



Starbucks, Hedge End Retail Park

Technical Note 01 – Drive Through Demand

architecture design limited

Prepared by:

SLR Consulting Limited

Ground Floor Belmont House , Churchill Way, Cardiff,
CF10 2HE

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1.0 Introduction

- 1.1 SLR Consulting Ltd is appointed by architecture design limited to provide transport and highways advice in relation to the proposed redevelopment of the Unit 3 building at the Hedge End Retail Park, Southampton.
- 1.2 The Unit 3 building at the Hedge End Retail Park is currently sub-divided in to two smaller units, known as Units 3A and 3B. Unit 3A is approximately 397.8 m² Gross Floor Area (GFA) in size and is currently vacant, however it was previously occupied by Carphone Warehouse. Starbucks currently trades from Unit 3B, which is around 197.8 m² GFA in size, providing a combined total floorspace across both units of approximately 595.6 m² GFA.
- 1.3 It is proposed to reconfigure Units 3A & 3B to provide a drive-through lane for Starbucks customers. To accommodate this, Unit 3A will be reduced in size to 188.9 m² and Unit 3B will increase in size slightly to 257.1 m², equating to approximately 149.7 m² less floorspace overall when compared to what is currently provided.
- 1.4 A full planning application was made to Eastleigh Borough Council (Ref: F/24/97711). A consultee response provided by Hampshire County Council, as highway authority, was issued on 1st August 2024. In the consultee response the authority offered no objection in principle to the proposals but requested that additional information was provided in relation to access, parking, servicing and trip rates. This Technical Note address these requests for information and this additional information is provided in Section 2.



2.0 Hampshire County Council Consultee Response

- 2.1 The following chapter includes Hampshire Council's comments in *italic*, with our additional information and evidence provided below each relevant comment.

Access

In terms of the pedestrian layout, this has been altered to fit the proposed layout, and is acceptable with linked footways and pedestrian crossing points to the north and west which link into the wider car parking area of the retail park. It would however be requested that an addition 'zebra' crossing is investigated and provided if feasible to the east, linking in with the 'Next' retail development given that movement between the two will undoubtedly take place.

- 2.2 The developer will provide additional 'Zebra' style pedestrian crossing road markings across the Next car park access road. This will highlight the pedestrian desire line between Next and the Hedge End Retail Park (including Starbucks) and bolster the existing informal crossing point, currently denoted by dropped kerbs / tactile paving.
- 2.3 Updated site plans illustrating the approximate location of the pedestrian crossing are provided in Appendix A.

Parking

It is noted that there will be a loss of parking in the overall retail park provision, given the updated site layout. The Case Officer may wish to assess this loss to ensure the EBC Parking Standards are adhered to.

- 2.4 When considering what is required by the Eastleigh Borough Council Parking Standards Supplementary Planning Document (Draft for Consultation July 2023) for Unit 3A (non-food retail) and Unit 3B (eating and drinking establishments) we can compare the current and proposed arrangements, which as summarised in Table 2.1, which confirms that overall parking provision for both existing and proposed scenarios is the same and therefore, there is no need for additional spaces to facilitate the proposed development.

Table 2.1 – Summary of parking standards.

Unit	Parking Standard	Existing		Proposed	
		Size (sqm)	Spaces	Size (sqm)	Spaces
3A	1 per 20 sqm	397.8	20	188.9	9
3B	1 per 5 sqm	197.8	40	257.1	51
Total			60	---	60

- 2.5 There is an overall reduction in floorspace proposed at Unit 3 and the remodelling of the unit will mean a loss of around 8 spaces, all of which about Unit 3. However, the provision of a drive though lane will mean that Starbucks customers will interact with the unit in different ways to which they currently do, and consequently it is expected that overall parking demand will actually significantly reduce, meaning that the loss of the 8 spaces can be easily accommodated. Customer shopping in the retail park may choose to leave the park via the



drive-through lane instead of walking-in and thereby reducing parking dwell time, as well as Starbucks-only customers choosing to use the drive-through instead of currently having to park and walk-in to the café, as there is no drive-through facility to use.

There does however appear to be a lack of cycle parking on site, and this should be addressed to ensure those choosing to travel to the site sustainably and utilise the seating can do so accordingly.

- 2.6 Updated site plans, included at Appendix A, now include parking spaces for four bicycles in the paved area adjacent to the Unit A entrance. This accords with the Eastleigh Borough Council Parking Standards Supplementary Planning Document (Draft for Consultation July 2023) for non-residential developments which states that for a Class E 'Food and Drink Establishment' developments should provide 2 spaces for customers and one space per 5 staff.

