



ttp consulting

transport planning specialists

Orchard Street

**PIZZA HUT, ARUN RETAIL
PARK, BOGNOR REGIS**

Transport Statement

February 2022

TTP Consulting Ltd
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London W1W 6QQ

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1 INTRODUCTION

- 1.1 TTP Consulting is retained to provide highways and transport advice with the proposals for the Pizza Hut restaurant (the Unit) at Arun Retail Park (the Park) in Bognor Regis.

Figure 1.1: Location Plan



- 1.2 The Park is located to the north-east of the town centre, to the west of the A29 and opposite the Sainsbury's supermarket. It comprises of a terrace of retail units along the south-western boundary of the Park with three standalone units in the car park adjacent to the entrance occupied by Burger King, Costa and Pizza Hut; the Burger King has Drive-thru facilities.
- 1.3 This report has been prepared to support proposals to construct a drive-thru lane for the Pizza Hut unit as illustrated on the plans in **Appendix A** along with alterations to the car park to enable the Unit to be occupied by Tim Horton's, and to create 5 additional spaces for staff in the service yard. It considers the potential highways and transport effects of the proposals taking into account feedback from officers through a pre-application, and in particular in relation to the car park and drive-thru lane along with traffic impact.

2 EXISTING SITUATION

Arun Retail Park

- 2.1 The Park comprises of 8 units with a combined gross floor area of circa 10,000sqm with tenants including B&Q, Carpet Right, Marks & Spencer (Foodhall), Next and Pets at Home in the main retail terrace with Burger King, Costa and Pizza Hut in the car park. The Burger King has a drive-thru lane with the Costa and Pizza Hut being drive-to units.
- 2.2 There is parking for an estimated 296 cars with access taken via a left-in / left-out on the A29 with vehicles on the A29 having priority. The provision includes 273 spaces in the car park and 23 spaces in the service yard for staff.
- 2.3 Servicing for all of the units in the main terrace is undertaken via the service yard to the rear of the terrace which is accessed via the road that connects to the car park entrance. Servicing for the three units in the car park is undertaken via the car park in common with retail parks throughout the UK.

Figure 2.1: Existing Layout of Park



- 2.4 Entry / Exit surveys and parking beats were undertaken on Friday and Saturday 10th and 11th September 2021 the results of which are appended to this report (**Appendix B**); the surveys which covered 1100 to 1800 on the Friday and 1100 to 1700 on the Saturday recorded 647 two-way movements (334 arrivals / 313 departures) between 1100 and 1200 on the Friday, with 469 two-way movements (236 arrivals / 233 departures) between 1700 and 1800 on the Friday, and 787 two-way movements (391 arrivals / 396 departures) between 1200 and 1300 on the Saturday.
- 2.5 The surveys also picked up vehicles entering and exiting the Burger King car park and drive-thru lane which suggested that 38% to 40% of customers used the drive-thru lane on both days which compares to the 56% to 60% using the McDonald's drive-thru lane. Entry / exit flows associated with the Burger King were also considerably lower than for the McDonald's with 291 arrivals between 1100 and 1800 on the Friday compared to 750 at McDonalds, with corresponding figures of 279 and 689 for the Saturday between 1100 and 1700.

Surrounding Area

- 2.6 The local area comprises of a mix of commercial, retail and holiday residential which includes a Sainsbury's supermarket to the south-east on the opposite side of the A29 and a Tesco supermarket a short distance to the south-west, both with petrol filling stations, commercial to the north-east and south, and holiday residential to the north and south-west.
- 2.7 The McDonald's referred to above is located circa 500m to the north-east of the Park to the south of the Oldlands Way Roundabout. It is a standalone unit with access taken from Oldlands Way circa 20m south of the junction with Steyning Way. Officers raised the issue of queues forming beyond the drive-thru lane as a potential issue to be investigated and requested that we undertake a survey of the premises which was undertaken from Oldlands Way with a summary as follows, and discussed in more detail later:
- A total of 750 vehicles entered the car park on the Friday between 1100 and 1800 of which 60% used the drive-thru lane; with 689 entering the premises between 1100 and 1700 on the Saturday with 56% using the drive-thru lane.
 - The distance between the start of the drive-thru lane and Oldlands Way is circa 36m and as such has capacity for 6 cars. The results of the surveys revealed that queues were generally contained to the premises.

Accessibility by Non-Car

- 2.8 The Park is accessible by modes other than the car with pedestrian and cycle infrastructure passing the Park, and buses calling at nearby stops.

Access on Foot and by Bicycle

- 2.9 Walking and cycling are considered suitable modes of transport to replace car and public transport journeys up to 2km and 8km respectively, with factors such as access to a car, health, gradients and weather along with journey purpose all influencing a person's choice to walk or cycle. Figures 2.2 and 2.3 illustrate the walking (800m and 2km) and cycling (5km and 8km) catchments surrounding the Park.

- Figure 2.2 demonstrates that all of South Bersted along with Hortham Park and the railway station are within an acceptable walking distance; and
- Figure 2.3 demonstrates that all of Bognor Regis is within cycling distance of the Park.

Figure 2.2: 800m and 2km Walk Distances

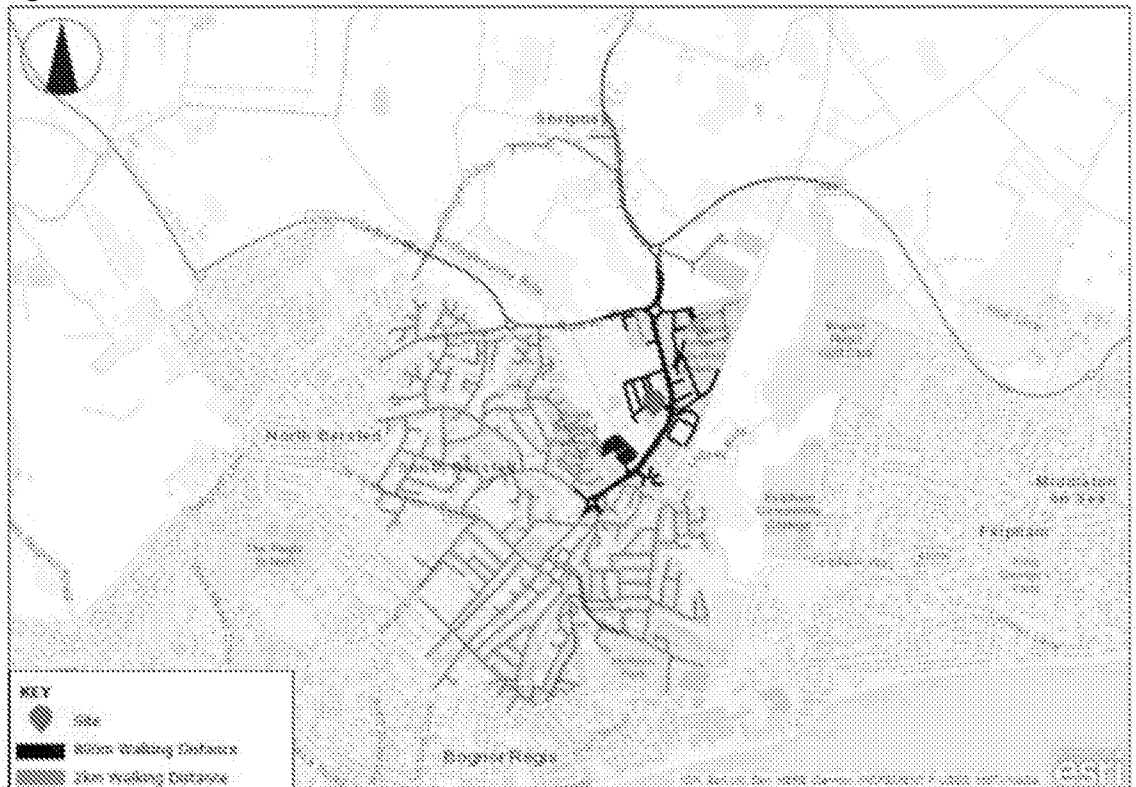


Figure 2.3: 5km and 8km Cycle Distances



- 2.10 There are shared footway / cycleway that runs along both sides of the A29 in the vicinity of the Park, with the footway and cycleway running to the west and east of the tree line in the vicinity of the car park on the northern side of the carriageway. The footway connects to footways and cycleways in the local and wider area facilitating onward travel on foot and by bicycle.
- 2.11 The signalised crossing over the A29 adjacent to the Park which provides a connection between the northern and southern footways / cycleways and to / from Sainsbury's caters for both pedestrians and cyclists.
- 2.12 Currently there is parking for a minimum of 44 bicycles which includes 15 Sheffield stands catering for 30 bicycles adjacent to the Pizza Hut and 7 stands catering for up to 14 bicycles in the vicinity of Burger King.
- 2.13 Pedestrian access into the Park is taken from the footways along the A29 in the vicinity of Next along the main retail terrace, adjacent to Pizza Hut and to Burger King which is located on the eastern side of the access road.

Access by Public Transport

- 2.14 The closest bus stop which is located adjacent to Sainsbury's is served by southbound buses on Routes 61, 62, 66A and 66C. It can be reached on foot by using the signalised crossing over the A29 adjacent to Next. Northbound buses are available from the stop adjacent to Tesco.
- Route 61 operates between Aldwick and North Bersted, with Route 62 operating between Nyetimber and North Bersted.
 - Route 66A and 66C operate between Bognor Regis and Walberton.
- 2.15 Details on timetables and frequencies can be found on the West Sussex County Council interactive map (<http://westsussex.acisconnect.com/>) with all services operating on a relatively infrequent basis.

Highway Network and Traffic Conditions

- 2.16 The A29 which runs in a broadly north-south orientation past the Park is a dual carriageway with two lanes in each direction, with a right turn into Sainsbury's albeit with left-out only. Access to the Tesco car park to the south is also left-in / left-out with drivers approaching from the north required to do a U-turn at the Orchard Way Roundabout. Data from the Department for Transport website suggests that the average annual daily flows along the A29 are in the region of 21,000 two-way with circa 1% classified as HGV.
- 2.17 **Table 2.1** provides a summary of the hourly northbound flows along the A29 to the south of the access and right turn into Fridge Way;
- The flows were relatively constant during the Friday with the highest flows occurring between 1100 and 1200, and lowest flows between 1700 and 1800; and
 - The highest flows occurred between 1200 and 1300 on the Saturday afternoon, tapering off during the afternoon suggesting that the flows are more heavily influenced by the Sainsbury's and Tesco's where food retail is typically busier earlier in the day.

Table 2.1: Summary of A29 Northbound Flows		
	Friday	Saturday
1100 – 1200	1,536	1,722
1200 – 1300	1,492	1,740
1300 – 1400	1,504	1,566
1400 – 1500	1,525	1,482
1500 – 1600	1,463	1,390
1600 – 1700	1,425	1,309
1700 – 1800	1,355	-

2.18 **Figure 2.4** illustrates the extent of the adopted highway in the vicinity of the Park which includes to the back of the footway / cycleway in the vicinity of Next, and then continuing along the back of the cycleway through to mid-way through the car park and then part of the bank to the front edge of the footway past the Pizza Hut. As such, the footway is not classified as adopted highway from the point where it splits from the shared footway / cycleway through to the point where it re-joins the footway in the vicinity of the vehicular access.

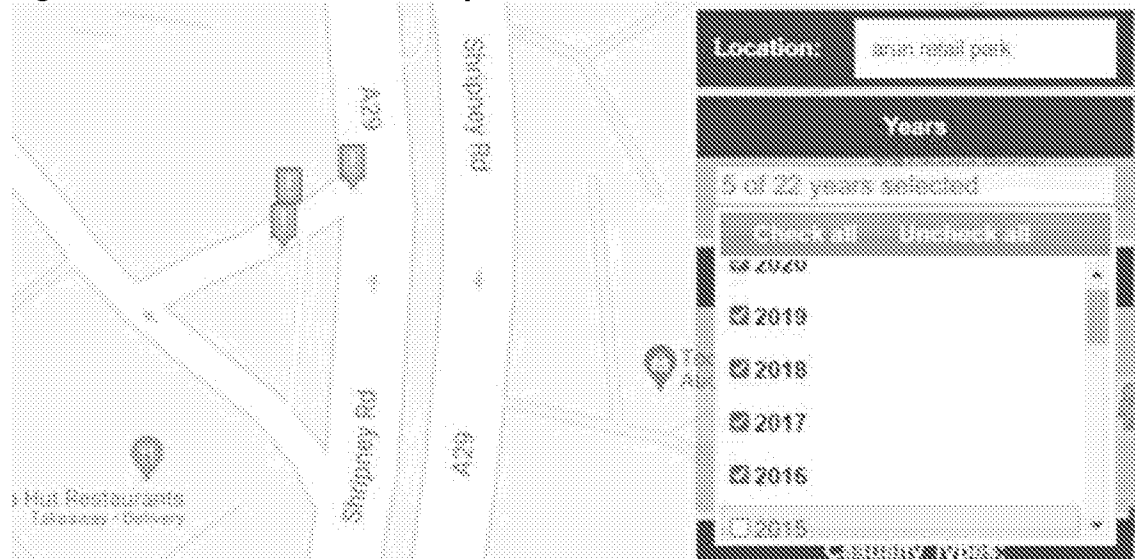
Figure 2.4: Extent of Adopted Highway



Accident Statistics

- 2.19 Data has been extracted from the Crash map website which suggests that there have been three personal injury accidents at the Park vehicular egress in the past 5 years, with all three classified as slight; in total, 6 vehicles were involved which resulted in 5 injuries.

Figure 2.5: Extract from Crash Map Website

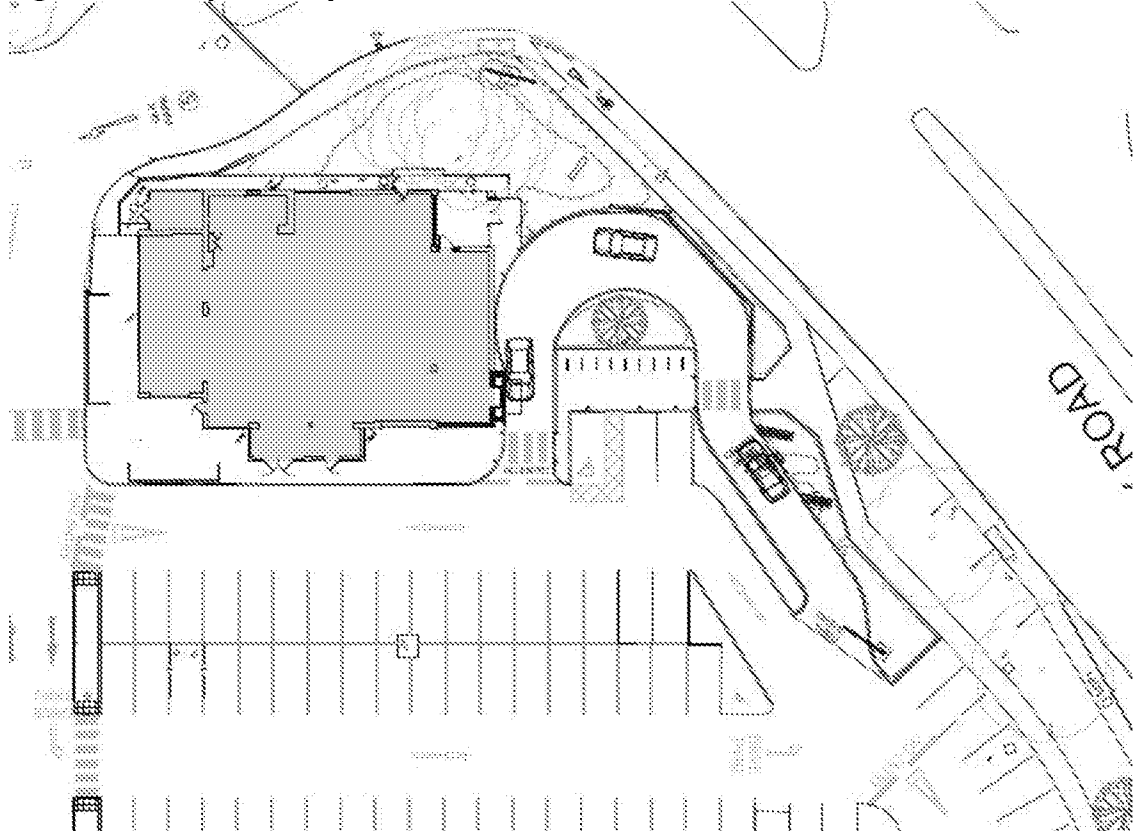


3 EFFECTS OF THE PROPOSED DEVELOPMENT

The Proposals

- 3.1 The proposals include minor alterations to the building to construct a pick-up window along with the creation of a Drive-thru lane and alterations to the car park (see **Appendix A** and below).

Figure 3.1: Proposed Layout



- 3.2 In detail:

- A serving hatch will be created in the southern corner of the building;
- The drive-thru lane will be constructed with vehicles entering from the "2nd" row;
- The car park will be reconfigured to include altering the direction of the aisles with an overall gain of 16 parking spaces, with a further 5 spaces created in the service yard;
- The cycle parking will be reconfigured to include replacement parking adjacent to the proposed unit and Next along the primary retail frontage with a net increase of 10 spaces;
- The highway verge will be stopped up with the M&S totem relocated.

Trip Generation

3.3 The proposals include converting an existing drive-to restaurant currently occupied by Pizza Hut into a restaurant with drive-thru facilities to be occupied by Tim Horton's with the potential changes in trips estimated as follows:

- Existing Scenario based on surveys in the Hotel Food and Drink Restaurant category in England outside London with a gross floor area of less than 500sqm GFA which revealed a total of 3 weekday and 3 Saturday surveys.
- Proposed Scenario based on surveys in the Hotel Food and Drink Coffee Shop with Drive-thru category in England outside London which revealed a total of 5 weekday and 3 Saturday surveys; the survey at Potters Bar was excluded on the grounds it is at a motorway service area.

3.4 **Tables 3.1** and **3.2** set out the estimated number of vehicular trips associated with the existing and proposed uses based on 280sqm, with the difference in gross trips set out in **Table 3.3**. Whereas it is anticipated that the vast majority of trips to the existing Pizza Hut would have been dedicated trips, a proportion of the trips to the proposed Tim Horton's would be diverted from Burger King and Costa on the Park, or McDonald's to the north at the Oldlands Way Roundabout. The number of existing vehicular trips is considered to be conservative and under representative, albeit has been used for assessment purposes.

Table 3.1: Existing Traffic Movements (Gross)				
	Weekday		Saturday	
	Arrive	Depart	Arrive	Depart
07:00-08:00	0	0	0	0
08:00-09:00	0	0	0	0
09:00-10:00	2	2	0	0
10:00-11:00	2	0	9	1
11:00-12:00	2	3	6	6
12:00-13:00	9	3	13	6
13:00-14:00	3	4	7	7
14:00-15:00	2	3	1	4
15:00-16:00	0	1	3	4
16:00-17:00	1	0	10	4
17:00-18:00	2	0	14	10
18:00-19:00	3	2	15	15
19:00-20:00	3	2	21	16
20:00-21:00	2	2	5	10

Table 3.2: Proposed Traffic Movements (Gross)

	Weekday		Saturday	
	Arrive	Depart	Arrive	Depart
07:00-08:00	31	27	34	28
08:00-09:00	37	34	47	49
09:00-10:00	44	41	59	51
10:00-11:00	36	35	71	66
11:00-12:00	32	32	69	69
12:00-13:00	38	34	62	62
13:00-14:00	38	40	52	57
14:00-15:00	26	30	53	55
15:00-16:00	32	29	49	47
16:00-17:00	31	34	46	45
17:00-18:00	24	28	31	31
18:00-19:00	15	17	25	31
19:00-20:00	8	11	16	20
20:00-21:00	2	5	14	16

Table 3.3: Change in Traffic Movements (Gross)

	Weekday		Saturday	
	Arrive	Depart	Arrive	Depart
07:00-08:00	31	27	34	28
08:00-09:00	37	34	47	49
09:00-10:00	42	39	59	51
10:00-11:00	34	35	63	65
11:00-12:00	31	28	63	63
12:00-13:00	29	30	49	55
13:00-14:00	35	36	45	50
14:00-15:00	25	27	53	51
15:00-16:00	31	28	46	43
16:00-17:00	29	33	36	42
17:00-18:00	21	28	16	21
18:00-19:00	11	14	9	16
19:00-20:00	5	8	-4	3
20:00-21:00	0	3	10	7

3.5

The exercise suggests that the greatest increase in gross trips could occur during the Saturday afternoon peak between 10am and 11am with an additional 128 two-way movements per hour (63 arrivals / 65 departures), with lesser increases at other times. **Table 3.4** provides a summary of the potential changes assuming that 20% of the trips to the new facility are pass-by and 20% linked with a trip to the Park; again these are considered conservative. The exercise suggests a maximum of 1 additional vehicle movement every 2 minutes along the A29 past the Park during the Saturday afternoon peak hour, with lesser increases at other times. As noted earlier, the assumptions are considered to be conservative, with higher flows associated with the existing use and a greater proportion of secondary trips associated with the proposed use.

Table 3.4: Change in Traffic Movements (Nett)				
	Weekday		Saturday	
	Arrive	Depart	Arrive	Depart
07:00-08:00	19	16	20	17
08:00-09:00	22	20	28	29
09:00-10:00	25	23	35	31
10:00-11:00	20	21	34	39
11:00-12:00	18	16	36	35
12:00-13:00	14	17	24	31
13:00-14:00	20	20	24	27
14:00-15:00	14	15	31	29
15:00-16:00	19	17	27	24
16:00-17:00	17	20	18	24
17:00-18:00	12	17	4	9
18:00-19:00	5	8	-1	3
19:00-20:00	2	4	-11	-5
20:00-21:00	-1	1	4	0

Traffic Impact

3.6 Flow Diagrams 01 through 12 (**Appendix F**) illustrate the Observed and Development Scenarios for the weekday midday, weekday evening and Saturday afternoon peak hours as follows:

- Flow 01 - Observed Scenario (Weekday 1100 – 1200)
- Flow 02 - Observed Scenario (Weekday 1700 – 1800)
- Flow 03 - Observed Scenario (Saturday 1200 – 1300)
- Flow 04 - Existing Pizza Hut Flows (Weekday 1100 – 1200)
- Flow 05 - Existing Pizza Hut Flows (Weekday 1700 – 1800)
- Flow 06 - Existing Pizza Hut Flows (Saturday 1200 – 1300)
- Flow 07 - Proposed Tim Horton Flows (Weekday 1100 – 1200)
- Flow 08 - Proposed Tim Horton Flows (Weekday 1700 – 1800)
- Flow 09 - Proposed Tim Horton Flows (Saturday 1200 – 1300)
- Flow 10 - Development Scenario (Weekday 1100 – 1200)
- Flow 11 - Development Scenario (Weekday 1700 – 1800)
- Flow 12 - Development Scenario (Saturday 1200 – 1300)

3.7 The Development Scenario Flows have been determined by removing the Pizza Hut flows and adding the proposed Tim Horton's flows to the Observed Scenario Flows.

3.8 **Table 3.5** provides a summary of the potential changes in flows to the south-west and north-east of the access for the weekday AM Peak (1100 – 1200), PM Peak (1700 – 1800) and Saturday afternoon (1200 – 1300) peak hours along with the percentage changes based on the information in Flow Diagrams 01, 02 and 03 for the Observed Scenario, and Flow Diagrams 10, 11 and 12 for the Development Scenario. The data suggests that the highest increases of 36 additional movements which equates to circa 2% would fall within typical daily variations and not impact on the operation of the wider highway network. Furthermore, as noted earlier, the estimated flows associated with the existing use are considered low, with those for the proposed use potentially on the high side with a higher proportion of diverted trips anticipated.

Table 3.5: Summary of Change in Flows			
Period	Scenario	Flows	
		South-west	North-east
AM Peak (1100 – 1200)	Observed	1,536	1,239
	Development	1,572	1,272
	Change	+18	+16
PM Peak (1700 – 1800)	Observed	1,355	1,130
	Development	1,399	1,177
	Change	+12	+17
SAT Peak (1200 – 1300)	Observed	1,740	1,435
	Development	1,792	1,468
	Change	+36	+35

3.9 The access operates as a priority junction with all traffic turning left-in and left-out with any queues forming within the Park. For completeness, the access has been modelled using PICADY which is the standard tool for assessing priority junctions with summaries of the Observed and Development Scenarios included at **Table 3.6**, and the full output included at **Appendix G**. The summary only considered the exit from the car park which gives way to traffic on Shripney Road with the results demonstrating that whereas there would be increase in the Ratio of Flow to Capacity, other than on the Saturday afternoon, queues are not expected to increase. It should also be noted that any queues would form within the car park exit, and that the downstream signals would assist in creating gaps in the traffic.

