



**STORE PROPERTY INVESTMENTS
LIMITED
BURGER KING DRIVE-THROUGH,
RUSTINGTON, LITTLEHAMPTON**

TRANSPORT STATEMENT

JUNE 2026



the journey is the reward

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Report Reference:	SPRustington(BK).1/TS
Project Code:	SPRustington(BK).1
Prepared by:	LB
Approved by:	OAN/HI
Issue Date:	18th June 2026
Status:	Final 1

Store Property Investments Limited
Burger King Drive-Through, Rustington, Littlehampton
Transport Statement

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1 Introduction

- 1.1 Mayer Brown Limited has been appointed by Store Property Investments Limited to consider the transportation issues relating to the proposed construction of a drive-through lane to serve the existing Burger King at Worthington Road Services, Rustington, Littlehampton, BN17 6JN.
- 1.2 The site is located directly south of the A259 and the Watersmead Business Park, with vehicular access from both the A259 and Worthing Road.
- 1.3 The site forms part of the Worthington Road Services, which also includes a Travelodge, Subway, Coastal Coffee Co. drive-through and Shell Petrol Station.
- 1.4 The proposed development relates to the provision of a drive-through lane to serve the existing Burger King in the northeastern corner of the service station.
- 1.5 This Transport Statement has been prepared to detail the transport considerations associated with the proposals and seeks to demonstrate to West Sussex County Council (WSCC), as the Local Highway Authority (LHA), that highways and transportation matters have been appropriately considered and addressed.
- 1.6 This TS considers the following:
 - Site Location and Existing Conditions
 - Development Proposals & Parking Provision
 - Trip Generation
 - Accident Analysis
 - Summary and Conclusions

2 Site Location and Existing Conditions

- 2.1 The development site forms part of the Worthington Road services and is located immediately south of the A259, adjacent to Watersmead Business Park, in the north of Littlehampton, West Sussex.
- 2.2 Vehicular access to the services can be taken from both the A259 to the north and Worthing Road to the south. Norway Lane forms the eastern boundary of the site, whilst Foundry Lane forms the southern boundary of the wider services site. To the west of the services is the Body Shop Roundabout which provides access to Littlehampton town centre, Worthing Road, and Watersmead Business Park.
- 2.3 Public Right of Way (PRoW) LIT - 2159 runs along Norway Lane to the east of the site linking Selway Lane to further PRoW connections leading to the Rustington Trading Estate.
- 2.4 An existing shared car park serves the Travelodge, Subway and Burger King units, comprising 57 parking spaces, including four accessible spaces. There are also three staff spaces for the Burger King/Subway unit to the rear of the building accessed via Norway Lane.
- 2.5 In addition to this, there are five car parking spaces including one accessible space associated with the Coffee drive-through, as well as nine spaces including one accessible space linked to the Shell Petrol Station.

Vehicular Access

- 2.6 Vehicular access to the site is currently provided from the A259 (left-in access only, with no exit permitted). An internal link road runs through the site connecting the A259 access with Worthing Road. Access to and from the site can also be obtained from a four-arm roundabout on Worthing Road. The access road provides access to the existing shared car park, petrol station, and coffee drive-through.
- 2.7 Servicing for the Burger King unit currently takes place from within the existing car park shared with the hotel and Subway.
- 2.8 **Figure 2.1** shows the site in relation to the local highway network.

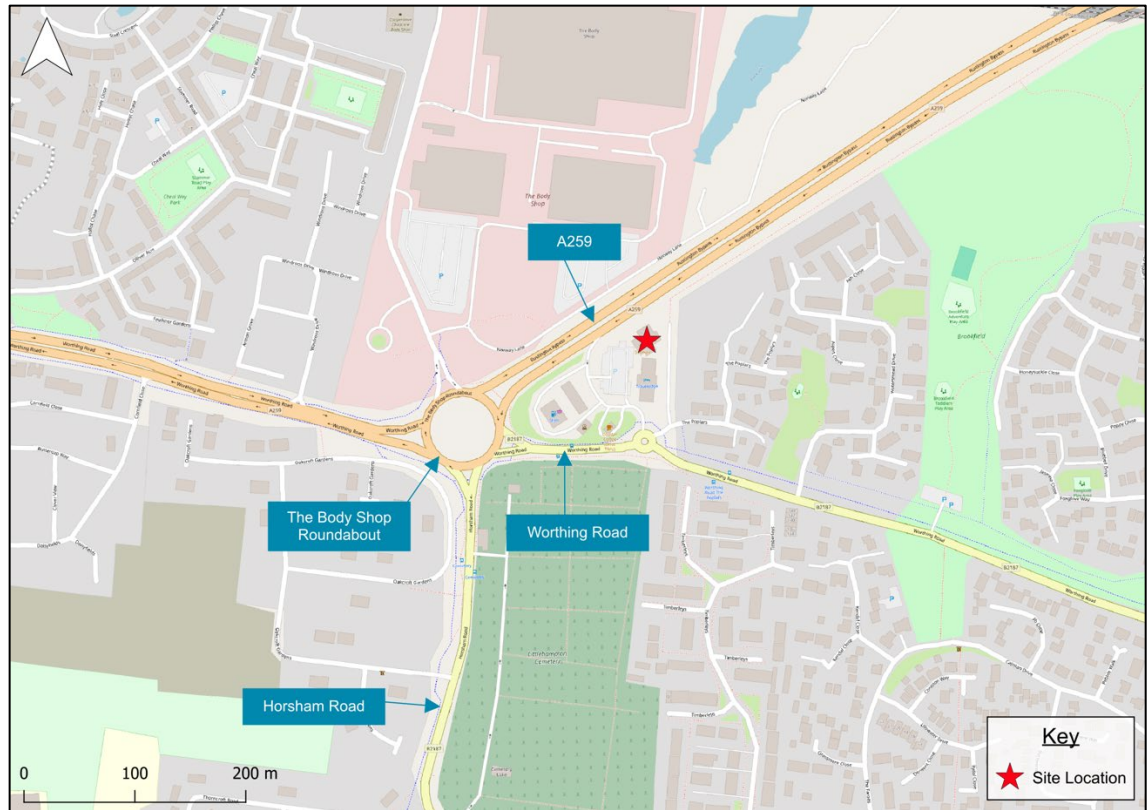


Figure 2.1: Site in Relation to Local Highway Network (Source: Created in Schemeflow using OpenStreetMap data)

Pedestrian and Cycle Access

- 2.9 Although the purpose of the drive-through lane is to provide for drivers, staff working at the site may choose to walk, cycle or use public transport to access it.
- 2.10 Worthing Road features wide pedestrian footways on both sides of the carriageway, along with regular street lighting, dropped kerbs and tactile paving. This helps to facilitate safe and convenient pedestrian movement to nearby residential areas as well as the services.
- 2.11 Pedestrian crossing islands with dropped kerbs and tactile paving are provided on both sides of the roundabout directly south of the site, on Worthing Road. This contributes to the safe permeability of pedestrians throughout the local area.
- 2.12 **Figure 2.2** illustrates the 10, 15 and 20-minute walking catchments around the unit.

