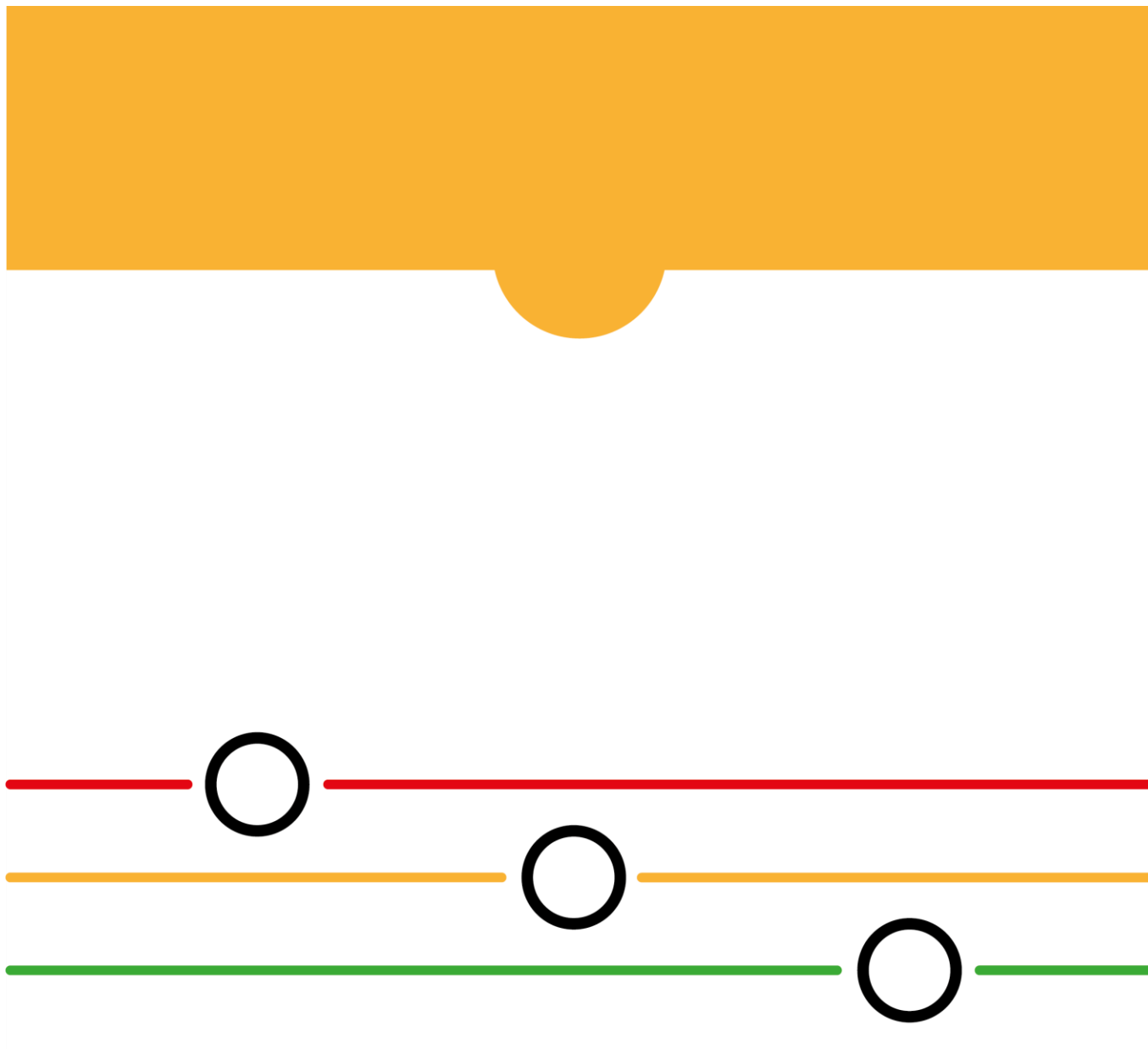




Pearl Forecourts Ltd

Proposed Mixed-Use Development,
B6222 Bell Lane, Bury

Transport Statement

3709923



SEPTEMBER 2023

Report Details

Report Number:	3709923-TS
Report Title:	Transport Statement, Proposed Mixed-Use Development, B6222 Bell Lane, Bury
Client:	Pearl Forecourts Ltd
Date:	29 September 2023
Status:	-

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- 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 site is currently occupied by 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.

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 2020 to 2022 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.

To the north of the development site, along Bridge Street an incident of 'slight' severity was recorded in 2020 between a car and a pedal cycle.

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 development proposals include the demolition of the existing car showroom building to facilitate the construction of a mixed-use development. The proposals on site will see the construction of a Petrol Filling Station (PFS) with an associated retail store, a drive-thru unit, food-to-go retail unit and parking provisions.

The PFS forecourt and associated retail store will be situated to the north of the development site, which will be comprised of eight-filling bays and approximately 360m² Gross Floor Area (GFA) retail store. An air/water bay and two jet washing bays will be situated to the west of the PFS forecourt.

The food-to-go outlet and drive-thru unit will be located to the south of the site, separated from the PFS unit by an internal access road. The food-to-go outlet and drive-thru unit will have an approximate GFA of 250m² and 25m², respectively.

An internal access road will serve all aspects of the development, with access and egress of the site continuing to be taken via the existing junction off Bridge Street, with priority road markings to be added at the currently informal junction.

