connect CONSULTANTS

PROPOSED MIXED-USE DEVELOPMENT

LINCS GATEWAY, SPALDING

TRANSPORT STATEMENT

20 April 2023

Proposed Restaurant Unit and Coffee Shop

Lincs Gateway Business Park, Spalding, Lincolnshire, PE12 6FY

TRANSPORT STATEMENT

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1.0 INTRODUCTION

1.1 Appointment of Connect Consultants

1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Dukesmead Industries Limited in relation to their proposed Restaurant Units and Coffee Shop at the Lincs Gateway Business Park in Spalding, Lincolnshire.

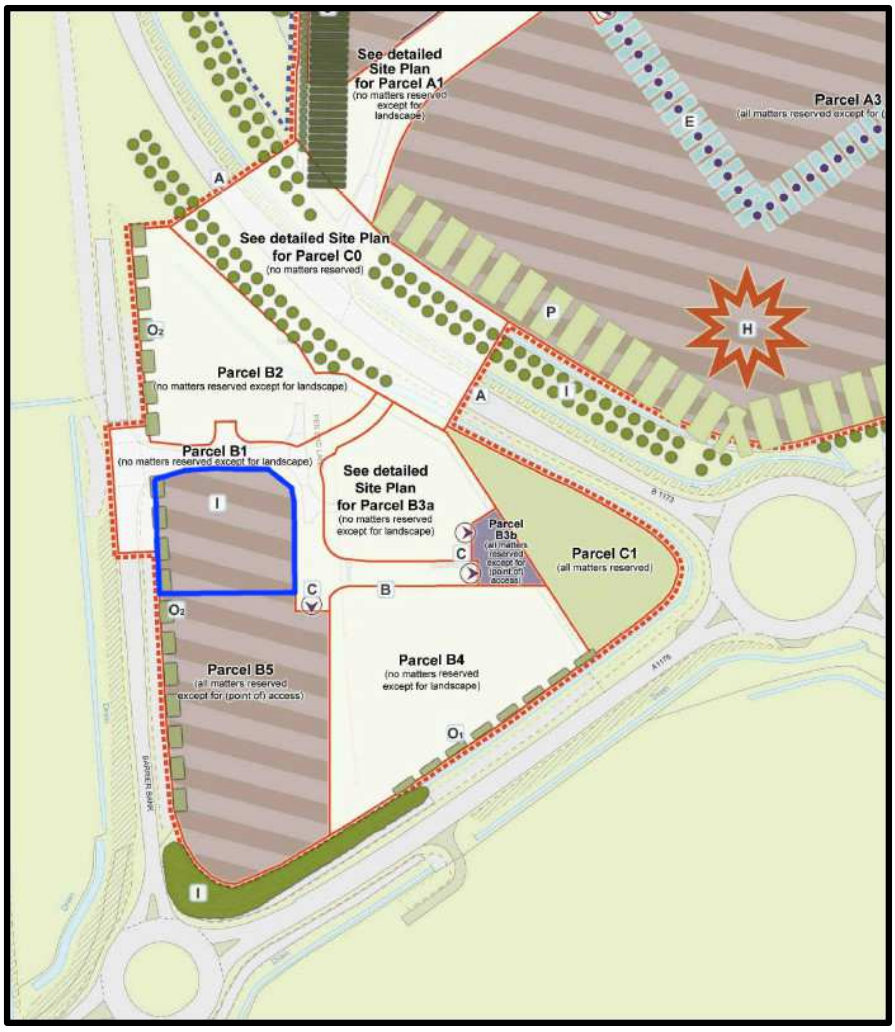
1.2 Site Location

1.2.1 The proposal site forms Plot 3 of Parcel B5 of the wider Lincs Gateway Business Park, which was granted planning permission in October 2014 (LPA reference H16-0009-14). The proposal site currently comprises a vacant plot of undeveloped land.

1.2.2 The proposal site is bound to the north and east by Goodison Road; to the south by Plot 4 of Parcel B5, which is undeveloped, and beyond that a KFC / Taco Bell Drive Thru Restaurant, comprising Plot 5 of Parcel B5; and to the west by Barrier Bank.

1.2.3 The approximate boundary of the proposal site is illustrated on an extract of the outline planning permission's parameters plan at Figure 1.1 below.

Figure 1.1 – Site Location Plan



Source: LPA reference H16-0009-14. Lincs Gateway Site Plan / Parameters Plan. N.B. the proposal site boundary is denoted by a blue line.

