



ttp consulting

transport planning specialists

Zurich Assurance

**UNIT 3, BOGNOR REGIS RETAIL
PARK**

Transport Statement

November 2014

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1 INTRODUCTION

- 1.1 TTP Consulting is appointed by Zurich Assurance to provide traffic and transportation advice associated with the proposals for Unit 3 on Bognor Regis Retail Park (the 'site'). The site location is shown at Figure 1.
- 1.2 Located on the western side of the A29 Shripney Road the retail park currently offers approximately 7,630sqm of retail floor space, with associated vehicle access, car parking and a rear servicing arrangement. The existing tenants are Matalan, Lidl, Bensons, Fitness First, Dreams, Halfords and KFC. The proposals at Unit 3 include the removal of its 753sqm mezzanine and the replacement of Fitness First with a non-food retail tenant.
- 1.3 The area immediately surrounding the site to the east is allocated for class B1, B2 and B8 uses and hence the area is characterised by a predominance of warehouse style buildings. Towards the south and west is the Riverside caravan holiday home park and a recently constructed Sainsbury's is located on A29 Shripney Road to the south east of the site opposite further retail units at Arun Retail Park including B&Q, Pets at Home, Pizza Hut and Carpet Right.
- 1.4 The vehicle access to the retail park is taken from Rowan Way. In March 2013 a Section 106 agreement for application BE/75/12 included highway works to the access junction, with the alterations proposed as follows:
- Works to ban the right turn out of Bognor Regis Retail Park on to Rowan Way; and,
 - Such works detailed above to include the imposition of physical measures including a traffic island and localised road widening and the implementation of traffic regulation orders as necessary for the proposed works.
- 1.5 These works were understood to be necessary in association with planned improvements to Rowan Way by the highway authority.
- 1.6 The suitability of this location for the proposed uses is not considered to be controversial given the nature of the surrounding uses and the historic / current use of the site itself. Therefore the main transport effect of the proposals and the focus of this Transport Statement is the change in traffic movements and parking demand arising from the change of use from leisure to retail.
- 1.7 The proposed layout is included at **Appendix A**.

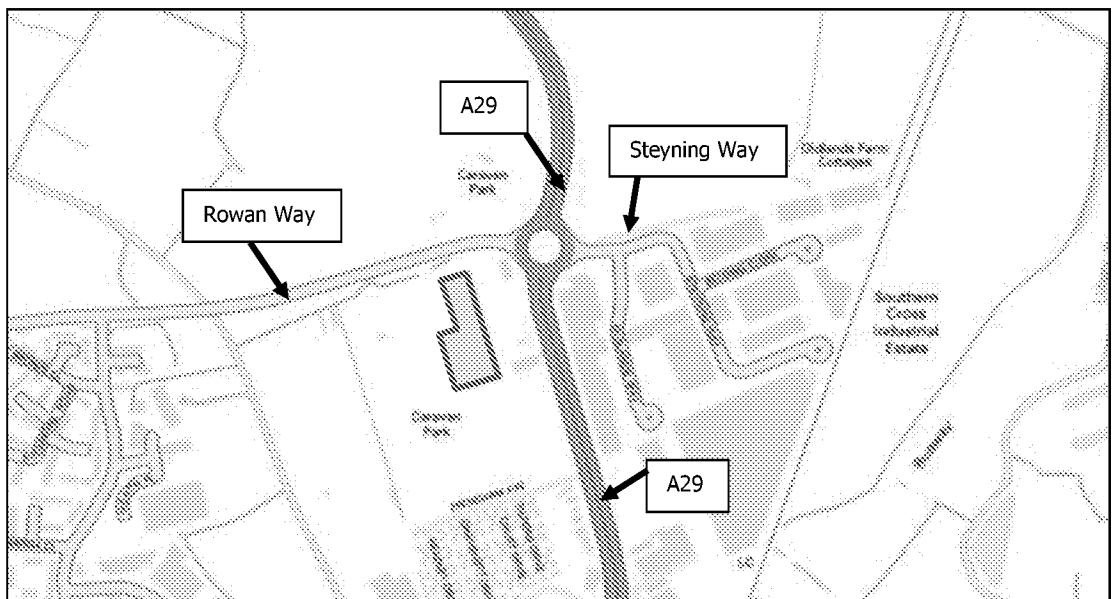
2 EXISTING SITUATION

Location

- 2.1 As previously described, Bognor Regis Retail Park is located on the western side of the A29 Shripney Road. The local area is dominated by the north-south corridor of the A29 Shripney Road with surrounding land uses including A1, B1, B2 and B8 uses which are located towards the south and the east of Bognor Regis Retail Park.
- 2.2 Bognor Regis Retail Park is bounded to the west and south by Riverside caravan Holiday Park and to the north and east by Rowan Way and Shripney Road respectively.

Local Road Network

- 2.3 Rowan Way meets the A29 Shripney Road and Steyning Way at a four arm roundabout as illustrated relative to the site location in the image below.



Bognor Regis Retail Park

- 2.4 The retail park consists of the units and floor areas set out in Table 2.1 below.

Table 2.1: Existing Retail Park Units				
Unit	Current Occupier	Ground	Mezzanine	Total
1A	Matalan	1,539sqm	486sqm	2,025sqm
1B	Lidl	1225sqm	-	1,225sqm
2	Bensons	937sqm	-	937sqm
3	Fitness First	949sqm	753sqm	1,702sqm
4	Dreams	446sqm	234sqm	680sqm
5	Halfords	635sq m	426sqm	1,061sqm
6	KFC	n/a	-	-

