

ROYAL HOTEL, BOGNOR REGIS

TRANSPORT STATEMENT

November 2018

Randell Design Group

MIXED-USE DEVELOPMENT
ROYAL HOTEL
BOGNOR REGIS

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>Document No:</i>		020.0429/TS/2	
<i>Status:</i>	Original	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Prepared by:</i>	Eleanor Powell	[REDACTED SIGNATURES]	November 2018
<i>Checked by:</i>	Gemma McCart		November 2018
<i>Approved by:</i>	Paul Basham		November 2018

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Chkd</i>	<i>Aprvd</i>
2	16.11.18	JL	Client Comments	GM	PB
3	22.11.18	GM	Client Comments	GM	PB

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2018

randell design group
more than architecture

pb paulbasham
associates

**MIXED-USE DEVELOPMENT
ROYAL HOTEL
BOGNOR REGIS**

TRANSPORT STATEMENT

Contents

1. INTRODUCTION	2
2. EXISTING SITE CONDITIONS	4
3. PROPOSED DEVELOPMENT	12
4. SUMMARY AND CONCLUSIONS.....	17

Figures

- Figure 1 – Site Location
- Figure 2 – Existing Site Conditions
- Figure 3 – Local Cycle Routes
- Figure 4 – PIA Data (2013 - 2017)

Tables

- Table 1 – Historical Planning Applications
- Table 2 – Proximity to Local Services
- Table 3 - Local Bus Services
- Table 4 – TRICS Assessment Parameters
- Table 5 – Existing Trip Generation
- Table 6 – Proposed Trip Generation
- Table 7 – Net Impact

Appendices

- Appendix A – Feasibility Study Site Layout
- Appendix B – PIA Accident Report
- Appendix C – TRICS Trip Generation

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of Randell Design Group to support a planning application for a mixed-use development comprising of 27 apartments and a restaurant at The Royal Hotel, Bognor Regis. **Figure 1** identifies the site location, with a site layout within the feasibility study attached as **Appendix A**.



Figure 1: Site Location

- 1.2 The site is located on the coastline of Bognor Regis and was formerly in use as a hotel, apartments and a nightclub up until its closure in 2014. The proposals do not incorporate parking facilities due to the wealth of local public transport provision in the area and the site's close proximity to local services and therefore constitutes a car-free development.
- 1.3 Paul Basham Associates have also provided a Travel Plan Statement (TPS) to promote sustainable travel to and from the site to accompany this TS.
- 1.4 This TS will cover the following elements:
- Site planning history;
 - Site location and conditions;
 - Accessibility and sustainable transport provision;

- Proposed trip generation;
- Access and servicing arrangements; and
- Impact on the wider network

1.5 The site has previously been subject to a variety of planning applications, details of which are outlined within **Table 1**. The most recent planning application for the development of 18 residential apartments was permitted in September 2017. It should be noted that both this application and the application of 2015, which permitted a total of 20 flats, also proposed a car free development due to the wealth of sustainable public transport links in the area which was considered acceptable by West Sussex County Council (WSCC) Highways.

Reference	Decision Date	Details of Proposal	Decision
BR/130/17/PL	26/09/17	Change of Use of hotel & function room/licensed bar (C1 Hotel) to 18No. flats (C3 Dwelling houses	Approved
BR/155/15/PL	25/11/15	Change of use of redundant hotel & function room/licensed bar (C1 Hotel) to 10 No. flats (C3 Dwelling houses) in addition to 10 existing flats	Approved
BR/324/91	13/01/92	Formation of new parking and dropping off area on road fronting the Royal Hotel erection of canopy to hotel entrance and steps	Approved
BR/121/88	05/04/88	New leisure complex in basement upgrading of hotel accommodation and conversion of 1st floor area into 10no Studio/1 bed apartments.	Approved

Table 1: Historical Planning Applications

2. EXISTING SITE CONDITIONS

- 2.1 The proposed site is located on The Esplanade which runs along the coastline adjacent to Bognor Regis Promenade. Bognor Pier is located approximately 100m to the east of the site and Bognor Regis High Street is located approximately 300m to the east, providing convenient access to a range of services such as shops, cafes, a bank and post office. The site comprises of the vacant Royal Hotel whilst the current lawful use of the building is a hotel, apartments and a nightclub. See **Photograph 1** for existing site conditions.



Photograph 1: Existing Site Conditions

- 2.2 The site frontage on The Esplanade includes 7 pay and display spaces which are subject to payments between 8am to 6pm. There are also a number of locations within the vicinity of the site which provide parking suitable for visitors along Waterloo Square where pay and display charges apply from 9am-5pm Monday – Saturday, outside of these periods, parking is free. There is also free two hours parking along West Street, located c.130m west of the site.
- 2.3 It should also be taken into consideration that the surrounding land uses including the cafes and restaurants on The Esplanade do not incorporate any allocated parking facilities for their customers or staff.
- 2.4 The surrounding site conditions are demonstrated within **Figure 2**.



Figure 2: Existing Site Conditions (source: www.googlemaps.co.uk)

Local Accessibility

- 2.5 The immediately surrounding area is a mix of residential and leisure-based facilities including Waterloo Square 70m to the east and a range of restaurants/public houses within close vicinity of the site. See **Table 2** for distances to local services/amenities.

Service	Distance from Site	Walking Time
Railway Station	600m	12
Convenience Store	250m	5
Bank	300m	6
Post Office	550m	11
Café	60m	1
Restaurant / Public House	250m	5
Place of Worship	600m	12
Gymnasium	300m	6

Table 2: Proximity to Local Services

Local Road Network

- 2.6 North Bersted Bypass runs c.2.5km north of the site, running north-west before connecting to the Chichester Bypass which provides access to Chichester Town Centre as well as the A27. The A27 runs in an east-west direction providing access to Emsworth, Havant and Portsmouth to the west and Arundel, Clapham and Worthing to the east.

- 2.7 The local high street within Bognor Regis is located c.300m to the east of the site, accessible via The Esplanade to the south of the site. The Esplanade is subject to a 30mph speed limit with speed calming measures including coloured road surfacing in place to encourage lower speeds and create a safe and pleasant road, pedestrian and cyclists network. See **Photograph 2** for highway conditions on The Esplanade.



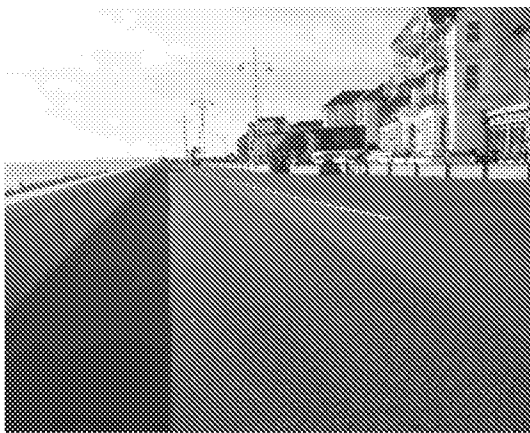
Photograph 2: Highway Conditions on The Esplanade

Pedestrian Network

- 2.8 The site is well located in terms of pedestrian infrastructure. The Promenade which runs along the site frontage is a traffic free pedestrian and cycle zone measuring approximately 5m in width, running adjacent to The Esplanade.
- 2.9 There is also a signalised crossing located 60m to the east of the site which incorporates tactile paving and dropped kerbs and provides a safe crossing zone.
- 2.10 For pedestrians moving north from the site, Waterloo Square is flanked by footways on either side of the carriageway measuring approximately 1.5m in width. It is also possible to walk through Waterloo Square which is an attractive area of green space, providing seating and leisure activities. The residential nature of the area and low speed limits create a pleasant pedestrian environment.

Cycle Network

- 2.11 The local highway network is conducive to cycling as a sustainable means of transport due to road widths of approximately 6m within vicinity of the site, accommodating the movement of both vehicles and cyclists concurrently.
- 2.12 The site is also located on National Cycle Route 2 which encompasses The Promenade. National Cycle Route 2 is a mainly traffic free route which runs across the south coast linking Dover, Kent with St. Austell, Cornwall providing a scenic cycle route for leisure purposes as well as an accessible route to the site from the wider area. **Photographs 3** and **4** demonstrate local cycle conditions, whilst **Figure 4** outlines the local cycle routes.



Photograph 3: Dedicated Pedestrian and Cycle Route on The Promenade



Photograph 4: Dedicated Cycle Route on The Promenade



Figure 3: Local Cycle Routes (source: www.sustrans.co.uk)

Bus Services

- 2.13 The nearest bus stop is located on The Esplanade, 100m east of the site. This is marked by a pole and timetable and is accessible in less than a 2-minute walk. There are also multiple stops located on Waterloo Square, including one 180m north of the site, marked by a pole and timetable. See **Photograph 5** for the nearest bus stop.



Photograph 5: Local Bus Stop

- 2.14 All bus services in the area are operated by Stagecoach South. Services from local bus stops provide access to destinations such as Bognor Regis Railway Station, Chichester and Pagham. **Table 3** provides a summary of local bus services and route.

Route Number	Route	Frequency		
		Mon - Fri	Sat	Sun & Public Holidays
905	Chichester University – Chichester South Street – Chichester Bus Station - Chichester (The Peacheries) – North Bersted Shops – Bognor Regis (Opposite The Pier)	2105 – 2205 – 2305 – 0005 – 0105 *Thurs to Sat Only*	2105 – 2205 – 2305 – 0005 – 01:05	N/A
61	Southern Cross Roundabout – Bognor Regis High Street – Aldwick Road – West Meads – Pevensey Road – Bognor Regis High Street	0938 – 1138 - 1338	0938 – 1138 – 1338	N/A
62	Southern Cross Roundabout – Bognor Regis High Street – Westminster Drive- Rose Green – Aldwick Road – Bognor Regis High Street – Southern Cross Roundabout	10:37 – 12:38	10:38 – 12:38	N/A
68	South Bersted – North Bersted – Bognor Regis Station – Aldwick Post Office – Rose Green – Sefton Bottom	0656 – 0711 – 0731 – 0751 – 0811 – 0836 – 0901 and then at 20 mins past the hour until 1801	0510 - 0610	0510 - 0610
600	Elmer Templesheen Road – Sea Lane – Felpham Post Office – Bognor Regis High Street – Rose Green - Willowhale Library – Pagham Shopping Parade – North Mundham School – Chichester Bus Station – Chichester Cathedral	0656 – 0711 – 0731 – 0751 – 0811 – 0836 – 0901 and then at 20 minutes past the hour until 1701 - 1721 - 1741 – 1801 – 1901 - 2001 - 2101	0741 – 0801 - 0821, and then at 20 minutes past the hour until, 1441 – 1501 – 1521 – 1541 – 1601 – 1631 – 1701 – 1731 – 1801 – 1901 – 2001 - 2101	0900 – 1000, and then every hour until 1800
660	Bishop Luffa School – North Mundham School – Bear Inn – Pagham Shopping Parade – Willowhale Library – Rose Green – Aldwick Road – Bognor Regis High Street	14:40	N/A	N/A

Table 3: Local Bus Services

- 2.15 The site is therefore well located to support sustainable travel through bus usage with a number of frequent services connecting to key destinations such as Chichester and North Bersted.

Rail Services

- 2.16 The site is also well located to support travel by rail with Bognor Regis Railway Station located c.600m to the north of the proposed site, accessible via a 10-minute walk, a 3-minute cycle or the 61/62/68 bus service with journey times of approximately 11 minutes.

- 2.17 Bognor Regis Railway Station is equipped with 184 cycle storage spaces under full CCTV coverage, a taxi rank, car park, ticket office, customer help points, refreshment facilities, waiting rooms and step-free train access for the disabled.
- 2.18 Destinations from Bognor Regis Railway Station include London Victoria, Barnham and Littlehampton. The direct service to London Victoria has a journey time of approximately 1 hour and 40 minutes and stops at key stations such as Horsham, Crawley, Three Bridges, Gatwick Airport and Clapham Junction on route. The service to Barnham takes on average 7-10-minutes and is a direct service, whilst the service to Littlehampton takes approximately 15 minutes, stopping at Ford Station on route.

PIA Data

- 2.19 Personal Injury Accident (PIA) data has been collected for a period of 5 years between 2013-2017 was undertaken. This provides an indication of the existing safety conditions on the local road network and identifies any accidents in regards to proximity, frequency and severity. PIA data within the vicinity of the site is shown in **Figure 4**.



Figure 4: PIA Data (2013 – 2017) (source: www.crashmap.co.uk)

- 2.20 This assessment demonstrates that there have been a modest number of 'slight' incidents and 4 'serious' incidents within vicinity of the site over a 5-year period.

2.21 PBA have purchased accident data for the one serious accident which occurred approximately 100m west of the site, details of this incident are outlined below, whilst the incident report is attached as **Appendix B**.

- Serious incident
- Weather conditions: raining without high winds
- Light condition: Daylight
- Details of incident: bus/coach has failed to stop for pedestrian when crossing the carriageway, causing pedestrian to be seriously injured

2.22 The details in relation to the serious accident which occurred circa 100m west of the site have been reviewed. The incident report confirms that a bus/coach failed to stop for a pedestrian crossing the carriageway, resulting in serious injury. However, this is an isolated incident and perhaps attributed to driver error / awareness rather than an issue specific to road safety and or issues with road geometry / design.

2.23 The accident data collated does not suggest any specific trends specific to road safety, nor are there any recorded incidents within the immediate vicinity of the site that are likely to be exacerbated by the development proposals considering a car free development is proposed.

Summary

2.24 The site is located on The Esplanade within Bognor Regis, currently comprising of a disused hotel and nightclub. The local high street within Bognor Regis is situated just 300m east of the site which hosts a range of services including banks, cafes, convenience stores and a post office. A wide range of bus services cover the area, with multiple stops in close proximity to the site. Bognor Regis Railway Station is also located 600m north of the site providing direct services to locations such as London Victoria, stopping at Gatwick Airport, Clapham Junction and Three Bridges on route. PIA data from 2013 – 2017 indicates that a modest number of vehicle related incidents have occurred within vicinity of the site, although there do not appear to be any associated trends, with the reasoning being driver error / general awareness rather than as a direct result of highway design or road safety.

3. PROPOSED DEVELOPMENT

- 3.1 The site proposes a total of 27 private residential apartments made up of 1 x studio, 12 x 1-bedroom units, 13 x 2-bedroom units and 1 x 3-bedroom units and a restaurant situated on the ground floor at the former Royal Hotel. The site does not propose any car parking provision due to the wealth of sustainable transport links in the area and is as such a car-free development. As aforementioned, the previous residential applications at this site have also been car-free and constituted 18 apartments in 2017 and a total of 20 flats in 2015.
- 3.2 In order to understand the potential highway impact of the proposed development an assessment of the existing trip generation and proposed trip generation has been completed for comparison, despite both scenarios being car-free.

