Cameron + Ross

230736-000

STONEYWOOD GATE
STONEYWOOD PARK
DYCE
ABERDEEN

TRANSPORTATION STATEMENT

November 2023

CO CITY
STONEYWOOD GATE
DYCE
ABERDEEN

CAMERON + ROSS
CONSULTING ENGINEERS
15 VICTORIA STREET
ABERDEEN
AB10 1XB

CONTENTS

REVISION SCHEDULE

Rev No.	Description of Amendment	Prepared By	Approved By	Date
-	Original Issue	A. McKenzie	B. Clark	10/11/2023

1.0 INTRODUCTION

1.1 Cameron + Ross has been appointed by CoCity to prepare a Transportation Statement (TS) to support a planning application for a mixed-use redevelopment of the Stoneywood Gate site located on the corner of the A947 Stoneywood Road and Stoneywood Park, Dyce. The site is approximately six miles northwest of Aberdeen City Centre, between Dyce to the north and Stoneywood to the south and will now be known as Stoneywood Gate. The Site Location is shown below:

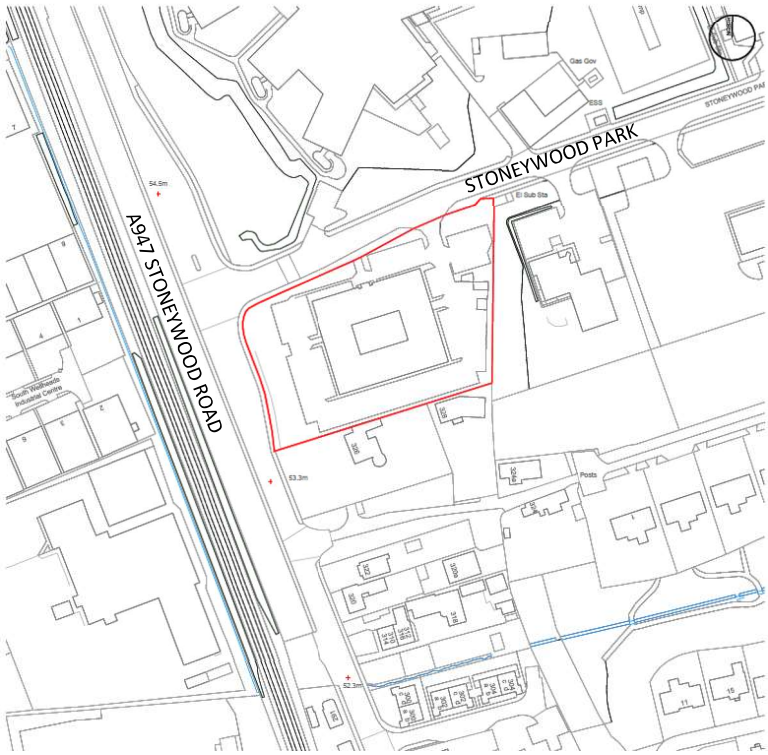

Figure 1 – Site Location Plan

1.2 The site is 0.7 hectares and is accessed via Stoneywood Park. There is an existing two-storey office building (GFA = 3,336m^2) which is to be demolished as part of the development proposals.

1.3 The purpose of this Transportation Statement is to assess the suitability of the site transport infrastructure proposals, the local road network and local transport infrastructure for the re-development proposals.

1.4 The developer chose the site because of its ideal situation to connect to the existing sustainable transport network and existing mixed use of the surrounding areas, which is a mix of commercial and residential, making it an ideal location to attract residents and employees within the local area to the site without the need for lengthy journeys and therefore maximising travel to/from the site by foot, cycle or public transport.

2.0 DEVELOPMENT PROPOSALS

2.0 The proposed redevelopment consists of 2 no. cafe/ restaurant units each with 222 m^2 (GFA), and 4 no. self-contained commercial units with a total 384 m^2 (GFA). There is also an EV charging hub consisting of 22 no. spaces.

Development Layout and Access Overview

2.1 The site is bounded by Stoneywood Park to the north and the A947 Stoneywood Road to the west. To the east are existing commercial properties, and to the south, there is existing residential properties.

2.2 The existing site access a simple priority T-junction is situated around 100m east of the Stoneywood Park/ A947 Stoneywood Road traffic signalised T-junction. The existing access is proposed to be reused for the proposed development. The proposed site layout plan is contained in the figure below:

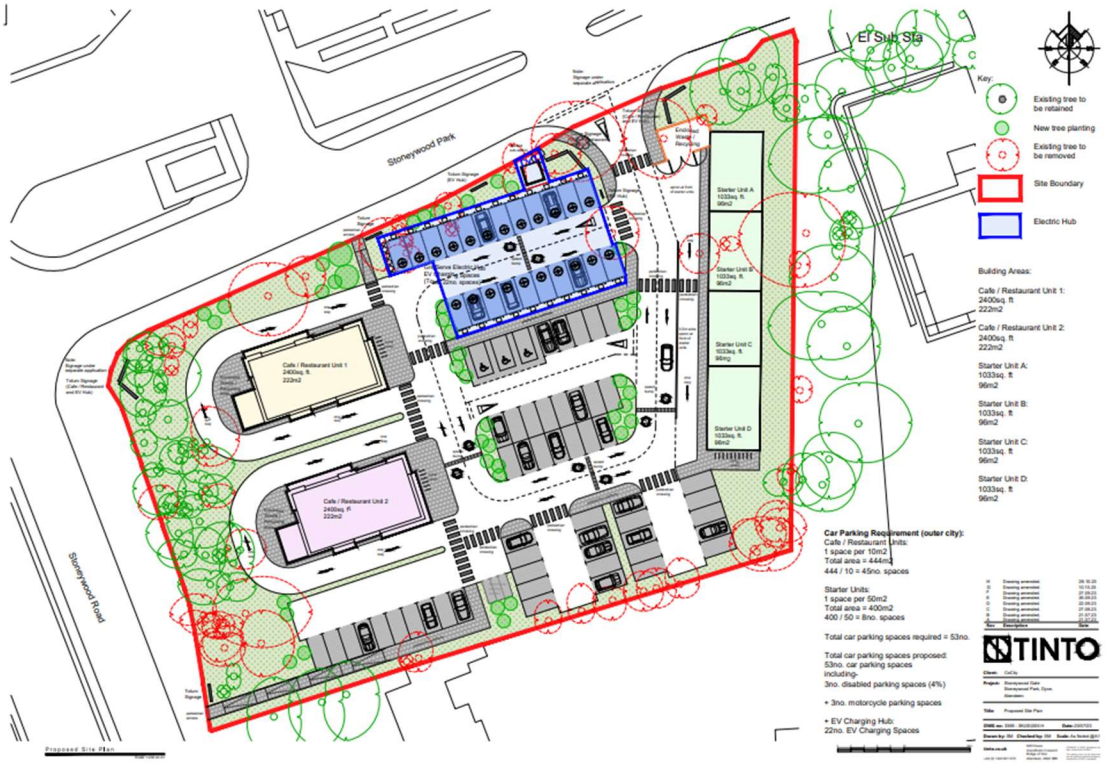

Figure 2 – Architects Proposed Site Layout Plan

2.3 Stoneywood Park and the A947 Stoneywood Road are 30mph speed limit zones. As a result, the required visibility splay for the proposed access junction is 2.4x43m. The Road Layout drawing contained within **Appendix A** shows that this visibility is achieved.

2.4 Stoneywood Park is a 7.3m wide single carriageway with a 2.0m wide well-lit footpath provided on either side. A 2.0m wide footpath will be provided to each side of the access bellmouth to provide access to the site, and a pedestrian crossing point will be provided across the throat of the bellmouth.

2.5 A further 2.0m wide footpath access is provided centrally along the Stoneywood Park frontage to minimise walking distances to the Café/ Restaurant frontages.

2.6 It is proposed that the site access road will remain private. Refuse vehicles can navigate around the proposed internal roads, allowing them to enter and leave the site in a forward gear. The refuse vehicle swept path drawing is contained in **Appendix A**.

2.7 The main pedestrian journeys would be expected to be toward Stoneywood Road. The Stoneywood Park/Stoneywood Road signalised junction has existing pedestrian drop kerbs and tactile paving provided to allow safe crossing of Stoneywood Park.

2.8 To the southwest corner of the site, the 2m wide internal footpath continues and allows access to the nearby southbound and northbound bus stops on Stoneywood Road, and these are both located within 200m of the development's front door.

2.9 120m to the north of the Stoneywood Park junction, there is a signalised pedestrian crossing allowing safe crossing of Stoneywood road at this location.

