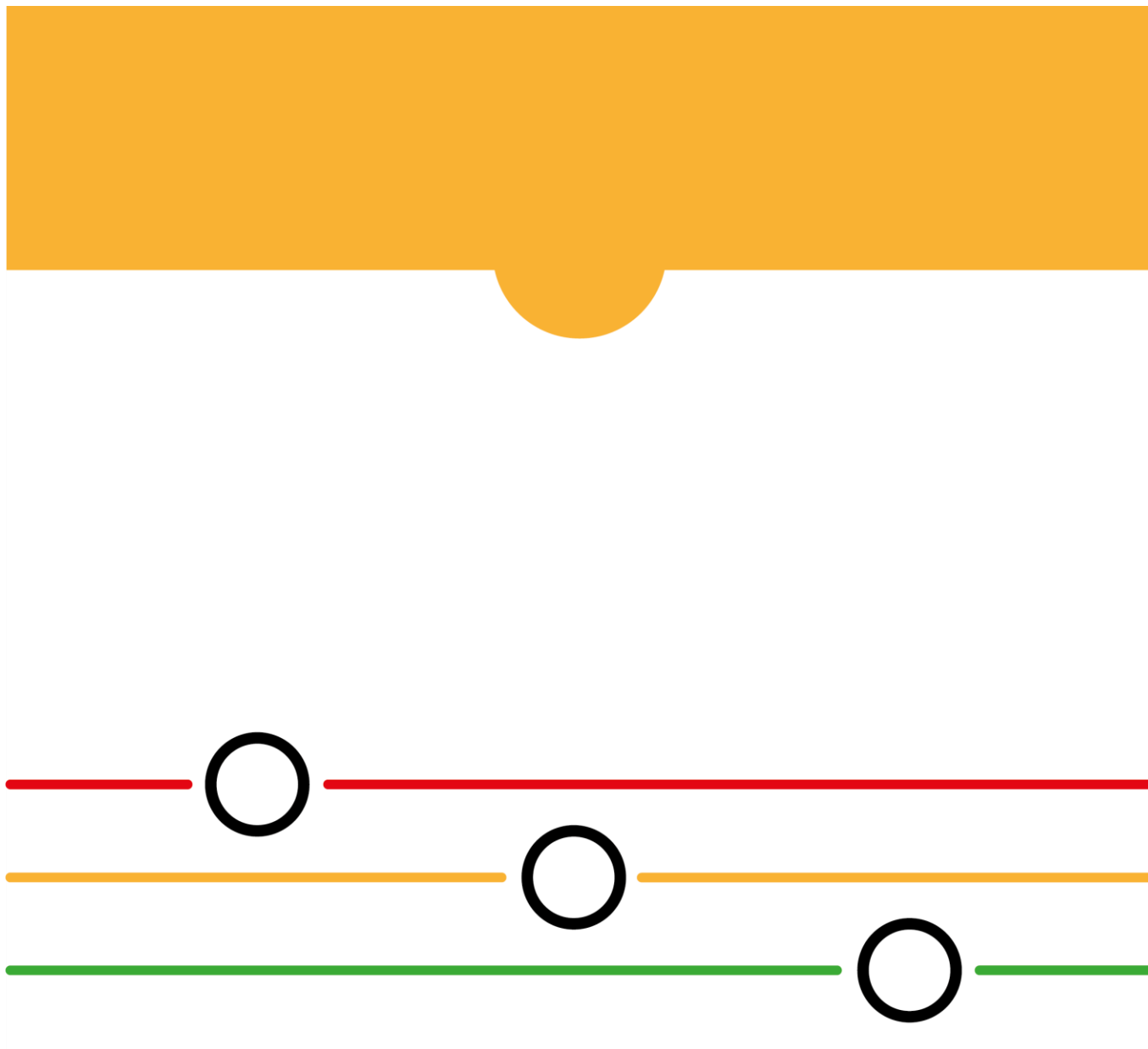




Pearl Forecourts Ltd

Proposed Mixed-Use Development,
B6222 Bell Lane, Bury

Transport Statement

3709923



JUNE 2026

Report Details

Report Number:	3709923-TS-RevA
Report Title:	Transport Statement, Proposed Mixed-Use Development, B6222 Bell Lane, Bury
Client:	Pearl Forecourts Ltd
Date:	19 June 2026
Status:	-

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by Peal Forecourts Ltd to report on the anticipated highways and transportation considerations related to the proposals for a mixed-use development at the site of an existing used car dealership situated off B6222 Bell Lane, Bury.

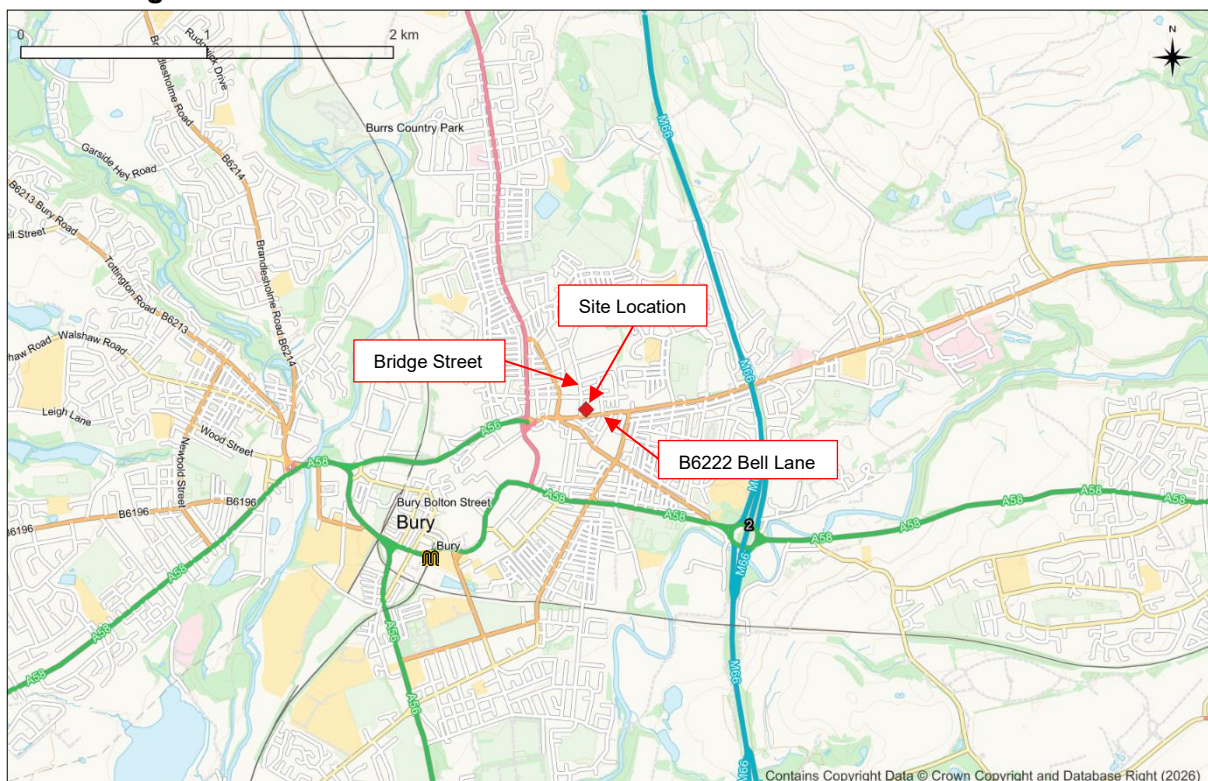
This Transport Statement (TS) has been produced to advise Bury Metropolitan Borough Council (BMBC) as the Local Planning and Highway Authority on the transport planning considerations associated with the proposed development.

1.2 Site Location

The site is located approximately 900m northeast of Bury Town Centre, 1km north-west of M66 J2 and around 10km north-east of Bolton City Centre.

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

Figure 1.1: Site Location Plan



1.3 Site Context and Planning History

The application site most recently operated as used car dealership, comprising a sales/valet building and areas of hardstanding used for customer parking and vehicle storage.