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

3.2 Proposed Site Access and Internal Arrangements

The existing vehicular access points from Bridge Street will be retained with minor amendments to serve the proposed development. The southern extent of the site access junction will be subject to minor widening and priority-controlled markings will be introduced as part of the development proposals.

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 drive-thru unit, food-to-go unit and a 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.

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, together with a swept-path assessment of a large car for the drive-thru lane of the drive-thru unit, 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 48 parking bays situated across the wider development site. A total of 14 parking bays will be located along the frontage of the PFS retail store, inclusive of three bays to a mobility impaired standard, a further nine standard bays will be located to the south of the PFS unit. 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 five bays to a mobility impaired standard located along the frontage of the food-to-go unit and eight Electric Vehicle (EV) charging bays situated to the south-east.

Cycle parking for the wider site will be provided in the form of five Sheffield cycle stands, with the capacity to store up to 10 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 16 standard spaces and three mobility impaired standard bays at the development site.

Overall, BMBC standards require a maximum of 47 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 48 bays, inclusive of six bays to a mobility impaired standard, eight EV bays and six staff only parking bays are proposed at the site.

4 Access by Non-Car Modes

4.1 General

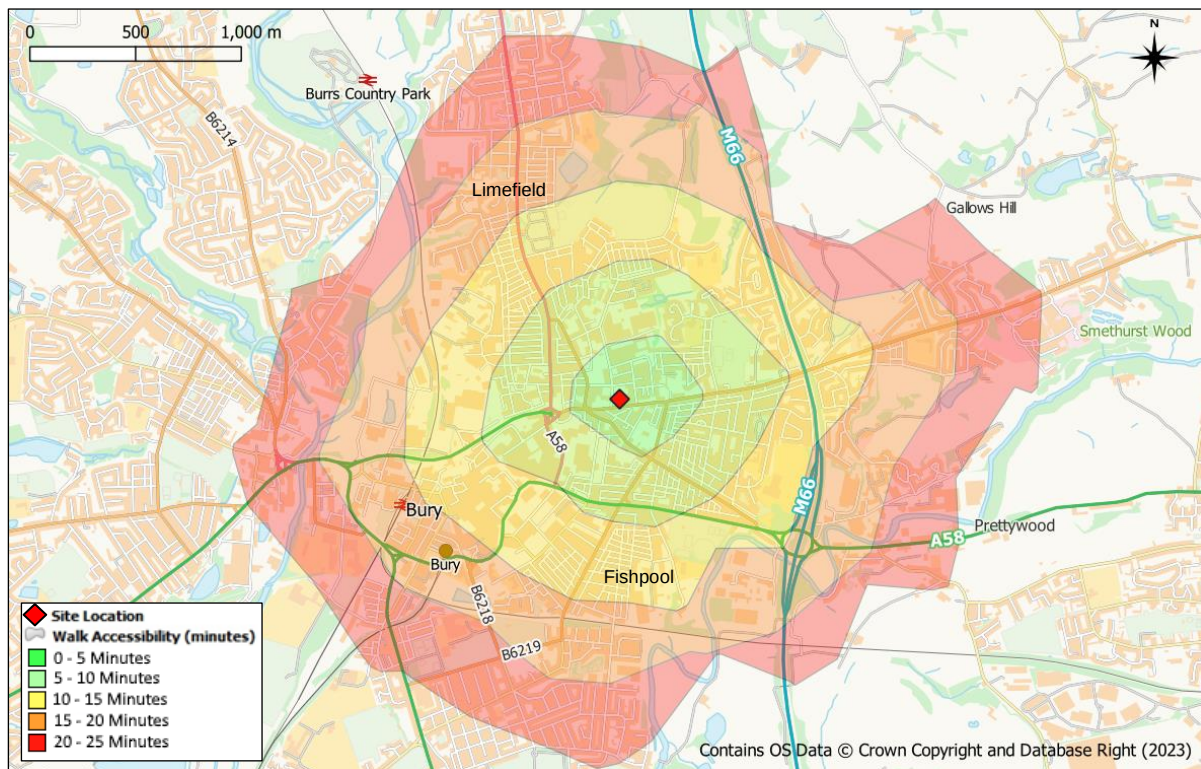
Notwithstanding the primary function of the roadside development, a review of access by all modes of travel has been undertaken, as required by planning policy. The options for accessing the site by sustainable modes are discussed in more detail below.

