

TECHNICAL NOTE: Highways Technical Note

DATE:	23 July 2025	CONFIDENTIALITY:	Public
SUBJECT:	Highways Technical Note		
PROJECT:	Leek, Land at Broad Street	AUTHOR:	JS
CHECKED:	JH	APPROVED:	JH

INTRODUCTION AND PURPOSE OF NOTE

WSP has been instructed by Thistlewood Properties to provide highways and transport advice in relation to a proposed development on land at Broad Street in Leek, Staffordshire. This technical note provides supporting information for the proposed site, which consists of a drive thru unit and associated parking.

There is an existing consent on the site to erect a building with two Use Class E/Sui Generis units comprising of a 111m sqm GFA café/ bakery and a 180m sqm hot food takeaway (including dine in facilities) which was consented in 2022 (Planning Application Reference SMD/2022/0189). That application (hereafter referred to as the Consented Development) was supported by a Transport Statement, which should be read alongside this note.

The Transport Statement for the Consented Development set out the accessibility of the development and it's expected impact on the local highway network and most of the findings of that Transport Statement are still valid for this new application. This note reviews which sections of the Transport Statement continue to be valid for this application and, where any sections of the previous TS are superseded, this note contains information to replace them.

Table 1 sets out details of each section of the previous TS and whether they still apply to the new proposals or whether the section is superseded by the information in the remainder of this note.

The below should be read alongside the updated proposed site layout, a copy of which accompanies this note.

Table 1: Consented Development and Proposed Development Summary

Element of Scheme	Valid for the Proposed Development?	Narrative
Red Line Boundary and Site Location	Yes	The red line boundary of Proposed Development remains the same as the Consented Development.
Existing Conditions and Access by Sustainable Modes of Transport	Yes	As the site boundary and location have not altered, the proposed development remains situated in a highly accessible location within the town centre of Leek, with a range of services, facilities,

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Element of Scheme	Valid for the Proposed Development?	Narrative
		amenities and public transport within a reasonable walking and cycling distance.
Development Quantum (sqm)	No	As outlined in the Development Proposals chapter, the Proposed Development encompasses a reduction in development quantum, with the drive thru unit at 171sqm GFA. This a reduction of 120sqm GFA from the Consented Development.
Parking	No	The Proposed Development comprises a reduction of five parking spaces compared to the Consented Development at 18 spaces. It is considered that a provision of 18 spaces is sufficient for the Proposed Development as outlined in the Highway Impact chapter.
Trip Generation	No	As identified in the Highway Impact chapter, there are 46 fewer trips during the Development Peak period and 15 fewer trips during the PM peak period associated with the Proposed Development compared to the Consented Development.

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DEVELOPMENT PROPOSALS

Overview

As outlined in Chapter 1, the Proposed Development consists of a Starbucks drive thru of 171 sqm to the north of Broad Street.

As part of the Proposed Development 18 parking spaces will be provided to the south of the drive-thru unit, five fewer than the proposals within the Consented Development. A dedicated pedestrian route will be provided across the car park to facilitate the safe movement of pedestrians from Broad Street to the café entrance. A loading bay, for use outside of trading hours, will also be provided to the west of the unit, with the drive thru element looping around the north of the building.

The proposed site layout has been shown in **Figure 1** overleaf and a copy has been provided in Appendix A.

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Access Arrangements

VEHICULAR ACCESS AND DELIVERIES

The access to the site will remain the same as the Consented Development, with access proposed to be served via a simple priority junction on the northern side of Broad Street and approximately 40m west of the Broad Street/St Edward Street/Compton signalised junction. Within the site the access will provide access to the customer car park, loading bay, and drive thru element of the site.

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Deliveries for the proposed drive thru will take place within the car park, in the delivery vehicle parking bay, to the west of the proposed building as seen in **Figure 1**. Large goods vehicle deliveries will occur outside of trading hours.