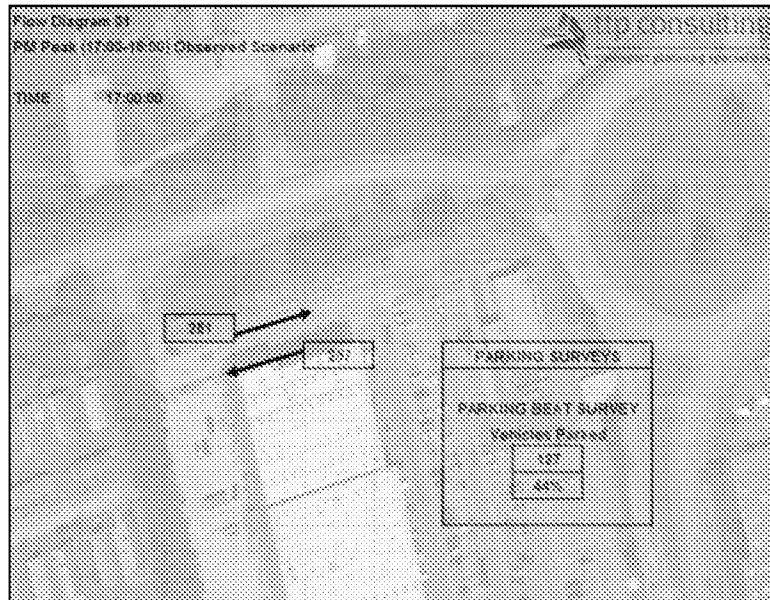
Existing Retail Park Traffic

- 2.5 Automatic Traffic Count (ATC) traffic surveys were undertaken at the retail park for a week between Wednesday 24th September and Tuesday 30th September between 00:00 and 00:00. The results of the surveys are included at **Appendix B** and are summarised in Table 2.2 below:

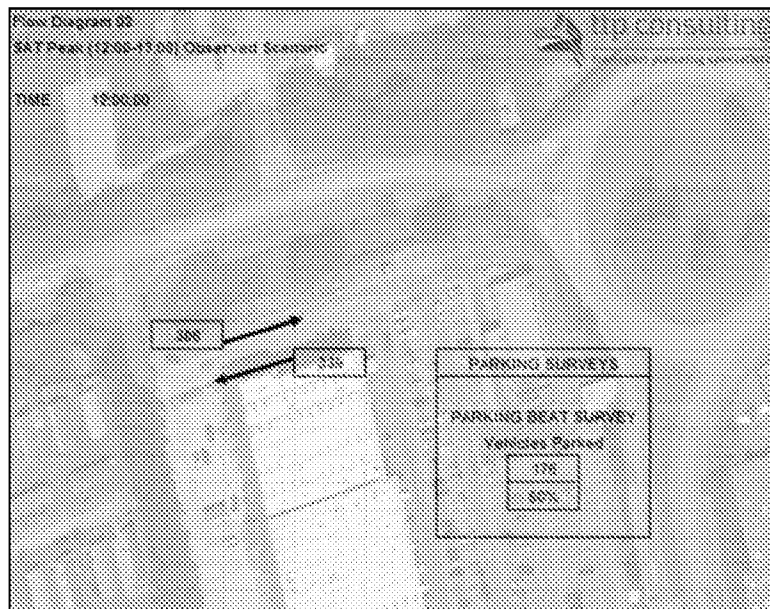
Table 2.2: ATC Survey Two-Way Traffic Flows						
Period	Average Weekday		Saturday		Sunday	
	Ins	Outs	Ins	Outs	Ins	Outs
08:00-09:00	88	52	131	63	46	2
09:00-10:00	191	117	188	145	68	35
10:00-11:00	215	185	265	217	247	197
11:00-12:00	257	256	318	293	324	295
12:00-13:00	240	258	306	339	313	279
13:00-14:00	233	254	321	318	280	300
14:00-15:00	221	235	304	313	319	299
15:00-16:00	230	218	334	341	214	303
16:00-17:00	234	224	272	326	87	126
17:00-18:00	237	231	231	273	60	62
(00:00-00:00)	2,604	2,593	3,066	3,113	2,115	2,077

- 2.6 The ATC results show that the busiest average weekday period was between 11:00-12:00 when there was an average of 513 vehicles entering and leaving the retail park. The midweek morning periods are relatively quiet when compared to the early afternoon and evening peak periods which have a similar volume of traffic.
- 2.7 The busiest day was Saturday 27th September when over 3,000 vehicles visit the Retail Park throughout the day and the peak period was between 15:00-16:00 with a total of 675 vehicles (334 arrivals and 341 departures).

2.8 Traffic flow conditions during the traditional road network peak periods, weekday evening (17:00-18:00) and Saturday (12:00-13:00), are shown in Flow Diagram 01 and Flow Diagram 02 below:



Flow Diagram 01 – Observed Weekday PM Peak (17:00-18:00)



Flow Diagram 02 – Observed Saturday Peak (12:00-13:00)

Parking

- 2.9 A parking beat survey was undertaken on Friday 26th and Saturday 27th September 2014 between 10:00 and 18:00. The surveys identified that there are a total of 290 parking spaces (including 10 disabled spaces) at the Retail Park, with 16 pedal cycle spaces and 16 motorcycle spaces.
- 2.10 The busiest period for parking demand was on a Saturday between 15:30 – 16:00 when there were a maximum of 197 vehicles parked in the entire car park (68% occupied) with over 90 spaces remaining. On the Friday between 12:30 – 13:00, there was a maximum parking demand of 180 spaces (62% occupied), with 110 remaining spaces.
- 2.11 Detailed parking beat surveys are shown at **Appendix C** and the existing parking inventory and hourly parking beat results are shown in Table 2.3 through Table 2.5.

Table 2.3: Existing Parking Inventory				
	Normal	Disabled	Cycle	Cycle and Motorcycle
Spaces	280	10	16	16
Total Vehicle Parking				290 spaces

Table 2.4: Existing Parking Beat Results (Friday)						
Time	Normal	Disabled	Cycle	Cycle and Motorcycle	Total	
					Cars Parked	Demand
10:00	155	5	6	6	160	55%
10:30	150	5	6	6	155	53%
11:00	151	4	5	6	155	53%
11:30	154	7	5	5	161	55%
12:00	144	7	5	5	151	52%
12:30	175	5	2	4	180	62%
13:00	159	5	1	5	164	56%
13:30	128	3	1	5	132	45%
14:00	137	4	1	6	141	48%
14:30	140	3	2	4	143	49%
15:00	103	4	3	4	107	37%
15:30	100	3	3	3	103	35%
16:00	112	4	2	4	116	40%
16:30	124	3	2	3	127	44%
17:00	126	3	1	6	129	44%
17:30	138	1	6	9	139	48%
18:00	131	2	2	6	134	46%

