



**STORE PROPERTY INVESTMENTS LTD
PROPOSED STARBUCKS DRIVE-THRU
RUSTINGTON RETAIL PARK**

TRANSPORT STATEMENT

DECEMBER 2021



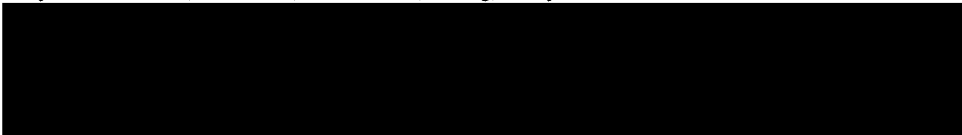
**STORE PROPERTY INVESTMENTS LTD
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RUSTINGTON RETAIL PARK**

TRANSPORT STATEMENT

DECEMBER 2021

Project Code:	SRustington8.1
Prepared by:	RK
Approved by:	ON
Issue Date:	December 2021
Status:	Final

Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR

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**Store Property Investments Ltd
Proposed Starbucks Drive-Thru
Rustington Retail Park
Transport Statement**

List of Contents

Sections

1	Introduction	1
2	Site Location and Existing Conditions	4
3	Development Proposals	10
4	Trip Generation and Parking Assessments	12
5	Summary and Conclusions	17

Figures

Figure 1.1: Site in Relation to the Regional Highway Network

Figure 1.2: Site in Relation to the Local Highway Network

Figure 2.1: Cycle Facilities Local to the Site

Figure 3.1: Proposed Site Layout

Figure 3.2: Swept Path of Van Traversing Drive-Thru Lane

Figure 3.3: Refuse Vehicle Swept Path

**Store Property Investments Ltd
Proposed Starbucks Drive-Thru
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Tables

Table 2.1: Bus Routes Accessible from the Site	8
Table 2.2: Rail Services available from Angmering Station.....	8
Table 4.1: Proposed Drive-Thru Vehicle Trip Attraction.....	13
Table 4.2: Proposed Drive-Thru Vehicle Trips on Highway Network.....	14
Table 4.3: Car Park Survey Results	15
Table 4.4: Adjusted Car Park Occupancy.....	16

Appendices

APPENDIX A: Site layout Plan
APPENDIX B: Swept Path Plots
APPENDIX C: TRICS Output Report
APPENDIX D: ITE Trip Generation Handbook Extract
APPENDIX E: Car Park Survey Results

- 1.1 Mayer Brown Limited has been appointed by Store Property Investments Limited to prepare this Transport Statement in respect of a proposed Starbucks Drive-thru at Rustington Retail Park, Rustington, Littlehampton.
- 1.2 The proposals comprise the erection of drive-thru coffee shop (Use Class E) with associated parking, service arrangement, landscaping and associated infrastructure. The proposals result in the loss of a number of existing parking spaces within the Retail Park to facilitate the drive-thru unit. It will be demonstrated in a later section of this Transport Statement that this loss is justified and will not impact the operations of the units at the Retail Park.
- 1.3 The site will be accessed directly from the Retail Park car park. Access to this car park is gained from the A259 via a slip road and roundabout to the east of the site.
- 1.4 The site in relation to the regional and local highway network is illustrated in **Figure 1.1**.

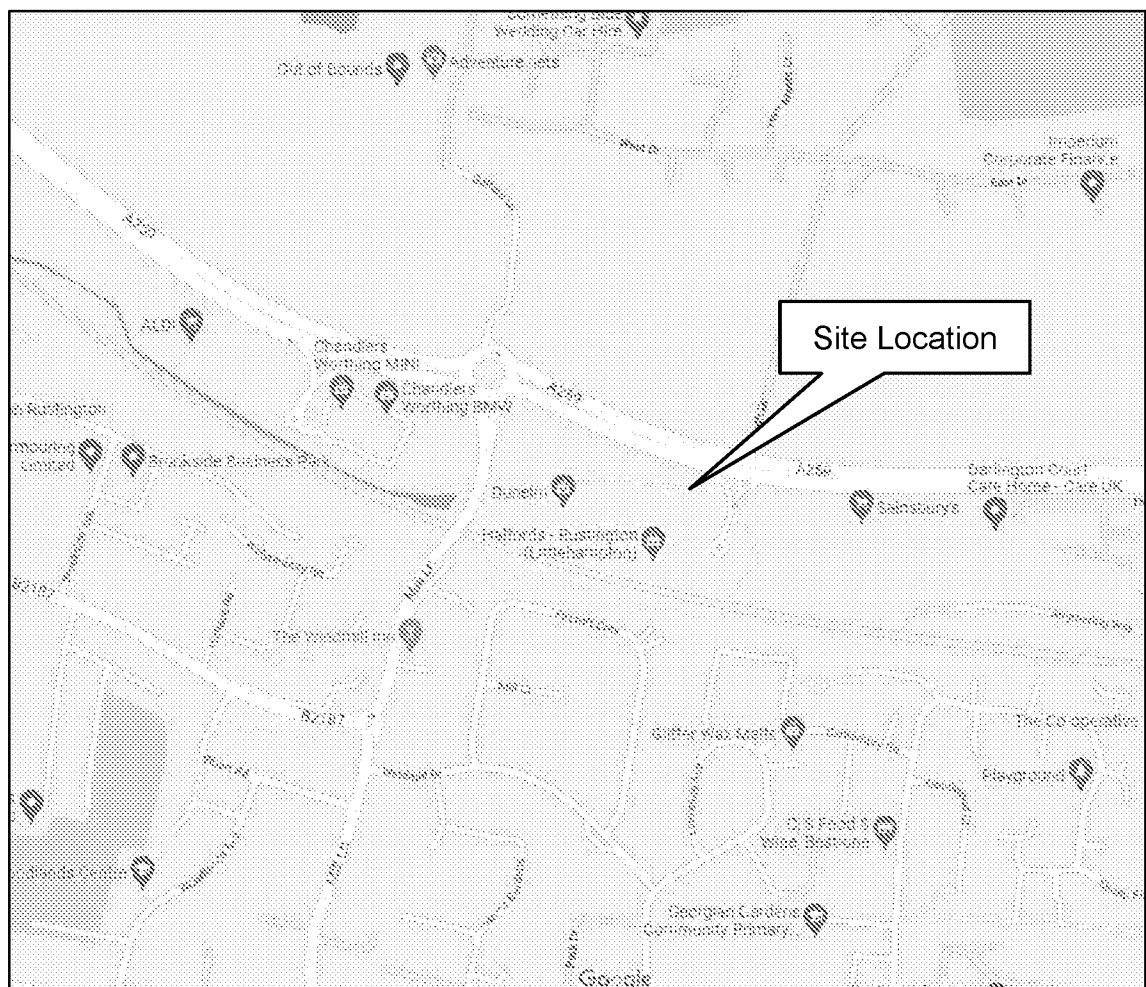


Figure 1.1: Site in Relation to the Local Highway Network

- 1.5 The site falls within the administrative boundaries of Arun District Council (ADC) and West Sussex County Council (WSCC).
- 1.6 ADC state that a Transport Statement is required for A3 uses between 300 and 2500sqm. Additionally, the WSCC 'Transport Assessment Methodology' (June 2007) states that the council aligns with The Department for Transport (DfT) "Guidance on Transport Assessment" (GTA) (published March 2007), which specifies thresholds according to which an appropriate level of transport assessment can be determined. It should be noted that the relevant guidance has not been updated to reflect the new Use Class E, therefore the old Use Class A3 has been used for these purposes.
- 1.7 While the 2007 DfT's Guidance has been superseded, Mayer Brown finds that the document continues to form an appropriate guide for local authorities to use in considering the appropriate level of assessment required to accompany a planning submission.
- 1.8 GTA (2007) Appendix B provides the thresholds based on the size and scale of the land use. GTA outlines that for A3 land uses, no assessment is required for proposed sites with a GFA <300sqm.
- 1.9 The proposals include provision of a 167sqm Starbucks Drive-Thru and thus do not meet either the ADC or GTA (2007) thresholds required for a Transport Assessment or Transport Statement. However, this TS has been provided in order to demonstrate to West Sussex County Council, as Highway Authority, that highways and transportation matters have been appropriately considered and addressed.