Servicing

It would be requested that a formal Delivery Management Plan is submitted (via condition) to ensure that this takes place, and it is not the reality that delivery vehicles simply park on the roads of the Retail Park, where they may be obstructive both physically and visually.

- 2.7 The developer will accept a planning condition requiring a Delivery Management Plan be submitted to the authority for agreement prior to opening.

Trip Rates

In terms of trip rates, little information has been provided. It would therefore be requested that an expansion of this detail is submitted so that a full assessment of likely trips to and from the site can be reviewed. This should outline how the trip rates will be fully accommodated within the drive-thru lane and will not spill out onto the wider Retail Park roads, or indeed the highway. It may be prudent for the developer to survey sites of similar type and location to gain comparable evidence.

- 2.8 The following information is provided to address any perceived drive-through capacity issue. Nationally, Starbucks typically have a minimum drive-thru lane car stack of 4 and 2, which refers to a stacking space for 4 cars from the drive-through window to the order point, and then a stacking space for 2 additional vehicles from the order point to the drive-through lane entry. This ratio of car stacking space has been proven in all but exceptional circumstances to ensure that cars do not queue up further back than the entry to the drive-through lane itself. For sites anticipated to be very busy this is increased to a ratio of 5 and 3. What has been conservatively demonstrated for this site, however, is a ratio of 6 and 7. This is massively above the ratio, and total lane space (8 Vs 13 spaces), allocated to the busiest sites in the UK and will more than accommodate the customer vehicles forecast for this site. In addition to this, should an order become delayed and a drive-through lane queue begin to build up, staff are trained to feed cars out of the drive-through lane into waiting bays within the car park where their orders will be hand delivered to them by staff, thereby ensuring that orders are processed in a timely manner and that the queue of vehicles never exceeds the drive-through lane stacking space.



- 2.9 However, to provide more evidence on the likely volumes of traffic expected at this Starbucks, the Starbucks franchisee has provided real-world data from other Starbucks stores with Drive-through facilities in Basingstoke, Andover, and Fleet, which is summarised in Table 2.2.

Table 2.2 – Starbucks data

Drive Thru Times		
SEPTEMBER	Lane Total Time	Order Point
Basingstoke	03:27	00:44
Andover	03:59	00:41
Fleet	03:30	00:35
Average	03:38	00:40
Order Type		
SEPTEMBER	Drive Thru %	Café %
Basingstoke	50.33%	49.67%
Andover	52%	48%
Fleet	65.44%	34.56%
Average	55.92%	44.08%

- 2.10 The data provided in Table 2.2 demonstrates that on average, the split between customers using the drive-through compared to parking up and using the café, is approximately 56 % and 44 % respectively.
- 2.11 Table 2.1 also demonstrates that the average time customers spent ordering at the order point is 40 seconds. The order point is effectively the bottle neck of the drive-through lane, located towards the start of the drive-through lane. On the basis that one customer can be served every 40 seconds, the throughput capacity of the drive through lane is 90 customer vehicles per hour ($90 \times 40 = 3,600$ seconds or 60 minutes). Multiple orders are processed continuously and simultaneously to meet the order demand. Therefore, the average total lane time for customers (3min 38 secs) should not be stacked, as is the case for the order point, because the order times overlap. It is the order point that defines how many orders can be accommodated per hour and this is crucially the nearest point to the drive-through lane access, so the following analysis is based on this location.
- 2.12 We have extracted vehicular trip rate data for 'Drive-through Coffee Shops' from the TRICS database, the output is summarised in Table 2.3 and contained in full in Appendix B.

Table 2.3 – Vehicle trip rate data

TIME RANGE	WEEKDAY			SATURDAY		
	ARR	DEP	TOTAL	ARR	DEP	TOTAL
05:00-06:00	1.43	0.00	1.43	0.22	0.22	0.44
06:00-07:00	5.88	5.88	11.76	3.01	2.26	5.26
07:00-08:00	17.46	16.36	33.82	5.26	4.66	9.93
08:00-09:00	24.45	21.69	46.14	13.08	11.28	24.36
09:00-10:00	29.04	28.13	57.17	16.24	15.04	31.28
10:00-11:00	19.85	20.77	40.63	18.80	16.99	35.79
11:00-12:00	18.75	20.22	38.97	18.50	18.80	37.29



