



Chicken Cabins Ltd

Proposed KFC Restaurant and Drive- Thru, Altrincham Road, Baguley

Transport Assessment

January 2022



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Proposed KFC Restaurant and Drive- Thru, Altrincham Road, Baguley

Transport Assessment

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1. Introduction

1.1 Overview

1.1.1 This Transport Assessment (TA) has been prepared on behalf of Chicken Cabins Ltd. It accompanies a planning application for a KFC restaurant and takeaway unit with associated drive-thru on land located within the existing Tesco car park on Altrincham Lane, Baguley.

1.1.2 The proposed unit will comprise a Gross Internal Area (GIA) of 250m² and will be situated within the car park of Tesco, resulting in a net loss of 71 car parking spaces.

1.2 Document Purpose

1.2.1 The purpose of the TA is to assess the implications of development-related travel on the surrounding highway and transport networks. The TA will demonstrate that in terms of sustainable access and traffic impact, the application site is capable of accommodating the scale of development proposed.

1.2.2 The report considers the relevant national and local planning policy, existing conditions of the application site and the local area, and detail of the development proposals. The TA has been prepared with the following objectives.

- To review the existing conditions of the local highway network and the development site, including its accessibility by sustainable modes of transport.
- To provide a review of the proposed site layout, confirming the proposed design suitably accommodates the transport requirements of the proposed operation and the existing Tesco store.
- To use the TRICS database to consider the impact of the proposed unit in terms of trip generation and parking demand.
- To consider the impact of the development proposal on the Tesco car parking capacity and its ability to accommodate the existing and proposed car parking demand, accounting for the loss of parking spaces as a result of the proposed unit.

1.2.3 In addition to this TA, a Delivery Servicing Plan (DSP) and Framework Travel Plan (FTP) has been prepared by mode transport planning (mode) as separate documents to accompany the planning application.

1.3 Report Structure

1.3.1 The remainder of the TA is structured as follows:

Section 2 – Planning Policy Context

- This section reviews the relevant national and local transport-related planning policies applicable to the development.

Section 3 – Existing Situation

- This section details the existing conditions of the application site and immediate area, including the operational and safety characteristics of the surrounding highway network. Existing sustainable transport infrastructure is detailed including the site's accessibility by foot, cycle and public transport.

Section 4 – Development Proposals

- This section provides a detailed overview of the development proposals and examines the movement and access strategy as well as proposed parking and servicing arrangements.

Section 5 – Development-Related Trip Generation

- This section considers the trip generational characteristics of the proposed development along with analysis of trip types.

Section 6 – Parking Demand Analysis

- This section assesses the parking demand generated by the proposed KFC unit and the impact thereof on the reduced car parking capacity for Tesco. Car parking accumulation assessments are presented.

Section 7 – Summary and Conclusions

- This section provides a summary and conclusion of the information presented in the TA.

2. Planning Policy Context

2.1 Overview

2.1.1 This section details the transport aspects of adopted national and local policies relevant to the application site and development proposals, that have informed the preparation of this TA.

2.2 National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was published in March 2012 and has since been revised, most recently in July 2021.

2.2.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Seventeen core land-use planning principles are put forward to underpin both plan-making and decision-taking, one of which is Policy 9, '*Promoting Sustainable Transport*' which aims to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes.

2.2.3 Paragraph 110 of the NPPF states that when assessing specific sites uses for development applications, it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas and other transport elements and the content of associated standards reflects current national guidance...; and*
- *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."*

2.2.4 Paragraph 111 of the NPPF ultimately states the following for transport:

- *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe".*

2.2.5 Paragraph 112 suggests that developments should be located and designed where practical to, among other things, give priority to pedestrian and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. In addition, development should allow for the efficient delivery of goods and access by service and emergency vehicles.

2.3 Local Policy

Manchester City Council Core Strategy Development Plan (2012)

- 2.3.1 The Manchester City Council (MCC) Core Strategy Development Plan was adopted in July 2012 and forms a key part of Manchester's Local Plan, providing a development framework that planning applications will be judged upon until 2027.
- 2.3.2 Objective 5 (SO5) considers transport, with the aim to *"improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation."*
- 2.3.3 Within SO5, Policy T1 outlines the importance of sustainable transport in new developments. MCC focus on encouraging a *"modal shift away from car travel to public transport, cycling and walking..."*, with the Council committed to support proposals that:
- *"Improve choice by developing alternatives to the car."*
 - *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
 - *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
 - *Improve pedestrian routes and the pedestrian environment.*
 - *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
 - *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
 - *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
 - *Facilitate modes of transport that reduce the carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
 - *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
 - *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 - *pedestrians and disabled people*
 - *cyclists, public transport,*
 - *commercial access,*
 - *general off peak traffic,*

- *general peak time traffic."*

2.3.4 Policy T2 highlights car parking standards, outlining that *"the car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate."* These parking standards mentioned are contained within Appendix B of the CS.

Manchester City Council Hot Food Takeaway SPD (2017)

2.3.5 The MCC Hot Food Takeaway SPD was adopted in March 2017 to provide further guidance on applications proposing the development of hot food takeaway units.

2.3.6 Policy 2, related to amenity, details several factors that a hot food takeaway unit will be considered against, with one of these being highway safety. MCC state that planning permission will only be granted *"where there would not be an adverse impact on highway safety and the amenity of the surrounding area. Proposals should take account of the likely needs of both customers and the operator's delivery requirements. Regard will be given to:*

- *Existing traffic conditions;*
- *The availability of public parking provision in close proximity to the premises...;*
- *The availability of an adequate loading and unloading area."*

2.3.7 Policy 3 considers the proximity of a proposed hot food takeaway to a school. Detailed within this policy are conditions that a hot food takeaway would have to agree to in order for the development to be permitted.

3. Existing Situation

3.1 Site Location

- 3.1.1 The application site is located within the car park of Tesco Baguley to the north of the petrol station, replacing standard car parking bays and the hand car wash. The Tesco car park is accessed from the A560 Altrincham Road. The location of the application site in the context of the local highway network is illustrated in **Figure 3.1**.

Figure 3.1 Site Location



- 3.1.2 The Tesco car park is currently provided with a total of 515 spaces, including 15x Blue Badge bays, 8x Parent and Child bays, 2x Click and Collect bays and 4x EV charging bays.

3.2 Sustainable Travel Opportunities

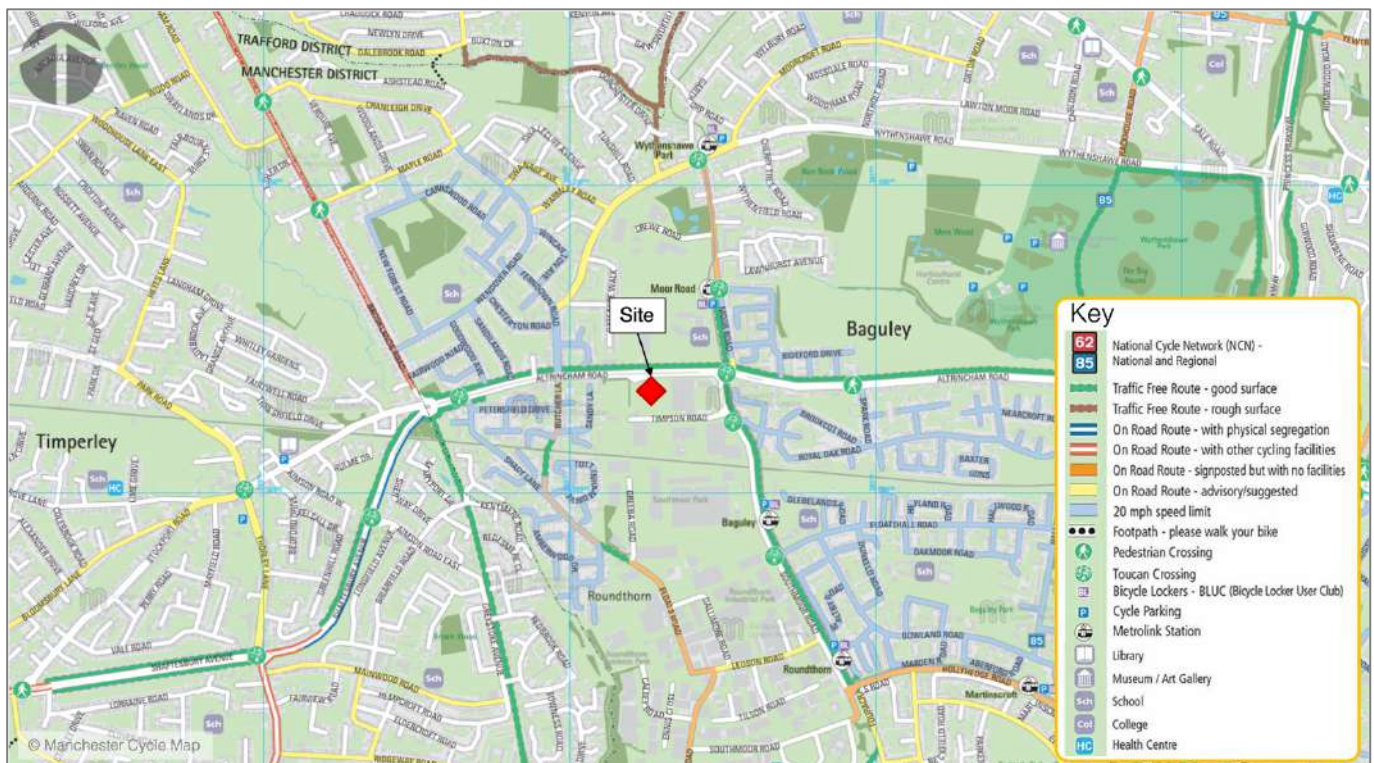
- 3.2.1 Planning policy at national and local level seeks to ensure that development is accessible by a range of sustainable transport modes. As such this section of the TA examines the site accessibility with respect to walking, cycling and public transport.