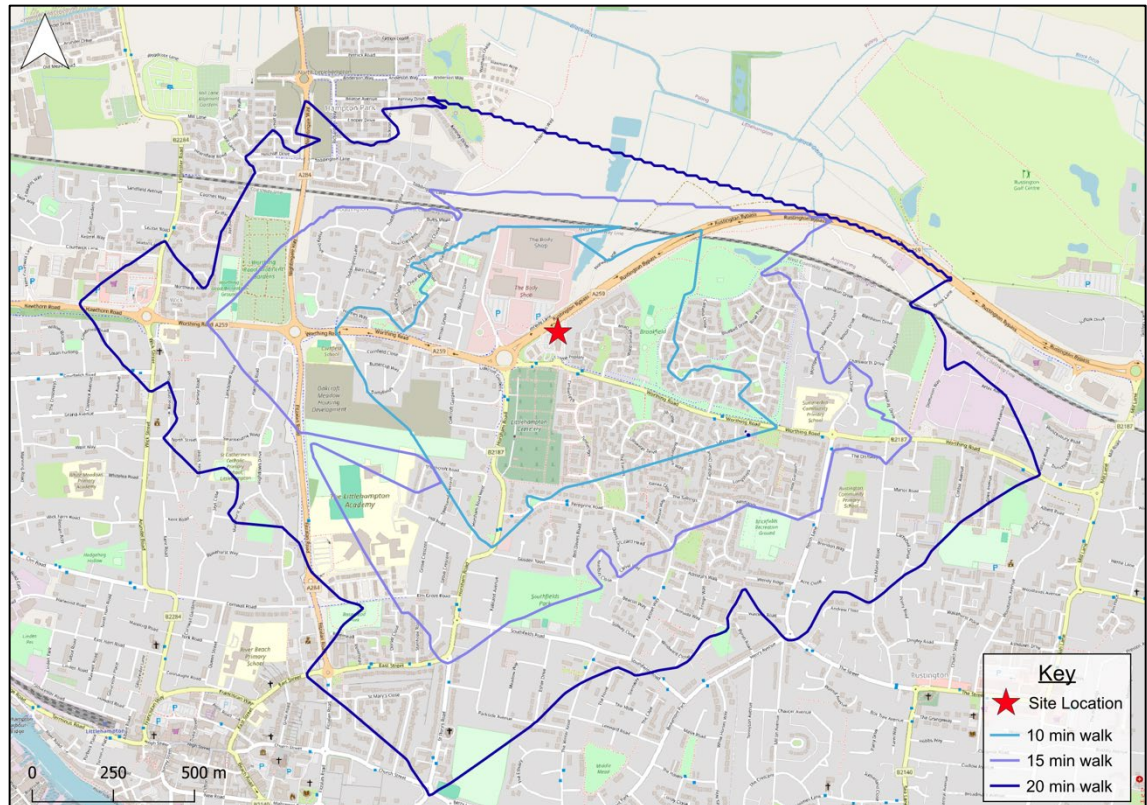


Figure 2.2: Walking Catchment around Fast Food Restaurant (Source: Created in Schemeflow using OpenStreetMap data)

- 2.13 **Figure 2.2** demonstrates a significant local residential catchment of Littlehampton is within walking distance of the restaurant.

Local Cycle Infrastructure

- 2.14 Many of the local roads are residential in nature and subject to 30mph speed limits, making them suitable for on-road cycling.
- 2.15 In addition to this, a shared footway/cycleway is present on the northern side of Worthing Road, to the south of the site, providing access to surrounding residential areas.
- 2.16 **Figure 2.3** shows the site's proximity to this cycleway which also provides a connection to National Cycleway 2 (NC2) which links Littlehampton to Bognor Regis in the west.

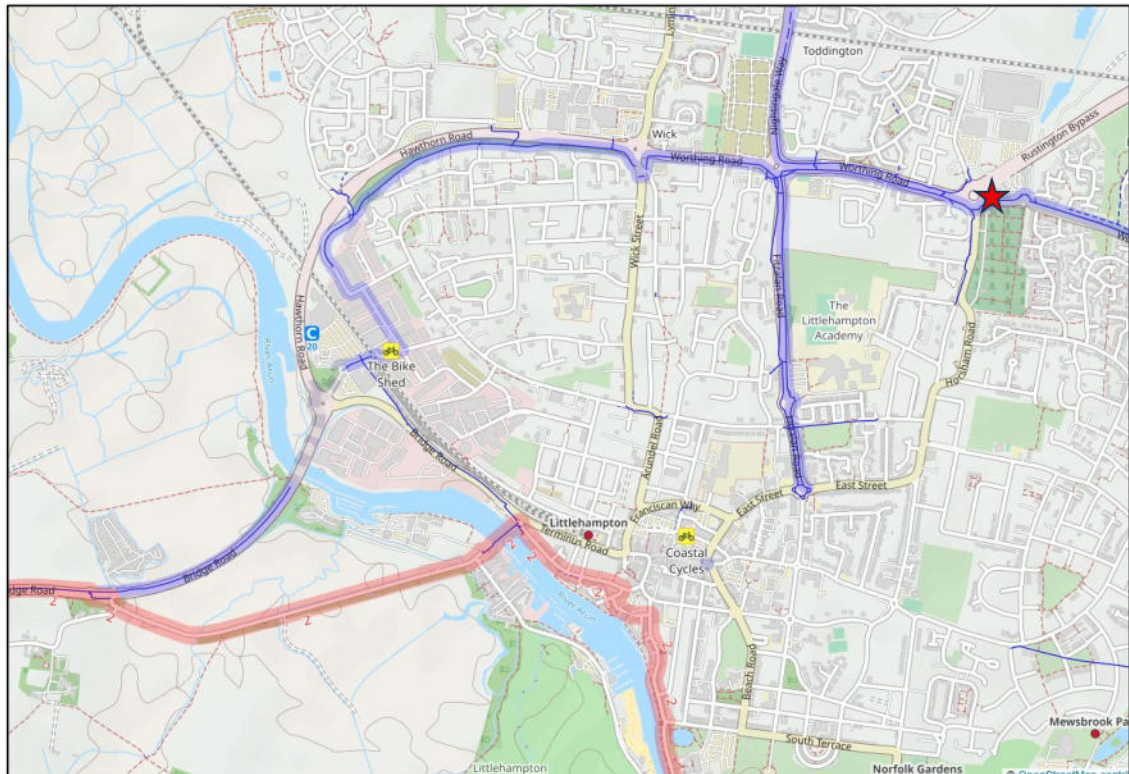


Figure 2.3: Local Cycle Network (Source: OpenStreetMap)

Accessibility by Public Transport

Accessibility by Bus

2.17 **Figure 2.4** shows the bus stops within close proximity of the site.