2.10 Immediately north of the pedestrian crossing, there is a bus stop and shelter for northbound buses. This is 210m walking distance from the main building front door.

2.11 Dyce central town area is located around 750m to the north of the development, where local shops and facilities can be accessed. There is a range of existing commercial premises within the immediate surroundings of the proposed development, providing work opportunities for residents.

2.12 Employees of the surrounding existing commercial premises will also provide a local market for the proposed facilities, which, due to the locality, will be able to safely walk to the proposed development site.

2.13 The existing access will be slightly relocated to the west and will be 6m wide and will create an internal loop.

2.14 There is an extensive internal layout of 2m wide footpaths that will link the various buildings and desire lines, marked crossing points with pedestrian crossing points, and tactile paving is provided at all internal crossings to provide safe pedestrian access and help to prioritise pedestrians.

2.15 Internally, the car park access road will create an internal loop to provide sufficient access to the proposed units.

Parking Provision

2.16 Parking provision will be provided in line with the Aberdeen City Council Parking Standards for the outer city zone. The parking standards for non-residential uses are maximum standards.

2.17 The **vehicle parking standards** recommend the following provision:

- Café/Restaurants = 1 per 10m^2 GFA (Maximum). Therefore, for 444m^2 GFA, the maximum provision = 45 spaces.

- Warehousing – wholesale trading = 1 per 50m^2 GFA (Maximum). Therefore, for 400m^2 GFA, the maximum provision = 8 spaces.

- Disabled parking = 4% of the total number of spaces in the car park. (Minimum). Therefore, 3 no. disabled spaces are required.

- The total maximum provision from summing the above maximum parking standards = 53, including 3 no. disabled parking spaces, and 22 no. EV charging spaces.

2.18 The vehicle parking provision is shown on the Architects site layout drawing (Contained in Figure 2 above), and this shows that a total of 53 spaces is provided, made up of 50 undesignated car park spaces plus 3 disabled spaces. This matches the maximum provision stated within the parking standards.

2.19 There are also 22 electric vehicle spaces associated with the EV charging hub, which is additional to the max parking provision provided to serve the building. As a result of the EV charging hub, no EV charging spaces are proposed to serve the buildings as sufficient provision is provided in the EV charging hub.

2.20 It is expected that the Stoneywood Gate facilities would be used by employees of other local businesses and residents of neighbouring houses who would be expected to access the development on foot.

2.21 There are also bus stops with regular bus service within the immediate vicinity of the site, further reducing the need for car travel to the site and, of course, surrounding business, further reducing the need for car parking spaces.

2.22 There are good existing cycle routes within the existing vicinity of the site, further reducing the need for car travel to the site.

2.23 It is therefore proposed, given the relative accessibility of the site by a wide range of sustainable modes of transport, that the level of parking provision should be considered acceptable.

<u>Electric Vehicle Charging Infrastructure</u>

2.24 To comply with Aberdeen City Council Supplementary Guidance: Transport and Accessibility, the minimum required electric vehicle charging infrastructure requirements are as follows:

- The minimum standard for non-residential developments with 50 to 399 spaces provided is for 2 EV spaces (active provision) + 2 EV spaces (passive provision).

- Part of the proposed development is providing an electric charging hub, which provides the minimum standard for non-residential spaces. The number of spaces being provided within the hub totals 22 spaces.

Cycle Parking

2.25 The **minimum cycle parking** requirement is stated below:

- Food and Drink (Staff) = 1 space + 1 per 20 staff. Staff levels expected to be between 20-25 therefore 3 spaces would be required.

- Food and Drink (Visitors) = 1 space + 1 space per 100m^2 PFA. Therefore, for 444m^2 PFA 5 spaces are required.

- Storage and Distribution – Warehousing = 1 space per 1600m^2. Therefore, with 400m^2, the minimum cycle spaces required = 1

2.26 Based on the above a total of 9 spaces is required.

2.27 The provided cycle parking provision is shown on the Architect site layout drawing contained within **Appendix B.** This shows that there is a total of 22 spaces available spaced around the site. Therefore, there is an over provision of cycle parking on site which will ensure promotion of cycle ownership and usage is maximised.

3.0 TRANSPORT PLANNING POLICY REVIEW

Introduction

3.1 The following provides a review of the proposed development in the context of the current national and local government/authority policies and guidelines.1

Scotland Transport Future: Guidance on Local Transport Strategies

3.2 "*Our overall aim is to promote economic growth, social inclusion, health and protection of our environment through a safe, integrated, effective and efficient transport system."*

3.3 Our objectives are to:

- *Promote **economic growth** by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency.*
- *Promote **social inclusion** by connecting remote and disadvantaged communities and increasing the accessibility of the transport network.*
- *Protect our **environment** and improve health by building and investing in public transport and other types of efficient and sustainable transport, which minimise emissions and consumption of resources and energy.*
- *Improve the **safety** of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff.*
- *Improve **integration** by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.*

The proposed development will protect the environment by redeveloping an existing site. The proposed site is ideally located to make the most of existing sustainable transport infrastructure and enhance internal footpath links.

Scottish Planning Policy (SPP)

3.4 National policy for transport is detailed in Scottish Planning Policy. The (SPP) aim is to support new investment & development in locations accessible by a range and means of transport whilst minimising the impact on existing transport networks and environments.

Scottish Planning Policy (2014)

3.5 The Transport Policy for Scotland Clause 270 "The planning system should support patterns of development which:

- Optimise the use of existing infrastructure
- Reduce the need to travel
- Provide Safe and convenient opportunities for walking and cycling for both active travel and recreation and facilitate travel by public transport.
- Enable the integration of transport modes."

The site is situated adjacent to existing footpath, cycle paths, and bus stops infrastructure, therefore maximising the opportunity to utilise existing infrastructure.

There are additional pedestrian access points proposed in comparison to the existing situation which will provide a good visible link to the existing pedestrian infrastructure and minimise pedestrian journey distances.

There is a signalised pedestrian crossing to Stoneywood Road north of the Stoneywood Park junction, which provides a safe crossing to the bus stop and shelter located here.

The amenities within the Dyce town centre area are within easy walking distance of the site..

3.6 Clause 273 states, "Plans should support development in locations that allow walkable access are accessible by walking, cycling and public transport, making best use of or adding to existing networks and creating new networks". Significant travel-generating uses should be in locations which are well-served by public transport, and the amount of associated car parking permitted should be controlled to encourage more sustainable travel choices. A travel plan is a plan is a package of measures aimed at promoting more sustainable travel choices and reducing reliance on the car and should be encouraged for all significant travel-generating developments.

A Travel Information Pack will be considered for issue to employees upon occupation to provide information on the available sustainable travel opportunities.
The complimentary mixed-use nature of the site and surrounding area will provide the opportunity to minimise the number and distance of vehicle trips.

3.7 Clause 287 states, “Planning permission should not be granted for significant travel generating uses at locations which would increase reliance on the car and where:

- Direct links to local facilities via walking and cycling networks are not available or cannot be made available,
- Access to local facilities via public transport networks would involve walking more than 400m,
- the transport assessment does not identify satisfactory ways for meeting sustainable transport requirements”.

The site footpath network will link to the existing footpath network, and the Dyce town centre services and surrounding business and residential areas are within a 15-minute walk from the site. The existing bus stops are within a 2-3-minute walk from the site and, therefore, are all well below the suggested maximum distances as set within the local and national planning guidelines.

4.0 SUSTAINABLE TRAVEL OPPORTUNITIES

Walking

Existing Provision

4.1 Existing and proposed pedestrian infrastructure has been outlined in section 2 of this report.

4.2 The photograph below shows the existing footpath infrastructure on Stoneywood Park to the west of the existing site access junction. This shows the footpaths to be in fair condition and are well-lit. The signalised junction with Stoneywood Road is visible in the Background, highlighting the closeness of the site to this main arterial route.

Figure 3 – View Looking West from the Existing Site Access

4.3 The photograph below shows the existing signalised pedestrian crossing to Stoneywood Road to the north of Stoneywood Park. The existing bus stop and shelter is visible in the background.

Figure 4 – View Looking North on Stoneywood Road North of Stoneywood Park

Proposed Walking Accessibility

4.4 PAN 75, Planning for Transport, states that a maximum of 1600m walking distance is generally acceptable in order for a location to be considered accessible to local facilities. Transport Scotland document Transport Assessment Guidance 2012 indicates that a walking journey time of 20-30 minutes is deemed acceptable for commuter journeys, which is between a 1.5km to 2.5km walking journey.

4.5 Local and National planning guidelines support development where access to bus routes is available within a 400m walking distance. As outlined in section 2 the bus stops to the north and south are accessible within a 200m walking distance from the development front door. The bus provision is outlined in more detail in sections 4.14 to 4.16.