In November 2023 a planning application was submitted at the site (Application Reference: 70253) for the demolition of an existing car sales building and the construction of a new Petrol Filling Station (PFS), drive-thru unit and food-to-go facilities.

The proposed development comprised an eight-filling bay PFS, associated retail store of 360m² Gross Floor Area (GFA), a 250m² GFA food-to-go outlet and a 25m² GFA drive thru unit. The proposals also include the retention of the existing site access arrangements off Bridge Street, with minor improvement works and a total of 48 car parking bays.

The application was supported by a TS and Travel Plan, produced by DTP. Following consultation comments from BMBC and Transport for Greater Manchester (TfGM) a highways Technical Note (TN) was also submitted, to provide junction capacity assessments of the site access / Bridge Street junction and the Bridge Street / B6222 Bell Lane junction.

The above application was approved in March 2024. As part of the approval DTP supported the discharging on several planning conditions, providing a Construction Traffic Management Plan (CTMP) and highway design drawing works.

The applicant has since revised the proposed development at the site, in June 2026 a planning application (Application Reference: 73278) was submitted for the variation of Condition 2 (approved drawings) associated with planning permission 72253, to replace the drive-thru unit with rollover car wash facility.

Consultation comments were provided by BMBC regarding the above variation application, requesting that *“a revised Transport Assessment/Technical Statement to assess the traffic implication and how the site would be managed for this facility”*.

Therefore, this TS has been produced to support the updated proposals at the site.

1.4 Purpose and Structure of Report

The purpose of this report is to examine the development proposals in the context of the application site, review the layout proposals including swept-path analysis, calculate the trip generating potential of the proposed development 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 development;
- 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 development; and
- Section 6 presents the summary and conclusion.

2 Existing Conditions

2.1 General

The application most recently operated as a used car dealership consisting of a showroom building and areas of hardstanding used for car parking. The site is situated approximately 900m northeast of Bury Town Centre, 1km north-west of M66 J2.

The site is bounded to the north by Cobden Street and the B6222 Bell Lane to the south, with Bridge Street running along the sites' western aspect. To the east the site is bounded by industrial and commercial units with Bright Street running along the eastern aspect.

The surrounding nature of the site is largely commercial, with residential properties located to the south of Bell Lane.

The site benefits from planning approval for a mixed-use development, comprising PFS, associated retail store, drive-thru unit, food-to-go units and associated parking provisions. Information provided by the applicant indicated that the construction works associated with the approved development are ongoing.

Vehicular access to the site is currently taken off Bridge Street along the western aspect of the site, via an informal priority-controlled junction.

2.2 Surrounding Highway Network

2.2.1 B6222 Bell Lane

The B6222 Bell Lane is formed of a single carriageway, running in a general east/west orientation, within the vicinity of the site, along the development's southern aspect. To the west of the site, towards Bury Town Centre, Bell Lane connects to the A56, Bambury Street and Derby Way at a signalised crossroad junction. To the east of the site, the B6222 routes under the M66, towards Rochdale.

Within the vicinity of the site, the B6222 Bell Lane is approximately 7.0m in width and is subject to 30mph speed limit, with double yellow line parking restrictions in place along both sides of the carriageway.

Pedestrian footways run along both sides of the B6222 carriageway supported by a streetlighting provision. Along the footways, dropped kerb crossing points, with tactile paving are provided at various location, including its junction with Bridge Street at the southwestern corner of the site. Pedestrian accessibility within the vicinity of the site is further supported by a Toucan crossing approximately 150m to the east of the site.

2.2.2 Bridge Street

Bridge Street is formed of a single carriageway and runs along the western aspect of the site in a general north/south orientation. Within the vicinity of the site, double yellow parking restrictions are in place along both sides of the carriageway, where the road is approximately 7m in width.

At the southwestern corner of the development site, Bridge Street meets the B6222 at a two-way priority-controlled junction and to the north of the site Bridge Street becomes Hudcar Lane.

Pedestrian footways are provided along both sides of the carriageway, supported by dropped kerb crossing points over major junctions surrounding the site, including the site access junction.

2.3 Road Safety

Accident statistics have been obtained for the local highway network in the vicinity of the application site for the three years data covering 2022 to 2024, inclusive, from the Department for Transport (DfT).

Within the assessment period, there are no recorded incidents along the B6222 Bell Lane or within the vicinity of the site access junction.

In 2023 an incident of 'slight' severity was recorded along the B6222 Bell Lane, to the east of the Bell Lane / Bridge Street junction, involving two cars.

No recorded incidents involved any pedestrians or motorcyclists.

On review of the data, 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 revised proposals at the site consist of an identical mixed-use development to the recently approved planning application, other than the replacement of the drive-thru unit, with a rollover car wash.

As part of the current development proposals the drive-thru unit to the south-west of the site will not be brought forward, with a rollover car wash proposed in its place. It is noted that the current proposals do not seek to alter any other aspect of the approved scheme at the site. Therefore, the current proposed development is for a lower quantum of development that previously approved by BMBC.

The current proposals comprise, an eight-filling bay PFS and associated retail of approximately 360m² Gross Floor Area (GFA), situated to the north of the site and an air/water bay and two jet washing bays situated to the west of the PFS forecourt.

The revised scheme retains the food-to-go outlet located to the south-east of the site, with the rollover car wash located to the south-west of the site. The GFA of the food-to-go outlet will remain unchanged from the previous approval, of around 250m². The rollover car wash will follow the same clockwise loop as the previously approved drive-thru lane retaining the drive-thru access and egress locations.

The approved internal access road will be retained as part of the current proposals, serving all aspects of the development, with access and egress of the site continuing to be taken via the existing junction off Bridge Street.

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

3.2 Proposed Site Access and Internal Arrangements

The location of the site access point to the west of the site, off Bridge Street will be retained, subject to widening works as agreed with BMBC as part of the highway design works undertaken in order to discharge Condition 8 of the initial planning approval (Application Reference: 72074).

In line with the previously approved development, access through the PFS will be one-way, with an access only point to the south-west of the forecourt and an egress only point to the south-east of the forecourt.

Access to the rollover car wash, food-to-go unit and associated parking area will also be provided off the internal access road, to the south of the site. A car parking area will also be provided to the south of the PFS retail unit, where access will be taken from the south-west of the PFS forecourt and all vehicles will return to the internal access road, via an egress only junction, to the north-west of the food-to-go outlet.

It is noted that the location of the proposed rollover car wash unit will allow for any queuing vehicles to be set back from the local highway network and would not impact the internal operation of the site. As set out later in the report, the proposed rollover car wash will see a reduced number of trips compared to the drive-thru use of the lane previously approved.

A swept-path assessment has been undertaken of the site access/egress and internal arrangements for an oil tanker for use of the offset fills, as well as a 10m rigid vehicle as the largest anticipated service vehicle for all elements of the site, as shown at **Appendix 2**.

3.3 Parking Provision

The proposals include the construction of 53 parking bays situated across the wider development site. A total of 17 parking bays will be located within the vicinity of the PFS forecourt, inclusive of three bays to a mobility impaired standard. Eight Electric Vehicle (EV) charging bays and six staff only bays will also be provided to the south of the PFS retail unit.

To the south of the wider site, 22 bays will serve the food-to-go outlet and drive-thru unit, inclusive of four bays to a mobility impaired standard located along the frontage of the food-to-go unit.

Cycle parking for the wider site will be provided in the form of six Sheffield cycle stands, with the capacity to store up to 12 pedal cycles for both staff and customer use.

Maximum local parking standards are provided by BMBC within the *document 'Development Control Policy Guidance Note 11 – Parking Standards in Bury' (2007)*. No standards are provided for PFS therefore, the retail offering proposed at the site has been assessed using the '*Food retail (A1)*' category, which requires one space per 25m² of GFA. This equates to a maximum of 15 standard spaces and three mobility impaired standard spaces at the development site.

Additionally, the food-to-go and drive-thru units have been assessed using the category '*Food a Drink (A5): Fast Food/Drive-thru*' which requires one space per 8.5m² of GFA, this equates to 30 standard spaces.