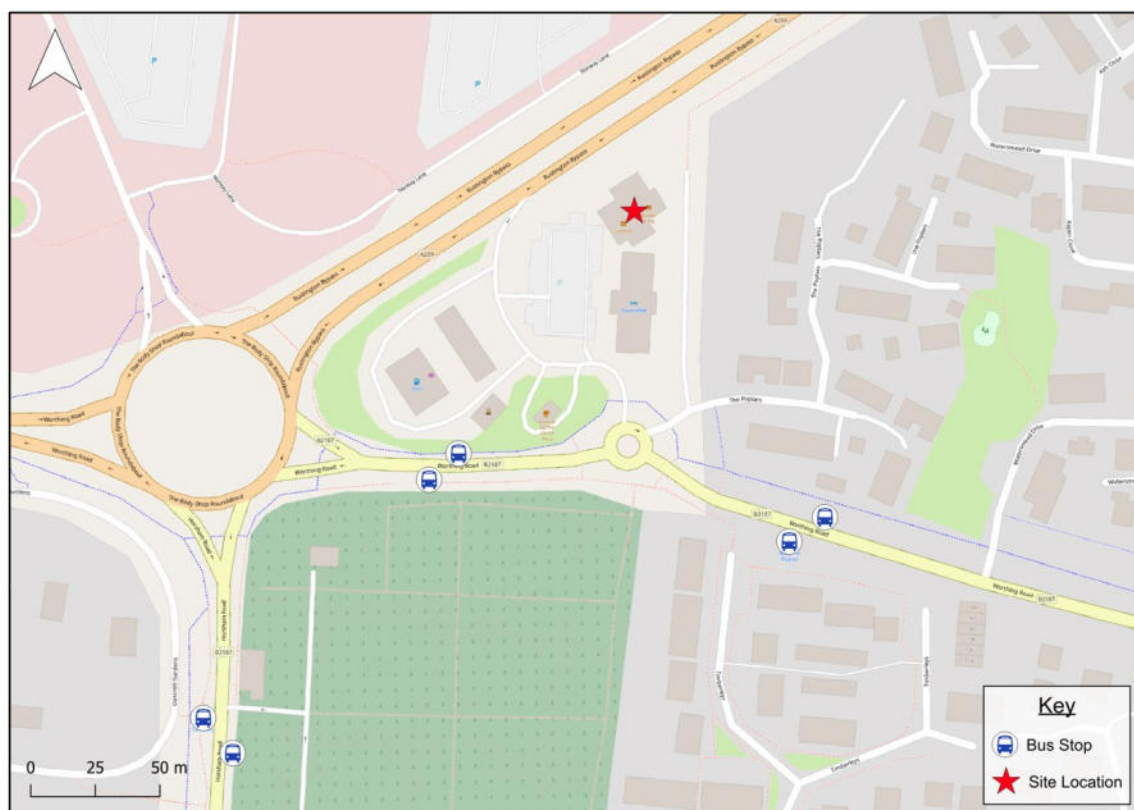


Figure 2.4: Nearby Bus Stops (Source: Created in Schemeflow using OpenStreetMap data)

- 2.18 The nearest bus stops to the development site are the Worthing Road stops, located approximately 140m from the unit entrance, which equates to a less than two-minute walk assuming a comfortable walking speed of 80m per minute.
- 2.19 These bus stops serve the routes 12 and 701 and are marked by a flagpole.
- 2.20 Further bus stops are provided further east along Worthing Road, where shelters and timetable information are provided. There is also a bus stop south on Horsham Road which also serves the 701.
- 2.21 Details of the destinations and frequencies of the routes are included in **Table 2.1**.

Service	Route	Peak Frequency		
		Weekday	Saturday	Sunday
12	Littlehampton – Rustington – East Preston	5 per day	No Service	No Service
701	Lancing – Littlehampton/Wick via Worthing, Goring-by-Sea, Rustington	Every 15 mins	Every 15 mins	Every 20-30 minutes

Table 2.1: Summary of Bus Routes

- 2.22 **Table 2.1** demonstrates that the site has good accessibility to nearby areas such as Littlehampton, Worthing and Lancing.

Accessibility by Train

- 2.23 The closest railway station to the site is Littlehampton Railway Station, approximately 1.8km southeast of the site, which equates to a 22.5-minute walk, assuming a comfortable walking pace of 80m/minute or around 5-6 minutes' cycle. This can also be accessed via bus route 12 which stops close to the station or the 701 with a five-minute walk in the town centre.
- 2.24 Littlehampton Railway Station is located on the West Coastway Line and is managed by Southern Railway. The station provides regular services to London Victoria via Worthing and Hove.
- 2.25 The routes and frequency of rail services from Littlehampton Railway Station are provided in **Table 2.2**.

Route	Weekday Frequency		Sat Peak Frequency	Sun Peak Frequency
	Peak	Off peak		
London Victoria via Worthing & Hove	Every 30 mins	Every 30 mins	Every 15 mins	Every hour
Bognor Regis	Every 30 mins	Every hour	Every 30 mins	Every hour
Chichester	Every 30 mins	Every hour	Every hour	Every 30 mins
Brighton via Worthing	Every hour	Every hour	Every 15 mins	Every 30 mins

Table 2.2: Littlehampton Rail Service

- 2.26 As summarised in **Table 2.2**, the station provides a frequent service to key destinations including London Victoria, Brighton and Worthing, stopping at local stations such as Lancing and Shoreham-by-Sea.

Accessibility Summary

- 2.27 The above sets out comprehensive detail of the availability of local public transport, demonstrating that several bus services can be reached on foot and by cycle and offer connections to nearby areas such as Littlehampton, and Worthing. Littlehampton station is easily accessible by cycling and public transport and serves a number of local stations as well as key national hubs.

3 Development Proposals & Parking Provision

- 3.1 The development proposals comprise the provision of a drive-through lane to serve the existing Burger King unit.
- 3.2 The proposed drive-through lane will be situated to the northern and eastern boundaries of the site, linking to the existing right of way, Norway Lane, located along the south-eastern boundary of the site. The drive-through lane will operate in a one-way clockwise direction, accessed from the northern end of the car park.
- 3.3 The existing public right of way will run along a new footway on the western side of the drive-through lane, with a Zebra crossing to be provided to facilitate safe and continuous pedestrian movement to the public right of way. It is considered that the route would continue to follow the general path illustrated on the PRoW plan.
- 3.4 An extract of the proposed site layout is provided at **Figure 3.1**, with the full layout drawing included in **Appendix A**.

