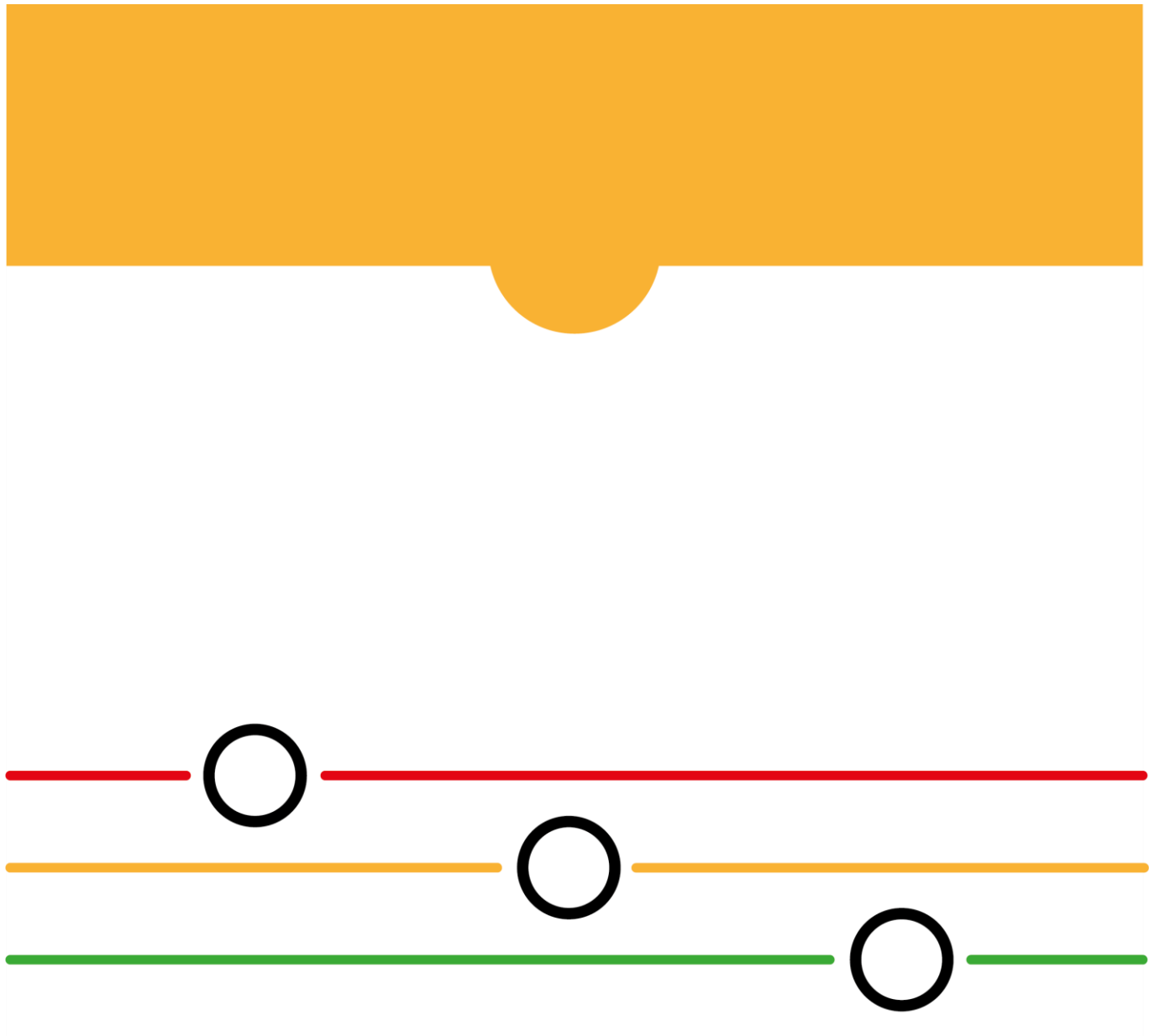




Lion Share Properties Ltd

Proposed Drive-Thru Coffee Shop Redevelopment,  
Victoria Retail Park, Victoria Street, Bury

## Transport Statement

3700223



JANUARY 2023

## Report Details

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**Report Number:** 3700223-TS

**Report Title:** Transport Statement, Proposed Drive-Thru Coffee Shop Redevelopment, Victoria Retail Park, Victoria Street, Bury

**Client:** Lion Share Properties Ltd

**Date:** 30 January 2023

**Status:**



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# 1 Introduction

## 1.1 General

Dynamic Transport Planning Ltd is instructed by Lion Share Properties Ltd to report on the highways and transportation considerations related with the proposed redevelopment of an existing non-food retail unit into a drive-thru coffee shop off Victoria Street, Victoria Retail Park, Bury.

This Transport Statement (TS) has been produced to advise Bury Council (BC) as the Local Planning and Highway Authority on the transport planning considerations associated with the proposed redevelopment.

## 1.2 Site Location

The site is currently occupied by an existing retail (Class E) building situated to the south of Victoria Retail Park, accessed via Victoria Street. The site is located approximately 900m west of Bury Town Centre, 7.5km east of Bolton Town Centre and 12.5km north-west of Manchester City Centre.

The location of the site is illustrated at **Figure 1.1** below:

**Figure 1.1 – Site Location Plan**



### 1.3 Purpose and Structure of Report

This TS will examine the redevelopment proposals in the context of the application site, review the layout proposals including swept-path analysis, calculate the trip generating potential of the redevelopment and review the accessibility of the site.

In accordance with best practice, this Transport Statement (TS) has been prepared in reference to the Department for Transport (DfT) '*Guidance on Transport Assessment*' document.

This report is structured as follows:

- Section 2 sets out the existing conditions of and around the application site;
- Section 3 provides a description of the proposed redevelopment;
- Section 4 assesses sustainable access options;
- Section 5 assesses the trip generating potential of the proposed redevelopment; and
- Section 6 presents the summary and conclusions.

## 2 Existing Conditions

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### 2.1 General

The redevelopment site is situated within the southern portion of Victoria Retail Park and is bounded by Victoria Street to the east and B6196 Ainsworth Road to the south. The A58 Bolton Road also runs along the south-east boundary of the site, which links with Victoria Street via a signal-controlled junction located to the immediate east of the site area. The site is bounded to the west by a retaining wall, and to the north by a car park area which serves the existing units of the wider site including a food retail outlet positioned to the further north.

The site resides within a mixed commercial area with commercial and retail developments located to the north-east, east and south of the site. Residential developments are also located to the wider south-west of the site in addition to a recreational park area situated directly north-west of the site.

The site is currently occupied by a retail building comprising two non-food retail units with a combined 715m<sup>2</sup> Gross Floor Area (GFA). The retail park is supported by the provision of 103 car parking spaces serving the wider site. The wider site also accommodates an additional food retail unit, with vehicular access to both units currently provided from Victoria Street via a two-way priority-controlled access point to the further north-east of the redevelopment site.

### 2.2 Surrounding Highway Network

#### 2.2.1 Victoria Street

Victoria Street runs in a north-east/south-west orientation to the north-east of the redevelopment site. The road routes from its junction with A58 Bolton Road to the east of the site to a four-arm priority roundabout with Wood Street at its north-eastern end.

Within the vicinity of the site, Victoria Street is a single carriageway with street lighting provision along its full length. A flared approach on Victoria Street is provided at its signal-controlled junction with Bolton Road to the south-east of the site. The road is subject to a 30mph speed-limit, with double-yellow line parking restrictions also provided on both sides of the carriageway.

Footways are provided on both sides of the carriageway within the vicinity of the site, with pedestrian access into the site facilitated by the provision of a ramped access point off Victoria Street. PUFFIN crossing facilities are also provided at the Victoria Street/Bolton Road signalised junction to the east of the site, together with provision of a cycle advance stop-line on the Victoria Street junction approach. The wider site access point also provides a dropped kerb crossing point with tactile paving.

### **2.2.2 A58 Bolton Road**

A58 Bolton Road runs to the south of the site in a general east/west orientation, providing a connection to Bury Town Centre to the south-east of the site and towards Bolton Town Centre to the west. The road is a dual carriageway on its approach to the Bolton Road/Victoria Street signalised junction to the south-east of the site. Within the vicinity of the site, the eastbound carriageway has an approximate width of 9.5m which also includes a third dedicated bus lane on approach to the Bolton Road/Victoria Street junction. The westbound carriageway has an approximate width of 6.5m.

