

**PROPOSED A3/A5 UNIT
THE PEEL CENTRE, BARNSELEY**

TRANSPORT STATEMENT

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by TTHC Ltd on behalf of Peel Developments (UK) Limited ('Peel') in support of their current proposals at Peel Centre Retail Park in Barnsley, hereinafter referred to as 'the Peel Centre'.
- 1.2 This report has been prepared in conjunction with a planning application for the addition of an A3/A5 (restaurant/hot food takeaway) drive-thru unit within the Peel Centre. Peel has agreed terms with Starbucks to occupy the unit. The proposed unit will compliment, and be integrated within, the core of the existing surrounding retail park. The unit will have a Gross Internal Area (GIA) of 167 m².
- 1.3 The existing Peel Centre has a total of 13 units, but with limited hot food & drink offering for shoppers on site; currently there is only Pizza Hut which provides such services and so the proposed development would complement the existing retail park offering.
- 1.4 Owing to the ancillary nature of the development, it is anticipated that there will be minimal new trips generated as a result of the development i.e. customers would not be making a single journey purpose trip to buy a coffee. Rather, the majority of customers of the proposed development will either be existing Peel Centre customers ('linked trips'), or calling in as they drive past en-route elsewhere ('pass-by trips').
- 1.5 The Peel Centre has also been subject to a number of recent planning permissions, details of such are provided here (the first of these has been implemented):
- **2014/0663** - Variation of condition 1 of 05/1165/BA to allow any non-food retail and maximum of 30% of net sales area to be used for sale

of food. Units 3C, 5 and 6, The Peel Centre. Approved 14th September 2014.

- **2015/0988** - Variation of condition 7 of B/88/0294/BA to allow additional retail goods to be sold. Units 1a, 1b and 1c, The Peel Centre. Approved 03rd December 2016.
- **2015/0987** - Variation of Condition 1 of planning permission B/05/1165/BA to allow additional retail goods to be sold. Units 2, 3a, 3b, 3c, 4, 5, 6, 7 and 8, The Peel Centre. Approved 03rd December 2016.
- **2015/1028** - Erection of a retail unit on the existing site of The Range store. Unit 2A, The Peel Centre. Approved 03rd December 2016.

1.6 This TS provides further information under the following headings:

- Site Location & Accessibility;
- Development Proposals;
- Travel Demands;
- Conclusion

2.0 SITE LOCATION & ACCESSIBILITY

- 2.1 The Peel Centre is located some 700 metres north east of the centre of Barnsley. It is accessed via a signalised junction onto Harborough Hill Road (A61) where it connects with A635 at a gyratory junction. The location of the Peel Centre on Harborough Hill Road is indicated in **Figure 1. Appendix A** shows the location of the application site within the wider Peel Centre site.
- 2.2 The Peel Centre access road is called Dryden Road, which provides access to the retail park car park, and also beyond to the service yards that are located to the rear of the main retail terrace.
- 2.3 An array of retail interests are located within the vicinity of the A61/A635 Harborough Hill gyratory, which makes for easy trip linkages. In addition to the Peel Centre, there is also: Asda, Twibell Street retail/trade park, Peel Centre, B&M Bargains and Magnet Trade, and just over Old Mill Lane Bridge to the north is Wickes, as well as some other smaller units.
- 2.4 To the east is open countryside and the River Dearne, but a large residential population sits immediately to the west and north over the River Dearne into Monk Bretton and beyond.

Local Highway Network

- 2.5 As discussed, the Peel Centre is accessed via a signalised junction onto Harborough Hill Road (A61). The Peel Centre's junction sits at the southern corner of Harborough Hill gyratory, which provides a junction between the A61 and A635, before the A61 crosses over the River Dearne at Old Mill Lane.
- 2.6 Harborough Hill Road leads south and provides one of several routes via which access into the town centre can be gained. It has a speed limit of 40 mph and has an uphill gradient of up to 11% climbing southbound from the gyratory.
- 2.7 The gyratory is a multiple lane arrangement with three signalised entries for A61 and A635 approaches. The A61 approach from the south incorporates Dryden Road (access to the Peel Centre) into the signals arrangement. The

A61 signals arrangement from the north incorporates a bus gate. There are a number of priority controlled access points within the gyratory, namely Twibell Street, Meadow Street, Canal Way, and lastly access to B&M Bargains on the island in the centre of the gyratory. There are several controlled pedestrian crossing points, including at the Peel Centre's access junction.

2.8 The Peel Centre location at such a key highway node facilitates linked trips with other retail destinations around the area and with the town centre just to the south. Such combined journey purposes can easily be catered for by drivers simply turning off into the Peel Centre en-route elsewhere. Such trips are referred to as pass-by trips, and at a location on two key corridors, these would be expected to form a significant proportion of visitors to the Peel Centre.

2.9 Whilst the very nature of a drive-thru food and drinks unit will mean that most customers will arrive by car, its non-car accessibility nevertheless remains important for staff trips.

Walk & Cycle Links

2.10 All roads in the area surrounding the Peel Centre have footways on both sides and are lit, with green man pedestrian crossing facilities provided on the gyratory including at the Peel Centre access junction. These crossing facilities provide a safe walk route between the Peel Centre and the bus stops.

2.11 Wide footways are provided on the bridge over the River Dearne providing a connection to/from the residential area to the north. To the west, pedestrians can route via quieter residential streets to reach Barnsley Interchange (approximately 600 metres – around 8 minutes walk) and the town centre just beyond (around 800 metres – 10 minutes' walk), and the nearby residential area of Honeywell.

