

Transport Statement

MFG Northumberland Park Service Station, 41275
Willoughby Lane, London N17 0QU

On behalf of



DOCUMENT ISSUE SHEET

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1.0 INTRODUCTION

Motor Fuel Limited (the 'applicant') is seeking planning permission for redevelopment of its Northumberland Park service station at 41275 Willoughby Lane, London. The proposed redevelopment is shown on the proposed layout drawing at **Appendix A**.

This transport statement (TS) has been produced by DW Transportation Limited on behalf of the applicant to set out the highway and transport matters pertaining to the proposals and to address any potential transport-related impacts.

The scope of this TS has been developed based on DW Transportation's experience of successfully aiding in the delivery of many MFG roadside sites across the UK and is also based on the scoping response below received from the London Borough of Haringey Council.

1.1 LB Haringey Scoping

This transport technical note has been produced retrospectively of the planning application. LB Haringey Development Management responded to the planning application by stating that insufficient information had been submitted in order to form a view of the acceptability of the scheme. In order to form this view the following information has been requested.

- Overview of the relevant planning policy, guidance and standards (at national, regional and local levels);
- Description of the existing site and land uses;
- Review of local existing and future transport networks (pedestrian, cycle, public transport and highway) and on-street parking provision;
- Description of the development proposals, including proposed land use quantum, cycle, car and operational parking and access arrangements;
- Description of the proposed delivery, servicing and waste management arrangements (storage and collection);
- Multi-modal trip generation assessment of the existing and proposed developments;
- Calculation of the net impact for each mode on local transport networks; and
- Recommendations for mitigation measures if considered necessary.

This TS has been produced in response to these requirements where considered applicable.

1.2 Report Structure

Following this introduction, Section 2 outlines the relevant transport policy. Section 3 sets out the baseline situation whilst Section 4 contains details of the proposed development. Section 5 focuses on servicing and the

report is summarised and concluded in Section 6. Drawings and appendices can also be found to the rear of the report.

2.0 TRANSPORT POLICY CONTEXT

2.1 Introduction

This section of the TS sets out the main national, regional and local transport policies that are applicable to the proposed development against which the proposals are to be assessed. These are:

- National Planning Policy Framework, Revised July 2021;
- London Plan, 2021; and
- Haringey Local Plan, July 2017.

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

2.2 National Policy

2.2.1 National Planning Policy Framework, 20 July 2021

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

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

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

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

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

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

The proposals include cycle stands to encourage bicycle use. Bus stops are available within a short walk of the site.

The proposed development would not prejudice any disabled person. The parking proposals include a space for customers with reduced mobility, which will have easy wheelchair access.

The site has been designed to allow deliveries to be made, and waste to be collected, efficiently. Emergency vehicles would be able to stop within the site as required.

There are already new EV charging facilities on the site and these will be unaffected by the proposals.

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

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

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

2.3 Regional Policy

2.3.1 The London Plan 2021

The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor’s vision for Good Growth.

The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital.

Chapter 10 of the London Plan is ‘Transport’ and contains 9 policies relevant to development proposals.

Policy T1 Strategic Approach to Transport

All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.

Policy T2 Healthy Streets

Development proposals (and Development Plans) should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

Development proposals should: 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance 2) reduce the dominance of vehicles on London’s streets whether stationary or moving 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Policy T3 Transport capacity, connectivity and safeguarding

Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.

Policy T4 Assessing and mitigating transport impacts

A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger.

Policy T5 Cycling

A Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through: 1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure 2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

Policy T6 Car Parking

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.

F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.

Policy T7 Deliveries Servicing and Construction

(Development plans and) development proposals should facilitate sustainable freight movement by rail, waterways and road.

Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or nighttime. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.

K During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

Policy T9 Funding transport infrastructure through planning

Planning obligations (Section 106 agreements), including financial contributions, will be sought to mitigate impacts from development, which may be cumulative. Such obligations and contributions may include the provision of new and improved public transport services, capacity and infrastructure, the expansion of the London-wide cycle networks and supporting infrastructure, and making streets pleasant environments for walking and socialising, in line with the Healthy Streets Approach.

The proposed development will meet the requirements of the London Plan by:

- Utilising an existing site;
- Having no impact on the site's accessibility by sustainable modes;
- Having negligible impact on public transport or road network capacity;
- Not increasing road danger;
- Meeting the London Plans minimum cycle parking requirements;
- Having an appropriate level of car parking spaces;
- Having a parking space for disabled drivers; and
- Having safe facilities for servicing on site.

2.4 Local Policy

2.4.1 Caringey Local Plan

The council has prepared a Development Management Development Plan Document (DPD) which sets out planning policies to help determine which developments are granted planning permission in Haringey. It was adopted by the council on the 24 July 2017.

There are two policies relevant to the proposed development, DM31 Sustainable Transport and DM32 Parking.

Policy DM31 Sustainable Transport

Policy DM31 states

A The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.

B The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.

C The Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals in accordance with the Transport for London thresholds.

Parts A and B of the policy DM31 are noted. This transport assessment has been produced to comply with part C. It is therefore considered that the proposals would be in full compliance with Policy DM31.

Policy DM32 Parking

Policy DM2 states

A Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.

B The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.

C The Council will support proposals for new development with limited or no on-site parking where:

a There are alternative and accessible means of transport available;

b Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;

c A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;

d Parking is provided for disabled people; and

e Parking is designated for occupiers of developments specified as car capped.

The proposed development is considered to comply with Policy DM2 because :

- It is accessible by a number of modes of transport, walking and cycling; and
- Parking is provided for disabled people.

2.4.2 Policy Conclusion

The overarching objective at all tiers of planning policy guidance is to influence a modal shift from single occupancy car travel towards more sustainable modes such as walking, cycling, and public transport.

In order to achieve this, it is recognised that development should be located such that the need to travel is reduced, especially by private car, by locating development where there is good access to high quality public transport, walking and cycling provision.

The site is within walking 400m of a bus stop and a train station is also within walking distance.

This TS confirms that any impacts of the development in traffic impact would be negligible. It is considered that the proposed development could be introduced with no material impact on the local road network. It is therefore concluded that the proposed development is implemented in full accordance with local, regional and national transport policy.

3.0 BASELINE SITUATION

3.1 Site Location

The site is that of the MFG Northumberland Park service station on Willoughby Lane, London. It is located approximately 0.7km to the east of Tottenham Hotspur Stadium and is shown in a local context on **Drawing TS01**.

The area for development is approximately 0.27ha and the existing service station comprises a forecourt with 8 domestic fuel bays, a sales building and jet wash along with a tyre and MOT centre. The application site is shown on Figure 3-1.

Figure 3-1
Application Site (Indicative)



3.2 Surrounding Land Uses

Surrounding land uses are largely residential. There is a row of terrace houses to the east of the site on Willoughby Lane with residential development to the north and west being mainly flats and apartment blocks. Land to the south is also mainly residential flats with some retail at ground floor level.

3.3 Access for Vehicles

Access to the site for all vehicles is via forecourt crossovers to the service station, which are both on Willoughby Lane. Between the two crossovers the footway has been built out/widened to provide a bus boarder.