Table 3.6: Observed Scenario PICADY Assessment (Park Exit)						
	Observed Scenario			Development Scenario		
	Flow	Queue	RFC	Flow	Queue	RFC
AM Peak (1100 – 1200)	313	2	0.55	350	2	0.62
PM Peak (1700 – 1800)	233	1	0.41	285	1	0.50
SAT Peak (1200 – 1300)	396	3	0.72	457	5	0.83

- 3.10 Overall, the proposals would not impact on the operation of the local or wider highway network with the new restaurant offering a further choice to the Burger King and Costa on the Park along with KFC and McDonald's both of which are located a short distance to the north. As such, capacity enhancements are not required to support the application.

Cycle Parking

- 3.11 Currently there is parking for up to 44 bicycles of which 30 spaces are adjacent to the Pizza Hut which is the subject of this application, and 14 spaces outside Burger King. No cycle parking is provided along the primary retail frontage; **Figure 3.2** illustrates a Google image with a cyclist securing their bicycle to a bollard in front of Next.

Figure 3.2: Google Image of Cyclist



- 3.12 The proposals include reconfiguring the cycle parking to facilitate the drive-thru lane as illustrated on the plans in **Appendix A**, with parking for up to 54 bicycles provided as follows:
- Parking for up to 14 bicycles (7 stands) adjacent to Burger King as per existing;
 - Parking for up to 18 bicycles (9 stands) will be provided on the "inside" of the Drive-thru lane;
 - Parking for up to 12 bicycles (6 stands) will be provided in the vicinity of Next along the primary retail frontage; and
 - Parking for up to 10 bicycles (5 stands) will be provided adjacent to Costa.
- 3.13 There are no known capacity issues with the existing provision, with the proposed distribution better catering for visits to the wider Park; the use and condition of the cycle parking will be monitored through the Travel Plan that will be implemented with the proposed tenant, with the landlord responsible for any repairs.

Car Parking

- 3.14 There are currently a total of 296 parking spaces at the Park which includes 273 in the car park, and 23 spaces for staff in the service yard. The provision includes 18 spaces reserved for Blue Badge holders.
- 3.15 The proposals include a reconfiguration of the customer car park resulting in a gain of 16 spaces thereby increasing the number to 289, plus 5 additional spaces in the service yard for staff increasing the number to 28 in the service yard. The provision in the car park includes a total of 16 spaces reserved for Blue Badge holders which equates to 5.5% of the total, and 4 larger spaces for vans to accommodate demand associated with B&Q trade.
- 3.16 In terms of demand, the proposed use would result in a demand for an estimated 18 spaces in the customer car park on the Saturday afternoon and a lesser demand at other times; this is based on an estimated average maximum duration of stay of 30minutes with 50% of drivers using the drive-thru lane and 50% entering the restaurant, some of which would order a take-away and leave.
- 71 arrivals on a Saturday * 50% parking = 36 cars
 - 36 cars * 0.5 for 30min duration = 18 spaces
- 3.17 The proposals would not impact on the availability of car parking under normal trading conditions.

Deliveries and Refuse Collection

- 3.18 Deliveries and refuse collection will take place via the car park as per the existing situation, with vehicles entering the car park and reversing in front of the restaurant. Tim Horton's will receive on average 3 to 4 deliveries per week using a 10m rigid vehicle.

Drive-thru Lane Queues

- 3.19 The drive-thru lane has been designed to accommodate up to 9 cars with capacity in the car park for a further 10 – 11 cars prior to the queue extending back to the central access through the car park, and considerably further through to the public highway.
- 3.20 Although queues at drive-thru lanes have suffered over the past 12 to 18 months with the ongoing COVID-19 pandemic, the proposed length of drive-thru lane is considered adequate by Tim Horton's based on survey data collected prior to the pandemic, with the need to social distance in the kitchen and lack of alternatives for customers the main reasons for the longer queues during the pandemic with more people than normal using the drive-thru facilities.
- 3.21 Queues at the McDonald's restaurant were recorded on the 10th and 11th September 2021 following pre-application feedback discussions with the surveys revealing a maximum queue of 8 vehicles beyond the start of the drive-thru lane, with queues on average 6 vehicles long and contained within the car park. Demand levels for McDonald's are typically relatively high (when compared to that anticipated for Tim Horton's) which along with the relatively short distance between the highway and entrance to the drive-thru (at McDonald's) is such that there is a maximum stacking distance of circa 6 cars; this compares to the 10 to 11 capacity within the first aisle at Arun Retail Park plus a further 70m before reaching the adopted highway for the proposed Tim Horton's.
- 3.22 Overall, the length of the proposed Tim Horton's drive-thru lane and stacking is considered suitable with the entrance away from the car park entrance, with the alterations to the car park one-way system further assisting to manage the queues. As such, the proposals would not affect access to the park nor impact on the flow of traffic along the A29 Shripney Road.

Stopping Up

- 3.23 The proposals require that a section of highway verge is stopped up to facilitate the drive-thru lane, with the extent of retained highway proposed to the back of the new edge of footway as illustrated on the plans in **Appendix I**. An application will be made to the National Casework Team to process the Stopping Up alongside the application.

4 SUMMARY AND CONCLUSION

Summary

- 4.1 TTP Consulting is retained to provide highways and transport advice associated with the proposals to convert the existing Pizza Hut restaurant at Arun Retail Park for Tim Horton's to include a drive-thru lane.
- 4.2 The Park is accessible by all modes being within walking and cycling distance of nearby commercial and residential uses, with buses calling at nearby stops.
- 4.3 The potential change in the number of trips has been estimated based on trip rate information from the TRICS database. The exercise which is considered to represent a robust assessment with conservative assumptions suggests that there could be an additional 36 movements along the A29 past the Park during the Saturday afternoon peak, with lesser increases at other times.
- 4.4 The proposed reconfiguration of the car park would result in an additional 16 parking spaces for customers and 5 spaces in the service yard for staff.
- 4.5 The construction of the drive-thru lane requires the stopping up of a section of highway which will be processed via the National Casework Team.
- 4.6 The cycle parking will be reconfigured with parking for an additional 10 bicycles provided.
- 4.7 Deliveries and refuse collection would take place via the car park as per usual.
- 4.8 No changes are proposed to the access arrangements.

Conclusion

- 4.9 The proposals are deemed acceptable in highways and transportation terms.

Appendix A

(Application Plans)

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Refer to Landscape Architect & Highways consultant reports/drawings for additional information



Drawing **SITE LOCATION PLAN**

Project No.	Drawing No.	Revision
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DRAWING TO BE READ IN COLOUR

Revision	Description	Date
URBANEDGE architecture / landscape / masterplanning		
Client	BBC PENSION TRUST LIMITED	
Project	ARUN RP - BOGNOR REGIS DRIVE THRU & SITE LAYOUT AMENDMENTS	
Drawing	SITE BLOCK PLAN AS EXISTING	
Scale	1:500 @ A2	Drawn RPP
Date	JAN 2022	
Project No.	Drawing No.	Revision
2456	URB DT[08]00 02	D00

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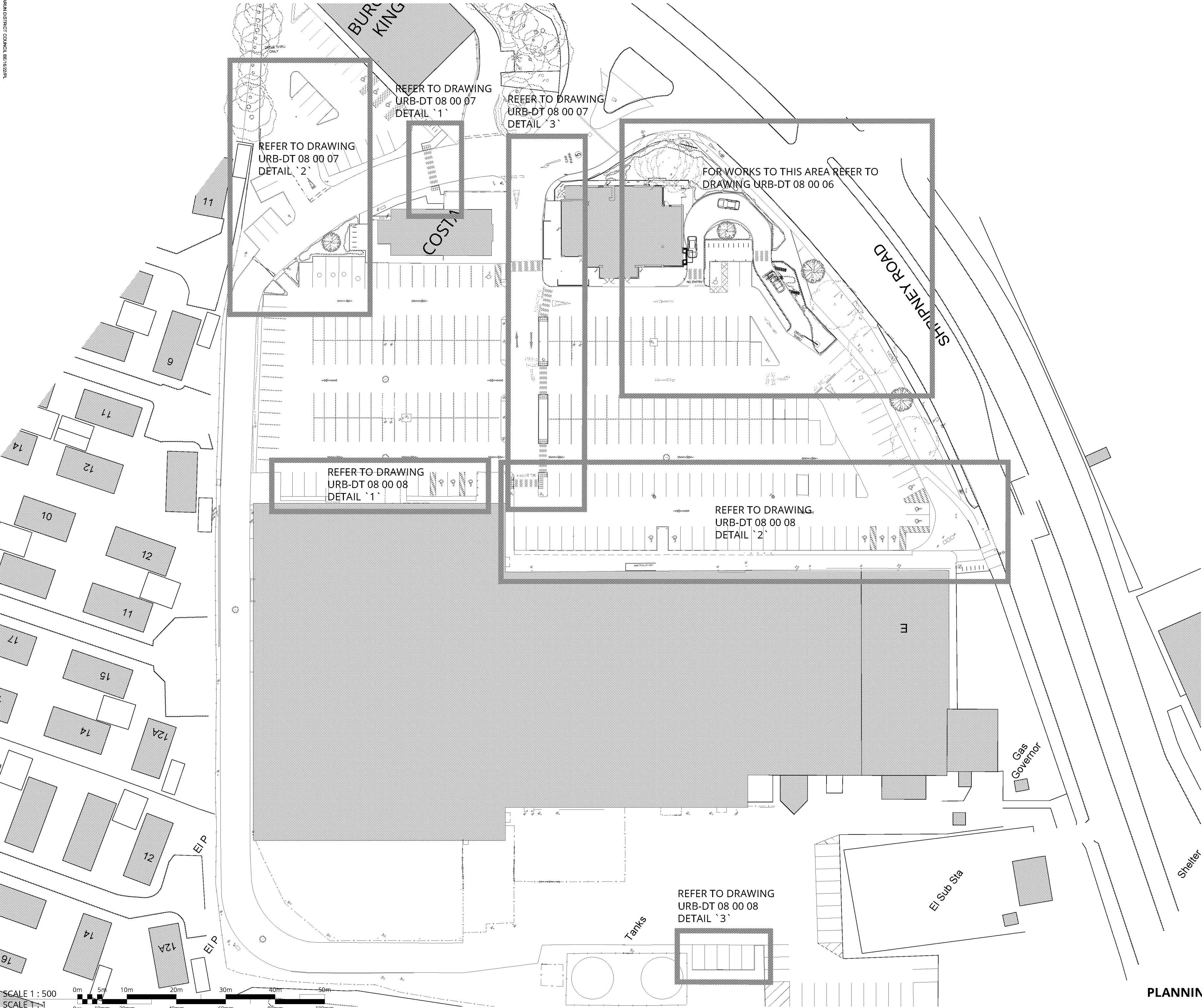
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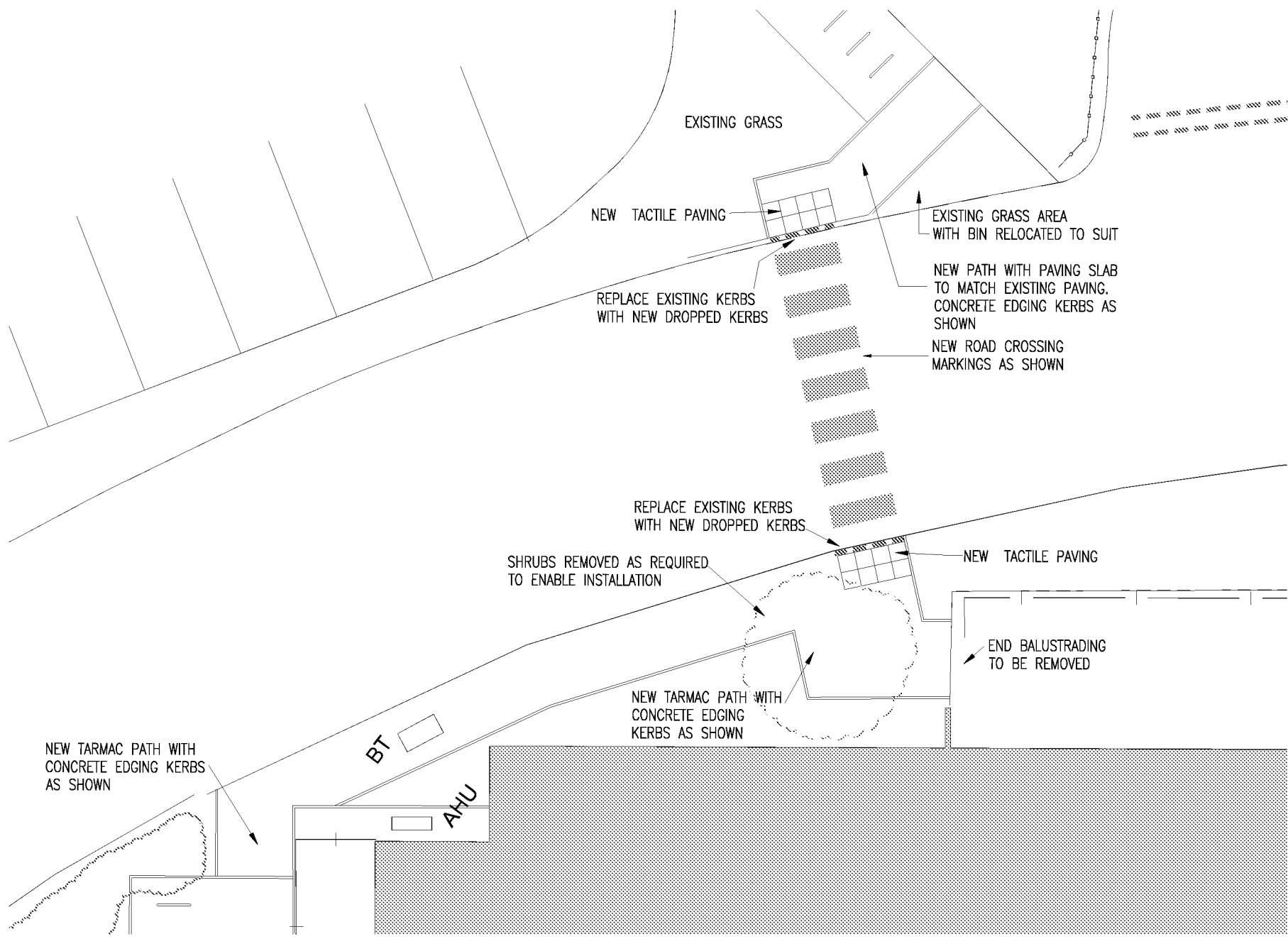


Revision	Description	Date
URBANEDGE architecture / landscape / masterplanning		
Client	BBC PENSION TRUST LIMITED	
Project	ARUN RP - BOGNOR REGIS DRIVE THRU & SITE LAYOUT AMENDMENTS	
Drawing	SITE BLOCK PLAN DETAIL LOCATIONS	
Scale	1:500 @ A2	Drawn RPP
Date	JAN 2022	
Project No.	Drawing No.	Revision
2456	URB DT[08]00 03	D00

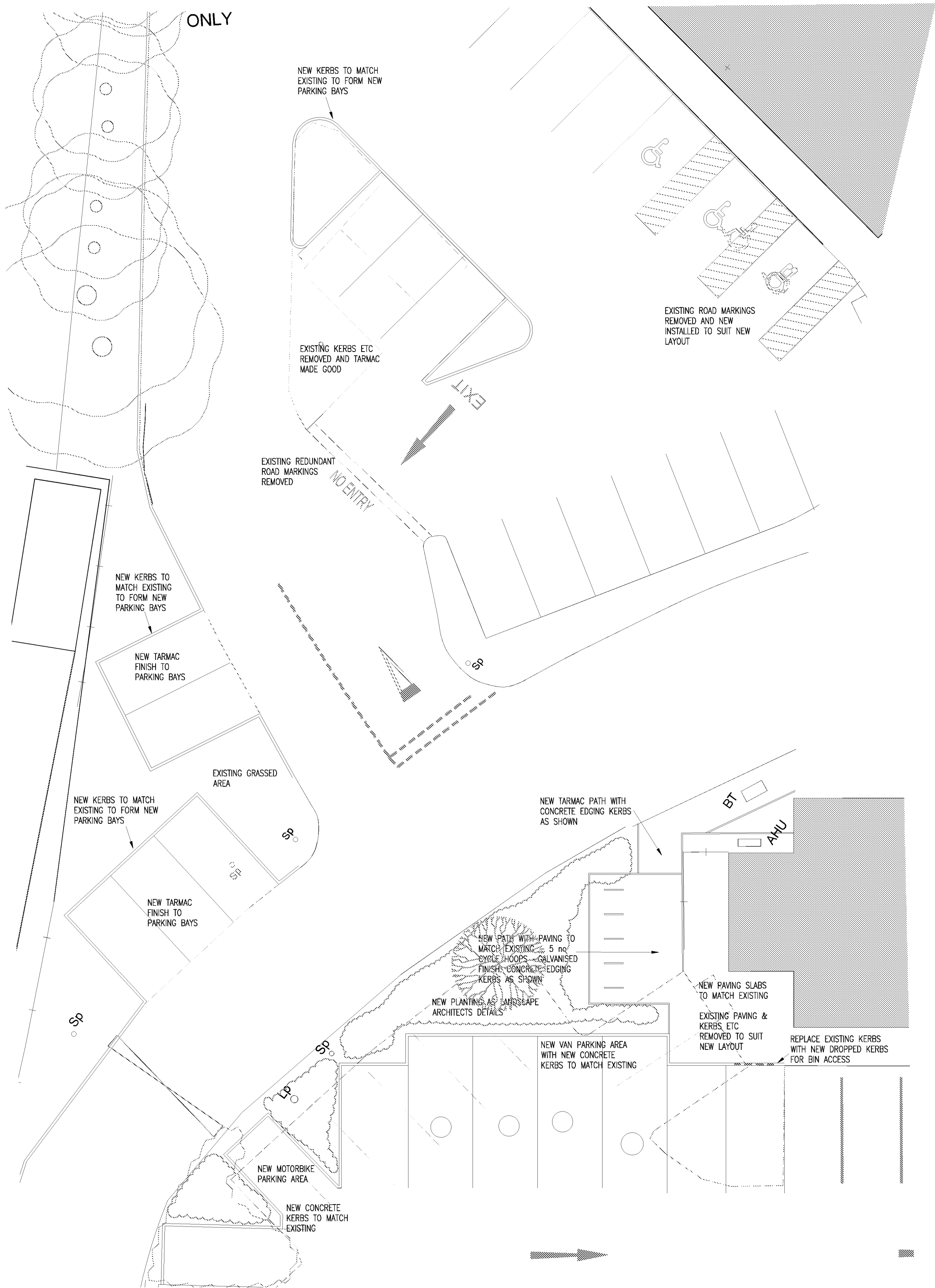
PLANNING

KEY:-

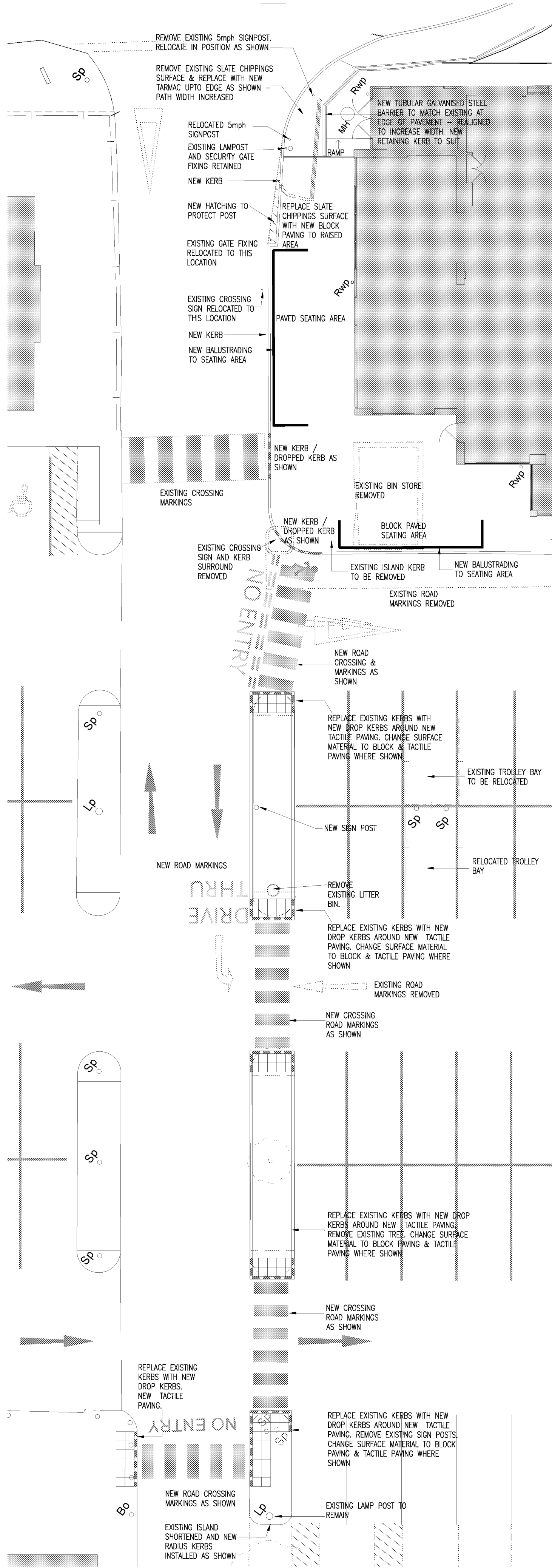
SHRIMPNEY ROAD



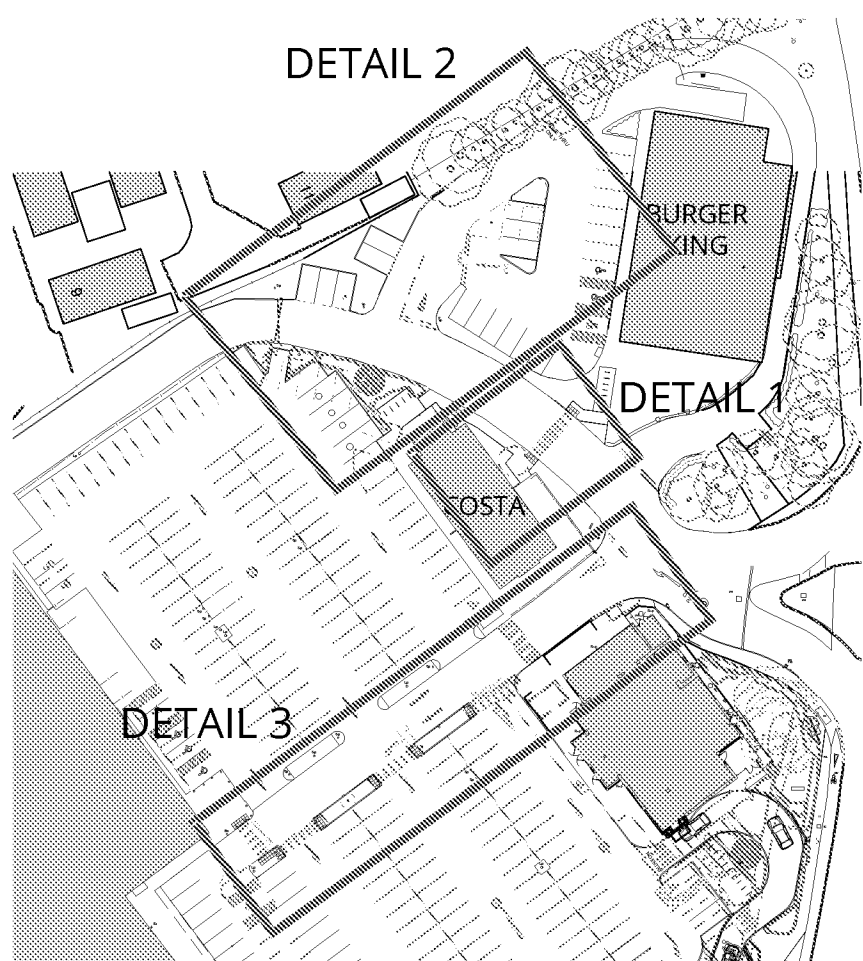
DETAIL 1 :
PROPOSED NEW CROSSING COSTA - BURGER KING &
NEW CYCLE SPACES 1:125



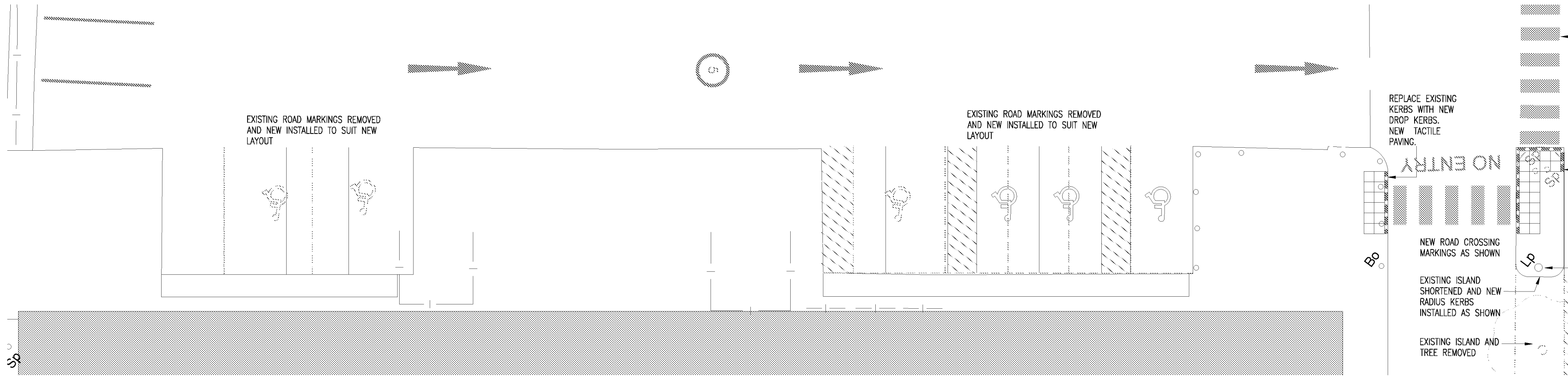
DETAIL 2 :
PROPOSED NEW VAN PARKING & SPACES TO BK
AREA 1:125



