

**Penny Petroleum Ltd**

Proposed Petrol Filling Station Redevelopment,  
Woodlands Service Station, B5268, Thornton-Cleveleys

# Transport Statement

3708623



**SEPTEMBER 2023**

## Report Details

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<b>Report Number:</b>	3708623-TS
<b>Report Title:</b>	Transport Statement, Proposed Petrol Filling Station Redevelopment, Woodlands Service Station, B5268, Thornton-Cleveleys
<b>Client:</b>	Penny Petroleum Ltd
<b>Date:</b>	18 September 2023
<b>Status:</b>	-

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# 1 Introduction

## 1.1 General

Dynamic Transport Planning Ltd is instructed by Penny Petroleum Ltd to report on the anticipated highways and transport considerations related with the proposed redevelopment of an existing Petrol Filling Station (PFS) at Woodland Service Station, off the B5268 Fleetwood Road North, Thornton-Cleveleys.

This Transport Statement (TS) has been produced to advise Wyre Council (WC) as the Local Planning Authority and Lancashire County Council (LCC) as the Local Highways Authority on the transport planning considerations associated with the proposed redevelopment.

## 1.2 Site Location

The site is located in the Thornton-Cleveleys area, situated to the north-west of Thornton village, approximately 2km south-east of Cleveleys Town Centre and around 7km north-east of Blackpool Town Centre.

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

**Figure 1.1 – Site Location Plan**



### 1.3 Purpose and Structure of Report

This TS will examine the redevelopment proposals in the context of the application site, review the layout proposals including swept-path analysis, calculate the trip generating potential of the redevelopment and review the accessibility of the site.

In accordance with best practice, this TS has been prepared in reference to the Department for Transport (DfT) 'Guidance on Transport Assessment' document.

This report is structured as follows:

- Section 2 sets out the existing conditions of and around the application site;
- Section 3 provides a detailed description of the proposed redevelopment;
- Section 4 provides an appraisal of the site's accessibility by non-car modes of transport;
- Section 5 assesses the trip generating potential of the redevelopment proposals; and
- Section 6 presents the summary and conclusion.

## 2 Existing Conditions

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### 2.1 General

The existing service station is located off B5268 Fleetwood Road North, approximately 2km south-east of Cleveleys Town Centre. The site currently comprises of an eight-filling bay PFS and associated 35m<sup>2</sup> Gross Floor Area (GFA) kiosk, with an existing hand car wash facility and 94m<sup>2</sup> workshop unit also located to the northern and southern aspects of the site, respectively.

The redevelopment site is bounded by residential units to the north and east, commercial developments to the south, and Fleetwood Road North to the west. The wider vicinity of the site is mainly of residential use.

The service station currently provides no formal parking provision, aside from the filling bays, with areas of hardstanding located to the north and south of the site utilised as an informal car park.

Vehicular access and egress to the site is provided via two informal priority-controlled junctions off Fleetwood Road North Road, along the western aspect of the site.

### 2.2 Surrounding Highway Network

#### 2.2.1 B5268 Fleetwood Road North

B5268 Fleetwood Road North is formed of a single carriageway that routes in a general north/south orientation to the direct west of the site, connecting to Fleetwood to the north and Carleton to the south.

Within the vicinity of the site, Fleetwood Road North is subject to a 30mph speed limit, with an approximate carriageway width of 8.5m. The road is supported by a street-lighting provision and double-yellow line parking restrictions along both sides of the carriageway, within the vicinity of the site.

An on-street demarcated parking zone is located to the south of the site, along the eastern aspect of Fleetwood Road North. Footways are provided on both sides of the carriageway within the vicinity of the site, supported by dropped-kerbing at the various minor junctions along Fleetwood Road North, as well as at the existing access and egress points to the site.

### 2.3 Road Safety

Accident statistics have been obtained for the local highway network in the vicinity of the application site for the latest available three years of data, covering 2019 to 2021, from the Department for Transport (DfT).

Within the assessment period, no incidents were recorded along B5268 Fleetwood Road North within the vicinity of the redevelopment site.

On review of the data, it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the redevelopment proposals.

## 3 Proposed Redevelopment

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### 3.1 General

The proposals for the site involve the demolition of the existing PFS kiosk and the conversion and extension of the current MOT garage to a retail store, with an approximate retail area of 150m<sup>2</sup> GFA.

The redevelopment proposals would, therefore, see an overall modernisation of the retail offering with an uplift in retail floorspace of approximately 115m<sup>2</sup>. Additional formal car parking will also be provided as part of the proposals, together with Electric Vehicle (EV) charging bay provision. New car washing facilities will also be constructed to replace the existing facility to the north of the site, inclusive of a rollover cash wash.

The proposed site layout is included at **Appendix 1** of this report.

### 3.2 Site Access and Servicing Arrangements

The existing vehicular access/egress arrangements of the redevelopment site will be retained as part of the proposals, with vehicles continuing to utilise the informal priority-controlled access junctions off Fleetwood Road to the west of the site.

A swept-path assessment has been undertaken of the site access/egress and internal arrangements for an oil tanker, as the largest anticipated service vehicle, which will continue to access the site, as well as a 10m rigid for retail deliveries and large car for use of the car wash, as shown in **Appendix 2**.

### 3.3 Parking Provision

As part of the redevelopment proposals, six demarcated car parking bays will be provided within the site, inclusive of one EV charging bay and one parking bay to mobility-impaired standard. Two new jetwash bays will also be located to the north of the site, as part of the updated car wash facility.

WC present their maximum parking standards within the '*Wyre Local Plan, Appendix B*', where PFS developments should provide one space per filling pump and also follow the standard requirement for any retail offering. As such, the development has been assessed using the use class Food Retail, which has a maximum parking standard of 1 space per 14m<sup>2</sup> GFA. This would equate to a maximum of 10 bays for the development. Therefore, inclusive of the filling bays, the development meets local parking standards.

Cycle parking will also be provided in the form of Sheffield stands to cater for customer and staff access by bike.