3.4 Access for Pedestrians

The proposed development would not be designed to attract customers on foot although it is appreciated that it may attract some passing footfall trade. The proposed development would primarily be a motorists' facility to compliment the existing fuelling facilities and shop. As such, the only pedestrian access is via the existing vehicle crossovers. There would be no staff parking on the site and therefore it is expected that all staff will

travel to the site by sustainable means, with walking being the most likely mode. To assist pedestrians on their journey to/from the site there are footways along both sides of Willoughby Road. There is a signalised crossing on Willoughby Road approximately 50 metres south of the site and there is a zebra crossing across its junction with Park Lane. North of the site there are dropped kerbs and tactile paving across the Northumberland Park junction with Willoughby Road.

3.5 Access for Cyclists

There are no cycle lanes on Willoughby Road or Shelbourne Road.

3.6 Existing Trip Generation

The existing site has planning permission to serve two purposes; as roadside facility (fuel and car wash) and a tyre and MOT centre.

3.6.1 Petrol Filling Station

To provide an estimate of the site's current PFS trip generation, reference is made to TRICS data.

TRICS data obtained for petrol filling stations with retail is attached at **Appendix B**. The TRICS data gives the rates and trips shown in Table 3-1.

Table 3-1
Filling Station with Retail Trip Rates and Trips (8bays)

Period	Trip rate per bay			Trips		
	In	Out	Total	In	Out	Total
0800-0900	6.535	6.667	13.202	53	54	107
1700-1800	6.747	6.798	13.545	54	55	109

Table 3-1 indicates that a petrol filling station (PFS) with 8 bays typically generates an average of 108 two-way trips in the peak hours.

3.6.2 Tyre and MOT Centre

To provide an estimate of the site's current tyre and MOT centre trip generation, reference is made to TRICS data.

TRICS data obtained for motorists centres is attached at **Appendix C**. The TRICS data gives the rates and trips shown in Table 3-2.

Table 3-2
Motorists Centre Trip Rates and Trips (0.043ha)

Period	Trip rate per hectare			Trips		
	In	Out	Total	In	Out	Total
0800-0900	47.727	11.932	78.409	2	1	3
1700-1800	15.341	31.818	47.159	1	2	3

Table 3-2 indicates that the existing motorist centre use would typically generate 3 two-way trips in the peak hours.

3.7 Local and Strategic Road Network Description

3.7.1 Willoughby Lane

Willoughby Lane is a continuation of Shelbourne Road and connects Park Lane with a mini-roundabout at Brantwood Road/Dyson Road/Leeside Road. It is a single carriageway road with a speed limit of 20mph and with footways on both sides. Residents on street parking is provided on the eastern side opposite the site and a bus stop is located on the western side directly outside the site on the western side of the road.

3.8 Public Transport

3.8.1 Bus

The bus stop adjacent to the site serves regular buses towards Northumberland Park Tesco. The southbound stop is located on Northumberland Park and serves regular buses to Waterloo Station. Services run at approximately every 10-12 minutes during peak times, 7 days a week.

3.8.2 Train

The site is located 150 km from Northumberland Park train station. A pedestrian crossing is provided on Willoughby Lane just north of Park Lane to provide safe and easy access to the Station via Park Avenue Road. All services at Northumberland Park are operated by Greater Anglia. The typical off-peak service is:

- 3 tph to Stratford
- 1 tph to Bishop's Stortford
- 2 tph to Meridian Water

4.0 PROPOSED DEVELOPMENT

The proposal is to remove the tyre and MOT centre use and provide a larger shop with a food-to-go with drive-thru. The existing car wash facilities are to be replaced with two new jet wash bays. The proposals also include providing 8 No. parking spaces on the site. Details specific to the site are set out below.

4.1 Parking

4.1.1 Car Parking

Whilst car parking standards are contained in Chapter 10 of the London Plan, there is no clear advice on car parking at service stations. The proposal is to provide 8 no car parking spaces.

4.1.2 Car Parking Justification

There are two key aspects to be considered when assessing the parking requirements for the proposed development.

- 1) The impact on highway capacity, highway safety and the environmental knock-on effects (such as air quality); and
- 2) Site safety.

With regards to the impact on highway capacity, the London Plan strategy is to reduce the need to travel especially by car. There are certain types of development that will attract new vehicle trips, although less so in London. However, the proposed development is not considered to be a generator of new trips as it is not a primary destination in its own right. The customers that would visit the drive-thru food-to-go by car would already be on the road network travelling past the site. Whilst there would be an increase in the number of vehicles turning in and out of the site, these would not be new to the network.

With regards to site safety, providing a number of parking spaces significantly lower than the anticipated demand has the potential to create conflict and congestion on the PFS forecourt. It is very important that this congestion is avoided and providing an appropriate number of parking spaces would achieve the required level of site safety.

4.1.3 Parking for Disabled Motorists

One of the eight proposed car parking spaces would be designed for disabled motorists (12.5%).

4.1.4 Cycle Parking

The London Plan minimum cycle parking requirements for A2-A5 uses is 1 space per 175sqm long-stay and 1 space per 40sqm short-stay. The gross external area of the sales building is 262sqm and therefore the requirement is for 2 long-stay spaces and 7 short-stay spaces.

4.2 Drive-thru Queuing Capacity

The capacity for drive-thru queuing has been checked and it is confirmed that there is 69 metres for cars to queue before any blocking of the proposed parking bays.

Based on a passenger car unit (PCU) of 6m for robustness, the drive-thru lane has capacity to store up to 11 cars / PCUs.

4.3 Trip Generation

The majority of the proposed development would not generate additional vehicle trips. The number of fuel bays will not change and the car wash use is already on the site. Whilst the shop is proposed to be increased in size, shop size is not a material factor in the number of trips generated by a petrol filling station. The only element of the site that could result in increased trips is the food-to-go as this has potential to generate sole-purpose customers, i.e. visiting the site just for food-to-go.

The food-to-go does not have a named operator but could comprise Costa, Starbucks or Greggs. To estimate the trip generation of a typical scenario, reference is made to TRICS data for drive-thru coffee shops.

For the 'Drive Through Coffee Shop' category, the database yields the trip rates given in Table 4-1.

Table 4-1
Coffee Shop Drive Through Peak Hour Trip Rates Per 100sqm

AM Peak		PM Peak	
Arrivals	Departures	Arrivals	Departures
18.165	19.083	13.028	14.312

The above trip rates have been applied to the GFA of the food-to-go area which is 63sqm to provide the predicted trips for the proposed development in Table 4-2.

Table 4-2
Coffee Shop Drive Through Peak Hour Trips (Rounded Up)

AM Peak		PM Peak	
Arrivals	Departures	Arrivals	Departures
12	12	9	9

It can be seen from Table 4-2 that the proposed development is predicted to generate 24 two-way trips in the AM peak hour and 18 two-way trips in the PM peak hour.

The TRICS data can be found at **Appendix D**.

4.3.1 Linked Trips

The proposed development would generate a number of linked trips between the fuel and food-to go. The definition of a linked trip is whereby a motorist combines visits to more than one land use during a visit, without having to move the vehicle in/out of the site. Specifically, there will inevitably be visitors to the site

that will visit for both fuel and the drive-thru food-to-go in the same visit therefore reducing the above number of primary trips.

