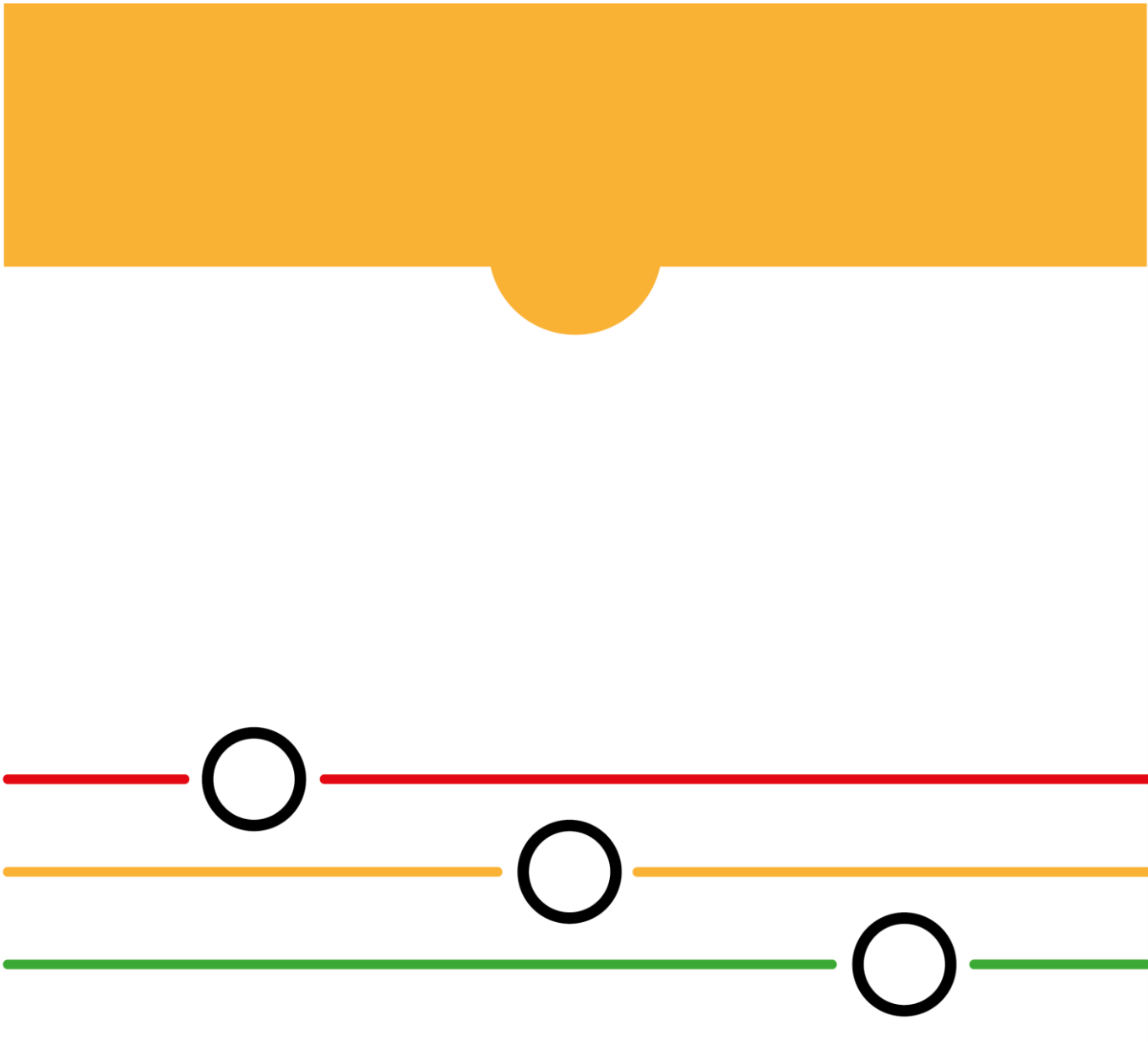




EG Group Ltd

Proposed Drive-Thru Coffee Shop Development,
ASDA Pilsworth, Pilsworth Road, Bury

Technical Note

3706622



JULY 2022

Note Details

Report Number:	3706622-TN
Report Title:	Technical Note, Proposed Drive-Thru Coffee Shop Development, ASDA Pilsworth, Pilsworth Road, Bury
Client:	EG Group Ltd
Date:	29 July 2022
Status:	-

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1 Introduction

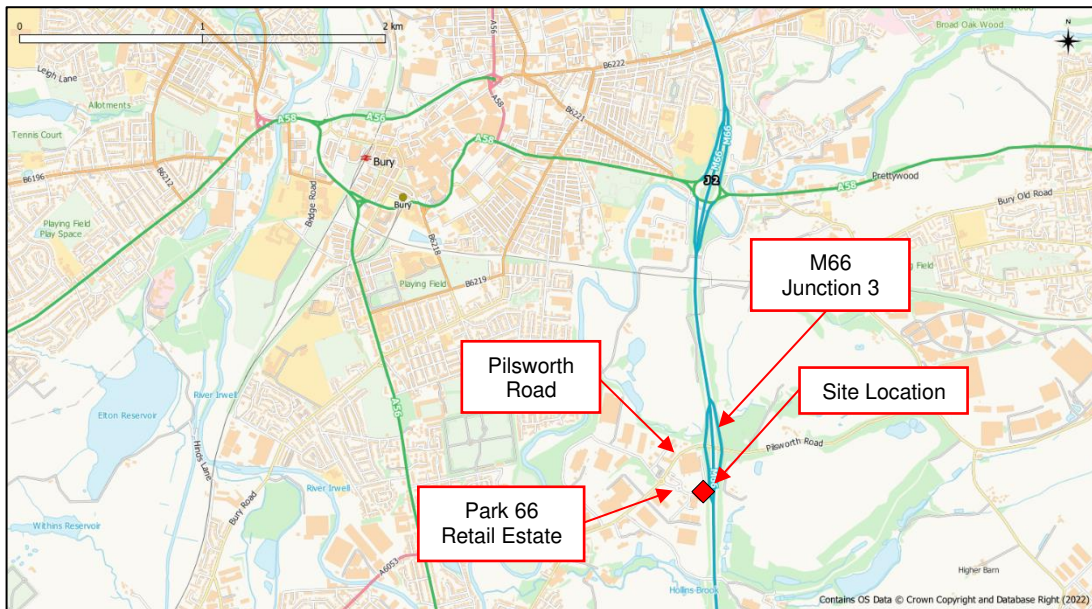
General

- 1.1 Dynamic Transport Planning Ltd is instructed by EG Group Ltd to report on the anticipated highways and transportation issues related with the proposed development of a drive-thru coffee shop, on land within an ASDA Superstore car park, Pilsworth, Bury.
- 1.2 This Technical Note (TN) has been produced to advise Bury Council as the Local Planning and Highway Authority on the transport planning issues associated with the proposed development.