Pedestrian & Cycle Accessibility

- 3.2.2 The location of the application site is such that there is a well-established network of pedestrian and cycle routes along key highway links providing good connectivity to nearby bus and tram stops, offering staff and customers with a realistic opportunity to travel to the site by sustainable modes of transport.
- 3.2.3 Pedestrians can access the Tesco car park from the A560 Altrincham Road via a pedestrian-only link located between the Tesco access and Southmoor Road signalised junctions.
- 3.2.4 The application site is located within the west of the existing Tesco car park and it is proposed that as part of the development proposals a new pedestrian link to Altrincham Road will be provided, positioned opposite the signalised junction serving the Tesco access. This will be supplemented by designated pedestrian routes within the car park facilitating safe pedestrian access between the Tesco main entrance, KFC unit and wider pedestrian footway network.
- 3.2.5 Altrincham Road is provided with lit footways along the westbound carriageway and benefits from a shared footway / cycleway along the eastbound carriageway. Where Altrincham Road junctions with the Tesco and Brookway Retail Park access points, staggered signalised pedestrian crossings are provided over each arm to aid safe pedestrian movement around the junction.
- 3.2.6 Continuing west, lit footways and the shared footway / cycleway along Altrincham Road facilitate safe pedestrian access between the application site, nearby bus stops and residential areas within Baguley and Timperley.
- 3.2.7 To the east of the junction, lit footways continue along Altrincham Road to provide a pedestrian link between the KFC restaurant and takeaway entrance and the nearest bus stop. Several pedestrian refuge islands with dropped kerbs are provided along Altrincham Road to provide pedestrians with safe crossing opportunities to opposite side of the carriageway.
- 3.2.8 The lit footway / cycleway on Altrincham Road continues east then north along Moor Road towards the nearest tram stop. Signalised pedestrian crossings are provided on the A560 Altrincham Road / Moor Road / Southmoor Road junction to the east of the application site. Pedestrian crossings with dropped kerbs and tactile paving are also provided over the tram lines, providing connection to residential areas located to the north of the site.
- 3.2.9 Lit footways and shared footway / cycleway facilities continue south along Southmoor Road offering links between the application site and commercial uses and residential areas located to the south of the site. Where Southmoor Road junctions with Timpson Road, signalised pedestrian crossing facilities are provided and footways continue along Timpson Road offering an alternative pedestrian route to the Tesco car park.

3.2.10 The local cycle connections within the vicinity of the application site are illustrated in **Figure 3.2** which identifies the shared footway /cycleway along Altrincham Road. Further afield, the shared footway /cycleway facilities link to other traffic-free and on road cycle routes in the locality of the site, providing connections towards residential areas such as Timperley and Sale. In addition to this, regional cycle network route 85 can be joined approximately 1.5km east of the site from Altrincham Road.

Figure 3.2 Local Cycle Connections



Accessibility by Public Transport

3.2.11 The nearest bus stops are located approximately 240m to the east of the application site on Altrincham Road, accessible in an average walk time of 3 minutes. The bus services operating from these stops are summarised in **Table 3.1**.

Table 3.1 Local Bus Routes

Route No.	Daily Frequency (no. of buses per hour)			Route
	Monday – Friday	Saturday	Sunday	
11/11A	3	3	2	Altrincham – Baguley – Wythenshawe – Stockport
18	1	1	1	Manchester Airport – Baguley – Sale – Trafford Centre
19	3	2	1	Wythenshawe – Baguley – Sale – Altrincham
288	1	1	0	East Didsbury – Altrincham – Manchester Airport

- 3.2.12 Moor Road tram stop is located approximately 550m north-east of the site adjacent to Moor Road, accessible in an average 7-minute walk or 2-minute cycle. The stop is served by the Navy Line, operating between Manchester Victoria railway station and Manchester Airport, with trams timetabled to depart every 12 minutes.
- 3.2.13 The location of the application site facilitates the opportunity for staff and customers to travel by sustainable modes e.g., on foot, by cycle or public transport, thereby reducing reliance on the private car.

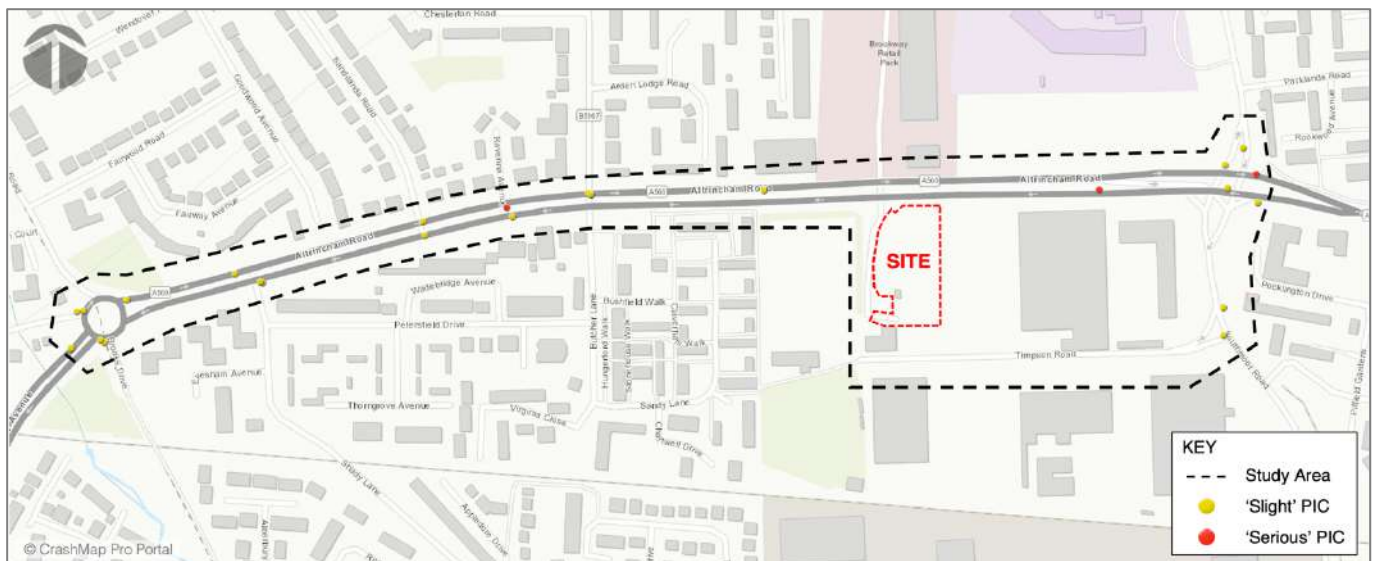
3.3 Local Highway Network

- 3.3.1 The A560 Altrincham Road is a dual-lane two-way road to the north of the application site, subject to a 30mph speed limit and provides access to the Tesco car park via a signalised crossroads junction which also serves Brookway Retail Park.
- 3.3.2 From the A560 Altrincham Road, the access road to Tesco continues south and a pull-in area is provided for access to the existing recycling area. The access road also provides access to the Tesco petrol filling station to the south-east corner of the car park.
- 3.3.3 The Tesco car park is also provided with an exit-only access to Timpson Road, located to the south-west corner of the car park. Timpson Road forms a signalised junction with Southmoor Road to the east of the Tesco store. Timpson Road also serves as access to the neighbouring Lidl store.
- 3.3.4 East of the application site, the A560 Altrincham Road junctions with Southmoor Road, which continues south into Roundthorn Business Park and Industrial Estate. The A560 Altrincham Road continues east to junction with the M56 and A5103. The A5103 continues north towards Manchester and the M60 West, whilst the M56 South continues towards Manchester Airport and the M6 and the M56 East joins the M60 East.
- 3.3.5 To the west of the site, the A560 Altrincham Road provides access towards Sale via Brocklands Road, or through Timperley into Altrincham to junction with the A56.

3.4 Personal Injury Collision (PIC) Analysis

- 3.4.1 To enable a review of the road safety record on the highway network in the vicinity of the application site, Personal Injury Collision (PIC) data has been obtained from Crashmap Pro over the latest 5-year period.
- 3.4.2 Analysis has been undertaken to determine if there are any trends in the type or location of collisions on the local highway network within the vicinity of the site. The data identifies that 25 PICs have been recorded within the study area, of which 22 were classified as 'slight' (minor) and 3 as 'serious'. The locations of the recorded PICs are illustrated in **Figure 3.3**.

Figure 3.3 PIC Locations



- 3.4.3 The 'serious' PIC located closest to the application site on Altrincham Road involved a car colliding with a pedestrian, who was in the carriageway away from a designated pedestrian crossing, in dark, wet conditions.
- 3.4.4 At the Altrincham Road / Moor Road / Southmoor Road junction, the 'serious' PIC involved a motorcyclist colliding with the side of a parked car. Of the remaining 'slight' PICs to occur at this junction and those on Southmoor Road, only one involved a vulnerable road user where a car and pedestrian collided, with the rest consisting of rear-end shunt or side-swipe collisions.
- 3.4.5 To the west of the site, the only 'serious' incident to occur consisted of a side-swipe collision between two cars at the junction with Ravenna Avenue. The remaining 'slight' PIC recorded to the west of the application site were primarily a result of rear-end shunts and side-swipe collisions.
- 3.4.6 From this review, no significant pattern or trend have been observed and it is considered that the proposed development will have no adverse impact on highway safety.

4. Development Proposals

4.1 Overview

- 4.1.1 The development proposals comprise the construction of a KFC restaurant and takeaway unit with associated drive-thru. The proposed unit will accommodate a floor area of 250m² (GIA) and will share the existing parking spaces provided within the Tesco car park. A copy of the site layout plan is included as [Appendix A](#).
- 4.1.2 The proposed unit will be located in the west of the Tesco car park, replacing standard car parking bays and a hand car washing facility.
- 4.1.3 As a result of the proposed development, there will be a net loss of 71 car parking spaces within the existing Tesco car park. [Section 6](#) demonstrates that the existing parking demand generated by Tesco and the proposed demand generated by the KFC unit can be accommodated within the remaining car parking provision.

4.2 Access Arrangements

- 4.2.1 Vehicular access to the proposed development will be from the Tesco car park. Access to the Tesco car park via the A560 Altrincham Road will be retained as per existing arrangements and is considered sufficient to accommodate the potential travel demand, including servicing and delivery requirements of the proposed KFC unit.
- 4.2.2 The internal access road within the car park will be realigned to accommodate the proposed restaurant and takeaway unit. The existing circulation arrangements within the wider car park will be retained.
- 4.2.3 Vehicles intended for the KFC restaurant and drive-thru will be directed west from the internal access road via a dedicated left-turn only lane, which will provide access to parking spaces and the drive-thru entrance.
- 4.2.4 Upon exiting the drive-thru, vehicles will travel north-east to link back to the realigned internal access route, thus continuing to provide those vehicles with access back onto Altrincham Road.
- 4.2.5 A new pedestrian / cycle footpath link will be provided between the north-west corner of the Tesco car park and the existing footway on Altrincham Road in order to facilitate safe pedestrian access between the KFC restaurant entrance and the wider footway network.
- 4.2.6 The new link will connect to zebra crossing points along key desire lines, both over the drive-thru and other internal routes to aid safe pedestrian movement around the site and the wider car park.

- 4.2.7 An additional designated marked pedestrian walkway will be provided along an aisle of parking bays to guide pedestrians safely between the KFC restaurant entrance and Tesco main entrance. Zebra crossings following key desire lines will be provided across the main internal access road and drive-thru lane.

4.3 Internal Site Layout

- 4.3.1 The application site consists of a single KFC restaurant and drive-thru unit, with 2x Blue Badge spaces and 2x home delivery bays and 2x large order bays.
- 4.3.2 The drive-thru lane will operate as a single lane one-way system, circulating clockwise around the building with vehicles entering to the north and exiting to the west of the unit.
- 4.3.3 The drive-thru lane is c. 88m long (entry point to collection window), accommodating 14-15 vehicles based on an average vehicle length of 6m. Therefore, all potential queuing can be accommodated within the site, minimising any impact on the retained Tesco car parking facilities and the public highway.
- 4.3.4 Swept path analysis of the drive-thru lane has been undertaken illustrating the lane can accommodate a large van, the largest vehicle expected to utilise the drive-thru. This is illustrated in [mode drawing J32-5186-002](#), included as [Appendix B](#).