1.2.4 The wider Gateway Business Park associated with the outline planning permission comprises two parcels of land divided by the B1173. Site A is located north of the B1173 and is permitted for office and industrial / storage units; Site B is located south of the B1173 and is permitted for a hotel, pub / restaurant, café / restaurant, commercial units, conference / function centre, petrol filling station, and minor retail units.

1.2.5 Site B is accessed via the Barrier Bank north arm of the A1175 / Barrier Bank Roundabout, as well as an ingress-only access junction on the south side of the B1173 with access from both directions. Site A will be accessed via a priority-controlled junction on the north side of the B1173.

1.2.6 Figure 1.2 below identifies the context of the site in relation to the local area. It should be noted that the latest satellite imagery does not show the KFC / Taco Bell Drive Thru building; however, it is currently open and operational.

Figure 1.2 – Site in its Local Context



Source: Google. N.B. the proposal site boundary is denoted by a blue line.

1.3 Development Proposals

1.3.1 The development proposals are shown on the plan provided at Appendix 1. The proposals include the development of a Drive Thru Restaurant, measuring a Gross Floor Area (GFA) of c.248 sq.m.; a Drive Thru Coffee Shop, measuring a GFA of c. 149 sq.m.; and a Restaurant Unit, measuring a GFA of c.153 sq.m. The proposals also include an on-site parking provision.

1.3.2 Access into the site for all vehicles will be facilitated by an all-movements, priority-controlled junction on the west side of Goodison Road.

1.4 Relevant Planning History

1.4.1 The proposal site forms Plot 3 of Parcel 5B of the wider Gateway Business Park, which was granted outline planning permission (with all matters reserved except for access) in October 2014 for a *"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."* (LPA reference H16-0009-14). The planning application was accompanied by a Transport Assessment (TA), produced by WSP and dated December 2013.

1.4.2 A planning application for a KFC and Taco Bell Drive Thru Restaurant, which forms Plot 5 of Parcel B5 of the wider outline scheme, was granted permission in July 2021 (LPA refence H16-0172-21). The unit is currently operational with its access from Goodison Road south of the proposal site. The planning application was accompanied by a Transport Statement (TS), produced by Pegasus Group and dated February 2021.

1.5 National Planning Policy Framework

1.5.1 This report section provides a brief overview of the national planning policy context and objectives.

National Planning Policy Framework (NPPF), July 2021

1.5.2 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 20th July 2021. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.

1.5.3 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

1.5.4 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.5.5 Chapter 9 *Promoting sustainable transport* sets out at paragraph 108 that,

> *"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network,…"*

1.5.6 Paragraph 110 addresses how development proposals are to be considered. It sets out that,

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users; and*
>
> *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
>
> *c) 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."*

1.5.7 Paragraph 111 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."*

South East Lincolnshire Local Plan 2011-2036 (March 2019)

1.5.8 The adopted parking standards pertinent to the proposed development are set out in the South East Lincolnshire Local Plan 2011-2036, adopted in March 2019. The same standards were referenced in the TS produced for the consented KFC / Taco Bell Drive Thru scheme (H16-0172-21).

1.5.9 The proposed parking provision and relevant local standards are set out at Section 3.4 of this report.

1.6 Report Overview

1.6.1 The remainder of this report is divided into four further sections, which are as follows:-

Section 2.0 Site Transport Context

1.6.2 This section of the report provides details of the site context, including its accessibility by all relevant transport modes.

Section 3.0 Proposed Development

1.6.3 The various components of the development proposal, including the site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

1.6.4 This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Summary & Conclusions

1.6.5 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes.

2.1.2 Given the nature of the surrounding road network, comprising high-trafficked routes serving the wider region of South Lincolnshire, and the site's rural location, Gateway Business Park is not surrounded by formalised pedestrian and cycle facilities, nor within close proximity to public transport. The site instead principally focuses on custom generated by passing vehicular traffic or existing trips in the wider business park, as already established in the outline consent.

2.2 Pedestrian Access

2.2.1 Although there is a lack of pedestrian facilities in the area surrounding Gateway Business Park, a bridleway does run north-south parallel to the New River west of the site; however, this is unlikely to be viable as there is an absence of formalised pedestrian links connecting the bridleway to the site.