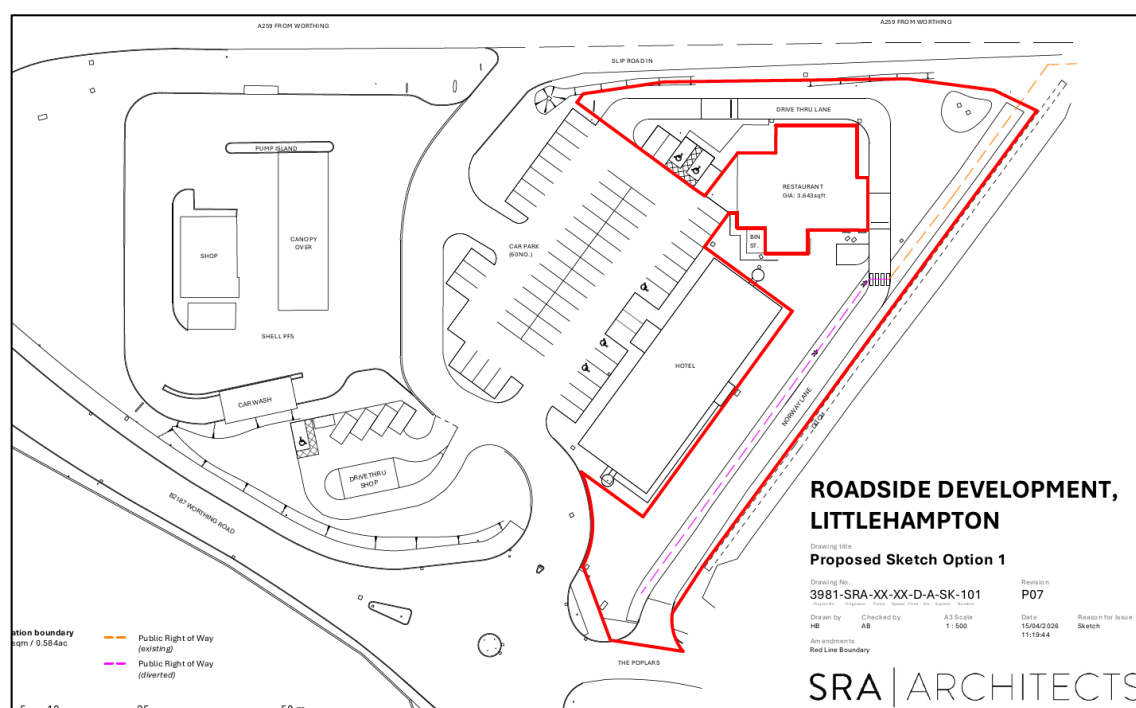


Figure 3.1: Site Layout Plan

Access Arrangements

Proposed Access

- 3.5 Access to the site will continue to be taken as per the existing arrangements via the A259 as well as Worthing Road.

- 3.6 Pedestrian access to the site from Worthing Road will be retained.

Vehicular Parking Provision

- 3.7 There is a current total of 57 existing car parking spaces in the shared car park for the Burger King, Subway and Travelodge, including four accessible bays. There are an additional three staff spaces to the rear of the unit accessed via Norway Lane.
- 3.8 An additional five car parking spaces currently serve the coffee-drive through, and nine spaces are linked to the petrol station.
- 3.9 An additional three spaces including one disabled bay are proposed.
- 3.10 The vehicle parking standards for West Sussex are contained in West Sussex County Council's Guidance on Parking at New Developments (September 2020) and set out the relevant minimum vehicle parking standards for Use Class E - food and drink. The standard sets out a minimum provision of one space per 5sqm of public area.
- 3.11 For the 338sqm Burger King unit, the standards set out a requirement of 68 spaces. The 57 spaces at present equate to 84% of the required standard, indicating an existing under-provision of spaces. The proposed total of 60 spaces represents 88% of the required standard, an increase of 4%.
- 3.12 As there is no change to the GFA of the existing Burger King unit as the proposals relate solely to the introduction of a drive-through lane, it is considered that there will be no material increase in parking demand associated with the site and potentially a reduction as customers transfer from parking and entering the restaurant to using the drive-through lane. Accordingly, the existing level of parking provision, supplemented by the three additional spaces proposed, is considered to be sufficient to accommodate the development in accordance with the relevant standards.

Disabled Parking Provision

- 3.13 West Sussex' Guidance on Parking (2020) states that disabled parking spaces should be provided at a minimum of 5% of the total number of parking spaces being provided on site. Four spaces are provided at present and one additional space is proposed as part of the redevelopment. Five spaces equate to 8.3% of the total 60 spaces post-redevelopment and are therefore in excess of standards.

Delivery and Servicing Strategy

- 3.14 Delivery and servicing vehicles will continue to use the main car park.

4 Trip Generation

- 4.1 This section of the TS outlines the predicted vehicular trip generation following the proposed development and considers the impact on the local transport network.
- 4.2 Trip generation has been estimated for the weekday morning peak (08:00-09:00), weekday evening peak (17:00-18:00) and the peak hour on a weekend (13:00-14:00). These are the times during which the baseline network demand on the surrounding highway and transportation infrastructure is at its highest.
- 4.3 It follows that, should the impact of development traffic on the local road network be considered acceptable during these periods, it would also be acceptable during other, less busy, periods of the week.
- 4.4 Trip generation associated with the existing development has been calculated with reference to the TRICS (Trip Rate Information Computer System) database.
- 4.5 There is no category within the TRICS database for fast-food restaurants without a drive-through, and given the mixed-use nature of the existing services, it has not been possible to undertake a traffic survey of the current restaurant. The existing operator does not have current transaction data for those who travel by car.
- 4.6 The full TRICS outputs and calculations are attached in **Appendix B** of this report.
- 4.7 A trip generation assessment has been carried out based on sites meeting the following criteria, for both weekday and weekend peak hours:
- Multi-modal surveys for land use category '06 – Hotel, Food and Drink, D – Fast Food Drive Through';
 - Suburban and Edge of Town locations in the UK; and
 - Local population below 50,000.
- 4.8 **Table 4.3** shows the predicted vehicular trip generation for the weekday morning and evening peak hours.

340sqm Drive Through	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	30	29	44	43

Table 4.3: Weekday Proposed Trip Generation

4.9 As demonstrated in **Table 4.3**, the proposed restaurant with a drive-through lane is likely to generate 30 arrivals and 29 departures in the morning peak hour, and 44 arrivals and 43 departures in the evening peak hour, or less than two movements every minute.

4.10 **Table 4.4** shows the proposed vehicular trip generation for the Saturday peak hour.

340sqm Drive Through	Saturday Peak Hour 13:00-14:00	
	Arrivals	Departures
Total Vehicles	112	117

Table 4.4: Saturday Proposed Trip Generation

4.11 **Table 4.4** demonstrates that once the drive-through lane is open, the restaurant is likely to generate 112 arrivals and 117 departures in the peak hour, or around four movements per minute on average, split between the two entrances and single exit.

4.12 As there is an existing restaurant on the site, there is already trip generation which is included within the rates set out above. It is expected that there would be a small increase in customer numbers following the opening of the drive-through lane.

4.13 A significant proportion, however, of future drive-through users are expected already to be using the restaurant as take-away or eat-in customers, who will in the future prefer to use the drive-through for convenience when purchasing their food.

4.14 Since the majority of trips are likely to be linked to journeys on the A259, which is a four-lane dual carriageway, and a significant proportion will already be on the network currently accessing the restaurant and parking at the site, it is not considered that the proposals will result in any material pressure on the public highway network.

5 Accident Analysis

- 5.1 Personal Injury Collision Statistics covering the most recently available five-year period (2020 to 2024) have been obtained and assessed for the area surrounding the site using the UK Crash Map website which provides public access to road safety data. **Figure 5.1** illustrates mapping for the area surrounding the site. The severity of the accidents is identified by: slight – yellow; serious – red; fatal – black.