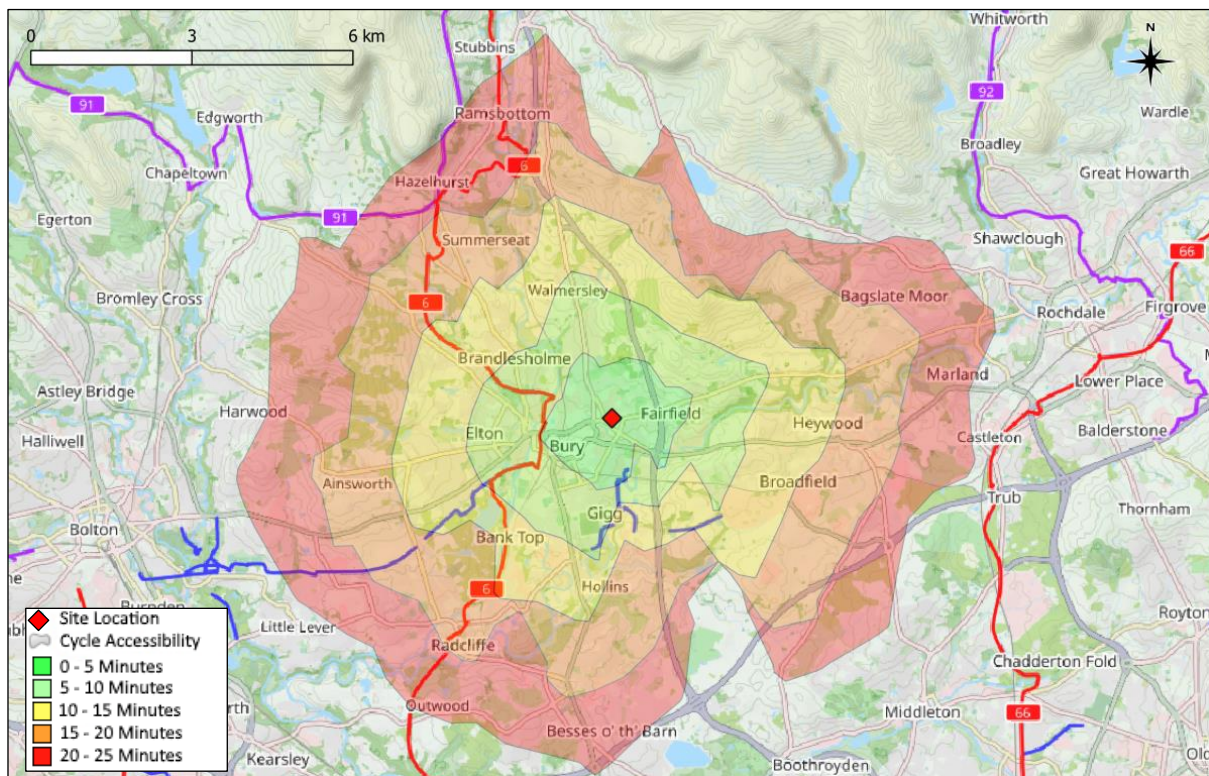
Overall, BMBC standards require a maximum of 45 bays across the site, inclusive of six bays to a mobility impaired standard, therefore, the proposed parking provision across the site broadly aligns with local standards as 53 bays, inclusive of seven bays to a mobility impaired standard, eight EV bays and six staff only parking bays are proposed at the site.

Existing pedestrian infrastructure within the vicinity of the site and nearby residential areas 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 25 minutes. **Figure 4.2** illustrates the areas reachable within a 25-minute cycling journey of the site.

Figure 4.2 – Cycle Accessibility Plan



The plan indicates that much of Bury is accessible within a 10-minute cycling journey from the site. Several nearby settlements including, Heywood and Radcliffe can be reached within a 20-minute cycling journey. Additionally, some residential areas to the east of Bolton are accessible within a 25-minute cycling journey.

The National Cycle Network (NCN) Route 6 runs to the west of the site in an overall north/south orientation, accessible in just over a five-minute journey from the development site. Locally Route 6 runs south to Manchester where it meets NCN Route 62 and northwards to Blackburn. The route provides a mix of on-road and traffic free routes.

4.4 Public Transport Access

4.4.1 Bus

The nearest bus stops are located along the B6222 Bell Lane to the south-east and south-west of the site, respectively. The eastbound bus stop is situated approximately 70m south-west of the site, equivalent to around a one-minute walking journey from the site.

The westbound stop bus stop is located around 147m south-east of the site, equivalent to a three-minute walking distance. A summary of main the bus services operating at these stops is provided in **Table 4.1**.

Table 4.1 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
467	Bury – Rochdale via Daniel Fold	30-Minutes
468	Bury – Rochdale via Cutgate	30-Minutes

Source: Traveline

The service summary shows that there is a regular bus connection between the site and Bury Town Centre, Rochdale Town Centre and surrounding areas, offering the potential for customers and staff to access the site by bus.

4.4.2 Light Rail

Bury Interchange is the nearest tram stop to the site, situated approximately 1km south-west of the site, equivalent to an 18-minute walking or a seven-minute cycling journey from the site. The interchange is the northern terminus on the Manchester Metrolink line, with services provided by TfGM.

A summary of the Metrolink services operating from Bury Interchange are summarised in **Table 4.2**.

Table 4.2 – Metrolink Services Summary

Route	Core Weekday Frequency
Altrincham - Bury	Every 12 Minutes
Bury - Piccadilly	Every 12 Minutes

Source: Transport for Greater Manchester

4.5 Accessibility Summary

Overall, it can be summarised that the site is located to allow a genuine choice of sustainable modes of travel, particularly for staff.

5 Development Trip Generation

5.1 General

This chapter provides an estimation of the likely levels of additional trip generation resulting from the proposed mixed-use development on the adjacent highway network.

As part of the approved application on the site, for a similar mixed-used development scheme, a TN (Document Reference: DTP-3709923-TN-RevA) was submitted to BMBC and TfGM in response to consultation comments.

The TN included additional TRICS trip generation assessments for a Saturday period, parking accumulation calculations and junction capacity assessments for the proposed site access / Bridge Street priority-controlled junction and the Bridge Street / B6222 Bell Lane priority-controlled junctions.

The capacity assessments were informed by classified turning count data collected in February 2024, with 2024 and 2028 future year assessment scenarios. PICADY models were used to assess both junctions and found a peak RFC of 0.68 and 0.29 during the 2028 with development scenario for the Bell Lane / Bridge Street and Site Access junctions, respectively.

The current proposed development includes the removal of the approved drive-thru unit, therefore, the removal of the associated vehicle trips. Therefore, it is considered that the current development proposals would result in a reduced number of vehicle trips than previously approved at the site.

Notwithstanding the above, the trip generating potential of the current development proposals has been assessed below.

5.2 Trip Generation – Previously Approved

5.2.1 TRICS Trip Generation – Petrol Filling Station

The TRICS Database was used to estimate the likely numbers of trips expected to be generated by the development of the proposed PFS and associated retail unit. The selection criteria applied to derive the comparative sites from the TRICS database are listed below:

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

A summary of the trip rates and trip generation is shown in **Table 5.1** with the full TRICS output provided in **Appendix 3**.

Table 5.1: Trip Rates and Generation – Petrol Filling Station with Retail

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)		Saturday Peak Hour (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rate (per filling bay)	6.067	5.925	6.933	7.125	10.554	10.514
Trip Generation (8 filling bays)	49	47	55	57	84	84

5.2.2 TRICS Trip Generation – Food-to-go and Drive-Thru Units

In order to determine the trip generation of the proposed food-to-go and drive-thru units the TRICS database was used to derive fast food drive-thru trip rates as the most analogous land use category.

Within the below assessment, the GFA of the food-to-go outlet and drive-thru units have been combined to provide the trip generation, ensuring a robust assessment. The selection criteria applied to derive the comparative sites from the TRICS database are listed below:

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

A summary of the trip the trip rates is shown below in **Table 5.2** with the full TRICS output provided at **Appendix 3**.

Table 5.2: Trip Rates and Generation – Proposed Fast Food Drive-Thru

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)		Saturday Peak Hour (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rate (per 100m ²)	12.257	11.594	18.952	18.925	30.374	29.702
Trip Generation (275m ² GFA)	34	32	52	52	84	82

It is noted that there is not longer a drive-thru use on the site and the food-to-go unit does not have a drive-thru lane, therefore, these trip rates are significantly higher than would be anticipated, therefore, they can be considered to be robust.

