

TRANSPORT STATEMENT

THE PRINCE ALBERT PUBLIC HOUSE

COPTHORNE BANK, COPTHORNE, CRAWLEY, RH10 3QX



Client: Westcoast Developments

Reference: ADL/AM/6033/08A

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REPORT CONTROL

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 ADL Traffic & Highways Engineering Ltd (ADL) have been appointed by 'Westcoast Developments' (the Applicant), to prepare this Transport Statement (TS) in support of a new-build proposed convenience store development at the site of 'The Prince Albert' public house, Copthorne Bank, Copthorne, Crawley, RH10 3QX. It is proposed that The Prince Albert PH will be retained at the site.
- 1.1.2 This Transport Statement (TS) provides an assessment of the transport implications of developing the site.
- 1.1.3 The report will set out the planning history, site location, accessibility by non-car users, development proposals and an assessment of the traffic impact and car parking standards for the benefit of Mid Sussex District Council as Planning Authority and West Sussex County council as Highway Authority.

Planning Context

- 1.1.4 Planning permission (ref. DM/19/0134) was approved in April 2019 for a 2-storey rear extension at the pub with external staircase to provide 8 letting rooms with kitchen, disabled toilet and staff accommodation. The Local Highways Authority had been consulted and made the following comments:

"The existing access serving the development is considered acceptable, with an acceptable level of visibility."

"It is noted that Copthorne has a post office and small store a very short distance of the application site. As such, there are some basic services within a reasonable walking distance."

- 1.1.5 Pre-application advice from West Sussex County Council (WSCC) was given on the 22.02.2024 in response to the proposed new-build convenience store and residential development at the site of 'The Prince Albert' public house.

- 1.1.6 An application was subsequently submitted and validated under reference DM/24/2957 for a convenience store and residential development. The application was recommended for approval at committee, but ultimately refused for a non-highway reason:

“The design of the proposed apartment block and retail unit building would have an adverse impact on the character and appearance of the area, specifically due to the scale, bulk and height of the apartment block in relation to the public house and Boundary Cottage, and the unsympathetic design and appearance of the retail unit building. The proposal is therefore contrary to policy DP26 of the Mid Sussex District Plan, policies CNP1, CNP2 and CNP11 of the Copthorne Neighbourhood Plan and the Mid Sussex Design Guide. The Council recognises that it is currently not able to demonstrate a five-year supply of deliverable housing sites and having regard to paragraph 11d)ii) of the NPPF, while limited positive weight has been given to the proposed apartments, the adverse impacts identified (substantial harm to the character and appearance of the area) are considered to significantly and demonstrably outweigh the benefits. As such, there are no material considerations that indicate a decision should be made otherwise than in accordance with the Development Plan.”

- 1.1.7 As noted, the above reason for refusal is not on highway grounds. ADL received highway comments and worked with the Highway Authority to resolve WSCC initial highway consultation response in August and September 2025, with West Sussex CC confirming the proposal (and off-site highway improvements) were acceptable via email, 9th September 2025.
- 1.1.8 ADL subsequently providing a letter and plan for completeness via the Planning Agent, on 15th September 2025 and the committee report confirmed ‘No objection, subject to conditions’.
- 1.1.9 To support a revised planning submission (for convenience store, only), this Transport Statement forms an update to the original TS (dated December 2024) formerly provided in support of planning application DM/24/2957.

1.2 Scope of Study

- 1.2.1 Chapter 2.0 of this report describes the site location, surrounding area, local highway network, existing site details and a road safety review of traffic accidents on the highway.
- 1.2.2 Chapter 3.0 describes the accessibility of the site via sustainable travel modes.
- 1.2.3 Chapter 4.0 describes the development proposals, including detail of access arrangements, off-site highway improvements, parking provision and consideration of the servicing and refuse requirements.
- 1.2.4 Chapter 5.0 provides an assessment of the traffic generated by the proposal and its impact on the highway.
- 1.2.5 Chapter 6.0 provides a parking assessment with consideration to the council car parking standards and also based on traffic generation and duration of stay.
- 1.2.6 Chapter 7.0 summarises and concludes the statement.

2.0 SITE AND SURROUNDING AREA

2.1 Site Location

- 2.1.1 The site is situated at the site of The Prince Albert public house, off Copthorne Bank, within the parish of Copthorne. The strategic site location is shown on the plan included as Appendix 1.1.
- 2.1.2 The surrounding area is predominantly residential use with some retail / commercial units on Copthorne Bank to the east of the site including a Connells, Kwik Mart, café and restaurant.
- 2.1.3 The site is bounded by Copthorne Bank to the north, existing retail units and homes to the east, Dawn Rise to the south and Brookhill Road to the west. The site boundary and context is shown on the plan included as Appendix 1.2.

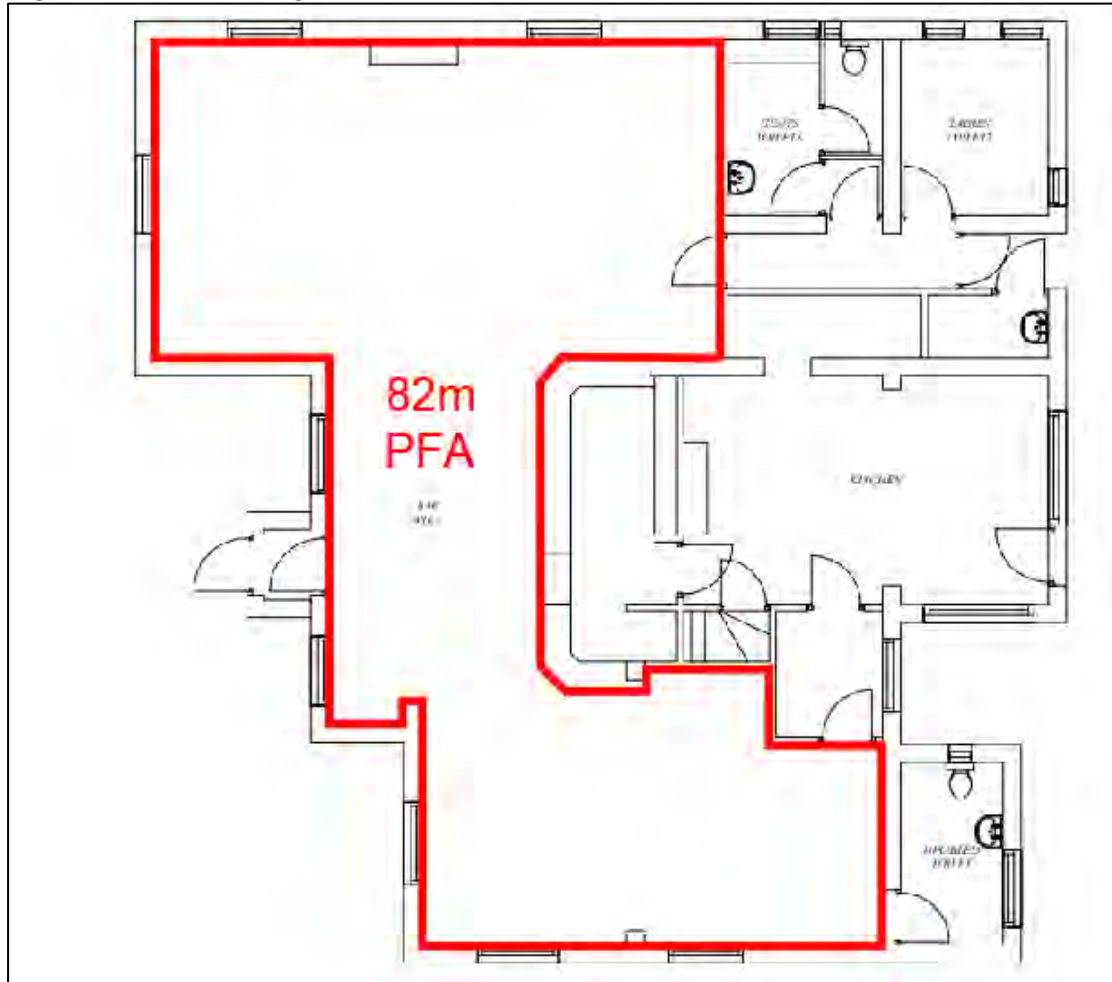
2.2 Road Network

- 2.2.1 Copthorne Bank is a single carriageway road subject to a 30mph speed limit within the vicinity of the site. It provides access to Brookhill Road and Shipley Bridge Lane to the west and the associated residential areas to the east, continuing to adjoin the B2037 2km to the northeast of the site.
- 2.2.2 Brookhill Road, south of the site continues to Copthorne Way (A264). Copthorne Way (A264) to the west provides access to the M23 (Junction 10) and Crawley to the southwest. To the east the road provides access to Felbridge and East Grinstead.

2.3 Existing Use of the Site and Access Arrangements

- 2.3.1 The existing site comprises of The Prince Albert public house and associated areas such as a large car park and beer garden which currently serves the pub. The existing building layout and public floor area of 82 sqm is defined in Figure 2A.

Figure 2A Existing Pub Floor Area



2.3.2 The site is accessed from Copthorne Bank from its northeast boundary via a dropped crossover access.

2.3.3 The car park and access are of poor construction and are not laid out or demarcated formally for parking spaces.

2.3.4 The existing site layout is included as Appendix 1.3.

2.4 Accident Review

2.4.1 ADL originally investigated the road traffic accident data in the vicinity of the site for the 3-year period (i.e., 2020 – 2022 inclusive) by utilising Crashmap (www.crashmap.co.uk).

2.4.2 The accident study area and location of accidents is shown below in Figure 2B.

Figure 2B Crashmap Extract



2.4.3 The Crashmap study showed that there have been no accidents within the immediate vicinity of the site including the site access and Copthorne Bank / Brookhill Road junction. Only two slight accidents occurred near the site approximately 250m to the east.

2.4.4 Upon updating this Transport Statement, it is established that in the following 2-year period since 2023 - 2024, there have been a further 3 slight accidents locally to the site, as shown in Figure 2C.

Figure 2C Crashmap Update (2023 – 2024)



- 2.4.5 There are not any existing patterns or trends of accidents which suggest that there is an existing road safety issue on Copthorne Bank within the immediate vicinity of the site which would require mitigation as a result of this planning application.

3.0 ACCESSIBILITY

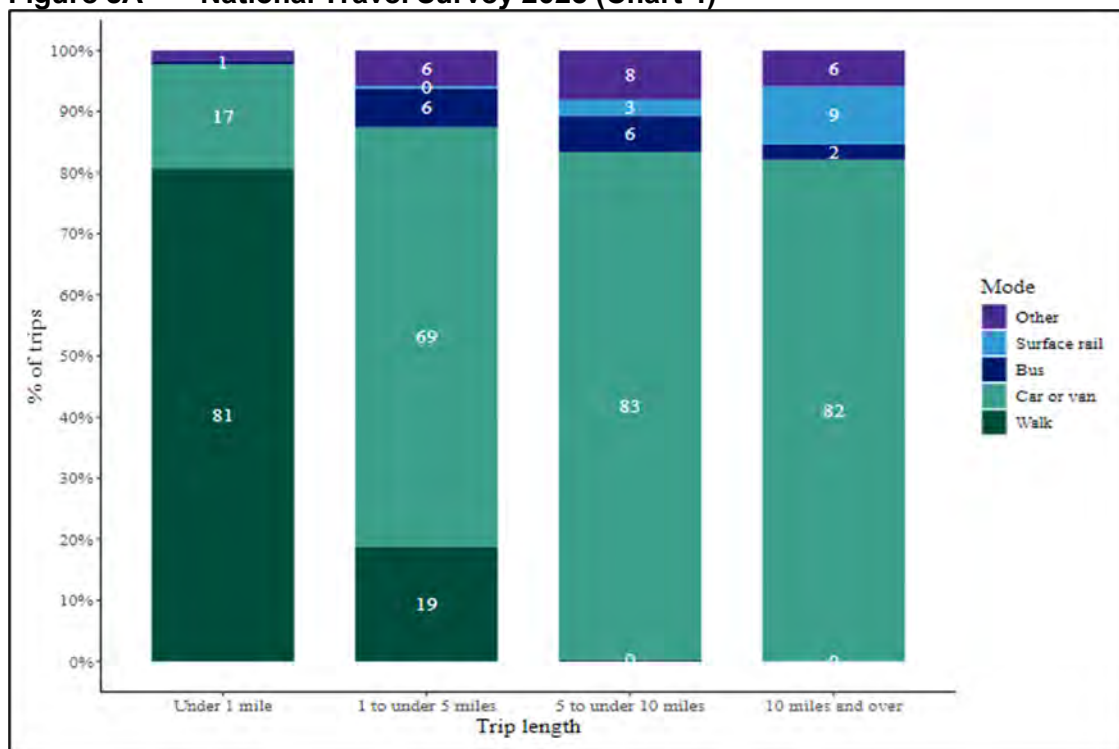
3.1 Active Travel

Walking

3.1.1 The National Travel Survey (2023) states that:

“81% of trips under one mile were walks in 2023, similar to the proportion in 2022 (83%) and 2019 (80%).”