4.6 Existing Dyce town centre facilities to the north and the railway station are accessible within the 1600m reasonable walking distance. Similarly, to the south, existing supermarkets are available within 750m walking distance of the site.

4.7 The proposed internal site layout has been designed in a looped arrangement to encourage permeability and ensure pedestrian walking distances are minimised. This is shown on the Developer's proposed site layout plan.

4.8 The numerous pedestrian access points which are provided will provide a welcoming pedestrian environment and encourage the use of the surrounding footpath network by using natural desire lines to the surrounding network and within the internal layout.

Cycle Infrastructure

Existing Provision

4.9 There are existing on road cycle lanes provided both north and south bound on Stoneywood Road. These continue to the south on road and therefore a link to the surrounding cycle infrastructure is provided within the immediate vicinity of the development site. The existing cycle infrastructure drawing is contained within **Appendix C.**

4.10 There is currently no cycle lane provision on Stoneywood Park nor are there any cycle only advance stop line boxes in advance of the stop line on Stoneywood Park at the junction with Stoneywood Road. These are provided on the Stoneywood road approaches to this junction.

4.11 As outlined in section 2 of this report the existing Dyce town centre, supermarkets to the south as well as a variety of surrounding commercial units are accessible within 1200m easy cycling distance of the site.

Proposed Cycling Accessibility

4.12 Using an acceptable journey time of 30 to 40 minutes as outlined in (TAG 2012) the cycle catchment travel distances for a 5km distance have been determined and are shown below. Various other travel distances are also shown to relevant destinations. A 2,500m travel distance for example equates to a cycle of less than 12-13minutes whilst a 2km cycle equates to a maximum 10minute cycle and a 5km cycle a 25-minute maximum cycle time.

4.13 Based on existing opportunities, proposed connections to existing cycle routes and on road cycling routes, the nature of the local road network it is considered that the anticipated demand for cycling can be adequately accommodated. There is also adequate cycle parking being provided as part of the site proposals to encourage cycle ownership and usage.

Public Transport

Existing Provision

4.14 The nearest existing bus stops are located within 200m of the development site as outlined in section 2 of this report and are therefore accessible within easy walking distance.

4.15 The Table below gives a summary of the buses that can be accessed from the Stoneywood Road bus stops. There are 4 buses per hour operating between the site and the city centre.

				Typical Time Interval Between Services	
Service Operator	**Service Type**	**Service No.**	**Journey**	**Peak Hours**	**Outwith Normal Hours**
First Aberdeen	Bus	17,17A, 17K, 18, 18A, 18S	Dyce to Faulds Gate	30 mins	30 mins
Stagecoach	Bus	35	Aberdeen -Turriff- Macduff – Banff- Portsoy- Cullen – Buckie- Fochabers- (Lhanbryde) - Elgin	35 mins	30 mins
First Aberdeen	Bus	172	Dyce to Faulds Gate	-	30 mins
Bains	Bus	305	Oldmeldrum – Aberdeen Via Dyce	1 each way per day	

Table 1 – Summary of Existing Public Transport Provision on St Andrews Road.

Proposed Bus Provision

4.16 As there is, therefore a range of bus services available on Stoneywood Road within 200m of the site the existing public transport infrastructure is considered adequate.

5.0 GENERATED TRAFFIC ASSESSMENT

Existing Office Development Vehicle Trips

5.1 A TRICS Database assessment **(See Appendix D)** has been undertaken to determine trip rates and generate trips for the existing 3,336m^2 (GFA) office building. The weekday morning and evening peak trips are summarised in the table below: These peak hours would generally match the existing peak hours on the surrounding road network.

	Morning Peak 08:00 – 09:00			**Early Evening Peak 16:30 – 17:30**		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Vehicle Trip Rate	1.901	0.239	2.14	0.27	1.531	1.801
Vehicle Trips 3,336sqm GFA Office	63	8	71	9	51	60

Table 2 – Existing Office Development Vehicle Trips.

Proposed Development Vehicle Trips

5.2 A TRICS Database assessment has been undertaken to determine trip rates and generate trips for the proposed development. The uses will be individually appraised to determine the total development trip generation. The proposed development is noted below.

1. Café/ Restaurants = 444m^2 (GFA)
2. Starter Units = 400m^2 (GFA)
3. EV charging Hub = 22 spaces

Café/ Restaurants (Weekday)

5.3 A TRICS Database assessment has been undertaken to determine trip rates and generated trips for the proposed Café/ Restaurants. As the TRICS Database categorises Cafes and Restaurants separately a separate assessment has been undertaken for each of these.

This shows that the peak period for a café is early afternoon 13:00 to 14:00 which is out with the peak period on the existing road network and is therefore not considered to be critical. The trip rates drop significantly for a Café out with the hours of 10:00 to 16:00. The early afternoon peak trips and early evening peak trips are summarised in the table below:

	Early Afternoon Peak 13:00 – 14:00			**Early Evening Peak 17:00 – 18:00**		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Vehicle Trip Rate	4.550	4.154	8.704	1.557	1.903	3.460
Vehicle Trips Café 444sqm GFA	20	18	38	7	8	15

Table 3 – Cafe Vehicle Trips Weekday.

The Restaurants peak period is also out with the peak period on the existing road network at 18:00 to 19:00 hrs.

	Early Afternoon Peak 13:00 – 14:00			**Early Evening Peak 18:00 – 19:00**		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Vehicle Trip Rate	1.392	1.494	2.886	2.163	1.494	3.657
Vehicle Trips Restaurant 444sqm GFA	6	7	13	10	7	17

Table 4 – Restaurant Vehicle Trips Weekday.

Start-up Units

5.5 The Start-up unit's trip rates and trip generation figures have been determined using the Employment – Warehousing (Commercial) use category within the TRICS database. The weekday morning and evening peak trips are summarised in the table below: Due to the small size of these units the generated trips are negligible.

	Morning Peak 07:30 – 08:00			**Early Evening Peak 16:30 – 17:00**		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Vehicle Trip Rate	0.121	0.037	0.158	0.05	0.095	0.144
Vehicle Trips Start-up Units	1	0	1	0	1	1

Table 5 – Start-up Units Vehicle Trips.

EV Charging Hub

5.6 There are no suitable sites within the TRICS Database therefore the following assumptions have been made to determine suitable trip rates for the 22 space EV Charging Hub. Typical charging time according to the RAC website is 20-60 mins therefore it seems reasonable to assume that based on an average usage that 50% of the spaces will be utilised by users specifically visiting the site to charge their vehicles within a peak hour period. This would equate to 11 in and 11 out vehicle trips in a peak hour period. Any other users taking up some of the additional spaces can be considered to already be accounted for within the trip rates to the other uses on site.

Total Vehicle Trips

5.7 The total development trips are noted below and include a comparison to the exiting trips in the weekday morning (Early afternoon for proposed development) and early evening peak periods. The tables use the Café use rather than Restaurants as this provided a higher trip generation figure and is therefore a wors case assessment.

	Morning Peak 09:00 – 10:00			Early Evening Peak 17:00 – 18:00		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Existing Development Trips	63	8	71	9	51	60
Total Proposed Development Trips	32	29	61	18	20	38

Table 6 – Total Development Trips Comparison.

GENERATED TRIPS ASSESSMENT CONCLUSIONS

5.8 The above table shows that for the morning and early evening peak period, there is a significant reduction in vehicle trips after development. The above proposed development generation figures do not take any account of the mixed-use nature of the site or pass by trips already using Stoneywood Road

It would be anticipated that generally, the trip rates would be lower than these calculated as a significant percentage of shared trips between the two Café/Restaurant facilities particularly.

The peak periods for the original office use and proposed café/restaurant uses don't match however shows that the peak trips for the proposed development is lower than the existing peak trips for the office development and the peak period for the development will now fall out with the peak period on the surrounding road network.

5.9 All of the above highlights that the Café/ Restaurants would reduce vehicle trips on the surrounding road network compared with the existing office use, and thus, the potential need to travel is decreased. The peak period for the Café/Restaurant is also out with the peak periods on the surrounding road network and therefore it is considered that there are no issues relating to traffic capacity of the road network as a result of the proposed redevelopment.

6.0 CONCLUSIONS

6.1 The site was selected due to its proximity to existing sustainable transport links and the mixed-use nature of the surrounding local land use.

6.2 A travel information pack will be considered for issue to employees upon occupation to provide information on sustainable travel opportunities.

6.3 The traffic impact for the proposed development has been considered and shows that there is expected to be a reduction in traffic after development compared to the existing office development.