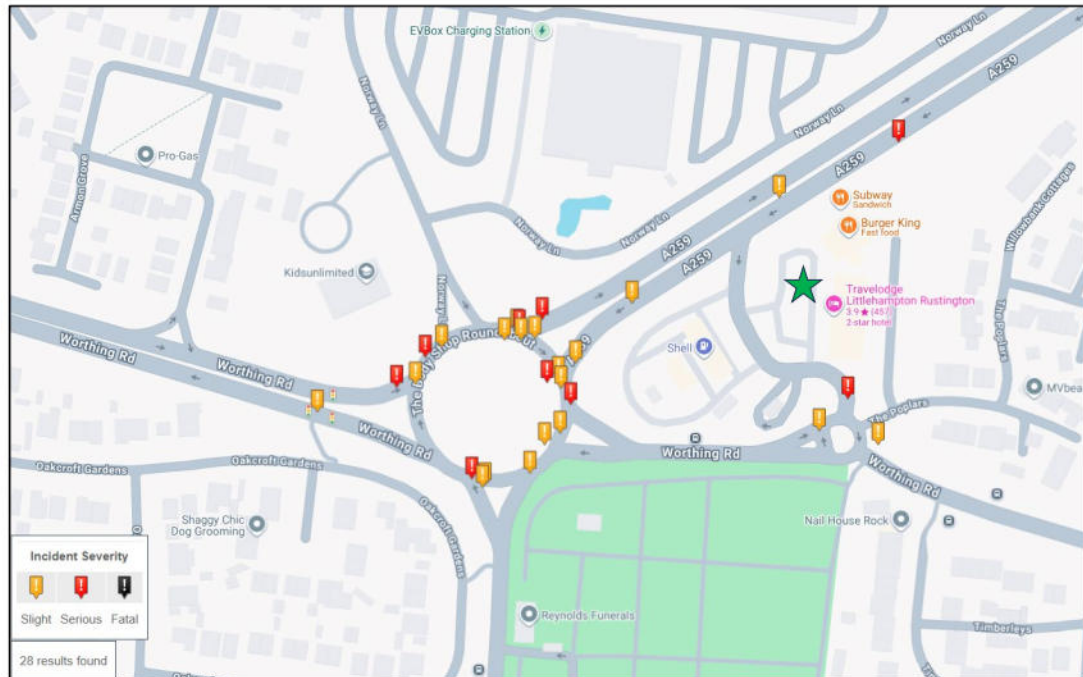


Figure 5.1: UK Crash Map Image (Source: www.crashmap.co.uk)

- 5.2 **Figure 5.1** above indicates that there have been 28 reported accidents in the vicinity of the existing Burger King over the last five-year period, of which nine were serious and the remaining 19 were slight, with the majority occurring on the Body Shop roundabout. No fatal accidents have occurred within the near vicinity of the proposed site.
- 5.3 No accidents occurred at the site entrance on the A259, with three at the access roundabout from Worthing Road, one of which was serious and resulted in injuries to a cyclist. One accident at this location resulted in slight injuries to a pedestrian.
- 5.4 The records show that seven serious accidents occurred on the Body Shop Roundabout to the west of the site. Four of these resulted in injuries to a motorcyclist and one of these four also resulted in injuries to a cyclist. No pedestrians were seriously injured.
- 5.5 In relation to slight injury accidents at the roundabout, there were no slight injuries to pedestrians at this location, three to cyclists and three to motorcyclists.

- 5.6 Just under half of the accidents in this study area resulted in injuries to vulnerable road users, with motorcyclists receiving the highest proportion of these injuries. There were no injury collisions in the study area involving buses or goods vehicles.
- 5.7 In summary, there was a cluster of accidents occurring at the Body Shop Roundabout, with a proportion of these involving vulnerable road users, particularly cyclists and motorcyclists. This is likely to reflect in part the particularly high volumes of traffic in this area, with the A259 alone having an AADT of around 28,000 (DfT count site 99719).

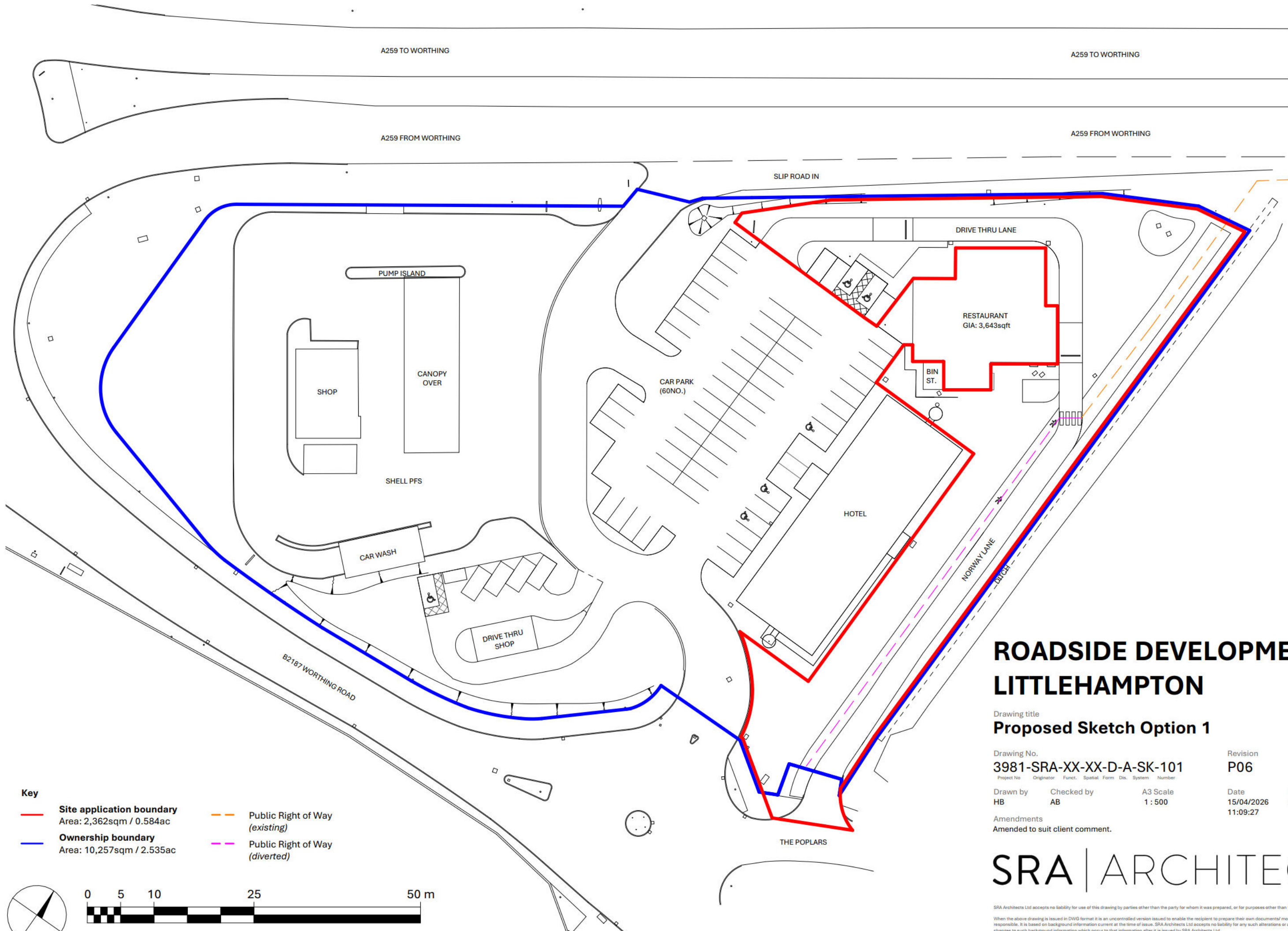
6 Summary and Conclusions

- 6.1 Mayer Brown Limited has been appointed by Store Property Investments Limited to prepare this Transport Statement (TS) in respect of the proposed construction of a drive-through lane to serve the existing Burger King unit at Worthington Road Services.
- 6.2 The site currently forms part of the Worthington Road Services which includes a Subway, Travelodge, coffee drive-through and petrol station, accessed from both the A259 and Worthing Road.
- 6.3 The proposals seek the provision of a drive-through lane to serve the existing Burger King, with no changes to the internal floor area of Burger King proposed, as well as minor changes to the customer car park.