Bolton Road is subject to a 30mph speed-limit and has street-lighting provision within the vicinity of the site. Double-yellow line parking restrictions are also provided on both sides of the carriageway on the approach to the junction with Victoria Street.

Footways are provided on both sides of the carriageway within the vicinity of the site, with PUFFIN crossing facilities integrated into the northern and eastern signalised arms of the Bolton Road/Victoria Street junction. Cycle-advance stop lines are also provided on each of the major approaches to the junction.

### **2.2.3 Road Safety**

Accident statistics have been obtained for the local highway network in the vicinity of the application site for the latest available three years data covering 2019 to 2021 from the Department for Transport (DfT).

During the assessment period, no accidents were recorded within the vicinity of the sites access or at the Bolton Road/Victoria Street junction to the south-east of the site.

On review of the data, it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents in the vicinity of the proposed redevelopment that could be affected by the development proposals.

## 3 Proposed Development

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### 3.1 General

The proposals for the site comprise the partial conversion of the existing circa 715m<sup>2</sup> building into a drive-thru coffee shop together with amendments to the associated car parking area. The drive-thru redevelopment will replace a vacant retail unit, which comprises a portion of the existing building. Minor modifications to the building will be introduced in order to accommodate construction of the drive-thru lane.

The redevelopment will reduce the existing total footprint of the building by approximately 55m<sup>2</sup> GFA, resulting in a total GFA of 185m<sup>2</sup> for the drive-thru coffee shop.

The proposed layout of the site can be found at **Appendix 1** of this report.

### 3.2 Site Access Arrangements

The existing vehicular access arrangements to the site from Victoria Street will be retained to serve the proposed redevelopment. The drive-thru lane serving the site will operate in a clockwise direction around the existing non-food retail building, with access to the drive-thru lane taken from the east of the retail unit and egress to its north-western corner.

An internal pedestrian route will also be provided, connecting the site's parking bays to the entrance of the main building.

A swept path analysis has been undertaken of the site access and internal arrangements for a 10m rigid vehicle, as the largest anticipated service vehicle, together with a large car along the drive-thru lane.

The vehicle tracking is shown on the plan included in **Appendix 2**.

### 3.3 Parking Provision

The proposals are to reduce the GFA of the existing building on site by approximately 55m<sup>2</sup>, with the removal of seven car parking spaces to facilitate construction of a drive-thru lane. Two existing family bays will also be converted into mobility standard spaces. No additional parking spaces will be constructed as part of the proposals. Given the reduction in GFA of the building associated with the development proposals, it is considered that the remaining provision will suitably cater for the wider site.

The proposals also incorporate cycle parking provision in the form of eight 'Sheffield' cycle stands together with a cycle shelter, order to encourage access to the site by bike.

## 4 Access by Non-Car Modes

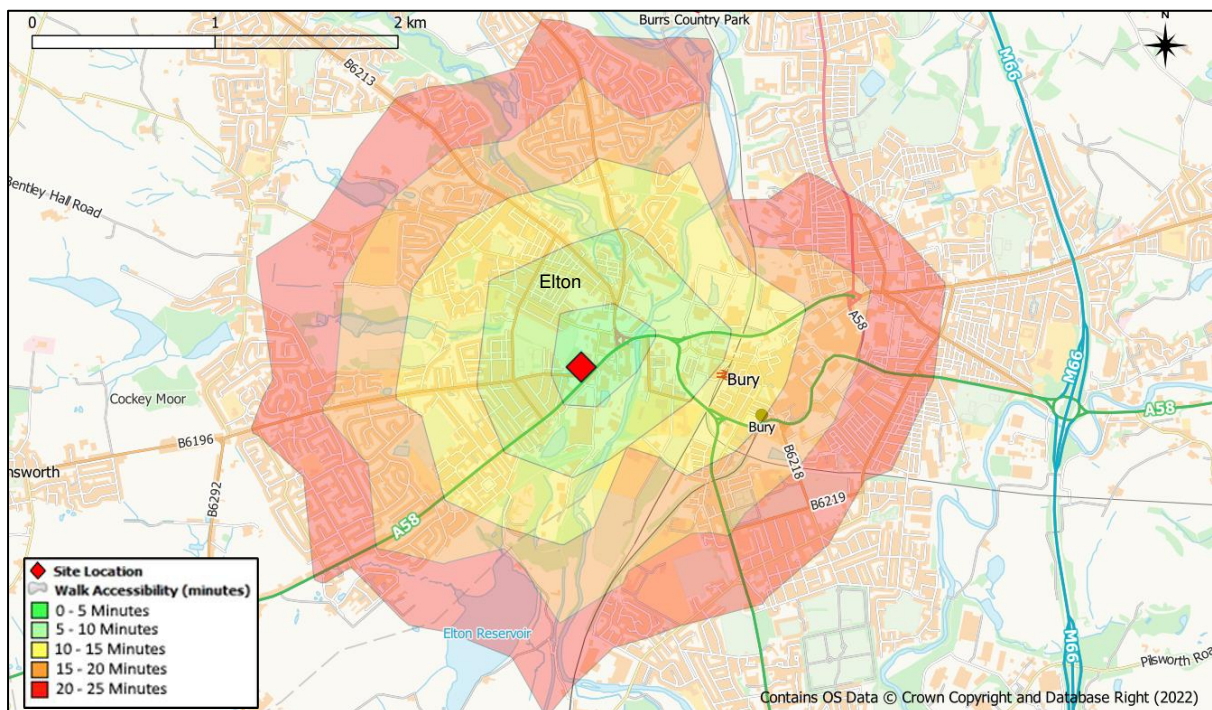
### 4.1 General

In accordance with planning policy a review of access by all modes of travel has been undertaken. The options for accessing the site by sustainable modes are discussed in more detail below.

### 4.2 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km. A walk accessibility plan provided at **Figure 4.1** highlights the accessible walking area within a 2km catchment of the site, equivalent to 25 minutes.

**Figure 4.1 – Walk Accessibility Plan**



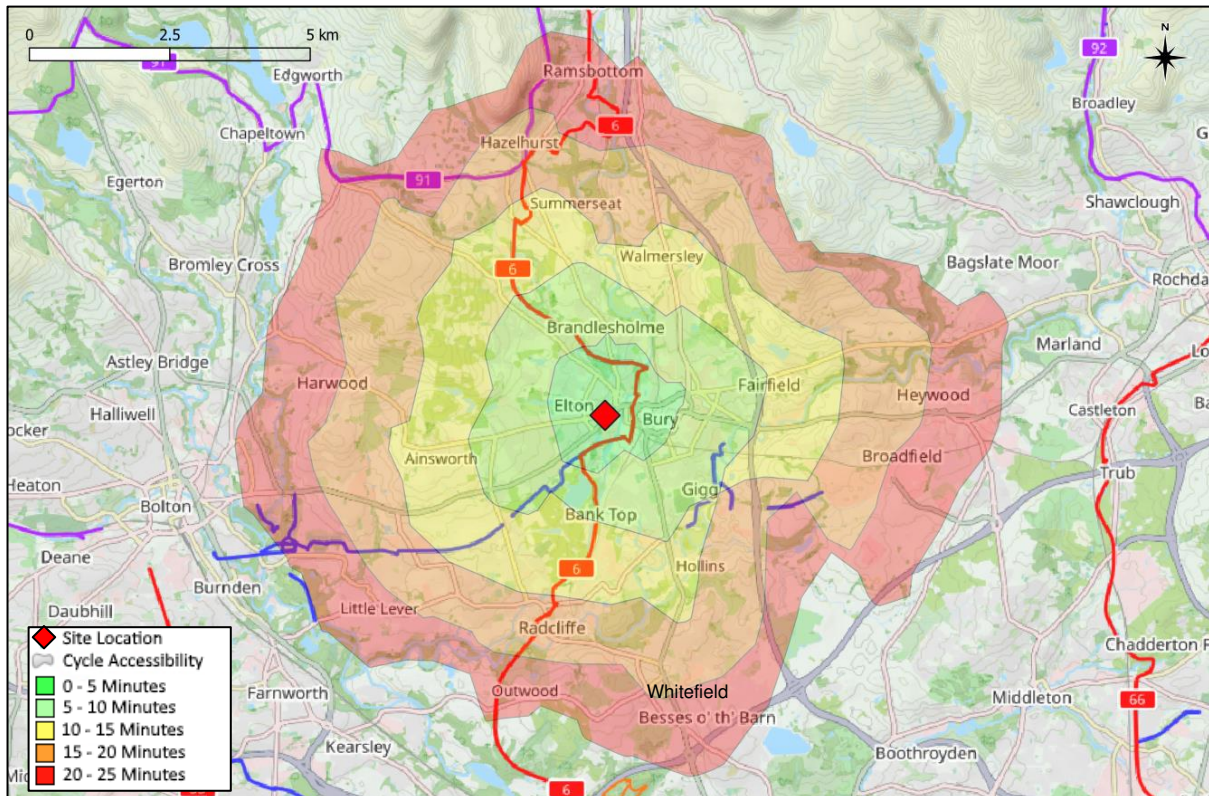
The plan indicates the residential area of Elton, including Bury Railway Station, is accessible within a 10-minute walking distance of the site. Bury Town Centre, including the Bury Interchange Metrolink stop, is also indicated to be accessible within a 15-minute walking journey of the site.