## 4 Access by Non-Car Modes

### 4.1 General

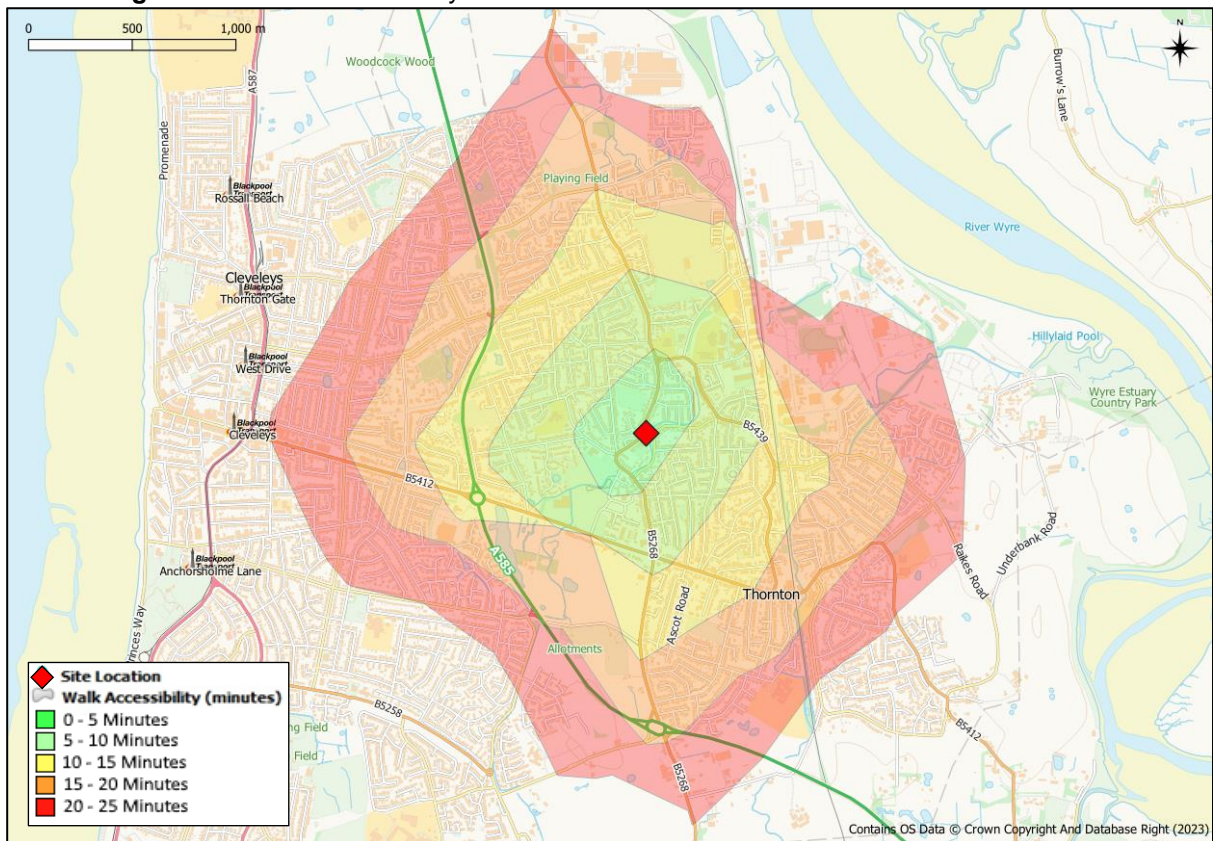
Notwithstanding the primary function of the redevelopment as a PFS, in accordance with planning policy a review of access by all modes of travel has been undertaken. The options for accessing the site by sustainable modes are discussed in more detail below.

### 4.2 Pedestrian Access

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

A walk accessibility plan provided at **Figure 4.1** below highlights the accessible walking area within approximately 25 minutes walking distance, which equates to around 2km from the site.

