FEBRUARY 2021 | P20-0450

PLANNING APPLICATION FOR PROPOSED KFC AND TACO BELL RESTAURANT / DRIVE THRU (USE CLASS E / SUI-GENERIS), ALONG WITH ASSOCIATED INFRASTRUCTURE AND LANDSCAPING WORKS

TRANSPORT STATEMENT

LINCS GATEWAY, GATEWAY PARK, 1 GOODISON PARK, SPALDING, PE12 6FY

ON BEHALF OF ERINDALE LIMITED

Pegasus Group

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough

DESIGN ENVIRONMENT PLANNING ECONOMICS HERITAGE

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1.0 INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Pegasus Group on behalf of Erindale Limited, in order to support a full planning application for the construction of a KFC and Taco Bell restaurant / drive-thru (Use Class E / Sui-Generis) at Lincs Gateway, Gateway Park, 1 Goodison Park, Spalding.

1.2 This TS provides highways and transport advice based on a gross floor area (GFA) of 281.7 square metres and 191.4 sqm associated with the KFC and Taco Bell units respectively.

1.3 The site forms part of the wider Gateway Business Park which was granted outline planning permission (with all matters reserved except for access) in October 2014 (reference H16-0009-14). The application description is set out below.

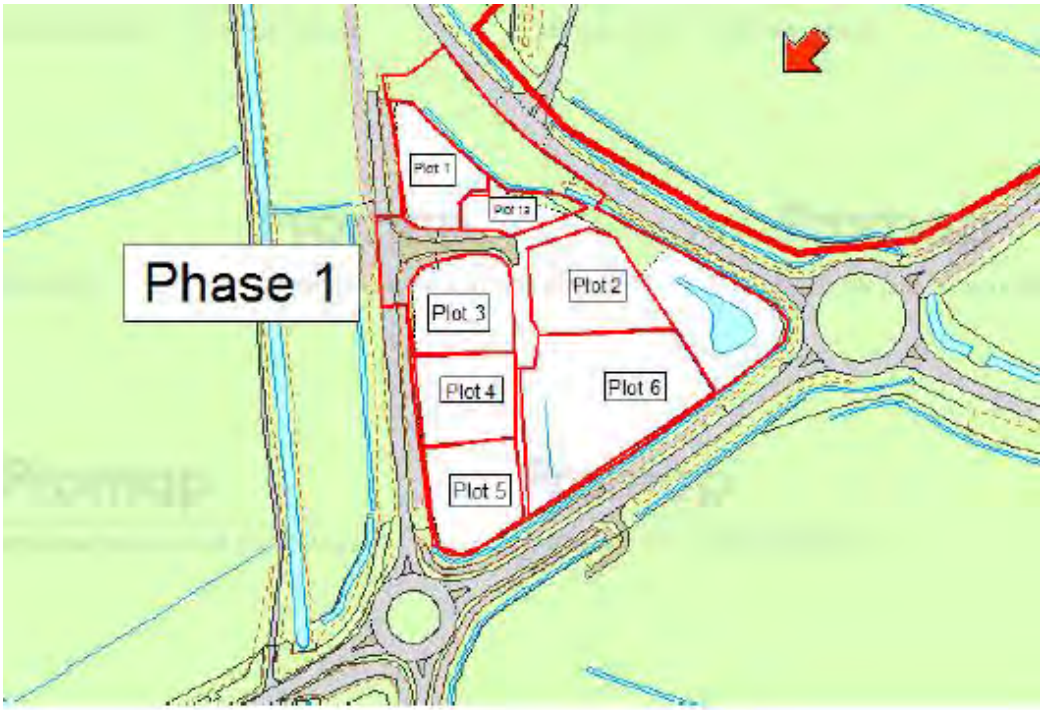
"Proposed business park, hotel, public house/restaurant, conference and function centre, petrol filling station, restaurant/café with ancillary retail together with associated landscaping, access, highways, parking, drainage, utilities and services and infrastructure works."

1.4 The outline planning application was divided into two parcels of land (Site A and Site B) which straddle the B1173. 'Site A' is located to the north of the B1173 and comprised office units, light industrial/storage units and industrial/storage units as part of the outline application.

1.5 The proposed development is contained within 'Site B', located to the south of the B1173, which takes access from the B1173 and egresses onto the A1175 and Barrier Bank roundabout junction via the historic Barrier Bank alignment. The outline application for 'Site B' considered a hotel, pub/restaurant, commercial units, conference/function centre, petrol filling station, café/restaurant and minor retail units.

1.6 The development site forms part of Parcel B5 (as referred to within the outline application) which has since been broken down into three individual plots (plots three to five). This application relates to the southernmost parcel, illustrated below at **Plate 1.1** as plot 5. At the time of the outline application, it was intended that Parcel B5 would accommodate Use Classes B1, B2 and B8 comprising industrial / storage / distribution units.

Plate 1.1 – Parcel Location



1.7 The Transport Assessment (TA) submitted to support the outline application included junction capacity assessments for the surrounding network and proposed access, therefore it is considered that the principle of the trip attraction which could be associated with the development has been robustly assessed. This TS therefore seeks to confirm the site specific transport and highways details associated with the proposed KFC and Taco Bell units.

1.8 Verbal pre-application advice for the erection of the two food outlets was sought from Lincolnshire County Council (LCC) Highways Development Management in March 2020. The advice generally suggested that the principle of development is acceptable, given the existing nature of the wider site and the work undertaken as part of the outline application H16-0009-14.

1.9 The following key transport issues are therefore addressed within this TS:

i. existing site context and local highway network;
ii. highway safety within the vicinity of the site;
iii. the relative accessibility of the scheme;
iv. the nature of the development proposals, including access, parking, and servicing arrangements; and
v. the forecast trip attraction of the development and comparison with the traffic levels considered at the outline planning consent; and
vi. a review local and national transport policy (in broad terms).

1.10 This TS concludes that all users of the proposed development can safely and suitably be accommodated via the existing access arrangements. It also concludes that appropriate drive thru, delivery and servicing arrangements can be achieved.

1.11 This TS also concludes that appropriate provision of vehicle and cycle parking is proposed to be provided, with reference to the Applicants experience with similar sites elsewhere.

1.12 This TS also concludes that there will be no material impact on the operation and safety of the surrounding local highway network given that the forecast trip attraction is comparable with that assessed as part of the outline application.

1.13 It is therefore concluded that there are no valid highway or transportation reasons which should prevent the proposed development of land at Gateway Park, Spalding.

2.0 SITE CONTEXT AND EXISTING ARRANGEMENTS

Site Location and Composition

2.1 The application site is located approximately five kilometres south of Spalding town centre, between the A1175 and Barrier Bank roundabout junction and the A16, A1175 and B1173 roundabout junction. The site is bound by the historic Barrier Bank alignment to the west, plot four to the north, plot six to the east and the A1175 to the south. The location of the site within the context of the surrounding road network is included at **Figure 1**.

2.2 The application site is situated to the south western extent of the approved outline scheme (H16-0009-14), which has been constructed in part, including the vehicular access point from the A1175 and egress point via the historic Barrier Bank alignment at the Barrier Bank and A1175 roundabout junction.

2.3 Given the nature of the surrounding road network, which generally comprises key trunk roads providing connections throughout the south of Lincolnshire, there are no pedestrian or cyclist facilities within the vicinity of the site. Bridleway Spal/9/2 runs north-south to the west of the site, parallel to the historic Barrier Bank alignment and footpaths Spal/17/1 and Spal/9/2 run adjacent to the New River drain between the site and the B1172.

Existing Access and Internal Layout Arrangements

2.4 An existing one way access configuration was approved and subsequently constructed as part of outline planning application H16-0009-14, comprising access from the B1173 and egress onto the A1175/Barrier Bank roundabout via the historic Barrier Bank alignment. Two way vehicular access to the site can also be gained via the A1175 and Barrier Bank roundabout junction from the historic Barrier Bank alignment. The approved access drawing ref: 0709/GA/008 Rev C is included at **Appendix 1**.

2.5 The 'in-only' access road from the B1173 tapers from the bellmouth access to approximately five metres wide and includes for a northern junction radius of 3m and a southern junction radius of 15m. The internal access road measures 7.3m wide. All internal radii are a minimum of 6m.

2.6 The approved access (and internal infrastructure) appears to have been designed to accommodate Heavy Goods Vehicles (HGVs) which would typically be associated with the outline proposals. Although it is understood from discussions with the local highways officer that a series of informal bollards have been located along the historic Barrier Bank alignment to prevent HGV parking.

3.0 EXISTING HIGHWAY NETWORK

B1173

3.1 The B1173 is a single carriageway road which is subject to the national speed limit within the vicinity of the site. The road routes north-south through Spalding and provides a link between the A151 to the north and the A16 and A1175 to the south. The carriageway measures approximately 7.3m wide and no footway provision is provided within the vicinity of the site.

3.2 The B1173 was historically realigned (within the vicinity of the site) to provide a direct link to the A1175 and a newly constructed section of the A16 which opened in 2011.