4.3.2 Net Change in Trip Generation

Table 4-3 shows the overall change in 2-way trips that is expected to be generated by the site.

Table 4-3
Net Change in Trip Generation (Rounded Up)

Existing		Proposed		Difference	
AM	PM	AM	PM	AM	PM
110	112	131	127	21	15

As shown in table 4-3, the proposed development is expected to result in a maximum of 21 new trips being added to the site in the AM peak and 15 new trips added in the PM peak. It should be noted that no factor has been added to the proposed trips to take into account linked trips therefore providing a more robust assessment.

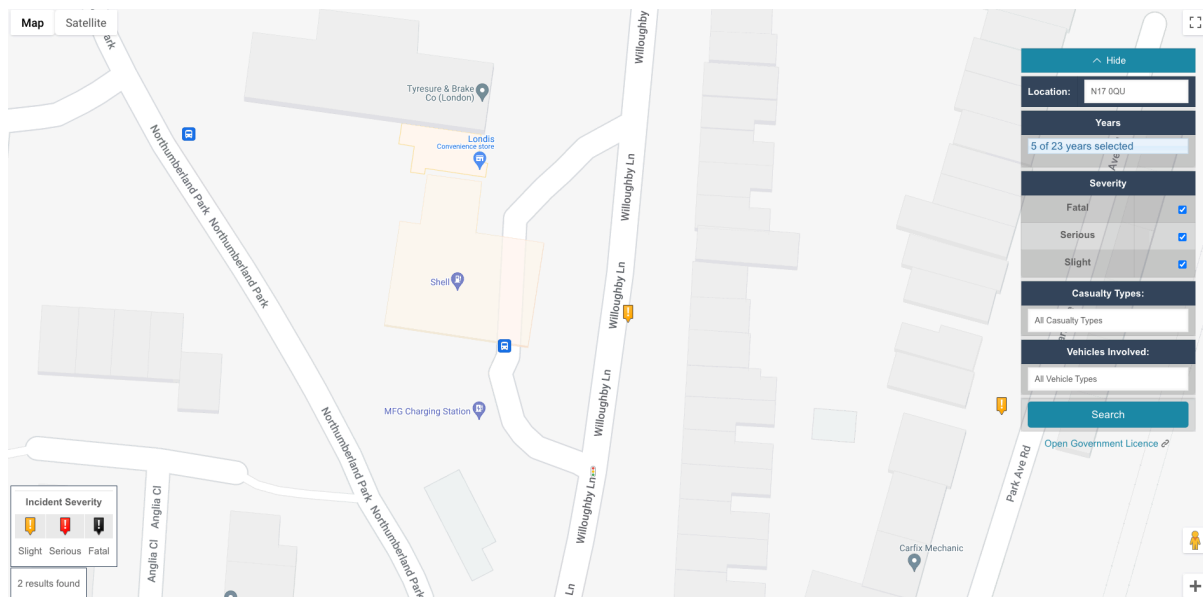
4.4 Highway Safety

4.5 Introduction

Highway safety at the site has been considered by obtaining historic accident data from the Crashmap website. Crashmap only uses official data published by the Department for Transport, which is based on records submitted to them by police forces. It is therefore considered to be a reliable source of information.

As shown on Figure 4-1, Crashmap records confirm that no accidents have been recorded at the site ingress or egress during the period 2017-2021.

Figure 4-1
2017 – 2021 Accident Locations



5.0 SERVICING ARRANGEMENTS

The location of the above ground offset fills will not change as part of the proposals and so tankers will continue to make deliveries from the existing location between the rows of fuel bays.

The shop would be serviced and waste would be collected from the area in front of the proposed jet washes. This servicing would be undertaken early in the morning and outside of the peak operating periods.

Drawing TS02 shows the swept paths of the waste and delivery vehicles.

6.0 SUMMARY AND CONCLUSION

The proposal is to improve the facilities on offer at the MFG Northumberland Park service station by replacing the shop with a larger unit and incorporating a food-to-go drive-thru facility. The tyre and MOT centre would be removed to allow the redevelopment of the site.

The traffic impact of the proposed development would be negligible, as the majority of the trips generated would already be passing by the site and the MOT and tyre centre trips would be removed from the site. As a worst case, the site is predicted to generate 21 new trips in the AM peak hour and 15 trips in the PM peak hour.

The development would have a total of 8 car parking spaces, one of which would be for drivers with reduced mobility. Parking facilities are also proposed for bicycles to be used by staff and customers.

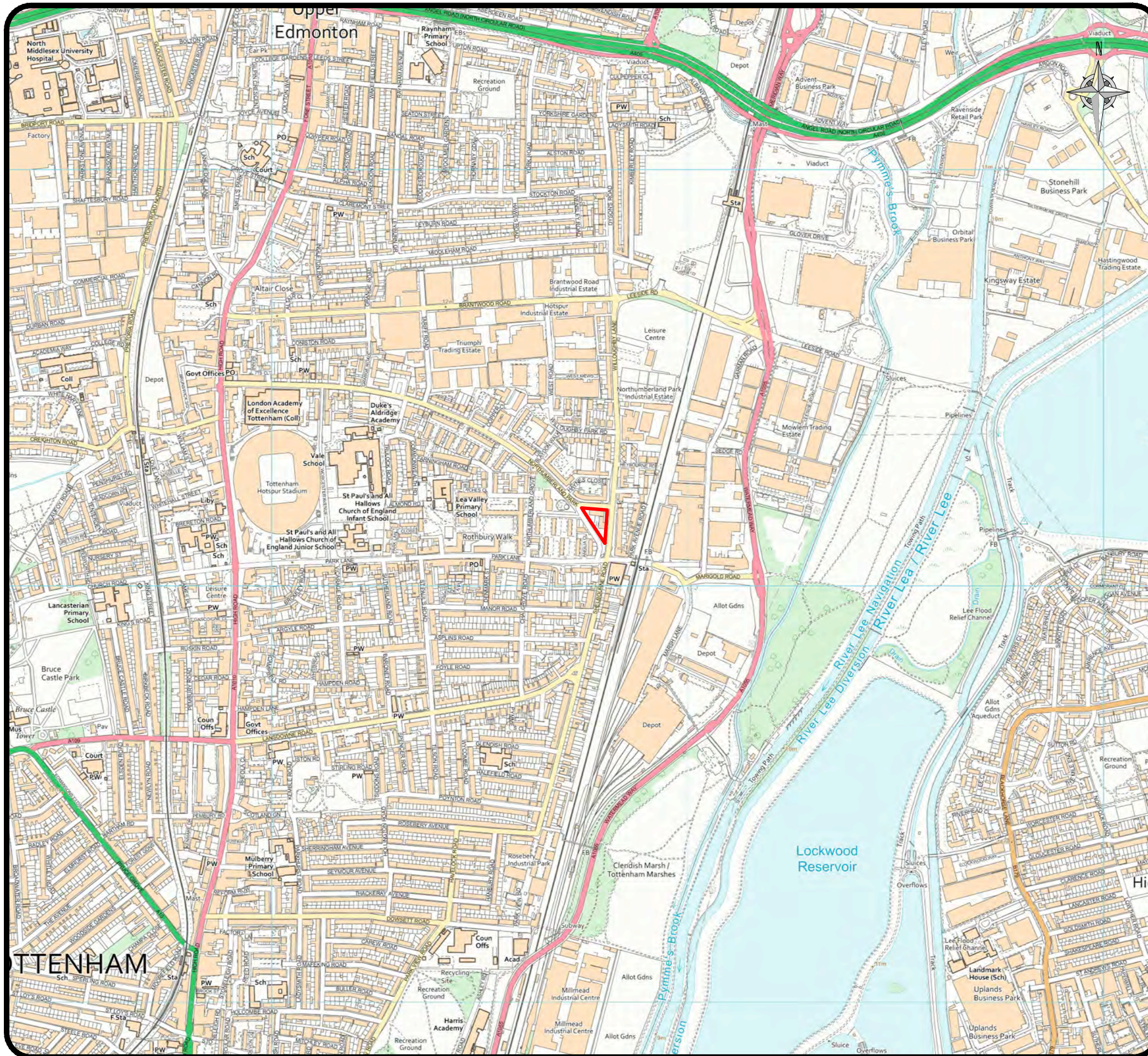
No accidents have been recorded at the site ingress or egress during the period 2019-2021. The additional turning movements at the site are not anticipated to have a significant impact on highway safety.

