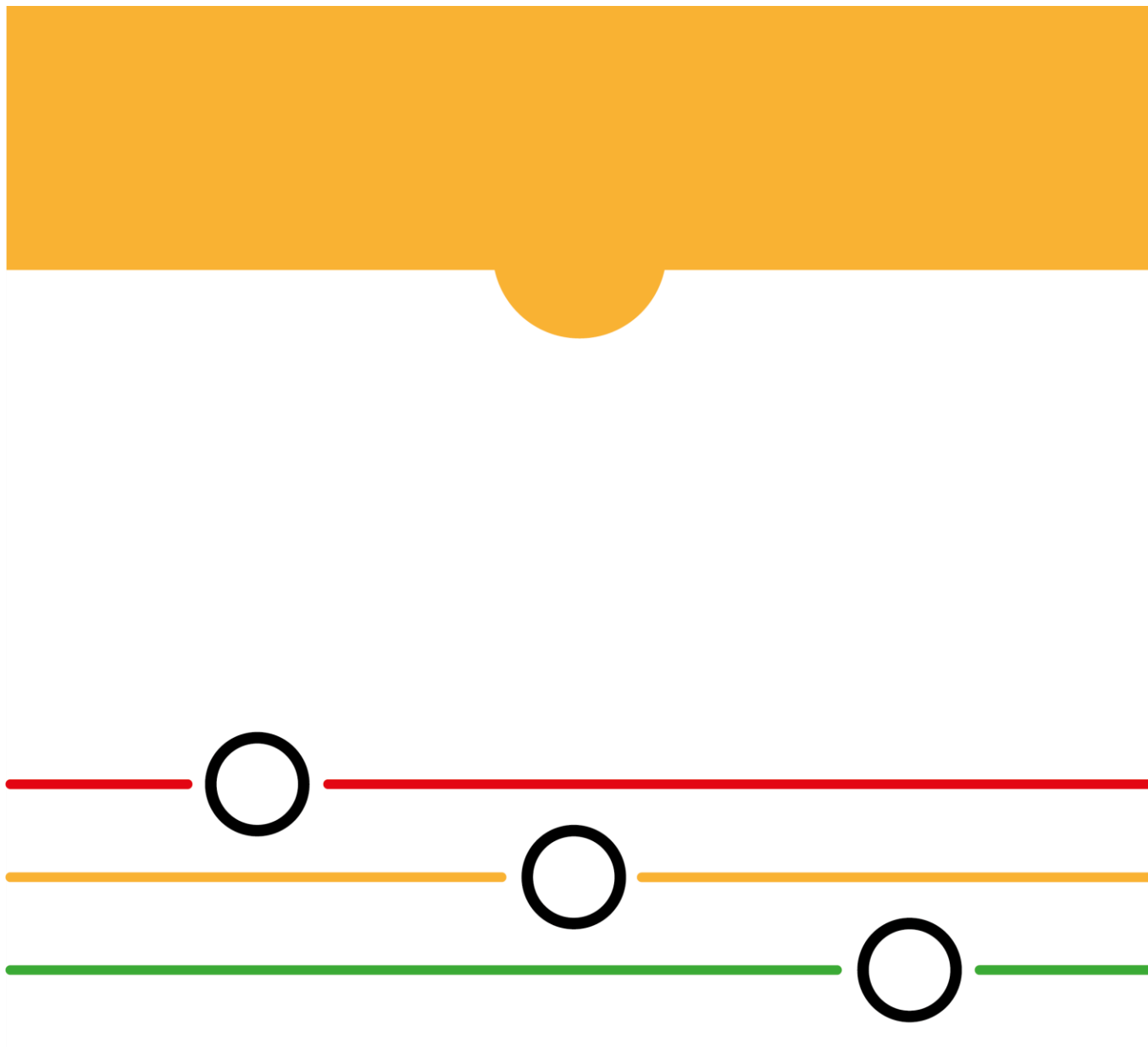




EG Group Ltd

Proposed Petrol Filling Station Redevelopment,
A3023 Havant Road, Hayling Island

Transport Statement

3712822



JANUARY 2023

Report Details

Report Number:	3712822-TS
Report Title:	Transport Statement, Proposed Petrol Filling Station Redevelopment, A3023 Havant Road, Hayling Island
Client:	EG Group Ltd
Date:	30 January 2023
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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by EG Group Ltd to report on the anticipated highways and transportation considerations related with the proposed redevelopment of Hayling Island Service Station, A3023 Havant Road, Hayling Island.

The proposals comprise the redevelopment and modernisation of the existing Petrol Filling Station (PFS) and associated convenience store, to provide a larger retail unit with enhanced convenience and fast-food drive-thru provision.

This Transport Statement (TS) has been produced to advise Havant Borough Council (HBC) as the Local Planning Authority and Hampshire County Council (HCC) as the Local Highway Authority on the transport planning issues associated with the proposed development.

1.2 Site Location

Situated in the borough of Havant within the county of Hampshire, the existing service station is located off A3023 Havant Road within the north-western portion of Hayling Island. The site is situated approximately 3.2km south of Havant Town Centre and 8km north-east of Portsmouth City Centre.

The location of the site is illustrated at **Figure 1.1** below:

Figure 1.1: Site Location Plan



1.3 Purpose and Structure of Report

The purpose of this report is to examine the redevelopment proposals in the context of the application site, review the layout proposals including swept-path analysis, calculate the trip generating potential of the proposed redevelopment and review the accessibility of the site by all modes of transport.

In accordance with best practice, this TS has been prepared in reference to the Department for Transport's (DfTs) "*Guidance on Transport Assessment*" and is structured as follows:

- Section 2 sets out the existing conditions of and around the application site;
- Section 3 provides a description of the proposed redevelopment;
- Section 4 provides an appraisal of the site's accessibility by non-car modes of transport;
- Section 5 assesses the trip generating potential of the proposed redevelopment; and
- Section 6 presents the summary and conclusion.

2 Existing Conditions

2.1 General

The existing service station is situated off A3023 Havant Road to the north-western portion of Hayling Island. The site currently comprises an eight-filling bay PFS, with an associated retail unit of approximate 102m² Gross Floor Area (GFA), alongside a 70m² GFA food-to-go unit on the western boundary of the site.

The site is bounded directly to the east by Havant Road and to the west by a small woodland area, adjacent to the west coastline of Hayling Island. A number of residential developments are located both to the direct north and south, with the wider vicinity mainly comprising woodland/undeveloped land to the further north and open farmland to the south. A residential area is additionally located on land to the east and north-east of the site across Havant Road.

The service station provides no formal parking bays aside from the filling bays, with an area of hardstanding located to the north-west of the site which is utilised as an informal car park. A jet-wash bay is also provided to the southern edge of the forecourt. Vehicular access to the site is provided via separate informal one-way access and egress points with Havant Road to the south-east and north-east of the site, respectively.

2.2 Surrounding Highway Network

2.2.1 A3023 Havant Road

A3023 Havant Road is a single carriageway which runs along the eastern boundary of the site in a north/south orientation. To the north of the site, the A3032 becomes Langstone Road as it crosses Langstone Bridge which links Hayling Island to the mainland. Havant Road continues south of the site, eventually becoming A3023 Manor Road where access to West Town is then given.

Within the vicinity of the site, Havant Road has an approximate carriageway width of 7.5m, supported by street-lighting provision and subject to a 30mph speed-limit with 'Slow' southbound road markings. Pedestrian footways are also provided on both sides of the carriageway within the site's vicinity, supported by the provision of an uncontrolled crossing point with tactile paving at the south-east priority junction with Victoria Road. A PUFFIN crossing facility is also provided on Havant Road approximately 60m south of the site access point.