2.12 The Peel Centre's accessibility has been examined with reference to walking journey distances.

2.13 The Institute of Highways and Transportation (IHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests that around 80% of walk journeys

and walk stages in urban areas are less than 1 mile with the average length of a walk journey being just 1km (0.6 miles).

- 2.14 This guidance also provides 'suggested acceptable walking distances'. The walking thresholds presented in **Table 1** overleaf are suggested:

Suggested Acceptable Walking Distances		
	Commuting, school & Sightseeing (m)	Elsewhere (m)
Desirable	500	400
Acceptable	1000	800
Preferred maximum	2000	1200

Table 1

- 2.15 A commuting walk catchment of up to 2 km takes in some large residential areas both north and south of the River Dearne, such that there is the opportunity for staff to live within walking distance of the Peel Centre.
- 2.16 Cycling can substitute car trips, particularly for journeys under 5km, and such a cycle catchment area takes in all of Barnsley, although in practice this may be more limited by the local topography.

Public Transport Links

- 2.17 **Figure 2** shows the local bus services that route within the vicinity of the Peel Centre with numerous services north of the River Dearne using the Old Mill Lane bridge crossing, and thus passing through the Harborough Hill Road gyratory.
- 2.18 As such, Old Mill Lane, A635 and Eldon Street North (into the town centre and Barnsley bus & rail transport interchange) is a major bus route which passes close to the Peel Centre and provides good access to Barnsley town centre (all services terminate here in a southbound direction).

- 2.19 Northbound bus services provide regular access to areas such as: Staincross, Athersley, Wakefield and Royston.
- 2.20 Sheltered bus stops are located at the gyratory (southbound on the eastern side adjacent to Twibell Street retail/trade park, and northbound immediately north of the gyratory). The walk distances from the Peel Centre to these bus stops are approximately 320 metres for the northbound direction and 200 metres for the southbound direction. Conveniently located green man pedestrian crossings are provided.
- 2.21 A walk distance of 400 metres is generally considered to represent a 'reasonable' walk distance to a bus stop, and therefore the above walk distances make bus an easy mode of access.
- 2.22 **Table 2** overleaf details the frequencies of buses that route in close proximity to the Peel Centre. All buses route into Barnsley bus and rail transport interchange which allows for easy connections to the rest of Barnsley and beyond.
- 2.23 It can be seen that the Peel Centre is served by numerous regular bus services. In particular, the No. 1 and 11 services each operate on a 12 minute frequency providing over 190 buses per day in each direction. In total, the Peel Centre is served by 19 buses per hour in each direction.

Bus Service Frequency									
		Weekdays				Saturday		Sunday	
Bus No:	Description	First Bus	Last Bus	Daytime Freq (mins)	Total	Daytime Freq (mins)	Total	Daytime Freq (mins)	Total
1	Barnsley – Staincross	0700	2308	12	65	15	59	30	22
1	Staincross - Barnsley	0606	2317	12	65	15	59	30	22
11	Barnsley – Athersley - Barnsley Circular	0520	2315	12	66	12	58	30	21
36	Barnsley – South Elmsall	0827	1455	60	8	120	3	NS	NS
36	South Elmsall - Barnsley	0835	1540	60	9	120	3	NS	NS
37	Barnsley - Grimethorpe	0943	1550	60	7	NS	NS	NS	NS
37	Grimethorpe - Barnsley	0913	1513	60	7	NS	NS	NS	NS
57	Barnsley – Royston	0720	1840	15	39	15	40	NS	NS
57	Royston – Barnsley	0526	1905	15	47	15	42	NS	NS
59	Barnsley – Wakefield	0520	2340	30	24	60	20	30	23
59	Wakefield - Barnsley	0615	2320	30	23	60	21	30	21
59A	Barnsley – Wakefield	0950	1350	60	6	60	8	NS	NS
59A	Wakefield-Barnsley	1021	1421	60	5	60	7	NS	NS

Table 2

- 2.24 Peel Centre is also accessible by rail. It lies approximately 600 metres walk distance from Barnsley Interchange. A walk distance of around 800 metres is generally considered to represent the limit for a 'reasonable' walk distance to a rail station.
- 2.25 Of course, given the nature of the proposed development and its location within a retail park, the majority of its customers will be car-based. Nevertheless, the Peel Centre's accessibility by sustainable modes of travel will be particularly important for staff, who will access the Peel Centre on a regular basis. The Peel Centre's accessibility by non-car modes of transport therefore provides significant potential for employees to travel by sustainable means.
- 2.26 Overall, the Peel Centre is considered to have a good level of non-car accessibility, particularly given its location adjacent to a major bus corridor and within walking distance of the town centre and Barnsley Interchange.

3.0 DEVELOPMENT PROPOSALS

- 3.1 The proposals are for a 167m² GIA 'pod' unit with drive-thru facility which would house Starbucks. **Appendix A** shows its location within the Peel Centre, whilst **Appendix B** shows the detailed layout of the development proposals.
- 3.2 The proposals result in a net reduction of 50 spaces at the back of the car park. Parking for this new unit would be provided for as part of the overall car park, although the new layout provides specifically for new disabled parking (two spaces) located on the unit island next to the building entrance. Two of the parking bays would also be marked specifically as waiting bays associated with the drive-thru. Four Sheffield cycle stands will also be located on the island providing parking for eight bicycles which exceeds the numbers required specifically for the new unit, but of course provides for the retail park as a whole. Mindful of requirements on previous applications, the proposals also include for the addition of two electric charging bays as indicated.
- 3.3 The new unit will be connected to the rest of the retail park via the existing raised walkway through the car park (and a new zebra crossing) which connects directly from the main retail terrace to the new unit, and provides for linkages with the rest of the retail park.
- 3.4 Vehicular access to the new unit would be along the northern circulation route which is a direct continuation of the entry into the Peel Centre car park. The building would be clearly visible to traffic entering the car park. The application includes for a new totem sign visible to traffic as it turns off the gyratory into the Peel Centre site.
- 3.5 Servicing of the development would take place from the car park and would be by means of smaller commercial vehicles. **Appendix C** demonstrates the swept paths in and out of the car park of a 10.5 metre rigid vehicle which is the most onerous vehicle used by Starbucks. This is not a frequent activity; servicing only occurs once every one to two days, taking around quarter of an hour.