Existing Trip Generation

- 3.3 The existing site previously comprised of a hotel, private flats and a nightclub and as such, the TRICS database has been consulted separately for each of the existing land use categories to gain an overall trip generation. The TRICS assessment parameters are outlined in **Table 4** for reference. It should be noted that as the TRICS database does not represent 'nightclub' as a form of land use, and as a result the database has been consulted for 'Public House (without restaurant)' to provide the most representative trip rate compared against the proposed land use.

Parameter	Hotel Bedrooms	Private Apartments	Public House (Without Restaurant)
Use Class	Hotel, Food & Drink - Hotel	Flats – Privately Owned	Hotel, Food & Drink – Public House (Without Restaurant)
Location of Sites	England & Wales (Excluding Greater London)	England & Wales (Excluding Greater London)	England & Wales (Excluding Greater London)
Numbers of Units / GIA	20 – 100 Units	10 – 50 Units	50 – 750sqm
Survey Period	Weekday Surveys only	Weekday Surveys only	Weekday Surveys only
Locations	Edge of Town & Suburban Area & Edge of Town Centre	Edge of Town & Suburban Area & Edge of Town Centre	Edge of Town & Edge of Town Centre

Table 4: TRICS Assessment Parameters

- 3.4 The resulting TRICS data outputs are attached as **Appendix C**, whilst the peak period and daily trip generation for the existing use is presented in **Table 5**.

Unit Type	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		12 Hour Period
	Arrivals	Departures	Arrivals	Departures	
Hotel Trip Rate (per 1 bedroom)	0.149	0.224	0.185	0.103	3.693
Hotel Trip Generation (16 bedrooms)	2	4	3	2	59
Apartments Trip Rate (per 1 apartment)	0.058	0.208	0.191	0.094	3.351
Apartment Trip Generation (10 apartments)	1	2	2	1	33
Public House Trip Rate (per 100sqm)	0	0	2.710	2.065	38.876
Public House Trip Generation (250sqm)	0	0	7	11	97
Total	3	6	12	14	189

Table 5: Existing Trip Generation (Hotel, Apartments & Public House)

- 3.5 The hotel comprises of 16 bedrooms and 630sqm of servicing space. As the TRICS database considers servicing of these rooms when calculating the trip rate, this area has been covered within the search.
- 3.6 The existing trip generation assessment indicates that the previous site is anticipated to have generated 9 vehicle trips in the AM (0800-0900) peak, 26 trips in the PM (1700-1800) peak and 189 trips over a 12-hour period.

Proposed Trip Generation

- 3.7 In order establish the trip generation for the proposed development, the TRICS database has again been consulted. As the search criteria for 'private apartments' has already been outlined within **Table 4**, these search parameters remain the same. The search criteria for the proposed land use of a restaurant are outlined below:

Restaurant:

- 'Hotel, Food & Drink – Restaurant'
- England and Wales (excluding Greater London)
- 100 - 1000 sqm
- Suburban Area & Edge of Town & Edge of Town Centre & Town Centre
- Sites with no Travel Plan
- Surveys Monday – Friday

- 3.8 The results of trip generation for the proposed development are demonstrated in **Table 6**, with the TRICS outputs attached as **Appendix C**.

Unit Type	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		12 Hour Period
	Arrivals	Departures	Arrivals	Departures	
Apartment Trip Rates (per 1 bedroom)	0.058	0.208	0.191	0.094	3.351
Apartments Trip Rates (27 bedrooms)	2	6	5	3	90
Restaurant Trip Rate (per 100sqm)	0	0	2.557	1.405	49.039
Restaurant Trip Rate (250sqm)	0	0	6	4	122
Total	2	6	11	7	212

Table 6: Proposed Trip Generation (Proposed Apartments & Restaurant)

- 3.9 The trip generation assessment indicates that for 27-unit scheme and restaurant, a peak period trip generation of 8 vehicles in the AM (0800-0900) peak and 18 vehicles in the PM (1700-1800) peak could be expected. Over a 12-hour period, the trip generation assessment indicates that the development could generate 212 trips.

Net Impact

- 3.10 The existing lawful use of development is forecast to generate approximately 189 trips over a 12-hour period compared to the proposed development which is anticipated to generate 212 trips over a 12-hour period, leaving a negligible net difference of 23 trips. It is worth noting however that the proposal would result in a reduction of 1 trip and 13 trips AM and PM peak hour period respectively. A summary of the net impact is presented in Table 7.

	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)		12 Hour Period
	Arrivals	Departures	Arrivals	Departures	
Existing Development	3	6	12	14	189
Proposed Development	2	6	11	17	212
Net Impact	-1	0	-1	-3	+23

Table 7: Net Impact

- 3.11 The majority of trips associated with the development proposal are generated by the proposed restaurant which largely generates trips during off peak periods. It is reasonable to assume that visitors attending the restaurant are doing so as part of a linked trip to the town centre, and as such will be parking within the town centre, or within pay and display spaces along the site frontage, West Street or within Waterloo Square.

- 3.12 It is also important to note that whilst an increase is seen over a 12-hour period, the proposed development would result in fewer vehicle trips during the AM and PM peak periods which are considered as the busiest traffic periods which are the most sensitive to traffic fluctuations. It is therefore considered that the proposed development would not result in a 'severe' impact on the operation of the local road network when compared with the lawful use, in the context of paragraph 109 of the NPPF (2018) which confirms *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

Parking Provision

- 3.13 The local public transport provision within the area presents an excellent opportunity for residents and staff of the development to travel via sustainable methods, with a multitude of bus services, dedicated cycle lanes and the close proximity of Bognor Regis Railway Station. The development is therefore proposed as car-free. This position is in line with both the existing use and previous planning consents which included both staff and residential uses.
- 3.14 For example, a comparison between the parking demands of the existing permitted use of 16 hotel bedrooms and 10 studio flats and the proposed 27 apartments results in a net reduction in parking demand of 3 unallocated spaces when applying WSCC's Supplementary Planning Guidance - Revised County Parking Standards and Transport Contributions Methodology (2003) and utilising WSCC's Parking Demand Calculator. This demonstrates that the proposal results in a betterment in terms of off-site parking demand when compared with the existing use.
- 3.15 The inclusion of the proposed restaurant would result in a very modest increase in trip generation across a 12-hour period when compared with the existing use. However, as the majority of trips associated with the restaurant would be linked to the town centre and other surrounding leisure uses, it is not anticipated this will lead to any increased parking demand, particularly given the availability of pay and display spaces along the site frontage and within Wellington Square, with many spaces free of charge from 6pm. This approach is in accordance with the other uses along the Esplanade such as the existing Thai Restaurant and QE2.
- 3.16 A Travel Plan Statement would also be provided to promote the accessibility credentials of the site and encourage both residents and staff to travel sustainably.

- 3.17 Cycle parking is proposed on the lower ground floor to the rear of the development within a secure shared storage room for bins and bicycles, as demonstrated in **Appendix A**.

Servicing

- 3.18 The site proposes to utilise the current servicing arrangement for the other forms of land use along The Esplanade.
- 3.19 There may also be the opportunity for servicing vehicles to utilise the existing loading bay adjacent to the site at The Steyne, located c.30m west of the site.
- 3.20 Emergency vehicles would access the building via the road side, in line with guidance from Manual for Streets (MfS) which states that fire tender vehicles must be able to reach within 45m of any dwelling.

4. SUMMARY AND CONCLUSIONS

- 4.1 This TS has been prepared by Paul Basham Associates on behalf of Randell Design Group for a mixed-use, car-free, development comprising of 27 apartments and a restaurant at the Royal Hotel, Bognor Regis.
- 4.2 The site is well located to support sustainable development with an extensive pedestrian network surrounding the site which includes The Esplanade (a traffic-free route) and a signalised junction to the 60m east of the site which incorporates tactile paving and dropped kerbs. In addition, a wide range of bus routes cover the area, with bus stops located within 100m of the site as well as Bognor Regis Railway Station which is located 600m north of the development and provides direct access to locations including London Victoria, Gatwick Airport and Chichester.
- 4.3 Whilst both the existing site and proposed development are car-free, the TRICS database has been consulted to identify the likely number of vehicular trips generated by the proposed development in comparison with the previous site use of the hotel, servicing space, public house and private apartments. This total was then compared to the anticipated trip rate for the proposed development comprising of apartments and a restaurant. The net impact assessment suggests that whilst the proposed development could generate an additional 23 trips across a 12-hour period which is considered negligible over such a period, reductions would be experienced in the AM and PM peak hour periods which are considered as the more sensitive periods with regards to traffic fluctuations.
- 4.4 The comparison also confirms that only the inclusion of the proposed restaurant, leads to the forecast negligible increase in trips. The existing permitted use is shown to generate 189 trips across a 12-hour period, with the proposed apartments forecast to generate only 90 trips over the same timeframe. This demonstrates that the proposed apartments are forecast to generate significantly less trips than the existing permitted use.
- 4.5 The trips associated by the proposed restaurant would be spread across the day and often linked to trips to other uses within the town centre and surrounding vicinity. It is therefore considered that the proposed development would not result in severe impact on the operation of the local road network, in accordance with NPPF (2018) criteria.

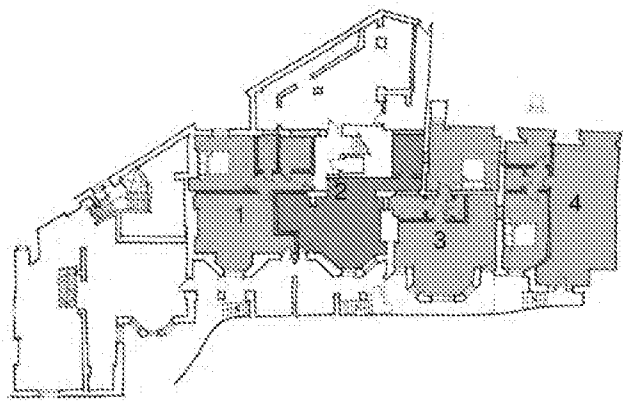


- 4.6 Due to the wealth of local public transport provision and the site's close proximity to local services and amenities, the site does not propose any onsite parking provision, in accordance with existing arrangements and previous planning consents on this site and is thus a car free development. Cycle storage would be provided within a secure room on the lower ground floor of the development.
- 4.7 Servicing would take place in accordance with the existing servicing arrangement along The Esplanade. Emergency vehicle access will take place from the roadside in line with MfS guidance which states a fire tender must be within 45m of all dwelling entrances.
- 4.8 This TS has demonstrated that the proposed development would not have a severe impact on the local road network and would present a good opportunity for sustainable development. We would therefore encourage West Sussex County Council to look favourable upon this application from a highway's perspective.