Site Location

- 1.3 The proposed development site is situated within the wider Park 66 Retail Estate and to the south-east corner of the ASDA Superstore car park off Pilsworth Road. The site is located to the south-west of M66 Junction 3, around 2km south-east of Bury Town Centre, and around 10km north of Manchester City Centre.
- 1.4 Access and egress of vehicles is taken from within the retail estate, with access to the retail estate being taken from Pilsworth Road via a roundabout junction. The location of the proposed development site is illustrated at **Figure 1.1** below:

Figure 1.1 – Site Location Plan



2 Existing Conditions

General

- 2.1 The development site is positioned to the south-west corner of the ASDA Superstore car park, where it is bounded by car parking to the north and west, the M66 motorway to the east, and an internal access road serving the wider retail area to the south. Retail and commercial developments which make up the wider Park 66 Retail Estate are located further to the south of the site.
- 2.2 The existing superstore has an approximate Gross Floor Area (GFA) of 11,158m², alongside provision of around 533 car parking spaces. The south-east portion of the car park at which the development is proposed, additionally consists of a recycling area.

Existing Highway Network

- 2.3 Access to the wider ASDA site is currently taken via an internal access road off a roundabout junction to the west of the application site. The roundabout links with the main access road for the wider Park 66 Retail Estate which runs to the south of the site.
- 2.4 A roundabout junction located approximately 200m west of the site provides all-movements access to the main retail estate access road, Pilsworth Road and Roach Bank Road, the latter of which also serves Pilsworth Industrial Estate.
- 2.5 Pilsworth Road is a single carriageway, with an approximate width of 10.5m, which runs to the west of the wider ASDA site in a north-east/south-west orientation. The road is subject to a speed limit of 40mph and features street-lighting provision within the vicinity of the site.
- 2.6 Footways are provided along Pilsworth Road and the main retail estate access road on both of their respective sides, supported by uncontrolled pedestrian crossing provision with tactile paving at the western roundabout junction with Pilsworth Road/Roach Bank Road. An uncontrolled tactile paving crossing point is also provided across the western arm to the ASDA site access roundabout.
- 2.7 Zebra-style crossing provision associated with the wider ASDA site is provided internally to allow pedestrian access from the main retail estate access road.

Road Safety

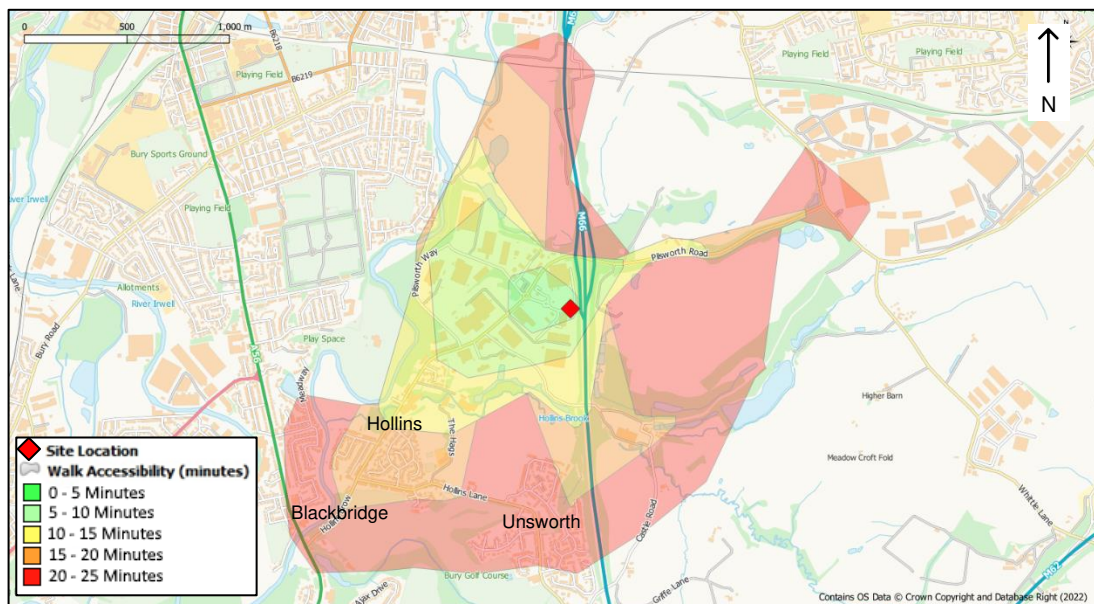
- 2.8 A review of the injury accident data for the local highway network in the vicinity of the application site, as provided by the Department for Transport (DfT), has been undertaken for the latest available three-year data covering 2018-2020.

- 2.9 Within the assessment period, two accidents of 'slight' severity were recorded at the roundabout junction with Pilsworth Road / Park 66 Retail Estate access road / Roach Bank Road. One of the incidents involved a car and pedal cycle within the circulatory carriageway of the roundabout. The other accident involved two cars on the Roach Bank Road roundabout arm, which also included a young driver. None of the recorded accidents involved pedestrians or motorcycles.
- 2.10 On the basis of the review it is not considered that there are any pre-existing patterns or trends of incidents that could be affected by the redevelopment proposals.