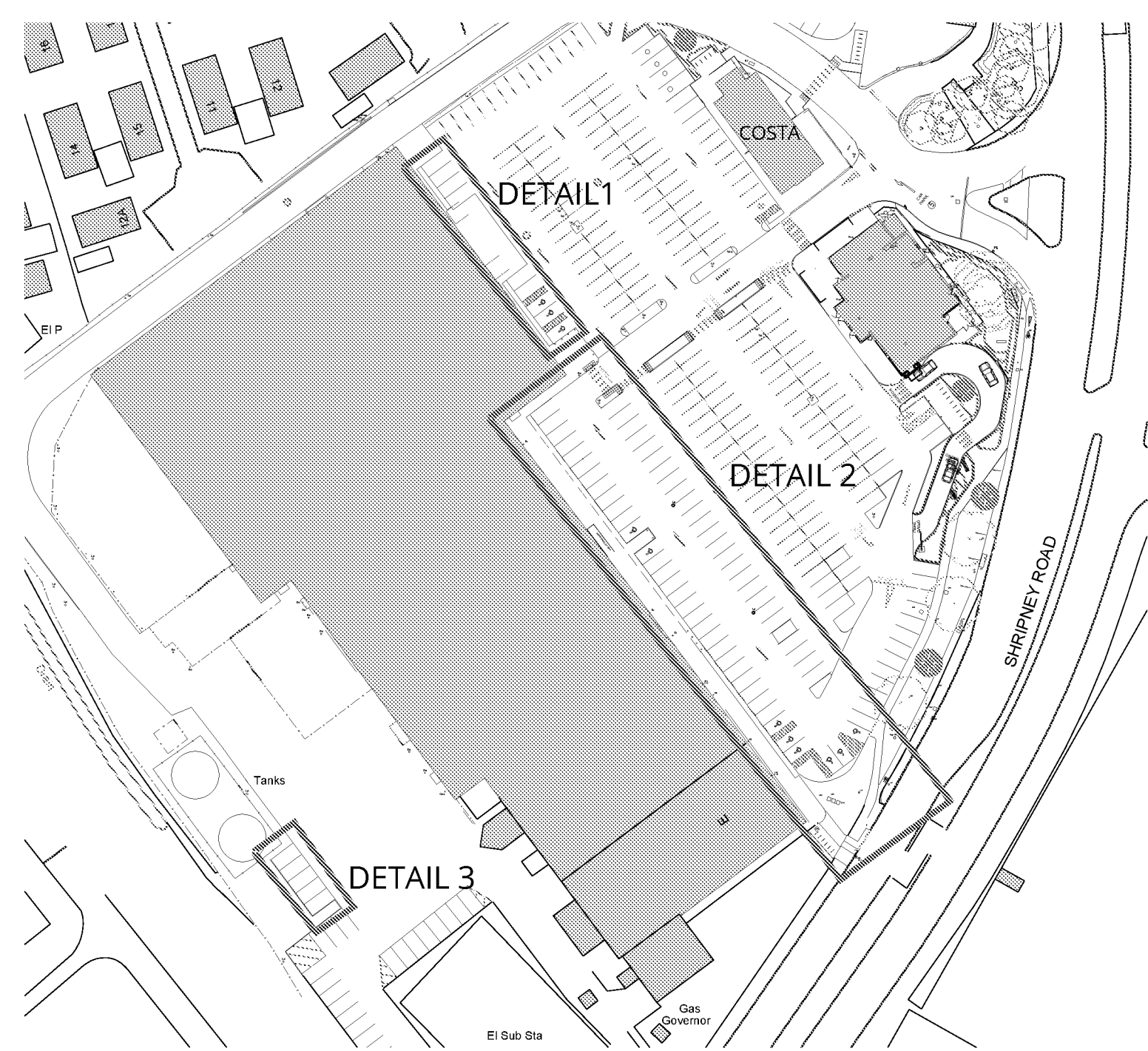
DETAIL 3 :
PROPOSED NEW PEDESTRIAN LINK THROUGH SITE
1:125



Revision	Description	Date
URBANEDGE architecture / landscape / masterplanning		
Client BBC PENSION TRUST LIMITED		
Project ARUN RP - BOGNOR REGIS DRIVE THRU & SITE LAYOUT AMENDMENTS		
Drawing ALTERATION WORKS TO SITE LAYOUT & PARKING		
Scale	1:125@ A1	Drawn RPP
Date	JAN 2022	
Project No.	2456	Revision
Drawing No.	DT[08]00 07	D00



DETAIL 1 :
AMENDED PARKING LAYOUT TO FRONT OF B&Q
1:125



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Stamford, Lincolnshire, PE9 2FX.

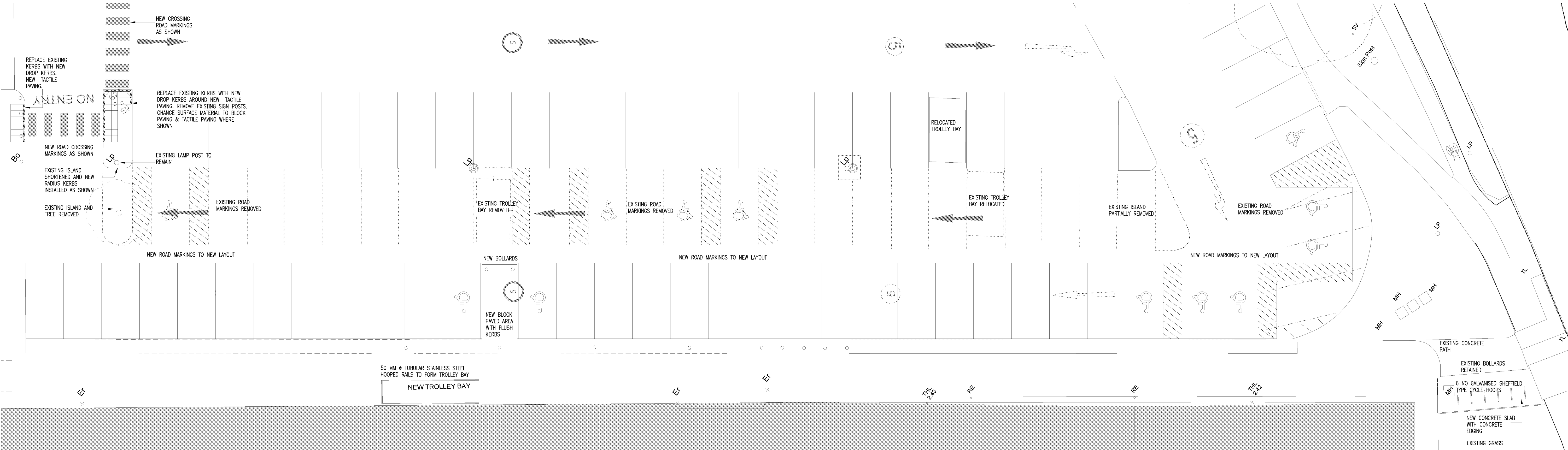
Tel. ++44 (0)1780 755665
Fax. ++44 (0)1780 755360

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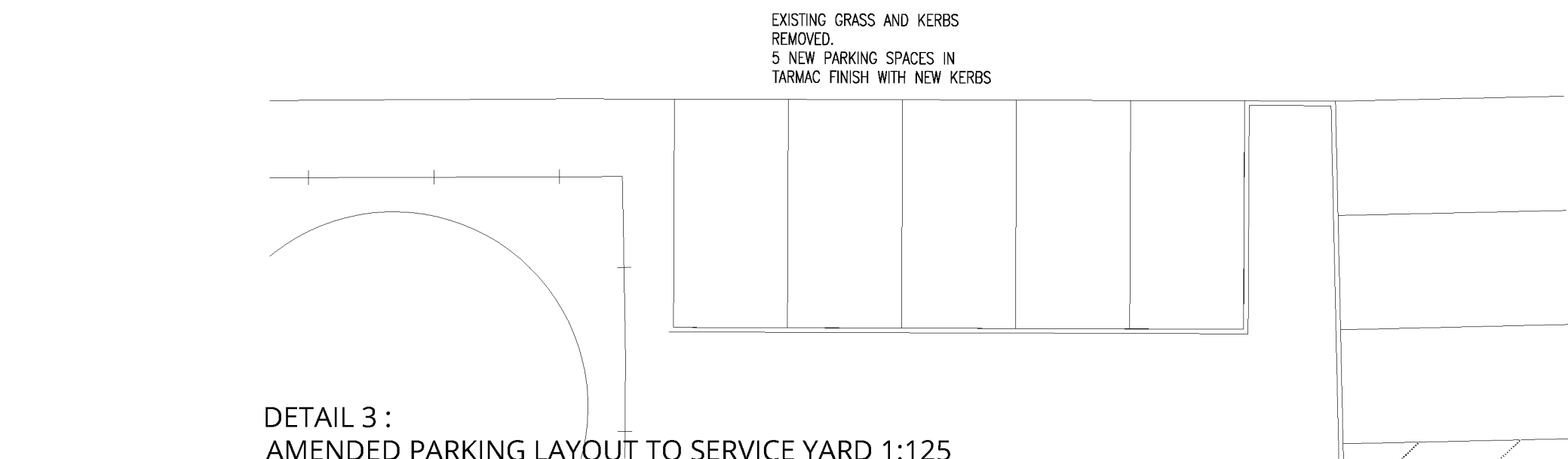
DRAWING TO BE READ IN COLOUR

KEY:-

EXISTING CONSTRUCTION REMOVED
AND ALL FINISHES MADE GOOD TO SUIT



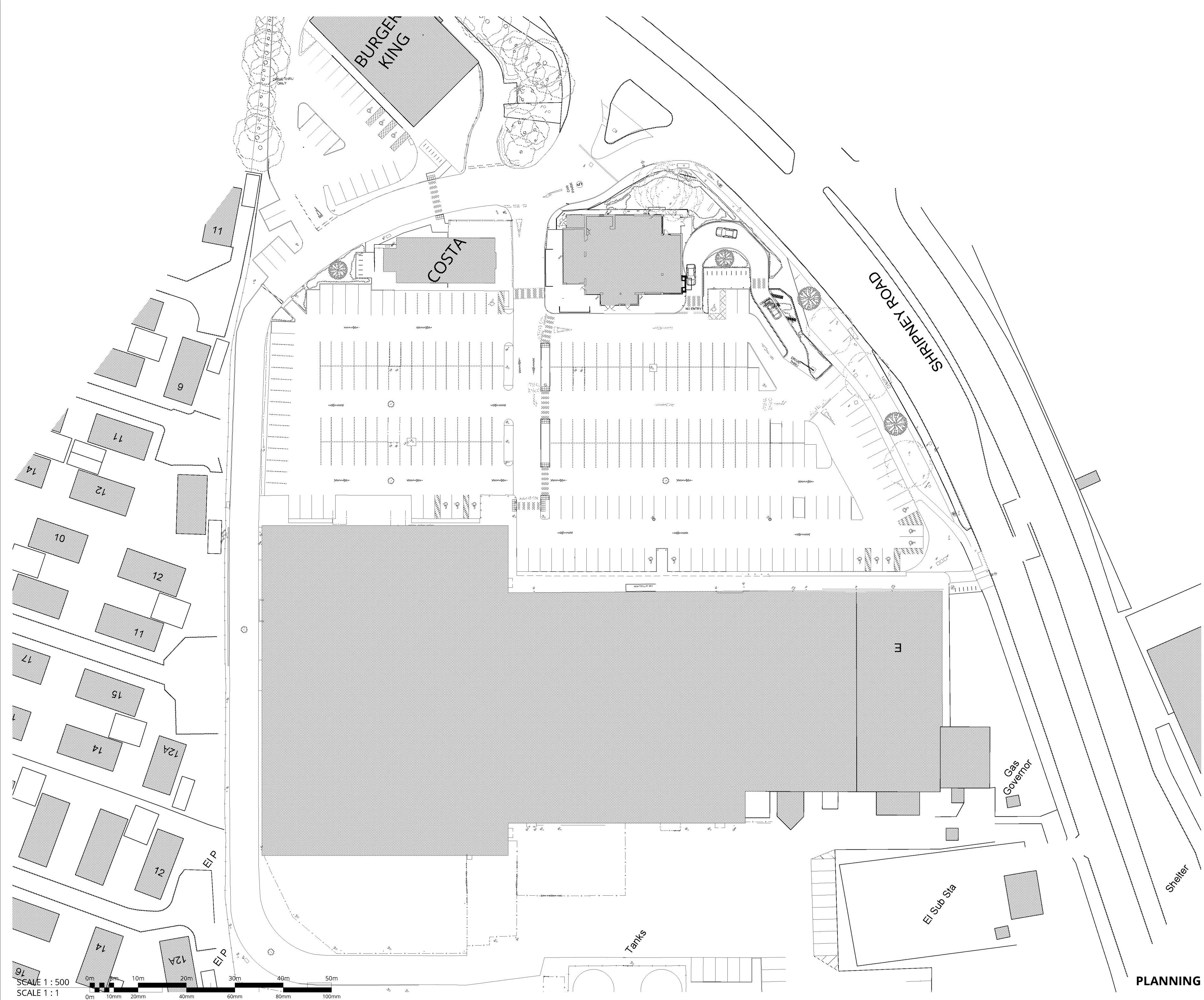
DETAIL 2 :
AMENDED PARKING LAYOUT TO FRONT OF MAIN TERRACE
1:125



DETAIL 3 :
AMENDED PARKING LAYOUT TO SERVICE YARD 1:125

Revision	Description	Date
URBANEDGE architecture / landscape / masterplanning		
Client	BBC PENSION TRUST LIMITED	
Project	ARUN RP - BOGNOR REGIS DRIVE THRU & SITE LAYOUT AMENDMENTS	
Drawing	PARKING LAYOUT CHANGES B&Q / RETAIL TERRACE	
Scale	1:125 @ A1	Drawn RPP
Date	JAN 2022	
Project No.	Drawing No.	Revision
2456	URB DT[08]00 08	D00

PLANNING



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DRAWING TO BE READ IN COLOUR

Revision	Description	Date
URBANEDGE architecture / landscape / masterplanning		
Client	BBC PENSION TRUST LIMITED	
Project	ARUN RP - BOGNOR REGIS DRIVE THRU & SITE LAYOUT AMENDMENTS	
Drawing	SITE BLOCK PLAN AS PROPOSED	
Scale	1:500 @ A2	Drawn RPP
Date	JAN 2022	
Project No.	Drawing No.	Revision
2456	URB DT[08]00 09	D00

PLANNING

Appendix B

(Site Survey Data)

SITE: 1		DATE: 10TH & 11TH SEPTEMBER 2021
LOCATION: ARUN RETAIL PARK		DAY: FRIDAY & SATURDAY



JOB TITLE: BOGNOR REGIS

JOB NUMBER: 10711

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MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: ARUN RETAIL PARK



DATE: 10/09/2021

DAY: FRIDAY

TIME	MOVEMENT 1			MOVEMENT 2		
	IN		TOT	OUT		TOT
	LIGHT	HEAVY		LIGHT	HEAVY	
11:00	73	0	73	63	0	63
11:15	80	0	80	78	0	78
11:30	66	0	66	74	0	74
11:45	76	0	76	59	0	59
H/TOT	295	0	295	274	0	274
12:00	78	0	78	73	0	73
12:15	71	1	72	78	0	78
12:30	60	0	60	64	1	65
12:45	59	0	59	67	0	67
H/TOT	268	1	269	282	1	283
13:00	59	0	59	60	0	60
13:15	67	0	67	71	0	71
13:30	49	0	49	72	0	72
13:45	72	0	72	54	0	54
H/TOT	247	0	247	257	0	257
14:00	69	1	70	71	0	71
14:15	65	0	65	63	1	64
14:30	63	0	63	87	0	87
14:45	62	0	62	63	0	63
H/TOT	259	1	260	284	1	285
15:00	53	0	53	63	0	63
15:15	49	0	49	55	0	55
15:30	70	1	71	45	0	45
15:45	76	0	76	73	0	73
H/TOT	248	1	249	236	0	236
16:00	48	0	48	48	1	49
16:15	37	0	37	77	0	77
16:30	58	0	58	43	0	43
16:45	36	0	36	52	0	52
H/TOT	179	0	179	220	1	221

TIME	MOVEMENT 3			MOVEMENT 4		
	IN		TOT	OUT		TOT
	LIGHT	HEAVY		LIGHT	HEAVY	
11:00	10	0	10	9	0	9
11:15	9	0	9	5	0	5
11:30	5	0	5	5	0	5
11:45	14	1	15	11	0	11
H/TOT	38	1	39	30	0	30
12:00	13	0	13	6	1	7
12:15	15	0	15	6	0	6
12:30	15	0	15	11	0	11
12:45	11	0	11	6	0	6
H/TOT	54	0	54	29	1	30
13:00	9	0	9	8	0	8
13:15	16	0	16	8	0	8
13:30	9	0	9	7	0	7
13:45	12	0	12	7	0	7
H/TOT	46	0	46	30	0	30
14:00	5	0	5	7	0	7
14:15	15	0	15	3	0	3
14:30	11	0	11	12	0	12
14:45	7	0	7	7	0	7
H/TOT	38	0	38	29	0	29
15:00	6	0	6	7	0	7
15:15	10	0	10	5	0	5
15:30	10	0	10	7	0	7
15:45	14	0	14	7	0	7
H/TOT	40	0	40	26	0	26
16:00	4	0	4	1	0	1
16:15	14	0	14	6	0	6
16:30	4	1	5	4	0	4
16:45	9	0	9	4	0	4
H/TOT	31	1	32	15	0	15

MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: ARUN RETAIL PARK



DATE: 10/09/2021

DAY: FRIDAY

17:00	47	0	47	44	0	44	17:00	9	0	9	3	0	3
17:15	58	0	58	56	0	56	17:15	8	0	8	3	0	3
17:30	42	0	42	54	0	54	17:30	13	0	13	5	0	5
17:45	47	0	47	39	0	39	17:45	12	0	12	6	0	6
H/TOT	194	0	194	193	0	193	H/TOT	42	0	42	17	0	17
P/TOT	1690	3	1693	1746	3	1749	P/TOT	269	2	291	176	1	177

MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: ARUN RETAIL PARK



DATE: 10/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: ARUN RETAIL PARK



DATE: 10/09/2021

DAY: FRIDAY

TIME	MOVEMENT 5 OUT			MOVEMENT 6 STRAIGHT		
	LIGHT	HEAVY	TOT	LIGHT	HEAVY	TOT
11:00	2	0	2	329	9	338
11:15	2	0	2	305	6	311
11:30	2	0	2	260	7	267
11:45	3	0	3	336	8	344
H/TOT	9	0	9	1230	30	1260
12:00	3	0	3	329	12	341
12:15	8	0	8	312	9	321
12:30	6	0	6	286	11	297
12:45	7	0	7	285	5	290
H/TOT	24	0	24	1212	37	1249
13:00	2	0	2	308	12	320
13:15	4	0	4	294	7	301
13:30	4	0	4	295	7	302
13:45	4	0	4	326	3	329
H/TOT	14	0	14	1223	29	1252
14:00	1	0	1	285	6	291
14:15	5	0	5	329	13	342
14:30	4	0	4	303	8	311
14:45	4	0	4	303	4	307
H/TOT	14	0	14	1220	31	1251
15:00	1	0	1	231	6	237
15:15	2	0	2	310	8	318
15:30	4	0	4	314	5	319
15:45	6	0	6	337	6	343
H/TOT	13	0	13	1192	25	1217
16:00	4	0	4	286	7	293
16:15	6	0	6	276	5	281
16:30	2	1	3	284	7	291
16:45	6	0	6	285	2	287
H/TOT	18	1	19	1131	21	1152

TIME	MOVEMENT 7 RIGHT TURN		
	LIGHT	HEAVY	TOT
11:00	73	1	74
11:15	59	0	59
11:30	57	0	57
11:45	84	2	86
H/TOT	273	3	276
12:00	57	1	58
12:15	58	1	59
12:30	73	0	73
12:45	52	1	53
H/TOT	240	3	243
13:00	64	1	65
13:15	72	0	72
13:30	60	0	60
13:45	54	1	55
H/TOT	250	2	252
14:00	61	3	64
14:15	80	1	81
14:30	61	1	62
14:45	65	2	67
H/TOT	267	7	274
15:00	62	0	62
15:15	63	1	64
15:30	59	1	60
15:45	60	0	60
H/TOT	244	2	246
16:00	66	1	67
16:15	83	1	84
16:30	64	1	65
16:45	56	1	57
H/TOT	269	4	273

MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: ARUN RETAIL PARK



DATE: 10/09/2021

DAY: FRIDAY

17:00	3	0	3	288	6	294	17:00	67	2	69
17:15	6	0	6	303	3	306	17:15	66	0	66
17:30	5	0	5	259	4	263	17:30	40	1	41
17:45	9	0	9	265	5	270	17:45	46	0	46
H/TOT	23	0	23	1115	18	1133	H/TOT	219	3	222
P/TOT	115	1	116	8323	191	8514	P/TOT	1762	24	1786

MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: ARUN RETAIL PARK



DATE: 10/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: ARUN RETAIL PARK



DATE: 11/09/2021

DAY: SATURDAY

TIME	MOVEMENT 1			MOVEMENT 2		
	IN		TOT	OUT		TOT
	LIGHT	HEAVY		LIGHT	HEAVY	
11:00	72	0	72	96	0	96
11:15	82	0	82	65	0	65
11:30	76	0	76	78	0	78
11:45	89	0	89	89	0	89
H/TOT	319	0	319	328	0	328
12:00	103	0	103	84	0	84
12:15	72	0	72	91	0	91
12:30	83	0	83	82	0	82
12:45	74	0	74	86	0	86
H/TOT	332	0	332	343	0	343
13:00	78	0	78	79	0	79
13:15	70	0	70	71	0	71
13:30	71	0	71	85	0	85
13:45	83	0	83	76	0	76
H/TOT	302	0	302	311	0	311
14:00	90	0	90	75	0	75
14:15	60	1	61	83	1	84
14:30	71	0	71	65	0	65
14:45	88	1	89	85	0	85
H/TOT	309	2	311	308	1	309
15:00	57	0	57	72	1	73
15:15	66	0	66	72	0	72
15:30	69	0	69	58	0	58
15:45	70	0	70	76	0	76
H/TOT	262	0	262	278	1	279
16:00	63	0	63	71	0	71
16:15	58	0	58	61	0	61
16:30	62	0	62	65	0	65
16:45	49	0	49	51	0	51
H/TOT	232	0	232	248	0	248

TIME	MOVEMENT 3			MOVEMENT 4		
	IN		TOT	OUT		TOT
	LIGHT	HEAVY		LIGHT	HEAVY	
11:00	5	0	5	5	0	5
11:15	12	1	13	8	0	8
11:30	11	0	11	6	0	6
11:45	8	0	8	6	0	6
H/TOT	36	1	37	25	0	25
12:00	13	0	13	10	0	10
12:15	12	2	14	8	0	8
12:30	14	0	14	7	1	8
12:45	18	0	18	8	0	8
H/TOT	57	2	59	33	1	34
13:00	15	0	15	12	0	12
13:15	13	0	13	11	0	11
13:30	15	0	15	8	0	8
13:45	13	0	13	11	0	11
H/TOT	56	0	56	42	0	42
14:00	7	0	7	2	0	2
14:15	18	0	18	6	0	6
14:30	11	1	12	11	0	11
14:45	7	0	7	6	0	6
H/TOT	43	1	44	25	0	25
15:00	12	0	12	3	0	3
15:15	7	0	7	8	0	8
15:30	7	0	7	5	0	5
15:45	11	0	11	2	0	2
H/TOT	37	0	37	18	0	18
16:00	9	0	9	5	0	5
16:15	12	0	12	6	0	6
16:30	15	0	15	8	0	8
16:45	10	0	10	8	0	8
H/TOT	46	0	46	27	0	27

MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: ARUN RETAIL PARK



DATE: 11/09/2021

DAY: SATURDAY

P/TOT	1756	2	1758	1816	2	1818	P/TOT	275	4	279	170	1	171
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MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: ARUN RETAIL PARK



DATE: 11/09/2021

DAY: SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: ARUN RETAIL PARK



DATE: 11/09/2021

DAY: SATURDAY

TIME	MOVEMENT 5 OUT			MOVEMENT 6 STRAIGHT		
	LIGHT	HEAVY	TOT	LIGHT	HEAVY	TOT
11:00	2	0	2	356	1	357
11:15	0	1	1	308	2	310
11:30	3	0	3	350	3	353
11:45	4	0	4	352	4	356
H/TOT	9	1	10	1366	10	1376
12:00	3	0	3	385	3	388
12:15	6	1	7	337	3	340
12:30	4	0	4	341	4	345
12:45	5	0	5	336	1	337
H/TOT	18	1	19	1399	11	1410
13:00	7	0	7	324	7	331
13:15	4	0	4	315	3	318
13:30	7	0	7	298	4	302
13:45	6	0	6	341	2	343
H/TOT	24	0	24	1278	16	1294
14:00	2	0	2	338	10	348
14:15	5	0	5	266	5	271
14:30	6	1	7	257	2	259
14:45	3	0	3	332	6	338
H/TOT	16	1	17	1193	23	1216
15:00	3	0	3	289	6	295
15:15	5	0	5	286	0	286
15:30	4	0	4	305	2	307
15:45	6	0	6	274	0	274
H/TOT	18	0	18	1154	8	1162
16:00	3	0	3	263	0	263
16:15	3	0	3	251	1	252
16:30	7	0	7	274	4	278
16:45	4	0	4	278	0	278
H/TOT	17	0	17	1066	5	1071

TIME	MOVEMENT 7 RIGHT TURN		
	LIGHT	HEAVY	TOT
11:00	69	0	69
11:15	98	0	98
11:30	98	0	98
11:45	81	0	81
H/TOT	346	0	346
12:00	74	0	74
12:15	95	2	97
12:30	89	0	89
12:45	70	0	70
H/TOT	328	2	330
13:00	71	0	71
13:15	66	1	67
13:30	74	1	75
13:45	58	1	59
H/TOT	269	3	272
14:00	65	2	67
14:15	42	2	44
14:30	71	0	71
14:45	84	0	84
H/TOT	262	4	266
15:00	59	1	60
15:15	48	0	48
15:30	53	1	54
15:45	65	1	66
H/TOT	225	3	228
16:00	71	0	71
16:15	51	0	51
16:30	58	1	59
16:45	56	1	57
H/TOT	236	2	238

MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: ARUN RETAIL PARK



DATE: 11/09/2021

DAY: SATURDAY

P/TOT	102	3	105	7456	73	7529	P/TOT	1666	14	1680
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MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 1

LOCATION: ARUN RETAIL PARK



DATE: 11/09/2021

DAY: SATURDAY

Appendix C

(DfT Data)

Year	Method	Bicycles	MC	Car / Taxi	Bus / Coach	LGV	All HGV	All MV
2000	Estimated	422	180	18130	87	2124	388	20909
2001	Counted	370	212	21731	58	1883	562	24446
2002	Counted	328	286	22400	72	1793	846	25397
2003	Estimated	292	321	22087	64	1954	910	25336
2004	Counted	494	161	24508	101	2165	543	27478
2005	Estimated	418	163	23895	100	2221	522	26901
2006	Counted	123	226	21271	84	2967	536	25084
2007	Estimated	77	227	20271	81	3237	526	24342
2008	Counted	436	165	18884	72	2372	300	21793
2009	Estimated	436	156	18582	70	2569	291	21668
2010	Estimated	436	144	18192	74	2582	280	21272
2011	Estimated	481	153	18101	74	2662	283	21273
2012	Counted	130	148	18533	67	2540	241	21529
2013	Estimated	129	148	18428	63	2569	243	21451
2014	Estimated	125	158	18237	67	2925	262	21649
2015	Estimated	116	161	17902	66	3077	260	21466
2016	Estimated	108	157	18181	61	3361	266	22027
2017	Counted	43	140	18171	59	2323	197	20891
2018	Estimated	48	139	17971	53	2366	198	20728
2019	Estimated	52	130	18197	54	2346	198	20925
2020	Estimated	60	96	13822	34	2070	174	16196

Appendix D

(TRICS Data)

Calculation Reference: AUDIT-752101-220208-0247

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	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: 200 to 213 (units: sqm)
 Range Selected by User: 200 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 15/09/21

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

Selected survey days:

Saturday 3 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

This data displays the number of 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 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:

Retail Zone 2
 Out of Town 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	3 days
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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
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15,001 to 20,000	1 days
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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:

125,001 to 250,000	2 days
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500,001 or More	1 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
------------	--------

1.1 to 1.5	2 days
------------	--------

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BD-06-J-01	COSTA COFFEE	BEDFORDSHIRE
	RILEY WAY		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	213 sqm	
	Survey date: SATURDAY	17/10/20	Survey Type: MANUAL
2	GM-06-J-01	COSTA COFFEE	GREATER MANCHESTER
	CHESTER ROAD		
	MANCHESTER		
	OLD TRAFFORD		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	200 sqm	
	Survey date: SATURDAY	01/05/21	Survey Type: MANUAL
3	GS-06-J-01	COSTA COFFEE	GLOUCESTERSHIRE
	B4008		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	210 sqm	
	Survey date: SATURDAY	24/04/21	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/J - DRIVE THROUGH COFFEE SHOP

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	205	1.220	2	205	1.220	2	205	2.440
06:00 - 07:00	3	208	2.247	3	208	2.087	3	208	4.334
07:00 - 08:00	3	208	12.199	3	208	9.952	3	208	22.151
08:00 - 09:00	3	208	16.693	3	208	17.496	3	208	34.189
09:00 - 10:00	3	208	21.027	3	208	18.299	3	208	39.326
10:00 - 11:00	3	208	25.522	3	208	23.596	3	208	49.118
11:00 - 12:00	3	208	24.559	3	208	24.559	3	208	49.118
12:00 - 13:00	3	208	21.990	3	208	21.990	3	208	43.980
13:00 - 14:00	3	208	18.459	3	208	20.225	3	208	38.684
14:00 - 15:00	3	208	18.941	3	208	19.583	3	208	38.524
15:00 - 16:00	3	208	17.335	3	208	16.854	3	208	34.189
16:00 - 17:00	3	208	16.372	3	208	16.212	3	208	32.584
17:00 - 18:00	3	208	10.915	3	208	11.236	3	208	22.151
18:00 - 19:00	3	208	8.828	3	208	10.915	3	208	19.743
19:00 - 20:00	3	208	5.778	3	208	7.063	3	208	12.841
20:00 - 21:00	2	207	5.085	2	207	5.811	2	207	10.896
21:00 - 22:00	1	200	3.000	1	200	3.000	1	200	6.000
22:00 - 23:00	1	200	0.000	1	200	1.000	1	200	1.000
23:00 - 24:00									
Total Rates:			230.170				231.098	461.268	

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.

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Parameter summary

Trip rate parameter range selected: 200 - 213 (units: sqm)
 Survey date range: 01/01/13 - 15/09/21
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

TAXIS**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	2	205	0.000	2	205	0.000	2	205	0.000
06:00 - 07:00	3	208	0.000	3	208	0.000	3	208	0.000
07:00 - 08:00	3	208	0.000	3	208	0.000	3	208	0.000
08:00 - 09:00	3	208	0.000	3	208	0.000	3	208	0.000
09:00 - 10:00	3	208	0.000	3	208	0.000	3	208	0.000
10:00 - 11:00	3	208	0.161	3	208	0.000	3	208	0.161
11:00 - 12:00	3	208	0.161	3	208	0.321	3	208	0.482
12:00 - 13:00	3	208	0.000	3	208	0.000	3	208	0.000
13:00 - 14:00	3	208	0.000	3	208	0.000	3	208	0.000
14:00 - 15:00	3	208	0.161	3	208	0.161	3	208	0.322
15:00 - 16:00	3	208	0.000	3	208	0.000	3	208	0.000
16:00 - 17:00	3	208	0.000	3	208	0.000	3	208	0.000
17:00 - 18:00	3	208	0.000	3	208	0.000	3	208	0.000
18:00 - 19:00	3	208	0.000	3	208	0.000	3	208	0.000
19:00 - 20:00	3	208	0.000	3	208	0.000	3	208	0.000
20:00 - 21:00	2	207	0.000	2	207	0.000	2	207	0.000
21:00 - 22:00	1	200	0.000	1	200	0.000	1	200	0.000
22:00 - 23:00	1	200	0.000	1	200	0.000	1	200	0.000
23:00 - 24:00									
Total Rates:			0.483				0.482	0.965	

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.

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

CYCLISTS**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	2	205	0.000	2	205	0.000	2	205	0.000
06:00 - 07:00	3	208	0.000	3	208	0.000	3	208	0.000
07:00 - 08:00	3	208	0.000	3	208	0.000	3	208	0.000
08:00 - 09:00	3	208	0.000	3	208	0.000	3	208	0.000
09:00 - 10:00	3	208	0.000	3	208	0.000	3	208	0.000
10:00 - 11:00	3	208	0.321	3	208	0.321	3	208	0.642
11:00 - 12:00	3	208	0.321	3	208	0.000	3	208	0.321
12:00 - 13:00	3	208	0.321	3	208	0.321	3	208	0.642
13:00 - 14:00	3	208	0.000	3	208	0.000	3	208	0.000
14:00 - 15:00	3	208	0.161	3	208	0.161	3	208	0.322
15:00 - 16:00	3	208	0.000	3	208	0.000	3	208	0.000
16:00 - 17:00	3	208	0.000	3	208	0.000	3	208	0.000
17:00 - 18:00	3	208	0.000	3	208	0.000	3	208	0.000
18:00 - 19:00	3	208	0.000	3	208	0.000	3	208	0.000
19:00 - 20:00	3	208	0.161	3	208	0.161	3	208	0.322
20:00 - 21:00	2	207	0.000	2	207	0.484	2	207	0.484
21:00 - 22:00	1	200	0.000	1	200	0.000	1	200	0.000
22:00 - 23:00	1	200	0.000	1	200	0.000	1	200	0.000
23:00 - 24:00									
Total Rates:			1.285				1.448	2.733	

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.

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

CARS**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	2	205	1.220	2	205	1.220	2	205	2.440
06:00 - 07:00	3	208	1.926	3	208	1.926	3	208	3.852
07:00 - 08:00	3	208	9.791	3	208	7.865	3	208	17.656
08:00 - 09:00	3	208	14.286	3	208	14.767	3	208	29.053
09:00 - 10:00	3	208	19.422	3	208	17.014	3	208	36.436
10:00 - 11:00	3	208	23.917	3	208	22.151	3	208	46.068
11:00 - 12:00	3	208	23.596	3	208	23.274	3	208	46.870
12:00 - 13:00	3	208	21.348	3	208	21.348	3	208	42.696
13:00 - 14:00	3	208	18.459	3	208	20.064	3	208	38.523
14:00 - 15:00	3	208	18.138	3	208	18.941	3	208	37.079
15:00 - 16:00	3	208	17.014	3	208	16.372	3	208	33.386
16:00 - 17:00	3	208	15.891	3	208	15.730	3	208	31.621
17:00 - 18:00	3	208	10.273	3	208	10.433	3	208	20.706
18:00 - 19:00	3	208	7.865	3	208	10.273	3	208	18.138
19:00 - 20:00	3	208	5.618	3	208	6.581	3	208	12.199
20:00 - 21:00	2	207	4.843	2	207	5.569	2	207	10.412
21:00 - 22:00	1	200	3.000	1	200	3.000	1	200	6.000
22:00 - 23:00	1	200	0.000	1	200	1.000	1	200	1.000
23:00 - 24:00									
Total Rates:			216.607			217.528			434.135

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.

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

LGVS**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	2	205	0.000	2	205	0.000	2	205	0.000
06:00 - 07:00	3	208	0.321	3	208	0.161	3	208	0.482
07:00 - 08:00	3	208	2.408	3	208	2.087	3	208	4.495
08:00 - 09:00	3	208	2.247	3	208	2.568	3	208	4.815
09:00 - 10:00	3	208	1.605	3	208	1.284	3	208	2.889
10:00 - 11:00	3	208	1.445	3	208	1.445	3	208	2.890
11:00 - 12:00	3	208	0.803	3	208	0.963	3	208	1.766
12:00 - 13:00	3	208	0.642	3	208	0.642	3	208	1.284
13:00 - 14:00	3	208	0.000	3	208	0.161	3	208	0.161
14:00 - 15:00	3	208	0.642	3	208	0.482	3	208	1.124
15:00 - 16:00	3	208	0.321	3	208	0.482	3	208	0.803
16:00 - 17:00	3	208	0.482	3	208	0.482	3	208	0.964
17:00 - 18:00	3	208	0.642	3	208	0.803	3	208	1.445
18:00 - 19:00	3	208	0.963	3	208	0.642	3	208	1.605
19:00 - 20:00	3	208	0.161	3	208	0.482	3	208	0.643
20:00 - 21:00	2	207	0.242	2	207	0.242	2	207	0.484
21:00 - 22:00	1	200	0.000	1	200	0.000	1	200	0.000
22:00 - 23:00	1	200	0.000	1	200	0.000	1	200	0.000
23:00 - 24:00									
Total Rates:			12.924				12.926	25.850	

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.

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

MOTOR CYCLES

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	2	205	0.000	2	205	0.000	2	205	0.000
06:00 - 07:00	3	208	0.000	3	208	0.000	3	208	0.000
07:00 - 08:00	3	208	0.000	3	208	0.000	3	208	0.000
08:00 - 09:00	3	208	0.161	3	208	0.161	3	208	0.322
09:00 - 10:00	3	208	0.000	3	208	0.000	3	208	0.000
10:00 - 11:00	3	208	0.000	3	208	0.000	3	208	0.000
11:00 - 12:00	3	208	0.000	3	208	0.000	3	208	0.000
12:00 - 13:00	3	208	0.000	3	208	0.000	3	208	0.000
13:00 - 14:00	3	208	0.000	3	208	0.000	3	208	0.000
14:00 - 15:00	3	208	0.000	3	208	0.000	3	208	0.000
15:00 - 16:00	3	208	0.000	3	208	0.000	3	208	0.000
16:00 - 17:00	3	208	0.000	3	208	0.000	3	208	0.000
17:00 - 18:00	3	208	0.000	3	208	0.000	3	208	0.000
18:00 - 19:00	3	208	0.000	3	208	0.000	3	208	0.000
19:00 - 20:00	3	208	0.000	3	208	0.000	3	208	0.000
20:00 - 21:00	2	207	0.000	2	207	0.000	2	207	0.000
21:00 - 22:00	1	200	0.000	1	200	0.000	1	200	0.000
22:00 - 23:00	1	200	0.000	1	200	0.000	1	200	0.000
23:00 - 24:00									
Total Rates:			0.161			0.161			0.322

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.

Calculation Reference: AUDIT-752101-220208-0248

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	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: 200 to 420 (units: sqm)
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 01/05/21

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	1 days
Wednesday	1 days
Friday	3 days

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

Selected survey types:

Manual count	5 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)	2
Edge of Town	2
Free Standing (PPS6 Out 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
Residential Zone	1
Retail Zone	1
Out of Town	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.

Secondary Filtering selection:Use Class:

Not Known	5 days
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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:

1,000 or Less	1 days
1,001 to 5,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	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	2 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 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.

Travel Plan:

No	5 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.

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	HE-06-J-01	STARBUCKS	HEREFORDSHIRE
	LEDBURY ROAD		
	ROSS-ON-WYE		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	305 sqm	
	Survey date: TUESDAY	24/11/20	Survey Type: MANUAL
2	NR-06-J-01	STARBUCKS	NORTHAMPTONSHIRE
	CORBY ROAD		
	CORBY		
	WELDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	236 sqm	
	Survey date: FRIDAY	23/10/20	Survey Type: MANUAL
3	SF-06-J-01	COSTA COFFEE	SUFFOLK
	THORNEY WAY		
	STOWMARKET		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	200 sqm	
	Survey date: FRIDAY	25/09/20	Survey Type: MANUAL
4	WK-06-J-01	STARBUCKS	WARWICKSHIRE
	A46 WARWICK BY PASS		
	NEAR WARWICK		
	BUDBROOKE SERVICES		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	420 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
5	WO-06-J-01	STARBUCKS	WORCESTERSHIRE
	STOURPORT ROAD		
	KIDDERMINSTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	240 sqm	
	Survey date: FRIDAY	09/10/20	Survey Type: MANUAL

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	218	0.459	2	218	0.000	2	218	0.459
06:00 - 07:00	4	290	4.479	4	290	3.273	4	290	7.752
07:00 - 08:00	5	280	11.135	5	280	9.779	5	280	20.914
08:00 - 09:00	5	280	13.133	5	280	11.991	5	280	25.124
09:00 - 10:00	5	280	15.560	5	280	14.561	5	280	30.121
10:00 - 11:00	5	280	12.705	5	280	12.634	5	280	25.339
11:00 - 12:00	5	280	11.492	5	280	11.278	5	280	22.770
12:00 - 13:00	5	280	13.419	5	280	11.991	5	280	25.410
13:00 - 14:00	5	280	13.704	5	280	14.418	5	280	28.122
14:00 - 15:00	5	280	9.350	5	280	10.635	5	280	19.985
15:00 - 16:00	5	280	11.278	5	280	10.421	5	280	21.699
16:00 - 17:00	5	280	10.921	5	280	11.991	5	280	22.912
17:00 - 18:00	5	280	8.423	5	280	10.136	5	280	18.559
18:00 - 19:00	5	280	5.211	5	280	5.996	5	280	11.207
19:00 - 20:00	4	290	2.756	4	290	3.790	4	290	6.546
20:00 - 21:00	4	290	0.775	4	290	1.723	4	290	2.498
21:00 - 22:00	1	420	0.000	1	420	0.000	1	420	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		144.800			144.617			289.417	

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.

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Parameter summary

Trip rate parameter range selected: 200 - 420 (units: sqm)
 Survey date range: 01/01/13 - 01/05/21
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

TAXIS**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	2	218	0.000	2	218	0.000	2	218	0.000
06:00 - 07:00	4	290	0.000	4	290	0.000	4	290	0.000
07:00 - 08:00	5	280	0.071	5	280	0.071	5	280	0.142
08:00 - 09:00	5	280	0.000	5	280	0.000	5	280	0.000
09:00 - 10:00	5	280	0.071	5	280	0.000	5	280	0.071
10:00 - 11:00	5	280	0.000	5	280	0.071	5	280	0.071
11:00 - 12:00	5	280	0.000	5	280	0.000	5	280	0.000
12:00 - 13:00	5	280	0.071	5	280	0.071	5	280	0.142
13:00 - 14:00	5	280	0.071	5	280	0.071	5	280	0.142
14:00 - 15:00	5	280	0.000	5	280	0.000	5	280	0.000
15:00 - 16:00	5	280	0.071	5	280	0.071	5	280	0.142
16:00 - 17:00	5	280	0.071	5	280	0.071	5	280	0.142
17:00 - 18:00	5	280	0.000	5	280	0.000	5	280	0.000
18:00 - 19:00	5	280	0.000	5	280	0.000	5	280	0.000
19:00 - 20:00	4	290	0.000	4	290	0.000	4	290	0.000
20:00 - 21:00	4	290	0.000	4	290	0.000	4	290	0.000
21:00 - 22:00	1	420	0.000	1	420	0.000	1	420	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.426			0.426			0.852

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.

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

OGVS**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	2	218	0.000	2	218	0.000	2	218	0.000
06:00 - 07:00	4	290	0.172	4	290	0.000	4	290	0.172
07:00 - 08:00	5	280	0.214	5	280	0.286	5	280	0.500
08:00 - 09:00	5	280	0.000	5	280	0.071	5	280	0.071
09:00 - 10:00	5	280	0.214	5	280	0.143	5	280	0.357
10:00 - 11:00	5	280	0.000	5	280	0.071	5	280	0.071
11:00 - 12:00	5	280	0.000	5	280	0.000	5	280	0.000
12:00 - 13:00	5	280	0.000	5	280	0.000	5	280	0.000
13:00 - 14:00	5	280	0.000	5	280	0.000	5	280	0.000
14:00 - 15:00	5	280	0.000	5	280	0.000	5	280	0.000
15:00 - 16:00	5	280	0.000	5	280	0.000	5	280	0.000
16:00 - 17:00	5	280	0.000	5	280	0.000	5	280	0.000
17:00 - 18:00	5	280	0.143	5	280	0.143	5	280	0.286
18:00 - 19:00	5	280	0.000	5	280	0.000	5	280	0.000
19:00 - 20:00	4	290	0.000	4	290	0.000	4	290	0.000
20:00 - 21:00	4	290	0.000	4	290	0.000	4	290	0.000
21:00 - 22:00	1	420	0.000	1	420	0.000	1	420	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.743			0.714			1.457

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.

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

CYCLISTS**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	2	218	0.000	2	218	0.000	2	218	0.000
06:00 - 07:00	4	290	0.086	4	290	0.000	4	290	0.086
07:00 - 08:00	5	280	0.071	5	280	0.000	5	280	0.071
08:00 - 09:00	5	280	0.000	5	280	0.000	5	280	0.000
09:00 - 10:00	5	280	0.000	5	280	0.000	5	280	0.000
10:00 - 11:00	5	280	0.000	5	280	0.000	5	280	0.000
11:00 - 12:00	5	280	0.000	5	280	0.000	5	280	0.000
12:00 - 13:00	5	280	0.000	5	280	0.071	5	280	0.071
13:00 - 14:00	5	280	0.000	5	280	0.000	5	280	0.000
14:00 - 15:00	5	280	0.143	5	280	0.143	5	280	0.286
15:00 - 16:00	5	280	0.000	5	280	0.071	5	280	0.071
16:00 - 17:00	5	280	0.000	5	280	0.000	5	280	0.000
17:00 - 18:00	5	280	0.000	5	280	0.000	5	280	0.000
18:00 - 19:00	5	280	0.000	5	280	0.000	5	280	0.000
19:00 - 20:00	4	290	0.000	4	290	0.000	4	290	0.000
20:00 - 21:00	4	290	0.000	4	290	0.000	4	290	0.000
21:00 - 22:00	1	420	0.000	1	420	0.000	1	420	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.300			0.285			0.585

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.

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

CARS**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	2	218	0.459	2	218	0.000	2	218	0.459
06:00 - 07:00	4	290	3.790	4	290	2.756	4	290	6.546
07:00 - 08:00	5	280	8.851	5	280	7.780	5	280	16.631
08:00 - 09:00	5	280	10.707	5	280	9.636	5	280	20.343
09:00 - 10:00	5	280	13.490	5	280	12.705	5	280	26.195
10:00 - 11:00	5	280	10.707	5	280	10.207	5	280	20.914
11:00 - 12:00	5	280	10.278	5	280	10.064	5	280	20.342
12:00 - 13:00	5	280	11.563	5	280	10.635	5	280	22.198
13:00 - 14:00	5	280	12.063	5	280	12.562	5	280	24.625
14:00 - 15:00	5	280	8.351	5	280	9.636	5	280	17.987
15:00 - 16:00	5	280	9.850	5	280	9.136	5	280	18.986
16:00 - 17:00	5	280	9.921	5	280	10.635	5	280	20.556
17:00 - 18:00	5	280	7.637	5	280	9.065	5	280	16.702
18:00 - 19:00	5	280	4.782	5	280	5.567	5	280	10.349
19:00 - 20:00	4	290	2.584	4	290	3.531	4	290	6.115
20:00 - 21:00	4	290	0.689	4	290	1.637	4	290	2.326
21:00 - 22:00	1	420	0.000	1	420	0.000	1	420	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			125.722				125.552	251.274	

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.