(Historic) Barrier Bank Alignment

3.3 Barrier Bank is the remaining section of the historic B1173 carriageway alignment. For approximately 250m to the north of the A1175 and Barrier Bank roundabout junction it routes along the western frontage of the development site, leading to the Ashwood Homes offices and wider 'Site B'.

A16

3.4 The A16 is a single carriageway road which is subject to the national speed limit and bypasses the periphery of Spalding. It forms the main vehicular route between Boston to the north and Peterborough to the south. The A16 routes south-west within the vicinity of the site and meets the A1173, A1175 and A16 at a roundabout junction to the east of the development site, then continues south east along the section of carriageway opened in October 2011.

3.5 The carriageway measures approximately 7.3m. There is no street lighting or pedestrian infrastructure present.

A1175

3.6 The A1175 is a single carriageway road which is subject to the national speed limit and fronts the site, providing a link between the B1173, A1175 and A16 roundabout junction and the A15 at Market Deeping to the south west of Spalding.

3.7 Within the vicinity of the site, the A1175 has a carriageway width of approximately 7.3m wide and has no street lighting or pedestrian infrastructure present.

Existing Highway Safety

3.8 Personal Injury Accident (PIA) data has been obtained from the Lincolnshire Road Safety Partnership for the most recent three year period. The area considered and full report is included at **Appendix 2** and the collisions are summarised at **Table 3.1**.

Table 3.1 – Summary of PIA Data

Incident Number	Incident Type	Date	Time	Road Conditions	Contributing Factors
170506371	Slight	21/11/17	08:24	Daylight /Wet	Vehicle travelling along Barrier Bank appears to have skidded due to a loss of control and hit a post before rolling down a bank.
170079363	Slight	23/02/17	13:50	Daylight /Wet	Vehicle travelling south on the A16 appears to have tipped in high winds causing it to veer off and leave the highway.
170209964	Slight	18/05/17	19:00	Daylight /Dry	Driver of a vehicle travelling along the A16 appears to have closed their eyes due to tiredness and swerved into the path of oncoming traffic.
180034661	Slight	22/01/18	16:55	Dark /Dry	Appears that a vehicle travelling along the A16 has stopped to cross the carriageway to a layby causing a rear end shunt type collision.
190536733	Slight	07/10/19	22:45	Dark /Wet	A vehicle accessing the development site (Applegreen Services) appears to have collided with another vehicle exiting the site.
170035209	Slight	23/01/17	06:00	Dark /Wet	Vehicle travelling along the A16 appears to have been undercut by a vehicle taking the same exit at the A16 roundabout causing a collision.
190459502	Slight	12/08/19	08:20	Daylight /Dry	Two vehicles appear to have been involved in a rear end shunt type collision whilst queuing to access the A16 roundabout.

3.9 It is not considered that there are any obvious highway safety reasons or trends as to the causation of the seven collisions, with no clusters, accident patterns or problems recorded. It is also noted that there have not been any reported pedestrian or cyclist collisions.

3.10 It is concluded that the local PIA record does not indicate that there is an existing highway or pedestrian safety problem in the vicinity of the site, and this is expected to continue as a high proportion of vehicular trips associated with the proposals are anticipated to be linked, pass-by and diverted trips that area already on the local highway network. It is therefore concluded that the development proposals will not have a material impact on the safety of the local highway network.

4.0 PROPOSED DEVELOPMENT

4.1 The proposal is for the development of land to the south west of the Gateway Business Park, Spalding, for a KFC (GFA 281.7 sqm) and Taco Bell (GFA 191.4 sqm) restaurant and drive thru hot food takeaway (use class A1/A3).

4.2 This application builds on the principles agreed as part of outline planning application H16-0009-14 and therefore proposed access via the approved access configuration, whereby access is sought via Gateway Business Park (Site B) priority junction with the B1173 and egress via the historic Barrier Bank alignment and A1175 and Barrier Bank roundabout junction.

4.3 The two restaurant units are proposed to adjoin, however each drive thru facility will be accessed separately. The proposed site layout is included at **Appendix 3**.

Vehicle Access

4.4 Vehicle access is proposed via the existing access arrangements detailed at **Paragraphs 2.4 to 2.7**. It is considered that the one way access system approved as part of the outline application is appropriate to accommodate all vehicle types.

4.5 It is not considered that the vehicle trip attraction forecast within this TS materially differs from that forecast within the outline application. Therefore, the access is considered appropriate to serve the proposed development.

Pedestrian Access

4.6 Pedestrian access is accommodated throughout the wider site by two metre wide footways either side of the internal road network. There is no pedestrian access via the site to the A1175 and Barrier Bank roundabout junction. A two metre wide footway link along the B1173 is located between the Gateway Business Park (Site B) priority junction with the B1173 and the Site A priority junction with the B1173. It is understood that this link has been constructed, including a pedestrian refuge island and tactile dropped kerb crossing point.

Internal Layout

4.7 A swept path analysis assessment has been undertaken to demonstrate that a large car can safely and suitably use each of the drive thru lane facilities. This is included at **Figure 2**.

4.8 The drive thru capacities allow for 20 vehicles to access the proposed KFC restaurant and 6 vehicles to access the proposed Taco Bell restaurant at any one time. It is considered that this provides an appropriate level of provision based on other sites operated by the Applicant throughout the UK.

4.9 A height restriction of 2.5 metres will be implemented at the site access.

Vehicle Parking Provision

4.10 A total of 45 vehicle car parking spaces are proposed within the development, including 4 disabled bays and 4 waiting bays. It is proposed that these will accommodate both staff and customer parking demand.

4.11 The South East Lincolnshire Local Plan 2011-2036 (SELLP) (2019) sets out parking guidance at Policy 36 and Appendix 6 of the document. Appendix 6 suggests a minimum parking provision of 1 space per 5m^2 dining space should be provided for A3/A4 Use Class developments. However, no standard is provided for A5 development.

4.12 Appendix 6 suggests that all other use classes should be assessed on a site by site basis. Policy 36 states that parking provision should be provided in accordance with Appendix 6, unless the following criteria are met:

i. Parking spaces are fit for their intended use in terms of size and design;
ii. 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;
iii. secure, covered bicycle storage for visitors are located close to the main entrance to the building;
iv. 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
v. parking is well-integrated within the townscape or landscape, through an appropriate use of materials and landscaping.

4.13 With consideration to Policy 36 of the SELLP (2019), in particular the recognition that A5 development will be assessed on a site by site basis and point i., whereby parking spaces should be fit for their intended use in terms of size and design, the proposed vehicle parking is considered appropriate. Parking provision is provided based on the end operators' requirements and experience based upon other similar schemes which they operate in comparable locations throughout the UK.

Cycle Parking Provision

4.14 The SELLP (2019) does not provide any cycle parking standards for A3/A5 development. It states that development not included at Appendix 6 will be assessed on a site by site basis. This is consistent with the approach set out with the outline application proposals.

4.15 Three sheltered and secure Sheffield cycle parking stands are proposed adjacent to the Taco Bell restaurant entrance. It is anticipated that these stands will accommodate up to six staff and customer bicycles associated with both of the proposed units. It is considered that this provides an appropriate level of provision based on the type and location of the development.

Servicing and Refuse Arrangements

4.16 Servicing and refuse collections are proposed to take place from the dedicated shared delivery bay, located between each of the drive thru entry points. **Figure 3** and **Figure 4** demonstrate that a 12m rigid delivery vehicle, the largest anticipated to be associated with deliveries at the site and refuse vehicle can safely and suitably use the servicing bay and enter and egress the development site in a forward gear.

4.17 As the servicing bay will accommodate deliveries and refuse collections for both units, it is anticipated that the Store Managers of each of the end units will liaise to ensure that deliveries and collections do not coincide. Given the distance between the site and the adopted highway network, it is not considered that the proposals will result in any waiting or queueing on the highway network.

4.18 It is considered that a safe and appropriate access and servicing strategy can be secured via an appropriately worded planning condition if it is ultimately considered necessary by the local highway authority.

Management and Adoption

4.19 The internal road layout of the site will remain privately maintained by the site operator. If ultimately considered necessary, the proposed servicing arrangements at the site can be controlled by an appropriately worded planning condition.

5.0 FORECAST TRIP ATTRACTION

Consented Trip Attraction

5.1 Outline application H16-0009-14 assessed a number of scenarios in order to establish a worst case scenario impact on the local highway network. Table 7.1 of the outline application TA summarises the quantum of development tested and is replicated below at **Table 5.1** for clarity. The uses highlighted in **bold** are understood to have been constructed (in full) at the time of writing.

5.2 A change of use class application ref: H16-1293-16 was submitted in relation to Parcel B2 for use class D1/conference function centre to use class B1 business. However, no supporting trip rates were provided at this stage.