Access by Non-Car Modes

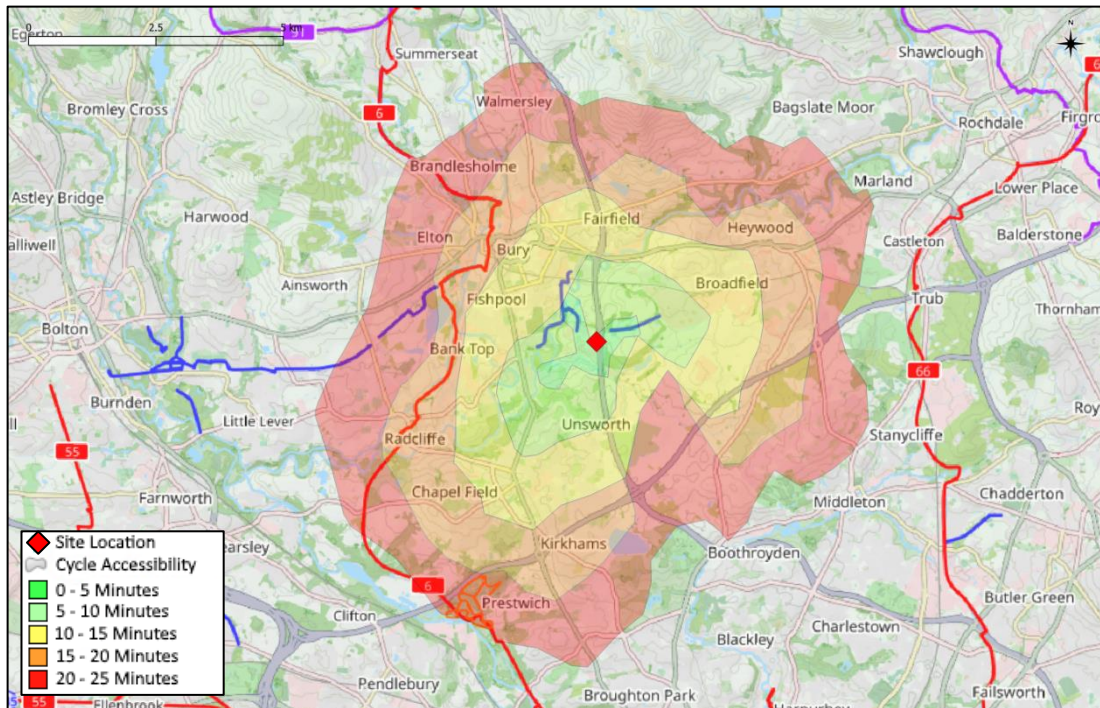
- 2.11 Pedestrian facilities are provided within the vicinity of the site which enable access to the ASDA superstore and wider retail area. A number of nearby residential areas including Hollins, Unsworth and Blackbridge are accessible within a 25-minute walking distance of the site as illustrated in **Figure 2.1** below.

Figure 2.1 – Walk Accessibility Plan



- 2.12 It is widely recognised that cycling has the potential to substitute shorter car journeys for work and leisure purposes. **Figure 2.2** illustrates the areas located within a 25-minute cycle journey of the site.

Figure 2.2 – Cycle Accessibility Plan



Source: OpenStreetMap (2022)

- 2.13 The plan indicates that the town areas of Bury, Radcliffe, Heywood and Whitefield are accessible within a 25-minute cycling distance of the site. This includes a number of Metrolink stops such as Bury Interchange and Radcliffe Station. Other areas including the towns of Prestwich and north-western portion of Middleton are also accessible within the cycle catchment.
- 2.14 National Cycle Network (NCN) Route 6 runs to the west of the site in a general north/south orientation within the cycle catchment. NCN Route 6 provides off-road connections between Bury Town Centre and Prestwich with continued southward provision to Manchester City Centre.
- 2.15 The nearest bus stop is located on the Park 66 Retail Estate access road approximately 150m west of the site, equivalent to a three-minute walking journey. The stop provides access to service no. 94. A summary of the main bus route which serves this stop is provided in **Table 2.1** below:

Table 2.1 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
94	Bury - North Manchester General Hospital via Prestwich, Cheetham Hill	Hourly

Source: Traveline

- 2.16 The nearest Metrolink station to the site is Bury Interchange, located approximately 2.2km to the north-west of the site. 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.

- 2.17 The Metrolink runs 12-minute services with a six-minute frequency between Bury and Manchester City Centre during peak hours.
- 2.18 Overall, it can be summarised that the site offers excellent potential for journeys to be undertaken by modes other than car.

3 Proposed Development

General

- 3.1 The development proposals for the site are for the construction of a drive-thru coffee shop unit of approximately 185m² GFA. The development will replace an existing area of car parking situated to the south-western corner of the ASDA Superstore car park area. The existing recycling area within the development site will also be relocated to facilitate construction of the drive-thru lane.
- 3.2 The development will see the removal of 47 existing car parking spaces from the total 533 spaces within the wider ASDA car park area. 20 replacement parking spaces will be built to serve the development, inclusive of two parking bays to mobility impaired standard, two Electric Vehicle (EV) charging bays and one order waiting bay.
- 3.3 The proposals would therefore result in a net-loss of 27 parking spaces overall, resulting in a remaining provision of 506 spaces across the wider site.
- 3.4 The proposed site layout plan is included at **Appendix 1**.

Site Access Arrangements and Proposed Internal Layout

- 3.5 It is proposed that the existing ASDA site access and egress arrangements will be retained at the same location in order to serve the proposed development. The layout of the proposed development has been designed to be incorporated harmoniously within the existing access and circulation arrangements of the wider site.
- 3.6 Within the proposals, the existing route through the development site will be realigned to accommodate the drive-thru development, although existing two-way operations will be retained with vehicles entering/exiting the site at its northern and western aspects.
- 3.7 The proposals also include a rearrangement of the main ASDA access road to the immediate west of the site in order to facilitate the flow of vehicle movements through and around the site.
- 3.8 A swept path analysis of the sites access and egress arrangements for a 10m rigid delivery vehicle as the largest expected delivery vehicle, alongside a large car through the drive-thru lane, has been completed to demonstrate the vehicles can be comfortably accommodated within the site. The swept path analysis is included at **Appendix 2**.

Traffic Generation and Parking Provision

Trip Generation – Survey Data

- 3.9 A survey of a similar drive-thru coffee shop site to the proposed development was undertaken on Friday 1st July 2022. This site formed part of a previous batch of such developments at ASDA Blyth, Northumberland, and is the same size as proposed in this application. Customers were questioned on their trip to the store to understand both traffic generation and trip types.
- 3.10 A summary of the observed number of trips from the survey for the weekday peak hours of 08:00-09:00, 12:00-13:00 and 16:00-17:00 is shown below in **Table 3.1** with the full survey data provided at **Appendix 3**.

Table 3.1: Surveyed Vehicle Trips – ASDA Blyth

Time Period	Arrivals	Departures	Total
08:00-09:00	22	21	43
12:00-13:00	24	26	50
16:00-17:00	20	19	39

- 3.11 The survey data demonstrates that during the busiest hour (12:00-13:00) a total of 50 two-way trips were recorded, equating to just under one vehicle either arriving or departing the site each minute.