4.4 Proposed Parking Provision

Car Parking

- 4.4.1 The proposed KFC unit will be provided with 2x Blue Badge holder spaces and 2x home delivery bays located adjacent to the restaurant's entrance, along with 2x large order bays opposite the drive-thru exit.
- 4.4.2 It is proposed that the car parking for both Tesco customers and customers of the proposed KFC unit will be shared across the car park.
- 4.4.3 The proposed development will result in a net reduction of 71 car parking spaces within the Tesco car park. The car park currently provides a total of 515 spaces which will reduce to 444 spaces. Of note, all Blue Badge holder and parent and child spaces will be unaffected by the development.

Cycle Parking

- 4.4.4 The KFC unit proposes 6 cycle parking spaces for customer and staff use in close proximity to the building.
- 4.4.5 The MCC parking standards are outlined within the Core Strategy Appendix B, stating that a hot food takeaway use should provide 1 space per 50m² (GEA), or a minimum of 2 spaces.

- 4.4.6 On this basis, with the KFC unit proposed to have a GEA of 335m², the development would require 6 spaces for staff and customers. Therefore, the proposed cycle parking provision of 6 spaces adheres with MCC parking standards.

4.5 Servicing and Delivery Arrangements

- 4.5.1 All servicing and delivery arrangements will take place on site with the servicing vehicles able to access the site using the existing internal road infrastructure. Vehicles will enter from Altrincham Road and exit via the petrol station on to Timpson Road. This arrangement has been agreed with the Tesco operational team.
- 4.5.2 Deliveries will take place from the designated delivery bay located to the south of the unit. Goods will then be taken across the drive-thru utilising the designated crossing facility to the delivery and refuse entrance on the southern façade of the building.
- 4.5.3 KFC utilises a logistics provider who will service the site in line with KFC Logistics Requirements based on the location being served. In this location, therefore it is anticipated that the proposed unit will be serviced by a 11.5m rigid Volvo HGV and servicing activity would happen outside of KFC operational hours to allow for manoeuvring within the site to be accommodated minimising interaction with customers and parking activity.
- 4.5.4 **mode drawing J32-5186-001**, included as **Appendix C**, illustrates the swept path analysis of an 11.5m rigid vehicle, the largest anticipated to service the development, demonstrating that the vehicle can access and egress the site in a forward gear.
- 4.5.5 Typical servicing frequencies for a KFC unit are up to 3x per week. To minimise any possible interaction between customers / customer parking, the logistics provider will endeavour to undertake deliveries outside of trading hours.
- 4.5.6 The logistics operation is combined with an integrated waste management service, allowing cardboard and plastic waste to be collected for return after delivery, ensuring an efficient service that minimises the number of servicing vehicles visiting the site.
- 4.5.7 The bin store is located to the south of the proposed unit to minimise distances for servicing activity. Level access is provided between the bin store, delivery/refuse entrance and where the delivery/collection vehicle will wait.
- 4.5.8 It should be noted that a DSP has been prepared by mode and is included as a separate document with the planning application which further details the arrangements and management procedures for deliveries and servicing.

4.6 Proximity to School

- 4.6.1 As stated in the MCC Hot Food Takeaway SPD (2017), any proposed development that falls within 400m of a primary or secondary school will be subject to restrictions regarding permitted opening hours.
- 4.6.2 The closest school to the application site is Manchester Health Academy. In order to determine the distance between the school and proposed KFC, measurements have been taken between the school gates on Moor Road and the proposed restaurant entrance along safe pedestrian routes, utilising designated pedestrian crossings.
- 4.6.3 As shown in [Appendix D](#), the shortest walking distance between the Manchester Health Academy gates and proposed KFC entrance is approximately 443m, therefore showing no restrictions on the opening hours of the proposed KFC unit are necessary as a result of the proximity to schools.

4.7 Promotion of Sustainable Transport

- 4.7.1 As noted in [Section 2](#), the promotion of sustainable development and accessibility by non-car modes of travel are a key thread of current government and local policy. Within [Section 3](#), it has been demonstrated that the proposed development benefits from access to alternative means of travel to the private car with the availability of good pedestrian and cycle infrastructure, and frequent bus and tram services, providing suitable travel alternatives.
- 4.7.2 To ensure the development maintains a minimal impact on the highway and transport infrastructure near the site, a Framework Travel Plan (FTP) has been prepared by mode to accompany the planning application. The FTP provides details of the objectives, measures and management processes to be put in place to minimise single-occupancy vehicle trips to and from the site.

5. Development-Related Trip Generation

5.1 KFC Trip Generation

- 5.1.1 To assess the trip generational characteristics of the proposed development, vehicular trip rates have been derived from the TRICS database using the land use category '06 – Hotel, Food & Drink – D – Fast Food and Drive-Thru'. The TRICS outputs are included as [Appendix E](#).
- 5.1.2 In line with the '*TRICS Good Practice Guide 2021*', no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.
- 5.1.3 The guidance therefore recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation, and therefore should be one of the main filtering considerations.
- 5.1.4 The following criteria were applied when examining the TRICS data:
- Region – all regions, excluding Greater London;
 - Gross Floor Area – 225m² to 447m²;
 - Date Range – 01/01/10 to 02/10/20; and
 - Location – Edge of Town Centre, Suburban Area and Edge of Town.
- 5.1.5 When examining the TRICS database, separate operational data for weekday trip rates and weekend trip rates have been identified.
- 5.1.6 By using the selection criteria identified above, the TRICS database provides 13 surveys undertaken on a weekday and 6 surveys undertaken on a weekend.
- 5.1.7 It should be noted that surveys undertaken during COVID have been omitted from the assessment.
- 5.1.8 [Table 5.1](#) summarises the expected vehicular trip rates and associated movements for the weekday PM peak (17:00-18:00) and weekend peak (13:00-14:00) periods.
- 5.1.9 Furthermore, the weekday AM peak period has not been considered as KFC, the occupier, does not offer a breakfast service and therefore trading hours would begin after the AM peak period. Therefore, any vehicle demand generated by the development during the AM peak period (08:00-09:00) will be negligible.

Table 5.1 Proposed Weekday & Weekend Vehicle Trip Generation

Time Period	Vehicular Trip Rates			No. Vehicle Trips		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Weekday PM Peak (17:00-18:00)	13.680	13.016	26.696	34	33	67
Weekend Peak (13:00-14:00)	24.418	25.748	50.166	61	64	125

5.1.10 Table 5.1 shows that the proposed KFC restaurant and drive-thru has the potential to generate 67 two-way vehicle trips during the weekday PM peak and 125 two-way vehicle trips during the weekend peak period.

Trip Types

5.1.11 It should be recognised that the proposed KFC restaurant and takeaway unit will generate a high proportion of 'existing' trips whereby vehicle trips would already exist on the local highway network, as well as high proportion of 'shared' trips that would be shared with other retail offers e.g. Tesco. Therefore, not all the vehicle trips presented in Table 5.1 should be considered 'new' to the network.

5.1.12 This is an established methodology that is commonly applied when assessing the traffic generated at proposed food-retail development. In 2018, this approach was accepted by MCC Highways and TfGM at the proposed McDonald's restaurant and drive-thru located within the car park of the existing Tesco supermarket at Parrs Wood Lane, East Didsbury (MCC Planning Ref: 118206/FO/2017).

5.1.13 As detailed in the Transport Assessment, dated May 2018, that accompanied the McDonald's planning application, the proportion of different trip types was established using customer interviews undertaken at comparable restaurant sites located within or adjacent to supermarket car parks, as summarised in Table 5.2.

Table 5.2 Customer Trip Types

Trip Type		Friday	Saturday
New	Trips where the main trip purpose is KFC	34%	19%
Existing	Trips where a visit to KFC is incidental to another on the A560	45%	46%
Shared	Trips where a visit to KFC is part of another retail visit e.g. Tesco or other retail uses nearby	21%	35%

*Percentages based on those presented within the TA of MCC Planning Ref: 118206/FO/2017

5.1.14 Considering the close similarities between the development proposals, in terms of type of development and location within an existing Tesco supermarket, it is considered reasonable to expect that the proportion of customer types would also be applicable in this case.

5.1.15 On this basis, the proportion of customer types have been applied to the expected trip generation for the weekday PM peak and weekend peak, as shown in **Table 5.3** and **Table 5.4** respectively.

Table 5.3 Vehicular Trip Generation by Customer Type – Weekday (17:00-18:00)

Trip Type	%	Arrive	Depart	Total
New	34%	12	11	23
Existing	45%	15	15	30
Shared	21%	7	7	14
Total	100%	34	33	67

Table 5.4 Vehicular Trip Generation by Customer Type – Weekend (13:00-14:00)

Trip Type	%	Arrive	Depart	Total
New	19%	12	12	24
Existing	46%	28	30	58
Shared	35%	21	22	43
Total	100%	61	64	125

5.1.16 As shown in **Table 5.3** and **Table 5.4**, the proposed KFC restaurant is expected to generate 23 new trips in the weekday PM peak and 24 new trips in the weekend peak. This is equivalent to approximately one new trip every 2.5 minutes during the peak periods, with the majority of trips already originating from within the Tesco supermarket or already on the local highway network.

5.1.17 Based on the number of new trips, it is reasonable to conclude that the proposed KFC restaurant will have a low impact on the local highway network. As the proposed development is expected to generate fewer than 30 new vehicle trips per hour, in accordance with TfGM guidance, it should not be necessary to undertake a traffic impact assessment at junctions on the local highway network.

Alternative Modes

5.1.18 Despite not being reflected in the TRICS analysis, due to limited surveys available on the TRICS database, the prospective occupier will endeavour to encourage staff to travel to its restaurants by sustainable modes of travel and therefore the proposed unit will generate a proportion of trips by sustainable modes such as walking, cycling and public transport. It is considered that existing infrastructure will suitably accommodate the sustainable trip demand generated by the proposed unit.

5.1.19 The FTP, submitted as part of this application, sets out measures and initiatives to encourage sustainable travel choices to / from the development. The continued implementation of the FTP will assist in minimising single-occupancy car trips and encouraging staff to travel by sustainable modes of transport.

6. Parking Demand Analysis

6.1 Overview

- 6.1.1 This section has been prepared to demonstrate the existing Tesco car park operation and the impact of the loss of 71 spaces on the existing operation, before presenting the impact with the addition of a KFC restaurant and drive-thru operation at the site.