6.4 There are good, well-lit footpaths linking the site to the surrounding town centre facilities and supermarkets, all of which are within easy walking distance and well within the maximum planning guidelines thresholds.

6.5 The enhanced pedestrian site access provision will encourage travel on foot and use of the existing surrounding footpath network with several footpath links provided to the surrounding existing footpaths.

6.6 Existing bus stops are within 200m walking distance of the site on Stoneywood Road with regular bus services. Therefore, buses can be accessed within the maximum 400m walking distance as required by the local and national planning policies and provide a regular link to Dyce and Aberdeen Centres as well as surrounding towns.

6.7 The level of cycle parking provided within the site layout exceeds the minimum required to comply with the parking standards, therefore promoting ownership and use of cycles to travel to/from the development.

6.8 There are good existing cycle lanes on Stoneywood Road, providing a link to the surrounding cycle lane network.

6.9 As a result of good existing sustainable transport links, a robust travel pack is to be provided prior to occupation, as a result of there being no capacity issues within the surrounding road network and adequate cycle parking. We, therefore, see no reason for refusal of the proposed planning application in terms of sustainable transport provision.

AAM
10/11/2023

APPENDIX A

Road Layout and Swept Path Layout Drawings

FIGURED DIMENSIONS ONLY TO BE USED

Notes:

1. All work to comply with Aberdeen City Councils' - Enterprise Planning & Infrastructure guidelines and specification for roads within residential and industrial developments.
2. Prior to roads construction works, the appointed Contractor is to discuss with Aberdeen City Council engineer exact requirement for laboratory CBR PSD & MCV tests. All results must be submitted and details of any capping requirements to the roads officer who is processing the RCC application.
3. Road signs and markings to be in accordance with the Traffic Signs Regulations And General Directions (TSRGD) 2016.
4. The contractor is responsible for checking the line and level of existing services prior to the commencement of works. Any discrepancies from design information must be reported to the Site Manager and Site Engineer in writing.
5. Street occupation should be sought from the local authority prior to works commencing on a public road.
6. Street name plate positions to be agreed on site with Aberdeen City Council prior to installation. Positions shown on road layout drawing are indicative.
7. Visibility splay envelopes to be under the control of the roads authority. Visibility area to be kept clear of planting and obstructions over 600mm high.
8. Non-adopted areas to drain via porous paving or free draining gravel. Where parking areas or driveway's fall towards the adopted carriageway, a channel drain or gully is to be provided to prevent water running onto adopted areas.

Legend:

- Visibility Splays (To be kept clear of planting or construction over 600mm high).
- G — Road Gully (Connections to surface water sewer to be made with 'Y' branches)
- PDK — Pedestrian drop kerb (+6mm upstand max)
- Tactile Blister Paving Slabs

Rev	Revision Description	Initia	Date
B	Junction visibility splay updated to 2.4m x 43m.	AAM	13/11/23
A	Project Title updated	GCO	30/10/23

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Client:
CoCity

Project:
Stoneywood Gate
Stoneywood Park, Dyce
Aberdeen

Drawing Title:
Roads Layout Plan

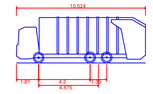
Status:
Planning

North

Scale:	1:200 @ A1	Date:	12/10/2023
By:	GCO	Checked:	RAG
Approved:	RAG		

Dwg. No.	Rev.
230736-000-CAM-DR-C-200	B

FIGURED DIMENSIONS ONLY TO BE USED



Mercedes Benz Econic 2629LL (26t 6x4)

Overall Length	10.524m
Overall Width	2.524m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Max Track Width	2.524m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	8.500m

Rev	Revision Description	Initia	Date

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Aberdeen 01224 642 400 | Edinburgh 0131 374 7960 | Inverness 01463 570 100

Client:
CoCity

Project:
Alba Gate
Stoneywood Park, Dyce
Aberdeen

Drawing Title:
Vehicle Swept Path Analysis

Status:
Preliminary

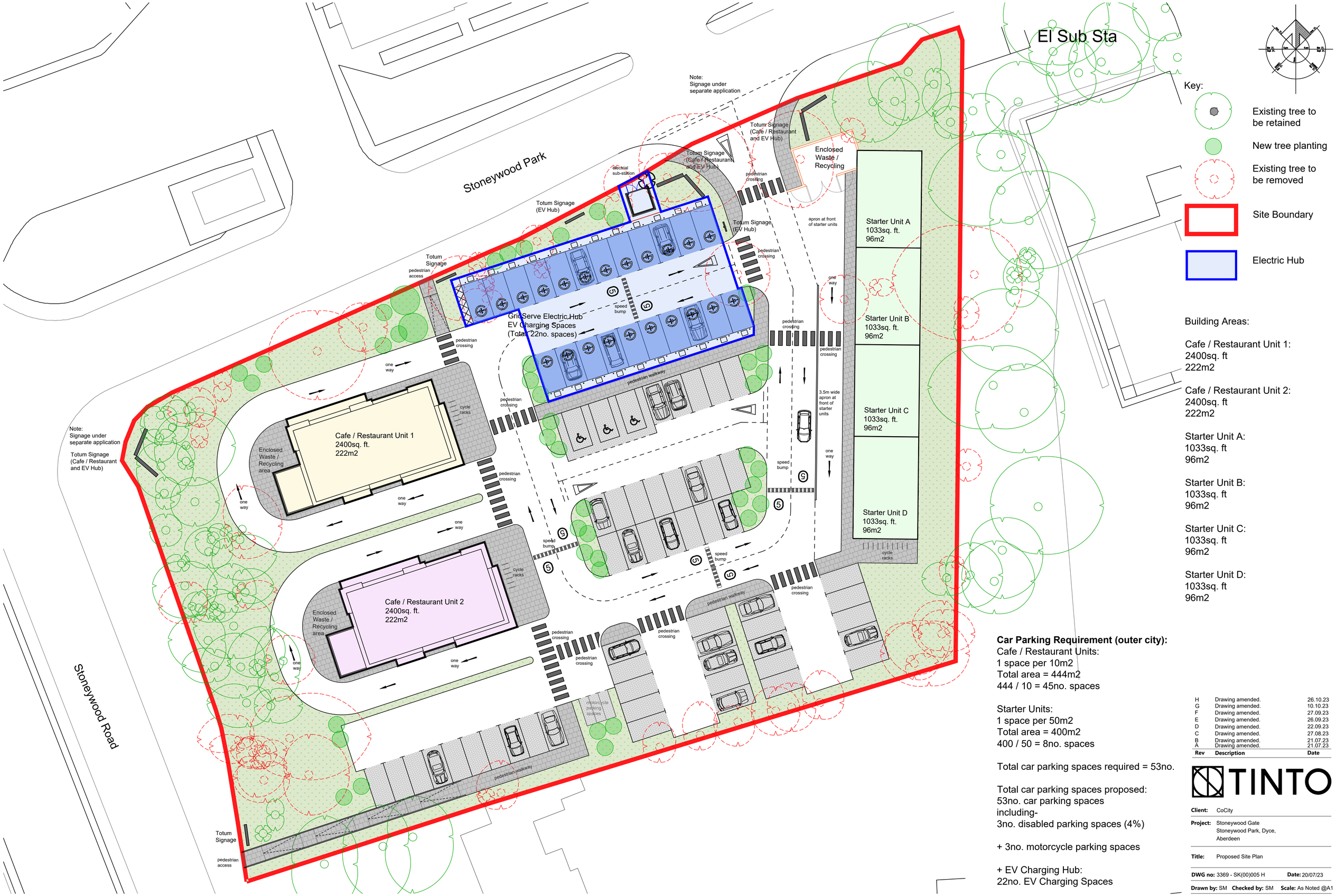
North

Scale:	1:200 @ A1	Date:	12/10/2023
By: GCO	Checked: RAG	Approved: RAG	

Dwg. No.	Rev.
230736-000-CAM-DR-C-250	-

APPENDIX B

Architects Site Plan



Proposed Site Plan

Scale 1:200 on A1

Key:

- Existing tree to be retained
- New tree planting
- Existing tree to be removed
- Site Boundary
- Electric Hub

Building Areas:

Cafe / Restaurant Unit 1:
2400sq. ft
222m2

Cafe / Restaurant Unit 2:
2400sq. ft
222m2

Starter Unit A:
1033sq. ft
96m2

Starter Unit B:
1033sq. ft
96m2

Starter Unit C:
1033sq. ft
96m2

Starter Unit D:
1033sq. ft
96m2

Car Parking Requirement (outer city):
Cafe / Restaurant Units:
1 space per 10m2
Total area = 444m2
444 / 10 = 45no. spaces

Starter Units:
1 space per 50m2
Total area = 400m2
400 / 50 = 8no. spaces

Total car parking spaces required = 53no.

