Cubic Expression (UK) Ltd

Proposed Coffee Shop with Drive-Thru
Waterloo Road, Waterloo, Huddersfield, HD5 0AH

Transport Statement

sanderson associates
consulting engineers

Control Sheet

CLIENT:	Cubic Expression (UK) Ltd
PROJECT TITLE:	Proposed Coffee Shop with Drive-Thru
	Waterloo Road, Waterloo, Huddersfield, HD5 0AH
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03	04.06.2025	Final	Updated following Planning Teams' comments	Prepared	AA
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Acknowledgements

Google My Maps and Google Earth Imagery have been used to generate figures included in this report for illustrative purposes only.

The Crashmap Pro Collision Analysis System v1.40 has been utilised to carry out a road traffic incident review.

OpenRouteService has been used to generate figures included in this report for illustrative purposes only.

Extract of CIHT 'Planning for Walking' (April 2015) has been included in this report.

Extract of CIHT 'Buses in Urban Developments' (January 2018) has been included in this report.

The TRICS database v7.11.4 has been used in this report to calculate traffic generations.

Contents

List of Tables

List of Figures

List of Appendices

1. Introduction

1.1 Sanderson Associates Consulting Engineers have been instructed by Cubic Expression (UK) Ltd to prepare a Transport Statement to support a planning application for the change of use of the existing premises from a drive-thru hot food takeaway (Sui Generis) to a coffee shop with drive-thru (Class E(b)), located at land off Waterloo Road in Huddersfield.

1.2 In accordance with national guidance, this Transport Statement evaluates the potential transport impacts of the proposed development and contains:

- → Review of national and local planning policies;
- → Information regarding the existing site and an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;
- → Information regarding the proposed development, site layout, means of access across all modes of transport and parking requirements for the site;
- → Data about existing public transport provision, including provision/frequency of services and ways of encouraging environmental sustainability;
- → Calculation of the number of trips which would be expected to be generated by the existing and proposed site and comment on the transport impacts.

1.3 This Transport Statement seeks to demonstrate that the residual cumulative impacts on the local road network are not severe. As such, there are no transport reasons why planning should not be granted.

2. Planning Policy Context

2.1 National Planning Policy Framework

2.1.1 At national level, planning policy in England is set out by the National Planning Policy Framework (NPPF), which must be considered when making planning decisions.

2.1.2 Considering the planning policy context of the development, Paragraph 115 of the NPPF (last revised in February 2025) states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

2.1.3 Paragraph 116 then 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, taking into account all reasonable future scenarios.'

2.1.4 In relation to paragraph 116, NPPF paragraph 117 goes on to say:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations..'

2.1.5 Finally, paragraph 118 states that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'

2.2 National Planning Practice Guidance

2.2.1 The National Planning Practice Guidance (NPPG) brings together National Planning Policy Framework. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

2.2.2 In relation to Transport NPPG provides the following guidance:

- → Transport evidence bases in plan making and decision taking - March 2015
- → Travel Plans, Transport Assessments and Statements - March 2014

2.2.3 NPPG *Transport evidence bases in plan* making and decision taking sets out the key issues that local planning authorities should consider in developing the transport base to support the Local Plan, including:

- → assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;
- → assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;
- → highlight and promote opportunities to reduce the need for travel where appropriate;
- → identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate;
- → consider the cumulative impacts of existing and proposed development on transport networks;
- → assess the quality and capacity of transport infrastructure and its ability to meet forecast demands;
- → identify the short, medium and long-term transport proposals across all modes.

2.2.4 NPPG *Travel Plans, Transport Assessments and Statements* sets out the key principles that should be taken into account in preparing a Transport Statement. NPPG states that Transport Statements are important as they can positively contribute to:

- → encouraging sustainable travel;
- → lessening traffic generation and its detrimental impacts;
- → reducing carbon emissions and climate impacts;
- → creating accessible, connected, inclusive communities;
- → improving health outcomes and quality of life;

- → improving road safety; and
- → reducing the need for new development to increase existing road capacity or provide new roads.

2.3 Local Planning Policy – Kirklees Local Plan, 2013-2031, adopted 27 February 2019

2.3.1 The current adopted Local Plan is the Kirklees Local Plan and is the statutory development plan for the area, covering the period 2013-2031. **Policy LP1: Presumption in favour of sustainable development** which outlines that the Council will work pro-actively with applicants to allow for their proposal to be approved.

2.3.2 Chapter 10 outlines the policies relating to Transport. **Policy LP20: Sustainable Travel** which outlines the following:

New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.

2.3.3 **Policy LP21: Highways and Access** will also be key to this development as work will need to be undertaken on the A642 Wakefield Road to close an existing access point. The policy outlines:

Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.

All proposals shall:

- → *ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- → *where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
- → *be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- → *take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- → *take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*

- → *take into account access for emergency, service and refuse collection vehicles;*
- → *provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.*

2.4 West Yorkshire Combined Authority Transport Strategy 2040

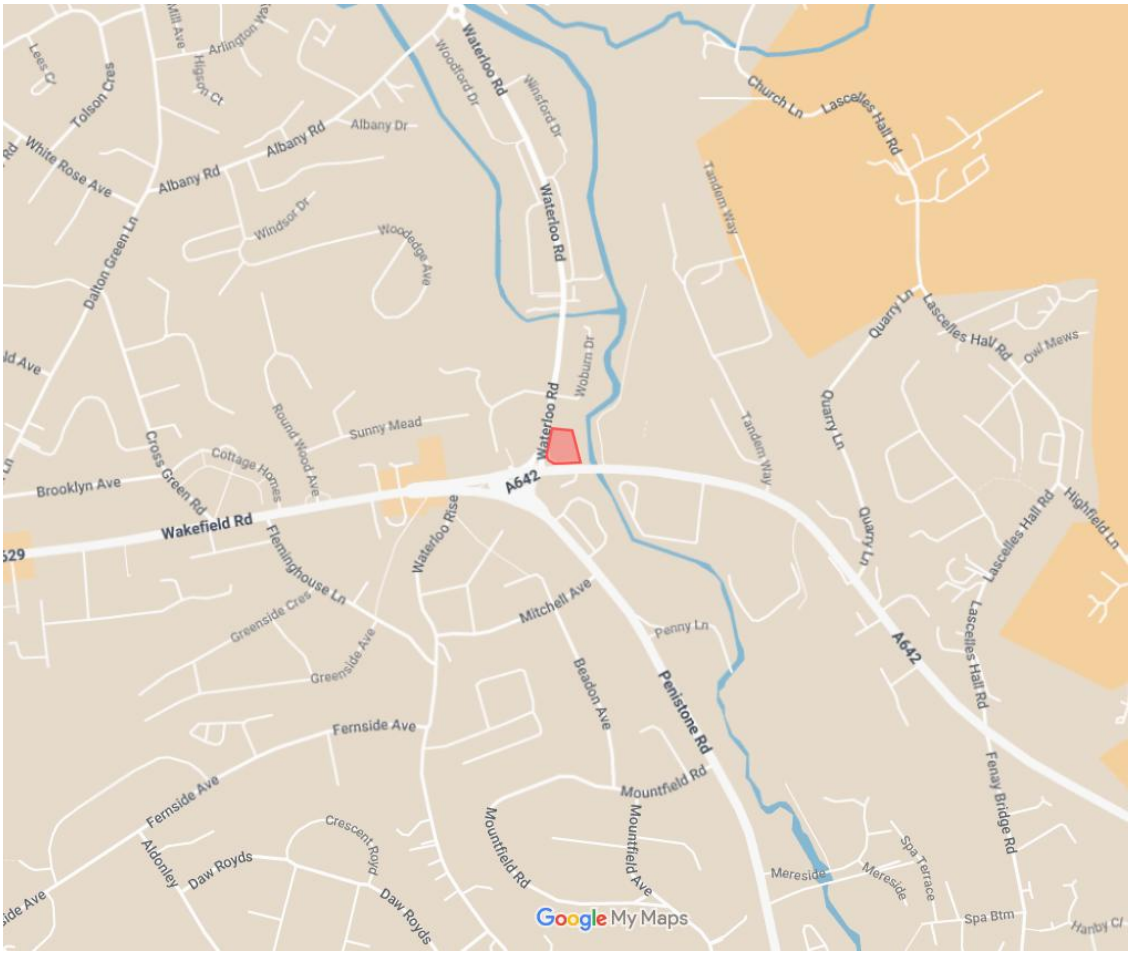
2.4.1 This transport strategy sets out a vision and framework to deliver a world-class, modern, integrated transport system. Their ambition is to connect people to better living standards and higher earning jobs, and to significantly improve the health, overall wellbeing and environment of the people living and working here.

3. Existing Situation

3.1 Site and Surrounding Area

3.1.1 The site, which is located on the corner of Wakefield Road and Waterloo Road approximately 3.2km east of Huddersfield town centre, totals 1,387m2 and the location of the site is shown at **Figure 1**.

Figure 1 – Site Location ***[GoogleMyMaps]***

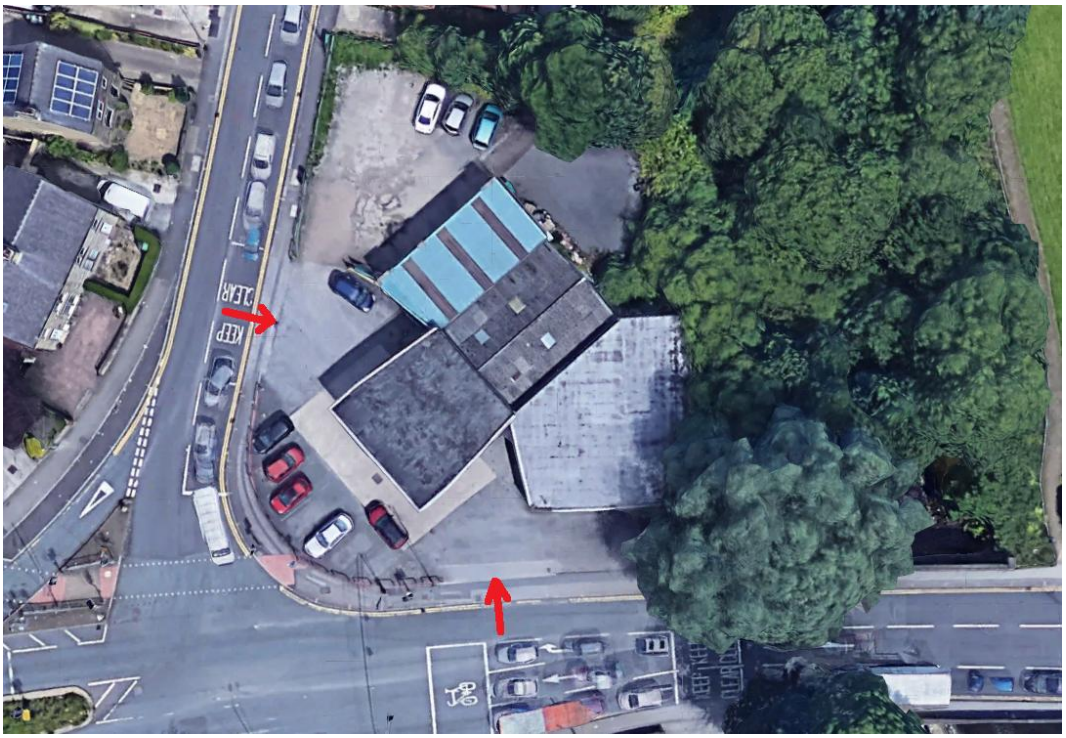


3.1.2 The site boundaries are:

- → North: Residential Property
- → East: Fenay Beck
- → South: A642 Wakefield Road
- → West: Waterloo Road

3.1.3 The site is occupied by a drive-thru hot food takeaway which was granted planning permission in January 2022 under planning reference 2021/62/91172/W. The current arrangement has two existing access points via dropped kerb arrangements, one on Wakefield Road and one on Waterloo Road, as shown in **Figure 2** overleaf.

Figure 2 – Site Access *[Google Earth Imagery]*



3.1.4 Given this arrangement Kirklees Council had previously expressed concerns regarding vehicles utilising the site as a shortcut to avoid the signalised junction and in particular between Wakefield Road and Waterloo Road.