6.2 Parking Accumulation – Tesco Car Park

- 6.2.1 The proposed KFC restaurant is located to the west end of the Tesco car park and will result in the loss of 71 existing parking spaces. The existing supermarket provides a total of 515 car parking spaces, which would be reduced to 444 spaces following the construction of the proposed KFC unit.
- 6.2.2 In order to provide evidence to support the proposals, a car parking accumulation survey has been undertaken which shows the current levels of parking demand at the supermarket. The parking accumulation was undertaken on Friday 8th and Saturday 9th February 2019 between 09:00 and 18:30 with beats recorded every 30 minutes to capture the periods when demand for parking is at its highest. The data is included as [Appendix F](#).
- 6.2.3 [Table 6.1](#) summarises the existing parking demand generated by Tesco over a typical weekday and weekend period and the resulting existing spare capacity.

Table 6.1 Tesco Car Parking Demand

Time	Weekday		Weekend	
	Existing Demand	Existing Spare Capacity	Existing Demand	Existing Spare Capacity
09:00-09:30	158	357	159	356
09:30-10:00	188	327	195	320
10:00-10:30	205	310	214	301
10:30-11:00	226	289	229	286
11:00-11:30	235	280	227	288
11:30-12:00	264	251	264	251
12:00-12:30	277	238	277	238
12:30-13:00	279	236	291	224
13:00-13:30	284	231	309	206
13:30-14:00	287	228	318	197
14:00-14:30	278	237	313	202
14:30-15:00	255	260	297	218
15:00-15:30	228	287	289	226
15:30-16:00	233	282	281	234
16:00-16:30	223	292	268	247
16:30-17:00	239	276	283	232
17:00-17:30	242	273	274	241
17:30-18:00	228	287	263	252
18:00-18:30	222	293	257	258

6.2.4 Table 6.1 shows that over a typical weekday, there is an existing maximum parking demand of 287, equating to a minimum resulting spare capacity of 228 spaces. Over a typical weekend, there is an existing maximum parking demand of 318, equating to a minimum resulting spare capacity of 197.

6.3 Parking Accumulation – KFC restaurant and takeaway unit

6.3.1 Parking accumulation analysis has been undertaken based on the TRICS arrivals and departures profile to establish the anticipated parking demand associated with the proposed restaurant and takeaway unit.

6.3.2 A proposed KFC restaurant and drive-thru would be expected to have a relatively short dwell time given its customer base and service offerings. This is indicated in the TRICS trip rates whereby the number of vehicles arriving and departing during each hour are broadly similar.

6.3.3 The predicted parking accumulation for the proposed restaurant and takeaway unit over a typical weekday and weekend profile is summarised in Table 6.2.

Table 6.2 Restaurant and Takeaway Unit Parking Accumulation

Time	Weekday Daily Profile			Weekend Daily Profile		
	Arrivals	Departures	Parking Demand	Arrivals	Departures	Parking Demand
05:00 – 06:00	1	0	1	4	2	1
06:00 – 07:00	8	6	3	7	4	4
07:00 – 08:00	11	9	4	21	19	6
08:00 – 09:00	15	12	8	23	22	7
09:00 – 10:00	14	15	7	29	25	11
10:00 – 11:00	19	19	7	26	28	10
11:00 – 12:00	23	21	9	38	33	15
12:00 – 13:00	40	35	14	61	54	22
13:00 – 14:00	38	41	11	61	64	18
14:00 – 15:00	28	30	10	55	56	18
15:00 – 16:00	29	28	10	51	50	19
16:00 – 17:00	31	30	10	51	53	17
17:00 – 18:00	34	33	12	50	53	14
18:00 – 19:00	37	38	12	56	56	14
19:00 – 20:00	33	36	9	48	51	11
20:00 – 21:00	24	27	6	34	35	10
21:00 – 22:00	19	20	5	27	27	10
22:00 – 23:00	13	15	3	19	23	6
23:00 – 24:00	7	10	0	18	20	4

6.3.4 Table 6.2 shows that the proposed restaurant and takeaway unit will generate a maximum parking demand for 14 vehicles during a typical weekday period and 22 vehicles during a typical weekend period.

6.4 Total Parking Accumulation

6.4.1 The overall parking demand, and resulting spare capacity, accounting for the proposed KFC unit is summarised in Table 6.3.

6.4.2 As previously mentioned, accounting for the net reduction of 71 spaces as a result of the development of the proposed KFC restaurant and drive-thru, the Tesco car park will be provided with a total of 444 car parking spaces. All spaces will be available for customers of Tesco and the proposed unit.

6.4.3 It should be noted that due to the Tesco parking survey data being displayed in half-hourly intervals, an average of the two results for each hour has been taken in order to most accurately represent this data in line with the TRICS outputs for the KFC restaurant.

6.4.4 Furthermore, as the Tesco parking survey data only covered a period of 09:00 to 18:30, the total parking accumulation has only been presented for these times.

Table 6.3 Total Parking Accumulation

Time	Weekday				Weekend			
	Tesco Demand	Restaurant Demand	Total Demand	Spare Capacity*	Tesco Demand	Restaurant Demand	Total Demand	Spare Capacity*
09:00 – 10:00	173	7	180	264	177	9	186	258
10:00 – 11:00	216	7	223	221	222	4	226	219
11:00 – 12:00	250	9	259	185	246	8	254	191
12:00 – 13:00	278	14	292	152	284	17	301	143
13:00 – 14:00	286	11	297	147	314	16	330	115
14:00 – 15:00	267	10	276	168	305	12	317	127
15:00 – 16:00	231	10	240	204	285	12	297	147
16:00 – 17:00	231	10	241	203	276	8	284	161
17:00 – 18:00	235	12	247	197	269	9	278	167
18:00 – 19:00	222	12	234	210	257	8	265	179
* based on a total capacity of 444 spaces, owing to the proposed KFC unit								

6.4.5 **Table 6.3** shows that accounting for the proposed restaurant and takeaway unit, there will be an overall peak parking demand for 297 spaces during a typical weekday period and an overall demand for 330 spaces during a typical weekend period.

6.4.6 On the basis that there will be 444 spaces of available car parking across the existing Tesco car park and proposed unit, the analysis demonstrates that there will be minimum spare capacity of 147 spaces during the weekday and 115 spaces during the weekend.

6.4.7 The results are also illustrated in **Figure 6.1** and **Figure 6.2**.

Figure 6.1 Proposed Weekday Car Parking Demand

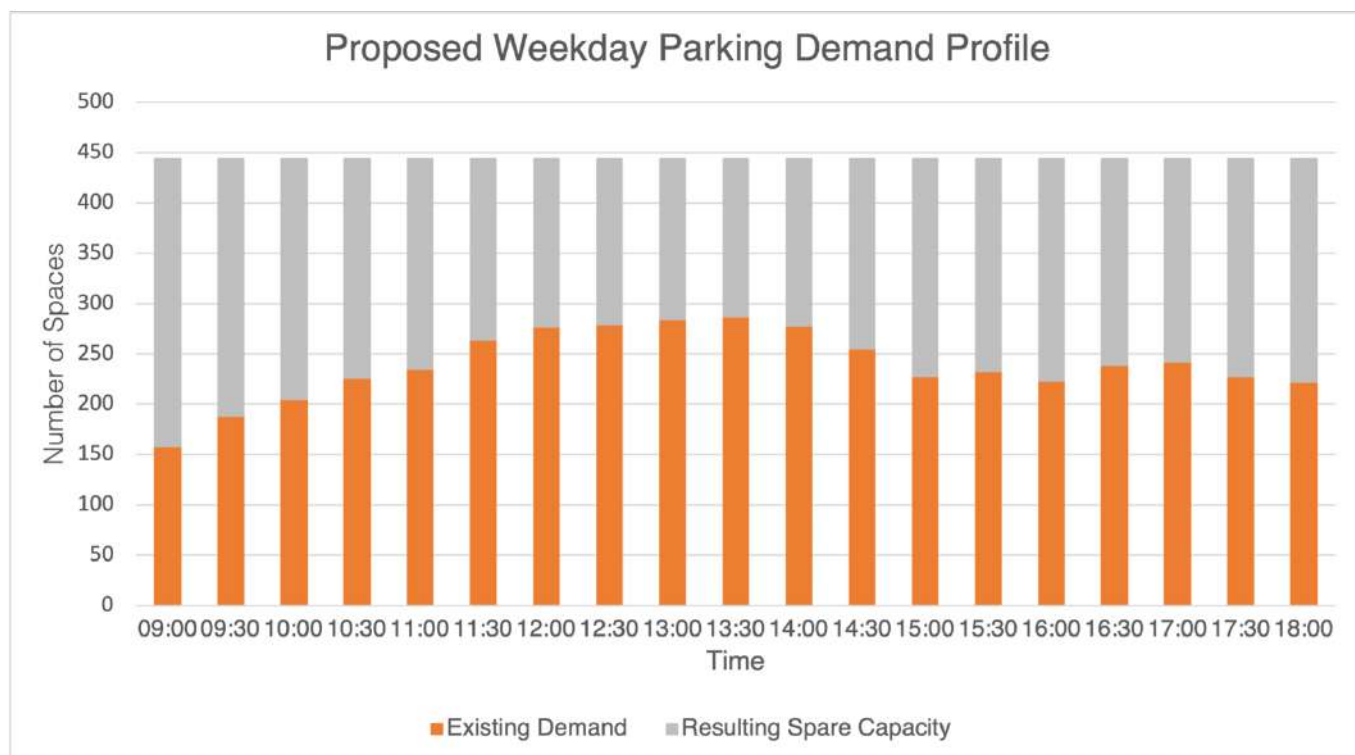
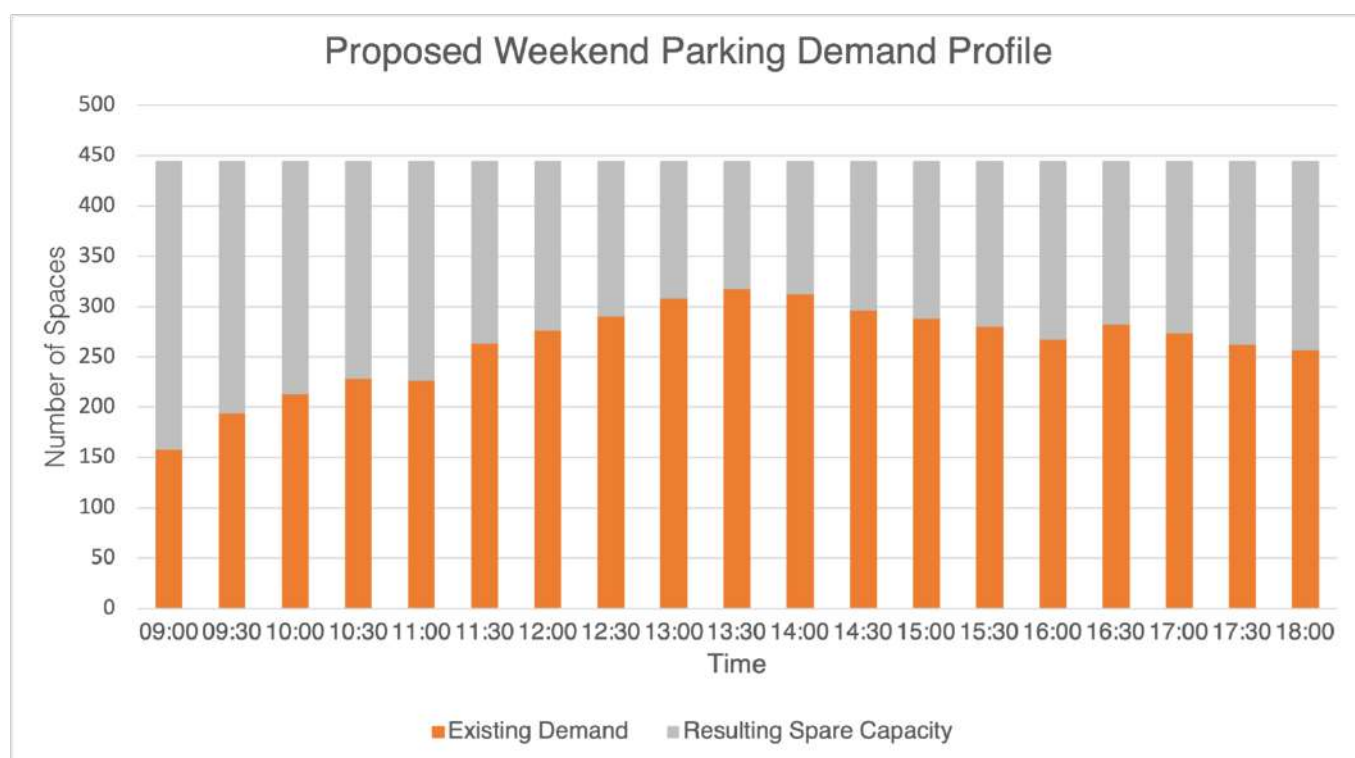