**Figure 4.1:** Walk Accessibility Plan

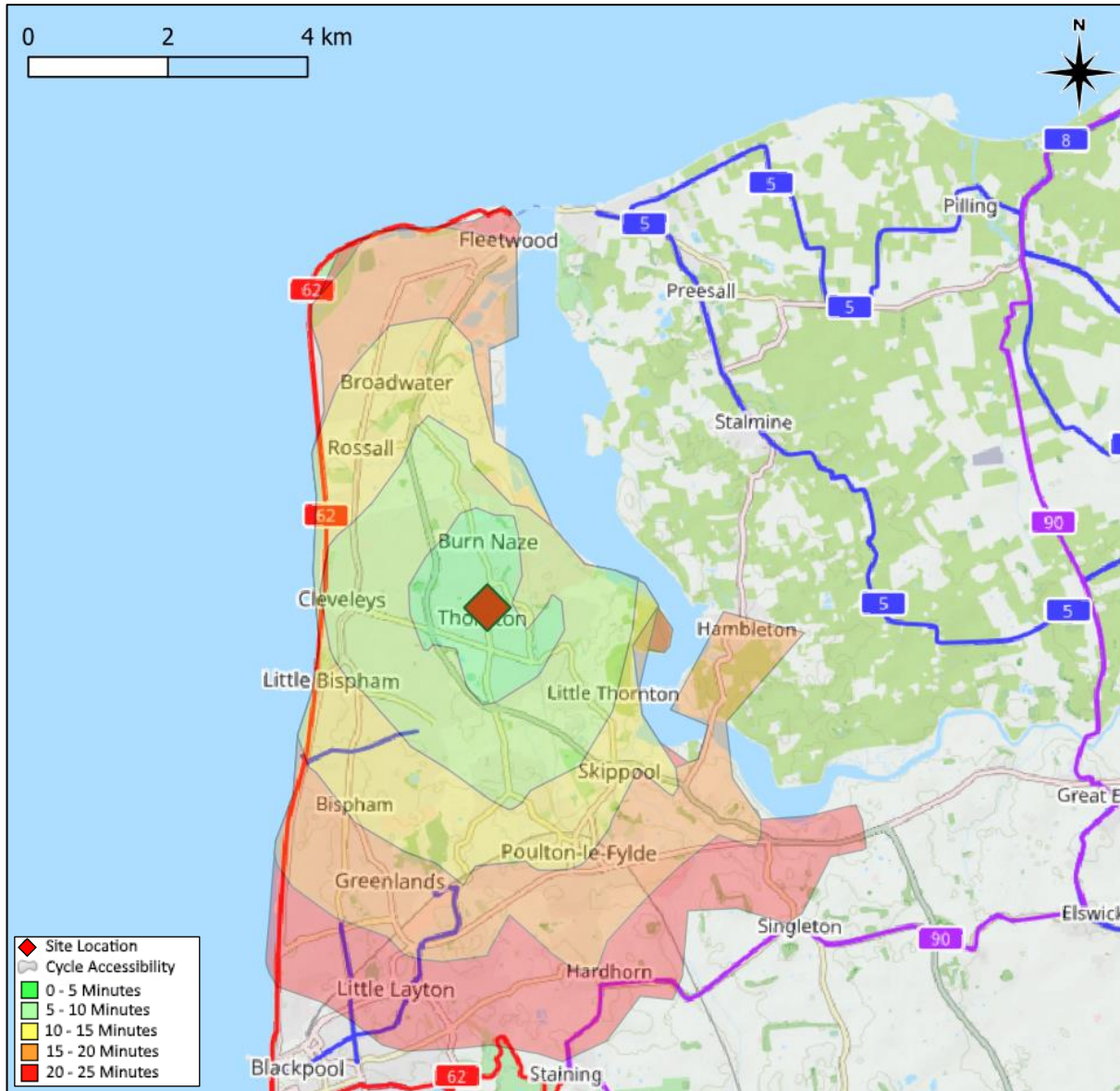


The walk accessibility plan illustrates that the majority of Thornton and Cleveleys including the various residential areas that form the Thornton-Cleveleys conurbation, are accessible within a 25-minute walking journey of the site.

### 4.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work and leisure purposes, particularly those journeys under 5km. A plan illustrating the areas located within 5km, a journey time of approximately 25-minutes, from the site is shown at **Figure 4.2**:

**Figure 4.2:** Cycle Accessibility Plan



The plan indicates that the entirety of Thornton-Cleveleys is accessible within a 10-minute cycling journey of the site. The residential areas within the neighbouring settlements of Bispham and Poulton-le-Fylde are accessible within a 25-minute cycling distance.

## 4.4 Public Transport Access

### 4.4.1 Bus

The nearest bus stops to the redevelopment site are located along the B5268 Fleetwood Road North, approximately 90m south the redevelopment site, equivalent to under a one-minute walking journey.

A summary of the main bus routes which serve the stops is provided in **Table 4.1**:

**Table 4.1** – Bus Service Summary

Service	Route Description	Core Weekday Frequency
14	Fleetwood – Blackpool via Layton	Every 20 Minutes
24	Fleetwood – Poulton	Every 30 Minutes

Source: Traveline

As the table shows two frequent bus services are available near the site providing access to Cleveleys Town Centre, Fleetwood and Blackpool. The services available provide opportunities, particularly for staff, to travel to the site.

### 4.4.2 Train

Poulton-le-Fylde Railway Station is the nearest station to the site, located approximately 3.5km south-east of the site. Although outside of what is considered a reasonable walking distance, the station can be reached within a 15-minute cycling journey of the site.

The station receives services primarily operated by Northern Trains. Services at the station run every 15-minutes to Blackpool North, with half hourly trains departing the station to Manchester Airport, Liverpool Lime Street and York.

## 4.5 Accessibility Summary

Overall, it can be summarised that the site offers the potential for some journeys, particularly those by staff, to be undertaken by modes other than car.

## 5 Trip Generation

### 5.1 General

This chapter provides an estimation of the likely levels of additional trip generation resulting from the proposed service station redevelopment on the adjacent highway network.

It should be noted that the existing lawful trip generating potential of the car garage building currently on site has not been considered in the below assessments.

### 5.2 Trip Generation – Existing PFS

The TRICS database has been used to derive the likely numbers of trips expected for the current PFS facility based on the 'Petrol Filling Station' Land-use.

The selection criteria for the comparative sites used is as follows:

- Land use – 'Petrol Filling Station', Sub land use – 'PFS';
- All London and Ireland sites excluded;
- Weekday surveys only; and
- Selection by bays.

A summary of the trip rates is shown below in **Table 5.1** with the full TRICS output provided at **Appendix 3**:

**Table 5.1:** TRICS Weekday Trip Rates – PFS (Per Filling Bay)

Time Range	Arrivals	Departures	Total
06:00-07:00	2.056	1.889	3.945
07:00-08:00	3.444	3.611	7.055
08:00-09:00	4.222	3.889	8.111
09:00-10:00	5.444	5.444	10.888
10:00-11:00	6.167	6.000	12.167
11:00-12:00	5.167	4.889	10.056
12:00-13:00	6.111	6.444	12.555
13:00-14:00	5.500	5.333	10.833
14:00-15:00	4.444	4.167	8.611
15:00-16:00	4.667	4.722	9.389
16:00-17:00	4.833	5.000	9.833
17:00-18:00	4.944	5.056	10.000
18:00-19:00	4.500	4.833	9.333
19:00-20:00	3.167	3.167	6.334
20:00-21:00	2.222	2.444	4.666
21:00-22:00	1.722	1.722	3.444
Daily Trip Rate	68.610	68.610	137.220

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

**Table 5.2:** TRICS Weekday Trip Generation – PFS (Eight Filling Bays)

Time Range	Arrivals	Departures	Total
06:00-07:00	16	15	32
07:00-08:00	28	29	56
08:00-09:00	34	31	65
09:00-10:00	44	44	87
10:00-11:00	49	48	97
11:00-12:00	41	39	80
12:00-13:00	49	52	100
13:00-14:00	44	43	87
14:00-15:00	36	33	69
15:00-16:00	37	38	75
16:00-17:00	39	40	79
17:00-18:00	40	40	80
18:00-19:00	36	39	75
19:00-20:00	25	25	51
20:00-21:00	18	20	37
21:00-22:00	14	14	28
Daily Trip Rate	549	549	1098

The above table shows the anticipated peak hour at the site is between 12:00 – 13:00, with a total of 100 two-way movements, equivalent to just under two vehicles either entering or departing the site every minute.