Pedestrian access into the site is facilitated by the existing infrastructure within the vicinity of the site and its surrounding facilities.

### 4.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work purposes. The areas reachable within a 25-minute cycle journey are identified within **Figure 4.2**:

**Figure 4.2 – Cycle Accessibility Plan**



Source: OpenStreetMap (2022)

The plan indicates that the significant majority of Bury is accessible within a 10-minute cycle journey of the site. The eastern outskirts of Bolton, accessible within a 25-minute cycle journey of the site. Other areas including the towns of Radcliffe, Heywood and Whitefield, are also located within the catchment, in addition to a number of Metrolink stops.

National Cycle Network (NCN) Route No. 6 runs to the east of the site and can be accessed within a five-minute cycle journey. NCN Route 6 runs in a general north/south orientation, providing mainly off-road connections from Bury Town Centre to Ramsbottom to the north and Radcliffe to the south of the site. The cycle route also forms a direct connection into Manchester City Centre via its continued provision to the south of the catchment.

The site also benefits from the nearby provision of local cycle routes as shown in the Bury Local Cycle Map in **Figure 4.3**. The map indicates the provision of an on-road advisory cycle link adjacent of the site along A58 Bolton Road, allowing connection to the south-western residential areas of Bury and onto Bolton to the further west. The map also indicates the provision of mixed on-road/off-road cycle links within the local infrastructure to the east and north-east of the site including NCN Route No. 6.

**Figure 4.3 – Bury Local Cycle Map**



Source: Transport for Greater Manchester

## 4.4 Public Transport Access

### 4.4.1 Bus

The nearest bus stops to the site are located 50-100m east of the redevelopment site along A58 Bolton Road, equivalent to around a one-minute walking journey, with the eastbound stop also supported by a dedicated bus filter lane. The bus stops provide access to services 98, 471 and 512. A summary of the bus services operating from these stops is provided in **Table 4.1** below:

**Table 4.1 – Bus Service Summary**

| Service | Route Description                                            | Core Weekday Frequency |
|---------|--------------------------------------------------------------|------------------------|
| 98      | Manchester - Bury via Lower Broughton, Whitefield, Radcliffe | 30 minutes             |
| 471     | Bolton - Rochdale via Broughton, Bury, Heywood               | 10 minutes             |
| 512     | Farnworth - Bury via Radcliffe, Ainsworth                    | Hourly                 |

Source: Traveline

As the table shows, there are a number of regular services available near the site which operate to destinations including Radcliffe, Heywood, Ainsworth and areas within Bury. The available services therefore provide opportunities, particularly for staff, to travel to the site by bus.

#### **4.4.2 Light Rail**

The nearest Metrolink station to the site is Bury Interchange, located approximately 1km to the south-east of the site, equivalent to an 18-minute walking distance. The station operates as the northern terminus to the Bury Line which runs from Manchester City Centre, making use of the former Manchester-to-Bury Railway Line.

The Metrolink runs 12-minute services with a six-minute frequency between Bury and Manchester City Centre during peak hours.

#### **4.5 Accessibility Summary**

Overall, it can be summarised that the site offers good potential for journeys to be undertaken by staff and customers by sustainable modes of travel.

## 5 Development Trip Generation

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### 5.1 General

This chapter provides an estimation of the likely levels of trip generation resulting from the proposed drive-thru coffee shop on the adjacent local highway network.

### 5.2 Trip Generation

#### 5.2.1 Weekday TRICS Trip Generation – Drive-Thru

The site is occupied by a Class E building which currently comprises two non-food retail units, with the proposals seeking a conversion of an existing vacant area of the building into a drive-thru coffee shop. As the unit's previous use is categorised as a Class E unit, the proposed redevelopment would therefore not seek a change of use. However, the introduction of a drive-thru facility under these proposals would add an additional operational element to the existing Class E unit of the current building.

In order to quantify the potential trip generation of the proposed drive-thru element, data from six drive thru sites has been analysed to show the breakdown of trips for customers dining in-house, those parking-up for take-away orders and those making use of the drive-thru facility. This data is included at **Appendix 3**.

On average, across the sites the data shows that just over 50% of the total trips use the drive-thru over a typical weekday whilst just under 50% of trips are using the drive-thru at peak times. It is therefore considered reasonable to assume that around 50% of drive-thru trips are typically made by those using the drive-thru facility.

The TRICS Database has been used to estimate the likely numbers of trips expected to be generated by the provision of a drive-thru facility by using the most similar appropriate category within the database. The selection criteria applied to derive the comparative sites are listed below:

- Land use – Hotel, Food & Drink, sub-category – Drive Through Coffee Shop;
- All London and Ireland sites excluded;
- Weekday or Saturday surveys only (as appropriate); and
- Selection by GFA.

A summary of the trip rates is shown below in **Table 5.1** with the full TRICS output provided at **Appendix 4**.

**Table 5.1: TRICS Weekday Trip Rates (per 100m<sup>2</sup> GFA) for the proposed Drive-Thru Unit**

| Time Range      | Arrivals | Departures | Total   |
|-----------------|----------|------------|---------|
| 05:00-06:00     | 0.588    | 0          | 0.588   |
| 06:00-07:00     | 4.439    | 3.349      | 7.788   |
| 07:00-08:00     | 12.461   | 11.137     | 23.598  |
| 08:00-09:00     | 16.667   | 14.875     | 31.542  |
| 09:00-10:00     | 17.835   | 17.523     | 35.358  |
| 10:00-11:00     | 14.33    | 14.408     | 28.738  |
| 11:00-12:00     | 13.396   | 13.474     | 26.87   |
| 12:00-13:00     | 14.953   | 12.85      | 27.803  |
| 13:00-14:00     | 14.097   | 14.953     | 29.05   |
| 14:00-15:00     | 10.358   | 10.826     | 21.184  |
| 15:00-16:00     | 11.371   | 10.748     | 22.119  |
| 16:00-17:00     | 11.682   | 12.85      | 24.532  |
| 17:00-18:00     | 8.801    | 11.137     | 19.938  |
| 18:00-19:00     | 5.53     | 6.231      | 11.761  |
| 19:00-20:00     | 3.349    | 4.128      | 7.477   |
| 20:00-21:00     | 1.713    | 2.414      | 4.127   |
| 21:00-22:00     | 0.899    | 1.155      | 2.054   |
| Daily Trip Rate | 162.469  | 162.058    | 324.527 |

The above trip rates have been applied to half of the GFA of the proposed unit, which totals approximately 93m<sup>2</sup> (i.e., to represent a 50% increase in vehicular trips) to provide the anticipated vehicle movements as shown in **Table 5.2** below:

**Table 5.2: Estimated Trip Generation – Weekday – Drive-Thru Unit (net 93 m<sup>2</sup> GFA)**

| Time Range      | Arrivals | Departures | Total |
|-----------------|----------|------------|-------|
| 05:00-06:00     | 1        | 0          | 1     |
| 06:00-07:00     | 4        | 3          | 7     |
| 07:00-08:00     | 12       | 10         | 22    |
| 08:00-09:00     | 15       | 14         | 29    |
| 09:00-10:00     | 16       | 16         | 33    |
| 10:00-11:00     | 13       | 13         | 27    |
| 11:00-12:00     | 12       | 12         | 25    |
| 12:00-13:00     | 14       | 12         | 26    |
| 13:00-14:00     | 13       | 14         | 27    |
| 14:00-15:00     | 10       | 10         | 20    |
| 15:00-16:00     | 11       | 10         | 20    |
| 16:00-17:00     | 11       | 12         | 23    |
| 17:00-18:00     | 8        | 10         | 18    |
| 18:00-19:00     | 5        | 6          | 11    |
| 19:00-20:00     | 3        | 4          | 7     |
| 20:00-21:00     | 2        | 2          | 4     |
| 21:00-22:00     | 1        | 1          | 2     |
| Daily Trip Rate | 301      | 300        | 600   |

The results show that during the busiest peak hour (9:00-10:00) the drive-thru would result in around 33 additional two-way movements. This equates to around one vehicle either arriving or departing the site each two minutes during the busiest hour. During the traditional highway peak hours of 08:00-09:00 and 17:00-18:00, the forecast trip generation is lower than this amount.