Total car parking spaces proposed:
53no. car parking spaces
including-
3no. disabled parking spaces (4%)

+ 3no. motorcycle parking spaces

+ EV Charging Hub:
22no. EV Charging Spaces

0 2 4 6 8 10 20m

Rev	Description	Date
H	Drawing amended.	26.10.23
G	Drawing amended.	10.10.23
F	Drawing amended.	27.09.23
E	Drawing amended.	26.09.23
D	Drawing amended.	22.09.23
C	Drawing amended.	27.08.23
B	Drawing amended.	21.07.23
A	Drawing amended.	21.07.23

TINTO

Client: CoCity

Project: Stoneywood Gate
Stoneywood Park, Dyce,
Aberdeen

Title: Proposed Site Plan

DWG no: 3369 - SK(00)005 H **Date:** 20/07/23

Drawn by: SM **Checked by:** SM **Scale:** As Noted @A1

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Grandholm Crescent
Bridge of Don
Aberdeen, AB22 8BB

APPENDIX C

Cycle Infrastructure Drawing

FIGURED DIMENSIONS ONLY TO BE USED

CYCLING ROUTES AT A947

- Traveling to the city centre
- Traveling from the city centre
- Traveling from Stoneywood Primary School
- Traveling to Stoneywood Primary School

SITE LOCATION

STONEYWOOD PRIMARY SCHOOL

Proposed Cycling Routes

Scale 1:2000

Rev	Revision Description	Initial	Date

Cameron+Ross

CIVIL + STRUCTURAL ENGINEERING

Forbes House | 15 Victoria Street | Aberdeen | AB10 1XB

CameronRoss.co.uk

Aberdeen 01224 642 400 | Edinburgh 0131 374 7960 | Inverness 01463 570 100

Client:

CoCity

Project:

Alba Gate

Stoneywood Park, Dyce

Aberdeen

Drawing Title:

Cycling Routes

Status:

Preliminary

Scale:	1:2000 @ A1	Date:	21/10/2023
By:	AAM	Checked: BAC	Approved: RAG

Dwg. No.	Rev.
230736-000-CAM-DR-C-330	-

APPENDIX D

TRICS Database Information

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	1668-6672 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1800-6630 sqm GFA	
Date Range	Minimum: 01/01/12	Maximum: 14/03/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	2
	Tuesday	4
	Wednesday	2
	Thursday	5
	Friday	2
Main Location Types selected	Edge of Town Centre	9
	Suburban Area (PPS6 Out of Centre)	3
	Edge of Town	3
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	5
	10,001 to 15,000	2
	20,001 to 25,000	1
	25,001 to 50,000	6
Population <5 Mile ranges selected	5,001 to 25,000	1
	25,001 to 50,000	1
	50,001 to 75,000	2
	75,001 to 100,000	1
	100,001 to 125,000	2
	125,001 to 250,000	5
	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	6
	1.1 to 1.5	8
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	15

Calculation Reference: AUDIT-321901-200623-0627

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	DH	DURHAM	2 days
	TW	TYNE & WEAR	1 days
10	WALES		
	CO	CONWY	1 days
	MT	MERTHYR TYDFIL	1 days
	PS	POWYS	1 days
	SW	SWANSEA	2 days
11	SCOTLAND		
	DU	DUNDEE CITY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1800 to 6630 (units: sqm)
Range Selected by User: 1668 to 6672 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 14/03/19

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	2 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	15 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	9
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

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
Development Zone	3
Residential Zone	2

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

Secondary Filtering selection:

Use Class:

A1	1 days
B1	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®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	6 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	5 days
500,001 or More	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	6 days
1.1 to 1.5	8 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:

Yes	2 days
No	13 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	15 days

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

LIST OF SITES relevant to selection parameters

1 CO-02-A-01 GOVERNMENT OFFICES CONWY
NARROW LANE
LLANDUDNO JUNCTION

Edge of Town
Commercial Zone
Total Gross floor area: 6186 sqm
Survey date: WEDNESDAY 28/03/18 Survey Type: MANUAL

2 DH-02-A-02 CONSTRUCTION COMPANY DURHAM
DURHAM ROAD
NEAR DURHAM
BOWBURN
Edge of Town
Industrial Zone
Total Gross floor area: 2000 sqm
Survey date: TUESDAY 27/11/12 Survey Type: MANUAL

3 DH-02-A-03 ENGINEERING COMPANY DURHAM
ALDERMAN BEST WAY
DARLINGTON

Edge of Town
No Sub Category
Total Gross floor area: 3530 sqm
Survey date: THURSDAY 18/10/18 Survey Type: MANUAL

4 DU-02-A-01 OFFICES DUNDEE CITY
GREENMARKET
DUNDEE

Edge of Town Centre
Development Zone
Total Gross floor area: 3200 sqm
Survey date: THURSDAY 27/04/17 Survey Type: MANUAL

5 GM-02-A-09 LEASED OFFICES GREATER MANCHESTER
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY 26/09/16 Survey Type: MANUAL

6 LC-02-A-09 OFFICES LANCASHIRE
FURTHERGATE
BLACKBURN

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 2600 sqm
Survey date: TUESDAY 04/06/13 Survey Type: MANUAL

7 LE-02-A-04 COUNCIL OFFICES LEICESTERSHIRE
BURTON STREET
MELTON MOWBRAY

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3981 sqm
Survey date: WEDNESDAY 30/11/16 Survey Type: MANUAL

8 MT-02-A-02 COUNCIL OFFICES MERTHYR TYDFIL
CASTLE STREET
MERTHYR TYDFIL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5250 sqm
Survey date: THURSDAY 17/10/13 Survey Type: MANUAL

9 NY-02-A-02 DISTRICT COUNCIL OFFICES NORTH YORKSHIRE
STATION ROAD
RICHMOND

Edge of Town Centre
No Sub Category
Total Gross floor area: 1930 sqm
Survey date: THURSDAY 14/03/19 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10 PS-02-A-01 COUNCIL OFFICES POWYS
SEVERN ROAD
WELSHPOOL

Edge of Town Centre
No Sub Category
Total Gross floor area: 3920 sqm
Survey date: TUESDAY *12/05/15* *Survey Type: MANUAL*

11 SW-02-A-01 OFFICES SWANSEA
LANGDON ROAD
SWANSEA

Edge of Town Centre
Development Zone
Total Gross floor area: 6630 sqm
Survey date: FRIDAY *25/10/13* *Survey Type: MANUAL*

12 SW-02-A-02 OFFICE SWANSEA
KINGS ROAD
SWANSEA

Edge of Town Centre
Development Zone
Total Gross floor area: 2225 sqm
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

13 TW-02-A-08 HOUSING ASSOCIATION OFFICE TYNE & WEAR
BENTON PARK ROAD
NEWCASTLE UPON TYNE
LONGBENTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4800 sqm
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

14 WM-02-A-04 OFFICE WEST MIDLANDS
BOURNVILLE LANE
BIRMINGHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1800 sqm
Survey date: TUESDAY *10/11/15* *Survey Type: MANUAL*