- 3.6 Given the scale of the proposed development, and its location within an established retail park, it is not expected that the proposed development will have any material detrimental implications on the existing car park or on the operation of the surrounding highway network. The majority of customers are expected to already be visiting the Peel Centre as will be discussed in the following section of this report.

4.0 TRAVEL DEMANDS

- 4.1 The proposed development comprises a 167m² GIA A3/A5 unit with drive-thru facility. Peel has agreed terms with Starbucks to occupy the unit.
- 4.2 Being located within the core of an established retail park, the majority of customers to the proposed unit will be shoppers already visiting the Peel Centre i.e. linked trips. These customers will not result in an increase in trips to Peel Centre, rather, their length of stay at the retail park might increase slightly. There is the potential for an element of pass-by visits from the adjacent highway, and possible limited visits linked with trips to other nearby retail establishments. Again, this does not result in an increase in trip-making, just a minor diversion to one's route. Other than a few trips associated with staff, the number of newly generated customer trips visiting the new unit will be negligible.
- 4.3 Nevertheless, consideration has been given to the likely worst case trip generation of a 'standalone' facility in order to demonstrate that the impact of the development proposals would not be material.
- 4.4 The vehicle trip generation of the proposed development has been calculated using the TRICS database, selecting sites in the 'Drive-thru' category with the following criteria:
- Excluding Greater London and Ireland;
 - Restaurants up to 500 m² GFA;
 - Excluding any town centre and free standing sites; and
 - Surveys from year 2000 onwards to increase the number of relevant surveys.
- 4.5 TRICS does not contain data specifically relating to coffee shops. The category for fast food drive-thru is the most closely related group to the proposed development. This category predominantly comprises surveys of McDonalds sites, but also includes some Burger King and KFC sites. Whilst the unit could in future be occupied by one of these more restaurant rather than café type

operators, given its relatively small footprint, it is less likely to be so, and the assessment is therefore likely to overestimate the activity associated with the proposed unit.

4.6 The majority of selected sites from the TRICS database are also located on busy road corridors and therefore attract significant passing trade.

4.7 The peak vehicular activity during weekdays and Saturdays has been considered. As would be expected this tends to occur around lunchtime. Given that the main focus of a coffee shop is drinks rather than food, it is expected that the proposed development's customer activity would be more evenly spread throughout the day, and less 'peaky' than the TRICS restaurant profile. The resultant peak hour TRICS trip rates are detailed below, along with the corresponding number of trips for the proposed 167 m² GFA unit. A copy of the TRICS output is provided in **Appendix D**.

Fast Food Drive-Thru Trip Generation				
	Trip Rates (per 100 sq.m.)		Trip Generation (167 sq.m.)	
	IN	OUT	IN	OUT
Weekday 1200 – 1300 hrs	18.2	16.9	30	28
Saturday 1300 – 1400 hrs	25.7	27.0	43	45

Table 3

4.8 The above shows that peak activity would occur during Saturdays, as would be the case for activity over the wider Peel Centre site. The above table indicates that the scale of peak activity for those visiting the new unit would be in the order of 43 vehicles in and 45 out over the course of the peak hour. As discussed, this is based on drive-thru restaurant activity and so is considered to be a robust assessment for the proposed cafe-type facility. It is, of course, not the number of new and additional trips to Peel Centre, as a large proportion of these would already be visiting the retail park (linked trips).

- 4.9 These linked trips would have no impact on the external highway network. Even those trips which are passing by or visiting from one of the other nearby retail establishments would only result in a reallocation of a few turning movements around the gyratory access junction. This in itself would not cause a perceptible impact on the external highway network.
- 4.10 Therefore, other than a few vehicle trips associated with Starbucks employees, the number of 'new' trips generated as a consequence of the proposed development is expected to be negligible.

