

Transport Statement

Proposed Coffee Shop with Drive-thru on Land at
Main Road Service Station, Wisbech Road, Long Sutton

Prepared on Behalf of

Motor Fuel Limited
and
Wyeth Projects Services

March 2019

CONTENTS

1.0	INTRODUCTION	1
1.1	Report Structure	1
2.0	BASELINE SITUATION	1
2.1	Site Location	1
2.2	Access for Vehicles.....	2
2.3	Access for Pedestrians	2
2.4	Existing Trip Generation.....	2
2.5	Local and Strategic Road Network Description	4
2.6	Access for Pedestrians and Cyclists	4
2.7	Public Transport	5
3.0	PROPOSED DEVELOPMENT	6
3.1	Car Parking	7
3.2	Site Access Proposals	7
3.3	Trip Generation	7
3.4	Highway Safety	10
3.5	Introduction	10
4.0	SERVICING	10
4.1	Servicing Arrangements	10
5.0	TRANSPORT POLICY CONTEXT	11
5.1	Introduction	11
6.0	SUMMARY AND CONCLUSION	13

TABLES

Table 2-1	Bus Services and Frequencies	6
Table 3-1	Proposed Parking Spaces for Drive-thru Coffee Shop.....	7
Table 3-2	Drive-thru Survey Site – Summary of Customers Served and Vehicles Generated (One-way Trips) ..	8
Table 4-1	Servicing Schedule	11

DRAWINGS

Drawing TS01

Site Location Plan

APPENDICES

Appendix A	TRICS Data (Petrol Filling Stations)
Appendix B	TRICS Data (Hotels)
Appendix C	TRICS Data (Roadside Food)
Appendix D	Proposed Layout
Appendix E	Coffee Shop Drive-thru Patronage Data
Appendix F	Vehicle Swept Path Analysis

1.0 INTRODUCTION

Motor Fuel Limited (the 'applicant') proposes to introduce a coffee shop with drive-thru, on land at the Main Road Service Station at Wisbech Road, Long Sutton. Where reference is made to the 'site' in this report, this relates to the application area only. Where the entire roadside service area is referenced, this is referred to as the 'service area'.

This Transport Statement (TS) has been produced by DW Transportation Limited on behalf of the applicant and Wyeth Projects Services to set out the highway and transport matters pertaining to the proposals.

The scope of this TS has been developed based on DW Transportation's experience of successfully aiding in the delivery of drive-thru developments for major coffee shop/forecourt operators at other sites in the UK.

1.1 Report Structure

Following this introduction, Section 2 sets out the baseline situation. Section 3 sets out the proposed development whilst Section 4 describes the proposed servicing arrangements. Section 5 assesses the proposals against local and national transport policy whilst Section 6 summarises the report and provides conclusions.

2.0 BASELINE SITUATION

2.1 Site Location

The land for development sites between the existing BP petrol station and a diner on the B1359 Wisbech Road. Access to the site is off the unnamed access road, which also provides access to a Travelodge motel and diner.

The application area is approximately 1,053sqm and the existing service station comprises a forecourt with canopy and 8 fuel bays, 2 HGV fuel bays and sales building. The site and surrounding uses are shown on Figure 2-1.

Figure 2-1
Application Site



Aerial Image Copyright Google Inc.

2.2 Access for Vehicles

The majority of the site is grassed lawn and edged with kerbstones. As such no vehicular accesses into the application site is required other than to cut the lawn. Access to the site from the public highway is via a priority junction with Wisbech Road.

2.3 Access for Pedestrians

There is no requirement for pedestrians to enter the site and therefore no facilities are provided off the access road. Access into the service area is via the junction on Wisbech Road.

2.4 Existing Trip Generation

Whilst the application site does not currently generate any traffic, it is recognised that it forms part of a roadside service area and therefore would have a cumulative impact on the site as a whole. The trip generation of the existing uses on the service area has been estimated so that the potential impact can be considered.

2.4.1 Petrol Filling Station (8 bays)

In the absence of any site-specific traffic data, an estimate of the petrol filling station's trip generation has been made based on TRICS data.

TRICS data has been obtained for a similar development and is attached at **Appendix A**. The TRICS data gives the rates and trips shown in Table 2-1.

Table 2-1
Filling Station Trip Rates and Trips

Period	Trip rate per bay			Trips		
	In	Out	Total	In	Out	Total
0800-0900	6.535	6.667	13.202	52	53	105
1700-1800	6.747	6.798	13.545	54	54	108
0700-1900	75.706	75.496	151.202	605	604	1,209

Table 2-1 indicates that a petrol filling station with 8 bays typically generates between 52 and 54 trips in the peak hours and 605 trips over 12 hours. These are indicative trip generation figures as the number of trips generated by the site would reflect the flow on the A17. The AADF on the A17 is known to be in the region of 19,999¹ as of the year 2017, the turn off rate is unknown. However, a reasonable estimate would be 1%-2% in which case the existing PFS would be generating between 200 and 400 customer vehicles per day (arrivals).

2.4.2 Travelodge (40 bedrooms)

TRICS data has been obtained for Hotels and is attached at **Appendix B**. The TRICS data gives the rates and trips shown in Table 2-2.

Table 2-2
Hotel Trip Rates and Trips

Period	Trip rate per bay			Trips		
	In	Out	Total	In	Out	Total
0800-0900	0.137	0.314	0.451	5	13	18
1700-1800	0.220	0.104	0.324	9	4	13
0700-2400	2.081	2.054	4.135	83	82	165

Table 2-2 indicates that a hotel with 40 bedrooms generates 18 trips in the AM peak, 13 trips in the PM peak and 165 trips from 7am – midnight.

2.4.3 Café (max. 294sqm)

TRICS data has been obtained for Roadside Food and is attached at **Appendix C**. The TRICS data gives the rates and trips shown in Table 2-3.

¹ Source: DfT data for site 6394

Table 2-3
Road-side Food Trip Rates per 100sqm GFA and Trips

	Arrivals		Departures	
	Trip Rate	Trips	Trip Rate	Trips
0700-0800	1.454	4	1.262	4
0800-0900	2.334	7	1.989	6
0900-1000	2.525	7	2.525	7
1000-1100	3.405	10	2.448	7
1100-1200	4.246	12	3.634	11
1200-1300	7.077	21	5.164	15
1300-1400	5.011	15	6.197	18
1400-1500	5.203	15	5.93	17
1500-1600	3.94	12	4.476	13
1600-1700	3.787	11	3.405	10
1700-1800	3.902	11	3.443	10
1800-1900	2.984	9	3.902	11
12-hr total	45.868	135	44.375	130

Based on TRICS data, the cafe is estimated to generate 13 two-way trips in the AM peak and 21 two-way trips in the PM peak. Over 12 hours, 7am-7pm, it is estimated to generate around 135 arrivals and 130 departures.

2.5 Total Peak Hour Site Trip Generation

Adding all three uses together, it is estimated that the site currently generates 136 two-way trips in the AM peak and 142 two-way trips in the PM peak. However, these figures take no account of linked trips.

2.6 Local and Strategic Road Network Description

2.6.1 Wisbech Road

Wisbech Road is a standard single carriageway, which creates a link between the A17 and Bridge Road London Road in the southeast of Long Sutton. The road has a 40mph speed limit and lighting columns are used to light the road. A footway is provided on the western side which provides a facility for pedestrians walking from the direction of the A17. A narrow footway is provided to the north of the site in a grass verge.

2.6.2 A17

The A17 links Newark-on-Trent in Nottinghamshire, to King's Lynn in Norfolk.

It stretches for a distance of 62 miles travelling across the flat Fen landscapes of southern Lincolnshire and western Norfolk.

2.7 Access for Pedestrians and Cyclists

Access to the site for pedestrians and cyclists is via the existing access road off Wisbech Road. The most direct route to the site, from Wisbech Road, is via the petrol filling station.

2.8 Public Transport

2.8.1 Bus

Wisbech Road is not on a bus route; therefore the nearest bus stops to the site are at London Road near its junction with Wisbech Road at The Olde Ship Inn public house. These bus stops are approximately 0.8km (9-minute walk) from the site.

Figure 2-2 depicts the eastbound bus stop. Westbound buses do not appear to have a formalised bus stop in this location and it is assumed that buses stop in the road somewhere opposite the eastbound stop.

Figure 2-2
Existing Bus Stop, Eastbound



The main bus services operating from these stops are shown in table 2-1.

Table 2-4
Bus Services and Frequencies (excluding school services)

Service No.	Route	Mon - Fri	Sat	Sun
50	Wisbech – Long Sutton	1.5 – 2hrs	1.5 – 2hrs	-
505	InterConnect – Spalding – King's Lynn	30 mins	30 mins	hourly

2.8.2 Train

There is no train station in Long Sutton. The nearest train station is King's Lynn, which is some 19km away.

3.0 PROPOSED DEVELOPMENT

The proposal is to introduce a coffee shop with drive-thru on land which forms part of the BP service station off Wisbech Road in Long Sutton.

A layout of the scheme can be seen at **Appendix D**.

3.1 Car Parking

3.1.1 Car Parking Standards / Methodology

The car parking standards for new development in Long Sutton are contained at Appendix 6 of the South East Lincolnshire Local Plan, 2019. The parking standards for restaurants and cafés is 1 space per 5sqm of public dining area. The proposed public dining area is 43sqm and therefore the minimum requirement is 9 parking spaces.

3.1.2 Proposed Parking Provision

Table 3-1 shows the parking spaces proposed for the site, which are in accordance with the parking standards and meet the operational requirements of the operator.

Table 3-1
Proposed Parking Spaces for Drive-thru Coffee Shop

HGV	Cars (standard)	Bicycles ('Sheffield' stands)	m/c	Disabled
1	11	5	2	1

The space for disabled drivers would have an additional 1.2m to the side and rear of the spaces to aid wheelchair access.

3.2 Site Access Proposals

3.2.1 Vehicular Access

Access to the proposed coffee shop with drive-thru would be via a new two-way access junction created with the existing access road. A separate exit onto the access road would be provided for the drive-thru lane.

3.2.2 Pedestrian Access

Access to the proposed coffee shop for pedestrians would be via the existing access road.

