

Transport Statement

**Proposed Part Change of Use to Site
Kingsway, Burnage, Manchester**

Dr. Jonathan Khan

February 2017

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1.0 INTRODUCTION

Overview

- 1.1 SCP has been instructed by Dr. Jonathan Khan to provide specialist transport planning and highways advice in support of a proposed temporary part change of use to include a car hand wash business on a site located off Kingsway, Burnage, Manchester.
- 1.2 It should be noted that planning permission has recently (August 2016) been approved by Manchester City Council (MCC) for a 'Temporary' change of use from a former vacant petrol filling station to a vehicle hire business including erection of single-storey portable building to form an office, with associated boundary treatment under application reference 112106/FO/2016/S2. A copy of the planning approval particulars are shown in **Appendix 1** of this TS.
- 1.3 SCP has been appointed to prepare this Transport Statement (TS) to support the planning application for a new vehicle hire business located on this site. This TS has been developed in accordance with the now superseded Department for Transport's (DfT's) March 2007 "*Guidance on Transport Assessment*" document, the National Planning Practice Guidance (NPPG), Manual for Streets (MfS) and Manual for Streets 2 (MfS2).
- 1.4 Therefore, this TS will provide an assessment of the traffic and transport implications associated with the development proposals to inform MCC as the local highways and planning authority regarding the nature and magnitude of their impact.

Structure of Report

- 1.5 The structure of the TA is set out as follows:-
 - Chapter 2 – describes in detail the location and existing use of the site, local transport network and existing road safety record;
 - Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
 - Chapter 4 – considers the location of the site with regard to accessibility to the existing local sustainable transport infrastructure;
 - Chapter 5 – provides an assessment of the number of trips generated by the existing and proposed uses on the site and identifies the net impact on the local highway network; and
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

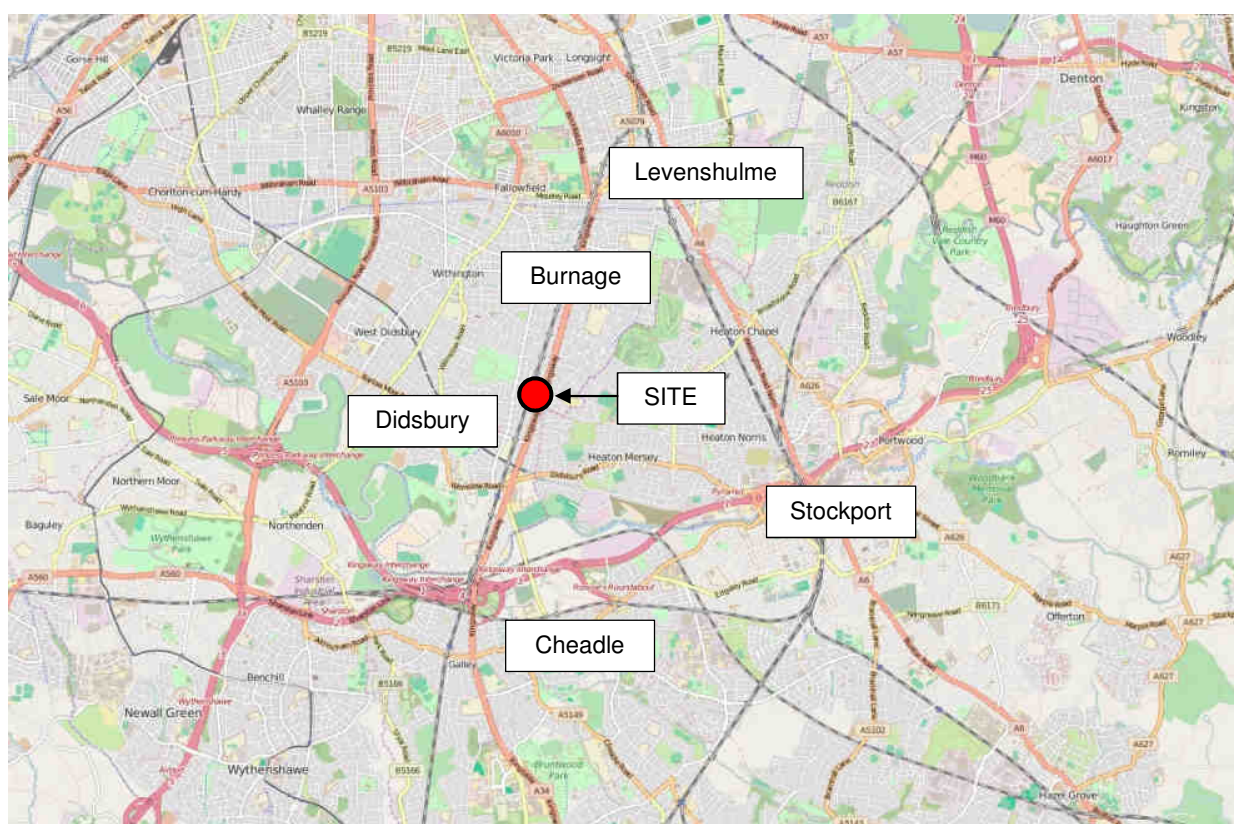
General

- 2.1 This chapter provides a detailed description of the location and existing uses of the site, local highway network and road safety record.

Site Location

- 2.2 The site is located off the A34 Kingsway, Burnage, approximately 120m to the east of Burnage Railway Station. The site is bound by Fog Lane to the north, the A34 Kingsway to the east, business land uses to the south, and residential properties to the west.
- 2.3 The site is predominately surrounded by residential properties, but also benefits from business uses such as; A1 food retail, A4 Drinking establishments, A5 Hot-food takeaway, B1 and D2 Assembly and leisure land uses.
- 2.4 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below:-

Figure 2.1 – Site Location – Wider Highway Network



Source: Data CC-BY-SA by OpenStreetMap

- 2.5 **Figure 2.2** below shows the location of the site in relation to the local highway network:-

Figure 2.2 – Site Location – Local Highway Network



Source: Google Images

Existing Use of the Site

- 2.6 The site has an overall area of approximately 1288sqm, and is currently a vacant / derelict site. The site previously consisted of a sui generis petrol filling station land use. However, following closure of the petrol filling station, the site accommodated a temporary car hand wash business land use until 11th April 2012, when the temporary business use lapsed.
- 2.7 Following the lapse of the temporary car hand wash business, the site reverted back to the previous petrol filling station (PFS) land use. However, as mentioned earlier, in August 2016 the site was approved for a 'Temporary' change of use to a vehicle hire business (Ref: 112106/FO/2016/S2), and included the following amendments to the site;

- erection of a single-storey portable building to form an office;
- two accesses into the site:
 - one 2-way access from the small gyratory off Fog Lane at the northern boundary of the site; and
 - one 'entry only' access from the A34 Kingsway from the southern boundary of the site.
- internal vehicle routing and associated parking; and
- associated boundary treatment.

2.8 A copy of the planning approval particulars are shown in **Appendix 1** of this TS.

Local Highway Network

A34 Kingsway

- 2.9 The A34 Kingsway is located to the south east of the site, and is subject to a 40mph speed limit.
- 2.10 In the vicinity of the site, the A34 Kingsway benefits from street lighting, 4.0m wide footways on both sides of the road, and signalised pedestrian crossing points with tactile paving at the junction with Fog Lane.
- 2.11 The A34 also provides access to the southern access point of the existing site.
- 2.12 There are also sheltered bus stops located along both sides of the A34 Kingsway, approximately 30m from the site.

Fog Lane

- 2.13 Fog Lane is located to the north of the site and provides a link between Didsbury (to the west) and Burnage. In the vicinity of the site, Fog Lane benefits from street lighting, 2.0m wide footways on both sides of the road, and signalised pedestrian crossing points with tactile paving at the junction with the A34 Kingsway.
- 2.14 Fog Lane is subject to a mandatory 30mph speed limit, and also benefits from a small gyratory to the north of the site and the west of the signalised junction with the A34 Kingsway. This gyratory also leads to the northern access point of the existing site.

- 2.15 There is also a sheltered bus stop located along the southern side of Fog Lane, approximately 100m from the site.

Road Safety

- 2.16 The DfT document “Guidance on Transport Assessment” states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.17 The Personal Injury Accident data for the local highway network has been obtained from Department for Transport (DfT) for the most recently available three year period between 1st January 2012 and 31st December 2014. The injuries caused by the accidents are classified as ‘slight’, ‘serious’ or ‘fatal’.
- 2.18 During this three year period, no accidents occurred along Fog Lane or along the A34 Kingsway within the vicinity of the site accesses. However, it was noted that two accidents were recorded at the signalised junction of Fog Lane / A34 Kingsway, on the northbound side of the A34. In regards to the accidents both were recorded as resulting in ‘slight severity’.
- 2.19 While all collisions are unfortunate, having regard to the low number of accidents in the vicinity of the site, the existing road safety record does not lead to any significant concern or demonstrate any discernible pattern that could be affected by the proposed development.

3.0 PROPOSED DEVELOPMENT

Overview

- 3.1 The planning application is for a proposed temporary part change of use to the recently approved sui generis vehicle hire business land use, which comprises an approximate GFA of 78sqm.
- 3.1 The proposed amendments to the site, as part of the proposals for the temporary part change of use mainly includes the introduction of a car hand wash business, in addition to the recently approved vehicle hire business.
- 3.2 The site will contain two car wash bays, with both bays consisting of a spraying area and a valeting area for the car washing services to be undertaken. Clear plastic panels are proposed to be positioned along the eastern boundary of the site, to prevent any excessive water spray onto the adjacent footway / highway along the A34 Kingsway.
- 3.3 As part of the development proposals, new water drainage channels are proposed to be introduced to tie into the existing water drainage channel. An underground tank will collect any waste water as an extra measure to addresses the environmental concerns. The inclusion of the underground tank will prevent any waste water from draining onto the public highway.
- 3.4 The proposed site layout plan for the application is illustrated in drawing number SCP/16164/SK01 REV B contained within **Appendix 2**.