5.3 Trip Generation – Current Proposals

5.3.1 TRICS Trip Generation – Petrol Filling Station

As part of the current development proposals the PFS element of the site will be unchanged, therefore, the TRICS trip rates and associated trip generation presented in **Table 5.1** and **Table 5.2** have been carried forward as part of the below assessment.

5.3.2 TRICS Trip Generation – Food-to-go Unit

The food to go element of the approved development will also be retained as part of the current scheme. As such the previously approved trip rates have been retained and applied to the revised quantum of development, with the drive-thru unit no longer forming part of the proposals.

A summary of the trip the trip rates is shown below in **Table 5.3** with the full TRICS output provided at **Appendix 3**.

Table 5.3: Trip Rates and Generation – Proposed Fast Food Drive-Thru

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)		Saturday Peak Hour (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rate (per 100m ²)	12.257	11.594	18.952	18.925	30.374	29.702
Trip Generation (250m ² GFA)	31	29	47	47	73	77

5.3.3 TRICS Trip Generation – Rollover Car Wash

The TRICS Database has been used to estimate the likely numbers of trips expected to be generated by the introduction of a rollover car wash. The selection criteria applied to derive the comparative sites from the TRICS database are listed below:

- Land use – ‘Vehicle Services’, sub-category – ‘Car Wash’;
- All London and Ireland sites excluded;
- Weekday surveys only;
- Hand car wash sites excluded; and
- Selection by number of bays.

A summary of the trip the trip rates is shown below in **Table 5.4** with the full TRICS output provided at **Appendix 3**.

Table 5.4: Trip Rates and Generation – Rollover Car Wash

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)		Saturday Peak Hour (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Trip Rate (per bay)	0.385	0.308	1.538	2.308	3.000	3.286
Trip Generation (1 bay)	0	0	2	2	3	3

5.3.4 Total Trip Generation

The table below shows the net trip generation resulting from the revised proposals at the site.

Table 5.4: Net Trip Generation

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)		Saturday Peak Hour (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Approved Site Total	83	79	107	109	168	166
Proposed Site Total	80	76	104	106	160	164
Net Change	-3	-3	-3	-3	-8	-2

Overall, the revised scheme, comprising the removal of the approved drive-thru unit and the introduction of a rollover car wash at the site would result in a reduction of six and 10 two-way movements during the AM, PM and Saturday peak hour periods.

It is noted that given the wider use of the site, particularly the PFS element, the above assessment is considered robust as the rollover car wash is ancillary to the PFS. As such it is considered that use of the car wash would be linked to vehicles using the wider site and not form a trip generator in itself.

It is further noted that the above trip generation assessment makes no allowance for any linkages of trips either between any of the proposed uses on the site. Given the nature of the proposed uses and location of the site, it is considered that a significant number of trips, particularly at peak times, would be drawn from traffic already on the local highway network (B2666, Bell Lane).

The above trip generation assessment shows that the revised proposals at the site would result in a reduction in the number of trips anticipated at the site, compared to the levels of trip generation approved by BMBC. Therefore, it is considered that that junction capacity assessments previously undertaken as part of the approved application are robust.

Overall, it is considered that the revised development proposals reflect a lower number of vehicle trips than previously consented at the site, and therefore, the development would not impact on the operation or safety of the surrounding local highway network.

6 Summary and Conclusions

Dynamic Transport Planning is instructed by Pearl Forecourts to report on the anticipated highways and transportation considerations related the proposals for a mixed-use development at the site of an existing used car dealership situated off B6222 Bell Lane, Bury.

The site benefits from planning approval for the demolition of an existing car sales building and the construction of a new Petrol Filling Station (PFS), drive-thru unit and food-to-go facilities. The applicant has since revised the proposals to replace the drive-thru unit with rollover car wash facility.

BMBC provided consultation comments requesting *“a revised Transport Assessment/Technical Statement to assess the traffic implication and how the site would be managed for this facility”*.

The revised proposals comprise a identical mixed-use development to the recently approved planning application, other than the replacement of the drive-thru unit, with a rollover car wash. As part of the current development proposals the drive-thru unit to the south-west of the site will not be brought forward, with a rollover car wash proposed in its place.

It is noted that the current proposals do not seek to alter any other aspect of the approved scheme at the site. Therefore, the current proposed development is for a lower quantum of development that previously approved by BMBC.

The location of the site access point to the west of the site, off Bridge Street will be retained, subject to widening works as agreed with BMBC as part of the highway design works undertaken in order to discharge Condition 8 of the initial planning approval (Application Reference: 72074).

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

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

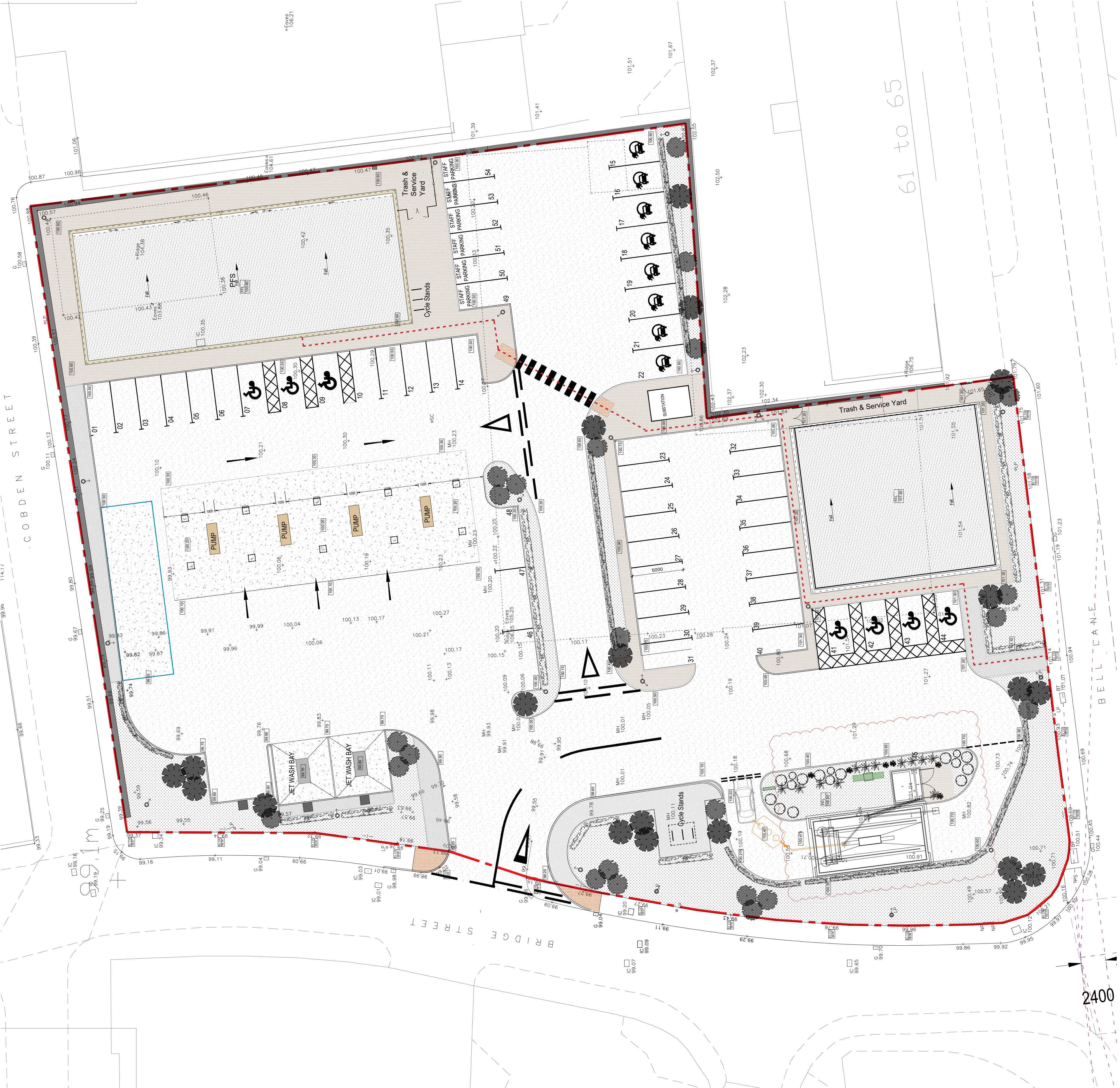
Car parking provision is provided as part of the proposals to cater for both staff and customers. The proposals are considered appropriate in relation to the requirements of local parking standards. The proposals also include five Sheffield cycle stands for both staff and customer use.

