

M&L Richardson & Sons Ltd

**Proposed Filling Station and
Convenience Store at Main Street,
Frizington**
Transport Statement

Ref: T3765 Rev 1

March 2022

PSA Design Limited
The Old Bank House
6 Berry Lane
Longridge
Preston PR3 3JA

Tel. 01772 786066
Fax. 01772 786265

www.psadesign.co.uk
mail@psadesign.co.uk

Document Control Sheet

Proposed Filling Station and Convenience Store at Main Street, Frizington

Transport Statement

Job	Date	Issue	Copy
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T3765	March 2022		
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Originator.....*PB*.....

Checker.....*DW*.....

Approver.....*DW*.....

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1.0 Introduction

- 1.0.1 PSA Design Ltd has been commissioned to prepare this Transport Statement (TS), to support a Planning Application for a proposed filling station with Spar convenience store on the site of a public house and an existing Spar convenience store. The proposed site layout is included at **Appendix A**.
- 1.0.2 The proposal is prompted by the substantially increased demand for local convenience top-up shopping facilities arising from changing consumer shopping patterns. The proposed development will enable M&L Richardson & Sons Ltd to cater for consumer requirements for enhanced local convenience store provision.
- 1.0.3 This Transport Statement has therefore been prepared to support the planning application and to demonstrate that due consideration has been given to the highways and transport issues associated with the proposed redevelopment of the. The structure of the TS report is as follows:
- A description of the site location and its existing use;
 - A description of the local highway network in the vicinity of the site and its accessibility by non-car modes;
 - A description of the development proposals, including parking, trip generation and servicing;
 - A review of the transport implications of the development proposals; and
 - Summary and conclusions.

2.0 Existing Conditions

Site Location and Use

- 2.0.1 The location of the site is shown in **Figure 1**. It is located in the centre of Frizington which is approximately 6kilometres to the east of Whitehaven.
- 2.0.2 The site is shown in more detail in **Figure 2**. As can be seen it is located to the north of a 4 arm mini roundabout junction between Mill Street, Main Street, Coronation Drive and Frizington Road. The site has existing vehicular accesses onto both Mill Street to the south and Main Street to the east. These accesses are in the form of simple footway crossovers.
- 2.0.3 The site has a large car parking area that serves the existing public house and convenience store with a servicing area for the store located to the west of the building. It is understood that servicing for the public house takes place from within the car park.

Local Highway Network

- 2.0.4 Frizington Road and Main Street form the main route through Frizington connecting to the A595 to the south and the A66 to the north. In the vicinity of the site it is a single carriageway road with footways to both sides. It is also a bus route with bus stops located in close proximity to the site. There are parking restrictions to both sides of the road along the site frontage prohibiting parking
- 2.0.5 Mill Street and Coronation Drive serve residential dwellings within Frizington to the west and east of the site respectively.
- 2.0.6 It is considered that the site has good links to the local and principal road network in the area.

Accident Data

- 2.0.7 By reference to the CrashMap website it has been established that there has been 1 recorded personal injury accident in the vicinity of the site during the latest 5 year period shown on the mapping. This accident occurred on the Frizington Road entry to the mini roundabout on the 9th August 2019. It involved 2 vehicles and resulted in a slight injury to one person.

- 2.0.8 Therefore, taking the above into account it is considered that there is no evidence of an inherent road safety issue with the use of the existing site accesses or on the local road network. It is concluded therefore, that the use of the site does not create road safety issues on the local road network.

Accessibility by Non-Car Modes

Public Transport – Bus

- 2.0.9 There are regular bus services operating along Main Street/Frizington Road with bus stops located within 100m walking distance of the site.
- 2.0.10 The Institution of Highways and Transportation Document “Guidelines for Planning for Public Transport in Developments” states that the acceptable walking distance for access to a bus facility from new development is 400m. It is evident therefore, that the site is located well within this acceptable walking distance ensuring that travel by bus is a realistic mode of travel to the site for future staff and customers.
- 2.0.11 The bus stops are served by bus route 30 which provides a 30 minute frequency service between Maryport and Thornhill Monday to Saturday and a 2hour frequency on a Sunday.
- 2.0.12 It is evident therefore that the site is well served by bus services thereby providing a realistic alternative for travel to the site than car travel.

Pedestrians

- 2.0.13 As previously stated, there are footways on both sides of all roads in the vicinity of the site for pedestrians to use when walking to and from the site from local residential areas. In addition, there is a signal controlled pedestrian crossing facility on Main Street immediately to the north of the site to ensure pedestrians, both staff and customers, can cross the road safely when accessing the site.
- 2.0.14 With consideration of walking distances, the Institute of Highways and Transportation (IHT) produced their ‘Guidelines for Journeys on Foot’ in 2000 which suggests that around 80% of walk journeys and walk stages in urban areas are less than 1 mile (1.2km) with the average length of a walk journey being just 1km (0.6 miles). The former Planning Policy Guidance Note 13 ‘Transport’ (PPG13) also recognises that walking is the most important mode of travel at the local level and has the greatest potential to replace car trips for distances up to 2 kilometres.

- 2.0.15 The potential 1km and 2km catchment areas are shown in **Figure 3** and demonstrate that all residential dwellings within Frizington are within 2km walking distance of the site with the majority within 1km walking distance.

