PP1245

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The Legal Basis for collecting the information is:

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It is a Statutory Obligation under Section 18 of the Town and Country (Scotland) Act 1997, as amended, for Aberdeenshire Council to prepare and publish a Proposed Local Development plan on which representations must be made to the planning authority within a prescribed period of time. Failure to provide details requested in the 'Your Details' section of this form will result in Aberdeenshire Council being unable to accept your representation.

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Members of the public are being given this final opportunity to comment on the Proposed Aberdeenshire Local Development Plan. The reasons for any changes that the Council receives will be analysed and reported to Scottish Ministers. They will then appoint a person to conduct a public examination of the Proposed Plan, focusing particularly on the unresolved issues raised and the changes sought.

Your name and respondent identification number (provided to you by Aberdeenshire Council on receipt of your submission) will be published alongside a copy of your completed response on the Proposed Local Development Plan website (contact details and information that is deemed commercially sensitive will not be made available to the public).

In accordance with Regulation 22 of the Town and Country (Development Planning) (Scotland) Regulations 2008 where the appointed person determines that further representations should be made or further information should be provided by any person in connection with the examination of the Proposed Plan the appointed person may by notice request that person to make such further representations or to provide such further information.

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Aberdeenshire Council will only keep your personal data for as long as is needed. Aberdeenshire Council will retain your response and personal data for a retention period of 5 years from the date upon which it was collected. After 5 years Aberdeenshire Council will review whether it is necessary to continue to retain your information for a longer period. A redacted copy of your submission will be retained for 5 years beyond the life of the Local Development Plan 2021, possibly until 2037.

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Not applicable.

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  (i) Consent; or
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- to request rectification or erasure of your personal data, as so far as the legislation permits.

HALLIDAY FRASER MUNRO

CHARTERED ARCHITECTS & PLANNING CONSULTANTS

Please use this form to make comments on the Proposed Aberdeenshire Local Development Plan 2020.

If you are making comments about more than one topic it would be very helpful if you could fill in a separate response form for each issue you wish to raise.

Please refer to Aberdeenshire Council's Privacy Notice at the start of this form for details of your rights under the Data Protection Act.

Your Details

Date:	**30/07/2020**
Name:	**Halliday Fraser Munro**
Telephone Number:	[redacted]
Email address:	[redacted]
Postal Address: Postcode:	[redacted] [redacted]

Are you happy to receive future correspondence only by email? Yes

Are you responding on behalf of another person? Yes

If yes who are you representing?

Drum Property Group

Would you like to subscribe to the Aberdeenshire LDP eNewsletter: Yes

An acknowledgement will be sent to this address soon after the close of consultation.

Your Comments (no more than 2000 words)

Modification that you wish to see (please make specific reference to the section of the Proposed Plan you wish to see modified if possible, for example Section 9, paragraph E1.1):

Appendix 7d Garioch Settlement Statement

Modifications sought: *Zone Goval (site GR143) for Mixed-use – hotel, fuel station, charging station, Park & Choose, Restaurant, Farm Shop, Garden Centre and Activity Centre*

Reason for change:

SEE ATTACHED

Attached documents:

Proposed Local Development Plan response

Supporting documents:

GV1 – *MIR response*

GV2 – *Revised Site Layout*

GV3 – *Aberdeenshire Council PLDP committee report – March 2020*

GV4 – *Transport Statement*

HALLIDAY FRASER MUNRO
CHARTERED ARCHITECTS & PLANNING CONSULTANTS

GR143 – Goval – Proposed Local Development Plan Response - July 2020

Modifications you wish to see – Zone Goval (site GR143) for Mixed-use – hotel, fuel station, charging station, Park & Choose, Restaurant, Farm Shop, Garden Centre and Activity Centre

Reasons for Change – See below

1. Introduction

1.1. Halliday Fraser Munro lodged an LDP bid and Main Issues Report (MIR) Response (**GV1**) with an updated bid document (**GV2**) for the above site on behalf of Drum Property Group. This is an obvious location for roadside services that could support the newly completed Aberdeen Western Peripheral Road (AWPR) and provide new local facilities serving the local population. A separate PLDP response for GR144 has been lodged.

1.2. Despite the significant investment in the AWPR there are no roadside specific services proposed, forcing traffic to travel further away from that long-distance strategic route to access refuelling or recharging, rest areas, hotel facilities or refreshments. GR143 offers an opportunity to plan for appropriate roadside commercial facilities rather than deal with future ad-hoc applications for such uses.

More detailed background is included in the attached documents.

2. PLDP Response – GR143

2.1. Table 2 at 5.19 of the Council's PLDP Committee Report from March 2020 (**GV3**) sets out key actions to help tackle climate hange. The first of those is for land use decisions to reduce the need to travel. By ignoring appropriate service provision close to the AWPR the Council is essentially forcing traffic from that longer distance route to travel further to access services. Given the distance that local services are from the AWPR, particularly in the north of the City, that approach is likely to be counter-productive, create additional mileage and increase the need to travel. Providing an obvious set of roadside services at one of the key AWPR junctions is a sensible approach that could reduce journey distances, reduce associated air pollution, and help maintain Aberdeenshire as a competitive place to live and develop resilient businesses.