### 5.3 Trip Generation – Proposed PFS

The TRICS Database has also been used to estimate the likely numbers of trips expected to be generated by the proposed redevelopment by using the most appropriate category within the database. The selection criteria applied to derive the comparative sites are listed below:

Land use – ‘Petrol Filling Station’, sub-category – ‘With Retail’;

- All London and Ireland sites excluded;
- Weekday surveys only; and
- Selection by GFA.

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

**Table 5.3: TRICS Weekday Trip Rates – PFS (Per Filling Bay)**

Time Range	Arrivals	Departures	Total
05:00-06:00	0.300	0.100	0.400
06:00-07:00	5.489	5.106	10.595
07:00-08:00	8.184	7.972	16.156
08:00-09:00	7.801	7.574	15.375
09:00-10:00	7.837	7.695	15.532
10:00-11:00	7.461	7.504	14.965
11:00-12:00	7.390	7.348	14.738
12:00-13:00	8.504	8.518	17.022
13:00-14:00	8.383	8.504	16.887
14:00-15:00	7.957	7.794	15.751
15:00-16:00	8.227	8.298	16.525
16:00-17:00	8.277	8.461	16.738
17:00-18:00	8.922	8.957	17.879
18:00-19:00	8.170	8.496	16.666
19:00-20:00	6.844	6.865	13.709
20:00-21:00	5.149	5.220	10.369
21:00-22:00	3.780	3.816	7.596
22:00-23:00	1.133	1.433	2.566
23:00-24:00	0.000	0.250	0.250
Daily Trip Rate	119.808	119.911	239.719

The above trip rates have been applied to the proposed development which consists of eight filling-bays, resulting in the following estimated vehicle movements, as shown in **Table 5.4**.

**Table 5.4: TRICS Weekday Trip Generation – (Eight Filling Bays)**

Time Range	Arrivals	Departures	Total
05:00-06:00	2	1	3
06:00-07:00	44	41	85
07:00-08:00	65	64	129
08:00-09:00	62	61	123
09:00-10:00	63	62	124
10:00-11:00	60	60	120
11:00-12:00	59	59	118
12:00-13:00	68	68	136
13:00-14:00	67	68	135
14:00-15:00	64	62	126
15:00-16:00	66	66	132
16:00-17:00	66	68	134
17:00-18:00	71	72	143
18:00-19:00	65	68	133
19:00-20:00	55	55	110
20:00-21:00	41	42	83
21:00-22:00	30	31	61
22:00-23:00	9	11	21
23:00-24:00	0	2	2
Daily Trip Rate	958	959	1918

The above table shows the anticipated peak hour at the site is between 17:00 – 18:00, with a total of 143 two-way movements, equivalent to just over two vehicles either entering or departing the site every minute.

It should be noted that the average GFA of the retail offering of the 'PFS with retail' sites in the TRICS database were approximately 250m<sup>2</sup>. Therefore, it is considered that the current proposals are to introduce a relatively small retail offering, with the above trip generation overly robust.

Based on the above, it is considered that the proposals would result in minimal additional vehicle trips at the site and would therefore not have any material impact on the operation of the surrounding highway network.

## 6 Summary and Conclusions

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Dynamic Transport Planning is instructed by Penny Petroleum to report on the anticipated transport considerations related with the proposed redevelopment of a PFS and car garage building at Woodland Service Station, off the B5268 Fleetwood Road North, Thornton-Cleveleys.

The redevelopment proposals comprise the demolition of the existing PFS kiosk and associated car wash facilities, and the conversion of an existing MOT garage to a retail unit. As part of the redevelopment the existing eight petrol filling bays, forecourt and canopy will be retained.

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

The accessibility of the site for non-car modes of travel has been assessed and it is considered that the location of the redevelopment would allow for some journeys by other modes to be undertaken, particularly by staff.

The trip generating potential of the redevelopment has been considered and is not expected to lead to any material impact on the operation of the local highway network, generating a maximum of 143 two-way peak hour vehicle trips, equating to just over two vehicle trips per minute, during the busiest peak hour period.

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

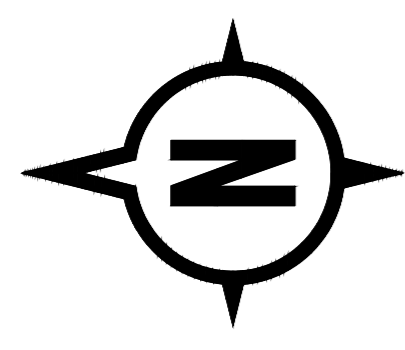


# Appendix 1

## Proposed Site Layout

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- E 11.09.23 PARKING SPACE ADDED
- D 07.09.23 BUILDING ENTRANCE MOVED
- C BUILDING EXTENDED
- B 17.07.23 PARKING REVISED
- A 16.08.23 ATM REMOVED, LAUNDRY ROTATED

REVISIONS  
 CLIENT PENNY PETROLEUM  
 PROJECT WOODLAND S/STN FLEETWOOD ROAD FT5 4BL

TITLE PROPOSED SITE LAYOUT  
 DATE 14.08.23  
 SCALE 1:200 @ A1  
 JOB ID 2067  
 DWG 6C



**Key**

- Application Site boundary  
Site Area 1601.62sqm / 0.4acres
- Ownership Site boundary  
Site Area 7347.24sqm / 1.82acres
- Black Bitmac finish
- Concrete
- Reinforced Concrete
- Kerb
- Pin Kerb
- Drop Kerb
- Stainless steel bollard
- Soft Landscaping
- 2m high timber acoustic fence
- 1.2m high post and rail timber fence
- Removed / Demolished
- UU Storm Sewer and 6m easement
- UU Foul Sewer and 6m easement
- 8m easement from bank of Hillyard Pool Main Dyke