Cycle

- 2.0.16 Although there are no dedicated cycle routes in Frizington it is considered that the roads in the vicinity of the site are suitable for cycling by experienced cyclists.
- 2.0.17 In relation to cycling, the former PPG13 recognises that cycling can be a substitute for car trips, particularly for journeys under 5km. Such a catchment area for the site is shown in **Figure 4**. It is evident that the site is readily accessible from a large number of residential properties in the wider area.
- 2.0.18 Therefore, it is evident that cycling trips could replace some car trips to, and from, the site, particularly for staff and experienced cyclists.

3.0 Development Proposals

Proposed Redevelopment

- 3.0.1 The proposal is for the demolition of the existing public house on the site and the erection of a new 4 bay filling station together with the refurbishment and extension to the existing Spar convenience store with a net retail floor area of about 250 sqm together with customer parking and servicing area. The proposed site plan included at **Appendix A**.
- 3.0.2 As shown on the site plan, the proposed filling station will be located to the south of the site with car parking provided in front of the store and along the western boundary of the site. An area for service vehicles is provided to the west of the convenience store as per the existing service arrangements.
- 3.0.3 The proposed development will utilise the existing vehicle access arrangement from Main Street with the access from Mill Street being permanently closed. It is considered that this will be a benefit to all road users in the area as well as pedestrians using Mill Street.
- 3.0.4 With regards to car parking, 18 car parking spaces are proposed which includes 2 EV charging spaces and 2 mobility spaces. It is considered that due to the location of the store within the village, which ensures all residential properties are within easy walking distance, the proposed number of parking spaces will be sufficient to meet the demand of staff and customers and is similar to the provision provided at other Spar operated sites of a similar size.
- 3.0.5 With regards to deliveries, a service area is provided to the west of the store to ensure conflict between customers and delivery vehicles is minimised. It is envisaged that delivery vehicles will enter the site and reverse into the servicing area and then leave in a forward direction.
- 3.0.6 Swept path assessments have been undertaken to demonstrate that these manoeuvres can be undertaken satisfactorily from main Street, and this is included at **Appendix B**. It is also confirmed that if necessary, delivery vehicles will be controlled by a banksman to ensure that the safety of customers is not compromised. In addition, the drawing at **Appendix B** also shows that a tanker can safely enter and leave the site.

- 3.0.7 It is understood that the proposed facility would be open between 06:00 and 23:00, 7 days a week. However, as the site is located in the village centre it is confirmed that whenever possible HGV and fuel deliveries will be restricted to off-peak periods to minimise conflict with vehicles and pedestrians.

4.0 Transport Impact of the Proposed Development

4.0.1 In order to assess potential trip generation attributable to the proposed convenience store reference has been made to the TRICS database for the Land Use Category “PFS with Retail”. Sites in England outside Greater London have been selected within the dataset and town centre and edge of centre sites have been excluded. The resulting TRICS output for the weekday peak hours is included in **Appendix C** and summarised below in **Table 1**. **Table 2** shows the resultant multi modal trip generation.

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Total Vehicles	7.417	7.118	14.535	8.340	8.306	16.646

Table 1 – Weekday Trip Generation Rates for PFS with Retail (per filling bay)

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Total Vehicles	30	28	58	33	33	66

Table 2 – Weekday Trip Generation for PFS with Retail (4 filling bays)

4.0.2 The trip generation for the Saturday peak hour has also been established and the resulting TRICS output is included in **Appendix D** and summarised below in **Table 3**. **Table 4** shows the resultant multi modal trip generation.

Mode	Saturday Peak (12:00 – 13:00)		
	In	Out	Total
Total Vehicles	8.438	8.514	16.952

Table 3 – Saturday Trip Generation Rates for PFS with Retail (per filling bay)

Mode	Saturday Peak (16:00 – 17:00)		
	In	Out	Total
Total Vehicles	34	34	68

Table 4 – Saturday Trip Generation for PFS with Retail (4 filling bays)

- 4.0.3 **Tables 2 and 4** show that the proposed convenience store will generate 58 and 66 two-way vehicular trips in the weekday AM and PM peak hours respectively with 68 two-way trips during the Saturday peak hour. However, it should be noted that the majority of trips to a filling station are not new trips but are already on the road network passing or routeing close to the site.
- 4.0.4 In addition, the trips associated with the retail element of the site are existing trips as the convenience store is already located on the site and the proposal is simply a refurbishment of the store with a small extension.
- 4.0.5 It should also be noted that the existing public house on the site would also generate a number of vehicular trips, particularly during the PM and Saturday peak hours.
- 4.0.6 Taking the above into account it is considered that the proposed development will not generate a significant volume of new trips on the road network, particularly when considering the existing uses on the site. It is concluded that the volume of new trips that is generated by the proposed development can be satisfactorily accommodated on the local road network with minimal impact on its operation or road safety.
- 4.0.7 With respect to deliveries, there should not be a significant number of HGV movements associated with the proposed development. Based on similar convenience store sites operated by the applicant it is envisaged that there would be 1 – 2 articulated vehicles per day together with smaller vehicles as detailed below:
- 6 No. fresh/chilled produce deliveries per week (Monday to Saturday) by articulated HGV – usually AM, duration on site approximately 30 minutes;
 - 1-2 ambient stock deliveries per week (Monday- Saturday) by articulated HGV – duration on site 30 minutes;
 - 6 No. bread deliveries per week (Monday to Saturday) by small HGV/LGV – usually AM, duration on site 5-10 minutes;
 - Daily newspaper deliveries into a container outside the building by Transit van – usually early morning, duration on site.
- 4.0.8 However, as previously stated the convenience store already exists on the site and so the deliveries are not new trips to the site.
- 4.0.9 Overall, the proposed re-development of the site should not have any significant highway or road safety implications.
-