Trip Generation – TRICS Database – Weekday

- 3.12 In order to be robust, the TRICS Database has also been used to estimate the likely numbers of trips expected to be generated by the development of the proposed drive-thru unit, as well as the accumulation of parking, for a weekday.
- 3.13 The selection criteria applied to derive the comparative sites are listed below:
- Land use – Hotel, Food & Drink, sub-category – Fast Food Drive-Through;
 - All London and Ireland sites excluded;
 - Weekday surveys only; and
 - Selection by GFA.
- 3.14 A summary of the trip rates is shown below in **Table 3.2** with the full TRICS output provided at **Appendix 4**:

Table 3.2: TRICS Weekday Trip Rates – Drive Through Coffee Shop (per 100m² GFA)

Time Range	Arrivals	Departures	Total
05:00-06:00	0.459	0	0.459
06:00-07:00	2.969	2.159	5.128
07:00-08:00	11.825	10.601	22.426
08:00-09:00	14.985	13.558	28.543
09:00-10:00	16.718	15.189	31.907
10:00-11:00	13.965	14.271	28.236
11:00-12:00	12.946	12.844	25.79
12:00-13:00	14.067	13.761	27.828
13:00-14:00	15.494	16.106	31.6
14:00-15:00	11.213	12.538	23.751
15:00-16:00	12.029	10.601	22.63
16:00-17:00	11.519	12.946	24.465
17:00-18:00	8.869	10.194	19.063
18:00-19:00	5.199	6.422	11.621
19:00-20:00	3.644	3.509	7.153
20:00-21:00	0.945	1.889	2.834
Daily Trip Rate	156.846	156.588	313.434

- 3.15 The above trip rates have been applied to the GFA of the proposed development to provide the anticipated vehicle movements as shown in **Table 3.3** below:

Table 3.3: Estimated Trip Generation – Weekday – Drive-Thru Unit (185m² GFA)

Time Range	Arrivals	Departures	Total	Parking Accumulation
05:00-06:00	1	0	1	1
06:00-07:00	5	4	9	2
07:00-08:00	22	20	41	5
08:00-09:00	28	25	53	7
09:00-10:00	31	28	59	10
10:00-11:00	26	26	52	10
11:00-12:00	24	24	48	10
12:00-13:00	26	25	51	10
13:00-14:00	29	30	58	9
14:00-15:00	21	23	44	7
15:00-16:00	22	20	42	9
16:00-17:00	21	24	45	7
17:00-18:00	16	19	35	4
18:00-19:00	10	12	21	2
19:00-20:00	7	6	13	2
20:00-21:00	2	3	5	1
Daily Trip Rate	1	0	1	

- 3.16 The results show that during the busiest peak hour (09:00-10:00) the drive-thru would result in around 59 additional two-way movements. This equates to just under one vehicle either arriving or departing the site each minute 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.
- 3.17 The results also show that there is a peak parking accumulation of 10 cars (during 09:00-10:00 and 12:00-13:00).
- 3.18 The survey data and the trip generation from the TRICS database are compared in **Table 3.4** below. The data indicates that the TRICS data for coffee shops exceeds the trip generation recorded during the survey.

Table 3.4: Comparison of Survey Data and TRICS Data

Time Period	Survey Data			TRICS Database		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	22	21	43	28	25	53
12:00-13:00	24	26	50	26	25	51
16:00-17:00	20	19	39	21	24	45

Trip Generation – TRICS Database – Saturday

- 3.19 The TRICS Database has also been used to estimate the likely numbers of trips expected to be generated by the development of the proposed drive-thru unit, as well as the accumulation of parking, for a Saturday.
- 3.20 The selection criteria applied to derive the comparative sites are listed below:
- Land use – Hotel, Food & Drink, sub-category – Fast Food Drive-Through;
 - All London and Ireland sites excluded;
 - Saturday surveys only; and
 - Selection by GFA.
- 3.21 A summary of the trip rates is shown below in **Table 3.5** with the full TRICS output provided at **Appendix 4**:

Table 3.5: TRICS Saturday Trip Rates – Drive Through Coffee Shop (per 100m² GFA)

Time Range	Arrivals	Departures	Total
05:00-06:00	1.22	1.22	2.44
06:00-07:00	2.247	2.087	4.334
07:00-08:00	12.199	9.952	22.151
08:00-09:00	16.693	17.496	34.189
09:00-10:00	21.027	18.299	39.326
10:00-11:00	25.522	23.596	49.118
11:00-12:00	24.559	24.559	49.118
12:00-13:00	21.99	21.99	43.98
13:00-14:00	18.459	20.225	38.684
14:00-15:00	18.941	19.583	38.524
15:00-16:00	17.335	16.854	34.189
16:00-17:00	16.372	16.212	32.584
17:00-18:00	10.915	11.236	22.151
18:00-19:00	8.828	10.915	19.743
19:00-20:00	5.778	7.063	12.841
20:00-21:00	5.085	5.811	10.896
Daily Trip Rate	230.17	231.10	461.27

- 3.22 The above trip rates have been applied to the GFA of the proposed development to provide the anticipated vehicle movements as shown in **Table 3.6** below:

Table 3.6: Estimated Trip Generation – Saturday – Drive-Thru Unit (185m² GFA)

Time Range	Arrivals	Departures	Total	Parking Accumulation
05:00-06:00	2	2	5	1
06:00-07:00	4	4	8	1
07:00-08:00	23	18	41	5
08:00-09:00	31	32	63	4
09:00-10:00	39	34	73	9
10:00-11:00	47	44	91	13
11:00-12:00	45	45	91	13
12:00-13:00	41	41	81	13
13:00-14:00	34	37	72	9
14:00-15:00	35	36	71	8
15:00-16:00	32	31	63	9
16:00-17:00	30	30	60	9
17:00-18:00	20	21	41	9
18:00-19:00	16	20	37	5
19:00-20:00	11	13	24	2
20:00-21:00	9	11	20	1
Daily Trip Rate	426	428	853	

3.23 The results show that during the busiest peak hour (10:00-11:00) the drive-thru would result in around 91 additional two-way movements. This equates to just over three vehicles either arriving or departing the site every two minutes. 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.

3.24 The results also show that there is a peak parking accumulation of 13 cars.

Trip Types

3.25 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 that there would be few further trips that would involve additional vehicle movements on the local public highway network.

3.26 It is further noted that developments of this type generate very low levels of 'new' or 'primary' vehicle trips.

3.27 In order to evidence this, during the survey of the similar drive-thru coffee shop at ASDA Blyth on Friday 1st July 2022, customers were canvassed to determine their trip type. The responses are summarised in **Table 3.7** below.