TIME RANGE	WEEKDAY			SATURDAY		
	ARR	DEP	TOTAL	ARR	DEP	TOTAL
12:00-13:00	23.16	21.51	44.67	19.55	18.35	37.90
13:00-14:00	15.81	17.10	32.91	19.10	20.45	39.55
14:00-15:00	14.71	13.24	27.94	16.39	16.09	32.48
15:00-16:00	11.21	11.40	22.61	16.24	16.39	32.63
16:00-17:00	11.58	12.68	24.27	9.77	11.13	20.90
17:00-18:00	9.93	12.32	22.24	7.07	9.62	16.69
18:00-19:00	8.64	8.46	17.10	3.61	4.36	7.97
19:00-20:00	6.99	6.99	13.97	0.60	1.81	2.41
20:00-21:00	4.60	5.52	10.11	0.44	0.44	0.87
21:00-22:00	1.65	2.21	3.86	0.00	0.00	0.00
Daily Trip	225.14	224.45	449.59	167.88	167.87	335.75

2.13 Table 2.4 summarises the forecast vehicular trip demand for the 257.1 m² GFA Starbucks unit, based on the trip rates contained in Table 2.3 and the recorded average split between customers using the drive-through lane and those who walk-in to the café.

Table 2.4 – Forecast vehicle trip rates

TIME RANGE	DRIVE-THROUGH						PARK/WALK-IN					
	WEEKDAY			SATURDAY			WEEKDAY			SATURDAY		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT
05:00-06:00	2	0	2	0	0	1	2	0	2	0	0	0
06:00-07:00	8	8	17	4	3	8	7	7	13	3	3	6
07:00-08:00	25	24	49	8	7	14	20	19	38	6	5	11
08:00-09:00	35	31	66	19	16	35	28	25	52	15	13	28
09:00-10:00	42	40	82	23	22	45	33	32	65	18	17	35
10:00-11:00	29	30	58	27	24	51	22	24	46	21	19	41
11:00-12:00	27	29	56	27	27	54	21	23	44	21	21	42
12:00-13:00	33	31	64	28	26	54	26	24	51	22	21	43
13:00-14:00	23	25	47	27	29	57	18	19	37	22	23	45
14:00-15:00	21	19	40	24	23	47	17	15	32	19	18	37
15:00-16:00	16	16	33	23	24	47	13	13	26	18	19	37
16:00-17:00	17	18	35	14	16	30	13	14	27	11	13	24
17:00-18:00	14	18	32	10	14	24	11	14	25	8	11	19
18:00-19:00	12	12	25	5	6	11	10	10	19	4	5	9
19:00-20:00	10	10	20	1	3	3	8	8	16	1	2	3



TIME RANGE	DRIVE-THROUGH						PARK/WALK-IN					
	WEEKDAY			SATURDAY			WEEKDAY			SATURDAY		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT
20:00-21:00	7	8	15	1	1	1	5	6	11	0	0	1
21:00-22:00	2	3	6	0	0	0	2	3	4	0	0	0
Daily Trip	324	323	646	326	326	653	255	254	510	257	257	514

- 2.14 Table 2.4 demonstrates that the busiest hour (arrivals) is 09:00-10:00 on a weekday and 12:00-13:00 on a Saturday, with 42 and 28 drive-through lane vehicles forecast respectively. This average arrival rate for these periods is therefore one vehicle every 86 seconds for the weekday peak and one vehicle every 129 seconds for the Saturday peak. As detailed above, the maximum theoretical throughput of the drive through lane, i.e. before queues start to form, is one vehicle every 40 seconds. Customer demand drops off significantly outside of these peak hours and the queuing effect is expected to be significantly less than the busiest periods assessed.
- 2.15 The queue length has conservatively been estimated to be 7 vehicles long between the order point and the retail park access road, meaning that eight vehicles would need to arrive at a similar time for queuing to start becoming an issue. To put this into context, 20% of all forecast drive-through trips for the busiest entire hour period would need to arrive within the same 40-second period for queuing to block back on to the access road. This is considered to be beyond a worst case and is as such, not anticipated to occur once open.
- 2.16 As an additional sensitivity test, if we consider the busiest hour (09:00-10:00 on a weekday), the total vehicle arrivals would be 75 (adding the drive-through and park & walk-ins). If in the very unlikely scenario all of these customers decide to use the drive-through, this would equate to one order every 48 seconds on average, which is still below the maximum throughput capacity of one order every 40 seconds, meaning even in this scenario, queues are unlikely to form.