The TRICS database has been used to assess the current development proposals, against the approved levels of trip generation. The assessment shows that the revised proposals at the site would result in a reduction in the number of trips anticipated at the site, compared to the levels of trip generation approved by BMBC. Therefore, it is considered that that junction capacity assessments previously undertaken as part of the approved application are robust.

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

Appendix 1

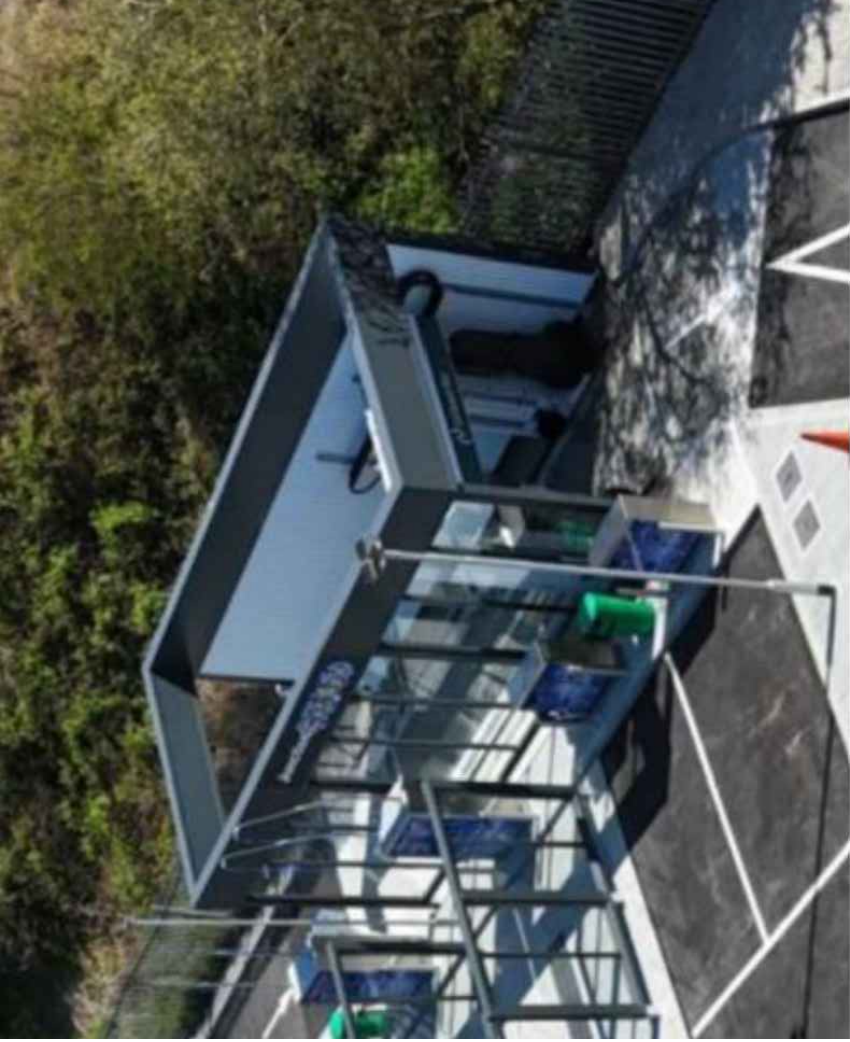
Proposed Site Layout



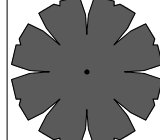
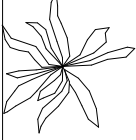
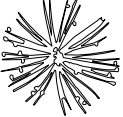
PARKING SCHEDULE

General Parking Spaces	33
Staff Parking Spaces	06
Accessible Parking Spaces	07
EV Parking Spaces	08
Total Parking Spaces	54

Legend	
	Brushed Concrete Finish
	Tarmac pavement
	Tarmac
	Whiteline
	Existing Levels to be retained
	Existing Levels
	Proposed Levels - Refer to Engineer's Drawings
Proposed Levels to be confirmed by Drainage Engineer	
	Existing Boundary Wall to be retained
	Proposed Boundary Fence
	Proposed Internal Fence
	Proposed Lamp Post
	Proposed Canopy Lights - TBC by the client
	Visibility Splays
	Short Stay Cycle Stand
	Long Stay Cycle Stand
	Tactile paving with Dropped kerbs
	Proposed Pedestrian path



- Car Wash/ Roll Over
- Dark Grey colour Metallic frame surrounds
 - Polycarbonate Screen
 - Overall Height: 3m

Legend					
	Species	Height	Girth	Size At Maturity	No. of Plants
		350-425cm	12-14cm	Height = 12m Spread = 6 - 8m	24
		350-425cm	10-12cm	Height = 12m Spread = 6 - 8m	20
	Total				14
	Species	Height	Density		
		40-60 cm	0.35 Ctr		182
		60-80 cm	4/ m		187
	Species	Height	Density		
		20-30cm	6/m ²		8
		30-40 cm	6/m ²		10
		30-40 cm	6/m ²		8
					26
		Grass Seed - Sown at 50g/m ²			
		A22 Hard wearing, Low maintenance from Germinal GB Ltd. or similar approved			

General Notes:

All dimensions shall be verified by the Contractor on site.

Design based drawing only. Construction to comply with latest building regulation requirements.

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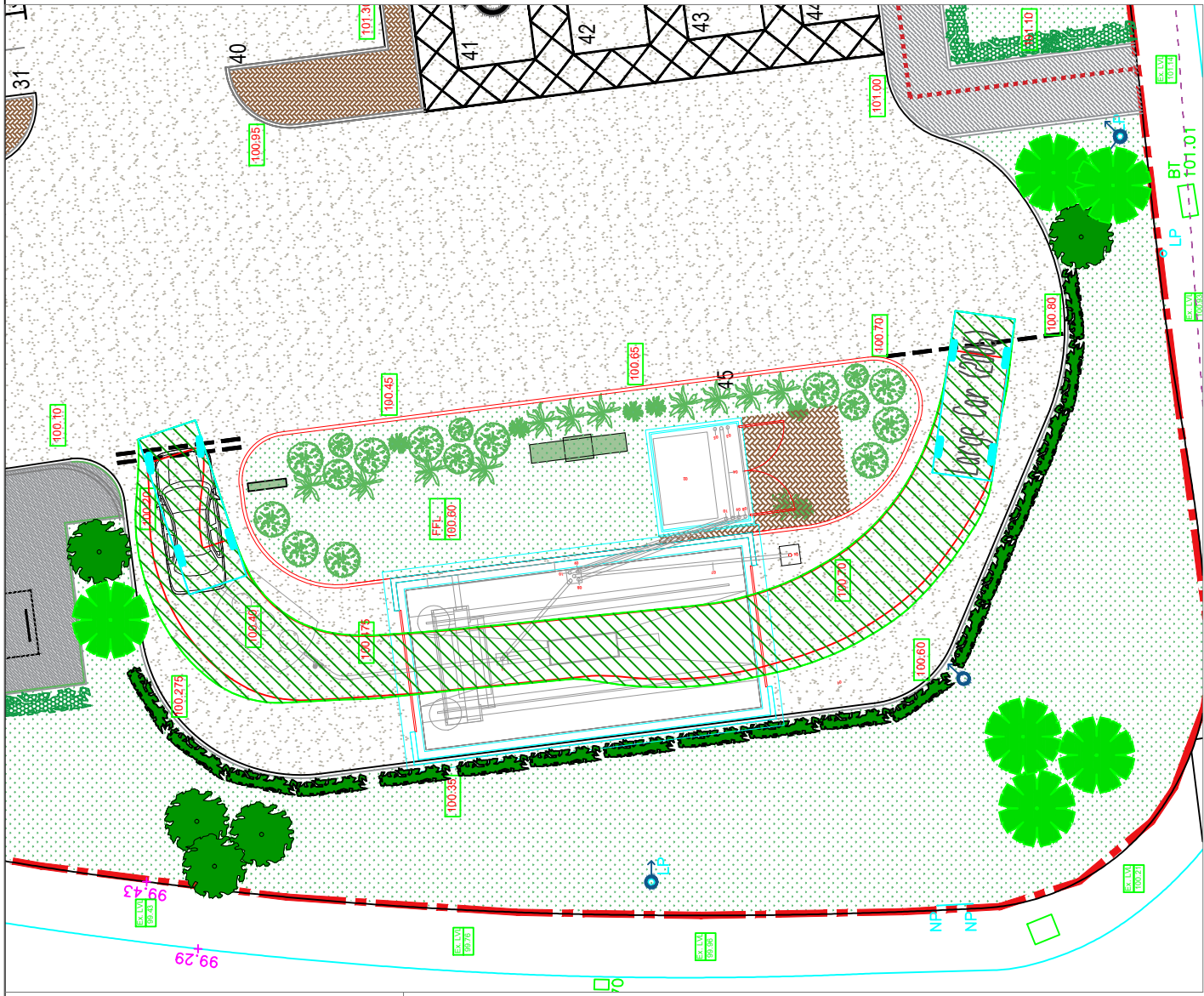
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Appendix 2