Table 3.7: Trip Distribution – Survey Data

Time Period	ASDA Linked	Access Pass-by	Local Divert	Wider Divert	New Trips
AM Peak	11%	34%	37%	6%	11%
Midday Peak	37%	7%	26%	2%	28%
PM Peak	35%	15%	25%	0%	25%
Average	28%	19%	29%	3%	21%

3.28 The results demonstrate that the majority of trips will be linked, pass-by or divert, with an average of 21% 'new' vehicle trips.

Remaining Retail Site Parking Provision - Weekday

- 3.29 The development proposals result in the loss of 47 spaces following the provision of 20 new spaces, thus revising the parking provision on the wider site to 506 spaces.
- 3.30 In order to demonstrate that the remaining car parking provision is suitable to serve the foodstore, the TRICS Database has been used to estimate the likely numbers of trips expected to be generated by the store by using the most similar appropriate category within the database. The selection criteria applied to derive the comparative sites are listed below:
- Land use – Retail, sub-category – Food Superstore;
 - All London and Ireland sites excluded;
 - Weekday or Saturday surveys only (as appropriate); and
 - Selection by GFA.
- 3.31 A summary of the trip rates is shown in **Table 3.8** with the full TRICS output provided at **Appendix 4**:

Table 3.8: TRICS Weekday Trip Rates (per 100m² GFA) for the Foodstore

Time Range	Arrivals	Departures	Total	Accumulation Rate
06:00-07:00	0.315	0.073	0.388	0.242
07:00-08:00	1.254	0.854	2.108	0.642
08:00-09:00	2.024	1.571	3.595	1.095
09:00-10:00	2.927	2.248	5.175	1.774
10:00-11:00	3.092	2.851	5.943	2.015
11:00-12:00	3.405	3.213	6.618	2.207
12:00-13:00	3.644	3.577	7.221	2.274
13:00-14:00	3.448	3.47	6.918	2.252
14:00-15:00	3.233	3.365	6.598	2.12
15:00-16:00	3.312	3.365	6.677	2.067
16:00-17:00	3.251	3.325	6.576	1.993
17:00-18:00	3.339	3.449	6.788	1.883
18:00-19:00	3.112	3.391	6.503	1.604
19:00-20:00	2.205	2.693	4.898	1.116
20:00-21:00	1.419	1.821	3.24	0.714
21:00-22:00	0.817	1.138	1.955	0.393
22:00-23:00	0.058	0.214	0.272	0.237
23:00-24:00	0	0	0	0.237
Daily Trip Rates:	40.855	40.618	81.473	

- 3.32 The above trip rates have been applied to the GFA of the development, which totals 11,158m², to provide the anticipated vehicle movements, as shown in **Table 3.9**:

Table 3.9: Estimated Trip Generation – Weekday – Foodstore (11,158m² GFA)

Time Range	Arrivals	Departures	Total	Parking Accumulation
06:00-07:00	35	8	43	27
07:00-08:00	140	95	235	72
08:00-09:00	226	175	401	122
09:00-10:00	327	251	577	198
10:00-11:00	345	318	663	225
11:00-12:00	380	359	738	246
12:00-13:00	407	399	806	254
13:00-14:00	385	387	772	251
14:00-15:00	361	375	736	237
15:00-16:00	370	375	745	231
16:00-17:00	363	371	734	222
17:00-18:00	373	385	757	210
18:00-19:00	347	378	726	179
19:00-20:00	246	300	547	125
20:00-21:00	158	203	362	80
21:00-22:00	91	127	218	44
22:00-23:00	6	24	30	26
23:00-24:00	0	0	0	26
Daily Trip Rates:	4559	4532	9091	

- 3.33 The data shows a peak parking accumulation of 254 vehicles between 12:00-13:00.

Saturday TRICS Trip Generation and Parking Accumulation - Foodstore

- 3.34 The same assessment has been run for Saturday data and is summarised at **Table 3.10** with the full TRICS outputs included at **Appendix 3**:

Table 3.10: TRICS Saturday Trip Rates (per 100m² GFA) for the Foodstore

Time Range	Arrivals	Departures	Total	Accumulation Rate
06:00-07:00	0.471	0.224	0.695	0.247
07:00-08:00	1.302	0.847	2.149	0.702
08:00-09:00	2.632	1.953	4.585	1.381
09:00-10:00	3.867	3.005	6.872	2.243
10:00-11:00	4.92	4.174	9.094	2.989
11:00-12:00	5.421	5.089	10.51	3.321
12:00-13:00	5.356	5.336	10.692	3.341
13:00-14:00	5.285	5.403	10.688	3.223
14:00-15:00	5.19	5.138	10.328	3.275
15:00-16:00	5.069	5.257	10.326	3.087
16:00-17:00	4.787	5.254	10.041	2.62
17:00-18:00	4.033	4.884	8.917	1.769
18:00-19:00	3.124	3.842	6.966	1.051
19:00-20:00	1.929	2.476	4.405	0.504
20:00-21:00	1.099	1.375	2.474	0.228
21:00-22:00	0.562	0.766	1.328	0.024
22:00-23:00	0.164	0.248	0.412	0
23:00-24:00	0.865	1.038	1.903	0
Daily Trip Rates:	56.076	56.309	112.385	-

- 3.35 The above trip rates have been applied to the GFA of the ASDA store, which totals 11,158m², to provide the anticipated vehicle movements, as shown in **Table 3.11**:

Table 3.11: Estimated Trip Generation – Saturday – Foodstore (11,158m² GFA)

Time Range	Arrivals	Departures	Total	Parking Accumulation
06:00-07:00	53	25	78	28
07:00-08:00	145	95	240	78
08:00-09:00	294	218	512	154
09:00-10:00	431	335	767	250
10:00-11:00	549	466	1015	334
11:00-12:00	605	568	1173	371
12:00-13:00	598	595	1193	373
13:00-14:00	590	603	1193	360
14:00-15:00	579	573	1152	365
15:00-16:00	566	587	1152	344
16:00-17:00	534	586	1120	292
17:00-18:00	450	545	995	197
18:00-19:00	349	429	777	117
19:00-20:00	215	276	492	56
20:00-21:00	123	153	276	25
21:00-22:00	63	85	148	3
22:00-23:00	18	28	46	0
23:00-24:00	97	116	212	0
Daily Trip Rates:	6257	6283	12540	

- 3.36 The data shows a peak parking accumulation of 373 vehicles between 12:00-13:00. Even when allowing for the loss of 27 spaces and the additional parking demand associated with the proposed unit (peak parking demand of 13), there remains significant spare capacity to serve the foodstore and the development.