Vehicle Access

- 3.5 It is proposed that the entry / egress access points to the site would remain as per the approved vehicle hire use, which utilised the existing arrangements. These arrangements comprised of a 'entry only' access located along the southern boundary of the site from the A34 Kingsway, and a two way access along the northern boundary of the site from the small gyratory off Fog Lane.
- 3.6 All traffic will exit via the access to the north onto the small gyratory off Fog Lane.
- 3.7 A one way system circling the site was also introduced as part of the approved vehicle hire business to allow an easy flow in and around the development site. This one way system will be retained as part of this proposed application, but will be slightly amended due to the configurations of the new site layout proposals.
- 3.8 Appropriate signage to the car park, in addition to one way / no entry, and exit signs will be sufficiently positioned around the periphery of the site.

- 3.2 A swept path analysis has been undertaken for the site proposals, illustrating a large car entering the existing accesses, turning within the proposed car park layout, parking / turning and exiting the site in a forward gear via the northern site access. The swept path analysis is shown on Drawing SCP\16164\ATR04 REV B presented in [Appendix 3](#).

Servicing

- 3.3 Servicing of the site will take place as per the approved vehicle hire arrangements.
- 3.4 As per MCC's previous request for the approved vehicle hire arrangements, the site has been assessed for a private waste collection service vehicle to access the site internally, collect the waste, and exit the site in a forward gear. As this is a private waste service collection, the vehicle requirements have been reduced to replicate a vehicle of a similar condensed size. Therefore, the swept path manoeuvres of a private refuse vehicle measuring approximately 8.0m in length are shown on Drawing SCP\16164\ATR04 REV B within [Appendix 3](#).
- 3.5 The scheme is anticipated to not generate any great additional levels of waste as per the existing uses. Therefore, it is proposed that the aforementioned refuse collection arrangements will be sufficient.

Car Parking

- 3.6 A total of 7 car parking spaces will be provided on the site as part of the proposed development layout. The 7 spaces will also consist of two disabled bays. The disabled bays will conform to the standard specification (3.6m x 6.0m), with the remaining 5 car parking spaces conforming to the standard specification (minimum of 2.4m x 4.8m). The car parking spaces will be split between staff vehicles, vehicles parked for hiring / servicing, and customer parking. These spaces will be clearly marked, with customer parking positioned close to the office / store entrance for the customer's convenience.
- 3.7 Five customer spaces is considered to be appropriate for a car hand wash business and should cater for any spikes in demand that could occur from time to time. This level is broadly consistent with the parking levels observed at other car hand wash businesses in the region.
- 3.8 It should also be noted that given the surrounding residential areas, in addition to the good level of public transport to the site, it is also anticipated that staff members will not require a vehicle space as they are likely to use a more sustainable method of transport.

Cycle Parking

- 3.9 Cycle parking available on site will remain as per the approved vehicle hire arrangements. This equated to 4 Sheffield 'hooped' cycle stands. The stands are positioned next to the office / store to provide a good level of natural surveillance.

Operating Hours & Site Operation

- 3.10 As per the planning conditions set within the approved vehicle hire business, the operator is also willing to adhere to these same conditions for this application. Whereby the site will only operate between the agreed hours of 08:00 – 19:00 Monday – Saturday and 09:00 – 17:30 on Sundays.
- 3.11 In addition, the operators are also willing to adhere to a further planning condition that would ensure the southern site access from the A34 Kingsway can be closed via temporarily retractable bollards if customer demand ever exceeds the capacity of the site and queues ever start to form back onto the A34 Kingsway. Customer traffic would then be re-directed to the access located along the northern boundary of the site from the small gyratory off Fog Lane. Notwithstanding, it is generally accepted that car washes are usually self-governing in terms of capacity (i.e. if there is a queue, customers are not willing to wait and simply go to a different car wash).

4.0 ACCESSIBILITY

Overview

- 4.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrians

- 4.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrone mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site, as shown at Figure 4.1 within **Appendix 4**.
- 4.4 The site is well situated within Burnage, a suburb of Greater Manchester.
- 4.5 There are a number of local facilities available within close proximity of the site as demonstrated by Figure 4.1 within **Appendix 4**. The figure illustrates that the site is within acceptable walking distance a number of neighbouring villages such as Didsbury and Withington, in addition to Burnage Railway Station (approx. 120m), and bus stops located on Kingsway (approx. 30m).
- 4.6 This demonstrates that there is strong potential for a high proportion of local residents / customers to access the site by foot.
- 4.7 Generally, the topography of the area is conducive to walking with well surfaced and street-lit footways provided to the surrounding areas. These routes also benefit from natural surveillance by virtue of the residential properties and businesses that abut the routes.

Cyclists

- 4.8 Transport policy identifies that cycling represents a realistic and healthy alternative to use of the private car for making journeys up to 5000m as a whole journey or as part of a longer journey by public transport.

- 4.9 Figure 4.2 within **Appendix 4** illustrates the 5km cycle catchment of the site, which is equivalent to a 25 minute cycle. The plan clearly demonstrates that a large area of the south of Manchester and many surrounding residential areas are within 5km of the development.

Public Transport – Bus & Rail

- 4.10 Guidance published by the IHT 'Planning for Public Transport in Developments' (1999), recommends that the maximum walking distance to a bus stop should be 400 metres, equating approximately to a five minute walk. The nearest bus stops to the site are located the A34 Kingsway approximately 30m from the site.
- 4.11 Burnage Railway Station is also located approximately 120m to the west of the site, providing direct access to locations such as Manchester, Cheadle, Wilmslow and Manchester Airport amongst others.
- 4.12 Figure 4.3 within **Appendix 4** which illustrates the distance that can be travelled within 30 minutes by public transport to and from the site. The time includes the walk to the bus stops located on A34 Kingsway or Burnage Railway Station.
- 4.13 Figure 4.3 demonstrates that a lot of the south of Manchester, and the surrounding residential areas, fall within a 30 minute public transport journey. The site is therefore highly accessible by bus and provides an attractive alternative to car travel for visitors and staff of the site.
- 4.14 Having regard to the above, it is therefore concluded that the site is highly accessible by public transport, and prospective customers / staff of the proposed site will have a good range of public transport travel choices.

5.0 TRIP GENERATION

Overview

- 5.1 This chapter sets out the methodology used to estimate the number of trips generated by the previous 'PFS' land use, the approved temporary 'vehicle hire' land use, and the proposed additional 'car hand wash' land use of the site and draws conclusions on the likely impact of the development on the local highway network.

Trip Generation – Existing Use of Site

- 5.2 As stated earlier, the previous land use of the site consisted of a petrol filling station (PFS). Therefore, the trip generation has been assessed on the weekday peak hour's, and the weekend (Sat/Sun) peak hour trip generating potential of the existing PFS land use.
- 5.3 The vehicle trip generating potential of the development has been estimated using trip rates from the industry-standard TRICS Database, and the number of pumps at the existing site (which is believed to be 6). The trip rates have been based on surveys of the 'closest match' TRICS sites that are somewhat similar to the scheme, although these are not quite as accessible by non-car modes of transport as the application site is.
- 5.4 The full trip rates and TRICS outputs are contained in [Appendix 5](#) and the trip generation levels summarised in [Table 5.1](#) below.

Table 5.1 – Trip Generation – Existing PFS Use of the Site

AM Peak (08:00- 09:00)	PFS			PM Peak (17:00- 18:00)	PFS			SAT/SUN Peak (12:00- 13:00)	PFS		
	IN	OUT	2- WAY		IN	OUT	2- WAY		IN	OU T	2- WAY
Vehicles	59	57	116	Vehicles	65	64	129	Vehicles	83	84	167

Trip Generation – Approved Vehicle Hire Use of Site

- 5.5 The weekday peak hour's, and the weekend (Sat/Sun) peak hour trip generating potential of the approved vehicle hire land use (GFA approximately 78sqm) of the site has been estimated using trip rates obtained from the 2015 version 7.2.1 of the TRICS Database. The full trip rates and TRICS outputs contained in [Appendix 5](#) and summarised in [Table 5.2](#) below.

Table 5.2 –Trip Generation – Approved Vehicle Hire Use of Site

AM Peak (08:00- 09:00)	Vehicle Hire			PM Peak (17:00- 18:00)	Vehicle Hire			SAT/SUN Peak (12:00- 13:00)	Vehicle Hire		
	IN	OUT	2- WAY		IN	OUT	2- WAY		IN	OUT	2- WAY
Vehicles	2	1	3	Vehicles	2	2	4	Vehicles	2	2	4

**Note – The TRICS database did not have any weekend (Sat / Sun) surveys available within their dataset. Therefore, the higher PM weekday trip generation has been used as a proxy.*

Trip Generation – Proposed Car Hand Wash Use of Site

- 5.6 The weekday peak hour's, and the weekend (Sat/Sun) peak hour trip generating potential of the proposed part change of use to a car hand wash land use (GFA approximately 78sqm) of the site has been estimated using trip rates obtained from the 2015 version 7.2.1 of the TRICS Database. The full trip rates and TRICS outputs contained in **Appendix 5** and summarised in **Table 5.3** below.