2.2.2 An additional bridleway is present on the east side of the B1173, which connects the B1173 to Fen End Lane to the north. This is accessible via footways through Gateway Business Park and a pedestrian refuge island with dropped kerbs and tactile paving on the B1173 adjacent to the Gateway Business Park Site A access. This provides a link from the site to the urban areas in the north, which could be viable for those willing to make the journey either on foot or by cycle. The aforementioned bridleways are identified on the plan at Figure 2.1 below.

2.2.3 The internal roads comprising Gateway Business Park are flanked by continuous footways with a number of crossing facilities, including dropped kerbs and tactile paving adjacent to the eastern boundary of the site, which facilitates pedestrian accessibility across Gateway Business Park.

Figure 2.1 – Local Bridleways



Source: OpenStreetMap. N.B. the proposal site is denoted by a blue star.

2.3 Highways Access

2.3.1 The proposal site will be served by a priority-controlled access junction on the west side of Goodison Road, which is a single carriageway road built to serve the units of Gateway Business Park.

2.3.2 Gateway Business Park is in turn accessed via the Barrier Bank north arm of the A1175 / Barrier Bank Roundabout, a four-arm priority-controlled roundabout situated southwest of the site. Gateway Business Park can also be accessed via an ingress-only access on the west side of the B1173, which is served by a ghost island right turn lane.

2.3.3 The A1175 / Barrier Bank Roundabout links onto the A16 / A1175 / B1173 Roundabout, a four-arm priority-controlled roundabout located east of the site. The B1173 arm of the roundabout provides a direct route into Spalding in the north; the A1175 arm affords access into Market Deeping to the southeast and Stamford further on; the A16 northeast arm forms a bypass along the eastern side of Spalding, of which access is facilitated from the A16, and into Boston to the north; and the A16 southeast arm provides a route into Peterborough to the south via Crowland.

2.3.4 Figure 2.2 below shows the site in its local highway context.

Figure 2.2 – Highway Network



Source: OpenStreetMap. N.B. the proposal site is denoted by a blue star.

2.3.5 Overall, the site has a prominent location in relation to the local road network from which it is readily accessible.

2.4 Existing Collision Analysis

2.4.1 Personal injury collision data has been obtained from Crash Map for the most recent five period 2017-2021. A map showing the locations and types of recorded collisions is shown at Figure 2.3 below.

Figure 2.3 – Collision Map



Source: Crashmap. N.B. the proposal site is denoted by a blue star.

2.4.2 The collision data shows that there have been no locations where more than five collisions in five years have occurred, and no pattern has been identified of collisions that could be attributed to a road layout deficiency, nor one which is likely to be materially worsened by the development proposals.

2.5 Section Conclusion

2.5.1 The site principally focuses on custom generated by passing traffic or existing trips within the wider Gateway Business Park. However, should pedestrians or cyclists wish to make the journey, there is access to a bridleway linking the site to the urban areas to the north.

2.5.2 The presence of continuous footways and crossing facilities within the internal layout of Gateway Business Park facilitates pedestrian accessibility between the business park's units.

2.5.3 The proposal site has a prominent location relative to the local highway network.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 This report is based on a scheme comprising the construction of two drive thru restaurants and a restaurant unit with site composition including the following:

- Drive Thru Restaurant – c.248 sq.m. GFA
- Drive Thru Coffee Shop – c.149 sq.m. GFA
- Restaurant Unit – c.153 sq.m. GFA
- A shared on-site car park comprising 42 spaces, of which three spaces are designated for disabled users. The car park also includes a total of seven cycle stands capable of securing up to 14 cycles.

3.1.2 The proposed site layout is identified on the plan provided at Appendix 1.

3.2 Proposed Site Access Arrangements

3.2.1 The site will be accessed via a new all-movements, priority-controlled access junction located on the west side of Goodison Road at the southeast corner of the site. This will be the principal access for all vehicles, including customer, staff and service vehicles, as well as for cyclists.

3.2.2 The routes servicing the site's drive thru elements circumnavigate the outside boundary of the site.

3.2.3 Pedestrian access into the site will be via a pedestrian connection adjoining the existing footway on the west side of Goodison Road. Each of the units will be fronted by footways to facilitate pedestrian access and will include outdoor seating areas.

3.2.4 The site access arrangements are also shown at Appendix 1.

3.3 Servicing

3.3.1 It is likely that the units will be serviced by vehicles no greater in size than a 10m rigid vehicle. Servicing will take place at the delivery bays located between the Coffee Shop and the Restaurant Unit, and at the northern end of the site for the Drive Through Restaurant unit. Service vehicle will drive forwards into the site car park via the main access, reverse into their respective delivery bay, and then drive out forwards to exit the site.