Figure 3A National Travel Survey 2023 (Chart 4)



3.1.2 Given that the convenience store will be providing a local facility and thus serving the local catchment top-up/convenience shopping needs, it is reasonable to consider that a large portion of trips will be undertaken on foot. This is further substantiated by the findings of the Association for Convenience Stores ‘Local Shop Report 2023’ which shows how customers get to store.

Figure 3B Convenience Store ‘How customers get to store’



3.1.3 The presence of local convenience stores acting as a local facility to the surrounding catchments and the benefit in encouraging active travel and discouraging car-borne travel modes is clear with reference to Figure 3C below, which is extracted from the report.

Figure 3C Convenience Store Travel distances



3.1.4 Figure 3C makes clear that if residents’ local shop did not exist, they would have to travel on average 1.59 miles further to another store. Therefore, likely encouraging travel via private car.

Local Amenities

3.1.5 According to Manual for Streets (MfS, 2007), walking offers the greatest potential to replace short car trips, particularly those under two kilometres. A walking isochrone map showing this extent is provided as Appendix 2.1.

- 3.1.6 Within this extent there are various amenities which would be of use to the proposed convenience store staff including:

Within 500 metres

- Copthorne Park
- Copthorne Pharmacy
- Copthorne Village Hall
- Post Office (and ATM)
- Copthorne Village Shop
- Copthorne Junior School.
- St John's Church

Within 1000 metres

- Fairway Infant School

Within 2000 metres

- Copthorne Preparatory School
- Copthorne Golf Club

- 3.1.7 Well-lit footways are provided on both sides of Copthorne Bank linking the site with the residential areas near the site and to the east and on to the surrounding areas. On Brookhill Road, the footway continues along the east side of the road from the site frontage, and on both sides of the road immediately south of the site and Dawn Rise. To the north, footways continue along the east of Shipley Bridge Road.

- 3.1.8 The footways link the site with the surrounding local amenities / facilities as listed above.

- 3.1.9 Dropped kerbs / crossovers are provided across side roads and drive-way accesses to facilitate pedestrians safe passage at crossing points. There is also a pedestrian refuge crossing point located approximately 280m to the east of the site on Copthorne Bank providing a safe crossing point on Copthorne Bank near the Copthorne Bank playground and village hall / social club.

- 3.1.10 According to the Department for Transport Cycle Infrastructure Design Local Transport Note (1/20), eight kilometres is considered a suitable distance to cycle for local journeys. A cycling isochrone map showing this extent is provided as Appendix 2.2.
- 3.1.11 As shown on the cycle map included as Appendix 2.2 and 2.3, the National Cycle Network (NCN) Route 21 is located south of the site (approximately a 15 min cycle via Old Hollow) and runs north-south from Greenwich out of London to Eastbourne. From Greenwich to Crawley the route follows the Waterlink Way which passes through Earlswood, Horley and Three Bridges before running west-east from Crawley to East Grinstead via the traffic free Worth Way.
- 3.1.12 National Cycle Network (NCN) Route 20 contains the Wandle Trail which follows the River Wandle and is predominantly traffic free providing a link between Furnace Green and Three Bridges and connects with NCN Route 21.
- 3.1.13 National Cycle Network (NCN) Route 228 provides a small route allowing Gossops Green access to Crawley and potential further ability to access NCN Route 20 and 21.
- 3.1.14 In addition, there are a number of quieter cycle routes around the site including a path from Tinsley Green over the M23 towards the development off Worsell Drive that can be accessed via Shipley Bridge Lane
- 3.1.15 It is demonstrated that the site is located in a very sustainable location whereby travel to the site from the surrounding residential areas on foot or by bike will be a realistic and attractive travel choice. The National Cycle Network Routes and pedestrian footways with streetlights on Copthorne Bank make it a safe alternative to motorised travel.

3.2 Public Transport

- 3.2.1 CIHT's *Buses in Urban Developments* report (2018) states that 300-metres is considered the maximum walking distance to a bus stop with less frequent routes.

3.2.2 The closest bus stop is located immediately to the northeast of the site. The immediate Prince Albert bus stop on the south of Copthorne Bank provides services to the west while the northside stop (approximately 70m east of the site) provides services to the east. Both bus stops have bus timetables and a bus flag and are within a 1-minute walk of the site. Further bus stops are situated on both sides of the road east of the site along Copthorne Bank, within walking distance. The bus stop locations and routes are shown on the plan included as Appendix 2.4.

3.2.3 The bus stops are served regularly by services; 281, 291, 400, 422/424, 638* as summarised in Table 3A below.

Table 3A Bus Services

Service No	Route	Frequency		
		Mon-Fri	Saturday	Sunday
281	Lingfield- East Grinstead- Crawley Down- Copthorne- Three Bridges- Crawley Bus Station	1x hourly	1 x hourly	-
291	Tunbridge Wells- Forest Row- East Grinstead- Crawley Down- Copthorne- Crawley Bus Station	1x hourly	7 trips	4 trips
400	Stone Quarry Estate- East Grinstead- Felbridge- Copthorne- Gatwick- Redhill- Caterham Station	1 trip	-	-
422/424	Redhill- Horley- Gatwick- Copthorne- Horley- Meadvale- Redhill	1x hourly	1x hourly	1x hourly
638*	Copthorne- Imberhome Lower School	1 trip	-	-

*school services

3.2.4 Table 3A demonstrates that there are frequent bus services which provide links to site and the surrounding areas such as East Grinstead, Three Bridges, Felbridge, Redhill and Horley which is of benefit to the customers and staff who wish to travel to the proposal site.

3.3 Rail Services

3.3.1 Gatwick Airport Railway Station is approximately 4.5km to the northwest of the site (ie a 15 minute cycle) via Shipley Bridge Lane. Three Bridges Railway Station is also approximately a 15-minute cycle to the southwest of the site.

- 3.3.2 Gatwick Airport Railway Station provides connections to 120 other train stations directly and over 700 within just one change. Southern services include London Victoria, London Bridge, Clapham Junction, Brighton, Southampton, Eastbourne, Portsmouth and terminates in Bedford. Great Western Railway runs hourly between Gatwick and Reading via Redhill, Reigate and Guildford. The Thameslink connects to Brighton, London Bridge, St. Pancras and Farringdon. While the Gatwick Express provides nonstop direct service to London Victoria every 30 minutes.
- 3.3.3 Gatwick Airport Railway Station is a Category B1 Station and benefits from step-free access to all platforms.
- 3.3.4 Three Bridges Railway Station benefits from step free access to all platforms and has 276 sheltered bicycle storage spaces with CCTV. It offers access to various locations such as Brighton, Bedford via London Bridge, Horsham, Cambridge, Peterborough, Southampton, Portsmouth and is deemed a frequent service.

4.0 DEVELOPMENT PROPOSALS

4.1 Site Layout

- 4.1.1 It is proposed to provide a development within the car park of the existing public house site to provide a 372 sqm gross internal area (gia) new-build convenience store with 23 shared parking spaces and a dedicated delivery bay situated primarily at the east of the site.
- 4.1.2 The existing 'The Prince Albert' public house is retained, as existing. The public house gross floor area is 140sqm, and public floor area is 82sqm.
- 4.1.3 The architect's proposed site layout is included as Appendix 3.1.

4.2 Access Arrangements

Pedestrian Access

- 4.2.1 Pedestrian access would be provided to the site from Copthorne Bank linking with the existing footway network to the access point at the northeast of the site. A dedicated and direct footway link is provided to the convenience store at the east of the site. Pedestrian access to the public house will be as existing from the northwest corner of the site, directly from the existing footway.

Vehicular Access

- 4.2.2 Vehicular access to the commercial uses of the convenience store and public house will be via the access point from Copthorne Bank at the northeast of the site which will be broadly retained as existing.
- 4.2.3 The access arrangements in Appendix 3.2 demonstrate that visibility splays of 2.4m x 43m are achievable in both directions. This is in accordance with the requirement for 30mph speed limit roads, as set out in Manual for Streets (MfS) guidelines.

4.2.4 As also shown within the plan included as Appendix 3.2i, the Applicant will deliver off-site highway works as part of the proposals to include:

- Reinstatement of full-height kerbs on Brookhill Road
- New dropped kerbs and tactile paving across Copthorne Bank at Brookhill Road
- Existing site access to be resurfaced and made good, with kerbs either side of access reinstated to full-height kerbing
- Existing lay-by to be reduced marginally to provide increased area for alighting passengers waiting at bus stop.

4.3 Parking Provision

4.3.1 It is proposed to provide 23 shared car parking spaces for the convenience store and for the public house, of which 4 will be disabled accessible.

4.3.2 There is proposed to be a cycle parking provision of 10 spaces (5 stands) situated at the east of the site strategically positioned to be easily accessible from Copthorne Bank and near to the store entrance.

4.3.3 As previously mentioned, 23 shared car parking spaces are proposed.

4.3.4 Vehicle tracking for cars utilising the car parking spaces is included as Appendix 3.3.

4.4 Servicing/Refuse Provision

4.4.1 It is anticipated that the convenience store will be serviced by a typical 18T rigid delivery vehicle up to around 10m in length with the vehicle entering and exiting the site from Copthorne Bank in a forward gear and positioning itself within the dedicated delivery bay directly adjacent to the convenience store delivery entrance.

4.4.2 The convenience store does not require a separate trip for refuse collections as all stores backhaul, i.e. filling the delivery vehicle with waste goods for the return journey to the depot, thereby reducing the quantities of HGV trips.

- 4.4.3 Deliveries to the public house will occur via the on-site delivery bay and the public house landlord or management will accordingly liaise with the convenience store retailer (once known) to ensure that deliveries do not coincide.
- 4.4.4 The Delivery Management Plan (DMP) inclusive of delivery vehicle tracking is included as Appendix 4.0.

5.0 TRAFFIC GENERATION AND IMPACT ASSESSMENT

5.1 Permitted Public House Use

- 5.1.1 The permitted use of the site is a public house (A4 use class). The total gross floor area for the public house is approximately 140m².
- 5.1.2 In order to determine the traffic generation for the permitted use, ADL consulted TRICS to identify suitable sites. ADL reviewed 'I - Public house (without restaurant)' sites to omit large pub/restaurants such as Wetherspoons/Harvester etc. which will likely have a greater trip generation than the existing public house.
- 5.1.3 The TRICS data is included as Appendix 5.1 and the trip rates and proposed traffic generation is set out below in Table 5A.

Table 5A Permitted Trip Rates and Traffic Generation (Public house)

Time Range	Trip Rates (/100sqm)			Traffic Generation (140sqm)		
	In	Out	2-way	In	Out	2-way
10:00-11:00	1.194	0.821	2.015	2	1	3
11:00-12:00	1.194	0.896	2.09	2	1	3
12:00-13:00	2.239	1.269	3.508	3	2	5
13:00-14:00	3.209	2.388	5.597	4	3	7
14:00-15:00	1.791	2.313	4.104	3	3	6
15:00-16:00	1.343	1.269	2.612	2	2	4
16:00-17:00	2.164	1.269	3.433	3	2	5
17:00-18:00	4.925	2.761	7.686	7	4	11
18:00-19:00	6.269	4.851	11.12	9	7	16
19:00-20:00	6.866	7.164	14.03	10	10	20
20:00-21:00	8.433	8.358	16.791	12	12	24
21:00-22:00	6.791	8.731	15.522	10	12	22
22:00-23:00	3.06	4.851	7.911	4	7	11
23:00-24:00	1.716	3.134	4.85	2	4	6
Daily	51.194	50.075	101.269	73	70	143

- 5.1.4 The existing public house use traffic generation based on TRICS, could therefore be expected to generate up to 12 inbound vehicle trips during a peak hour, and a total of 73 inbound vehicle trips daily. This is considered to be reasonable given the size of the pub and that The Prince Albert is likely to offer a local / community facility with the majority of visitors walking to the site from the local area.