Traffic Generation and Parking Provision Summary

- 3.37 The proposed unit would provide additional facilities for the users of the retail store and in itself would not lead to any significant numbers of additional vehicle movements on the local highway network.
- 3.38 The provision of parking for the wider site has been reviewed and it is shown that significant spare capacity will remain available within the car park, even accounting for the loss of 27 spaces across the wider site.

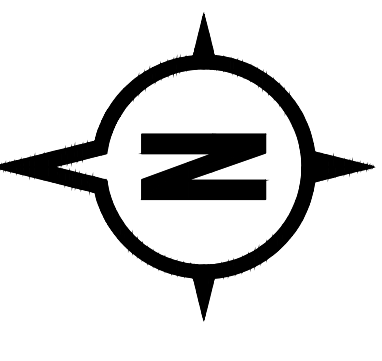
4 Summary and Conclusions

- 4.1 Dynamic Transport Planning is instructed by EG Group to report on the anticipated highways and transportation issues related to the construction of a new drive-thru coffee shop on land within the ASDA Pilsworth Superstore car park, Pilsworth Road, Bury.
- 4.2 The proposed development will provide a new drive-thru resulting in the net loss of 27 car parking spaces within the existing store car park.
- 4.3 A review of the existing highway accident data within the vicinity of the site has been undertaken and shows that there are no pre-existing patterns or trends of incidents that could be impacted by the development proposals.
- 4.4 The accessibility of the site by non-car modes of travel has been reviewed and the site is shown to have good access by a number of sustainable modes of travel.
- 4.5 The traffic generating potential of the development has been considered and is not expected to lead to any significant increase in vehicle movements to the site with the majority of trips to be linked with vehicles already accessing or passing the wider site.
- 4.6 The parking provision of the wider retail site has been reviewed and it is shown that significant spare capacity will be retained once the development is in place, allowing for the resulting loss of spaces, which would cater for any seasonal peaks of demand above the typical levels.
- 4.7 Overall, the proposals will represent additional facilities to existing users of the wider retail site. On the basis of the above assessment, it is considered that there are no outstanding reasons why the development should not be granted planning permission.

Appendix 1

Proposed Site Layout Plan

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REVISIONS
DATE
BY
REVIEWED BY

CLIENT	EURO GARAGES LTD
PROJECT	ASDA PLEASANTON BURY BUS STS
TITLE	COFFEE SHOP FEASIBILITY
DATE	06.03.22
SCALE	1:500 @ A0
JOB ID	1553
PAGE	2



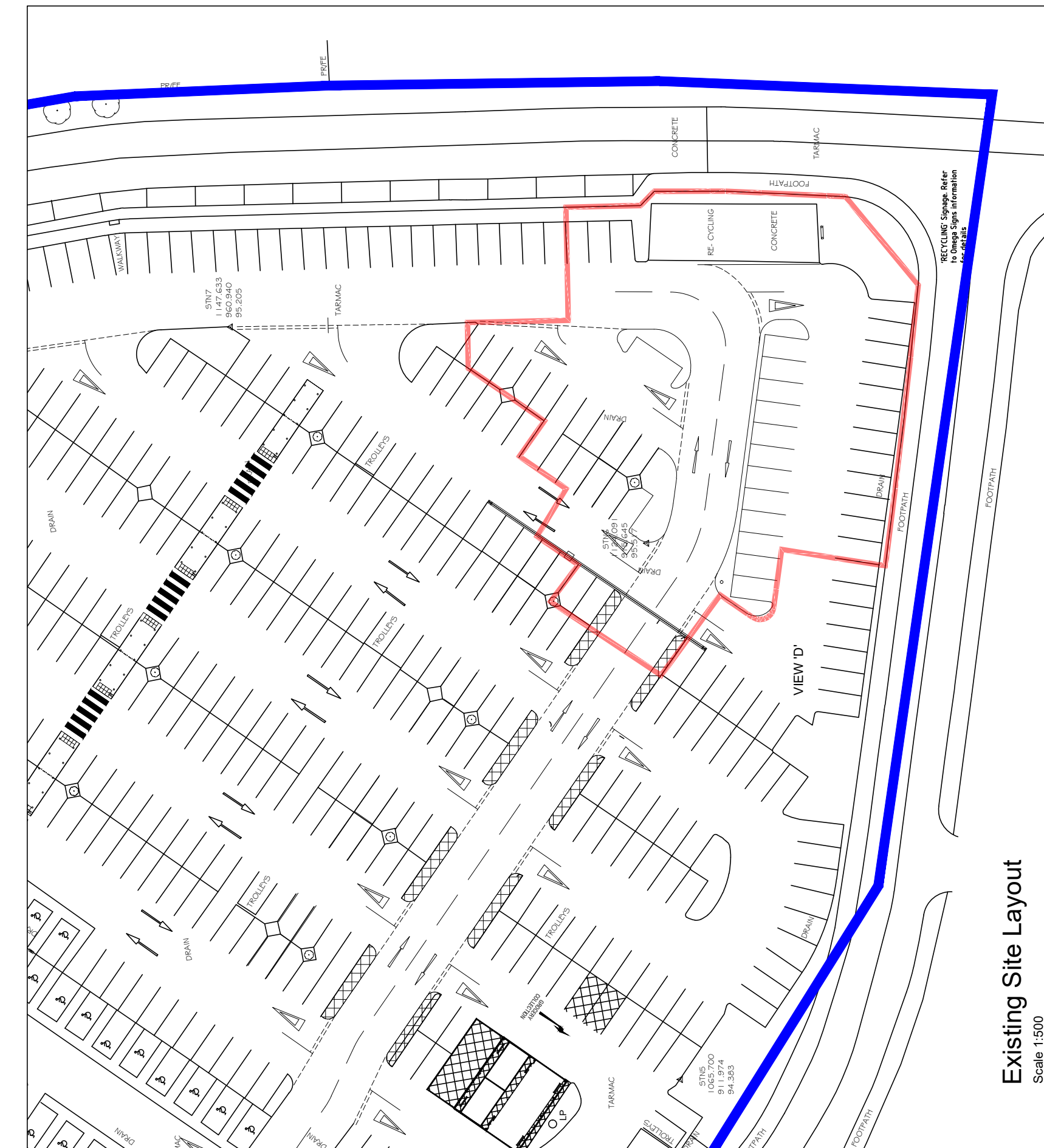
Remove the existing
area and replace
with new building
footprint