1.10 The scope of the report is set out below:

- » Site Location and Existing Conditions,
- » Development Proposals,
- » Trip Generation and Parking Assessments; and
- » Summary and Conclusions.

2 Site Location and Existing Conditions

- 2.1 This section considers the application site location and its accessibility to local transport infrastructure.

Site Planning History

- 2.2 The wider Retail Park has been subject to a number of planning permission applications over the last decade. The major applications are outlined below:
- R/104/15/PL – Temporary Change of use of part of retail unit from retail (A1 Shops) to pet care, treatment & grooming facility
 - R/279/13/ - Unit A (Dunelm), erection of a mezzanine floor for non-trading purposes (stock only)
 - R/131/13/ - Unit B1 and B2, enhancement of north elevation
 - R/123/13/ - Extension of service yard road to the rear of the existing Unit 2 to allow a continuous service road along the rear of Rustington Retail Park
 - R/149/12/ - Alterations to car park layout, access and landscaping
 - R/210/11/ - Renewal of unimplemented planning permission R/72/08/- Alteration to Rustington Retail Park including the demolition of the existing Focus Unit (and associated garden centre) ~ construction of 3 retail units (including garden centre), alterations to car park and associated landscaping alterations.

- 2.3 As can be seen, the Retail Park car park has undergone alterations as part of multiple applications previously.

Existing Site Description

- 2.4 Rustington Retail Park currently contains three large retail units occupied by a Dunelm, Halfords and Pets at Home, which incorporates Vets for Pets. Immediately opposite is also a large Sainsbury's containing an Argos and Lloyds Pharmacy.
- 2.5 A slip road off the A259 New Road provides access to the Retail Park and Sainsbury's via a roundabout.
- 2.6 The site is bound to the North by the A259, to the east by the access road, to the south by a railway line and to the west by Mill Lane. The Retail Park itself comprises 294 existing car parking spaces. The Sainsbury's supermarket situated adjacent to the Retail Park is also accompanied by a large car park.
- 2.7 The A259 Slip Road has footways on both sides of the carriageway and is subject to regularly spaced street lighting. The roundabout providing access to the Retail Park has

an unsignalised pedestrian crossing on the north and eastern arms and a zebra crossing on the western arm (the Retail Park arm).

- 2.8 A wide pedestrian is provided along the retail unit frontages. The car park also contains a number of zebra crossings and footways delineated by green colouring.

Adjacent Highway Network and Existing Site Access Arrangement

- 2.9 Vehicular access is currently from the A259 New Road to the north of the site, which is a key local distributor road.
- 2.10 The A259 New Road is a dual carriageway subject to a 50mph speed limit. To the west of the site the A259 connects with Mill Lane, providing access into the residential area of West Preston. The A259 also continues further west connecting with Toddington. To the east, the A259 provides access to the residential area of East Preston and ultimately terminates at the Bognor Road Roundabout, connecting with the A27 at the Chichester Bypass. More locally, the A259 connects with Station Road to the east which provides access to Angmering.

- 2.11 The development site therefore benefits from good connections to residential areas.

Local Pedestrian Infrastructure

- 2.12 The application site benefits from connections to the adjacent pedestrian infrastructure, with footways on both sides of the surrounding roads, regularly spaced street lighting, dropped kerbs, tactile paving, and signalised pedestrian crossings in the vicinity of the site, which contribute to the safe permeability of pedestrians throughout the local area.
- 2.13 Pedestrian footways are present on both sides of the A259 slip road. To the north of the site, a shared footway/cycleway is present segregated from the westbound carriageway of the A259 providing a direct connection with Mill Lane. Tactile paving and dropped kerbs are present on this shared footway/cycleway to facilitate crossing over the A259 slip road that provides access into the site. A signalised Toucan crossing is also present at the westernmost point of the shared footway/cycleway to facilitate crossing over Mill Lane.
- 2.14 A shared footway/cycleway is also present on the eastbound carriageway of the A259, beginning at the junction with South Drive. The facility continues up to the Blue Star Roundabout, before diverting north onto Station Road.
- 2.15 Internally, footways along building frontages provide traffic-free pedestrian routes to retail units and zebra crossings allow pedestrian priority through the car park. At the

southeast corner of the retail park, a Zebra crossing is provided over the site access road roundabout arm.

- 2.16 Pedestrian accessibility to the bus network from the site is achievable through the wide footways on both sides of the A259 Slip Road providing access to the bus stop on the southbound access road adjacent the site.
- 2.17 The nearest rail station is Angmering, located 730m southeast of the site (approximately 9 minutes' walk at 80m/minute). Pedestrian access to Angmering Station from the site encounters unsignalised pedestrian crossings, regularly spaced street lighting, dropped kerbs and tactile paving from The A259 New Road and B2140 to the station.

Local Cycle Infrastructure

- 2.18 Presently there are eight Sheffield stands providing parking for 16 cycles located in the western corner of the car park, in close proximity to the Dunelm unit and a further six Sheffield stands located outside of the Halfords retail unit which provide cycle parking for a further 12 cycles. Three Sheffield stands will be provided as part of the proposals, providing six cycle spaces enhancing the cycle infrastructure at the site.
- 2.19 **Figure 2.1** below provides an extract from Open StreetMap indicating cycle facilities local to the site.

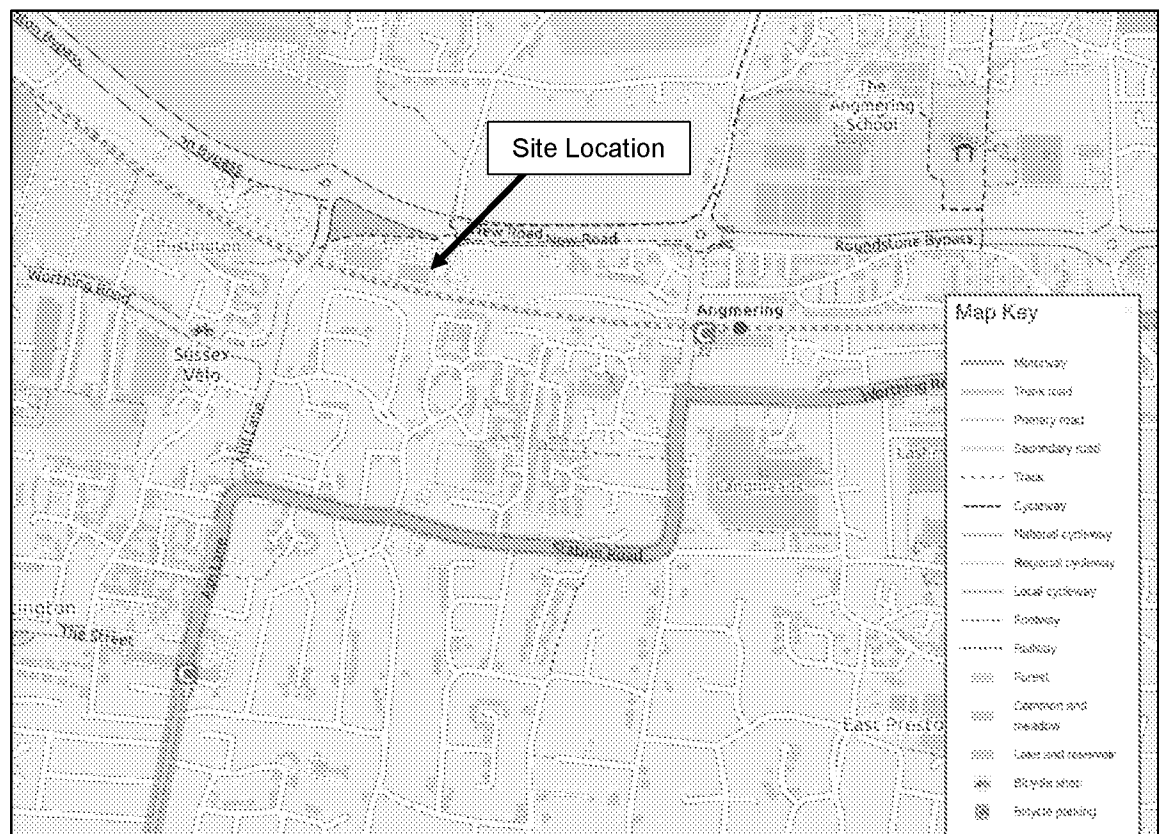


Figure 2.1: Cycle Facilities Local to the Site

- 2.20 As identified in **Figure 2.1**, a number of cycleways are located in close proximity to the site, including local cycleway C22 which connects with National Cycleway 2 in both the eastern and western direction.