Swept path analysis has been undertaken which demonstrates that the site can be serviced safely and with minimal impact on parking.

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

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

Drawings



Notes

No.	Revision/Issue	Date

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Project

MFG NORTHUMBERLAND PARK

Drawing

SITE LOCATION PLAN

Project No

DWT280

Date

10.06.2022

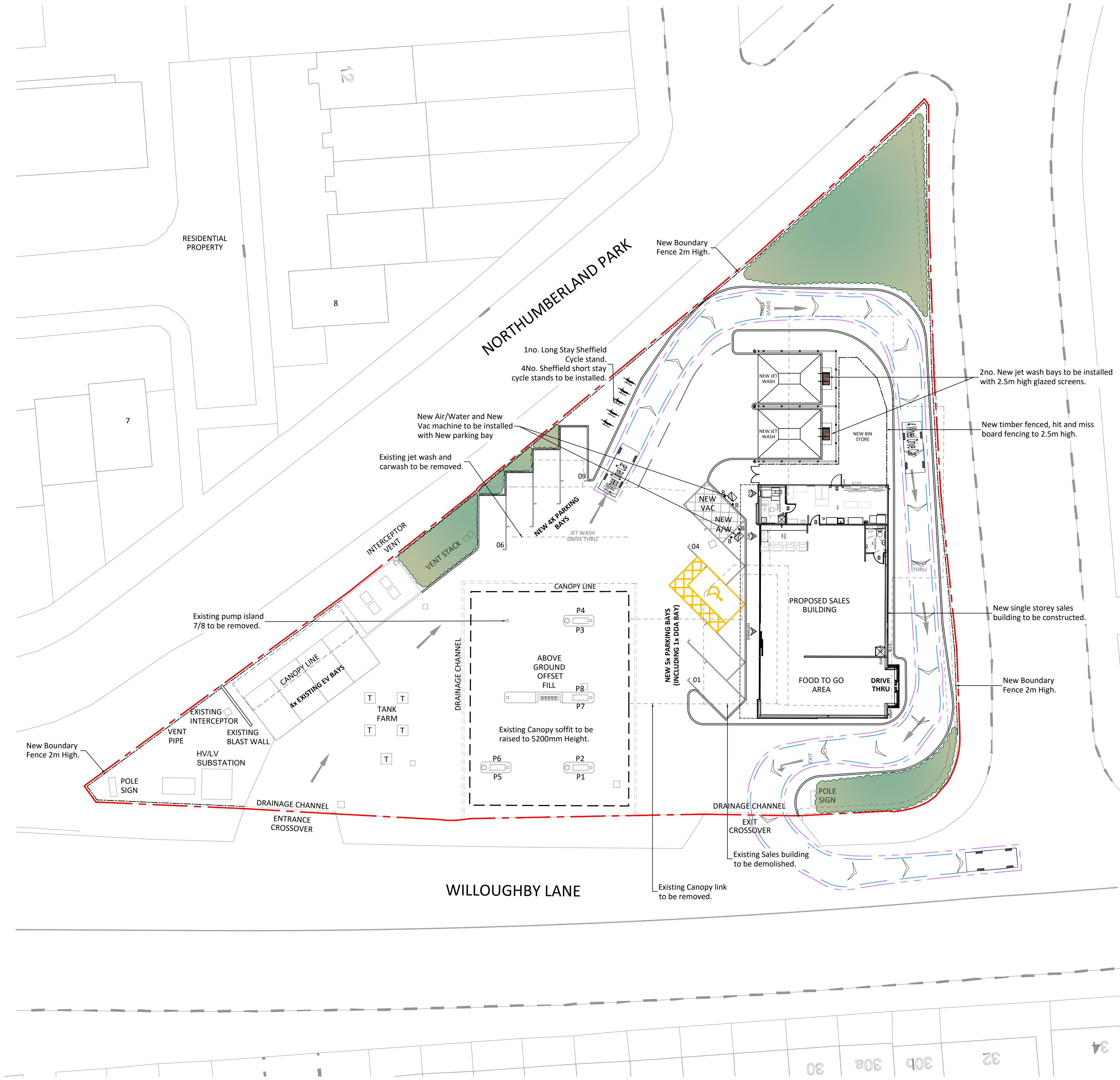
Scale

1:10,000@A3

Drawing No.

TS01

Appendix A



DRAWING NOTES

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This drawing has been produced for the project listed below, is submitted in support of this application application to the Local Planning Authority and is not intended for use by any other person or for any other purpose.

Every effort has been made to ensure the accuracy of these drawings, however MBH Design Studio Ltd. accept no responsibility for any discrepancies arising from the reuse of survey information and preliminary drawings commissioned by the Applicant from others.

GENERAL NOTES

- This drawing has been prepared for the sole purpose of obtaining planning permission.
- This drawing is to be read in conjunction with drawings numbered:

13856-LP

Location Plan

13856-8P

Block Plan

13856-201

Existing Site Plan

13856-202

Existing Site Elevations

13856-203

Proposed Site Plan

13856-204

Proposed Site Elevations

13856-205

Proposed Sales Building Layout

13856-206

Proposed Sales Building Elevations

13856-207

Proposed Jet Wash Elevations
- Any advertisements are indicative and are subject to a separate advertisement application
- Any neighbouring buildings shown on the elevations are diagrammatic and have been extrapolated from site photographs. They have not been measured.

SCHEDULE OF PROPOSED FINISHES

BUILDING EXTERNAL WALLS
To comprise of new 100mm thick insulated composite wall cladding vertically joined,
Colour - RAL 7031
Cladding - Colour RAL 1019
Skirting to base - Colour RAL 9005

BUILDING ROOF
To comprise of new 60mm thick insulated composite roof cladding to be laid to fall to rear gutter, sited on roofing purlin.
Colour - RAL 7016

SHOPFRONT
To comprise of new aluminium framed and glazed shopfront, to include new Auto sliding door and night pay window.
Frame Colour - Grey RAL 7016

CANOPY
Traditional steel framed canopy over forecourt with oil company signage fascias and tiled roof.