2.2. Paragraph 3.13, bullet point 2, of the PLDP strategy *"… promotes sustainable development that reducesthe need to travel, reduces the reliance on private cars and promotes safe and convenient active travel opportunities*.". Ignoring the requirements of traffic using the AWPR does the opposite.

3. Strategic Development Plan Examination

3.1. The SDP Examination clarified some elements on pages 73 and 74. Firstly, it clarified that developments adjacent to the AWPR route or junctions would be required to be assessed in line with the requirements set out by Transport Scotland. That is standard across all developments affecting trunk roads but **does not rule out development**. The Reporter also indicated that "*…whether an allocation or development proposal would be acceptable would be a matter for the*

local development plans or development management procedures…", again, **not ruling out development at junctions**.

3.2. The Reporter also confirmed that the key concern was retail use. They said "*4. Paragraph 3.14 includes that local development plans, in line with the sequential test and town centre first principle, should expressly avoid any new development that would result in a negative impact on the route or any junction. I consider that this is a sufficiently robust statement to enable speculative out-of-centre* ***retail development*** *to be resisted near [AWPR] junctions…*". This proposal is not a retail development but one that serves passing traffic and provides them with convenient roadside services.

3.3. The Reporter also confirmed quite categorically that "*The proposed plan* ***does not absolutely rule out development at junctions*** *but requires a proper assessment of impacts on the junction and route*".

3.4. For the AWPR to operate efficiently it will need an efficient set of roadside services that will allow travellers to leave and re-join the road with minimal diversion whilst maintaining the flow of traffic on the junctions and the AWPR itself. Goval can achieve this. Drum Property Group believe that this is the right development in the right place and it serves a particular and unique function.

3.5. The bid included a Transport Statement (TS) which has been updated in respect of the AWPR nowbeing fully open to traffic (**GV4**). It states:

"*4.3.6 Opening of the AWPR has had a noticeable impact on local roads around Aberdeen, including minor roads by the site to the north of Dyce. Peak hour traffic is now focused on the AWPR trunk road for access to employment zones and the Airport at Dyce, reducing traffic levels on minor roads. It has provided relief to local roads around the site, opening up opportunity for future development based on an appropriate road network"* and *"4.3.7 As part of the AWPR, the local road network adjacent to the site …* ***has experienced major improvements through new infrastructure delivery and improved links.****" and "4.3.8 The significant changes that have now been made to the local road network are alleviating historic traffic congestion in the area. The new road network is appropriate to support the proposed development*".

It also concluded:

"*5.2.10 Given the location, it is envisaged that* ***the majority of the trips are likely to be diverted trips from the key transport corridors routing past the site.****" and;*

"5.2.11 It can be concluded that ***the proposed development site is strategically located to attract existing trips from the adjacent strategic and local road network. It is therefore envisaged that the development will not generate a high level of new trips during the weekday network peak hours****."*

Technical analysis therefore suggests that the impact on the road network will be limited and would not have a major impact on the AWPR or its junctions.

4. Local Transport Strategy

4.1. The Goval area and the A947 corridor are key strategic locations for new transport infrastructure. Page 9 of the updated bid document sets out more detail on this in respect of the Local Transport Strategy (LTS) and the A947 Route Improvement Study.

The LTS:

- Promotes sustainable economic growth that maximises the effectiveness of the transport network, services and facilities; and
- Promotes accessibility, sustainable travel and improved integration between forms of transport.

4.2. That manifests itself in the promotion of new recharging and refuelling opportunities in accessible locations and Park & Choose mini-hubs in the Goval/A947 area linking to the improved public transport opportunities set out in Section 4.2 of the attached Transport Statement (**GV5**).

4.3. The location and proposed uses at Goval assist in the delivery of these strategies and specifically offer the delivery of Park & Choose, new strategically located recharging facilities, other facilities serving passing traffic and wider accessibility to sustainable transport modes.

5. Scottish Planning Policy 2014 (SPP)

5.1. SPP is silent on the provision of roadside services but does indicate a key set of outcomes from the planning system. These are:

- **Outcome 1: A successful, Sustainable Place** – supporting sustainable economic growth and regeneration, and the creation of well-designed sustainable places.
- **Outcome 2: A Low Carbon Place** – reducing our carbon emissions and adapting to climate change;
- **Outcome 4: A more connected place** – supporting better transport and digital connectivity

5.2 The provision of services at Goval would contribute to all three of these by reducing the need to travel, providing modern recharging services that will support the move to alternatively powered vehicles and creating a well-designed and sustainable development.

5.3 The AWPR is a significant stretch of new major dual carriageway. Previous guidance on roadside services was contained in the Scottish Government's NPPG 9 – The Provision of Roadside Services on Motorways and Other Trunk Roads in Scotland. In that "*6. The principal aim is to enable the private sector to identify and meet the market demand for the provision of high quality commercial facilities equal to the best in Europe in an environmentally acceptable manner. Even though vehicles today can travel longer distances …. there may be deficiencies, for example in catering, toilets, emergency telephones, rest areas … on particular stretches of the network. A strategically located and well-designed service area can remedy such deficiencies*…". It required that "*Planning authorities should make appropriate positive provision in their development plans for a range of roadside facilities and should* ***avoid being unduly restrictive unless*** *there are legitimate land use, environmental, road safety or traffic management justifications*".