Local Public Transport Infrastructure

- 2.21 Accessibility to local public transport, i.e. bus and rail, has been assessed to ensure the proposed development will enable future staff and customers to access and utilise non-car travel modes when undertaking trips to and from the site.

Accessibility to Bus Network

- 2.22 The nearest bus stop to the site is located on the A259 Slip Road, approximately 50m from the car park barriers which is less than a 1-minute walk away.
- 2.23 **Table 2.1** summarises the bus services available from this stop.

Service	Service Operator	Route	Peak Frequency		
			Weekday	Saturday	Sunday
12	Compass Bus	Tesco – Littlehampton – Rustington – Sainsbury's	Once per hour between 10am and 3pm	No Service	No Service

Table 2.1: Bus Routes Accessible from the Site

- 2.24 While this is a limited service, as set out above, the proposed site is highly accessible by walking and cycling modes and thus the bus service simply supplements this accessibility.

Accessibility to Rail Network

- 2.25 The nearest rail station to the application site is Angmering, located 730m away from the site or approximately a 9-minute walk at a rate of 80m/minute.
- 2.26 Angmering Station provides 142 cycle storage spaces covered by CCTV located on platform 2 and in the car park.
- 2.27 **Tables 2.2** below identifies the rail services available from Angmering Station:

Destination	Peak Frequency		
	Weekday	Saturday	Sunday
London Victoria	3 per hour	3 per hour	2 per hour
Brighton	4 per hour	2 per hour	2 per hour
Littlehampton	2 per hour	2 per hour	2 per hour
Portsmouth & Southsea	2 per hour	1 per hour	1 per hour
Hove	6 per hour	4 per hour	3 per hour

Table 2.2: Rail Services available from Angmering Station

- 2.28 **Table 2.2** indicates that services run frequently between Angmering and destinations such as London Victoria, Brighton, and Hove.

Summary

- The site benefits from connection to the adjacent pedestrian infrastructure, with footways on both sides of the surrounding roads, regularly spaced street lighting, dropped kerbs and tactile paving and signalised pedestrian crossings in the vicinity of the site, which contribute to the safe permeability of pedestrians throughout the local area;
- The site benefits from access to a comprehensive network of shared cycleway routes;
- The site benefits from access to frequent rail services, providing access between Angmering and destinations such as London Victoria, Brighton and Hove;

- The site therefore does have good accessibility by a variety of modes of transport, highlighting the suitability of the site for the proposed development.

3 Development Proposals

Site Layout

- 3.1 The development proposals comprise converting the eastern end of the Rustington Retail Car Park into a Starbucks Drive-Thru totalling 171sq.m.
- 3.2 The proposals include a new unit, drive-thru lane with associated landscaping, zebra crossings and two disabled spaces. The proposals also include provision of a delivery bay to the southwest of the unit. The proposed site layout drawing is included at **Appendix A** and swept path plots are included at **Appendix B**.

Parking Provision

- 3.3 The existing car park contains 294 spaces. A net loss of 40 car parking spaces would be required to accommodate the drive-thru unit, providing a new total of 254 car parking spaces.
- 3.4 Parking standards are set out in the Arun District Council Parking Standards Supplementary Planning Document (January 2020). For A3 uses (Restaurant and Café) 1 space per 5sqm of public area and 2 spaces per bar for staff parking, clearly designated, are required. It should be noted that the relevant guidance has not been updated to reflect the new Use Class E, therefore the old Use Class A3 has been used for these purposes.
- 3.5 The proposed Starbucks will have a public floor space of 113sq.m and therefore would require 22 car parking spaces within the car park, plus an additional two for staff. However, parking for the development this will draw significantly from linked trips which will be discussed further in section 4 of this report.
- 3.6 The Rustington Retail Park car park currently comprises 294 spaces and will retain 254 of these spaces post development of the Starbucks Drive-Thru. This includes two disabled spaces provided along the unit frontage.
- 3.7 Presently, a Dunelm totalling 2,253sqm, a Halfords totalling 1,174sqm and a Pets at Home totalling 995sqm are present on the site. The ADC parking standards require 1 space per 14sqm, and thus 387 spaces would be required in total for these units. However, the results of the car park survey data collected (detailed in section 4) demonstrates that the car park is underutilised and thus the removal of 40 spaces for the Drive-Thru will have a negligible impact.

Cycle Parking

- 3.8 Currently, the Retail Park car park has eight Sheffield stands located in proximity to the Dunelm unit and six Sheffield stands adjacent the Halfords unit.
- 3.9 Standards set out in the ADC Parking Standards Planning Document for A3 uses are as follows:
- ✦ 1 cycle space per 4 staff; and
 - ✦ 1 space per 25sqm for customers.
- 3.10 Based on a public floorspace of 113sq.m, the proposed drive-thru would therefore require 4 spaces for customers. It is also expected that no more than five staff will be working at any one time, and therefore one cycle space for staff would be required.
- 3.11 The proposals will provide 3 Sheffield stands at the unit frontage providing parking for six cycles, in line with standards.

Delivery and Servicing Arrangements

- 3.12 The development proposes a delivery bay for delivery vehicles located adjacent to the unit. The unit will be serviced outside the hours of 8am to 10pm and therefore will not conflict with cars entering and exiting the retail park.
- 3.13 A swept path plot of a 10m rigid refuse vehicle traversing the car park and servicing the site is provided at **Appendix B**.

Development Summary

- ✦ The development proposals seek to provide a Starbucks Drive-Thru totalling 171sq.m at Rustington Retail Park;
- ✦ As part of the proposals, there will be a net loss of 40 car parking spaces in order to accommodate the Drive-Thru facility;
- ✦ A delivery bay will be provided alongside the unit and refuse vehicles will service from the front; and
- ✦ The proposals include provision of two disabled bays and three Sheffield stands.

4 Trip Generation and Parking Assessments

4.1 This section of the report considers the proposed trip generation associated with the development and assesses the impact on the local transport network.

4.2 As the proposals seek to convert a portion of the Retail Park car park into a Starbucks Drive-Thru, the existing trip attraction has been assumed as zero.

TRICS Trip Generation Methodology

4.3 Trip generation associated with the proposed development has been calculated with reference to the TRICS (Trip Rate Information Computer System) database.

4.4 A vehicle trip attraction profile assessment for a weekday and Saturday has been undertaken for both the existing retail unit and proposed drive-thru unit and a comparison of the two land uses has then been made.

4.5 The full TRICS outputs and calculations are attached in **Appendix C** of this report.

Development Vehicle Trip Attraction

4.6 The proposals comprise a Starbucks Drive-Thru with a floorspace of 171sq.m. The TRICS database has been used to calculate the likely trips attracted by the proposals, using the following selection criteria:

- » TRICS category '06 – Hotel, Food & Drink, D – Fast Food – Drive Through;
- » Site surveys from Britain excluding Greater London;
- » Suburban area, edge of town or neighbourhood centre development; and
- » Weekday surveys undertaken between 2013 and 2020 and Saturday surveys undertaken between 2013 and 2020.

4.7 While there is a TRICS category for Drive Through Coffee Shop, the majority of the surveys were undertaken during Covid-19 restrictions. Therefore, 'Fast Food – Drive Through' has been selected as the most representative category.