Construction Phase

4.0.10 The site is located close to a main route that is suitable for large HGVs and, therefore, the construction phase is unlikely to have a significant impact on the transport network. However, a Construction Traffic Management Plan will be submitted prior to the commencement of any works and to include the demolition and construction phases. The following items will be covered in the CTMP.

- The parking of vehicles of site operatives and visitors;
- The loading and unloading of plant and materials;
- The storage of plant and materials used in constructing the development;
- The erection and maintenance of security hoarding;
- Wheel washing facilities;
- Measures to control the emission of dust and dirt during demolition and construction;
- A scheme for recycling/disposing of waste resulting from demolition and construction works;
- Details of working hours; and
- Routing of delivery vehicles to/from site.

4.0.11 It is envisaged that the submission and approval of the CTMP will be secured by a planning condition should planning approval be granted.

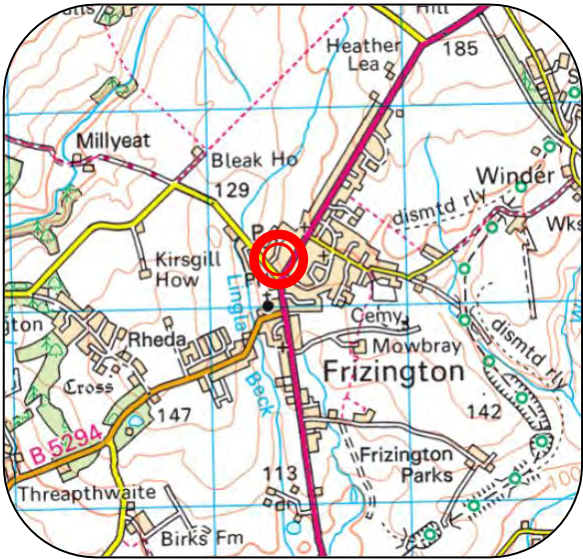
5.0 Summary and Conclusions

5.0.1 This Transport Statement has considered the transport implications of a proposed redevelopment consisting of a new filling station and the refurbishment and extension of an existing convenience store on the site of a public house at Main Street, Frizington. The information presented can be summarised as follows:

- **Site Description** – The site is located in the centre of Frizington which is situated approximately 6kilometres east of Whitehaven. The proposed redevelopment site is located to the north of a 4 arm mini roundabout junction between Mill Street, Main Street, Coronation Drive and Frizington Road. The site has existing vehicular accesses onto both Mill Street to the south and Main Street to the east which are in the form of simple footway crossovers. An examination of the road safety data for the local highway network shows that there is no evidence of a significant road safety problem in the vicinity of the site. The site is accessible by sustainable transport thereby enabling the potential for customers, and employees, to walk, cycle or use public transport to travel to and from the proposed development.
- **Proposed Development** – The proposed re-development of the site will provide a 4 bay filling station as well the refurbishment of the existing convenience store with a retail floor area (RFA) of approximately 250sqm together with parking and servicing areas. The proposed development will utilise the existing site access arrangements from Main Street with the vehicular access from Mill Street being permanently closed. 18 car parking spaces will be provided, which includes 2 disabled spaces and 2 EV charging spaces. Servicing will be carried out from within the site in a separate loading bay to the west of the store.
- **Transport Impact** – The traffic that is likely to be generated by the proposal has been established and the majority will be traffic that is already travelling on the local road network or visiting the existing store on the site. It is considered therefore, that taking into account the former use of the site the vehicle trips as a result of the proposed development will not have a material impact on the operation or safety of the local road network.

5.0.2 **In light of the above, it is concluded that the proposed development should not have a material impact in terms of highway operation and safety.**

FIGURES



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PSA Design
The Old Bank House
6 Berry Lane, Longridge
Preston, PR3 3JA
Tel. 01772 786066

Client	M&L Richardson & Sons Ltd
Job	SPAR store, Frizington
Title	Site Location Plan (indicative site boundaries shown)