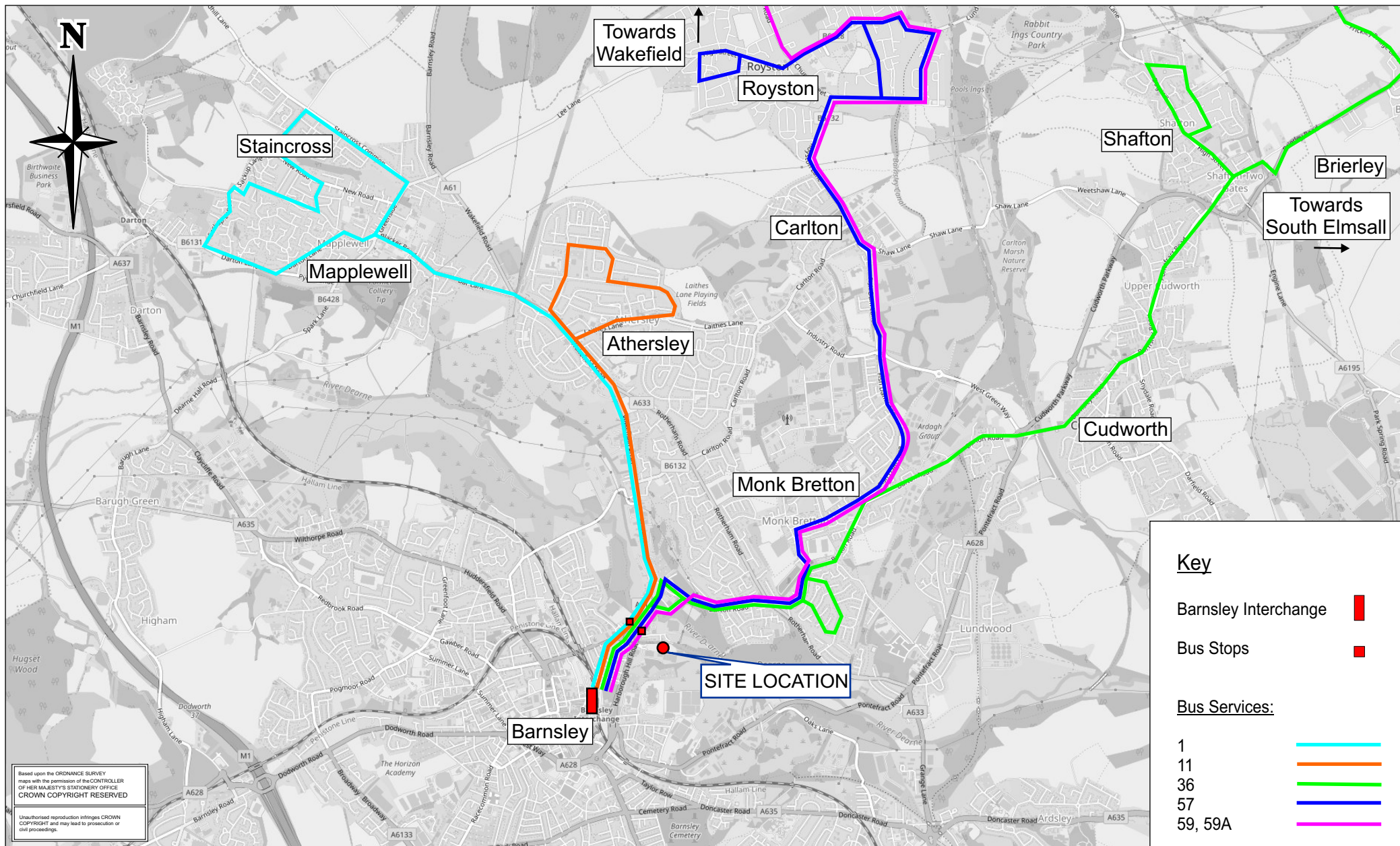
5.0 CONCLUSION

- 5.1 This Transport Statement (TS) has been prepared in conjunction with a planning application for a new A3/A5 Drive-thru unit to be located within the Peel Centre retail park at Barnsley. It is intended that the unit be occupied by Starbucks.
- 5.2 The existing Peel Centre has limited hot food & drink offering; currently there is only Pizza Hut which provides such services and so the proposed development would complement the existing retail park offering. It will be ancillary to the retail park, serving existing shopping activity.
- 5.3 The Peel Centre is considered to have a good level of non-car accessibility, given its location adjacent to a major bus corridor and within walking distance of the town centre and Barnsley Interchange.
- 5.4 The new unit will be located within the car park and linked to the main retail terrace via a pedestrian walkway. New disabled, cycle and electric vehicle charging point spaces will be provided as part of the development.
- 5.5 Owing to the nature of the development, it is anticipated that there will be minimal new trips generated as a result of the development i.e. customers would not be making a single journey purpose trip to buy a coffee. Rather, the majority of customers of the proposed development will either be existing Peel Centre customers ('linked trips'), or calling in as they drive past en-route elsewhere ('pass-by trips').
- 5.6 The number of newly generated customer trips visiting the Site and impacting on the external highway network will be negligible.
- 5.7 This is a sustainable development and it has no adverse impacts on the surrounding transport and highway network. There are therefore no transport or highway related issues which would prevent granting of planning permission.