Conclusions

- 6.4 The site benefits from connection to adjacent pedestrian infrastructure, cycle routes and local bus services, with Littlehampton town centre accessible by both bus and cycle.
- 6.5 The existing access will continue to serve the development, with a new access to the drive-through introduced at the northern end of the existing car park.
- 6.6 In terms of accessibility, the development would provide a number of sustainable travel choices other than the private car for staff trips, although it should be noted that the key target of a drive-through is drivers, so customers will specifically be travelling by car.
- 6.7 A review of Personal Injury Statistics (PIA) data indicates that there is a cluster of accidents occurring at the nearby Body Shop roundabout, with a significant proportion of these involving vulnerable road users, particularly cyclists and motorcyclists. This is likely to reflect in part the particularly high volumes of traffic in this area.
- 6.8 A significant proportion of drive-through customers are currently expected to be using the site as a takeaway or eat-in restaurant and parking in the communal car park and will swap to use the drive-through lane due to convenience. It is therefore concluded that the proposed development on the site to provide a drive-through lane to the existing Burger King, will not have a material impact on the surrounding local highway network.
- 6.9 Consequently, it is considered that there are no significant highways and transportation matters that would preclude the local planning authority from approving this application.

APPENDIX A: Proposed Site Layout



- Key**
- Site application boundary
Area: 2,362sqm / 0.584ac
 - Ownership boundary
Area: 10,257sqm / 2.535ac
 - Public Right of Way (existing)
 - Public Right of Way (diverted)



ROADSIDE DEVELOPMENT, LITTLEHAMPTON

Drawing title
Proposed Sketch Option 1

Drawing No.
3981-SRA-XX-XX-D-A-SK-101

Revision
P06

Drawn by
HB

Checked by
AB

A3 Scale
1 : 500

Date
15/04/2026
11:09:27

Reason for Issue
Sketch

Amendments
Amended to suit client comment.

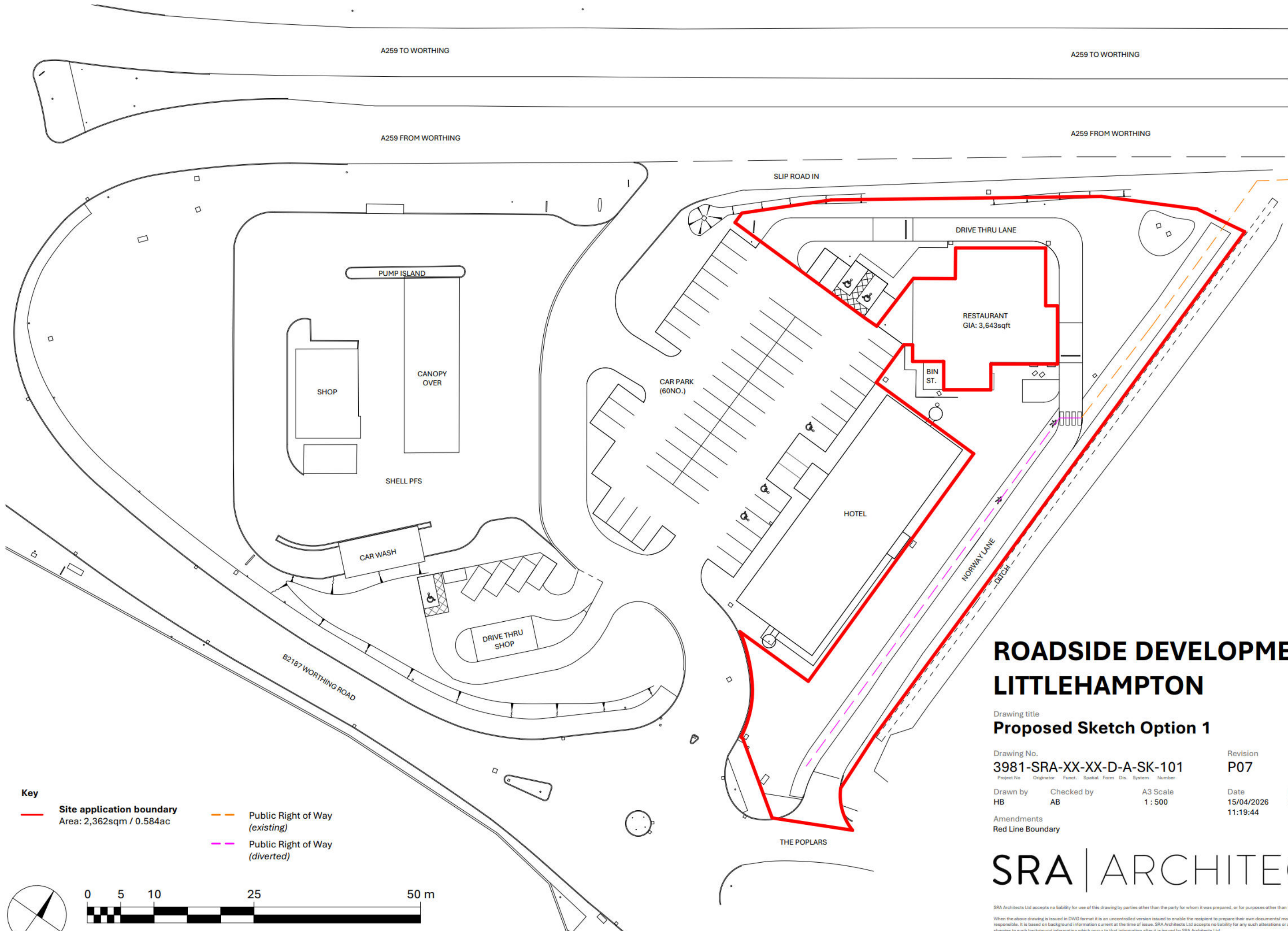
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Key

Site application boundary

Area: 2,362sqm / 0.584ac

Public Right of Way (existing)

Public Right of Way (diverted)

ROADSIDE DEVELOPMENT, LITTLEHAMPTON

Drawing title							Revision	
Proposed Sketch Option 1							P07	
Drawing No.							Revision	
3981-SRA-XX-XX-D-A-SK-101							P07	
Project No	Originator	Funct.	Spatial	Form	Dis.	System	Number	
3981	SRA	XX	XX	D	A	SK	101	
Drawn by							Reason for Issue	
HB							Sketch	
Checked by							Date	
AB							15/04/2026	
A3 Scale							11:19:44	
1 : 500								
Amendments								
Red Line Boundary								