Table 2.5: Existing Parking Beat Results (Saturday)						
Time	Normal	Disabled	Cycle	Cycle and Motorcycle	Total	
					Cars Parked	Demand
10:00	114	4	2	5	118	41%
10:30	127	2	2	6	129	44%
11:00	168	2	1	4	170	58%
11:30	175	4	1	5	179	62%
12:00	171	4	2	4	176	60%
12:30	189	7	2	2	196	67%
13:00	171	2	2	6	173	59%
13:30	165	1	2	4	166	57%
14:00	171	6	3	4	177	61%
14:30	175	7	3	5	182	63%
15:00	168	6	4	6	174	60%
15:30	191	6	3	9	197	68%
16:00	179	6	3	7	185	64%
16:30	145	6	2	3	151	52%
17:00	125	2	2	6	127	44%
17:30	86	2	2	4	88	30%
18:00	45	0	1	2	45	15%

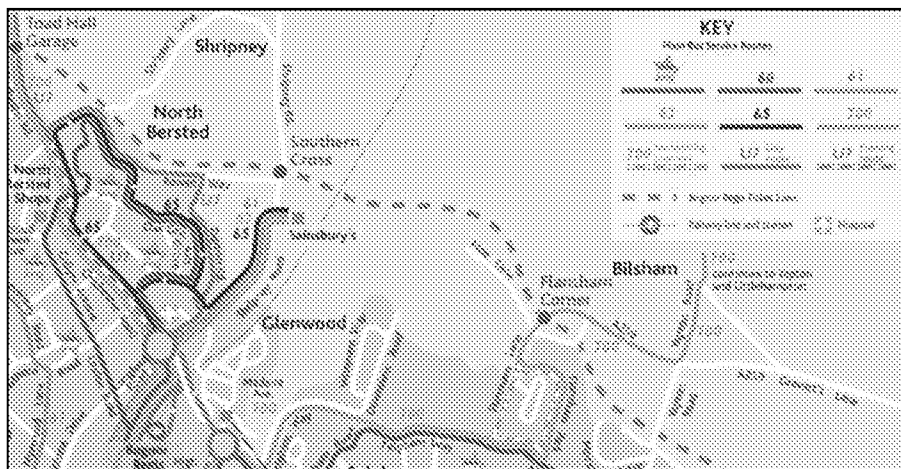
Accessibility by Non-Car Modes

Access on Foot

- 2.12 Pedestrian access to the retail park can be taken from off A29 Shripney Road and Rowan Way. There are footways along the east and north of the retail park boundary that cater for access on foot and the access located off Shripney Road provides a flush footway with tactile paving and crossing points within the park.

Access by Public Transport

- 2.13 The A29 Shripney Road caters for 3 bus services that run to / from the Sainsbury's to North Bersted, Rose Green and Stroud Green. An extract from the "stagecoach" web-based public transport map is presented below.



- | | |
|------|---|
| 2.14 | All three bus routes (61, 62 and 65) run every 2 hours with the 61 and 62 running Monday to Saturday and the 65 running Monday to Friday. |
| 2.15 | The relevant bus stops are approximately 600m walking distance from the retail park, equivalent to approximately 7-8 minutes walking time. The journey time from Bognor Regis High Street to the nearest bus stops to the retail park is timetabled at 6 minutes. |
| 2.16 | Whilst it is acknowledged that the service frequency requires public transport trips to be well-planned it is evident that the retail park is accessible by bus. |

3 PROPOSED DEVELOPMENT

The Proposals

- 3.1 It is proposed to develop Unit 3 (Fitness First) with a change of use from D2 fitness and leisure (1,702sqm) to A1 non-food retail (949sqm).
- 3.2 In summary there will be a total reduction of 753sqm as a result of the removal of the existing mezzanine floor at the Fitness First unit.
- 3.3 There are no proposals to alter the existing car park and disabled parking is provided at the front of the unit and throughout the car park.
- 3.4 Servicing arrangements will remain as existing via a rear servicing arrangement.

4 EFFECT OF DEVELOPMENT

Trip Generation

- 4.1 Given the reduction in floor area, the primary nature of trips to fitness clubs and the longer dwell times for parking, it is expected that the change of use to non-food retail will not cause any unacceptable impacts. In order to explore this further a trip generation exercise has been undertaken for the existing D2 Fitness First and compared with the proposed change of use to A1 non-food retail.

Existing Trip Generation

- 4.2 The usual source for trip rates is the TRICS database but there are no fitness clubs with similar retail park characteristics within the database. In order to estimate the number of visitors to the existing Fitness First unit a headcount 'in and out' survey was undertaken in between the parking beat observations. The observations from the intermittent 15-minute counts have been doubled to provide hourly estimates, as presented in Table 4.1.
- 4.3 Given the location of the site it is considered that all of the existing trips to Fitness First would be car trips with all vehicles utilising the existing car park that fronts the retail units. A group size of 1 person per vehicle has also been assumed.

Table 4.1: Existing Trip Generation					
Day	Time Period	30-minute Totals (observed)		Hourly Totals (estimated)	
		Arrivals	Departures	Arrivals	Departures
Friday 26 th September	17:15-17:30	33	19	66	38
	17:45-18:00				
Saturday 27 th September	12:15-12:30	11	21	22	42
	12:45-13:00				

Predicted Trip Generation

- 4.4 The potential change in trips associated with the change of use has been estimated based on information from the TRICS database for non-food retail sites in England. The trip rates and resultant trip generation for a 949sqm A1 non-food retail unit are shown in Table 4.2 and the TRICS output included at **Appendix E**.

Table 4.2: Predicted Vehicle Trip Rate and Trip Generation				
Peak Period	Trip Rate / 100sqm		Trip Generation (949sqm)	
	Arrivals	Departures	Arrivals	Departures
Weekday PM Peak (17:00-18:00)	0.659	0.628	6	6
Saturday Peak (12:00-13:00)	2.961	2.946	28	28

Traffic Impact

- 4.5 The existing and proposed vehicle trip generation is presented in Table 4.3 and the net impact is shown in Table 4.4.