5.2 Proposed Convenience Store

5.2.1 ADL are able to assess the proposed convenience store use for the gross internal area (of total 372m²) by using the TRICS data for 'A1 Convenience Store' and specific for England sites (excluding Greater London) using survey sites of comparable size. The following criteria were selected:

- Main Land Use Retail
- Sub Land Use Convenience store
- Regions English sites (Greater London omitted)
- Days Weekdays only
- Location Type Suburban/Neighbourhood Centre

5.2.2 The search returned a survey pool of 7 sites comprising convenience store retailers such as Co-op, Sainsbury local and One Stop. The sites are therefore considered to be comparable to the proposed convenience store at Copthorne.

5.2.3 The trip rates and traffic generation for the proposed convenience store are set out in Table 5B below. The TRICS data is included as Appendix 5.2.

Table 5B Proposed Trip Rates and Traffic Generation (Convenience Store)

Time Range	Trip Rates (/100sqm)			Traffic Generation (372sqm)		
	In	Out	2-way	In	Out	2-way
05:00-06:00	1.2	0.8	2	4	3	7
06:00-07:00	2.301	2.171	4.472	9	8	17
07:00-08:00	5.47	5.231	10.701	20	19	39
08:00-09:00	7.385	7.316	14.701	27	27	54
09:00-10:00	5.744	5.026	10.77	21	19	40
10:00-11:00	5.47	5.128	10.598	20	19	39
11:00-12:00	5.402	5.538	10.94	20	21	41
12:00-13:00	7.145	7.077	14.222	27	26	53
13:00-14:00	5.812	5.333	11.145	22	20	42
14:00-15:00	5.368	5.641	11.009	20	21	41
15:00-16:00	6.051	5.812	11.863	23	22	45
16:00-17:00	6.94	6.085	13.025	26	23	49
17:00-18:00	8.103	8.513	16.616	30	32	62
18:00-19:00	8.274	8.308	16.582	31	31	62
19:00-20:00	6.94	6.803	13.743	26	25	51
20:00-21:00	3.57	4.52	8.09	13	17	30
21:00-22:00	2.203	2.545	4.748	8	9	17
22:00-23:00	0.617	0.48	1.097	2	2	4
23:00-24:00	0	0.33	0.33	0	1	1
Daily	93.995	92.657	186.652	349	345	694

- 5.2.4 The proposed convenience store traffic generation based on TRICS, could therefore be expected to be up to 27 and 31 inbound vehicle trips during the AM and PM peak hours, respectively. It is expected that the convenience store could generate up to 349 inbound vehicle trips daily.
- 5.2.5 It should be noted that very few convenience store trips to the store will be for a “main shopping trip”. Instead, they will almost entirely be incidental trips, which people will have already been making in any event. Due to the location of the site, within a residential area, it is unlikely that anyone would be making a specific car trip to the area for their “daily items” or a “top up” shop; instead the majority of trips would be travelling in the vicinity of the site already, before stopping to purchase items.
- 5.2.6 TRICS Research Report 14/1, outlines academic literature on pass-by, diverted and other secondary trips and with regard to Convenience Store Trip Generation, the study undertaken by Ghezawi et al. (1998) concluded:

“The average percentage of pass-by trips recorded was 72%, with a range between the 13 stores of 61 to 85%. The study also found a positive relationship between pass-by trip percentage and adjacent street volumes using average daily traffic flows.”

- 5.2.7 If we were to reduce the convenience store trips by 72%, the number of trips generated by convenience store would be decreased to the level outlined in Table 5C below.

Table 5C Trip Generation Factoring 72% Pass-By Trips

Hour		Additional Trips		
		In	Out	Two-Way
AM Peak	08:00 - 09:00	8	8	16
PM Peak	17:00 - 18:00	8	9	17
Total Daily		98	97	195

- 5.2.8 Table 5C demonstrates that the convenience store element of the development would be more likely to generate 8 additional inbound vehicle trips to the highway during the AM and PM peak hours and 98 inbound trips daily.

6.0 PARKING

6.1 Car Parking Standards

Parking standards unless otherwise stated refer to West Sussex County Council: Guidance on Parking at New Developments (2020) and is important in reference to section 9 of the National Planning Policy Framework (NPPF) stating the need to consider transport in plan making and in the determination of planning applications.

Convenience Store

- 6.1.1 The car parking standard for E(a) retail use class is 1 space per 14sqm, hence the requirement for the 372sqm convenience store is 26 car parking spaces. The cycle parking standard is 1 space per 100sqm, requiring 4 spaces.
- 6.1.2 It is noted that the car parking standards do not differentiate between all retail use classes however a large foodstore and a convenience store parking demand will differ significantly, with convenience store car parking being shorter stay and hence spaces having a much higher turnover thus accommodating more customers per hour.
- 6.1.3 It states in the guidance that it should only be used as an initial guide for developers, who should undertake site-specific assessment and seek to balance operational needs space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff. As such, this has been undertaken in the Section 6.2.
- 6.1.4 23 shared car parking spaces have been proposed (including 4 disabled accessible spaces). There are 10 cycle parking spaces (5 stands) situated near to the convenience store entrance which exceeds the standards stated provision.

Public House

- 6.1.5 The standards within the guidance for the public house parking provision is to meet the demand of 1 space per 5sqm of public area and for staff parking to be clearly designated. The public house public floor area is 82sqm which along the guidance standards would require a provision of 16 spaces. Cycle parking requirement for the public house is 1 space per 4 staff and 1 space per 25sqm for customers.
- 6.1.6 A car parking accumulation assessment for the public house is provided in Section 6.2.
- 6.1.7 Given the use of the public house (primarily as a walk-to destination) serving the local catchment of the Copthorne community, it is considered that the 23 shared spaces is appropriate mindful that the site is in a location of good accessibility by non-car modes of transport and customers will have informal shared use of the convenience store car parking in adherence with the restrictions.

6.2 Parking Assessment

Existing Public House

- 6.2.1 A parking accumulation assessment for the public house is provided in Table 6A below and demonstrates that the maximum car parking accumulation will be up to 10 cars between the hours of 17:00-18:00 but will generally be less than this during the daytime hours.

Table 6A Public House Parking Accumulation Assessment

Time Range	In	Out	Parking Accumulation
10:00-11:00	2	1	1
11:00-12:00	2	1	2
12:00-13:00	3	2	3
13:00-14:00	4	3	4
14:00-15:00	3	3	4
15:00-16:00	2	2	4
16:00-17:00	3	2	5
17:00-18:00	7	4	8
18:00-19:00	9	7	10
19:00-20:00	10	10	10
20:00-21:00	12	12	10
21:00-22:00	10	12	8
22:00-23:00	4	7	5
23:00-24:00	2	4	3

- 6.2.2 The parking accumulation assessment demonstrates that the proposed car park will accommodate the public house car parking demand.

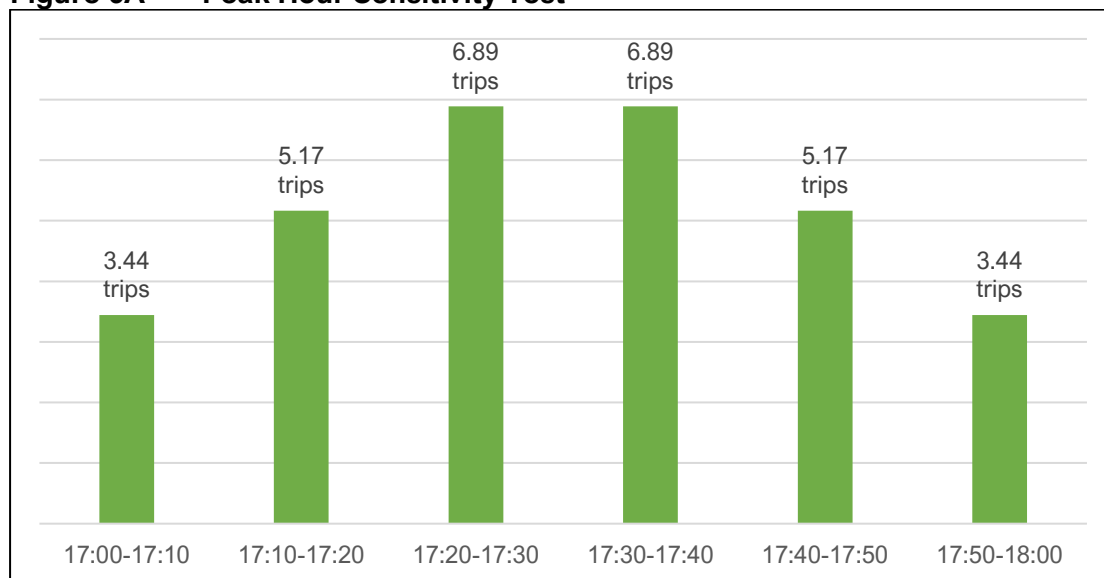
Convenience Store

- 6.2.3 As noted previously, convenience store car parking spaces have a high turnover of parked cars per space. A straightforward parking accumulation assessment assuming 60-minute duration of stay would therefore not be appropriate for the convenience store. The average length of stay for convenience stores as stated within the Association of Convenience Stores (ACS) 'Local Shop Report 2014' is just five minutes. Generally, it is accepted that a convenience store customer will visit for 5-10 minutes and hence on this basis one car parking space can accommodate 6-12 vehicle trips per hour.
- 6.2.4 Furthermore, information on the duration of stay is contained within an appeal decision for the erection of a convenience store within Sutton Coldfield which was allowed in September 2016. It is stated within paragraph 12:

"A Co-operative Car Park Study together with a survey of Tesco Express and Sainsbury Local stores is referenced with average durations of stay ranging from a maximum of 8.9 minutes (Co-op), 7 minutes (Tesco & Sainsbury) and a minimum of 5.5 minutes (Co-op)."

- 6.2.5 Based on a peak hour trip generation of 31 vehicles as set out in Section 5.2, a dwell time of 9 minutes which is a reasonably robust assumption based on evidence above, and a flat traffic profile across the peak hour, this would result in five (*i.e.* $[9 \div 60] \times 31 = 5$ [rounded up from 4.65]) vehicles parking on-site during the peak hour.
- 6.2.5 It is unreasonable to assume that all vehicles will arrive evenly spread across the peak hour and therefore to provide an assessment based on a peak within the peak (rather than a flat profile), ADL can undertake a sensitivity test to review the parking demand should there be a spike during the peak hour. This assumes that the middle 20 minutes of a peak hour is double that of the start and end of the peak hour. In this case, $13.78 \approx 14$ of the 31 trips occur during the middle 20 minutes, see Figure 6A below.

Figure 6A Peak Hour Sensitivity Test



- > 9 minutes (average duration of stay) ÷ 20 minutes (assessment period) = 0.45
- > 0.45 x 14 trips = 7 parking spaces (rounded up from 6.3)

6.2.6 This methodology demonstrates that even when considering a spike in the peak hour traffic, the demand will increase to only 7 cars parked at any time. This assessment further demonstrates that the proposed parking provision will be suitable for the anticipated demand based on the following robust assumptions:

- > 9-minute duration of stay (which is the maximum average surveyed – typically customers will stay for less time, of 5-7 minutes).
- > 31 inbound trips during the peak hour based on TRICS data. *Trip generation values are based on gross floor area (372m²) rather than sales floor area - trip generation is therefore robust.*
- > Double the distribution of trips during the ‘spike’ (20 minutes) of the peak hour (refer to Figure 6A). Assumes 14 arrivals in a 20-minute period.

6.2.7 The combined peak parking demand would accordingly be 17 cars. As shown on the site layout drawing (Appendix 3.1) there would be a parking provision of 23 car parking spaces for customers of the convenience store and the public house which is therefore suitable to accommodate the customer demand, staff parking plus any fluctuations in peak demand at the public house and convenience store to ensure there is no car parking overspill to the public highway or the public house car parking area.