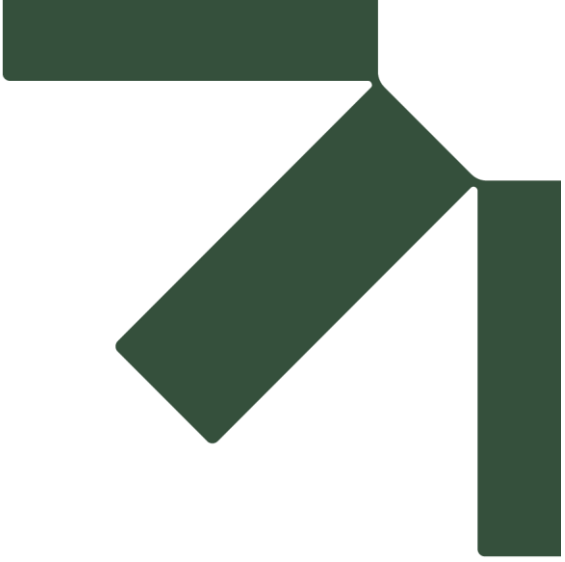
Summary & Conclusion

- 2.17 The development will:
- provide an upgraded pedestrian crossing to the Next retail unit
 - provide four cycle parking spaces
 - agree to a Delivery Management Plan (to be secured by condition)
- 2.18 The proposed drive-through lane length is significantly larger than the busiest Starbucks sites located across the UK.
- 2.19 Whilst the real-world arrival rate of vehicles will not be perfectly spaced, there is sufficient provision in terms of throughput capacity and stacking space in the drive-through lane to manage the anticipated volume of customer vehicles during the busiest periods, without a significant build-up of queuing vehicles.



- 2.20 Even in the very unlikely sensitivity test scenario where all of the forecast vehicle trips in the busiest hour decide to use the drive-through, there is sufficient throughput capacity to accommodate this demand without significant queues forming at the order point and blocking back into the retail park access road.
- 2.21 The proposed drive-through lane is considered to be sufficiently long enough to accommodate the anticipated quantum of customer vehicles and will not therefore cause any vehicle queuing issues on the retail park access road.