3.3 Trip Generation

With the introduction of the coffee shop drive-thru, the access road would have one additional trip generating use. However, there would be significant potential for linked trips between the various uses as discussed later, but for the purpose of providing primary trip rates, trip generation information has been sourced for a coffee shop with drive-through.

Coffee shops are a relatively new concept in terms of predicting trip generation and as such there is not currently a land use category in the TRICS database. The nearest development category is fast-food restaurants. However, there is no known correlation between fast food and coffee to allow any sort of

factoring of trip rates. Therefore, it has been considered that the most appropriate approach to determining the number of vehicle trips to be generated by the proposed drive-thru, is to base it on data from a well-established coffee shop drive-through (survey site). The survey site has been operational since 2008 and operates 24hrs. This study will therefore be informed by patronage data for this survey site.

A full summary of this survey is included at **Appendix E**. The survey site, with a gross floor area of 167sqm, is larger than the proposed at 139sqm and is therefore considered to provide a suitable and robust representation from which the traffic generation of the proposed drive-thru can be derived.

Traditional network peak hours of 0800 to 0900 representing the typical weekday AM peak, 1700 to 1800 representing the typical weekday PM peak and 1200 to 1300 representing the typical weekend peak hour have been used in this assessment. The number of customers served either in the public seating areas or drive-thru during these time periods is summarised in Table 3-2.

Table 3-2
Drive-thru Survey Site – Summary of Customers Served and Vehicles Generated (One-way Trips)

Element	Weekday		Weekend	
	AM	PM	1200-1300	Daily
Coffee shop (customers)	26	18	35	231
Coffee shop (cars) - factored	26	18	35	231
Drive-thru	34	12	31	261
Total Cars	60	30	66	492

Within the survey site data, the drive-thru customers are counted as vehicles. However, the coffee shop customer numbers are 'persons served' and therefore required factoring to derive and estimate the number of car trips generated. The survey site data suggests that there are typically 1.7 customers per car. Therefore, the vehicles generated by the coffee shop would be 26 in the AM peak and 18 in the PM peak (weekdays). During the weekend peak hour it is estimated that 35 cars would be generated by non-drive-thru customers.

Based on the above data, the proposed drive-through is predicted to generate 60 arrival trips in the AM peak and 30 arrival trips in the PM peak during the week.

3.3.1 Drive-thru Queuing Capacity

A study has been undertaken at a similar coffee shop with drive-thru to establish the queue length at the order point. The subject site was the Starbucks drive-thru at Kingsbury Road, West Bromwich. The survey was undertaken on Thursday 22 November 2018 between the hours of 8am and 2pm. The busiest periods for the drive-thru were 8am-9am and 1pm-2pm. The result of the survey indicated a maximum queue of 4 PCUs back from the order point in the AM peak.

The order point for the proposed drive-thru is 35m from the drive-thru site entrance and therefore the site has capacity to store up to 5 PCUs.

3.3.2 Total New Site Trips

The proposed development is considered to be a generator of very few new trips, as most would be 'linked', i.e. one trip for both the filling station and coffee shop. These linked trips would be mostly diverted off the roundabout on the A17.

The definition of these various trip types, along with assumptions on how they relate to the proposed development, is as follows:

Diverted trips – these are trips that require a diversion from their normal route. A large number of drive-thru customers are expected to make a slight detour from their normal route to visit the site. All diverted would be off the Roundabout on the A17. The assumption is that **80%** of total trips generated would be diverted off the A17.

Pass-by trips - these are trips that would normally drive directly past the site and require no diversion. The site access is not accessible directly off the main road and therefore none of the trips generated by the site would be truly pass-by. However, as the drive-thru would be considered to be part of the roadside service area, they can be considered as pass-by. It is assumed that 10% of the total trip generation would be pass-by.

Linked Trips – these are trips whereby a motorist combines visits to more than one land use during a visit, without having to move the vehicle in/out of the site. There will inevitably be visitors to the site that will visit both the filling station and drive-thru in the same visit.

New Trips – new trips are those that do not fall into any of the categories above; they are primary, sole-purpose trips. New trips are expected to be low given that the development is primarily a facility for motorists already travelling on the A17 and Wisbech Road.

However, there may be some sole-purpose trips generated, more so on a Saturday afternoon. The assumption is that **10%** of the trips generated would be new.

Assuming that 10% of development trips would be new to the network, there would be 12 new trips added to the highway network during the AM peak and 6 in the PM peak (2-way) during weekdays.

3.3.3 Traffic Impact at Site Access

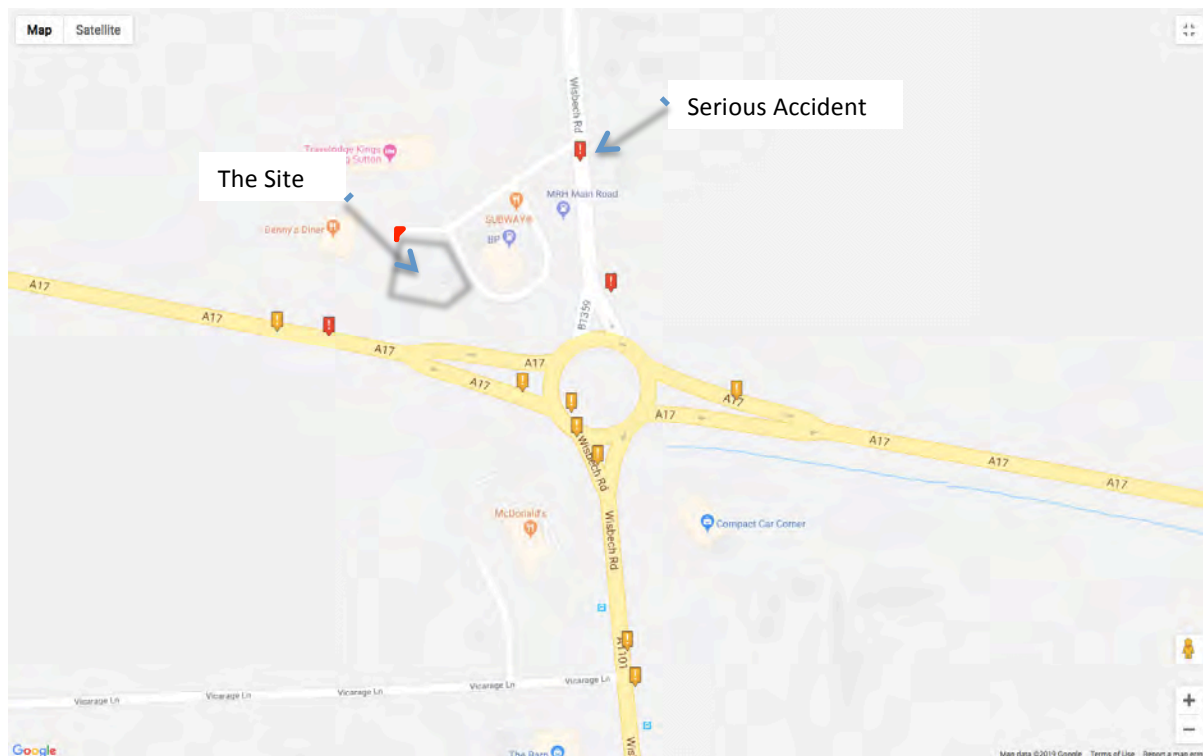
The traffic impact at the site is the net increase in trips as a proportion of the site's current trip generation. Based on existing trip generation the proposed coffee shop would have an impact of 44% in the AM peak and 21% in the PM peak.

3.4 Highway Safety

3.5 Introduction

As shown on Figure 3-1, it has been identified through use of the 'Crashmap' website that one serious accident has been recorded in the vicinity of the site access road during the five-year period 2014-2018.

Figure 3-1
2014 – 2018 Accident Locations



Accidents have been recorded on the A17 on the approach to the roundabout but this is expected given the status of the road and the type of junction. Roundabouts are well-known for rear shunt type accidents and this is usually the result of driver error.

It is considered that the negligible increase in the number of vehicles turning at the roundabout on the A17 as a result of the proposed development would have no significant impact on the safety of road users on the adjacent highway.

4.0 SERVICING

4.1 Servicing Arrangements

Delivery vehicles would reverse into the dedicated delivery bay from the access road. Table 4-1 sets out the anticipated servicing schedule which is typical of coffee shops with drive thru.

**Table 4-1
Servicing Schedule**

Vehicle Type	Frequency
large rigid	daily
Refrigerated van	2 per week

4.1.1 Vehicle Manoeuvres and Tracking

Swept path analysis has been undertaken for the drive-thru to confirm that the drive-thru lane can be negotiated by a van and that the site can be serviced appropriately. The swept path drawing can be found at **Appendix F**.

5.0 TRANSPORT POLICY CONTEXT

5.1 Introduction

This section of the TS sets out the main national and local transport policies that are applicable to the proposed development. These are:

- South Holland Local Plan, 2006
- National Planning Policy Framework, Revised February 2019

A summary of the relevant policies contained in these documents is provided below along with a brief commentary on each.

5.1.1 South East Lincolnshire Local Plan, 2006

The South East Lincolnshire Local Plan was adopted by the Council on the 8th March 2019. The Local Plan will guide development and the use of land in South East Lincolnshire from 1 April 2011 to 31 March 2036, and will help to shape how the area will change over this period. Chapter 8 of the Local Plan (Efficient and Effective Transport) has been reviewed for compliance.

The relevant transport policies within Chapter 8 are:

- Policy 36: Vehicle and Cycle Parking.

Policy 33

Policy 36 states:

“All new development, including change of use, should provide vehicle and cycle parking, in accordance with the minimum Parking Standards adopted by the Local Planning Authorities (in Appendix 6), unless a high quality-design can demonstrate that a lower standard of provision delivers the requirements set out in 1-4 below.