2.3 Road Safety

Accident statistics have been obtained for the local highway network in the vicinity of the site for the latest available three years data covering 2019-2021 from the Department for Transport (DfT) for the study area.

During the assessment period, no accidents have been recorded within the study area.

On review of the data and given the nature of the local road network and associated traffic volumes, it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

3 Proposed Development

3.1 General

The proposals for the site include the redevelopment of the existing eight filling-bay service station with construction of a new eight filling-bay PFS and an associated 510m² GFA retail unit. The retail unit will also incorporate an integrated 113m² food-to-go outlet with drive-thru provision to the east of the retail unit. As part of the proposals, the existing 70m² food-to-outlet to the western aspect of the site will be demolished in order to accommodate the redevelopment.

The redevelopment would see an overall modernisation of the existing forecourt and associated retail store with an increase in floorspace provision of approximately 397m².

The proposed layout of the site can be found at **Appendix 1** of this report.

3.2 Proposed Site Access and Internal Arrangements

The existing vehicular access and egress points to the site will be retained together with widening of the egress onto Havant Road in order to serve the proposed redevelopment. A drive-thru lane serving the food-to-go aspect of the site will also be constructed, operating in a clockwise direction around the PFS retail building, with access to the drive-thru lane taken from the west of the retail unit and egress to the east.

A swept-path assessment has been undertaken for an oil tanker, as the worst-case servicing vehicle which will continue to access the site, together with a large car along the drive-thru lane, as shown in **Appendix 2**.

3.3 Parking Provision

The proposals include the provision of 25 formalised standard car-parking spaces, in addition to two mobility standard bays and eight Electric Vehicle (EV) charging bays will be provided, bringing total parking provision to 35 bays, excluding the eight filling bays. Two air/water bays will also be provided to the southern aspect of the site.

Local parking standards are provided in the HBC *Parking Supplementary Planning Document* (2016). No local parking standards are provided for PFS developments; therefore, the most analogous category has been identified. Standards for Class A1 food retail developments suggests a minimum parking standard of one space per 16m². For the redevelopment site, this would equate to a minimum of 36 parking bays. Inclusive of the filling bays, the proposed level of parking provision therefore meets with local parking standards.

Cycle parking provision in the form of 'Sheffield' cycle stands will also be provided on-site to cater to both staff and customers. It should also be noted that the proposals offer an improvement to the existing site layout as no formal/demarcated parking provision is currently provided.

4 Access by Non-Car Modes

4.1 General

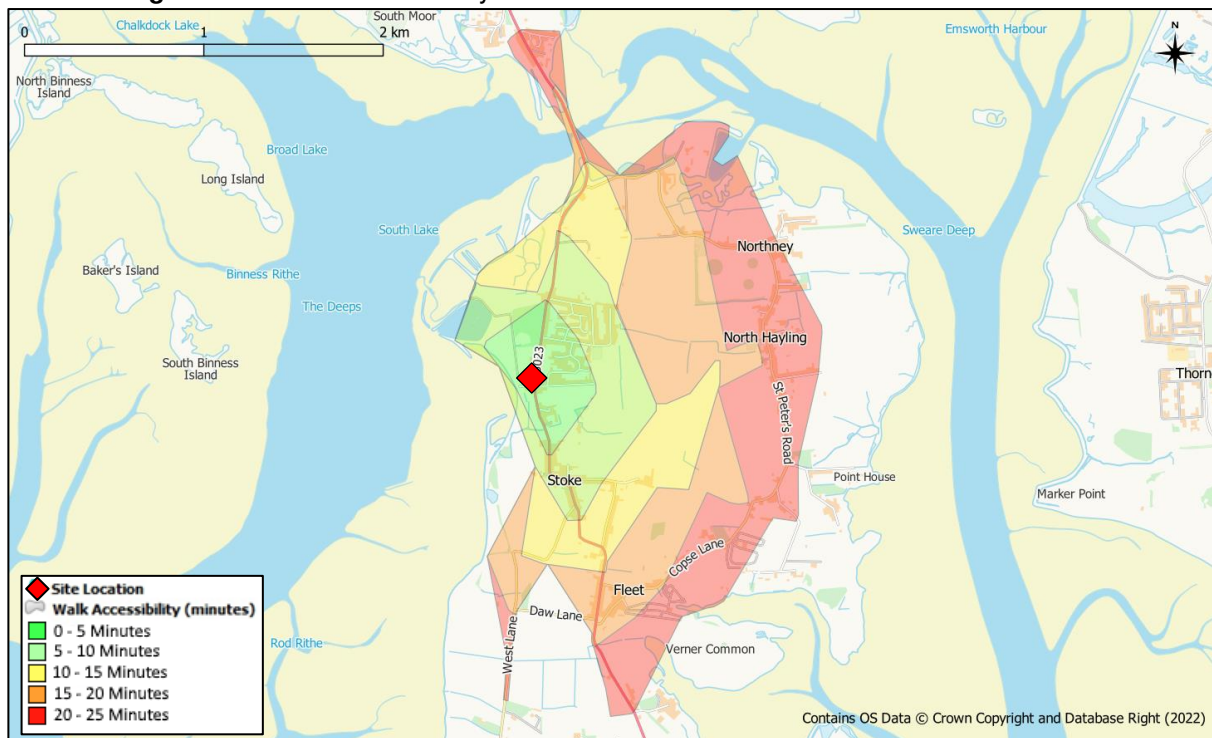
As required by planning policy, a review of access by all modes of travel has been undertaken. The options for accessing the site by sustainable modes are discussed in more detail below.

4.2 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km.

A walk accessibility plan is provided at **Figure 4.1**, highlighting the accessible walking area within a 2km catchment of the site, equivalent to around a 25-minute walk.

Figure 4.1 – Walk Accessibility Plan



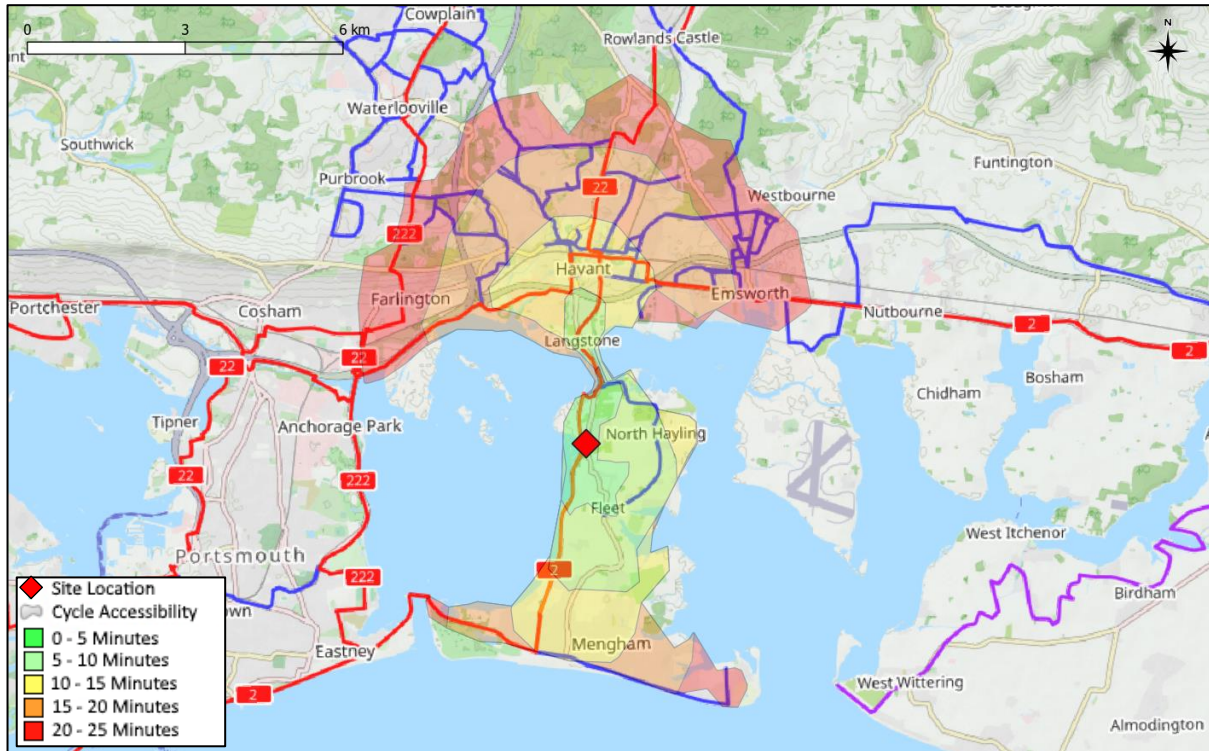
The plan indicates that the residential area to the wider north-east of the site including Stoke Village is accessible within a 10-minute walking distance. Other areas including the villages of North Hayling and Fleet are also accessible within a 25-minute walking distance of the site.