Table 5.3 –Trip Generation – Proposed Car Hand Wash Use of Site

AM Peak (08:00- 09:00)	Proposed			PM Peak (17:00- 18:00)	Proposed			SAT/SUN Peak (12:00- 13:00)	Proposed		
	IN	OUT	2- WAY		IN	OUT	2- WAY		IN	OUT	2- WAY
Vehicles	1	0	1	Vehicles	2	2	4	Vehicles	34	44	78

Note – The weekend car hand wash (Sat / Sun) trip rates are based on only **one available comparator site survey within TRICS. The comparator site is a 'fast lane' high capacity ARC car wash facility in Gloucester, where car washes are conducted for only £1.30 each. As a result, the weekend trip rates adopted above are considered to be highly robust when applied to the proposed scheme. In practice, trips are likely to be regulated to no more than around 48 two-way trips per hour, based on 1 car wash=5 minutes=12 washes per hour per washing bay, x2 bays and then doubled for the two-way flow (i.e. 48 two-way movements).*

Net Traffic Flows and Highway Impact

- 5.7 The net traffic flows generated by the proposed car hand wash use are the sum of the proposed use traffic flows (a total of the car hand wash and the approved car hire businesses) minus the existing PFS use traffic flows and are summarised in **Table 5.4** below:-

Table 5.4 – Net Traffic Flows

AM Peak (08:00- 09:00)	Proposed			PM Peak (17:00- 18:00)	Proposed			SAT/SUN Peak (12:00- 13:00)	Proposed		
	IN	OUT	2- WAY		IN	OUT	2- WAY		IN	OUT	2- WAY
Vehicles	-56	-56	-112	Vehicles	-61	-60	-121	Vehicles	-47	-38	-85

Trip Generation Summary

- 5.8 As can be seen from the above, the overall proposed site (a total of the car hand wash and the approved car hire businesses) is predicted to result in a relatively low number of vehicle trips during both the AM and PM peak periods. As shown in **Table 5.3** a maximum of eight 2-way vehicle trips is predicted during these peaks, which volumetrically equates to approximately 1 additional vehicle movement every 7 and a half minutes.
- 5.9 The assessments for the weekend peak traffic forecast for the overall proposed site (a total of the car hand wash and the approved car hire businesses) a combination of **Table 5.2 & Table 5.3** also shows a maximum of 82 two-way vehicle trips during the peak hour, which equates to just over 1 vehicle every minute on the network.
- 5.10 However, as indicated above it should be noted that this assessment was undertaken using only one comparator site survey within the TRICS database. No other survey information within TRICS was available and the trip rates are considered to be highly robust for the reasons given earlier. It is therefore considered that these figures for the weekend peak are an extreme worst case scenario, given there are no other surveys to establish an ‘average trip rate’, and therefore in reality the proposed site is predicted to generate less than 82 two-way vehicle trips during the weekend peak hour.
- 5.11 Notwithstanding this, even when this worst case scenario (82 two-way trips) is compared to what the former PFS could potentially generate (if fully operational), the proposed change of use would still result in significant net reductions in trips across all assessed time periods, as shown in **Table 5.4** above.
- 5.12 Given the type and nature of the proposed site, it is reasonable to expect that a large proportion of these trips will be pass-by and linked trips, especially given the edge of town and arterial route location of the site, south of Burnage, and east of Didsbury, and north of Parrswood. These trips will already be on the network, and will therefore not be adding any material ‘new’ additional trips to the existing local highway network.

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- 5.13 Furthermore, as previously stated, the operator has also agreed to a planning condition that would ensure the sites southern access from the A34 Kingsway is closed via a temporarily bollards if demand ever exceeds capacity of the site.
- 5.14 This will add an additionally safety feature to prevent any queuing upon the existing highway network, and thus prevent any blocking back onto the A34 Kingsway.
- 5.15 Notwithstanding the above, it should also be noted that the site was previously given temporary approval for a car hand wash business in April 2012, following the closure of the petrol filling station. Therefore, the site and its position within the local highway should be deemed acceptable in terms of its ability to operate sufficiently with the above predicted vehicle trips visiting the site.
- 5.16 Having regard to the above, the proposed development is not anticipated to have a material impact on the operation or safety of the local highway network.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP has been instructed by Dr. Jonathan Khan to provide specialist transport planning and highways advice in support of a proposed temporary part change of use to include a car hand wash business on a site located off Kingsway, Burnage, Manchester.
- 6.2 It should also be noted that planning permission has recently (August 2016) been approved by Manchester City Council (MCC) for a 'Temporary' change of use from a former vacant petrol filling station to a vehicle hire business including erection of single-storey portable building to form an office, with associated boundary treatment under application reference 112106/FO/2016/S2.
- 6.3 An assessment of the accessibility of the site by public transport has demonstrated that it is highly accessible. There are bus stops on both Fog Lane and the A34 Kingsway which are within 400m walking distance of the site, in addition to Burnage Railway Station located approximately 120m from the site.
- 6.4 Having regard to the above, it is therefore concluded that the site is accessible by public transport, and prospective staff and customers of the proposed use will have a very good range of public transport travel choices.
- 6.5 The overall proposed site (a total of the car hand wash and the approved car hire businesses) is predicted to result in a relatively low number of vehicle trips during both the AM and PM peak periods. A maximum of eight 2-way vehicle trips is predicted during these peaks, which volumetrically equates to approximately 1 additional vehicle movement every 7 and a half minutes.
- 6.6 When compared to the trips which could be generated by the existing land use of the site, if fully operational, the proposals show that they are likely to result in a big reduction of vehicle trips during both the AM and PM peak periods.
- 6.7 Notwithstanding the above, it should also be noted that the site was previously given temporary approval for a car hand wash business in April 2012, following the closure of the petrol filling station. Therefore, the site and its position within the local highway should be deemed acceptable in terms of its ability to operate sufficiently with the above predicted vehicle trips visiting the site.
- 6.8 For the reasons set out in this report, we firmly believe that there are no highway, traffic or transport reasons to withhold planning permission for the scheme and it is therefore commended to MCC for approval.

S|C|P

APPENDIX 1

Important – Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Dr Jonathan Khan
370 Kingsway
Burnage
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M19 1PL

Agent (if used)

Mr Mohammed Khan
Ash 4 Homes
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SK8 4RH

Part 1 – Particulars of the application/development

Proposal: Change of use of vacant, former petrol filling station site to vehicle hire business (sui generis) including erection of single-storey, portable building to form office, and associated boundary treatment

Location: Former Petrol Filling Station Site At 370 Kingsway, Burnage, Manchester, M19 1PL

Date of application: 10 May 2016

Application number: 112106/FO/2016/S2

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Temporarily Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application. Pre-application discussions were held with the agents and no significant problems have arisen.

Condition(s) attached to this decision

1) This planning permission is granted for a limited period expiring on 31st August 2017 and all buildings, works, uses of land or other development hereby permitted shall be removed or discontinued and the land reinstated in accordance with a scheme previously approved within one month of the site being vacated or before the expiration of the period specified in this condition, whichever is sooner.

Reason - in the interests of visual amenity to protect the amenity of neighbouring residents pursuant to policy H2.2 of the adopted UDP for the City of Manchester.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

- a) Drawing no. 01, stamped as received on 10th May 2016
- b) Drawing no. 02, stamped as received on 10th May 2016
- c) Drawing no. 03, stamped as received on 10th May 2016
- d) Drawing no. 04, stamped as received on 10th May 2016
- e) Drawing no. 05, stamped as received on 10th May 2016
- f) Drawing no. 06, stamped as received on 10th May 2016
- g) Transport Statement (ref. CR/16164/TS/03), accompanying drawings SCP/16164/SK01 revision A and SCP/16164/ATR04 revision A , stamped as received on 19th July 2016

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) The premises shall not be open outside the following hours:-

Mondays to Saturdays 0900hrs to 1830hrs,
Sundays 1000hrs to 1830hrs

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

4) Car washing/vacuuming facilities shall not be operated outside the following hours:

Mondays to Saturdays 0900hrs to 1830hrs,
Sundays 1000hrs to 1830hrs

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

5) The use of a tannoy system shall only be used in the event of an emergency and there is to be no amplified sound or music played outside.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

6) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

7) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

8) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

Mondays to Saturdays: 0730hrs to 2000hrs

Sundays/Bank Holidays: no deliveries/waste collections.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

9) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

10) Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority, no surface water shall discharge to the public sewerage system either directly or indirectly.

The development shall be completed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

11) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

12) No development that is hereby approved shall commence unless and until samples and specifications of the fencing and gating to be installed around the perimeter of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall then be implemented in accordance with the approved details.

Reason - In the interests of the visual amenity of the area within which the site is located, pursuant to Policy DM1 in the Core Strategy Development Plan Document.

Informatives

This permission does not grant approval under Building Regulations.

Informative for condition 7 - The applicant should complete the 'Waste Proforma v1.0':

http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

Informative from EA - There should be no discharge of surface water run-off from roadways, parking areas or any vehicle washing areas to ground or to soakaway without proper prior treatment as described in the CIRIA SUDS Manual.

Approved Document Part H of the Building Regulations 2000 establishes a hierarchy for surface water disposal, which encourages a SUDS approach. Under Approved Document Part H the first option for surface water disposal should be the use of SUDS, which encourages infiltration such as soakaways or infiltration trenches. In all cases, it should be established that these options are feasible, can be adopted and properly maintained and would not lead to any other environmental problems. For example, using soakaways or other infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Date: 26 August 2016

Signed: 

Julie Roscoe
Head of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to the First Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the Appeals area of the Planning Portal – www.planningportal.gov.uk/pcs. The Inspectorate will publish details of your appeal on the internet (on the Appeals area of the Planning Portal).

This may include a copy of the original planning application form and any supporting documents supplied to the local planning authority. By you or your agent, together with the completed appeal form and information you submit to the Planning Inspectorate. Please ensure that you only provide information, including personal information, that you are happy will be made available to others in this way. If you supply personal information belonging to a third party please ensure you have their permission. More detailed information about data protection and privacy matters is available on the Planning Portal.

Alternatively, appeals can be made on a form which is obtainable from Planning Inspectorate, Customer Support Unit, Room 3/15, Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 or by telephone 0117 372 6372.