15 WO-02-A-02 OFFICE WORCESTERSHIRE
MOOR STREET
WORCESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2000 sqm
Survey date: MONDAY *14/11/16* *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 02 - EMPLOYMENT/A - OFFICE
VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 3336 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	15	3503	0.150	5.015	15	3503	0.025	0.825	15	3503	0.175	5.840
07:30 - 08:00	15	3503	0.717	23.932	15	3503	0.143	4.761	15	3503	0.860	28.693
08:00 - 08:30	15	3503	0.858	28.629	15	3503	0.108	3.618	15	3503	0.966	32.247
08:30 - 09:00	15	3503	1.043	34.787	15	3503	0.131	4.380	15	3503	1.174	39.167
09:00 - 09:30	15	3503	0.630	21.012	15	3503	0.124	4.126	15	3503	0.754	25.138
09:30 - 10:00	15	3503	0.331	11.046	15	3503	0.190	6.348	15	3503	0.521	17.394
10:00 - 10:30	15	3503	0.198	6.602	15	3503	0.152	5.078	15	3503	0.350	11.680
10:30 - 11:00	15	3503	0.181	6.031	15	3503	0.124	4.126	15	3503	0.305	10.157
11:00 - 11:30	15	3503	0.160	5.332	15	3503	0.143	4.761	15	3503	0.303	10.093
11:30 - 12:00	15	3503	0.223	7.427	15	3503	0.122	4.063	15	3503	0.345	11.490
12:00 - 12:30	15	3503	0.198	6.602	15	3503	0.238	7.935	15	3503	0.436	14.537
12:30 - 13:00	15	3503	0.234	7.808	15	3503	0.209	6.983	15	3503	0.443	14.791
13:00 - 13:30	15	3503	0.190	6.348	15	3503	0.207	6.919	15	3503	0.397	13.267
13:30 - 14:00	15	3503	0.204	6.792	15	3503	0.196	6.538	15	3503	0.400	13.330
14:00 - 14:30	15	3503	0.183	6.094	15	3503	0.166	5.523	15	3503	0.349	11.617
14:30 - 15:00	15	3503	0.129	4.317	15	3503	0.204	6.792	15	3503	0.333	11.109
15:00 - 15:30	15	3503	0.118	3.936	15	3503	0.202	6.729	15	3503	0.320	10.665
15:30 - 16:00	15	3503	0.108	3.618	15	3503	0.204	6.792	15	3503	0.312	10.410
16:00 - 16:30	15	3503	0.131	4.380	15	3503	0.453	15.108	15	3503	0.584	19.488
16:30 - 17:00	15	3503	0.154	5.142	15	3503	0.540	18.028	15	3503	0.694	23.170
17:00 - 17:30	15	3503	0.116	3.872	15	3503	0.991	33.073	15	3503	1.107	36.945
17:30 - 18:00	15	3503	0.048	1.587	15	3503	0.521	17.394	15	3503	0.569	18.981
18:00 - 18:30	15	3503	0.023	0.762	15	3503	0.491	16.378	15	3503	0.514	17.140
18:30 - 19:00	15	3503	0.006	0.190	15	3503	0.171	5.713	15	3503	0.177	5.903
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			6.333	211.261			6.055	201.991			12.388	413.252

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:	1800 - 6630 (units: sqm)
Survey date date range:	01/01/12 - 14/03/19
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

CAMERON + ROSS VICTORIA STREET ABERDEEN Licence No: 321901

Filtering Summary

Land Use	06/K	HOTEL, FOOD & DRINK/CAFE
Selected Trip Rate Calculation Parameter Range	58-320 sqm GFA	
Actual Trip Rate Calculation Parameter Range	58-320 sqm GFA	
Date Range	Minimum: 01/01/15	Maximum: 25/11/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	3
	Wednesday	2
	Friday	2
Main Location Types selected	Town Centre	5
	Neighbourhood Centre (PPS6 Local Centre)	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	7 - Selected
	Servicing vehicles Excluded	X - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	2
	15,001 to 20,000	1
	20,001 to 25,000	2
	25,001 to 50,000	1
	50,001 to 100,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	50,001 to 75,000	1
	125,001 to 250,000	2
	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	6
	4 Good	1

Calculation Reference: AUDIT-321901-231109-1121

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HG	HARINGEY	1 days
02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
14	LEINSTER		
	WC	WICKLOW	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	58 to 320 (units: sqm)
Range Selected by User:	58 to 320 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 25/11/22

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

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Friday	2 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 undertaking using machines.

Selected Locations:

Town Centre	5
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Built-Up Zone	3
High Street	3
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

E(b)	7 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days
500,001 or More	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	3 days
1.1 to 1.5	4 days

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

Travel Plan:

No	7 days

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

PTAL Rating:

No PTAL Present	6 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	DL-06-K-01	CAFÉ		DUBLIN
	CRUMLIN ROAD			
	DUBLIN			
	DRIMNAGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:		74 sqm	
	Survey date: FRIDAY		*25/11/22*	*Survey Type: MANUAL*
2	GM-06-K-01	CAFÉ		GREATER MANCHESTER
	DEANSGATE			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		200 sqm	
	Survey date: TUESDAY		*19/04/22*	*Survey Type: MANUAL*
3	HG-06-K-01	CAFÉ		HARINGEY
	MUSWELL HILL BROADWAY			
	MUSWELL HILL			
	Town Centre			
	High Street			
	Total Gross floor area:		58 sqm	
	Survey date: FRIDAY		*10/06/22*	*Survey Type: MANUAL*
4	LN-06-K-01	CAFÉ & TEA ROOM		LINCOLNSHIRE
	RED LION SQUARE			
	STAMFORD			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		190 sqm	
	Survey date: TUESDAY		*12/10/21*	*Survey Type: MANUAL*
5	NF-06-K-01	CAFÉ		NORFOLK
	SAINT GILES STREET			
	NORWICH			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		82 sqm	
	Survey date: TUESDAY		*20/09/22*	*Survey Type: MANUAL*
6	WC-06-K-01	CAFÉ		WICKLOW
	FITZWILLIAM SQUARE			
	WICKLOW			
	Town Centre			
	High Street			
	Total Gross floor area:		320 sqm	
	Survey date: WEDNESDAY		*16/11/22*	*Survey Type: MANUAL*
7	WS-06-K-01	CAFÉ		WEST SUSSEX
	GORING ROAD			
	WORTHING			
	GORING-BY-SEA			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:		87 sqm	
	Survey date: WEDNESDAY		*11/05/22*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 222 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	1	74	0.000	0.000	1	74	0.000	0.000	1	74	0.000	0.000
07:00 - 08:00	3	151	1.991	4.420	3	151	1.327	2.947	3	151	3.318	7.367
08:00 - 09:00	7	144	1.682	3.733	7	144	0.989	2.196	7	144	2.671	5.929
09:00 - 10:00	7	144	3.759	8.344	7	144	2.671	5.929	7	144	6.430	14.273
10:00 - 11:00	7	144	4.154	9.223	7	144	4.352	9.662	7	144	8.506	18.885
11:00 - 12:00	7	144	3.956	8.783	7	144	3.759	8.344	7	144	7.715	17.127
12:00 - 13:00	7	144	3.858	8.564	7	144	3.660	8.125	7	144	7.518	16.689
13:00 - 14:00	7	144	4.550	10.101	7	144	4.154	9.223	7	144	8.704	19.324
14:00 - 15:00	7	144	3.165	7.027	7	144	3.660	8.125	7	144	6.825	15.152
15:00 - 16:00	7	144	2.572	5.709	7	144	3.462	7.685	7	144	6.034	13.394
16:00 - 17:00	6	155	1.615	3.584	6	155	1.938	4.301	6	155	3.553	7.885
17:00 - 18:00	3	193	1.557	3.457	3	193	1.903	4.225	3	193	3.460	7.682
18:00 - 19:00	1	58	0.000	0.000	1	58	1.724	3.828	1	58	1.724	3.828
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			32.859	72.945			33.599	74.590			66.458	147.535

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:	58 - 320 (units: sqm)
Survey date date range:	01/01/15 - 25/11/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Filtering Summary

Land Use	06/B	HOTEL, FOOD & DRINK/RESTAURANTS
Selected Trip Rate Calculation Parameter Range	75-2400 sqm GFA	
Actual Trip Rate Calculation Parameter Range	150-2200 sqm GFA	
Date Range	Minimum: 01/01/15	Maximum: 09/03/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	6
	Tuesday	3
	Wednesday	1
	Thursday	5
	Friday	6
Main Location Types selected	Town Centre	5
	Edge of Town Centre	4
	Suburban Area (PPS6 Out of Centre)	4
	Edge of Town	2
	Neighbourhood Centre (PPS6 Local Centre)	5
	Free Standing (PPS6 Out of Town)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	7 - Selected
	Servicing vehicles Excluded	14 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	2
	1,001 to 5,000	2
	5,001 to 10,000	1
	10,001 to 15,000	1
	15,001 to 20,000	4
	20,001 to 25,000	2
	25,001 to 50,000	6
	50,001 to 100,000	2
	100,001 or More	1
Population <5 Mile ranges selected	5,000 or Less	1
	5,001 to 25,000	1
	25,001 to 50,000	3
	50,001 to 75,000	1
	75,001 to 100,000	3
	125,001 to 250,000	2
	250,001 to 500,000	7
	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	10
	1.1 to 1.5	9
	2.1 to 2.5	1
PTAL Rating	No PTAL Present	18
	3 Moderate	1
	5 Very Good	1
	6b (High) Excellent	1

Calculation Reference: AUDIT-321901-231109-1152

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	EN	ENFIELD	1 days
	LB	LAMBETH	1 days
02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	PO	PORTSMOUTH	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	2 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
12	CONNAUGHT		
	GA	GALWAY	1 days
	RO	ROSCOMMON	1 days
13	MUNSTER		
	WA	WATERFORD	1 days
14	LEINSTER		
	LU	LOUTH	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	2 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	150 to 2200 (units: sqm)
Range Selected by User:	75 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 09/03/23

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

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

Selected survey types:

Manual count	21 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 undertaking using machines.