5.4 In this instance, for the reasons set out in this and the Bid and MIR response (**GV1** and **GV2**), we don't believe that there are any overriding land use, environmental, road safety or traffic management justifications for not allocating this site for the uses proposed.

6. Range of Uses

6.1. The proposal includes an indicative range if uses that will support passing traffic. These include refuelling and recharging, park & choose, food and drink and hotel and rest areas. Other proposed uses include:

- Garden Centre – the proposer is aware of active demand for garden centre use in this location. It would not be unusual to find a garden centre in this type of location given its semi-agricultural nature and requirements for large areas of growing space.

- Farm Shop – the land is owned by a local farmer and the location of a farm shop here would help support the local agricultural community.
- Outdoor Activity Centre – this involves the proposed redevelopment of an existing steading with historical consents for commercial and hotel use. It is essentially a brownfield development and promotes outdoor recreational use around the steading.

6.2 Although these uses are indicative they do offer an opportunity to include uses that suit the site, suit the location and could be considered complementary to the main roadside services.

7. Site Specifics

7.1. The review of the site by officers during previous processes has incorrectly suggested site specific issues in relation to Goval. None of these are valid and are discussed below:

Woodland

7.2. The proposal site has been planned to avoid impacts on surrounding woodland. Historic maps below show that the site has not included woodland since at least 1843. The proposal clearly recognises this, avoids locating potential development in these area and includes significant buffer zones between the proposed development and woodland.

Figure 1 – Pastmap Historic maps info – 1843-1882 *© Copyright and database right 2019. All rights reserved. Ordnance Survey licence number 100057073.*

Figure 2 – Pastmap Historic maps info – 1900s *© Copyright and database right 2019. All rights reserved. Ordnance Survey licence number 100057073*

Figure 3 – Aerial Photo showing the open nature of the site *(Source: Google Maps – Note the AWPR development asphalt plant and local offices)*

7.3. The revised bid layout (see Figure 4) has increased this woodland buffer further. Impact on woodland is not therefore a valid justification for discounting this site.

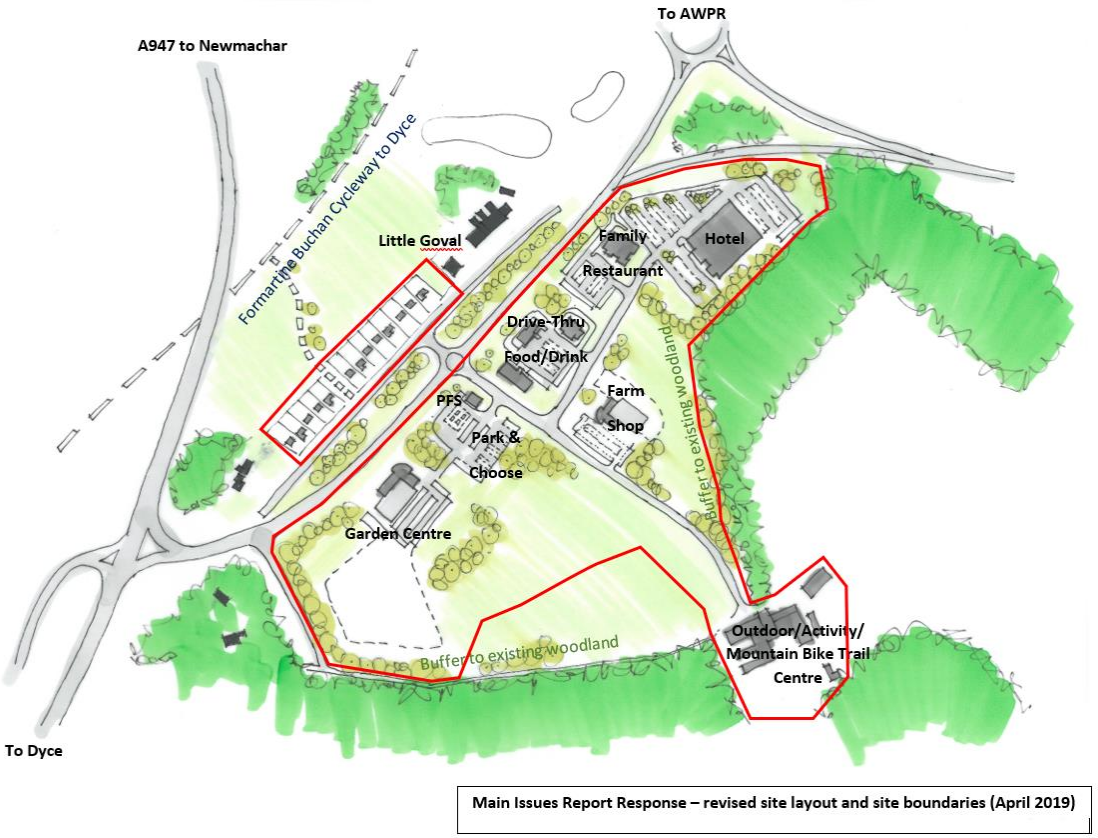


Figure 4 – Revised Bid Layout

Flooding

7.4. SEPA's Floodmap (below) shows only very limited surface water flooding on areas of the site where no development is proposed. Flooding is therefore not an issue.