A copy of both the inbound and outbound swept path assessment for the proposed development can be seen in Appendix B. This has been undertaken using the tracking of a 10m rigid vehicle.

ACCESS BY SUSTAINABLE MODES OF TRANSPORT

As stated, a dedicated pedestrian crossing across the car park to facilitate the safe movement of pedestrians from Broad Street to the entrance of the proposed development unit will be provided. The existing pedestrian network is well used given the local characteristics of the area and will facilitate walking and cycling trips to the Proposed Development. Additionally, two Sheffield cycle stands, providing four cycle parking spaces, will be brought forward as part of the proposed development to the west of the drive thru, facilitating cycle trips to and from the stie.

As outlined previously, the site benefits from good accessibility to public transport in the form of westbound and eastbound bus stops on the A53 Broad Street in the vicinity of the site, while the bus services provide a reasonable choice for people travelling to and from work at the drive thru.

PARKING PROVISION

The parking provision for the proposed development is as follows:

- 15 Standard parking bays;
- Two EV Parking Bay; and
- One disabled bay.

Under the local parking standards applied within Appendix 2 – Parking Standards of the Staffordshire Moorlands Local Plan adopted in 2020, the closest classification of the proposed development as A3 Restaurants and Cafes suggests one vehicle space for five square metres of dining and bar areas. By assuming that two-thirds of the GFA will be dining and bar area, the development proposals return a minimum parking allowance for the proposed 171sqm drive thru of 23 parking spaces. It is noted that SMDC Parking Guidance allows some deviation from the standards with each development reviewed on a case-by-case basis. It is therefore expected that a provision of 18 spaces is sufficient for the proposed development as outlined in the following chapter.

HIGHWAY IMPACT

Overview

This chapter sets out the forecast number of vehicular trips which would be generated by the Proposed Development and comments upon the impact which the addition of these trips would have on the local

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highway network. A comparison has also been made with the trip numbers forecast for the Consented Development.

It is expected that most vehicular trips for the drive thru will be pass-by in nature. These are trips that are already present on the local road network (e.g. local residents driving to or from work or other destinations), which will turn into the site.

Trip Generation

The TRICS 7.10.4 online database has been interrogated for sites that are comparable to the proposed drive thru. To align with the Transport Statement of the Consented Development, the trips during the weekday evening peak period (17:00-18:00), weekday development peak (12:00-13:00) and Saturday development peak (14:00-15:00) have been quantified. A copy of the full TRICS outputs have been provided in Appendix C.

To obtain representative trip rates for the proposed drive thru, the following criteria were used to obtain vehicle trip rates:

- Hotel, Food and Drink;
- Sites in Greater London and Ireland excluded; and
- Suburban Area and Residential Zone Locations.

Table 2 shows the trip rates and trip generation of the consented development.

Table 2: Consented Development Trip Rates and Trip Generation

Development	Development Peak (12:00-13:00)		PM Peak (17:00-18:00)		Sat Peak (14:00-15:00)	
	In	Out	In	Out	In	Out
Trip Rates						
Local Shop	9.088	8.62	8.426	8.905	10.651	10.503
Take Away	25	23.33	6.845	6.548	1.778	2
Trip Generation						
Local Shop	10	10	9	10	12	12
Take Away	45	42	12	12	3	4
Total	55	52	21	22	15	16

Table 2 shows that the Consented Development would have resulted in up to 107 two-way vehicle movements during the development peak period (12:00-13:00) and 44 two-way movements in the network PM peak period, equating to less than two a minute in the development peak and less than one every

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minute in the PM peak which was not considered to have a material impact on the safety or operation of the local highway network.

Table 3 shows the trip rates and trip generation of the Proposed Development.

Table 3: Proposed Development Trip Rates and Trip Generation

Development	Development Peak (12:00-13:00)		PM Peak (17:00-18:00)		Sat Peak (14:00-15:00)	
	In	Out	In	Out	In	Out
Trip Rates						
Drive Thru	17.118	18.545	7.561	8.845	14.783	14.783
Trip Generation						
Drive Thru	29	32	13	15	25	25

As shown above, the proposed development will generate approximately 61 two-way vehicle movements during the development peak period (12:00-13:00) and 27 two-way movements in the network PM peak period. This is less than the consented development.