Existing pedestrian infrastructure within the vicinity of the site and nearby residential area also work to enhance pedestrian access to the site.

4.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work and leisure purposes for journeys of up to 5km. **Figure 4.2** illustrates the areas reachable within a 5km cycling journey of the site.

Figure 4.2 – Cycle Accessibility Plan



Source: OpenStreetMap (2023)

The plan indicates that Havant Town Centre is accessible within a 15-minute cycling distance of the site, inclusive of the residential areas centred around Mengham and West Town. Havant and Bedhampton Railway Stations are also accessible within a 15-minute cycling distance of the site.

The wider extent of Havant and the town of Emsworth are also accessible within a 25-minute cycling distance of the site, including the residential area of Farlington. A number of wider transport links including Emsworth Railway Station are also located within the cycle catchment.

National Cycle Network (NCN) No. 2 runs adjacent of the site and is accessible within the immediate vicinity of the site. NCN Route 55 forms the 'Hayling Billy Cycle Trail' which runs along the west coast of Hayling Island in a general north/south orientation, providing a mainly traffic-free connection between Havant Town Centre and its wider cycle network to the north and West Town to the south of the site. The cycle route also allows connection into Southern Portsmouth by means of ferry to the south-west of the site.

An advisory local cycle route is also indicated to be accessible within a 10-minute cycle journey to the east of the site, providing an additional link to the Northney/North Hayling area.

4.4 Public Transport Access

4.4.1 Bus

The nearest bus stops are located within the southern proximity of the site access on Havant Road, equivalent to less than a one-minute walking journey. The stops provide access to services 30 and 31.

A summary of the bus routes which operate from these bus stops are provided in **Table 4.1**:

Table 4.1 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
30	Havant - Hayling Island	Half-hourly
31	Havant - Hayling Island	Half-hourly

Source: Traveline

As the table demonstrates, two regular bus services operate in close proximity of the site, providing access to Havant. The above services therefore provide some opportunities, particularly for staff, to travel to the site by bus.

4.4.2 Train

The nearest railway station is Havant Railway Station, located approximately 3.5km north of the site, equivalent to an 11-minute cycle journey. Havant Railway Station is a junction station which sits on the Portsmouth Direct Line, operating between London Waterloo and Portsmouth Harbour, receiving frequent services mainly controlled by Southern and some services operated by Southern Western Railway. The services provided are summarised in **Table 4.2** below.

Table 4.2 – Train Service Summary

Operator	Route Description	Core Weekday Frequency
South Western Railway	London Waterloo via Guildford	3 trains per hour
Southern	London Victoria via Horsham	2 trains per hour
Southern	Brighton via Worthing	2 trains per hour
Southern	Littlehampton	Hourly
South Western Railway	Portsmouth & Southsea (4 services per hour to Portsmouth Harbour)	Six trains per hour
Southern	Southampton Central	Two trains per hour

4.5 Accessibility Summary

Overall, it can be summarised that the established service station site offers potential for journeys by both customers and staff to be undertaken by sustainable modes of travel.

5 Trip Generation

5.1 General

This chapter provides an estimation of the likely levels of additional trip generation resulting from the proposed service station redevelopment.

5.2 Trip Generation – Existing PFS

The TRICS database has been used to derive the likely numbers of trips expected for the current PFS facility based on the 'Petrol Filling Station' Land-use. To inform a robust assessment, the existing food-to-go unit within the site has not been taken into consideration, although this may possess trip generating potential and hence result in higher existing trips.

The selection criteria for the comparative sites used is as follows:

- Land use – 'Petrol Filling Station', Sub land use – 'PFS';
- All London and Ireland sites excluded;
- Weekday surveys only; and
- Selection by bays.

A summary of the peak-hour trip rates (per bay) for the current PFS is shown in **Table 5.1**, with the TRICS output report detailing the trip rates used available within **Appendix 4**.

Table 5.1: Existing PFS Trip Rates (per bay)

TRICS Trip Rates	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	6.233	6.274	6.247	6.274

The above trip rates have been applied to the current PFS which consists of eight filling-bays, resulting in the following estimated vehicle movements, as shown in **Table 5.2**:

Table 5.2: Existing PFS Trip Generation (Eight Filling Bays)

Trip Generation	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	50	50	50	50

The results show that during the AM and PM peak-hour periods, the existing operation of the site would result in approximately 100 two-way vehicular movements.

5.3 Trip Generation – Proposed PFS with Retail

The TRICS Database has also been used to estimate the likely numbers of trips expected to be generated by the proposed redevelopment by using the most appropriate category within the database. The selection criteria applied to derive the comparative sites are listed below:

- Land use – ‘Petrol Filling Station’, sub-category – ‘With Retail’;
- All London and Ireland sites excluded;
- Weekday surveys only; and
- Selection by GFA.

A summary of the peak-hour trip rates (per bay) for the proposed PFS is shown in **Table 5.3**, with the TRICS output report detailing the trip rates used available within **Appendix 4**.

Table 5.3: Proposed PFS Trip Rates (per bay)

	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	9.888	9.388	10.806	10.784

The above trip rates have been applied to the proposed redevelopment which consists of eight filling-bays, resulting in the following anticipated vehicle movements for the development:

Table 5.4: Estimated Trip Generation (Eight Filling Bays)

	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	79	75	86	86

The results show that during the busiest hour, the proposed redevelopment would result in 154 and 172 two-way trips during the AM and PM peak-hour periods respectively.

5.4 Trip Generation – Drive Thru Unit

A food-to-go unit is currently provided at the site. However, the proposal to introduce a new food-to-go unit with a drive-thru facility would add an additional operational element to the restaurant.