4.2 Pedestrian Access

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

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

Figure 4.1 – Walk Accessibility Plan



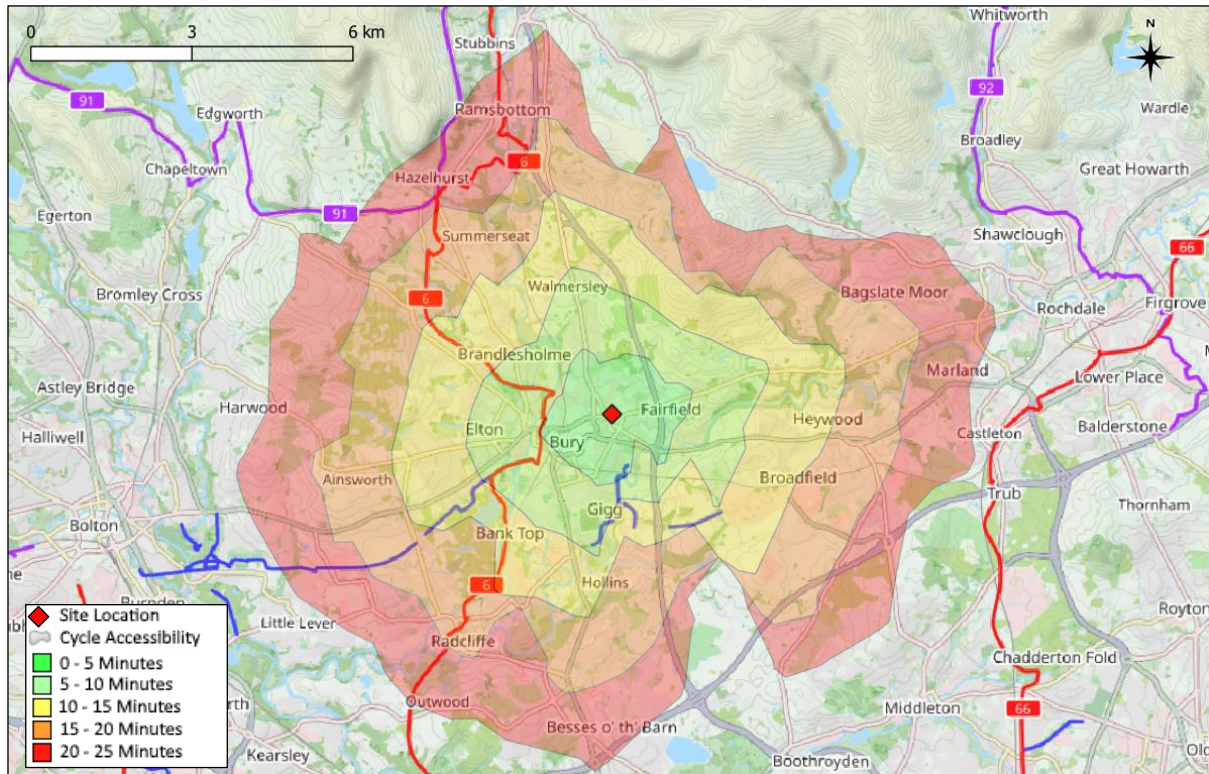
The plan indicates that Bury Town Centre is accessible within a 10-minute walking journey of the site, with the residential areas of Limefield and Fishpool accessible within a 20-minute walking distance. Additionally Bury Interchange can also be accessed within a 15-minute walking journey of the site.

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



Source: OpenStreetMap (2023)

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 5-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 offers good potential for some journeys, by both staff and customers, to be undertaken by modes other than car.

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.

It should be noted that no allowance has been made for the existing lawful trip generating potential of the existing used car dealership on the site in the below assessments.

5.2 Trip Generation

5.2.1 TRICS Trip Generation – Petrol Filling Station

The TRICS Database has been 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 is shown in **Table 5.1** with the full TRICS output provided in **Appendix 3**.

Table 5.1: Trip Rates – Petrol Filling Station with Retail (per filling bay)

Time Range	Arrivals	Departures	Total
05:00-06:00	0.333	0.000	0.333
06:00-07:00	4.433	4.133	8.566
07:00-08:00	6.300	6.025	12.325
08:00-09:00	6.067	5.925	11.992
09:00-10:00	6.183	6.208	12.391
10:00-11:00	5.725	5.742	11.467
11:00-12:00	6.033	5.908	11.941
12:00-13:00	6.842	6.992	13.834
13:00-14:00	6.708	6.683	13.391
14:00-15:00	6.517	6.408	12.925
15:00-16:00	6.775	6.783	13.558
16:00-17:00	6.683	6.717	13.400
17:00-18:00	6.933	7.125	14.058
18:00-19:00	6.800	7.083	13.883
19:00-20:00	5.400	5.467	10.867
20:00-21:00	3.883	3.883	7.766
21:00-22:00	3.133	3.133	6.266
22:00-23:00	0.000	0.115	0.115
Daily Trip Rate	94.748	94.330	189.078

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

Table 5.2: Estimated Trip Generation – PFS (Eight Filling-Bays)

Time Range	Arrivals	Departures	Total
05:00-06:00	3	0	3
06:00-07:00	35	33	69
07:00-08:00	50	48	99
08:00-09:00	49	47	96
09:00-10:00	49	50	99
10:00-11:00	46	46	92
11:00-12:00	48	47	96
12:00-13:00	55	56	111
13:00-14:00	54	53	107
14:00-15:00	52	51	103
15:00-16:00	54	54	108
16:00-17:00	53	54	107
17:00-18:00	55	57	112
18:00-19:00	54	57	111
19:00-20:00	43	44	87
20:00-21:00	31	31	62
21:00-22:00	25	25	50
22:00-23:00	0	1	1
Daily Trip Rate	758	755	1513

The results show that during the busiest peak hour (17:00-18:00) the drive-thru would result in around 112 additional two-way movements. This equates to just under two vehicles either arriving or departing the site each minute during the busiest hour.

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 has been 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.

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 – Proposed Fast Food Drive-Thru (per 100m² GFA)

Time Range	Arrivals	Departures	Total
06:00-07:00	6.465	5.808	12.273
07:00-08:00	10.269	8.861	19.13
08:00-09:00	12.257	11.594	23.851
09:00-10:00	13.292	13.292	26.584
10:00-11:00	12.15	11.547	23.697
11:00-12:00	13.055	12.233	25.288
12:00-13:00	19.775	18.513	38.288
13:00-14:00	17.965	18.788	36.753
14:00-15:00	13.796	14.262	28.058
15:00-16:00	16.319	16.072	32.391
16:00-17:00	17.197	17.691	34.888
17:00-18:00	18.952	18.925	37.877
18:00-19:00	19.803	20.625	40.428
19:00-20:00	17.581	17.855	35.436
20:00-21:00	15.222	16.347	31.569
21:00-22:00	12.37	12.699	25.069
22:00-23:00	11.939	11.793	23.732
23:00-24:00	6.426	7.558	13.984
Daily Trip Rate	254.833	254.463	509.296

The above trip rates have been applied to the combined GFA of the proposed food-to-go and drive-thru restaurant developments, totalling approximately 275m², resulting in the following estimated vehicle movements, as shown in **Table 5.4**.