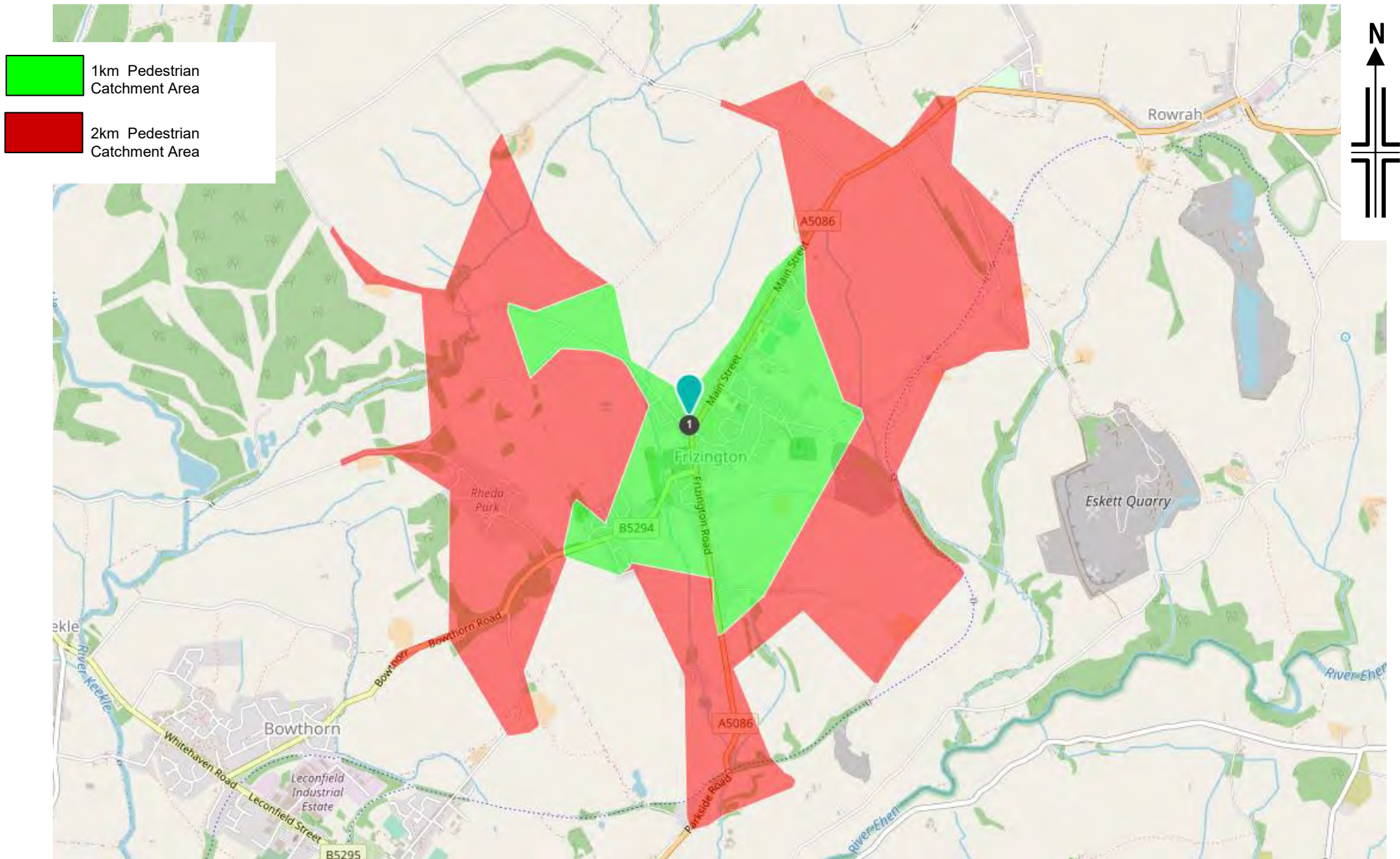
Drawn	HP	Date	March 2022
Checked	DLW	Scale	NTS
Approved	DLW		

Drawing No.
Figure 1

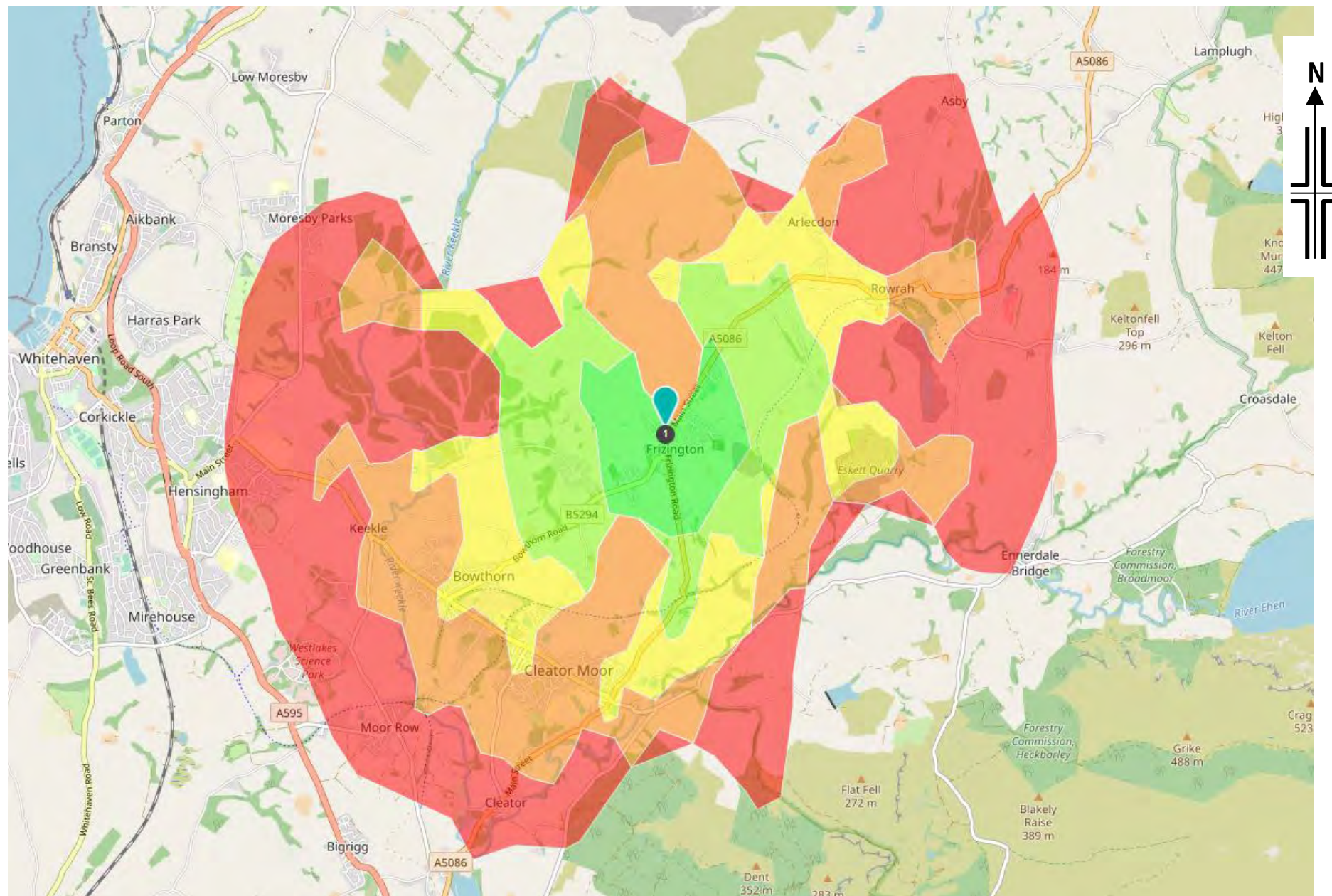
Rev									
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Site Location