In order to quantify the potential trip generation of the proposed drive-thru element, data from six drive thru sites has been analysed to show the break down at drive-thru sites between trips for customers eating in the restaurant, parking and going into the restaurant to collect a take-away order or those utilising the drive-thru facility. This data is included at **Appendix 3**

On average, the data shows that just over 50% of the total trips use the drive-thru over a typical weekday whilst just under 50% of trips are using the drive-thru at peak times. It is therefore considered reasonable to assume that around 50% of drive-thru site trips are typically using the drive-thru facility

The TRICS Database has been used to estimate the likely numbers of trips expected to be generated by the provision of a drive-thru facility by using the most similar appropriate category within the database. The selection criteria applied to derive the comparative sites are listed below:

- Land use – ‘Hotel, Food & Drink’, sub-category – ‘Fast Food Drive-Through’;
- All London and Ireland sites excluded;
- Weekday or surveys only and
- Selection by GFA.

A summary of the trip rates is shown below in **Table 5.5** with the full TRICS output provided at **Appendix 4**.

Table 5.5: TRICS Weekday Trip Rates (per 100m²)

	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	15.552	15.106	16.785	17.186

The above trip rates have been applied to half of the GFA of the unit (i.e. representing 50% drive-thru transactions), which totals approximately 57m², to provide the anticipated vehicle movements, as shown in **Table 5.6** below:

Table 5.6: Trip Generation – Proposed Drive-Thru (per 100m²)

	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	9	9	10	10

The results show that during the peak hour the drive-thru would result in around 20 two-way movements.

5.4.1 Comparative Assessment

A comparative assessment has been undertaken between the existing operation and the proposed new use shown in **Table 5.7**.

Table 5.7: Development Trip Generation Comparison

Trip Generation	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Current Operation	50	50	50	50
Proposed Operation	88	84	96	96
Difference	38	34	46	46

The comparison identifies that the proposed service station redevelopment would result in an overall increase of around 72 and 92 two-way vehicle movements during the AM and PM peak-hour periods, respectively. This would equate to just over one vehicle either arriving or departing the site in the AM peak hour and around three vehicles wither arriving or departing the site every three minutes in the PM peak hour.

It should be noted that the unique characteristics of the site are not possible to replicate within the TRICS database, given the island location. Therefore, it is very much considered that the data presents a worst-case scenario.

It is further noted that given the land-use proposed there would be minimal numbers of new or additional trips added to the highway network with traffic drawn from vehicles already passing at or near to the site.

Based on the above assessment, it is considered that the proposed service station redevelopment would overall not result in a material impact on the surrounding highway network.

6 Summary and Conclusions

Dynamic Transport Planning is instructed by EG Group to report on the anticipated highways and transportation considerations related with the proposed redevelopment of Hayling Island Service Station. The proposals would see an increased on-site retail provision, with the addition of a new drive-thru facility.

It is proposed that the existing service station access arrangements into the site will be retained with minor modifications to the existing egress onto Havant Road.

The highway accident data has been reviewed for the most recently available three-year road safety record for the area within the vicinity of the site. The data does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

A swept-path analysis has been undertaken for the largest vehicles expected to service the development proposals which demonstrates that such vehicles will be able to safely manoeuvre into and within the proposed development. The proposals also include the introduction of a formal demarcated car parking provision with EV bays, which align with local parking standards and improve upon the existing site where no demarcated parking bays are provided.

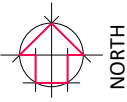
The accessibility of the site for non-car modes of travel has been assessed. It is considered that the site is located to allow for journeys by sustainable modes by both staff and customers.

The trip generation comparison has been undertaken between the existing site and the proposed redevelopment which shows that there would be no material impact on the surrounding highway network.

Overall, on the basis of the above, it is concluded that there are no outstanding reasons why the proposed redevelopment should not be granted planning permission on highways grounds.

Appendix 1

Proposed Site Layout



EXISTING NATURE RESERVE CAR PARK

FOOTPATH

GENERAL NOTES

- This plan has been prepared for the submission and approval under Town and Country Planning only.
- Fuel installation to be fully compliant with all relevant current Licensing and Environmental Standard and Regulations.
- Any advertisement shown is subject to a separate application. Site levels to be detailed by engineer

GENERAL SITE NOTES

BUILDING MATERIALS

Refer to Proposed Building Elevations Sheet.

LANDSCAPING

All demoted landscaped margins to be detailed by specialist on Grade B Trees

SURFACED MATERIAL

See surfacing key for all relevant surface finishes

CROSSINGS

ENTRANCE/EXIT - Existing entrance/exit crossing to be used with the installation of appropriate entry / no exit signage.

NOTE - ALL HIGHWAY WORKS ARE SHOWN FOR INDICATIVE PURPOSES ONLY. DETAILED DESIGN TO BE DONE BY SPECIALIST

SURFACE FINISHES:



Denotes selected & approved paving stones for seated terraced area to the side of the building



Denotes macadam road surfaced areas



Denotes landscape areas as DEP details (any planting to be detailed by specialist)



Denotes Concrete surface areas



Denotes Blue surfacing for EVC Bays



BIK / PLANT COMPOUND

200 High PSF anti-slip stone boarded timber fence with double access gates as shown

CANOPY

New steel framed canopy over the forecourt formed with polycarbonate sheet. Canopy to be 2m high from the ground level. Light to be detailed by specialist & signage to perimeter to be part of a separate application.

TANKS

2 No. 75,000lt tanks as shown, accessed in pea gravel along with all associated pipework, offset fills, 5m high vent stack etc, all in accordance with current regulations (blue book).

BOUNDARY TREATMENTS

Existing driveway/spec. fences to be retained where feasible & replaced where necessary to match existing.

SCHEDULE OF AREAS

Application Site	2.1 Acre / 0.85 Hectare
Existing Shop Footprint	102 m ² / 1100ft ²
Proposed Shop GEA	510m ² / 5490ft ²
Proposed Parking	33 Bays (2 DDA Bays)
Proposed EV Charging	8 Bays

Demolished

Existing Foul Sewage

Existing Overhead Cables

Proposed Foul Sewage

Foul Sewage Easement

Overhead Cables Easement

Existing Buildings

Proposed Foul Sewage Easement

Proposed Buildings

PLANNING

PROJECT	Euro Garages 181 A3023 Havant Road Havling Island PO11 0LG
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TITLE

Proposed Layout

CLIENT

Euro Garages



8 Foster Field, Bournemouth, Dorset, Bournemouth, B35 8 4TJ
www.jennings-design.com 01274 395422 office@jennings-design.com

Drawn:	GE	Check:	HJ	Scale:	1:200 @ A1	Date:	Jan '23
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SCALE - METRES - 1:200