The First Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

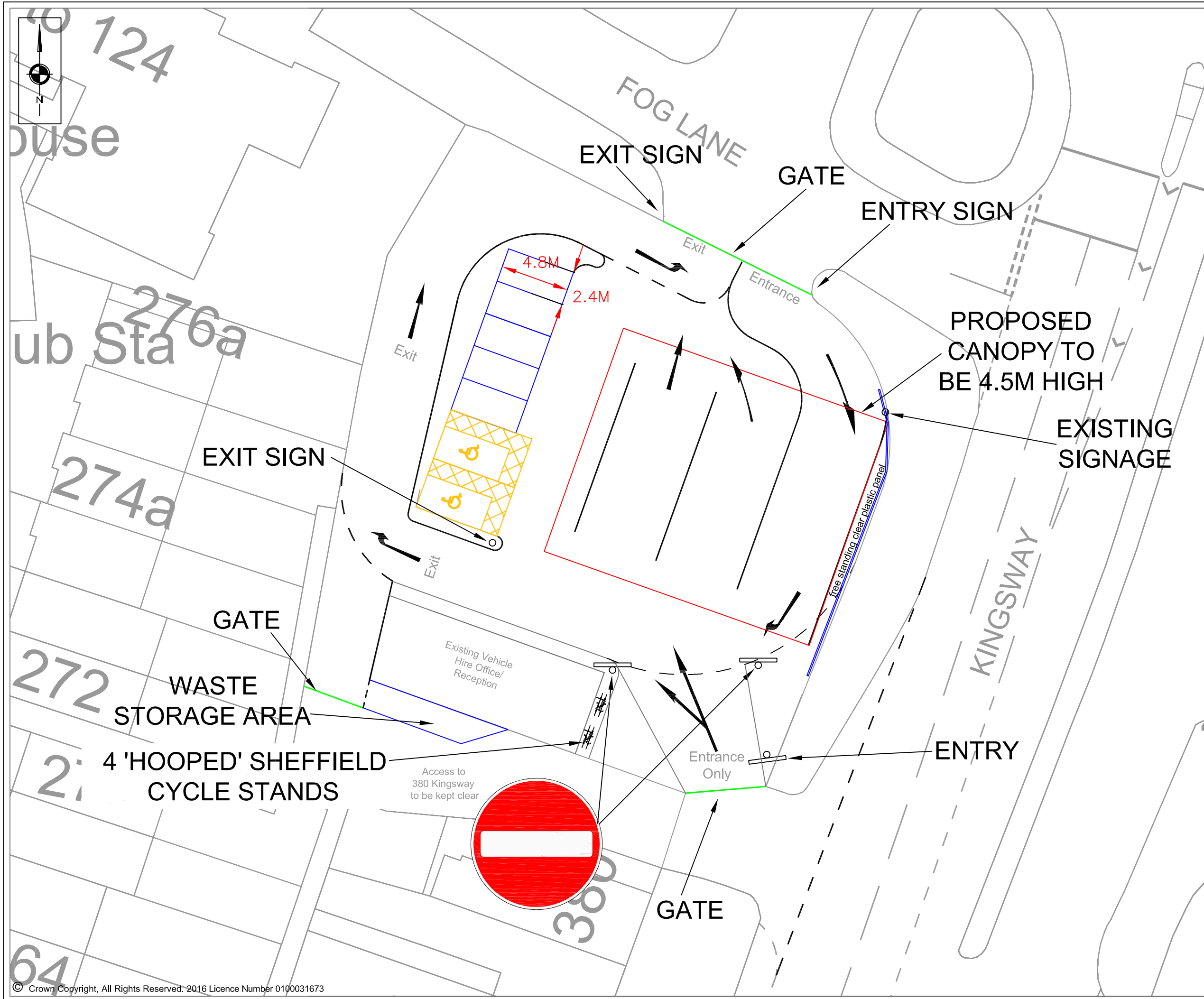
4. If either the local planning authority or the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the First Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

S|C|P

APPENDIX 2



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
A	DRAWING AMENDED TO REFLECT HIGHWAYS COMMENTS	07.07.16	BA
B	-DRAWING AMENDED TO REFLECT REVISED PROPOSED SITE LAYOUT	30.01.16	CR

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

DR. JONATHAN KHAN

Project Title:

KINGSWAY, BURNAGE

Drawing Title:

SITE LAYOUT

Drawn By: BA Date: 03.05.2016

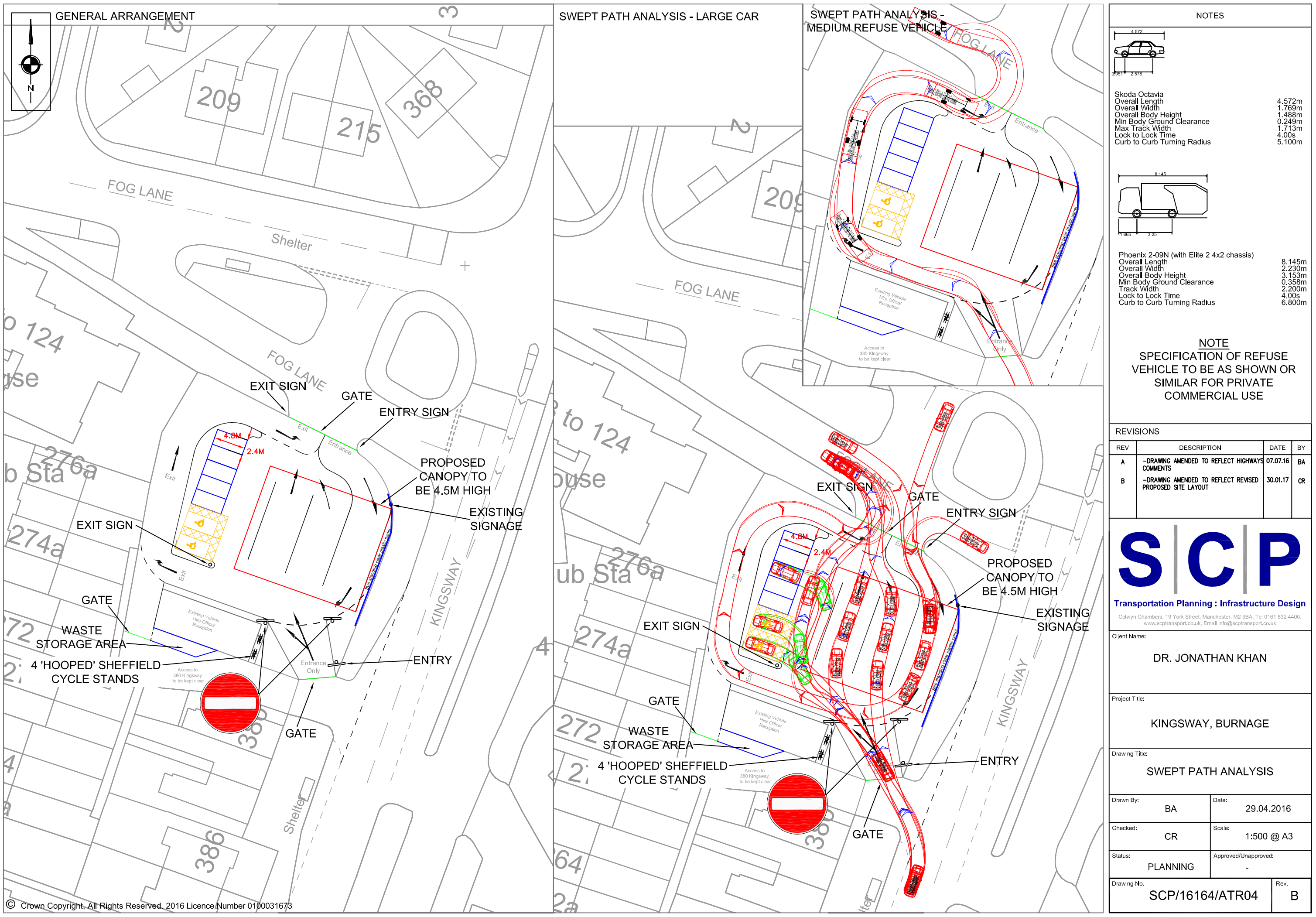
Checked: CR Scale: 1:250 @ A3

Status: PLANNING Approved/Unapproved: -

Drawing No. SCP/16164/SK01 Rev. B

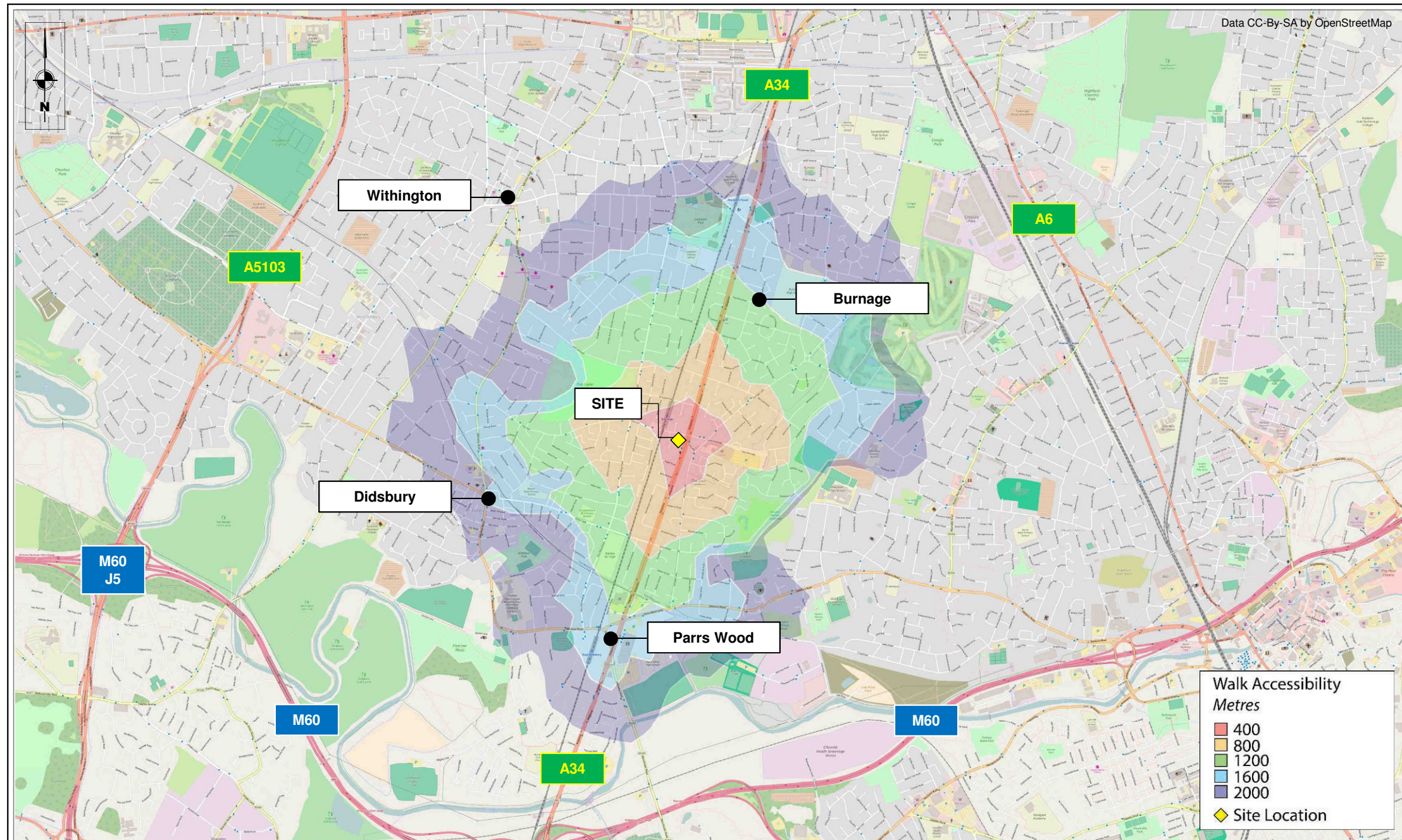
S|C|P

APPENDIX 3



S|C|P

APPENDIX 4





Manchester City Centre

Rusholme

Levenshulme

M60

M60

M60

SITE

M60

Stockport

A50

Northenden

Cheadle

Cycle Accessibility
Metres

- 1000
- 2000
- 3000
- 4000
- 5000

Site Location

S|C|P

Transportation Planning : Infrastructure Design
www.scptransport.co.uk

Project Title

Kingsway, Burnage

Drawing Title

Accessibility: 5km Cycling
Isochrone

Scale

NTS

Date

07.02.2017

Approved/Unapproved

-

By

CR

Checked

JA

Status

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Rev

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Description

Date

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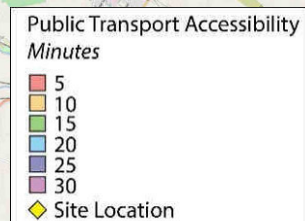
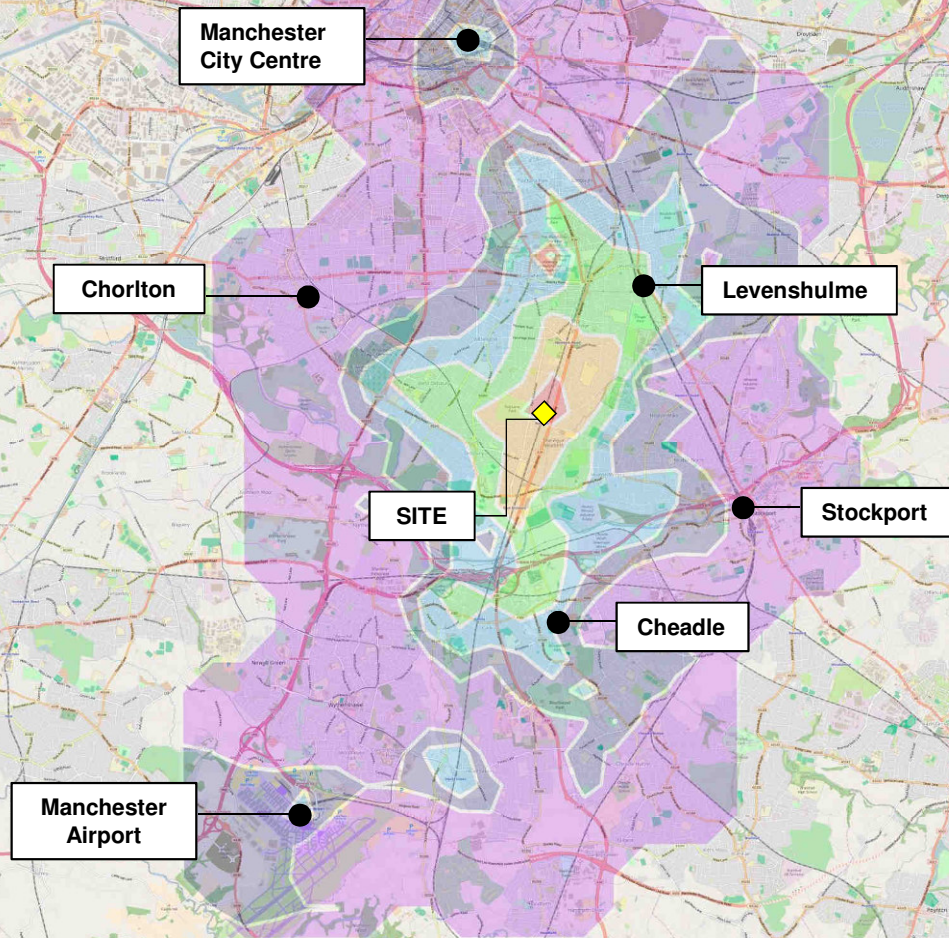
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Drawing No.

APPENDIX 4

FIGURE

4.2



S|C|P

APPENDIX 5

Calculation Reference: AUDIT-726001-160503-0554

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS

Category : B - PFS - WITH RETAIL

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	SC SURREY	2 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	DB DENBIGHSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	HI HIGHLAND	1 days

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

Filtering Stage 2 selection:

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

Parameter: Filling bays
 Actual Range: 6 to 8 (units:)
 Range Selected by User: 4 to 10 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 16/12/14

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	4 days
Tuesday	8 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	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:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Residential Zone	11
Built-Up Zone	1
High Street	1
No Sub Category	4

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

Filtering Stage 3 selection:Use Class:

Not Known	3 days
Sui Generis	14 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®.

Filtering Stage 3 selection (Cont.):Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	12 days
1.6 to 2.0	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	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.

LIST OF SITES relevant to selection parameters

1	BR-13-B-01	TEXACO & COSTCUTTR	BRI STOL CI TY
	NORTHUMBRIA DRIVE		
	WESTBURY PARK		
	BRISTOL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: TUESDAY	06/10/09	Survey Type: MANUAL
2	CA-13-B-02	MURCO & COSTCUTTER	CAMBRI DGESHI RE
	LINCOLN ROAD		
	PETERBOROUGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: TUESDAY	16/12/14	Survey Type: MANUAL
3	DB-13-B-02	TEXACO & CO-OP	DENBI GHSHI RE
	RHYL ROAD		
	RHUDDLAN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: TUESDAY	12/11/13	Survey Type: MANUAL
4	DC-13-B-01	ESSO & TESCO EXPRESS	DORSET
	271 BARRACK ROAD		
	CHRISTCHURCH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	6	
	Survey date: MONDAY	24/03/14	Survey Type: MANUAL
5	DC-13-B-02	M&S & BP	DORSET
	71-75 SOMERFORD ROAD		
	CHRISTCHURCH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Filling bays:	8	
	Survey date: FRIDAY	21/03/14	Survey Type: MANUAL
6	EB-13-B-01	BP	C I TY OF EDI NBURGH
	CALDER ROAD		
	SIGHTHILL		
	EDINBURGH		
	Edge of Town		
	No Sub Category		
	Total Filling bays:	8	
	Survey date: FRIDAY	15/10/10	Survey Type: MANUAL
7	HI-13-B-01	BP	H I GH LAND
	22-24 LONGMAN ROAD		
	INVERNESS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Filling bays:	8	
	Survey date: FRIDAY	22/05/09	Survey Type: MANUAL
8	LC-13-B-01	TOTAL/ SPAR	LANCASHI RE
	BLACKPOOL ROAD		
	PRESTON		
	Edge of Town		
	Residential Zone		
	Total Filling bays:	6	
	Survey date: MONDAY	18/06/07	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LE-13-B-02	TESCO EXPRESS & ESSO	LEICESTERSHIRE
	FOSSE ROAD NORTH		
	LEICESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: <i>TUESDAY</i>	28/10/14	Survey Type: <i>MANUAL</i>
10	NY-13-B-01	BP/ CO-OP	NORTH YORKSHIRE
	TADCASTER ROAD		
	DRINGHOUSES		
	YORK		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Filling bays:	8	
	Survey date: <i>THURSDAY</i>	24/09/09	Survey Type: <i>MANUAL</i>
11	NY-13-B-02	BP & SPAR	NORTH YORKSHIRE
	NORTH STREET		
	RIPON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	6	
	Survey date: <i>MONDAY</i>	23/09/13	Survey Type: <i>MANUAL</i>
12	SC-13-B-03	BP/ M&S	SURREY
	LONDON ROAD		
	BAGSHOT		
	Edge of Town Centre		
	No Sub Category		
	Total Filling bays:	8	
	Survey date: <i>TUESDAY</i>	15/07/08	Survey Type: <i>MANUAL</i>
13	SC-13-B-04	BP/ M&S	SURREY
	EPSOM ROAD (A25)		
	MERROW		
	GUILDFORD		
	Edge of Town		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: <i>TUESDAY</i>	30/09/08	Survey Type: <i>MANUAL</i>
14	SF-13-B-01	TOTAL	SUFFOLK
	HILLSIDE ROAD EAST		
	BUNGAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: <i>TUESDAY</i>	09/10/12	Survey Type: <i>MANUAL</i>
15	SF-13-B-02	BP CONNECT & M&S	SUFFOLK
	ROUGHAM ROAD		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: <i>FRIDAY</i>	19/07/13	Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	WM-13-B-05	TEXACO & CO-OPERATIVE	WEST MIDLANDS
	HIGH STREET		
	HARBORNE		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	High Street		
	Total Filling bays:	8	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
17	WS-13-B-04	TEXACO/ CO-OP	WEST SUSSEX
	BALCOMBE ROAD		
	POUND HILL		
	CRAWLEY		
	Edge of Town		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: MONDAY	07/12/09	Survey Type: MANUAL