3.3.2 On-site staff will be present during deliveries to ensure that the areas needed to accommodate service vehicle manoeuvres are not occupied.

3.3.3 The proposed site layout has been assessed for delivery vehicle manoeuvres based on the 10m rigid goods vehicle and details of the swept path assessment are provided at Appendix 2. The track plots show that the service route through the car park is satisfactory and that service vehicles would be able to manoeuvre within the site, enabling service vehicles to arrive and depart to / from the site in forward gear.

3.4 Parking

3.4.1 Paragraph 107 of the National Planning Policy Framework NPPF, July 2021 states: -

> *"If setting local parking standards for residential and non-residential development, policies should take into account: -*

- *The accessibility of the development;*
- *The type, mix and use of the development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

3.4.2 Paragraph 108 of the NPPF 2021 states: -

> *"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

3.4.3 The local parking standards pertinent to the proposed development are set out in Policy 36 and Appendix 6 of the South East Lincolnshire Local Plan 2011-2036 (March 2019).

3.4.4 The February 2021 TS associated with the permitted KFC / Taco Bell scheme, of which its development is similar to that of the proposed, references the standards for A3/A4 Use Class developments, which equates to a minimum of one space per 5 sq.m. GFA of dining area. However, the TS places more precedence on the standards for A5 developments, for which there is none in the Local Plan.

3.4.5 Instead, Appendix 6 of the Local Plan suggests that all other Use Classes should be assessed on a site-by-site basis. In this manner, the car park has been designed commensurate to the end operators' requirements and the expected parking demand of the site. This was an acceptable justification for the KFC / Taco Bell scheme, which is similar to the proposed development in terms of land use, operational requirements, and parking to GFA ratios (1:10.5 for the KFC / Taco Bell unit and 1:11.8 for the proposed development). Therefore, the proposed parking provision of 42 spaces is appropriate.

3.4.6 Furthermore, the total dining space is approximately 280 sq.m. Applying the maximum standard of 1 space per 5 sq.m. of dining area results in a maximum parking provision of 56 spaces (280 / 5 = 56), therefore the proposed parking provision accords with these standards.

3.4.7 The Local Plan does not provide cycle parking standards for A3/A5 developments, rather that Use Classes not included within the Appendix 6 standards should be assessed on a site-by-site basis. The proposed development includes a total of seven cycle stands capable of securing up to 14 cycles, which is appropriate based on the expected operators' expectation of cycle demand of the site. Nonetheless, the cycle demand will be passively monitored and the possibility of providing additional cycle spaces can be explored if warranted.

3.4.8 The Local Plan does not include a standard for disabled parking, instead stating at Paragraph 8.5.5: *"Appropriate provision for visitors and disabled people close to the entrance to a building will be required…"* The proposed development includes three disabled spaces, each located close to their respective unit's entrance, which have been proposed commensurate to the expected disabled demand of the site. This demand will be passively monitored and the possibility of providing additional disabled spaces can be explored if warranted.

3.5 Section Conclusion

3.5.1 Swept path analysis has shown that access arrangements of the proposed development are suitable for their intended use.

3.5.2 The proposed car, cycle and disabled parking provision has been proposed commensurate to the end operators' requirements and the expected demand of the site. The demand for cycle and disabled parking will be passively monitored and the possibility of providing additional spaces can be explored if warranted.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 This section of the report provides details of the potential trip attraction of the proposed development.

4.1.2 As the permitted KFC / Taco Bell unit is similar to the proposed development, the same principals employed in the traffic assessment methodology of its TS have been adopted for this assessment.

4.2 Outline Application Trips

4.2.1 The trips permitted as part of the outline scheme are set out at Table 7.1 in the associated WSP TA, dated December 2013. The potential trip attraction for Parcel B5 of the outline scheme is associated with trips generated by the 'Commercial Units' in the TA. The consented outline weekday AM / PM peak hour trips, based on the worst-case scenario sensitivity testing, are summarised at Table 4.1 below. The outline TA did not assess the Saturday peak hour.

Table 4.1 – Consented Outline Trips for Parcel B5

Peak	Trip Numbers		
	Arr	Dep	Tot
AM 08:00-09:00	56	11	67
PM 17:00-18:00	8	48	56

4.3 Proposed Trip Attraction

4.3.1 The potential trip attraction of the proposed development has been assessed with reference to the latest version of the TRICS database (version 7.9.4), based on the key selection criteria set out at Table 4.2 below. The TRICS outputs are provided at Appendix 3.