3.2 Highway Network

3.2.1 The site occupies the corner of Waterloo Road and Wakefield Road to the northeast of the signalised junction of Penistone Road / Wakefield Road / Waterloo Road. 'No waiting at any time' is in operation and no loading markings are present on both sides of the roads in the vicinity of the site.

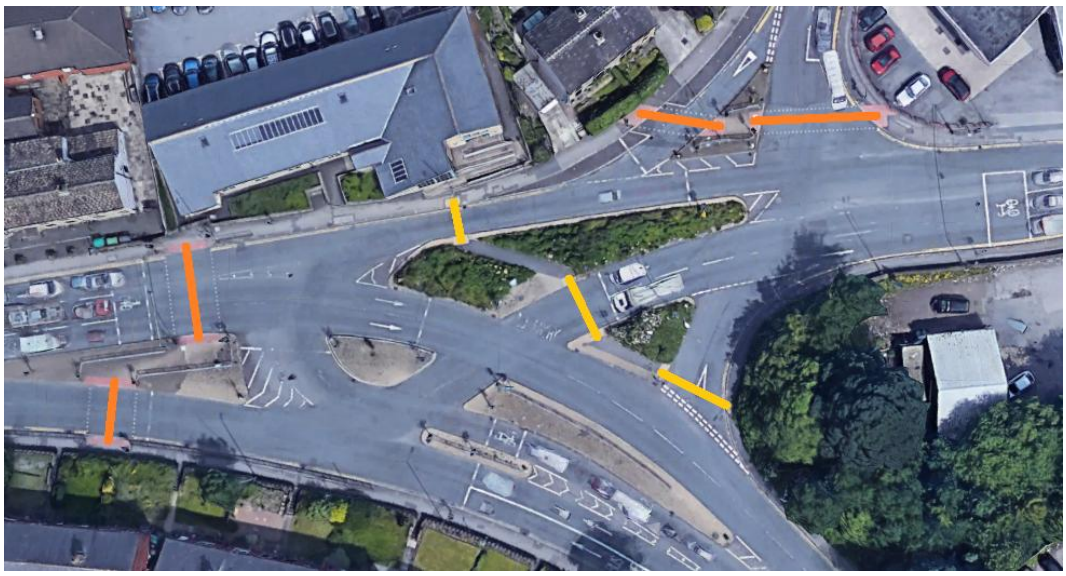
3.2.2 Waterloo Road, to the west of the site, is a two-way single carriageway local distributor road. A 30mph speed limit is in place and footways and street lights are present on both sides. 'Keep clear' markings are present adjacent to the site's access point preventing vehicles approaching the signalised junction from obstructing the entrance/egress of vehicles to/from the site. Waterloo Road runs to the north, connecting to the areas of Kirkheaton and Dalton.

3.2.3 Wakefield Road, to the south of the site, is a two-way single carriageway primary distributor road that is classified as the A642 to the east of the junction however becomes the A629 to the west as it joins Penistone Road. A 30mph speed limit is in place and footways and street lights are present on both sides. Wakefield Road is the primary route to Huddersfield town centre to the west of the site and also runs to the east/southeast forming the northern boundary of Lepton.

3.2.4 Penistone Road is also a two-way single carriageway distributor road with a 30mph speed limit and footways and street lights present on both sides. Penistone Road runs to the south/southeast of the site providing access to Lepton, Kirkburton and Shepley.

3.3 At the junction of the above roads, signal-controlled pedestrian crossings are present on Wakefield Road and Waterloo Road with uncontrolled crossings also aiding movements. The locations of these crossing points are indicated in **Figure 3**, below.

Figure 3 - Location of pedestrian crossings (orange = signal-controlled, yellow = uncontrolled) [Google Earth Imagery]

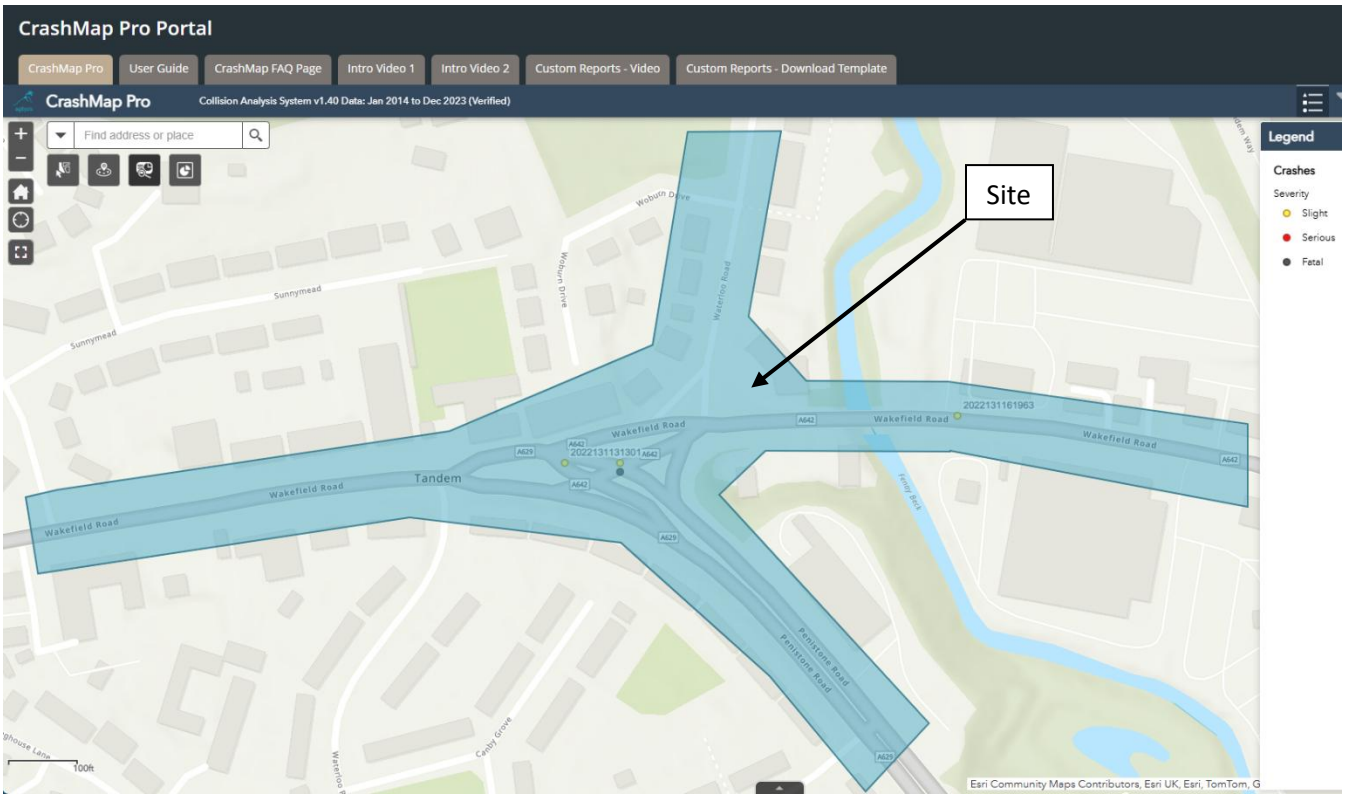


3.4 Accident Analysis

3.4.1 National guidance states that Transport Statements should include, "an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area."

3.4.2 Whilst the local network is not considered to be a 'high accident area' Wakefield Road and Penistone Road are both A class roads. Therefore, in order to provide a robust assessment, the most recent 5-year period has been considered. Road traffic collision data has been obtained from the Crashmap database for the most recent five year period available (January 2019 – December 2023). The incident plot diagram within the vicinity of the site is shown at **Figure 4**.

Figure 4 - 5-year Accident History Plot *[Crashmap]*



3.4.3 From the incident plot diagram, four accidents three of which were slight and one was fatal in severity have occurred in the assessment area. The full report can be viewed at **Appendix A,** and a summary of the accidents is as follows:

- → Slight accident reference: 2022131131301 – occurred on Wednesday 12th January 2022 at 20:15 in dark street lit conditions on a wet road surface. The accident occurred at the Wakefield Road / Penistone Road junction and involved two cars. One car was proceeding normally along the carriageway and the other was performing a U turn.
- → Slight accident reference: 2022131161963 – occurred on Saturday 2nd April 2022 at 12:33 in light conditions on a dry road surface. The accident occurred on Wakefield Road adjacent to the entry only access to Gallagher retail park and involved two cars. One was proceeding normally and the other was parked in the carriageway.
- → Slight accident reference: 2022131172153 – occurred on Tuesday 3rd May 2022 at 09:02 in light conditions on a wet road surface. The accident occurred at the Wakefield Road / Penistone Road junction and involved two cars. Both cars were proceeding normally along the carriageway
- → Fatal accident reference: 2021131045233 – occurred on Friday 14th May 2021 at 09:00 in light conditions on a dry road surface. The accident occurred at the Wakefield Road / Penistone Road junction and involved a car and a pedestrian. The car was proceeding normally along the carriageway and hit a wall or fence, off the carriageway, the pedestrian was on the footway or verge.

3.4.4 It is acknowledged that a fatal has occurred, however it is considered highly likely that this was as a result of driver error, rather than deficiencies in the highway network.

3.4.5 Within the analysis area, no accidents have been recorded along the site frontages or involving vehicles entering or exiting the site. Based on the information and analysis it is considered that the injury accidents would not be exacerbated by the proposed development.

3.5 Existing Operational Use of the Site

3.5.1 The site is occupied by Harvey's Bar/Kitchen as a drive-thru hot food takeaway, who also currently operate three restaurant/bars within Huddersfield one in the town centre, one in Holmfirth and the other is located in Fenay Bridge approximately 1.2km south of the site

3.5.2 During the Covid-19 pandemic a take-away/delivery service from the Fenay Bridge site had been provided on a temporary basis. At that time due to its popularity and success, the business wished to continue this operation.

3.5.3 The site was identified as an ideal location for the bespoke take-away/delivery service and received planning permission on 22nd March 2021 as a hot food take-away (sui generis).

3.5.4 Unfortunately, over time there wasn't enough demand for the takeaway option only so the site is not currently in use. It was granted the following opening hours 8am-10:30pm Sun-Thurs and 8am-11pm Fridays and Saturdays.

4. Proposed Development

4.1 Overview

4.1.1 The proposed development comprises of converting the internal building and modifying the parking layout (no material alterations are being made to the external building) to provide a coffee shop with associated drive-thru and on-site parking. The proposed site layout can be found at **Appendix B**.

4.1.2 The proposed coffee shop will provide 68 seats and the opening hours are envisaged to be Monday to Sundays 6.30am to 10.00pm.

4.2 Access

4.2.1 Vehicle access will be taken from Waterloo Road only and the existing access onto Wakefield Road will be closed and kerbed through. The access will provide access to the drive-thru and parking areas. From preapplication discussion it is understood that Kirklees Highway Officers deemed this to be acceptable.

4.2.2 Drawings 166620-001A and 166620-002A attached at **Appendix C** show the swept path analysis of a large car and 4.6t van accessing and egress the site using the proposed drive-thru arrangement.

4.2.3 Direct pedestrian footway links will be created from the existing pedestrian infrastructure on Waterloo Road and Wakefield Road and marked out pedestrian crossing points will be provided within the site.

4.3 Parking

4.3.1 It is understood that the current Kirklees local plan does not set out parking standards for commercial developments.

4.3.2 Car parking will be provided within a dedicated off street parking area at the front of the site for customers with a total of 19 spaces including 1 disabled bay and an order a bay (associated with the drive-thru), 2 spaces will also be staff EV charging bays.

4.3.3 It is acknowledged that there currently aren't any up to date standards for the proposed use and therefore to provide further analysis a parking accumulation has been undertaken using the TRICS data detailed in section 6.1 of this report.