A3023 HAVANT ROAD

VICTORIA ROAD

EXISTING ACCESS TO BE CLOSED

LANDSCAPING

AIR/WATER BAY

AIR/WATER BAY

ET

8 No. EV CHARGING BAYS

14

15

16

EV CHARGER

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LANDSCAPING

DRIVE THRU' ENTRANCE

ORDER POINT

PROPOSED FOWL WATER PIPE EASEMENT-3M

CANOPY OVER

MPP-8

5M PUMP ZONE

MPP-8

MPP-8

MPP-8

MPP-8

MPP-8

MPP-8

MPP-8

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LANDSCAPING

DRIVE THRU' WINDOW

ORDER POINT

PROPOSED FOWL WATER PIPE EASEMENT-3M

CANOPY OVER

MPP-8

5M PUMP ZONE

MPP-8

MPP-8

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LANDSCAPING

DRIVE THRU' WINDOW

ORDER POINT

PROPOSED FOWL WATER PIPE EASEMENT-3M

CANOPY OVER

MPP-8

5M PUMP ZONE

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MPP-8

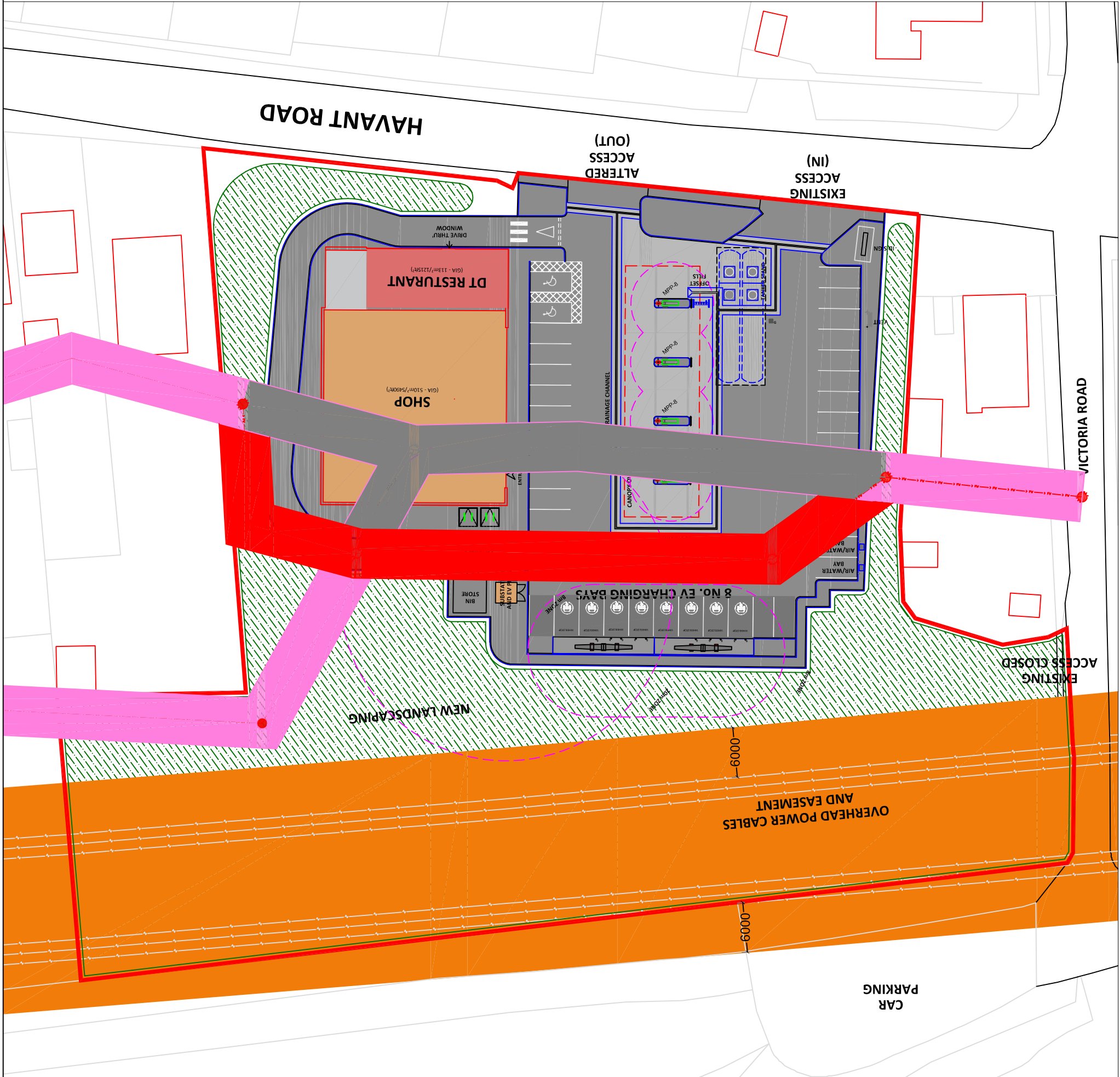
MPP-8

MPP-8

MPP-8

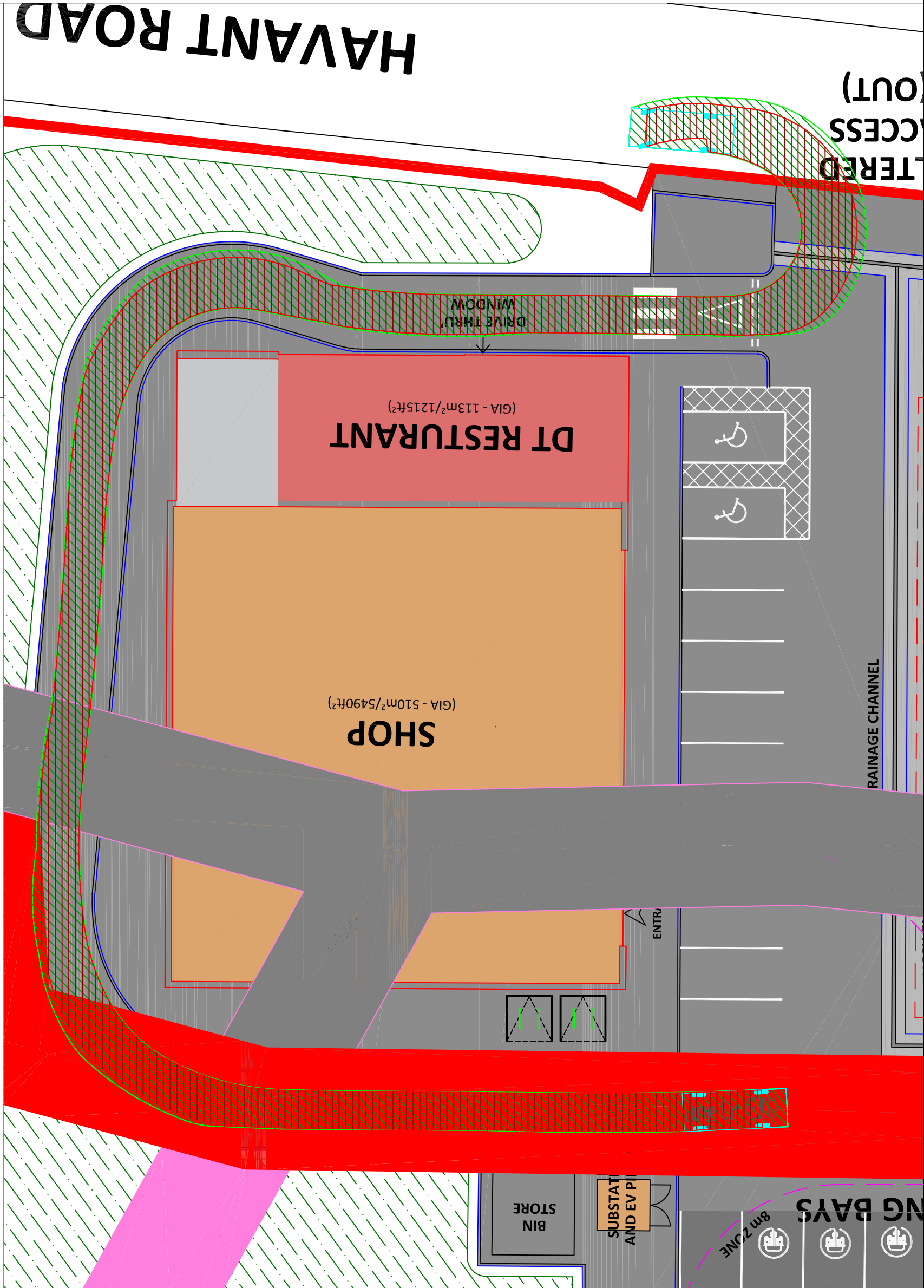
Appendix 2

Swept Path Assessment

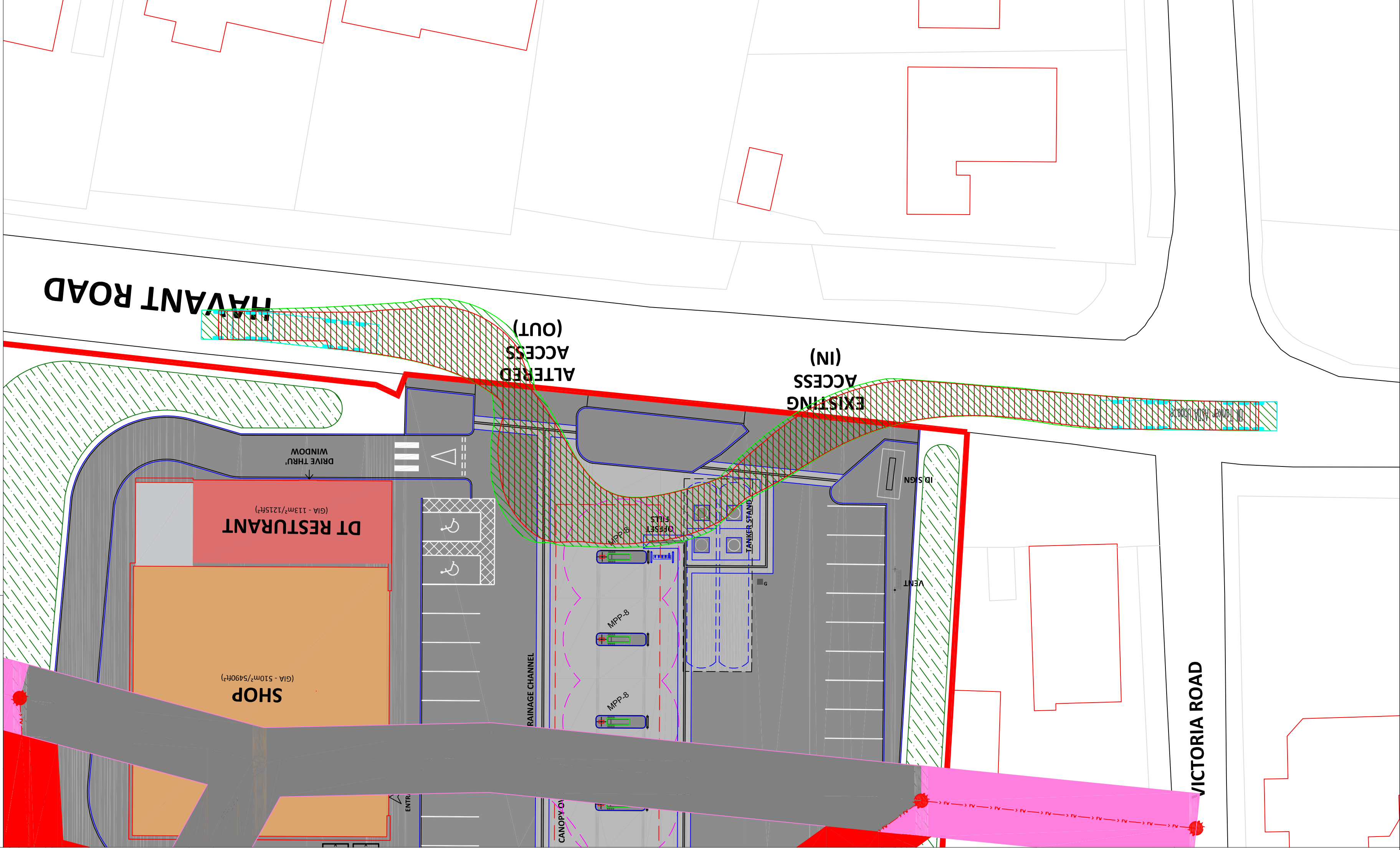
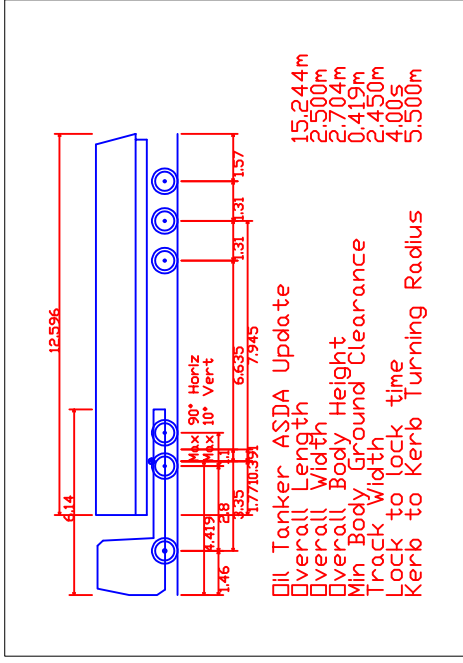


Proposed Site Layout - Scale 1/500

Swept Path Analysis - Large Car - Scale 1/200



Swept Path Analysis - ASDA Oil Tanker - Scale 1/250



Notes

Rev.	Date	Revisions	Drawn
A	19.01.22	Minor Site Layout Change	JB
-	15.12.22	First Issue	JB

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Client
EG Group Ltd

Project
Proposed Petrol Filling Station
Redevelopment,
A3023 Havant Road, Haying Island

Drawing Title Proposed Site Layout Swept Path Analysis Oil Tanker & Large Car	Date December 2022	Scale As Specified @ A1
Drawn JB	Approved GS	Rev. A
Drawing Number DTP/3712822/ATR001		

Appendix 3

Transaction Data



Starbucks Drive Thru Sites - Transaction Data Average Results



STARBUCKS®

Wednesday 16th May 2018						
Time	Eat In	Take Out	Drive Thru	Total Transactions		
07:00	4	7	22	31		
08:00	5	11	27	42		
09:00	7	14	21	39		
10:00	7	14	11	33		
11:00	7	11	13	28		
12:00	9	12	10	29		
13:00	10	12	11	30		
14:00	7	7	9	21		
15:00	10	6	5	18		
16:00	8	8	10	23		
17:00	7	8	8	23		
18:00	7	7	8	19		
19:00	2	2	2	3		
Daily Total	88	119	156	338		
Percentage	26%	35%	46%			
Peak Hour	19%	30%	54%			

Friday 18th May 2018						