Table 4.2 – TRICS Key Selection Criteria

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	06 – HOTEL, FOOD & DRINK
Sub Land Use:	D – FAST FOOD – DRIVE THROUGH
Calculation Options:	Vehicle Trip Rates
Regions:	UK excluding Greater London
Primary filtering	
Trip Rate Parameters:	Gross Floor Area*
Range:	182 to 800 sq.m.*
Selected Dates:	01/01/14 to 22/06/22
Week days to include:	Weekdays and Saturdays
Location Types to include:	Edge of Town, Neighbourhood Centre and Free Standing
Secondary filtering	
Population < 1 Mile:	All available*
Population < 5 Miles:	All available*
Covid-19 sites removed?	Yes

**Default setting.*

4.3.2 The average TRICS trip rates and resultant trip numbers, during the assumed network weekday AM / PM and Saturday peak hours and based on a proposed GFA of 550 sq.m., are set out at Table 4.3 below.

4.3.3 It should be noted that although the Restaurant Unit does not have a drive through function the simplifying assumption has been made to include the Restaurant Unit GFA in this calculation which is a robust approach.

Table 4.3 – TRICS Summary – Proposed Trip Attraction

Peak	Trip Rates per 100 sq.m.			Trip Numbers (based on 550 sq.m.)		
	Arr	Dep	Tot	Arr	Dep	Tot
AM 08:00-09:00	14.126	13.738	27.864	78	76	153
PM 17:00-18:00	21.043	20.564	41.607	116	113	229
SAT 12:00-13:00	37.141	35.636	72.777	204	196	400

4.3.4 It is noted in the February 2021 TS for the KFC / Taco Bell scheme that a significant number of trips will be drawn from existing movements already on the local highway network and those visiting the wider Gateway Business Park. The assessment in the TS was accepted based on an assumption that 10% of the trips will be new to the site. As the proposed development is similar to the permitted KFC / Taco Bell scheme, the 10% assumption has been adopted for this assessment, which has been applied to the trips at Table 4.3. The resultant expected new trips to the site are summarised at Table 4.4 below.

Table 4.4 – Proposed Trip Attraction – New Trips

Peak	Trip Numbers		
	Arr	Dep	Tot
AM 08:00-09:00	8	8	15
PM 17:00-18:00	12	11	23
SAT 12:00-13:00	20	20	40

4.3.5 Even considering the robust scenario of including the Restaurant Unit GFA in the calculations for drive through units, the proposed development is not expected to have a material effect on the operation and safety of the local highway network, in accordance with the requirements set out in the NPPF.

4.3.6 The outline trips associated with Parcel B5 at Table 4.1 indicate 67 two-way trips during the AM peak and 56 two-way trips during the PM peak. The proposal site at Plot 3 equates to approximately a third of Parcel B5; therefore, Plot 3 could realistically be associated with approximately 22 two-way trips in the AM peak and 19 two-way trips in the PM peak. The proposed trips at Table 4.4 indicate fewer AM peak trips than those consented for the outline scheme and a broadly similar number of trips during the PM peak.

4.3.7 The Saturday peak trips were not assessed as part of the outline application, but given that the traffic conditions on the local highway network are likely to be quieter and that the trip attraction of other units within the Gateway Business Park is likely to be lower at this time, the additional 40 trips associated with the proposed development is unlikely to have a material effect on the efficiency and safety of the local highway network during the Saturday peak hour. These trips are also similar than the Saturday peak trips permitted for the KFC / Taco Bell scheme, which indicated 40 trips.

4.4 Section Conclusions

4.4.1 The potential increase to traffic due to the proposed development has been calculated based on data from the TRICS database (version 7.9.4). The assessment shows that the potential increase to traffic is unlikely to have a material effect on the operation and safety of the local highway network, and that the AM / PM trips are lower or broadly similar to the trips consented as part of the wider outline scheme. The proposed Saturday peak trips are also lower than those for the permitted KFC / Taco Bell scheme.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