Using the values taken from TRICS, the expected parking accumulation for the proposed development has been identified. The weekday time-period with the highest parking accumulation is 13 vehicles at 11:00-12:00, while the Saturday time-period with the highest parking accumulation is 16 vehicles at 15:00-16:00. The 18 parking spaces provided by the proposed development will therefore accommodate the expected trip generation and parking accumulation of the proposed development. A copy of the parking accumulation calculations have been provided in Appendix D.

Table 4 sets out the comparison of the forecast trip numbers generated by the Consented Development and the Proposed Development.

Table 4: Trip Generation Difference

Development	Development Peak (12:00-13:00)		PM Peak (17:00-18:00)		Sat Peak (14:00-15:00)	
	In	Out	In	Out	In	Out
Total of Consented Development	55	52	21	22	15	16
Proposed Development	29	32	13	15	25	25

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Development	Development Peak (12:00-13:00)		PM Peak (17:00-18:00)		Sat Peak (14:00-15:00)	
	In	Out	In	Out	In	Out
Difference	-26	-20	-8	-7	10	9

As identified in **Table 4** above, there would 46 fewer two-way trips generated in the Development Peak period and 15 fewer two-way trips generated in the PM peak period by the proposed development compared to the consented development. The proposed development will therefore have a reduced impact on the local road network during these periods compared to the consented development. While there are 19 more trips associated with the proposed development compared to the consented development during the Saturday Peak period, this equates to less than one extra vehicle arriving at the site every six minutes on average. It is considered that traffic will not be materially affected by this uplift and therefore no further analysis of the impact upon the local highway network is required.

It should also be noted that impact on the wider highway network is expected to be negligible as most vehicular trips for the drive thru will be pass-by in nature and will therefore already be present on the local network.

SUMMARY AND CONCLUSION

Summary

WSP has been instructed by Thistlewood Properties to provide highways and transport advice in relation to a Proposed Development on land at Broad Street in Leek, Staffordshire. This technical note provides supporting information for the proposed site, which consists of a drive thru unit and associated parking.

There is an existing consent on the site to erect a building with two Use Class E/Sui Generis units comprising of a 111m sqm GFA café/ bakery and a 180m sqm hot food takeaway (including dine in facilities) which was consented in 2022. That application was supported by a Transport Statement, which should be read alongside this note.

The Transport Statement for the Consented Development set out the accessibility of the development and it's expected impact on the local highway network and most of the findings of that Transport Statement are still valid for this new application. This note reviews which sections of the Transport Statement continue to be valid for this application and, where any sections of the previous TS are superseded, this note contains information to replace them.

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development unit will be provided. A loading bay will also be provided to the west of the unit, with the drive thru element looping around the north of the building. Two Sheffield cycle stands, providing four cycle parking spaces, will be brought forward as part of the Proposed Development.

As identified in **Table 4**, there would 46 fewer two-way trips generated in the Development Peak period and 15 fewer two-way trips generated in the PM peak period by the proposed development compared to the consented development. The proposed development will therefore have a reduced impact on the local road network during these periods compared to the consented development. While there are 19 more trips associated with the proposed development compared to the consented development during the Saturday Peak period, this equates to less than one extra vehicle arriving at the site every six minutes on average. It is considered that traffic will not be materially affected by this uplift and therefore no further analysis of the impact upon the local highway network is required.

Conclusion

Overall, it is considered that the impact of the Proposed Development on the local highway network would be minor.