Table 4.3: Existing and Proposed Trip Generation				
Peak Period	Existing Trip Generation (1,702sqm)		Proposed Trip Generation (949sqm)	
	Arrivals	Departures	Arrivals	Departures
PM Peak (17:00-18:00)	66	38	6	6
Saturday Peak (12:00-13:00)	22	42	28	28

Table 4.4: Net Difference			
Peak Period			
	Arrivals	Departures	Two-way
PM Peak (17:00-18:00)	-60	-32	-92
Saturday Peak (12:00-13:00)	+6	-14	-8

- 4.6 The proposed scheme offers a reduction of up to 92 two-way vehicle trips in the PM Peak (17:00-18:00) and 8 in the Saturday Peak (12:00-13:00).
- 4.7 Whilst the method of estimating existing car trips to the Fitness First unit might be considered to represent an exaggeration, it is still probable that the non-food retail unit would attract less traffic to the retail park once an allowance has been made for pass-by, linked / diverted and internally linked trips to the retail unit. It is therefore considered that the proposed change of use and associated floor space reduction will lead to a slight decrease in traffic flows during peak periods.

Parking

- 4.8 Parking standards for development are set out in the West Sussex County Council (WSCC) 'Revised County Parking Standards and Transport Contributions Methodology.'

Cars

- 4.9 Given the reduction in the number of vehicle trips at the retail park as a result of the proposal, there is expected to be a reduction in the parking demand, hence no changes to the parking layout are considered necessary, in particular since the surveys do not identify high levels of existing parking demand.

Cycles

- 4.10 The WSCC cycle parking standards for A1 non-food retail is 1 space per 100sqm for staff and 1 space per 100sqm for customers. A total of 9 parking spaces will be provided for staff and 9 spaces will be provided for customers.

Servicing & Deliveries

- 4.11 The existing layout of the building requires that deliveries are made to the rear of the site. Each of the units has rear doors in order to receive deliveries and it is expected that vehicles would park behind each unit in order to unload.
- 4.12 The proposals realise no alterations to the existing servicing arrangements.

5 SUMMARY AND CONCLUSION

Summary

5.1 TTP has been appointed to provide highways and transport advice associated with the proposals for Unit 3 at Bognor Regis Retail Park. In summary:

- The existing retail park offers approximately 7,630sqm of floor space with Unit 3 currently comprising a Fitness First, which contains 949sqm on the ground floor with a 753sqm mezzanine;
- The local area is characterised by the north-south corridor of the A29 Shripney Road with surrounding land uses including A1, B1, B2 and B8 uses which are located towards the south and the east of Bognor Regis Retail Park;
- The A29 Shripney Road is the road that bounds the retail park to the east and caters for 3 bus services with bus stops located within 600m (7-8 minute walk) of the retail park;
- The proposals associated with this planning application are for a change of use from D2 fitness and leisure to A1 non-food retail which includes the retention of the 949sqm ground floor and the removal of the mezzanine;
- The proposed change of use and decrease in floor area has been assessed with reference to the TRICS database and surveys of similar styles of development located in England. It is expected that there will be an overall reduction in traffic movements to and from the site during peak periods and that the development will have a positive impact on the operation of the local road network. Hence the proposals include no alteration in the number of parking spaces; and
- Vehicular access in to and out of the site is to remain as existing, via a junction from Rowan Way. The layout can accommodate deliveries by vehicles up to and including 16.5m articulated HGV with the servicing area located to the rear of the unit, as existing.

Conclusion

5.2 The proposals associated with this planning application would result in a beneficial change in conditions on the local highway and transport network and as such the proposals are considered to be acceptable in highway and transportation terms.

APPENDIX A

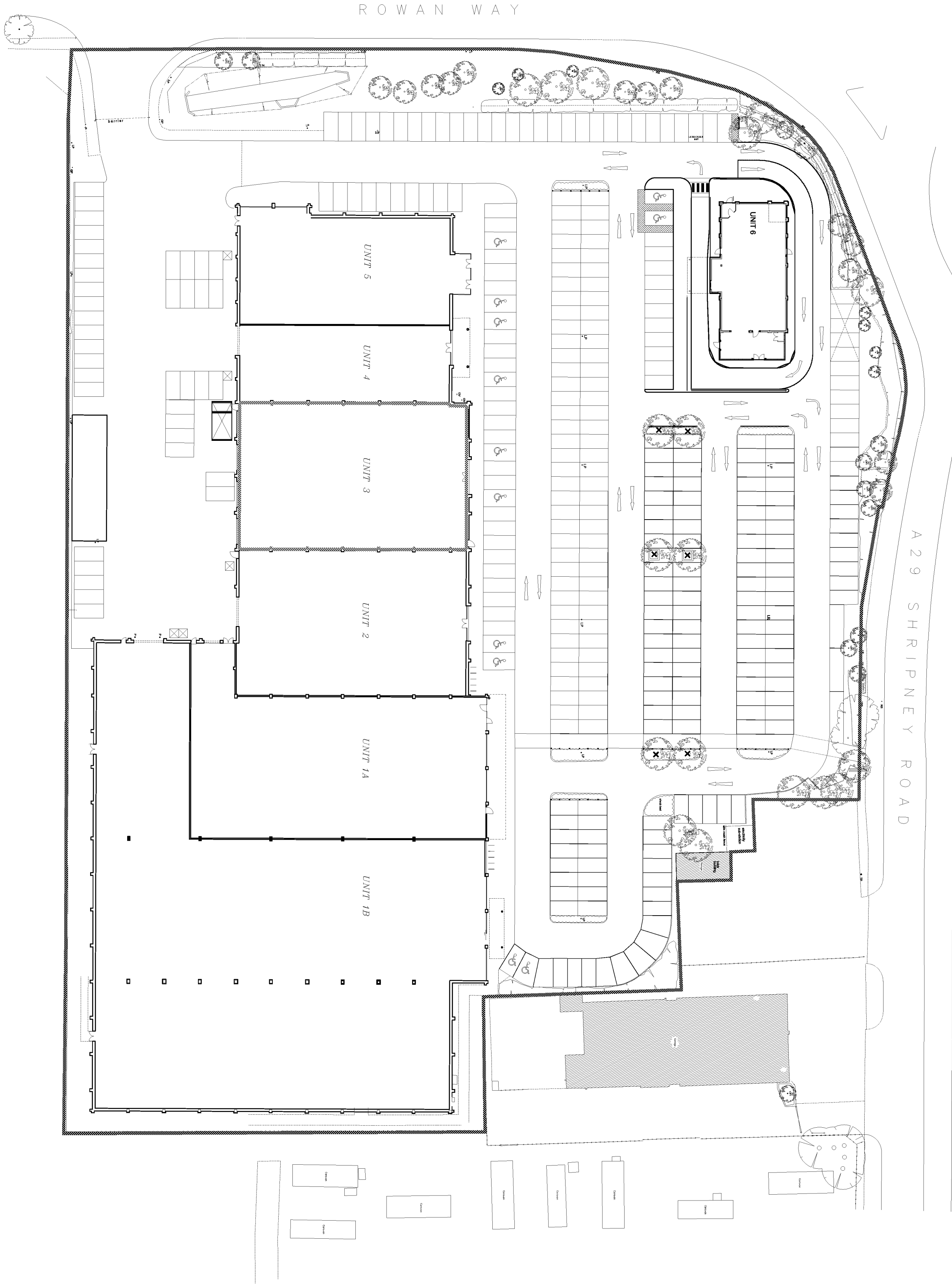


SCALE 1:500



A 29 SHRIPNEY ROAD

ROWAN WAY



Rev	C305	10/03/14	14/03/14	C24
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PLANNING ISSUE