4.8 **Table 4.1** below provides a summary of the weekday and Saturday hourly vehicle arrivals and departures profile:

Time	Weekday		Saturday	
	Arrivals	Departures	Arrivals	Departures
05:00-06:00	0	0	2	1
06:00-07:00	0	0	13	9
07:00-08:00	11	8	18	16
08:00-09:00	14	14	23	22
09:00-10:00	17	17	34	30
10:00-11:00	12	11	29	31
11:00-12:00	21	19	39	34
12:00-13:00	33	31	54	50
13:00-14:00	27	33	50	54
14:00-15:00	19	18	46	46
15:00-16:00	17	17	36	39
16:00-17:00	18	15	40	40
17:00-18:00	19	21	39	40
18:00-19:00	25	23	42	41
19:00-20:00	18	20	38	41
20:00-21:00	15	16	27	28
21:00-22:00	12	12	24	24
22:00-23:00	3	4	17	19
23:00-24:00	0	0	15	15

Table 4.1: Proposed Drive-Thru Vehicle Trip Attraction

Impact on Highway Network

- 4.9 The proposed development is located adjacent to the A259 which is a key local distributor road, and sits within a retail park with a number of other units. Therefore, it is reasonable to assume that only a certain proportion of trips attracted to the site will be 'new' trips to the highway network, while many will be 'pass by' or 'linked trips', i.e., vehicle movements already on the highway network.

- 4.10 For proposed vehicle trips, TRICS research paper 14/1 paragraph 6.19 references the ITE Trip Generation Handbook which contains guidance on pass-by trips for different land uses. The ITE Trip Generation Handbook notes an average pass by rate of 50% for the fast-food drive-thru land use and thus this reduction along with a 10% discount for linked trips, has been applied to the proposed trips in **Table 4.1** and is presented in **Table 4.2** below. The ITE Trip Generation Handbook details are contained in **Appendix D**.

Time	Weekday		Saturday	
	Arrivals	Departures	Arrivals	Departures
05:00-06:00	0	0	1	1
06:00-07:00	0	0	5	3
07:00-08:00	4	3	7	6
08:00-09:00	6	6	9	9
09:00-10:00	7	7	13	12
10:00-11:00	5	4	12	13
11:00-12:00	8	8	16	14
12:00-13:00	13	13	22	20
13:00-14:00	11	13	20	22
14:00-15:00	8	7	18	18
15:00-16:00	7	7	14	16
16:00-17:00	7	6	16	16
17:00-18:00	8	9	16	16
18:00-19:00	10	9	17	16
19:00-20:00	7	8	15	16
20:00-21:00	6	6	11	11
21:00-22:00	5	5	10	9
22:00-23:00	1	2	7	7
23:00-24:00	0	0	6	6

Table 4.2: Proposed Drive-Thru Vehicle Trips on Highway Network

- 4.11 **Table 4.2** indicates that in the weekday morning peak (08:00-09:00), it is likely that the proposed development will generate an additional 12 movements on the highway network, which equates to one movement every five minutes, a negligible impact. In the weekday evening peak hour (17:00-18:00), an additional 17 movements could potentially be generated by the proposed Drive-Thru, which equates to one movement every 3.5 minutes.
- 4.12 Additionally, it is likely that the proposed development will result in an additional 42 movements in the Saturday peak hour (12:00-13:00). This equates to one extra movement every 1.5 minutes, which would likely have a negligible impact on the operation of the local highway network.

Parking Assessment

Baseline Parking Data

- 4.13 A car park beat survey has been undertaken at Rustington Retail Park on Saturday 16th October 2021. A copy of the car park survey results is included at **Appendix E.** and summarised in **Table 4.3.**

Time	Vehicles Parked	Free Spaces	Occupancy Percentage
0800	13	281	4%
0830	16	278	5%
0900	31	263	11%
0930	57	237	19%
1000	83	211	28%
1030	90	204	31%
1100	104	190	35%
1130	108	186	37%
1200	128	166	44%
1230	109	185	37%
1300	109	185	37%
1330	133	161	45%
1400	121	173	41%
1430	116	178	39%
1500	120	174	41%
1530	123	171	42%
1600	100	194	34%
1630	105	189	36%
1700	84	210	29%
1730	54	240	18%
1800	47	247	16%
1830	33	261	11%
1900	17	277	6%
1930	15	279	5%
2000	12	282	4%

Table 4.3: Car Park Survey Results

- 4.14 As shown in **Table 4.3**, the car park surveys results demonstrate a maximum of 133 cars parked, with 161 spaces unoccupied. This equates to a maximum observed car park occupancy of just 45%.

Net Change in Parking Demand

- 4.15 The proposals will result in the loss of 40 car parking spaces, which will reduce the overall car parking provision to 254 spaces.
- 4.16 **Table 4.4** shows the adjusted car park occupancy based on a reduction of 40 car parking spaces as a result of the proposed drive-thru.

Time	Vehicles Parked	Free Spaces	Occupancy Percentage
0800	13	241	5%
0830	16	238	6%
0900	31	223	12%
0930	57	197	22%
1000	83	171	33%
1030	90	164	35%
1100	104	150	41%
1130	108	146	43%
1200	128	126	50%
1230	109	145	43%
1300	109	145	43%
1330	133	121	52%
1400	121	133	48%
1430	116	138	46%
1500	120	134	47%
1530	123	131	48%
1600	100	154	39%
1630	105	149	41%
1700	84	170	33%
1730	54	200	21%
1800	47	207	19%
1830	33	221	13%
1900	17	237	7%
1930	15	239	6%
2000	12	242	5%