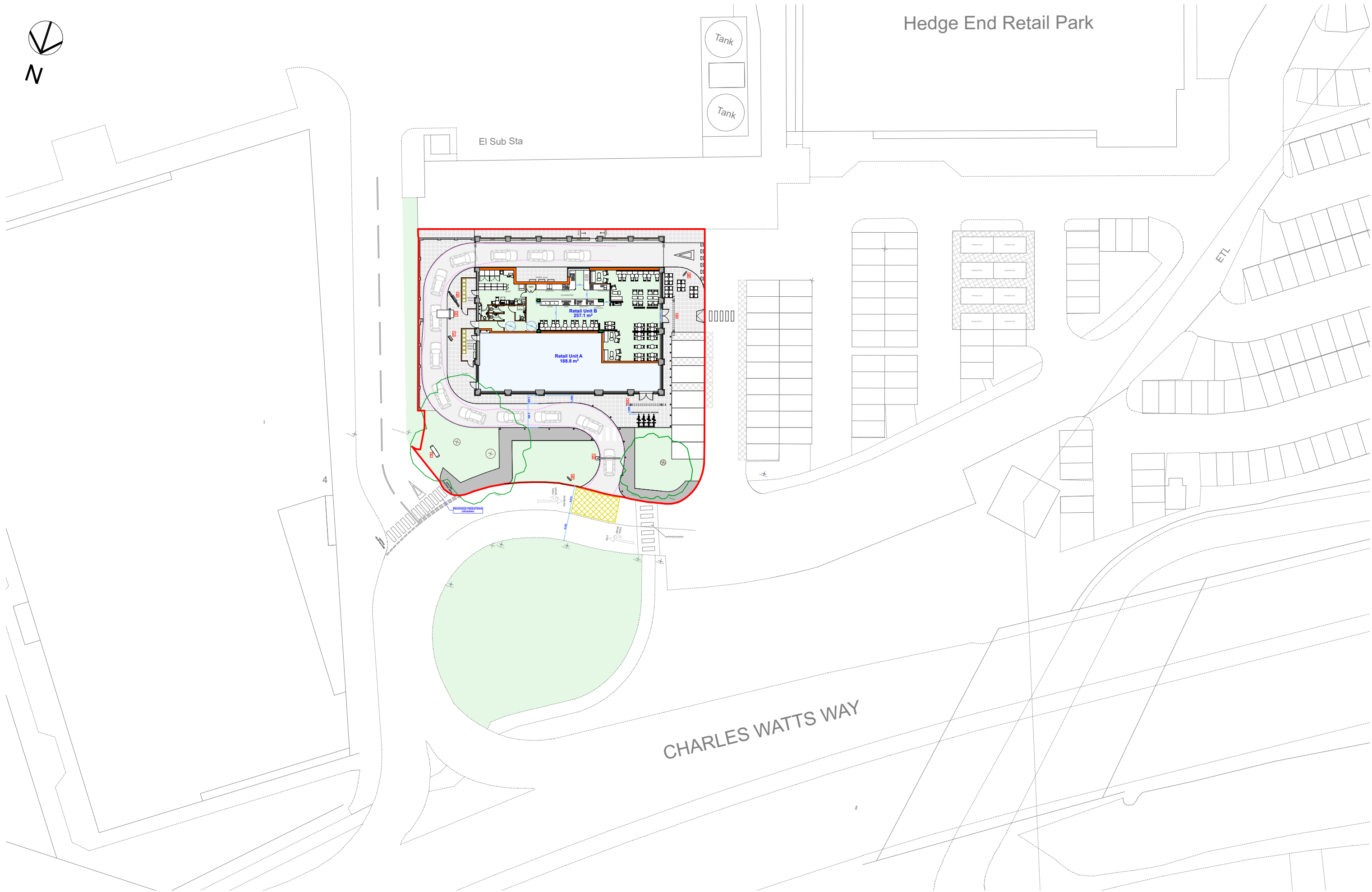




Appendix A Updated site plans