Table 5.1 – Outline Quantum of Development

Land Use	**Area m²**		
	Illustrative Masterplan	**Sensitivity 1**	**Sensitivity 2**
Petrol Filling Station	**1,062**	**1,062**	**1,062**
Restaurant / café retail unit	**180**	**180**	**180**
Pub / restaurant	**585**	**585**	**585**
Hotel	**2,736**	**2,736**	**2,736**
Commercial Units	3,798	3,798	3,798
Conference / function centre	**990**	**990**	**990**
Site B	*9,351*	*9,351*	*9,351*
Office B1	21,348	31,015	10,145
Industrial/storage B8	19,233	9,566	30,436
Site A	*40,581*	*40,581*	*40,581*
Site B + Site A (22.7 ha)	*49,932*	*49,932*	*49,932*

5.3 The TA provided trip rates to support the development contained at **Table 5.1** for the weekday AM and PM peak hours. These trip rates are summarised below at **Table 5.2** and the subsequent vehicle trips applied to the quantum of development (based on the worst case scenario sensitivity testing) are summarised at **Table 5.3**.

Table 5.2 – Outline Application Trip Rates

Land Use	AM Peak Hour		PM Peak Hour	
	Arrive	Depart	Arrive	Depart
Petrol Filling Station (per ha)	**238.710**	**241.935**	**206.452**	**219.255**
Restaurant/café & retail (per 100m²)	**4.363**	**4.155**	**4.889**	**4.985**
Pub/restaurant (per 100m²)	**0.000**	**0.000**	**2.874**	**2.122**
Hotel (per 100m²)	**0.349**	**0.537**	**0.429**	**0.276**
Commercial unit (per 100m²)	1.469	0.282	0.209	1.258
Conference centre (per 100m²)	**0.544**	**0.389**	**1.036**	**0.753**
Office (per 100m²)	1.458	0.267	0.185	1.232
Industrial storage (per 100m²)	0.418	0.089	0.044	0.326

Table 5.3 – Outline Application Vehicular Trips

Land Use	AM Peak Hour		PM Peak Hour	
	Arrive	Depart	Arrive	Depart
Petrol Filling Station	**25**	**26**	**22**	**23**
Restaurant/café & retail	**8**	**7**	**9**	**9**
Pub/restaurant	**0**	**0**	**17**	**12**
Hotel	**10**	**15**	**12**	**8**
Commercial unit	56	11	8	48
Conference centre	**5**	**4**	**10**	**7**
Office	452	83	57	382
Industrial storage	40	9	4	31
Total	596	154	139	521
Total (including for linked, pass by, diverted)	**588**	**146**	**122**	**506**
Total Constructed	**100**		**129**	

5.4 **Table 5.3** suggests that the scheme was approved based on a total of around 734 additional two way vehicle trips in the AM peak and a total of around 628 additional two way trips in the PM. It is considered that of the total trips, a development quantum associated with approximately 100 two way vehicle trips in the AM peak and 129 two way trips in the PM peak has been constructed.

Forecast Trip Attraction

5.5 The forecast trip attraction of the proposed development has been calculated using the TRICS database. For the purposes of this assessment, sites have been restricted to locations within England (excluding Greater London), Scotland and Wales. Sites within greater London are not considered to be appropriate because they have unrepresentative trip rates, given the availability and concentration of public transport facilities.

5.6 The total number of trips that are likely to be associated with the proposed Taco Bell and KFC drive thru restaurants have been derived using sites in the TRICS database under the 'Fast Food – Drive Through' category. The data contained within this category is generally dominated by McDonalds, with no comparable record of Taco Bell sites and a limited number of comparable KFC sites.

5.7 To provide a robust trip assessment, McDonalds sites have been used to develop a trip rate to be applied to both the KFC and Taco Bell drive thru restaurants. It is considered that McDonalds, as an established fast food takeaway brand, is likely to have a considerably higher level of trip attraction when compared to a Taco Bell and a different trip profile to KFC restaurants. McDonalds restaurants are typically associated with a faster turnover of customers resulting in a higher level of trip attraction.

5.8 The forecast trip rates and subsequent attraction for the PM and Saturday peak periods for both the Taco Bell and KFC units are summarised at **Table 5.4** and the full TRICS output reports are included at **Appendix 4**. The AM peak trip attraction has not been included within the assessment as the site will not open until after the 08:00 to 09:00 period, with the only potential vehicles accessing the site detailed at **Paragraph 4.14**.

Table 5.4 – Forecast Trip Attraction

	Trip Rate per 100 sqm			Trip Attraction of Proposed Development (473.1 sqm)		
	Arrive	**Depart**	**Total**	**Arrive**	**Depart**	**Total**
PM Peak (17:00 – 18:00)	10.899	10.225	21.124	52	48	100
Saturday Peak (12:00 – 13:00)	43.765	39.765	83.530	207	188	395

5.9 **Table 5.4** suggests that the proposed development could be associated with approximately 100 two-way vehicle trips in the weekday PM peak and approximately 395 two-way vehicle trips in the Saturday peak period. However, it should be noted that these trip rates compare 100% of the GFA with comparable McDonalds sites, which are anticipated to be associated with a much higher trip rate, particularly that of the Taco Bell site. This therefore provides a worst case scenario assessment and in reality, trips associated with the site are likely to be much lower.

Vehicular Pass-by, Diverted and Linked Trips

5.10 Of the trip attraction set out at **Table 5.4**, it is anticipated that a large number of trips will be existing vehicles on the local highway network and those visiting the wider Gateway Business Park development. It is considered that many of the customers who visit the fast food drive thru restaurants by car during the busiest network periods will already be using the route (and the wider highway network) for other purposes.

5.11 The Inspectors report issued in response to an appeal for a KFC drive thru restaurant at Penzance, Cornwall (APP/L0825/A/02/1102815) stated:

"…the proposed restaurant would be likely to attract significant numbers of pass-by trips by people already on the road network who might decide to patronise the KFC, rather than diverting elsewhere." And that "There would of course be wholly new traffic which would visit the site and the 'worst case scenario' is that only 50% of trips would be diverted or linked trips. At comparable sites elsewhere, KFC research has shown that 60%-90% of trips are linked or diverted… I believe that in reality the number of new trips on the highway network as a result of the proposed development would be low."

5.12 It is considered that the principle that there are a number of existing trips attracted to the proposed Taco Bell driver thru is equally attributable. Owing to the fact that the site is located on the trunk road network and within the vicinity of the wider Gateway Business Park, it is considered that a maximum figure of 10% of new trips is appropriate to be applied. The number of new trips expected to be associated with the development are therefore summarised at **Table 5.5**.

Table 5.5 – Forecast New Trips on the Local Highway Network

	New Trips		
	Arrive	**Depart**	**Total**
PM Peak (17:00 – 18:00)	5	5	10
Saturday Peak (12:00 – 13:00)	21	19	40

5.13 **Table 5.5** therefore suggests that the number of 'new' trips expected to be generated on the local highway network resultant of the proposed developments is 10 two-way movements in the weekday PM peak and 40 two-way movements during the Saturday peak period.

5.14 The number of new trips is expected to be lower than this in reality, and it is not considered likely to have a material impact on the operation and safety of the existing local highway network.

Trip Comparison

5.15 The proposed development falls into the 'Commercial Units' category assessed as part of the outline proposals, therefore for the purpose of this assessment the forecast trip attraction has been assessed against the relative trip attraction of this use. **Table 5.3** suggests that the 'Commercial Units' element of the development could attract approximately 67 two way vehicle trips in the AM peak period and approximately 56 two way vehicle trips in the PM peak period.

5.16 Parcel 5 (the development parcel) equates to approximately a third of the total consented 'Commercial Unit', therefore it is considered that the parcel could be associated with approximately 22 two way vehicle trips in the AM peak period and 19 two way vehicle trips in the PM peak period.

5.17 The peak operational hours which are associated with the proposed development generally differ from those which were previously assessed. It is not considered that the proposed scheme will attract any customer vehicle trips in the AM peak period. However, it is considered that the trip attraction in the PM peak period is forecast to be much lower than the consented with approximately 10 forecast two way vehicle trips, in contrast to the circa. 19 consented.

5.18 **Table 5.5** suggests that the proposed development could be associated with a total of 40 two way vehicle trips during the Saturday peak hour (12:00 – 13:00), which was not assessed as part of the outline application. It is considered that given traffic conditions are generally much quieter, and that the trip attraction of other units within the site is likely to be lower at this time, this quantum of additional vehicle trips will not materially impact the efficiency of the local highway network.

Summary

5.19 The development comprises a KFC and Taco Bell drive thru restaurant development, located close to complimentary land uses and major distributor/trunk roads. Therefore, it is expected that the development will attract a high proportion of pass-by, diverted and linked trips and a low number of primary (new) trips.

5.20 It is therefore considered that the proposals will not have a material effect on the existing operation and safety of the local highway network.

6.0 TRANSPORTATION POLICY

6.1 Relevant transportation policies are set out in the following documents:

vi. National Planning Policy Framework (NPPF) (2019);
vii. National Planning Practice Guidance (2014);
viii. Manual for Streets (2007);
ix. Manual for Streets 2 (2010);
x. Lincolnshire Local Transport Plan (2013);
xi. Spalding Transport Strategy (2014); and
xii. South East Lincolnshire Local Plan (2019).

National Planning Policy Framework (NPPF) (2019)

6.2 In transport terms Paragraph 108 of the NPPF states that in assessing development, it should be ensured that:

"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

safe and suitable access to the site can be achieved for all users; and

any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

6.3 Paragraph 109 of the NPPF states:

"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."