Paragraph 110 of the NPPF states that:

“...development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

Paragraph 116 of the NPPF states:

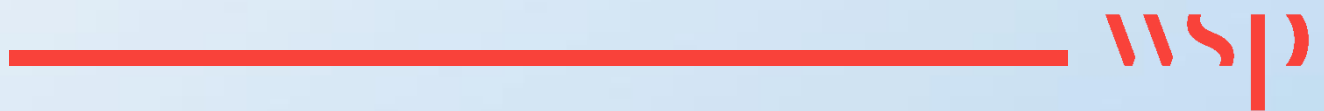
“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe.”

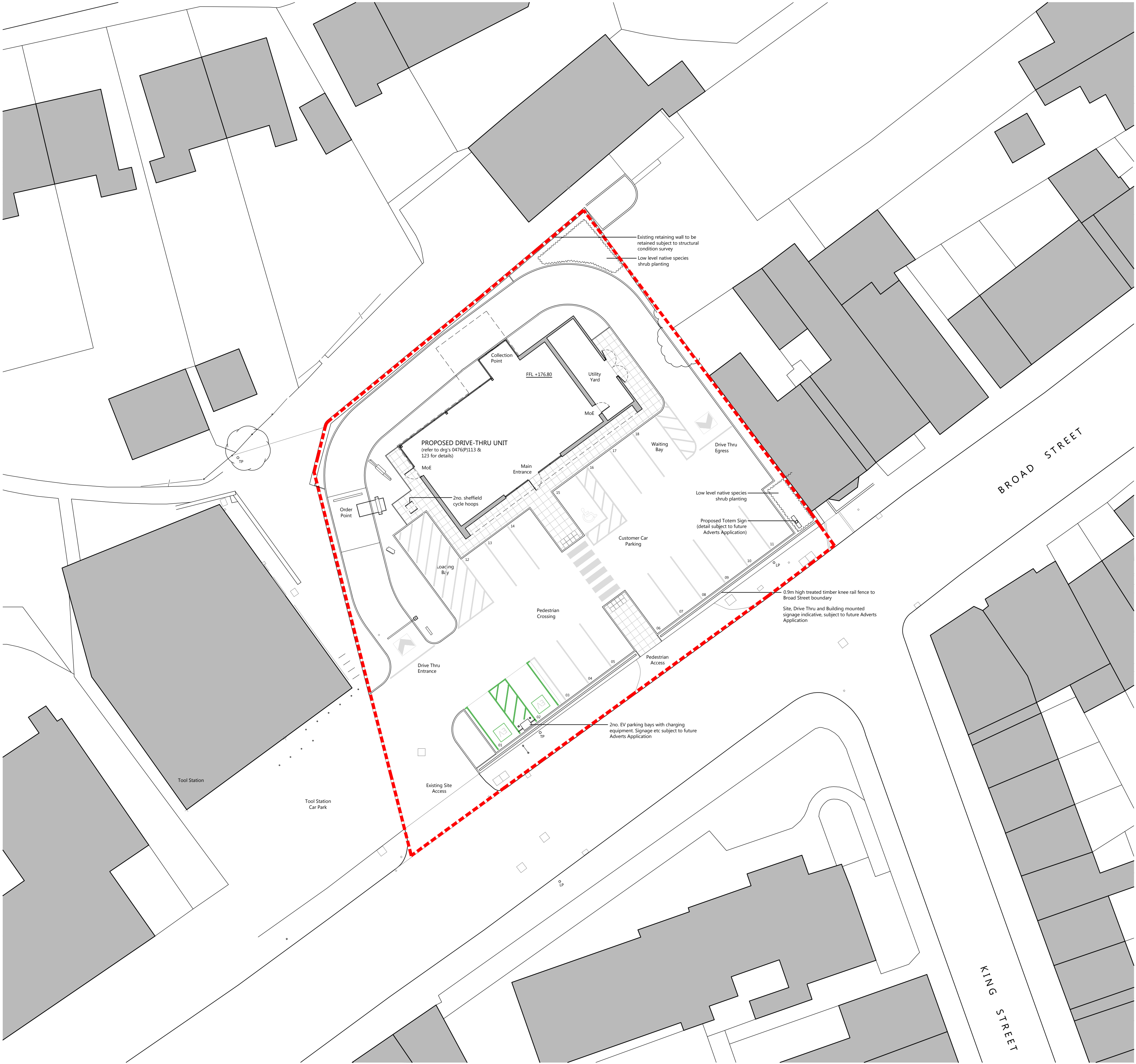
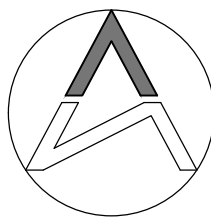
With reference to paragraph 116 of the NPPF, it is also considered the proposed development would not have an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe.