### 5.2.2 Saturday TRICS Trip Generation – Drive Thru

The same assessment has been run for Saturday trip rate data and is summarised at **Table 5.3** below with the full TRICS outputs included at **Appendix 4**

**Table 5.3:** TRICS Saturday Trip Rates (per 100m<sup>2</sup> GFA) for the proposed Drive-Thru Unit

| Time Range      | Arrivals | Departures | Total   |
|-----------------|----------|------------|---------|
| 05:00-06:00     | 3.284    | 2.985      | 6.269   |
| 06:00-07:00     | 6.069    | 5.541      | 11.61   |
| 07:00-08:00     | 15.699   | 13.193     | 28.892  |
| 08:00-09:00     | 21.504   | 22.296     | 43.8    |
| 09:00-10:00     | 26.781   | 23.615     | 50.396  |
| 10:00-11:00     | 29.815   | 27.177     | 56.992  |
| 11:00-12:00     | 25.989   | 27.836     | 53.825  |
| 12:00-13:00     | 24.142   | 24.274     | 48.416  |
| 13:00-14:00     | 22.691   | 23.351     | 46.042  |
| 14:00-15:00     | 20.844   | 21.9       | 42.744  |
| 15:00-16:00     | 18.997   | 19.261     | 38.258  |
| 16:00-17:00     | 18.338   | 17.81      | 36.148  |
| 17:00-18:00     | 14.116   | 15.303     | 29.419  |
| 18:00-19:00     | 7.124    | 9.499      | 16.623  |
| 19:00-20:00     | 3.694    | 4.749      | 8.443   |
| 20:00-21:00     | 0.592    | 1.183      | 1.775   |
| Daily Trip Rate | 259.679  | 259.973    | 519.652 |

The above trip rates have been applied to half of the GFA of the proposed development, to provide the anticipated vehicle movements, as shown in **Table 5.4** below;

**Table 5.4:** Estimated Trip Generation – Saturday – Drive-Thru Unit (net 93m<sup>2</sup> GFA)

| Time Range      | Arrivals | Departures | Total |
|-----------------|----------|------------|-------|
| 05:00-06:00     | 3        | 3          | 6     |
| 06:00-07:00     | 6        | 5          | 11    |
| 07:00-08:00     | 15       | 12         | 27    |
| 08:00-09:00     | 20       | 21         | 41    |
| 09:00-10:00     | 25       | 22         | 47    |
| 10:00-11:00     | 28       | 25         | 53    |
| 11:00-12:00     | 24       | 26         | 50    |
| 12:00-13:00     | 22       | 22         | 45    |
| 13:00-14:00     | 21       | 22         | 43    |
| 14:00-15:00     | 19       | 20         | 40    |
| 15:00-16:00     | 18       | 18         | 35    |
| 16:00-17:00     | 17       | 16         | 33    |
| 17:00-18:00     | 13       | 14         | 27    |
| 18:00-19:00     | 7        | 9          | 15    |
| 19:00-20:00     | 3        | 4          | 8     |
| 20:00-21:00     | 1        | 1          | 2     |
| Daily Trip Rate | 480      | 481        | 961   |

The results show that during the busiest Saturday peak hour (10:00-11:00) the proposed drive-thru would result in around 53 additional two-way movements. This would equate to one vehicle movement every minute.

It is noted that developments of this nature generate very low levels of 'new' or 'primary' vehicle trips. In terms of the types of trips that would be generated by the development, it is anticipated that the significant majority of trips would be linked with the existing uses present on the wider site and adjacent commercial and retail areas and that there would be negligible further trips that would involve additional vehicle movements on the local highway network.

It should also be noted that the existing/lawful trip generating potential of the currently operating Class E unit at the site, which will remain unmodified by the proposals, has not been taken into consideration in order to provide a robust assessment.

### **5.2.3 Traffic Generation Summary**

The proposed redevelopment of the existing non-food retail unit to a drive-thru coffee shop would provide updated facilities for the users of the wider retail area and in itself would not lead to any significant numbers of additional vehicle movements on the local highway network.

## 6 Summary and Conclusions

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Dynamic Transport Planning is instructed by Lion Share Properties to report on the anticipated highways and transportation considerations related with the proposed redevelopment of an existing retail store into a drive-thru coffee shop off Victoria Street, Victoria Retail Park, Bury.

The proposed redevelopment of the site would see a reduction in the total GFA of the existing retail building and the construction of a new drive-thru lane with amendments to the existing car park.

A review of the highway accident data for the site access points and adjacent highway has been reviewed and identified no pre-existing patterns or trends of incidents that could be impacted by the redevelopment proposals.

As part of the redevelopment, there will be a loss of seven car parking spaces, with remaining provision totalling 96 parking spaces for the drive-thru and existing retail units within the wider site. This level of provision adheres to local parking standards.

A swept-path assessment has been undertaken which demonstrates that the largest anticipated service vehicle as well as a large car can be accommodated within the site.

A review of the site's accessibility has identified that the site is highly accessible by sustainable modes of travel, which would work to encourage access by sustainable modes for both staff and customers.

The proposed partial redevelopment of the existing Class E building to provide a drive-thru coffee shop facility would provide updated facilities for the users of the surrounding retail areas and in itself would not lead to any significant numbers of additional vehicle movements on the local highway network.

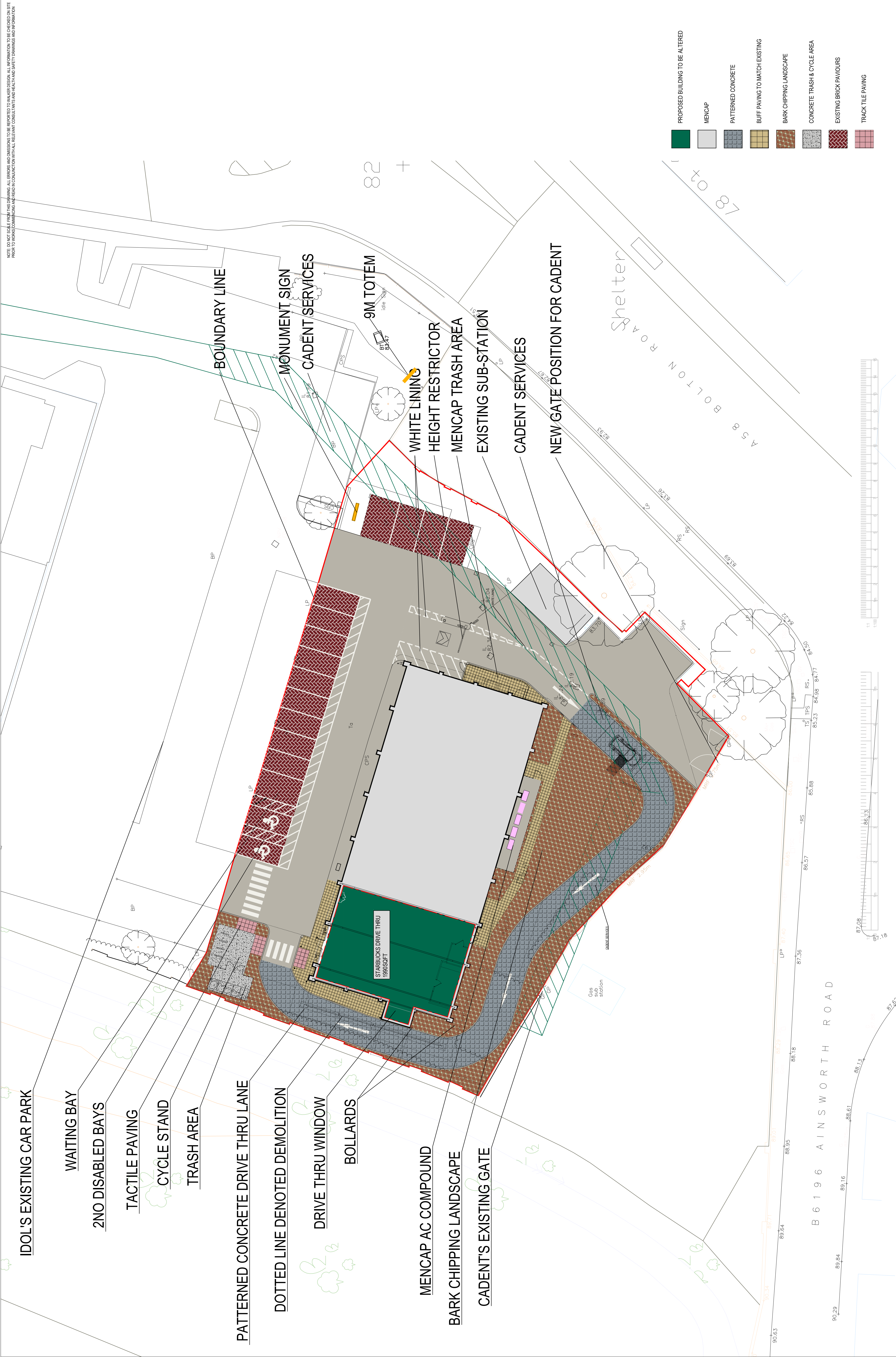
Overall, on the basis of the above assessment, it is concluded that there are no outstanding reasons why the proposed redevelopment should not be granted planning permission on transport grounds.