4.3.4 The total vehicle trip rates have been used to derive the number of arrivals and departures to site based on the proposed covers (68 seats). Using the information from the TRICS data, parking accumulations have been calculated for the proposals, the results are summarised in tables 1 and 2;

Table 1 – Parking Accumulation (Weekday)

Time	Trip Rate		Generations		Accumulation
	Arrivals	Departures	Arrivals	Departures	
0500 – 0600	0.015	0.000	1	0	1
0600 – 0700	0.152	0.146	10	10	1
0700 – 0800	0.488	0.435	33	29	5
0800 – 0900	0.65	0.617	44	42	7
0900 – 1000	0.623	0.567	42	38	11
1000 – 1100	0.449	0.452	31	31	11
1100 - 1200	0.455	0.441	31	30	12
1200 – 1300	0.521	0.567	35	39	8
1300 – 1400	0.35	0.372	24	25	7
1400 – 1500	0.405	0.405	28	28	7
1500 – 1600	0.325	0.322	22	22	7
1600 – 1700	0.267	0.303	18	21	4
1700 – 1800	0.185	0.215	13	15	2
1800 – 1900	0.129	0.138	9	9	2
1900 – 2000	0.097	0.114	7	8	1
2000 – 2100	0.061	0.080	4	5	0
2100 – 2200	0.023	0.030	2	2	0

Table 2 – Parking Accumulation (Saturday)

Time	Trip Rate		Generations		Accumulation
	Arrivals	Departures	Arrivals	Departures	
0500 – 0600	0.008	0.008	1	1	0
0600 – 0700	0.078	0.058	5	4	1
0700 – 0800	0.146	0.125	9	8	2
0800 – 0900	0.386	0.319	25	21	6
0900 – 1000	0.475	0.447	31	29	8
1000 – 1100	0.583	0.539	38	35	11
1100 - 1200	0.549	0.559	36	36	11
1200 – 1300	0.576	0.529	37	34	14
1300 – 1400	0.549	0.593	36	39	11
1400 – 1500	0.536	0.515	35	33	13
1500 – 1600	0.468	0.488	30	31	12
1600 – 1700	0.305	0.342	20	22	10
1700 – 1800	0.207	0.288	13	19	4
1800 – 1900	0.115	0.139	7	9	2
1900 – 2000	0.037	0.064	2	4	0
2000 – 2100	0.028	0.028	2	2	0
2100 – 2200	0.000	0.000	1	1	0

4.4 As can be seen from the above table, parking demand is estimated to reach 12 spaces on a weekday and 14 spaces on a Saturday, therefore, it is demonstrated that the proposed level of parking is adequate and it is considered that the level of parking provided would not lead to vehicle overspill onto the adjacent roads.

4.4.1 It is also proposed to provide 3 secure cycle storage points adjacent to the building entrance. These would be able to accommodate 6 bicycles, the location and amount of cycle parking is considered suitable for the proposals.

4.5 Servicing

4.5.1 All servicing activities will take place within the site. It is proposed to provide bins stores within the building at the north west of the units with an access point into the car park.

4.5.2 Drawing 166620-003A attached at **Appendix C** shows the swept path analysis of the largest delivery vehicle that could be expected at the retail units and is based on a 10m rigid. As can be seen from the drawing the delivery vehicle is able to access and egress the site in forward gear.

4.5.3 To minimise vehicle and pedestrian conflict deliveries and servicing will take place at off peak times. It is also understood that the unit would operate a service management plan as part of their operational use. These documents provide details on servicing arrangements and measure / procedures to ensure minimal delays and disruption on site and the adjacent highway network.

5. Accessibility by Sustainable Modes of Travel

5.1 Overview

5.1.1 The accessibility of the development site by active travel modes (walking and cycling) and public transport (bus and rail) has been undertaken in order to review the opportunities that will exist for staff and customers to travel to the site sustainably.

5.2 Accessibility on Foot

5.2.1 The Planning for Walking Guidance (2015), published by CIHT highlights that *"Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012)."*

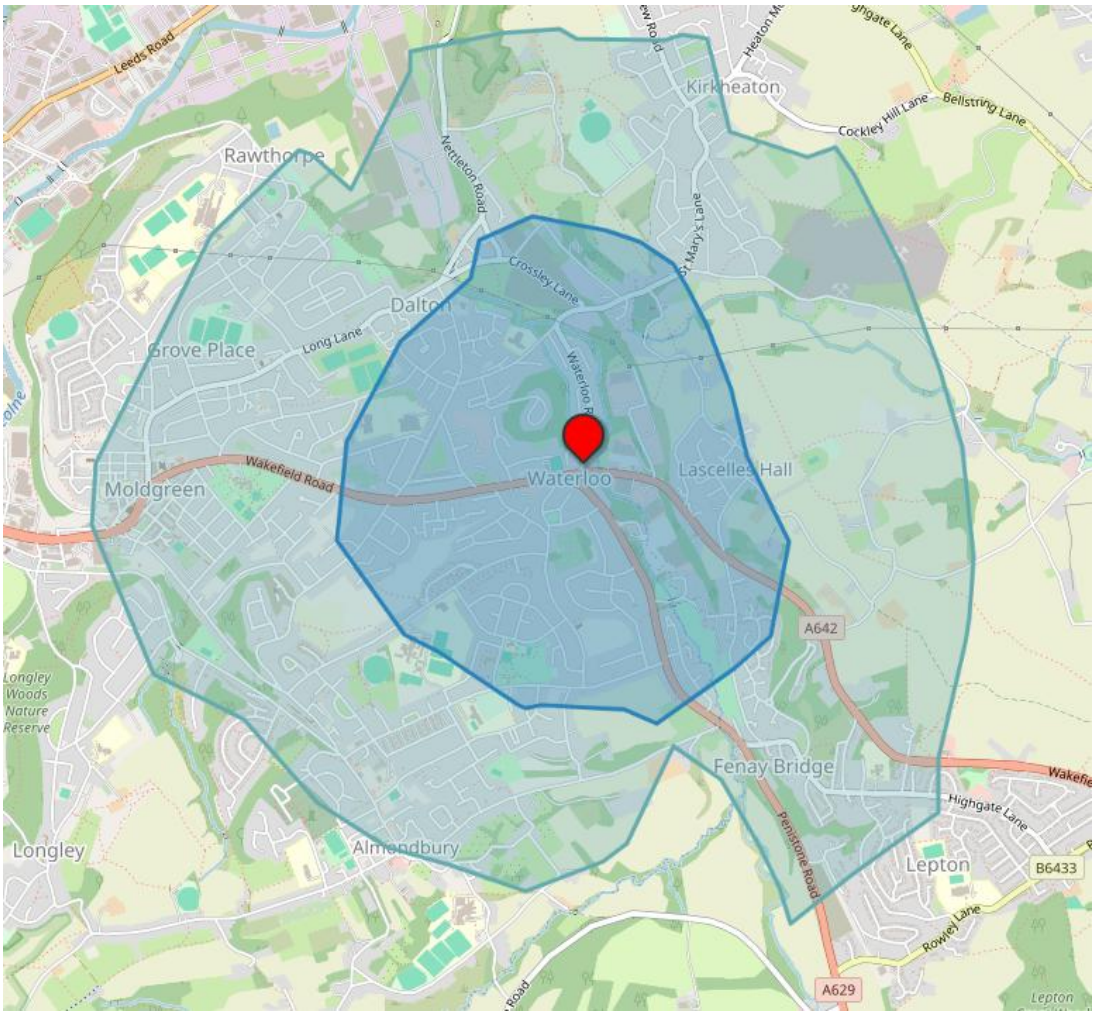
5.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication "Providing for Journeys on Foot," (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (25-minute walk).

5.2.3 It is also important to consider the routes that would be taken to get to these locations. Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating."

5.2.4 **Figure 5** identifies the 1000m and 2000m walking isochrones from the site. It is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.

Figure 5 – 1km and 2km Walking Isochrone *[OpenRouteService]*



5.2.5 As can be seen from Figure 5 the majority of Waterloo and Tandem are within a 1km (12 minute) walking distance of the site including the local facilities and surrounding residential areas. Further residential areas such as Almondbury, Moldgreen, Fenay Bridge and Dalton are within a 2km walking distance from the site. It is highly likely that staff will be from the local residential areas as well as customers which will be able to walk to the site. There is also an extensive range of facilities within walking distance of the site that can accommodate the typical daily needs of staff at the development.

5.2.6 The roads surrounding the site are street lit with footways present on both sides of the carriageway. Pedestrian crossing facilities are also provided at the Waterloo Road / Wakefield Road / Penistone Road junction land which can be utilised to access the wider area and nearby bus stop on Penistone Road.

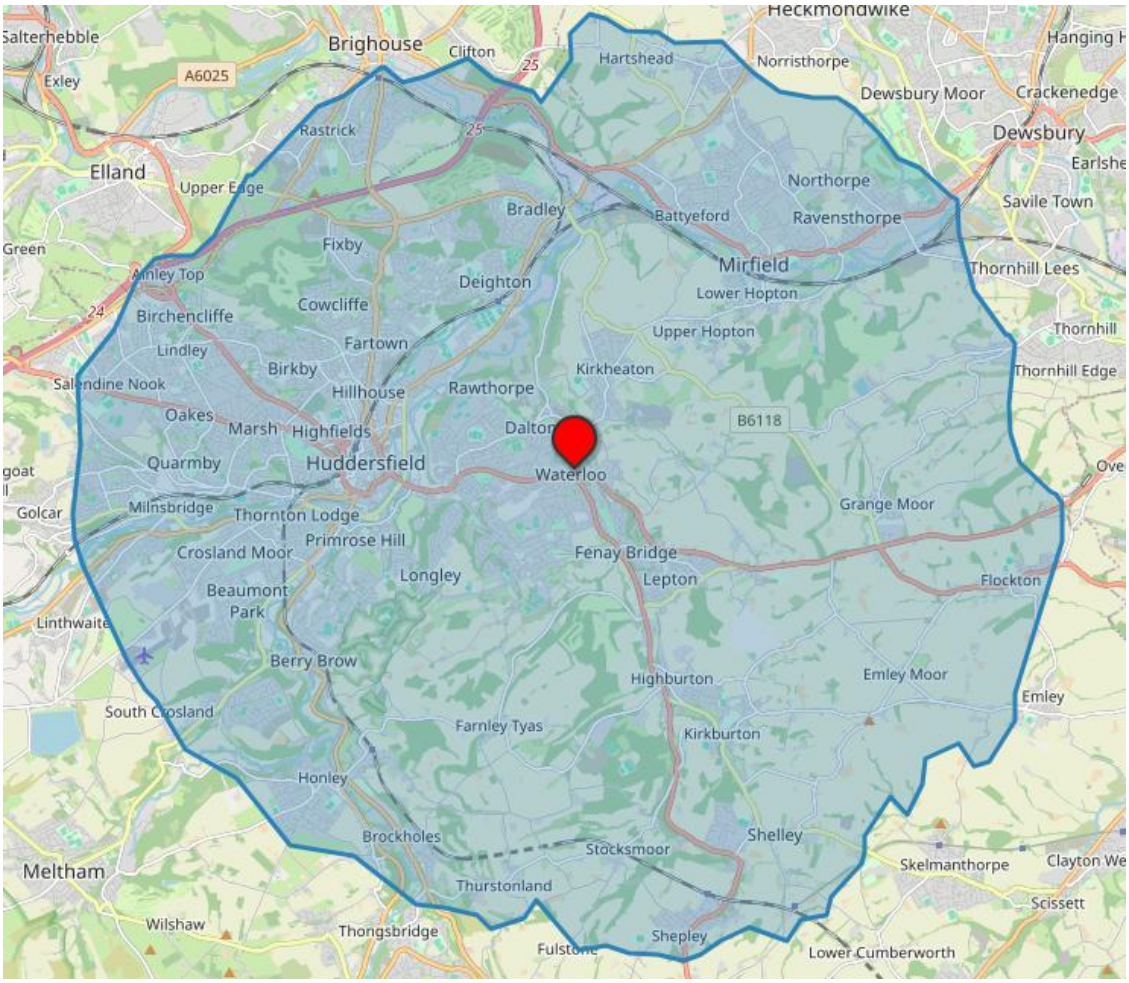
5.3 Accessibility by Cycle

5.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

5.3.2 **Figure 6** indicates destinations that lie within an 8km cycling isochrone of the site. It is provided as an indication of where destinations lie and the general extent to which the site is accessible by cycle.

Figure 6 – 8km Cycling Isochrone ***[OpenRouteService]***



5.3.3 **Figure 6** shows surrounding areas such as Huddersfield and Mirfield are located within cycling distance of the site.

5.3.4 Where cycle infrastructure such as on and off carriageway cycle paths are in place it is more likely to encourage individuals to cycle. Advanced cycle stop lines are provided at Wakefield Road / Penistone Road junction, bus lanes are also present on Wakefield Road and Penistone Road junction which can be used by cyclist.

5.3.5 Cycle parking for 6 bicycles will also be provided within the site which will provide staff and customer will a realistic choice to access by the by bicycle.