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	9	8	4.279	9	8	3.838	9	8	8.117
07:00 - 08:00	17	8	8.085	17	8	7.654	17	8	15.739
08:00 - 09:00	17	8	9.869	17	8	9.462	17	8	19.331
09:00 - 10:00	17	8	9.131	17	8	9.162	17	8	18.293
10:00 - 11:00	17	8	8.738	17	8	8.546	17	8	17.284
11:00 - 12:00	17	8	8.831	17	8	8.892	17	8	17.723
12:00 - 13:00	17	8	10.015	17	8	10.046	17	8	20.061
13:00 - 14:00	17	8	9.385	17	8	9.315	17	8	18.700
14:00 - 15:00	17	8	9.315	17	8	9.238	17	8	18.553
15:00 - 16:00	17	8	10.138	17	8	10.138	17	8	20.276
16:00 - 17:00	17	8	10.554	17	8	10.762	17	8	21.316
17:00 - 18:00	17	8	10.854	17	8	10.700	17	8	21.554
18:00 - 19:00	17	8	10.800	17	8	10.992	17	8	21.792
19:00 - 20:00	16	8	8.590	16	8	9.139	16	8	17.729
20:00 - 21:00	12	8	5.772	12	8	6.054	12	8	11.826
21:00 - 22:00	10	8	3.987	10	8	4.408	10	8	8.395
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	138.343			138.346			276.689		

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

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

Parameter summary

Trip rate parameter range selected: 6 - 8 (units:)
 Survey date range: 01/01/07 - 16/12/14
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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-726001-170207-0255

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

02 SOUTH EAST	
SC SURREY	1 days
WS WEST SUSSEX	1 days
03 SOUTH WEST	
CW CORNWALL	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days
05 EAST MIDLANDS	
LE LEICESTERSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
WO WORCESTERSHIRE	1 days
09 NORTH	
TW TYNE & WEAR	1 days
10 WALES	
FS FLINTSHIRE	1 days
NW NEWPORT	1 days

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

Secondary Filtering selection:

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

Parameter: Filling bays
 Actual Range: 6 to 8 (units:)
 Range Selected by User: 4 to 10 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 08/11/15

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

Selected survey days:

Saturday 5 days
 Sunday 5 days

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

Selected survey types:

Manual count 10 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1
 Suburban Area (PPS6 Out of Centre) 3
 Edge of Town 5
 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:

Residential Zone 6

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:

Not Known	1 days
Sui Generis	9 days

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

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 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:

0.6 to 1.0	3 days
1.1 to 1.5	7 days

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

Travel Plan:

No	10 days
----	---------

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

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CW-13-B-01	TESCO PFS	CORNWALL
	TOLGUS VEAN		
	REDRUTH		
	Edge of Town		
	No Sub Category		
	Total Filling bays:	8	
	Survey date: SATURDAY	01/10/11	Survey Type: MANUAL
2	FS-13-B-01	COSTCUTTER EXPRESS	FLINTSHIRE
	KING STREET		
	MOLD		
	Edge of Town Centre		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: SUNDAY	05/07/09	Survey Type: MANUAL
3	LE-13-B-01	TEXACO/ SOMERFIELD	LEICESTERSHIRE
	BULL HEAD STREET		
	WIGSTON		
	LEICESTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Filling bays:	8	
	Survey date: SUNDAY	21/06/09	Survey Type: MANUAL
4	NF-13-B-02	TEXACO/ CO-OP	NORFOLK
	DEREHAM ROAD		
	NEW COSTESSEY		
	NORWICH		
	Edge of Town		
	Residential Zone		
	Total Filling bays:	6	
	Survey date: SATURDAY	25/09/10	Survey Type: MANUAL
5	NW-13-B-01	TEXACO & SOMERFIELD	NEWPORT
	HIGHCROSS ROAD		
	ROGERSTONE		
	NEWPORT		
	Edge of Town		
	Residential Zone		
	Total Filling bays:	6	
	Survey date: SATURDAY	16/10/10	Survey Type: MANUAL
6	SC-13-B-05	BP & M&S	SURREY
	STAINES ROAD EAST		
	SUNBURY ON THAMES		
	KEMPTON PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: SUNDAY	20/06/10	Survey Type: MANUAL
7	TW-13-B-02	TESCO EXPRESS & PFS	TYNE & WEAR
	BENTON ROAD		
	NEWCASTLE UPON TYNE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	8	
	Survey date: SATURDAY	05/10/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WM-13-B-06	ESSO & TESCO EXPRESS	WEST MIDLANDS
	LINDEN ROAD		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Filling bays:	6	
	Survey date: SUNDAY	08/11/15	Survey Type: MANUAL
9	WO-13-B-01	BP/ SPAR	WORCESTERSHIRE
	WHITTINGTON ROAD		
	RED HILL		
	WORCESTER		
	Edge of Town		
	No Sub Category		
	Total Filling bays:	8	
	Survey date: SATURDAY	23/10/10	Survey Type: MANUAL
10	WS-13-B-03	BP/ M&S	WEST SUSSEX
	WORTHING ROAD		
	RUSTINGTON		
	LITTLEHAMPTON		
	Edge of Town		
	No Sub Category		
	Total Filling bays:	8	
	Survey date: SUNDAY	29/11/09	Survey Type: MANUAL

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7	1.618	5	7	1.382	5	7	3.000
07:00 - 08:00	10	7	5.108	10	7	4.541	10	7	9.649
08:00 - 09:00	10	7	7.000	10	7	6.865	10	7	13.865
09:00 - 10:00	10	7	9.500	10	7	9.270	10	7	18.770
10:00 - 11:00	10	7	11.581	10	7	11.284	10	7	22.865
11:00 - 12:00	10	7	12.986	10	7	12.959	10	7	25.945
12:00 - 13:00	10	7	13.878	10	7	14.081	10	7	27.959
13:00 - 14:00	10	7	12.108	10	7	11.851	10	7	23.959
14:00 - 15:00	10	7	10.689	10	7	11.095	10	7	21.784
15:00 - 16:00	10	7	10.419	10	7	10.432	10	7	20.851
16:00 - 17:00	10	7	12.541	10	7	12.541	10	7	25.082
17:00 - 18:00	10	7	12.378	10	7	12.392	10	7	24.770
18:00 - 19:00	10	7	11.486	10	7	11.649	10	7	23.135
19:00 - 20:00	10	7	9.946	10	7	10.284	10	7	20.230
20:00 - 21:00	10	7	7.811	10	7	8.014	10	7	15.825
21:00 - 22:00	9	7	5.288	9	7	5.409	9	7	10.697
22:00 - 23:00	1	8	3.250	1	8	3.875	1	8	7.125
23:00 - 24:00									
Total Rates:			157.587			157.924			315.511

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

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

Parameter summary

Trip rate parameter range selected:	6 - 8 (units:)
Survey date range:	01/01/08 - 08/11/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	5
Number of Sundays:	5
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7	0.029	5	7	0.029	5	7	0.058
07:00 - 08:00	10	7	0.068	10	7	0.068	10	7	0.136
08:00 - 09:00	10	7	0.068	10	7	0.068	10	7	0.136
09:00 - 10:00	10	7	0.014	10	7	0.014	10	7	0.028
10:00 - 11:00	10	7	0.027	10	7	0.027	10	7	0.054
11:00 - 12:00	10	7	0.027	10	7	0.027	10	7	0.054
12:00 - 13:00	10	7	0.108	10	7	0.108	10	7	0.216
13:00 - 14:00	10	7	0.108	10	7	0.054	10	7	0.162
14:00 - 15:00	10	7	0.027	10	7	0.081	10	7	0.108
15:00 - 16:00	10	7	0.054	10	7	0.054	10	7	0.108
16:00 - 17:00	10	7	0.122	10	7	0.122	10	7	0.244
17:00 - 18:00	10	7	0.108	10	7	0.095	10	7	0.203
18:00 - 19:00	10	7	0.095	10	7	0.095	10	7	0.190
19:00 - 20:00	10	7	0.081	10	7	0.081	10	7	0.162
20:00 - 21:00	10	7	0.095	10	7	0.108	10	7	0.203
21:00 - 22:00	9	7	0.106	9	7	0.106	9	7	0.212
22:00 - 23:00	1	8	0.625	1	8	0.500	1	8	1.125
23:00 - 24:00									
Total Rates:			1.762			1.637			3.399

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

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

Parameter summary

Trip rate parameter range selected: 6 - 8 (units:)
 Survey date range: 01/01/08 - 08/11/15
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 5
 Number of Sundays: 5
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7	0.118	5	7	0.059	5	7	0.177
07:00 - 08:00	10	7	0.095	10	7	0.122	10	7	0.217
08:00 - 09:00	10	7	0.041	10	7	0.041	10	7	0.082
09:00 - 10:00	10	7	0.095	10	7	0.108	10	7	0.203
10:00 - 11:00	10	7	0.122	10	7	0.095	10	7	0.217
11:00 - 12:00	10	7	0.068	10	7	0.027	10	7	0.095
12:00 - 13:00	10	7	0.122	10	7	0.149	10	7	0.271
13:00 - 14:00	10	7	0.095	10	7	0.108	10	7	0.203
14:00 - 15:00	10	7	0.054	10	7	0.054	10	7	0.108
15:00 - 16:00	10	7	0.000	10	7	0.014	10	7	0.014
16:00 - 17:00	10	7	0.135	10	7	0.122	10	7	0.257
17:00 - 18:00	10	7	0.027	10	7	0.027	10	7	0.054
18:00 - 19:00	10	7	0.081	10	7	0.068	10	7	0.149
19:00 - 20:00	10	7	0.027	10	7	0.027	10	7	0.054
20:00 - 21:00	10	7	0.000	10	7	0.027	10	7	0.027
21:00 - 22:00	9	7	0.000	9	7	0.000	9	7	0.000
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00									
Total Rates:			1.080			1.048			2.128