Parking for residents, employees and visitors should be integral to the design and form of all new development, and should ensure that:

1. parking spaces are fit for their intended use in terms of size and design;

3. for major non-residential development:

- a. secure, covered, convenient storage for bicycles for employees should be provided close to an entrance to the building. Changing and shower facilities should be provided where possible;*
- b. secure, covered bicycle storage for visitors are located close to the main entrance to the building;*
- c. ~~where more than 50 parking spaces are provided, at least one double electric vehicle charge point will be required (2 spaces). For each additional 50 parking spaces, one double charging point should be provided up to a maximum of three (6 spaces); and~~*

4. parking is well-integrated within the townscape or landscape, through an appropriate use of materials and landscaping;

Innovative solutions to vehicle-parking provision including shared spaces (where the location and patterns of use permit), and the incorporation of measures such as car clubs, will be supported.

An adequate supply of safe, secure and convenient public parking for vehicles will be delivered within and adjacent to the town centres, in partnership with the Local Highway Authority.

To demonstrate compliance with this policy, a Transport Assessment and associated Travel Plan should be submitted with proposals. The form will be dependent upon the scale and nature of the development and should be agreed through early discussion with the Local Highway Authority.

Negotiation on parking requirements should be in accordance with the Parking Standards SPD."

It is considered that the proposed development would fully comply with this policy because:

- Parking spaces for cars and bicycles are provided in accordance with the adopted parking standards; and
- A transport statement has been produced in support of the application which is considered to be the appropriate form of assessment document.

5.1.2 National Planning Policy Framework, Revised February 2019

The NPPF focuses on sustainable transport. In particular the document advises that applicants for new development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive—which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

The proposals would incorporate and connect to existing pedestrian facilities and include cycle stands to encourage bicycle use. Bus stops are provided within a 10-minute walk of the site.

The proposed development would not prejudice any disabled person and would provide for any reduced mobility motorist by providing accessible parking spaces to assist wheelchair use.

The Design and Access Statement sets out how the proposed development would be safe and secure and minimise conflict between transport modes.

Tracking has been undertaken to demonstrate that deliveries can be made efficiently. Emergency vehicles would be able to stop anywhere on the site as required.

The document advises decision-makers *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

The cumulative impact of the proposals on the site would be negligible and therefore are expected to pass any severity test.

It can therefore be concluded that the development proposals fully accord with the latest revision of the NPPF.

6.0 SUMMARY AND CONCLUSION

The proposal is to introduce a coffee shop with drive-thru on land adjacent to the BP service station off Wisbech Road, Long Sutton.

The proposed development is expected to generate a negligible number of new vehicle trips. The traffic impact of the proposed development would be negligible, as the majority of the trips generated would be primarily diverted off the A17.

The proposed development would have a total of 12 car parking spaces, 1 of which would be an accessible space for drivers with reduced mobility. Five cycle stands are to be provided along with dedicated parking space for two motorcycles.

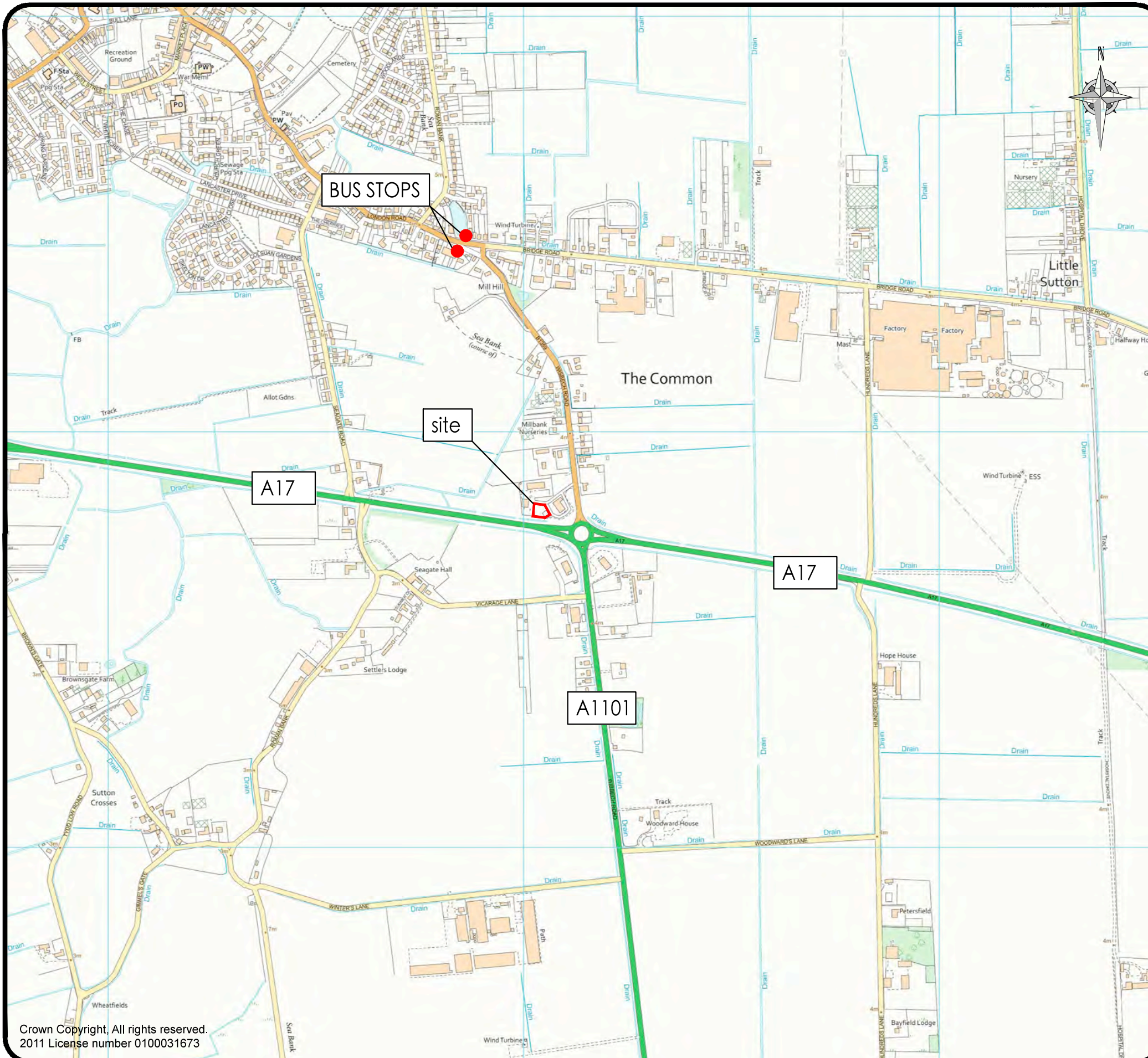
One serious accident has been recorded at the junction of the access road with Wisbech Road during 2014 – 2018.

A swept path analysis has been undertaken which demonstrates that the drive-thru can be accessed safely and that there is sufficient space for servicing and parking without conflict.

It has been demonstrated that the proposals could be introduced in accordance with local and national transport policy.

In conclusion, no highway or transport issues have been identified that would prevent the development from being recommended for planning permission.

Drawings



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Notes

No.	Revision/Issue	Date

Client

mfg
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Project

MAIN ROAD SERVICE STATION
WISBECH ROAD
LONG SUTTON

Drawing

SITE LOCATION PLAN

Project No

DWT168

Date

29.03.2019

Scale

1:10,000@A3

Drawing No.

TS01

Appendix A

Calculation Reference: AUDIT-623801-150514-0522

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
 Category : A - PETROL FILLING STATIONS
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	2 days
09	NORTH	
	CB CUMBRIA	1 days
	NB NORTHUMBERLAND	1 days
	TV TEES VALLEY	1 days
10	WALES	
	CP CAERPHILLY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	FA FALKIRK	1 days

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

Filtering Stage 2 selection:

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

Parameter: Filling bays
 Actual Range: 4 to 12 (units:)
 Range Selected by User: 4 to 16 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 30/05/14

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	2 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	13 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)	7
Edge of Town	4
Free Standing (PPS6 Out of Town)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

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

Filtering Stage 3 selection:

Use Class:

Sui Generis 12 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	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
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	6 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	8 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

No 13 days

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

LIST OF SITES relevant to selection parameters

1	CA-13-A-04	BP			CAMBRIDGESHIRE
	CHERRY HINTON ROAD				
	CAMBRIDGE				
	CAMBRIDGE				
	Suburban Area (PPS6 Out of Centre)				
	Residential Zone				
	Total Filling bays:		8		
	Survey date: WEDNESDAY		19/10/11		Survey Type: MANUAL
2	CB-13-A-02	ESSO			CUMBRIA
	LONDON ROAD				
	CARLISLE				
	Suburban Area (PPS6 Out of Centre)				
	Residential Zone				
	Total Filling bays:		8		
	Survey date: WEDNESDAY		16/12/09		Survey Type: MANUAL
3	CP-13-A-01	TEXACO			CAERPHILLY
	NANTGARW ROAD				
	CAERPHILLY				
	Suburban Area (PPS6 Out of Centre)				
	Industrial Zone				
	Total Filling bays:		8		
	Survey date: TUESDAY		17/07/12		Survey Type: MANUAL
4	DV-13-A-03	GULF			DEVON
	MAIN ROAD				
	PINHOE				
	EXETER				
	Edge of Town				
	Residential Zone				
	Total Filling bays:		4		
	Survey date: THURSDAY		28/11/13		Survey Type: MANUAL
5	EB-13-A-02	SHELL			CITY OF EDINBURGH
	1 STENHOUSE ROAD				
	EDINBURGH				
	Suburban Area (PPS6 Out of Centre)				
	Residential Zone				
	Total Filling bays:		8		
	Survey date: FRIDAY		06/05/11		Survey Type: MANUAL
6	FA-13-A-02	MURCO			FALKIRK
	A801				
	MADDISTON				
	FALKIRK				
	Free Standing (PPS6 Out of Town)				
	Out of Town				
	Total Filling bays:		12		
	Survey date: MONDAY		03/06/13		Survey Type: MANUAL
7	LE-13-A-03	TOTAL			LEICESTERSHIRE
	GLENFIELD ROAD				
	LEICESTER				
	Suburban Area (PPS6 Out of Centre)				
	Residential Zone				
	Total Filling bays:		8		
	Survey date: THURSDAY		27/09/12		Survey Type: MANUAL
8	NB-13-A-03	BP			NORTHUMBERLAND
	BURRADON ROAD				
	ANNITSFORD				
	NEAR CRAMLINGTON				
	Edge of Town				
	Residential Zone				
	Total Filling bays:		11		
	Survey date: THURSDAY		22/11/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NR-13-A-01	TOTAL			NORTHAMPTONSHIRE
	PARK VIEW				
	MOULTON				
	NEAR NORTHAMPTON				
	Free Standing (PPS6 Out of Town)				
	Out of Town				
	Total Filling bays:		8		
	Survey date: FRIDAY		18/05/07		Survey Type: MANUAL
10	SH-13-A-01	LOCAL			SHROPSHIRE
	THE MOUNT				
	FRANKWELL				
	SHREWSBURY				
	Edge of Town				
	Residential Zone				
	Total Filling bays:		4		
	Survey date: FRIDAY		30/05/14		Survey Type: MANUAL
11	TV-13-A-01	BP			TEES VALLEY
	NORTON ROAD				
	STOCKTON-ON-TEES				
	STOCKTON-ON-TEES				
	Suburban Area (PPS6 Out of Centre)				
	Residential Zone				
	Total Filling bays:		4		
	Survey date: MONDAY		24/09/07		Survey Type: MANUAL
12	WM-13-A-03	TOTAL			WEST MIDLANDS
	CHESTER ROAD				
	CASTLE BROMWICH				
	BIRMINGHAM				
	Edge of Town				
	Residential Zone				
	Total Filling bays:		8		
	Survey date: TUESDAY		18/10/11		Survey Type: MANUAL
13	WM-13-A-04	SHELL			WEST MIDLANDS
	STATION ROAD				
	STECHFORD				
	BIRMINGHAM				
	Suburban Area (PPS6 Out of Centre)				
	No Sub Category				
	Total Filling bays:		8		
	Survey date: TUESDAY		23/10/12		Survey Type: MANUAL