5.4 Accessibility by Public Transport

Bus Services

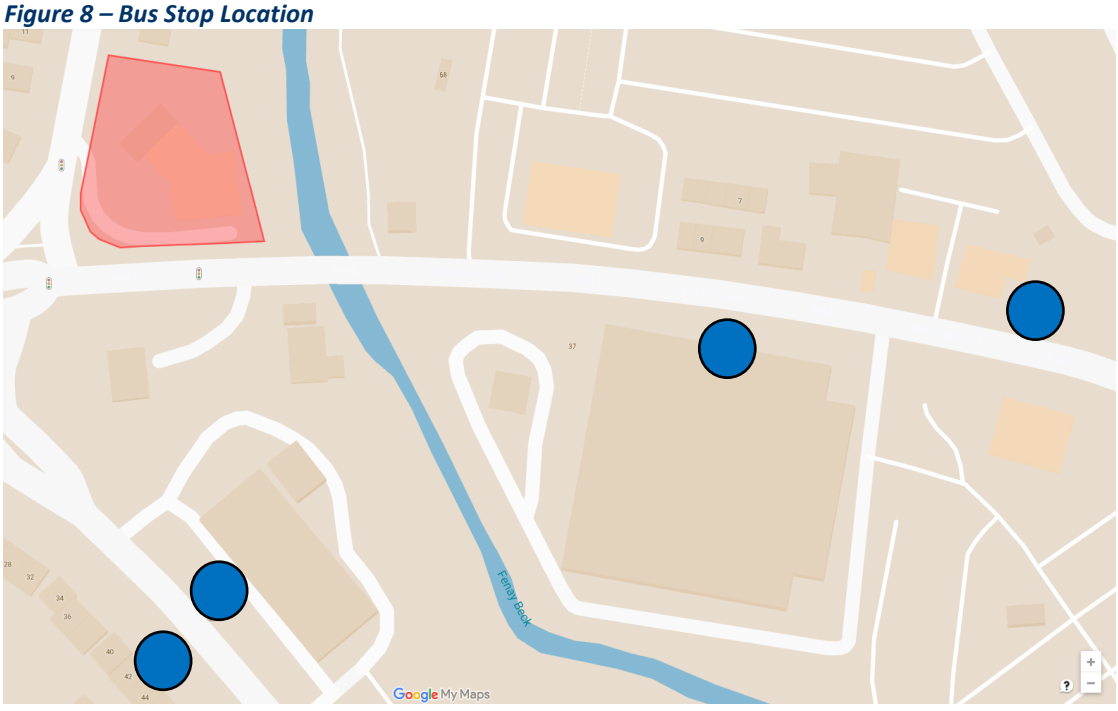
5.4.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, *"the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas."* **Figure 7**, an extract from the guidance outlines the maximum walking distance for different situations.

Figure 7 – Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

5.4.2 Bus stops are located on Wakefield Road and Penistone Road **Figure 8** shows the location of these stops in blue.

Figure 8 – Bus Stop Location



5.4.3 The facilities and service provided at each stop are summarised in **Table 3**.

Table 3 – Summary of bus stop facilities

Bus Stop Location	Bus Stop Information		
Penistone Road adj Waterloo Depot	Reference	→	45016762
	Direction of travel	→	South Eastbound
	Distance from site	→	110m
	Facilities	→	Shelter with seating and timetable information
	Services	→	D1, D3
Penistone Road opp Waterloo Depot	Reference	→	45017226
	Direction of travel	→	North westbound
	Distance from site	→	125m
	Facilities	→	Pole stop with timetable information
	Services	→	D1, D3
Wakefield Road opp Tandem Way	Reference	→	45020663
	Direction of travel	→	Westbound
	Distance from site	→	175m
	Facilities	→	Shelter with seating and timetable information
	Services	→	231, 232, D2
Wakefield Road adj Tandem Way	Reference	→	45020664
	Direction of travel	→	Eastbound
	Distance from site	→	220m
	Facilities	→	Shelter with timetable information
	Services	→	231, 232, D2

5.4.4 A summary of the services available from the stops close to the site are shown in **Table 4**.

Table 4 – Bus Services

#	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
231	Wakefield - Lupset - Horbury - Netherton - Midgley - Flockton - Grange Moor - Lepton - Waterloo - Huddersfield	60 mins	120 mins	120 mins
232	Wakefield - Lupset - Horbury - Middlestown - Overton - Flockton - Emley - Scissett* - Lepton - Waterloo - Huddersfield	60 mins	120 mins	120 mins
D1	Huddersfield - Highburton - Kirkburton - Skelmanthorpe - Scissett - Gilthwaites - Clayton West - Denby Dale	30 mins	60 mins	60 mins
D2/D3	Huddersfield - Lepton - Kirkburton (D2) - Shepley - Birdsedge (D3) - Upper Denby (D3) - Lower Cumberworth (D2) - Upper Cumberworth (D2) - Denby Dale	60 mins	No Service	No Service

5.4.5 As can be seen from the above table frequent bus services run from the adjacent bus stops and these stop at public transport hubs which provide various connections to and from a variety of regional and local destinations

Rail Services

5.4.6 Huddersfield rail station is located approximately 4km to the west of the site (18 minute cycling distance). The station is managed by TransPennine Express and has the following facilities:

- → Ticket office
- → Ticket machines
- → CCTV
- → Waiting rooms
- → Refreshment facilities
- → toilets
- → sheltered seating
- → 18 Sheltered cycle parking spaces and 18 uncovered cycle spaces both with CCTV

5.4.7 Huddersfield station provides services to Leeds, Bradford, Wakefield, Manchester, Liverpool, York and Dewsbury as well as local stations along these routes such as Dewsbury, Ravensthorpe, Mirfield, Deighton, Slaithwaite, Marsden, and Mirfield.

5.5 Accessibility Summary

5.5.1 It is considered that the site has a good level of accessibility by active travel modes, which will be convenient for staff and customers within the catchment area of the proposed use.

6. Trip Generation Assessment

6.1 Overview

6.1.1 In order to estimate multi modal (MM) trip rates for the proposed development, the TRICS v7.11.4 database has been interrogated. The search parameters are set out in **Tables 5** and the full outputs for multimodal report is included at **Appendix D.**

Table 5 –Proposed coffee shop Search Parameters (multi modal)

Land Use	Trip Rate Selection Criteria
Retail	→ Land Use Category: 'Hotel Food & Drink – Drive Through Coffee Shop'; → Multimodal trip rate surveys; → Actual range: Weekday: 55 – 95 seats, Saturday 88 seats → Greater London, Northern Ireland and Ireland were excluded; → Sunday surveys were excluded; and, → Suburban area and edge of town site were used.

6.1.2 To determine vehicular trip rates for the proposed development, the TRICS v7.11.4 database has been interrogated using 'Vehicle surveys' which provide slightly higher trips rates than the MM survey and is therefore considered robust. The search parameters are set out in **Tables 6** and the full outputs for multimodal report is included at **Appendix E.**

Table 6 –Proposed coffee shop Search Parameters (vehicles)

Land Use	Trip Rate Selection Criteria
Retail	→ Land Use Category: 'Hotel Food & Drink – Drive Through Coffee Shop'; → Vehicles trip rate surveys; → Actual range: Weekday: 36 – 88 seats, Saturday 36 - 88 seats → Greater London, Northern Ireland and Ireland were excluded; → Sunday surveys were excluded; and, → Suburban area, edge of town site and neighbourhood centre were used.

6.2 Multimodal Trip Generation

6.2.1 **Table 7** provides details of the multimodal two-way trip rates along with the corresponding modal percentage split and generated trips for the proposed development uses. The data is split between the typical weekday AM (08:00-09:00) and PM (17:00-18:00) peaks as well as a typical Saturday peak (12:00 – 13:00), however, it is acknowledged that only multi modal survey was available when selecting a Saturday.

Table 7 – Total Multimodal Trips for Coffee shop (68 seats)

Time Period	Mode of Travel	Trip Rate per seat	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.200	12.1%	14
	Cyclists	0.009	0.5%	1
	Public Transport Users	0.013	0.8%	1
	Vehicle Occupants	1.435	86.6%	97
	Total People Trips	1.657	100.0%	113
PM Peak 17:00-18:00	Pedestrians	0.074	12.8%	5
	Cyclists	0.022	3.8%	1
	Public Transport Users	0.004	0.7%	0
	Vehicle Occupants	0.479	82.7%	33
	Total People Trips	0.579	100.0%	39
SAT Peak 12:00-13:00	Pedestrians	0.261	13.7%	18
	Cyclists	0.023	1.2%	2
	Public Transport Users	0.000	0.0%	0
	Vehicle Occupants	1.625	85.1%	110
	Total People Trips	1.909	100.0%	130

6.2.2 The TRICS data demonstrates that the proposed development will only produce a marginal increase in non-car travel modes. Therefore, the predicted demand for walking, cycling and public transport use in the network peak hours is considered low and the existing infrastructure will not be affected.

6.3 Vehicle Trip Generation

6.3.1 **Table 8** provides details of the vehicular trip rates from the multi modal surveys detailed in section 6.1 for the proposed use, along with the corresponding generated trips for the proposed development. Once again, the data is split between the typical weekday AM (08:00-09:00) and PM (17:00-18:00) peaks based on the data available. A typical Saturday peak (12:00 – 13:00) has also been assessed.

Table 8 – Vehicle Trips for coffee shop (68 seats)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.650	0.617	44	42	86
PM Peak 17:00-18:00	0.185	0.215	13	15	28
SAT Peak 12:00-13:00	0.576	0.529	39	36	75

6.4 Development Traffic Composition

6.4.1 The previous section considered the scheme in isolation in traffic generation terms. However, in reality, it could be expected that there would be some 'Linked Trips' between the uses within the surrounding area; for instance, traffic visiting the adjacent retail park may also visit the Coffee Drive-Thru and vice versa.

6.4.2 There is no set rule as to what proportion of trips are likely to be linked with other destinations, however, the number and variety of other facilities within a development is considered to be an important factor. For the purpose of this assessment is considered that a reasonable proportion to assume for linked trips would be 20%.

6.4.3 The trip generations identified in table 8 are the flows predicted to occur accessing the site. However, it should be noted that whilst this level of traffic would enter and exit the site, these would not be all new vehicle movements to the local highway network.

6.4.4 **Table 9**, below, shows the development flows (Table 8) reduced by 20% to account for linked trips:-

Table 9 – Trip Generations (Total Development reduced for linked trips = 20%)

	Trip Generations		
	Arrivals	Departures	Total
Weekday AM (08:00-09:00)	35	34	69
Weekday PM (17:00-18:00)	10	12	22
Saturday (12:00-13:00)	31	29	60

6.4.5 In addition on linked trips, a large proportion of traffic would be pass-by trips or diverted trips further reducing the level of new vehicle trips on the local highway network.

6.4.6 Pass-by trips are those that are already present on the road network directly adjacent to accesses to a development, which will turn into the site. Diverted trips are already present on the local road network but not the road(s) from which access is taken and would divert from their existing route to access the development. They are similar to passby trips, but have to deviate to make use of a development. Diverted trips will tend to return to their original route after visiting the development.

6.4.7 A new trip would be one that involved a vehicle making a dedicated trip from home to the site then returning straight back home.

6.4.8 Whilst no specific guidance is available on the level of pass-by and diverted trips that occur at coffee drive-thru sites, it is considered that the main influencing factor is that the site is located adjacent to a retail park and its proximity the major road network. Given that the site is proposed immediately adjacent to the A642 it is considered that the site would benefit from a high proportion of pass-by and diverted traffic.

6.4.9 It is, therefore, considered that the residual proportion of "new" traffic flows would be relatively modest. For the purpose of this assessment the new proportion of trips is estimated to be in the order of 20%. The remaining 80% of trips would be comprised as a split between pass-by, linked, diverted, or primary transferred trips. The resulting New and Secondary (pass-by, linked, diverted and transferred) trips are summarised within **Table 10**:-

Table 10 – Summary of Trips by Trip Type

Trip Type	%	AM		PM		SAT	
		Arr	Dep	Arr	Dep	Arr	Dep
New	20%	7	7	2	3	6	6
Secondary	80%	28	27	8	9	25	23

6.4.10 Table 4 indicates that the quantum of "new" trips generated by the development is likely to be in the order of 14 trips (two-way) in the AM peak, 5 trips (two-way) in the PM peak and 12 trips (two-way) in the SAT peak. It is considered that this level of traffic intensification would likely be imperceptible amongst typical daily fluctuations in traffic flows.