# Appendix 1

## Proposed Site Layout

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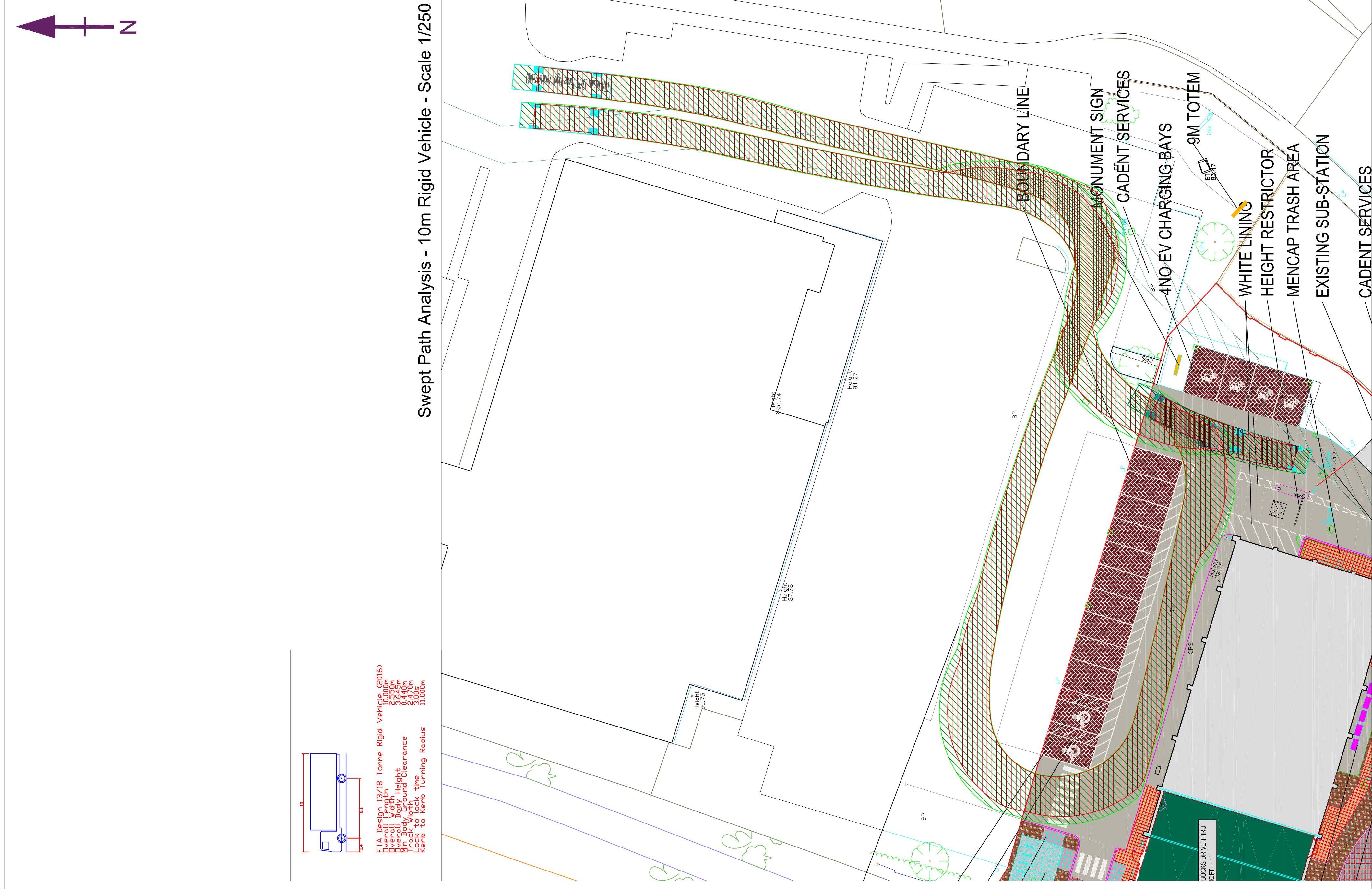
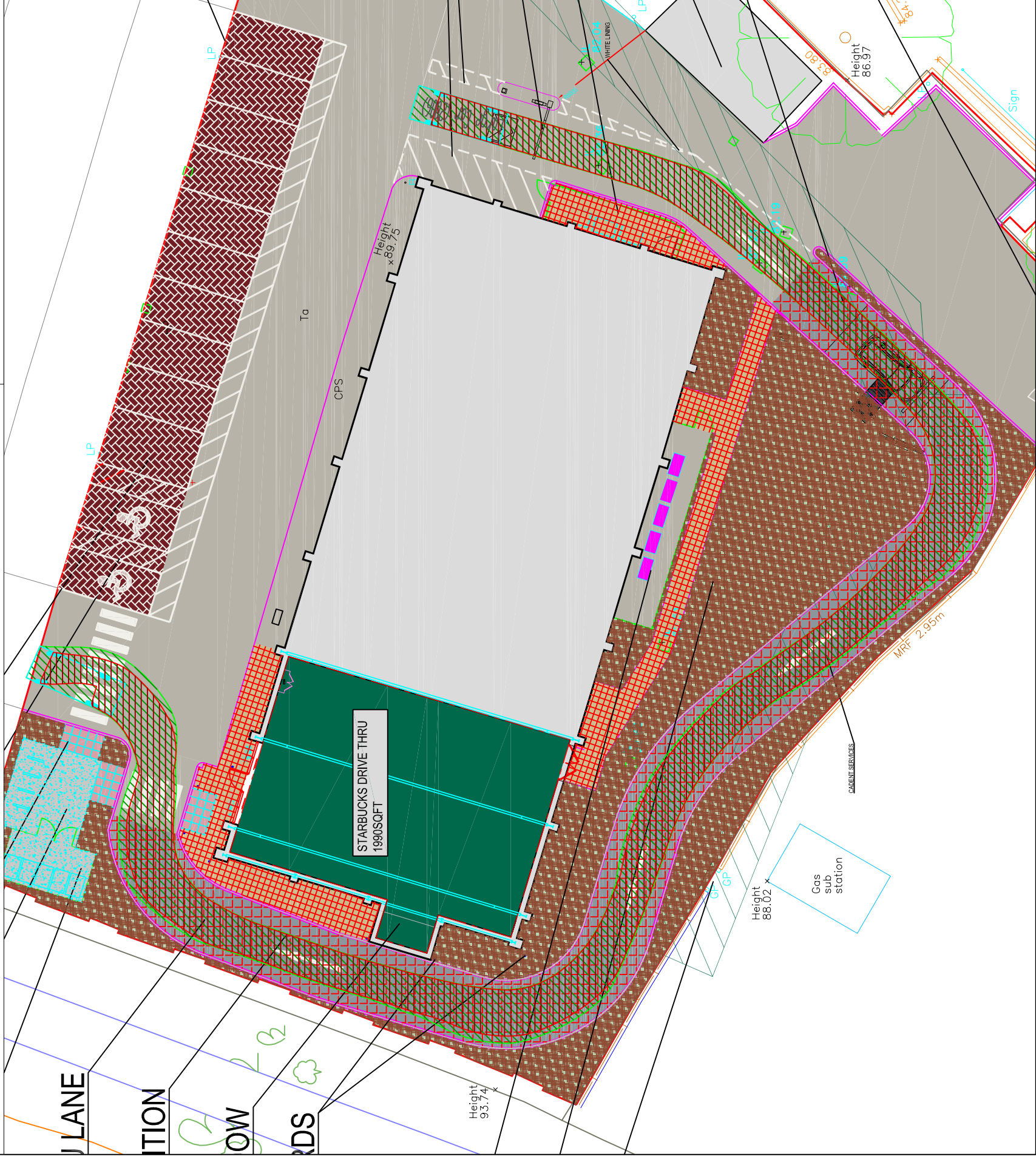
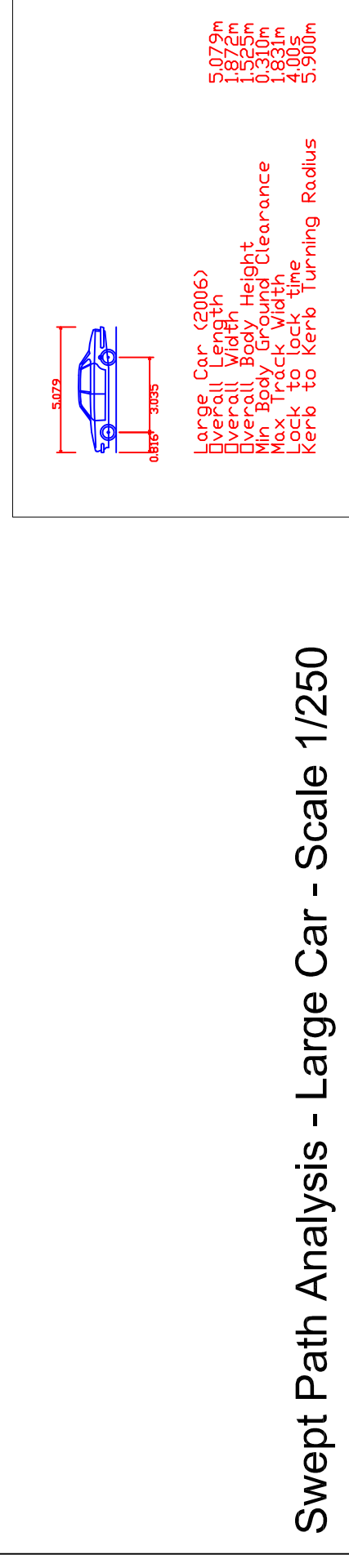
NOTE: DO NOT SCALE FROM THIS DRAWING. ALL ERRORS AND OMISSIONS TO BE REPORTED TO WALKER DESIGN. ALL INFORMATION TO BE CHECKED ON SITE PRIOR TO WORKS COMMENCING AND ISSUED IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS AND HEALTH AND SAFETY DRAWINGS AND INFORMATION.