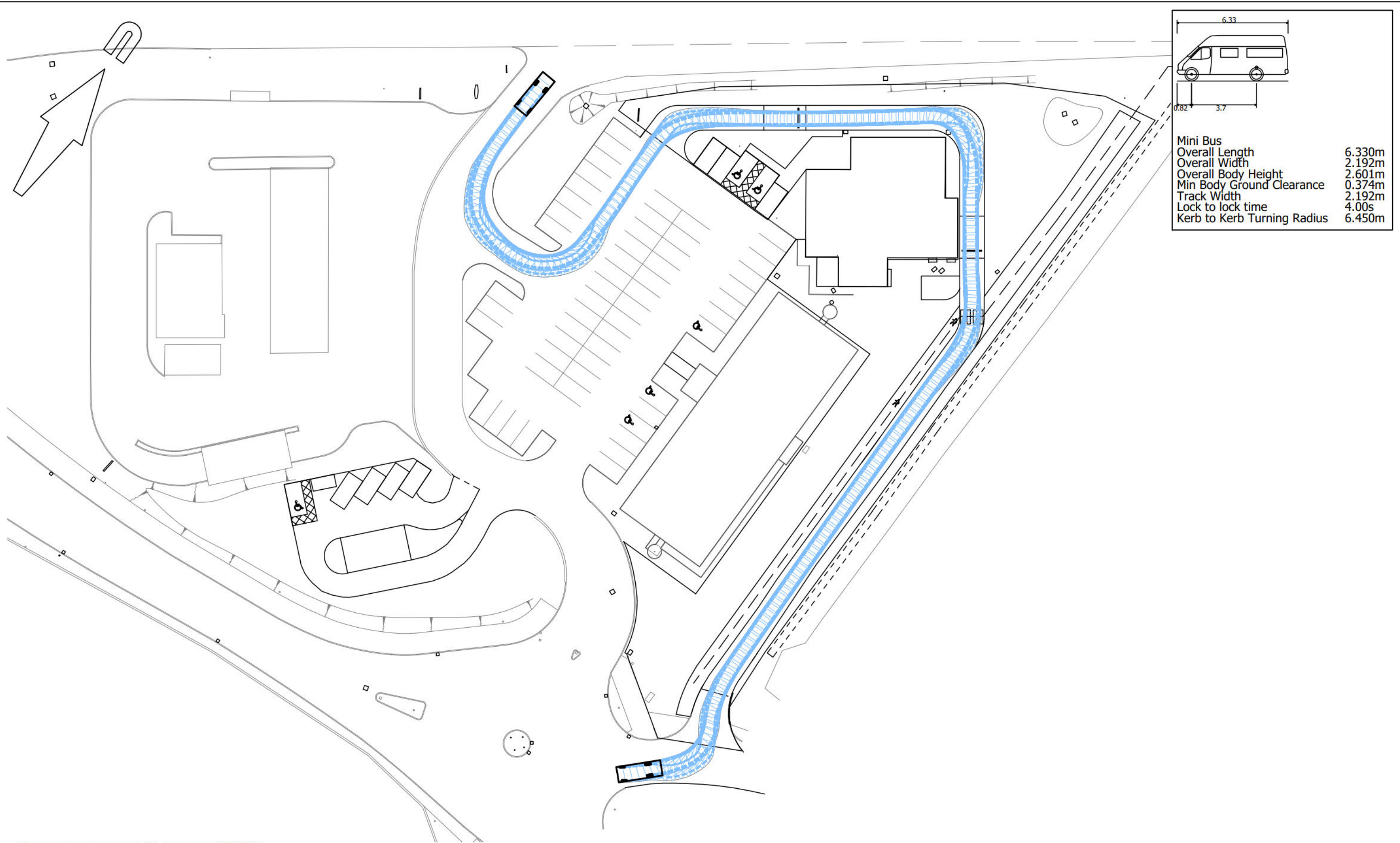
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client

STORE PROPERTY INVESTMENTS LTD

project

BURGER KING, WORTHINGTON ROAD SERVICES,
RUSTINGTON

title

SWEPT PATH ANALYSIS
MINIBUS USING PROPOSED DRIVE THROUGH LANE

scale

1:500 @ A3

drawn by

JME

checked by

OAN

date created

JUN 2026

date revised

-

cad file

MASTER 2026-06-10

suitability

-

rev.

P1

drawing number

SPRUSTINGTONBK.1/TK01

APPENDIX B: TRICS Outputs

Audit Code: 701b7831-cc6a-44cb-990d-4196698e638b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	SO	SLOUGH	1 day
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	NS	NORTH SOMERSET	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
	WO	WORCESTERSHIRE	1 day
10	WALES		
	CO	CONWY	1 day
11	SCOTLAND		
	FI	FIFE	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day
	DE	DERRY	1 day

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

Audit Code: 701b7831-cc6a-44cb-990d-4196698e638b

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:	GFA
Actual Range:	123 to 800 (units:sqm)
Range Selected by User:	123 to 800 (units:sqm)
Parking Spaces Range:	7 - 98

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/05 to 25/11/25

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	2 days
Wednesday	3 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	12
Direction ATC Count	0

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	6 days
Edge of Town	6 days

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	3 days
No Sub Category	2 days
Out of Town	1 days
Residential Zone	2 days
Retail Zone	4 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	5 days
Servicing vehicles Unknown	7 days

Audit Code: 701b7831-cc6a-44cb-990d-4196698e638b

Secondary Filtering Selection:

Use Class:

Not Known

12 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 8736

Population within 1 mile:

5,001 to 10,000	4 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	2 surveys

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 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	3 surveys
100,001 to 125,000	6 surveys

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 surveys
1.1 to 1.5	9 surveys

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.

Audit Code: 701b7831-cc6a-44cb-990d-4196698e638b

Petrol filling station:

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

Travel Plan:

No	1 surveys
No	11 surveys

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	12 surveys
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This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 701b7831-cc6a-44cb-990d-4196698e638b

1 SAINT PATRICK'S LINK BALLYMENA Suburban Area Retail Zone Gross floor area: 250.00 sqm Survey date: Thursday 13/11/2025	AN-06-D-01	KFC	ANTRIM	Survey Type: Manual
2 NEWMARKET ROAD CAMBRIDGE Suburban Area Residential Zone Gross floor area: 450.00 sqm Survey date: Wednesday 19/10/2011	CA-06-D-01	MCDONALD'S	CAMBRIDGESHIRE	Survey Type: Manual
3 RHUDDLAN ROAD ABERGELE Edge of Town Out of Town Gross floor area: 410.00 sqm Survey date: Friday 21/10/2011	CO-06-D-01	MCDONALD'S	CONWY	Survey Type: Manual
4 STRAND ROAD LONDONDERRY Suburban Area Development Zone Gross floor area: 240.00 sqm Survey date: Thursday 21/06/2012	DE-06-D-01	KFC	DERRY	Survey Type: Manual
5 WHIMBREL PLACE DUNFERMLINE HALBEATH Edge of Town Development Zone Gross floor area: 275.00 sqm Survey date: Tuesday 22/03/2016	FI-06-D-02	KFC	FIFE	Survey Type: Manual
6 RYHALL ROAD STAMFORD Edge of Town Retail Zone Gross floor area: 490.00 sqm Survey date: Wednesday 13/10/2021	LN-06-D-02	MCDONALD'S	LINCOLNSHIRE	Survey Type: Manual
7 LITTLE COLLIERS FIELD CORBY GREAT OAKLEY Edge of Town Development Zone Gross floor area: 690.00 sqm Survey date: Thursday 16/06/2022	NN-06-D-01	MCDONALD'S	NORTH NORTHAMPTONSHIRE	Survey Type: Manual