Figure 6.2 Proposed Weekend Car Parking Demand



- 6.4.8 Therefore, the net loss of parking as a result of the proposed KFC restaurant unit would still retain sufficient spare capacity to cater for the demand for parking generated by Tesco and the proposed unit.
- 6.4.9 It has been demonstrated that there is sufficient capacity within the Tesco car park to continue to accommodate the demand for parking generated by Tesco and the future demand of the proposed KFC unit and as such, the development proposal will not generate any overspill parking on to the local highway network.

7. Summary and Conclusions

7.1 Summary

7.1.1 This Transport Assessment (TA) has been prepared on behalf of Chicken Cabins Ltd. It accompanies a planning application for a restaurant and takeaway with associated drive-thru on land located within the existing Tesco car park at Altrincham Road, Baguley.

7.1.2 In summary, the TA has identified the following:

- The location of the site provides the opportunity for staff and customers to travel to the site by sustainable modes such as on foot, by cycle or via public transport, thereby reducing reliance on the private car.
- Vehicle access to the proposed KFC restaurant and takeaway unit will be internally within the Tesco car park. Access to the car park from the A560 Altrincham Road will be retained as per existing arrangements.
- The proposed KFC unit will be provided with 2x Blue Badge parking spaces and 2x home delivery bays located adjacent to the restaurant entrance along with 2x designated bays for large order bays to the west of the unit.
- Car parking for both Tesco customers and customers of the proposed KFC restaurant and takeaway will be shared across the car park.
- The unit will provide 6 cycle parking spaces in accordance with MCC parking standards.
- Servicing and deliveries will take place on site with vehicles able to enter and exit the site in a forward gear.
- Trip generation assessments demonstrate that the proposed unit has the potential to generate 67 two-way vehicle trips during the weekday PM peak and 125 two-way vehicle trips during the weekend peak period.
- It is important to consider that not all vehicle trips generated by the proposed KFC restaurant and takeaway unit will be wholly new to the network and instead a high proportion of trips would be linked with other journey purposes (e.g. visiting Tesco) or diverting from the local road network. Therefore, the trips generated by the proposed unit will have a negligible impact on the operation of the local highway network. After applying the percentages obtained from a previous accepted planning application (MCC Planning Ref: 118206/FO/2017), it is estimated that 23 trips during the weekday PM peak period and 24 trips during the weekend peak period would be generated and therefore classified as 'new' to the network.
- Parking accumulation analysis demonstrates that there is sufficient spare capacity within the Tesco car park to accommodate the existing parking demand generated by Tesco and the future demand generated by the proposed KFC unit. As such, demand for car parking can be accommodated within the wider site resulting in no overspill parking onto the public highway.

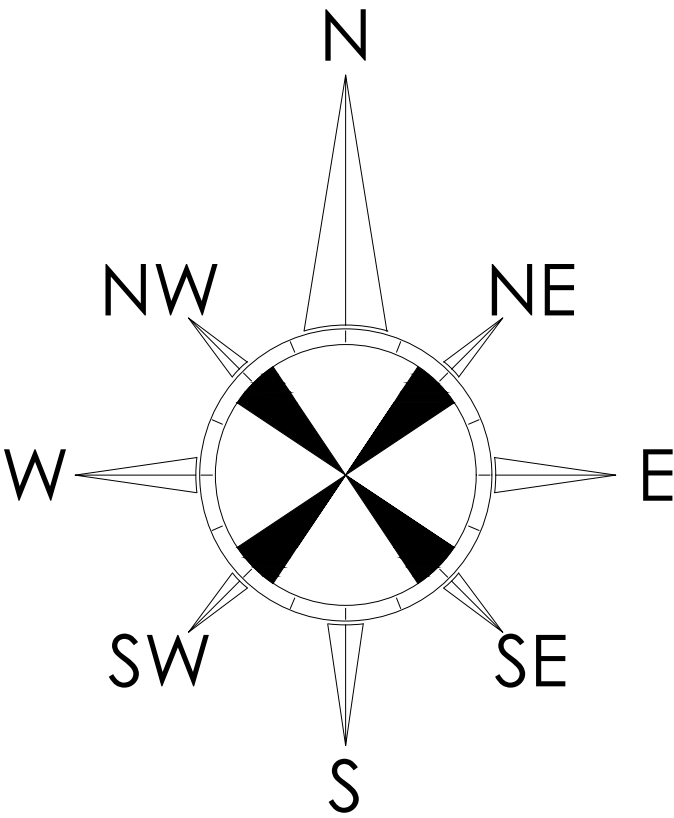
7.2 Conclusion

- 7.2.1 In view of the findings within this TA, it is considered that the development proposals are acceptable in transport terms and meets with local and national policy objectives. The TA demonstrates that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding highway and transport networks and therefore planning permission should not be withheld on transport grounds.

APPENDICES

APPENDIX A

Site Layout



TESCO
PETROL STATION

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A	28-1-22	Car park layout altered as instructed by planning consultant.
rev	date	description

Frank Belshaw
Building Surveyors Limited

wheatley springs barn, wheatley lane road,
barrowford, nelson, lancashire, BB9 6DS.
tel no. (01282) 699668. fax no. (01282) 602447.



260 MODEL DRIVE THRU

store address
BAGULEY
SECTION OF TESCO CAR PARK
ALTRINCHAM ROAD, BAGULEY,
MANCHESTER, M23 9TJ
client
CHICKEN CABINS LTD

drawing title

PROPOSED

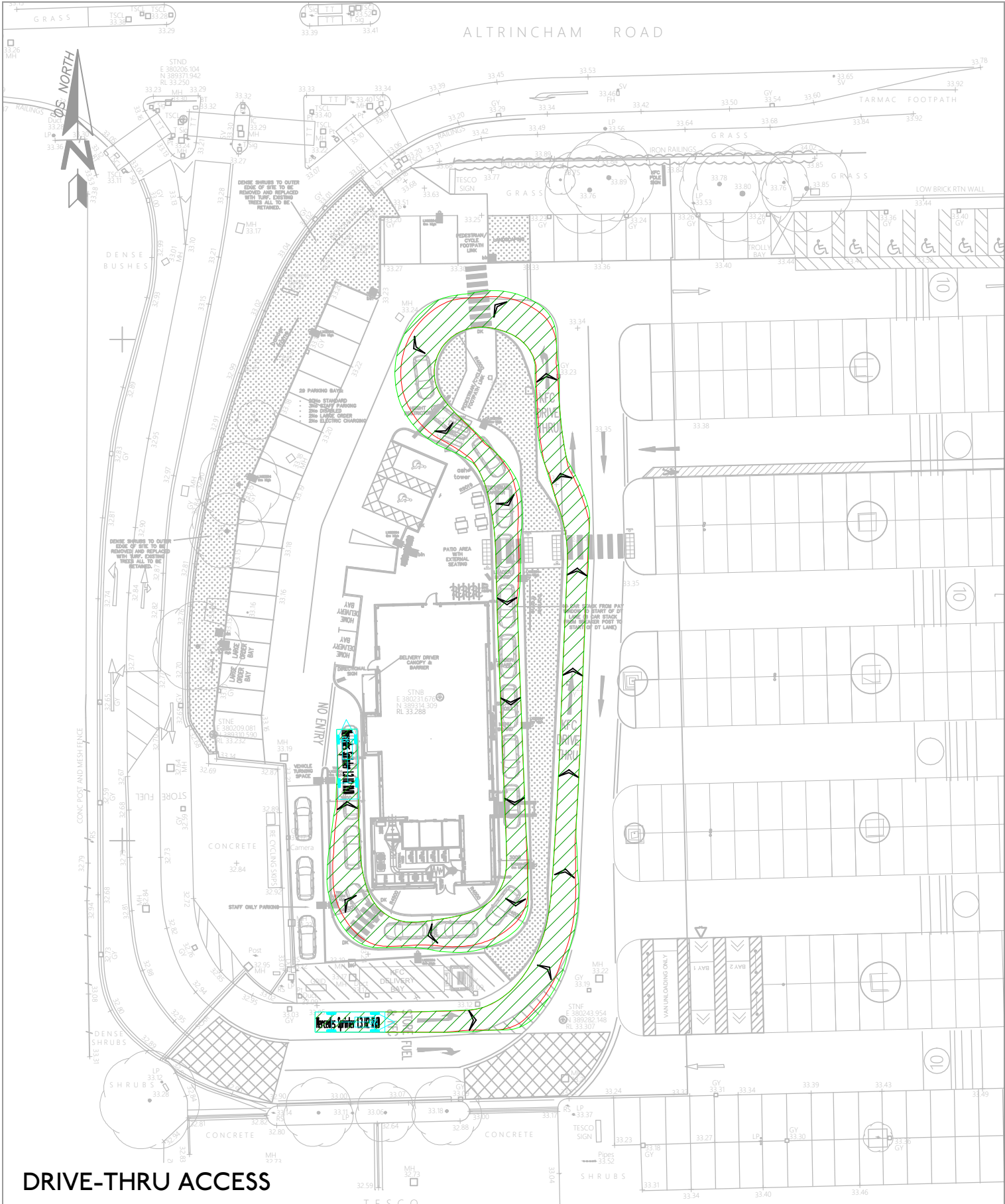
SITE LAYOUT PLAN

drawn by CAM	checked ----	date 26/10/21
store no. 0000	scale 1:250 @ A1	

KFC drawing no. 0000/2022/P121	FB ref. 2020/75	revision A
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APPENDIX B