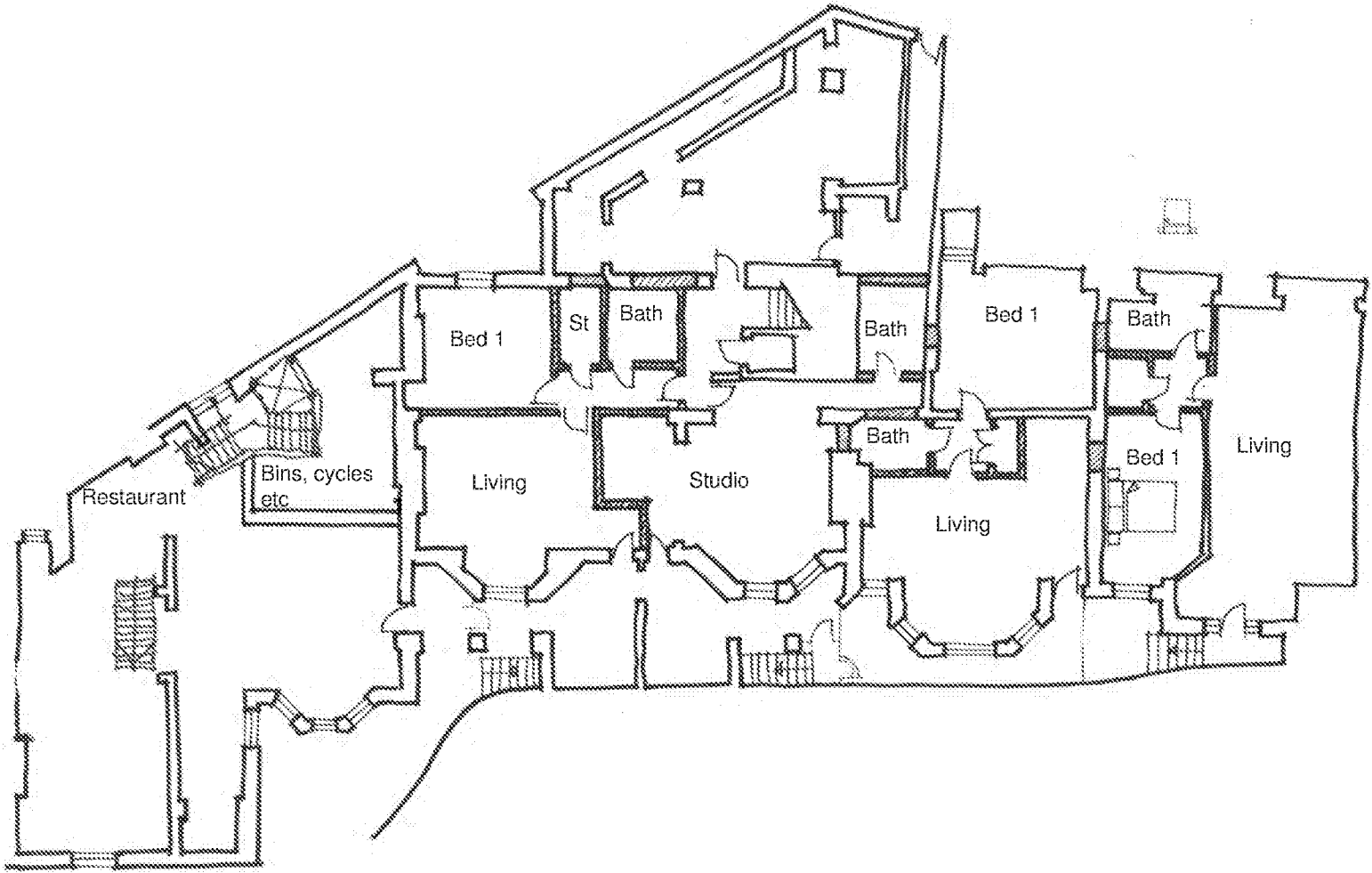
Appendix A

The Royal Hotel, Bognor Regis

October 2018
Rev 03



Unit key
NTS



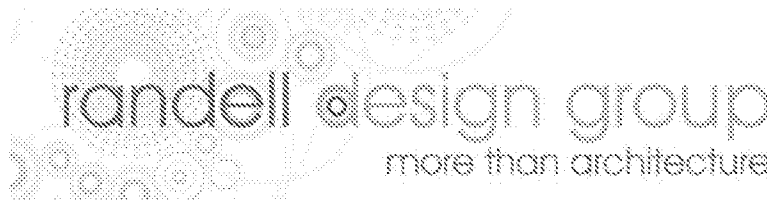
Basement Plan
Scale 1:200

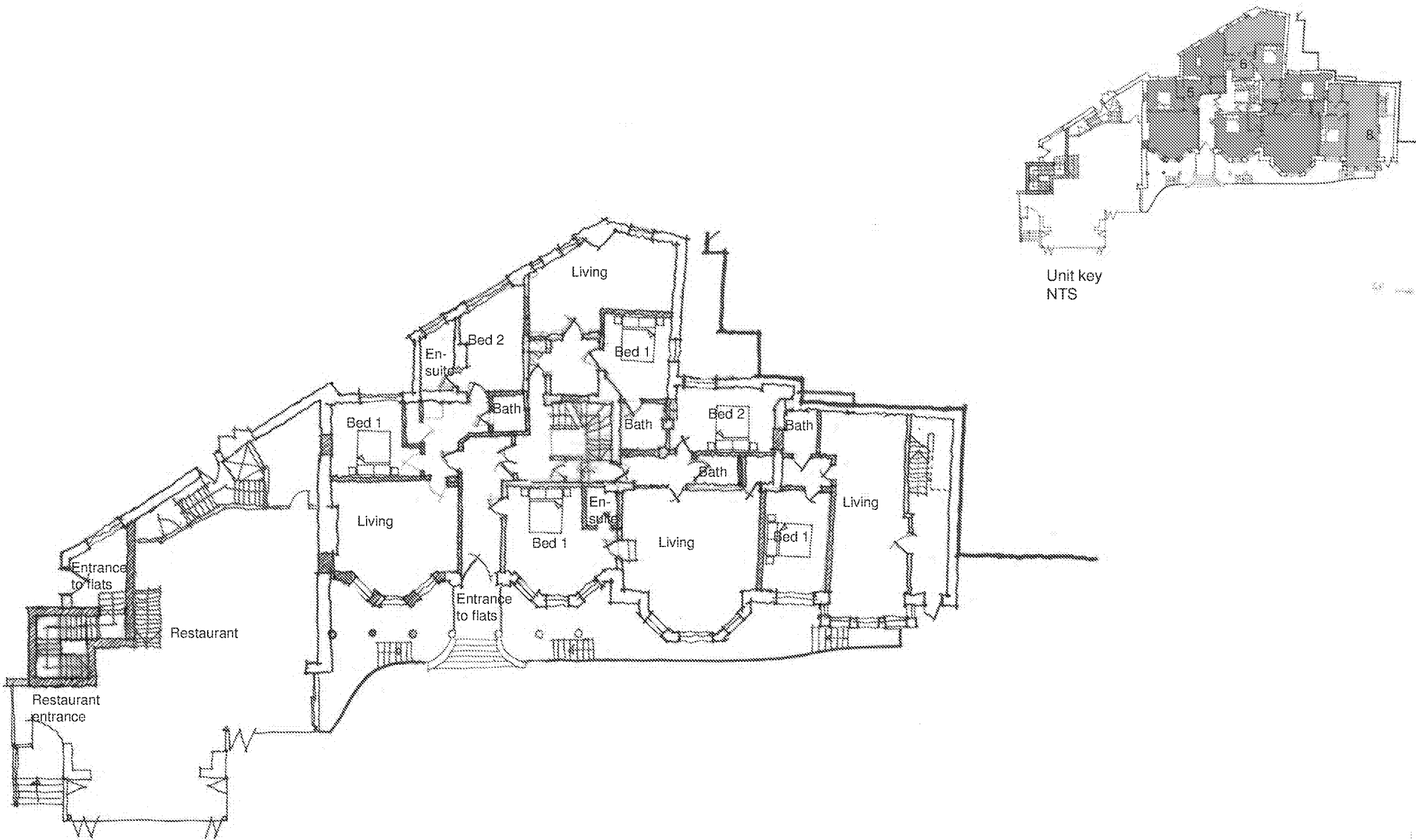


SCALE

@ A3

1:1	0mm	20mm	40mm	60mm
1:100	0m	2m	4m	6m
1:200	0m	4m	8m	12m
1:500	0m	10m	20m	30m



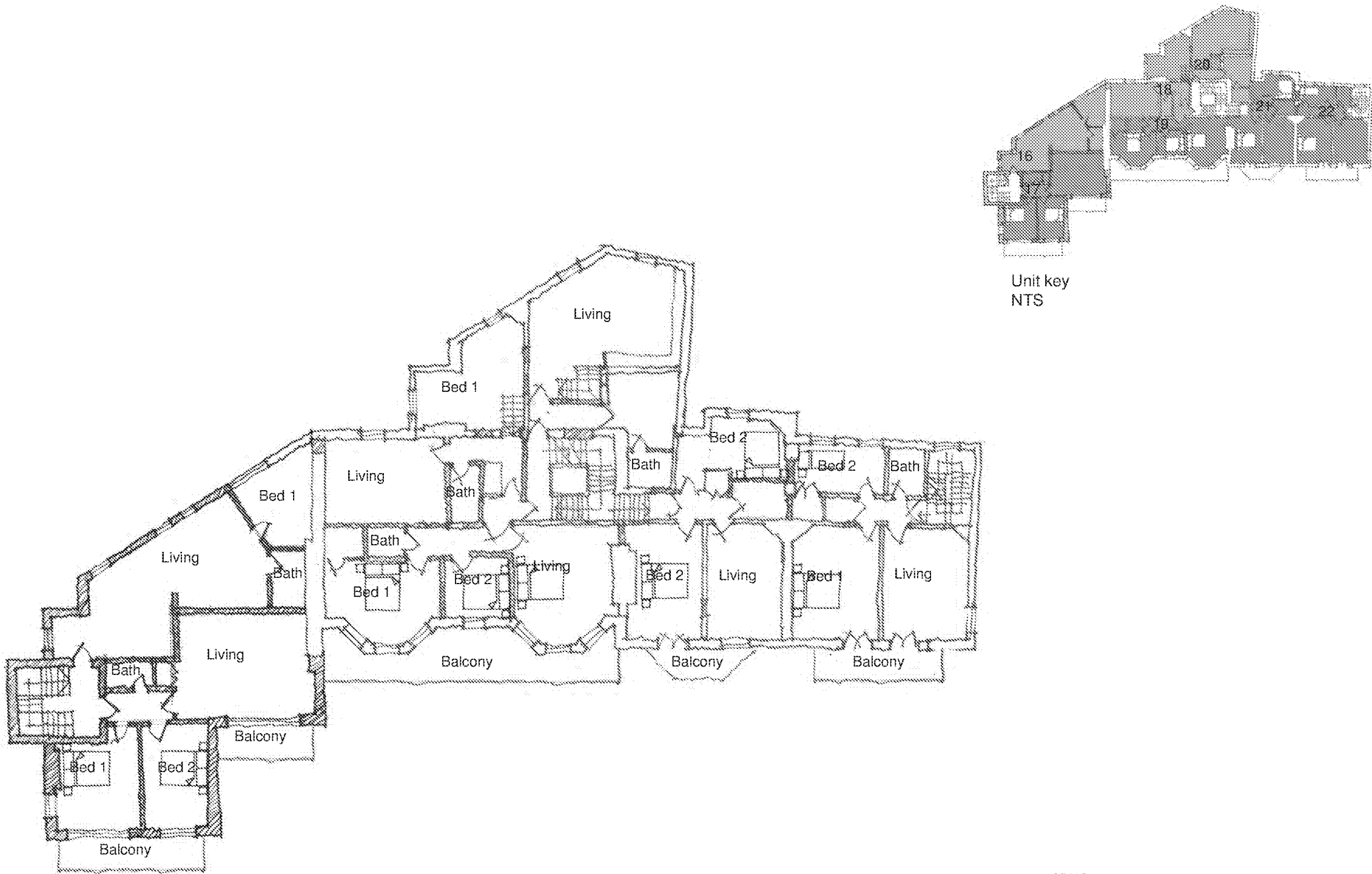


Ground Floor Plan
Scale 1:200

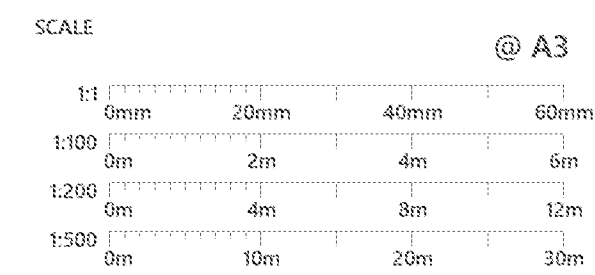
SCALE

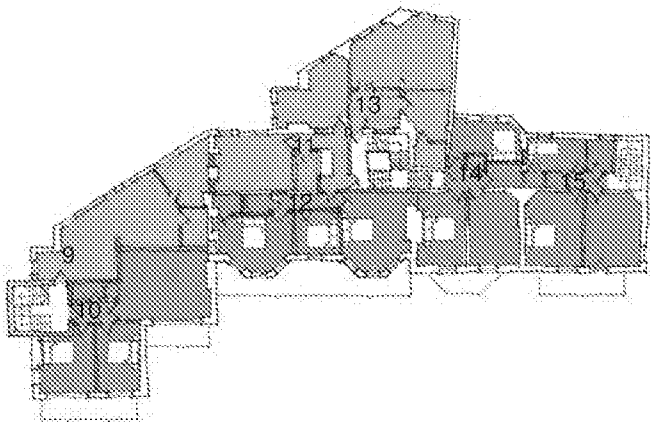
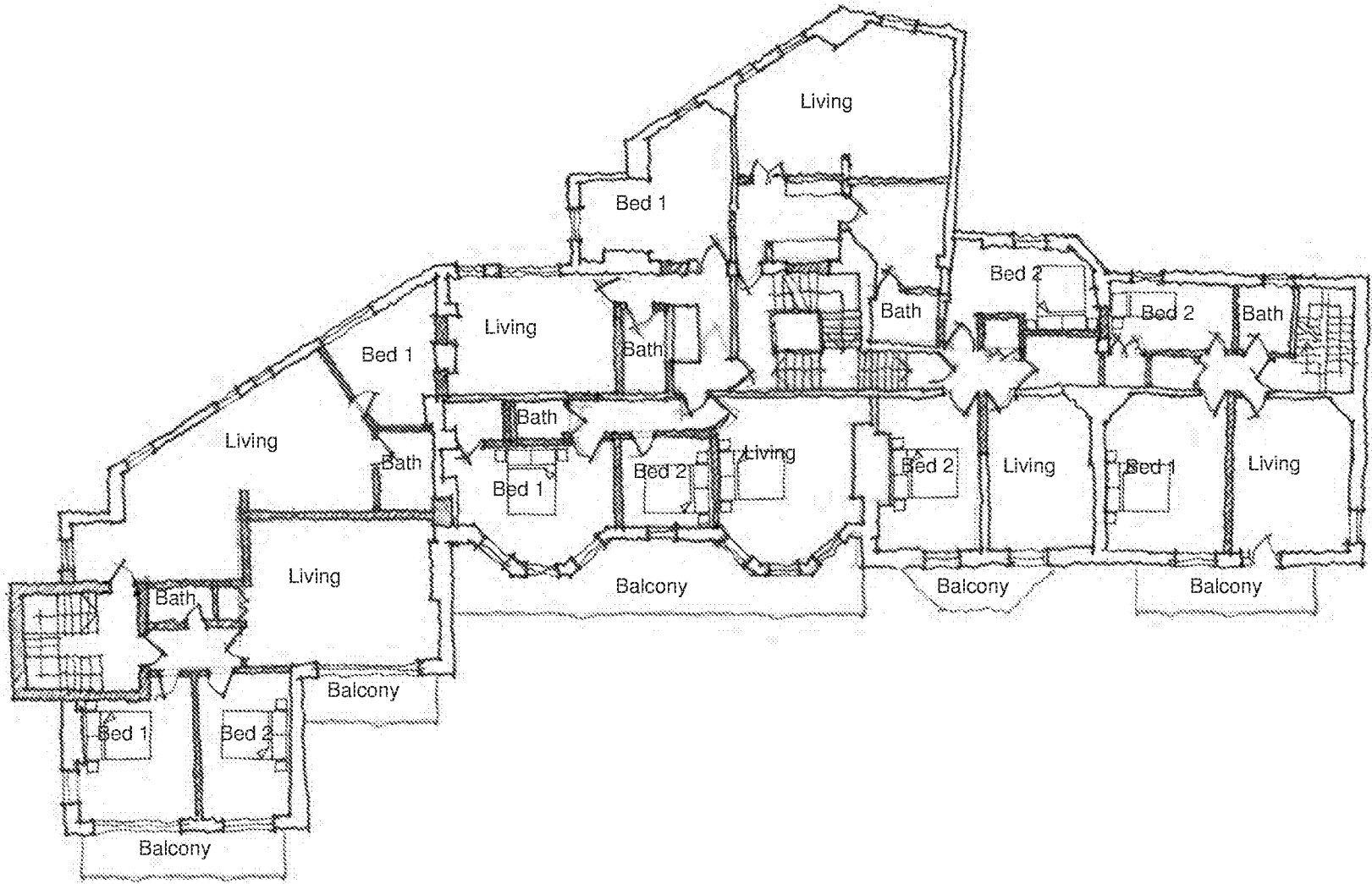
@ A3