Proposed building
footprint area

New entrance area
with new entrance
building

SBX EMEA LARGE "2000m²" Store
GFA: 2,000m² / 21,500 sq ft
GFA: 172,000m² / 1,852,470 sq ft

Proposed Site Layout
Scale: 1:500



Existing Site Layout
Scale: 1:500

Appendix 2

Swept Path Analysis

Appendix 3

ASDA Blyth Survey Data

Starbucks ASDA Blyth Drive-Thru Survey Data - Friday 1st July, 2022										
Time	DT/Store	Vehicle/Ped	Occupants/Group Size	ASDA Linked	Access Pass-by	Local Divert	Wider Divert	New	No Response	Notes
07:34	DT	Car	1			Y				
07:34	DT	Car	1		Y					
07:35	DT	Car	1					Y		
07:40	DT	Car	1		Y					
07:40	DT	Car	1		Y					
07:44	DT	Car	1			Y				
07:47	Store	Car	1			Y				
07:48	Store	Car	1			Y				
07:49	Store	Ped	1						Y	
07:50	DT	Car	1	Y						
07:51	DT	Car	1		Y					
07:54	Store	Ped	1						Y	
07:56	Store	Car	2			Y				
07:57	DT	Car	1				Y			
07:57	DT	Car	1		Y					
07:58	Store	Car	1				Y			
08:00	DT	Car	1		Y					
08:00	DT	Car	1			Y				
08:01	DT	Car	1			Y				
08:04	DT	Car	1	Y						
08:05	DT	Car	1						Y	
08:07	DT	Car	1					Y		
08:07	DT	Car	1		Y					
08:08	Store	Car	1			Y				
08:12	DT	Car	2		Y					
08:12	Store	Ped	2	Y						
08:12	DT	Car	1		Y					
08:14	DT	Car	1			Y				
08:29	Store	Car	1			Y				
08:30	DT	Car	1						Y	
08:32	DT	Car	2						Y	
08:33	DT	Car	1		Y					
08:39	DT	Car	1			Y				
08:45	DT	Car	1					Y		
08:51	DT	Car	2		Y					
08:52	DT	Car	2			Y				
08:54	DT	Car	1			Y				
08:55	DT	Car	1	Y						
08:57	DT	Car	1		Y					
08:58	DT	Car	1					Y		Responses
AM Peak Total			40	4	12	13	2	4	5	35
Persons			46							
			Proportions	11%	34%	37%	6%	11%		
AM Peak Total (07:30-08:30)			29	3	9	10	2	2	3	26
			Proportions	12%	35%	38%	8%	8%		

11:31	DT	Car	1						Y	
11:32	Store	Car	2				Y			
11:32	DT	Car	1	Y						PFS
11:34	Store	Taxi	2	Y						
11:36	Store	Car	1					Y		
11:36	DT	Car	1	Y						
11:41	DT	Car	1				Y			
11:43	DT	Car	1				Y			
11:50	Store	Car	1					Y		
11:53	Store	Car	1					Y		
11:54	DT	Car	1	Y						
11:54	DT	Van	1	Y						
11:55	DT	Car	1						Y	
11:55	Store	Car	2	Y						
11:57	DT	Car	1					Y		
11:57	DT	Car	2				Y			
11:58	DT	Car	1				Y			
12:01	Store	Car	4	Y						
12:02	Store	Ped	2	Y						
12:04	Store	Car	2				Y			
12:04	Store	Car	1					Y		
12:05	DT	Car	1		Y					
12:09	DT	Car	1				Y			
12:09	Store	Car	2						Y	
12:12	Store	Ped	1	Y						
12:12	DT	Car	1	Y						Cash
12:13	Store	Car	2					Y		
12:13	Store	Van	1		Y					
12:16	Store	Ped	4					Y		
12:22	DT	Car	1	Y						PFS
12:24	DT	Car	1				Y			
12:25	DT	Car	2	Y						PFS
12:25	DT	Car	1	Y						PFS
12:26	Store	Car	2					Y		
12:28	DT	Car	1		Y					
12:31	DT	Car	1				Y			
12:34	DT	Van	2	Y						Store
12:36	Store	Van	2				Y			
12:36	Store	Car	2					Y		
12:44	DT	Car	4					Y		
12:45	DT	Car	2					Y		
12:46	DT	Car	2					Y		
12:47	Store	Ped	3	Y						
12:48	Store	Ped	2	Y						
12:51	DT	Car	1				Y			
12:57	DT	Car	1				Y			
Mid-day Peak Total			46	16	3	11	1	12	3	43
Persons			65							
Proportions				37%	7%	26%	2%	28%		

Mid-day Peak Total (11:45-12:45)			32	11	3	7	0	9	2	30
Proportions				37%	10%	23%	0%	30%		

16:00	Store	Car	3	Y						
16:02	DT	Van	2	Y						PFS
16:03	DT	Car	1			Y				
16:15	DT	Car	1	Y						
16:16	Store	Van	1	Y						
16:18	DT	Car	1		Y					
16:19	DT	Car	2			Y				
16:20	DT	Car	1					Y		
16:23	DT	Car	1					Y		
16:24	DT	Car	2		Y					
16:24	Store	Car	2			Y				
16:25	DT	Car	1			Y				
16:26	DT	Car	2					Y		
16:27	Store	Ped	4					Y		
16:29	DT	Van	3		Y					
16:36	DT	Car	1	Y						
16:39	DT	Car	1	Y						
16:42	DT	Car	1	Y						
16:44	DT	Car	1			Y				
16:45	DT	Car	2					Y		
16:58	Store	Car	3						Y	
Afternoon Peak Total			21	7	3	5	0	5	1	20
Persons			36							
Proportions				35%	15%	25%	0%	25%		

Summary						
	ASDA Linked	Access Pass-by	Local Divert	Wider Divert	New	
AM Peak	11%	34%	37%	6%	11%	
Mid-day Peak	37%	7%	26%	2%	28%	
PM Peak	35%	15%	25%	0%	25%	
AVERAGE	28%	19%	29%	3%	21%	
						TOTAL
Daily	27	18	29	3	21	98
	28%	18%	30%	3%	21%	