## Appendix 2

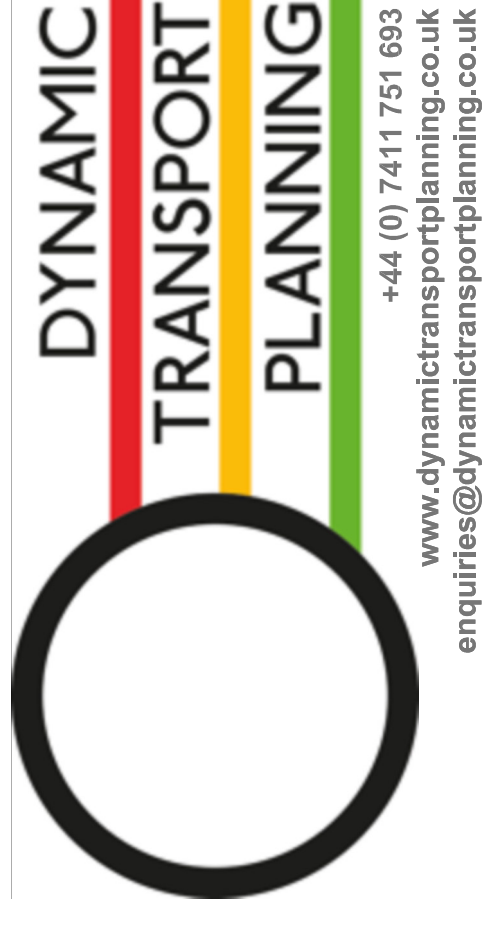
# Swept Path Assessment

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## Notes

|      |          |                                         |          |
|------|----------|-----------------------------------------|----------|
| A    | 30.01.23 | Minor Site Layout Change<br>First Issue | JB<br>JB |
| -    | 10.01.23 |                                         |          |
| Rev. | Date     | Revisions                               | Drawn    |



Client

Lion Share Properties Ltd

**Project**  
**Proposed Drive-Thru Coffee Shop**  
**Redevelopment, Victoria Retail Park,**  
**Bury**

Drawing Title

# Proposed Site Layout Swept Path Analysis 10m Rigid Vehicle & Large Car

|                    |              |          |                   |
|--------------------|--------------|----------|-------------------|
| Date               | January 2023 | Scale    | As Specified @ A1 |
| Drawn              | JB           | Approved | GS                |
| Drawing Number     |              | Rev.     |                   |
| DTP/3700223/ATR001 |              | A        |                   |

## Appendix 3

### Transaction Data

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# Starbucks Drive Thru Sites - Transaction Data Average Results



STARBUCKS®

| Wednesday 16th May 2018 |        |          |            |                    |  |  |
|-------------------------|--------|----------|------------|--------------------|--|--|
| Time                    | Eat In | Take Out | Drive Thru | Total Transactions |  |  |
| 07:00                   | 4      | 7        | 22         | 31                 |  |  |
| 08:00                   | 5      | 11       | 27         | 42                 |  |  |
| 09:00                   | 7      | 14       | 21         | 39                 |  |  |
| 10:00                   | 7      | 14       | 11         | 33                 |  |  |
| 11:00                   | 7      | 11       | 13         | 28                 |  |  |
| 12:00                   | 9      | 12       | 10         | 29                 |  |  |
| 13:00                   | 10     | 12       | 11         | 30                 |  |  |
| 14:00                   | 7      | 7        | 9          | 21                 |  |  |
| 15:00                   | 10     | 6        | 5          | 18                 |  |  |
| 16:00                   | 8      | 8        | 10         | 23                 |  |  |
| 17:00                   | 7      | 8        | 8          | 23                 |  |  |
| 18:00                   | 7      | 7        | 8          | 19                 |  |  |
| 19:00                   | 2      | 2        | 2          | 3                  |  |  |
|                         |        |          |            |                    |  |  |
| Daily Total             | 88     | 119      | 156        | 338                |  |  |
| Percentage              | 26%    | 35%      | 46%        |                    |  |  |
| Peak Hour               | 19%    | 30%      | 54%        |                    |  |  |

| Friday 18th May 2018 |        |          |            |                    |  |  |
|----------------------|--------|----------|------------|--------------------|--|--|
| Time                 | Eat In | Take Out | Drive Thru | Total Transactions |  |  |
| 07:00                | 3      | 13       | 25         | 38                 |  |  |
| 08:00                | 9      | 10       | 26         | 42                 |  |  |
| 09:00                | 11     | 10       | 18         | 36                 |  |  |
| 10:00                | 11     | 8        | 14         | 30                 |  |  |
| 11:00                | 9      | 9        | 13         | 27                 |  |  |
| 12:00                | 10     | 12       | 13         | 32                 |  |  |
| 13:00                | 8      | 11       | 10         | 30                 |  |  |
| 14:00                | 6      | 9        | 10         | 22                 |  |  |
| 15:00                | 9      | 10       | 9          | 23                 |  |  |
| 16:00                | 7      | 11       | 14         | 24                 |  |  |
| 17:00                | 4      | 7        | 9          | 21                 |  |  |
| 18:00                | 2      | 7        | 7          | 14                 |  |  |
| 19:00                | 0      | 2        | 2          | 4                  |  |  |
|                      |        |          |            |                    |  |  |
| Daily Total          | 88     | 117      | 168        | 344                |  |  |
| Percentage           | 26%    | 34%      | 49%        |                    |  |  |
| Peak Hour            | 20%    | 27%      | 55%        |                    |  |  |