6.4 **Chapter 3** demonstrates that there are no existing issues associated with the development site and that the accessibility and principles of development were fully assessed as part of the outline application.

6.5 **Chapter 3** details the local highway network and confirms that there are no patterns, clusters or problems recorded that would indicate a highway safety deficiency within the local highway network surrounding the site.

6.6 **Chapter 4** confirms that the site can be accessed in a safe, suitable and sustainable manner.

6.7 **Chapter 4** confirms that the proposed development is appropriate and gives consideration to the relevant parking standards.

6.8 **Chapter 5** confirms that the forecast vehicular trip attraction of the site will not have a material impact on the local highway network.

7.0 CONCLUSIONS

7.1 This Transport Statement (TS) has been prepared by Pegasus Group on behalf of Erindale Limited, in order to support a full planning application for the construction of a KFC and Taco Bell restaurant / drive-thru (Use Class E / Sui-Generis) at Lincs Gateway, Gateway Park, 1 Goodison Park, Spalding.

7.2 This TS concludes that safe and suitable access, parking and servicing arrangements can be provided for all users of the proposed development.

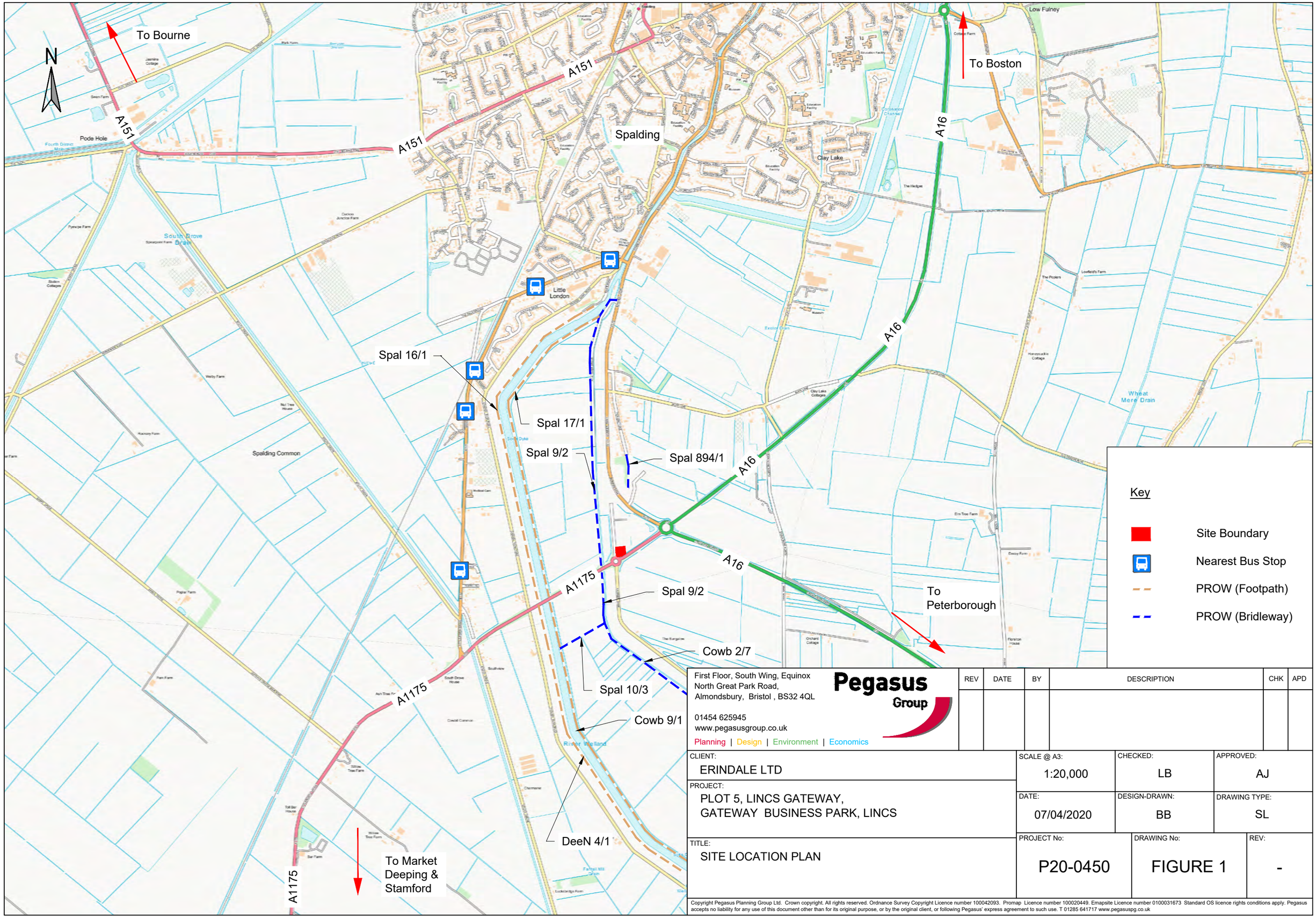
7.3 It is considered that the principles of accessibility were agreed as part of the outline application.

7.4 This TS concludes that the forecast additional trips will not have an adverse effect on the operation and safety of the local highway network.

7.5 It is finally concluded that there are no valid highway or transportation reasons which should prevent the proposed development at Gateway Business Park for the construction of a KFC and Taco Bell restaurants with drive thru facilities.

FIGURE 1

SITE LOCATION AND LOCAL HIGHWAY NETWORK



First Floor, South Wing, Equinox
North Great Park Road,
Almondsbury, Bristol , BS32 4QL

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REV	DATE	BY	DESCRIPTION	CHK	APD

CLIENT: ERINDALE LTD

PROJECT: PLOT 5, LINCS GATEWAY, GATEWAY BUSINESS PARK, LINCS

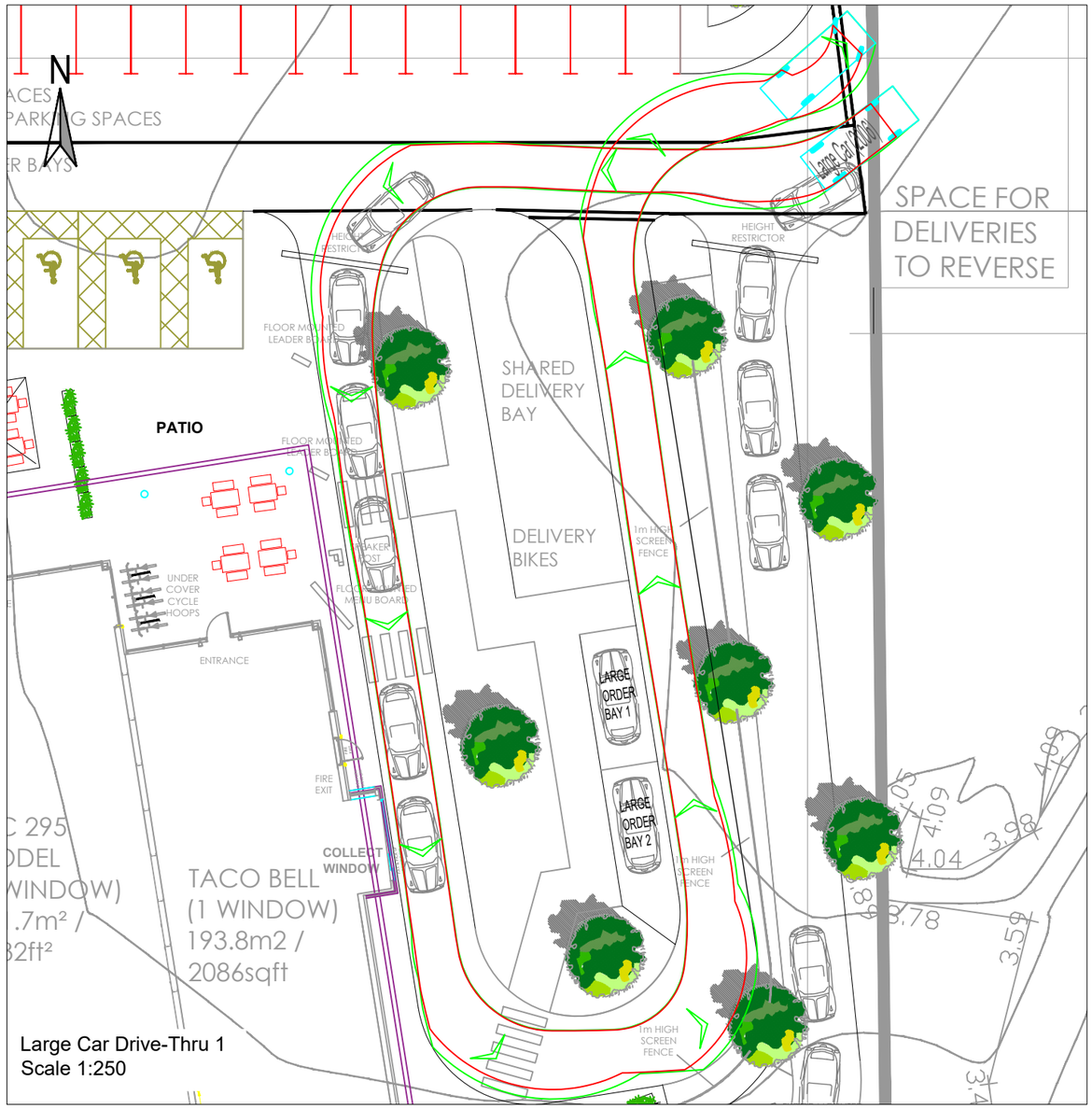
TITLE: SITE LOCATION PLAN

SCALE @ A3:	CHECKED:	APPROVED:
1:20,000	LB	AJ
DATE:	DESIGN-DRAWN:	DRAWING TYPE:
07/04/2020	BB	SL
PROJECT No:	DRAWING No:	REV:
P20-0450	FIGURE 1	-