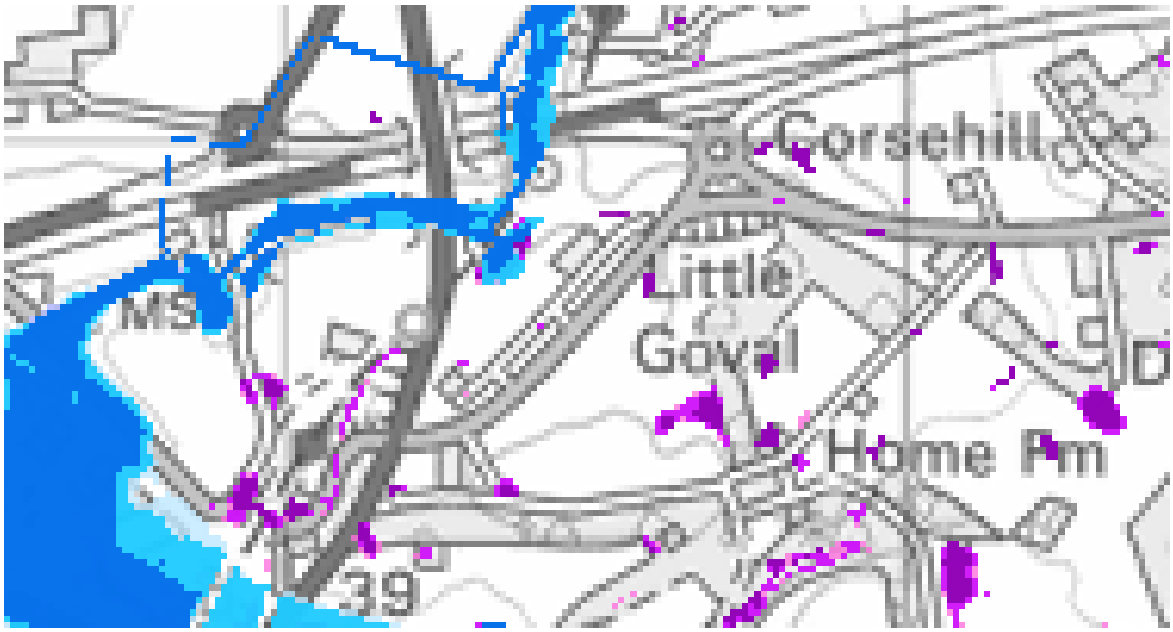


Figure 5 – Extract from SEPA Floodmap *(All intellectual property rights for Flood Maps are owned by SEPA or its licensors and are shown for information purposes only)*

Previously-used site

7.5. The land in question has been used to support the construction of the AWPR – see Figure 3 and 6 – Aerial Photos. These show the AWPR office compound on GR144 and a large asphalt plant on GR143.

Landscape Capacity

7.6. Figure 6 clearly shows the significant intervention effect the AWPR has on the local landscape and the associated development on these sites during that process. The local landscape has experienced major change over the last few years, illustrating the capacity of that landscape to accept major scale development.

Figure 6 – Further Site Aerial *(Source: Google Maps) showing relationship between sites and the new road network, including access to the Formartine Buchan Way cycle route.*

7.7. The local landscape has been irreversibly altered as a result of the AWPR. The evolution of this part of Aberdeenshire was illustrated in the bid document (page 7) and is further illustrated in figures 3 and 6 above. The site is now framed between a major dual carriageway, and extensive network of main roads and roundabouts, and the mature woodland to the south and east. This is no longer the wide-open landscape it used to be and now offers a distinct development opportunity with very limited landscape impact.

Greenbelt

7.8. A full Greenbelt review would have found that the AWPR has had significant impacts on the Greenbelt around the City. The Greenbelt zoning itself is not a reason for discounting a site in any event as any form of LDP allocation in and around the City will require a rezoning of land from Greenbelt to other uses. Fundamentally, using zonings in the previous plan to rule out new opportunities in the next plan runs contrary to the LDP review process. Each bid should be fully considered against planning related criteria, including an up-to-date Greenbelt review, and rezoned if considered acceptable.

8. Conclusion

8.1. This proposal offers an opportunity to plan for a strategically located set of roadside services serving the AWPR and surrounding transport network. It will reduce the need for longer-distance traffic to travel to access such services, help promote the shift to environmentally friendly fuelled vehicles and support the Local Transport Strategy. It should be identified for Mixed-use – hotel, fuel station, charging station, Park & Choose, Restaurant, Farm Shop, Garden Centre and Activity Centre

List of Supporting Documents

- **GV1 – MIR Response**
- **GV2 – Revised site layout**
- **GV3 – Aberdeenshire Council PLDP Committee Report – March 2020**
- **GV4 – Transport Statement**