6.4.11 It is understood that as part of the application for the existing site use that vehicle trips rates and generation were agreed/accepted and these are showing in **Table 11**.

Table 11 – Vehicle Trips from Existing use (hot food takeaway)

Time Period	Trip Rates		Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	9.205	8.452	22	20	42
PM Peak 17:00-18:00	9.151	9.332	22	22	44
SAT Peak 12:00-13:00	4.000	3.111	9	7	16

6.4.12 As can be seen from the previous tables the proposed drive-thru coffee shop is estimated to generate fewer "new" tips in the typical network peak hours when compared with the current approved lawful use as a drive-thru hot food takeaway.

7. Summary and Conclusions

7.1 Sanderson Associates Consulting Engineers have been instructed by Cubic Expression (UK) Ltd to prepare a Transport Statement to support a planning application for the change of use of the existing premises from a drive-thru hot food takeaway (Sui Generis) to a coffee shop with drive-thru (Class E(b)), located at land off Waterloo Road in Huddersfield.

7.2 The site is occupied by a drive-thru hot food takeaway which has two existing access points via dropped kerb arrangements, one on Wakefield Road and one on Waterloo Road.

7.3 A collision investigation has been undertaken and within the analysis area, no accidents have been recorded along the site frontages or involving vehicles entering or exiting the site. Based on the information and analysis it is considered that the injury accidents would not be exacerbated by the proposed development.

7.4 The proposed development of the site comprises of converting the existing building and layout to provide a coffee shop with associated drive-thru and on-site parking. Vehicle access will be taken from Waterloo Road only and the existing access onto Wakefield Road will be closed and kerbed through. The access will provide access to the drive though and parking areas

7.5 Direct pedestrian footway links will be created from the existing pedestrian infrastructure on Waterloo Road and Wakefield Road and marked out pedestrian crossing points will be provided within the site.

7.6 It has been demonstrated that the proposed level of parking is adequate and it is considered that the level of parking provided would not lead to vehicle overspill onto the adjacent roads.

7.7 It is considered that the site has a good level of accessibility by active travel modes, which will be convenient for staff and customers within the catchment area for the proposed retail uses.

7.8 The assessment in section 6 of the Transport Statement shows that the quantum of “new” trips generated by the development is likely to be in the order of 10 trips (two-way) in the AM peak, 3 trips (two-way) in the PM peak and 9 trips (two-way) in the SAT peak. It is considered that this level of traffic intensification would likely be imperceptible amongst typical daily fluctuations in traffic flows.

7.9 This Transport Statement demonstrates that the development will not have an unacceptable impact on highway safety and that residual cumulative impacts of the development are not severe in transport terms, consequently the planning application should be supported by the Local Authority on transport grounds.

Appendix A

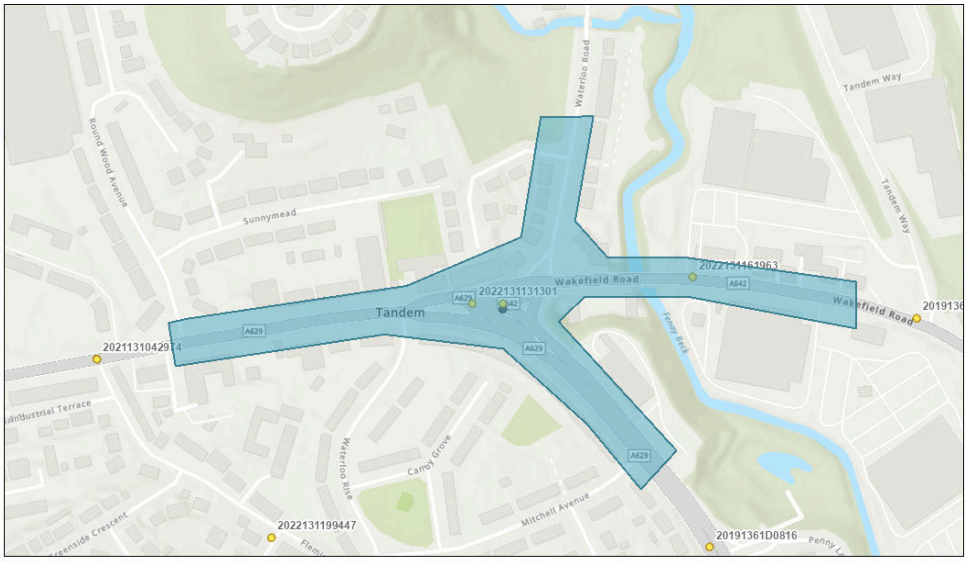
Accident Data

Crash Report

Area of Interest (AOI) Information

Area : 31,716.96 m²

Apr 9 2025 10:35:03 British Summer Time



Crashes

- Slight
- Fatal

Summary

Name	Count	Area(m²)	Length(m)
Crashes	4	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Fatal	Police officer attended crash scene	May 14, 2021	2021	1	1	417570
2	None	Slight	Police officer attended crash scene	April 2, 2022	2022	2	1	417717
3	None	Slight	No officer attended crash scene	January 12, 2022	2022	2	1	417546
4	None	Slight	Police officer attended crash scene	May 3, 2022	2022	2	1	417570

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	416537	Kirklees	A629	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
2	416562	Kirklees	A642	Fine without high winds	Unknown	Dry	30	Daylight: regardless of presence of streetlights
3	416541	Kirklees	A642	Fine without high winds	Dual carriageway	Wet or Damp	30	Darkness: street lights present and lit
4	416541	Kirklees	A629	Fine without high winds	Dual carriageway	Dry	30	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Other junction	No physical crossing facility within 50 metres	0	0	1	0	0	0
2	Other junction	Pedestrian phase at traffic signal junction	0	0	0	0	0	0
3	Mini roundabout	No physical crossing facility within 50 metres	0	0	0	0	0	0
4	Other junction	No physical crossing facility within 50 metres	0	0	0	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Kirklees	Auto traffic signal	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021131045233	1
2	1	0	0	0	Kirklees	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022131161963	1
3	1	0	0	1	Kirklees	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022131131301	1
4	1	0	0	0	Kirklees	Auto traffic signal	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2022131172153	1

crashmap.co.uk

Validated Data

Crash Date:	Friday, May 14, 2021	**Time of Crash:**	09:00:00	**Crash Reference:**	2021131045233
Highest Injury Severity:	Fatal	**Road Number:**	A629	**Casualties:**	1
Highway Authority:	Kirklees			**Vehicles:**	1
Local Authority:	Kirklees			**OS Grid Reference:**	417570 416537
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

Validated Data

Crash Date: Friday, May 14, 2021 **Time of Crash:** 09:00:00 **Crash Reference:** 2021131045233

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Female	46 - 55	On footway or verge	Unknown or other

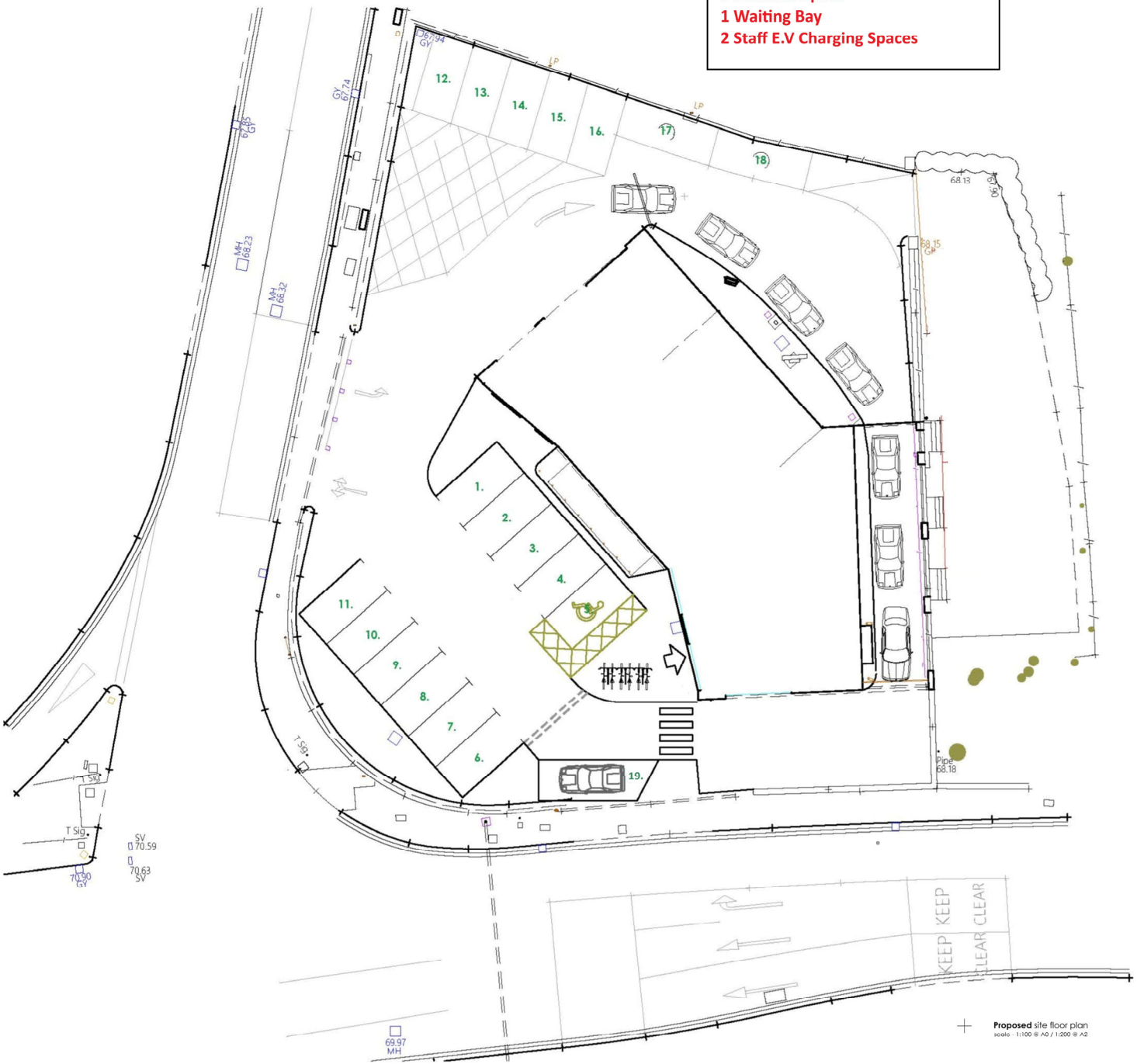
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix B

Proposed Site Layout

Number of Parking Spaces = 19 Inc
1 Disabled Space
1 Waiting Bay
2 Staff E.V Charging Spaces



Proposed site floor plan
scale - 1:100 @ A0 / 1:200 @ A2

ALL DIMENSIONS TO BE CHECKED ON SITE.