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

LGVS**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	2	218	0.000	2	218	0.000	2	218	0.000
06:00 - 07:00	4	290	0.517	4	290	0.517	4	290	1.034
07:00 - 08:00	5	280	1.927	5	280	1.642	5	280	3.569
08:00 - 09:00	5	280	2.427	5	280	2.213	5	280	4.640
09:00 - 10:00	5	280	1.570	5	280	1.642	5	280	3.212
10:00 - 11:00	5	280	1.856	5	280	1.999	5	280	3.855
11:00 - 12:00	5	280	1.142	5	280	1.213	5	280	2.355
12:00 - 13:00	5	280	1.713	5	280	1.213	5	280	2.926
13:00 - 14:00	5	280	1.428	5	280	1.713	5	280	3.141
14:00 - 15:00	5	280	0.999	5	280	0.857	5	280	1.856
15:00 - 16:00	5	280	1.285	5	280	1.213	5	280	2.498
16:00 - 17:00	5	280	0.857	5	280	1.142	5	280	1.999
17:00 - 18:00	5	280	0.642	5	280	0.928	5	280	1.570
18:00 - 19:00	5	280	0.428	5	280	0.428	5	280	0.856
19:00 - 20:00	4	290	0.172	4	290	0.258	4	290	0.430
20:00 - 21:00	4	290	0.086	4	290	0.086	4	290	0.172
21:00 - 22:00	1	420	0.000	1	420	0.000	1	420	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.049			17.064			34.113

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.

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

MOTOR CYCLES**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	2	218	0.000	2	218	0.000	2	218	0.000
06:00 - 07:00	4	290	0.000	4	290	0.000	4	290	0.000
07:00 - 08:00	5	280	0.071	5	280	0.000	5	280	0.071
08:00 - 09:00	5	280	0.000	5	280	0.071	5	280	0.071
09:00 - 10:00	5	280	0.214	5	280	0.071	5	280	0.285
10:00 - 11:00	5	280	0.143	5	280	0.286	5	280	0.429
11:00 - 12:00	5	280	0.071	5	280	0.000	5	280	0.071
12:00 - 13:00	5	280	0.071	5	280	0.071	5	280	0.142
13:00 - 14:00	5	280	0.143	5	280	0.071	5	280	0.214
14:00 - 15:00	5	280	0.000	5	280	0.143	5	280	0.143
15:00 - 16:00	5	280	0.071	5	280	0.000	5	280	0.071
16:00 - 17:00	5	280	0.071	5	280	0.143	5	280	0.214
17:00 - 18:00	5	280	0.000	5	280	0.000	5	280	0.000
18:00 - 19:00	5	280	0.000	5	280	0.000	5	280	0.000
19:00 - 20:00	4	290	0.000	4	290	0.000	4	290	0.000
20:00 - 21:00	4	290	0.000	4	290	0.000	4	290	0.000
21:00 - 22:00	1	420	0.000	1	420	0.000	1	420	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.855			0.856			1.711

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : B - RESTAURANTS

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

08 NORTH WEST
 CH CHESHIRE 2 days
09 NORTH
 CB CUMBRIA 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: 75 to 321 (units: sqm)
 Range Selected by User: 75 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

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

Selected survey days:

Saturday 3 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

This data displays the number of 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:

Town Centre 3

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

Selected Location Sub Categories:

Built-Up Zone 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.

Secondary Filtering selection:Use Class:

E(b) 3 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

Secondary Filtering selection (Cont.):Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	3 days
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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	1 days

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

Travel Plan:

No	3 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.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-06-B-01	ITALIAN RESTAURANT	CUMBRIA
	MARKET STREET CARLISLE		
	Town Centre Built-Up Zone		
	Total Gross floor area:	150 sqm	
	Survey date: SATURDAY	25/06/16	Survey Type: MANUAL
2	CH-06-B-02	ITALIAN RESTAURANT	CHESHIRE
	MILL STREET MACCLESFIELD		
	Town Centre Built-Up Zone		
	Total Gross floor area:	75 sqm	
	Survey date: SATURDAY	17/09/16	Survey Type: MANUAL
3	CH-06-B-03	PIZZA EXPRESS	CHESHIRE
	MARKET PLACE MACCLESFIELD		
	Town Centre Built-Up Zone		
	Total Gross floor area:	321 sqm	
	Survey date: SATURDAY	11/11/17	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/B - RESTAURANTS

MULTI-MODAL 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									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	3.114	3	182	0.366	3	182	3.480
11:00 - 12:00	3	182	2.015	3	182	2.198	3	182	4.213
12:00 - 13:00	3	182	4.579	3	182	2.198	3	182	6.777
13:00 - 14:00	3	182	2.381	3	182	2.381	3	182	4.762
14:00 - 15:00	3	182	0.183	3	182	1.282	3	182	1.465
15:00 - 16:00	3	182	0.916	3	182	1.465	3	182	2.381
16:00 - 17:00	3	182	3.480	3	182	1.282	3	182	4.762
17:00 - 18:00	3	182	5.128	3	182	3.663	3	182	8.791
18:00 - 19:00	3	182	5.495	3	182	5.311	3	182	10.806
19:00 - 20:00	3	182	7.326	3	182	5.861	3	182	13.187
20:00 - 21:00	3	182	1.648	3	182	3.480	3	182	5.128
21:00 - 22:00	3	182	1.282	3	182	3.297	3	182	4.579
22:00 - 23:00	3	182	0.733	3	182	4.029	3	182	4.762
23:00 - 24:00	2	198	0.000	2	198	0.253	2	198	0.253
Total Rates:			38.280			37.066			75.346

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:	75 - 321 (units: sqm)
Survey date range:	01/01/13 - 25/09/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TAXIS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.000	3	182	0.000	3	182	0.000
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	0.000	3	182	0.000	3	182	0.000
13:00 - 14:00	3	182	0.183	3	182	0.183	3	182	0.366
14:00 - 15:00	3	182	0.000	3	182	0.000	3	182	0.000
15:00 - 16:00	3	182	0.000	3	182	0.000	3	182	0.000
16:00 - 17:00	3	182	0.366	3	182	0.000	3	182	0.366
17:00 - 18:00	3	182	0.000	3	182	0.366	3	182	0.366
18:00 - 19:00	3	182	0.183	3	182	0.000	3	182	0.183
19:00 - 20:00	3	182	0.916	3	182	0.733	3	182	1.649
20:00 - 21:00	3	182	0.000	3	182	0.366	3	182	0.366
21:00 - 22:00	3	182	0.183	3	182	0.183	3	182	0.366
22:00 - 23:00	3	182	0.366	3	182	0.366	3	182	0.732
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			2.197			2.197			4.394

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL VEHICLE OCCUPANTS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	4.396	3	182	0.366	3	182	4.762
11:00 - 12:00	3	182	3.297	3	182	3.480	3	182	6.777
12:00 - 13:00	3	182	10.073	3	182	3.297	3	182	13.370
13:00 - 14:00	3	182	3.663	3	182	5.495	3	182	9.158
14:00 - 15:00	3	182	0.366	3	182	2.381	3	182	2.747
15:00 - 16:00	3	182	2.198	3	182	3.114	3	182	5.312
16:00 - 17:00	3	182	11.172	3	182	3.297	3	182	14.469
17:00 - 18:00	3	182	10.989	3	182	9.341	3	182	20.330
18:00 - 19:00	3	182	11.172	3	182	11.355	3	182	22.527
19:00 - 20:00	3	182	12.821	3	182	12.088	3	182	24.909
20:00 - 21:00	3	182	3.114	3	182	7.326	3	182	10.440
21:00 - 22:00	3	182	1.832	3	182	6.960	3	182	8.792
22:00 - 23:00	3	182	0.000	3	182	6.227	3	182	6.227
23:00 - 24:00	2	198	0.000	2	198	0.253	2	198	0.253
Total Rates:			75.093			74.980			150.073

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PEDESTRIANS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.733	3	182	0.366	3	182	1.099
11:00 - 12:00	3	182	5.311	3	182	1.648	3	182	6.959
12:00 - 13:00	3	182	3.114	3	182	2.381	3	182	5.495
13:00 - 14:00	3	182	3.114	3	182	5.861	3	182	8.975
14:00 - 15:00	3	182	4.029	3	182	7.326	3	182	11.355
15:00 - 16:00	3	182	2.564	3	182	4.212	3	182	6.776
16:00 - 17:00	3	182	2.747	3	182	1.832	3	182	4.579
17:00 - 18:00	3	182	3.846	3	182	0.916	3	182	4.762
18:00 - 19:00	3	182	4.579	3	182	0.916	3	182	5.495
19:00 - 20:00	3	182	6.593	3	182	3.114	3	182	9.707
20:00 - 21:00	3	182	2.564	3	182	3.663	3	182	6.227
21:00 - 22:00	3	182	1.282	3	182	4.579	3	182	5.861
22:00 - 23:00	3	182	0.366	3	182	3.846	3	182	4.212
23:00 - 24:00	2	198	0.000	2	198	0.505	2	198	0.505
Total Rates:			40.842			41.165			82.007

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL BUS/ TRAM PASSENGERS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.000	3	182	0.000	3	182	0.000
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	0.733	3	182	0.366	3	182	1.099
13:00 - 14:00	3	182	0.000	3	182	0.366	3	182	0.366
14:00 - 15:00	3	182	0.000	3	182	0.000	3	182	0.000
15:00 - 16:00	3	182	0.000	3	182	0.000	3	182	0.000
16:00 - 17:00	3	182	0.000	3	182	0.000	3	182	0.000
17:00 - 18:00	3	182	0.183	3	182	0.000	3	182	0.183
18:00 - 19:00	3	182	0.916	3	182	0.000	3	182	0.916
19:00 - 20:00	3	182	0.366	3	182	0.366	3	182	0.732
20:00 - 21:00	3	182	0.000	3	182	1.099	3	182	1.099
21:00 - 22:00	3	182	0.000	3	182	0.000	3	182	0.000
22:00 - 23:00	3	182	0.000	3	182	0.549	3	182	0.549
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			2.198			2.746			4.944

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TOTAL RAIL PASSENGERS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.000	3	182	0.000	3	182	0.000
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	0.733	3	182	0.000	3	182	0.733
13:00 - 14:00	3	182	0.000	3	182	0.000	3	182	0.000
14:00 - 15:00	3	182	0.000	3	182	0.366	3	182	0.366
15:00 - 16:00	3	182	0.549	3	182	0.000	3	182	0.549
16:00 - 17:00	3	182	0.366	3	182	0.549	3	182	0.915
17:00 - 18:00	3	182	0.000	3	182	0.366	3	182	0.366
18:00 - 19:00	3	182	0.366	3	182	0.000	3	182	0.366
19:00 - 20:00	3	182	0.000	3	182	0.000	3	182	0.000
20:00 - 21:00	3	182	0.000	3	182	0.000	3	182	0.000
21:00 - 22:00	3	182	0.000	3	182	0.000	3	182	0.000
22:00 - 23:00	3	182	0.000	3	182	0.000	3	182	0.000
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			2.014			1.281			3.295

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PUBLIC TRANSPORT USERS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.000	3	182	0.000	3	182	0.000
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	1.465	3	182	0.366	3	182	1.831
13:00 - 14:00	3	182	0.000	3	182	0.366	3	182	0.366
14:00 - 15:00	3	182	0.000	3	182	0.366	3	182	0.366
15:00 - 16:00	3	182	0.549	3	182	0.000	3	182	0.549
16:00 - 17:00	3	182	0.366	3	182	0.549	3	182	0.915
17:00 - 18:00	3	182	0.183	3	182	0.366	3	182	0.549
18:00 - 19:00	3	182	1.282	3	182	0.000	3	182	1.282
19:00 - 20:00	3	182	0.366	3	182	0.366	3	182	0.732
20:00 - 21:00	3	182	0.000	3	182	1.099	3	182	1.099
21:00 - 22:00	3	182	0.000	3	182	0.000	3	182	0.000
22:00 - 23:00	3	182	0.000	3	182	0.549	3	182	0.549
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			4.211			4.027			8.238

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TOTAL PEOPLE

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	5.128	3	182	0.733	3	182	5.861
11:00 - 12:00	3	182	8.608	3	182	5.128	3	182	13.736
12:00 - 13:00	3	182	14.652	3	182	6.044	3	182	20.696
13:00 - 14:00	3	182	6.777	3	182	11.722	3	182	18.499
14:00 - 15:00	3	182	4.396	3	182	10.073	3	182	14.469
15:00 - 16:00	3	182	5.311	3	182	7.326	3	182	12.637
16:00 - 17:00	3	182	14.286	3	182	5.678	3	182	19.964
17:00 - 18:00	3	182	15.018	3	182	10.623	3	182	25.641
18:00 - 19:00	3	182	17.033	3	182	12.271	3	182	29.304
19:00 - 20:00	3	182	19.780	3	182	15.568	3	182	35.348
20:00 - 21:00	3	182	5.678	3	182	12.088	3	182	17.766
21:00 - 22:00	3	182	3.114	3	182	11.538	3	182	14.652
22:00 - 23:00	3	182	0.366	3	182	10.623	3	182	10.989
23:00 - 24:00	2	198	0.000	2	198	0.758	2	198	0.758
Total Rates:			120.147			120.173			240.320

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL CARS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	2.930	3	182	0.183	3	182	3.113
11:00 - 12:00	3	182	2.015	3	182	2.198	3	182	4.213
12:00 - 13:00	3	182	4.396	3	182	2.198	3	182	6.594
13:00 - 14:00	3	182	2.198	3	182	2.015	3	182	4.213
14:00 - 15:00	3	182	0.183	3	182	1.282	3	182	1.465
15:00 - 16:00	3	182	0.916	3	182	1.465	3	182	2.381
16:00 - 17:00	3	182	3.114	3	182	1.282	3	182	4.396
17:00 - 18:00	3	182	5.128	3	182	3.297	3	182	8.425
18:00 - 19:00	3	182	5.311	3	182	5.311	3	182	10.622
19:00 - 20:00	3	182	6.410	3	182	5.128	3	182	11.538
20:00 - 21:00	3	182	1.648	3	182	3.114	3	182	4.762
21:00 - 22:00	3	182	1.099	3	182	3.114	3	182	4.213
22:00 - 23:00	3	182	0.366	3	182	3.663	3	182	4.029
23:00 - 24:00	2	198	0.000	2	198	0.253	2	198	0.253
Total Rates:			35.714			34.503			70.217

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL LGVS**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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	182	0.183	3	182	0.183	3	182	0.366
11:00 - 12:00	3	182	0.000	3	182	0.000	3	182	0.000
12:00 - 13:00	3	182	0.183	3	182	0.000	3	182	0.183
13:00 - 14:00	3	182	0.000	3	182	0.183	3	182	0.183
14:00 - 15:00	3	182	0.000	3	182	0.000	3	182	0.000
15:00 - 16:00	3	182	0.000	3	182	0.000	3	182	0.000
16:00 - 17:00	3	182	0.000	3	182	0.000	3	182	0.000
17:00 - 18:00	3	182	0.000	3	182	0.000	3	182	0.000
18:00 - 19:00	3	182	0.000	3	182	0.000	3	182	0.000
19:00 - 20:00	3	182	0.000	3	182	0.000	3	182	0.000
20:00 - 21:00	3	182	0.000	3	182	0.000	3	182	0.000
21:00 - 22:00	3	182	0.000	3	182	0.000	3	182	0.000
22:00 - 23:00	3	182	0.000	3	182	0.000	3	182	0.000
23:00 - 24:00	2	198	0.000	2	198	0.000	2	198	0.000
Total Rates:			0.366			0.366			0.732

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.

Calculation Reference: AUDIT-752101-210713-0713

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 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: 175 to 370 (units: sqm)
 Range Selected by User: 75 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/09/19

*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	1 days
Wednesday	1 days
Thursday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

*This data displays the number of 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:

Town Centre	1
Neighbourhood Centre (PPS6 Local Centre)	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:

High Street	3
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*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:

E(b)	3 days
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*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

Secondary Filtering selection (Cont.):Population within 1 mile:

25,001 to 50,000 3 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

250,001 to 500,000 3 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 2 days

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

No 3 days

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

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	DS-06-B-04	FRENCH RESTAURANT	DERBYSHIRE
	FRIAR GATE DERBY		
	Town Centre High Street		
	Total Gross floor area:	180 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
2	WM-06-B-06	ITALIAN RESTAURANT	WEST MIDLANDS
	EARLSDON STREET COVENTRY		
	Neighbourhood Centre (PPS6 Local Centre) High Street		
	Total Gross floor area:	175 sqm	
	Survey date: THURSDAY	24/11/16	Survey Type: MANUAL
3	WM-06-B-07	INDIAN RESTAURANT	WEST MIDLANDS
	AUDNAM STOURBRIDGE AUDNAM		
	Neighbourhood Centre (PPS6 Local Centre) High Street		
	Total Gross floor area:	370 sqm	
	Survey date: TUESDAY	28/11/17	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/B - RESTAURANTS

MULTI-MODAL 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									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	1	175	0.571	1	175	0.000	1	175	0.571
11:00 - 12:00	2	178	0.563	2	178	1.127	2	178	1.690
12:00 - 13:00	2	178	3.099	2	178	1.127	2	178	4.226
13:00 - 14:00	2	178	1.127	2	178	1.408	2	178	2.535
14:00 - 15:00	2	178	0.563	2	178	1.127	2	178	1.690
15:00 - 16:00	3	242	0.138	3	242	0.276	3	242	0.414
16:00 - 17:00	3	242	0.414	3	242	0.138	3	242	0.552
17:00 - 18:00	3	242	0.828	3	242	0.138	3	242	0.966
18:00 - 19:00	3	242	1.241	3	242	0.828	3	242	2.069
19:00 - 20:00	3	242	0.966	3	242	0.828	3	242	1.794
20:00 - 21:00	3	242	0.828	3	242	0.690	3	242	1.518
21:00 - 22:00	3	242	0.828	3	242	1.517	3	242	2.345
22:00 - 23:00	3	242	0.276	3	242	0.414	3	242	0.690
23:00 - 24:00	2	273	0.000	2	273	1.284	2	273	1.284
Total Rates:			12.013			11.473			23.486

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.

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Parameter summary

Trip rate parameter range selected: 175 - 370 (units: sqm)
 Survey date range: 01/01/13 - 25/09/19
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TAXIS**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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	2	178	0.000	2	178	0.000	2	178	0.000
12:00 - 13:00	2	178	0.282	2	178	0.282	2	178	0.564
13:00 - 14:00	2	178	0.000	2	178	0.000	2	178	0.000
14:00 - 15:00	2	178	0.000	2	178	0.000	2	178	0.000
15:00 - 16:00	3	242	0.000	3	242	0.000	3	242	0.000
16:00 - 17:00	3	242	0.000	3	242	0.000	3	242	0.000
17:00 - 18:00	3	242	0.138	3	242	0.138	3	242	0.276
18:00 - 19:00	3	242	0.138	3	242	0.138	3	242	0.276
19:00 - 20:00	3	242	0.276	3	242	0.276	3	242	0.552
20:00 - 21:00	3	242	0.138	3	242	0.138	3	242	0.276
21:00 - 22:00	3	242	0.000	3	242	0.000	3	242	0.000
22:00 - 23:00	3	242	0.138	3	242	0.138	3	242	0.276
23:00 - 24:00	2	273	0.000	2	273	0.000	2	273	0.000
Total Rates:			1.110			1.110			2.220

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.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PSVS**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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	2	178	0.000	2	178	0.000	2	178	0.000
12:00 - 13:00	2	178	0.000	2	178	0.000	2	178	0.000
13:00 - 14:00	2	178	0.000	2	178	0.000	2	178	0.000
14:00 - 15:00	2	178	0.000	2	178	0.000	2	178	0.000
15:00 - 16:00	3	242	0.000	3	242	0.000	3	242	0.000
16:00 - 17:00	3	242	0.000	3	242	0.000	3	242	0.000
17:00 - 18:00	3	242	0.000	3	242	0.000	3	242	0.000
18:00 - 19:00	3	242	0.138	3	242	0.138	3	242	0.276
19:00 - 20:00	3	242	0.000	3	242	0.000	3	242	0.000
20:00 - 21:00	3	242	0.000	3	242	0.000	3	242	0.000
21:00 - 22:00	3	242	0.000	3	242	0.000	3	242	0.000
22:00 - 23:00	3	242	0.000	3	242	0.000	3	242	0.000
23:00 - 24:00	2	273	0.000	2	273	0.000	2	273	0.000
Total Rates:			0.138			0.138			0.276

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL VEHICLE OCCUPANTS

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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	1	175	0.571	1	175	0.000	1	175	0.571
11:00 - 12:00	2	178	0.563	2	178	1.127	2	178	1.690
12:00 - 13:00	2	178	5.070	2	178	1.127	2	178	6.197
13:00 - 14:00	2	178	2.817	2	178	3.380	2	178	6.197
14:00 - 15:00	2	178	1.690	2	178	2.535	2	178	4.225
15:00 - 16:00	3	242	0.138	3	242	0.414	3	242	0.552
16:00 - 17:00	3	242	0.690	3	242	0.552	3	242	1.242
17:00 - 18:00	3	242	1.517	3	242	0.276	3	242	1.793
18:00 - 19:00	3	242	1.931	3	242	1.379	3	242	3.310
19:00 - 20:00	3	242	1.655	3	242	1.379	3	242	3.034
20:00 - 21:00	3	242	1.793	3	242	1.517	3	242	3.310
21:00 - 22:00	3	242	2.207	3	242	3.172	3	242	5.379
22:00 - 23:00	3	242	0.276	3	242	0.414	3	242	0.690
23:00 - 24:00	2	273	0.000	2	273	2.569	2	273	2.569
Total Rates:			21.489			20.412			41.901

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PEDESTRIANS

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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.000	1	175	0.571
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	2	178	1.127	2	178	0.563	2	178	1.690
12:00 - 13:00	2	178	7.606	2	178	0.282	2	178	7.888
13:00 - 14:00	2	178	3.099	2	178	3.380	2	178	6.479
14:00 - 15:00	2	178	1.127	2	178	8.732	2	178	9.859
15:00 - 16:00	3	242	0.414	3	242	1.241	3	242	1.655
16:00 - 17:00	3	242	0.414	3	242	0.414	3	242	0.828
17:00 - 18:00	3	242	3.448	3	242	0.966	3	242	4.414
18:00 - 19:00	3	242	6.621	3	242	1.241	3	242	7.862
19:00 - 20:00	3	242	6.897	3	242	3.310	3	242	10.207
20:00 - 21:00	3	242	2.759	3	242	3.034	3	242	5.793
21:00 - 22:00	3	242	1.655	3	242	5.103	3	242	6.758
22:00 - 23:00	3	242	0.138	3	242	6.345	3	242	6.483
23:00 - 24:00	2	273	0.000	2	273	0.183	2	273	0.183
Total Rates:			35.876			34.794			70.670

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL BUS/ TRAM PASSENGERS

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									
08:00 - 09:00									
09:00 - 10:00	1	175	1.143	1	175	0.000	1	175	1.143
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	2	178	0.563	2	178	0.282	2	178	0.845
12:00 - 13:00	2	178	3.380	2	178	0.000	2	178	3.380
13:00 - 14:00	2	178	0.563	2	178	0.845	2	178	1.408
14:00 - 15:00	2	178	0.282	2	178	2.254	2	178	2.536
15:00 - 16:00	3	242	0.000	3	242	0.138	3	242	0.138
16:00 - 17:00	3	242	0.000	3	242	0.000	3	242	0.000
17:00 - 18:00	3	242	1.103	3	242	0.276	3	242	1.379
18:00 - 19:00	3	242	3.034	3	242	0.552	3	242	3.586
19:00 - 20:00	3	242	2.897	3	242	1.517	3	242	4.414
20:00 - 21:00	3	242	0.966	3	242	0.690	3	242	1.656
21:00 - 22:00	3	242	0.138	3	242	3.586	3	242	3.724
22:00 - 23:00	3	242	0.000	3	242	2.345	3	242	2.345
23:00 - 24:00	2	273	0.000	2	273	0.367	2	273	0.367
Total Rates:			14.069			12.852			26.921

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TOTAL RAIL PASSENGERS

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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	2	178	0.000	2	178	0.000	2	178	0.000
12:00 - 13:00	2	178	0.000	2	178	0.000	2	178	0.000
13:00 - 14:00	2	178	0.563	2	178	0.000	2	178	0.563
14:00 - 15:00	2	178	0.000	2	178	0.845	2	178	0.845
15:00 - 16:00	3	242	0.000	3	242	0.000	3	242	0.000
16:00 - 17:00	3	242	0.000	3	242	0.000	3	242	0.000
17:00 - 18:00	3	242	0.000	3	242	0.000	3	242	0.000
18:00 - 19:00	3	242	0.414	3	242	0.000	3	242	0.414
19:00 - 20:00	3	242	0.690	3	242	0.552	3	242	1.242
20:00 - 21:00	3	242	0.000	3	242	0.000	3	242	0.000
21:00 - 22:00	3	242	0.000	3	242	0.414	3	242	0.414
22:00 - 23:00	3	242	0.000	3	242	0.138	3	242	0.138
23:00 - 24:00	2	273	0.000	2	273	0.000	2	273	0.000
Total Rates:			1.667			1.949			3.616