HALLIDAY FRASER MUNRO
CHARTERED ARCHITECTS & PLANNING CONSULTANTS

GR143 – Goval and GR144 - Little Goval - MIR Response - April 2019

- *GR143 – Mixed-use – hotel, fuel station, charging station, Park & Choose, Restaurant, Farm Shop, Garden Centre and Activity Centre*
- *GR144 – 15 Homes*

1.Introduction

Halliday Fraser Munro lodged an LDP bid for the above site on behalf of Drum Property Group. During the review process Aberdeenshire Council officers have suggested that the site should not be preferred and presented an analysis. Their reasons are generally based on the following:

- Impact in the AWPR junction;
- Impact on woodland;
- Surface water flooding;
- A non-planning issue related to the restoration of land post construction of the AWPR;
- Landscape impact;
- Location within the Greenbelt; and
- A general but incorrect suggestion that the Proposed Strategic Development Plan (PSDP) rules out this site for development.
- Specifically, for GR144 Little Goval, the analysis adds that the proposed housing number is too low and that the site can accommodate up to 100 houses.

These, we believe, are not valid reasons for discounting these sites and have responded accordingly in the following pages. GR143 offers an opportunity to plan for appropriate roadside commercial facilities that serve the new A90 AWPR rather than deal with future ad-hoc applications for such uses. Site GR144 offers an opportunity for new sustainable semi-rural lifestyles that are generally not available to the wider public under the current proposed policy stance on housing. Smaller rural settlements are central to Aberdeenshire's character and a small extension to an existing settlement will help support and cement that character rather than detract from it as suggested. Between them these two sites offer a wider opportunity, through long-distance off-road cycle routes and an outdoor activity centre, to access the local countryside around Goval and support more active lifestyles across the board.

On a more general note the housing strategy adopted in the MIR has significant limitations. In effect not enough housing land has been identified to meet the area's housing needs, it doesn't include enough choice of location for new homes and is inconsistent in approach. Rural Aberdeenshire supports multiple small-scale settlements. These are central to the area's character and context and a key reason why people choose to live in the area. Small scale extensions to these settlements will help to maintain the region's rural population as it ages and help maintain a mix of working age families as well as retired and older, usually smaller households. Maintaining that mix will be important for the future of the region.

Each of the issues are considered in the following response.

2. MIR Response – GR143 & GR144 - Combined

2.1 Impact on the AWPR Junction

The bid included a Transport Statement (TS) which has been updated in respect of the current situation, particularly the AWPR now being fully open to traffic (attached with this response). In that TS they stated:

"*4.3.6 Opening of the AWPR has had a noticeable impact on local roads around Aberdeen, including minor roads by the site to the north of Dyce. Peak hour traffic is now focused on the AWPR trunk road for access to employment zones and the Airport at Dyce, reducing traffic levels on minor roads. It has provided relief to local roads around the site, opening up opportunity for future development based on an appropriate road network. The AWPR route runs between Stonehaven and Blackdog following an orbital alignment around Aberdeen to the west, with interchanges at the A93, A944, A96, A947 and A90.*

4.3.7 As part of the AWPR, the local road network adjacent to the site, including the B977 and the A947, ***has experienced major improvements through new infrastructure delivery and improved links.*** *The AWPR at Goval, adjacent to the site, comprises;*

- *The AWPR Mainline running east to west to the north of the site;*
- *A new 5-arm roundabout to the north of the site which connects to the B977, AWPR Slip Roads and an underbridge to Meadowhead Cottage;*
- *A new section of road along the site's boundary connecting with a new and re-routed section of A947, and also connecting to the B977;*
- *A new junction with the old section of the A947, north of the AWPR;*
- *A new 4-arm roundabout junction west of the A947 which connects the AWPR Slip Roads and access to the existing Goval Farm Cottages.*

4.3.8 The significant changes that have now been made to the local road network are alleviating historic traffic congestion in the area. The new road network is appropriate to support the proposed development".

It also concluded:

"*5.2.10 Given the location, it is envisaged that* ***the majority of the trips are likely to be diverted trips from the key transport corridors routing past the site.*** *In future the A947 to the east will provide a strategic link between Dyce and the AWPR while still performing its function as a key local distributor road facilitating access to settlements in the north including Newmachar and Oldmeldrum.*

5.2.11 It can be concluded that ***the proposed development site is strategically located to attract existing trips from the adjacent strategic and local road network. It is therefore envisaged that the development will not generate a high level of new trips during the weekday network peak hours.***

5.2.12 Table 5-1 shows that the site would potentially generate more vehicle trips during the Saturday peak hour. However, it is noteworthy that background traffic levels are generally lower during the weekend."

Technical and professional analysis therefore suggests that the impact on the road network will be limited by the passing traffic nature of anticipated trips. The suggestion that the proposed development would impact on the AWPR junction seems therefore to be unfounded. Any potential impact on that junction would be mitigated in respect of the proposed development by agreement at the planning application stage.

Drum Property Group has dealt effectively with traffic impact for major developments in the recent past. Prime Four Business Park is located off the A944 at Kingswells and has substantially improved the road network as a result of that development. Prior to the Prime Four development taking place Kingswells Roundabout suffered from substantial traffic issues. The development of the Prime Four Business Park allowed these issues to be tackled effectively by redesigning the roundabout to increase capacity and accommodate existing local and new Business Park traffic. The roads situation there is now significantly improved demonstrating quite clearly that traffic impact can be resolved or improved as a result of development.