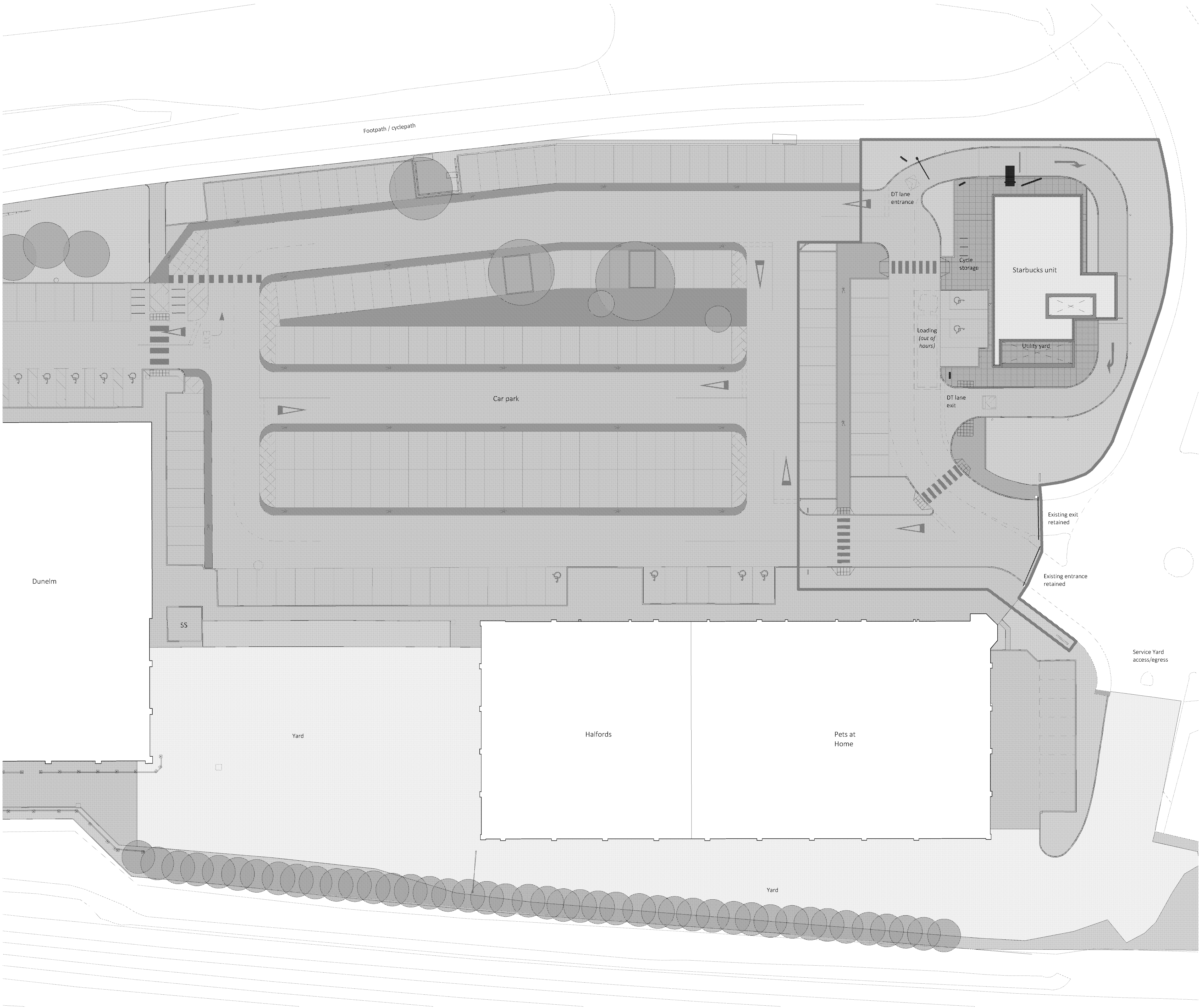
Table 4.4: Adjusted Car Park Occupancy

- 4.17 **Table 4.4** shows that with the loss of parking a result of the proposed development, the maximum car park occupancy would be 52% with a total of 121 spaces remaining free.
- 4.18 This demonstrates that there is sufficient car parking capacity within the Retail Park to accommodate the proposed Starbucks development.

5 Summary and Conclusions

- 5.1 This Transport Statement has been prepared by Mayer Brown Limited in respect of a proposed Starbucks Drive-thru at Rustington Retail Park, Rustington, Littlehampton.
- 5.2 The proposals comprise the conversion of a number of existing parking spaces within the Retail Park into a Starbucks Drive-thru unit.
- 5.3 This Transport Statement demonstrates that:
- The application site benefits from connection to the adjacent pedestrian infrastructure on the A259 New Road and Mill Lane, including wide footways, regularly spaced street lighting, tactile paving, and designated crossing points;
 - A bus stop is located a less than a one minute walk from the site, enabling access to Littlehampton, whilst Angmering Rail Station lies 730m from the site, with frequent services to destinations including London Victoria, Brighton and Hove;
 - A shared footway / cycleway is present to the north of the site, and local cycleway C22 lies in close proximity which connects with National Cycleway 2 in both the eastern and western direction.;
 - The development proposes 6 cycle parking spaces, which meets the requirements of the ADC Parking Standards Guidance;
 - Internal swept path analysis has demonstrated that site can be suitably accessed by a service vehicle, and a van sized vehicle is able to traverse the Drive-Thru lane;
 - The proposed development is estimated to generate an addition of one vehicle to the transport network once every 5 minutes during the weekday morning and once every 3.5 minutes during the evening peak hours. On a Saturday, an additional vehicle every 1.5 minutes is likely. It is considered that these increases in traffic levels are unlikely to have any material impact on the operation of the local highway network;
 - Parking surveys demonstrate that there is sufficient car parking capacity within the Retail Park to accommodate the proposed Starbucks development.
- 5.4 Based on the findings in this Transport Statement, the development proposals are unlikely to result in any adverse traffic impacts on the operation of the local highway network and therefore, it is considered that there is no reason why the scheme should be resisted on transport grounds.

APPENDIX A: Site layout Plan



- Key**
- Site boundary
Area: 2235m²
 - Existing trees
 - Proposed trees
 - Existing buildings
 - Soft landscaping
 - Asphalt road surface
 - Concrete road surface
 - Road marking - green
 - Asphalt pavement surface
 - Block paving surface
 - Block paving tile - charcoal
 - Block paving tile - silver grey

Note
Landscaping/planting is indicative.

Starbucks, Rustington Retail Park

Drawing title
Proposed Site Plan

Amendments

Drawing No.
3713-SRA-XX-XX-D-A-PL-055

DRAFT

Project No.	Originator	Funct.	Spatial	Form	Dis.	System	Number	Date	Reason for Issue
FB	AB	-						26/11/2021 11:40:32	Planning

SRA | ARCHITECTS

Station House, Ashby Avenue Bath BA1 3DS | 01225 827444 | www.sra-architects.co.uk © LUP, 2021 SRA Architects LLP

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Responsibility is not accepted for errors made by others in scaling from this drawing.

APPENDIX B: Swept Path Plots

APPENDIX C: TRICS Output Report

Calculation Reference: AUDIT-807401-210826-0846

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	FI FIFE	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 210 to 435 (units: sqm)
 Range Selected by User: 182 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 02/10/20

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Friday	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)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
High Street	1
No Sub Category	1

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

Secondary Filtering selection:Use Class:

Not Known	4 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	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:

100,001 to 125,000	1 days
125,001 to 250,000	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
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AD-06-D-02	BURGER KING	ABERDEEN CITY
	WELLINGTON ROAD		
	ABERDEEN		
	ALTENS		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	300 sqm	
	Survey date: FRIDAY	22/11/19	Survey Type: MANUAL
2	BR-06-D-01	MCDONALD'S	BRISTOL CITY
	SHEENE ROAD		
	BRISTOL		
	BEDMINSTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	210 sqm	
	Survey date: MONDAY	21/09/15	Survey Type: MANUAL
3	CA-06-D-02	MCDONALD'S	CAMBRIDGE
	NEWMARKET ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	435 sqm	
	Survey date: TUESDAY	19/09/17	Survey Type: MANUAL
4	FI-06-D-02	KFC	FIFE
	WHIMBREL PLACE		
	DUNFERMLINE		
	HALBEATH		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	275 sqm	
	Survey date: TUESDAY	22/03/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
VG-06-D-01	Survey undertaken during Covid-19 restrictions
WO-06-D-01	Survey undertaken during Covid-19 restrictions

Mayer Brown Oriental Road Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	315	6.349	3	315	5.079	3	315	11.428
08:00 - 09:00	3	315	8.254	3	315	8.677	3	315	16.931
09:00 - 10:00	3	315	10.053	3	315	9.947	3	315	20.000
10:00 - 11:00	4	305	7.295	4	305	6.721	4	305	14.016
11:00 - 12:00	4	305	12.705	4	305	11.639	4	305	24.344
12:00 - 13:00	4	305	19.590	4	305	18.852	4	305	38.442
13:00 - 14:00	4	305	16.311	4	305	19.508	4	305	35.819
14:00 - 15:00	4	305	11.639	4	305	11.066	4	305	22.705
15:00 - 16:00	4	305	10.000	4	305	10.000	4	305	20.000
16:00 - 17:00	4	305	10.984	4	305	8.852	4	305	19.836
17:00 - 18:00	4	305	11.230	4	305	12.787	4	305	24.017
18:00 - 19:00	4	305	14.754	4	305	13.689	4	305	28.443
19:00 - 20:00	4	305	10.984	4	305	12.131	4	305	23.115
20:00 - 21:00	4	305	8.689	4	305	9.344	4	305	18.033
21:00 - 22:00	4	305	7.295	4	305	7.377	4	305	14.672
22:00 - 23:00	2	288	1.565	2	288	2.435	2	288	4.000
23:00 - 24:00									
Total Rates:			167.697			168.104			335.801

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

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

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Parameter summary

Trip rate parameter range selected: 210 - 435 (units: sqm)
 Survey date range: 01/01/13 - 02/10/20
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	315	0.000	3	315	0.000	3	315	0.000
08:00 - 09:00	3	315	0.000	3	315	0.000	3	315	0.000
09:00 - 10:00	3	315	0.106	3	315	0.106	3	315	0.212
10:00 - 11:00	4	305	0.000	4	305	0.000	4	305	0.000
11:00 - 12:00	4	305	0.164	4	305	0.164	4	305	0.328
12:00 - 13:00	4	305	0.164	4	305	0.082	4	305	0.246
13:00 - 14:00	4	305	0.082	4	305	0.164	4	305	0.246
14:00 - 15:00	4	305	0.246	4	305	0.246	4	305	0.492
15:00 - 16:00	4	305	0.000	4	305	0.000	4	305	0.000
16:00 - 17:00	4	305	0.328	4	305	0.328	4	305	0.656
17:00 - 18:00	4	305	0.328	4	305	0.246	4	305	0.574
18:00 - 19:00	4	305	0.246	4	305	0.246	4	305	0.492
19:00 - 20:00	4	305	0.246	4	305	0.246	4	305	0.492
20:00 - 21:00	4	305	0.328	4	305	0.328	4	305	0.656
21:00 - 22:00	4	305	0.000	4	305	0.082	4	305	0.082
22:00 - 23:00	2	288	0.000	2	288	0.000	2	288	0.000
23:00 - 24:00									
Total Rates:			2.238			2.238			4.476