7.0 SUMMARY

- 7.1 ADL have been appointed by 'Westcoast Developments', to prepare this Transport Statement (TS) in support of a new-build proposed convenience store and retention of existing public house, at the site of The Prince Albert, Copthorne, Crawley, RH10 3QX.
- 7.2 There are not any apparent road safety issues on the network near to the site which would require mitigation as a result of this planning application.
- 7.3 The site is situated in a location of good accessibility to encourage active travel modes (walking and cycling) to / from the proposal site, whilst also benefiting from good accessibility to bus stops with relatively frequent services.
- 7.4 It is proposed to provide a convenience store with the retention of the existing public house at the northwest of the site.
- 7.5 Vehicular access will be broadly retained as existing at the northeast corner of the site and a new driveway access will be provided on Brookhill Road for the proposed flats. Off-site highway improvements will be delivered to improve accessibility by active travel modes and public transport.
- 7.6 A total car parking provision of 23 shared parking spaces to accommodate the convenience store and public house is proposed. As shown within Section 6.2 based on a parking accumulation assessment for the public house the maximum parking accumulation will be 10 spaces, and for the convenience store 7 spaces at any time. Therefore, the proposed 23 shared spaces will fully accommodate the proposed convenience store and public house, and any increase in traffic.
- 7.7 Deliveries to the convenience store and pub will occur via the dedicated delivery bay situated centrally within the site. Deliveries will occur via a maximum size c.10m (18T) rigid delivery vehicle occurring during the hours 7am – 9pm. This will be formalised and conditioned with reference to the Delivery Management Plan which is appended to this TS.

- 7.8 The major trip generator of the proposal is the convenience store however the majority of those trips will be existing on the network and accordingly incidental on the highway network.
- 7.9 The additional trip generation is imperceptible when considering the prevailing traffic flows on the highway network.
- 7.10 It is concluded that there are no justifiable highway reasons to refuse this application as it adheres to paragraph 116 of the National Planning Policy Framework:

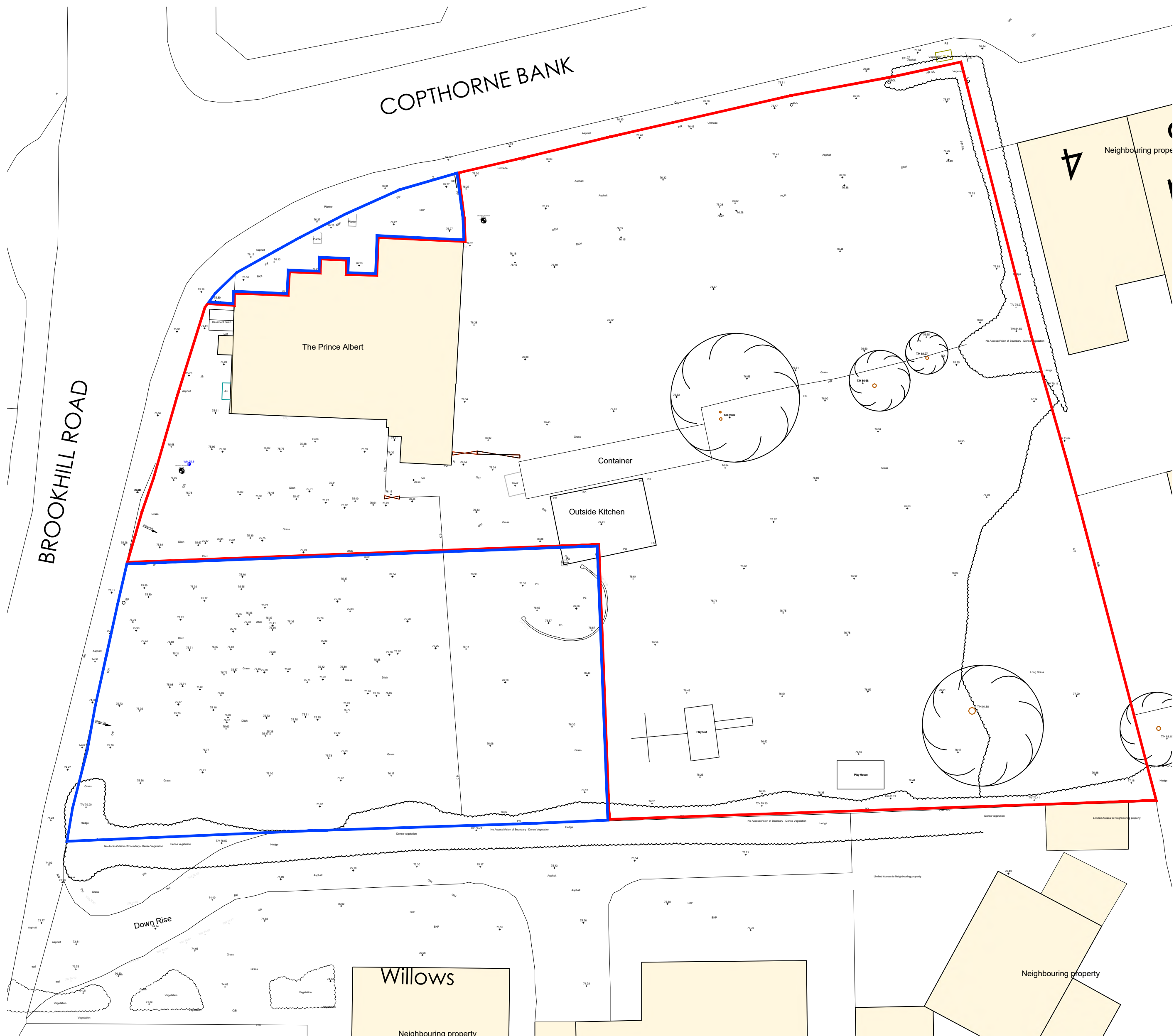
“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