DO NOT SCALE FROM THIS DRAWING EXCEPT FOR THE PURPOSES OF LOCAL AUTHORITY PLANNING

rev	date	description

store address
Harvey's Drive-Thru
Waterloo Road, Huddersfield HD5 0AH

client
Cubic Expressions (UK) Ltd

drawing title
PROPOSED TEST FIT
SITE PLAN

drawn by	checked	date
RJE	----	16/05/2025

scale
1:100 @ A0

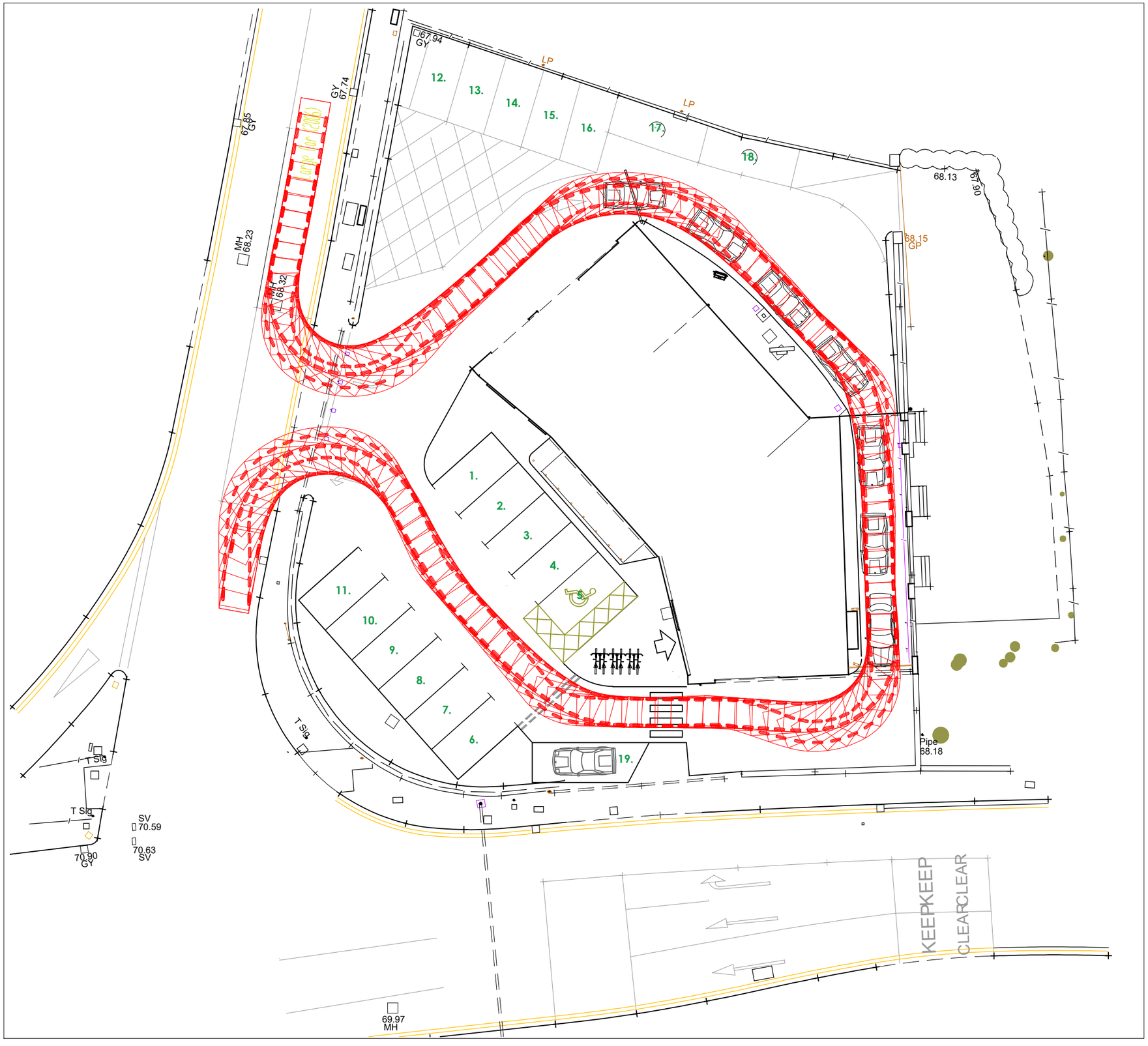
drawing no.	revision
2025/05/16	A

Appendix C

Drawing 166620-001A

Drawing 166620-002A

Drawing 166620-003A



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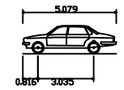
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Rev	Amendment	Drawn	Date	Checked
A	Layout updated	AA	04.06.25	SB

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Project Name

Proposed Coffee Shop with Drive Through
Waterloo Road, Huddersfield

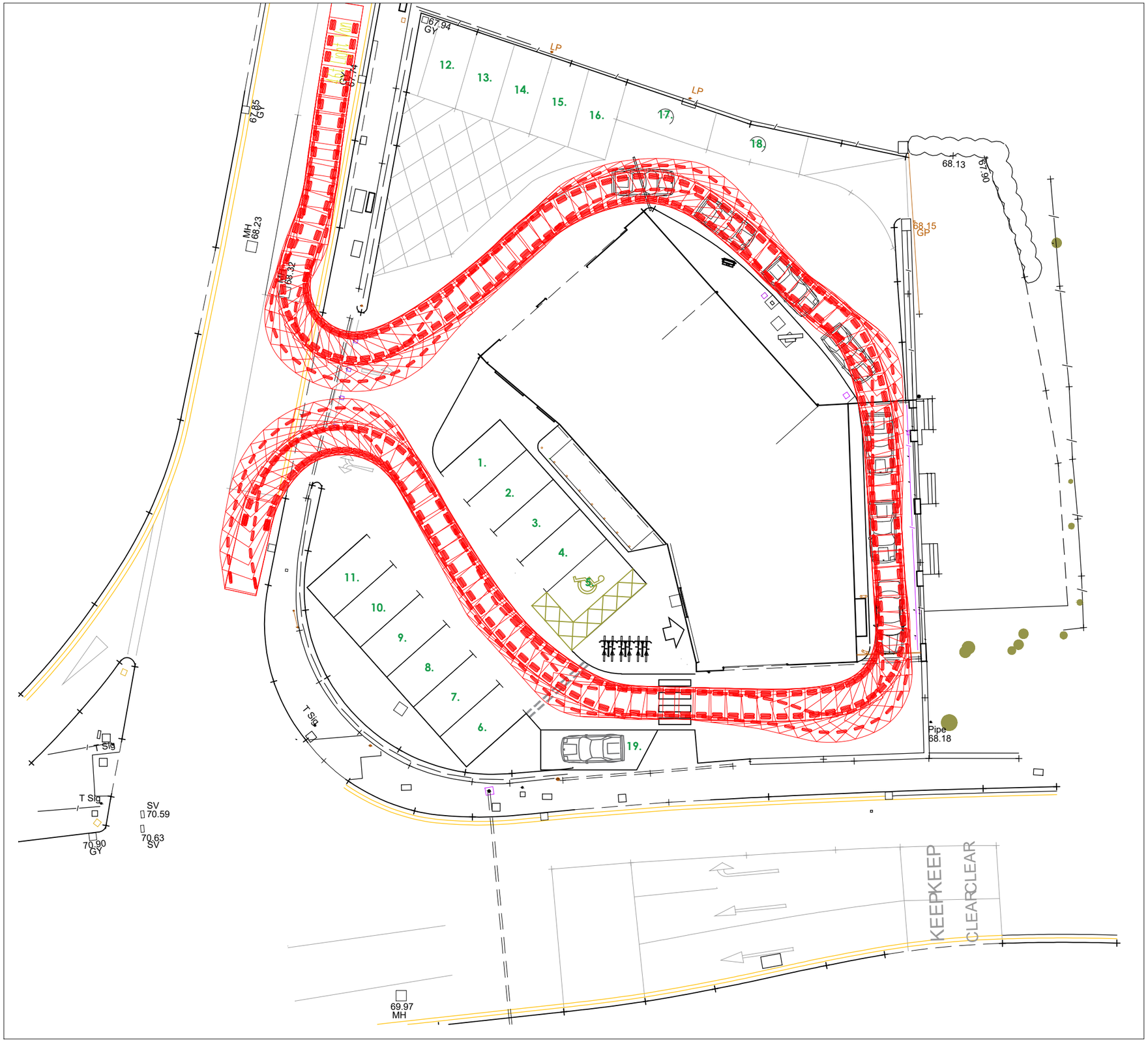
Drawing Title

Swept Path Analysis of
Large Car using Drive Through

Scale 1:200	Drawn By AA
Drawing Size A3	Checked By SB
Date May 2025	Approved By SB

	Drawing Number	Rev
	166620-001	A

FILE REF:



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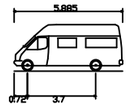

4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

Rev	Amendment	Drawn	Date	Checked
A	Layout updated	AA	04.06.25	SB

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Project Name

Proposed Coffee Shop with Drive Through
Waterloo Road, Huddersfield

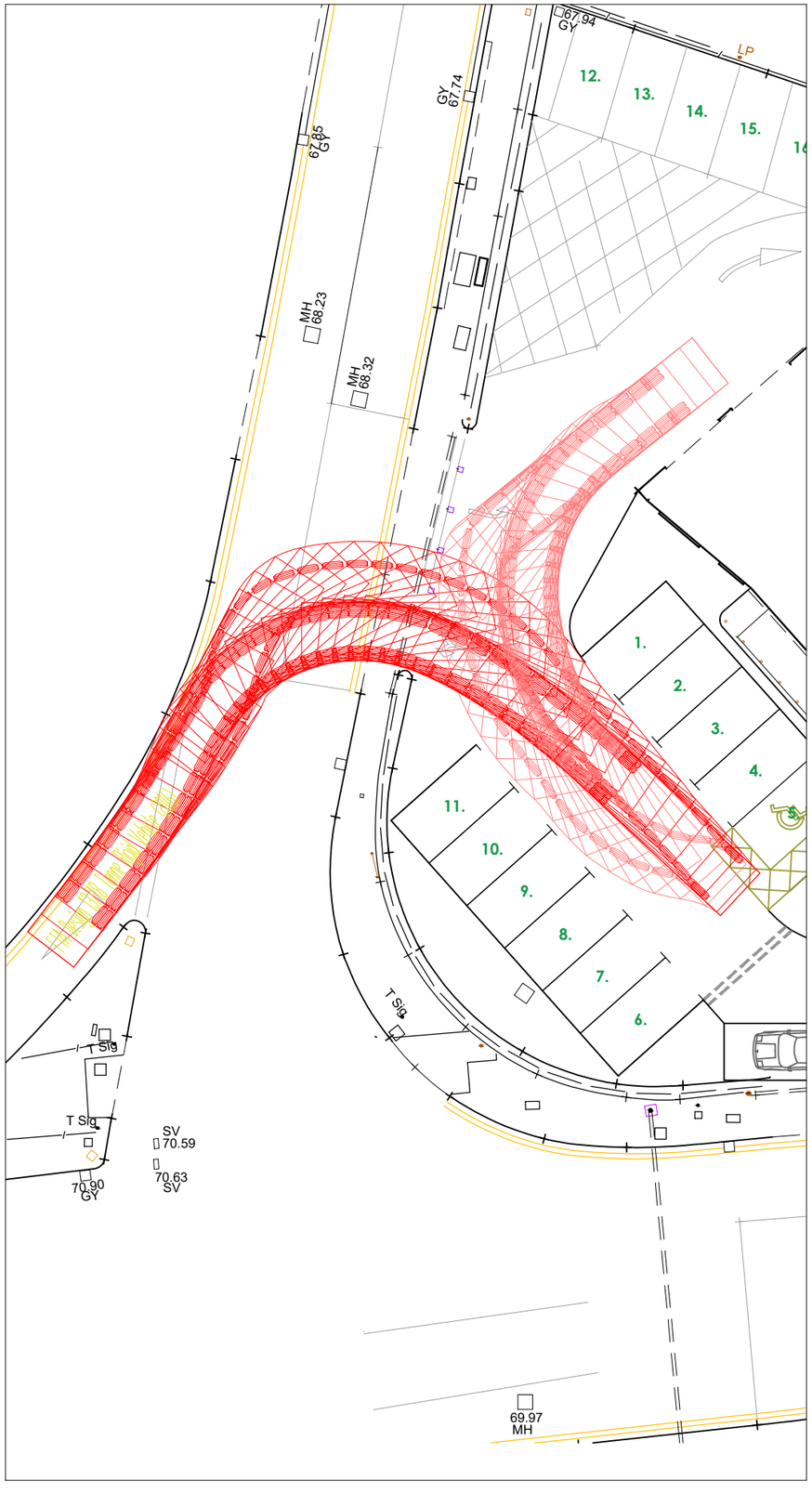
Drawing Title

Swept Path Analysis of
4.6t Van using Drive Through

Scale 1:200	Drawn By AA
Drawing Size A3	Checked By SB
Date May 2025	Approved By SB

	Drawing Number	Rev
	166620-002	A

FILE REF:



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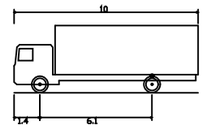

FTA Design 13/18 Tonne Rigid Vehicle (2016)

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

Rev	Amendment	Drawn	Date	Checked
A	Layout updated	AA	04.06.25	SB

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Project Name

Proposed Coffee Shop with Drive Through Waterloo Road, Huddersfield

Drawing Title

Swept Path Analysis of 10m Rigid Serivce Vehicle

Scale 1:200	Drawn By AA
Drawing Size A3	Checked By SB
Date May 2025	Approved By SB