The proposals are therefore considered to be acceptable in highways terms.

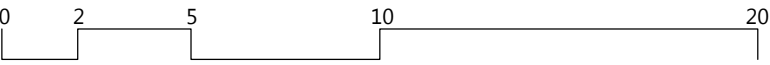
Appendix A

PROPOSED SITE LAYOUT





PROPOSED SITE PLAN
1:200

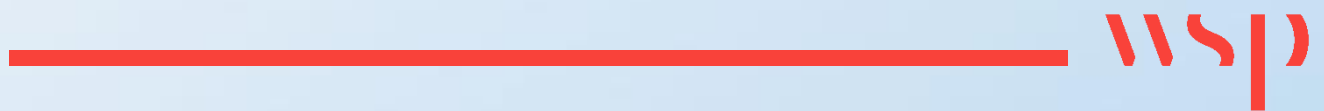


GENERAL NOTES	
- Drawing for Planning purposes only. - Use only written dimensions, all dimensions to be checked on site. - Drawing is the property of studioPH Limited and must not be reproduced without permission.	
DRAWING NOTES	
- Application Site Area (red edge) - 1423sqm/ 0.35acre - Drawing based on CTES Surveying drawing ref: GFUK (Broad Street, Leek) - Finished Floor Levels indicative subject to detailed design	
DRAWING KEY	
	CAR PARKING Black tarmac with white 100mm thermoplastic lining to denote parking spaces and pre-cast concrete kerbs
	PEDESTRIAN AREAS 600 x 600mm Marshalls Saxon 'buff' paving slabs with pre-cast concrete kerbs and buff tactile paving
	FOOTPATHS Black tarmac with pre-cast concrete kerbs and buff tactile paving
	GROUND COVER Slate chippings on geotextile layer
	UTILITY YARD Brushed concrete with timber edging
	PLANTING Low level native species ground cover planting
	GROUND COVER Bark mulch (min. 75mm) on geotextile layer or high quality top soil with grass seeding/ turf
	BOLLARDS Galv. steel Autopa ram raid bollards
	CYCLE STANDS Galv. steel sheffield cycle stands