Scale Bar  
 0m 5 10 15 20 25

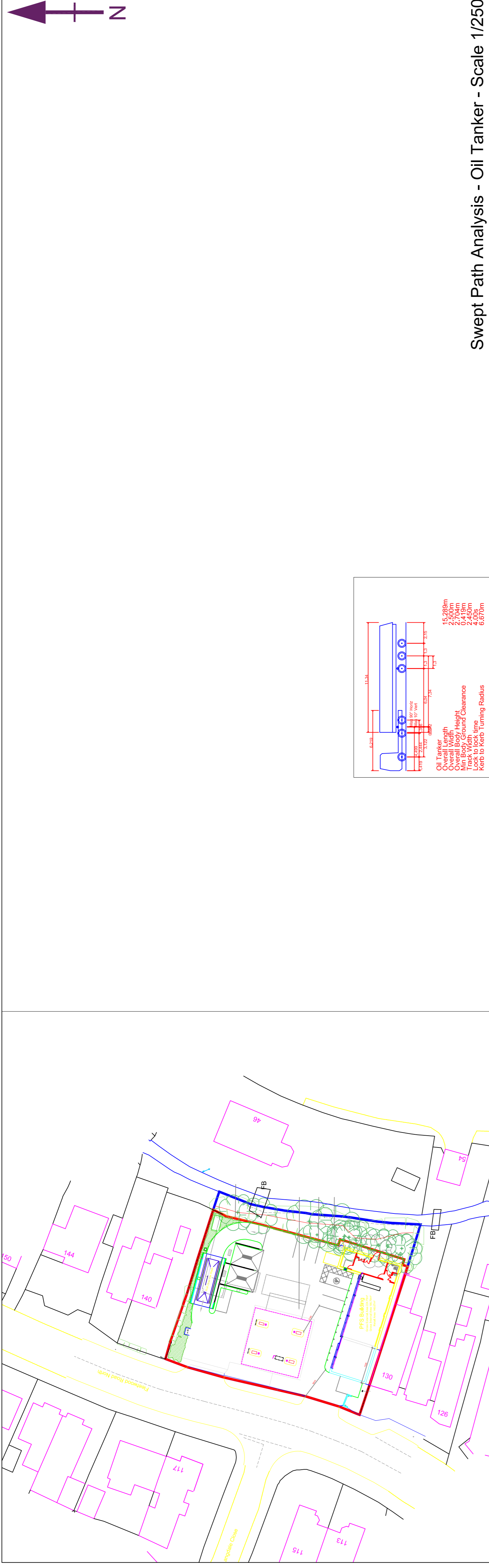
# Appendix 2

## Swept Path Analysis

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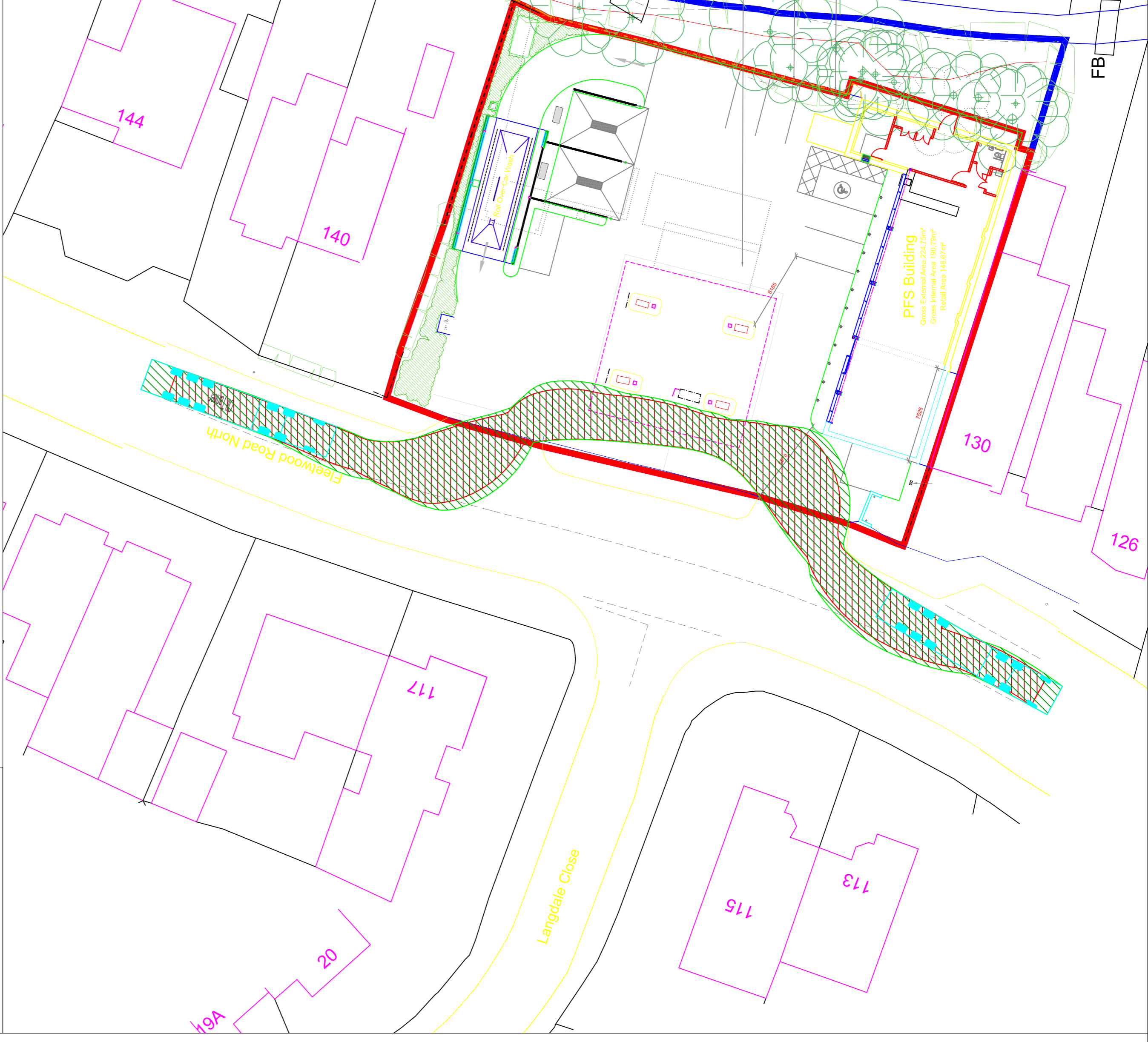
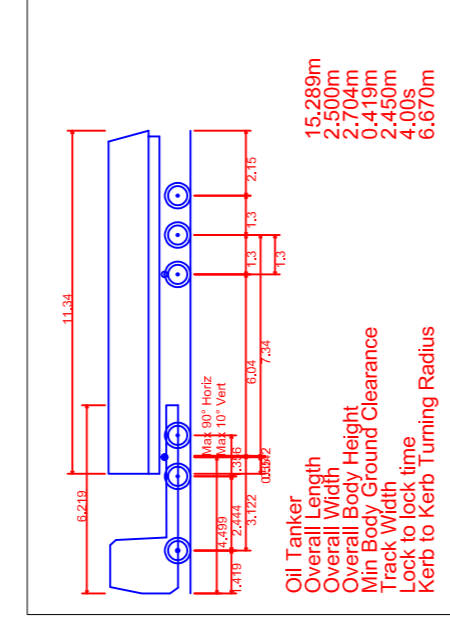