Time	Eat In	Take Out	Drive Thru	Total Transactions		
07:00	3	13	25	38		
08:00	9	10	26	42		
09:00	11	10	18	36		
10:00	11	8	14	30		
11:00	9	9	13	27		
12:00	10	12	13	32		
13:00	8	11	10	30		
14:00	6	9	10	22		
15:00	9	10	9	23		
16:00	7	11	14	24		
17:00	4	7	9	21		
18:00	2	7	7	14		
19:00	0	2	2	4		
Daily Total	88	117	168	344		
Percentage	26%	34%	49%			
Peak Hour	20%	27%	55%			

Saturday 19th May 2018						
Time	Eat In	Take Out	Drive Thru	Total Transactions		
07:00	1	5	9	13		
08:00	4	7	17	23		
09:00	6	8	16	26		
10:00	8	8	19	31		
11:00	7	8	17	30		
12:00	6	10	12	26		
13:00	7	7	10	20		
14:00	5	7	13	23		
15:00	7	6	8	19		
16:00	5	6	6	15		
17:00	4	7	7	15		
18:00	3	5	5	11		
19:00	0	2	1	3		
Daily Total	63	85	139	256		
Percentage	25%	33%	54%			
Peak Hour	23%	40%	46%			

Peak Hour percentage taken for 8-9AM and 5-6PM Weekday, 12-1pm Saturday

Hourly Totals other than 19:00 (15 mins only)

Sites included: Preston; Deeside; Battlefield; Markham Vale; Stansted; St Helens

The above data has been provided for the sole purpose of estimating traffic movements for planning usage and should not be copied or reproduced without prior permission

Appendix 4

TRICS Outputs

Calculation Reference: AUDIT-262601-221213-1234

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS

Category : A - PETROL FILLING STATIONS

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	2 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CP CAERPHILLY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: Filling bays
 Actual Range: 4 to 11 (units:)
 Range Selected by User: 4 to 11 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 1/09/22

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:

Tuesday	3 days
Wednesday	1 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	10 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)	6
Edge of Town	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:

Industrial Zone	1
Residential Zone	8
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Sui Generis 10 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	5 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	6 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.