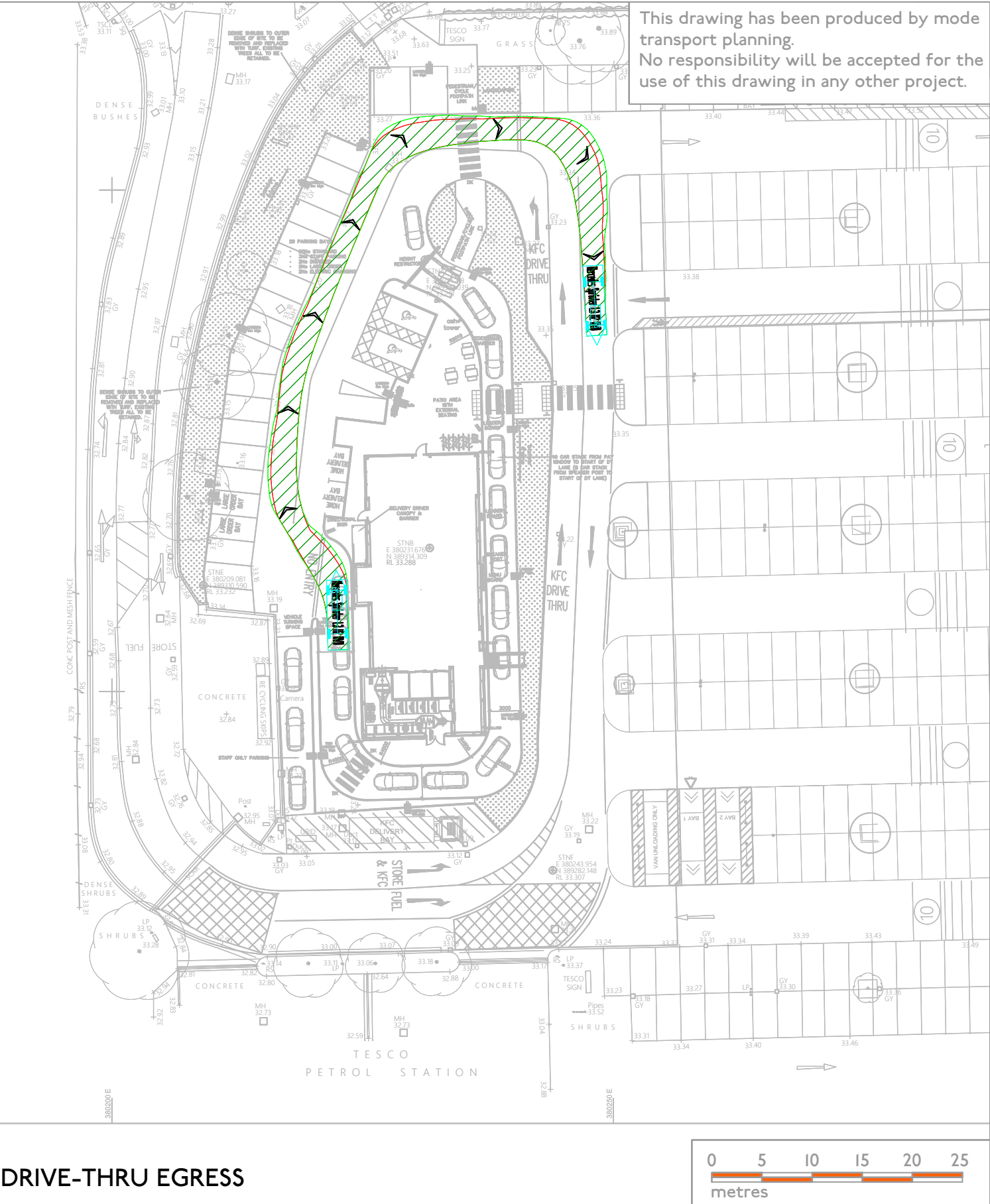
Swept Path Analysis – Drive-Thru



DRIVE-THRU ACCESS

drawing title		client	
VEHICLE SWEEP PATH ANALYSIS DRIVE-THRU		CHICKEN CABINS LTD	
Mercedes Sprinter L3 H2 RWD Overall Length Overall Width Overall Body Height Min Body Ground Clearance Track Width Lock to Lock time Kerb to Kerb Turning Radius		6.967m 2.020m 2.616m 0.400m 1.993m 5.00s 7.600m	

job title	
ALTRINCHAM ROAD, BAGULEY	



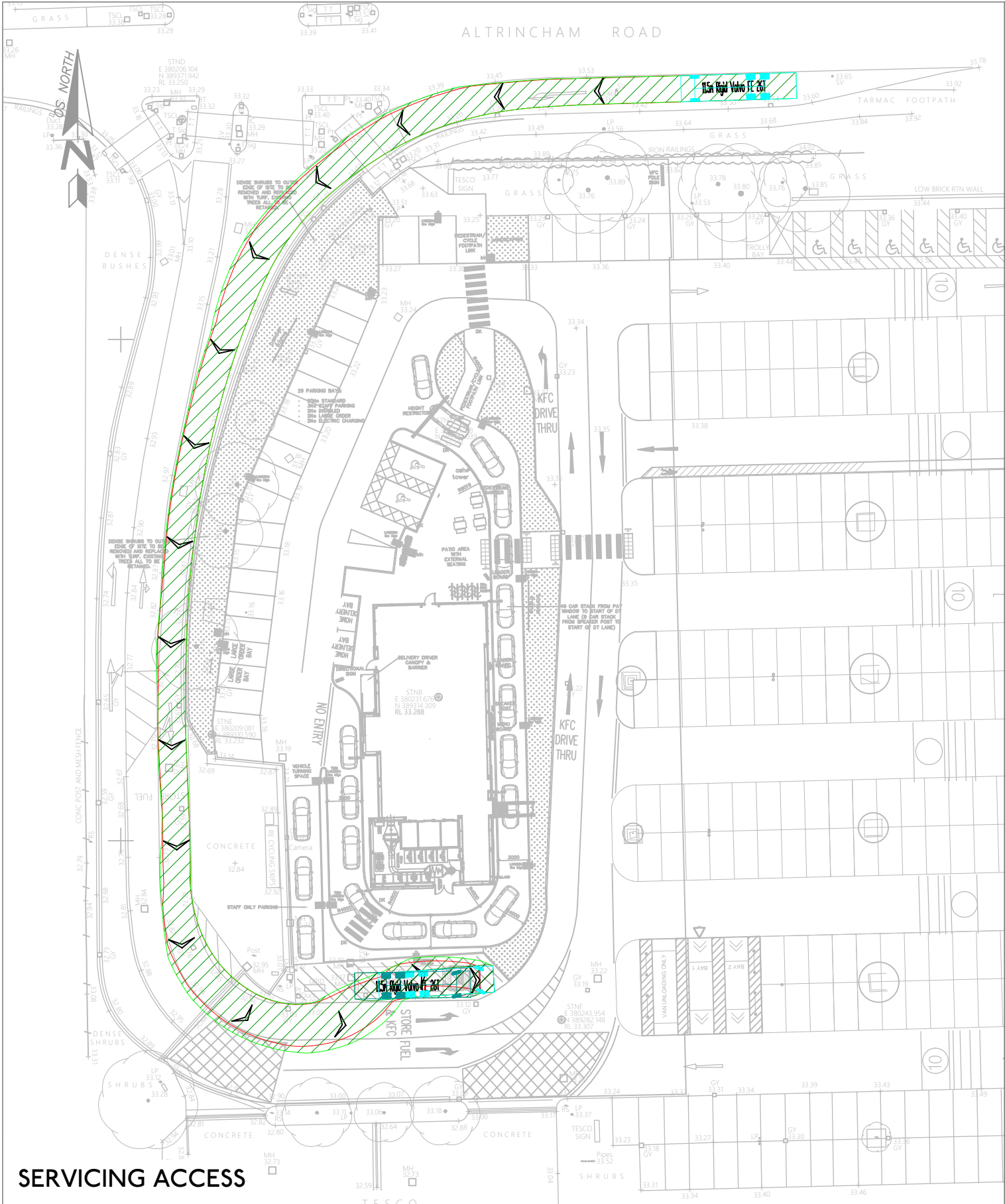
DRIVE-THRU EGRESS

mode transport planning		scale		1:500 @ A3	
Quadrant House Broad Street Mall Reading RG1 7QE		drawn		RJM	
t 0118 211 8180 e info@modetransport.co.uk w www.modetransport.co.uk		checked		LF	
		created		Nov 20	
		rev		rev chg by by date	
		drawing no.		J32-5186-002	
		remarks		UPDATED SITE LAYOUT MASTERPLAN UPDATED MASTERPLAN & TRACKING UPDATED MASTERPLAN UPDATED FIRST ISSUE	

This drawing has been produced by mode transport planning.
No responsibility will be accepted for the use of this drawing in any other project.