 PSA DESIGN engineering your environment CIVIL, STRUCTURAL, GEOTECHNICAL, TRANSPORT	PSA Design The Old Bank House 6 Berry Lane, Longridge Preston, PR3 3JA Tel. 01772 786066	Client	M&L Richardson & Sons Ltd	Drawn	HP	Date	March 2022	Drawing No. Figure 3	
		Job	SPAR store, Frizington	Checked	DLW	Scale	NTS		
		Title	1km & 2km Walking Catchment Areas	Approved	DLW			Rev	



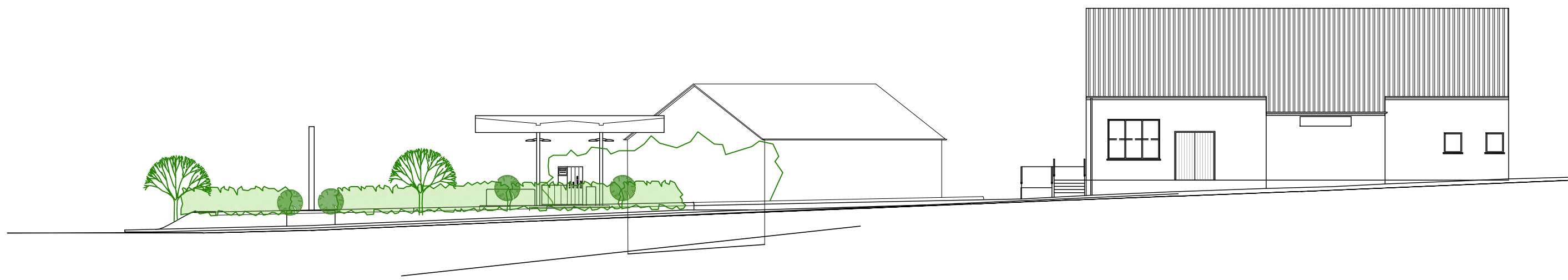
Appendix A – Proposed Site Layout Plan

Notes: Do not scale from this drawing. This drawing is to be read in conjunction with all relevant design team specifications and drawings.
All dimensions are to be checked on site prior to commencement of work any variations to be notified to the Project Architect.
All components and materials are to be stored, protected, handled and installed in accordance with the manufacturer's recommendations.
© Harry Walters & Livesey Ltd