APPENDIX 1.0

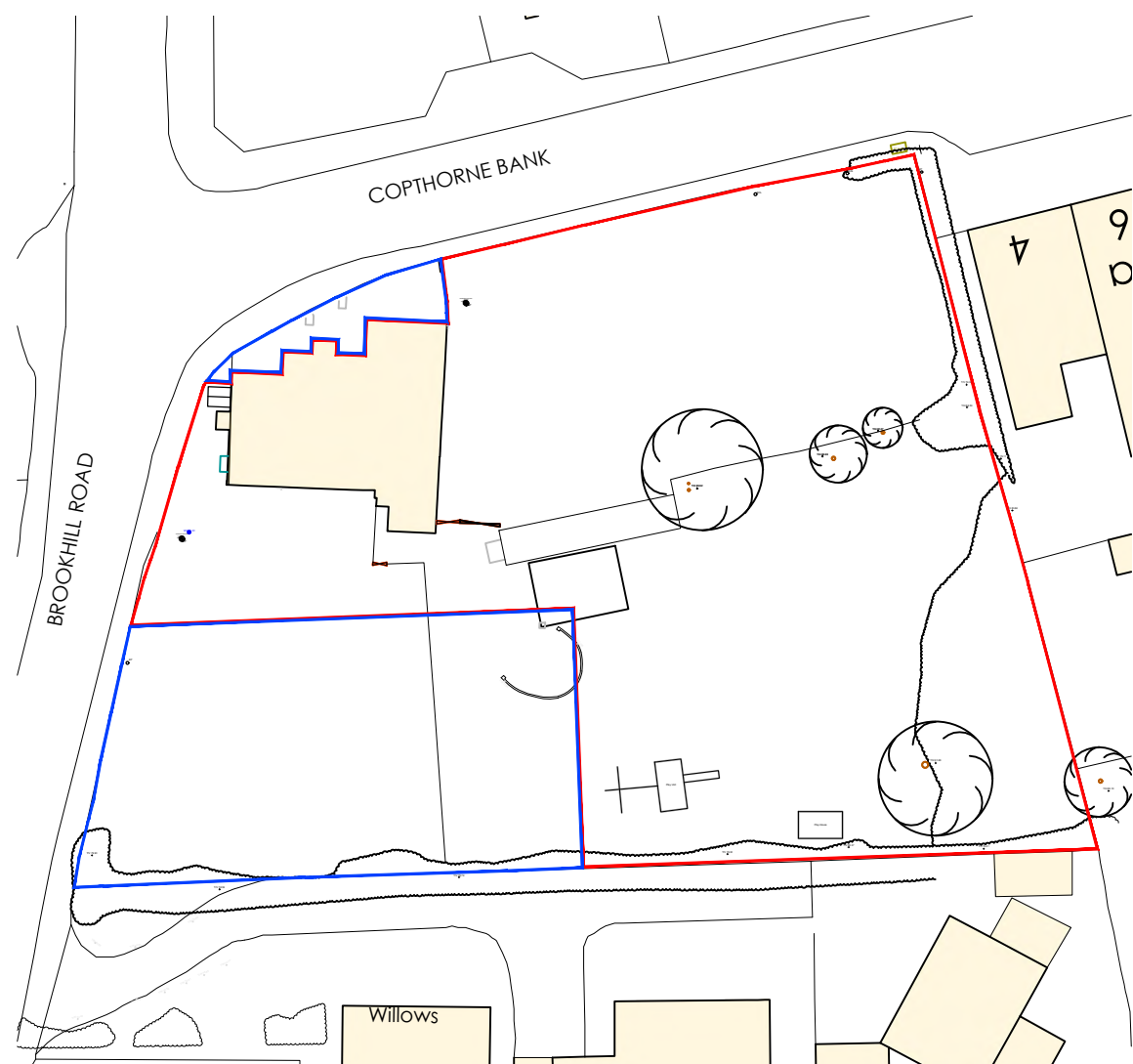
EXISTING SITE

- 1.1 Site Location
- 1.2 Site Context
- 1.3 Existing Site Layout

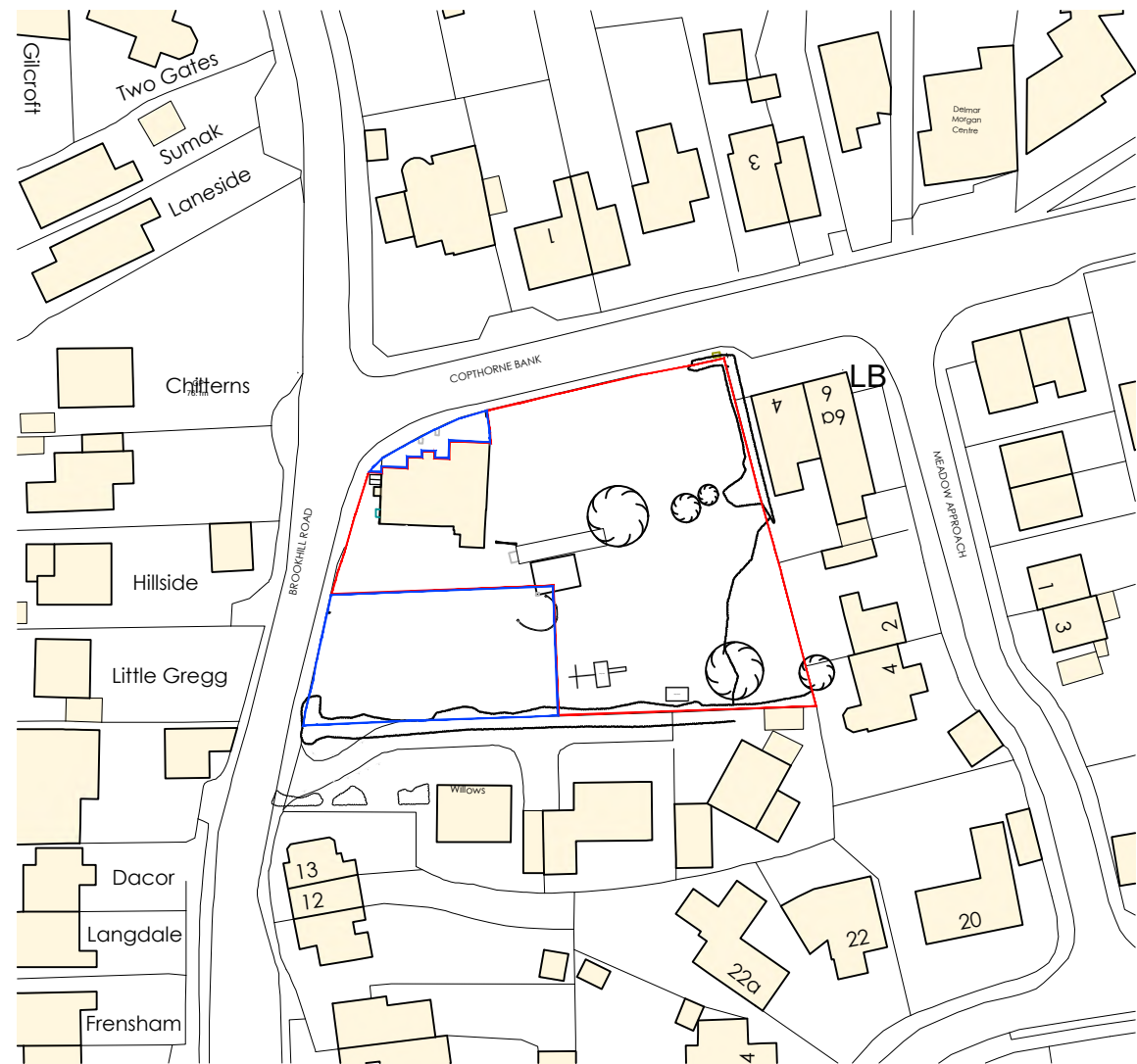




Existing Site Plan 1:200
0 10 20m
Scale 1:200



Existing Block Plan 1:500
0 50m
Scale 1:500

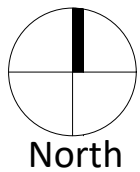


Existing Location Plan 1:1250
0 25 10 100m
Scale 1:1250

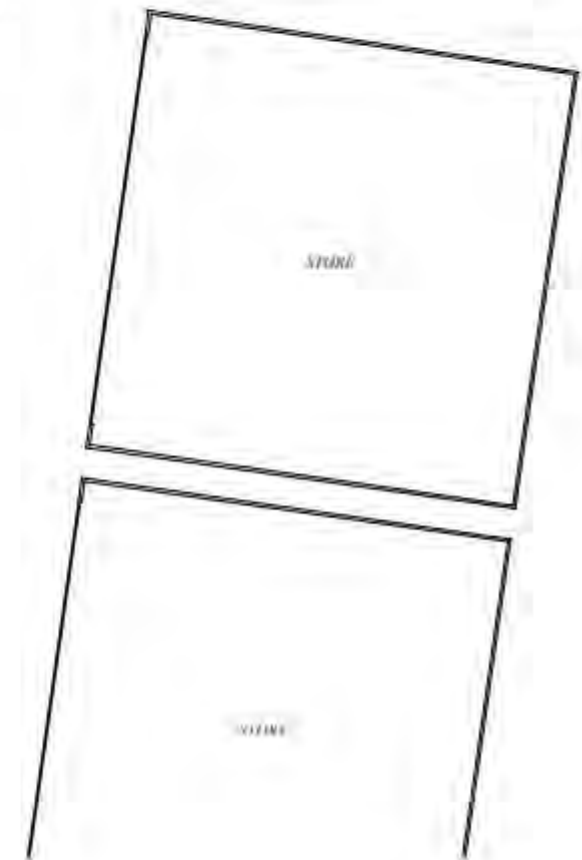
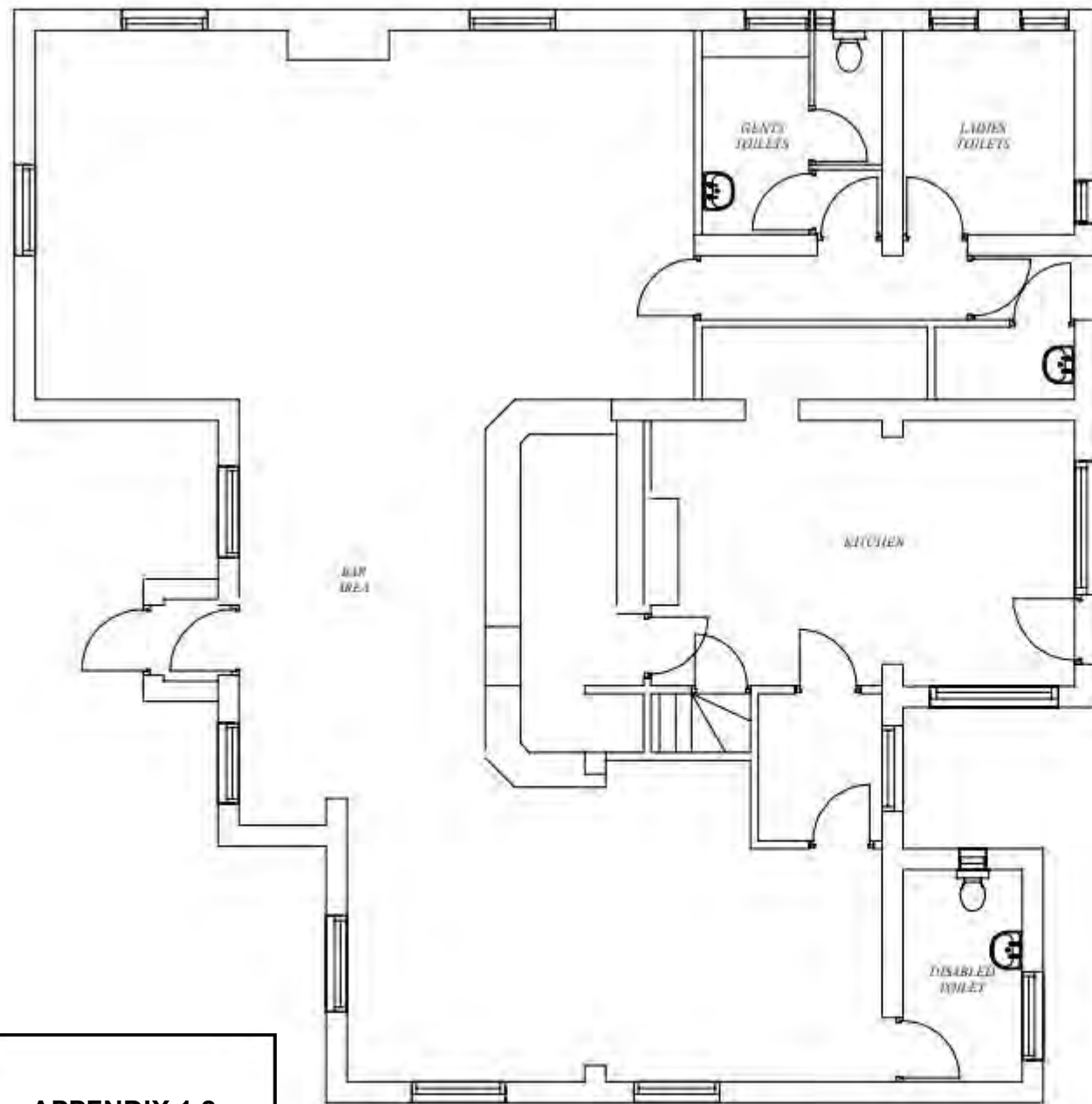
APPENDIX 1.2
SITE CONTEXT



NOTES
All dimensions to be verified on site. Any discrepancies are to be reported to the relevant parties.
The content of the drawing remain the copyright of UAN and can not be used without consent



A	Road alignment amended	LH	01.04.26	client Westcoast Convenience Limited	drawn LH	scale As Shown	size A2
				address The Prince Albert, Copthorne Bank, Copthorne, Crawley, RH10 3QX	checked MG	file Existing	
					date 11.02.2026	Site/ Location/ Block Plan	
-	-	-	-	proj no. 23-144	status Planning	dwg no. 23-144-P2-01	revision A
revision	description		drawn	date			



ACCESSIBILITY

2.1	Walking Isochrone Map
2.2	Cycling Isochrone Map
2.3	Cycle Map
2.4	Bus Stop and Route Map



Legend

● Site Location

● Bus Stop

● Local Amenities

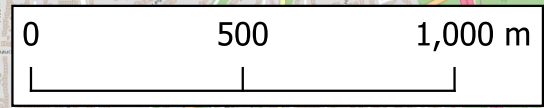
Walking Isochrone

500 m

1000 m

2000 m

OpenStreetMap





Legend

● Site Location

○ Railway Station

— NCN Route 21

— NCN Route 20

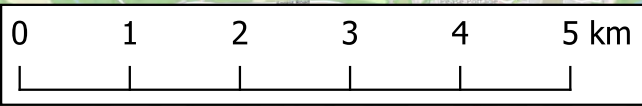
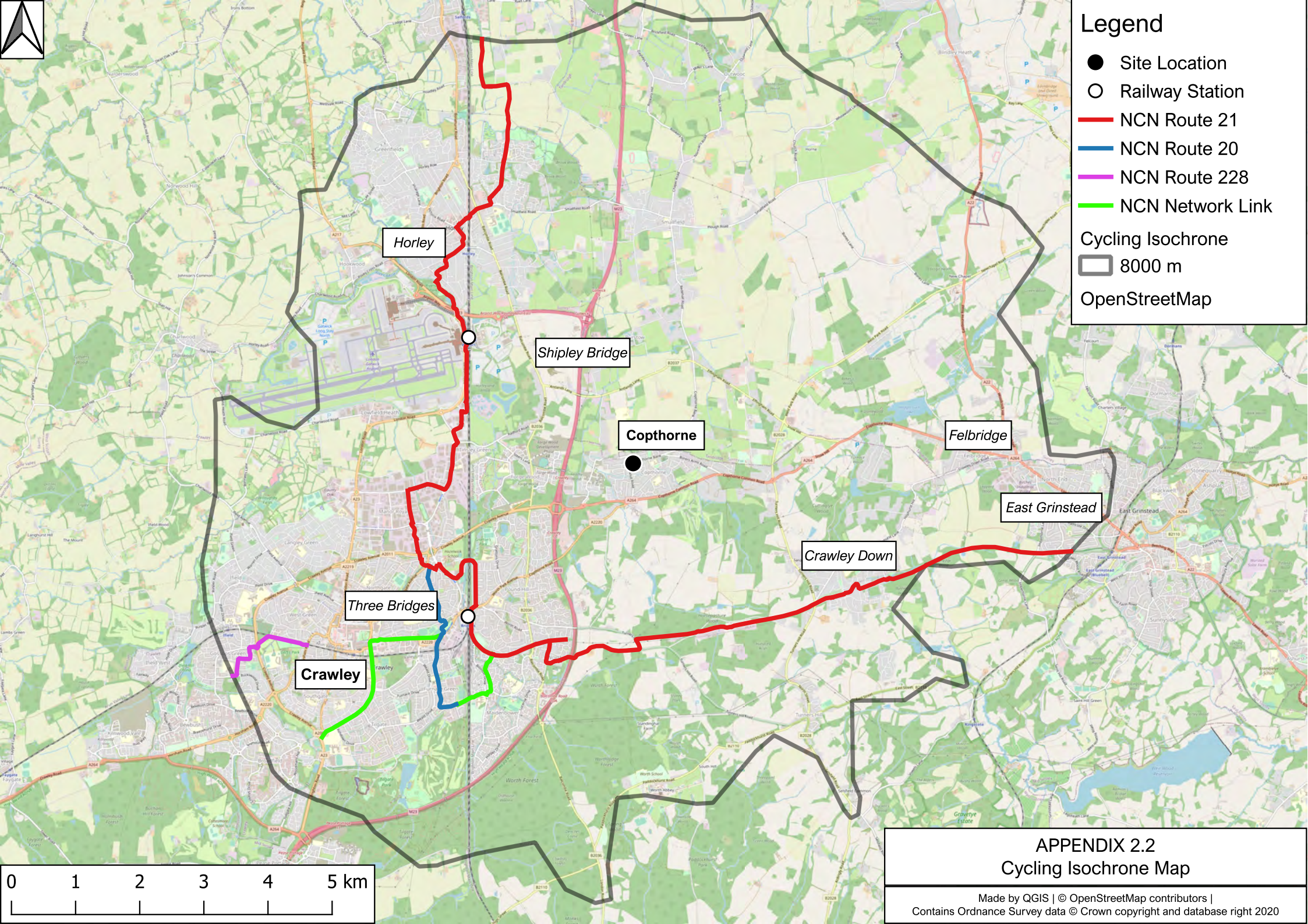
— NCN Route 228