The Goval area and the A947 corridor are key strategic locations for new transport infrastructure. Page 9 of the updated bid document sets out more detail on this in respect of the Local Transport Strategy (LTS) and the A947 Route Improvement Study.

The LTS:

- Promotes sustainable economic growth that maximises the effectiveness of the transport network, services and facilities; and
- Promotes accessibility, sustainable travel and improved integration between forms of transport.

That manifests itself in the promotion of new recharging and refuelling opportunities in accessible locations and Park & Choose mini-hubs in the Goval/A947 area linking in to the improved public transport opportunities set out in Section 4.2 of the attached Transport Statement.

The location and proposed uses at Goval assist in the delivery of these strategies and specifically offer the delivery of Park & Choose, new strategically located recharging facilities, other facilities serving passing traffic and wider accessibility to sustainable transport modes.

2.2 Impact on Woodland

The MIR suggests that part of the site is listed on the Ancient Woodland Inventory and that trees along the southern and eastern boundary are subject to a Tree Preservation Order. The proposal sites and proposed development have been planned to avoid these areas and any impact on surrounding woodland. Historic maps below show that neither site has had woodland on them since at least 1843 but that the woodland surrounding the site is historic. The LDP bid clearly recognised that and avoids locating potential development in these areas. It included significant buffer zones between the proposed development and the existing woodland.

Figure 1 – Pastmap Historic maps info – 1843-1882 *© Copyright and database right 2019. All rights reserved. Ordnance Survey licence number 100057073.*

Figure 2 – Pastmap Historic maps info – 1900s *© Copyright and database right 2019. All rights reserved. Ordnance Survey licence number 100057073*

Figure 3 – Aerial Photo showing the open nature of the site *(Source: Google Maps – Note the AWPR development asphalt plant and local offices have been using these areas closer to woodland than the proposed development for the past few years)*

The revised bid layout (see Figure 4) has increased this buffer further with the intention that none of the development proposed will impact on the woodland. Impact on woodland is not therefore a valid justification for discounting this site.

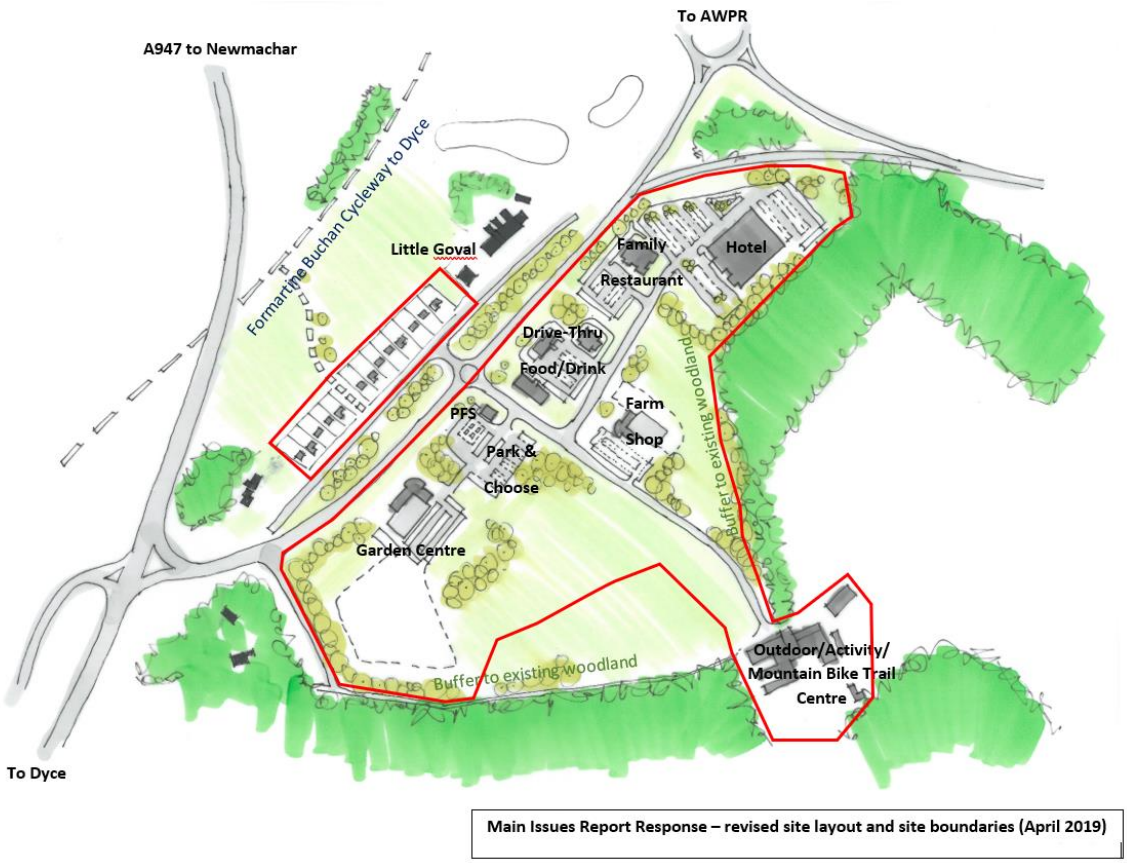


Figure 4 – Revised Bid Layout – *Note: A larger version of this is being lodged with this MIR response*

2.3 Surface water flooding

Surface water flooding is an on-site water management technical issue and not a justification to discount a development site. In this instance SEPA's Floodmap (over) shows only very limited surface water flooding and no development is being proposed in these areas (see Figure 4 – Indicative Layout). This bid can manage surface water on-site and avoid the areas worst affected as these are very limited in any event. Most development sites will be in a similar position and we fully suspect that some of the MIR preferred sites will also have surface water issues to deal with.