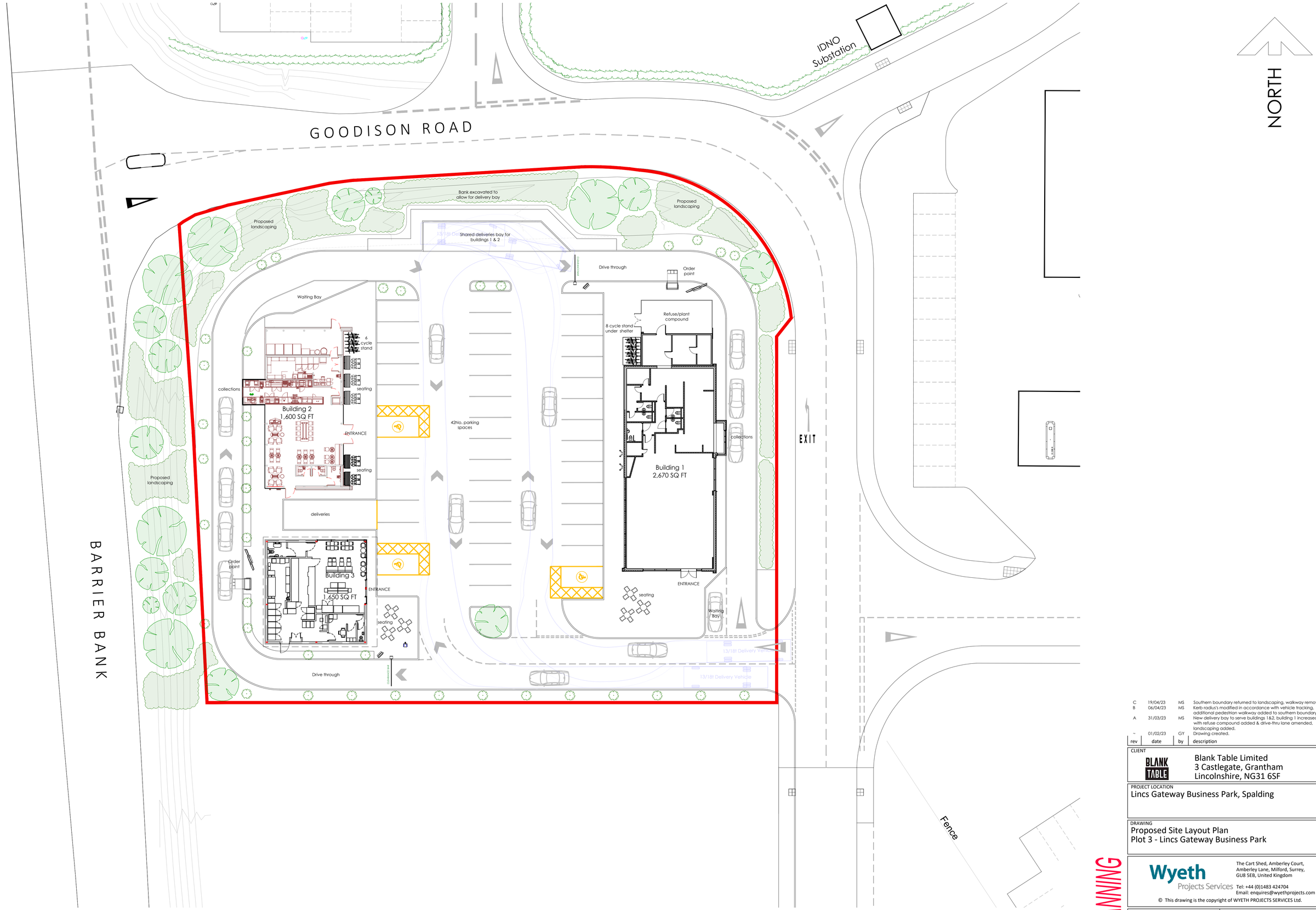
5.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Dukesmead Industries Limited in relation to their proposed new Drive Thru Restaurant, Drive Thru Coffee Shop, and Restaurant Unit at the Lincs Gateway Business Park in Spalding, Lincolnshire. The report is summarised as follows:-

- Given the nature of the surrounding road network, comprising high-trafficked routes serving the wider region of South Lincolnshire, and the site's rural location, Gateway Business Park is not surrounded by formalised pedestrian and cycle facilities, nor within close proximity to public transport. The site instead principally focuses on custom generated by passing vehicular traffic or existing trips in the wider business park, as already established in the outline consent, and the KFC / Taco Bell development to the south.
- The proposed development is well conceived in terms of its access arrangements, composition and layout.
- The proposed car park broadly accords with the parking standards.
- It has been demonstrated that the service arrangements will be able to accommodate delivery traffic.
- The traffic assessment included in this report is based on a realistic traffic scenario and demonstrates the potential development traffic effects will not have a material impact on the operation and safety of the local highway network.
- The marginal traffic effect of the development is not likely to materially worsen any potential occurrence or pattern of collisions on the local highway network.