Canopy to be de-linked. Canopy soffit to be raised to 5200mm Height

SURFACING
New Asphalt and concrete to be installed to new kerb areas.
New Asphalt to rear parking area.

Timber
New close boarded timber bin store 2.5m high, with high double metal framed gates.

KEY:
— — INDICATES DEMOLITION LINE

0 10 20
SCALE - METRES - 1:200 @ A1

A	10.06.2022	CYCLE STANDS ADDED	JN/JR
REV	DATE	DESCRIPTION	DRAWN/CHECKED
REVISION NOTES			
PLANNING			
mbh MBH Design Studio Ltd. Rosemount House, Rosemount Avenue, West Byfleet, Surrey, KT14 6LB www.mbhtd.com t: 01932 352 727 f: 01932 351 545			
CLIENT			
mfg motor fuel group			
PROJECT			
MFG NORTHUMBERLAND PARK (FS367) 41275 WILLOUGHBY LANE LONDON N17 0QU			
DRAWING TITLE			
PROPOSED SITE LAYOUT			
DRAWN BY	DATE	SCALE	PAPER SIZE
MM	29.09.2021	1:200	A1
CHECKED BY	DRAWING NUMBER	REV.	
JN	13856-203	A	

Appendix B

Filtering Summary

Land Use	13/B	PETROL FILLING STATIONS/PFS - WITH RETAIL
Selected Trip Rate Calculation Parameter Range	4-16	BAYS
Actual Trip Rate Calculation Parameter Range	6-16	BAYS
Date Range	Minimum: 01/01/12	Maximum: 27/09/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	3
	Tuesday	10
	Wednesday	5
	Thursday	2
	Friday	9
	Saturday	8
	Sunday	4
Main Location Types selected	Edge of Town Centre	3
	Suburban Area (PPS6 Out of Centre)	22
	Edge of Town	9
	Neighbourhood Centre (PPS6 Local Centre)	6
	Free Standing (PPS6 Out of Town)	1
Population <1 Mile ranges selected	1,001 to 5,000	8
	5,001 to 10,000	4
	10,001 to 15,000	11
	15,001 to 20,000	2
	20,001 to 25,000	4
	25,001 to 50,000	11
	50,001 to 100,000	1
Population <5 Mile ranges selected	5,001 to 25,000	3
	25,001 to 50,000	5
	50,001 to 75,000	5
	75,001 to 100,000	3
	100,001 to 125,000	1
	125,001 to 250,000	11
	250,001 to 500,000	8
	500,001 or More	5
Car Ownership <5 Mile ranges selected	0.5 or Less	2
	0.6 to 1.0	15
	1.1 to 1.5	22
	1.6 to 2.0	2
PTAL Rating	No PTAL Present	38
	1b Very poor	1
	2 Poor	1
	3 Moderate	1

Calculation Reference: AUDIT-701009-200915-0954

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS

Category : B - PFS - WITH RETAIL

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
	HO HOUNSLOW	1 days
	HV HAVERING	1 days
03	SOUTH WEST	
	DC DORSET	3 days
	DV DEVON	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	4 days
10	WALES	
	DB DENBIGHSHIRE	1 days
	MM MONMOUTHSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	2 days
	FI FIFE	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
13	MUNSTER	
	CR CORK	1 days
	WA WATERFORD	1 days
14	LEINSTER	
	WT WESTMEATH	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	1 days
	DO DOWN	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 16 (units:)
 Range Selected by User: 4 to 16 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/19

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

Selected survey days:

Monday	3 days
Tuesday	10 days
Wednesday	5 days
Thursday	2 days
Friday	9 days
Saturday	8 days
Sunday	4 days

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

Selected survey types:

Manual count	41 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:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	22
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	6
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	4
Development Zone	2
Residential Zone	25
Built-Up Zone	2
Village	1
High Street	2
No Sub Category	5

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:

n/a	41 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	8 days
5,001 to 10,000	4 days
10,001 to 15,000	11 days
15,001 to 20,000	2 days
20,001 to 25,000	4 days
25,001 to 50,000	11 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:

5,001 to 25,000	3 days
25,001 to 50,000	5 days
50,001 to 75,000	5 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	11 days
250,001 to 500,000	8 days
500,001 or More	5 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	2 days
0.6 to 1.0	15 days
1.1 to 1.5	22 days
1.6 to 2.0	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	41 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	38 days
1b Very poor	1 days
2 Poor	1 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CA-13-B-02	Site area:	0.21 hect
Development Name:	MURCO & COSTCUTTER	Filling bays:	8
Location:	PETERBOROUGH		
Postcode:	PE1 2NE		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	16/12/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(2):	CH-13-B-01	Site area:	0.12 hect
Development Name:	ESSO & SPAR	Filling bays:	8
Location:	MACCLESFIELD		
Postcode:	SK11 6AY		
Main Location Type:	Edge of Town Centre	Survey Date:	17/09/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(3):	CR-13-B-02	Site area:	0.32 hect
Development Name:	TOPAZ	Filling bays:	9
Location:	CORK		
Postcode:			
Main Location Type:	Edge of Town	Survey Date:	21/06/14
Sub-Location Type:	Industrial Zone	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(4):	DB-13-B-02	Site area:	0.16 hect
Development Name:	TEXACO & CO-OP	Filling bays:	8
Location:	RHUDDLAN		
Postcode:	LL18 2TS		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	12/11/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(5):	DC-13-B-01	Site area:	0.15 hect
Development Name:	ESSO & TESCO EXPRESS	Filling bays:	6
Location:	CHRISTCHURCH		
Postcode:	BH23 2AY		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/03/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	
Site(6):	DC-13-B-02	Site area:	0.16 hect
Development Name:	M&S & BP	Filling bays:	8
Location:	CHRISTCHURCH		
Postcode:	BH23 3PP		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/03/14
Sub-Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(7):	DC-13-B-03	Site area:	0.11 hect
Development Name:	BP & SPAR	Filling bays:	9
Location:	DORCHESTER		
Postcode:	DT1 1XU		
Main Location Type:	Edge of Town	Survey Date:	17/09/16
Sub-Location Type:	Industrial Zone	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(8):	DE-13-B-02	Site area:	0.33 hect
Development Name:	TEXACO/SPAR	Filling bays:	6
Location:	PORTSTEWART		
Postcode:	BT55 7HU		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/06/12
Sub-Location Type:	Residential Zone	Survey Day:	Sunday
PTAL:	n/a	Parking Spaces:	
Site(9):	DL-13-B-02	Site area:	0.56 hect
Development Name:	TOPAZ	Filling bays:	8
Location:	DUBLIN		
Postcode:			
Main Location Type:	Edge of Town	Survey Date:	03/10/14
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(10):	DO-13-B-04	Site area:	0.21 hect
Development Name:	DOWNPATRICK SER. STATION	Filling bays:	8
Location:	DOWNPATRICK		
Postcode:	BT30 6EY		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/06/15
Sub-Location Type:	Residential Zone	Survey Day:	Sunday
PTAL:	n/a	Parking Spaces:	

LIST OF SITES relevant to selection parameters (Cont.)