THREADEEDLE

Project

BOGNOR REGIS RETAIL PARK
SHRIPNEY ROAD

Existing 1:100

UNIT 3
BLOCK PLAN

Drawn	Checked	Issue	Date
JR	SB	A2	1:500
12/7/98	301	NOV 2014	

CORSTORPHINE
+WRIGHT

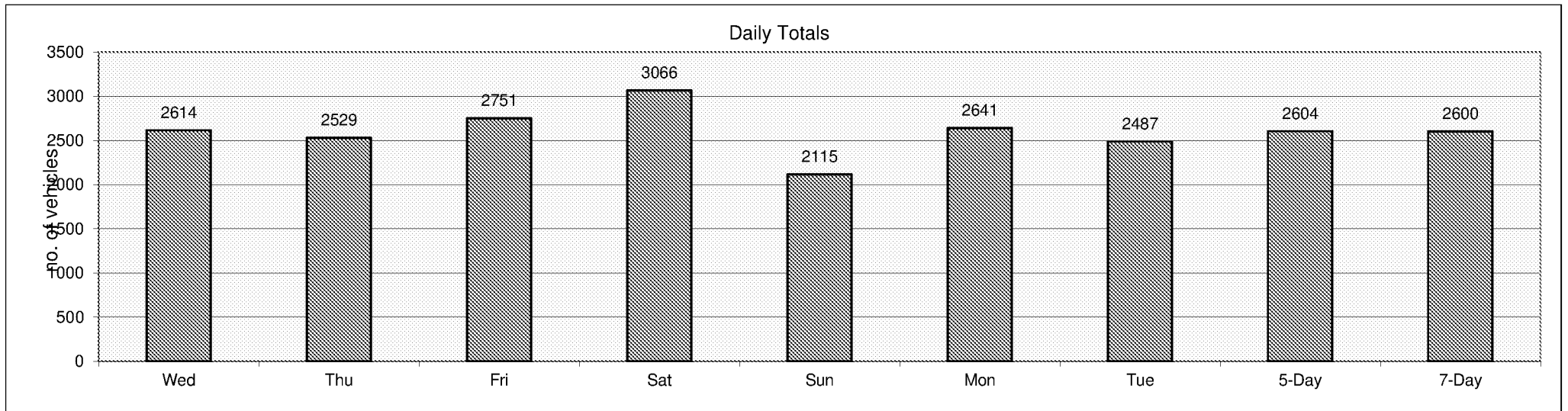
One Mortimer Street, London W1T 3JA t 020 7942 0820
London | Warwick | Manchester www.corstorphine-wright.com

APPENDIX B

17999 BOGNOR REGIS							
OCTOBER 2014							
Site	Location	Direction	Week Beginning	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.
Site No: 17999001	Access to Retail Park, Bognor Regis (Gate) SU 93921 01332	Channel: Eastbound	Week Begin: 24-Sep-14	N/A	18203	2604	2600
		Channel: Westbound	Week Begin: 24-Sep-14		18154	2593	2593

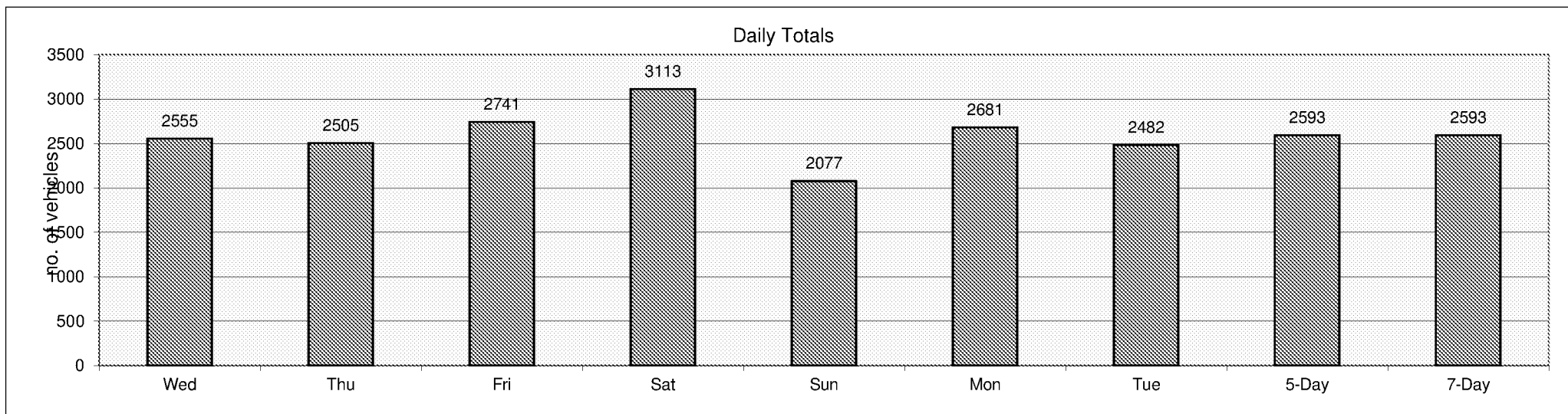
17999	BOGNOR REGIS			Site No: 17999001		Location	Access to Retail Park, Bognor Regis (Gate)		
	Channel: Eastbound								
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	24/09/14	25/09/14	26/09/14	27/09/14	28/09/14	29/09/14	30/09/14	Av	Av
Week Begin: 24-Sep-14									
00:00	1	1	0	1	0	1	0	1	1
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	2	2	4	1	1	3	1	2	2
06:00	37	53	37	7	1	43	46	43	32
07:00	26	25	25	28	19	30	21	25	25
08:00	77	92	114	131	46	82	76	88	88
09:00	186	189	209	188	68	176	197	191	173
10:00	226	234	213	265	247	209	193	215	227
11:00	275	243	262	318	324	279	228	257	276
12:00	267	226	259	306	313	252	198	240	260
13:00	235	199	237	321	280	243	250	233	252
14:00	230	201	223	304	319	251	198	221	247
15:00	220	242	234	334	214	239	213	230	242
16:00	258	218	242	272	87	247	207	234	219
17:00	215	228	281	231	60	215	248	237	211
18:00	154	202	192	159	47	191	191	186	162
19:00	133	109	131	117	45	127	132	126	113
20:00	39	35	44	39	26	35	39	38	37
21:00	22	17	19	27	12	10	27	19	19
22:00	10	9	18	12	6	6	18	12	11
23:00	1	4	7	5	0	2	4	4	3
12H,7-19	2369	2299	2491	2857	2024	2414	2220	2359	2382
16H,6-22	2600	2513	2722	3047	2108	2629	2464	2586	2583
18H,6-24	2811	2526	2747	3064	2114	2637	2486	2601	2598
24H,0-24	2614	2529	2751	3066	2115	2641	2487	2604	2600
Am	11:00	11:00	11:00	11:00	11:00	11:00	11:00	-	-
Peak	275	243	262	318	324	279	228	257	276
Pm	12:00	15:00	17:00	15:00	14:00	12:00	13:00	-	-
Peak	267	242	281	334	319	252	250	258	278