| Saturday 19th May 2018 |        |          |            |                    |  |  |
|------------------------|--------|----------|------------|--------------------|--|--|
| Time                   | Eat In | Take Out | Drive Thru | Total Transactions |  |  |
| 07:00                  | 1      | 5        | 9          | 13                 |  |  |
| 08:00                  | 4      | 7        | 17         | 23                 |  |  |
| 09:00                  | 6      | 8        | 16         | 26                 |  |  |
| 10:00                  | 8      | 8        | 19         | 31                 |  |  |
| 11:00                  | 7      | 8        | 17         | 30                 |  |  |
| 12:00                  | 6      | 10       | 12         | 26                 |  |  |
| 13:00                  | 7      | 7        | 10         | 20                 |  |  |
| 14:00                  | 5      | 7        | 13         | 23                 |  |  |
| 15:00                  | 7      | 6        | 8          | 19                 |  |  |
| 16:00                  | 5      | 6        | 6          | 15                 |  |  |
| 17:00                  | 4      | 7        | 7          | 15                 |  |  |
| 18:00                  | 3      | 5        | 5          | 11                 |  |  |
| 19:00                  | 0      | 2        | 1          | 3                  |  |  |
|                        |        |          |            |                    |  |  |
| Daily Total            | 63     | 85       | 139        | 256                |  |  |
| Percentage             | 25%    | 33%      | 54%        |                    |  |  |
| Peak Hour              | 23%    | 40%      | 46%        |                    |  |  |

Peak Hour percentage taken for 8-9AM and 5-6PM Weekday, 12-1pm Saturday

Hourly Totals other than 19:00 (15 mins only)

Sites included: Preston; Deeside; Battlefield; Markham Vale; Stansted; St Helens

The above data has been provided for the sole purpose of estimating traffic movements for planning usage and should not be copied or reproduced without prior permission

## Appendix 4

# TRICS Output Report

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**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**TOTAL VEHICLES**Selected regions and areas:

|           |                          |        |
|-----------|--------------------------|--------|
| <b>04</b> | <b>EAST ANGLIA</b>       |        |
|           | SF SUFFOLK               | 1 days |
| <b>05</b> | <b>EAST MIDLANDS</b>     |        |
|           | NM WEST NORTHAMPTONSHIRE | 1 days |
| <b>06</b> | <b>WEST MIDLANDS</b>     |        |
|           | HE HEREFORDSHIRE         | 1 days |
|           | WK WARWICKSHIRE          | 1 days |
| <b>11</b> | <b>SCOTLAND</b>          |        |
|           | PK PERTH & KINROSS       | 1 days |

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

**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 140 to 420 (units: sqm)  
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 1/9/22

*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:

|           |        |
|-----------|--------|
| Tuesday   | 1 days |
| Wednesday | 2 days |
| Friday    | 2 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:

|                                  |   |
|----------------------------------|---|
| Edge of Town                     | 4 |
| Free Standing (PPS6 Out of Town) | 1 |

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

Selected Location Sub Categories:

|                 |   |
|-----------------|---|
| Industrial Zone | 2 |
| Retail Zone     | 1 |
| Out of Town     | 1 |
| No Sub Category | 1 |

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

Inclusion of Servicing Vehicles Counts:

|                             |                   |
|-----------------------------|-------------------|
| Servicing vehicles Included | X days - Selected |
| Servicing vehicles Excluded | 5 days - Selected |

**Secondary Filtering selection:**Use Class:

|           |        |
|-----------|--------|
| Not Known | 5 days |
|-----------|--------|

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,000 or Less    | 1 days |
| 1,001 to 5,000   | 2 days |
| 10,001 to 15,000 | 1 days |
| 20,001 to 25,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 2 days |
| 25,001 to 50,000   | 1 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 2 days |

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

Travel Plan:

|    |        |
|----|--------|
| No | 5 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 | 5 days |
|-----------------|--------|

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

|                       |     |                                                                                                    |
|-----------------------|-----|----------------------------------------------------------------------------------------------------|
| Covid-19 Restrictions | Yes | At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions |
|-----------------------|-----|----------------------------------------------------------------------------------------------------|

LIST OF SITES relevant to selection parameters

|          |                                                                                                                                   |                       |          |                              |
|----------|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------|------------------------------|
| <b>1</b> | <b>HE-06-J-01</b><br>LEDBURY ROAD<br>ROSS-ON-WYE                                                                                  | <b>STARBUCKS</b>      |          | <b>HEREFORDSHIRE</b>         |
|          | Edge of Town<br>Retail Zone<br>Total Gross floor area:                                                                            |                       | 305 sqm  |                              |
|          | Survey date: TUESDAY                                                                                                              |                       | 24/11/20 | Survey Type: MANUAL          |
| <b>2</b> | <b>NM-06-J-01</b><br>DARNELL WAY<br>NORTHAMPTON                                                                                   | <b>BEWICHD COFFEE</b> |          | <b>WEST NORTHAMPTONSHIRE</b> |
|          | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                                                                        |                       | 140 sqm  |                              |
|          | Survey date: FRIDAY                                                                                                               |                       | 15/10/21 | Survey Type: MANUAL          |
| <b>3</b> | <b>PK-06-J-01</b><br>THE TRIANGLE<br>PERTH<br>INVERALMOND                                                                         | <b>STARBUCKS</b>      |          | <b>PERTH &amp; KINROSS</b>   |
|          | Edge of Town<br>Industrial Zone<br>Total Gross floor area:                                                                        |                       | 219 sqm  |                              |
|          | Survey date: WEDNESDAY                                                                                                            |                       | 20/04/22 | Survey Type: MANUAL          |
| <b>4</b> | <b>SF-06-J-01</b><br>THORNEY WAY<br>STOWMARKET                                                                                    | <b>COSTA COFFEE</b>   |          | <b>SUFFOLK</b>               |
|          | Edge of Town<br>No Sub Category<br>Total Gross floor area:                                                                        |                       | 200 sqm  |                              |
|          | Survey date: FRIDAY                                                                                                               |                       | 25/09/20 | Survey Type: MANUAL          |
| <b>5</b> | <b>WK-06-J-01</b><br>A46 WARWICK BY PASS<br>NEAR WARWICK<br>BUDBROOKE SERVICES<br>Free Standing (PPS6 Out of Town)<br>Out of Town | <b>STARBUCKS</b>      |          | <b>WARWICKSHIRE</b>          |
|          | Total Gross floor area:                                                                                                           |                       | 420 sqm  |                              |
|          | Survey date: WEDNESDAY                                                                                                            |                       | 25/09/19 | 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 &amp; DRINK/J - DRIVE THROUGH COFFEE SHOP

**TOTAL 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 | 2        | 170        | 0.588         | 2          | 170        | 0.000         | 2        | 170        | 0.588         |
| 06:00 - 07:00 | 5        | 257        | 4.439         | 5          | 257        | 3.349         | 5        | 257        | 7.788         |
| 07:00 - 08:00 | 5        | 257        | 12.461        | 5          | 257        | 11.137        | 5        | 257        | 23.598        |
| 08:00 - 09:00 | 5        | 257        | 16.667        | 5          | 257        | 14.875        | 5        | 257        | 31.542        |
| 09:00 - 10:00 | <b>5</b> | <b>257</b> | <b>17.835</b> | <b>5</b>   | <b>257</b> | <b>17.523</b> | <b>5</b> | <b>257</b> | <b>35.358</b> |
| 10:00 - 11:00 | 5        | 257        | 14.330        | 5          | 257        | 14.408        | 5        | 257        | 28.738        |
| 11:00 - 12:00 | 5        | 257        | 13.396        | 5          | 257        | 13.474        | 5        | 257        | 26.870        |
| 12:00 - 13:00 | 5        | 257        | 14.953        | 5          | 257        | 12.850        | 5        | 257        | 27.803        |
| 13:00 - 14:00 | 5        | 257        | 14.097        | 5          | 257        | 14.953        | 5        | 257        | 29.050        |
| 14:00 - 15:00 | 5        | 257        | 10.358        | 5          | 257        | 10.826        | 5        | 257        | 21.184        |
| 15:00 - 16:00 | 5        | 257        | 11.371        | 5          | 257        | 10.748        | 5        | 257        | 22.119        |
| 16:00 - 17:00 | 5        | 257        | 11.682        | 5          | 257        | 12.850        | 5        | 257        | 24.532        |
| 17:00 - 18:00 | 5        | 257        | 8.801         | 5          | 257        | 11.137        | 5        | 257        | 19.938        |
| 18:00 - 19:00 | 5        | 257        | 5.530         | 5          | 257        | 6.231         | 5        | 257        | 11.761        |
| 19:00 - 20:00 | 5        | 257        | 3.349         | 5          | 257        | 4.128         | 5        | 257        | 7.477         |
| 20:00 - 21:00 | 5        | 257        | 1.713         | 5          | 257        | 2.414         | 5        | 257        | 4.127         |
| 21:00 - 22:00 | 3        | 260        | 0.899         | 3          | 260        | 1.155         | 3        | 260        | 2.054         |
| 22:00 - 23:00 |          |            |               |            |            |               |          |            |               |
| 23:00 - 24:00 |          |            |               |            |            |               |          |            |               |
| Total Rates:  |          |            | 162.469       |            |            | 162.058       |          |            | 324.527       |