Audit Code: 701b7831-cc6a-44cb-990d-4196698e638b

8	NS-06-D-01	KFC	NORTH SOMERSET
MARCHFIELDS WAY WESTON-SUPER-MARE Suburban Area No Sub Category Gross floor area: 230.00 sqm Survey date: Thursday 15/09/2022			
			Survey Type: Manual
9	SO-06-D-01	MCDONALD'S	SLOUGH
WINDSOR ROAD SLOUGH Edge of Town Residential Zone Gross floor area: 480.00 sqm Survey date: Wednesday 21/11/2012			
			Survey Type: Manual
10	ST-06-D-01	KFC	STAFFORDSHIRE
RIVERWAY STAFFORD Suburban Area Retail Zone Gross floor area: 258.00 sqm Survey date: Tuesday 24/06/2025			
			Survey Type: Manual
11	WO-06-D-01	KFC	WORCESTERSHIRE
CLEWS ROAD REDDITCH Suburban Area No Sub Category Gross floor area: 436.00 sqm Survey date: Friday 02/10/2020			
			Survey Type: Manual
12	WS-06-D-02	KFC	WEST SUSSEX
ROWAN WAY BOGNOR REGIS Edge of Town Retail Zone Gross floor area: 330.00 sqm Survey date: Thursday 25/05/2023			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CS-06-D-01	21-09-2010	Ireland
CV-06-D-01	25-11-2025	Ireland
DL-06-D-01	28-09-2011	Ireland
KK-06-D-01	04-10-2019	Ireland
LT-06-D-01	21-10-2022	Ireland

Audit Code: 701b7831-cc6a-44cb-990d-4196698e638b

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	485	0.309	0.000	0.309
06:00-07:00	6	458	2.836	2.473	5.309
07:00-08:00	6	458	7.018	6.000	13.018
08:00-09:00	6	458	8.873	8.400	17.273
09:00-10:00	7	430	8.078	7.779	15.857
10:00-11:00	12	378	6.609	6.433	13.042
11:00-12:00	12	378	8.416	7.777	16.193
12:00-13:00	12	378	12.470	11.192	23.662
13:00-14:00	12	378	12.536	13.241	25.777
14:00-15:00	12	378	9.253	9.936	19.189
15:00-16:00	12	378	10.002	9.495	19.497
16:00-17:00	12	378	11.302	11.236	22.538
17:00-18:00	12	378	12.954	12.756	25.710
18:00-19:00	12	378	13.197	13.792	26.989
19:00-20:00	12	378	10.112	10.663	20.775
20:00-21:00	12	378	7.314	7.975	15.289
21:00-22:00	12	378	5.508	5.794	11.302
22:00-23:00	11	372	2.837	3.277	6.114
23:00-00:00	8	394	0.539	1.078	1.617
Total Rates:			150.163	149.297	299.460

Parameter Summary:

Trip rate parameter range selected:	123 - 800 (units: sqm)
Survey date date range:	19/10/2011 - 13/11/2025
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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.

Audit Code: 95e98b8c-ba5a-4abf-8d71-52400278bd0c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 day
	TB	TORBAY	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
10	WALES		
	CE	CEREDIGION	1 day
	NW	NEWPORT	1 day

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

Audit Code: 95e98b8c-ba5a-4abf-8d71-52400278bd0c

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:	GFA
Actual Range:	123 to 800 (units:sqm)
Range Selected by User:	123 to 800 (units:sqm)
Parking Spaces Range:	7 - 98

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/07 to 25/11/25

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

Selected survey days:	
Saturday	5 days

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

Selected survey types:	
Manual count	5
Direction ATC Count	0

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	1 days
Edge of Town	4 days

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:	
Commercial Zone	1 days
Out of Town	1 days
Retail Zone	3 days

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.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	1 days
Servicing vehicles Unknown	4 days

Audit Code: 95e98b8c-ba5a-4abf-8d71-52400278bd0c

Secondary Filtering Selection:

Use Class:

Not Known	5 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

45 - 1890

Population within 1 mile:

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

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 surveys
125,001 to 250,000	4 surveys

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 surveys
1.1 to 1.5	4 surveys

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.

Audit Code: 95e98b8c-ba5a-4abf-8d71-52400278bd0c

Petrol filling station:

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

Travel Plan:

No 5 surveys

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 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: 95e98b8c-ba5a-4abf-8d71-52400278bd0c

1	CE-06-D-01	MCDONALD'S	CEREDIGION
FFORDD PARC Y LLYN ABERYSTWYTH Edge of Town Retail Zone Gross floor area: 350.00 sqm Survey date:			
			Survey Type: Unknown
2	GS-06-D-01	MCDONALD'S	GLOUCESTERSHIRE
BRISTOL ROAD GLOUCESTER HARDWICKE Edge of Town Out of Town Gross floor area: 225.00 sqm Survey date:			
			Survey Type: Unknown
3	NF-06-D-01	MCDONALD'S	NORFOLK
WINTERTON WAY NORWICH POSTWICK Edge of Town Commercial Zone Gross floor area: 390.00 sqm Survey date:			
			Survey Type: Unknown
4	NW-06-D-01	KFC	NEWPORT
SPYTTY ROAD NEWPORT Edge of Town Retail Zone Gross floor area: 341.00 sqm Survey date:			
			Survey Type: Unknown
5	TB-06-D-01	MCDONALD'S	TORBAY
HELE ROAD TORQUAY Suburban Area Retail Zone Gross floor area: 447.00 sqm Survey date:			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CR-06-D-01	15-12-2012	Ireland

Audit Code: 95e98b8c-ba5a-4abf-8d71-52400278bd0c

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	370	1.486	1.216	2.702
06:00-07:00	3	322	9.948	8.912	18.860
07:00-08:00	4	353	17.068	14.943	32.011
08:00-09:00	5	351	16.714	15.859	32.573
09:00-10:00	5	351	24.073	21.791	45.864
10:00-11:00	5	351	22.419	23.731	46.150
11:00-12:00	5	351	24.073	20.479	44.552
12:00-13:00	5	351	33.999	32.059	66.058
13:00-14:00	5	351	32.915	34.284	67.199
14:00-15:00	5	351	30.405	30.291	60.696
15:00-16:00	5	351	24.758	26.754	51.512
16:00-17:00	5	351	24.986	25.556	50.542
17:00-18:00	5	351	26.526	26.013	52.539
18:00-19:00	5	351	26.526	27.724	54.250
19:00-20:00	5	351	22.305	24.187	46.492
20:00-21:00	5	351	18.197	18.654	36.851
21:00-22:00	5	351	15.859	15.801	31.660
22:00-23:00	5	351	11.523	12.892	24.415
23:00-00:00	4	353	12.252	12.394	24.646
Total Rates:			396.032	393.540	789.572

Parameter Summary:

Trip rate parameter range selected:	123 - 800 (units: sqm)
Survey date date range:	16/10/2010 - 23/11/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	5
Number of Sundays:	0
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.