Selected Locations:

Town Centre	5
Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	5
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Development Zone	3
Residential Zone	3
Retail Zone	1
Built-Up Zone	4
Village	1
Out of Town	1
High Street	6
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

E(b)	21 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	6 days
50,001 to 100,000	2 days
100,001 or More	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
5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	7 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	10 days
1.1 to 1.5	9 days
2.1 to 2.5	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:

Yes	1 days
No	20 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	18 days
3 Moderate	1 days
5 Very Good	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 AN-06-B-02 FRANKIE & BENNY'S ANTRIM
HILSBOROUGH ROAD
LISBURN

Edge of Town
Retail Zone
Total Gross floor area: 275 sqm
Survey date: FRIDAY *19/06/15* *Survey Type: MANUAL*

2 AN-06-B-03 MODERN CUISINE ANTRIM
LISBURN ROAD
BELFAST

Suburban Area (PPS6 Out of Centre)
High Street
Total Gross floor area: 320 sqm
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

3 BT-06-B-01 COFFEE SHOP & RESTAURANT BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 150 sqm
Survey date: MONDAY *18/05/15* *Survey Type: MANUAL*

4 CA-06-B-01 INDIAN RESTAURANT CAMBRIDGESHIRE
OLD GREAT NORTH ROAD
NEAR SAWTRY

Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 788 sqm
Survey date: FRIDAY *30/09/22* *Survey Type: MANUAL*

5 DC-06-B-02 PREZZO DORSET
HIGH WEST STREET
DORCHESTER

Town Centre
High Street
Total Gross floor area: 525 sqm
Survey date: FRIDAY *16/09/16* *Survey Type: MANUAL*

6 DY-06-B-03 BRITISH RESTAURANT DERBY
THORNHILL ROAD
DERBY
LITTLEOVER
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 350 sqm
Survey date: THURSDAY *12/07/18* *Survey Type: MANUAL*

7 DY-06-B-04 FRENCH RESTAURANT DERBY
FRIAR GATE
DERBY

Town Centre
High Street
Total Gross floor area: 180 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

8 EN-06-B-01 ITALIAN RESTAURANT ENFIELD
CHASE SIDE
ENFIELD

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 370 sqm
Survey date: TUESDAY *17/11/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 GA-06-B-01 PIZZA RESTAURANT GALWAY
MIDDLE STREET
GALWAY

Town Centre
Built-Up Zone
Total Gross floor area: 1300 sqm
Survey date: MONDAY 27/05/19 *Survey Type: MANUAL*

10 HC-06-B-02 CHINESE REATAURANT HAMPSHIRE
BRIDGE ROAD
PARK GATE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 645 sqm
Survey date: MONDAY 18/10/21 *Survey Type: MANUAL*

11 LB-06-B-01 PORTUGUESE RESTAURANT LAMBETH
STOCKWELL ROAD
STOCKWELL

Edge of Town Centre
No Sub Category
Total Gross floor area: 194 sqm
Survey date: MONDAY 24/06/19 *Survey Type: MANUAL*

12 LN-06-B-01 PREZZO LINCOLNSHIRE
BRAYFORD WHARF NORTH
LINCOLN
BRAYFORD WHARF
Edge of Town Centre
Development Zone
Total Gross floor area: 1136 sqm
Survey date: TUESDAY 10/10/17 *Survey Type: MANUAL*

13 LS-06-B-01 CHINESE RESTAURANT LEEDS
BINGLEY STREET
LEEDS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 950 sqm
Survey date: MONDAY 19/10/15 *Survey Type: MANUAL*

14 LU-06-B-02 RESTAURANT LOUTH
DONORE ROAD
DROGHEDA
LAGAVOOREN
Edge of Town
No Sub Category
Total Gross floor area: 2200 sqm
Survey date: FRIDAY 19/06/15 *Survey Type: MANUAL*

15 NF-06-B-01 INDIAN RESTAURANT NORFOLK
KING STREET
GREAT YARMOUTH

Town Centre
High Street
Total Gross floor area: 160 sqm
Survey date: THURSDAY 14/09/17 *Survey Type: MANUAL*

16 PO-06-B-01 PIZZA HUT PORTSMOUTH
BINNACLE WAY
PORTSMOUTH
COSHAM
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 325 sqm
Survey date: MONDAY 23/11/15 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 RO-06-B-01 IRISH RESTAURANT ROSCOMMON
MAIN STREET
TULSK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 736 sqm
Survey date: FRIDAY *27/04/18* *Survey Type: MANUAL*

18 WA-06-B-01 EUROPEAN & INDIAN REST. WATERFORD
MERCHANTS QUAY
WATERFORD

Town Centre
Built-Up Zone
Total Gross floor area: 365 sqm
Survey date: THURSDAY *09/03/23* *Survey Type: MANUAL*

19 WM-06-B-05 AKBARS WEST MIDLANDS
THE BUTTS
COVENTRY

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 600 sqm
Survey date: THURSDAY *17/11/16* *Survey Type: MANUAL*

20 WM-06-B-06 ITALIAN RESTAURANT WEST MIDLANDS
EARLSDON STREET
COVENTRY

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 175 sqm
Survey date: THURSDAY *24/11/16* *Survey Type: MANUAL*

21 WM-06-B-07 INDIAN RESTAURANT WEST MIDLANDS
AUDNAM
STOURBRIDGE
AUDNAM
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 370 sqm
Survey date: TUESDAY *28/11/17* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 222 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00	2	660	0.152	0.336	2	660	0.227	0.505	2	660	0.379	0.841
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	194	0.000	0.000	1	194	0.000	0.000	1	194	0.000	0.000
08:00 - 09:00	1	194	0.000	0.000	1	194	0.000	0.000	1	194	0.000	0.000
09:00 - 10:00	2	185	0.542	1.203	2	185	0.271	0.602	2	185	0.813	1.805
10:00 - 11:00	10	500	0.440	0.977	10	500	0.280	0.622	10	500	0.720	1.599
11:00 - 12:00	18	599	0.761	1.689	18	599	0.417	0.927	18	599	1.178	2.616
12:00 - 13:00	18	599	1.781	3.954	18	599	0.770	1.709	18	599	2.551	5.663
13:00 - 14:00	18	599	1.392	3.089	18	599	1.494	3.316	18	599	2.886	6.405
14:00 - 15:00	18	599	0.798	1.771	18	599	1.215	2.698	18	599	2.013	4.469
15:00 - 16:00	19	587	0.565	1.254	19	587	0.870	1.931	19	587	1.435	3.185
16:00 - 17:00	21	577	0.718	1.594	21	577	0.495	1.100	21	577	1.213	2.694
17:00 - 18:00	21	577	1.354	3.005	21	577	0.636	1.411	21	577	1.990	4.416
18:00 - 19:00	21	577	2.163	4.801	21	577	1.494	3.317	21	577	3.657	8.118
19:00 - 20:00	21	577	1.874	4.160	21	577	1.651	3.665	21	577	3.525	7.825
20:00 - 21:00	21	577	0.966	2.144	21	577	1.709	3.793	21	577	2.675	5.937
21:00 - 22:00	21	577	0.652	1.448	21	577	1.403	3.115	21	577	2.055	4.563
22:00 - 23:00	21	577	0.305	0.678	21	577	0.859	1.906	21	577	1.164	2.584
23:00 - 24:00	17	570	0.155	0.344	17	570	0.506	1.123	17	570	0.661	1.467
Total Rates:			14.618	32.447			14.297	31.740			28.915	64.187

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:	150 - 2200 (units: sqm)
Survey date date range:	01/01/15 - 09/03/23
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-321901-231020-1017

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BD	BRADFORD	1 days
	DR	DONCASTER	1 days
	KS	KIRKLEES	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	NW	NEWPORT	1 days
11	SCOTLAND		
	LO	WEST LOTHIAN	2 days
13	MUNSTER		
	CR	CORK	1 days
14	LEINSTER		
	CC	CARLOW	1 days
	LU	LOUTH	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	2 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	3 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	650 to 80100 (units: sqm)
Range Selected by User:	634 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 11/11/21

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	3 days
Thursday	5 days
Friday	3 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	9
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	12
Commercial Zone	1
Residential Zone	1
Built-Up Zone	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	16 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	16 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	3 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
5,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 75,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	5 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	10 days
1.1 to 1.5	6 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:

Yes	1 days
No	16 days

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

PTAL Rating:

No PTAL Present	17 days

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

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

LIST OF SITES relevant to selection parameters

1 AN-02-F-03 PACKAGING COMPANY ANTRIM
KENNEDY WAY
BELFAST
KENNEDY WAY IND. EST.
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 12234 sqm
Survey date: TUESDAY 11/10/16 *Survey Type: MANUAL*