5.2 Conclusions

5.2.1 The results of this assessment highlight that the proposed development is acceptable from a transport perspective.

APPENDIX 1 – SITE LAYOUT



Proposed Site Layout Plan
Scale 1:200

Scale Bar 1:200 (Metres)
0 1 2 3 4 5 10 15 20 25 30

PLANNING

rev	date	by	description
C	19/04/23	MS	Southern boundary returned to landscaping, walkway removed.
B	06/04/23	MS	Kerb radius's modified in accordance with vehicle tracking, additional pedestrian walkway added to southern boundary of site.
A	31/03/23	MS	New delivery bay to serve buildings 1&2, building 1 increased in size with refuse compound added & drive-thru lane amended, landscaping added.
~	01/02/23	GY	Drawing created.

CLIENT
Blank Table Limited
3 Castlegate, Grantham
Lincolnshire, NG31 6SF

PROJECT LOCATION
Lincs Gateway Business Park, Spalding

DRAWING
Proposed Site Layout Plan
Plot 3 - Lincs Gateway Business Park

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
© This drawing is the copyright of WYETH PROJECTS SERVICES Ltd.

Date:	Drawn By:	A1 original plot size
February 2023	GY	
Scale: 1:200	Dwg No: WPS-WEN-003-P-03	Rev: C

APPENDIX 2 – SWEPT PATH ANALYSIS

APPENDIX 3 – TRICS OUTPUTS

Calculation Reference: AUDIT-142301-230315-0323

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
11	SCOTLAND		
	AD	ABERDEEN CITY	1 days
	FI	FIFE	1 days
14	LEINSTER		
	KK	KILKENNY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 210 to 690 (units: sqm)
Range Selected by User: 182 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 22/06/22

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	8 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	5
Neighbourhood Centre (PPS6 Local Centre)	2
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:

Industrial Zone	1
Development Zone	2
Retail Zone	1
Out of Town	1
High Street	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
25,001 to 50,000	2 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	2 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 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	8 days

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

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

1 AD-06-D-02 BURGER KING ABERDEEN CITY
WELLINGTON ROAD
ABERDEEN
ALTENS
Edge of Town
No Sub Category
Total Gross floor area: 300 sqm
Survey date: FRIDAY *22/11/19* *Survey Type: MANUAL*

2 BR-06-D-01 MCDONALD'S BRISTOL CITY
SHEENE ROAD
BRISTOL
BEDMINSTER
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 210 sqm
Survey date: MONDAY *21/09/15* *Survey Type: MANUAL*

3 FI-06-D-02 KFC FIFE
WHIMBREL PLACE
DUNFERMLINE
HALBEATH
Edge of Town
Development Zone
Total Gross floor area: 275 sqm
Survey date: TUESDAY *22/03/16* *Survey Type: MANUAL*

4 KK-06-D-01 MCDONALD'S KILKENNY
HEBRON ROAD
KILKENNY

Edge of Town
Industrial Zone
Total Gross floor area: 583 sqm
Survey date: FRIDAY *04/10/19* *Survey Type: MANUAL*

5 LE-06-D-01 MCDONALD'S LEICESTERSHIRE
MELTON ROAD
NEAR MKT HARBOROUGH
WEST LANGTON
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 370 sqm
Survey date: WEDNESDAY *22/06/22* *Survey Type: MANUAL*

6 LN-06-D-02 MCDONALD'S LINCOLNSHIRE
RYHALL ROAD
STAMFORD

Edge of Town
Retail Zone
Total Gross floor area: 490 sqm
Survey date: WEDNESDAY *13/10/21* *Survey Type: MANUAL*

7 NN-06-D-01 MCDONALD'S NORTH NORTHAMPTONSHIRE
LITTLE COLLIERS FIELD
CORBY
GREAT OAKLEY
Edge of Town
Development Zone
Total Gross floor area: 690 sqm
Survey date: THURSDAY *16/06/22* *Survey Type: MANUAL*

8 WM-06-D-03 KFC WEST MIDLANDS
COVENTRY ROAD
BIRMINGHAM
SHELDON
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 418 sqm
Survey date: FRIDAY *26/11/21* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
VG-06-D-01	Covid-19