17999	BOGNOR REGIS			Site No: 17999001		Location	Access to Retail Park, Bognor Regis (Gate)		
				Channel: Eastbound					
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	24/09/14	25/09/14	26/09/14	27/09/14	28/09/14	29/09/14	30/09/14	Av	Av



17999	BOGNOR REGIS		Site No: 17999001		Location		Access to Retail Park, Bognor Regis (Gate)		
	Channel: Westbound								
	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
TIME PERIOD	24/09/14	25/09/14	26/09/14	27/09/14	28/09/14	29/09/14	30/09/14	Av	Av
Week Begin: 24-Sep-14									
00:00	3	1	0	6	2	1	0	1	2
01:00	0	0	2	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	1	0	0	0
06:00	4	4	2	1	1	5	4	4	3
07:00	22	27	25	3	2	22	24	24	18
08:00	46	65	56	63	2	47	48	52	47
09:00	111	106	125	145	35	120	121	117	109
10:00	182	200	201	217	197	176	165	185	191
11:00	271	243	274	293	295	242	250	256	267
12:00	274	235	276	339	279	274	231	258	273
13:00	254	239	253	318	300	294	231	254	270
14:00	227	222	263	313	299	250	211	235	255
15:00	210	204	214	341	303	250	210	218	247
16:00	225	221	235	326	126	224	216	224	225
17:00	227	214	257	273	62	238	218	231	213
18:00	200	231	233	218	59	225	219	222	198
19:00	162	175	193	139	57	182	173	177	154
20:00	74	55	70	65	25	74	86	72	64
21:00	39	49	28	32	24	41	45	40	37
22:00	18	11	22	13	7	12	21	17	15
23:00	6	3	11	8	2	3	9	6	6
12H,7-19	2249	2207	2412	2849	1959	2362	2144	2275	2312
16H,6-22	2528	2490	2705	3086	2066	2664	2452	2568	2570
18H,6-24	2552	2504	2738	3107	2075	2679	2462	2591	2591
24H,0-24	2555	2505	2741	3113	2077	2681	2482	2593	2593
Am	11:00	11:00	11:00	11:00	11:00	11:00	11:00	-	-
Peak	271	243	274	293	295	242	250	256	267
Pm	12:00	13:00	12:00	15:00	15:00	13:00	13:00	-	-
Peak	274	239	276	341	303	294	231	263	280

17999	BOGNOR REGIS			Site No: 17999001		Location	Access to Retail Park, Bognor Regis (Gate)		
				Channel: Westbound					



APPENDIX C

SITE PLANS - PARKING BEATS



PARKING BEATS

JOB REF: 17999

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: RETAIL CAR PARK



DATE: 26/09/2014

DAY: FRIDAY

TIME	ZONE											
	1		2	3			4		5	6		
	NORMAL	LONG ORDER BAY (KFC)	NORMAL	NORMAL	DISABLED	PEDAL CYCLES	NORMAL	DISABLED	NORMAL	NORMAL	DISABLED	PEDAL & MOTOR CYCLES
TOTAL SPACES	28	1	10	98	6	16	11	2	98	35	2	16
10:00	13	0	8	70	3	6	3	0	28	33	2	6
10:30	12	0	7	67	3	6	3	0	30	31	2	6
11:00	12	0	6	63	2	5	5	0	33	32	2	6
11:30	10	0	5	74	5	5	7	0	30	28	2	5
12:00	12	0	6	59	4	5	5	1	31	31	2	5
12:30	18	0	6	77	4	2	6	0	33	35	1	4
13:00	14	0	4	67	3	1	5	1	38	31	1	5
13:30	12	1	2	52	2	1	4	0	34	24	1	5
14:00	10	0	5	55	2	1	6	0	31	30	2	6
14:30	11	0	5	62	2	2	4	0	30	28	1	4
15:00	9	0	1	49	2	3	3	1	16	25	1	4
15:30	10	0	2	45	1	3	2	0	19	22	2	3
16:00	9	0	4	57	2	2	2	0	24	16	2	4
16:30	9	0	4	58	2	2	3	1	30	20	0	3
17:00	13	0	2	55	2	1	4	0	27	25	1	6