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

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	5	8	4.125	5	8	3.975	5	8	8.100
07:00 - 08:00	13	8	5.818	13	8	5.566	13	8	11.384
08:00 - 09:00	13	8	6.535	13	8	6.667	13	8	13.202
09:00 - 10:00	13	8	6.212	13	8	6.020	13	8	12.232
10:00 - 11:00	13	8	5.737	13	8	5.768	13	8	11.505
11:00 - 12:00	13	8	5.788	13	8	5.808	13	8	11.596
12:00 - 13:00	13	8	6.273	13	8	6.323	13	8	12.596
13:00 - 14:00	13	8	5.778	13	8	5.778	13	8	11.556
14:00 - 15:00	13	8	6.687	13	8	6.717	13	8	13.404
15:00 - 16:00	13	8	6.626	13	8	6.404	13	8	13.030
16:00 - 17:00	13	8	7.030	13	8	7.172	13	8	14.202
17:00 - 18:00	13	8	6.747	13	8	6.798	13	8	13.545
18:00 - 19:00	13	8	6.475	13	8	6.475	13	8	12.950
19:00 - 20:00	11	8	5.690	11	8	5.869	11	8	11.559
20:00 - 21:00	9	8	3.778	9	8	3.861	9	8	7.639
21:00 - 22:00	9	8	2.903	9	8	3.111	9	8	6.014
22:00 - 23:00	1	8	2.125	1	8	2.125	1	8	4.250
23:00 - 24:00									
Total Rates:			94.327			94.437			188.764

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

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

Parameter summary

Trip rate parameter range selected: 4 - 12 (units:)
 Survey date range: 01/01/07 - 30/05/14
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Appendix B

Calculation Reference: AUDIT-532501-170627-0652

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
 Actual Range: 74 to 139 (units:)
 Range Selected by User: 24 to 213 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 01/10/14

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

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

Selected Location Sub Categories:

Industrial Zone	1
Built-Up Zone	1
Out of Town	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

C1	6 days
----	--------

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

Population within 1 mile:

5,001 to 10,000	3 days
20,001 to 25,000	2 days
100,001 or More	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	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	6 days
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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	6 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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BU-06-A-02	HOLIDAY INN		BUCKINGHAMSHIRE
	NEW ROAD			
	WESTON TURVILLE			
	AYLESBURY			
	Edge of Town			
	Out of Town			
	Total Number of bedrooms:	139		
	Survey date: WEDNESDAY	01/10/14		Survey Type: MANUAL
2	CA-06-A-03	TRAVELODGE		CAMBRIDGESHIRE
	CLIFTON WAY			
	CAMBRIDGE LEISURE PARK			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of bedrooms:	120		
	Survey date: FRIDAY	16/10/09		Survey Type: MANUAL
3	DV-06-A-03	FUTURE INN		DEVON
	WILLIAM PRANCE ROAD			
	PLYMOUTH			
	Edge of Town			
	Industrial Zone			
	Total Number of bedrooms:	110		
	Survey date: WEDNESDAY	18/07/12		Survey Type: MANUAL
4	NF-06-A-02	HOLIDAY INN		NORFOLK
	IPSWICH ROAD			
	HARFORD PARK			
	NORWICH			
	Edge of Town			
	No Sub Category			
	Total Number of bedrooms:	119		
	Survey date: THURSDAY	30/09/10		Survey Type: MANUAL
5	TV-06-A-02	HOTEL		TEES VALLEY
	MARTON ROAD			
	MIDDLESBROUGH			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of bedrooms:	74		
	Survey date: FRIDAY	18/12/09		Survey Type: MANUAL
6	WS-06-A-03	EXPRESS BY HOL. INN		WEST SUSSEX
	HASLETT AVENUE EAST			
	CRAWLEY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of bedrooms:	74		
	Survey date: MONDAY	07/12/09		Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	106	0.091	6	106	0.198	6	106	0.289
08:00 - 09:00	6	106	0.137	6	106	0.270	6	106	0.407
09:00 - 10:00	6	106	0.187	6	106	0.134	6	106	0.321
10:00 - 11:00	6	106	0.127	6	106	0.123	6	106	0.250
11:00 - 12:00	6	106	0.083	6	106	0.138	6	106	0.221
12:00 - 13:00	6	106	0.107	6	106	0.079	6	106	0.186
13:00 - 14:00	6	106	0.131	6	106	0.149	6	106	0.280
14:00 - 15:00	6	106	0.075	6	106	0.093	6	106	0.168
15:00 - 16:00	6	106	0.112	6	106	0.176	6	106	0.288
16:00 - 17:00	6	106	0.146	6	106	0.134	6	106	0.280
17:00 - 18:00	6	106	0.220	6	106	0.104	6	106	0.324
18:00 - 19:00	6	106	0.217	6	106	0.123	6	106	0.340
19:00 - 20:00	6	106	0.190	6	106	0.108	6	106	0.298
20:00 - 21:00	6	106	0.099	6	106	0.069	6	106	0.168
21:00 - 22:00	6	106	0.064	6	106	0.088	6	106	0.152
22:00 - 23:00	1	74	0.081	1	74	0.068	1	74	0.149
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			2.081			2.054			4.135

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

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

Parameter summary

Trip rate parameter range selected:	74 - 139 (units:)
Survey date range:	01/01/09 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
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.

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

MULTI-MODAL TAXIS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	106	0.013	6	106	0.013	6	106	0.026
08:00 - 09:00	6	106	0.030	6	106	0.028	6	106	0.058
09:00 - 10:00	6	106	0.016	6	106	0.014	6	106	0.030
10:00 - 11:00	6	106	0.008	6	106	0.008	6	106	0.016
11:00 - 12:00	6	106	0.006	6	106	0.009	6	106	0.015
12:00 - 13:00	6	106	0.002	6	106	0.002	6	106	0.004
13:00 - 14:00	6	106	0.016	6	106	0.014	6	106	0.030
14:00 - 15:00	6	106	0.003	6	106	0.005	6	106	0.008
15:00 - 16:00	6	106	0.016	6	106	0.014	6	106	0.030
16:00 - 17:00	6	106	0.011	6	106	0.013	6	106	0.024
17:00 - 18:00	6	106	0.017	6	106	0.016	6	106	0.033
18:00 - 19:00	6	106	0.019	6	106	0.019	6	106	0.038
19:00 - 20:00	6	106	0.017	6	106	0.019	6	106	0.036
20:00 - 21:00	6	106	0.011	6	106	0.011	6	106	0.022
21:00 - 22:00	6	106	0.006	6	106	0.006	6	106	0.012
22:00 - 23:00	1	74	0.041	1	74	0.041	1	74	0.082
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.232			0.232			0.464

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

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

Parameter summary

Trip rate parameter range selected:	74 - 139 (units:)
Survey date range:	01/01/09 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
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.

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

MULTI-MODAL OGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	106	0.003	6	106	0.002	6	106	0.005
08:00 - 09:00	6	106	0.002	6	106	0.003	6	106	0.005
09:00 - 10:00	6	106	0.002	6	106	0.003	6	106	0.005
10:00 - 11:00	6	106	0.005	6	106	0.005	6	106	0.010
11:00 - 12:00	6	106	0.003	6	106	0.003	6	106	0.006
12:00 - 13:00	6	106	0.003	6	106	0.002	6	106	0.005
13:00 - 14:00	6	106	0.003	6	106	0.005	6	106	0.008
14:00 - 15:00	6	106	0.002	6	106	0.002	6	106	0.004
15:00 - 16:00	6	106	0.000	6	106	0.000	6	106	0.000
16:00 - 17:00	6	106	0.002	6	106	0.002	6	106	0.004
17:00 - 18:00	6	106	0.000	6	106	0.000	6	106	0.000
18:00 - 19:00	6	106	0.000	6	106	0.000	6	106	0.000
19:00 - 20:00	6	106	0.002	6	106	0.000	6	106	0.002
20:00 - 21:00	6	106	0.000	6	106	0.000	6	106	0.000
21:00 - 22:00	6	106	0.000	6	106	0.000	6	106	0.000
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.027			0.027			0.054

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

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

Parameter summary

Trip rate parameter range selected:	74 - 139 (units:)
Survey date range:	01/01/09 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
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.