FIGURES

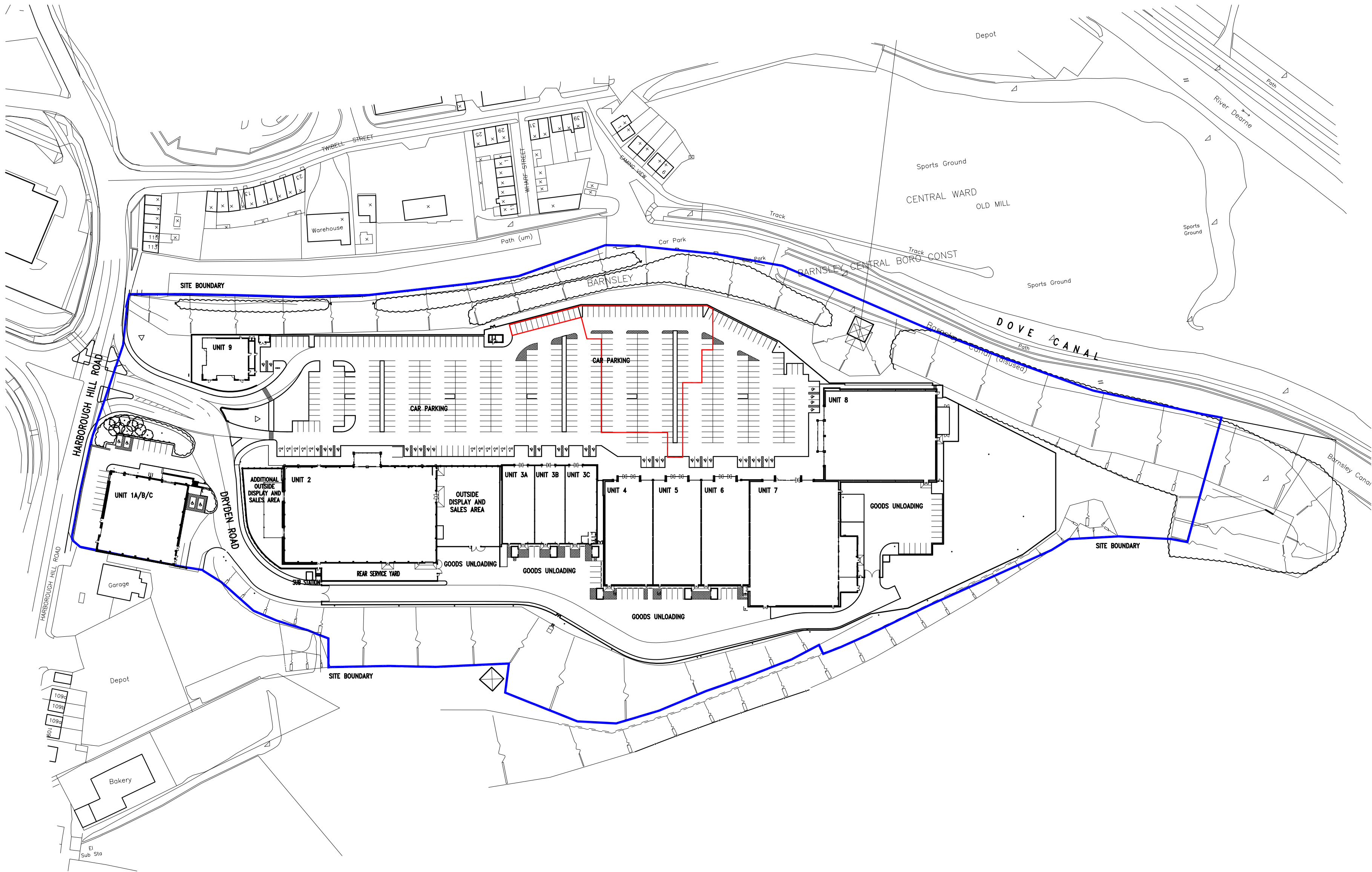


 the Traffic, Transport & Highway Consultancy	Drawing No	M18073-C-006	Rev	.	PEEL CENTRE, BARNSELEY	
	Date	03.09.2018	Rev Date	.	SITE LOCATION PLAN	
	Drawn By	WHS	Authorised	MAW	Scale	NTS
						FIGURE 1



 the Traffic, Transport & Highway Consultancy	Drawing No	Rev	PEEL CENTRE, BARNSELEY		
	M18073-C-003	-	BUS ROUTES		
	Date	Rev Date	FIGURE 2		
28.08.2018	-	-			
Drawn By	Authorised	Scale			
WHS	MAW	NTS			

APPENDIX A



01 Site Location Plan
Scale 1:1250 @ A2

Rev	Description	Date	By	Chk
A	EXTENT OF RED LINE UPDATED.	10.09.18	VS	GB

Status	Purpose for Issue		
Planning ☒	Tender ☐		
Construction ☐	As Built ☐	PLANNING	