Site(11):	DS-13-B-01	Site area:	0.21 hect
Development Name:	ESSO & TESCO EXPRESS	Filling bays:	8
Location:	DERBY		
Postcode:	DE21 6NA		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	26/06/15
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(12):	DV-13-B-01	Site area:	0.18 hect
Development Name:	BP & COSTCUTTER	Filling bays:	8
Location:	PAIGNTON		
Postcode:	TQ3 2DN		
Main Location Type:	Edge of Town	Survey Date:	18/07/17
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(13):	DV-13-B-02	Site area:	0.18 hect
Development Name:	SHELL & LONDIS	Filling bays:	8
Location:	PAIGNTON		
Postcode:	TQ3 2DN		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	30/03/19
Sub-Location Type:	High Street	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(14):	EB-13-B-02	Site area:	0.44 hect
Development Name:	BP CONNECT & M&S SIMPLY FOOD	Filling bays:	15
Location:	QUEENSFERRY		
Postcode:	EH30 9YJ		
Main Location Type:	Edge of Town	Survey Date:	26/06/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	
Site(15):	EB-13-B-03	Site area:	0.28 hect
Development Name:	BP & M&S SIMPLY FOOD	Filling bays:	8
Location:	NEAR EDINBURGH		
Postcode:	EH28 8NA		
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	28/04/18
Sub-Location Type:	No Sub Category	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(16):	EN-13-B-01	Site area:	0.13 hect
Development Name:	ESSO & TESCO EXPRESS	Filling bays:	8
Location:	ENFIELD		
Postcode:	EN3 5UT		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	20/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	2 Poor	Parking Spaces:	
Site(17):	FI-13-B-01	Site area:	0.60 hect
Development Name:	BP & M&S SIMPLY FOOD	Filling bays:	13
Location:	DALGETY BAY		
Postcode:	KY11 9NA		
Main Location Type:	Edge of Town	Survey Date:	23/03/16
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(18):	GM-13-B-01	Site area:	0.18 hect
Development Name:	BP & SPAR	Filling bays:	8
Location:	ROCHDALE		
Postcode:	OL16 4JD		
Main Location Type:	Edge of Town	Survey Date:	21/10/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(19):	HO-13-B-01	Site area:	0.25 hect
Development Name:	BP CONNECT	Filling bays:	8
Location:	HOUNSLOW		
Postcode:	TW5 9BA		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	10/12/12
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	3 Moderate	Parking Spaces:	
Site(20):	HV-13-B-01	Site area:	0.18 hect
Development Name:	SHELL	Filling bays:	8
Location:	ROMFORD		
Postcode:	RM1 4SJ		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	09/10/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	1b Very poor	Parking Spaces:	

LIST OF SITES relevant to selection parameters (Cont.)

Site(21):	LC-13-B-03	Site area:	0.20 hect
Development Name:	TEXACO & MORRISONS DAILY	Filling bays:	8
Location:	PRESTON		
Postcode:	PR2 9XL		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(22):	LE-13-B-02	Site area:	0.23 hect
Development Name:	TESCO EXPRESS & ESSO	Filling bays:	8
Location:	LEICESTER		
Postcode:	LE3 5EX		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/10/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(23):	LN-13-B-01	Site area:	0.75 hect
Development Name:	GULF & CO-OP	Filling bays:	8
Location:	LINCOLN		
Postcode:	LN1 1RU		
Main Location Type:	Edge of Town	Survey Date:	04/10/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(24):	MM-13-B-01	Site area:	0.22 hect
Development Name:	BP & M&S SIMPLY FOOD	Filling bays:	8
Location:	NEWPORT		
Postcode:	NP20 6NF		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(25):	MS-13-B-01	Site area:	0.07 hect
Development Name:	ESSO & SPAR	Filling bays:	6
Location:	LIVERPOOL		
Postcode:	L17 8FW		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/11/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(26):	NT-13-B-03	Site area:	0.06 hect
Development Name:	SAINSBURY'S PFS	Filling bays:	16
Location:	NOTTINGHAM		
Postcode:	NG7 1GX		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/11/16
Sub-Location Type:	Development Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(27):	NY-13-B-02	Site area:	0.16 hect
Development Name:	BP & SPAR	Filling bays:	6
Location:	RIPON		
Postcode:	HG4 1HJ		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	
Site(28):	NY-13-B-03	Site area:	0.09 hect
Development Name:	ESSO & CO-OP	Filling bays:	8
Location:	KNARESBOROUGH		
Postcode:	HG5 8LH		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	30/09/16
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(29):	NY-13-B-04	Site area:	988.00 hect
Development Name:	HARVEST ENERGY & NISA	Filling bays:	8
Location:	RICHMOND		
Postcode:	DL10 4AS		
Main Location Type:	Edge of Town Centre	Survey Date:	13/03/19
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(30):	RO-13-B-01	Site area:	0.22 hect
Development Name:	TOPAZ & SPAR	Filling bays:	8
Location:	NEAR ROSCOMMON		
Postcode:	F42 ET67		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/04/18
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	

LIST OF SITES relevant to selection parameters (Cont.)

Site(31):	SF-13-B-01	Site area:	0.97 hect
Development Name:	TOTAL	Filling bays:	8
Location:	BUNGAY		
Postcode:	NR35 1RX		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	09/10/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(32):	SF-13-B-02	Site area:	0.20 hect
Development Name:	BP CONNECT & M&S	Filling bays:	8
Location:	BURY ST EDMUNDS		
Postcode:	IP33 2RN		
Main Location Type:	Edge of Town	Survey Date:	19/07/13
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(33):	ST-13-B-01	Site area:	0.11 hect
Development Name:	BP & HURSTS	Filling bays:	10
Location:	STAFFORD		
Postcode:	ST16 2PD		
Main Location Type:	Edge of Town Centre	Survey Date:	22/11/17
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(34):	TW-13-B-02	Site area:	0.18 hect
Development Name:	TESCO EXPRESS & PFS	Filling bays:	8
Location:	NEWCASTLE UPON TYNE		
Postcode:	NE7 7EW		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	05/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(35):	TW-13-B-03	Site area:	0.12 hect
Development Name:	SAINSBURY'S PFS	Filling bays:	12
Location:	SUNDERLAND		
Postcode:	SR5 3JG		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	08/04/17
Sub-Location Type:	Development Zone	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(36):	TW-13-B-04	Site area:	0.16 hect
Development Name:	BP & NISA LOCAL	Filling bays:	8
Location:	NEWCASTLE UPON TYNE		
Postcode:	NE3 2DQ		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	12/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Sunday
PTAL:	n/a	Parking Spaces:	
Site(37):	TW-13-B-05	Site area:	0.14 hect
Development Name:	SHELL & SPAR	Filling bays:	6
Location:	SUNDERLAND		
Postcode:	SR4 8LP		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/05/19
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(38):	WA-13-B-01	Site area:	0.26 hect
Development Name:	TOPAZ	Filling bays:	8
Location:	WATERFORD		
Postcode:			
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	12/05/15
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(39):	WM-13-B-05	Site area:	0.30 hect
Development Name:	TEXACO & CO-OPERATIVE	Filling bays:	8
Location:	BIRMINGHAM		
Postcode:	B17 9QG		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/10/13
Sub-Location Type:	High Street	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(40):	WM-13-B-06	Site area:	0.17 hect
Development Name:	ESSO & TESCO EXPRESS	Filling bays:	6
Location:	BIRMINGHAM		
Postcode:	B30 1PA		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	08/11/15
Sub-Location Type:	Residential Zone	Survey Day:	Sunday
PTAL:	n/a	Parking Spaces:	

LIST OF SITES relevant to selection parameters (Cont.)