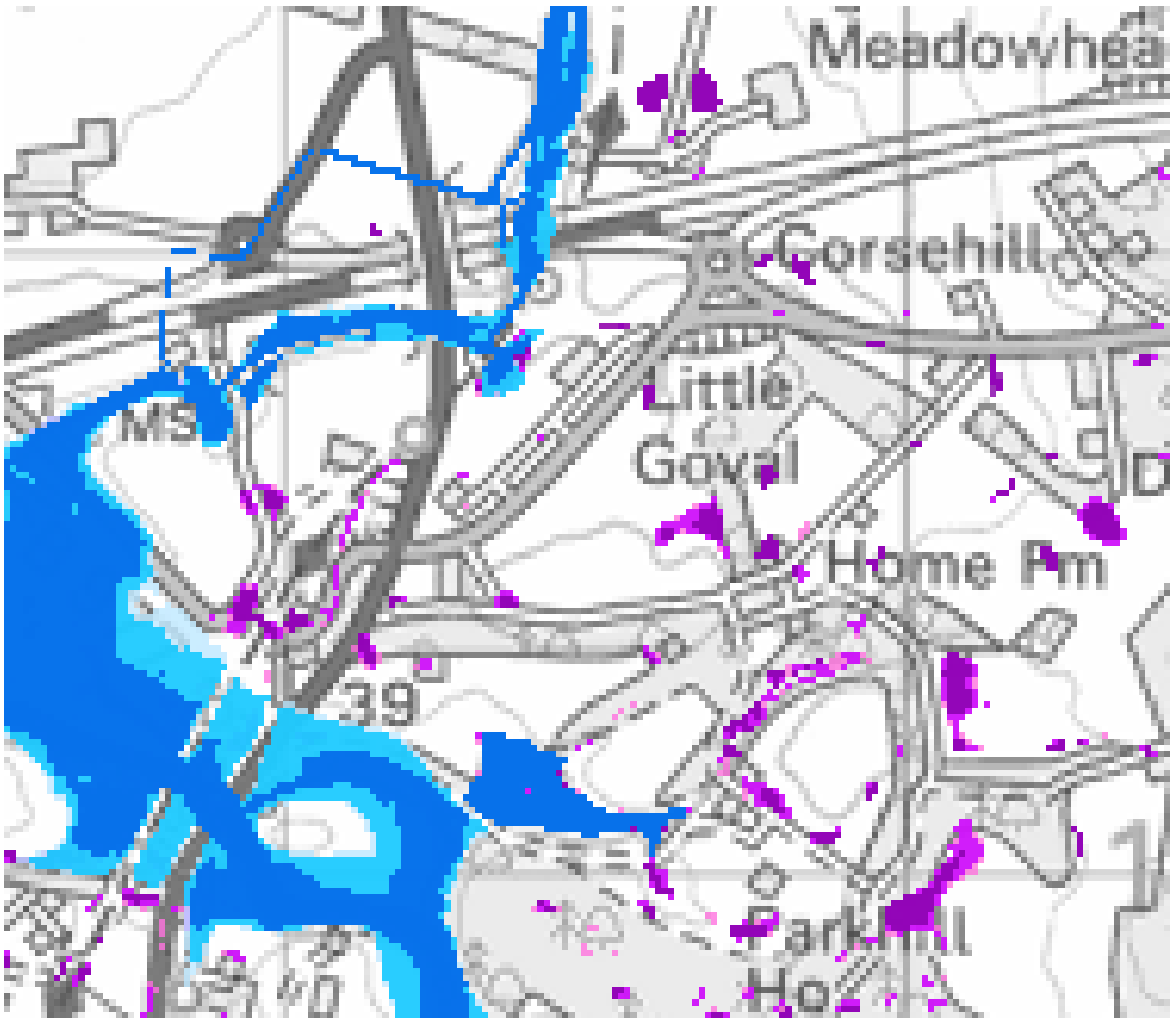


Figure 5 – Extract from SEPA Floodmap – showing only limited surface water flooding *(All intellectual property rights for Flood Maps are owned by SEPA or its licensors and are shown for information purposes only)*

2.4 Restoration of land post construction of the AWPR

The land in question has to a large extent been used to support the construction of the AWPR – see Figure 3 and 6 – Aerial Photos. These show the AWPR office compound on GR144 and a large asphalt plant on GR143. The MIR response states *"… there is an expectation that land used to facilitate the delivery of the Western Peripheral Route should be restored*". That may be the case, but that process is completely separate from the LDP review and shouldn't influence the decision to support a proposed site or not.