Client
PEEL DEVELOPMENTS (UK) LTD

Contract
PROPOSED DEVELOPMENT
STARBUCKS
HARBOROUGH HILL ROAD, BARNSELY

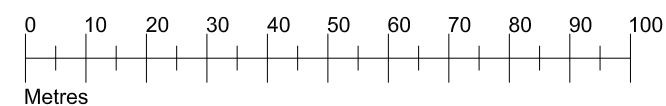
Drawing
SITE LOCATION PLAN

bateandtaylor
architects

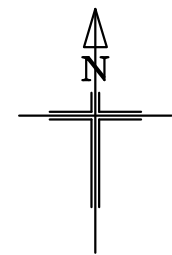
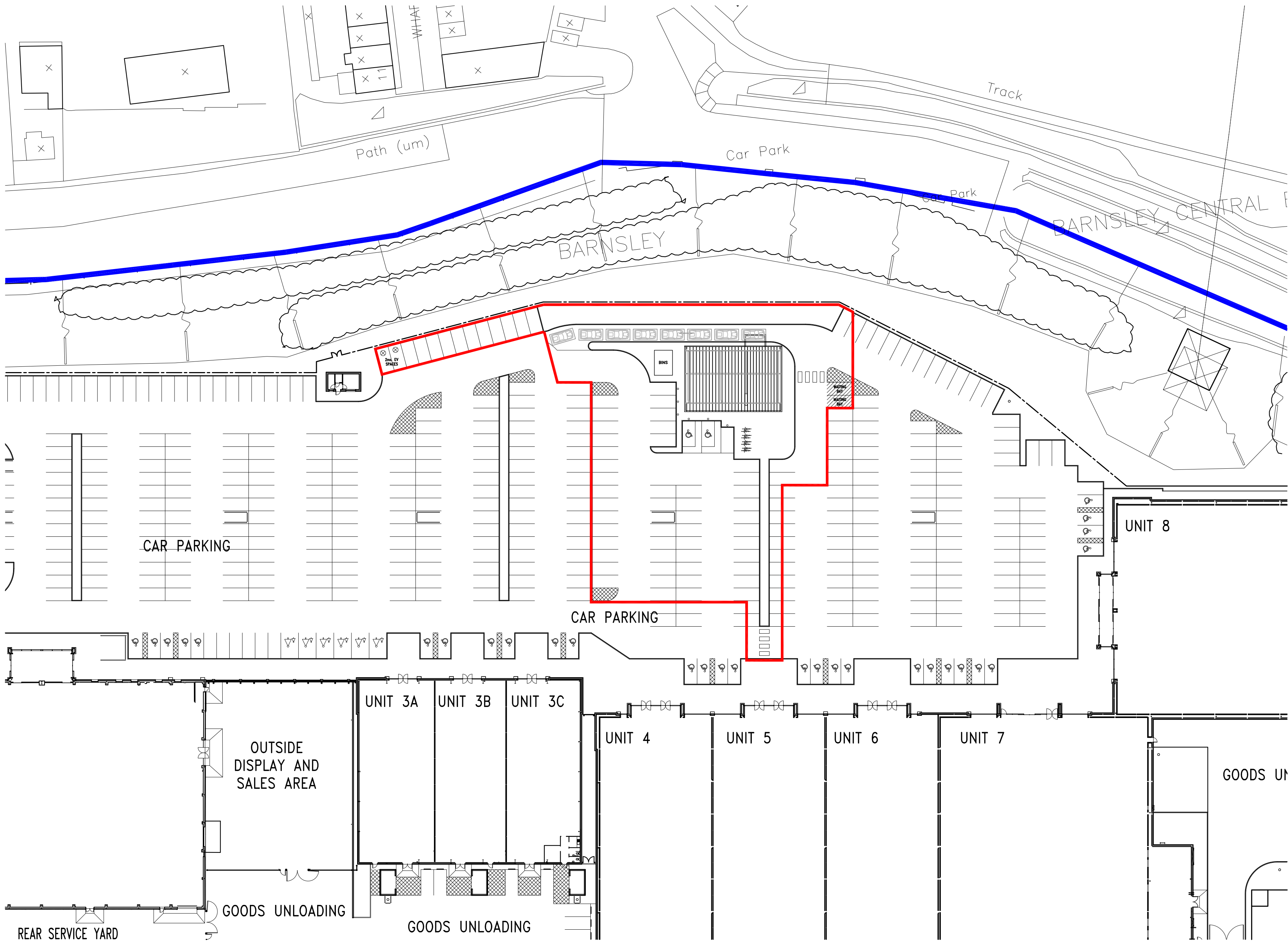
macintosh house
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Drawing No.	MH1124-01	Revision	A
Scales	1:1250 @ A2	Date	AUGUST '18
Drawn	VS	Checked	GB

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APPENDIX B



B	GENERAL UPDATE.	12.09.18	VS	GB
A	GENERAL UPDATE.	10.09.18	VS	GB
Rev	Description	Date	By	Chk

Status	Purpose for Issue			
Planning	☒	Tender	☐	
Construction	☐	As Built	☐	PLANNING

Client
PEEL DEVELOPMENTS (UK) LTD

Contract
PROPOSED DEVELOPMENT
STARBUCKS
HARBOROUGH HILL ROAD, BARNSELY

Drawing
PROPOSED SITE PLAN

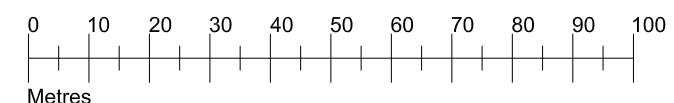
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Drawing No.	MH1124-03	Revision	B
Scales	1:500 @ A2	Date	AUGUST '18
Drawn	VS	Checked	GB

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01 Proposed Site Plan
Scale 1:500 @ A2



APPENDIX C

APPENDIX D

Calculation Reference: AUDIT-734101-180911-0937

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	SO SLOUGH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	FI FIFE	2 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: 210 to 498 (units: sqm)
 Range Selected by User: 182 to 500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 19/09/17

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	1 days
Tuesday	5 days
Wednesday	3 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	12 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	1
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Development Zone	1
Residential Zone	3
Built-Up Zone	1
Out of Town	1

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

Secondary Filtering selection:

Use Class:

A3	5 days
A5	6 days
C3	1 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	6 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	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	6 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:

Not Known	1 days
No	11 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	12 days
-----------------	---------