1:1	0mm	20mm	40mm	60mm
1:100	0m	2m	4m	6m
1:200	0m	4m	8m	12m
1:500	0m	10m	20m	30m



Second Floor Plan
 Scale 1:200





Unit key
NTS

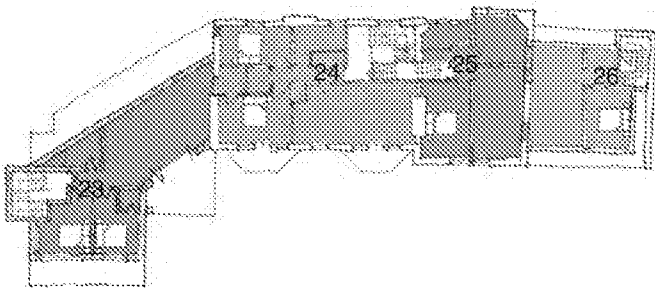
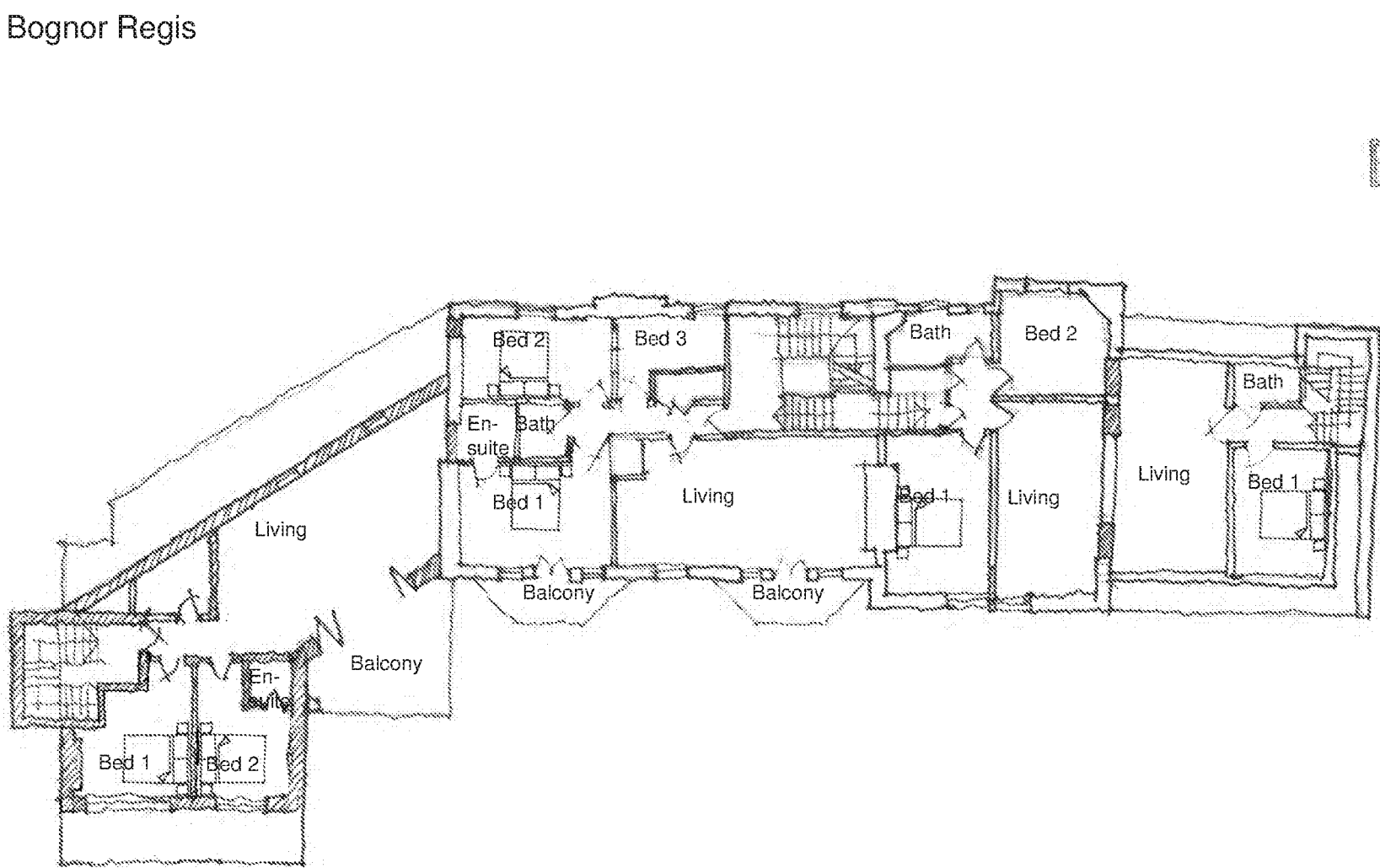
First Floor Plan
Scale 1:200



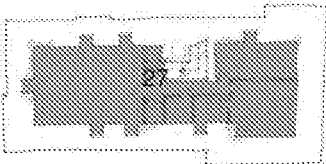
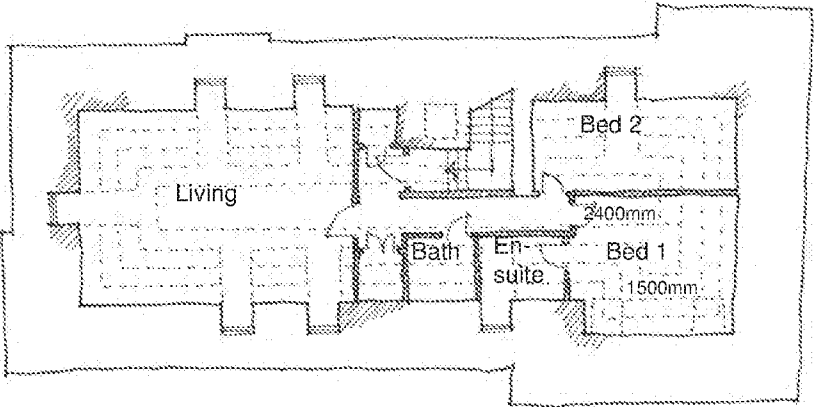
SCALE

@ A3

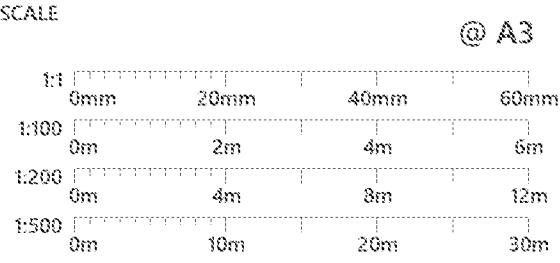
1:1	0mm	20mm	40mm	60mm
1:100	0m	2m	4m	6m
1:200	0m	4m	8m	12m
1:500	0m	10m	20m	30m



Unit key
NTS

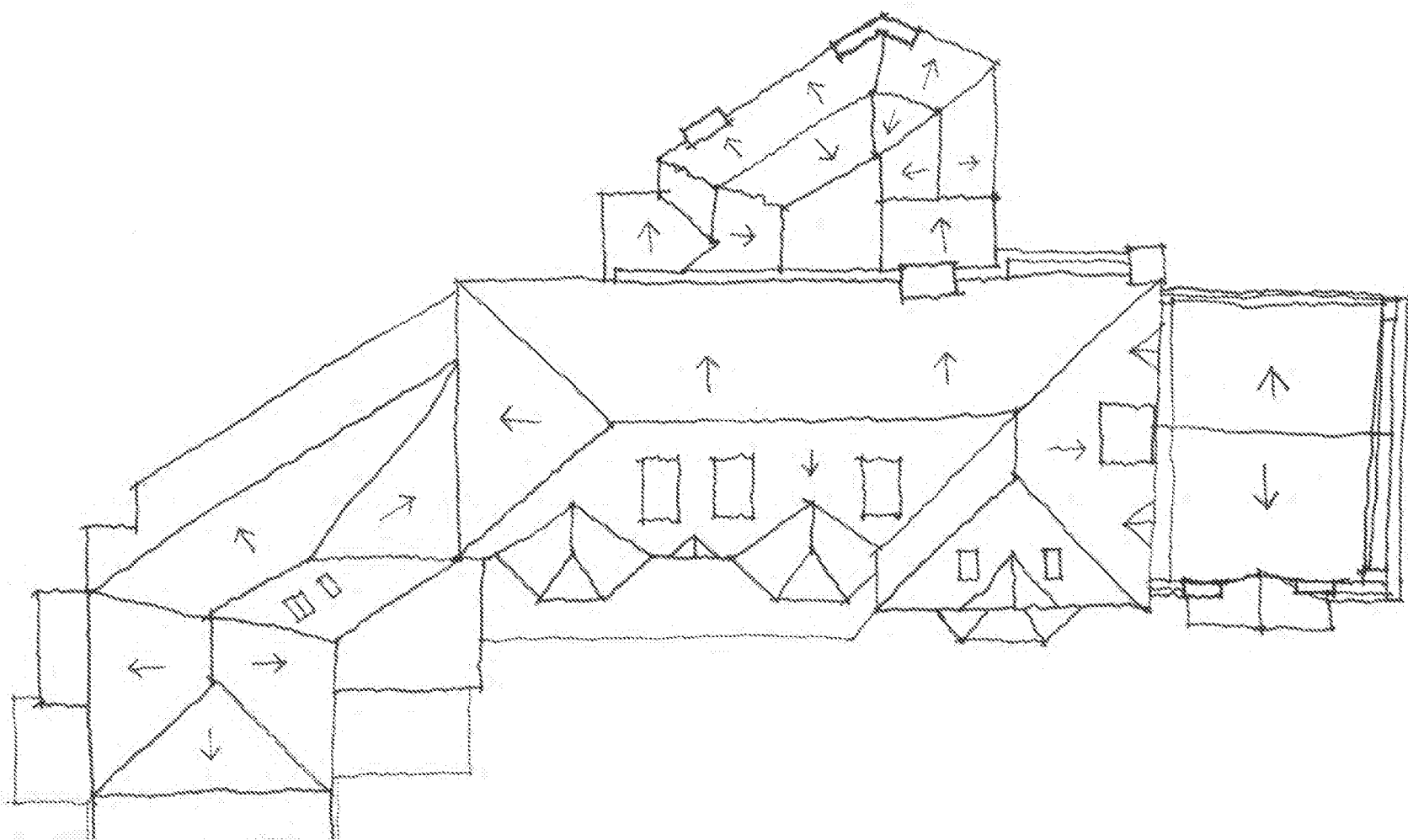


Unit key
NTS



Third and Forth Floor Plans
 Scale 1:200

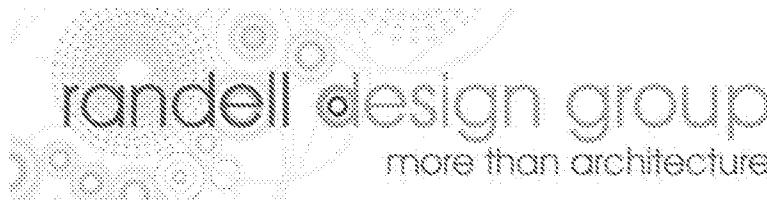




Roof Plan
 Scale 1:200

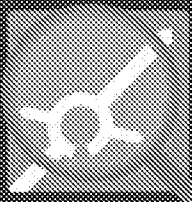


SCALE					@ A3	
1:1	0mm	20mm	40mm	60mm		
1:100	0m	2m	4m	6m		
1:200	0m	4m	8m	12m		
1:500	0m	10m	20m	30m		



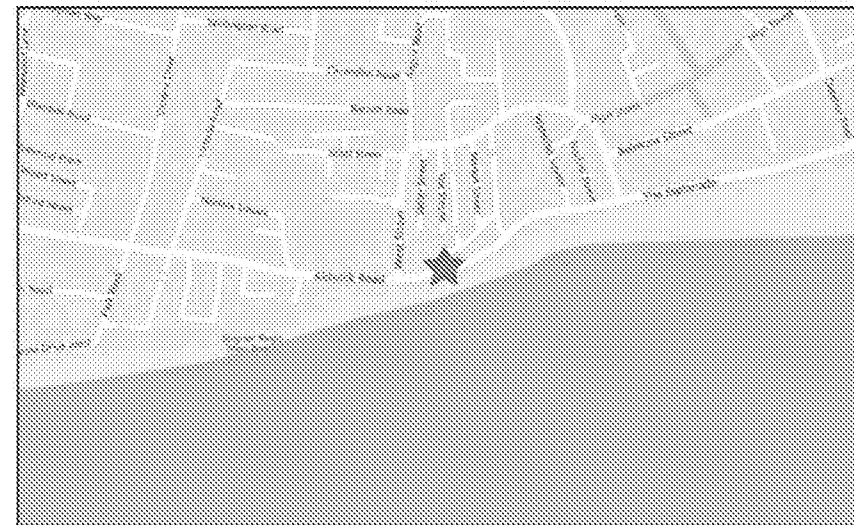
Appendix B





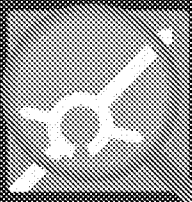
Crash Date: Saturday, August 08, 2015 **Time of Crash:** 2:42:00 PM **Crash Reference:** 2015471504548

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	West Sussex			Number of Vehicles:	1
Local Authority:	Arun District			OS Grid Reference:	493293 98767
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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





Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	5	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	46 - 55	Unknown or other	Crossing from driver's nearside

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



Appendix C

Calculation Reference: AUDIT-247601-181030-1022

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

VEHICLESSelected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	GS GLOUCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary 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: Number of bedrooms
 Actual Range: 24 to 67 (units:)
 Range Selected by User: 20 to 70 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 14/06/16

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

Selected survey days:

Thursday	1 days
Friday	2 days
Sunday	1 days

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

Selected survey types:

Manual count	4 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)	3
Edge of Town	1

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

Selected Location Sub Categories:

Development Zone	1
Residential 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:

C1	4 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®.

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

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

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

Population within 5 miles:

25,001 to 50,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 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	4 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BR-06-A-01	HOTEL		BRISTOL CITY
	A38 BRIDGWATER ROAD			
	BRISTOL			
	Edge of Town			
	Out of Town			
	Total Number of bedrooms:	36		
	Survey date: SUNDAY	27/09/15		Survey Type: MANUAL
2	GS-06-A-02	PREMIER INN		GLOUCESTERSHIRE
	GLOUCESTER ROAD			
	CHELtenham SPA			
	SAINT MARKS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of bedrooms:	67		
	Survey date: THURSDAY	28/11/13		Survey Type: MANUAL
3	TW-06-A-02	TRAVELODGE		TYNE & WEAR
	CASPER WAY			
	GATESHEAD			
	SWALWELL			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Number of bedrooms:	60		
	Survey date: FRIDAY	13/11/15		Survey Type: MANUAL
4	WY-06-A-02	HOTEL		WEST YORKSHIRE
	CLIFF ROAD			
	LEEDS			
	HEADINGLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of bedrooms:	24		
	Survey date: FRIDAY	11/06/10		Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

VEHICLES**Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	4	47	0.043	4	47	0.134	4	47	0.177
08:00 - 09:00	4	47	0.086	4	47	0.182	4	47	0.268
09:00 - 10:00	4	47	0.059	4	47	0.155	4	47	0.214
10:00 - 11:00	4	47	0.064	4	47	0.112	4	47	0.176
11:00 - 12:00	4	47	0.091	4	47	0.112	4	47	0.203
12:00 - 13:00	4	47	0.059	4	47	0.075	4	47	0.134
13:00 - 14:00	4	47	0.048	4	47	0.096	4	47	0.144
14:00 - 15:00	4	47	0.075	4	47	0.048	4	47	0.123
15:00 - 16:00	4	47	0.091	4	47	0.048	4	47	0.139
16:00 - 17:00	4	47	0.091	4	47	0.080	4	47	0.171
17:00 - 18:00	4	47	0.128	4	47	0.064	4	47	0.192
18:00 - 19:00	4	47	0.155	4	47	0.070	4	47	0.225
19:00 - 20:00	4	47	0.059	4	47	0.070	4	47	0.129
20:00 - 21:00	4	47	0.150	4	47	0.091	4	47	0.241
21:00 - 22:00	3	50	0.066	3	50	0.026	3	50	0.092
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.265			1.363			2.628

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.