Table 5.4: Estimated Trip Generation – Fast Food Drive-Thru (275m² GFA)

Time Range	Arrivals	Departures	Total
06:00-07:00	18	16	34
07:00-08:00	28	24	53
08:00-09:00	34	32	66
09:00-10:00	37	37	73
10:00-11:00	33	32	65
11:00-12:00	36	34	70
12:00-13:00	54	51	105
13:00-14:00	49	52	101
14:00-15:00	38	39	77
15:00-16:00	45	44	89
16:00-17:00	47	49	96
17:00-18:00	52	52	104
18:00-19:00	54	57	111
19:00-20:00	48	49	97
20:00-21:00	42	45	87
21:00-22:00	34	35	69
22:00-23:00	33	32	65
23:00-24:00	18	21	38
Daily Trip Rate	701	700	1401

The results show that during the busiest peak hour (18:00-19:00) the units would result in around 111 additional two-way movements. This equates to just under two vehicles either arriving or departing the site each minute during the busiest hour.

5.2.3 Total Trip Generation

In order to understand the trip generating potential of the development site as a whole, the above TRICS data has been combined for the AM and PM highway peak hours in **Table 5.5**, for all of the proposed uses at the site.

Table 5.5: Total Estimated Trip Generation – Mixed-use Development

Time Range	Arrivals	Departures	Total
08:00 – 09:00	82	79	162
17:00 – 18:00	108	109	217

The anticipated highway peak hour trip generation resulting from the mixed-use development would result in less than three vehicle trips per minute during the AM peak and just under four vehicles trips per minute during the PM peak. This makes no allowance or 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).

It is therefore considered that the development would result in negligible numbers of additional/new vehicle trips. On this basis, it is considered that the development would not lead to a severe 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 existing access and egress arrangements off Bridge Street will be retained with minor amendments to serve the proposed development site.

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.

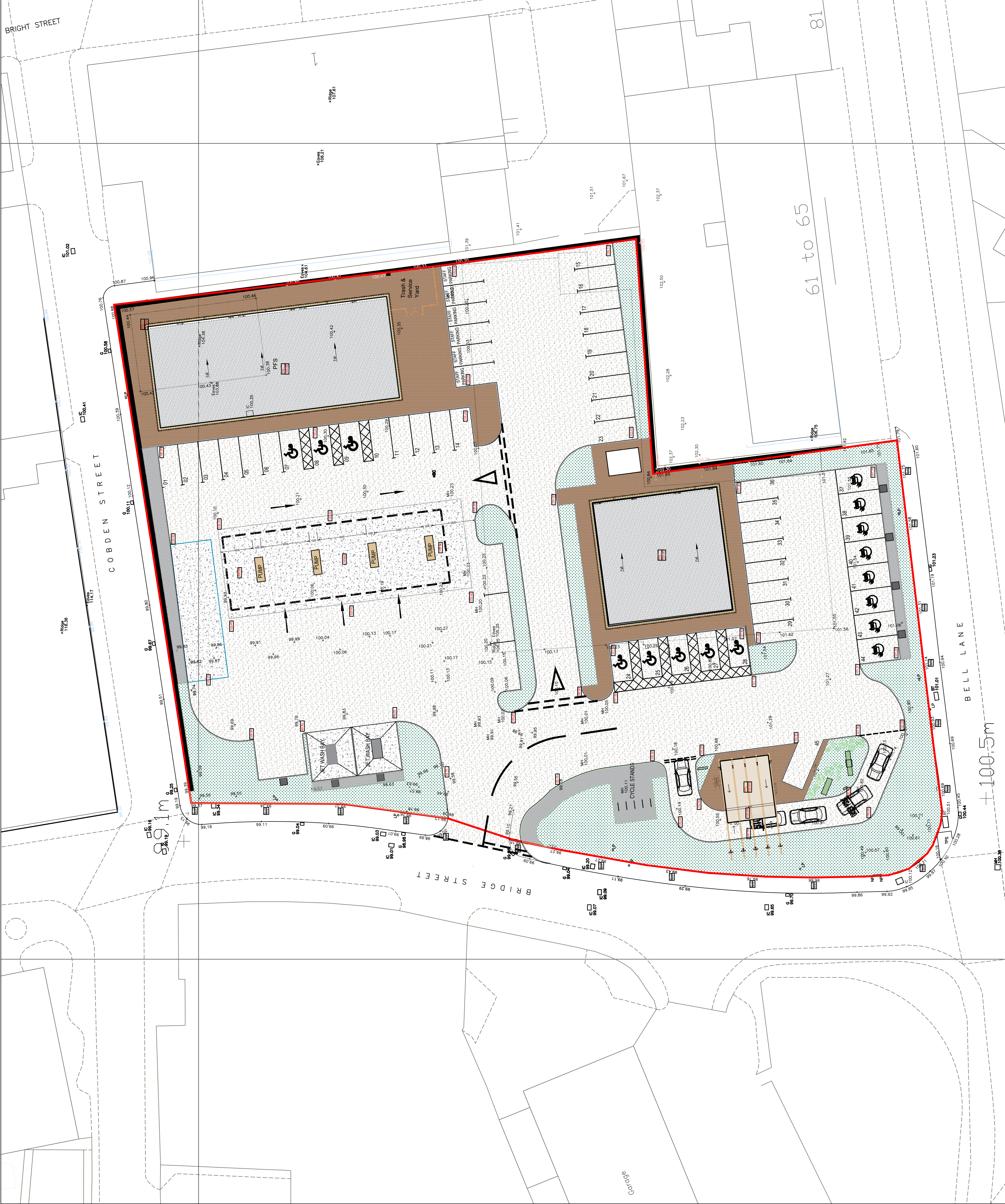
Given the nature and location of the site, it is considered that a significant number of vehicle trips, particularly at peak times, would be drawn from traffic already on the local highway network as this type of development is located as such to primarily draw trade from passing vehicle traffic. Therefore, the proposed development would result in a low number of new/primary vehicle trips and thus would not have a material impact on the operation of the local highway network.