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PUBLIC TRANSPORT USERS

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									
08:00 - 09:00									
09:00 - 10:00	1	175	1.143	1	175	0.000	1	175	1.143
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	2	178	0.563	2	178	0.282	2	178	0.845
12:00 - 13:00	2	178	3.380	2	178	0.000	2	178	3.380
13:00 - 14:00	2	178	1.127	2	178	0.845	2	178	1.972
14:00 - 15:00	2	178	0.282	2	178	3.099	2	178	3.381
15:00 - 16:00	3	242	0.000	3	242	0.138	3	242	0.138
16:00 - 17:00	3	242	0.000	3	242	0.000	3	242	0.000
17:00 - 18:00	3	242	1.103	3	242	0.276	3	242	1.379
18:00 - 19:00	3	242	3.448	3	242	0.552	3	242	4.000
19:00 - 20:00	3	242	3.586	3	242	2.069	3	242	5.655
20:00 - 21:00	3	242	0.966	3	242	0.690	3	242	1.656
21:00 - 22:00	3	242	0.138	3	242	4.000	3	242	4.138
22:00 - 23:00	3	242	0.000	3	242	2.483	3	242	2.483
23:00 - 24:00	2	273	0.000	2	273	0.367	2	273	0.367
Total Rates:			15.736			14.801			30.537

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TOTAL PEOPLE

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									
08:00 - 09:00									
09:00 - 10:00	1	175	2.286	1	175	0.571	1	175	2.857
10:00 - 11:00	1	175	0.571	1	175	0.000	1	175	0.571
11:00 - 12:00	2	178	2.254	2	178	1.972	2	178	4.226
12:00 - 13:00	2	178	16.056	2	178	1.408	2	178	17.464
13:00 - 14:00	2	178	7.042	2	178	7.606	2	178	14.648
14:00 - 15:00	2	178	3.099	2	178	14.366	2	178	17.465
15:00 - 16:00	3	242	0.552	3	242	1.793	3	242	2.345
16:00 - 17:00	3	242	1.103	3	242	0.966	3	242	2.069
17:00 - 18:00	3	242	6.069	3	242	1.517	3	242	7.586
18:00 - 19:00	3	242	12.000	3	242	3.172	3	242	15.172
19:00 - 20:00	3	242	12.138	3	242	6.759	3	242	18.897
20:00 - 21:00	3	242	5.517	3	242	5.241	3	242	10.758
21:00 - 22:00	3	242	4.000	3	242	12.276	3	242	16.276
22:00 - 23:00	3	242	0.414	3	242	9.241	3	242	9.655
23:00 - 24:00	2	273	0.000	2	273	3.119	2	273	3.119
Total Rates:			73.101			70.007			143.108

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL CARS

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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	2	178	0.563	2	178	0.845	2	178	1.408
12:00 - 13:00	2	178	3.099	2	178	1.127	2	178	4.226
13:00 - 14:00	2	178	1.127	2	178	1.408	2	178	2.535
14:00 - 15:00	2	178	0.563	2	178	1.127	2	178	1.690
15:00 - 16:00	3	242	0.138	3	242	0.276	3	242	0.414
16:00 - 17:00	3	242	0.414	3	242	0.138	3	242	0.552
17:00 - 18:00	3	242	0.828	3	242	0.138	3	242	0.966
18:00 - 19:00	3	242	1.103	3	242	0.690	3	242	1.793
19:00 - 20:00	3	242	0.828	3	242	0.690	3	242	1.518
20:00 - 21:00	3	242	0.690	3	242	0.552	3	242	1.242
21:00 - 22:00	3	242	0.690	3	242	1.379	3	242	2.069
22:00 - 23:00	3	242	0.138	3	242	0.276	3	242	0.414
23:00 - 24:00	2	273	0.000	2	273	1.284	2	273	1.284
Total Rates:			10.752			10.501			21.253

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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL LGVS**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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.571	1	175	0.000	1	175	0.571
11:00 - 12:00	2	178	0.000	2	178	0.282	2	178	0.282
12:00 - 13:00	2	178	0.000	2	178	0.000	2	178	0.000
13:00 - 14:00	2	178	0.000	2	178	0.000	2	178	0.000
14:00 - 15:00	2	178	0.000	2	178	0.000	2	178	0.000
15:00 - 16:00	3	242	0.000	3	242	0.000	3	242	0.000
16:00 - 17:00	3	242	0.000	3	242	0.000	3	242	0.000
17:00 - 18:00	3	242	0.000	3	242	0.000	3	242	0.000
18:00 - 19:00	3	242	0.000	3	242	0.000	3	242	0.000
19:00 - 20:00	3	242	0.000	3	242	0.000	3	242	0.000
20:00 - 21:00	3	242	0.000	3	242	0.000	3	242	0.000
21:00 - 22:00	3	242	0.138	3	242	0.138	3	242	0.276
22:00 - 23:00	3	242	0.000	3	242	0.000	3	242	0.000
23:00 - 24:00	2	273	0.000	2	273	0.000	2	273	0.000
Total Rates:			0.709			0.420			1.129

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.

Appendix E

(McDonald's Survey Data)

SITE: 2		DATE: 10TH & 11TH SEPTEMBER 2021
LOCATION: MCDONALDS - OLDLANDS WAY		DAY: FRIDAY & SATURDAY



JOB TITLE: BOGNOR REGIS	JOB NUMBER: 10711
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MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 2

LOCATION: MCDONALDS - OLDLANDS WAY



DATE: 10/09/2021

DAY: FRIDAY

TIME	MOVEMENT 1			MOVEMENT 2			TIME	MOVEMENT 3		
	IN			OUT				INTO DRIVE THRU		
	LIGHT	HEAVY	TOT	LIGHT	HEAVY	TOT		LIGHT	HEAVY	TOT
11:00	21	0	21	25	0	25	11:00	19	0	19
11:15	25	1	26	27	1	28	11:15	20	0	20
11:30	26	0	26	21	0	21	11:30	17	0	17
11:45	27	0	27	22	1	23	11:45	22	0	22
H/TOT	99	1	100	95	2	97	H/TOT	78	0	78
12:00	36	0	36	24	0	24	12:00	17	0	17
12:15	26	0	26	17	0	17	12:15	14	0	14
12:30	19	0	19	24	0	24	12:30	16	0	16
12:45	25	0	25	24	0	24	12:45	17	0	17
H/TOT	106	0	106	89	0	89	H/TOT	64	0	64
13:00	34	1	35	42	0	42	13:00	19	1	20
13:15	24	0	24	27	1	28	13:15	15	0	15
13:30	22	0	22	23	0	23	13:30	11	0	11
13:45	27	1	28	27	1	28	13:45	20	0	20
H/TOT	107	2	109	119	2	121	H/TOT	65	1	66
14:00	29	0	29	25	0	25	14:00	20	0	20
14:15	29	0	29	27	0	27	14:15	17	0	17
14:30	17	0	17	27	0	27	14:30	12	0	12
14:45	25	1	26	34	0	34	14:45	19	1	20
H/TOT	100	1	101	113	0	113	H/TOT	68	1	69
15:00	21	0	21	16	1	17	15:00	14	0	14
15:15	30	0	30	26	0	26	15:15	19	0	19
15:30	26	0	26	18	0	18	15:30	11	0	11
15:45	19	0	19	19	0	19	15:45	14	0	14
H/TOT	96	0	96	79	1	80	H/TOT	58	0	58
16:00	30	0	30	27	0	27	16:00	15	0	15
16:15	27	0	27	26	0	26	16:15	16	0	16
16:30	28	0	28	30	0	30	16:30	12	0	12
16:45	28	0	28	26	0	26	16:45	16	0	16
H/TOT	113	0	113	109	0	109	H/TOT	59	0	59

MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 2

LOCATION: MCDONALDS - OLDLANDS WAY



DATE: 10/09/2021

DAY: FRIDAY

17:00	31	0	31	36	0	36	17:00	17	0	17
17:15	38	0	38	32	0	32	17:15	13	0	13
17:30	30	0	30	31	0	31	17:30	13	0	13
17:45	26	0	26	24	0	24	17:45	15	0	15
H/TOT	125	0	125	123	0	123	H/TOT	58	0	58
P/TOT	746	4	750	727	5	732	P/TOT	450	2	452

MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 2

LOCATION: MCDONALDS - OLDLANDS WAY



DATE: 10/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 2

LOCATION: MCDONALDS - OLDLANDS WAY



DATE: 11/09/2021

DAY: SATURDAY

TIME	MOVEMENT 1			MOVEMENT 2			TIME	MOVEMENT 3		
	IN			OUT				INTO DRIVE THRU		
	LIGHT	HEAVY	TOT	LIGHT	HEAVY	TOT		LIGHT	HEAVY	TOT
11:00	20	0	20	21	0	21	11:00	16	0	16
11:15	22	0	22	23	0	23	11:15	15	0	15
11:30	34	0	34	26	0	26	11:30	21	0	21
11:45	38	0	38	29	0	29	11:45	18	0	18
H/TOT	114	0	114	99	0	99	H/TOT	70	0	70
12:00	31	0	31	28	0	28	12:00	16	0	16
12:15	29	0	29	30	0	30	12:15	13	0	13
12:30	34	0	34	34	0	34	12:30	17	0	17
12:45	39	0	39	35	0	35	12:45	17	0	17
H/TOT	133	0	133	127	0	127	H/TOT	63	0	63
13:00	25	0	25	30	0	30	13:00	10	0	10
13:15	28	0	28	24	0	24	13:15	14	0	14
13:30	23	0	23	27	0	27	13:30	14	0	14
13:45	34	0	34	28	0	28	13:45	14	0	14
H/TOT	110	0	110	109	0	109	H/TOT	52	0	52
14:00	32	0	32	33	0	33	14:00	15	0	15
14:15	21	0	21	22	0	22	14:15	11	0	11
14:30	27	0	27	37	0	37	14:30	15	0	15
14:45	15	0	15	25	0	25	14:45	11	0	11
H/TOT	95	0	95	117	0	117	H/TOT	52	0	52
15:00	31	1	32	29	0	29	15:00	20	1	21
15:15	26	0	26	22	1	23	15:15	16	0	16
15:30	28	0	28	29	0	29	15:30	19	0	19
15:45	26	0	26	32	0	32	15:45	14	0	14
H/TOT	111	1	112	112	1	113	H/TOT	69	1	70
16:00	28	0	28	29	0	29	16:00	19	0	19
16:15	29	0	29	24	0	24	16:15	20	0	20
16:30	34	0	34	28	0	28	16:30	20	0	20
16:45	34	0	34	30	0	30	16:45	17	0	17
H/TOT	125	0	125	111	0	111	H/TOT	76	0	76

MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 2

LOCATION: MCDONALDS - OLDLANDS WAY



DATE: 11/09/2021

DAY: SATURDAY

P/TOT	638	1	689	675	1	676	P/TOT	382	1	383
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MANUAL CLASSIFIED COUNTS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 2

LOCATION: MCDONALDS - OLDLANDS WAY



DATE: 11/09/2021

DAY: SATURDAY

QUEUE LENGTHS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 2

LOCATION: MCDONALDS - OLDLANDS WAY

NOTE: Queue Lengths recorded by the time and number of vehicles queuing if the queue extends out of the car park and onto Oldlands Way



DATE: 10/09/2021

DAY: FRIDAY

TIME	MOV 4	TIME	MOV 4	TIME	MOV 4
	DRIVE THRU		DRIVE THRU		DRIVE THRU
	LANE 1		LANE 1		LANE 1
12:23:09	5	16:00:54	5	17:56:24	5
12:27:04	6	16:01:26	7	17:57:01	6
12:31:21	8	16:03:28	6	17:58:58	6
12:34:45	7	16:33:25	6	17:59:39	6
12:46:36	6	16:33:59	6		
12:47:01	7	16:35:38	6		
12:48:42	7	16:36:03	7		
12:51:12	8	16:37:26	6		
12:54:06	7	16:40:29	6		
12:55:41	7	16:43:40	6		
12:57:52	7	16:44:26	6		
13:00:58	6	16:46:43	6		
13:03:47	5	16:48:01	6		
13:07:24	6	16:49:11	7		
13:08:33	6	16:50:38	6		
15:32:07	5	16:51:15	7		
15:32:43	6	16:53:06	6		
15:33:43	6	16:53:53	6		
15:34:28	6	16:54:17	6		
15:35:17	6	16:56:24	6		
15:36:05	6	16:57:47	6		
15:37:50	6	16:58:21	6		
15:38:24	6	17:04:17	7		
15:41:25	6	17:05:41	5		
15:42:00	7	17:08:56	6		
15:44:07	7	17:18:36	6		
15:45:16	6	17:21:22	5		
15:45:47	7	17:21:37	6		
15:46:52	7	17:36:41	6		
15:50:05	6	17:38:15	6		
15:50:49	7	17:39:13	7		
15:52:57	6	17:41:37	6		
15:53:45	6	17:43:47	5		
15:56:45	5	17:44:34	6		
15:58:00	6	17:46:12	5		
15:58:37	6	17:53:19	7		
16:00:30	6	17:55:33	6		

QUEUE LENGTHS

JOB REF: 10711

JOB NAME: BOGNOR REGIS

SITE: 2

LOCATION: MCDONALDS - OLDLANDS WAY

NOTE: Queue Lengths recorded by the time and number of vehicles queuing if the queue extends out of the car park and onto Oldlands Way



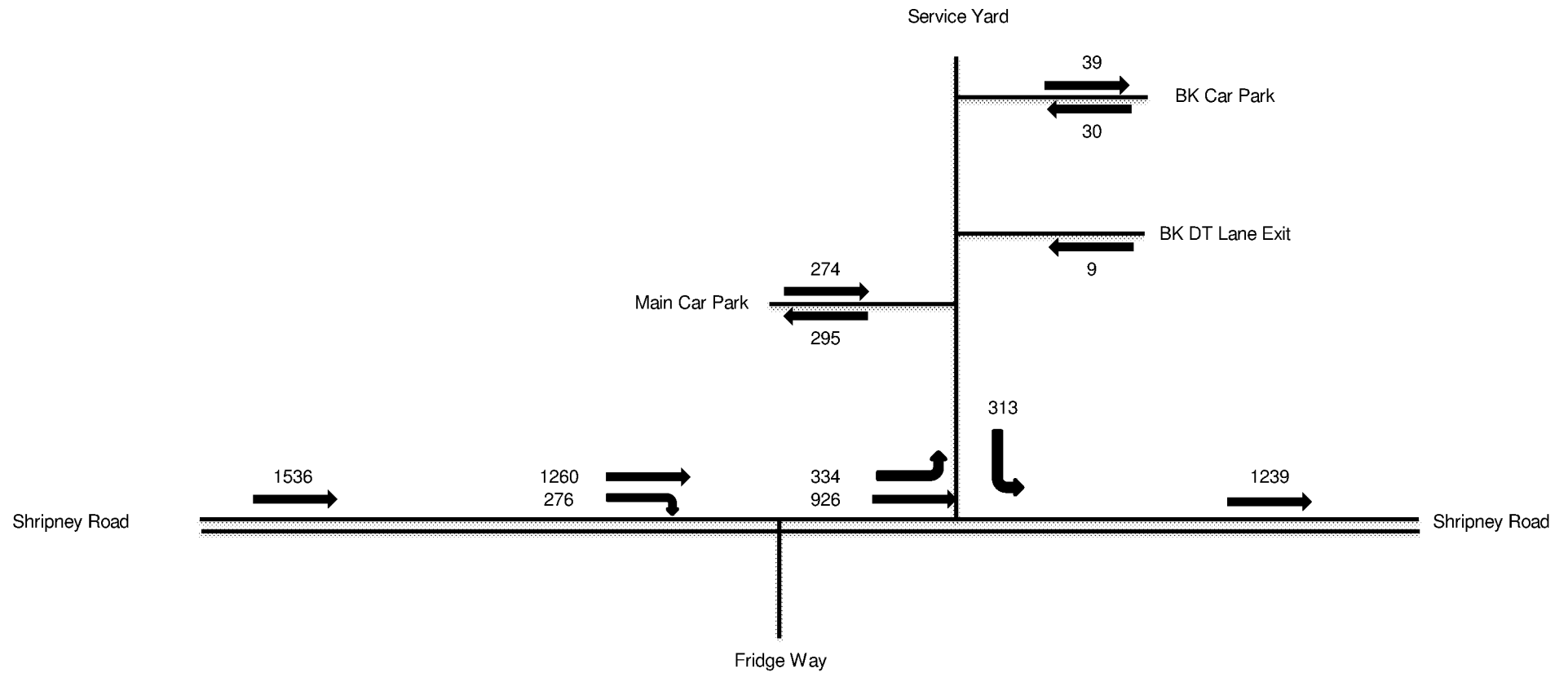
DATE: 11/09/2021

DAY: SATURDAY

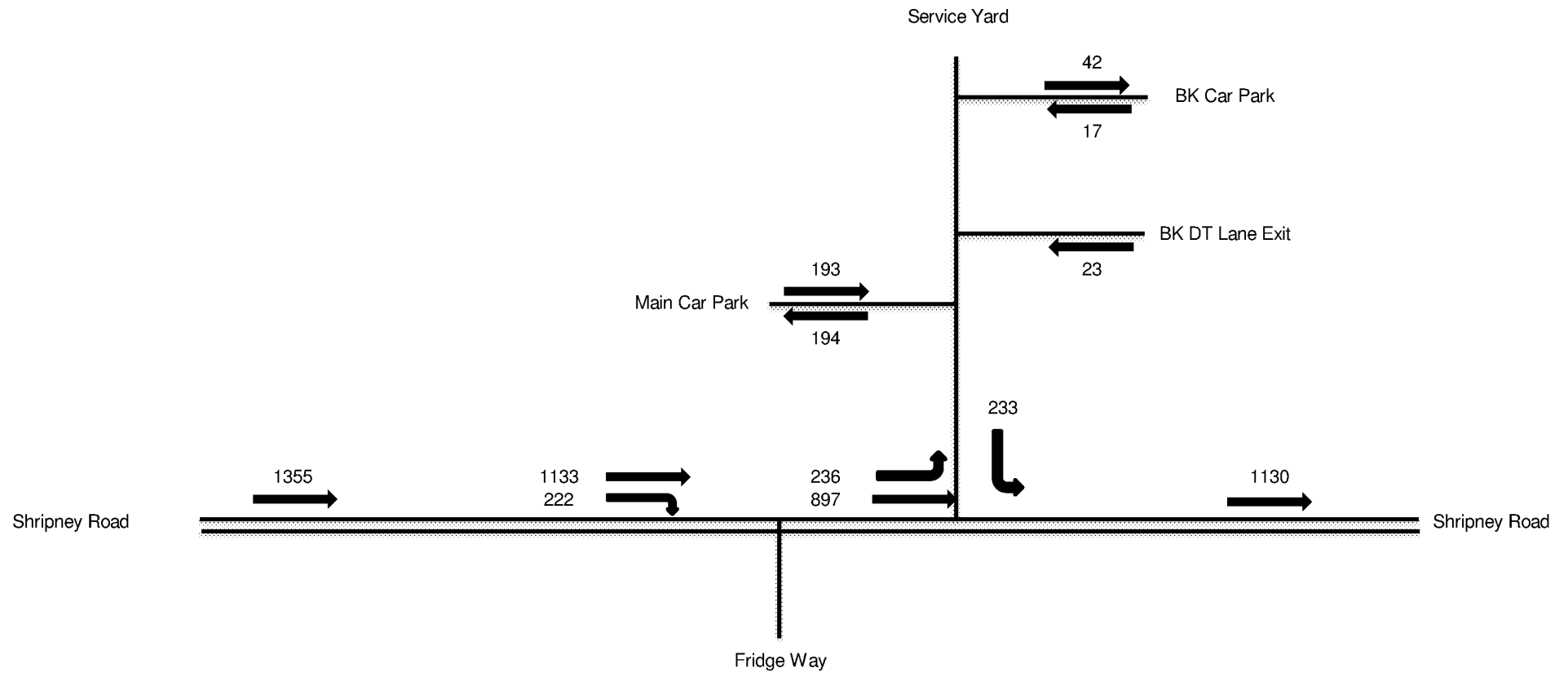
TIME	MOV 4 DRIVE THRU	TIME	MOV 4 DRIVE THRU	TIME	MOV 4 DRIVE THRU
	LANE 1		LANE 1		LANE 1
11:58:10	6				
11:58:45	6				
11:59:25	6				
12:20:13	6				
12:20:48	7				
12:22:48	6				
12:24:09	7				
12:25:41	6				
12:40:42	6				
12:41:30	7				
12:42:10	6				
13:01:21	6				
13:09:20	5				
13:11:18	6				
13:12:51	6				
13:14:08	6				
13:15:43	6				
13:23:59	5				
13:24:52	6				
13:25:43	6				
13:28:28	6				
13:29:41	6				
13:31:45	6				
13:32:34	6				
13:48:52	5				
13:55:31	5				
13:56:05	6				
13:57:35	6				
13:58:19	7				
14:18:17	6				
14:22:17	6				
14:24:44	6				
14:26:01	6				
14:31:29	7				
14:34:01	6				
14:34:19	7				
14:37:20	6				

Appendix F

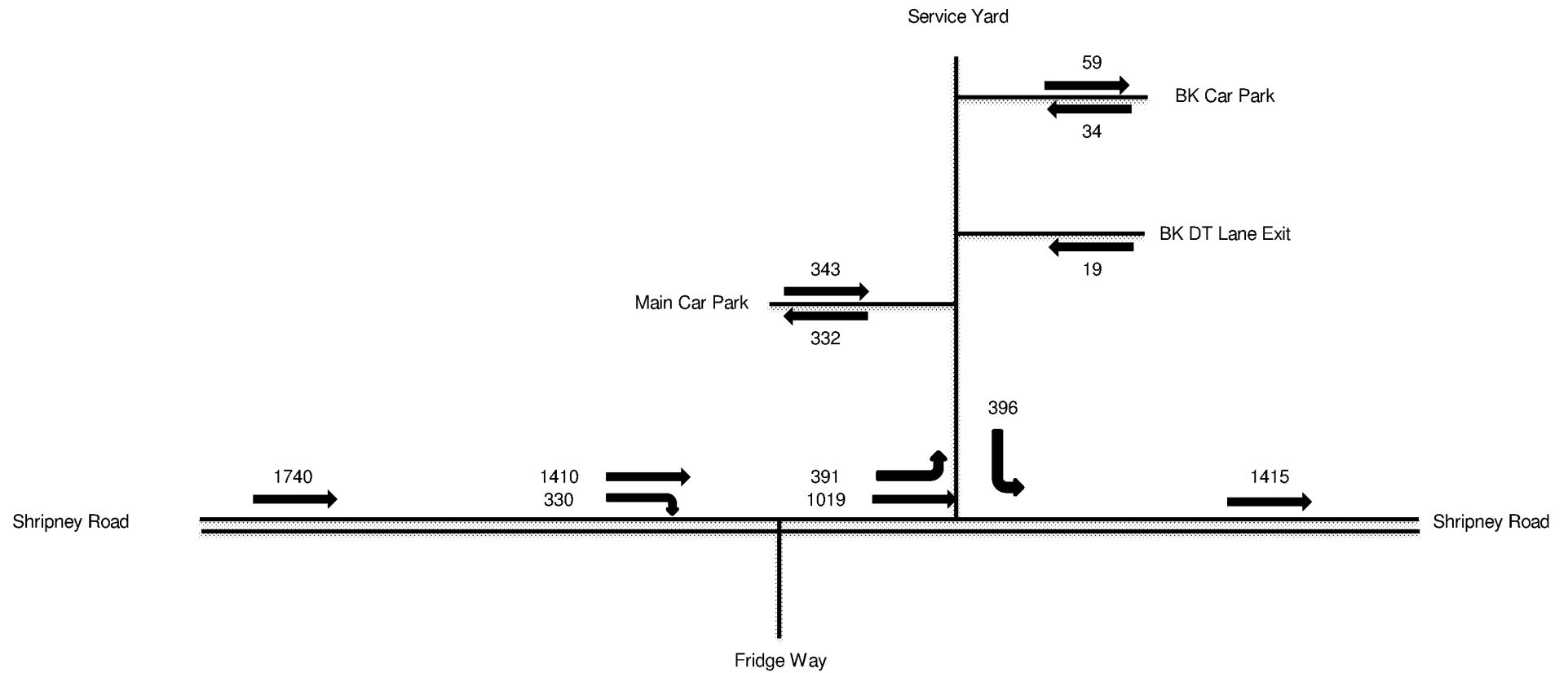
(Flow Diagrams)