Travel Plan:

No 10 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 10 days

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

LIST OF SITES relevant to selection parameters

1	CA-13-A-04	BP		CAMBRIDGESHIRE
	CHERRY HINTON ROAD			
	CAMBRIDGE			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Filling bays:	8		
	Survey date: WEDNESDAY	19/10/11		Survey Type: MANUAL
2	CP-13-A-01	TEXACO		CAERPHILLY
	NANTGARW ROAD			
	CAERPHILLY			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Filling bays:	8		
	Survey date: TUESDAY	17/07/12		Survey Type: MANUAL
3	DV-13-A-03	GULF		DEVON
	MAIN ROAD			
	EXETER			
	PINHOE			
	Edge of Town			
	Residential Zone			
	Total Filling bays:	4		
	Survey date: THURSDAY	28/11/13		Survey Type: MANUAL
4	EB-13-A-02	SHELL		CITY OF EDINBURGH
	1 STENHOUSE ROAD			
	EDINBURGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Filling bays:	8		
	Survey date: FRIDAY	06/05/11		Survey Type: MANUAL
5	LE-13-A-03	TOTAL		LEICESTERSHIRE
	GLENFIELD ROAD			
	LEICESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Filling bays:	8		
	Survey date: THURSDAY	27/09/12		Survey Type: MANUAL
6	NB-13-A-03	BP		NORTHUMBERLAND
	BURRADON ROAD			
	NEAR CRAMLINGTON			
	ANNITSFORD			
	Edge of Town			
	Residential Zone			
	Total Filling bays:	11		
	Survey date: THURSDAY	22/11/12		Survey Type: MANUAL
7	SH-13-A-01	LOCAL		SHROPSHIRE
	THE MOUNT			
	SHREWSBURY			
	FRANKWELL			
	Edge of Town			
	Residential Zone			
	Total Filling bays:	4		
	Survey date: FRIDAY	30/05/14		Survey Type: MANUAL
8	WM-13-A-03	TOTAL		WEST MIDLANDS
	CHESTER ROAD			
	BIRMINGHAM			
	CASTLE BROMWICH			
	Edge of Town			
	Residential Zone			
	Total Filling bays:	8		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-13-A-04	SHELL	WEST MIDLANDS
	STATION ROAD		
	BIRMINGHAM		
	STECHFORD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Filling bays:	8	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
10	WS-13-A-02	MURCO	WEST SUSSEX
	SOMPTING AVENUE		
	WORTHING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	6	
	Survey date: FRIDAY	17/10/14	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.

Dynamic Transport Planning DTP Durham

Licence No: 262601

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

TOTAL VEHICLES**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7	4.118	5	7	3.971	5	7	8.089
07:00 - 08:00	10	7	5.534	10	7	5.247	10	7	10.781
08:00 - 09:00	10	7	6.233	10	7	6.274	10	7	12.507
09:00 - 10:00	10	7	5.918	10	7	5.849	10	7	11.767
10:00 - 11:00	10	7	6.000	10	7	5.986	10	7	11.986
11:00 - 12:00	10	7	5.890	10	7	5.959	10	7	11.849
12:00 - 13:00	10	7	5.753	10	7	5.973	10	7	11.726
13:00 - 14:00	10	7	5.849	10	7	5.767	10	7	11.616
14:00 - 15:00	10	7	5.890	10	7	5.753	10	7	11.643
15:00 - 16:00	10	7	6.603	10	7	6.397	10	7	13.000
16:00 - 17:00	10	7	6.589	10	7	6.767	10	7	13.356
17:00 - 18:00	10	7	6.247	10	7	6.274	10	7	12.521
18:00 - 19:00	10	7	5.973	10	7	5.986	10	7	11.959
19:00 - 20:00	8	7	5.621	8	7	5.741	8	7	11.362
20:00 - 21:00	8	7	4.379	8	7	4.500	8	7	8.879
21:00 - 22:00	8	7	3.017	8	7	3.293	8	7	6.310
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			89.614			89.737			179.351

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:	4 - 11 (units:)
Survey date range:	01/01/10 - 01/09/22
Number of weekdays (Monday-Friday):	10
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS

Category : B - PFS - WITH RETAIL

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	2 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: Filling bays
 Actual Range: 6 to 8 (units:)
 Range Selected by User: 4 to 11 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 1/09/22

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
Tuesday	6 days
Wednesday	2 days
Thursday	1 days
Friday	7 days

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

Selected survey types:

Manual count	18 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)	12
Edge of Town	5
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.

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

Secondary Filtering selection:

Use Class:

Sui Generis 18 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 100,000	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	3 days
75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	5 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	9 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