APPENDIX C

Swept Path Analysis – Deliveries



SERVICING ACCESS

drawing title

VEHICLE SWEEP PATH ANALYSIS
SERVICING

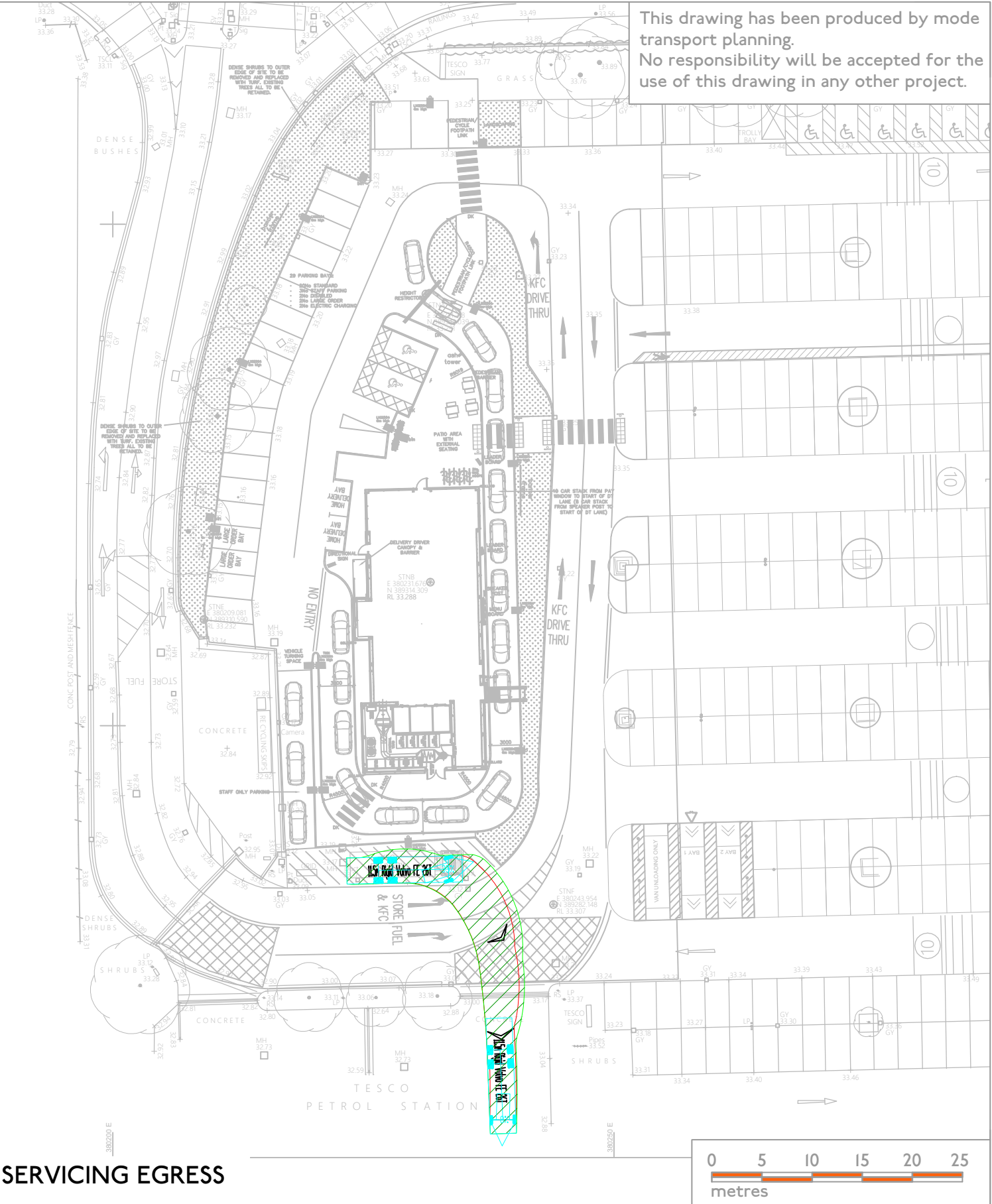
11.5m Rigid Volvo FE 26T
Overall Length 11.520m
Overall Width 2.600m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.600m
Lock to lock time 3.00s
Wall to Wall Turning Radius 10.731m

client

CHICKEN CABINS LTD

job title

ALTRINCHAM ROAD, BAGULEY



SERVICING EGRESS

mode transport planning

Quadrant House
Broad Street Mall
Reading
RG1 7QE

t 0118 211 8180
e info@modetransport.co.uk
w www.modetransport.co.uk

scale
1:500 @ A3

drawn
RJM

checked
LF

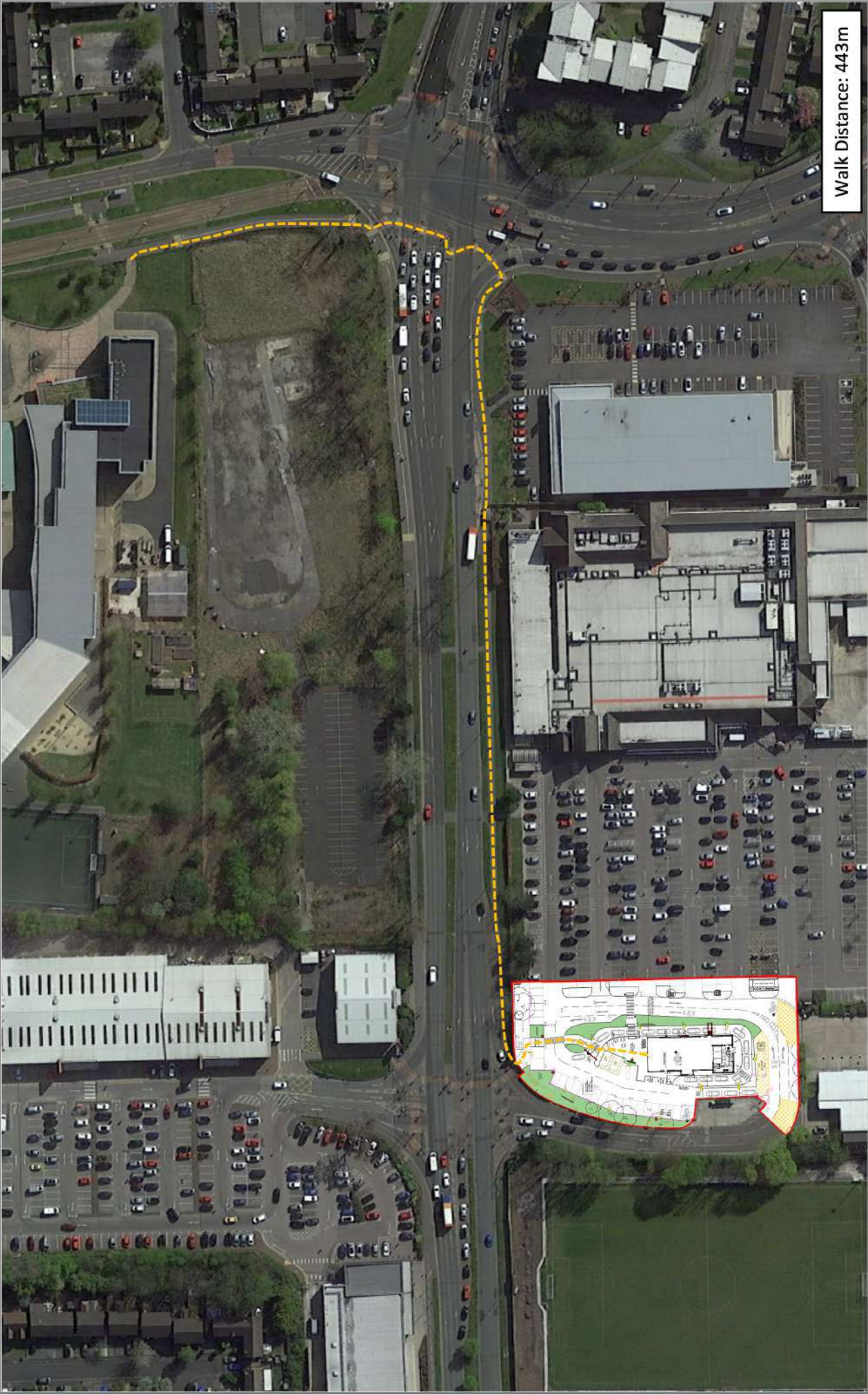
created
Nov 20

D	DR	LF	28/01/22	UPDATED SITE LAYOUT MASTERPLAN UPDATED MASTERPLAN & TRACKING UPDATED MASTERPLAN UPDATED FIRST ISSUE	
C	MF	CS	13/12/21		
B	KB	LF	09/08/21		
A	RJM	LF	30/11/20		
-	RJM	LF	06/11/20	rev chk by date	remarks
drawing no.					J32-5186-001

This drawing has been produced by mode transport planning.
No responsibility will be accepted for the use of this drawing in any other project.

APPENDIX D

Walking Route between Application Site and Manchester Health Academy



Walk Distance: 443m

Proposed Pedestrian Walking Route
between KFC entrance and Manchester
Health Academy
220131.J325186-IS01

Job Title
Proposed KFC restaurant and drive-
thru, Altrincham Road, Baguley

Client
Chicken Cabins Ltd

mode
transport planning

APPENDIX E

TRICS Output – KFC Restaurant & Takeaway

Calculation Reference: AUDIT-754101-211116-1108

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
10	WALES	
	CE CEREDIGION	1 days
	NW NEWPORT	1 days
13	MUNSTER	
	CR CORK	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	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: 225 to 447 (units: sqm)
 Range Selected by User: 123 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 02/10/20

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 5 days
 Sunday 1 days

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

Selected survey types:

Manual count 6 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1
 Suburban Area (PPS6 Out of Centre) 3
 Edge of Town 2

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

Selected Location Sub Categories:

Development Zone 1
 Residential Zone 1
 Retail Zone 3
 No Sub Category 1

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

Secondary Filtering selection:Use Class:

Not Known

6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000

2 days

15,001 to 20,000

3 days

20,001 to 25,000

1 days

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

Population within 5 miles:

5,001 to 25,000

1 days

25,001 to 50,000

1 days

100,001 to 125,000

1 days

125,001 to 250,000

2 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

2 days

1.1 to 1.5

4 days

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

Travel Plan:

No

6 days

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

PTAL Rating:

No PTAL Present

6 days

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

LIST OF SITES relevant to selection parameters

1	CE-06-D-01	MCDONALD'S	CEREDIGION
	FFORDD PARC Y LLYN		
	ABERYSTWYTH		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	350 sqm	
	Survey date: SATURDAY	09/05/15	Survey Type: MANUAL
2	CR-06-D-01	MCDONALD'S	CORK
	COMMONS ROAD		
	CORK		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	372 sqm	
	Survey date: SATURDAY	15/12/12	Survey Type: MANUAL
3	DN-06-D-02	KFC	DONEGAL
	PORT ROAD		
	LETTERKENNY		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	225 sqm	
	Survey date: SATURDAY	01/12/12	Survey Type: MANUAL
4	DS-06-D-01	KFC	DERBYSHIRE
	WYVERN WAY		
	DERBY		
	PRIDE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	370 sqm	
	Survey date: SUNDAY	26/07/15	Survey Type: MANUAL
5	DV-06-D-01	MCDONALD'S	DEVON
	HELE ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	447 sqm	
	Survey date: SATURDAY	30/03/19	Survey Type: MANUAL
6	NW-06-D-01	KFC	NEWPORT
	SPYTTY ROAD		
	NEWPORT		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	341 sqm	
	Survey date: SATURDAY	16/10/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	350	1.429	1	350	0.857	1	350	2.286
06:00 - 07:00	3	364	2.839	3	364	1.648	3	364	4.487
07:00 - 08:00	4	385	8.317	4	385	7.537	4	385	15.854
08:00 - 09:00	5	376	9.043	5	376	8.723	5	376	17.766
09:00 - 10:00	6	351	11.781	6	351	10.119	6	351	21.900
10:00 - 11:00	6	351	10.546	6	351	11.259	6	351	21.805
11:00 - 12:00	6	351	15.249	6	351	13.159	6	351	28.408
12:00 - 13:00	6	351	24.228	6	351	21.473	6	351	45.701
13:00 - 14:00	6	351	24.418	6	351	25.748	6	351	50.166
14:00 - 15:00	6	351	22.185	6	351	22.375	6	351	44.560
15:00 - 16:00	6	351	20.380	6	351	20.048	6	351	40.428
16:00 - 17:00	6	351	20.523	6	351	21.330	6	351	41.853
17:00 - 18:00	6	351	20.048	6	351	21.140	6	351	41.188
18:00 - 19:00	6	351	22.280	6	351	22.280	6	351	44.560
19:00 - 20:00	6	351	19.335	6	351	20.475	6	351	39.810
20:00 - 21:00	6	351	13.492	6	351	14.062	6	351	27.554
21:00 - 22:00	6	351	10.879	6	351	10.784	6	351	21.663
22:00 - 23:00	5	347	7.559	5	347	9.175	5	347	16.734
23:00 - 24:00	4	348	7.399	4	348	8.118	4	348	15.517
Total Rates:			271.930				270.310		
							542.240		