Notes



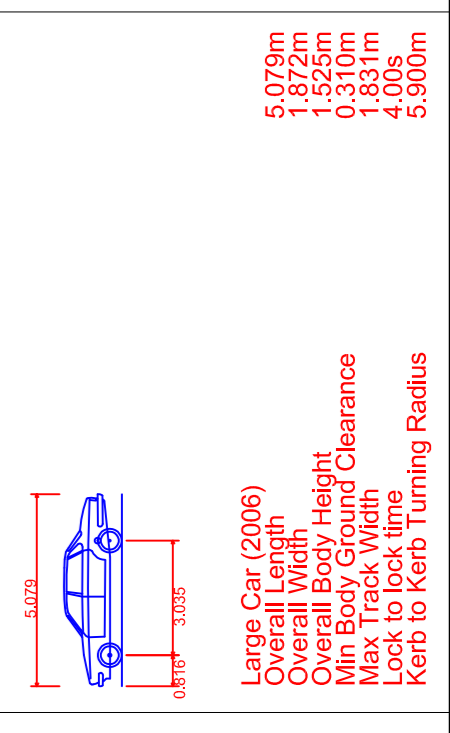
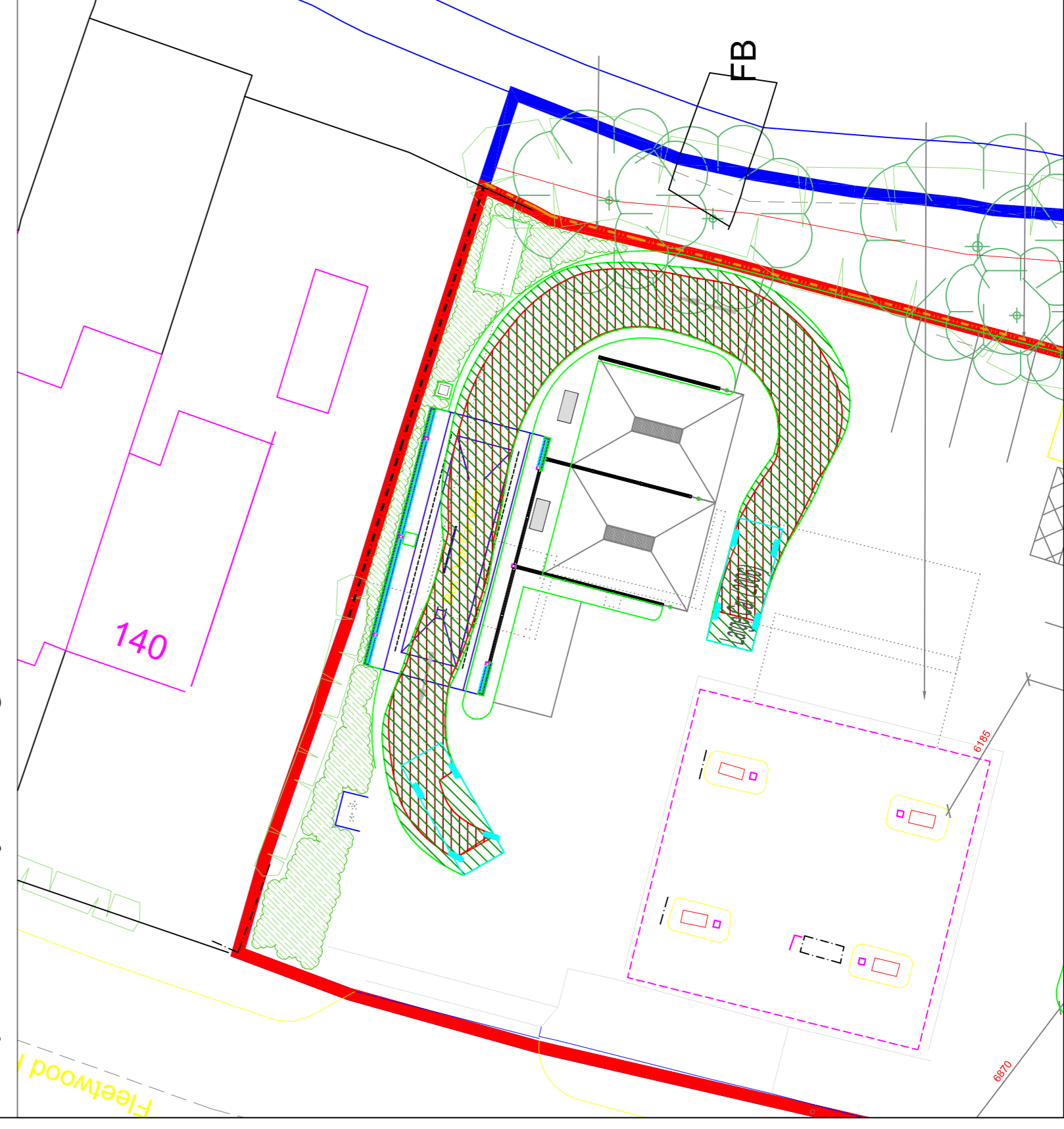
Proposed Site Layout - Scale 1/500

