 20:00	5	248	4.029	5	248	4.754	5	248	8.783
20:00 - 21:00	5	248	3.868	5	248	3.465	5	248	7.333
21:00 - 22:00	4	185	4.993	4	185	5.938	4	185	10.931
22:00 - 23:00	4	185	2.429	4	185	2.699	4	185	5.128
23:00 - 24:00	3	222	0.150	3	222	0.000	3	222	0.150
Total Rates:			33.961			33.914			67.875

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.

Parameter summary

Trip rate parameter range selected: 27 - 500 (units: sqm)
 Survey date range: 01/01/09 - 29/03/17
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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