Site(41):	WT-13-B-02	Site area:	0.29 hect
Development Name:	TESCO PFS	Filling bays:	12
Location:	MULLINGAR		
Postcode:			
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/11/12
Sub-Location Type:	No Sub Category	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL 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	1	8	2.875	1	8	2.625	1	8	5.500
06:00 - 07:00	41	8	3.724	41	8	3.411	41	8	7.135
07:00 - 08:00	41	8	6.276	41	8	5.983	41	8	12.259
08:00 - 09:00	41	8	7.144	41	8	6.868	41	8	14.012
09:00 - 10:00	41	8	7.595	41	8	7.557	41	8	15.152
10:00 - 11:00	41	8	7.213	41	8	7.141	41	8	14.354
11:00 - 12:00	41	8	7.624	41	8	7.592	41	8	15.216
12:00 - 13:00	41	8	8.494	41	8	8.425	41	8	16.919
13:00 - 14:00	41	8	8.270	41	8	8.172	41	8	16.442
14:00 - 15:00	41	8	7.859	41	8	7.899	41	8	15.758
15:00 - 16:00	41	8	7.813	41	8	7.836	41	8	15.649
16:00 - 17:00	41	8	8.020	41	8	8.356	41	8	16.376
17:00 - 18:00	41	8	8.629	41	8	8.687	41	8	17.316
18:00 - 19:00	41	8	8.138	41	8	8.129	41	8	16.267
19:00 - 20:00	41	8	6.695	41	8	6.968	41	8	13.663
20:00 - 21:00	41	8	4.928	41	8	5.040	41	8	9.968
21:00 - 22:00	41	8	3.698	41	8	3.868	41	8	7.566
22:00 - 23:00	6	9	1.788	6	9	2.096	6	9	3.884
23:00 - 24:00	2	8	0.125	2	8	0.313	2	8	0.437
Total Rates:			116.908			116.965			233.873

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 - 16 (units:)
 Survey date range: 01/01/12 - 27/09/19
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 8
 Number of Sundays: 4
 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.

Appendix C

Calculation Reference: AUDIT-734001-160512-0531

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
 Category : B - MOTORIST CENTRE (FAST FIT)
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days

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

Filtering Stage 2 selection:

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

Parameter: Site area
 Actual Range: 0.12 to 0.20 (units: hect)
 Range Selected by User: 0.1 to 0.2 (units: hect)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 26/06/15

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Thursday	4 days
Friday	1 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:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	6

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	3
Commercial Zone	1
Residential Zone	5
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.

Filtering Stage 3 selection:

Use Class:

B2

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 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
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	2 days
250,001 to 500,000	3 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	4 days
1.1 to 1.5	6 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.

LIST OF SITES relevant to selection parameters

1	DC-15-B-02 FERN SIDE ROAD	ATS EUROMASTER	DORSET
	POOLE Suburban Area (PPS6 Out of Centre) No Sub Category Total Site area:	0.16 hect 16/07/08	Survey Type: MANUAL
2	DS-15-B-01 OSMASTON ROAD	KWIK FIT	DERBYSHIRE
	DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Total Site area:	0.14 hect 21/10/14	Survey Type: MANUAL
3	DS-15-B-02 NOTTINGHAM ROAD	NATIONAL TYRES & AUTOCARE	DERBYSHIRE
	DERBY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area:	0.20 hect 26/06/15	Survey Type: MANUAL
4	DV-15-B-01 ALEXANDRA ROAD MUTLEY PLYMOUTH	KWIK FIT	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Site area:	0.18 hect 07/10/09	Survey Type: MANUAL
5	DV-15-B-02 MARSH BARTON ROAD MARSH BARTON EXETER	KWIK FIT	DEVON
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Site area:	0.19 hect 28/11/13	Survey Type: MANUAL
6	NO-15-B-01 BRUMBY WOOD LANE	KWIK FIT	NORTH LINCOLNSHIRE
	SCUNTHORPE Edge of Town Centre Residential Zone Total Site area:	0.18 hect 20/12/12	Survey Type: MANUAL
7	NY-15-B-04 LONG STREET	KWIK FIT	NORTH YORKSHIRE
	THIRSK Suburban Area (PPS6 Out of Centre) Residential Zone Total Site area:	0.12 hect 17/10/11	Survey Type: MANUAL
8	NY-15-B-05 LOW SKELLGATE	KWIK FIT	NORTH YORKSHIRE
	RIPON Edge of Town Centre Residential Zone Total Site area:	0.20 hect 25/09/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-15-B-01	ATS EUROMASTER	SUFFOLK
	WHITE ELM STREET		
	IPSWICH		
	Edge of Town Centre		
	Industrial Zone		
	Total Site area:	0.19 hect	
	Survey date: THURSDAY	18/07/13	Survey Type: MANUAL
10	SH-15-B-01	KWIK FIT	SHROPSHIRE
	CASTLE FOREGATE		
	SHREWSBURY		
	Edge of Town Centre		
	Commercial Zone		
	Total Site area:	0.20 hect	
	Survey date: THURSDAY	11/06/09	Survey Type: MANUAL

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)
VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	8	0.18	13.014	8	0.18	6.164	8	0.18	19.178
08:00 - 09:00	10	0.18	47.727	10	0.18	11.932	10	0.18	59.659
09:00 - 10:00	10	0.18	43.750	10	0.18	34.659	10	0.18	78.409
10:00 - 11:00	10	0.18	32.955	10	0.18	31.250	10	0.18	64.205
11:00 - 12:00	10	0.18	33.523	10	0.18	32.386	10	0.18	65.909
12:00 - 13:00	10	0.18	39.773	10	0.18	35.227	10	0.18	75.000
13:00 - 14:00	10	0.18	33.523	10	0.18	38.636	10	0.18	72.159
14:00 - 15:00	10	0.18	31.250	10	0.18	34.091	10	0.18	65.341
15:00 - 16:00	10	0.18	23.295	10	0.18	31.818	10	0.18	55.113
16:00 - 17:00	10	0.18	27.841	10	0.18	40.341	10	0.18	68.182
17:00 - 18:00	10	0.18	15.341	10	0.18	31.818	10	0.18	47.159
18:00 - 19:00	8	0.18	6.849	8	0.18	20.548	8	0.18	27.397
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			348.841			348.870			697.711

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

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

Parameter summary

Trip rate parameter range selected: 0.12 to 0.20 (units: hect)
 Survey date range: 01/01/08 - 26/06/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)