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

MULTI-MODAL PSVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	106	0.003	6	106	0.003	6	106	0.006
08:00 - 09:00	6	106	0.000	6	106	0.003	6	106	0.003
09:00 - 10:00	6	106	0.000	6	106	0.000	6	106	0.000
10:00 - 11:00	6	106	0.000	6	106	0.000	6	106	0.000
11:00 - 12:00	6	106	0.000	6	106	0.000	6	106	0.000
12:00 - 13:00	6	106	0.000	6	106	0.000	6	106	0.000
13:00 - 14:00	6	106	0.000	6	106	0.000	6	106	0.000
14:00 - 15:00	6	106	0.000	6	106	0.000	6	106	0.000
15:00 - 16:00	6	106	0.000	6	106	0.000	6	106	0.000
16:00 - 17:00	6	106	0.000	6	106	0.000	6	106	0.000
17:00 - 18:00	6	106	0.000	6	106	0.000	6	106	0.000
18:00 - 19:00	6	106	0.003	6	106	0.000	6	106	0.003
19:00 - 20:00	6	106	0.000	6	106	0.000	6	106	0.000
20:00 - 21:00	6	106	0.000	6	106	0.000	6	106	0.000
21:00 - 22:00	6	106	0.000	6	106	0.000	6	106	0.000
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.006			0.006			0.012

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

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

Parameter summary

Trip rate parameter range selected:	74 - 139 (units:)
Survey date range:	01/01/09 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
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.

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	106	0.006	6	106	0.002	6	106	0.008
08:00 - 09:00	6	106	0.006	6	106	0.003	6	106	0.009
09:00 - 10:00	6	106	0.006	6	106	0.000	6	106	0.006
10:00 - 11:00	6	106	0.005	6	106	0.006	6	106	0.011
11:00 - 12:00	6	106	0.002	6	106	0.006	6	106	0.008
12:00 - 13:00	6	106	0.000	6	106	0.000	6	106	0.000
13:00 - 14:00	6	106	0.003	6	106	0.005	6	106	0.008
14:00 - 15:00	6	106	0.003	6	106	0.013	6	106	0.016
15:00 - 16:00	6	106	0.002	6	106	0.005	6	106	0.007
16:00 - 17:00	6	106	0.003	6	106	0.002	6	106	0.005
17:00 - 18:00	6	106	0.002	6	106	0.002	6	106	0.004
18:00 - 19:00	6	106	0.000	6	106	0.000	6	106	0.000
19:00 - 20:00	6	106	0.000	6	106	0.002	6	106	0.002
20:00 - 21:00	6	106	0.000	6	106	0.000	6	106	0.000
21:00 - 22:00	6	106	0.002	6	106	0.000	6	106	0.002
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.040			0.046			0.086

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

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

Parameter summary

Trip rate parameter range selected:	74 - 139 (units:)
Survey date range:	01/01/09 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
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.

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	106	0.090	6	106	0.263	6	106	0.353
08:00 - 09:00	6	106	0.129	6	106	0.341	6	106	0.470
09:00 - 10:00	6	106	0.219	6	106	0.192	6	106	0.411
10:00 - 11:00	6	106	0.148	6	106	0.151	6	106	0.299
11:00 - 12:00	6	106	0.102	6	106	0.149	6	106	0.251
12:00 - 13:00	6	106	0.143	6	106	0.083	6	106	0.226
13:00 - 14:00	6	106	0.157	6	106	0.175	6	106	0.332
14:00 - 15:00	6	106	0.091	6	106	0.112	6	106	0.203
15:00 - 16:00	6	106	0.138	6	106	0.217	6	106	0.355
16:00 - 17:00	6	106	0.219	6	106	0.157	6	106	0.376
17:00 - 18:00	6	106	0.308	6	106	0.127	6	106	0.435
18:00 - 19:00	6	106	0.274	6	106	0.170	6	106	0.444
19:00 - 20:00	6	106	0.250	6	106	0.164	6	106	0.414
20:00 - 21:00	6	106	0.132	6	106	0.080	6	106	0.212
21:00 - 22:00	6	106	0.085	6	106	0.093	6	106	0.178
22:00 - 23:00	1	74	0.135	1	74	0.068	1	74	0.203
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			2.634			2.542			5.176

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

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

Parameter summary

Trip rate parameter range selected:	74 - 139 (units:)
Survey date range:	01/01/09 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
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.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	106	0.014	6	106	0.039	6	106	0.053
08:00 - 09:00	6	106	0.022	6	106	0.072	6	106	0.094
09:00 - 10:00	6	106	0.036	6	106	0.030	6	106	0.066
10:00 - 11:00	6	106	0.005	6	106	0.041	6	106	0.046
11:00 - 12:00	6	106	0.016	6	106	0.033	6	106	0.049
12:00 - 13:00	6	106	0.019	6	106	0.022	6	106	0.041
13:00 - 14:00	6	106	0.020	6	106	0.035	6	106	0.055
14:00 - 15:00	6	106	0.028	6	106	0.022	6	106	0.050
15:00 - 16:00	6	106	0.028	6	106	0.024	6	106	0.052
16:00 - 17:00	6	106	0.016	6	106	0.031	6	106	0.047
17:00 - 18:00	6	106	0.053	6	106	0.044	6	106	0.097
18:00 - 19:00	6	106	0.044	6	106	0.093	6	106	0.137
19:00 - 20:00	6	106	0.086	6	106	0.038	6	106	0.124
20:00 - 21:00	6	106	0.085	6	106	0.090	6	106	0.175
21:00 - 22:00	6	106	0.064	6	106	0.027	6	106	0.091
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.536			0.641			1.177

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

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

Parameter summary

Trip rate parameter range selected:	74 - 139 (units:)
Survey date range:	01/01/09 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	106	0.006	6	106	0.002	6	106	0.008
08:00 - 09:00	6	106	0.008	6	106	0.009	6	106	0.017
09:00 - 10:00	6	106	0.003	6	106	0.006	6	106	0.009
10:00 - 11:00	6	106	0.005	6	106	0.005	6	106	0.010
11:00 - 12:00	6	106	0.005	6	106	0.003	6	106	0.008
12:00 - 13:00	6	106	0.005	6	106	0.002	6	106	0.007
13:00 - 14:00	6	106	0.002	6	106	0.013	6	106	0.015
14:00 - 15:00	6	106	0.003	6	106	0.002	6	106	0.005
15:00 - 16:00	6	106	0.006	6	106	0.008	6	106	0.014
16:00 - 17:00	6	106	0.000	6	106	0.005	6	106	0.005
17:00 - 18:00	6	106	0.000	6	106	0.005	6	106	0.005
18:00 - 19:00	6	106	0.005	6	106	0.000	6	106	0.005
19:00 - 20:00	6	106	0.002	6	106	0.002	6	106	0.004
20:00 - 21:00	6	106	0.003	6	106	0.000	6	106	0.003
21:00 - 22:00	6	106	0.002	6	106	0.000	6	106	0.002
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.055			0.062			0.117

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

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

Parameter summary

Trip rate parameter range selected: 74 - 139 (units:)
 Survey date range: 01/01/09 - 01/10/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	106	0.000	6	106	0.013	6	106	0.013
08:00 - 09:00	6	106	0.003	6	106	0.003	6	106	0.006
09:00 - 10:00	6	106	0.005	6	106	0.006	6	106	0.011
10:00 - 11:00	6	106	0.000	6	106	0.006	6	106	0.006
11:00 - 12:00	6	106	0.002	6	106	0.002	6	106	0.004
12:00 - 13:00	6	106	0.002	6	106	0.000	6	106	0.002
13:00 - 14:00	6	106	0.002	6	106	0.003	6	106	0.005
14:00 - 15:00	6	106	0.002	6	106	0.000	6	106	0.002
15:00 - 16:00	6	106	0.003	6	106	0.000	6	106	0.003
16:00 - 17:00	6	106	0.000	6	106	0.000	6	106	0.000
17:00 - 18:00	6	106	0.008	6	106	0.000	6	106	0.008
18:00 - 19:00	6	106	0.011	6	106	0.000	6	106	0.011
19:00 - 20:00	6	106	0.000	6	106	0.000	6	106	0.000
20:00 - 21:00	6	106	0.006	6	106	0.000	6	106	0.006
21:00 - 22:00	6	106	0.000	6	106	0.000	6	106	0.000
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.044			0.033			0.077

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

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

Parameter summary

Trip rate parameter range selected:	74 - 139 (units:)
Survey date range:	01/01/09 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
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.

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

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	106	0.005	6	106	0.005	6	106	0.010
08:00 - 09:00	6	106	0.000	6	106	0.156	6	106	0.156
09:00 - 10:00	6	106	0.000	6	106	0.000	6	106	0.000
10:00 - 11:00	6	106	0.000	6	106	0.000	6	106	0.000
11:00 - 12:00	6	106	0.000	6	106	0.000	6	106	0.000
12:00 - 13:00	6	106	0.000	6	106	0.000	6	106	0.000
13:00 - 14:00	6	106	0.000	6	106	0.000	6	106	0.000
14:00 - 15:00	6	106	0.000	6	106	0.000	6	106	0.000
15:00 - 16:00	6	106	0.000	6	106	0.000	6	106	0.000
16:00 - 17:00	6	106	0.000	6	106	0.000	6	106	0.000
17:00 - 18:00	6	106	0.000	6	106	0.000	6	106	0.000
18:00 - 19:00	6	106	0.156	6	106	0.000	6	106	0.156
19:00 - 20:00	6	106	0.000	6	106	0.000	6	106	0.000
20:00 - 21:00	6	106	0.000	6	106	0.000	6	106	0.000
21:00 - 22:00	6	106	0.000	6	106	0.000	6	106	0.000
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.161			0.161			0.322