MILL STREET ELEVATION

0 1 2 3 4 5 6 7 8 9 10
10 metre scale bar



MAIN STREET ELEVATION

0 1 2 3 4 5 6 7 8 9 10
10 metre scale bar

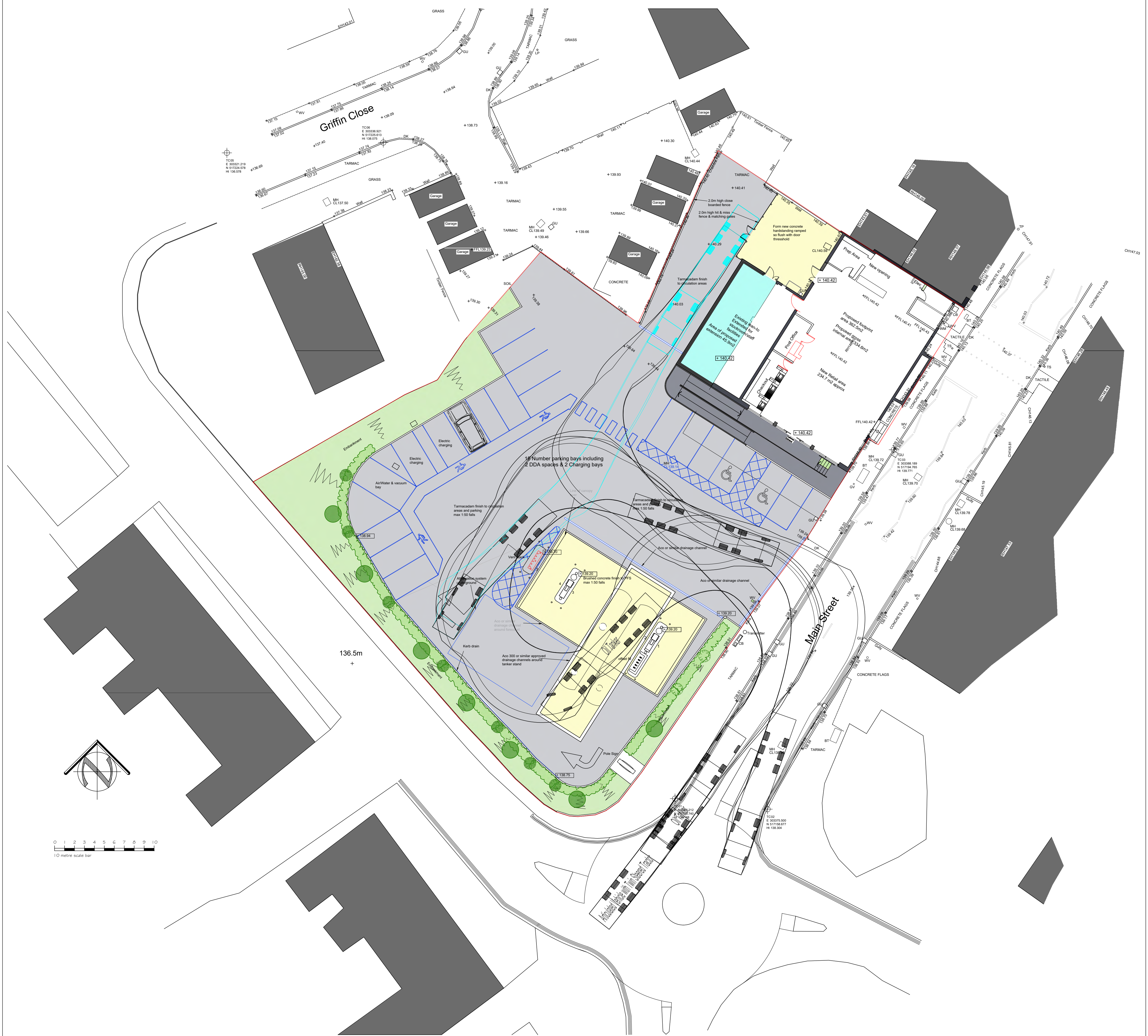
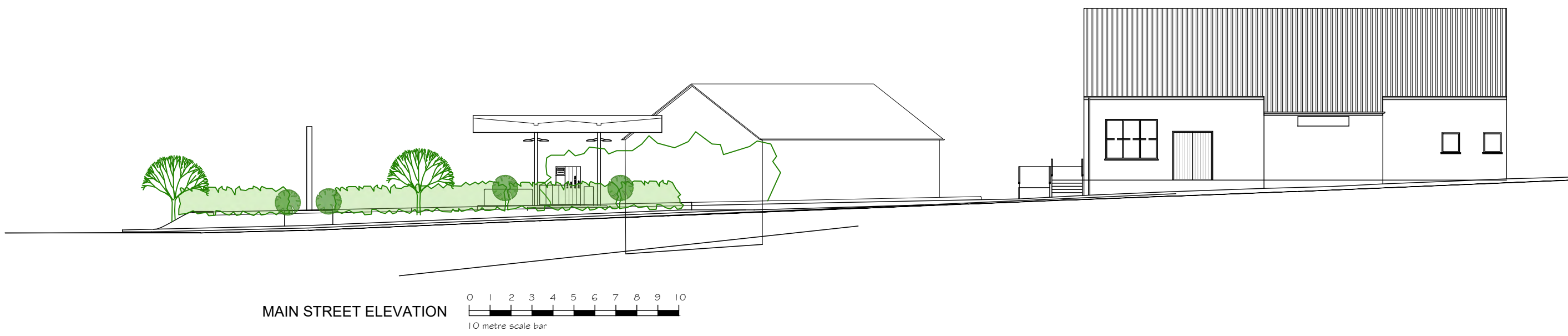


HWL
HARRY WALTERS & LIVESLEY Ltd

CLIENT M & L Richardson & Son	PROJECT NAME Spar Store Post Office & PF5 Fzington
DRAWING NAME Site Plan & Street Elevations	SCALE 1:100 A1
DATE Jan 2022	DWG No 16
JOB NUMBER 453	REV No P2
Registered Office • James Hall Spar Distribution Centre Bowland View Fulwood • Preston • Lancashire • PR2 5QT • Company No. 06239823	K.M. McFadyen, Dip. Arch. R.I.B.A. Tel No: 01772 706696 Email: office@HWL1.com