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

NOTE: DO NOT SCALE FROM THIS DRAWING. ALL ERRORS AND OMISSIONS TO BE REPORTED TO WALKER DESIGN. ALL INFORMATION TO BE CHECKED ON SITE PRIOR TO WORKS COMMENCING AND IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS AND HEALTH AND SAFETY DRAWINGS AND INFORMATION.



AREA SCHEDULE



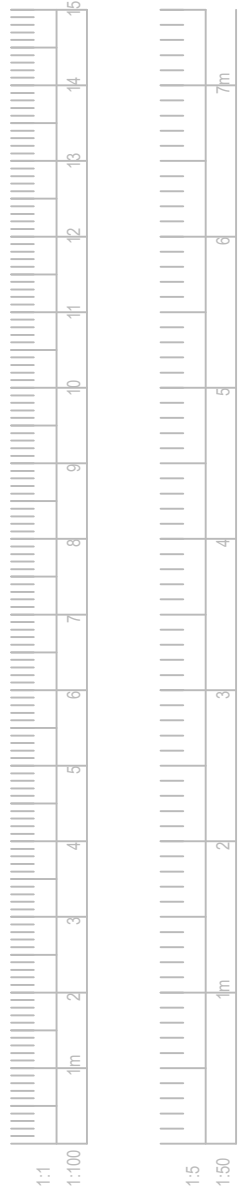
Site Area	1.44a
Gross Internal Area	PFS
Gross Internal Area	Retail Unit
Gross Internal Area	Retail Unit

PARKING SCHEDULE

Parking Spaces	44
Accessible	08
EV	08

The Site

Bell Lane
Bury
BL9 6BB



PEARL FORECOURTS LTD

CLIENT

BELL LANE, BURY

PROJECT

PROPOSED SITE PLAN

TITLE

2489.F.104

DRAWING NO.