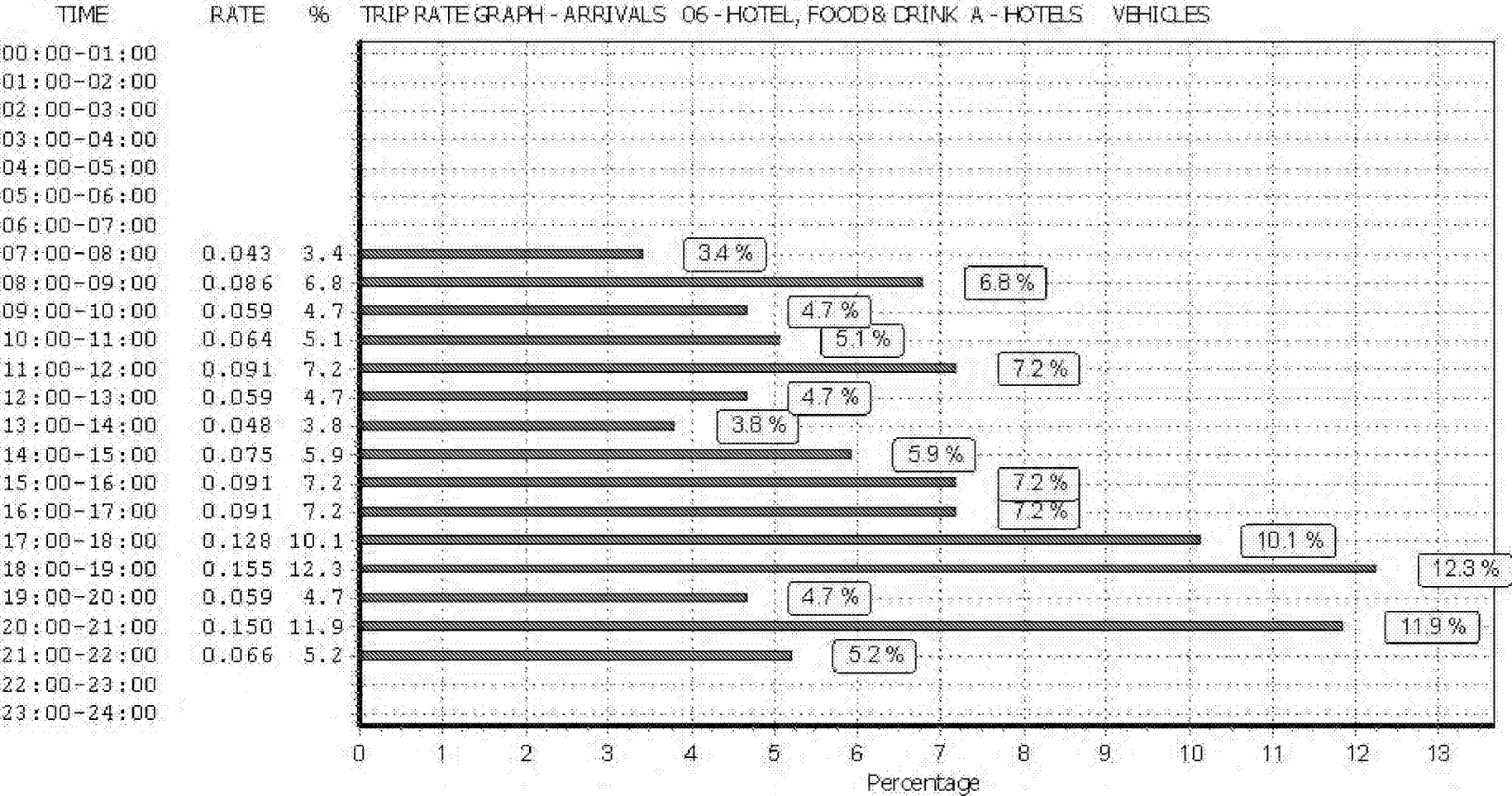
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

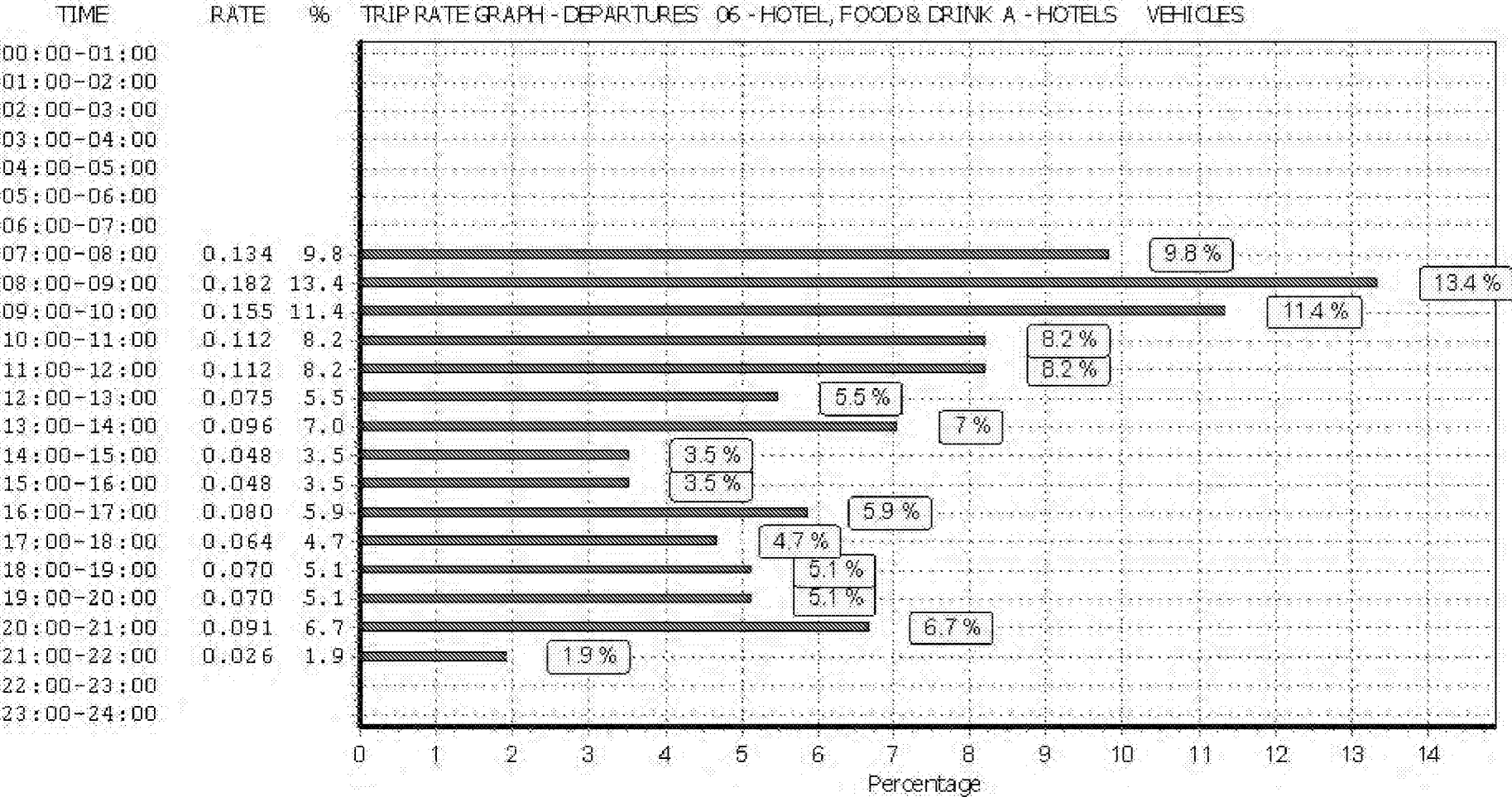
Parameter summary

Trip rate parameter range selected:	24 - 67 (units:)
Survey date range:	01/01/10 - 14/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

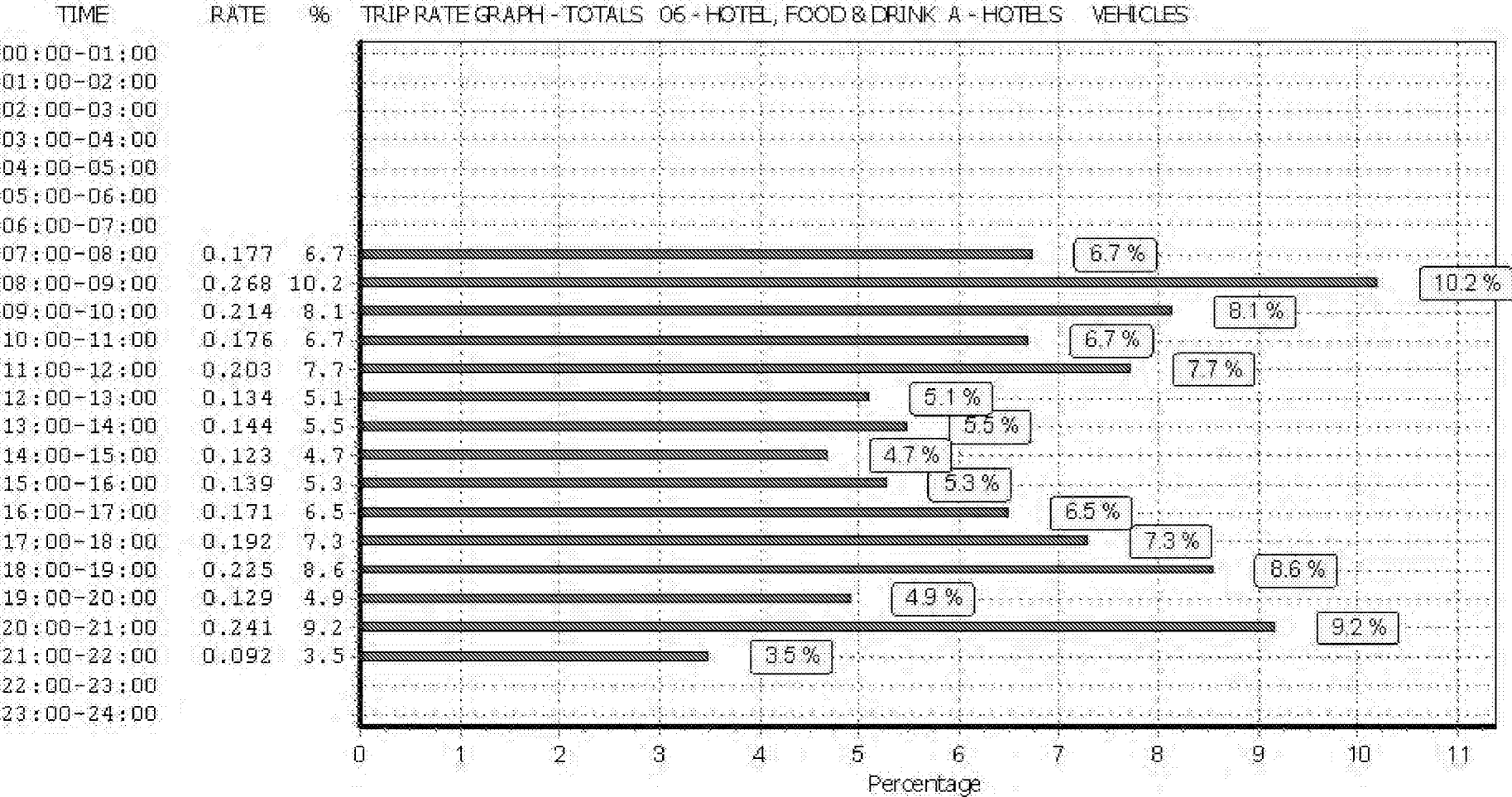
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-247601-181029-1047

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 6 to 94 (units:)
 Range Selected by User: 10 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 05/06/18

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
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:

Residential Zone	5
Built-Up Zone	3
No Sub Category	1

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

Secondary Filtering selection:Use Class:

C3	9 days
----	--------

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

Population within 1 mile:

10,001 to 15,000	3 days
15,001 to 20,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	2 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	3 days
1.1 to 1.5	6 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:

Yes	1 days
No	8 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	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-02 BRIDGE LANE PENRITH	BLOCK OF FLATS		CUMBRIA
	Edge of Town No Sub Category Total Number of dwellings:		35	
	Survey date: WEDNESDAY		11/06/14	Survey Type: MANUAL
2	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS		DEVON
	Edge of Town Centre Residential Zone Total Number of dwellings:		27	
	Survey date: MONDAY		10/07/17	Survey Type: MANUAL
3	EX-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	FLATS		ESSEX
	Edge of Town Centre Residential Zone Total Number of dwellings:		6	
	Survey date: TUESDAY		22/10/13	Survey Type: MANUAL
4	EX-03-C-02 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	BLOCK OF FLATS		ESSEX
	Edge of Town Centre Residential Zone Total Number of dwellings:		94	
	Survey date: TUESDAY		22/10/13	Survey Type: MANUAL
5	HC-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		HAMPSHIRE
	Edge of Town Centre Built-Up Zone Total Number of dwellings:		90	
	Survey date: TUESDAY		05/06/18	Survey Type: MANUAL
6	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total Number of dwellings:		51	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
7	RI-03-C-01 465 PRIORY ROAD HULL	FLATS		EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total Number of dwellings:		20	
	Survey date: TUESDAY		13/05/14	Survey Type: MANUAL
8	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total Number of dwellings:		85	
	Survey date: THURSDAY		18/12/14	Survey Type: MANUAL
9	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS		WEST MIDLANDS
	Edge of Town Centre Residential Zone Total Number of dwellings:		55	
	Survey date: FRIDAY		11/11/16	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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	9	51	0.052	9	51	0.125	9	51	0.177
08:00 - 09:00	9	51	0.056	9	51	0.168	9	51	0.224
09:00 - 10:00	9	51	0.086	9	51	0.089	9	51	0.175
10:00 - 11:00	9	51	0.084	9	51	0.099	9	51	0.183
11:00 - 12:00	9	51	0.091	9	51	0.089	9	51	0.180
12:00 - 13:00	9	51	0.123	9	51	0.102	9	51	0.225
13:00 - 14:00	9	51	0.099	9	51	0.125	9	51	0.224
14:00 - 15:00	9	51	0.089	9	51	0.089	9	51	0.178
15:00 - 16:00	9	51	0.080	9	51	0.073	9	51	0.153
16:00 - 17:00	9	51	0.125	9	51	0.073	9	51	0.198
17:00 - 18:00	9	51	0.168	9	51	0.099	9	51	0.267
18:00 - 19:00	9	51	0.145	9	51	0.086	9	51	0.231
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.198			1.217			2.415

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.