Appendix B – HGV Swept Path Assessments

Notes: Do not scale from this drawing. This drawing is to be read in conjunction with all relevant design team specifications and drawings.
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HWL
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CLIENT M & L Richardson & Son	PROJECT NAME Spar Store Post Office & PF5 Fzington
DRAWING NAME Site Plan & tracking for fuel & stock	SCALE 1:100 A1
DATE Jan 2022	DWG No 17
JOB NUMBER 453	REV No P2
Registered Office • James Hall Spar Distribution Centre Bowland View Fulwood • Preston • Lancashire • PR2 5QT • Company No. 0623623	K.M. McFadyen, Dip. Arch. R.I.B.A. Tel No: 01772 706696 Email: office@HWL1.com

Appendix C – TRICS Output for PFS with Retail - Weekdays

Calculation Reference: AUDIT-735101-220401-0437

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	2 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: 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: 01/01/14 to 19/11/21

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

Selected survey days:

Monday	2 days
Tuesday	6 days
Wednesday	3 days
Thursday	1 days
Friday	5 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	12
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

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

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

Secondary Filtering selection:

Use Class:

Sui Generis 17 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	5 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:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	6 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	8 days
1.1 to 1.5	6 days
1.6 to 2.0	2 days

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

Travel Plan:

No 17 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 17 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
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LIST OF SITES relevant to selection parameters

1	BR-13-B-02 EASTGATE ROAD BRISTOL	TESCO EXTRA PFS	BRISTOL CITY
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Filling bays: 12 Survey date: TUESDAY 09/11/21		Survey Type: MANUAL
2	CA-13-B-02 LINCOLN ROAD PETERBOROUGH	MURCO & COSTCUTTER	CAMBRIDGESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Filling bays: 8 Survey date: TUESDAY 16/12/14		Survey Type: MANUAL
3	DC-13-B-01 271 BARRACK ROAD CHRISTCHURCH	ESSO & TESCO EXPRESS	DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 Survey date: MONDAY 24/03/14		Survey Type: MANUAL
4	DC-13-B-02 71-75 SOMERFORD ROAD CHRISTCHURCH	M&S & BP	DORSET
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Filling bays: 8 Survey date: FRIDAY 21/03/14		Survey Type: MANUAL
5	DS-13-B-01 NOTTINGHAM ROAD DERBY CHADDESSEN	ESSO & TESCO EXPRESS	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: FRIDAY 26/06/15		Survey Type: MANUAL
6	DV-13-B-01 TORBAY ROAD PAIGNTON	BP & COSTCUTTER	DEVON
	Edge of Town Residential Zone Total Filling bays: 8 Survey date: TUESDAY 18/07/17		Survey Type: MANUAL
7	GM-13-B-01 NEW STREET ROCHDALE MILNROW	BP & SPAR	GREATER MANCHESTER
	Edge of Town Residential Zone Total Filling bays: 8 Survey date: WEDNESDAY 21/10/15		Survey Type: MANUAL
8	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

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-13-B-03 GARSTANG ROAD PRESTON FULWOOD Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: TUESDAY 06/11/18	TEXACO & MORRISONS DAILY	LANCASHIRE	Survey Type: MANUAL
10	LE-13-B-02 FOSSE ROAD NORTH LEICESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: TUESDAY 28/10/14	TESCO EXPRESS & ESSO	LEICESTERSHIRE	Survey Type: MANUAL
11	LN-13-B-01 CARHOLME ROAD LINCOLN Edge of Town Residential Zone Total Filling bays: 8 Survey date: WEDNESDAY 04/10/17	GULF & CO-OP	LINCOLNSHIRE	Survey Type: MANUAL
12	MS-13-B-01 ULLET ROAD LIVERPOOL SEFTON PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 Survey date: TUESDAY 18/11/14	ESSO & SPAR	MERSEYSIDE	Survey Type: MANUAL
13	NT-13-B-03 CASTLE BRIDGE ROAD NOTTINGHAM Suburban Area (PPS6 Out of Centre) Development Zone Total Filling bays: 16 Survey date: FRIDAY 25/11/16	SAINSBURY'S PFS	NOTTINGHAMSHIRE	Survey Type: MANUAL
14	NY-13-B-03 WETHERBY ROAD NORTH KNARESBOROUGH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Filling bays: 8 Survey date: FRIDAY 30/09/16	ESSO & CO-OP	NORTH YORKSHIRE	Survey Type: MANUAL
15	NY-13-B-05 YORK ROAD NEAR YORK ESCRICK Neighbourhood Centre (PPS6 Local Centre) Village Total Filling bays: 8 Survey date: WEDNESDAY 22/09/21	SHELL & SPAR	NORTH YORKSHIRE	Survey Type: MANUAL
16	TW-13-B-05 THE BROADWAY SUNDERLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 Survey date: FRIDAY 24/05/19	SHELL & SPAR	TYNE & WEAR	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	WO-13-B-02	MORRISONS PFS	WORCESTERSHIRE
	CLEARWELL ROAD		
	REDDITCH		
	WINYATES WEST		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Filling bays:	12	
	Survey date: MONDAY	05/10/20	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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	17	8	4.674	17	8	4.354	17	8	9.028
07:00 - 08:00	17	8	7.319	17	8	7.118	17	8	14.437
08:00 - 09:00	17	8	7.417	17	8	7.118	17	8	14.535
09:00 - 10:00	17	8	7.750	17	8	7.938	17	8	15.688
10:00 - 11:00	17	8	7.278	17	8	7.326	17	8	14.604
11:00 - 12:00	17	8	7.125	17	8	7.083	17	8	14.208
12:00 - 13:00	17	8	8.438	17	8	8.514	17	8	16.952
13:00 - 14:00	17	8	8.313	17	8	8.285	17	8	16.597
14:00 - 15:00	17	8	8.215	17	8	8.042	17	8	16.257
15:00 - 16:00	17	8	7.563	17	8	7.819	17	8	15.381
16:00 - 17:00	17	8	8.236	17	8	8.319	17	8	16.555
17:00 - 18:00	17	8	8.340	17	8	8.306	17	8	16.646
18:00 - 19:00	17	8	7.799	17	8	7.868	17	8	15.667
19:00 - 20:00	17	8	7.306	17	8	7.389	17	8	14.695
20:00 - 21:00	17	8	5.028	17	8	4.972	17	8	10.000
21:00 - 22:00	17	8	3.632	17	8	3.722	17	8	7.354
22:00 - 23:00	3	11	1.094	3	11	1.250	3	11	2.344
23:00 - 24:00	2	10	0.450	2	10	0.650	2	10	1.100
Total Rates:			115.975			116.073			232.048