2 AN-02-F-04 TESCO DISTRIBUTION CENTRE ANTRIM
APOLLO ROAD
BELFAST
BALMORAL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 11000 sqm
Survey date: THURSDAY 14/03/19 *Survey Type: MANUAL*

3 AN-02-F-05 SEAFOOD DISTRIBUTION ANTRIM
BLACKSTAFF ROAD
BELFAST
ANDERSONSTOWN
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 700 sqm
Survey date: THURSDAY 26/11/20 *Survey Type: MANUAL*

4 BD-02-F-01 DISTRIBUTION COMPANY BRADFORD
STAITHGATE LANE
BRADFORD
NEWHALL
Edge of Town
Industrial Zone
Total Gross floor area: 10446 sqm
Survey date: THURSDAY 14/03/19 *Survey Type: MANUAL*

5 CC-02-F-01 HYDRAULIC CYCLINDERS CARLOW
O'BRIEN ROAD
CARLOW

Edge of Town
Industrial Zone
Total Gross floor area: 10500 sqm
Survey date: WEDNESDAY 25/05/16 *Survey Type: MANUAL*

6 CR-02-F-03 FURNITURE DISTRIBUTION CORK
POULADUFF ROAD
CORK
SOUTHSIDE IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 4800 sqm
Survey date: TUESDAY 15/10/19 *Survey Type: MANUAL*

7 DL-02-F-03 BATHROOM TILES & TIMBER DUBLIN
MAPLE AVENUE
DUBLIN
SANDYFORD
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 650 sqm
Survey date: THURSDAY 26/09/19 *Survey Type: MANUAL*

8 DL-02-F-04 LOGISTICS COMPANY DUBLIN
SWORDS ROAD
DUBLIN

Edge of Town
Industrial Zone
Total Gross floor area: 3990 sqm
Survey date: WEDNESDAY 19/05/21 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 DR-02-F-01 TESCO DISTRIBUTION CENTRE DONCASTER
MIDDLE BANK
DONCASTER

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 80100 sqm
Survey date: TUESDAY 21/09/21 *Survey Type: MANUAL*

10 KS-02-F-01 ELECTRONICS DISTRIBUTION KIRKLEES
MORTIMER STREET
CLECKHEATON

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1507 sqm
Survey date: MONDAY 19/09/16 *Survey Type: MANUAL*

11 LO-02-F-01 LOGISTICS SERVICE WEST LOTHIAN
BATHGATE ROAD
ARMADALE

Edge of Town
Residential Zone
Total Gross floor area: 5855 sqm
Survey date: TUESDAY 08/06/21 *Survey Type: MANUAL*

12 LO-02-F-02 HAULAGE COMPANY WEST LOTHIAN
INCHMUIR ROAD
BATHGATE
WHITEHILL IND. ESTATE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 17626 sqm
Survey date: THURSDAY 11/11/21 *Survey Type: MANUAL*

13 LU-02-F-01 PACKAGING COMPANY LOUTH
MATTHEWS LANE
DROGHEDA
LAGAVOOREN
Edge of Town
No Sub Category
Total Gross floor area: 5350 sqm
Survey date: FRIDAY 19/06/15 *Survey Type: MANUAL*

14 NW-02-F-02 AMAZON DEPOT NEWPORT
LLANWERN WORKS
NEWPORT

Free Standing (PPS6 Out of Town)
Industrial Zone
Total Gross floor area: 4836 sqm
Survey date: WEDNESDAY 25/11/20 *Survey Type: MANUAL*

15 SF-02-F-03 ROAD HAULAGE SUFFOLK
CENTRAL AVENUE
IPSWICH
WARREN HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY 18/09/15 *Survey Type: MANUAL*

16 TW-02-F-01 ASDA DISTRIBUTION CENTRE TYNE & WEAR
MANDARIN WAY
WASHINGTON
PATTISON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 31000 sqm
Survey date: FRIDAY 13/11/15 *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17	WM-02-F-02	LOGISTICS FIRM		WEST MIDLANDS
	SOVEREIGN ROAD			
	BIRMINGHAM			
	KINGS NORTON			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:		3625 sqm	
	Survey date: MONDAY		*09/11/15*	*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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 400 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30	9	15019	0.055	0.222	9	15019	0.024	0.095	9	15019	0.079	0.317
05:30 - 06:00	9	15019	0.080	0.320	9	15019	0.031	0.124	9	15019	0.111	0.444
06:00 - 06:30	10	14000	0.047	0.189	10	14000	0.060	0.240	10	14000	0.107	0.429
06:30 - 07:00	10	14000	0.089	0.354	10	14000	0.064	0.257	10	14000	0.153	0.611
07:00 - 07:30	17	12289	0.059	0.237	17	12289	0.060	0.241	17	12289	0.119	0.478
07:30 - 08:00	17	12289	0.121	0.484	17	12289	0.037	0.147	17	12289	0.158	0.631
08:00 - 08:30	17	12289	0.069	0.276	17	12289	0.038	0.151	17	12289	0.107	0.427
08:30 - 09:00	17	12289	0.073	0.293	17	12289	0.045	0.182	17	12289	0.118	0.475
09:00 - 09:30	17	12289	0.055	0.220	17	12289	0.041	0.165	17	12289	0.096	0.385
09:30 - 10:00	17	12289	0.053	0.213	17	12289	0.049	0.195	17	12289	0.102	0.408
10:00 - 10:30	17	12289	0.056	0.224	17	12289	0.056	0.224	17	12289	0.112	0.448
10:30 - 11:00	17	12289	0.051	0.205	17	12289	0.059	0.237	17	12289	0.110	0.442
11:00 - 11:30	17	12289	0.049	0.195	17	12289	0.040	0.159	17	12289	0.089	0.354
11:30 - 12:00	17	12289	0.051	0.205	17	12289	0.054	0.216	17	12289	0.105	0.421
12:00 - 12:30	17	12289	0.044	0.176	17	12289	0.055	0.218	17	12289	0.099	0.394
12:30 - 13:00	17	12289	0.051	0.205	17	12289	0.068	0.272	17	12289	0.119	0.477
13:00 - 13:30	17	12289	0.059	0.235	17	12289	0.063	0.251	17	12289	0.122	0.486
13:30 - 14:00	17	12289	0.070	0.280	17	12289	0.047	0.190	17	12289	0.117	0.470
14:00 - 14:30	17	12289	0.051	0.203	17	12289	0.070	0.281	17	12289	0.121	0.484
14:30 - 15:00	17	12289	0.067	0.268	17	12289	0.058	0.232	17	12289	0.125	0.500
15:00 - 15:30	17	12289	0.053	0.213	17	12289	0.064	0.255	17	12289	0.117	0.468
15:30 - 16:00	17	12289	0.055	0.220	17	12289	0.053	0.213	17	12289	0.108	0.433
16:00 - 16:30	17	12289	0.056	0.222	17	12289	0.069	0.276	17	12289	0.125	0.498
16:30 - 17:00	17	12289	0.049	0.195	17	12289	0.095	0.381	17	12289	0.144	0.576
17:00 - 17:30	17	12289	0.048	0.191	17	12289	0.085	0.341	17	12289	0.133	0.532
17:30 - 18:00	17	12289	0.045	0.180	17	12289	0.070	0.281	17	12289	0.115	0.461
18:00 - 18:30	16	12963	0.031	0.123	16	12963	0.064	0.255	16	12963	0.095	0.378
18:30 - 19:00	16	12963	0.051	0.204	16	12963	0.057	0.228	16	12963	0.108	0.432
19:00 - 19:30	9	15019	0.022	0.089	9	15019	0.036	0.142	9	15019	0.058	0.231
19:30 - 20:00	9	15019	0.024	0.098	9	15019	0.033	0.133	9	15019	0.057	0.231
20:00 - 20:30	8	14693	0.018	0.071	8	14693	0.040	0.160	8	14693	0.058	0.231
20:30 - 21:00	8	14693	0.028	0.112	8	14693	0.023	0.092	8	14693	0.051	0.204
21:00 - 21:30	1	5855	0.017	0.068	1	5855	0.000	0.000	1	5855	0.017	0.068
21:30 - 22:00	1	5855	0.017	0.068	1	5855	0.017	0.068	1	5855	0.034	0.136
22:00 - 22:30	1	5855	0.000	0.000	1	5855	0.000	0.000	1	5855	0.000	0.000
22:30 - 23:00	1	5855	0.000	0.000	1	5855	0.000	0.000	1	5855	0.000	0.000
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			1.764	7.058			1.725	6.902			3.489	13.960

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:	650 - 80100 (units: sqm)
Survey date date range:	01/01/15 - 11/11/21
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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