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

TTHC OXFORD STREET MANCHESTER

Licence No: 734101

LIST OF SITES relevant to selection parameters

1	BR-06-D-01 SHEENE ROAD BRISTOL BEDMINSTER Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: Survey date: MONDAY	MCDONALD'S 210 sqm 21/09/15	BRISTOL CITY Survey Type: MANUAL
2	CA-06-D-02 NEWMARKET ROAD CAMBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: Survey date: TUESDAY	MCDONALD'S 435 sqm 19/09/17	CAMBRIDGESHIRE Survey Type: MANUAL
3	CO-06-D-01 RHUDDLAN ROAD ABERGELE Edge of Town Out of Town Total Gross floor area: Survey date: FRIDAY	MCDONALD'S 410 sqm 21/10/11	CONWY Survey Type: MANUAL
4	DC-06-D-01 SOMERFORD ROAD CHRISTCHURCH SOMERFORD Neighbourhood Centre (PPS6 Local Centre) Industrial Zone Total Gross floor area: Survey date: THURSDAY	MCDONALD'S 498 sqm 09/10/03	DORSET Survey Type: MANUAL
5	EB-06-D-01 GYLEMUIR ROAD EDINBURGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: Survey date: WEDNESDAY	MCDONALD'S 475 sqm 18/06/08	CITY OF EDINBURGH Survey Type: MANUAL
6	FI-06-D-01 FLEMINGTON ROAD GLENROTHES QUEENSWAY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: Survey date: TUESDAY	MCDONALD'S 283 sqm 26/06/01	FIFE Survey Type: MANUAL
7	FI-06-D-02 WHIMBREL PLACE DUNFERMLINE HALBEATH Edge of Town Development Zone Total Gross floor area: Survey date: TUESDAY	KFC 275 sqm 22/03/16	FIFE Survey Type: MANUAL
8	HC-06-D-02 WELLINGTON AVENUE ALDERSHOT Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: WEDNESDAY	BURGER KING 465 sqm 20/10/10	HAMPSHIRE Survey Type: MANUAL
9	NR-06-D-01 MARQUEE DRIVE NORTHAMPTON Edge of Town Commercial Zone Total Gross floor area: Survey date: TUESDAY	MCDONALD'S 220 sqm 22/05/07	NORTHAMPTONSHIRE Survey Type: MANUAL

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Licence No: 734101

LIST OF SITES relevant to selection parameters (Cont.)

10	SO-06-D-01	MCDONALD'S		SLOUGH
	WINDSOR ROAD			
	SLOUGH			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	480 sqm		
	Survey date: WEDNESDAY	21/11/12		Survey Type: MANUAL
11	SY-06-D-01	KFC		SOUTH YORKSHIRE
	WAKEFIELD ROAD			
	BARNSELY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	360 sqm		
	Survey date: THURSDAY	10/04/03		Survey Type: MANUAL
12	WM-06-D-01	BURGER KING		WEST MIDLANDS
	KINGSBURY ROAD			
	BIRMINGHAM			
	ERDINGTON			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	250 sqm		
	Survey date: TUESDAY	25/11/08		Survey Type: MANUAL

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

TTHC OXFORD STREET MANCHESTER

Licence No: 734101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH 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	480	0.417	1	480	0.000	1	480	0.417
06:00 - 07:00	2	445	3.708	2	445	2.921	2	445	6.629
07:00 - 08:00	7	362	6.703	7	362	5.481	7	362	12.184
08:00 - 09:00	8	375	9.330	8	375	8.464	8	375	17.794
09:00 - 10:00	9	361	8.459	9	361	8.520	9	361	16.979
10:00 - 11:00	11	364	7.923	11	364	7.873	11	364	15.796
11:00 - 12:00	12	363	9.149	12	363	8.094	12	363	17.243
12:00 - 13:00	12	363	16.762	12	363	15.409	12	363	32.171
13:00 - 14:00	12	363	14.148	12	363	15.684	12	363	29.832
14:00 - 15:00	12	363	9.012	12	363	10.433	12	363	19.445
15:00 - 16:00	12	363	10.089	12	363	9.035	12	363	19.124
16:00 - 17:00	12	363	11.717	12	363	10.502	12	363	22.219
17:00 - 18:00	12	363	12.268	12	363	12.314	12	363	24.582
18:00 - 19:00	12	363	13.047	12	363	13.575	12	363	26.622
19:00 - 20:00	11	371	10.642	11	371	11.844	11	371	22.486
20:00 - 21:00	11	371	8.043	11	371	8.509	11	371	16.552
21:00 - 22:00	11	371	5.738	11	371	6.229	11	371	11.967
22:00 - 23:00	7	384	3.240	7	384	3.650	7	384	6.890
23:00 - 24:00	3	473	0.634	3	473	1.408	3	473	2.042
Total Rates:			161.029			159.945			320.974

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

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

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Parameter summary

Trip rate parameter range selected:	210 - 498 (units: sqm)
Survey date range:	01/01/00 - 19/09/17
Number of weekdays (Monday-Friday):	12
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.

Calculation Reference: AUDIT-734101-180911-0922

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CE CEREDIGION	1 days
	NW NEWPORT	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: 255 to 498 (units: sqm)
 Range Selected by User: 182 to 500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 19/09/17

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:

Saturday 6 days

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

Selected survey types:

Manual count 6 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial 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 of Town, High Street and No Sub Category.

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Secondary Filtering selection:

Use Class:

A3	2 days
A5	4 days

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

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Travel Plan:

No	6 days
----	--------

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

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	CE-06-D-01	MCDONALD'S		CEREDIGION
	FFORDD PARC Y LLYN			
	ABERYSTWYTH			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	350 sqm		
	Survey date: SATURDAY	09/05/15		Survey Type: MANUAL
2	DC-06-D-01	MCDONALD'S		DORSET
	SOMERFORD ROAD			
	CHRISTCHURCH			
	SOMERFORD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Industrial Zone			
	Total Gross floor area:	498 sqm		
	Survey date: SATURDAY	04/10/03		Survey Type: MANUAL
3	HF-06-D-01	MCDONALD'S		HERTFORDSHIRE
	HERTFORD RUSH GREEN			
	HERTFORD			
	RUSH GREEN			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	326 sqm		
	Survey date: SATURDAY	22/03/03		Survey Type: MANUAL
4	LC-06-D-03	BURGER KING		LANCASHIRE
	LOWER AUDLEY			
	BLACKBURN			
	WATERSIDE			
	Suburban Area (PPS6 Out of Centre)			
	Commercial Zone			
	Total Gross floor area:	255 sqm		
	Survey date: SATURDAY	08/11/03		Survey Type: MANUAL
5	NW-06-D-01	KFC		NEWPORT
	SPYTTY ROAD			
	NEWPORT			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	341 sqm		
	Survey date: SATURDAY	16/10/10		Survey Type: MANUAL
6	TW-06-D-01	KFC		TYNE & WEAR
	CLIFFORD STREET			
	NEWCASTLE			
	BYKER			
	Neighbourhood Centre (PPS6 Local Centre)			
	Built-Up Zone			
	Total Gross floor area:	317 sqm		
	Survey date: SATURDAY	14/11/15		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.