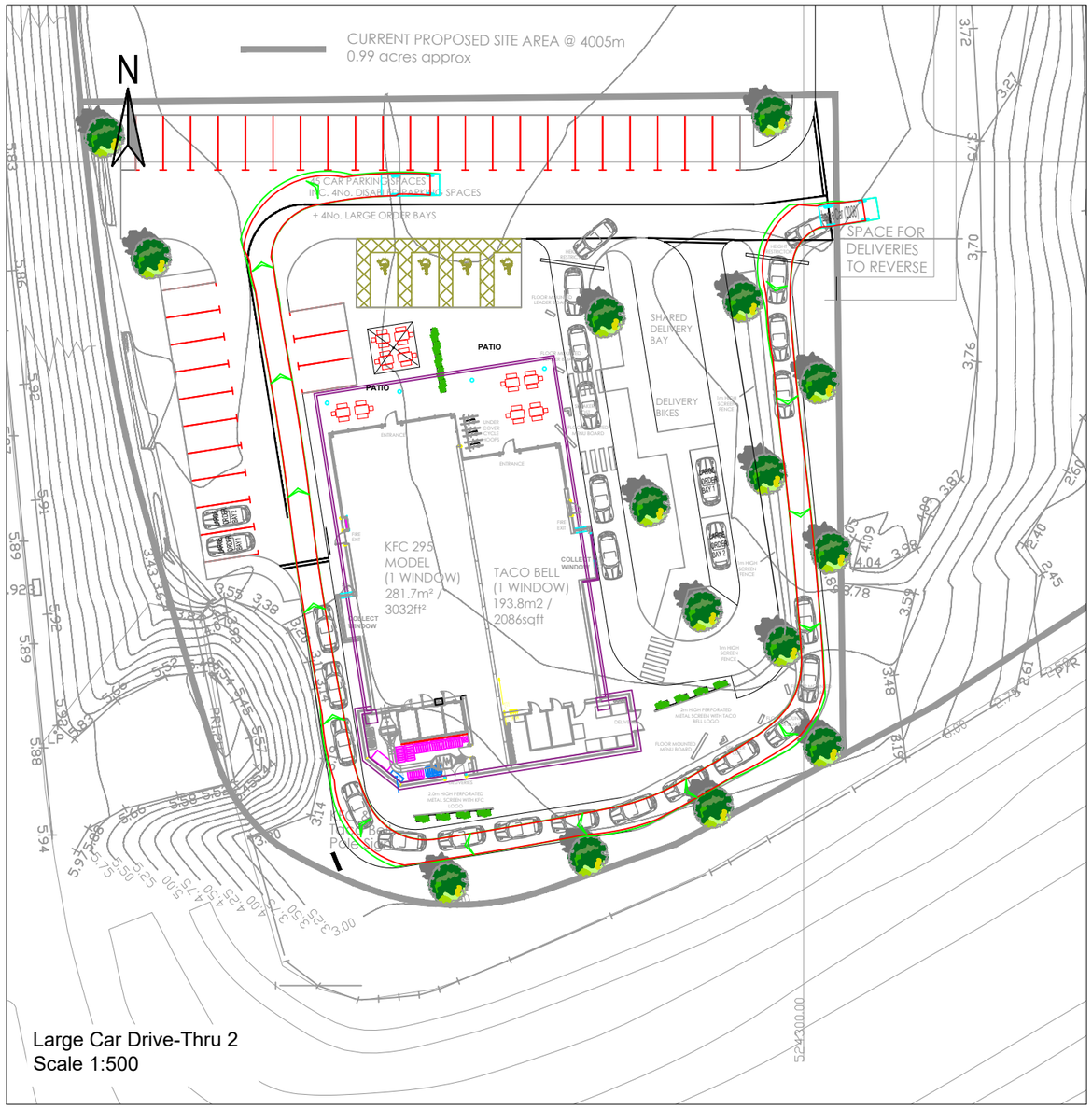
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FIGURE 2

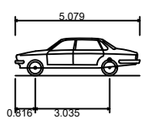
SWEPT PATH ANALYSIS – DRIVE THRU SECTIONS – LARGE CAR



Large Car Drive-Thru 1
Scale 1:250



Large Car Drive-Thru 2
Scale 1:500



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

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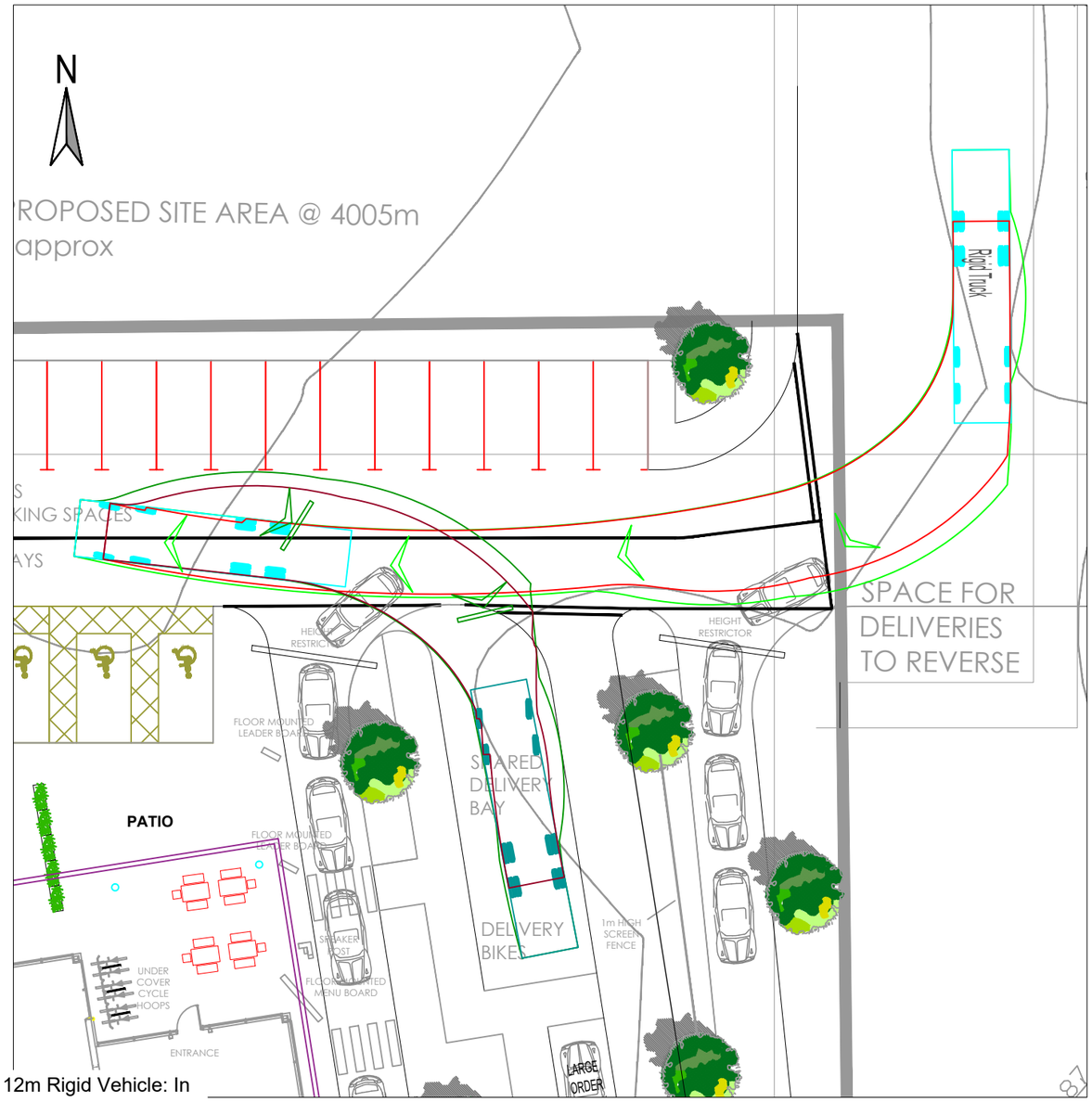
TITLE: SWEPT PATH ANALYSIS
DRIVE-THRU SECTIONS
LARGE CAR

SCALE @ A3:	CHECKED:	APPROVED:
AS SHOWN	LB	AJ
DATE:	**DESIGN-DRAWN:**	**DRAWING TYPE:**
07/04/2020	BB	SPA
PROJECT No:	**DRAWING No:**	**REV:**
P20-0450	FIGURE 2	-