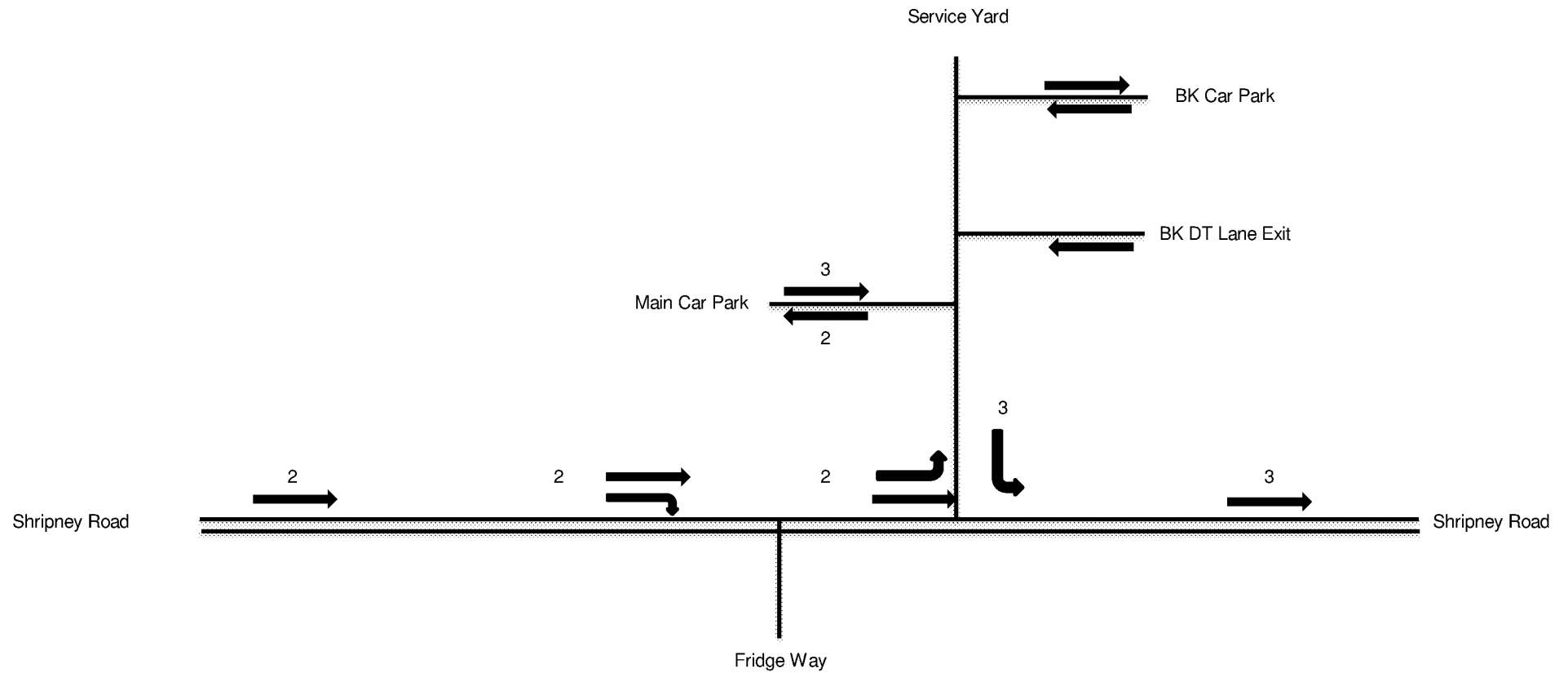
Flow 01: Observed Scenario (Friday 1100 - 1200)



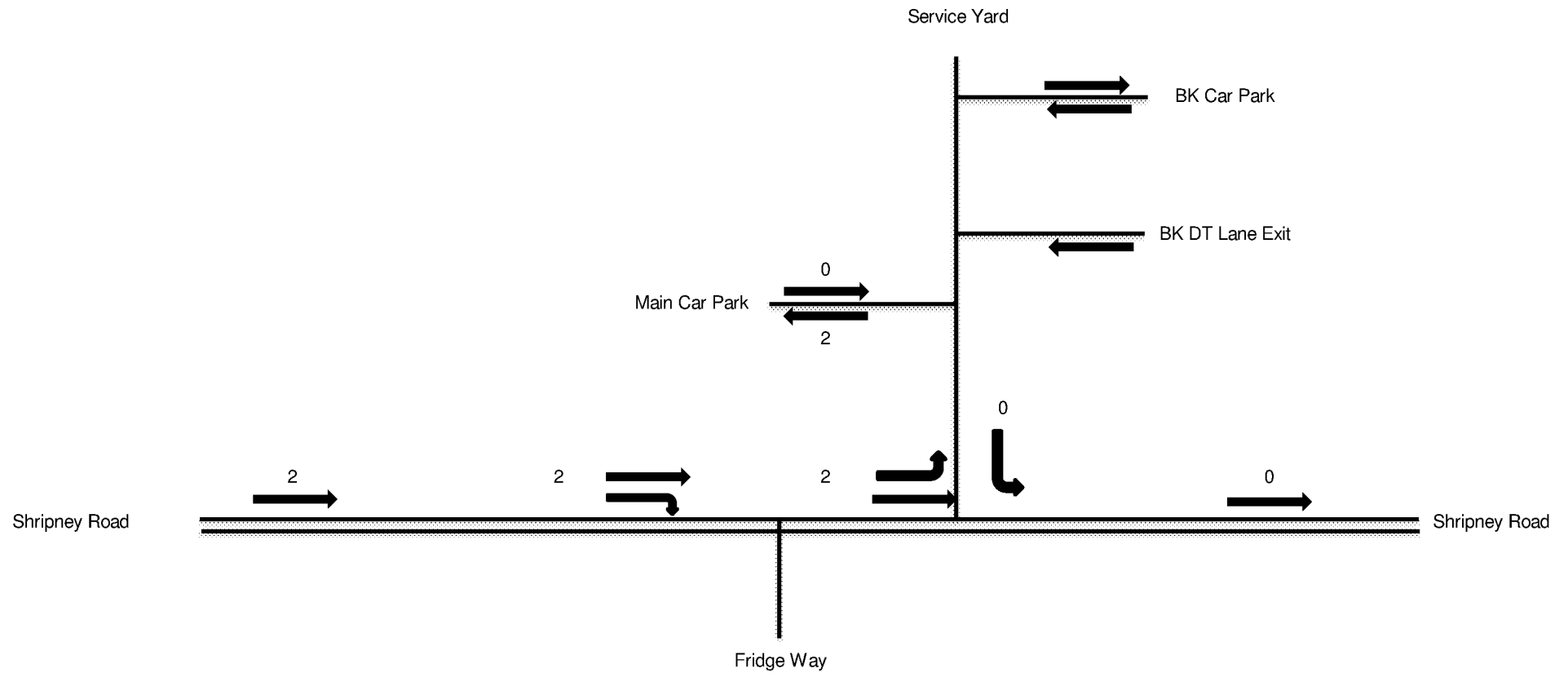
Flow 02: Observed Scenario (Friday 1700 - 1800)



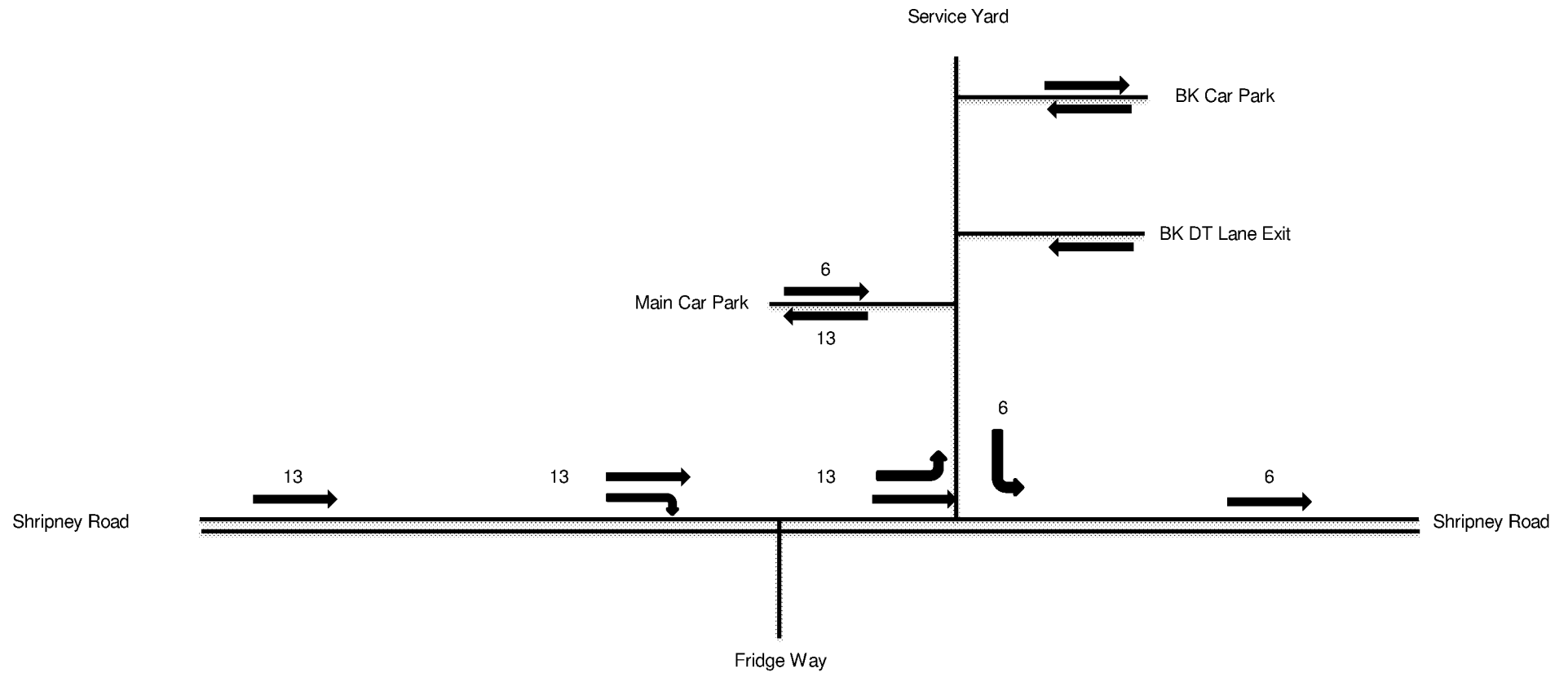
Flow 03: Observed Scenario (Saturday 1200 - 1300)



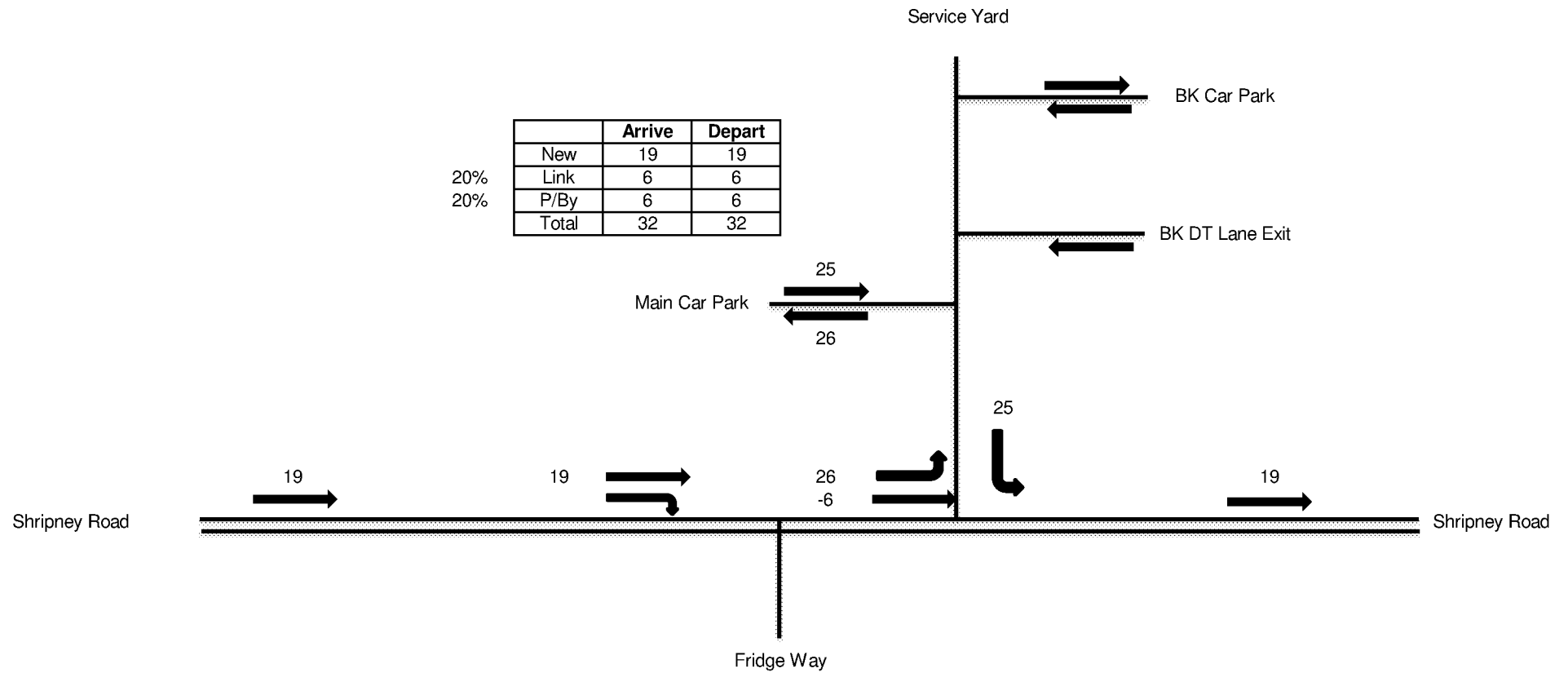
Flow 04: Existing Pizza Hut Flows (Friday 1100 - 1200)



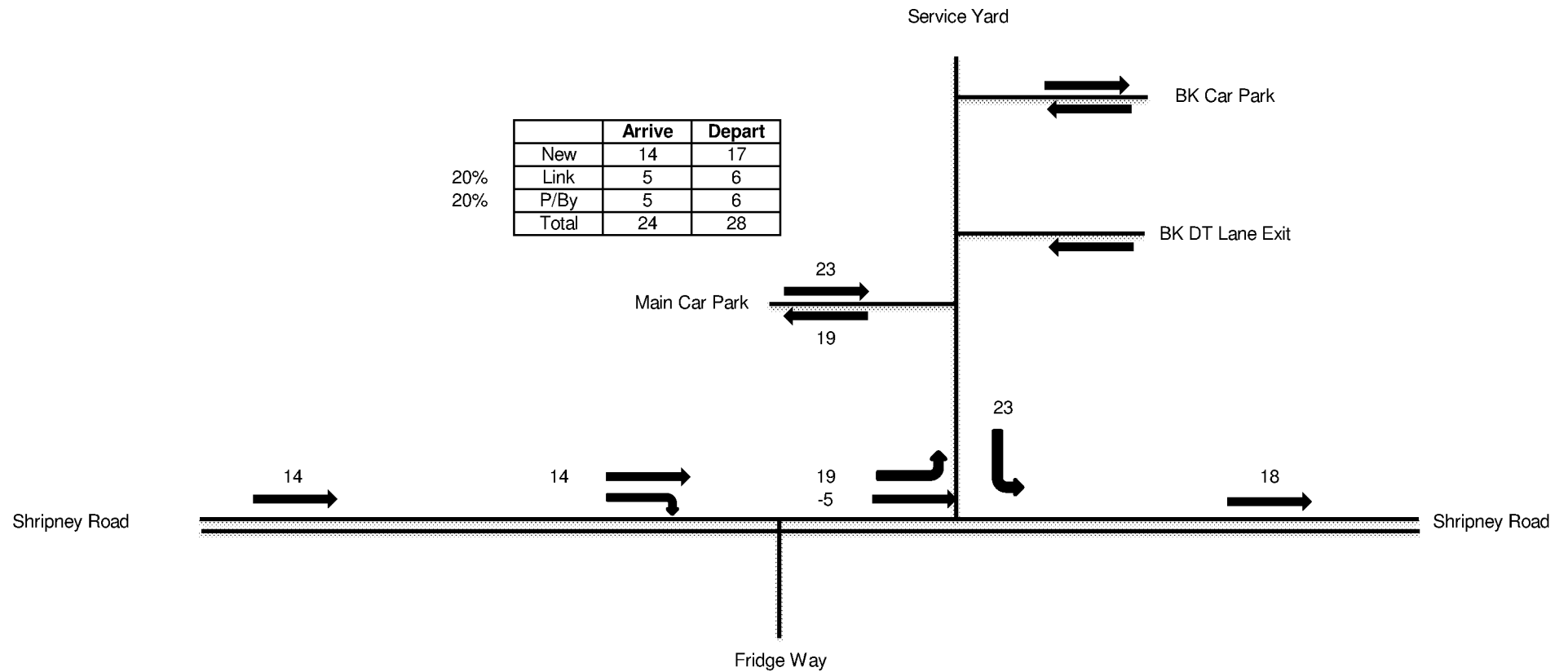
Flow 05: Existing Pizza Hut Flows (Friday 1700 - 1800)



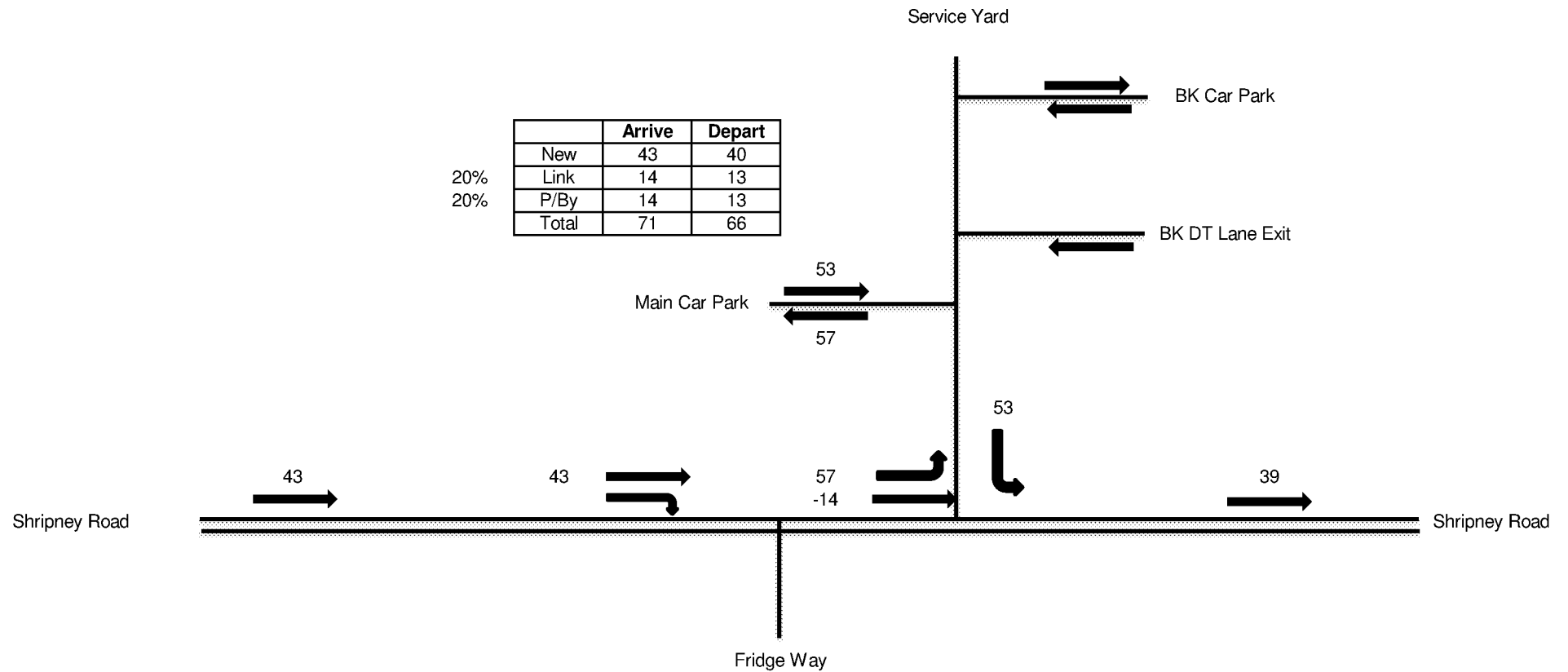
Flow 06: Existing Pizza Hut Flows (Saturday 1200 - 1300)



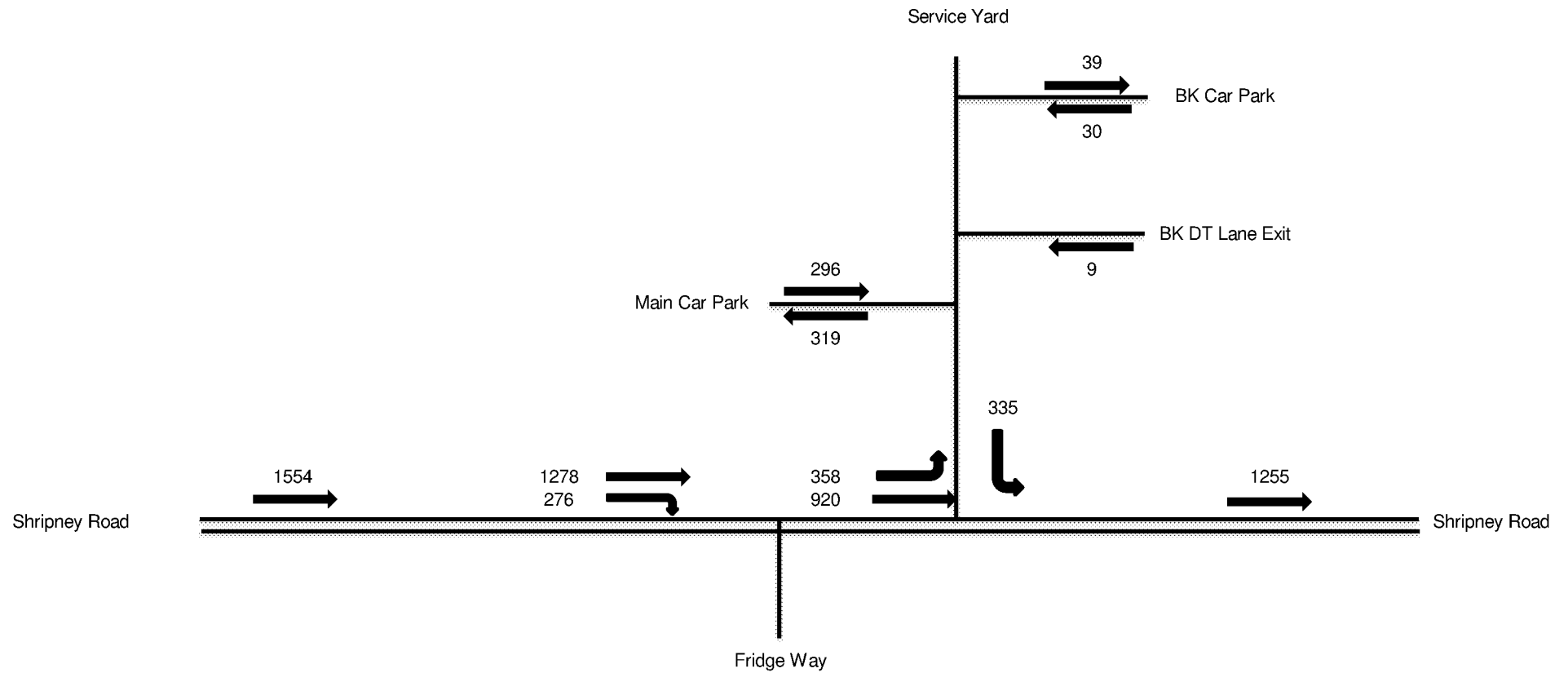
Flow 07: Proposed Tim Horton Flows (Friday 1100 - 1200)