17:30	14	0	5	63	1	6	5	0	26	25	0	9
18:00	11	1	6	65	0	2	6	1	24	19	1	6

PARKING BEATS

JOB REF: 17999

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: RETAIL CAR PARK



DATE: 27/09/2014

DAY: SATURDAY

TIME	ZONE											
	1		2	3			4		5	6		
	NORMAL	LONG ORDER BAY (KFC)	NORMAL	NORMAL	DISABLED	PEDAL CYCLES	NORMAL	DISABLED	NORMAL	NORMAL	DISABLED	PEDAL & MOTOR CYCLES
TOTAL SPACES	28	1	10	98	6	16	11	2	98	35	2	16
10:00	8	0	2	61	2	2	2	0	20	21	2	5
10:30	8	0	5	56	2	2	1	0	30	27	0	6
11:00	13	0	6	76	2	1	3	0	38	32	0	4
11:30	14	0	5	78	2	1	4	0	43	31	2	5
12:00	11	1	5	73	3	2	4	0	46	32	1	4
12:30	16	0	5	77	3	2	6	2	51	34	2	2
13:00	13	0	4	75	1	2	4	1	42	33	0	6
13:30	15	0	6	63	0	2	6	0	44	31	1	4
14:00	13	0	2	77	3	3	4	1	44	31	2	4
14:30	12	0	1	75	5	3	6	1	48	33	1	5
15:00	12	0	5	71	4	4	2	0	46	32	2	6
15:30	14	0	7	81	3	3	5	1	53	31	2	9
16:00	12	0	6	73	4	3	6	0	52	30	2	7
16:30	11	0	4	61	4	2	4	0	39	26	2	3
17:00	11	0	2	56	2	2	4	0	21	31	0	6

17:30	7	0	2	41	2	2	4	0	18	14	0	4
18:00	5	0	3	18	0	1	7	0	5	7	0	2

APPENDIX D

PEDESTRIAN SURVEYS

JOB REF: 17999

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: FITNESS FIRST



DATE: 26/09/2014

DAY: FRIDAY

NOTE: PEDESTRIAN COUNTS WERE UNDERTAKEN DURING 15 MINUTE PERIODS WHEN THE ENUMERATOR WAS NOT CARRYING OUT BEATS.

TIME	MOVEMENT 1 INBOUND TO FITNESS FIRST			MOVEMENT 2 OUTBOUND FROM FITNESS		
	ADULT	CHILD	TOT	ADULT	CHILD	TOT
12:00						
12:15	8	1	9	8	0	8
12:30						
12:45	3	0	3	6	0	6
13:00						
13:15	3	0	3	5	0	5
13:30						
13:45	12	0	12	5	0	5
17:00						
17:15	18	0	18	6	0	6
17:30						
17:45	15	0	15	13	0	13

PEDESTRIAN SURVEYS

JOB REF: 17999
JOB NAME: BOGNOR REGIS
SITE: 1
LOCATION: FITNESS FIRST



DATE: 27/09/2014

DAY: SATURDAY

NOTE: PEDESTRIAN COUNTS WERE UNDERTAKEN DURING 15 MINUTE PERIODS WHEN THE ENUMERATOR WAS NOT CARRYING OUT BEATS.

TIME	MOVEMENT 1 INBOUND TO FITNESS FIRST			MOVEMENT 2 OUTBOUND FROM FITNESS		
	ADULT	CHILD	TOT	ADULT	CHILD	TOT
12:00						
12:15	6	0	6	13	0	13
12:30						
12:45	5	0	5	8	0	8
13:00						
13:15	4	0	4	4	0	4
13:30						
13:45	6	0	6	5	0	5

APPENDIX E

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : K - RETAIL PARK - EXCLUDING FOOD

VEHICLESSelected regions and areas:**02 SOUTH EAST**

ES EAST SUSSEX 1 days

03 SOUTH WEST

GS GLOUCESTERSHIRE 1 days

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

Filtering Stage 2 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: 6758 to 9325 (units: sqm)
 Range Selected by User: 2575 to 20000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 10/11/12

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:

Thursday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone 1
 No Sub Category 1

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

Filtering Stage 3 selection:Use Class:

A1	2 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 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 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.

LIST OF SITES relevant to selection parameters

1	ES-01-K-04	RETAIL PARK	EAST SUSSEX
	THE DROVE		
	NEWHAVEN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6758 sqm	
	Survey date: THURSDAY	03/07/03	Survey Type: MANUAL
2	GS-01-K-01	RETAIL PARK	GLOUCESTERSHIRE
	EASTERN AVENUE		
	BARNWOOD		
	GLOUCESTER		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	9325 sqm	
	Survey date: THURSDAY	29/04/10	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 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

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									
06:00 - 07:00									
07:00 - 08:00	1	9325	0.075	1	9325	0.011	1	9325	0.086
08:00 - 09:00	2	8042	0.616	2	8042	0.435	2	8042	1.051
09:00 - 10:00	2	8042	1.374	2	8042	0.895	2	8042	2.269
10:00 - 11:00	2	8042	1.424	2	8042	1.467	2	8042	2.891
11:00 - 12:00	2	8042	1.542	2	8042	1.505	2	8042	3.047
12:00 - 13:00	2	8042	1.685	2	8042	1.548	2	8042	3.233
13:00 - 14:00	2	8042	1.474	2	8042	1.797	2	8042	3.271
14:00 - 15:00	2	8042	1.449	2	8042	1.424	2	8042	2.873
15:00 - 16:00	2	8042	1.194	2	8042	1.318	2	8042	2.512
16:00 - 17:00	2	8042	0.846	2	8042	1.032	2	8042	1.878
17:00 - 18:00	2	8042	0.659	2	8042	0.628	2	8042	1.287
18:00 - 19:00	2	8042	0.870	2	8042	0.846	2	8042	1.716
19:00 - 20:00	2	8042	0.902	2	8042	1.144	2	8042	2.046
20:00 - 21:00	1	9325	0.011	1	9325	0.064	1	9325	0.075
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.121			14.114			28.235

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 6758 - 9325 (units: sqm)
 Survey date range: 01/01/03 - 10/11/12
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : K - RETAIL PARK - EXCLUDING FOOD

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	4 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Filtering Stage 2 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: 2800 to 16000 (units: sqm)
 Range Selected by User: 2575 to 20000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 10/11/12

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 19 days

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

Selected survey types:

Manual count 19 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 9
 Edge of Town 9
 Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Industrial Zone 7
 Commercial Zone 3
 Development Zone 1
 Residential Zone 2
 Retail Zone 1
 Built-Up Zone 2
 No Sub Category 3

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.

Filtering Stage 3 selection:Use Class:

A1 19 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®.