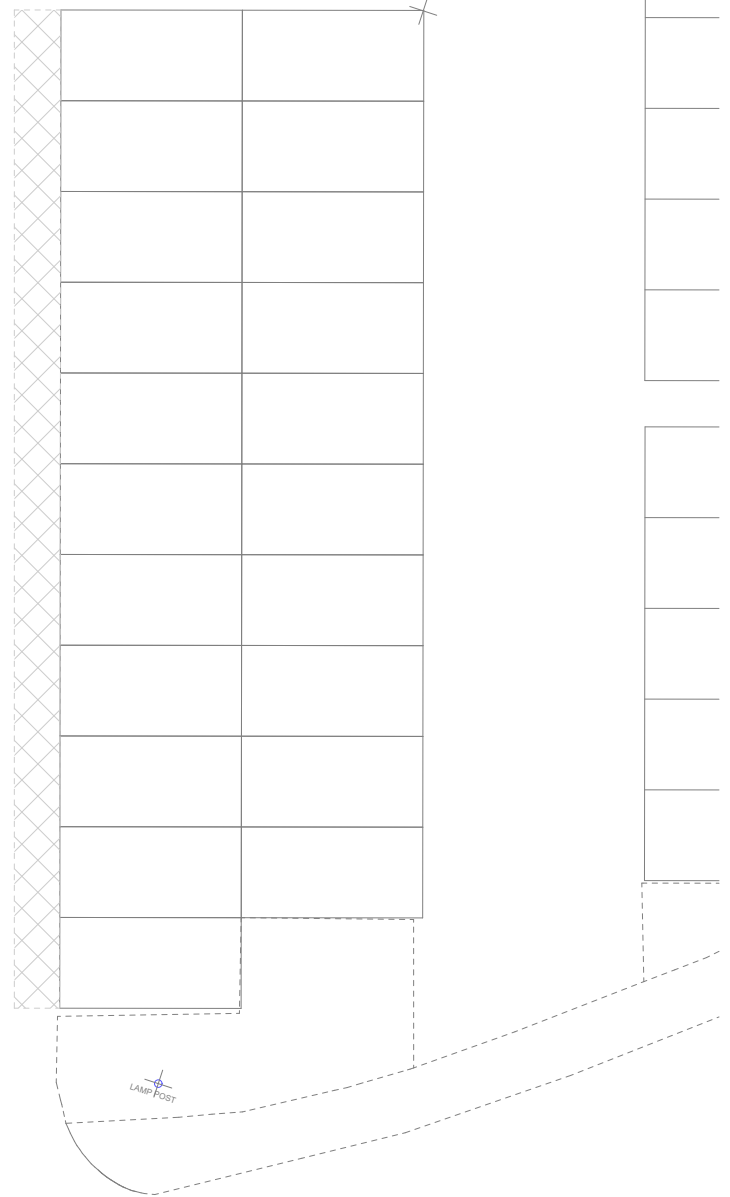
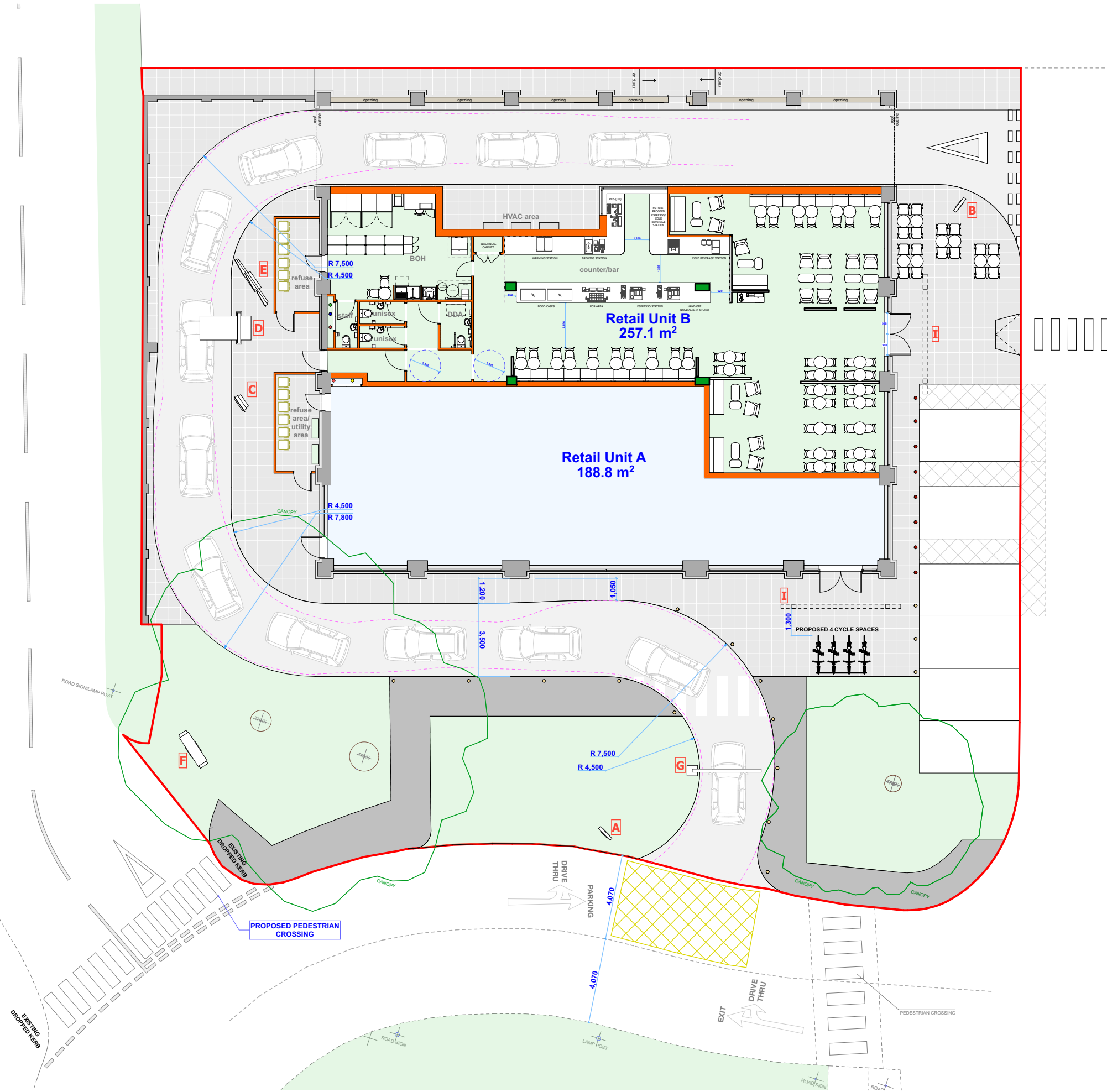