No 18 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 18 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BC-13-B-01	ESSO & TESCO EXPRESS	BOURNEMOUTH CHRISTCHURCH & POOLE
	271 BARRACK ROAD		
	CHRISTCHURCH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	6	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
2	BC-13-B-02	M&S & BP	BOURNEMOUTH CHRISTCHURCH & POOLE
	71-75 SOMERFORD ROAD		
	CHRISTCHURCH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Filling bays:	8	
	Survey date: FRIDAY	21/03/14	Survey Type: MANUAL
3	CB-13-B-01	ESSO & SPAR	CUMBRIA
	A595		
	NEAR CARLISLE		
	CARDEWLEES		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Filling bays:	8	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
4	DY-13-B-01	ESSO & TESCO EXPRESS	DERBY
	NOTTINGHAM ROAD		
	DERBY		
	CHADDESSEN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: FRIDAY	26/06/15	Survey Type: MANUAL
5	EB-13-B-01	BP	CITY OF EDINBURGH
	CALDER ROAD		
	EDINBURGH		
	SIGHTHILL		
	Edge of Town		
	No Sub Category		
	Total Filling bays:	8	
	Survey date: FRIDAY	15/10/10	Survey Type: MANUAL
6	GM-13-B-01	BP & SPAR	GREATER MANCHESTER
	NEW STREET		
	ROCHDALE		
	MILNROW		
	Edge of Town		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: WEDNESDAY	21/10/15	Survey Type: MANUAL
7	GM-13-B-02	SHELL & LONDIS	GREATER MANCHESTER
	STOCKPORT ROAD		
	MANCHESTER		
	BURNAGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	6	
	Survey date: THURSDAY	06/05/21	Survey Type: MANUAL
8	LC-13-B-03	TEXACO & MORRISONS DAILY	LANCASHIRE
	GARSTANG ROAD		
	PRESTON		
	FULWOOD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LE-13-B-02 FOSSE ROAD NORTH LEICESTER	TESCO EXPRESS & ESSO	LEICESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: TUESDAY 28/10/14		Survey Type: MANUAL
10	LN-13-B-01 CARHOLME ROAD LINCOLN	GULF & CO-OP	LINCOLNSHIRE
	Edge of Town Residential Zone Total Filling bays: 8 Survey date: WEDNESDAY 04/10/17		Survey Type: MANUAL
11	MS-13-B-01 ULLET ROAD LIVERPOOL SEFTON PARK	ESSO & SPAR	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 Survey date: TUESDAY 18/11/14		Survey Type: MANUAL
12	NY-13-B-02 NORTH STREET RIPON	BP & SPAR	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 Survey date: MONDAY 23/09/13		Survey Type: MANUAL
13	NY-13-B-03 WETHERBY ROAD NORTH KNARESBOROUGH	ESSO & CO-OP	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Filling bays: 8 Survey date: FRIDAY 30/09/16		Survey Type: MANUAL
14	SF-13-B-01 HILLSIDE ROAD EAST BUNGAY	TOTAL	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: TUESDAY 09/10/12		Survey Type: MANUAL
15	SF-13-B-02 ROUGHAM ROAD BURY ST EDMUNDS	BP CONNECT & M&S	SUFFOLK
	Edge of Town Residential Zone Total Filling bays: 8 Survey date: FRIDAY 19/07/13		Survey Type: MANUAL
16	TB-13-B-01 TORBAY ROAD PAIGNTON	BP & COSTCUTTER	TORBAY
	Edge of Town Residential Zone Total Filling bays: 8 Survey date: TUESDAY 18/07/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	TW-13-B-05	SHELL & SPAR	TYNE & WEAR
	THE BROADWAY		
	SUNDERLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	6	
	Survey date: FRIDAY	24/05/19	Survey Type: MANUAL
18	WM-13-B-05	TEXACO & CO-OPERATIVE	WEST MIDLANDS
	HIGH STREET		
	BIRMINGHAM		
	HARBORNE		
	Suburban Area (PPS6 Out of Centre)		
	High Street		
	Total Filling bays:	8	
	Survey date: TUESDAY	22/10/13	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.

Dynamic Transport Planning DTP Durham

Licence No: 262601

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TOTAL VEHICLES**Calculation factor: 1 BAYS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	17	7	5.571	17	7	5.167	17	7	10.738
07:00 - 08:00	18	7	9.291	18	7	8.866	18	7	18.157
08:00 - 09:00	18	7	9.888	18	7	9.388	18	7	19.276
09:00 - 10:00	18	7	9.955	18	7	10.045	18	7	20.000
10:00 - 11:00	18	7	9.291	18	7	9.201	18	7	18.492
11:00 - 12:00	18	7	8.590	18	7	8.716	18	7	17.306
12:00 - 13:00	18	7	10.157	18	7	10.157	18	7	20.314
13:00 - 14:00	18	7	9.963	18	7	10.045	18	7	20.008
14:00 - 15:00	18	7	9.731	18	7	9.552	18	7	19.283
15:00 - 16:00	18	7	9.649	18	7	9.806	18	7	19.455
16:00 - 17:00	18	7	10.231	18	7	10.403	18	7	20.634
17:00 - 18:00	18	7	10.806	18	7	10.784	18	7	21.590
18:00 - 19:00	18	7	10.299	18	7	10.343	18	7	20.642
19:00 - 20:00	17	7	9.254	17	7	9.571	17	7	18.825
20:00 - 21:00	17	7	6.444	17	7	6.563	17	7	13.007
21:00 - 22:00	17	7	4.817	17	7	5.048	17	7	9.865
22:00 - 23:00	1	8	2.125	1	8	2.750	1	8	4.875
23:00 - 24:00	1	8	0.000	1	8	0.250	1	8	0.250
Total Rates:			146.062				146.655	292.717	

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:	6 - 8 (units:)
Survey date range:	01/01/10 - 01/09/22
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-262601-230130-0110

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	FI FIFE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 210 to 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	2 days
Wednesday	2 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

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

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	8 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	11 days
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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
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	3 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	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 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	11 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	11 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AD-06-D-02	BURGER KING	ABERDEEN CITY
	WELLINGTON ROAD		
	ABERDEEN		
	ALTENS		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	300 sqm	
	Survey date: FRIDAY	22/11/19	Survey Type: MANUAL
2	BR-06-D-01	MCDONALD'S	BRISTOL CITY
	SHEENE ROAD		
	BRISTOL		
	BEDMINSTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	210 sqm	
	Survey date: MONDAY	21/09/15	Survey Type: MANUAL
3	CA-06-D-02	MCDONALD'S	CAMBRIDGESHIRE
	NEWMARKET ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	435 sqm	
	Survey date: TUESDAY	19/09/17	Survey Type: MANUAL
4	FI-06-D-02	KFC	FIFE
	WHIMBREL PLACE		
	DUNFERMLINE		
	HALBEATH		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	275 sqm	
	Survey date: TUESDAY	22/03/16	Survey Type: MANUAL
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	MS-06-D-01	MCDONALD'S	MERSEYSIDE
	SAINT HELENS LINKWAY		
	SAINT HELENS		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	463 sqm	
	Survey date: FRIDAY	16/04/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	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
9	VG-06-D-01	MCDONALD'S	VALE OF GLAMORGAN
	CARDIFF ROAD		
	BARRY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	405 sqm	
	Survey date: THURSDAY	24/09/20	Survey Type: MANUAL
10	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
11	WO-06-D-01	KFC	WORCESTERSHIRE
	CLEWS ROAD		
	REDDITCH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	436 sqm	
	Survey date: FRIDAY	02/10/20	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/D - FAST FOOD - DRIVE THROUGH

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	490	0.204	1	490	0.000	1	490	0.204
06:00 - 07:00	5	484	6.410	5	484	5.211	5	484	11.621
07:00 - 08:00	8	420	12.370	8	420	10.764	8	420	23.134
08:00 - 09:00	8	420	15.552	8	420	15.106	8	420	30.658
09:00 - 10:00	8	420	16.176	8	420	16.176	8	420	32.352
10:00 - 11:00	11	408	11.776	11	408	11.309	11	408	23.085
11:00 - 12:00	11	408	13.379	11	408	12.311	11	408	25.690
12:00 - 13:00	11	408	17.943	11	408	17.386	11	408	35.329
13:00 - 14:00	11	408	17.787	11	408	18.633	11	408	36.420
14:00 - 15:00	11	408	13.179	11	408	13.646	11	408	26.825
15:00 - 16:00	11	408	14.982	11	408	14.426	11	408	29.408
16:00 - 17:00	11	408	15.650	11	408	15.450	11	408	31.100
17:00 - 18:00	11	408	16.785	11	408	17.186	11	408	33.971
18:00 - 19:00	11	408	17.119	11	408	17.008	11	408	34.127
19:00 - 20:00	11	408	12.244	11	408	13.914	11	408	26.158
20:00 - 21:00	11	408	11.264	11	408	11.799	11	408	23.063
21:00 - 22:00	11	408	8.059	11	408	8.192	11	408	16.251
22:00 - 23:00	8	429	5.395	8	429	6.328	8	429	11.723
23:00 - 24:00	6	476	3.259	6	476	3.714	6	476	6.973
Total Rates:			229.533			228.559			458.092

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Parameter summary

Trip rate parameter range selected:	210 - 690 (units: sqm)
Survey date range:	01/01/14 - 22/06/22
Number of weekdays (Monday-Friday):	11
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.