Swept Path Analysis - Oil Tanker - Scale 1/250



Proposed Site Layout - Scale 1/500

Swept Path Analysis - Large Car - Scale 1/200



Rev.	Date	Revisions	Drawn
A	11/09/23	Minor Update	BF
-	18/08/23	First Issue	BF



Client

Penny Petroleum Ltd

Project Proposed Petrol Filling Station  
Redevelopment,  
Woodlands Service Station, B5268,  
Thorton-Cleveleys

Drawing Title  
Proposed Site Layout  
Swept Path Analysis  
Oil Tanker & Large Car

Date	August 2023	Scale	As Specified @ A1
Drawn	BF	Approved	JB
Drawing Number	DTP/3708623/ATR001		
Rev.	A		

# Appendix 3

## TRICS Outputs

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Calculation Reference: AUDIT-262601-230913-0916

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS  
 Category : A - PETROL FILLING STATIONS  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	SC SURREY	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Filling bays  
 Actual Range: 4 to 8 (units: )  
 Range Selected by User: 4 to 20 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 10/05/22

*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	1 days
Thursday	1 days
Saturday	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:

Edge of Town	1
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:

Residential Zone	3
------------------	---

*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	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 3 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:

10,001 to 15,000 1 days

15,001 to 20,000 2 days

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

Population within 5 miles:

100,001 to 125,000 1 days

125,001 to 250,000 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 1 days

1.1 to 1.5 2 days

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

Travel Plan:

No 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.*

PTAL Rating:

No PTAL Present 3 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	BO-13-A-01 HIGH STREET BEDFORD KEMPSTON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Filling bays:	BP		BEDFORD
	<i>Survey date: THURSDAY</i>		8 15/10/20	<i>Survey Type: MANUAL</i>
2	NT-13-A-02 LONGMOOR ROAD NOTTINGHAM	GULF		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total Filling bays:		4 14/07/18	<i>Survey Type: MANUAL</i>
3	SC-13-A-01 HORLEY ROAD REDHILL SOUTH EARLSWOOD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Filling bays:	SHELL		SURREY
	<i>Survey date: TUESDAY</i>		6 10/05/22	<i>Survey Type: MANUAL</i>

*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/A - PETROL FILLING STATIONS

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	6	2.056	3	6	1.889	3	6	3.945
07:00 - 08:00	3	6	3.444	3	6	3.611	3	6	7.055
08:00 - 09:00	3	6	4.222	3	6	3.889	3	6	8.111
09:00 - 10:00	3	6	5.444	3	6	5.444	3	6	10.888
10:00 - 11:00	3	6	6.167	3	6	6.000	3	6	12.167
11:00 - 12:00	3	6	5.167	3	6	4.889	3	6	10.056
12:00 - 13:00	3	6	6.111	3	6	6.444	3	6	12.555
13:00 - 14:00	3	6	5.500	3	6	5.333	3	6	10.833
14:00 - 15:00	3	6	4.444	3	6	4.167	3	6	8.611
15:00 - 16:00	3	6	4.667	3	6	4.722	3	6	9.389
16:00 - 17:00	3	6	4.833	3	6	5.000	3	6	9.833
17:00 - 18:00	3	6	4.944	3	6	5.056	3	6	10.000
18:00 - 19:00	3	6	4.500	3	6	4.833	3	6	9.333
19:00 - 20:00	3	6	3.167	3	6	3.167	3	6	6.334
20:00 - 21:00	3	6	2.222	3	6	2.444	3	6	4.666
21:00 - 22:00	3	6	1.722	3	6	1.722	3	6	3.444
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			68.610			68.610			137.220

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

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

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Parameter summary

Trip rate parameter range selected: 4 - 8 (units: )  
 Survey date date range: 01/01/15 - 10/05/22  
 Number of weekdays (Monday-Friday): 2  
 Number of Saturdays: 1  
 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.*

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	TB TORBAY	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days
10	WALES	
	MM MONMOUTHSHIRE	1 days
	NP NEATH & PORT TALBOT	1 days
	NW NEWPORT	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days
	FI FIFE	1 days
12	CONNAUGHT	
	GA GALWAY	1 days

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

## Primary Filtering selection:

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

Parameter: Filling bays  
 Actual Range: 6 to 16 (units: )  
 Range Selected by User: 4 to 16 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/10/22

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	5 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	16 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)	8
Edge of Town	7
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*

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	16 days
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*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	3 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
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:

No	16 days
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*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	16 days
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*This data displays the number of selected surveys with PTAL Ratings.*