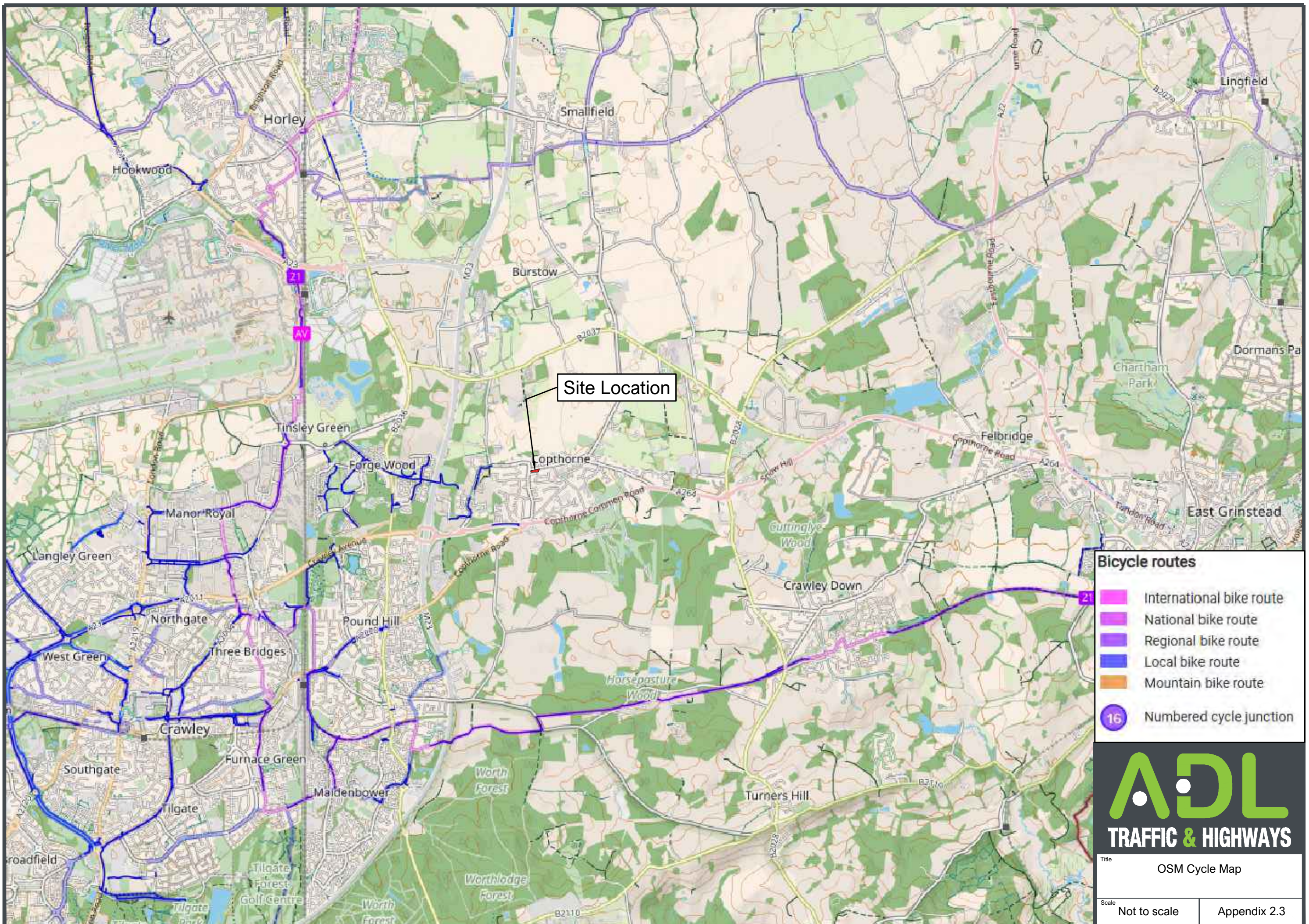
— NCN Network Link

Cycling Isochrone

8000 m

OpenStreetMap





Bicycle routes

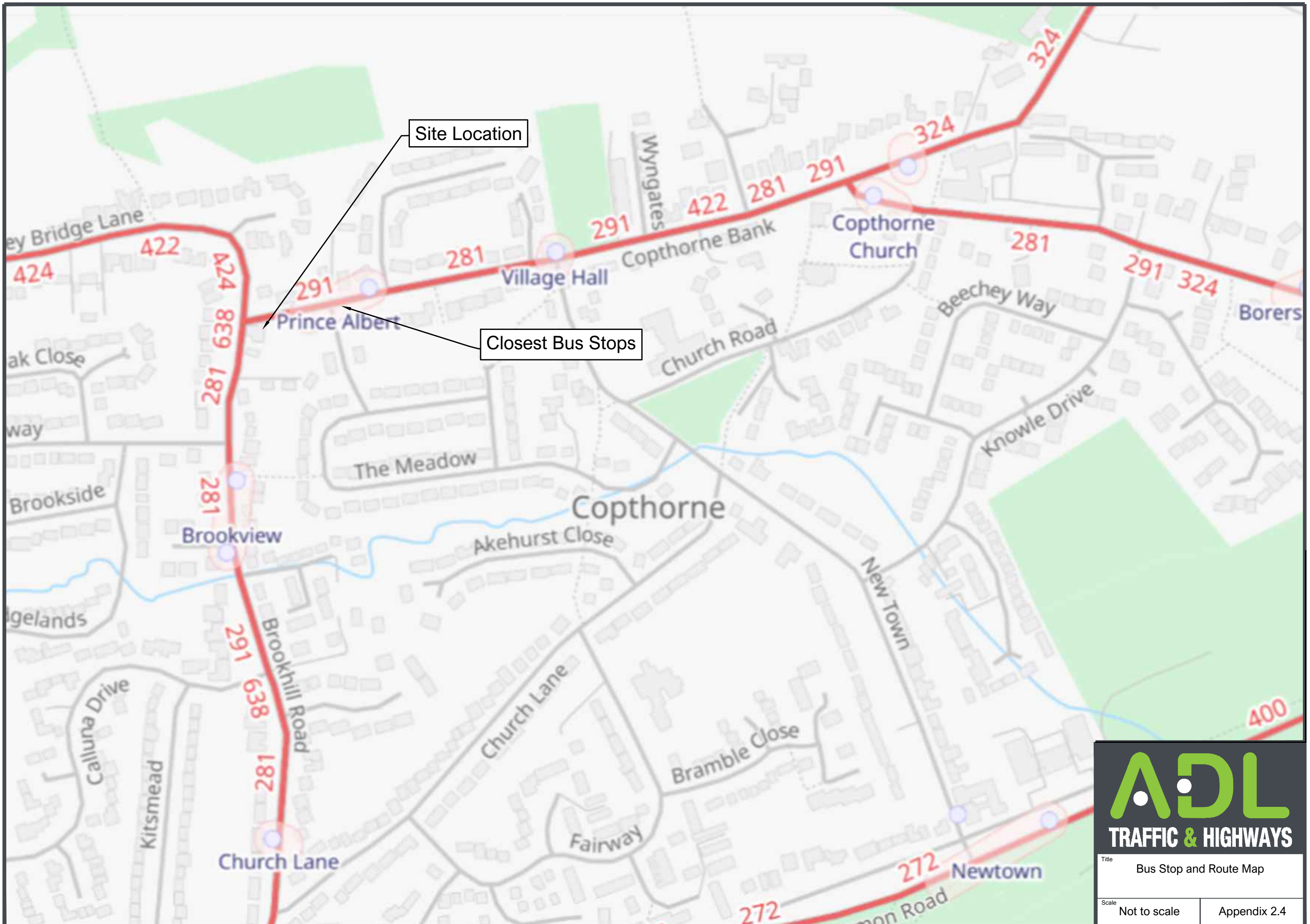
- International bike route
- National bike route
- Regional bike route
- Local bike route
- Mountain bike route

16 Numbered cycle junction

ADL
TRAFFIC & HIGHWAYS

Title OSM Cycle Map

Scale Not to scale	Appendix 2.3
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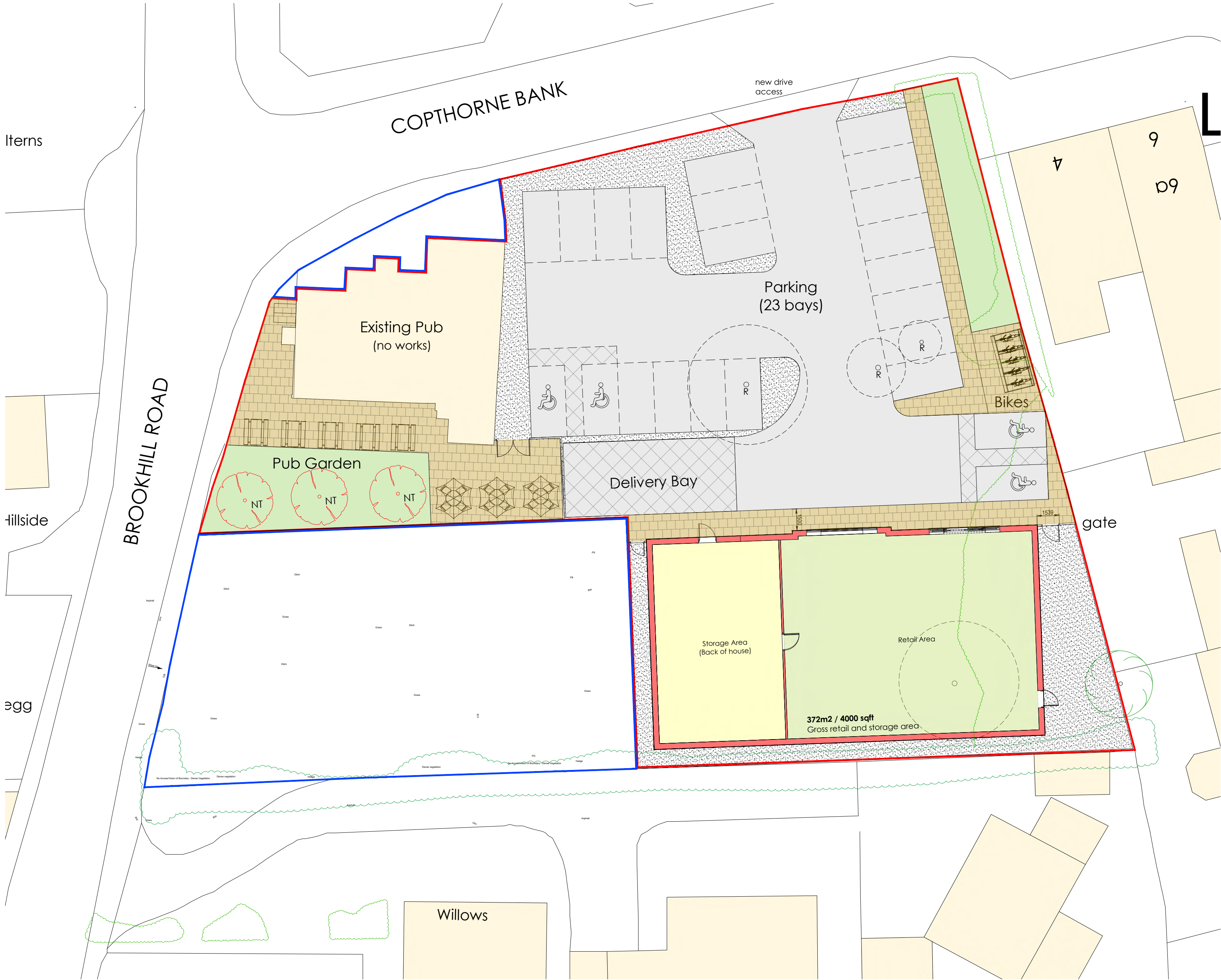


ADL
TRAFFIC & HIGHWAYS

Title Bus Stop and Route Map	
Scale Not to scale	Appendix 2.4

PROPOSED DEVELOPMENT

- 3.1 Proposed Site Layout
- 3.2 Access Arrangements
- 3.3 Car Park Vehicle Tracking



Site Boundary = Site Area 1907m2/0.19ha

Existing hedge retained

Existing tree retained

Proposed new trees (NT)