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

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

Parameter summary

Trip rate parameter range selected: 6 - 8 (units:)
 Survey date range: 01/01/08 - 08/11/15
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 5
 Number of Sundays: 5
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7	0.000	5	7	0.000	5	7	0.000
07:00 - 08:00	10	7	0.000	10	7	0.000	10	7	0.000
08:00 - 09:00	10	7	0.000	10	7	0.000	10	7	0.000
09:00 - 10:00	10	7	0.041	10	7	0.041	10	7	0.082
10:00 - 11:00	10	7	0.000	10	7	0.000	10	7	0.000
11:00 - 12:00	10	7	0.000	10	7	0.041	10	7	0.041
12:00 - 13:00	10	7	0.014	10	7	0.000	10	7	0.014
13:00 - 14:00	10	7	0.027	10	7	0.014	10	7	0.041
14:00 - 15:00	10	7	0.000	10	7	0.014	10	7	0.014
15:00 - 16:00	10	7	0.000	10	7	0.000	10	7	0.000
16:00 - 17:00	10	7	0.000	10	7	0.000	10	7	0.000
17:00 - 18:00	10	7	0.027	10	7	0.014	10	7	0.041
18:00 - 19:00	10	7	0.000	10	7	0.014	10	7	0.014
19:00 - 20:00	10	7	0.014	10	7	0.014	10	7	0.028
20:00 - 21:00	10	7	0.000	10	7	0.000	10	7	0.000
21:00 - 22:00	9	7	0.000	9	7	0.000	9	7	0.000
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00									
Total Rates:			0.123			0.152			0.275

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

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

Parameter summary

Trip rate parameter range selected: 6 - 8 (units:)
 Survey date range: 01/01/08 - 08/11/15
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 5
 Number of Sundays: 5
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	5	7	0.000	5	7	0.000	5	7	0.000
07:00 - 08:00	10	7	0.041	10	7	0.027	10	7	0.068
08:00 - 09:00	10	7	0.041	10	7	0.054	10	7	0.095
09:00 - 10:00	10	7	0.027	10	7	0.027	10	7	0.054
10:00 - 11:00	10	7	0.054	10	7	0.068	10	7	0.122
11:00 - 12:00	10	7	0.054	10	7	0.054	10	7	0.108
12:00 - 13:00	10	7	0.095	10	7	0.095	10	7	0.190
13:00 - 14:00	10	7	0.149	10	7	0.149	10	7	0.298
14:00 - 15:00	10	7	0.027	10	7	0.027	10	7	0.054
15:00 - 16:00	10	7	0.108	10	7	0.108	10	7	0.216
16:00 - 17:00	10	7	0.068	10	7	0.068	10	7	0.136
17:00 - 18:00	10	7	0.122	10	7	0.108	10	7	0.230
18:00 - 19:00	10	7	0.122	10	7	0.081	10	7	0.203
19:00 - 20:00	10	7	0.027	10	7	0.068	10	7	0.095
20:00 - 21:00	10	7	0.000	10	7	0.000	10	7	0.000
21:00 - 22:00	9	7	0.061	9	7	0.061	9	7	0.122
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00									
Total Rates:			0.996			0.995			1.991

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

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

Parameter summary

Trip rate parameter range selected: 6 - 8 (units:)
 Survey date range: 01/01/08 - 08/11/15
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 5
 Number of Sundays: 5
 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-726001-160503-0527

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
 Category : C - CAR HIRE CENTRE

VEHICLESSelected regions and areas:

02 SOUTH EAST		
BU	BUCKINGHAMSHIRE	1 days
ES	EAST SUSSEX	1 days
HC	HAMPSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
WY	WEST YORKSHIRE	1 days
09 NORTH		
CB	CUMBRIA	1 days
11 SCOTLAND		
HI	HIGHLAND	1 days
SR	STIRLING	1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 35 to 500 (units: sqm)
 Range Selected by User: 35 to 500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 03/10/14

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	3 days
Friday	1 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:

Town Centre	2
Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
Built-Up Zone	2
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

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 1 mile:

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

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

Population within 5 miles:

5,000 or Less	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

No 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.

LIST OF SITES relevant to selection parameters

1	BU-15-C-01	AVIS & BUDGET	BUCKINGHAMSHIRE
	DUNCOMBE STREET		
	BLETCHLEY		
	MILTON KEYNES		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	250 sqm	
	Survey date: FRIDAY	03/10/14	Survey Type: MANUAL
2	CB-15-C-01	HERTZ	CUMBRIA
	LANCASTER STREET		
	CARLISLE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	400 sqm	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL
3	ES-15-C-01	THRIFTY	EAST SUSSEX
	47 TRAFALGAR STREET		
	BRIGHTON		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: TUESDAY	27/11/07	Survey Type: MANUAL
4	HC-15-C-01	ENTERPRISE	HAMPSHIRE
	STATION ROAD		
	WINCHESTER		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	100 sqm	
	Survey date: TUESDAY	20/11/07	Survey Type: MANUAL
5	HI-15-C-01	ENTERPRISE	HIGHLAND
	HARBOUR ROAD		
	CITADEL		
	INVERNESS		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	45 sqm	
	Survey date: THURSDAY	25/05/06	Survey Type: MANUAL
6	SR-15-C-01	NATIONAL	STIRLING
	GLASGOW ROAD		
	WHINS OF MILTON		
	STIRLING		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	75 sqm	
	Survey date: MONDAY	23/04/07	Survey Type: MANUAL
7	WY-15-C-01	ENTERPRISE	WEST YORKSHIRE
	BRADFORD ROAD		
	BIRSTALL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	35 sqm	
	Survey date: THURSDAY	29/05/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 15 - VEHICLE SERVICES/C - CAR HIRE CENTRE

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									
07:00 - 08:00	5	174	1.264	5	174	0.000	5	174	1.264
08:00 - 09:00	7	201	2.420	7	201	1.851	7	201	4.271
09:00 - 10:00	7	201	2.847	7	201	2.705	7	201	5.552
10:00 - 11:00	7	201	1.566	7	201	2.135	7	201	3.701
11:00 - 12:00	7	201	2.278	7	201	1.851	7	201	4.129
12:00 - 13:00	7	201	1.637	7	201	1.495	7	201	3.132
13:00 - 14:00	7	201	1.566	7	201	2.135	7	201	3.701
14:00 - 15:00	7	201	1.851	7	201	1.352	7	201	3.203
15:00 - 16:00	7	201	1.423	7	201	1.779	7	201	3.202
16:00 - 17:00	7	201	2.064	7	201	2.064	7	201	4.128
17:00 - 18:00	7	201	2.064	7	201	2.562	7	201	4.626
18:00 - 19:00	4	118	0.851	4	118	2.128	4	118	2.979
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			21.831			22.057			43.888

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

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

Parameter summary

Trip rate parameter range selected: 35 - 500 (units: sqm)
 Survey date range: 01/01/01 - 03/10/14
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-726001-161010-1058

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES

Category : D - CAR WASH

VEHICLESSelected regions and areas:

06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of bays
 Actual Range: 2 to 8 (units:)
 Range Selected by User: 1 to 8 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 21/06/11

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 2 days
 Friday 1 days

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

Selected survey types:

Manual count 3 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:

Town Centre 1
 Suburban Area (PPS6 Out of 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:

Residential Zone 1
 High Street 1
 No Sub Category 1

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

Filtering Stage 3 selection:Use Class:

Not Known	2 days
Sui Generis	1 days

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

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
250,001 to 500,000	2 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	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

LIST OF SITES relevant to selection parameters

1	EB-15-D-01	WASH 'N' VALET	CITY OF EDINBURGH
	FERRY ROAD		
	GRANTON		
	EDINBURGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bays:	8	
	Survey date: TUESDAY	26/10/10	Survey Type: MANUAL
2	TW-15-D-01	CAR WASH	TYNE & WEAR
	PHILADELPHIA LANE		
	HOUGHTON-LE-SPRING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bays:	2	
	Survey date: TUESDAY	21/06/11	Survey Type: MANUAL
3	WO-15-D-01	HAND CAR WASH	WORCESTERSHIRE
	AVON STREET		
	EVESHAM		
	Town Centre		
	High Street		
	Total Number of bays:	4	
	Survey date: FRIDAY	22/10/10	Survey Type: MANUAL

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

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

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									
07:00 - 08:00	1	8	0.000	1	8	0.000	1	8	0.000
08:00 - 09:00	3	5	0.571	3	5	0.143	3	5	0.714
09:00 - 10:00	3	5	1.286	3	5	0.929	3	5	2.215
10:00 - 11:00	3	5	1.357	3	5	1.429	3	5	2.786
11:00 - 12:00	3	5	1.143	3	5	1.071	3	5	2.214
12:00 - 13:00	3	5	1.000	3	5	1.071	3	5	2.071
13:00 - 14:00	3	5	1.286	3	5	1.000	3	5	2.286
14:00 - 15:00	3	5	1.500	3	5	1.500	3	5	3.000
15:00 - 16:00	3	5	1.571	3	5	1.571	3	5	3.142
16:00 - 17:00	3	5	1.000	3	5	1.643	3	5	2.643
17:00 - 18:00	3	5	1.000	3	5	0.857	3	5	1.857
18:00 - 19:00	2	6	0.250	2	6	0.667	2	6	0.917
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.964			11.881			23.845

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

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

Parameter summary

Trip rate parameter range selected:	2 - 8 (units:)
Survey date range:	01/01/08 - 21/06/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

TAXI S**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									
07:00 - 08:00	1	8	0.000	1	8	0.000	1	8	0.000
08:00 - 09:00	3	5	0.000	3	5	0.000	3	5	0.000
09:00 - 10:00	3	5	0.000	3	5	0.000	3	5	0.000
10:00 - 11:00	3	5	0.071	3	5	0.071	3	5	0.142
11:00 - 12:00	3	5	0.071	3	5	0.071	3	5	0.142
12:00 - 13:00	3	5	0.000	3	5	0.000	3	5	0.000
13:00 - 14:00	3	5	0.000	3	5	0.000	3	5	0.000
14:00 - 15:00	3	5	0.000	3	5	0.000	3	5	0.000
15:00 - 16:00	3	5	0.000	3	5	0.000	3	5	0.000
16:00 - 17:00	3	5	0.000	3	5	0.000	3	5	0.000
17:00 - 18:00	3	5	0.000	3	5	0.000	3	5	0.000
18:00 - 19:00	2	6	0.000	2	6	0.000	2	6	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.142			0.142			0.284