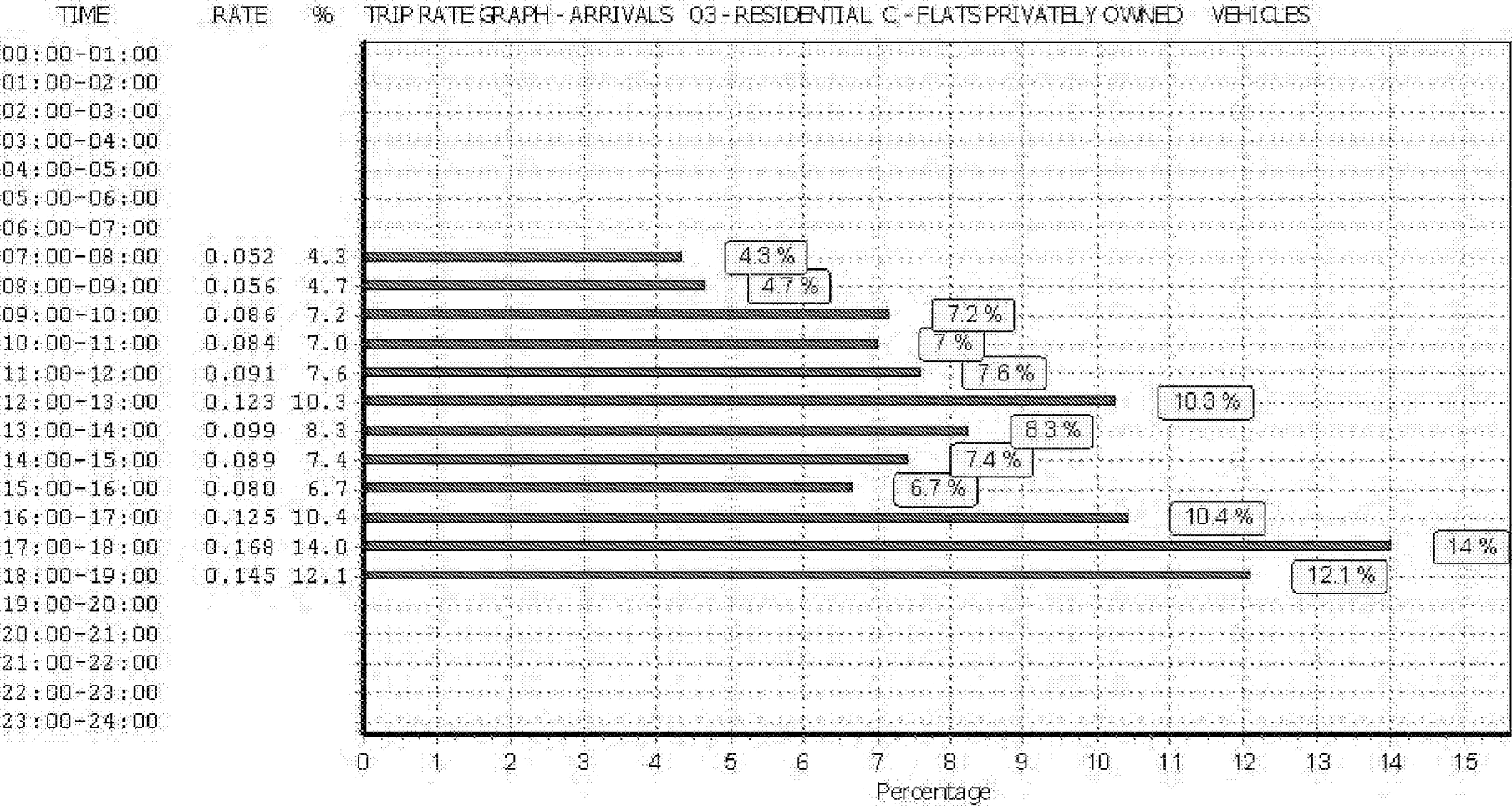
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

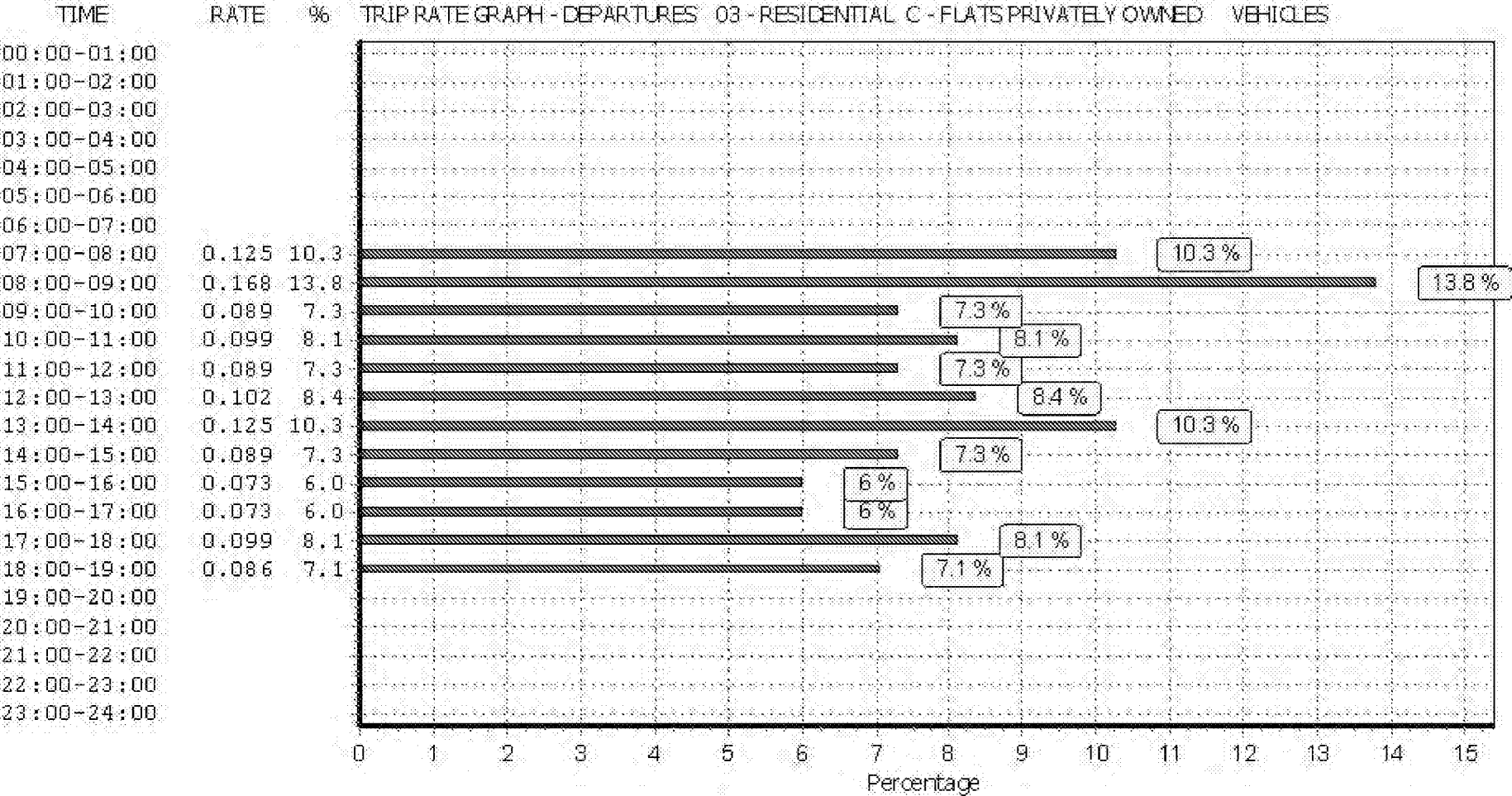
Parameter summary

Trip rate parameter range selected:	6 - 94 (units:)
Survey date range:	01/01/10 - 05/06/18
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

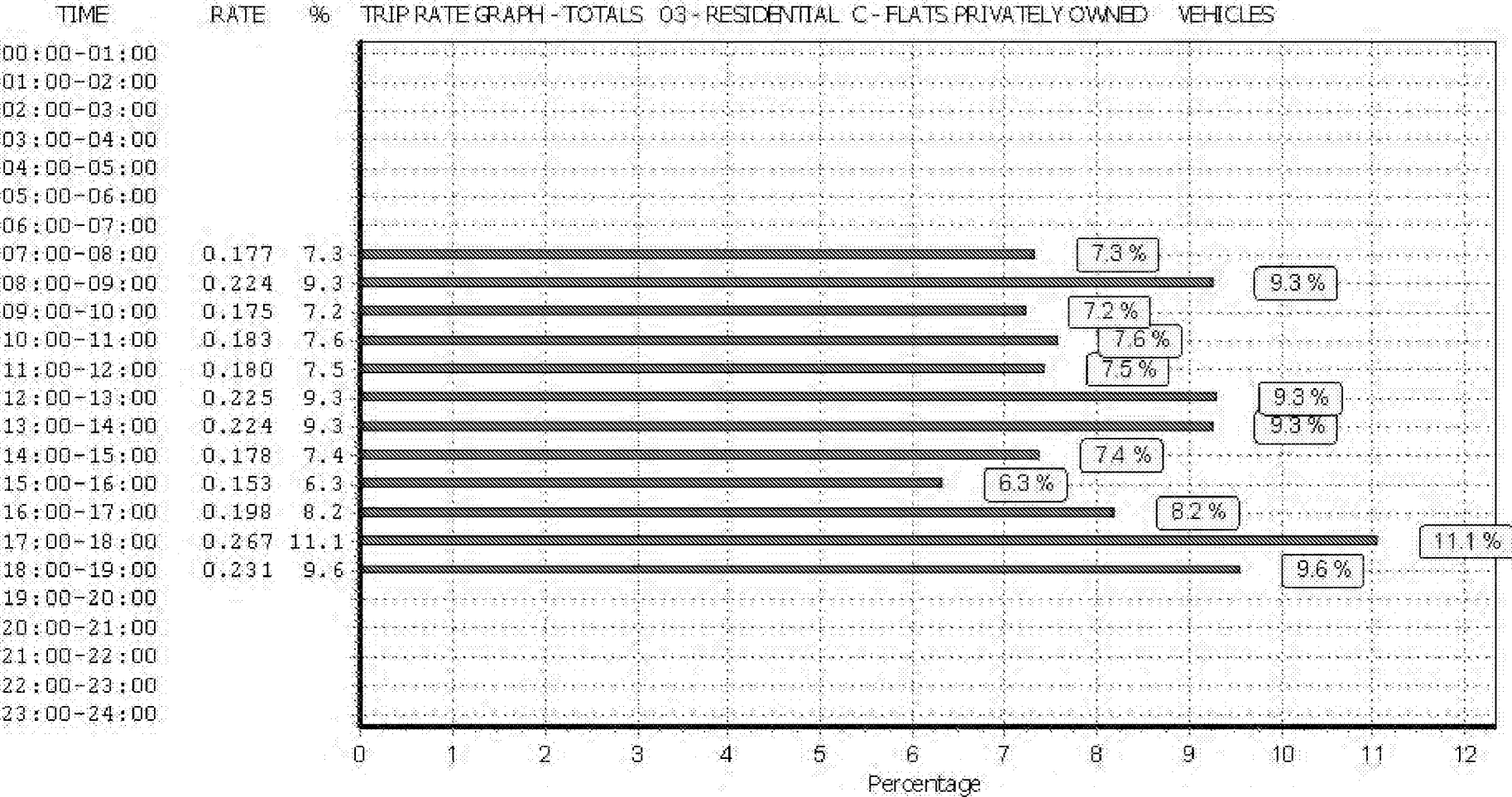
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-247601-181116-1152

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BF BRACKNELL FOREST	1 days
	EX ESSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	SW SWANSEA	1 days

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

Secondary 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 875 (units: sqm)
 Range Selected by User: 100 to 1000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 10/11/17

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

Selected survey days:

Tuesday	4 days
Wednesday	2 days
Thursday	3 days
Friday	8 days

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

Selected survey types:

Manual count	17 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	5
Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	8

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
Commercial Zone	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:

A4	16 days
C1	1 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	7 days
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:

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

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

Travel Plan:

No	17 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	17 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BF-06-C-01	HARVESTER	BRACKNELL FOREST
	BAGSHOT ROAD		
	BRACKNELL		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	725 sqm	
	Survey date: FRIDAY	23/11/12	Survey Type: MANUAL
2	BR-06-C-01	WETHERSPOON	BRISTOL CITY
	THE WATERFRONT		
	BRISTOL		
	HARBOURSIDE		
	Town Centre		
	Development Zone		
	Total Gross floor area:	327 sqm	
	Survey date: FRIDAY	29/11/13	Survey Type: MANUAL
3	CH-06-C-02	PUB/ RESTAURANT	CHESHIRE
	OXFORD ROAD		
	MACCLESFIELD		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	471 sqm	
	Survey date: FRIDAY	10/11/17	Survey Type: MANUAL
4	DH-06-C-02	PUB/ RESTAURANT	DURHAM
	STADIUM WAY		
	BISHOP AUCKLAND		
	TINDALE		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	31/03/17	Survey Type: MANUAL
5	EX-06-C-02	HARVESTER	ESSEX
	LONDON ROAD		
	COLCHESTER		
	STANWAY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	08/11/13	Survey Type: MANUAL
6	GM-06-C-04	HUNGRY HORSE	GREATER MANCHESTER
	HELSMAN LANE		
	ROCHDALE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	525 sqm	
	Survey date: TUESDAY	20/10/15	Survey Type: MANUAL
7	LC-06-C-01	FAYRE & SQUARE	LANCASHIRE
	MANCHESTER ROAD		
	BURNLEY		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	830 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
8	LC-06-C-04	PUB/ RESTAURANT	LANCASHIRE
	ST JAMES STREET		
	BURNLEY		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	600 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LN-06-C-01	FLAMING GRILL		LINCOLNSHIRE
	CRUSADER ROAD			
	LINCOLN			
	NEW BOULTHAM			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	760 sqm		
	Survey date: TUESDAY	10/10/17		Survey Type: MANUAL
10	NR-06-C-01	PUB/ RESTAURANT		NORTHAMPTONSHIRE
	BEDFORD ROAD			
	NORTHAMPTON			
	BRACKMILLS			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:	620 sqm		
	Survey date: FRIDAY	11/11/16		Survey Type: MANUAL
11	SF-06-C-02	PUB/ RESTAURANT		SUFFOLK
	CLIFF ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:	875 sqm		
	Survey date: FRIDAY	18/09/15		Survey Type: MANUAL
12	ST-06-C-01	HARVESTER		STAFFORDSHIRE
	STONE ROAD			
	STOKE-ON-TRENT			
	TRENTAM			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	720 sqm		
	Survey date: WEDNESDAY	23/10/13		Survey Type: MANUAL
13	SW-06-C-01	PITCHER & PIANO		SWANSEA
	WIND STREET			
	SWANSEA			
	Town Centre			
	High Street			
	Total Gross floor area:	800 sqm		
	Survey date: TUESDAY	22/10/13		Survey Type: MANUAL
14	TW-06-C-01	PUB/ RESTAURANT		TYNE & WEAR
	WHICKHAM HIGHWAY			
	GATESHEAD			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	400 sqm		
	Survey date: FRIDAY	04/10/13		Survey Type: MANUAL
15	WK-06-C-01	PUB/ RESTAURANT		WARWICKSHIRE
	GREYFRIARS LANE			
	COVENTRY			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	461 sqm		
	Survey date: THURSDAY	17/10/13		Survey Type: MANUAL
16	WM-06-C-02	PUB/ RESTAURANT		WEST MIDLANDS
	PENNWOOD LANE			
	WOLVERHAMPTON			
	PENN COMMON			
	Edge of Town			
	Out of Town			
	Total Gross floor area:	200 sqm		
	Survey date: TUESDAY	22/11/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	WO-06-C-03	PUB/ RESTAURANT	WORCESTERSHIRE
	THE TYTHING WORCESTER		

Town Centre

High Street

Total Gross floor area: 250 sqm

Survey date: WEDNESDAY 23/11/16

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/C - PUB/RESTAURANT

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	16	542	0.485	16	542	0.369	16	542	0.854
11:00 - 12:00	16	542	1.247	16	542	0.496	16	542	1.743
12:00 - 13:00	17	557	2.969	17	557	1.067	17	557	4.036
13:00 - 14:00	17	557	2.261	17	557	2.177	17	557	4.438
14:00 - 15:00	17	557	1.247	17	557	1.997	17	557	3.244
15:00 - 16:00	17	557	1.321	17	557	1.268	17	557	2.589
16:00 - 17:00	17	557	1.775	17	557	1.162	17	557	2.937
17:00 - 18:00	17	557	2.557	17	557	1.405	17	557	3.962
18:00 - 19:00	17	557	3.328	17	557	2.821	17	557	6.149
19:00 - 20:00	17	557	3.033	17	557	3.276	17	557	6.309
20:00 - 21:00	17	557	2.050	17	557	2.959	17	557	5.009
21:00 - 22:00	17	557	1.183	17	557	2.008	17	557	3.191
22:00 - 23:00	17	557	0.676	17	557	2.261	17	557	2.937
23:00 - 24:00	15	536	0.435	15	536	1.206	15	536	1.641
Total Rates:			24.567			24.472			49.039

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.

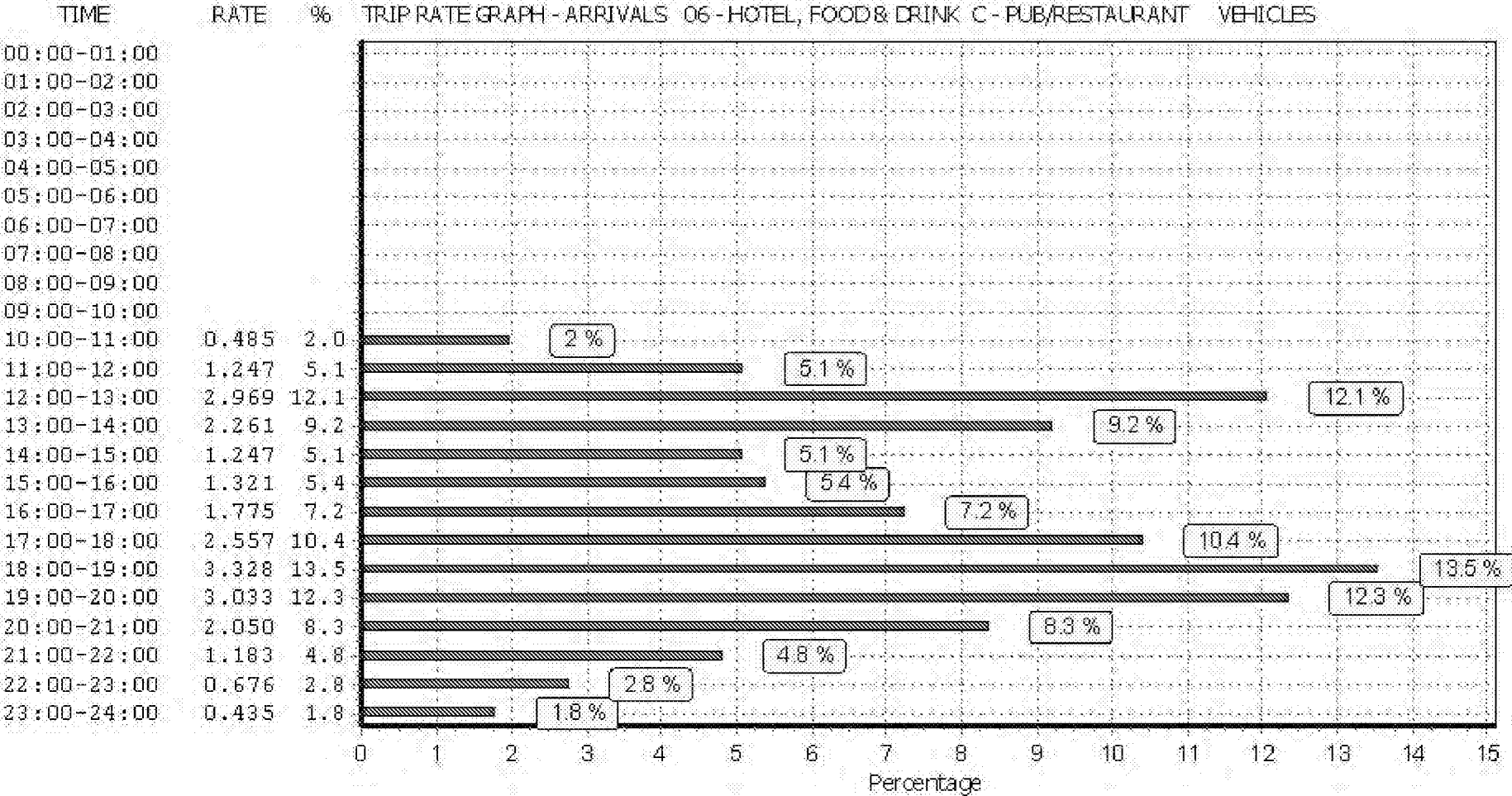
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

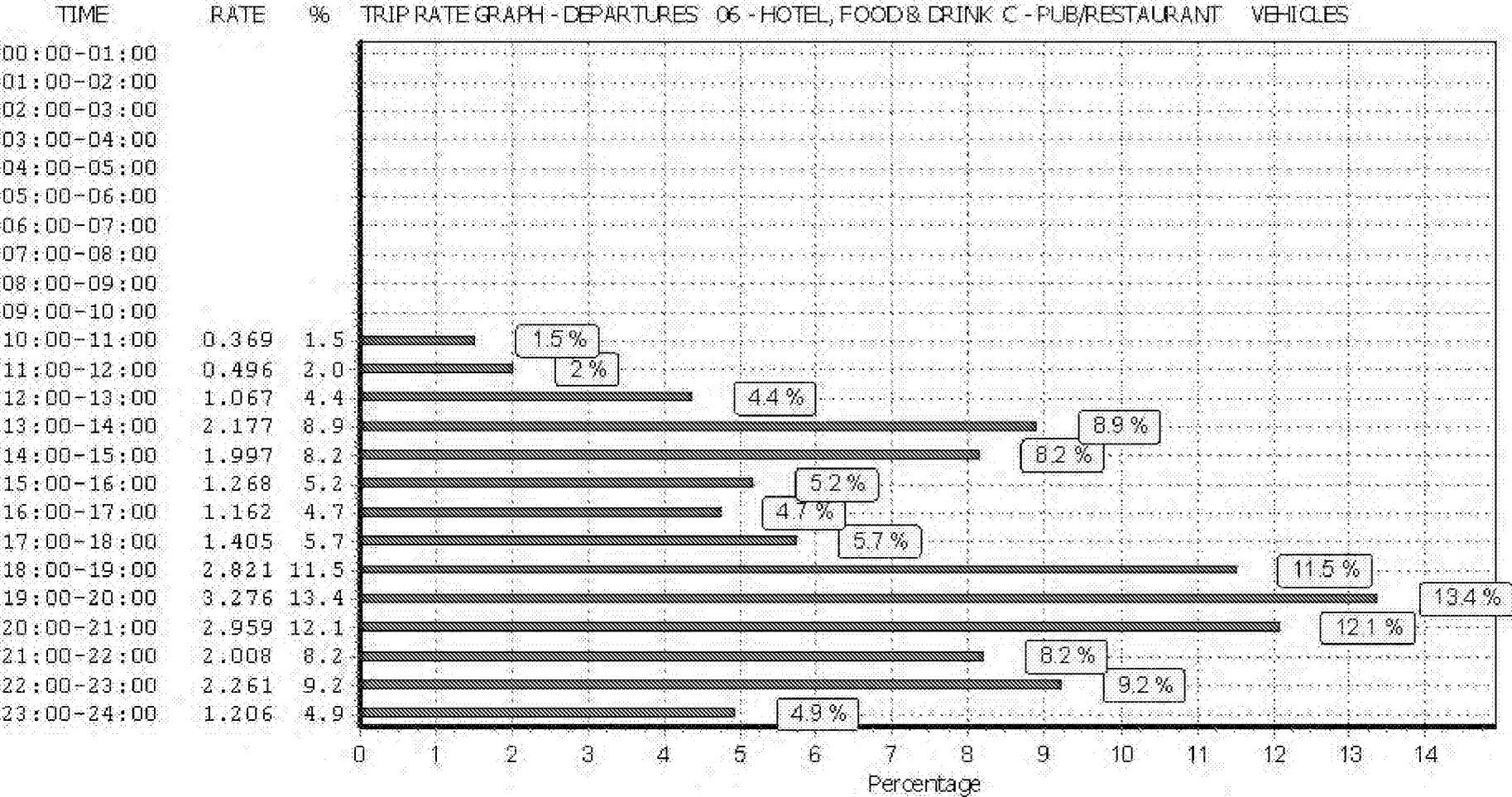
Parameter summary

Trip rate parameter range selected:	200 - 875 (units: sqm)
Survey date range:	01/01/10 - 10/11/17
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

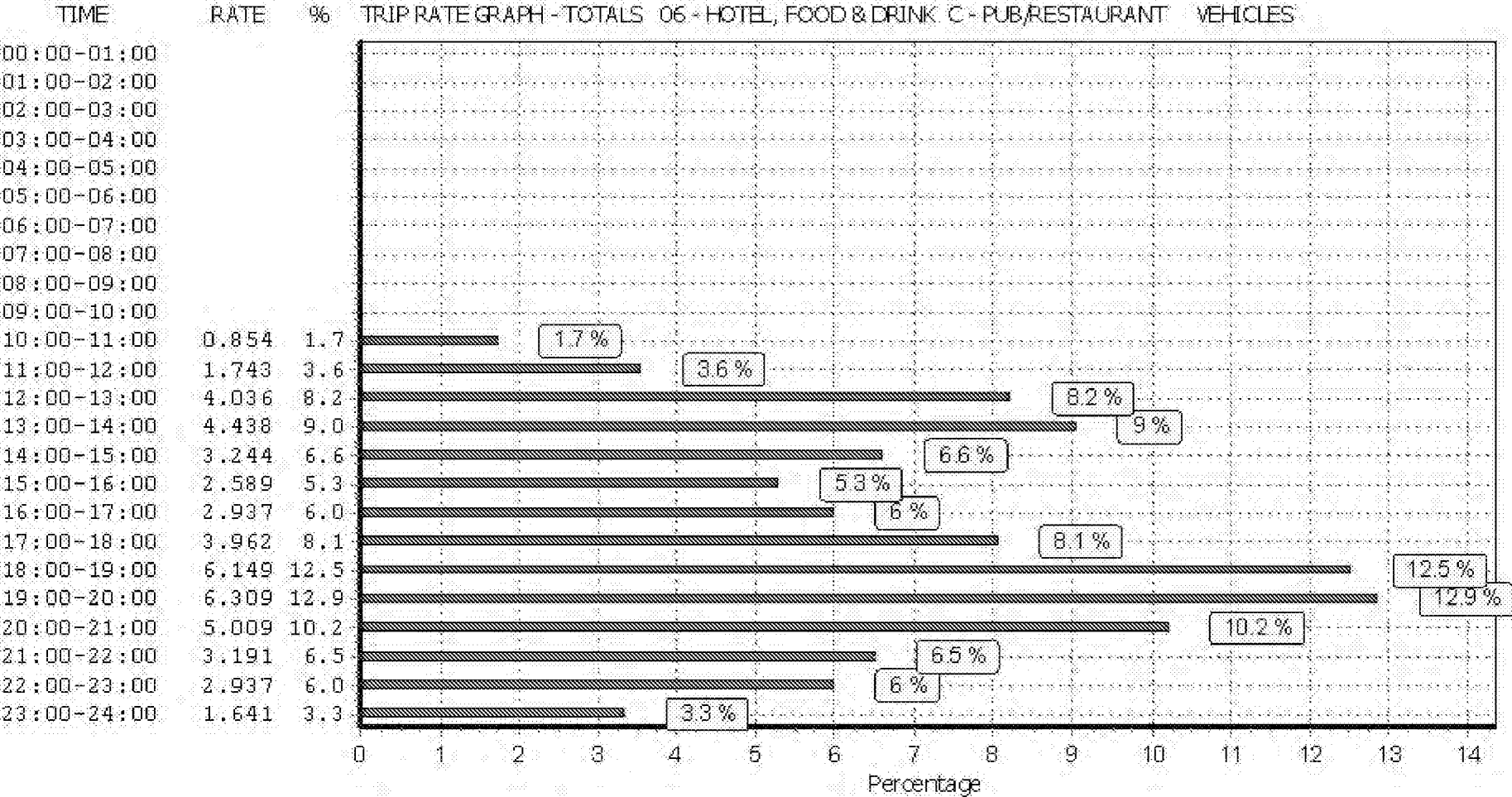
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-247601-181119-1137

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : 1 - PUBLIC HOUSE (WITHOUT RESTAURANT)

VEHICLESSelected regions and areas:

07 **YORKSHIRE & NORTH LINCOLNSHIRE**
 WY WEST YORKSHIRE 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

Secondary 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 600 (units: sqm)
 Range Selected by User: 50 to 750 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 25/11/14

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
 Friday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1
 Edge of Town 1

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

Selected Location Sub Categories:

Residential Zone 1
 No Sub Category 1

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

Secondary Filtering selection:Use Class:

A4 2 days

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

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

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

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	GM-06-I-01	PUBLIC HOUSE	GREATER MANCHESTER
	SYKE ROAD		
	ROCHDALE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	175 sqm	
	Survey date: TUESDAY	25/11/14	Survey Type: MANUAL
2	WY-06-I-01	PUBLIC HOUSE	WEST YORKSHIRE
	HALIFAX ROAD		
	LIVERSEDGE		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	600 sqm	
	Survey date: FRIDAY	25/04/14	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.