Existing trees removed

Grass / soft landscaping

Paving / coloured tarmac

Tarmac Finish

Gravel

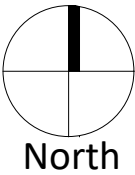
0 10 20m
Scale 1:200



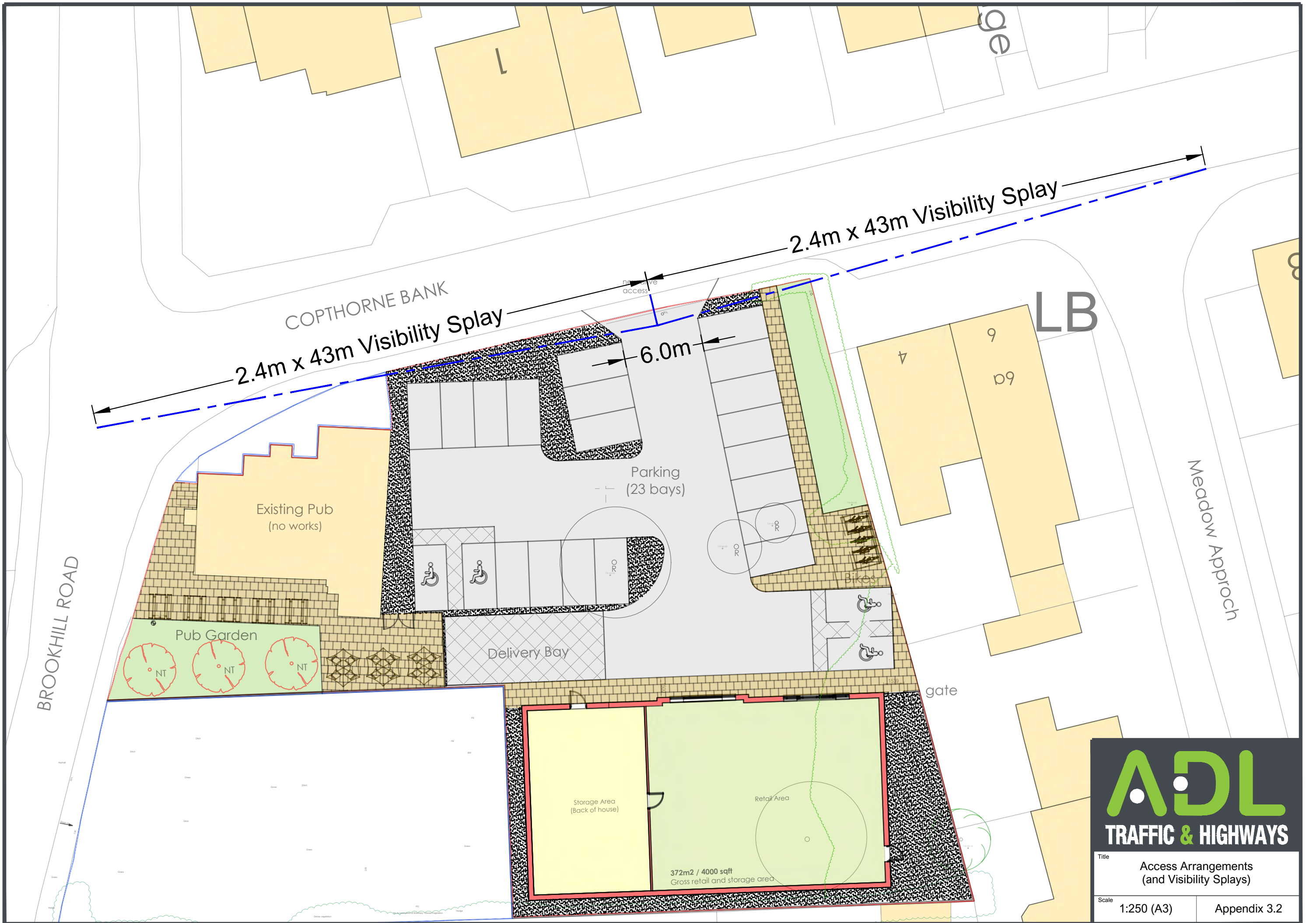
NOTES

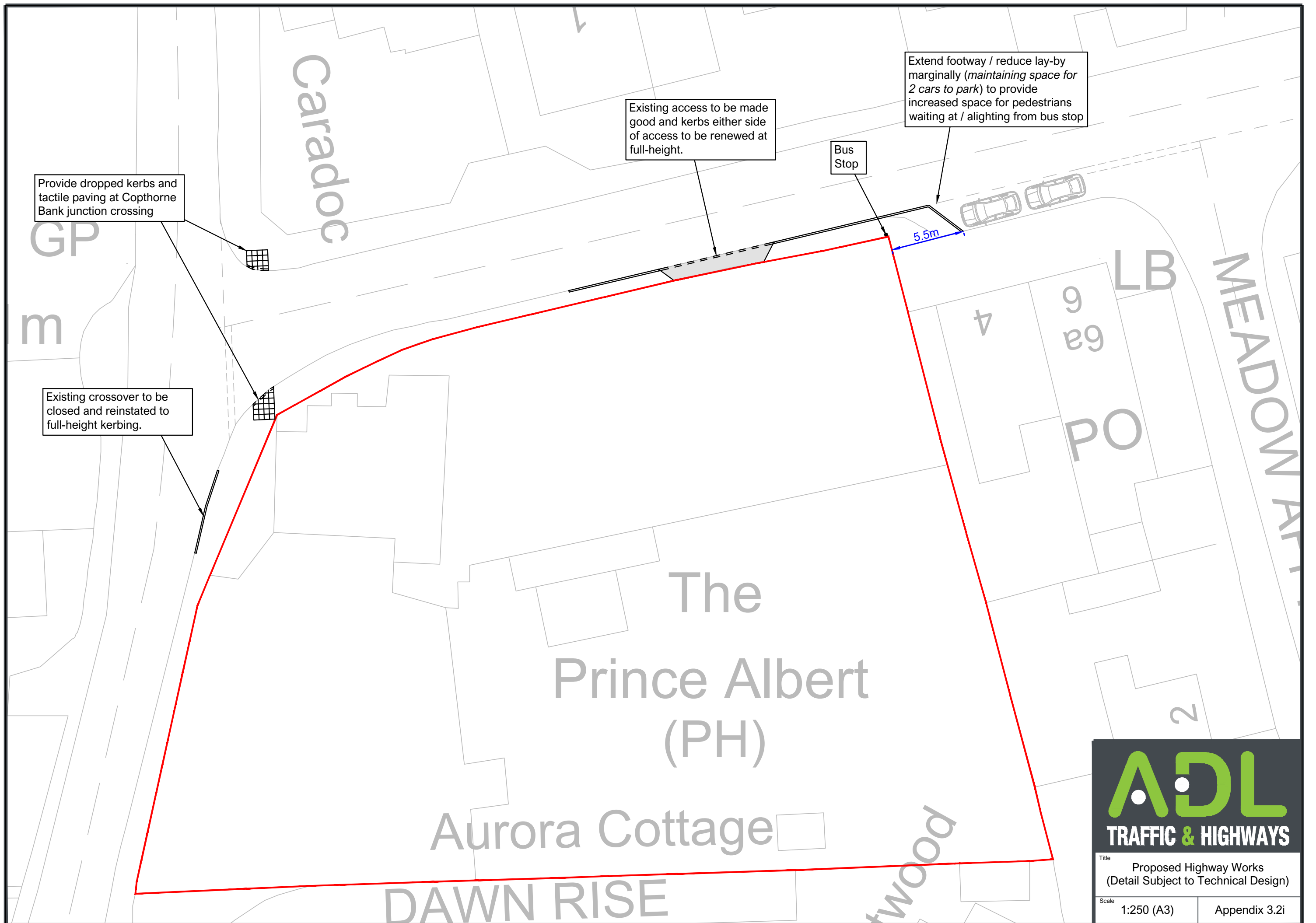
All dimensions to be verified on site. Any discrepancies are to be reported to the relevant parties.

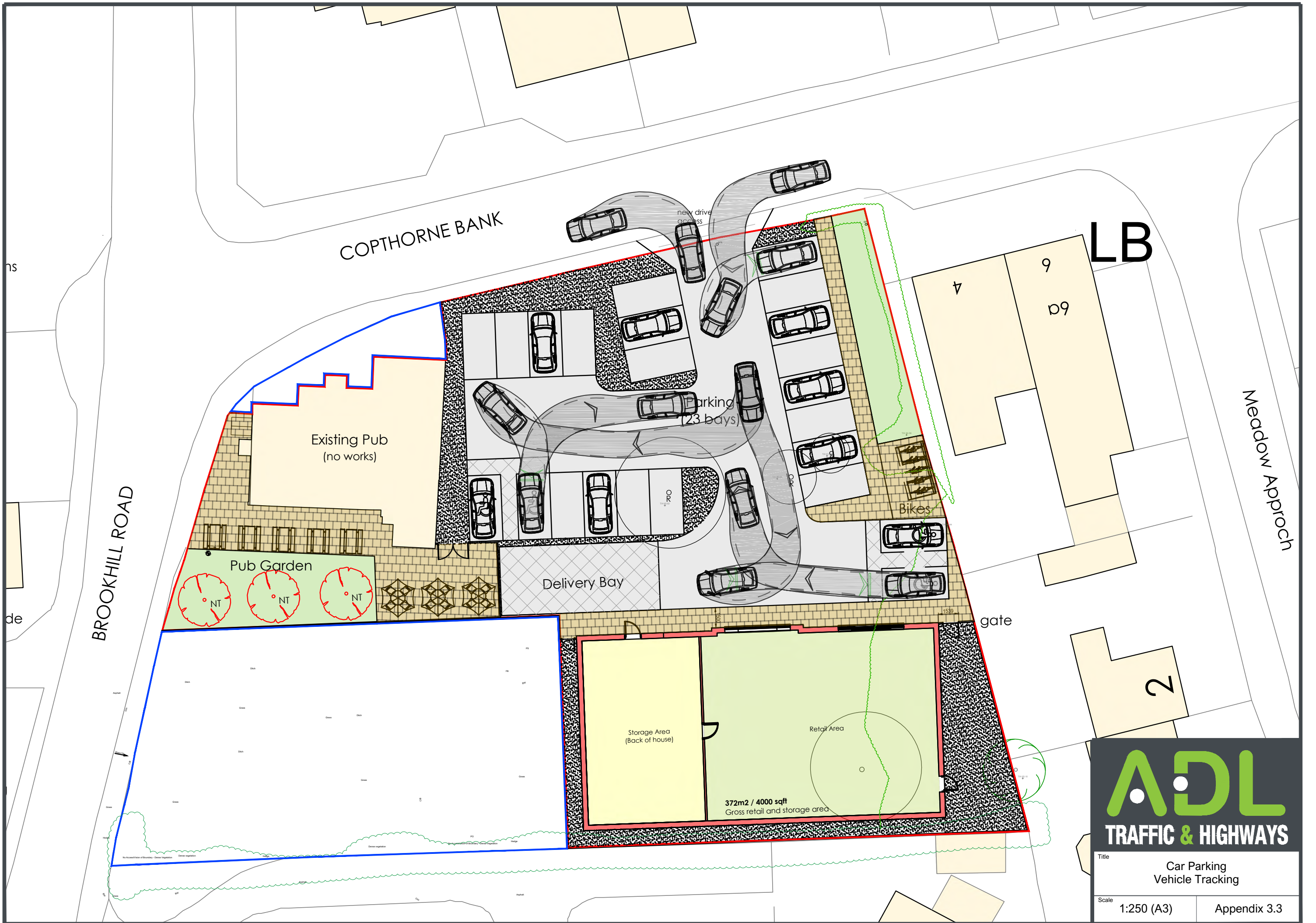
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revision	description	drawn	date	client	drawn	scale	size
A	Road alignment amended	LH	01.04.26	Westcoast Convenience Limited	LH / MG	1:200	A2
				address	checked	title	
				The Prince Albert, Copthorne Bank, Copthorne, Crawley, RH10 3QX	MG	Convenience store Proposed Site Plan	
				proj no.	date		
				23-144	11.02.2026		
				status	dwg no.	revision	
				Planning	23-144-P2-02	A	







DELIVERY MANAGEMENT PLAN

DELIVERY MANAGEMENT PLAN

PRINCE ALBERT PUBLIC HOUSE,
COPTHORNE BANK, COPTHORNE, CRAWLEY, RH10 3QX



Client: Westcoast Developments

Reference: ADL/AM/6033/12A

Date: December 2024

REPORT CONTROL

Document:	Delivery Management Plan	Client:	Westcoast Developments
Project:	Prince Albert PH, Copthorne		First Floor,
			154 Commercial Road,
			Poole,
ADL Reference:	6033		Dorset,
			B414 OJJ

Primary Author	Ben Harnett	Initialed:	BH
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Contributor	Andy Miles	Initialed:	AM
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Review by	Andy Miles	Initialed:	AM
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Issue	Date	Status	Checked for Issue
1	12.12.24	Planning	AM

CONTENTS

Page No

1.0	INTRODUCTION	1
2.0	DELIVERIES PROCEDURE	
2.1	DMP objective	2
2.2	Deliveries and collections	2
2.3	Delivery vehicles and timing	3
2.4	Control of on-site loading bay	3
3.0	REFUSE PROCEDURE	
3.1	Collection and recycling	5
3.2	Storage	5
4.0	TRAINING AND MANAGEMENT	6

APPENDICES

1.0	VEHICLE TRACKING – 10M (18T) RIGID DELIVERY VEHICLE
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1.0 INTRODUCTION

1.1 Purpose of report

1.1.1 ADL Traffic and Highways Engineering Ltd (ADL) are appointed by Westcoast Developments with regard to providing traffic and transport advice, and specifically a Delivery Management Plan (DMP) for the proposed planning application for a proposed convenience store at The Prince Albert PH, Copthorne, Crawley, RH10 3QX.