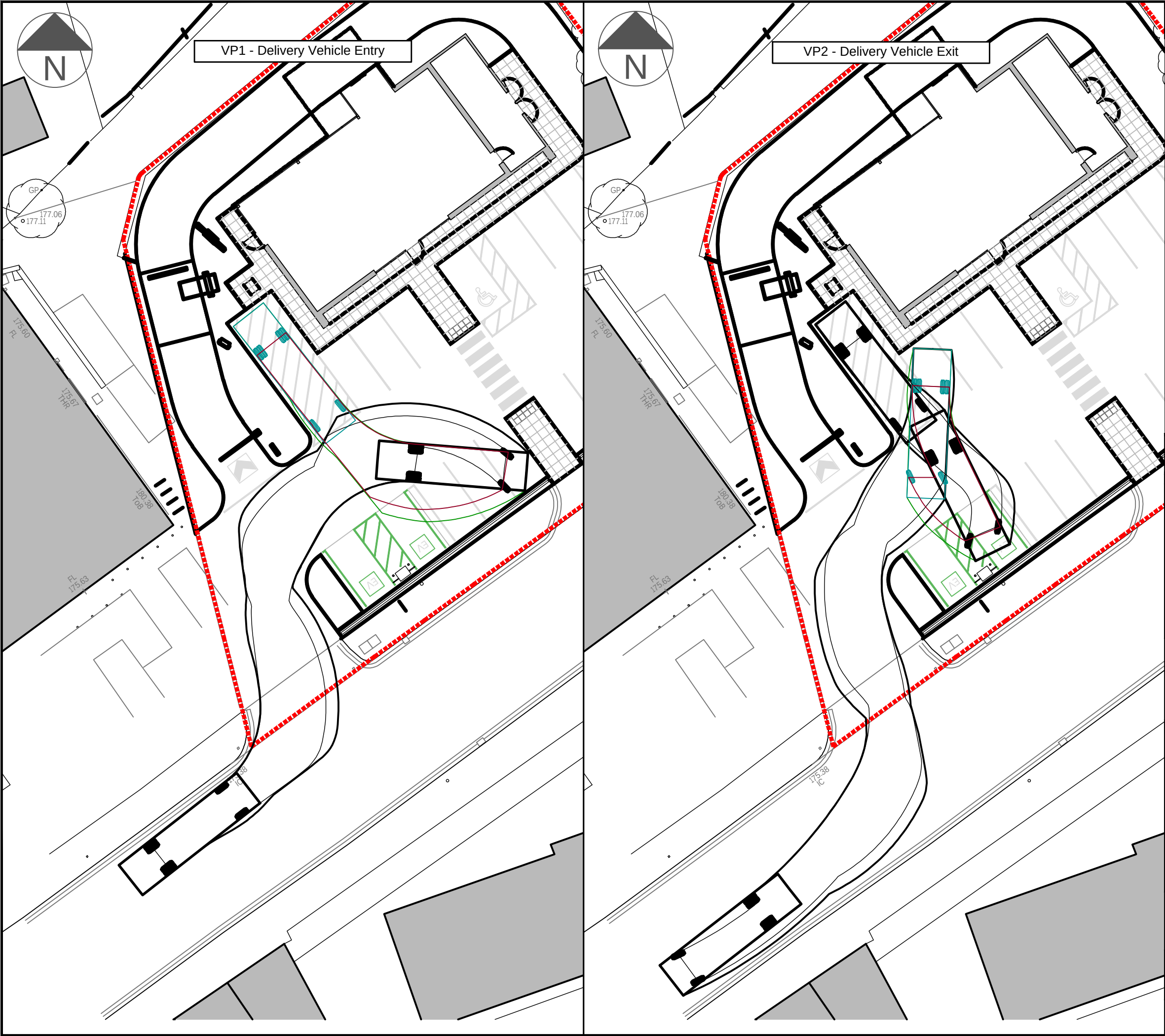
Rev	Description	Drawn
Client		
THISTLEWOOD PROPERTIES		
Project		
LAND AT BROAD STREET, LEEK, ST13 5NS		
Drawing title		
PROPOSED SITE PLAN		
Scale		
1:200@A1	Drawn PJH	Checked PJH
Date		
23/04/2025	Drawing status Planning	
Drawing number		Revision
0535(P)103		#

Appendix B

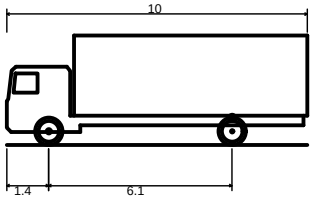
SWEPT PATH ASSESSMENTS



File name C:\USERS\UKJA\S014\WSP 0365\2025\UK445068 - LEEK, LAND AT BROAD STREET - DOCUMENTS\03 WIP\DRAWINGS\WORKING\LEEK, LAND AT BROAD STREET 10M RIGID VEHICLE TRACKING.DWG, printed on 22 July 2025 15:53:04, by Sellers, John



DO NOT SCALE



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

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P01	02/06/2024		FIRST ISSUE	xx	xx
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:	S2 - FOR INFORMATION
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wsp.com