Peak hrs	21	15	22	2	16	76
	28%	20%	29%	3%	21%	

AM/PM	10	12	15	2	7	46
	22%	26%	33%	4%	15%	

Time Period	Movement	TRICS	TRICS	Survey		Difference	Difference
		FFDT	COFFEE			FFDT	COFFEE
08:00-09:00	Arrivals	16	35	22		6	-13
	Departures	15	32	21		6	-11
	Total	31	67	43		12	-24
	Accumulation	8	7	4		-4	-3
12:00-13:00	Arrivals	23	35	24		1	-11
	Departures	20	34	26		6	-8
	Total	43	69	50		7	-19
	Accumulation	11	12	14		3	2
16:00-17:00	Arrivals	18	20	20		2	0
	Departures	18	22	19		1	-3
	Total	36	42	39		3	-3
	Accumulation	8	8	9		1	1
		TRICS FFDT Rates agreed in the Blyth site TN	TRICS 7.9.1 - Run 28/4/22 for 6 sites	Site Survey Friday 1st July 2022 - Starbucks @ Asda Blyth			

Appendix 4

TRICS Outputs

Calculation Reference: AUDIT-262601-220310-0316

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WO WORCESTERSHIRE	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: 200 to 305 (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: 01/01/13 to 01/05/21

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
Friday	3 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
Retail Zone	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.

Secondary Filtering selection:Use Class:

Not Known	4 days
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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 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 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:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	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	1 days

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

Travel Plan:

No	4 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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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
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LIST OF SITES relevant to selection parameters

1	HE-06-J-01	STARBUCKS	HEREFORDSHIRE
	LEDBURY ROAD		
	ROSS-ON-WYE		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	305 sqm	
	Survey date: TUESDAY	24/11/20	Survey Type: MANUAL
2	NR-06-J-01	STARBUCKS	NORTHAMPTONSHIRE
	CORBY ROAD		
	CORBY		
	WELDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	236 sqm	
	Survey date: FRIDAY	23/10/20	Survey Type: MANUAL
3	SF-06-J-01	COSTA COFFEE	SUFFOLK
	THORNEY WAY		
	STOWMARKET		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	200 sqm	
	Survey date: FRIDAY	25/09/20	Survey Type: MANUAL
4	WO-06-J-01	STARBUCKS	WORCESTERSHIRE
	STOURPORT ROAD		
	KIDDERMINSTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	240 sqm	
	Survey date: FRIDAY	09/10/20	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/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	218	0.459	2	218	0.000	2	218	0.459
06:00 - 07:00	3	247	2.969	3	247	2.159	3	247	5.128
07:00 - 08:00	4	245	11.825	4	245	10.601	4	245	22.426
08:00 - 09:00	4	245	14.985	4	245	13.558	4	245	28.543
09:00 - 10:00	4	245	16.718	4	245	15.189	4	245	31.907
10:00 - 11:00	4	245	13.965	4	245	14.271	4	245	28.236
11:00 - 12:00	4	245	12.946	4	245	12.844	4	245	25.790
12:00 - 13:00	4	245	14.067	4	245	13.761	4	245	27.828
13:00 - 14:00	4	245	15.494	4	245	16.106	4	245	31.600
14:00 - 15:00	4	245	11.213	4	245	12.538	4	245	23.751
15:00 - 16:00	4	245	12.029	4	245	10.601	4	245	22.630
16:00 - 17:00	4	245	11.519	4	245	12.946	4	245	24.465
17:00 - 18:00	4	245	8.869	4	245	10.194	4	245	19.063
18:00 - 19:00	4	245	5.199	4	245	6.422	4	245	11.621
19:00 - 20:00	3	247	3.644	3	247	3.509	3	247	7.153
20:00 - 21:00	3	247	0.945	3	247	1.889	3	247	2.834
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			156.846			156.588			313.434

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:	200 - 305 (units: sqm)
Survey date range:	01/01/13 - 01/05/21
Number of weekdays (Monday-Friday):	4
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-262601-220310-0355

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
BD BEDFORDSHIRE	1 days
03 SOUTH WEST	
GS GLOUCESTERSHIRE	1 days
08 NORTH WEST	
GM GREATER MANCHESTER	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: 200 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: 01/01/13 to 01/05/21

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 3 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Retail Zone 2
 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:

Not Known	3 days
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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 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	2 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	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BD-06-J-01	COSTA COFFEE	BEDFORDSHIRE
	RILEY WAY		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	213 sqm	
	Survey date: SATURDAY	17/10/20	Survey Type: MANUAL
2	GM-06-J-01	COSTA COFFEE	GREATER MANCHESTER
	CHESTER ROAD		
	MANCHESTER		
	OLD TRAFFORD		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	200 sqm	
	Survey date: SATURDAY	01/05/21	Survey Type: MANUAL
3	GS-06-J-01	COSTA COFFEE	GLOUCESTERSHIRE
	B4008		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	210 sqm	
	Survey date: SATURDAY	24/04/21	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 & 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	205	1.220	2	205	1.220	2	205	2.440
06:00 - 07:00	3	208	2.247	3	208	2.087	3	208	4.334
07:00 - 08:00	3	208	12.199	3	208	9.952	3	208	22.151
08:00 - 09:00	3	208	16.693	3	208	17.496	3	208	34.189
09:00 - 10:00	3	208	21.027	3	208	18.299	3	208	39.326
10:00 - 11:00	3	208	25.522	3	208	23.596	3	208	49.118
11:00 - 12:00	3	208	24.559	3	208	24.559	3	208	49.118
12:00 - 13:00	3	208	21.990	3	208	21.990	3	208	43.980
13:00 - 14:00	3	208	18.459	3	208	20.225	3	208	38.684
14:00 - 15:00	3	208	18.941	3	208	19.583	3	208	38.524
15:00 - 16:00	3	208	17.335	3	208	16.854	3	208	34.189
16:00 - 17:00	3	208	16.372	3	208	16.212	3	208	32.584
17:00 - 18:00	3	208	10.915	3	208	11.236	3	208	22.151
18:00 - 19:00	3	208	8.828	3	208	10.915	3	208	19.743
19:00 - 20:00	3	208	5.778	3	208	7.063	3	208	12.841
20:00 - 21:00	2	207	5.085	2	207	5.811	2	207	10.896
21:00 - 22:00	1	200	3.000	1	200	3.000	1	200	6.000
22:00 - 23:00	1	200	0.000	1	200	1.000	1	200	1.000
23:00 - 24:00									
Total Rates:			230.170			231.098			461.268

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:	200 - 213 (units: sqm)
Survey date range:	01/01/13 - 01/05/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
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.