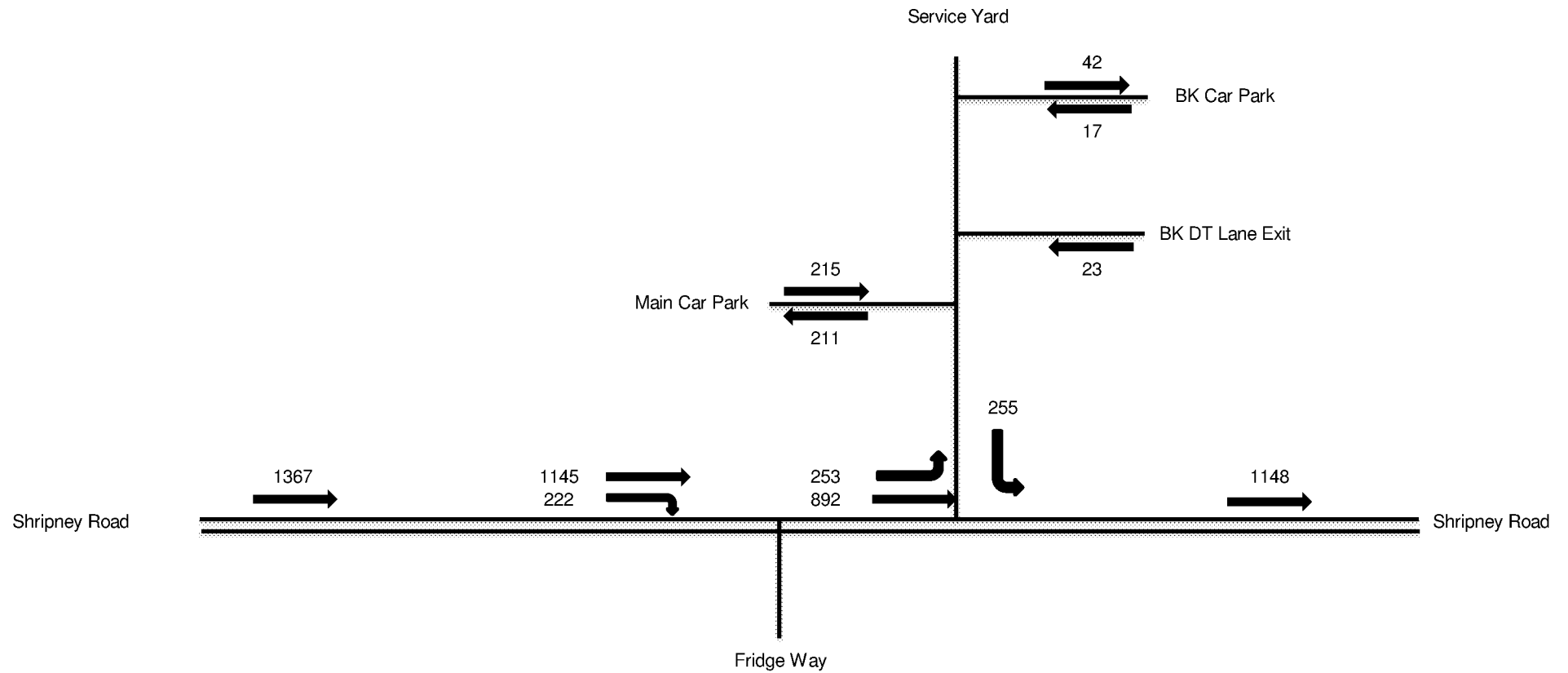
Flow 08: Proposed Tim Horton Flows (Friday 1700 - 1800)



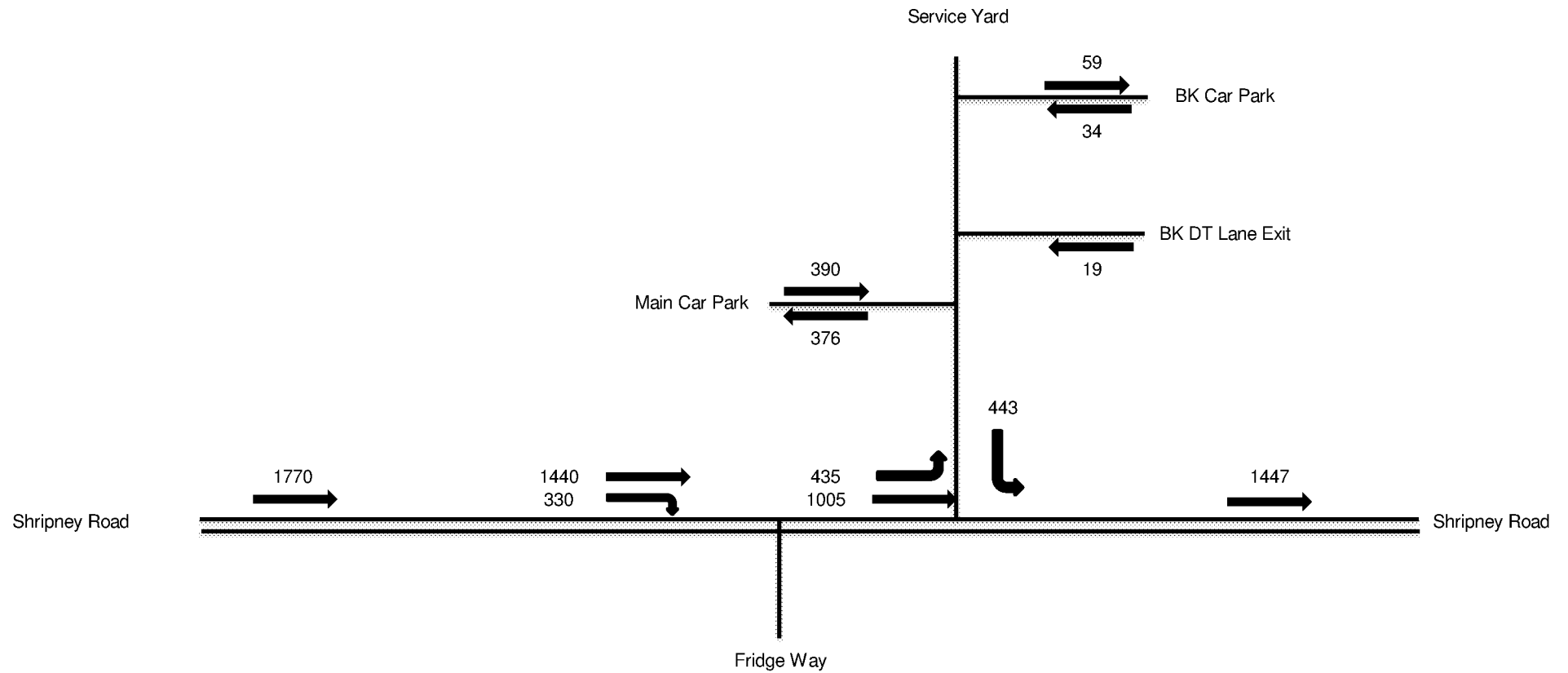
Flow 09: Proposed Tim Horton Flows (Saturday 1200 - 1300)



Flow 10: Development Scenario (Friday 1100 - 1200)



Flow 11: Development Scenario (Friday 1700 - 1800)



Flow 12: Development Scenario (Saturday 1200 - 1300)

Appendix G

(PICADY Output)

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: M01-ah-Shripney Road Left-out (211008) FLAT.j10

Path: C:\Users\AndrewHughes\TTP Consulting\Staff Site - 2021\4214 - Pizza Hut, Arun Retail Park\modelling

Report generation date: 11/10/2021 14:29:45

»2021 Observed, AM
 »2021 Observed, PM
 »2021 Observed, Sat
 »2021 Development, AM
 »2021 Development, PM
 »2021 Development, Sat

Summary of junction performance

	AM					PM					Sat				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2021 Observed														
Stream B-AC	D1	1.2	14.29	0.55	B	D2	0.7	10.67	0.41	B	D3	2.6	23.75	0.72	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2021 Development														
Stream B-AC	D4	1.6	16.67	0.62	C	D5	1.0	12.56	0.50	B	D6	4.7	38.47	0.83	E
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

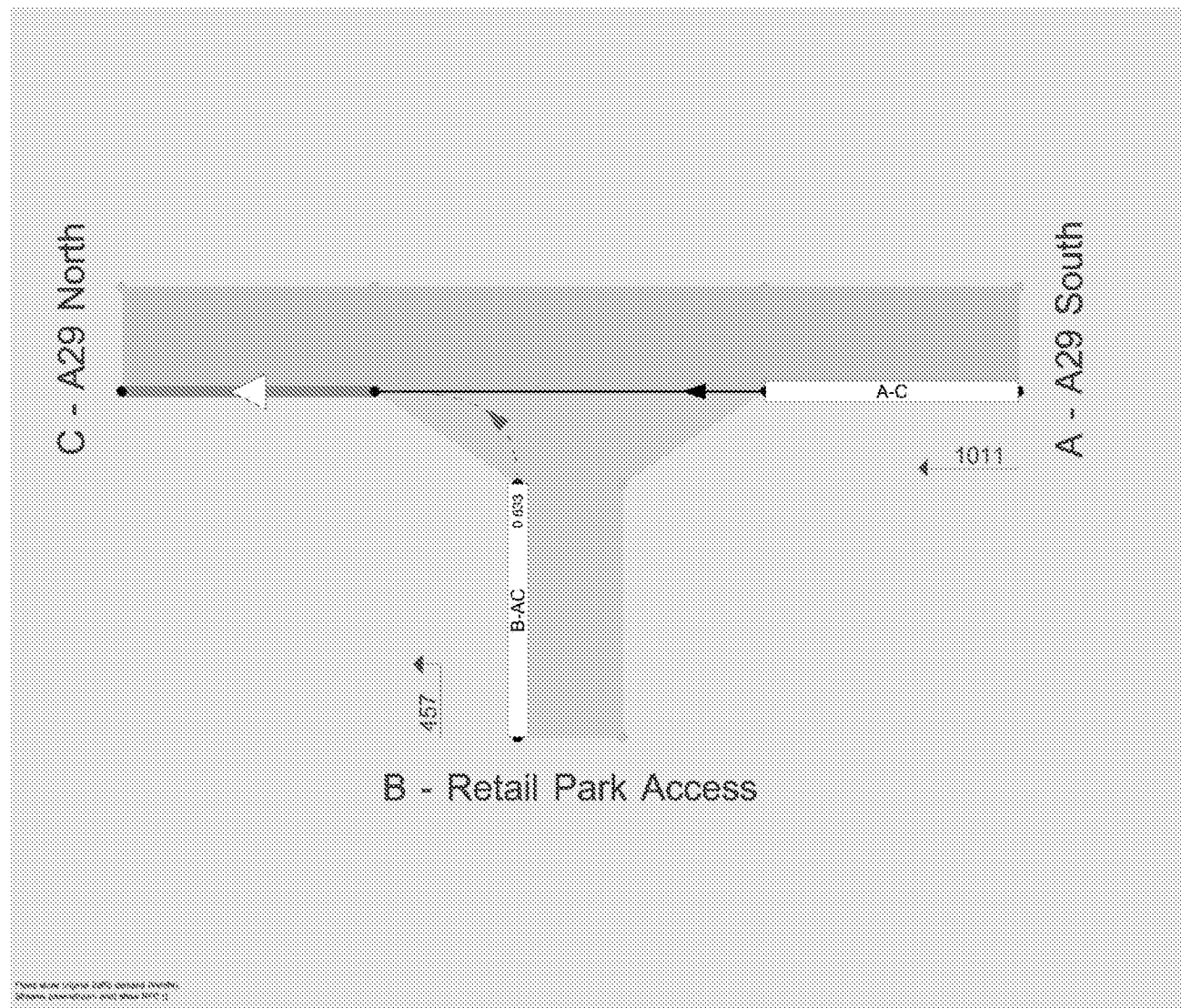
File summary

File Description

Title	
Location	
Site number	
Date	08/10/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\AndrewHughes
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2021 Observed	AM	FLAT	11:00	12:00	60	15
D2	2021 Observed	PM	FLAT	17:00	18:00	60	15
D3	2021 Observed	Sat	FLAT	12:00	13:00	60	15
D4	2021 Development	AM	FLAT	11:00	12:00	60	15
D5	2021 Development	PM	FLAT	17:00	18:00	60	15
D6	2021 Development	Sat	FLAT	12:00	13:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Entry Only	Exit Only		3.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.56	A

Arms

Arms

Arm	Name	Description	Arm type
A	A29 South		Major
B	Retail Park Access		Minor
C	A29 North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A29 North	7.00				✓	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Retail Park Access	One lane	4.00	100	80

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	606	0.105	0.267	0.168	0.381
B-C	742	0.074	0.187	-	-
C-B	574	0.179	0.179	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only, they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2021 Observed	AM	FLAT	11:00	12:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 South		✓	926	100.000
B - Retail Park Access		✓	313	100.000
C - A29 North		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A29 South	B - Retail Park Access	C - A29 North
From	A - A29 South	0	0	926
	B - Retail Park Access	0	0	313
	C - A29 North	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A29 South	B - Retail Park Access	C - A29 North
From	A - A29 South	0	0	2
	B - Retail Park Access	0	0	0
	C - A29 North	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
11:00-11:15	A - A29 South	926	945
	B - Retail Park Access	313	313
	C - A29 North	0	0
11:15-11:30	A - A29 South	926	945
	B - Retail Park Access	313	313
	C - A29 North	0	0
11:30-11:45	A - A29 South	926	945
	B - Retail Park Access	313	313
	C - A29 North	0	0
11:45-12:00	A - A29 South	926	945
	B - Retail Park Access	313	313
	C - A29 North	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.55	14.29	1.2	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:00 - 11:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	565	0.554	308	1.2	13.786	B
C-AB	0	405	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	926			926			

11:15 - 11:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	565	0.554	313	1.2	14.278	B
C-AB	0	405	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	926			926			

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	565	0.554	313	1.2	14.286	B
C-AB	0	405	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	926			926			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	565	0.554	313	1.2	14.289	B
C-AB	0	405	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	926			926			

2021 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Entry Only	Exit Only		2.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2021 Observed	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 South		✓	897	100.000
B - Retail Park Access		✓	233	100.000
C - A29 North		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A29 South	B - Retail Park Access	C - A29 North
From	A - A29 South	0	0	897
	B - Retail Park Access	0	0	233
	C - A29 North	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A29 South	B - Retail Park Access	C - A29 North
From	A - A29 South	0	0	2
	B - Retail Park Access	0	0	0
	C - A29 North	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - A29 South	897	915
	B - Retail Park Access	233	233
	C - A29 North	0	0
17:15-17:30	A - A29 South	897	915
	B - Retail Park Access	233	233
	C - A29 North	0	0
17:30-17:45	A - A29 South	897	915
	B - Retail Park Access	233	233
	C - A29 North	0	0
17:45-18:00	A - A29 South	897	915
	B - Retail Park Access	233	233
	C - A29 North	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.41	10.67	0.7	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	233	570	0.409	230	0.7	10.505	B
C-AB	0	410	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	897			897			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	233	570	0.409	233	0.7	10.668	B
C-AB	0	410	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	897			897			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	233	570	0.409	233	0.7	10.670	B
C-AB	0	410	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	897			897			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	233	570	0.409	233	0.7	10.670	B

C-AB	0	410	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	897			897			

2021 Observed, Sat

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Entry Only	Exit Only		6.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2021 Observed	Sat	FLAT	12:00	13:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 South		✓	1019	100.000
B - Retail Park Access		✓	396	100.000
C - A29 North		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A29 South	B - Retail Park Access	C - A29 North
From	A - A29 South	0	0	1019
	B - Retail Park Access	0	0	396
	C - A29 North	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A29 South	B - Retail Park Access	C - A29 North
From	A - A29 South	0	0	2
	B - Retail Park Access	0	0	0
	C - A29 North	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
12:00-12:15	A - A29 South	1019	1039
	B - Retail Park Access	396	396
	C - A29 North	0	0
12:15-12:30	A - A29 South	1019	1039
	B - Retail Park Access	396	396
	C - A29 North	0	0
12:30-12:45	A - A29 South	1019	1039
	B - Retail Park Access	396	396
	C - A29 North	0	0
12:45-13:00	A - A29 South	1019	1039
	B - Retail Park Access	396	396
	C - A29 North	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.72	23.75	2.6	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	396	547	0.724	386	2.4	21.307	C
C-AB	0	388	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	1019			1019			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	396	547	0.724	396	2.5	23.607	C
C-AB	0	388	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	1019			1019			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	396	547	0.724	396	2.5	23.711	C
C-AB	0	388	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	1019			1019			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	396	547	0.724	396	2.6	23.749	C

C-AB	0	388	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	1019			1019			

2021 Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Entry Only	Exit Only		4.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.52	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2021 Development	AM	FLAT	11:00	12:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 South		✓	921	100.000
B - Retail Park Access		✓	350	100.000
C - A29 North		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A29 South	B - Retail Park Access	C - A29 North
From	A - A29 South	0	0	921
	B - Retail Park Access	0	0	350
	C - A29 North	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A29 South	B - Retail Park Access	C - A29 North
From	A - A29 South	0	0	2
	B - Retail Park Access	0	0	0
	C - A29 North	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
11:00-11:15	A - A29 South	921	939
	B - Retail Park Access	350	350
	C - A29 North	0	0
11:15-11:30	A - A29 South	921	939
	B - Retail Park Access	350	350
	C - A29 North	0	0
11:30-11:45	A - A29 South	921	939
	B - Retail Park Access	350	350
	C - A29 North	0	0
11:45-12:00	A - A29 South	921	939
	B - Retail Park Access	350	350
	C - A29 North	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.62	16.67	1.6	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:00 - 11:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	566	0.619	344	1.5	15.813	C
C-AB	0	406	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	921			921			

11:15 - 11:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	566	0.619	350	1.6	16.642	C
C-AB	0	406	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	921			921			

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	566	0.619	350	1.6	16.662	C
C-AB	0	406	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	921			921			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	566	0.619	350	1.6	16.670	C

C-AB	0	406	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	921			921			

2021 Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Entry Only	Exit Only		3.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2021 Development	PM	FLAT	17:00	18:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 South		✓	891	100.000
B - Retail Park Access		✓	285	100.000
C - A29 North		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A29 South	B - Retail Park Access	C - A29 North
From	A - A29 South	0	0	891
	B - Retail Park Access	0	0	285
	C - A29 North	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A29 South	B - Retail Park Access	C - A29 North
From	A - A29 South	0	0	2
	B - Retail Park Access	0	0	0
	C - A29 North	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
17:00-17:15	A - A29 South	891	909
	B - Retail Park Access	285	285
	C - A29 North	0	0
17:15-17:30	A - A29 South	891	909
	B - Retail Park Access	285	285
	C - A29 North	0	0
17:30-17:45	A - A29 South	891	909
	B - Retail Park Access	285	285
	C - A29 North	0	0
17:45-18:00	A - A29 South	891	909
	B - Retail Park Access	285	285
	C - A29 North	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.50	12.56	1.0	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	285	572	0.499	281	1.0	12.242	B
C-AB	0	411	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	891			891			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	285	572	0.499	285	1.0	12.556	B
C-AB	0	411	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	891			891			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	285	572	0.499	285	1.0	12.561	B
C-AB	0	411	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	891			891			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	285	572	0.499	285	1.0	12.561	B

C-AB	0	411	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	891			891			

2021 Development, Sat

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Entry Only	Entry Only	Exit Only		11.81	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.81	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2021 Development	Sat	FLAT	12:00	13:00	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A29 South		✓	1011	100.000
B - Retail Park Access		✓	457	100.000
C - A29 North		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A29 South	B - Retail Park Access	C - A29 North
From	A - A29 South	0	0	1011
	B - Retail Park Access	0	0	457
	C - A29 North	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A29 South	B - Retail Park Access	C - A29 North
From	A - A29 South	0	0	2
	B - Retail Park Access	0	0	0
	C - A29 North	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
12:00-12:15	A - A29 South	1011	1031
	B - Retail Park Access	457	457
	C - A29 North	0	0
12:15-12:30	A - A29 South	1011	1031
	B - Retail Park Access	457	457
	C - A29 North	0	0
12:30-12:45	A - A29 South	1011	1031
	B - Retail Park Access	457	457
	C - A29 North	0	0
12:45-13:00	A - A29 South	1011	1031
	B - Retail Park Access	457	457
	C - A29 North	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.83	38.47	4.7	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	457	549	0.833	441	4.1	29.972	E
C-AB	0	390	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	1011			1011			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	457	549	0.833	455	4.5	37.333	E
C-AB	0	390	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	1011			1011			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	457	549	0.833	456	4.6	38.141	E
C-AB	0	390	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	1011			1011			

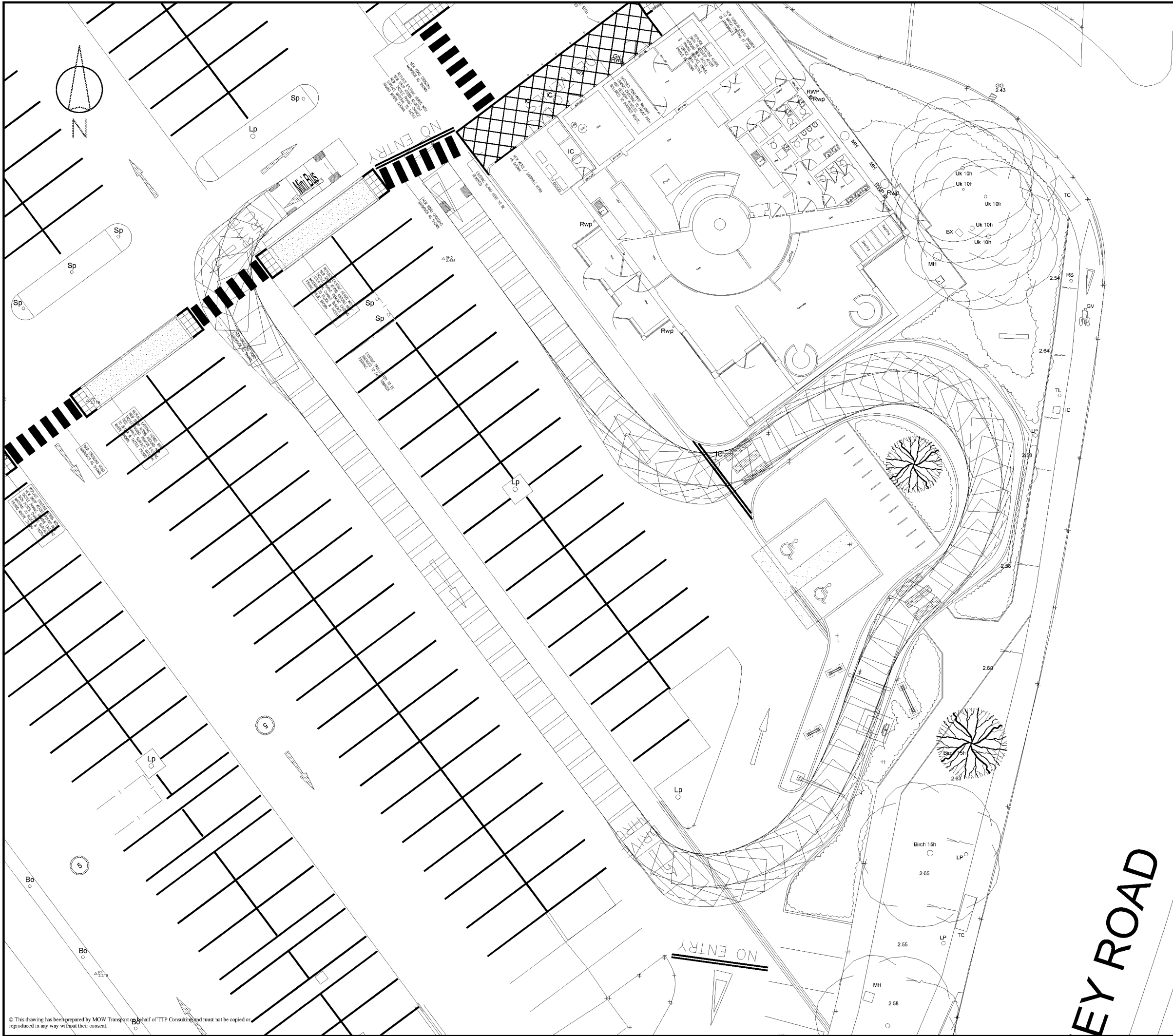
12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	457	549	0.833	457	4.7	38.474	E

C-AB	0	390	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	0			0			
A-C	1011			1011			

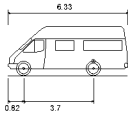
Appendix H

(Swept Path Assessments)



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Rev	Details	Drawn	Checked	Date



Mini Bus

Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.450m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
Arun Retail Park

Drawing Title
Swept Path Analysis Using a Mini Bus

Scale
1:250 at A3

Drawn	MW	20.10.21
Checked	AM	20.10.21



ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number 2021-4214-AT-112	Rev .
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Appendix I

(Highway Plan)

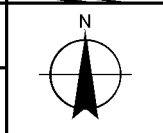


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Local Development
for Customers and Communities

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Date: 07/06/2021
Scale: 1:2,500

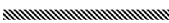


Appendix J

(Stopping Up Plan)



Rev	Details	Drawn	Checked	Date
A	Drawing base updated.	MW	AM	27.01.22

 EXISTING HIGHWAY BOUNDARY

 PROPOSED BOUNDARY

 HIGHWAY TO BE STOPPED UP

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
Arun Retail Park

Drawing Title
Stopping Up Plan

Scale	1:250 at A3		
Drawn	MW	21.10.21	
Checked	AM	21.10.21	

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111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	2021-4214-DWG-201	Rev	A
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