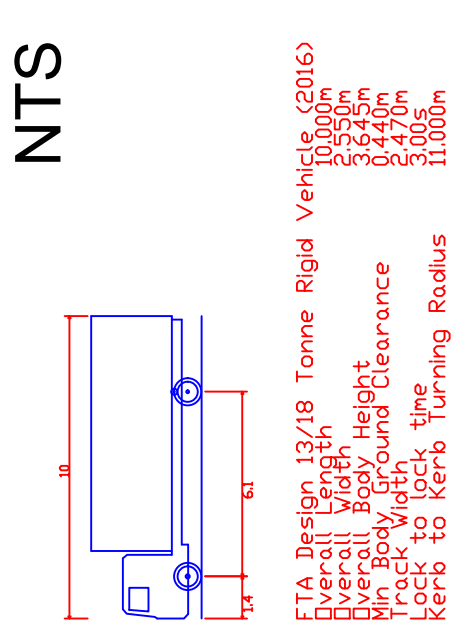
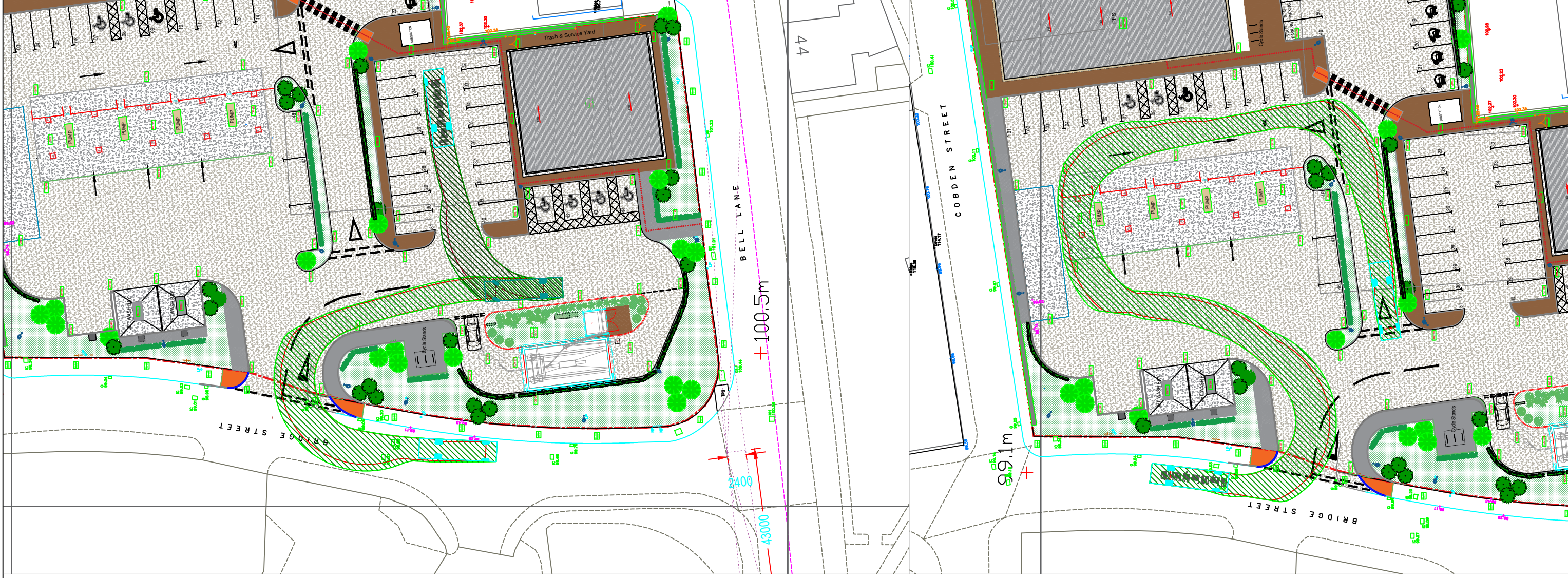
Swept Path Assessment



Proposed Site Layout - Scale 1/500



Swept Path Analysis - Large Car - Scale 1/200



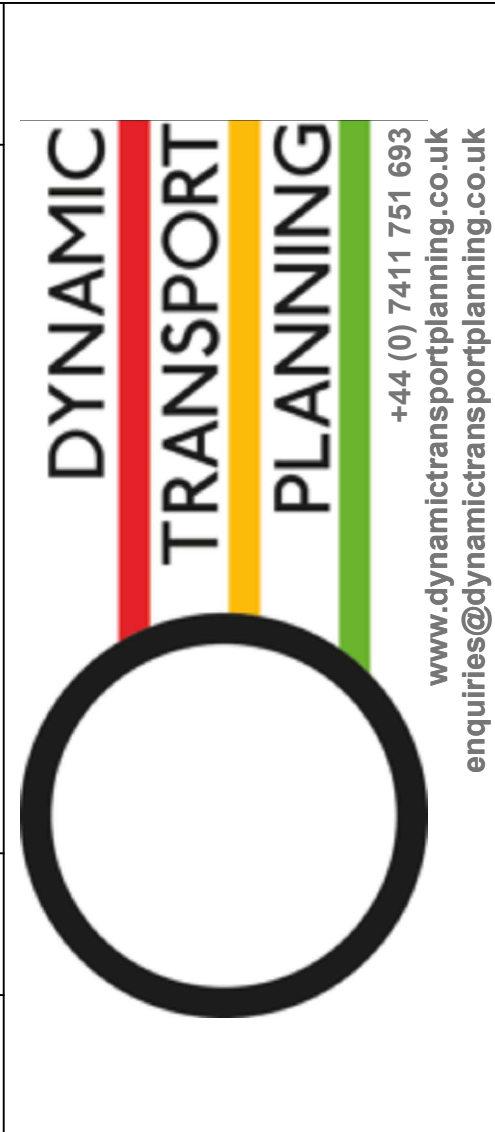
Swept Path Analysis - 10m Rigid - Scale 1/500



Swept Path Analysis - Oil Tanker - Scale 1/250

Notes

Rev.	Date	Revisions	Drawn
C	22/06/26	Site Update	SA
B	15/01/24	Site Update	BF
A	28/09/23	Minor Site Layout Update	JB
-	11/09/23	First Issue	BF



Client
Pearl Forecourts Ltd

Project
**Proposed Petrol Filling Station & Drive-Thru Development
Bridge Street, Bell Lane, Bury**

Drawing Title	Proposed Site Layout Swept Path Analysis Oil Tanker, Large Car & 10m Rigid		
Date	September 2023	Scale	As Specified @ A1
Drawn	BF	Approved	JB
Drawing Number	DTP/3709923/ATR001		
Rev.	C		