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

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

Parameter summary

Trip rate parameter range selected:	74 - 139 (units:)
Survey date range:	01/01/09 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	106	0.011	6	106	0.019	6	106	0.030
08:00 - 09:00	6	106	0.011	6	106	0.168	6	106	0.179
09:00 - 10:00	6	106	0.008	6	106	0.013	6	106	0.021
10:00 - 11:00	6	106	0.005	6	106	0.011	6	106	0.016
11:00 - 12:00	6	106	0.006	6	106	0.005	6	106	0.011
12:00 - 13:00	6	106	0.006	6	106	0.002	6	106	0.008
13:00 - 14:00	6	106	0.003	6	106	0.016	6	106	0.019
14:00 - 15:00	6	106	0.005	6	106	0.002	6	106	0.007
15:00 - 16:00	6	106	0.009	6	106	0.008	6	106	0.017
16:00 - 17:00	6	106	0.000	6	106	0.005	6	106	0.005
17:00 - 18:00	6	106	0.008	6	106	0.005	6	106	0.013
18:00 - 19:00	6	106	0.171	6	106	0.000	6	106	0.171
19:00 - 20:00	6	106	0.002	6	106	0.002	6	106	0.004
20:00 - 21:00	6	106	0.009	6	106	0.000	6	106	0.009
21:00 - 22:00	6	106	0.002	6	106	0.000	6	106	0.002
22:00 - 23:00	1	74	0.000	1	74	0.000	1	74	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.256			0.256			0.512

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

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

Parameter summary

Trip rate parameter range selected: 74 - 139 (units:)
 Survey date range: 01/01/09 - 01/10/14
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 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.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	106	0.121	6	106	0.322	6	106	0.443
08:00 - 09:00	6	106	0.168	6	106	0.585	6	106	0.753
09:00 - 10:00	6	106	0.269	6	106	0.234	6	106	0.503
10:00 - 11:00	6	106	0.162	6	106	0.209	6	106	0.371
11:00 - 12:00	6	106	0.126	6	106	0.193	6	106	0.319
12:00 - 13:00	6	106	0.168	6	106	0.107	6	106	0.275
13:00 - 14:00	6	106	0.184	6	106	0.230	6	106	0.414
14:00 - 15:00	6	106	0.127	6	106	0.148	6	106	0.275
15:00 - 16:00	6	106	0.178	6	106	0.253	6	106	0.431
16:00 - 17:00	6	106	0.237	6	106	0.195	6	106	0.432
17:00 - 18:00	6	106	0.371	6	106	0.178	6	106	0.549
18:00 - 19:00	6	106	0.489	6	106	0.263	6	106	0.752
19:00 - 20:00	6	106	0.338	6	106	0.204	6	106	0.542
20:00 - 21:00	6	106	0.226	6	106	0.170	6	106	0.396
21:00 - 22:00	6	106	0.153	6	106	0.119	6	106	0.272
22:00 - 23:00	1	74	0.135	1	74	0.068	1	74	0.203
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			3.466			3.478			6.944

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

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

Parameter summary

Trip rate parameter range selected:	74 - 139 (units:)
Survey date range:	01/01/09 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
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.

Appendix C

Site(1):	GA-06-E-01	Gross floor area:	700 sqm
Development Name:	RESTAURANT	Number of seats:	75
Location:	NEAR GALWAY	Parking spaces:	25
Postcode:		Number of Employees:	20
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	14/10/12
Sub-Location Type:	Village	Survey Day:	Sunday
PTAL:	n/a		

Site(2):	NY-06-E-01	Gross floor area:	300 sqm
Development Name:	LITTLE CHEF	Number of seats:	45
Location:	RICHMOND	Parking spaces:	23
Postcode:	DL10 5EQ	Number of Employees:	11
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	10/06/11
Sub-Location Type:	Out of Town	Survey Day:	Friday
PTAL:	n/a		

Site(3):	NY-06-E-02	Gross floor area:	289 sqm
Development Name:	LITTLE CHEF	Number of seats:	72
Location:	NEAR THIRSK	Parking spaces:	36
Postcode:	YO7 3HW	Number of Employees:	11
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	21/10/11
Sub-Location Type:	Out of Town	Survey Day:	Friday
PTAL:	n/a		

Site(4):	OX-06-E-01	Gross floor area:	475 sqm
Development Name:	L. CHEF & BURGER K.	Number of seats:	82
Location:	BICESTER	Parking spaces:	53
Postcode:	OX26 1BT	Number of Employees:	23
Main Location Type:	Edge of Town	Survey Date:	10/11/11
Sub-Location Type:	Retail Zone	Survey Day:	Thursday
PTAL:	n/a		

Site(5):	SY-06-E-01	Gross floor area:	530 sqm
Development Name:	LITTLE CHEF	Number of seats:	90
Location:	NEAR DONCASTER	Parking spaces:	76
Postcode:	DN6 8LR	Number of Employees:	11
Main Location Type:	Edge of Town	Survey Date:	22/12/12
Sub-Location Type:	No Sub Category	Survey Day:	Saturday
PTAL:	n/a		

Site(6):	TW-06-E-02	Gross floor area:	320 sqm
Development Name:	LITTLE CHEF & BURGER KING	Number of seats:	76
Location:	GATESHEAD	Parking spaces:	81
Postcode:	NE10 8YB	Number of Employees:	11
Main Location Type:	Edge of Town	Survey Date:	17/11/12
Sub-Location Type:	Out of Town	Survey Day:	Saturday
PTAL:	n/a		

TRICS 7.5.4

Trip Rate Per Gross floor area

TRIP RATE for FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS	
			Trip Rate	No. Days		Trip Rate	No. Days		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	2	305	0.657		2	305	0.493	2	305	1.15
07:00-08:00	6	436	1.454		6	436	1.262	6	436	2.716
08:00-09:00	6	436	2.334		6	436	1.989	6	436	4.323
09:00-10:00	6	436	2.525		6	436	2.525	6	436	5.05
10:00-11:00	6	436	3.405		6	436	2.448	6	436	5.853
11:00-12:00	6	436	4.246		6	436	3.634	6	436	7.88
12:00-13:00	6	436	7.077		6	436	5.164	6	436	12.241
13:00-14:00	6	436	5.011		6	436	6.197	6	436	11.208
14:00-15:00	6	436	5.203		6	436	5.93	6	436	11.133
15:00-16:00	6	436	3.94		6	436	4.476	6	436	8.416
16:00-17:00	6	436	3.787		6	436	3.405	6	436	7.192
17:00-18:00	6	436	3.902		6	436	3.443	6	436	7.345
18:00-19:00	6	436	2.984		6	436	3.902	6	436	6.886
19:00-20:00	6	436	2.525		6	436	2.716	6	436	5.241
20:00-21:00	6	436	1.989		6	436	2.678	6	436	4.667
21:00-22:00	5	383	0.836		5	383	1.358	5	383	2.194
22:00-23:00	1	530	0		1	530	0	1	530	0
23:00-24:00	1	530	0		1	530	0	1	530	0
Daily Trip Rates:			51.875				51.62			103.495

TRIP RATE for FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

Calculation Factor: 100 sqm

Count Type: TAXIS

Time Range	No. Days	Ave. GFA	ARRIVALS		DEPARTURES		TOTALS		
			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	2	305	0	2	305	0	2	305	0
07:00-08:00	6	436	0	6	436	0	6	436	0
08:00-09:00	6	436	0	6	436	0	6	436	0
09:00-10:00	6	436	0	6	436	0	6	436	0
10:00-11:00	6	436	0.038	6	436	0	6	436	0.038
11:00-12:00	6	436	0.077	6	436	0.077	6	436	0.154
12:00-13:00	6	436	0.077	6	436	0.115	6	436	0.192
13:00-14:00	6	436	0.115	6	436	0.115	6	436	0.23
14:00-15:00	6	436	0.23	6	436	0.191	6	436	0.421
15:00-16:00	6	436	0.153	6	436	0.191	6	436	0.344
16:00-17:00	6	436	0.077	6	436	0.038	6	436	0.115
17:00-18:00	6	436	0.153	6	436	0.153	6	436	0.306

18:00-19:00	6	436	0.383	6	436	0.421	6	436	0.804
19:00-20:00	6	436	0.153	6	436	0.115	6	436	0.268
20:00-21:00	6	436	0.497	6	436	0.536	6	436	1.033
21:00-22:00	5	383	0.104	5	383	0.104	5	383	0.208
22:00-23:00	1	530	0	1	530	0	1	530	0
23:00-24:00	1	530	0	1	530	0	1	530	0
Daily Trip Rates:			2.057				2.056	4.113	

TRIP RATE fo FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

Calculation Factor: 100 sqm

Count Type: OGVS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS Trip Rate
			Trip Rate	No. Days		Trip Rate	No. Days		
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	2	305	0	2	305	0	2	305	0
07:00-08:00	6	436	0.038	6	436	0.038	6	436	0.076
08:00-09:00	6	436	0	6	436	0	6	436	0
09:00-10:00	6	436	0	6	436	0	6	436	0
10:00-11:00	6	436	0.038	6	436	0.038	6	436	0.076
11:00-12:00	6	436	0.038	6	436	0.038	6	436	0.076
12:00-13:00	6	436	0.077	6	436	0.077	6	436	0.154
13:00-14:00	6	436	0	6	436	0	6	436	0
14:00-15:00	6	436	0.077	6	436	0.038	6	436	0.115
15:00-16:00	6	436	0.077	6	436	0.115	6	436	0.192
16:00-17:00	6	436	0	6	436	0	6	436	0
17:00-18:00	6	436	0.038	6	436	0.038	6	436	0.076
18:00-19:00	6	436	0	6	436	0	6	436	0
19:00-20:00	6	436	0	6	436	0	6	436	0
20:00-21:00	6	436	0	6	436	0	6	436	0
21:00-22:00	5	383	0	5	383	0	5	383	0
22:00-23:00	1	530	0	1	530	0	1	530	0
23:00-24:00	1	530	0	1	530	0	1	530	0
Daily Trip Rates:			0.383				0.382	0.765	

TRIP RATE fo FOOD & DRINK/E - ROAD-SIDE FOOD (eg. Little Chef)