	Drawing Number	Rev
	166620-003	A

FILE REF:

Appendix D

Multi Modal TRICS Output

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield Licence No: 109307

Calculation Reference: AUDIT-109307-250409-0415

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

08	NORTH WEST		
	MS	MERSEYSIDE	1 days
09	NORTH		
	CU	CUMBERLAND	2 days

Primary Filtering selection:

Parameter: Number of seats
Actual Range: 55 to 95 (units:)
Range Selected by User: 36 to 95 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

Selected survey days:

Wednesday	1 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	3 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,001 to 5,000	2 days
25,001 to 50,000	1 days

Population within 5 miles:

100,001 to 125,000	2 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

1.1 to 1.5	3 days

Travel Plan:

No	3 days

PTAL Rating:

No PTAL Present	3 days

LIST OF SITES relevant to selection parameters

1 CU-06-J-03 COSTA COFFEE CUMBERLAND
A689
CARLISLE

Edge of Town
Commercial Zone
Total Number of seats: 80
Survey date: THURSDAY *20/06/24* *Survey Type: MANUAL*

2 CU-06-J-04 COSTA COFFEE CUMBERLAND
LONDON ROAD
CARLISLE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of seats: 95
Survey date: FRIDAY *21/06/24* *Survey Type: MANUAL*

3 MS-06-J-02 STARBUCKS MERSEYSIDE
COOPERS LANE
LIVERPOOL
BRINTONWOOD
Edge of Town
Industrial Zone
Total Number of seats: 55
Survey date: WEDNESDAY *01/05/24* *Survey Type: MANUAL*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.64

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	80	0.000	1	80	0.000	1	80	0.000
06:00 - 07:00	3	77	0.122	3	77	0.104	3	77	0.226
07:00 - 08:00	3	77	0.409	3	77	0.357	3	77	0.766
08:00 - 09:00	3	77	0.600	3	77	0.574	3	77	1.174
09:00 - 10:00	3	77	0.448	3	77	0.417	3	77	0.865
10:00 - 11:00	3	77	0.383	3	77	0.374	3	77	0.757
11:00 - 12:00	3	77	0.396	3	77	0.348	3	77	0.744
12:00 - 13:00	3	77	0.396	3	77	0.478	3	77	0.874
13:00 - 14:00	3	77	0.270	3	77	0.287	3	77	0.557
14:00 - 15:00	3	77	0.374	3	77	0.396	3	77	0.770
15:00 - 16:00	3	77	0.348	3	77	0.313	3	77	0.661
16:00 - 17:00	3	77	0.248	3	77	0.291	3	77	0.539
17:00 - 18:00	3	77	0.165	3	77	0.191	3	77	0.356
18:00 - 19:00	3	77	0.083	3	77	0.104	3	77	0.187
19:00 - 20:00	2	88	0.074	2	88	0.069	2	88	0.143
20:00 - 21:00	1	80	0.000	1	80	0.025	1	80	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.316			4.328			8.644

Parameter summary

Trip rate parameter range selected:	55 - 95 (units:)
Survey date 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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL CYCLISTS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	80	0.000	1	80	0.000	1	80	0.000
06:00 - 07:00	3	77	0.000	3	77	0.000	3	77	0.000
07:00 - 08:00	3	77	0.004	3	77	0.004	3	77	0.008
08:00 - 09:00	3	77	0.009	3	77	0.000	3	77	0.009
09:00 - 10:00	3	77	0.000	3	77	0.009	3	77	0.009
10:00 - 11:00	3	77	0.000	3	77	0.000	3	77	0.000
11:00 - 12:00	3	77	0.009	3	77	0.009	3	77	0.018
12:00 - 13:00	3	77	0.000	3	77	0.000	3	77	0.000
13:00 - 14:00	3	77	0.004	3	77	0.000	3	77	0.004
14:00 - 15:00	3	77	0.000	3	77	0.004	3	77	0.004
15:00 - 16:00	3	77	0.000	3	77	0.000	3	77	0.000
16:00 - 17:00	3	77	0.022	3	77	0.000	3	77	0.022
17:00 - 18:00	3	77	0.000	3	77	0.022	3	77	0.022
18:00 - 19:00	3	77	0.000	3	77	0.000	3	77	0.000
19:00 - 20:00	2	88	0.000	2	88	0.000	2	88	0.000
20:00 - 21:00	1	80	0.000	1	80	0.000	1	80	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	80	0.000	1	80	0.000	1	80	0.000
06:00 - 07:00	3	77	0.135	3	77	0.113	3	77	0.248
07:00 - 08:00	3	77	0.487	3	77	0.413	3	77	0.900
08:00 - 09:00	3	77	0.739	3	77	0.696	3	77	1.435
09:00 - 10:00	3	77	0.561	3	77	0.522	3	77	1.083
10:00 - 11:00	3	77	0.522	3	77	0.509	3	77	1.031
11:00 - 12:00	3	77	0.574	3	77	0.535	3	77	1.109
12:00 - 13:00	3	77	0.591	3	77	0.665	3	77	1.256
13:00 - 14:00	3	77	0.370	3	77	0.422	3	77	0.792
14:00 - 15:00	3	77	0.483	3	77	0.522	3	77	1.005
15:00 - 16:00	3	77	0.496	3	77	0.439	3	77	0.935
16:00 - 17:00	3	77	0.348	3	77	0.396	3	77	0.744
17:00 - 18:00	3	77	0.222	3	77	0.257	3	77	0.479
18:00 - 19:00	3	77	0.122	3	77	0.148	3	77	0.270
19:00 - 20:00	2	88	0.097	2	88	0.103	2	88	0.200
20:00 - 21:00	1	80	0.000	1	80	0.025	1	80	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.747			5.765			11.512

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	80	0.000	1	80	0.000	1	80	0.000
06:00 - 07:00	3	77	0.004	3	77	0.000	3	77	0.004
07:00 - 08:00	3	77	0.009	3	77	0.004	3	77	0.013
08:00 - 09:00	3	77	0.104	3	77	0.096	3	77	0.200
09:00 - 10:00	3	77	0.248	3	77	0.165	3	77	0.413
10:00 - 11:00	3	77	0.152	3	77	0.217	3	77	0.369
11:00 - 12:00	3	77	0.130	3	77	0.109	3	77	0.239
12:00 - 13:00	3	77	0.161	3	77	0.148	3	77	0.309
13:00 - 14:00	3	77	0.109	3	77	0.135	3	77	0.244
14:00 - 15:00	3	77	0.100	3	77	0.091	3	77	0.191
15:00 - 16:00	3	77	0.065	3	77	0.096	3	77	0.161
16:00 - 17:00	3	77	0.078	3	77	0.057	3	77	0.135
17:00 - 18:00	3	77	0.022	3	77	0.052	3	77	0.074
18:00 - 19:00	3	77	0.004	3	77	0.009	3	77	0.013
19:00 - 20:00	2	88	0.006	2	88	0.006	2	88	0.012
20:00 - 21:00	1	80	0.000	1	80	0.000	1	80	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.192			1.185			2.377

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	80	0.013	1	80	0.000	1	80	0.013
06:00 - 07:00	3	77	0.000	3	77	0.000	3	77	0.000
07:00 - 08:00	3	77	0.004	3	77	0.000	3	77	0.004
08:00 - 09:00	3	77	0.004	3	77	0.009	3	77	0.013
09:00 - 10:00	3	77	0.030	3	77	0.013	3	77	0.043
10:00 - 11:00	3	77	0.013	3	77	0.022	3	77	0.035
11:00 - 12:00	3	77	0.013	3	77	0.004	3	77	0.017
12:00 - 13:00	3	77	0.017	3	77	0.017	3	77	0.034
13:00 - 14:00	3	77	0.000	3	77	0.009	3	77	0.009
14:00 - 15:00	3	77	0.000	3	77	0.004	3	77	0.004
15:00 - 16:00	3	77	0.004	3	77	0.009	3	77	0.013
16:00 - 17:00	3	77	0.013	3	77	0.004	3	77	0.017
17:00 - 18:00	3	77	0.000	3	77	0.004	3	77	0.004
18:00 - 19:00	3	77	0.000	3	77	0.009	3	77	0.009
19:00 - 20:00	2	88	0.000	2	88	0.000	2	88	0.000
20:00 - 21:00	1	80	0.000	1	80	0.000	1	80	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.104			0.215

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.64

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	80	0.013	1	80	0.000	1	80	0.013
06:00 - 07:00	3	77	0.139	3	77	0.113	3	77	0.252
07:00 - 08:00	3	77	0.504	3	77	0.422	3	77	0.926
08:00 - 09:00	3	77	0.857	3	77	0.800	3	77	1.657
09:00 - 10:00	3	77	0.839	3	77	0.709	3	77	1.548
10:00 - 11:00	3	77	0.687	3	77	0.748	3	77	1.435
11:00 - 12:00	3	77	0.726	3	77	0.657	3	77	1.383
12:00 - 13:00	3	77	0.770	3	77	0.830	3	77	1.600
13:00 - 14:00	3	77	0.483	3	77	0.565	3	77	1.048
14:00 - 15:00	3	77	0.583	3	77	0.622	3	77	1.205
15:00 - 16:00	3	77	0.565	3	77	0.543	3	77	1.108
16:00 - 17:00	3	77	0.461	3	77	0.457	3	77	0.918
17:00 - 18:00	3	77	0.243	3	77	0.335	3	77	0.578
18:00 - 19:00	3	77	0.126	3	77	0.165	3	77	0.291
19:00 - 20:00	2	88	0.103	2	88	0.109	2	88	0.212
20:00 - 21:00	1	80	0.000	1	80	0.025	1	80	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.099			7.100			14.199

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield Licence No: 109307

Calculation Reference: AUDIT-109307-250409-0438

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

10	WALES		
	DB	DENBIGHSHIRE	1 days

Primary Filtering selection:

Parameter:	Number of seats
Actual Range:	88 to 88 (units:)
Range Selected by User:	36 to 95 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

Selected survey days:

Saturday	1 days

Selected survey types:

Manual count	1 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	1

Selected Location Sub Categories:

Retail Zone	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

Not Known	1 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

10,001 to 15,000	1 days

Population within 5 miles:

75,001 to 100,000	1 days

Car ownership within 5 miles:

1.1 to 1.5	1 days

Travel Plan:

No	1 days

PTAL Rating:

No PTAL Present	1 days

LIST OF SITES relevant to selection parameters

1 DB-06-J-01 COSTA COFFEE DENBIGHSHIRE
WELLINGTON ROAD
RHYL

Edge of Town
Retail Zone
Total Number of seats: 88
Survey date: SATURDAY *04/05/24* *Survey Type: MANUAL*

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DB-06-J-01	05/05/24	Sunday survey excluded

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.91

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
06:00 - 07:00	1	88	0.034	1	88	0.023	1	88	0.057
07:00 - 08:00	1	88	0.091	1	88	0.068	1	88	0.159
08:00 - 09:00	1	88	0.307	1	88	0.216	1	88	0.523
09:00 - 10:00	1	88	0.364	1	88	0.364	1	88	0.728
10:00 - 11:00	1	88	0.534	1	88	0.523	1	88	1.057
11:00 - 12:00	1	88	0.443	1	88	0.455	1	88	0.898
12:00 - 13:00	1	88	0.455	1	88	0.386	1	88	0.841
13:00 - 14:00	1	88	0.398	1	88	0.443	1	88	0.841
14:00 - 15:00	1	88	0.557	1	88	0.511	1	88	1.068
15:00 - 16:00	1	88	0.341	1	88	0.398	1	88	0.739
16:00 - 17:00	1	88	0.284	1	88	0.307	1	88	0.591
17:00 - 18:00	1	88	0.159	1	88	0.239	1	88	0.398
18:00 - 19:00	1	88	0.114	1	88	0.136	1	88	0.250
19:00 - 20:00	1	88	0.080	1	88	0.080	1	88	0.160
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.161			4.149			8.310