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

1	AS-13-B-01 KIRKTON ROAD STONEHAVEN	CO-OP PFS		ABERDEENSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Filling bays: 8 <i>Survey date: THURSDAY 21/04/22</i>			
	<i>Survey Type: MANUAL</i>			
2	DY-13-B-01 NOTTINGHAM ROAD DERBY	ESSO & TESCO EXPRESS		DERBY
	CHADDES DEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 <i>Survey date: FRIDAY 26/06/15</i>			
	<i>Survey Type: MANUAL</i>			
3	FI-13-B-01 HARBOUR DRIVE DALGETY BAY	BP & M&S SIMPLY FOOD		FIFE
	Edge of Town No Sub Category Total Filling bays: 13 <i>Survey date: WEDNESDAY 23/03/16</i>			
	<i>Survey Type: MANUAL</i>			
4	GA-13-B-01 BRACKERNAGH BALLINASLOE	CIRCLE K & SPAR		GALWAY
	Edge of Town Residential Zone Total Filling bays: 10 <i>Survey date: TUESDAY 14/09/21</i>			
	<i>Survey Type: MANUAL</i>			
5	GM-13-B-01 NEW STREET ROCHDALE MILNROW	BP & SPAR		GREATER MANCHESTER
	Edge of Town Residential Zone Total Filling bays: 8 <i>Survey date: WEDNESDAY 21/10/15</i>			
	<i>Survey Type: MANUAL</i>			
6	GM-13-B-02 STOCKPORT ROAD MANCHESTER BURNAGE	SHELL & LONDIS		GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 <i>Survey date: THURSDAY 06/05/21</i>			
	<i>Survey Type: MANUAL</i>			
7	LC-13-B-03 GARSTANG ROAD PRESTON FULWOOD	TEXACO & MORRISONS DAILY		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 <i>Survey date: TUESDAY 06/11/18</i>			
	<i>Survey Type: MANUAL</i>			
8	LN-13-B-01 CARHOLME ROAD LINCOLN	GULF & CO-OP		LINCOLNSHIRE
	Edge of Town Residential Zone Total Filling bays: 8 <i>Survey date: WEDNESDAY 04/10/17</i>			
	<i>Survey Type: MANUAL</i>			

LIST OF SITES relevant to selection parameters (Cont.)

9	MM-13-B-01 MALPAS ROAD NEWPORT MALPAS Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Filling bays: 8 <i>Survey date: FRIDAY 27/09/19</i>	BP & M&S SIMPLY FOOD	MONMOUTHSHIRE	<i>Survey Type: MANUAL</i>
10	NG-13-B-02 CASTLE BRIDGE ROAD NOTTINGHAM  Suburban Area (PPS6 Out of Centre) Development Zone Total Filling bays: 16 <i>Survey date: FRIDAY 25/11/16</i>	SAINSBURY'S PFS	NOTTINGHAM	<i>Survey Type: MANUAL</i>
11	NP-13-B-01 NEATH ROAD GLYNNEATH  Edge of Town Residential Zone Total Filling bays: 6 <i>Survey date: WEDNESDAY 19/10/22</i>	ESSO & TESCO EXPRESS	NEATH & PORT TALBOT	<i>Survey Type: MANUAL</i>
12	NW-13-B-02 CHEPSTOW ROAD NEWPORT  Edge of Town Residential Zone Total Filling bays: 8 <i>Survey date: WEDNESDAY 12/10/22</i>	ESSO & TESCO EXPRESS	NEWPORT	<i>Survey Type: MANUAL</i>
13	TB-13-B-01 TORBAY ROAD PAIGNTON  Edge of Town Residential Zone Total Filling bays: 8 <i>Survey date: TUESDAY 18/07/17</i>	BP & COSTCUTTER	TORBAY	<i>Survey Type: MANUAL</i>
14	TW-13-B-05 THE BROADWAY SUNDERLAND  Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 <i>Survey date: FRIDAY 24/05/19</i>	SHELL & SPAR	TYNE & WEAR	<i>Survey Type: MANUAL</i>
15	TW-13-B-06 BEACH ROAD NORTH SHIELDS  Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 <i>Survey date: MONDAY 16/05/22</i>	ESSO & TESCO EXPRESS	TYNE & WEAR	<i>Survey Type: MANUAL</i>
16	WO-13-B-02 CLEARWELL ROAD REDDITCH WINYATES WEST Suburban Area (PPS6 Out of Centre) No Sub Category Total Filling bays: 12 <i>Survey date: MONDAY 05/10/20</i>	MORRISONS PFS	WORCESTERSHIRE	<i>Survey Type: MANUAL</i>

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

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	10	0.300	1	10	0.100	1	10	0.400
06:00 - 07:00	16	9	5.489	16	9	5.106	16	9	10.595
07:00 - 08:00	16	9	8.184	16	9	7.972	16	9	16.156
08:00 - 09:00	16	9	7.801	16	9	7.574	16	9	15.375
09:00 - 10:00	16	9	7.837	16	9	7.695	16	9	15.532
10:00 - 11:00	16	9	7.461	16	9	7.504	16	9	14.965
11:00 - 12:00	16	9	7.390	16	9	7.348	16	9	14.738
12:00 - 13:00	16	9	8.504	16	9	8.518	16	9	17.022
13:00 - 14:00	16	9	8.383	16	9	8.504	16	9	16.887
14:00 - 15:00	16	9	7.957	16	9	7.794	16	9	15.751
15:00 - 16:00	16	9	8.227	16	9	8.298	16	9	16.525
16:00 - 17:00	16	9	8.277	16	9	8.461	16	9	16.738
17:00 - 18:00	16	9	8.922	16	9	8.957	16	9	17.879
18:00 - 19:00	16	9	8.170	16	9	8.496	16	9	16.666
19:00 - 20:00	16	9	6.844	16	9	6.865	16	9	13.709
20:00 - 21:00	16	9	5.149	16	9	5.220	16	9	10.369
21:00 - 22:00	16	9	3.780	16	9	3.816	16	9	7.596
22:00 - 23:00	3	10	1.133	3	10	1.433	3	10	2.566
23:00 - 24:00	1	8	0.000	1	8	0.250	1	8	0.250
Total Rates:			119.808			119.911			239.719

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.

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#### Parameter summary

Trip rate parameter range selected:	6 - 16 (units: )
Survey date range:	01/01/15 - 19/10/22
Number of weekdays (Monday-Friday):	16
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.