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

	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	490	0.204	1	490	0.000	1	490	0.204
06:00 - 07:00	3	517	5.355	3	517	4.387	3	517	9.742
07:00 - 08:00	5	412	10.777	5	412	9.223	5	412	20.000
08:00 - 09:00	5	412	14.126	5	412	13.738	5	412	27.864
09:00 - 10:00	5	412	15.291	5	412	15.049	5	412	30.340
10:00 - 11:00	8	417	12.140	8	417	12.050	8	417	24.190
11:00 - 12:00	8	417	13.699	8	417	12.410	8	417	26.109
12:00 - 13:00	8	417	19.664	8	417	18.135	8	417	37.799
13:00 - 14:00	8	417	21.223	8	417	22.482	8	417	43.705
14:00 - 15:00	8	417	16.007	8	417	16.187	8	417	32.194
15:00 - 16:00	8	417	17.416	8	417	16.487	8	417	33.903
16:00 - 17:00	8	417	18.555	8	417	17.836	8	417	36.391
17:00 - 18:00	8	417	21.043	8	417	20.564	8	417	41.607
18:00 - 19:00	8	417	21.073	8	417	21.073	8	417	42.146
19:00 - 20:00	8	417	15.947	8	417	17.566	8	417	33.513
20:00 - 21:00	8	417	13.579	8	417	14.898	8	417	28.477
21:00 - 22:00	8	417	8.573	8	417	9.592	8	417	18.165
22:00 - 23:00	6	451	4.505	6	451	5.982	6	451	10.487
23:00 - 24:00	4	533	2.766	4	533	3.141	4	533	5.907
Total Rates:			251.943			250.800			502.743

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:	210 - 690 (units: sqm)
Survey date date range:	01/01/14 - 22/06/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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-142301-230315-0304

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
09	NORTH		
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	1 days
10	WALES		
	CE	CEREDIGION	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 317 to 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: 01/01/14 to 22/06/22

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	4 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1
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 Not Known.

Selected Location Sub Categories:

Retail Zone	1
Built-Up Zone	1
Out of Town	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 CE-06-D-01 MCDONALD'S CEREDIGION
FFORDD PARC Y LLYN
ABERYSTWYTH

Edge of Town
Retail Zone
Total Gross floor area: 350 sqm
Survey date: SATURDAY *09/05/15* *Survey Type: MANUAL*

2 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*

3 TV-06-D-02 MCDONALD'S TEES VALLEY
COAL LANE
BILLINGHAM
WOLVISTON
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 370 sqm
Survey date: SATURDAY *21/05/22* *Survey Type: MANUAL*

4 TW-06-D-01 KFC TYNE & WEAR
CLIFFORD STREET
NEWCASTLE
BYKER
Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 317 sqm
Survey date: SATURDAY *14/11/15* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GS-06-D-01	Covid-19

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

	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	350	1.429	1	350	0.857	1	350	2.286
06:00 - 07:00	3	382	11.703	3	382	9.607	3	382	21.310
07:00 - 08:00	4	366	14.295	4	366	13.406	4	366	27.701
08:00 - 09:00	4	366	19.289	4	366	17.921	4	366	37.210
09:00 - 10:00	4	366	26.060	4	366	24.624	4	366	50.684
10:00 - 11:00	4	366	25.787	4	366	25.103	4	366	50.890
11:00 - 12:00	4	366	27.907	4	366	26.129	4	366	54.036
12:00 - 13:00	4	366	37.141	4	366	35.636	4	366	72.777
13:00 - 14:00	4	366	37.141	4	366	37.688	4	366	74.829
14:00 - 15:00	4	366	34.131	4	366	33.653	4	366	67.784
15:00 - 16:00	4	366	27.223	4	366	29.001	4	366	56.224
16:00 - 17:00	4	366	24.555	4	366	25.923	4	366	50.478
17:00 - 18:00	4	366	25.923	4	366	24.350	4	366	50.273
18:00 - 19:00	4	366	28.728	4	366	27.975	4	366	56.703
19:00 - 20:00	4	366	23.461	4	366	24.692	4	366	48.153
20:00 - 21:00	4	366	17.168	4	366	20.315	4	366	37.483
21:00 - 22:00	4	366	15.390	4	366	16.005	4	366	31.395
22:00 - 23:00	3	346	11.765	3	346	12.633	3	346	24.398
23:00 - 24:00	3	346	9.065	3	346	10.800	3	346	19.865
Total Rates:			418.161			416.318			834.479

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:	317 - 425 (units: sqm)
Survey date date range:	01/01/14 - 22/06/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.