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FIGURE 3

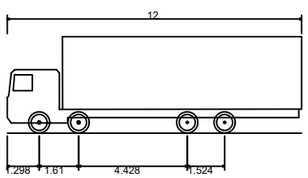
SWEPT PATH ANALYSIS – PROPOSED DELIVERY BAY – 12M RIGID VEHICLE



12m Rigid Vehicle: In



12m Rigid Vehicle: Out



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

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CLIENT: ERINDALE LTD

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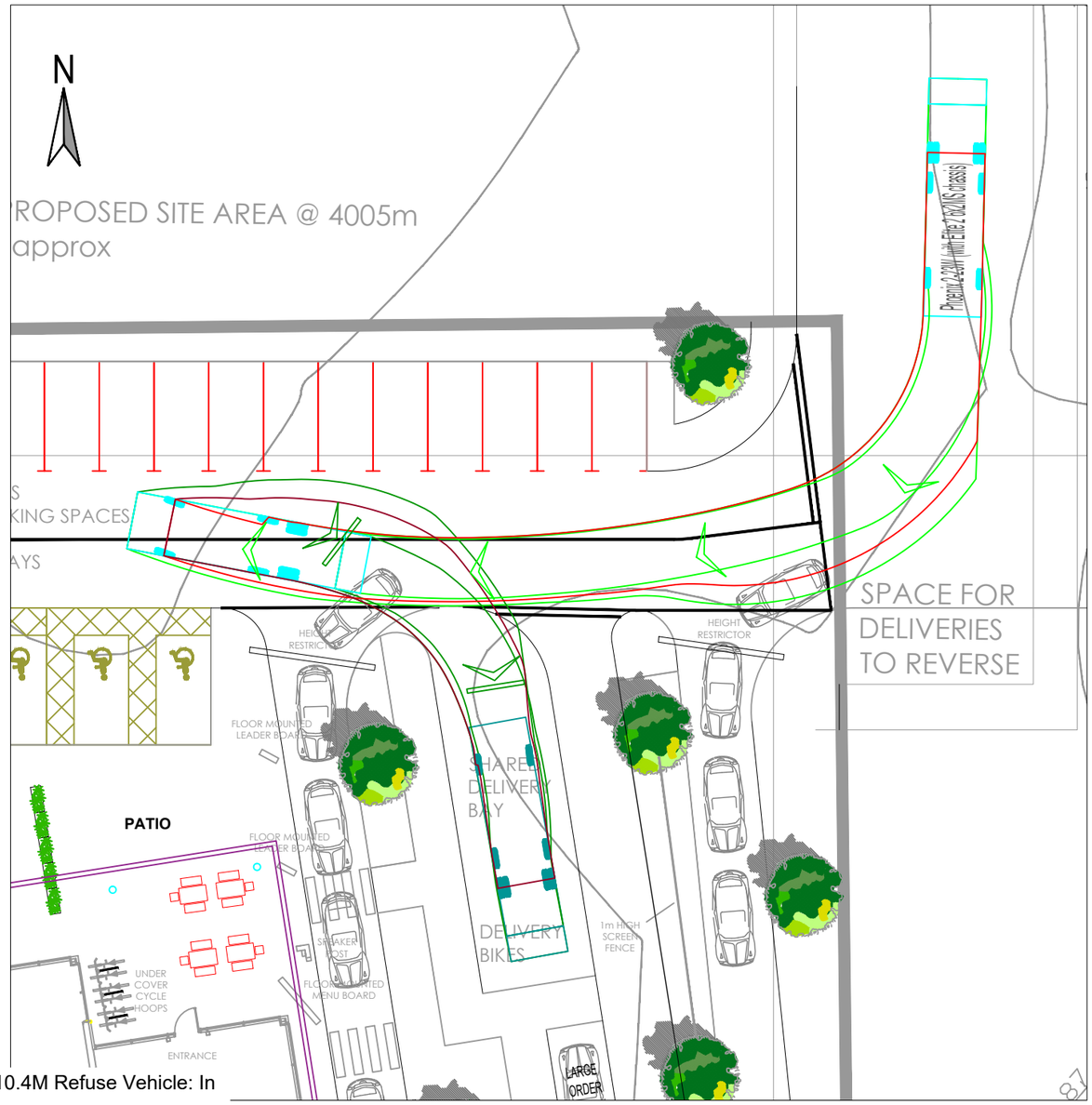
TITLE: SWEPT PATH ANALYSIS PROPOSED DELIVERY BAY 12M RIGID VEHICLE

SCALE @ A3:	CHECKED:	APPROVED:
1:250	LB	AJ
DATE:	DESIGN-DRAWN:	DRAWING TYPE:
07/04/2020	BB	SPA
PROJECT No:	DRAWING No:	REV:
P20-0450	FIGURE 3	-

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FIGURE 4

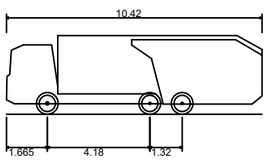
SWEPT PATH ANALYSIS – PROPOSED DELIVERY BAY – 10.4M REFUSE VEHICLE



10.4M Refuse Vehicle: In



10.4M Refuse Vehicle: Out



Phoenix 2-23W (with Elite 2 6x2MS chassis)

Overall Length	10.420m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.150m

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PROJECT: PLOT 5, LINCS GATEWAY, GATEWAY BUSINESS PARK, LINCS

TITLE: SWEPT PATH ANALYSIS
PROPOSED DELIVERY BAY
10.4M REFUSE VEHICLE

SCALE @ A3:	CHECKED:	APPROVED:
1:250	LB	AJ
DATE:	DESIGN-DRAWN:	DRAWING TYPE:
07/04/2020	BB	SPA
PROJECT No:	DRAWING No:	REV:
P20-0450	FIGURE 4	-

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APPENDIX 1

APPROVED ACCESS 0709/GA/008 REV C

DO NOT SCALE

TO TIE-IN WITH FEN END FOOTWAY

EXISTING FOOTWAY TO BE UPGRADED TO A 3.0m SHARED SURFACE (RE-SURFACING AND WIDENING)

PARCEL A2 HGV SERVICING ACCESS

POINT OF ACCESS TO PARCEL A3

R15

6.0

EXTENT OF CARRIAGEWAY REQUIRED TO SERVE PARCEL A2 AND POINT OF ACCESS TO SERVE FURTHER DEVELOPMENT PARCELS

PARCEL A2 CAR PARK ACCESS

7.3

2

R6

PARCEL A1 ACCESS ROAD

R90

SIGN TO DIAG 610 "VEHICULAR TRAFFIC MUST KEEP LEFT"

PARCEL C0

3.5

JUNCTION TO JUNCTION STAGGER DISTANCE =60.0m

GHOST ISLAND STAGGER ARRANGEMENT BASED ON DMrB LAYOUT (70kph DESIGN SPEED)

IN-ONLY ENTRANCE

EXISTING WHITE LINING TO BE RETAINED WHERE POSSIBLE

SIGN TO DIAG 616 "NO ENTRY"

PARCEL B2

EXISTING KERB LINE RETAINED

R12

R10

10

1

R20

PARCEL B1 ACCESS ROAD

7.3

EXIT

GHOST ISLAND REMOVED

PARCEL B3a and B3b

PARCEL B3a and B3b

POINT OF ACCESS FOR PARCEL B3b

PARCEL B4

POINT OF ACCESS FOR PARCEL B5

REV	DATE	BY	DESCRIPTION	CHK	APD
C	31/01/14	DRM	HIGHWAY AMENDMENTS	DRM	BM
B	22/01/14	DRM	HIGHWAY AMENDMENTS	DRM	BM
A	23/12/13	DRM	FIRST ISSUE	EP	EP

DRAWING STATUS: FOR INFORMATION ONLY

WSP
66-68 Hills Road, Cambridge CB2 1LA
Tel: +44 (0)1223 558 050 Fax: +44 (0)12 2355 8051
http://www.wspgroup.com

CLIENT: ASHLEY KING DEVELOPMENTS

ARCHITECT: JB PLANNING

PROJECT: LINCS GATEWAY, SPALDING

TITLE: HIGHWAY ACCESS ARRANGEMENT (PARCELS A1, B1 & C0 SITE PLAN)

SCALE @ A0:	CHECKED:	APPROVED:
1:500	DRM	BM
CAD FILE:	DESIGN DRAWN:	DATE:
0709/GA/008B	DRM	January 14
PROJECT No:	DRAWING No:	REV:
50400709	0709/GA/008	C

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P:\50400709 - Barrier Bank SPALDING\E Models and Drawings\AUTOCAD\GA General Arrangement\0709-GA-008C -Proposed Highways Layout.dwg 31/01/2014 18:54:22 Martin, Danny

APPENDIX 2

PIA DATA

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170506371

Road Number : B1137 GRID REF: 524223,319933
SPEED LIMIT: 50

Road 2 Number :

PARISH : SPALDING DIVISION:
DISTRICT: South

POLICE SECTOR : Spalding
SEVERITY: Slight

POLICE DIVISION : South

LOCATION : BARRIER BANK

DESCRIPTION : DRIVER HAS LOST CONTROL OF VEHICLE AND SKIDDED SIDEWAYS DOWN THE ROAD COMING OFF A BEND BEFORE HITTING A POSTON THE DRIVER SIDE AND ROLLING DOWN THE BANK COMING TO REST IN THE FIELD ABOUT 100 METRES AWAY.