TAXIS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	8	0.18	0.000	8	0.18	0.000	8	0.18	0.000
08:00 - 09:00	10	0.18	0.568	10	0.18	0.568	10	0.18	1.136
09:00 - 10:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
10:00 - 11:00	10	0.18	0.568	10	0.18	0.568	10	0.18	1.136
11:00 - 12:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
12:00 - 13:00	10	0.18	1.136	10	0.18	1.136	10	0.18	2.272
13:00 - 14:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
14:00 - 15:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
15:00 - 16:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
16:00 - 17:00	10	0.18	1.136	10	0.18	1.136	10	0.18	2.272
17:00 - 18:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
18:00 - 19:00	8	0.18	0.000	8	0.18	0.000	8	0.18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.408			3.408			6.816

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

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

Parameter summary

Trip rate parameter range selected:	0.12 to 0.20 (units: hect)
Survey date range:	01/01/08 - 26/06/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)

OGVS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	8	0.18	0.685	8	0.18	0.685	8	0.18	1.370
08:00 - 09:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
09:00 - 10:00	10	0.18	3.409	10	0.18	2.841	10	0.18	6.250
10:00 - 11:00	10	0.18	2.273	10	0.18	2.273	10	0.18	4.546
11:00 - 12:00	10	0.18	1.705	10	0.18	1.705	10	0.18	3.410
12:00 - 13:00	10	0.18	1.136	10	0.18	1.136	10	0.18	2.272
13:00 - 14:00	10	0.18	0.568	10	0.18	1.136	10	0.18	1.704
14:00 - 15:00	10	0.18	1.705	10	0.18	0.568	10	0.18	2.273
15:00 - 16:00	10	0.18	1.136	10	0.18	2.273	10	0.18	3.409
16:00 - 17:00	10	0.18	1.136	10	0.18	1.136	10	0.18	2.272
17:00 - 18:00	10	0.18	0.000	10	0.18	0.568	10	0.18	0.568
18:00 - 19:00	8	0.18	0.000	8	0.18	0.000	8	0.18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.753			14.321			28.074

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

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

Parameter summary

Trip rate parameter range selected: 0.12 to 0.20 (units: hect)
 Survey date range: 01/01/08 - 26/06/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)

PSVS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	8	0.18	0.000	8	0.18	0.000	8	0.18	0.000
08:00 - 09:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
09:00 - 10:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
10:00 - 11:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
11:00 - 12:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
12:00 - 13:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
13:00 - 14:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
14:00 - 15:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
15:00 - 16:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
16:00 - 17:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
17:00 - 18:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
18:00 - 19:00	8	0.18	0.000	8	0.18	0.000	8	0.18	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	0.12 to 0.20 (units: hect)
Survey date range:	01/01/08 - 26/06/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/B - MOTORIST CENTRE (FAST FIT)
CYCLISTS

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	8	0.18	0.000	8	0.18	0.000	8	0.18	0.000
08:00 - 09:00	10	0.18	0.568	10	0.18	0.000	10	0.18	0.568
09:00 - 10:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
10:00 - 11:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
11:00 - 12:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
12:00 - 13:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
13:00 - 14:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
14:00 - 15:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
15:00 - 16:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
16:00 - 17:00	10	0.18	0.000	10	0.18	0.000	10	0.18	0.000
17:00 - 18:00	10	0.18	0.568	10	0.18	0.568	10	0.18	1.136
18:00 - 19:00	8	0.18	0.000	8	0.18	0.685	8	0.18	0.685
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.136			1.253			2.389

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

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

Parameter summary

Trip rate parameter range selected: 0.12 to 0.20 (units: hect)
 Survey date range: 01/01/08 - 26/06/15
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Appendix D

Filtering Summary

Land Use	06/J	HOTEL, FOOD & DRINK/DRIVE THROUGH COFFEE
Selected Trip Rate Calculation Parameter Range	125-420 sqm GFA	
Actual Trip Rate Calculation Parameter Range	125-420 sqm GFA	
Date Range	Minimum: 01/01/12	Maximum: 25/09/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Wednesday	1
	Saturday	1
Main Location Types selected	Free Standing (PPS6 Out of Town)	2
Population <1 Mile ranges selected	1,001 to 5,000	1
	10,001 to 15,000	1
Population <5 Mile ranges selected	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	2

Calculation Reference: AUDIT-701009-200327-0321

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : J - DRIVE THROUGH COFFEE SHOP
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	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: 125 to 420 (units: sqm)
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

Wednesday	1 days
Saturday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Free Standing (PPS6 Out of Town)	2
----------------------------------	---

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

Selected Location Sub Categories:

Retail Zone	1
Out of Town	1

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

Secondary Filtering selection:

Use Class:

A3	2 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 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	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

Site(1): HF-06-J-01
Development Name: STARBUCKS
Location: POTTERS BAR
Postcode: EN6 3QQ
Main Location Type: Free Standing (PPS6 Out of Town)
Sub-Location Type: Retail Zone
PTAL: n/a

Gross floor area: 125 sqm
Number of seats: 35
Parking spaces:
No of Employees: 17
Survey Date: 29/06/19
Survey Day: Saturday

Site(2): WK-06-J-01
Development Name: STARBUCKS
Location: NEAR WARWICK
Postcode: CV35 8FH
Main Location Type: Free Standing (PPS6 Out of Town)
Sub-Location Type: Out of Town
PTAL: n/a

Gross floor area: 420 sqm
Number of seats: 77
Parking spaces: 31
No of Employees: 15
Survey Date: 25/09/19
Survey Day: Wednesday

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
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	125	5.600	1	125	4.800	1	125	10.400
06:00 - 07:00	2	273	10.459	2	273	8.440	2	273	18.899
07:00 - 08:00	2	273	17.615	2	273	14.679	2	273	32.294
08:00 - 09:00	2	273	18.165	2	273	19.083	2	273	37.248
09:00 - 10:00	2	273	22.385	2	273	20.734	2	273	43.119
10:00 - 11:00	2	273	18.165	2	273	16.330	2	273	34.495
11:00 - 12:00	2	273	15.229	2	273	16.881	2	273	32.110
12:00 - 13:00	2	273	17.064	2	273	13.945	2	273	31.009
13:00 - 14:00	2	273	15.780	2	273	16.697	2	273	32.477
14:00 - 15:00	2	273	11.743	2	273	13.028	2	273	24.771
15:00 - 16:00	2	273	14.495	2	273	15.596	2	273	30.091
16:00 - 17:00	2	273	15.780	2	273	15.963	2	273	31.743
17:00 - 18:00	2	273	13.028	2	273	14.312	2	273	27.340
18:00 - 19:00	2	273	7.706	2	273	8.440	2	273	16.146
19:00 - 20:00	2	273	4.220	2	273	6.789	2	273	11.009
20:00 - 21:00	2	273	0.550	2	273	1.651	2	273	2.201
21:00 - 22:00	1	420	0.000	1	420	0.000	1	420	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			207.984			207.368			415.352

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: 125 - 420 (units: sqm)
 Survey date range: 01/01/12 - 25/09/19
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 1
 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.