Paul Basham Associates Hamble Lane Southampton

Licence No: 247601

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

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									
11:00 - 12:00	1	175	0.000	1	175	0.000	1	175	0.000
12:00 - 13:00	2	388	0.258	2	388	0.258	2	388	0.516
13:00 - 14:00	2	388	0.774	2	388	0.645	2	388	1.419
14:00 - 15:00	2	388	0.645	2	388	0.387	2	388	1.032
15:00 - 16:00	2	388	1.806	2	388	0.774	2	388	2.580
16:00 - 17:00	2	388	2.194	2	388	1.419	2	388	3.613
17:00 - 18:00	2	388	2.710	2	388	2.065	2	388	4.775
18:00 - 19:00	2	388	1.161	2	388	1.806	2	388	2.967
19:00 - 20:00	2	388	1.677	2	388	2.194	2	388	3.871
20:00 - 21:00	2	388	2.323	2	388	2.065	2	388	4.388
21:00 - 22:00	2	388	1.419	2	388	2.194	2	388	3.613
22:00 - 23:00	2	388	2.194	2	388	2.194	2	388	4.388
23:00 - 24:00	1	175	1.143	1	175	4.571	1	175	5.714
Total Rates:			18.304			20.572			38.876

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.

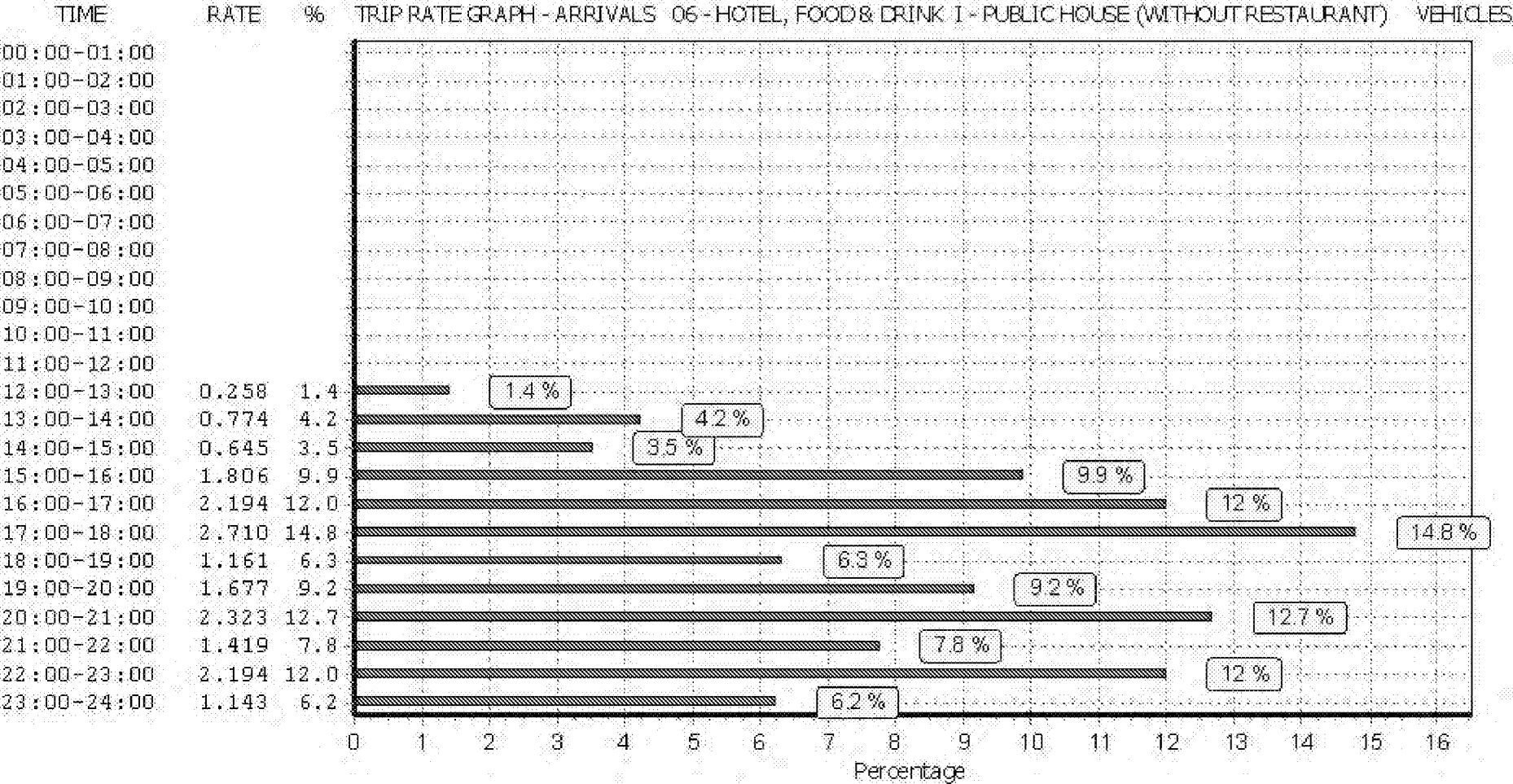
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

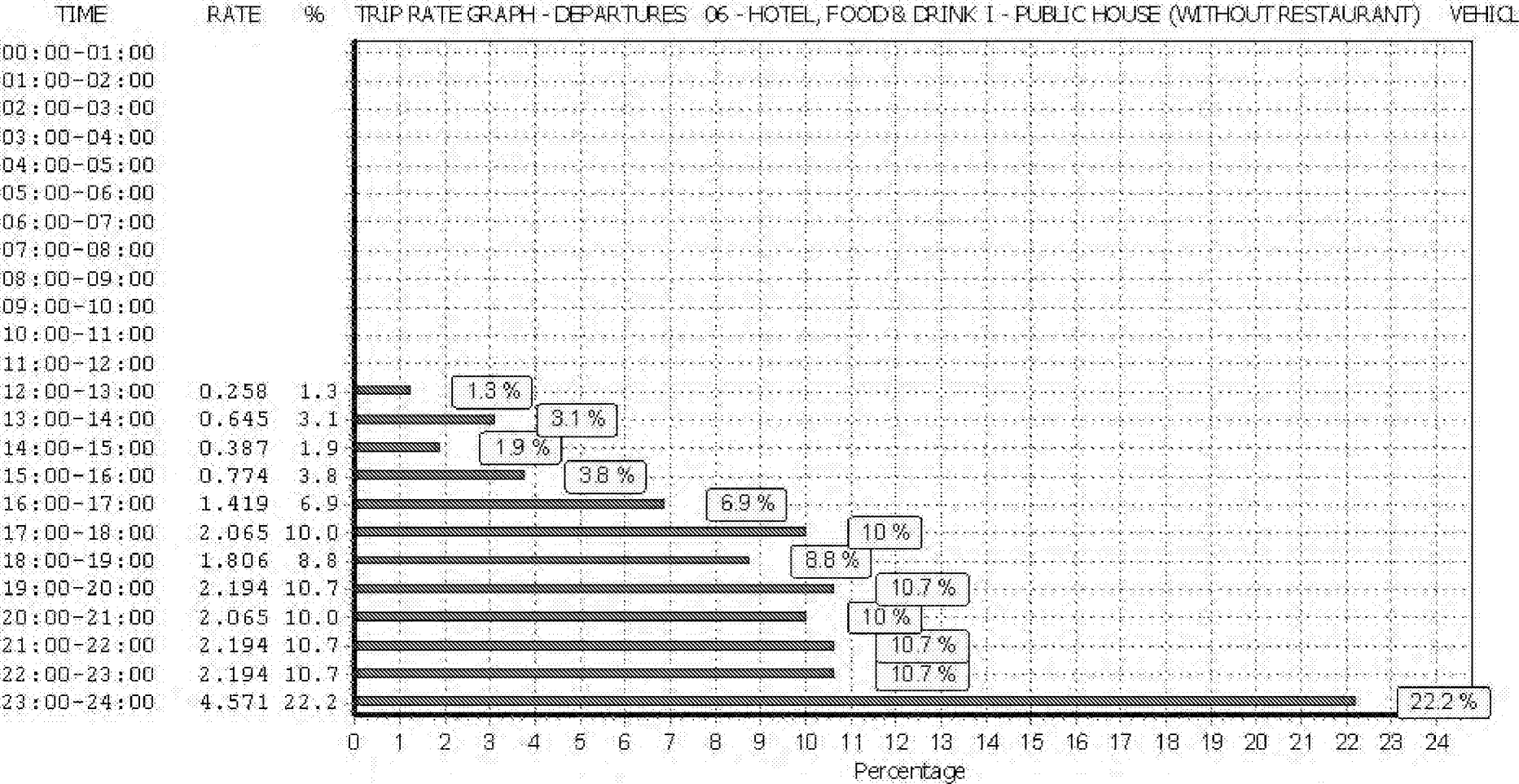
Parameter summary

Trip rate parameter range selected:	175 - 600 (units: sqm)
Survey date range:	01/01/10 - 25/11/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

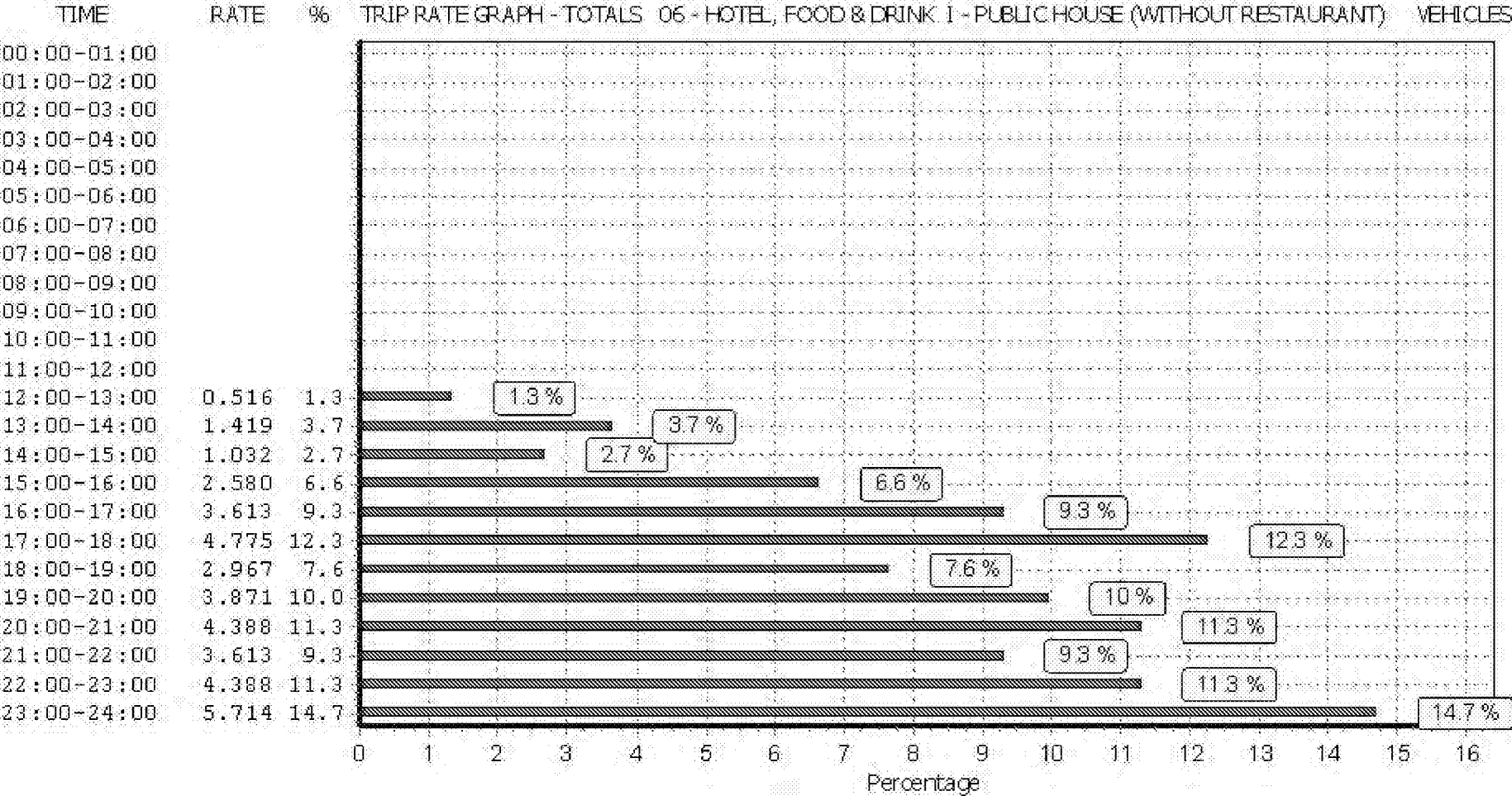
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.