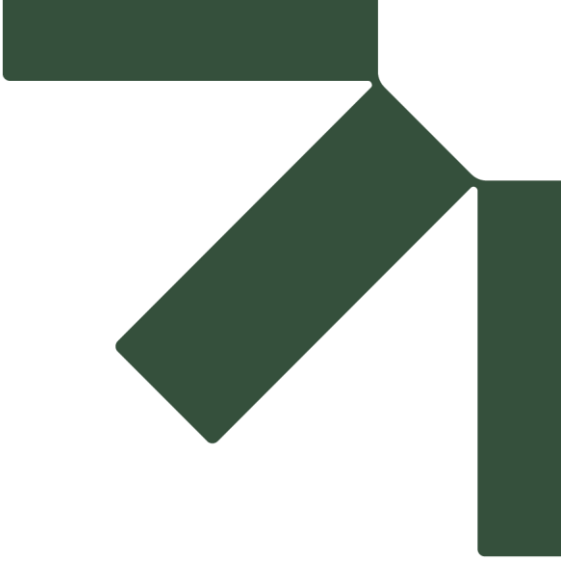
Hedge End Retail Park





4





Appendix B Tricks data

TRICS 7.11.3

Trip Rate Parameter: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

2 SOUTH EAST
HC HAMPSHIRE 1 days
5 EAST MIDLANDS
NM WEST NORTHAMPTC 1 days
11 SCOTLAND
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 219 (units: sqm)
Range Selected by User: 125 to 420 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 26/11/23

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

Selected survey days:
Monday 1 days
Wednesday 1 days
Friday 1 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 n the total adding up whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre 0
Edge of Town Centre 0
Suburban Area (PPS6 Out of Centr 1
Edge of Town 2
Neighbourhood Centre (PPS6 Loca 0
Free Standing (PPS6 Out of Town) 0
Not Known 0

This data displays the number of s Edge of Town Suburban Area Neighbourhood Cent Edge of To Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 2
Commercial Zone 0
Development Zone 0
Residential Zone 0
Retail Zone 1
Built-Up Zone 0
Village 0
Out of Town 0
High Street 0
No Sub Category 0

This data displays the number of s Industrial Zone Development Zone Residential Zone Retail Zone Built-Up Zone Village Out of Tow High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
Not Known 3 days
This data displays the number of s 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
20,001 to 25,000 1 days
25,001 to 50,000 1 days

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

Population within 5 miles:
25,001 to 50,000 1 days
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 1 days

1.1 to 1.5 2 days
This data displays the number of s within a radius of 5-miles of selected survey sites.

Travel Plan:
No 3 days
This data displays the number of s 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.

LIST OF SITES relevant to selection parameters

1	HC-06-J-01	COSTA COFFEE	HAMPSHIRE
	COTSWORTH ROAD		
	GOSPORT		
	Suburban Area (PP56 Out of Centre)		
	Retail Zone		
	Total Gross floor area:		185 sqm
	Survey date:	MONDAY	27/09/2021 Survey Typ MANUAL
2	NM-06-J-01	BEWICED COFFEE	WEST NORTHAMPTONSHIRE
	DARNELL WAY		
	NORTHAMPTON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:		140 sqm
	Survey date:	FRIDAY	15/10/2021 Survey Typ MANUAL
3	PK-06-J-01	STARBUCKS	PERTH & KINROSS
	THE TRIANGLE		
	INVERALMOND		
	PERTH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:		219 sqm
	Survey date:	WEDNESDAY	20/04/2022 Survey Typ MANUAL

This section provides a list of all su it displays a unique the selected trip rat the day of the week i and whether the survey was a manual classified count or an ATC count.

Manually Deselected Sites

Site Ref	Reason for Deselection
HE-06-J-01	x
NN-06-J-01	x
SF-06-J-01	x
WO-06-J-01	x

TRIP RATE for Land Use 06 - HOTEL FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

Time Range	ARRIVALS		DEPARTURES		TOTALS	
	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		140	1.429	1	140
06:00-07:00	3		181	5.882	3	181
07:00-08:00	3		181	17.463	3	181
08:00-09:00	3		181	24.449	3	181
09:00-10:00	3		181	29.044	3	181
10:00-11:00	3		181	19.853	3	181
11:00-12:00	3		181	18.75	3	181
12:00-13:00	3		181	23.162	3	181
13:00-14:00	3		181	15.809	3	181
14:00-15:00	3		181	14.706	3	181
15:00-16:00	3		181	11.213	3	181
16:00-17:00	3		181	11.581	3	181
17:00-18:00	3		181	9.926	3	181
18:00-19:00	3		181	8.64	3	181
19:00-20:00	3		181	6.985	3	181
20:00-21:00	3		181	4.596	3	181
21:00-22:00	3		181	1.654	3	181
22:00-23:00						
23:00-24:00						
Daily Trip Rates:			225.142			224.448