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

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

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**Parameter summary**

|                                               |                        |
|-----------------------------------------------|------------------------|
| Trip rate parameter range selected:           | 140 - 420 (units: sqm) |
| Survey date range:                            | 01/01/10 - 01/09/22    |
| 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.

Calculation Reference: AUDIT-262601-230115-0131

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**TOTAL VEHICLES**Selected regions and areas:

|                      |        |
|----------------------|--------|
| <b>02 SOUTH EAST</b> |        |
| BO BEDFORD           | 1 days |
| HF HERTFORDSHIRE     | 1 days |
| <b>03 SOUTH WEST</b> |        |
| GS GLOUCESTERSHIRE   | 1 days |
| <b>09 NORTH</b>      |        |
| CB CUMBRIA           | 1 days |

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

**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 125 to 213 (units: sqm)  
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 1/09/22

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

Selected survey days:

Saturday 4 days

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

Selected survey types:

Manual count 4 days  
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 3  
 Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:

Retail Zone 2  
 Out of Town 1  
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected  
 Servicing vehicles Excluded 4 days - Selected

**Secondary Filtering selection:**Use Class:

|           |        |
|-----------|--------|
| Not Known | 4 days |
|-----------|--------|

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,001 to 5,000   | 3 days |
| 15,001 to 20,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 75,001 to 100,000  | 1 days |
| 125,001 to 250,000 | 3 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 1.1 to 1.5 | 4 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 | 4 days |
|----|--------|

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 4 days |
|-----------------|--------|

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

|                       |     |                                                                                                    |
|-----------------------|-----|----------------------------------------------------------------------------------------------------|
| Covid-19 Restrictions | Yes | At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions |
|-----------------------|-----|----------------------------------------------------------------------------------------------------|

LIST OF SITES relevant to selection parameters

|          |                                  |                     |                        |
|----------|----------------------------------|---------------------|------------------------|
| <b>1</b> | <b>BO-06-J-01</b>                | <b>COSTA COFFEE</b> | <b>BEDFORD</b>         |
|          | RILEY WAY                        |                     |                        |
|          | BEDFORD                          |                     |                        |
|          | KEMPSTON                         |                     |                        |
|          | Edge of Town                     |                     |                        |
|          | Retail Zone                      |                     |                        |
|          | Total Gross floor area:          | 213 sqm             |                        |
|          | Survey date: SATURDAY            | 17/10/20            | Survey Type: MANUAL    |
| <b>2</b> | <b>CB-06-J-01</b>                | <b>COSTA COFFEE</b> | <b>CUMBRIA</b>         |
|          | PARKHOUSE ROAD                   |                     |                        |
|          | CARLISLE                         |                     |                        |
|          | GATEWAY 44                       |                     |                        |
|          | Edge of Town                     |                     |                        |
|          | No Sub Category                  |                     |                        |
|          | Total Gross floor area:          | 210 sqm             |                        |
|          | Survey date: SATURDAY            | 16/10/21            | Survey Type: MANUAL    |
| <b>3</b> | <b>GS-06-J-01</b>                | <b>COSTA COFFEE</b> | <b>GLOUCESTERSHIRE</b> |
|          | B4008                            |                     |                        |
|          | GLOUCESTER                       |                     |                        |
|          | HARDWICKE                        |                     |                        |
|          | Edge of Town                     |                     |                        |
|          | Out of Town                      |                     |                        |
|          | Total Gross floor area:          | 210 sqm             |                        |
|          | Survey date: SATURDAY            | 24/04/21            | Survey Type: MANUAL    |
| <b>4</b> | <b>HF-06-J-01</b>                | <b>STARBUCKS</b>    | <b>HERTFORDSHIRE</b>   |
|          | M25 JUNCTION 3                   |                     |                        |
|          | POTTERS BAR                      |                     |                        |
|          | SOUTH MIMMS SERVICES             |                     |                        |
|          | Free Standing (PPS6 Out of Town) |                     |                        |
|          | Retail Zone                      |                     |                        |
|          | Total Gross floor area:          | 125 sqm             |                        |
|          | Survey date: SATURDAY            | 29/06/19            | 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.

Dynamic Transport Planning DTP Durham

Licence No: 262601

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/J - DRIVE THROUGH COFFEE SHOP

**TOTAL 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 | 2        | 168        | 3.284         | 2          | 168        | 2.985         | 2        | 168        | 6.269         |
| 06:00 - 07:00 | 4        | 190        | 6.069         | 4          | 190        | 5.541         | 4        | 190        | 11.610        |
| 07:00 - 08:00 | 4        | 190        | 15.699        | 4          | 190        | 13.193        | 4        | 190        | 28.892        |
| 08:00 - 09:00 | 4        | 190        | 21.504        | 4          | 190        | 22.296        | 4        | 190        | 43.800        |
| 09:00 - 10:00 | 4        | 190        | 26.781        | 4          | 190        | 23.615        | 4        | 190        | 50.396        |
| 10:00 - 11:00 | <b>4</b> | <b>190</b> | <b>29.815</b> | 4          | 190        | 27.177        | <b>4</b> | <b>190</b> | <b>56.992</b> |
| 11:00 - 12:00 | 4        | 190        | 25.989        | <b>4</b>   | <b>190</b> | <b>27.836</b> | 4        | 190        | 53.825        |
| 12:00 - 13:00 | 4        | 190        | 24.142        | 4          | 190        | 24.274        | 4        | 190        | 48.416        |
| 13:00 - 14:00 | 4        | 190        | 22.691        | 4          | 190        | 23.351        | 4        | 190        | 46.042        |
| 14:00 - 15:00 | 4        | 190        | 20.844        | 4          | 190        | 21.900        | 4        | 190        | 42.744        |
| 15:00 - 16:00 | 4        | 190        | 18.997        | 4          | 190        | 19.261        | 4        | 190        | 38.258        |
| 16:00 - 17:00 | 4        | 190        | 18.338        | 4          | 190        | 17.810        | 4        | 190        | 36.148        |
| 17:00 - 18:00 | 4        | 190        | 14.116        | 4          | 190        | 15.303        | 4        | 190        | 29.419        |
| 18:00 - 19:00 | 4        | 190        | 7.124         | 4          | 190        | 9.499         | 4        | 190        | 16.623        |
| 19:00 - 20:00 | 4        | 190        | 3.694         | 4          | 190        | 4.749         | 4        | 190        | 8.443         |
| 20:00 - 21:00 | 2        | 169        | 0.592         | 2          | 169        | 1.183         | 2        | 169        | 1.775         |
| 21:00 - 22:00 |          |            |               |            |            |               |          |            |               |
| 22:00 - 23:00 |          |            |               |            |            |               |          |            |               |
| 23:00 - 24:00 |          |            |               |            |            |               |          |            |               |
| Total Rates:  |          |            | 259.679       |            |            | 259.973       |          |            | 519.652       |

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:           | 125 - 213 (units: sqm) |
| Survey date range:                            | 01/01/10 - 01/09/22    |
| Number of weekdays (Monday-Friday):           | 0                      |
| Number of Saturdays:                          | 4                      |
| Number of Sundays:                            | 0                      |
| Surveys automatically removed from selection: | 0                      |
| Surveys manually removed from selection:      | 0                      |

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