Appendix 3

TRICS Output Reports

Calculation Reference: AUDIT-262601-230914-0914

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
 Category : B - PFS - WITH RETAIL
 TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
	NG NOTTINGHAM	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days
10	WALES	
	MM MONMOUTHSHIRE	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	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: 01/01/15 to 19/10/22

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	1 days
Wednesday	3 days
Thursday	2 days
Friday	6 days

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

Selected survey types:

Manual count	14 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	5
Suburban Area (PPS6 Out of Centre)	8
Neighbourhood Centre (PPS6 Local Centre)	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	11 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	14 days
-------------	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	4 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	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 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	8 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	14 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	14 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
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	AS-13-B-01 KIRKTON ROAD STONEHAVEN	CO-OP PFS		ABERDEENSHIRE
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Filling bays:	8		
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL	
2	DY-13-B-01 NOTTINGHAM ROAD DERBY	ESSO & TESCO EXPRESS		DERBY
	CHADDESSEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Filling bays:	8		
	Survey date: FRIDAY	26/06/15	Survey Type: MANUAL	
3	GM-13-B-02 STOCKPORT ROAD MANCHESTER	SHELL & LONDIS		GREATER MANCHESTER
	BURNAGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Filling bays:	6		
	Survey date: THURSDAY	06/05/21	Survey Type: MANUAL	
4	LC-13-B-03 GARSTANG ROAD PRESTON	TEXACO & MORRISONS DAILY		LANCASHIRE
	FULWOOD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Filling bays:	8		
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL	
5	LE-13-B-03 COVENTRY ROAD MARKET HARBOUROUGH	CO-OP PFS		LEICESTERSHIRE
	Edge of Town Centre			
	No Sub Category			
	Total Filling bays:	6		
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL	
6	MM-13-B-01 MALPAS ROAD NEWPORT	BP & M&S SIMPLY FOOD		MONMOUTHSHIRE
	MALPAS			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Filling bays:	8		
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL	
7	NG-13-B-02 CASTLE BRIDGE ROAD NOTTINGHAM	SAINSBURY'S PFS		NOTTINGHAM
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Filling bays:	16		
	Survey date: FRIDAY	25/11/16	Survey Type: MANUAL	
8	NN-13-B-01 WELLINGBOROUGH ROAD RUSHDEN	TEXACO & LONDIS		NORTH NORTHAMPTONSHIRE
	Edge of Town Centre			
	Residential Zone			
	Total Filling bays:	8		
	Survey date: FRIDAY	23/10/20	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-13-B-04 VICTORIA ROAD RICHMOND	HARVEST ENERGY & NISA		NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Filling bays:		8	
	Survey date: WEDNESDAY		13/03/19	Survey Type: MANUAL
10	ST-13-B-01 FOREGATE STREET STAFFORD	BP & HURSTS		STAFFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Filling bays:		10	
	Survey date: WEDNESDAY		22/11/17	Survey Type: MANUAL
11	TW-13-B-05 THE BROADWAY SUNDERLAND	SHELL & SPAR		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays:		6	
	Survey date: FRIDAY		24/05/19	Survey Type: MANUAL
12	TW-13-B-06 BEACH ROAD NORTH SHIELDS	ESSO & TESCO EXPRESS		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays:		8	
	Survey date: MONDAY		16/05/22	Survey Type: MANUAL
13	WO-13-B-02 CLEARWELL ROAD REDDITCH WINYATES WEST	MORRISONS PFS		WORCESTERSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Filling bays:		12	
	Survey date: MONDAY		05/10/20	Survey Type: MANUAL
14	WO-13-B-03 WORCESTER ROAD MALVERN	TEXACO & LONDIS		WORCESTERSHIRE
	Edge of Town Centre No Sub Category Total Filling bays:		8	
	Survey date: FRIDAY		12/11/21	Survey Type: MANUAL

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

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	1	6	0.333	1	6	0.000	1	6	0.333
06:00 - 07:00	14	9	4.433	14	9	4.133	14	9	8.566
07:00 - 08:00	14	9	6.300	14	9	6.025	14	9	12.325
08:00 - 09:00	14	9	6.067	14	9	5.925	14	9	11.992
09:00 - 10:00	14	9	6.183	14	9	6.208	14	9	12.391
10:00 - 11:00	14	9	5.725	14	9	5.742	14	9	11.467
11:00 - 12:00	14	9	6.033	14	9	5.908	14	9	11.941
12:00 - 13:00	14	9	6.842	14	9	6.992	14	9	13.834
13:00 - 14:00	14	9	6.708	14	9	6.683	14	9	13.391
14:00 - 15:00	14	9	6.517	14	9	6.408	14	9	12.925
15:00 - 16:00	14	9	6.775	14	9	6.783	14	9	13.558
16:00 - 17:00	14	9	6.683	14	9	6.717	14	9	13.400
17:00 - 18:00	14	9	6.933	14	9	7.125	14	9	14.058
18:00 - 19:00	14	9	6.800	14	9	7.083	14	9	13.883
19:00 - 20:00	14	9	5.400	14	9	5.467	14	9	10.867
20:00 - 21:00	14	9	3.883	14	9	3.883	14	9	7.766
21:00 - 22:00	14	9	3.133	14	9	3.133	14	9	6.266
22:00 - 23:00	3	9	0.000	3	9	0.115	3	9	0.115
23:00 - 24:00									
Total Rates:			94.748				94.330	189.078	

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:	01/01/15 - 19/10/22
Number of weekdays (Monday-Friday):	14
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.

Calculation Reference: AUDIT-262601-230914-0928

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	NS NORTH SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	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: 230 to 472 (units: sqm)
 Range Selected by User: 50 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 21/10/22

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	1 days
Friday	4 days

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

Selected survey types:

Manual count	9 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)	5

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	2
Residential Zone	1
Retail Zone	1
Built-Up Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	9 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:

15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	4 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:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	3 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	9 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	9 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	AD-06-D-01	MCDONALD 'S	ABERDEEN CITY
	BEDFORD ROAD		
	ABERDEEN		
	KITTYBREWSTER RET. PK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	472 sqm	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
2	BY-06-D-02	MCDONALD'S	BARNSELY
	UPPER NEW STREET		
	BARNSELY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	415 sqm	
	Survey date: TUESDAY	08/09/20	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	LN-06-D-01	MCDONALD'S	LINCOLNSHIRE
	RUSTON WAY		
	LINCOLN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	435 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
5	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
6	NS-06-D-01	KFC	NORTH SOMERSET
	MARCHFIELDS WAY		
	WESTON-SUPER-MARE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	230 sqm	
	Survey date: THURSDAY	15/09/22	Survey Type: MANUAL
7	TV-06-D-01	MCDONALD'S	TEES VALLEY
	BURN ROAD		
	HARTLEPOOL		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	400 sqm	
	Survey date: FRIDAY	04/09/20	Survey Type: MANUAL
8	WM-06-D-04	BIG JOHN'S	WEST MIDLANDS
	LANGDON STREET		
	BIRMINGHAM		
	BORDESLEY GREEN		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	360 sqm	
	Survey date: WEDNESDAY	19/10/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WO-06-D-01 CLEWS ROAD REDDITCH	KFC	WORCESTERSHIRE
	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									
06:00 - 07:00	5	396	6.465	5	396	5.808	5	396	12.273
07:00 - 08:00	6	403	10.269	6	403	8.861	6	403	19.130
08:00 - 09:00	6	403	12.257	6	403	11.594	6	403	23.851
09:00 - 10:00	6	403	13.292	6	403	13.292	6	403	26.584
10:00 - 11:00	9	405	12.150	9	405	11.547	9	405	23.697
11:00 - 12:00	9	405	13.055	9	405	12.233	9	405	25.288
12:00 - 13:00	9	405	19.775	9	405	18.513	9	405	38.288
13:00 - 14:00	9	405	17.965	9	405	18.788	9	405	36.753
14:00 - 15:00	9	405	13.796	9	405	14.262	9	405	28.058
15:00 - 16:00	9	405	16.319	9	405	16.072	9	405	32.391
16:00 - 17:00	9	405	17.197	9	405	17.691	9	405	34.888
17:00 - 18:00	9	405	18.952	9	405	18.925	9	405	37.877
18:00 - 19:00	9	405	19.803	9	405	20.625	9	405	40.428
19:00 - 20:00	9	405	17.581	9	405	17.855	9	405	35.436
20:00 - 21:00	9	405	15.222	9	405	16.347	9	405	31.569
21:00 - 22:00	9	405	12.370	9	405	12.699	9	405	25.069
22:00 - 23:00	7	391	11.939	7	391	11.793	7	391	23.732
23:00 - 24:00	7	391	6.426	7	391	7.558	7	391	13.984
Total Rates:			254.833			254.463			509.296