Parameter summary

Trip rate parameter range selecter 140 - 219 (units: sqm)
Survey date date range: 01/01/16 - 26/11/23
Number of weekdays (Monday-Fri) 3
Number of Saturdays: 0

Number of Sundays:	0
Surveys automatically removed fr	0
Surveys manually removed from s	4

This section displays a quick summr followed by the ran the total number of the number of survey days that have been manually removed from the selected set outside of the standard filtering

TRICS 7.11.3

Trip Rate Parameter: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

8 NORTH WEST		
MS	MERSEYSIDE	1 days
9 NORTH		
CU	CUMBERLAND	1 days
10 WALES		
NW	NEWPORT	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: 210 to 230 (units: sqm)
Range Selected by User: 125 to 420 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 26/11/23

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 the total adding whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	0
Edge of Town Centre	0
Suburban Area (PPS6 Out of C	1
Edge of Town	1
Neighbourhood Centre (PPS6	1
Free Standing (PPS6 Out of Tc	0
Not Known	0

This data displays the number of Edge of Town Suburban Area Neighbourhood Edge of Town C Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	0
Commercial Zone	0
Development Zone	0
Residential Zone	0
Retail Zone	0
Built-Up Zone	0
Village	1
Out of Town	0
High Street	0
No Sub Category	2

This data displays the number of 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

This data displays the number of 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
5,001 to 10,000	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:

75,001 to 100,000	1 days
125,001 to 250,000	1 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:

1.1 to 1.5 3 days

This data displays the number of within a radius of 5-miles of selected survey sites.

Travel Plan:

No 3 days

This data displays 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.

LIST OF SITES relevant to selection parameters

1 CU-06-J-01 COSTA COFFEE CUMBERLAND
PARKHOUSE ROAD
GATEWAY 44
CARLISLE
Edge of Town
No Sub Category
Total Gross floor area: 210 sqm
Survey date: SATURDAY 16/10/2021 Survey Type: MANUAL
2 MS-06-J-01 STARBUCKS MERSEYSIDE
A580
FAZAKERLEY
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 230 sqm
Survey date: SATURDAY 16/09/2023 Survey Type: MANUAL
3 NW-06-J-01 COSTA COFFEE NEWPORT
CHEPSTOW ROAD
LANGSTONE
NEAR NEWPORT
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 225 sqm
Survey date: SATURDAY 25/11/2023 Survey Type: MANUAL

This section provides a list of it displays a unit the selected trip the day of the w and whether the survey was a manual classified count or an ATC count.

Manually Deselected Sites

Site Ref	Reason for Deselection
BO-06-J-01	covid
GM-06-J-01	covid
GS-06-J-01	covid

TRIP RATE for Land Use 06 - F FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

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	228	0.22	2	228	0.22	2	228	0.44
06:00-07:00	3	222	3.008	3	222	2.256	3	222	5.264
07:00-08:00	3	222	5.263	3	222	4.662	3	222	9.925
08:00-09:00	3	222	13.083	3	222	11.278	3	222	24.361
09:00-10:00	3	222	16.241	3	222	15.038	3	222	31.279
10:00-11:00	3	222	18.797	3	222	16.992	3	222	35.789
11:00-12:00	3	222	18.496	3	222	18.797	3	222	37.293
12:00-13:00	3	222	19.549	3	222	18.346	3	222	37.895
13:00-14:00	3	222	19.098	3	222	20.451	3	222	39.549
14:00-15:00	3	222	16.391	3	222	16.09	3	222	32.481
15:00-16:00	3	222	16.241	3	222	16.391	3	222	32.632
16:00-17:00	3	222	9.774	3	222	11.128	3	222	20.902
17:00-18:00	3	222	7.068	3	222	9.624	3	222	16.692
18:00-19:00	3	222	3.609	3	222	4.361	3	222	7.97
19:00-20:00	3	222	0.602	3	222	1.805	3	222	2.407
20:00-21:00	1	230	0.435	1	230	0.435	1	230	0.87
21:00-22:00	1	230	0	1	230	0	1	230	0
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			167.875			167.874			335.749

Parameter summary

Trip rate parameter range sel: 210 - 230 (units: sqm)

Survey date date range: 01/01/16 - 26/11/23

Number of weekdays (Monday to Friday): 0

Number of Saturdays: 3

Number of Sundays: 0

Surveys automatically removed: 0

Surveys manually removed from

3

This section displays a quick summary followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure



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