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	315	0.000	3	315	0.000	3	315	0.000
08:00 - 09:00	3	315	0.106	3	315	0.106	3	315	0.212
09:00 - 10:00	3	315	0.000	3	315	0.000	3	315	0.000
10:00 - 11:00	4	305	0.000	4	305	0.000	4	305	0.000
11:00 - 12:00	4	305	0.164	4	305	0.000	4	305	0.164
12:00 - 13:00	4	305	0.164	4	305	0.246	4	305	0.410
13:00 - 14:00	4	305	0.164	4	305	0.246	4	305	0.410
14:00 - 15:00	4	305	0.000	4	305	0.000	4	305	0.000
15:00 - 16:00	4	305	0.000	4	305	0.000	4	305	0.000
16:00 - 17:00	4	305	0.000	4	305	0.000	4	305	0.000
17:00 - 18:00	4	305	0.000	4	305	0.000	4	305	0.000
18:00 - 19:00	4	305	0.000	4	305	0.000	4	305	0.000
19:00 - 20:00	4	305	0.000	4	305	0.000	4	305	0.000
20:00 - 21:00	4	305	0.000	4	305	0.000	4	305	0.000
21:00 - 22:00	4	305	0.000	4	305	0.000	4	305	0.000
22:00 - 23:00	2	288	0.000	2	288	0.000	2	288	0.000
23:00 - 24:00									
Total Rates:			0.598				0.598	1.196	

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	315	0.106	3	315	0.106	3	315	0.212
08:00 - 09:00	3	315	0.000	3	315	0.000	3	315	0.000
09:00 - 10:00	3	315	0.106	3	315	0.106	3	315	0.212
10:00 - 11:00	4	305	0.082	4	305	0.082	4	305	0.164
11:00 - 12:00	4	305	0.000	4	305	0.000	4	305	0.000
12:00 - 13:00	4	305	0.082	4	305	0.082	4	305	0.164
13:00 - 14:00	4	305	0.000	4	305	0.000	4	305	0.000
14:00 - 15:00	4	305	0.082	4	305	0.082	4	305	0.164
15:00 - 16:00	4	305	0.164	4	305	0.164	4	305	0.328
16:00 - 17:00	4	305	0.000	4	305	0.000	4	305	0.000
17:00 - 18:00	4	305	0.164	4	305	0.082	4	305	0.246
18:00 - 19:00	4	305	0.082	4	305	0.082	4	305	0.164
19:00 - 20:00	4	305	0.000	4	305	0.082	4	305	0.082
20:00 - 21:00	4	305	0.246	4	305	0.082	4	305	0.328
21:00 - 22:00	4	305	0.000	4	305	0.164	4	305	0.164
22:00 - 23:00	2	288	0.000	2	288	0.000	2	288	0.000
23:00 - 24:00									
Total Rates:			1.114				1.114	2.228	

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	315	3.598	3	315	3.069	3	315	6.667
08:00 - 09:00	3	315	6.878	3	315	6.878	3	315	13.756
09:00 - 10:00	3	315	8.360	3	315	8.042	3	315	16.402
10:00 - 11:00	4	305	5.902	4	305	5.410	4	305	11.312
11:00 - 12:00	4	305	10.246	4	305	9.508	4	305	19.754
12:00 - 13:00	4	305	15.164	4	305	15.000	4	305	30.164
13:00 - 14:00	4	305	12.951	4	305	15.574	4	305	28.525
14:00 - 15:00	4	305	9.672	4	305	8.689	4	305	18.361
15:00 - 16:00	4	305	8.852	4	305	8.934	4	305	17.786
16:00 - 17:00	4	305	9.098	4	305	7.131	4	305	16.229
17:00 - 18:00	4	305	10.574	4	305	12.049	4	305	22.623
18:00 - 19:00	4	305	13.033	4	305	12.049	4	305	25.082
19:00 - 20:00	4	305	9.672	4	305	10.656	4	305	20.328
20:00 - 21:00	4	305	8.033	4	305	8.525	4	305	16.558
21:00 - 22:00	4	305	6.557	4	305	6.721	4	305	13.278
22:00 - 23:00	2	288	1.565	2	288	2.435	2	288	4.000
23:00 - 24:00									
Total Rates:			140.155				140.670	280.825	

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	315	2.751	3	315	2.011	3	315	4.762
08:00 - 09:00	3	315	1.270	3	315	1.693	3	315	2.963
09:00 - 10:00	3	315	1.587	3	315	1.799	3	315	3.386
10:00 - 11:00	4	305	1.311	4	305	1.311	4	305	2.622
11:00 - 12:00	4	305	2.131	4	305	1.967	4	305	4.098
12:00 - 13:00	4	305	3.852	4	305	3.279	4	305	7.131
13:00 - 14:00	4	305	3.033	4	305	3.361	4	305	6.394
14:00 - 15:00	4	305	1.557	4	305	1.967	4	305	3.524
15:00 - 16:00	4	305	0.820	4	305	0.984	4	305	1.804
16:00 - 17:00	4	305	1.475	4	305	1.066	4	305	2.541
17:00 - 18:00	4	305	0.328	4	305	0.492	4	305	0.820
18:00 - 19:00	4	305	1.475	4	305	1.393	4	305	2.868
19:00 - 20:00	4	305	0.902	4	305	1.066	4	305	1.968
20:00 - 21:00	4	305	0.328	4	305	0.492	4	305	0.820
21:00 - 22:00	4	305	0.738	4	305	0.574	4	305	1.312
22:00 - 23:00	2	288	0.000	2	288	0.000	2	288	0.000
23:00 - 24:00									
Total Rates:			23.558				23.455	47.013	

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	315	0.000	3	315	0.000	3	315	0.000
08:00 - 09:00	3	315	0.000	3	315	0.000	3	315	0.000
09:00 - 10:00	3	315	0.000	3	315	0.000	3	315	0.000
10:00 - 11:00	4	305	0.082	4	305	0.000	4	305	0.082
11:00 - 12:00	4	305	0.000	4	305	0.000	4	305	0.000
12:00 - 13:00	4	305	0.246	4	305	0.246	4	305	0.492
13:00 - 14:00	4	305	0.082	4	305	0.164	4	305	0.246
14:00 - 15:00	4	305	0.164	4	305	0.164	4	305	0.328
15:00 - 16:00	4	305	0.328	4	305	0.082	4	305	0.410
16:00 - 17:00	4	305	0.082	4	305	0.328	4	305	0.410
17:00 - 18:00	4	305	0.000	4	305	0.000	4	305	0.000
18:00 - 19:00	4	305	0.000	4	305	0.000	4	305	0.000
19:00 - 20:00	4	305	0.164	4	305	0.164	4	305	0.328
20:00 - 21:00	4	305	0.000	4	305	0.000	4	305	0.000
21:00 - 22:00	4	305	0.000	4	305	0.000	4	305	0.000
22:00 - 23:00	2	288	0.000	2	288	0.000	2	288	0.000
23:00 - 24:00									
Total Rates:			1.148			1.148			2.296

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

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

Calculation Reference: AUDIT-807401-210826-0813

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CE CEREDIGION	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 317 to 447 (units: sqm)
 Range Selected by User: 182 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 02/10/20

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

Selected survey days:

Saturday 3 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Retail Zone 2
 Built-Up 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:

Not Known	3 days
-----------	--------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
------------------	--------

20,001 to 25,000	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:

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

125,001 to 250,000	1 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	1 days
------------	--------

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

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

Travel Plan:

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

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CE-06-D-01	MCDONALD'S	CEREDIGION
	FFORDD PARC Y LLYN		
	ABERYSTWYTH		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	350 sqm	
	Survey date: SATURDAY	09/05/15	Survey Type: MANUAL
2	DV-06-D-01	MCDONALD'S	DEVON
	HELE ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	447 sqm	
	Survey date: SATURDAY	30/03/19	Survey Type: MANUAL
3	TW-06-D-01	KFC	TYNE & WEAR
	CLIFFORD STREET		
	NEWCASTLE		
	BYKER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Built-Up Zone		
	Total Gross floor area:	317 sqm	
	Survey date: SATURDAY	14/11/15	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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	350	1.429	1	350	0.857	1	350	2.286
06:00 - 07:00	1	350	7.714	1	350	5.143	1	350	12.857
07:00 - 08:00	3	371	10.592	3	371	9.425	3	371	20.017
08:00 - 09:00	3	371	13.824	3	371	13.465	3	371	27.289
09:00 - 10:00	3	371	20.197	3	371	17.684	3	371	37.881
10:00 - 11:00	3	371	17.415	3	371	18.761	3	371	36.176
11:00 - 12:00	3	371	23.339	3	371	20.377	3	371	43.716
12:00 - 13:00	3	371	32.316	3	371	29.803	3	371	62.119
13:00 - 14:00	3	371	30.072	3	371	32.585	3	371	62.657
14:00 - 15:00	3	371	27.648	3	371	27.289	3	371	54.937
15:00 - 16:00	3	371	21.634	3	371	23.609	3	371	45.243
16:00 - 17:00	3	371	24.147	3	371	23.968	3	371	48.115
17:00 - 18:00	3	371	23.519	3	371	24.147	3	371	47.666
18:00 - 19:00	3	371	25.224	3	371	24.417	3	371	49.641
19:00 - 20:00	3	371	22.980	3	371	24.596	3	371	47.576
20:00 - 21:00	3	371	16.068	3	371	16.966	3	371	33.034
21:00 - 22:00	3	371	14.452	3	371	14.183	3	371	28.635
22:00 - 23:00	3	371	9.964	3	371	11.221	3	371	21.185
23:00 - 24:00	3	371	8.707	3	371	9.156	3	371	17.863
Total Rates:			351.241			347.652			698.893

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

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

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Parameter summary

Trip rate parameter range selected: 317 - 447 (units: sqm)
 Survey date range: 01/01/13 - 02/10/20
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Mayer Brown Oriental Road Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	350	0.000	1	350	0.000	1	350	0.000
06:00 - 07:00	1	350	0.000	1	350	0.000	1	350	0.000
07:00 - 08:00	3	371	0.090	3	371	0.090	3	371	0.180
08:00 - 09:00	3	371	0.000	3	371	0.000	3	371	0.000
09:00 - 10:00	3	371	0.269	3	371	0.269	3	371	0.538
10:00 - 11:00	3	371	0.000	3	371	0.000	3	371	0.000
11:00 - 12:00	3	371	0.180	3	371	0.180	3	371	0.360
12:00 - 13:00	3	371	0.180	3	371	0.180	3	371	0.360
13:00 - 14:00	3	371	0.269	3	371	0.269	3	371	0.538
14:00 - 15:00	3	371	0.090	3	371	0.090	3	371	0.180
15:00 - 16:00	3	371	0.449	3	371	0.359	3	371	0.808
16:00 - 17:00	3	371	0.180	3	371	0.269	3	371	0.449
17:00 - 18:00	3	371	0.180	3	371	0.090	3	371	0.270
18:00 - 19:00	3	371	0.269	3	371	0.269	3	371	0.538
19:00 - 20:00	3	371	0.000	3	371	0.090	3	371	0.090
20:00 - 21:00	3	371	0.000	3	371	0.000	3	371	0.000
21:00 - 22:00	3	371	0.090	3	371	0.090	3	371	0.180
22:00 - 23:00	3	371	0.090	3	371	0.090	3	371	0.180
23:00 - 24:00	3	371	0.000	3	371	0.000	3	371	0.000
Total Rates:			2.336			2.335			4.671

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	350	0.000	1	350	0.000	1	350	0.000
06:00 - 07:00	1	350	0.000	1	350	0.000	1	350	0.000
07:00 - 08:00	3	371	0.090	3	371	0.090	3	371	0.180
08:00 - 09:00	3	371	0.269	3	371	0.180	3	371	0.449
09:00 - 10:00	3	371	0.090	3	371	0.180	3	371	0.270
10:00 - 11:00	3	371	0.180	3	371	0.180	3	371	0.360
11:00 - 12:00	3	371	0.000	3	371	0.000	3	371	0.000
12:00 - 13:00	3	371	0.090	3	371	0.090	3	371	0.180
13:00 - 14:00	3	371	0.090	3	371	0.090	3	371	0.180
14:00 - 15:00	3	371	0.000	3	371	0.000	3	371	0.000
15:00 - 16:00	3	371	0.000	3	371	0.000	3	371	0.000
16:00 - 17:00	3	371	0.000	3	371	0.000	3	371	0.000
17:00 - 18:00	3	371	0.000	3	371	0.000	3	371	0.000
18:00 - 19:00	3	371	0.000	3	371	0.000	3	371	0.000
19:00 - 20:00	3	371	0.000	3	371	0.000	3	371	0.000
20:00 - 21:00	3	371	0.000	3	371	0.000	3	371	0.000
21:00 - 22:00	3	371	0.000	3	371	0.000	3	371	0.000
22:00 - 23:00	3	371	0.000	3	371	0.000	3	371	0.000
23:00 - 24:00	3	371	0.000	3	371	0.000	3	371	0.000
Total Rates:			0.809			0.810			1.619

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	350	0.000	1	350	0.000	1	350	0.000
06:00 - 07:00	1	350	0.000	1	350	0.000	1	350	0.000
07:00 - 08:00	3	371	0.000	3	371	0.000	3	371	0.000
08:00 - 09:00	3	371	0.000	3	371	0.000	3	371	0.000
09:00 - 10:00	3	371	0.090	3	371	0.000	3	371	0.090
10:00 - 11:00	3	371	0.000	3	371	0.090	3	371	0.090
11:00 - 12:00	3	371	0.000	3	371	0.000	3	371	0.000
12:00 - 13:00	3	371	0.000	3	371	0.000	3	371	0.000
13:00 - 14:00	3	371	0.180	3	371	0.000	3	371	0.180
14:00 - 15:00	3	371	0.180	3	371	0.359	3	371	0.539
15:00 - 16:00	3	371	0.539	3	371	0.359	3	371	0.898
16:00 - 17:00	3	371	0.269	3	371	0.269	3	371	0.538
17:00 - 18:00	3	371	0.269	3	371	0.269	3	371	0.538
18:00 - 19:00	3	371	0.090	3	371	0.269	3	371	0.359
19:00 - 20:00	3	371	0.000	3	371	0.000	3	371	0.000
20:00 - 21:00	3	371	0.180	3	371	0.090	3	371	0.270
21:00 - 22:00	3	371	0.000	3	371	0.090	3	371	0.090
22:00 - 23:00	3	371	0.000	3	371	0.000	3	371	0.000
23:00 - 24:00	3	371	0.000	3	371	0.000	3	371	0.000
Total Rates:			1.797			1.795			3.592