TTHC OXFORD STREET MANCHESTER

Licence No: 734101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH 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	350	1.429	1	350	0.857	1	350	2.286
06:00 - 07:00	1	350	7.714	1	350	5.143	1	350	12.857
07:00 - 08:00	4	355	2.535	4	355	1.831	4	355	4.366
08:00 - 09:00	6	348	7.810	6	348	6.660	6	348	14.470
09:00 - 10:00	6	348	11.404	6	348	9.919	6	348	21.323
10:00 - 11:00	6	348	11.260	6	348	12.218	6	348	23.478
11:00 - 12:00	6	348	16.627	6	348	13.656	6	348	30.283
12:00 - 13:00	6	348	27.264	6	348	22.904	6	348	50.168
13:00 - 14:00	6	348	26.210	6	348	27.504	6	348	53.714
14:00 - 15:00	6	348	23.670	6	348	24.102	6	348	47.772
15:00 - 16:00	6	348	18.879	6	348	19.693	6	348	38.572
16:00 - 17:00	6	348	17.106	6	348	19.358	6	348	36.464
17:00 - 18:00	6	348	20.652	6	348	18.927	6	348	39.579
18:00 - 19:00	6	348	19.837	6	348	20.747	6	348	40.584
19:00 - 20:00	6	348	14.375	6	348	15.668	6	348	30.043
20:00 - 21:00	6	348	9.344	6	348	10.877	6	348	20.221
21:00 - 22:00	6	348	8.337	6	348	9.439	6	348	17.776
22:00 - 23:00	3	336	6.746	3	336	8.036	3	336	14.782
23:00 - 24:00	2	334	6.597	2	334	7.946	2	334	14.543
Total Rates:			257.796			255.485			513.281

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:	255 - 498 (units: sqm)
Survey date range:	01/01/00 - 19/09/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	6
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.

M18073
Appendix D

TRICS 7.5.2

Trip Rate Paramet Gross floor area

WEEKDAY

RANK ORDER for I FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Ranking Type: TOTALS Time Range: 12:00-13:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
	1 NR-06-D-01	MCDONALD'S	NORTHAMPTON	220	Tuesday	22/05/2007	36.364	35.909	72.273
	2 BR-06-D-01	MCDONALD'S	BRISTOL	210	Monday	21/09/2015	33.333	32.381	65.714
	3 FI-06-D-01	MCDONALD'S	GLENROTHES	283	Tuesday	26/06/2001	25.795	25.088	50.883
	4 CO-06-D-01	MCDONALD'S	ABERGELE	410	Friday	21/10/2011	26.098	22.683	48.781
	5 DC-06-D-01	MCDONALD'S	CHRISTCHURCH	498	Thursday	09/10/2003	19.880	14.659	34.539
	6 HC-06-D-02	BURGER KING	ALDERSHOT	465	Wednesday	20/10/2010	16.989	15.484	32.473
	7 EB-06-D-01	MCDONALD'S	EDINBURGH	475	Wednesday	18/06/2008	13.474	13.263	26.737
	8 FI-06-D-02	KFC	DUNFERMLINE	275	Tuesday	22/03/2016	14.909	9.818	24.727
	9 WM-06-D-01	BURGER KING	BIRMINGHAM	250	Tuesday	25/11/2008	8.800	11.200	20.000
	10 SO-06-D-01	MCDONALD'S	SLOUGH	480	Wednesday	21/11/2012	8.958	8.542	17.500
	11 SY-06-D-01	KFC	BARNSELY	360	Thursday	10/04/2003	7.500	6.667	14.167
	12 CA-06-D-02	MCDONALD'S	CAMBRIDGE	435	Tuesday	19/09/2017	5.977	7.586	13.563
Average							18.173	16.940	35.113

SATURDAY

RANK ORDER for I FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Ranking Type: TOTALS Time Range: 13:00-14:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	GFA	Day	Date	Arrivals	Departures	Totals
	1 CE-06-D-01	MCDONALD'S	ABERYSTWYTH	350	Saturday	09/05/2015	36.857	42.286	79.143
	2 HF-06-D-01	MCDONALD'S	HERTFORD	326	Saturday	22/03/2003	39.264	37.73	76.994
	3 DC-06-D-01	MCDONALD'S	CHRISTCHURCH	498	Saturday	04/10/2003	26.506	27.912	54.418
	4 TW-06-D-01	KFC	NEWCASTLE	317	Saturday	14/11/2015	18.612	20.505	39.117
	5 NW-06-D-01	KFC	NEWPORT	341	Saturday	16/10/2010	17.009	16.422	33.431
	6 LC-06-D-03	BURGER KING	BLACKBURN	255	Saturday	08/11/2003	16.078	16.863	32.941
Average							25.721	26.953	52.674