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:

230 - 472 (units: sqm)

Survey date range:

01/01/15 - 21/10/22

Number of weekdays (Monday-Friday):

9

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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



Audit Code: 70efa157-d5db-46e2-9d67-777a96a11af3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 15 - VEHICLE SERVICES

Category: D - CAR WASH

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

06	WEST MIDLANDS	
	WM	WEST MIDLANDS 1 day
08	NORTH WEST	
	GM	GREATER MANCHESTER 1 day
	MS	MERSEYSIDE 1 day
09	NORTH	
	TW	TYNE & WEAR 1 day

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

Audit Code: 70efa157-d5db-46e2-9d67-777a96a11af3

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:	BAYS
Actual Range:	1 to 4 (units:BAYS)
Range Selected by User:	1 to 4 (units:BAYS)
Parking Spaces Range:	2 - 21
Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 26/10/24

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
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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	2 days
Neighbourhood Centre	2 days

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:

No Sub Category	1 days
Residential Zone	2 days
Village	1 days

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 Vehicle Counts:

Servicing vehicles Unknown	4 days
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Audit Code: 70efa157-d5db-46e2-9d67-777a96a11af3

Secondary Filtering Selection:

Use Class:

N/A	4 surveys
-----	-----------

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:

100 - 7705

Population within 1 mile:

10,001 to 15,000	2 surveys
25,001 to 50,000	2 surveys

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

Population within 5 miles:

250,001 to 500,000	2 surveys
500,001 or More	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	1 surveys

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.

Audit Code: 70efa157-d5db-46e2-9d67-777a96a11af3

Petrol filling station:

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

Travel Plan:

No 4 surveys

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

PTAL Rating:

No PTAL Present 4 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

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

Audit Code: 70efa157-d5db-46e2-9d67-777a96a11af3

1 TEMPLETON ROAD NEAR WIGAN PLATT BRIDGE Neighbourhood Centre Village Number of bays: 4.00 BAYS Survey date: Friday 22/04/2022	GM-15-D-02	HAND CAR WASH	GREATER MANCHESTER	Survey Type: Unknown
2 KENSINGTON LIVERPOOL Suburban Area Residential Zone Number of bays: 4.00 BAYS Survey date: Wednesday 28/04/2021	MS-15-D-01	HAND CAR WASH	MERSEYSIDE	Survey Type: Unknown
3 WASHINGTON ROAD SUNDERLAND Suburban Area Residential Zone Number of bays: 2.00 BAYS Survey date: Thursday 18/10/2018	TW-15-D-02	IMO CAR WASH	TYNE & WEAR	Survey Type: Unknown
4 GREEN LANE BIRMINGHAM SMALL HEATH Neighbourhood Centre No Sub Category Number of bays: 3.00 BAYS Survey date: Thursday 18/11/2021	WM-15-D-01	HAND CAR WASH	WEST MIDLANDS	Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
EN-15-D-01	20-11-2018	Location not comparable

Audit Code: 70efa157-d5db-46e2-9d67-777a96a11af3

TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH

Total Vehicles

Calculation factor: 1 BAYS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BAYS	Arrivals	Departures	Totals
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	4	3	0.154	0.000	0.154
08:00-09:00	4	3	0.385	0.308	0.693
09:00-10:00	4	3	1.462	1.000	2.462
10:00-11:00	4	3	1.692	1.615	3.307
11:00-12:00	4	3	2.538	2.308	4.846
12:00-13:00	4	3	2.846	2.462	5.308
13:00-14:00	4	3	2.077	2.462	4.539
14:00-15:00	4	3	3.385	4.000	7.385
15:00-16:00	4	3	2.000	1.846	3.846
16:00-17:00	4	3	3.077	2.308	5.385
17:00-18:00	4	3	1.538	2.308	3.846
18:00-19:00	4	3	0.769	1.077	1.846
19:00-20:00	3	3	0.111	0.444	0.555
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			22.034	22.138	44.172

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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Audit Code: 23dc6642-35f9-49af-90ab-3a7f30f6a74e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 15 - VEHICLE SERVICES

Category: D - CAR WASH

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 day
09	NORTH		
	TV	TEES VALLEY	1 day

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

Audit Code: 23dc6642-35f9-49af-90ab-3a7f30f6a74e

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:	BAYS
Actual Range:	2 to 4 (units:BAYS)
Range Selected by User:	1 to 4 (units:BAYS)
Parking Spaces Range:	2 - 21

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 26/10/24

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

Selected survey days:	
Saturday	1 days
Sunday	1 days

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

Selected survey types:	
Manual count	2
Direction ATC Count	0

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	1 days
Edge of Town	1 days

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:	
Built-Up Zone	1 days
Commercial Zone	1 days

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 Vehicle Counts:	
Servicing vehicles Included	1 days
Servicing vehicles Unknown	1 days

Audit Code: 23dc6642-35f9-49af-90ab-3a7f30f6a74e

Secondary Filtering Selection:

Use Class:

N/A	1 surveys
Not Known	1 surveys

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:

2200 - 3841

Population within 1 mile:

10,001 to 15,000	1 surveys
25,001 to 50,000	1 surveys

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 surveys
250,001 to 500,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys
------------	-----------

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.

Audit Code: 23dc6642-35f9-49af-90ab-3a7f30f6a74e

Petrol filling station:

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

Travel Plan:

No	2 surveys
----	-----------

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 surveys
-----------------	-----------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 23dc6642-35f9-49af-90ab-3a7f30f6a74e

1	TV-15-D-01	HAND CAR WASH	TEES VALLEY
WATERLOO ROAD MIDDLESBROUGH Edge of Town Centre Built-Up Zone Number of bays: 3.00 BAYS Survey date: Sunday 17/09/2023			
			Survey Type: Unknown
2	WL-15-D-01	CAR WASH	WILTSHIRE
SWINDON ROAD ROYAL WOOTTON BASSETT Edge of Town Commercial Zone Number of bays: 4.00 BAYS Survey date: Saturday 19/10/2024			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
TV-15-D-01	16-09-2023	Removed: Most Recent TV-15-D-01 17-09-2023

Audit Code: 23dc6642-35f9-49af-90ab-3a7f30f6a74e

TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH

Total Vehicles

Calculation factor: 1 BAYS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BAYS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	4	0.000	0.000	0.000
07:00-08:00	1	4	0.250	0.250	0.500
08:00-09:00	2	4	0.857	0.429	1.286
09:00-10:00	2	4	1.857	1.429	3.286
10:00-11:00	2	4	2.857	2.143	5.000
11:00-12:00	2	4	3.000	2.429	5.429
12:00-13:00	2	4	3.000	3.286	6.286
13:00-14:00	2	4	3.286	3.143	6.429
14:00-15:00	2	4	3.000	2.714	5.714
15:00-16:00	2	4	2.429	3.000	5.429
16:00-17:00	2	4	4.143	3.571	7.714
17:00-18:00	2	4	2.000	4.143	6.143
18:00-19:00	2	4	2.714	2.571	5.285
19:00-20:00	1	4	1.500	2.000	3.500
20:00-21:00	1	4	0.500	0.250	0.750
21:00-22:00	1	4	3.500	1.750	5.250
22:00-23:00					
23:00-00:00					
Total Rates:			34.893	33.108	68.001

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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Audit Code: 23dc6642-35f9-49af-90ab-3a7f30f6a74e

Parameter Summary:

Trip rate parameter range selected:	1 - 4 (units: BAYS)
Survey date date range:	17/09/2023 - 19/10/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.