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

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

Parameter summary

Trip rate parameter range selected:	2 - 8 (units:)
Survey date range:	01/01/08 - 21/06/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

OGVS**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									
07:00 - 08:00	1	8	0.000	1	8	0.000	1	8	0.000
08:00 - 09:00	3	5	0.000	3	5	0.000	3	5	0.000
09:00 - 10:00	3	5	0.000	3	5	0.000	3	5	0.000
10:00 - 11:00	3	5	0.071	3	5	0.071	3	5	0.142
11:00 - 12:00	3	5	0.000	3	5	0.000	3	5	0.000
12:00 - 13:00	3	5	0.071	3	5	0.071	3	5	0.142
13:00 - 14:00	3	5	0.000	3	5	0.000	3	5	0.000
14:00 - 15:00	3	5	0.000	3	5	0.000	3	5	0.000
15:00 - 16:00	3	5	0.000	3	5	0.000	3	5	0.000
16:00 - 17:00	3	5	0.000	3	5	0.000	3	5	0.000
17:00 - 18:00	3	5	0.000	3	5	0.000	3	5	0.000
18:00 - 19:00	2	6	0.000	2	6	0.000	2	6	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.142			0.142			0.284

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

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

Parameter summary

Trip rate parameter range selected: 2 - 8 (units:)
 Survey date range: 01/01/08 - 21/06/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

PSVS**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									
07:00 - 08:00	1	8	0.000	1	8	0.000	1	8	0.000
08:00 - 09:00	3	5	0.000	3	5	0.000	3	5	0.000
09:00 - 10:00	3	5	0.000	3	5	0.000	3	5	0.000
10:00 - 11:00	3	5	0.000	3	5	0.000	3	5	0.000
11:00 - 12:00	3	5	0.000	3	5	0.000	3	5	0.000
12:00 - 13:00	3	5	0.000	3	5	0.000	3	5	0.000
13:00 - 14:00	3	5	0.000	3	5	0.000	3	5	0.000
14:00 - 15:00	3	5	0.000	3	5	0.000	3	5	0.000
15:00 - 16:00	3	5	0.000	3	5	0.000	3	5	0.000
16:00 - 17:00	3	5	0.000	3	5	0.000	3	5	0.000
17:00 - 18:00	3	5	0.000	3	5	0.000	3	5	0.000
18:00 - 19:00	2	6	0.000	2	6	0.000	2	6	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	2 - 8 (units:)
Survey date range:	01/01/08 - 21/06/11
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

CYCLISTS**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									
07:00 - 08:00	1	8	0.000	1	8	0.000	1	8	0.000
08:00 - 09:00	3	5	0.000	3	5	0.000	3	5	0.000
09:00 - 10:00	3	5	0.000	3	5	0.000	3	5	0.000
10:00 - 11:00	3	5	0.000	3	5	0.000	3	5	0.000
11:00 - 12:00	3	5	0.000	3	5	0.000	3	5	0.000
12:00 - 13:00	3	5	0.000	3	5	0.000	3	5	0.000
13:00 - 14:00	3	5	0.000	3	5	0.000	3	5	0.000
14:00 - 15:00	3	5	0.000	3	5	0.000	3	5	0.000
15:00 - 16:00	3	5	0.000	3	5	0.000	3	5	0.000
16:00 - 17:00	3	5	0.000	3	5	0.000	3	5	0.000
17:00 - 18:00	3	5	0.000	3	5	0.000	3	5	0.000
18:00 - 19:00	2	6	0.000	2	6	0.000	2	6	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 2 - 8 (units:)
 Survey date range: 01/01/08 - 21/06/11
 Number of weekdays (Monday-Friday): 3
 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-726001-161010-1001

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES

Category : D - CAR WASH

VEHICLESSelected regions and areas:**03 SOUTH WEST**

GS GLOUCESTERSHIRE

1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set***Filtering Stage 2 selection:***This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of bays

Actual Range: 1 to 1 (units:)

Range Selected by User: 1 to 8 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 21/06/11

*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:

Sunday 1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count 1 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) 1

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

Industrial Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.***Filtering Stage 3 selection:**Use Class:

Not Known 1 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®.

Filtering Stage 3 selection (Cont.):Population within 1 mile:

15,001 to 20,000

1 days

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

Population within 5 miles:

125,001 to 250,000

1 days

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

1 days

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

Travel Plan:

No

1 days

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

LIST OF SITES relevant to selection parameters

1	GS-15-D-01 BRISTOL ROAD	ARC	GLOUCESTERSHIRE
	GLOUCESTER Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Number of bays:	1	
	Survey date: SUNDAY	25/04/10	Survey Type: MANUAL

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

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

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									
07:00 - 08:00									
08:00 - 09:00	1	1	0.000	1	1	0.000	1	1	0.000
09:00 - 10:00	1	1	6.000	1	1	5.000	1	1	11.000
10:00 - 11:00	1	1	19.000	1	1	17.000	1	1	36.000
11:00 - 12:00	1	1	22.000	1	1	20.000	1	1	42.000
12:00 - 13:00	1	1	17.000	1	1	22.000	1	1	39.000
13:00 - 14:00	1	1	17.000	1	1	13.000	1	1	30.000
14:00 - 15:00	1	1	15.000	1	1	19.000	1	1	34.000
15:00 - 16:00	1	1	19.000	1	1	16.000	1	1	35.000
16:00 - 17:00	1	1	14.000	1	1	12.000	1	1	26.000
17:00 - 18:00	1	1	6.000	1	1	11.000	1	1	17.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			135.000			135.000			270.000

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

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

Parameter summary

Trip rate parameter range selected: 1 - 1 (units:)
 Survey date date range: 01/01/08 - 21/06/11
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 0
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

TAXI S**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									
07:00 - 08:00									
08:00 - 09:00	1	1	0.000	1	1	0.000	1	1	0.000
09:00 - 10:00	1	1	0.000	1	1	0.000	1	1	0.000
10:00 - 11:00	1	1	0.000	1	1	0.000	1	1	0.000
11:00 - 12:00	1	1	0.000	1	1	0.000	1	1	0.000
12:00 - 13:00	1	1	1.000	1	1	1.000	1	1	2.000
13:00 - 14:00	1	1	0.000	1	1	0.000	1	1	0.000
14:00 - 15:00	1	1	0.000	1	1	0.000	1	1	0.000
15:00 - 16:00	1	1	0.000	1	1	0.000	1	1	0.000
16:00 - 17:00	1	1	0.000	1	1	0.000	1	1	0.000
17:00 - 18:00	1	1	0.000	1	1	0.000	1	1	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.000			1.000			2.000

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

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

Parameter summary

Trip rate parameter range selected: 1 - 1 (units:)
 Survey date date range: 01/01/08 - 21/06/11
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 0
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

OGVS**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									
07:00 - 08:00									
08:00 - 09:00	1	1	0.000	1	1	0.000	1	1	0.000
09:00 - 10:00	1	1	0.000	1	1	0.000	1	1	0.000
10:00 - 11:00	1	1	0.000	1	1	0.000	1	1	0.000
11:00 - 12:00	1	1	0.000	1	1	0.000	1	1	0.000
12:00 - 13:00	1	1	0.000	1	1	0.000	1	1	0.000
13:00 - 14:00	1	1	0.000	1	1	0.000	1	1	0.000
14:00 - 15:00	1	1	0.000	1	1	0.000	1	1	0.000
15:00 - 16:00	1	1	0.000	1	1	0.000	1	1	0.000
16:00 - 17:00	1	1	0.000	1	1	0.000	1	1	0.000
17:00 - 18:00	1	1	0.000	1	1	0.000	1	1	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 1 - 1 (units:)
 Survey date date range: 01/01/08 - 21/06/11
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 0
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

PSVS**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									
07:00 - 08:00									
08:00 - 09:00	1	1	0.000	1	1	0.000	1	1	0.000
09:00 - 10:00	1	1	0.000	1	1	0.000	1	1	0.000
10:00 - 11:00	1	1	0.000	1	1	0.000	1	1	0.000
11:00 - 12:00	1	1	0.000	1	1	0.000	1	1	0.000
12:00 - 13:00	1	1	0.000	1	1	0.000	1	1	0.000
13:00 - 14:00	1	1	0.000	1	1	0.000	1	1	0.000
14:00 - 15:00	1	1	0.000	1	1	0.000	1	1	0.000
15:00 - 16:00	1	1	0.000	1	1	0.000	1	1	0.000
16:00 - 17:00	1	1	0.000	1	1	0.000	1	1	0.000
17:00 - 18:00	1	1	0.000	1	1	0.000	1	1	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 1 - 1 (units:)
 Survey date date range: 01/01/08 - 21/06/11
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 0
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

CYCLISTS**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									
07:00 - 08:00									
08:00 - 09:00	1	1	0.000	1	1	0.000	1	1	0.000
09:00 - 10:00	1	1	0.000	1	1	0.000	1	1	0.000
10:00 - 11:00	1	1	0.000	1	1	0.000	1	1	0.000
11:00 - 12:00	1	1	0.000	1	1	0.000	1	1	0.000
12:00 - 13:00	1	1	0.000	1	1	0.000	1	1	0.000
13:00 - 14:00	1	1	0.000	1	1	0.000	1	1	0.000
14:00 - 15:00	1	1	0.000	1	1	0.000	1	1	0.000
15:00 - 16:00	1	1	0.000	1	1	0.000	1	1	0.000
16:00 - 17:00	1	1	0.000	1	1	0.000	1	1	0.000
17:00 - 18:00	1	1	0.000	1	1	0.000	1	1	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected: 1 - 1 (units:)
 Survey date date range: 01/01/08 - 21/06/11
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 0
 Number of Sundays: 1
 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.