1.1.2 This report has been prepared for agreement with Mid Sussex District Council (MSDC) and West Sussex County Council (WSCC) as Planning and Highway Authority and for future adoption by the retailers operating out of the proposed convenience store at Copthorne Bank, Copthorne.

1.1.3 The agreed delivery arrangements would be set out within this document and adhered to by the convenience store delivery team as well as any 3rd party suppliers, and subject to planning enforcement measures if not adhered by being conditioned with the planning permission should the proposal be granted.

2.0 DELIVERIES PROCEDURE

2.1 DMP objective

- 2.1.1 The objective is to ensure that deliveries are received, and that waste is collected, keeping noise nuisance and local traffic disruption to a minimum by the effective and efficient use of the premises.
- 2.1.2 It is intended, by careful management of deliveries, to ensure the number of individual deliveries to the premises is minimised. This will primarily be achieved by the consolidation of delivery types (where practicable) into one delivery vehicle.

2.2 Deliveries & collections

- 2.2.1 The delivery route to the retail unit for the delivery vehicles will be as identified within Appendix 1.0 of this DMP, with the delivery vehicle entering the site via the access off Copthorne Bank. The vehicle, on entering, will drive into the car park area before reversing to the dedicated delivery bay area at centre of the site near the delivery door to the convenience store. The vehicle is then enabled to reverse and exit in a forward gear to the public highway.
- 2.2.2 Convenience store delivery vehicles are fitted with white noise reversing alarms. These alarms emit sound over a wide range of frequencies and can be directed towards the area where staff and the public may be at risk - This reduces noise nuisance for local residents. Additionally, rigid delivery vehicles are typically fitted with rear-facing cameras as a standard design safety feature. This provides an in-cab banksmen service to the delivery driver by providing visibility at all sides and the rear of the vehicle.
- 2.2.3 The delivery vehicle once situated within the delivery area will be enabled to offload from the delivery vehicle directly into the site, and near the 'goods in' door. Movement of goods and refuse to and from the store and delivery vehicles will be via cages or by hand.

2.2.4 All deliveries will be under the on-site control of the Store Manager or Duty Manager, who will be responsible for ensuring that the procedures contained in this delivery plan are adhered.

2.2.5 Once deliveries are fully offloaded, the delivery vehicle is enabled to exit the site in a forward gear without overrun of any customer car parking spaces, thus allowing all customer car parking spaces to remain operational throughout the delivery period.

2.3 Delivery vehicles and timing

2.3.1 The anticipated delivery programme for this convenience store is shown in Table 2A below.

Table 2A Daily Delivery Details and Arrangements

Delivery Type	Source	Anticipated Maximum Size of Vehicle	Daily	Delivery Window
Ambient, Fresh, Frozen, Milk	Retailer	10 m (18T) rigid delivery vehicle	2-3 deliveries per day	7am – 9pm
Bread Delivery	Supplier			
Newspapers & Magazines	Supplier	Large Transit sized van	1 per day	6:00am-9:00am [Short Stay]
Sandwiches	Supplier	Small Luton Van	1 per day	7:00am-10:00am [Short Stay]

2.3.2 It is intended for HGV deliveries to be undertaken by a rigid vehicle up to c.10m length occurring between the hours of 7am – 9pm (to protect residential amenity, by avoiding the night-time hours). It is anticipated that for a store of this size, there will be one daily delivery occurring from the retailer depot, but occasionally 2 daily deliveries may be required.

2.3.3 In addition to the deliveries occurring direct from the retailer depot, there will also be 3rd party supplier deliveries for bread which will also be undertaken by a similar sized vehicle (although typically these will only be rigid vehicles). There will be 1 – 2 bread deliveries per day, however they will only be stopped for a short duration of time.

2.3.4 Sandwiches, newspaper and magazine deliveries will occur via 2 transit van deliveries per day occurring for a very short duration of stay during the early morning.

2.4 Control of on-site delivery area

- 2.4.1 A delivery management strategy should be utilised to ensure that regular deliveries are carefully programmed to avoid any conflict between arrival of delivery vehicles. This could be by way of use of sophisticated logistic planning programmes, via prior notification of vehicle delivery windows and arrival times, and/or GPS tracking of delivery vehicles routes.
- 2.4.2 The convenience store management will liaise as necessary with 3rd party suppliers and the public house landlord / management to ensure that the delivery times of all end users are considered with the programming of the store deliveries.
- 2.4.3 Drivers and staff of the store are briefed of any planning obligations and measures set out in this plan to ensure adherence.

3.0 REFUSE PROCEDURE

3.1 Collection and Recycling

- 3.1.1 Convenience stores do not typically require separate rubbish collections with stores instead backhauling refuse, i.e. filling the delivery vehicle with waste goods for the return journey. This process results in savings in unit costs of logistics and reducing carbon emissions.
- 3.1.2 The proposed retailer for the convenience store is encouraged to provide comprehensive policies to control the recycling of waste and staff are instructed to maximise the volume of material that can be recycled and minimise the amount of waste which is taken to landfill.
- 3.1.3 Recycling will be stored within the back of house. Waste which can be recycled, including cardboard, oil used in food preparation, plastic arising from packaging and animal by-products, should be recycled using specialist licensed recycling companies.

3.2 Storage

- 3.2.1 The refuse for the convenience store will be located at ground floor level at the back of house so the refuse can be easily wheeled to the rear of the emptied delivery lorry simultaneously with the unloading of the delivery vehicle.

4.0 TRAINING AND MANAGEMENT

- 4.1 The following training and management measures will be implemented and reviewed internally on an annual basis.
- 4.2 Regular training will be undertaken by the store management to drivers to ensure that this Management Plan will be adhered to. As well as site specific training, this will include general requirements as outlined below:

General Requirements

- Noise levels to be kept at a minimum
 - Vehicle radios to be turned off
 - Mechanical noise generation from vehicles manoeuvring into unloading positions to be kept to a minimum
 - Drivers should seek to:
 - Engage gears with a minimum of noise
 - Keep engine revs to a minimum and switch off engine when stationary
 - Apply brakes gently
 - Close doors with minimal noise
- 4.3 Local store management will undertake a minimum of weekly checks to ensure that this plan is adhered to.
- 4.4 Regional management will undertake unannounced checks (in conjunction with their existing schedule of unannounced checks) to ensure that this Management Plan is being adhered to.
- 4.5 Management will liaise, as necessary, with the relevant Council Officers to ensure the Delivery Management Plan operates in the most effective manner possible.

VEHICLE TRACKING – 10M (18T) RIGID DELIVERY VEHICLE



ADL
TRAFFIC & HIGHWAYS

Title Vehicle Tracking Delivery Vehicle	
Scale 1:250 (A3)	Appendix DMP 1.0

TRICS DATA

5.1	Public House
5.2	Convenience Store
5.3	Residential (Flats-Privately Owned)

Calculation Reference: AUDIT-733701-231206-1200

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : I - PUBLIC HOUSE (WITHOUT RESTAURANT)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SP SOUTHAMPTON	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	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:	190 to 600 (units: sqm)
Range Selected by User:	120 to 655 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 25/06/22

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:

Friday 3 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	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
Village	1
High Street	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.

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

<u>Sui Generis</u>	3 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 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:

5,001 to 25,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

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

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	NN-06-I-01 PUBLIC HOUSE NORTH NORTHAMPTONSHIRE ZION HILL NEAR NORTHAMPTON WALGRAVE Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 190 sqm Survey date: FRIDAY 18/05/07 Survey Type: MANUAL
2	SP-06-I-01 PUBLIC HOUSE SOUTHAMPTON PORTSWOOD ROAD SOUTHAMPTON WESTWOOD PARK Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 550 sqm Survey date: FRIDAY 16/11/07 Survey Type: MANUAL
3	WM-06-I-01 PUBLIC HOUSE WEST MIDLANDS HOLYHEAD ROAD COVENTRY SPON END Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 600 sqm Survey date: FRIDAY 28/09/07 Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	447	1.194	3	447	0.821	3	447	2.015
11:00 - 12:00	3	447	1.194	3	447	0.896	3	447	2.090
12:00 - 13:00	3	447	2.239	3	447	1.269	3	447	3.508
13:00 - 14:00	3	447	3.209	3	447	2.388	3	447	5.597
14:00 - 15:00	3	447	1.791	3	447	2.313	3	447	4.104
15:00 - 16:00	3	447	1.343	3	447	1.269	3	447	2.612
16:00 - 17:00	3	447	2.164	3	447	1.269	3	447	3.433
17:00 - 18:00	3	447	4.925	3	447	2.761	3	447	7.686
18:00 - 19:00	3	447	6.269	3	447	4.851	3	447	11.120
19:00 - 20:00	3	447	6.866	3	447	7.164	3	447	14.030
20:00 - 21:00	3	447	8.433	3	447	8.358	3	447	16.791
21:00 - 22:00	3	447	6.791	3	447	8.731	3	447	15.522
22:00 - 23:00	3	447	3.060	3	447	4.851	3	447	7.911
23:00 - 24:00	3	447	1.716	3	447	3.134	3	447	4.850
Total Rates:			51.194			50.075			101.269

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:

190 - 600 (units: sqm)

Survey date range:

01/01/06 - 25/06/22

Number of weekdays (Monday-Friday):

3

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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-733701-231115-1104

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SD SWINDON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 292 to 550 (units: sqm)
Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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 2 days
Wednesday 1 days
Thursday 2 days
Friday 2 days

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

Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
Neighbourhood Centre (PPS6 Local Centre) 4

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 4
High Street 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 7 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

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

Travel Plan:

No	7 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BC-01-O-01	SAINSBURY'S LOCAL	BOURNEMOUTH CHRISTCHURCH & POOLE
	WIMBORNE ROAD		
	BOURNEMOUTH		
	WINTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	550 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
2	LS-01-O-01	CO-OPERATIVE	LEEDS
	AINSTY ROAD		
	WETHERBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	539 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
3	NY-01-O-03	CO-OPERATIVE	NORTH YORKSHIRE
	FOREST ROAD		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	305 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
4	SD-01-O-01	ONE STOP	SWINDON
	THE CIRCLE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	292 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
5	TW-01-O-02	CO-OPERATIVE	TYNE & WEAR
	ETHEL TERRACE		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	330 sqm	
	Survey date: FRIDAY	07/04/17	Survey Type: MANUAL
6	WS-01-O-01	CO-OP	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	500 sqm	
	Survey date: THURSDAY	12/05/22	Survey Type: MANUAL
7	WS-01-O-02	SAINSBURY'S LOCAL	WEST SUSSEX
	GORING ROAD		
	WORTHING		
	GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	409 sqm	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	500	1.200	1	500	0.800	1	500	2.000
06:00 - 07:00	5	461	2.301	5	461	2.171	5	461	4.472
07:00 - 08:00	7	418	5.470	7	418	5.231	7	418	10.701
08:00 - 09:00	7	418	7.385	7	418	7.316	7	418	14.701
09:00 - 10:00	7	418	5.744	7	418	5.026	7	418	10.770
10:00 - 11:00	7	418	5.470	7	418	5.128	7	418	10.598
11:00 - 12:00	7	418	5.402	7	418	5.538	7	418	10.940
12:00 - 13:00	7	418	7.145	7	418	7.077	7	418	14.222
13:00 - 14:00	7	418	5.812	7	418	5.333	7	418	11.145
14:00 - 15:00	7	418	5.368	7	418	5.641	7	418	11.009
15:00 - 16:00	7	418	6.051	7	418	5.812	7	418	11.863
16:00 - 17:00	7	418	6.940	7	418	6.085	7	418	13.025
17:00 - 18:00	7	418	8.103	7	418	8.513	7	418	16.616
18:00 - 19:00	7	418	8.274	7	418	8.308	7	418	16.582
19:00 - 20:00	7	418	6.940	7	418	6.803	7	418	13.743
20:00 - 21:00	6	439	3.570	6	439	4.520	6	439	8.090
21:00 - 22:00	6	439	2.203	6	439	2.545	6	439	4.748
22:00 - 23:00	3	486	0.617	3	486	0.480	3	486	1.097
23:00 - 24:00	2	455	0.000	2	455	0.330	2	455	0.330
Total Rates:			93.995			92.657			186.652

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Parameter summary

Trip rate parameter range selected:

292 - 550 (units: sqm)

Survey date range:

01/01/15 - 29/09/22

Number of weekdays (Monday-Friday):

7

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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