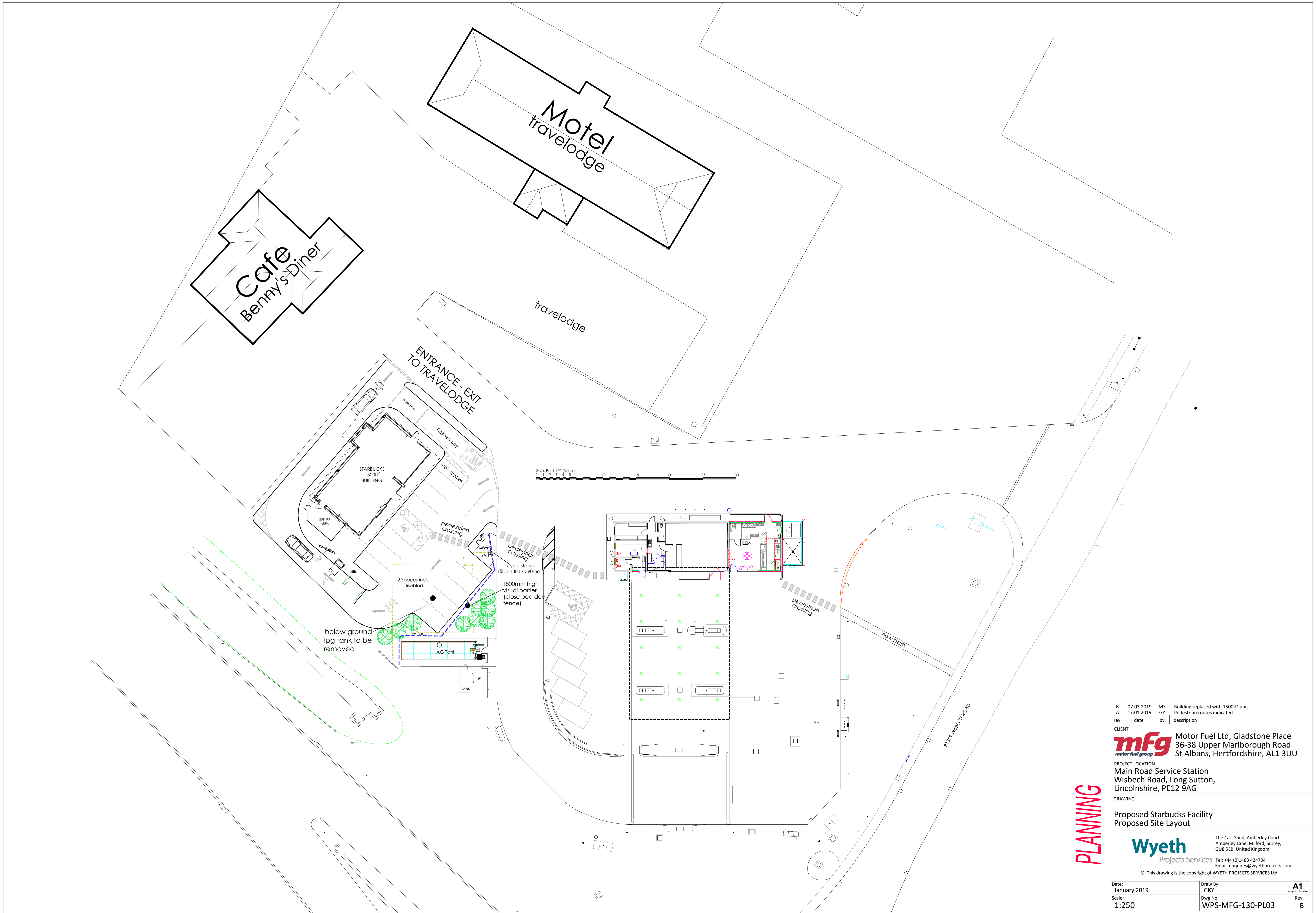
Calculation Factor: 100 sqm

Count Type: PSVS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA	TOTALS Trip Rate
			Trip Rate	No. Days		Trip Rate	No. Days		
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	2	305	0.164	2	305	0.164	2	305	0.328
07:00-08:00	6	436	0	6	436	0	6	436	0
08:00-09:00	6	436	0	6	436	0	6	436	0
09:00-10:00	6	436	0.038	6	436	0	6	436	0.038
10:00-11:00	6	436	0.038	6	436	0.077	6	436	0.115
11:00-12:00	6	436	0	6	436	0	6	436	0
12:00-13:00	6	436	0	6	436	0	6	436	0
13:00-14:00	6	436	0	6	436	0	6	436	0

14:00-15:00	6	436	0	6	436	0	6	436	0
15:00-16:00	6	436	0	6	436	0	6	436	0
16:00-17:00	6	436	0	6	436	0	6	436	0
17:00-18:00	6	436	0	6	436	0	6	436	0
18:00-19:00	6	436	0.038	6	436	0	6	436	0.038
19:00-20:00	6	436	0	6	436	0.038	6	436	0.038
20:00-21:00	6	436	0	6	436	0	6	436	0
21:00-22:00	5	383	0	5	383	0	5	383	0
22:00-23:00	1	530	0	1	530	0	1	530	0
23:00-24:00	1	530	0	1	530	0	1	530	0
Daily Trip Rates:			0.278			0.279			0.557

Appendix D



PLANNING

B	07.03.2019	MS	Building replaced with 1500ft ² unit
A	17.01.2019	GY	Pedestrian routes indicated
rev	date	by	description

CLIENT			
		Motor Fuel Ltd, Gladstone Place 36-38 Upper Marlborough Road St Albans, Hertfordshire, AL1 3UU	

PROJECT LOCATION			
Main Road Service Station Wisbech Road, Long Sutton, Lincolnshire, PE12 9AG			

DRAWING			
Proposed Starbucks Facility Proposed Site Layout			

		The Cart Shed, Amberley Court, Amberley Lane, Milford, Surrey, GU8 5EB, United Kingdom	
		Tel: +44 (0)1483 424704 Email: enquires@wyethprojects.com	
© This drawing is the copyright of WYETH PROJECTS SERVICES Ltd.			

Date:	GKY	Drawn By:	A1
January 2019			original plot size
Scale:		Dwg No:	Rev:
1:250		WPS-MFG-130-PL03	B

Appendix E

Out The Window Sales By Time Report

by 30 Minutes

14/02/2010

Cardiff Dunleavy Drive Store #12745

16/02/10 10:44:41

OUT THE WINDOW GUEST COUNT: 261

OUT THE WINDOW SALES: £1,176.97

TIME	GUEST COUNT	%TOTAL CUST	CUP COUNT	SALES	%TOTAL SALES	%RETAIL PERCENT	ACCUM SALES	GUEST AVG
8:00AM - 8:30AM	9	3.4%	13					
8:30AM - 9:00AM	1	0.4%	1					
9:00AM - 9:30AM	5	1.9%	6					
9:30AM - 10:00AM	8	3.1%	12					
10:00AM - 10:30AM	7	2.7%	19					
10:30AM - 11:00AM	7	2.7%	11					
11:00AM - 11:30AM	13	5.0%	25					
11:30AM - 12:00AM	12	4.6%	25					
12:00AM - 12:30AM	16	6.1%	21					
12:30AM - 1:00PM	15	5.7%	22					
1:00PM - 1:30PM	16	6.1%	27					
1:30PM - 2:00PM	12	4.6%	19					
2:00PM - 2:30PM	11	4.2%	19					
2:30PM - 3:00PM	14	5.4%	26					
3:00PM - 3:30PM	21	8.0%	31					
3:30PM - 4:00PM	17	6.5%	27					
4:00PM - 4:30PM	18	6.9%	27					
4:30PM - 5:00PM	14	5.4%	26					
5:00PM - 5:30PM	14	5.4%	27					
5:30PM - 6:00PM	7	2.7%	16					
6:00PM - 6:30PM	7	2.7%	9					
6:30PM - 7:00PM	4	1.5%	3					
7:00PM - 7:30PM	4	1.5%	6					
7:30PM - 8:00PM	8	3.1%	12					
8:30PM - 9:00PM	1	0.4%	0					
TOTAL	261							

Cafe Sales By Time Report

by 30 Minutes

14/02/2010

Cardiff Dunleavy Drive Store #12745

16/02/10 10:44:18

CAFE GUEST COUNT: 331

CAFE SALES: £1,776.19

TIME	GUEST COUNT	%TOTAL CUST	CUP COUNT	SALES	%TOTAL SALES	%RETAIL PERCENT	ACCUM SALES	GUEST AVG
7:30AM - 8:00AM	1	0.3%	1					
8:00AM - 8:30AM	4	1.2%	6					
8:30AM - 9:00AM	2	0.6%	5					
9:00AM - 9:30AM	6	1.8%	7					
9:30AM - 10:00AM	6	1.8%	9					
10:00AM - 10:30AM	8	2.4%	13					
10:30AM - 11:00AM	9	2.7%	19					
11:00AM - 11:30AM	16	4.8%	25					
11:30AM - 12:00AM	17	5.1%	28					
12:00AM - 12:30AM	23	6.9%	43					
12:30AM - 1:00PM	12	3.6%	22					
1:00PM - 1:30PM	16	4.8%	28					
1:30PM - 2:00PM	19	5.7%	31					
2:00PM - 2:30PM	20	6.0%	30					
2:30PM - 3:00PM	18	5.4%	33					
3:00PM - 3:30PM	21	6.3%	40					
3:30PM - 4:00PM	23	6.9%	36					
4:00PM - 4:30PM	24	7.3%	47					
4:30PM - 5:00PM	25	7.6%	53					
5:00PM - 5:30PM	22	6.6%	35					
5:30PM - 6:00PM	17	5.1%	28					
6:00PM - 6:30PM	4	1.2%	6					
6:30PM - 7:00PM	7	2.1%	13					
7:00PM - 7:30PM	8	2.4%	9					
7:30PM - 8:00PM	1	0.3%	2					
8:00PM - 8:30PM	1	0.3%	0					
8:30PM - 9:00PM	1	0.3%	1					
TOTAL	331							