CLIENT:	Thistlewood Properties Ltd
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ARCHITECT:	studioPH
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PROJECT:	Leek, Land at Broad Street
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TITLE:	Leek, Land at Broad Street - 10m Rigid Vehicle Tracking
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SCALE @ A3:	1:250	CHECKED:	JH	APPROVED:	JH
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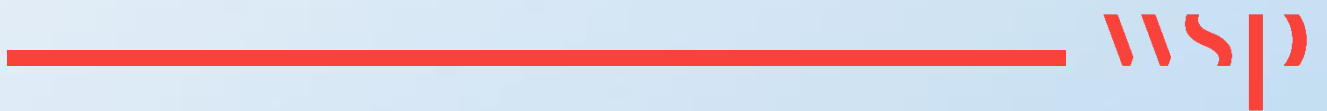
PROJECT No:	2025UK445068	DESIGNED:	JS	DRAWN:	JS	DATE:	Jul 25
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DRAWING No:	2025UK366143 SK01 220725	REV:	P01
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Appendix C

TRICS OUTPUTS



Calculation Reference: AUDIT-100323-250717-0754

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days

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

WSP Queen Street Manchester

Licence No: 100323

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: 225 to 240 (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: 01/01/16 to 21/06/24

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:

Friday 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) 3

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

Selected Location Sub Categories:

Industrial Zone 1
Residential 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 3 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 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.

WSP Queen Street Manchester

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Secondary Filtering selection (Cont.):

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	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
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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	CU-06-J-04	COSTA COFFEE	CUMBERLAND
	LONDON ROAD		
	CARLISLE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	225 sqm	
	Survey date: FRIDAY	21/06/24	Survey Type: MANUAL
2	NN-06-J-01	STARBUCKS	NORTH 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	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.

WSP Queen Street Manchester

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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	1	236	0.847	1	236	0.000	1	236	0.847
06:00 - 07:00	2	231	4.121	2	231	3.471	2	231	7.592
07:00 - 08:00	3	234	11.698	3	234	10.556	3	234	22.254
08:00 - 09:00	3	234	15.549	3	234	14.979	3	234	30.528
09:00 - 10:00	3	234	15.692	3	234	12.839	3	234	28.531
10:00 - 11:00	3	234	13.695	3	234	13.695	3	234	27.390
11:00 - 12:00	3	234	13.980	3	234	13.124	3	234	27.104
12:00 - 13:00	3	234	17.118	3	234	18.545	3	234	35.663
13:00 - 14:00	3	234	14.551	3	234	14.836	3	234	29.387
14:00 - 15:00	3	234	13.837	3	234	15.264	3	234	29.101
15:00 - 16:00	3	234	12.696	3	234	11.983	3	234	24.679
16:00 - 17:00	3	234	9.130	3	234	10.414	3	234	19.544
17:00 - 18:00	3	234	7.561	3	234	8.845	3	234	16.406
18:00 - 19:00	3	234	4.850	3	234	5.421	3	234	10.271
19:00 - 20:00	2	231	4.555	2	231	4.121	2	231	8.676
20:00 - 21:00	1	236	0.847	1	236	3.390	1	236	4.237
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			160.727			161.483			322.210

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: 225 - 240 (units: sqm)
Survey date range: 01/01/16 - 21/06/24
Number of weekdays (Monday-Friday): 3
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.

WSP Queen Street Manchester

Licence No: 100323

Calculation Reference: AUDIT-100323-250717-0729

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

08 NORTH WEST
MS MERSEYSIDE 1 days

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

WSP Queen Street Manchester

Licence No: 100323

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: 230 to 230 (units: sqm)
Range Selected by User: 125 to 250 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/06/24

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 1 days

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

Selected survey types:

Manual count 1 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

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:

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 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

Not Known 1 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:

25,001 to 50,000 1 days

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

WSP Queen Street Manchester

Licence No: 100323

Secondary Filtering selection (Cont.):

Population within 5 miles:

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:

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 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	MS-06-J-01	STARBUCKS	MERSEYSIDE
	A580		
	LIVERPOOL		
	FAZAKERLEY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	230 sqm	
	Survey date: SATURDAY	16/09/23	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.