1:250

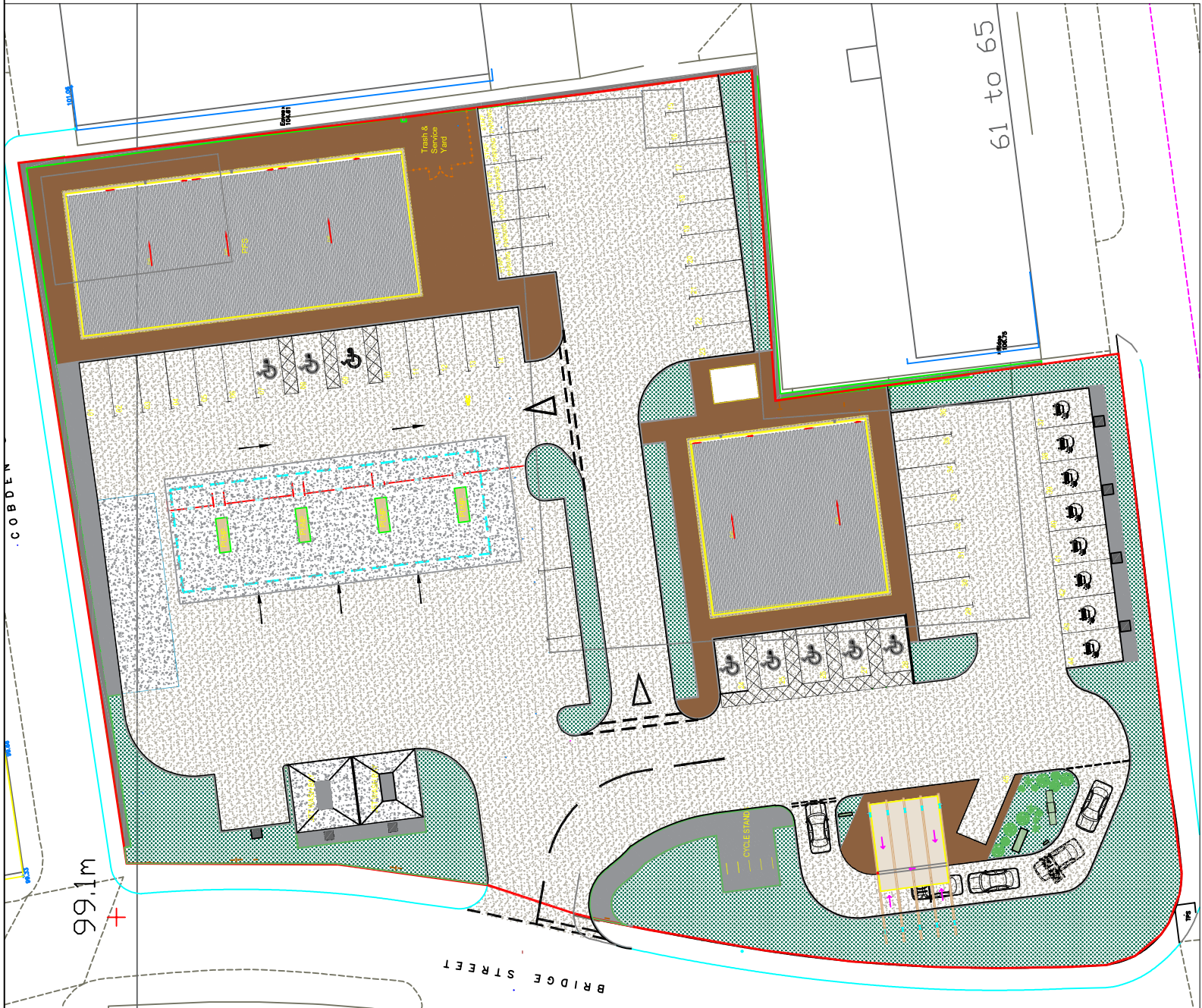
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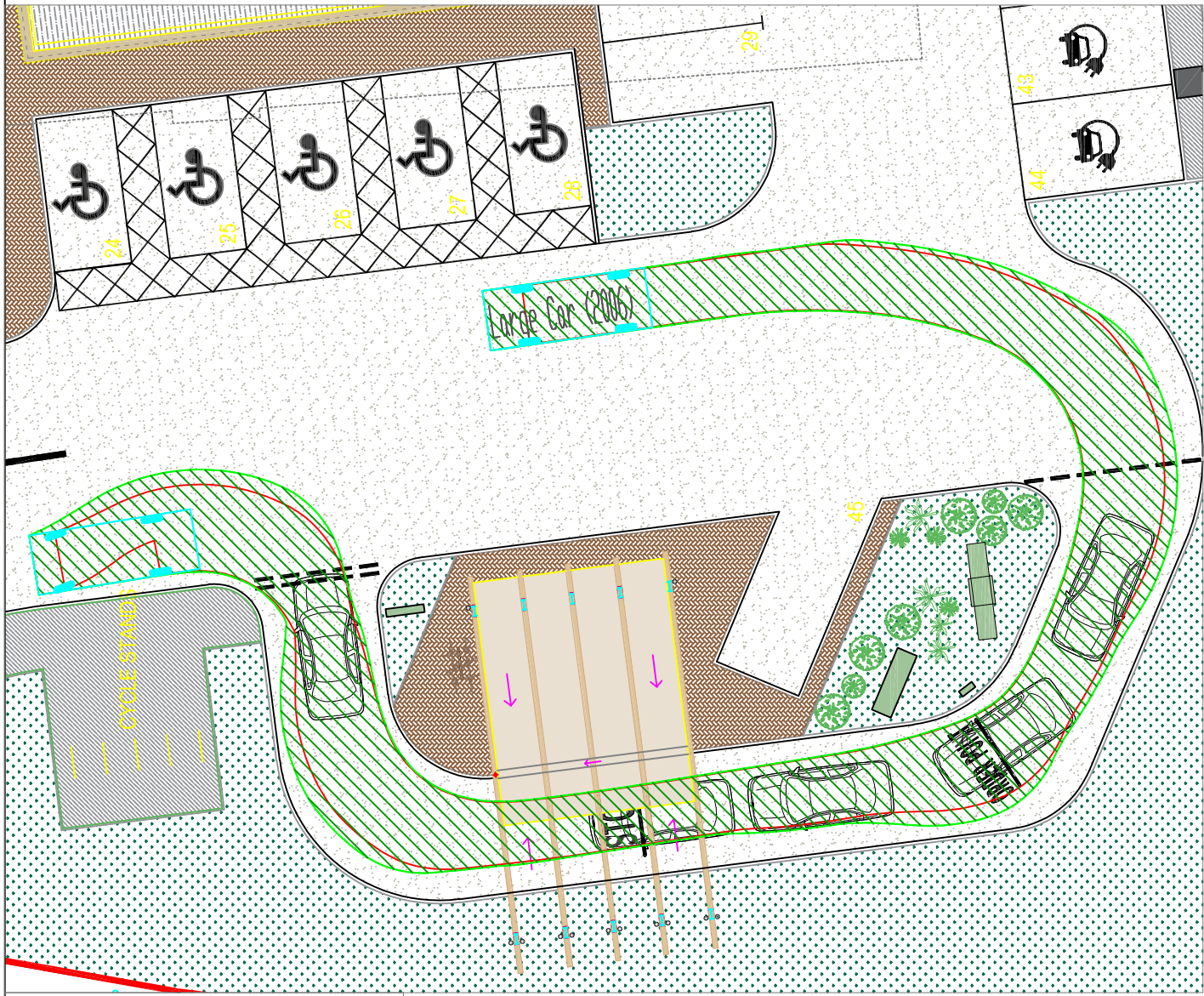
DRAWN