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

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

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Parameter summary

Trip rate parameter range selected:	225 - 447 (units: sqm)
Survey date range:	01/01/10 - 02/10/20
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	5
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-754101-211116-1109

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
HC HAMPSHIRE	1 days
SO SLOUGH	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	1 days
10 WALES	
CO CONWY	1 days
11 SCOTLAND	
AD ABERDEEN CITY	2 days
FI FIFE	1 days
12 CONNAUGHT	
CS SLIGO	1 days
14 LEINSTER	
KK KILKENNY	1 days
15 GREATER DUBLIN	
DL DUBLIN	1 days
16 ULSTER (REPUBLIC OF IRELAND)	
DN DONEGAL	1 days
17 ULSTER (NORTHERN IRELAND)	
DE DERRY	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: 225 to 800 (units: sqm)
 Range Selected by User: 123 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 02/10/20

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

Selected survey days:

Tuesday	4 days
Wednesday	4 days
Thursday	1 days
Friday	4 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	6

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

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

Secondary Filtering selection:

Use Class:

Not Known 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	4 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	5 days
1.1 to 1.5	8 days

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

Travel Plan:

No 13 days

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

PTAL Rating:

No PTAL Present 13 days

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

LIST OF SITES relevant to selection parameters

1	AD-06-D-01	MCDONALD' S	ABERDEEN CITY
	BEDFORD ROAD		
	ABERDEEN		
	KITTYBREWSTER RET. PK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	472 sqm	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
2	AD-06-D-02	BURGER KING	ABERDEEN CITY
	WELLINGTON ROAD		
	ABERDEEN		
	ALTENS		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	300 sqm	
	Survey date: FRIDAY	22/11/19	Survey Type: MANUAL
3	CA-06-D-02	MCDONALD'S	CAMBRIDGESHIRE
	NEWMARKET ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	435 sqm	
	Survey date: TUESDAY	19/09/17	Survey Type: MANUAL
4	CO-06-D-01	MCDONALD'S	CONWY
	RHUDDLAN ROAD		
	ABERGELE		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	410 sqm	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL
5	CS-06-D-01	MCDONALD'S	SLIGO
	PEARSE ROAD		
	SLIGO		
	SLIGO RETAIL PARK		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	450 sqm	
	Survey date: TUESDAY	21/09/10	Survey Type: MANUAL
6	DE-06-D-01	KFC	DERRY
	STRAND ROAD		
	LONDONDERRY		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	240 sqm	
	Survey date: THURSDAY	21/06/12	Survey Type: MANUAL
7	DL-06-D-01	MCDONALD'S	DUBLIN
	KYLEMORE ROAD		
	DUBLIN		
	DUBLIN 12		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	800 sqm	
	Survey date: WEDNESDAY	28/09/11	Survey Type: MANUAL
8	DN-06-D-01	KFC	DONEGAL
	PORT ROAD		
	LETTERKENNY		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	225 sqm	
	Survey date: WEDNESDAY	30/11/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	FI-06-D-02	KFC	FIFE
	WHIMBREL PLACE DUNFERMLINE HALBEATH Edge of Town Development Zone Total Gross floor area:	275 sqm	
	Survey date: TUESDAY	22/03/16	Survey Type: MANUAL
10	HC-06-D-02	BURGER KING	HAMPSHIRE
	WELLINGTON AVENUE ALDERSHOT Edge of Town Centre Built-Up Zone Total Gross floor area:	465 sqm	
	Survey date: WEDNESDAY	20/10/10	Survey Type: MANUAL
11	KK-06-D-01	MCDONALD'S	KILKENNY
	HEBRON ROAD KILKENNY Edge of Town Industrial Zone Total Gross floor area:	583 sqm	
	Survey date: FRIDAY	04/10/19	Survey Type: MANUAL
12	LN-06-D-01	MCDONALD'S	LINCOLNSHIRE
	RUSTON WAY LINCOLN Edge of Town Centre Built-Up Zone Total Gross floor area:	435 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
13	SO-06-D-01	MCDONALD'S	SLOUGH
	WINDSOR ROAD SLOUGH Edge of Town Residential Zone Total Gross floor area:	480 sqm	
	Survey date: WEDNESDAY	21/11/12	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SY-06-D-02	surveyed during Covid-19 restrictions
TV-06-D-01	surveyed during Covid-19 restrictions
VG-06-D-01	surveyed during Covid-19 restrictions
WO-06-D-01	surveyed during Covid-19 restrictions

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	480	0.417	1	480	0.000	1	480	0.417
06:00 - 07:00	3	454	3.010	3	454	2.423	3	454	5.433
07:00 - 08:00	7	446	4.260	7	446	3.491	7	446	7.751
08:00 - 09:00	9	449	6.094	9	449	4.806	9	449	10.900
09:00 - 10:00	9	449	5.722	9	449	5.920	9	449	11.642
10:00 - 11:00	13	428	7.594	13	428	7.576	13	428	15.170
11:00 - 12:00	13	428	9.210	13	428	8.438	13	428	17.648
12:00 - 13:00	13	428	15.943	13	428	13.878	13	428	29.821
13:00 - 14:00	13	428	15.045	13	428	16.212	13	428	31.257
14:00 - 15:00	13	428	11.167	13	428	11.885	13	428	23.052
15:00 - 16:00	13	428	11.436	13	428	11.364	13	428	22.800
16:00 - 17:00	13	428	12.352	13	428	12.065	13	428	24.417
17:00 - 18:00	13	428	13.680	13	428	13.016	13	428	26.696
18:00 - 19:00	13	428	14.991	13	428	15.135	13	428	30.126
19:00 - 20:00	13	428	13.214	13	428	14.219	13	428	27.433
20:00 - 21:00	13	428	9.497	13	428	10.700	13	428	20.197
21:00 - 22:00	13	428	7.522	13	428	8.043	13	428	15.565
22:00 - 23:00	10	444	5.295	10	444	6.174	10	444	11.469
23:00 - 24:00	6	442	2.940	6	442	3.995	6	442	6.935
Total Rates:			169.389				169.340	338.729	

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Parameter summary

Trip rate parameter range selected:	225 - 800 (units: sqm)
Survey date range:	01/01/10 - 02/10/20
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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

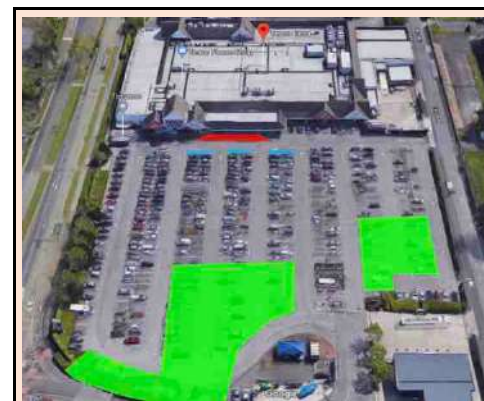
APPENDIX F

Tesco Parking Survey Data

CAR PARK OCCUPANCY SURVEY									
TESCO BAGULEY CAR PARK Friday 8th February 2019 0900 - 1800									

	Car Park ->	Marked Bays in Car Park		Disabled		Parent & Child		Total	
	Spaces ->	492		15		8		515	
Day	Time	Occupied	Stress	Occupied	Stress	Occupied	Stress	Occupied	Stress
Friday 8th February 2019	0900	141	29%	11	73%	6	75%	158	31%
	0930	169	34%	12	80%	7	88%	188	37%
	1000	182	37%	15	100%	8	100%	205	40%
	1030	203	41%	15	100%	8	100%	226	44%
	1100	212	43%	15	100%	8	100%	235	46%
	1130	241	49%	15	100%	8	100%	264	51%
	1200	256	52%	14	93%	7	88%	277	54%
	1230	256	52%	15	100%	8	100%	279	54%
	1300	261	53%	15	100%	8	100%	284	55%
	1330	264	54%	15	100%	8	100%	287	56%
	1400	255	52%	15	100%	8	100%	278	54%
	1430	234	48%	15	100%	6	75%	255	50%
	1500	207	42%	14	93%	7	88%	228	44%
	1530	213	43%	13	87%	7	88%	233	45%
	1600	201	41%	15	100%	7	88%	223	43%
	1630	219	45%	14	93%	6	75%	239	46%
	1700	222	45%	13	87%	7	88%	242	47%
	1730	208	42%	14	93%	6	75%	228	44%
	1800	203	41%	12	80%	7	88%	222	43%

NOTE:



Green = Least Used Areas Blue = Areas where Disabled parked when none available



These Vans were parked constantly on both days

CAR PARK OCCUPANCY SURVEY
TESCO BAGULEY CAR PARK Saturday 9th February 2019 0900 - 1800

	Car Park ->	Marked Bays in Car Park		Disabled		Parent & Child		Total	
	Spaces ->	492		15		8		515	
Day	Time	Occupied	Stress	Occupied	Stress	Occupied	Stress	Occupied	Stress
Saturday 9th February 2019	0900	138	28%	14	93%	7	88%	159	31%
	0930	172	35%	15	100%	8	100%	195	38%
	1000	191	39%	15	100%	8	100%	214	42%
	1030	206	42%	15	100%	8	100%	229	44%
	1100	205	42%	14	93%	8	100%	227	44%
	1130	241	49%	15	100%	8	100%	264	51%
	1200	254	52%	15	100%	8	100%	277	54%
	1230	276	56%	15	100%	0	0%	291	57%
	1300	286	58%	15	100%	8	100%	309	60%
	1330	296	60%	15	100%	7	88%	318	62%
	1400	291	59%	14	93%	8	100%	313	61%
	1430	274	56%	15	100%	8	100%	297	58%
	1500	267	54%	14	93%	8	100%	289	56%
	1530	259	53%	15	100%	7	88%	281	55%
	1600	247	50%	13	87%	8	100%	268	52%
	1630	260	53%	15	100%	8	100%	283	55%
	1700	254	52%	14	93%	6	75%	274	53%
	1730	242	49%	14	93%	7	88%	263	51%
	1800	237	48%	13	87%	7	88%	257	50%

NOTE:



keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 7293 0217

Manchester

☎ 0161 464 9495

Reading

☎ 0118 211 8180

✉ info@modetransport.co.uk 📍 modetransport.co.uk 🐦 [@mode_transport](https://twitter.com/mode_transport)