DATE : 21/11/2017 - Tuesday
TIME: 824

NUMBER OF VEHICLES : 1

NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.

JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:

CONTRIBUTORY FACTOR 2:

CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Careless/Reckless/In a hurry

2.

3.

4.

5.

6.

VEHICLES:

1 Car Going ahead North To South Skidding & Overturned Driver: Male 23 Breath Test:

Negative

CASUALTIES:

1 Driver 23 Male Slight In Vehicle 1

PAGE: 1

DATE PRINTED: 02/04/2020

CURRENT DATADATE: 31/12/2019

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170079363

Road Number : A16 GRID REF: 524745,319842
SPEED LIMIT: 60

Road 2 Number :

PARISH : SPALDING DIVISION:
DISTRICT: South

POLICE SECTOR : Spalding
SEVERITY: Slight

POLICE DIVISION : South

LOCATION : COWBIT- A16 (GRID REF: 524488, 319687).

DESCRIPTION : V1 TRAVELLING SOUTH ON A16 COWBIT BYPASS WITH THE INTENTION OF

RETURNING BACK TO DEPTOT IN YAXLEY, CAMBRIDGESHIRE. WHILE

TRAVELLING ALONG THE ROAD IN HIGH WINDS, V1 HAS TIPPED SLIGHTLY

CAUSING VEHICLE TO VEER OFF TO THE LEFT AND COME OFF THE ROAD INTO

A FARMERS FIELD.

DATE : 23/02/2017 - Thursday
TIME: 1350

NUMBER OF VEHICLES : 1

NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.

JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:

CONTRIBUTORY FACTOR 2:

CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Loss of control

2.

3.

4.

5.

6.

VEHICLES:

1 Goods Vehicle - unknown weight Going ahead North To South Overturned Driver: Male

30 Breath Test: Negative

CASUALTIES:

1 Veh Passenger 25 Male Slight In Vehicle 1

DATE PRINTED: 02/04/2020

CURRENT DATADATE: 31/12/2019

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170209964

Road Number : A16 GRID REF: 524647,319764
SPEED LIMIT: 50

Road 2 Number :

PARISH : SPALDING DIVISION:
DISTRICT: South

POLICE SECTOR : Spalding
SEVERITY: Slight

POLICE DIVISION : South

LOCATION : SPALDING- COWBIT BYPASS (GRID REF: 524488, 319687).

DESCRIPTION : V1 WAS HEADING FROM PETERBOROUGH TOWARDS SPALDING, THE DRIVER CLOSED HIS EYES AS HE WAS TIRED THEN SWERVED INTO PATH OF TRAFFIC COMING IN OPPOSITE DIRECTION.

DATE : 18/05/2017 - Thursday
TIME: 1900

NUMBER OF VEHICLES : 3

NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.

JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:

CONTRIBUTORY FACTOR 2:

CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1 Very Likely Fatigue

2.

3.

4.

5.

6.

VEHICLES:

1 Car Going ahead West To West No Skdng /Jck-Knfg /Ovrtrng Driver: Male 18 Breath

Test: Negative

2 Goods Vehicle - unknown weight Going ahead East To East No Skdng /Jck-Knfg

/Ovrtrng Driver: Male 42 Breath Test: Negative

3 Car Going ahead East To East No Skdng /Jck-Knfg /Ovrtrng Driver: Male 49 Breath

Test: Negative

CASUALTIES:

1 Driver 42 Male Slight In Vehicle 2

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 180034661

Road Number : A16 GRID REF: 524655,319774
SPEED LIMIT: 60

Road 2 Number :

PARISH : SPALDING DIVISION:
DISTRICT: South

POLICE SECTOR : Spalding
SEVERITY: Slight

POLICE DIVISION : South

LOCATION : NATIONAL LIMIT SINGLE CARRIAGEWAY

DESCRIPTION : V2 HAS STOPPED TO TURN ACROSS THE CARRIAGEWAY INTO A LAY BY AND V1

HAS COLLIDED FROM THE REAR

DATE : 22/01/2018 - Monday
TIME: 1655

NUMBER OF VEHICLES : 2

NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.

JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - No street lighting

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:

CONTRIBUTORY FACTOR 2:

CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1	Very Likely	Tyres illegal, defective or under inflated
2.V1	Very Likely	Failed to judge other person's path or speed
3.V1	Very Likely	Following too close
4.		
5.		

6.

VEHICLES:

1 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Female 71

Breath Test: Negative

2 Car Turning Right North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 46

Breath Test: Negative

CASUALTIES:

1 Driver 71 Female Slight In Vehicle 1

Road Number : D GRID REF: 524449,319734
SPEED LIMIT: 30

Road 2 Number :

PARISH : SPALDING DIVISION:
DISTRICT: South

POLICE SECTOR : Spalding
SEVERITY: Slight

POLICE DIVISION : South

LOCATION : CORNER OF APPLEGREEN SERVICES FORECOURT

DESCRIPTION : V1 IS APPROACHING THE ENTRANCE TO PETROL FORECOURT AT APPLEGREEN SERVICES, SPALDING. V2 IS EXITING FORECOURT. V1 ROUNDS THE CORNER ON APPROACH TO THE EXIT AND COLLIDES WITH REAR OFFSIDE OF V2

DATE : 07/10/2019 - Monday
TIME: 2245

NUMBER OF VEHICLES : 2

NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.

JUNCTION CONTROL:

WEATHER : Raining (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? Yes

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:

CONTRIBUTORY FACTOR 2:

CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1	Possible	Aggressive driving
2.V1	Possible	Careless/Reckless/In a hurry
3.V1	Possible	Failed to judge other person's path or speed
4.		
5.		
6.		

VEHICLES:

1 Car Going ahead left hand bend East To South Skidding & Overturned Driver: Male 19

Breath Test: Negative

2 Car Going ahead rght hand bend East To South Skidding Driver: Male 25 Breath Test:

Negative

CASUALTIES:

1 Driver 25 Male Slight In Vehicle 2

DATE PRINTED: 02/04/2020

CURRENT DATADATE: 31/12/2019

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 170035209

Road Number : A16 GRID REF: 524235,319485
SPEED LIMIT: 60

Road 2 Number : A18

PARISH : SPALDING DIVISION:
DISTRICT: South

POLICE SECTOR : Spalding
SEVERITY: Slight

POLICE DIVISION : South

LOCATION : A16 ROUNDABOUT SPALDING

DESCRIPTION : V2 WAS TRAVELLING ON A16 TOWARDS SPALDING. AS HE APPRAOCHED A

ROUNDABOUT HE KEPT IN THE LEFT HAND LANE TO TAKE THE SECOND EXIT.

AS HE BEGAN TO EXIT, HE WAS HIT BY V1 WHICH APPEARED TO COME FROM

HIS RIGHT HAND SIDE AND CUT ACROSS V2, TO EXIT AT THE SAME PLACE.

DATE : 23/01/2017 - Monday
TIME: 600

NUMBER OF VEHICLES : 2

NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Roundabout

JUNCTION CONTROL: Give Way or Uncontrolled

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Dark - Lit Street Lights

SURFACE CONDITIONS: Wet or Damp

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:

CONTRIBUTORY FACTOR 2:

CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.V1	Very Likely	Slippery road (due to weather)
2.V1	Very Likely	Junction overshoot
3.V1	Very Likely	Careless/Reckless/In a hurry
4.		
5.		
6.		

VEHICLES:

1 Car Changing Lane to Left South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male

Breath Test: Driver not contcted at time

2 Car Going ahead South To North No Skdng /Jck-Knfg /Ovrtrng Driver: Male 29 Breath

Test: Driver not contcted at time

CASUALTIES:

1 Driver 29 Male Slight In Vehicle 2

DATE PRINTED: 02/04/2020

CURRENT DATADATE: 31/12/2019

All Accidents

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

ACCIDENT REFERENCE: 190459502

Road Number : A16 GRID REF: 524176,319455
SPEED LIMIT: 60

Road 2 Number :

PARISH : SPALDING DIVISION:
DISTRICT: South

POLICE SECTOR : Spalding
SEVERITY: Slight

POLICE DIVISION : South

LOCATION : A16 APPROACHING THE JUNCTION WITH WEST MARSH ROAD AT THE ROUNDABOUT

ON A16

DESCRIPTION : V2 STOPPED IN STATIONARY QUEUE OF TRAFFIC AT ROUNDABOUT ON STRAIGHT

ROAD ON THE A16 HEADING IN DIRECTION OF SPALDING. V1 FAILED TO SEE

STATIONARY LINE OF TRAFFIC AND COLLIDED WITH REAR OF V2. NO

SUBSTANTIAL DAMAGE CAUSED TO V2. D2 HAS SUSTAINED PAINFUL SORENESS

TO THE LOWER BACK.