Parameter summary

Trip rate parameter range selected:	88 - 88 (units:)
Survey date date range:	01/01/16 - 21/06/24
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	1
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL CYCLISTS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
06:00 - 07:00	1	88	0.000	1	88	0.000	1	88	0.000
07:00 - 08:00	1	88	0.000	1	88	0.000	1	88	0.000
08:00 - 09:00	1	88	0.000	1	88	0.000	1	88	0.000
09:00 - 10:00	1	88	0.000	1	88	0.000	1	88	0.000
10:00 - 11:00	1	88	0.011	1	88	0.011	1	88	0.022
11:00 - 12:00	1	88	0.023	1	88	0.000	1	88	0.023
12:00 - 13:00	1	88	0.000	1	88	0.023	1	88	0.023
13:00 - 14:00	1	88	0.000	1	88	0.000	1	88	0.000
14:00 - 15:00	1	88	0.000	1	88	0.000	1	88	0.000
15:00 - 16:00	1	88	0.000	1	88	0.000	1	88	0.000
16:00 - 17:00	1	88	0.011	1	88	0.011	1	88	0.022
17:00 - 18:00	1	88	0.000	1	88	0.000	1	88	0.000
18:00 - 19:00	1	88	0.000	1	88	0.000	1	88	0.000
19:00 - 20:00	1	88	0.000	1	88	0.000	1	88	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.045			0.090

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
06:00 - 07:00	1	88	0.034	1	88	0.023	1	88	0.057
07:00 - 08:00	1	88	0.148	1	88	0.102	1	88	0.250
08:00 - 09:00	1	88	0.432	1	88	0.295	1	88	0.727
09:00 - 10:00	1	88	0.591	1	88	0.602	1	88	1.193
10:00 - 11:00	1	88	0.943	1	88	0.864	1	88	1.807
11:00 - 12:00	1	88	0.830	1	88	0.886	1	88	1.716
12:00 - 13:00	1	88	0.898	1	88	0.727	1	88	1.625
13:00 - 14:00	1	88	0.841	1	88	0.932	1	88	1.773
14:00 - 15:00	1	88	1.170	1	88	1.045	1	88	2.215
15:00 - 16:00	1	88	0.693	1	88	0.875	1	88	1.568
16:00 - 17:00	1	88	0.511	1	88	0.568	1	88	1.079
17:00 - 18:00	1	88	0.250	1	88	0.409	1	88	0.659
18:00 - 19:00	1	88	0.182	1	88	0.227	1	88	0.409
19:00 - 20:00	1	88	0.114	1	88	0.114	1	88	0.228
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.637			7.669			15.306

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
06:00 - 07:00	1	88	0.000	1	88	0.000	1	88	0.000
07:00 - 08:00	1	88	0.034	1	88	0.023	1	88	0.057
08:00 - 09:00	1	88	0.034	1	88	0.034	1	88	0.068
09:00 - 10:00	1	88	0.114	1	88	0.068	1	88	0.182
10:00 - 11:00	1	88	0.034	1	88	0.068	1	88	0.102
11:00 - 12:00	1	88	0.068	1	88	0.057	1	88	0.125
12:00 - 13:00	1	88	0.136	1	88	0.125	1	88	0.261
13:00 - 14:00	1	88	0.170	1	88	0.182	1	88	0.352
14:00 - 15:00	1	88	0.045	1	88	0.091	1	88	0.136
15:00 - 16:00	1	88	0.114	1	88	0.102	1	88	0.216
16:00 - 17:00	1	88	0.125	1	88	0.080	1	88	0.205
17:00 - 18:00	1	88	0.102	1	88	0.068	1	88	0.170
18:00 - 19:00	1	88	0.000	1	88	0.057	1	88	0.057
19:00 - 20:00	1	88	0.000	1	88	0.000	1	88	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.976			0.955			1.931

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
06:00 - 07:00	1	88	0.000	1	88	0.000	1	88	0.000
07:00 - 08:00	1	88	0.000	1	88	0.000	1	88	0.000
08:00 - 09:00	1	88	0.000	1	88	0.000	1	88	0.000
09:00 - 10:00	1	88	0.023	1	88	0.000	1	88	0.023
10:00 - 11:00	1	88	0.000	1	88	0.023	1	88	0.023
11:00 - 12:00	1	88	0.011	1	88	0.000	1	88	0.011
12:00 - 13:00	1	88	0.000	1	88	0.000	1	88	0.000
13:00 - 14:00	1	88	0.011	1	88	0.000	1	88	0.011
14:00 - 15:00	1	88	0.023	1	88	0.000	1	88	0.023
15:00 - 16:00	1	88	0.000	1	88	0.011	1	88	0.011
16:00 - 17:00	1	88	0.023	1	88	0.023	1	88	0.046
17:00 - 18:00	1	88	0.000	1	88	0.000	1	88	0.000
18:00 - 19:00	1	88	0.000	1	88	0.000	1	88	0.000
19:00 - 20:00	1	88	0.000	1	88	0.000	1	88	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.057			0.148

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.20

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
06:00 - 07:00	1	88	0.034	1	88	0.023	1	88	0.057
07:00 - 08:00	1	88	0.182	1	88	0.125	1	88	0.307
08:00 - 09:00	1	88	0.466	1	88	0.330	1	88	0.796
09:00 - 10:00	1	88	0.727	1	88	0.670	1	88	1.397
10:00 - 11:00	1	88	0.989	1	88	0.966	1	88	1.955
11:00 - 12:00	1	88	0.932	1	88	0.943	1	88	1.875
12:00 - 13:00	1	88	1.034	1	88	0.875	1	88	1.909
13:00 - 14:00	1	88	1.023	1	88	1.114	1	88	2.137
14:00 - 15:00	1	88	1.239	1	88	1.136	1	88	2.375
15:00 - 16:00	1	88	0.807	1	88	0.989	1	88	1.796
16:00 - 17:00	1	88	0.670	1	88	0.682	1	88	1.352
17:00 - 18:00	1	88	0.352	1	88	0.477	1	88	0.829
18:00 - 19:00	1	88	0.182	1	88	0.284	1	88	0.466
19:00 - 20:00	1	88	0.114	1	88	0.114	1	88	0.228
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.751			8.728			17.479

Appendix E

Vehicular TRICS Output

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield Licence No: 109307

Calculation Reference: AUDIT-109307-250409-0459

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
05	EAST MIDLANDS		
	NM	WEST NORTHAMPTONSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
09	NORTH		
	CU	CUMBERLAND	2 days

Primary Filtering selection:

Parameter:	Number of seats
Actual Range:	55 to 95 (units:)
Range Selected by User:	28 to 95 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Retail Zone	1
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	5 days

Population within 500m Range:
All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

Travel Plan:

No	5 days

PTAL Rating:

No PTAL Present	5 days

LIST OF SITES relevant to selection parameters

1 CU-06-J-03 COSTA COFFEE CUMBERLAND
A689
CARLISLE

Edge of Town
Commercial Zone
Total Number of seats: 80
Survey date: THURSDAY *20/06/24* *Survey Type: MANUAL*

2 CU-06-J-04 COSTA COFFEE CUMBERLAND
LONDON ROAD
CARLISLE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of seats: 95
Survey date: FRIDAY *21/06/24* *Survey Type: MANUAL*

3 HC-06-J-01 COSTA COFFEE HAMPSHIRE
COTSWORTH ROAD
GOSPORT

Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Number of seats: 78
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

4 MS-06-J-02 STARBUCKS MERSEYSIDE
COOPERS LANE
LIVERPOOL
BRINTONWOOD
Edge of Town
Industrial Zone
Total Number of seats: 55
Survey date: WEDNESDAY *01/05/24* *Survey Type: MANUAL*

5 NM-06-J-01 BEWICHED COFFEE WEST NORTHAMPTONSHIRE
DARNELL WAY
NORTHAMPTON

Edge of Town
Industrial Zone
Total Number of seats: 55
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

MANUALLY DESELECTED SITES

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
TOTAL VEHICLES
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	68	0.015	2	68	0.000	2	68	0.015
06:00 - 07:00	5	73	0.152	5	73	0.146	5	73	0.298
07:00 - 08:00	5	73	0.488	5	73	0.435	5	73	0.923
08:00 - 09:00	5	73	0.650	5	73	0.617	5	73	1.267
09:00 - 10:00	5	73	0.623	5	73	0.567	5	73	1.190
10:00 - 11:00	5	73	0.449	5	73	0.452	5	73	0.901
11:00 - 12:00	5	73	0.455	5	73	0.441	5	73	0.896
12:00 - 13:00	5	73	0.521	5	73	0.567	5	73	1.088
13:00 - 14:00	5	73	0.350	5	73	0.372	5	73	0.722
14:00 - 15:00	5	73	0.405	5	73	0.405	5	73	0.810
15:00 - 16:00	5	73	0.325	5	73	0.322	5	73	0.647
16:00 - 17:00	5	73	0.267	5	73	0.303	5	73	0.570
17:00 - 18:00	5	73	0.185	5	73	0.215	5	73	0.400
18:00 - 19:00	5	73	0.129	5	73	0.138	5	73	0.267
19:00 - 20:00	4	77	0.097	4	77	0.114	4	77	0.211
20:00 - 21:00	3	71	0.061	3	71	0.080	3	71	0.141
21:00 - 22:00	2	67	0.023	2	67	0.030	2	67	0.053
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.195			5.204			10.399

Parameter summary

Trip rate parameter range selected:	55 - 95 (units:)
Survey date date range:	01/01/16 - 21/06/24
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield Licence No: 109307

Calculation Reference: AUDIT-109307-250410-0436

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
09	NORTH		
	CU	CUMBERLAND	1 days
10	WALES		
	DB	DENBIGHSHIRE	1 days
	NW	NEWPORT	1 days

Primary Filtering selection:

Parameter: Number of seats
Actual Range: 36 to 88 (units:)
Range Selected by User: 28 to 95 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

Selected survey days:

Saturday	4 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Retail Zone	1
Village	1
No Sub Category	2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	4 days

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
10,001 to 15,000	1 days
25,001 to 50,000	1 days

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

1.1 to 1.5	4 days

Travel Plan:

No	4 days

PTAL Rating:

No PTAL Present	4 days

LIST OF SITES relevant to selection parameters

1 CU-06-J-01 COSTA COFFEE CUMBERLAND
PARKHOUSE ROAD
CARLISLE
GATEWAY 44
Edge of Town
No Sub Category
Total Number of seats: 86
Survey date: SATURDAY *16/10/21* *Survey Type: MANUAL*

2 DB-06-J-01 COSTA COFFEE DENBIGHSHIRE
WELLINGTON ROAD
RHYL

Edge of Town
Retail Zone
Total Number of seats: 88
Survey date: SATURDAY *04/05/24* *Survey Type: MANUAL*

3 MS-06-J-01 STARBUCKS MERSEYSIDE
A580
LIVERPOOL
FAZAKERLEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of seats: 36
Survey date: SATURDAY *16/09/23* *Survey Type: MANUAL*

4 NW-06-J-01 COSTA COFFEE NEWPORT
CHEPSTOW ROAD
NEAR NEWPORT
LANGSTONE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of seats: 85
Survey date: SATURDAY *25/11/23* *Survey Type: MANUAL*

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 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
TOTAL VEHICLES
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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	61	0.008	2	61	0.008	2	61	0.016
06:00 - 07:00	4	74	0.078	4	74	0.058	4	74	0.136
07:00 - 08:00	4	74	0.146	4	74	0.125	4	74	0.271
08:00 - 09:00	4	74	0.386	4	74	0.319	4	74	0.705
09:00 - 10:00	4	74	0.475	4	74	0.447	4	74	0.922
10:00 - 11:00	4	74	0.583	4	74	0.539	4	74	1.122
11:00 - 12:00	4	74	0.549	4	74	0.559	4	74	1.108
12:00 - 13:00	4	74	0.576	4	74	0.529	4	74	1.105
13:00 - 14:00	4	74	0.549	4	74	0.593	4	74	1.142
14:00 - 15:00	4	74	0.536	4	74	0.515	4	74	1.051
15:00 - 16:00	4	74	0.468	4	74	0.488	4	74	0.956
16:00 - 17:00	4	74	0.305	4	74	0.342	4	74	0.647
17:00 - 18:00	4	74	0.207	4	74	0.288	4	74	0.495
18:00 - 19:00	4	74	0.115	4	74	0.139	4	74	0.254
19:00 - 20:00	4	74	0.037	4	74	0.064	4	74	0.101
20:00 - 21:00	1	36	0.028	1	36	0.028	1	36	0.056
21:00 - 22:00	1	36	0.000	1	36	0.000	1	36	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.046			5.041			10.087

Parameter summary

Trip rate parameter range selected:	36 - 88 (units:)
Survey date date range:	01/01/16 - 21/06/24
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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