Appendix 2

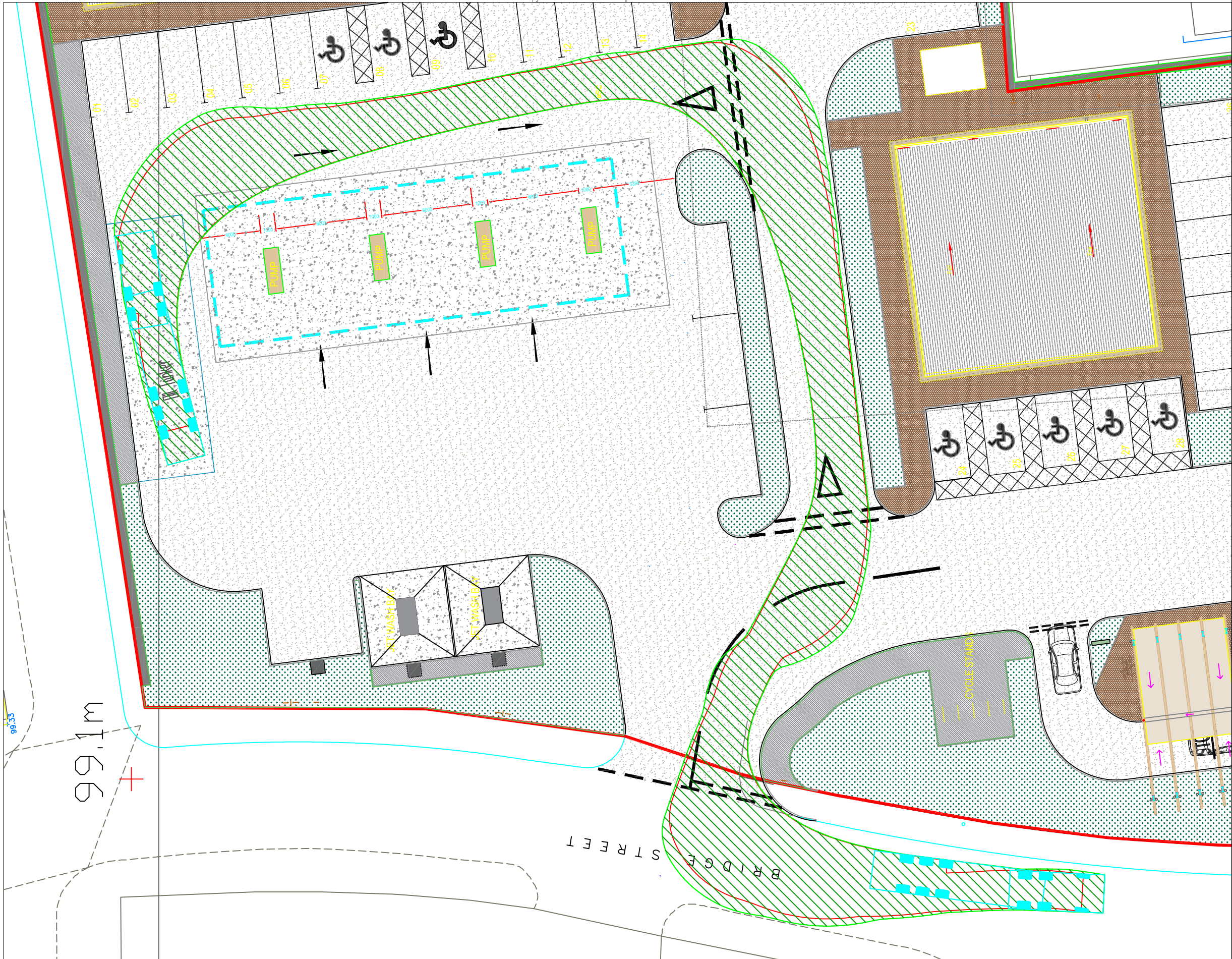
Swept Path Assessment



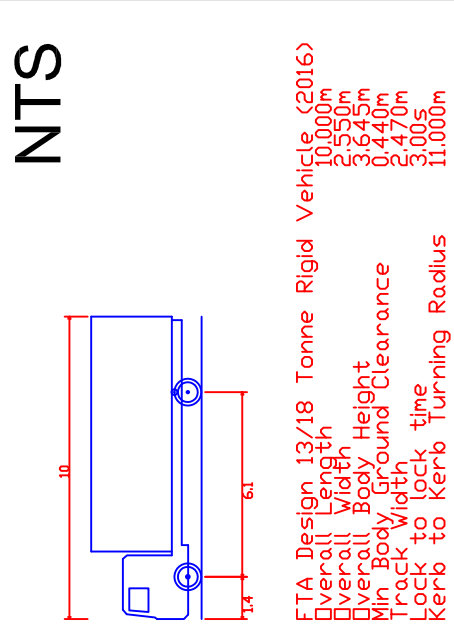
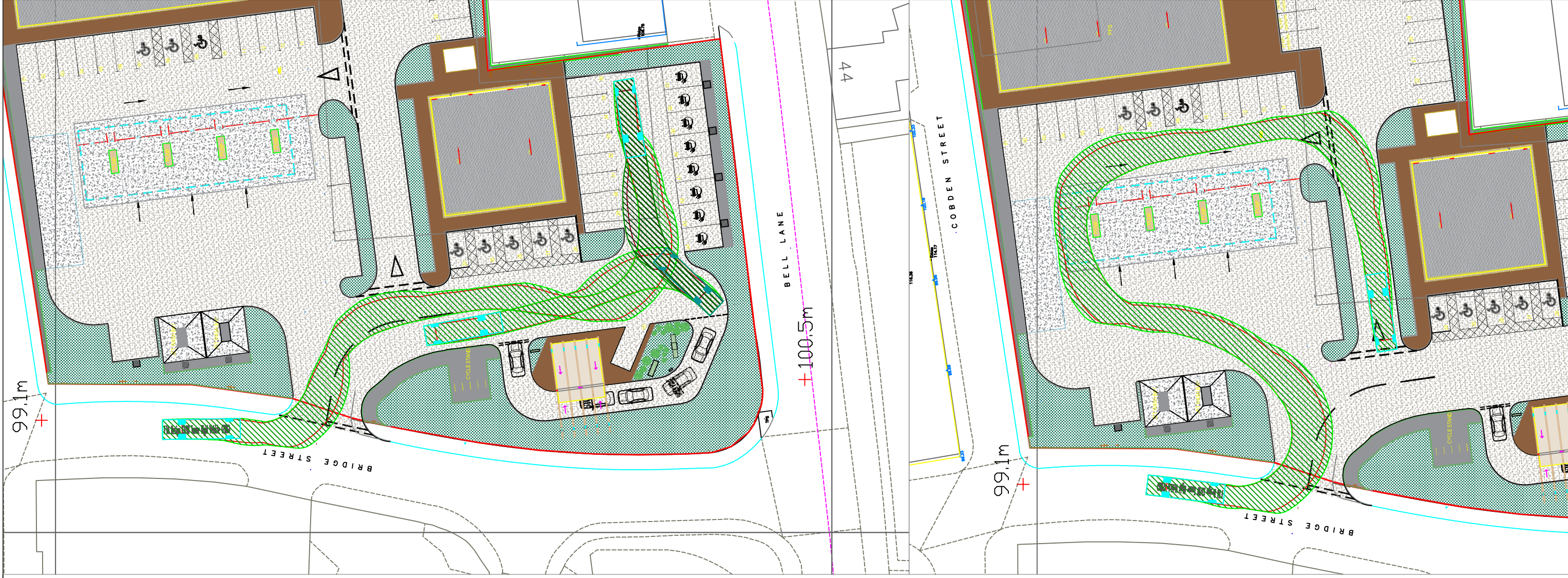
Proposed Site Layout - Scale 1/500



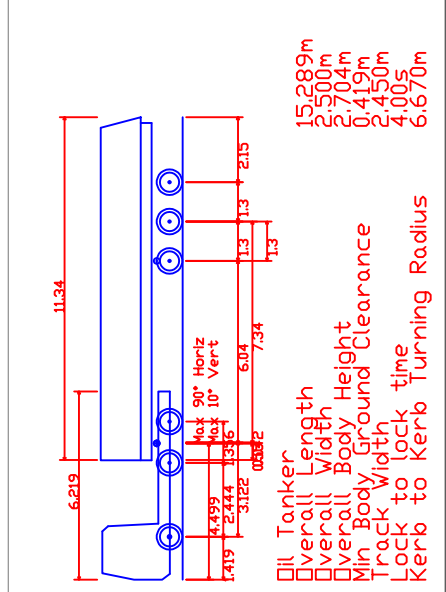
Swept Path Analysis - Large Car - Scale 1/200



Swept Path Analysis - Oil Tanker - Scale 1/250

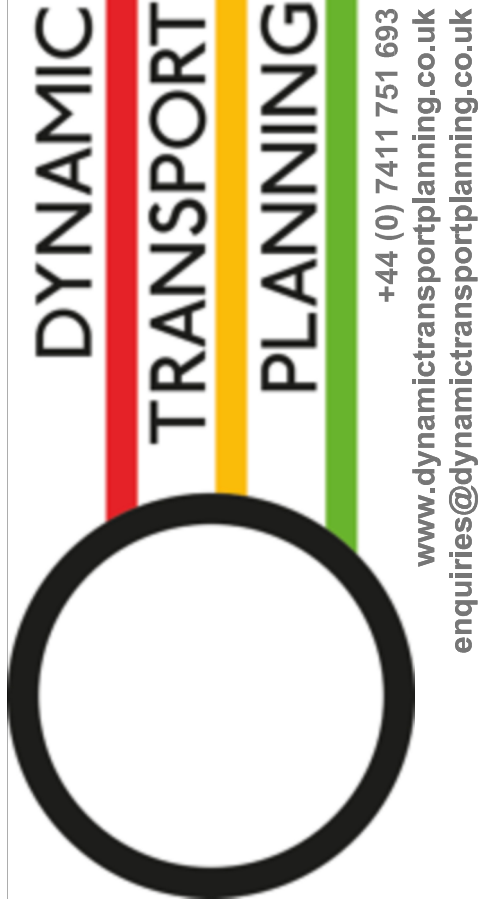


Swept Path Analysis -
10m Rigid - Scale 1/500



Notes

A	28/09/23	Minor Site Layout Update	JB
-	11/09/23	First Issue	BF
Rev.	Date	Revisions	Drawn



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.	A

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 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
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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	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
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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 CHADDESSEN	ESSO & TESCO EXPRESS		DERBY
	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 BURNAGE	SHELL & LONDIS		GREATER MANCHESTER
	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 FULWOOD	TEXACO & MORRISONS DAILY		LANCASHIRE
	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 MALPAS	BP & M&S SIMPLY FOOD		MONMOUTHSHIRE
	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
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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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

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

1	AD-06-D-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.