DATE : 12/08/2019 - Monday
TIME: 820

NUMBER OF VEHICLES : 2

NUMBER OF CASUALTIES: 1

JUNCTION DETAIL : Not at/within 20m of Junction.

JUNCTION CONTROL:

WEATHER : Fine (Without High Wind)

LIGHT CONDITIONS : Daylight

SURFACE CONDITIONS: Dry

DID AN OFFICER ATTEND THE SCENE? No

PRE 2005 CONTRIBUTORY FACTORS

CONTRIBUTORY FACTOR 1:

CONTRIBUTORY FACTOR 2:

CONTRIBUTORY FACTOR 3:

2005+ CONTRIBUTORY FACTORS

1.

2.

3.

4.

5.

6.

VEHICLES:

1 Car Going ahead Parked To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 66 Breath

Test: Driver not contcted at time

2 Car Going ahead North To South No Skdng /Jck-Knfg /Ovrtrng Driver: Male 32 Breath

Test: Driver not contcted at time

CASUALTIES:

1 Driver 32 Male Slight In Vehicle 2

DATE PRINTED: 02/04/2020

CURRENT DATADATE: 31/12/2019

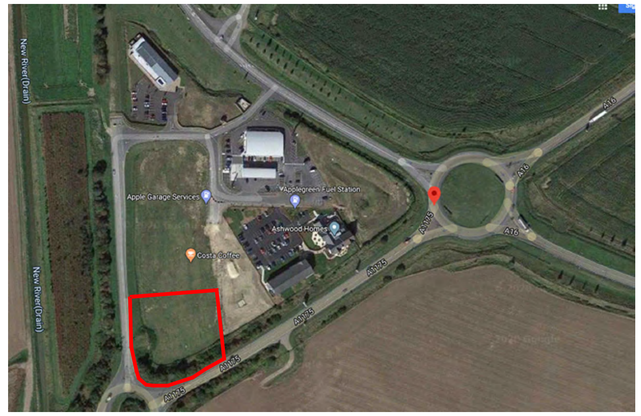

A16(T)
A16(T)
A16(T)
A16(T)
Drove (Track)
First
First Drove (Track)
Soke Dyke

APPENDIX 3

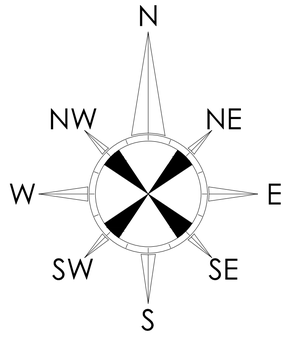
SITE LAYOUT



Proposed site plan
scale - 1:250 @ A1



Birds eye view of site



rev	date	description
B	22-1-21	Shown delivery driver window to both units; longer DT pod to Taco Bell; reduced large order bays & shown radius to same for Taco; extended delivery bay for driver space; shown crossing for delivery drives
A	27-3-20	Shown updated building footprint; tweaked DT lanes and patio areas

KFC SITE DESIGN SIGNOFF

Name / Title	
Signature	**Date**

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ALL DIMENSIONS TO BE CHECKED ON SITE.

DO NOT SCALE FROM THIS DRAWING EXCEPT FOR THE PURPOSES OF LOCAL AUTHORITY PLANNING

Frank Belshaw
Building Surveyors Limited
wheatley springs barn, wheatley lane road,
barrowford, nelson, lancashire. BB9 6QS.
tel no. (01282) 699668. fax no. (01282) 602447.

TACO BELL

KFC

store address
SPALDING
APPLE GARAGE SERVICE STATION
SPALDING
PE12 6FY

drawing title
PROPOSED
SITE PLAN

drawn by	checked	date
PAY	----	19/02/20
store no.	scale	
0000	1:250 @ A1	

KFC drawing no.	FB ref.	revision
0000/2020/F121	2020/16	B



existing site view A



existing site view B



existing site view C

APPENDIX 4

TRICS OUTPUTS

Calculation Reference: AUDIT-563501-200403-0409

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	SO	SLOUGH	1 days
10	WALES		
	CO	CONWY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 410 to 480 (units: sqm)
Range Selected by User: 182 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/04/10 to 28/06/19

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

Selected survey days:

Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	1
Out of Town	1

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

Secondary Filtering selection:

Use Class:

A3	2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	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	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 CO-06-D-01 MCDONALD'S CONWY
RHUDDLAN ROAD
ABERGELE

Edge of Town
Out of Town
Total Gross floor area: 410 sqm
Survey date: FRIDAY *21/10/11* *Survey Type: MANUAL*

2 SO-06-D-01 MCDONALD'S SLOUGH
WINDSOR ROAD
SLOUGH

Edge of Town
Residential Zone
Total Gross floor area: 480 sqm
Survey date: WEDNESDAY *21/11/12* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-06-D-02	Non comparable location
FI-06-D-02	Non comparable location
HC-06-D-02	Non comparable location
LN-06-D-01	Non comparable location

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	480	0.417	1	480	0.000	1	480	0.417
06:00 - 07:00	2	445	3.708	2	445	2.921	2	445	6.629
07:00 - 08:00	2	445	8.539	2	445	7.303	2	445	15.842
08:00 - 09:00	2	445	12.360	2	445	11.685	2	445	24.045
09:00 - 10:00	2	445	10.000	2	445	10.225	2	445	20.225
10:00 - 11:00	2	445	9.775	2	445	10.899	2	445	20.674
11:00 - 12:00	2	445	10.000	2	445	9.326	2	445	19.326
12:00 - 13:00	2	445	16.854	2	445	15.056	2	445	31.910
13:00 - 14:00	2	445	14.382	2	445	15.281	2	445	29.663
14:00 - 15:00	2	445	11.011	2	445	13.596	2	445	24.607
15:00 - 16:00	2	445	10.337	2	445	9.551	2	445	19.888
16:00 - 17:00	2	445	12.247	2	445	11.910	2	445	24.157
17:00 - 18:00	2	445	10.899	2	445	10.225	2	445	21.124
18:00 - 19:00	2	445	9.888	2	445	10.449	2	445	20.337
19:00 - 20:00	2	445	9.888	2	445	10.000	2	445	19.888
20:00 - 21:00	2	445	5.056	2	445	5.955	2	445	11.011
21:00 - 22:00	2	445	4.157	2	445	3.933	2	445	8.090
22:00 - 23:00	2	445	3.371	2	445	4.045	2	445	7.416
23:00 - 24:00	1	480	0.000	1	480	0.417	1	480	0.417
Total Rates:			162.889			162.777			325.666

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

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

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Parameter summary

Trip rate parameter range selected:	410 - 480 (units: sqm)
Survey date date range:	01/04/10 - 28/06/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-563501-200407-0443

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
02 SOUTH EAST
EX ESSEX 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 425 to 425 (units: sqm)
Range Selected by User: 182 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/04/10 to 28/06/19

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

Selected survey days:
Saturday 1 days

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

Selected survey types:
Manual count 1 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 undertaking using machines.

Selected Locations:
Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:
Out of Town 1

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

Secondary Filtering selection:

Use Class:
A3 1 days

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

Population within 1 mile:
1,000 or Less 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
100,001 to 125,000 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 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 1 days

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

PTAL Rating:
No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1 EX-06-D-01 MCDONALD'S ESSEX
LONDON ROAD
HARLOW
HASTINGWOOD
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 425 sqm
Survey date: SATURDAY *09/07/16* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-06-D-01	Non comparable site
CE-06-D-01	Non comparable site
DV-06-D-01	Non comparable site
NW-06-D-01	Non comparable site
TW-06-D-01	Non comparable site
WY-06-D-01	Non comparable site

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	425	12.941	1	425	11.059	1	425	24.000
07:00 - 08:00	1	425	25.412	1	425	24.471	1	425	49.883
08:00 - 09:00	1	425	30.353	1	425	28.706	1	425	59.059
09:00 - 10:00	1	425	33.412	1	425	33.412	1	425	66.824
10:00 - 11:00	1	425	32.235	1	425	31.294	1	425	63.529
11:00 - 12:00	1	425	29.882	1	425	28.706	1	425	58.588
12:00 - 13:00	1	425	43.765	1	425	39.765	1	425	83.530
13:00 - 14:00	1	425	43.529	1	425	43.059	1	425	86.588
14:00 - 15:00	1	425	41.412	1	425	43.294	1	425	84.706
15:00 - 16:00	1	425	37.647	1	425	39.529	1	425	77.176
16:00 - 17:00	1	425	28.235	1	425	30.824	1	425	59.059
17:00 - 18:00	1	425	31.059	1	425	29.412	1	425	60.471
18:00 - 19:00	1	425	35.765	1	425	34.118	1	425	69.883
19:00 - 20:00	1	425	29.647	1	425	31.529	1	425	61.176
20:00 - 21:00	1	425	21.412	1	425	26.588	1	425	48.000
21:00 - 22:00	1	425	17.647	1	425	16.941	1	425	34.588
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			494.353			492.707			987.060

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

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Parameter summary

Trip rate parameter range selected:	425 - 425 (units: sqm)
Survey date date range:	01/04/10 - 28/06/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.