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: 01/01/14 - 19/11/21
Number of weekdays (Monday-Friday): 17
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.

Appendix D – TRICS Output for PFS with Retail – Saturday

Calculation Reference: AUDIT-735101-220401-0447

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Filling bays
Actual Range: 8 to 14 (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: 01/01/14 to 19/11/21

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 7 days

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

Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	3
Out of Town	1
High Street	1

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

Secondary Filtering selection:

Use Class:

Sui Generis 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	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	3 days
1.1 to 1.5	4 days

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

Travel Plan:

No 7 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 7 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
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LIST OF SITES relevant to selection parameters

1	BD-13-B-01 NEWNHAM AVENUE BEDFORD	BP & M&S		BEDFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays:		8	
	Survey date: SATURDAY		17/10/20	Survey Type: MANUAL
2	DC-13-B-03 THE GROVE DORCHESTER	BP & SPAR		DORSET
	Edge of Town Industrial Zone Total Filling bays:		9	
	Survey date: SATURDAY		17/09/16	Survey Type: MANUAL
3	DV-13-B-02 TORQUAY ROAD PAIGNTON	SHELL & LONDIS		DEVON
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Filling bays:		8	
	Survey date: SATURDAY		30/03/19	Survey Type: MANUAL
4	GS-13-B-01 BRISTOL ROAD GLOUCESTER HARDWICKE Edge of Town Out of Town Total Filling bays:	BP & M&S SIMPLY FOOD		GLOUCESTERSHIRE
	Survey date: SATURDAY		24/04/21	Survey Type: MANUAL
5	SY-13-B-01 HANDSWORTH ROAD SHEFFIELD HANDSWORTH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Filling bays:	SHELL & SPAR		SOUTH YORKSHIRE
	Survey date: SATURDAY		12/09/20	Survey Type: MANUAL
6	TV-13-B-02 EASINGTON ROAD HARTLEPOOL	SHELL & SPAR		TEES VALLEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays:		8	
	Survey date: SATURDAY		05/09/20	Survey Type: MANUAL
7	TW-13-B-03 RIVERSIDE ROAD SUNDERLAND	SAINSBURY'S PFS		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone Total Filling bays:		12	
	Survey date: SATURDAY		08/04/17	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 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	7	10	1.522	7	10	1.388	7	10	2.910
07:00 - 08:00	7	10	3.418	7	10	3.239	7	10	6.657
08:00 - 09:00	7	10	4.836	7	10	4.866	7	10	9.702
09:00 - 10:00	7	10	6.687	7	10	6.507	7	10	13.194
10:00 - 11:00	7	10	6.075	7	10	5.910	7	10	11.985
11:00 - 12:00	7	10	7.672	7	10	7.627	7	10	15.299
12:00 - 13:00	7	10	6.776	7	10	6.507	7	10	13.283
13:00 - 14:00	7	10	6.761	7	10	6.761	7	10	13.522
14:00 - 15:00	7	10	6.269	7	10	6.582	7	10	12.851
15:00 - 16:00	7	10	5.597	7	10	5.761	7	10	11.358
16:00 - 17:00	7	10	5.746	7	10	5.687	7	10	11.433
17:00 - 18:00	7	10	5.552	7	10	5.657	7	10	11.209
18:00 - 19:00	7	10	4.627	7	10	4.642	7	10	9.269
19:00 - 20:00	7	10	3.851	7	10	4.030	7	10	7.881
20:00 - 21:00	7	10	2.821	7	10	2.866	7	10	5.687
21:00 - 22:00	7	10	2.328	7	10	2.269	7	10	4.597
22:00 - 23:00	2	10	1.150	2	10	1.300	2	10	2.450
23:00 - 24:00	1	8	0.250	1	8	0.375	1	8	0.625
Total Rates:			81.938			81.974			163.912

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: 8 - 14 (units:)
Survey date range: 01/01/14 - 19/11/21
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 7
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.