WSP Queen Street Manchester

Licence No: 100323

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	1	230	0.435	1	230	0.435	1	230	0.870
06:00 - 07:00	1	230	1.739	1	230	0.870	1	230	2.609
07:00 - 08:00	1	230	6.087	1	230	4.783	1	230	10.870
08:00 - 09:00	1	230	16.087	1	230	15.217	1	230	31.304
09:00 - 10:00	1	230	14.783	1	230	13.043	1	230	27.826
10:00 - 11:00	1	230	18.696	1	230	19.130	1	230	37.826
11:00 - 12:00	1	230	16.957	1	230	16.522	1	230	33.479
12:00 - 13:00	1	230	17.826	1	230	14.348	1	230	32.174
13:00 - 14:00	1	230	18.696	1	230	21.304	1	230	40.000
14:00 - 15:00	1	230	14.783	1	230	14.783	1	230	29.566
15:00 - 16:00	1	230	20.000	1	230	16.522	1	230	36.522
16:00 - 17:00	1	230	9.130	1	230	14.348	1	230	23.478
17:00 - 18:00	1	230	3.043	1	230	5.217	1	230	8.260
18:00 - 19:00	1	230	3.913	1	230	5.217	1	230	9.130
19:00 - 20:00	1	230	0.870	1	230	1.304	1	230	2.174
20:00 - 21:00	1	230	0.435	1	230	0.435	1	230	0.870
21:00 - 22:00	1	230	0.000	1	230	0.000	1	230	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			163.480			163.478			326.958

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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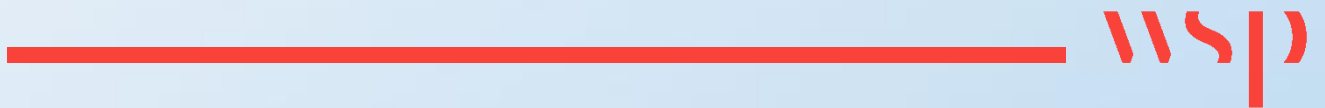
Parameter summary

Trip rate parameter range selected: 230 - 230 (units: sqm)
 Survey date range: 01/01/16 - 21/06/24
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix D

PARKING ACCUMULATION CALCULATIONS



	Weekday			Saturday			Car Park Capacity
	Arrivals	Departures	Accumulation	Arrivals	Departures	Accumulation	
Time							
00:00-01:00	0	0	1	0	0	0	23
01:00-02:00	0	0	1	0	0	0	23
02:00-03:00	0	0	1	0	0	0	23
03:00-04:00	0	0	1	0	0	0	23
04:00-05:00	0	0	1	0	0	0	23
05:00-06:00	1	0	2	1	1	0	23
06:00-07:00	7	6	4	3	1	1	23
07:00-08:00	20	18	6	10	8	4	23
08:00-09:00	27	26	6	28	26	5	23
09:00-10:00	27	22	11	25	22	8	23
10:00-11:00	23	23	11	32	33	7	23
11:00-12:00	24	22	13	29	28	8	23
12:00-13:00	29	32	10	30	25	14	23
13:00-14:00	25	25	10	32	36	10	23
14:00-15:00	24	26	7	25	25	10	23
15:00-16:00	22	20	9	34	28	16	23
16:00-17:00	16	18	6	16	25	7	23
17:00-18:00	13	15	4	5	9	3	23
18:00-19:00	8	9	3	7	9	1	23
19:00-20:00	8	7	4	1	2	0	23
20:00-21:00	1	6	0	1	1	0	23
21:00-22:00	0	0	0	0	0	0	23
22:00-23:00	0	0	0	0	0	0	23
23:00-24:00	0	0	0	0	0	0	23

Weekday Peak Hour

Saturday Peak Hour