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	350	0.857	1	350	0.571	1	350	1.428
06:00 - 07:00	1	350	6.000	1	350	4.000	1	350	10.000
07:00 - 08:00	3	371	8.887	3	371	7.810	3	371	16.697
08:00 - 09:00	3	371	10.592	3	371	10.772	3	371	21.364
09:00 - 10:00	3	371	17.864	3	371	14.901	3	371	32.765
10:00 - 11:00	3	371	15.440	3	371	16.517	3	371	31.957
11:00 - 12:00	3	371	21.005	3	371	18.761	3	371	39.766
12:00 - 13:00	3	371	29.713	3	371	26.840	3	371	56.553
13:00 - 14:00	3	371	27.558	3	371	30.431	3	371	57.989
14:00 - 15:00	3	371	26.571	3	371	25.494	3	371	52.065
15:00 - 16:00	3	371	19.659	3	371	22.262	3	371	41.921
16:00 - 17:00	3	371	22.711	3	371	21.724	3	371	44.435
17:00 - 18:00	3	371	21.095	3	371	22.801	3	371	43.896
18:00 - 19:00	3	371	23.609	3	371	22.980	3	371	46.589
19:00 - 20:00	3	371	21.275	3	371	22.352	3	371	43.627
20:00 - 21:00	3	371	15.350	3	371	15.889	3	371	31.239
21:00 - 22:00	3	371	13.824	3	371	13.645	3	371	27.469
22:00 - 23:00	3	371	9.336	3	371	10.323	3	371	19.659
23:00 - 24:00	3	371	8.348	3	371	8.618	3	371	16.966
Total Rates:			319.694			316.691			636.385

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	350	0.571	1	350	0.286	1	350	0.857
06:00 - 07:00	1	350	1.714	1	350	1.143	1	350	2.857
07:00 - 08:00	3	371	1.526	3	371	1.436	3	371	2.962
08:00 - 09:00	3	371	2.783	3	371	2.424	3	371	5.207
09:00 - 10:00	3	371	1.885	3	371	2.154	3	371	4.039
10:00 - 11:00	3	371	1.616	3	371	1.975	3	371	3.591
11:00 - 12:00	3	371	2.065	3	371	1.346	3	371	3.411
12:00 - 13:00	3	371	2.244	3	371	2.513	3	371	4.757
13:00 - 14:00	3	371	1.795	3	371	1.616	3	371	3.411
14:00 - 15:00	3	371	0.898	3	371	1.526	3	371	2.424
15:00 - 16:00	3	371	1.346	3	371	0.808	3	371	2.154
16:00 - 17:00	3	371	1.077	3	371	1.526	3	371	2.603
17:00 - 18:00	3	371	1.346	3	371	1.077	3	371	2.423
18:00 - 19:00	3	371	0.808	3	371	0.449	3	371	1.257
19:00 - 20:00	3	371	1.167	3	371	1.526	3	371	2.693
20:00 - 21:00	3	371	0.718	3	371	0.718	3	371	1.436
21:00 - 22:00	3	371	0.539	3	371	0.449	3	371	0.988
22:00 - 23:00	3	371	0.539	3	371	0.808	3	371	1.347
23:00 - 24:00	3	371	0.180	3	371	0.359	3	371	0.539
Total Rates:			24.817			24.139			48.956

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	350	0.000	1	350	0.000	1	350	0.000
06:00 - 07:00	1	350	0.000	1	350	0.000	1	350	0.000
07:00 - 08:00	3	371	0.000	3	371	0.000	3	371	0.000
08:00 - 09:00	3	371	0.180	3	371	0.090	3	371	0.270
09:00 - 10:00	3	371	0.090	3	371	0.180	3	371	0.270
10:00 - 11:00	3	371	0.180	3	371	0.090	3	371	0.270
11:00 - 12:00	3	371	0.090	3	371	0.090	3	371	0.180
12:00 - 13:00	3	371	0.090	3	371	0.180	3	371	0.270
13:00 - 14:00	3	371	0.359	3	371	0.180	3	371	0.539
14:00 - 15:00	3	371	0.090	3	371	0.180	3	371	0.270
15:00 - 16:00	3	371	0.180	3	371	0.180	3	371	0.360
16:00 - 17:00	3	371	0.180	3	371	0.449	3	371	0.629
17:00 - 18:00	3	371	0.898	3	371	0.180	3	371	1.078
18:00 - 19:00	3	371	0.539	3	371	0.718	3	371	1.257
19:00 - 20:00	3	371	0.539	3	371	0.628	3	371	1.167
20:00 - 21:00	3	371	0.000	3	371	0.359	3	371	0.359
21:00 - 22:00	3	371	0.000	3	371	0.000	3	371	0.000
22:00 - 23:00	3	371	0.000	3	371	0.000	3	371	0.000
23:00 - 24:00	3	371	0.180	3	371	0.180	3	371	0.360
Total Rates:			3.595			3.684			7.279

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.

APPENDIX D: ITE Trip Generation Handbook Extract

Pass-by Trips
Weekday PM Peak Hour
Summarized from *ITE Trip Generation Handbook*, 3rd Edition

Land Use Code	Land Use Description	ITE Pass-by Rates			Number of Studies	Size of Sites (1,000 Sq. Ft.)	Years data collected	WisDOT Acceptable pass-bys
		Low	High	Average				
813	Free-Standing Discount Superstore	13%	40%	27%	19	102,000-226,000	1996-2010	0-25%
815	Free-Standing Discount Store	1%	39%	17%	22	66,000-133,000	1994	0-20%
820	Shopping Center	8%	74%	34%	100	9,000-1,200,000	1980-1995	0-35%
850	Supermarket	19%	57%	36%	12	<25,000 - 70,000	1987, 1993	0-25%
851	Convenience Market (24-hr)	28%	78%	51%	11	1,900-3,000	1987	0-50%
853	Convenience Market with Gas	48%	87%	66%	17	2,200-3,600	1989, 1993	0-65%
854	Discount Supermarket	7%	38%	21%	14	50,000-94,000	1998-2010	0-20%
857	Discount Club	29%	50%	37%	5	137,000-149,000	2009-2010	0-35%
862	Home Improvement Superstore	25%	54%	42%	4	91,000-142,000	1992-2010	0-40%
880	Pharmacy/Drugstore w/o Drive-thru	30%	65%	53%	6	8,600-13,200	1992-1995	0-50%
881	Pharmacy/Drugstore w/ Drive-thru	41%	58%	49%	3	9,600-15,500	1995	0-50%
912	Drive-in Bank	15%	64%	35%	21	2,700 - 16,000	1988-2007	0-35%
931	Quality Restaurant	26%	62%	44%	4	6,500 - 12,000	1992-1995	0-40%
932	High-Turnover (sit-down) Restaurant	23%	63%	43%	12	2,900 - 11,500	1992-1996	0-40%
934	Fast-food restaurant w/ drive-thru	25%	71%	50%	18+	1,300-4300	1987-1996	0-50%
944	Gas/service station	20%	62%	42%	9	300-2300	1987-1992	0-40%
945	Gas/service station w/ conv. market	46%	72%	56%	9	400-2100	1992-1993	0-55%

The WisDOT will not accept pass-by rates that exceed the rates shown without additional information justifying the use of the higher rates. The Traffic Impact Analysis preparer is cautioned that the actual pass-by rates to be used are to be determined on a case by case basis. The WisDOT reserves the right to require the use of pass-by rates that are lower than the maximums shown based on the conditions present in the area of the proposed development.

APPENDIX E: Car Park Survey Results

K&M TRAFFIC SURVEYS

DATE : SATURDAY 16TH OCTOBER 2021

LOCATION : RUSTINGTON RETAIL PARK, WEST SUSSEX

BAY TYPE:		GENERAL	DISABLED		
AVAILABLE SPACES	283	11			
PARKED VEHICLES				TOTAL PARKED	TOTAL FREE SPACES
0800	13	0	13	281	
0830	16	0	16	278	
0900	31	0	31	263	
0930	57	0	57	237	
1000	82	1	83	211	
1030	83	7	90	204	
1100	97	7	104	190	
1130	103	5	108	186	
1200	123	5	128	166	
1230	103	6	109	185	
1300	103	6	109	185	
1330	126	7	133	161	
1400	119	2	121	173	
1430	113	3	116	178	
1500	116	4	120	174	
1530	116	7	123	171	
1600	95	5	100	194	
1630	105	0	105	189	
1700	84	0	84	210	
1730	54	0	54	240	
1800	46	1	47	247	
1830	32	1	33	261	
1900	16	1	17	277	
1930	15	0	15	279	
2000	12	0	12	282	

PEAK TIME : 13:30 HOURS