Cafe Sales By Time Report

by 30 Minutes

10/02/2010

Cardiff Dunleavy Drive Store #12745

16/02/10 10:44:31

CAFE GUEST COUNT: 290

CAFE SALES: £1,176.77

TIME	GUEST COUNT	%TOTAL CUST	CUP COUNT	SALES	%TOTAL SALES	%RETAIL PERCENT	ACCUM SALES	GUEST AVG
6:30AM - 7:00AM	2	0.7%	3					
7:00AM - 7:30AM	6	2.1%	7					
7:30AM - 8:00AM	6	2.1%	5					
8:00AM - 8:30AM	12	4.1%	15					
8:30AM - 9:00AM	14	4.8%	14					
9:00AM - 9:30AM	10	3.4%	13					
9:30AM - 10:00AM	9	3.1%	13					
10:00AM - 10:30AM	14	4.8%	21					
10:30AM - 11:00AM	13	4.5%	21					
11:00AM - 11:30AM	13	4.5%	19					
11:30AM - 12:00AM	20	6.9%	26					
12:00AM - 12:30AM	18	6.2%	29					
12:30AM - 1:00PM	18	6.2%	21					
1:00PM - 1:30PM	17	5.9%	30					
1:30PM - 2:00PM	11	3.8%	11					
2:00PM - 2:30PM	5	1.7%	6					
2:30PM - 3:00PM	16	5.5%	31					
3:00PM - 3:30PM	6	2.1%	11					
3:30PM - 4:00PM	10	3.4%	16					
4:00PM - 4:30PM	15	5.2%	18					
4:30PM - 5:00PM	5	1.7%	11					
5:00PM - 5:30PM	10	3.4%	10					
5:30PM - 6:00PM	8	2.8%	12					
6:00PM - 6:30PM	6	2.1%	8					
6:30PM - 7:00PM	11	3.8%	15					
7:00PM - 7:30PM	9	3.1%	13					
7:30PM - 8:00PM	4	1.4%	9					
8:00PM - 8:30PM	2	0.7%	2					

TOTAL 290

Out The Window Sales By Time Report

by 30 Minutes

10/02/2010

Cardiff Dunleavy Drive Store #12745

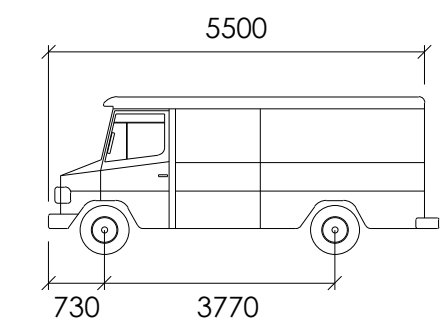
16/02/10 10:44:52

OUT THE WINDOW GUEST COUNT: 250

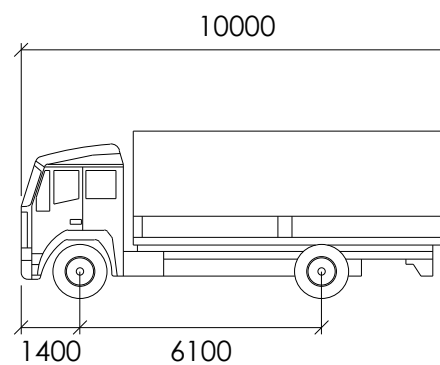
OUT THE WINDOW SALES: £879.70

TIME	GUEST COUNT	%TOTAL CUST	CUP COUNT	SALES	%TOTAL SALES	%RETAIL PERCENT	ACCUM SALES	GUEST AVG
6:00AM - 6:30AM	1	0.4%	0					
6:30AM - 7:00AM	8	3.2%	12					
7:00AM - 7:30AM	11	4.4%	11					
7:30AM - 8:00AM	15	6.0%	16					
8:00AM - 8:30AM	19	7.6%	23					
8:30AM - 9:00AM	15	6.0%	18					
9:00AM - 9:30AM	12	4.8%	15					
9:30AM - 10:00AM	12	4.8%	15					
10:00AM - 10:30AM	11	4.4%	13					
10:30AM - 11:00AM	9	3.6%	11					
11:00AM - 11:30AM	9	3.6%	12					
11:30AM - 12:00AM	12	4.8%	16					
12:00AM - 12:30AM	5	2.0%	11					
12:30AM - 1:00PM	12	4.8%	17					
1:00PM - 1:30PM	11	4.4%	15					
1:30PM - 2:00PM	9	3.6%	13					
2:00PM - 2:30PM	5	2.0%	5					
2:30PM - 3:00PM	15	6.0%	21					
3:00PM - 3:30PM	8	3.2%	10					
3:30PM - 4:00PM	4	1.6%	7					
4:00PM - 4:30PM	4	1.6%	6					
4:30PM - 5:00PM	7	2.8%	9					
5:00PM - 5:30PM	4	1.6%	6					
5:30PM - 6:00PM	8	3.2%	11					
6:00PM - 6:30PM	5	2.0%	7					
6:30PM - 7:00PM	1	0.4%	1					
7:00PM - 7:30PM	7	2.8%	11					
7:30PM - 8:00PM	9	3.6%	13					
8:00PM - 8:30PM	2	0.8%	2					
TOTAL	250							

Appendix F

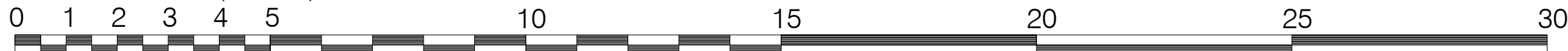


VAN 35T
mm
Width : 2080
Track : 2080
Lock to Lock Time : 6.0
Steering Angle : 41.5



LRIGID
mm
Width : 2500
Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 37.6

Scale Bar 1:100 (Metres)



ENTRANCE - EXIT
TO TRAVELODGE

STARBUCKS
1500ft²
BUILDING

REFUSE AREA

pedestrian crossing

path

pedestrian crossing

cycle stands
(5No 1300 x 390mm)

1800mm high
visual barrier
(close boarded
fence)

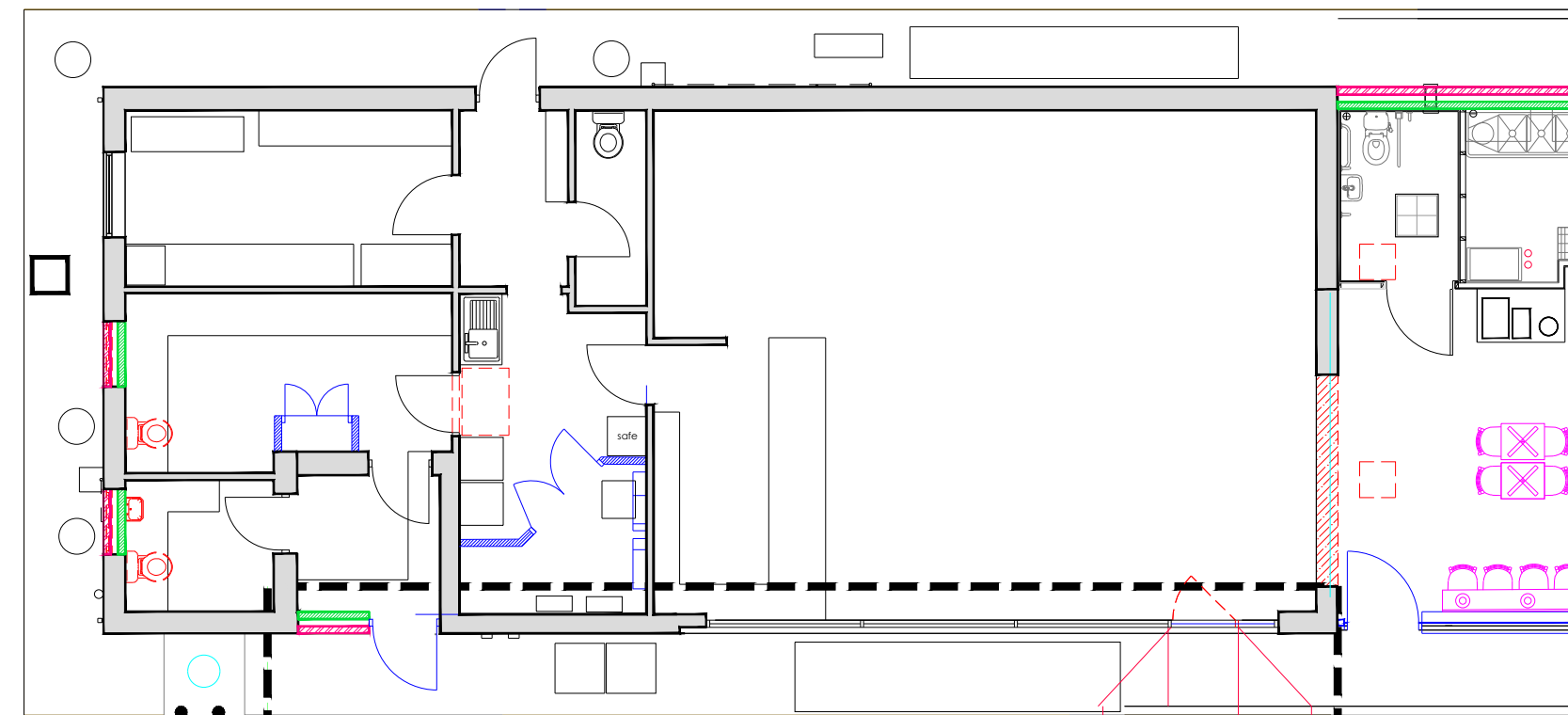
12 Sp. incl.
VAN 35T
FTA CUSTOM (UK)

AG Tank

TANK

below ground
lpg tank to be
removed

LINE OF SITE BOUNDARY



PLANNING

rev	date	by	description
CLIENT			
mfg Motor Fuel Ltd, Gladstone Place 36-38 Upper Marlborough Road St Albans, Hertfordshire, AL1 3UU			
PROJECT LOCATION			
Main Road Service Station Wisbech Road, Long Sutton, Lincolnshire, PE12 9AG			
DRAWING			
Proposed Starbucks Facility Tracking			
Wyeth Projects Services The Cart Shed, Amberley Court, Amberley Lane, Milford, Surrey, GU8 5EB, United Kingdom Tel: +44 (0)1483 424704 Email: enquires@wyethprojects.com			
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Date: March 2019	Draw By: MS	A1 original size	
Scale: 1:100	Dwg No: WPS-MFG-130-PL09	Rev:	