Filtering Stage 3 selection (Cont.):Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	5 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

50,001 to 75,000	5 days
75,001 to 100,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	8 days
1.1 to 1.5	10 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	19 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	19 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CB-01-K-01	HOME BASE/ PC WORLD	CUMBRIA
	PARKHOUSE ROAD		
	KINGSTOWN		
	CARLISLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	9225 sqm	
	Survey date: SATURDAY	06/02/10	Survey Type: MANUAL
2	CW-01-K-01	RETAIL PARK	CORNWALL
	TREVENSON ROAD		
	CAMBORNE		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	11400 sqm	
	Survey date: SATURDAY	22/09/07	Survey Type: MANUAL
3	DC-01-K-07	RETAIL PARK	DORSET
	REDLANDS		
	BRANKSOME		
	POOLE		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	12850 sqm	
	Survey date: SATURDAY	19/07/08	Survey Type: MANUAL
4	ES-01-K-04	RETAIL PARK	EAST SUSSEX
	THE DROVE		
	NEWHAVEN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6758 sqm	
	Survey date: SATURDAY	05/07/03	Survey Type: MANUAL
5	EX-01-K-01	RETAIL PARK	ESSEX
	CHELMER ROAD		
	CHELMER VILLAGE		
	CHELMSFORD		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	16000 sqm	
	Survey date: SATURDAY	12/07/08	Survey Type: MANUAL
6	LC-01-K-05	RETAIL PARK	LANCASHIRE
	MARINER'S WAY		
	PRESTON		
	Suburban Area (PPS6 Out of Centre)		
	Commercial Zone		
	Total Gross floor area:	3500 sqm	
	Survey date: SATURDAY	08/10/11	Survey Type: MANUAL
7	LN-01-K-01	RETAIL PARK	LINCOLNSHIRE
	TRITTON ROAD		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	13129 sqm	
	Survey date: SATURDAY	12/05/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-01-K-01	RETAIL PARK	NORFOLK
	HALL ROAD		
	LONG JOHN'S HILL		
	NORWICH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	14100 sqm	
	Survey date: SATURDAY	12/05/07	Survey Type: MANUAL
9	NR-01-K-01	RETAIL PARK	NORTHAMPTONSHIRE
	WEEDON ROAD		
	SIXFIELDS		
	NORTHAMPTON		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	6675 sqm	
	Survey date: SATURDAY	29/11/08	Survey Type: MANUAL
10	NT-01-K-01	RETAIL PARK	NOTTINGHAMSHIRE
	MANSFIELD ROAD		
	DAYBROOK		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	7020 sqm	
	Survey date: SATURDAY	26/05/07	Survey Type: MANUAL
11	NY-01-K-02	RETAIL PARK	NORTH YORKSHIRE
	GRIMBALD CRAG WAY		
	KNARESBOROUGH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	9452 sqm	
	Survey date: SATURDAY	27/09/08	Survey Type: MANUAL
12	NY-01-K-03	RETAIL PARK	NORTH YORKSHIRE
	SEAMER ROAD		
	SCARBOROUGH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2800 sqm	
	Survey date: SATURDAY	19/09/09	Survey Type: MANUAL
13	SC-01-K-05	RETAIL PARK	SURREY
	ORIENTAL ROAD		
	MAYBURY		
	WOKING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	4300 sqm	
	Survey date: SATURDAY	05/07/08	Survey Type: MANUAL
14	SF-01-K-01	RETAIL PARK	SUFFOLK
	EASLEA ROAD		
	BURY ST EDMUNDS		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	9437 sqm	
	Survey date: SATURDAY	13/05/06	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	WM-01-K-02	RETAIL PARK	WEST MIDLANDS
	MARSHALL LAKE ROAD		
	SHIRLEY		
	SOLIHULL		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	9350 sqm	
	Survey date: SATURDAY	15/09/07	Survey Type: MANUAL
16	WM-01-K-03	RETAIL PARK	WEST MIDLANDS
	FLAXLEY PARKWAY		
	STECHFORD		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	5025 sqm	
	Survey date: SATURDAY	29/11/08	Survey Type: MANUAL
17	WM-01-K-04	RETAIL PARK	WEST MIDLANDS
	KINGSBURY ROAD		
	ERDINGTON		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	14690 sqm	
	Survey date: SATURDAY	29/11/08	Survey Type: MANUAL
18	WM-01-K-05	RETAIL PARK	WEST MIDLANDS
	HARBORNE LANE		
	SEELY OAK		
	BIRMINGHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Built-Up Zone		
	Total Gross floor area:	11599 sqm	
	Survey date: SATURDAY	10/11/12	Survey Type: MANUAL
19	WO-01-K-02	RETAIL PARK	WORCESTERSHIRE
	KIDDERMINSTER ROAD		
	NEWTOWN		
	DROITWICH SPA		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7405 sqm	
	Survey date: SATURDAY	25/06/05	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 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

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									
06:00 - 07:00									
07:00 - 08:00	14	9306	0.153	14	9306	0.048	14	9306	0.201
08:00 - 09:00	19	9196	0.678	19	9196	0.298	19	9196	0.976
09:00 - 10:00	19	9196	1.563	19	9196	1.001	19	9196	2.564
10:00 - 11:00	19	9196	2.439	19	9196	1.998	19	9196	4.437
11:00 - 12:00	19	9196	2.928	19	9196	2.623	19	9196	5.551
12:00 - 13:00	19	9196	2.961	19	9196	2.946	19	9196	5.907
13:00 - 14:00	19	9196	2.977	19	9196	3.037	19	9196	6.014
14:00 - 15:00	19	9196	3.115	19	9196	3.148	19	9196	6.263
15:00 - 16:00	19	9196	3.082	19	9196	3.096	19	9196	6.178
16:00 - 17:00	19	9196	2.493	19	9196	3.013	19	9196	5.506
17:00 - 18:00	19	9196	1.723	19	9196	2.283	19	9196	4.006
18:00 - 19:00	19	9196	0.751	19	9196	1.257	19	9196	2.008
19:00 - 20:00	17	9340	0.319	17	9340	0.433	17	9340	0.752
20:00 - 21:00	1	9225	0.000	1	9225	0.000	1	9225	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			25.182			25.181			50.363

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	2800 - 16000 (units: sqm)
Survey date date range:	01/01/03 - 10/11/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	19
Number of Sundays:	0
Surveys manually removed from selection:	1

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.