Figure 6 over clearly shows the significant intervention effect the AWPR has on the local landscape and the associated development on these sites during that process. The inference from this is that the local landscape has experienced significant change and development over the last few years which illustrates the capacity of that landscape to accept major scale industrial development associated with the AWPR. Where future development sites are being identified it is this type of site, where the public has been used to development on them for the last few years, that are more appropriate than long term greenfield sites that have never been developed.

Figure 6 – Further Site Aerial *(Source: Google Maps) showing relationship between sites and the new road network, including access to the Formartine Buchan Way cycle route.*

2.5 Landscape impact

Drum Property Group has no issue with a Landscape Assessment being required for this site but would argue that the local landscape has been irreversibly altered as a result of the AWPR. The evolution of this part of Aberdeenshire was illustrated in the bid document (page 7) and is further illustrated in figures 3 and 6 above. Prior to the development of the AWPR the site was set within a flat and open countryside location with the agricultural landscape extending northwards reasonably uninterrupted. Although very close to Dyce the site did have a more rural feel based around a network of local roads. The AWPR has altered that feel considerably. The site is now framed between a major dual carriageway, and extensive network of main roads and roundabouts, and the mature woodland to the south and east.

It has also housed extensive industrial scale development associated with the AWPR in the form of a large asphalt plant and main compound. This is no longer the wide-open landscape it used to be and now offers a distinct development opportunity with limited landscape impact. The AWPR creates a more compartmentalised landscape that will limit any impact to the local area and quality landscape proposals will help reduce that local impact to a minimum. The woodland to the east and the buffer area proposed at the edge of that woodland will ensure that any limited impact would not extend beyond the site. We do not believe, therefore, that the proposed development would have *"… a significant effect on the landscape character of the site area and its setting*" as suggested in the MIR.

2.6 Location within the Greenbelt

We note the comments on the location within the Greenbelt and suggest that Aberdeenshire Council should be carrying out a full Greenbelt review that considers the impact of the AWPR on the City's Greenbelt. As stated above the AWPR has had significant impacts on the Greenbelt and as the MIR

considers it to be "*a fundamental indicator of landscape capacity for conventional development*" then the fundamental impact of the AWPR must be considered in full.

Secondly, supporting any form of development in and around the City will require a rezoning of land from Greenbelt to other uses. The obvious process to carry out this rezoning and evaluation of Greenbelt is the LDP review. Fundamentally, using zonings in the previous plan to rule out new opportunities in the next plan runs contrary to the LDP review process. Each bid should be fully considered against planning related criteria, including an up-to-date Greenbelt review, and rezoned if considered acceptable.

2.7 Proposed Strategic Development Plan (PSDP) and AWPR Junctions

The MIR, in relation to these bids, states "*It is considered that the Aberdeen Western Peripheral Route is not a development corridor and as such a development would not be appropriate*". This misinterprets the PSDP policy on that particular issue. The PSDP states "*The Aberdeen Western Peripheral Route provides a new strategic route to improve travel in and around the City Region and connects the four Strategic Growth Areas. Local Development Plans must ensure that the transport benefits created by the road are "locked in" and that the capacity of the route, and its junctions, is not negatively affected by development*". The Transport Statement that accompanied the bid and the current update indicates that the development is unlikely to have a negative impact as it caters for passing traffic and, in particular, AWPR traffic.

The PSDP also states "*Any new development adjacent to the Aberdeen Western Peripheral Route, including the Fastlink to Stonehaven, will be resisted* ***unless it has been properly considered through the Development Plan process****, and any proposals which are not identified by a Local Development Plan will generally not be supported*". The Schedule 4 PSDP response agreed by the SDPA on 20th March generally continues this stance with more emphasis on making sure that development around the AWPR is properly planned and considered fully **through the Development Plan review process**.

The MIR then is seemingly ruling out this proposed site simply because it is located beside the AWPR. The PSDP is quite clear that proposed development sites should be properly considered through the Development Plan process and categorically allows for LDPs to identify proposals in locations close to the AWPR. Ruling this site out at this stage just because of its proximity to the AWPR is not justified.

3. GR144 Response – Limited Scale Housing Bid

3.1 Bid Site

The bid document included limited-scale housing to complement the current hamlet at Little Goval. That indicated a continuation of the housing along the previous (pre-AWPR) roadside. This was limited in scale to reflect the extent of the current housing in this area. The bid site also included open space to the rear of these houses to enable access between the site opposite, including the proposed outdoor/mountain bike centre and the Formartine Buchan Way cycle route that provides access to Dyce and its rail station.

The criticisms of this site in the MIR were similar to that for GR143 (comments on these issues are set out above in section 2) but specifically suggested that the bid represented an underdevelopment of land as it is capable of accommodating up to 100 homes. Regardless of the capacity of the site the bid remains for a small-scale housing development with good access to the road, public transport and cycle path network. To avoid any suggestion that more than the 15 homes proposed will be sought the bid site boundary has now been reduced as per the plan below. The bid now only encompasses the housing site. The wider site to the rear will still provide access to the Formartine Buchan Way.

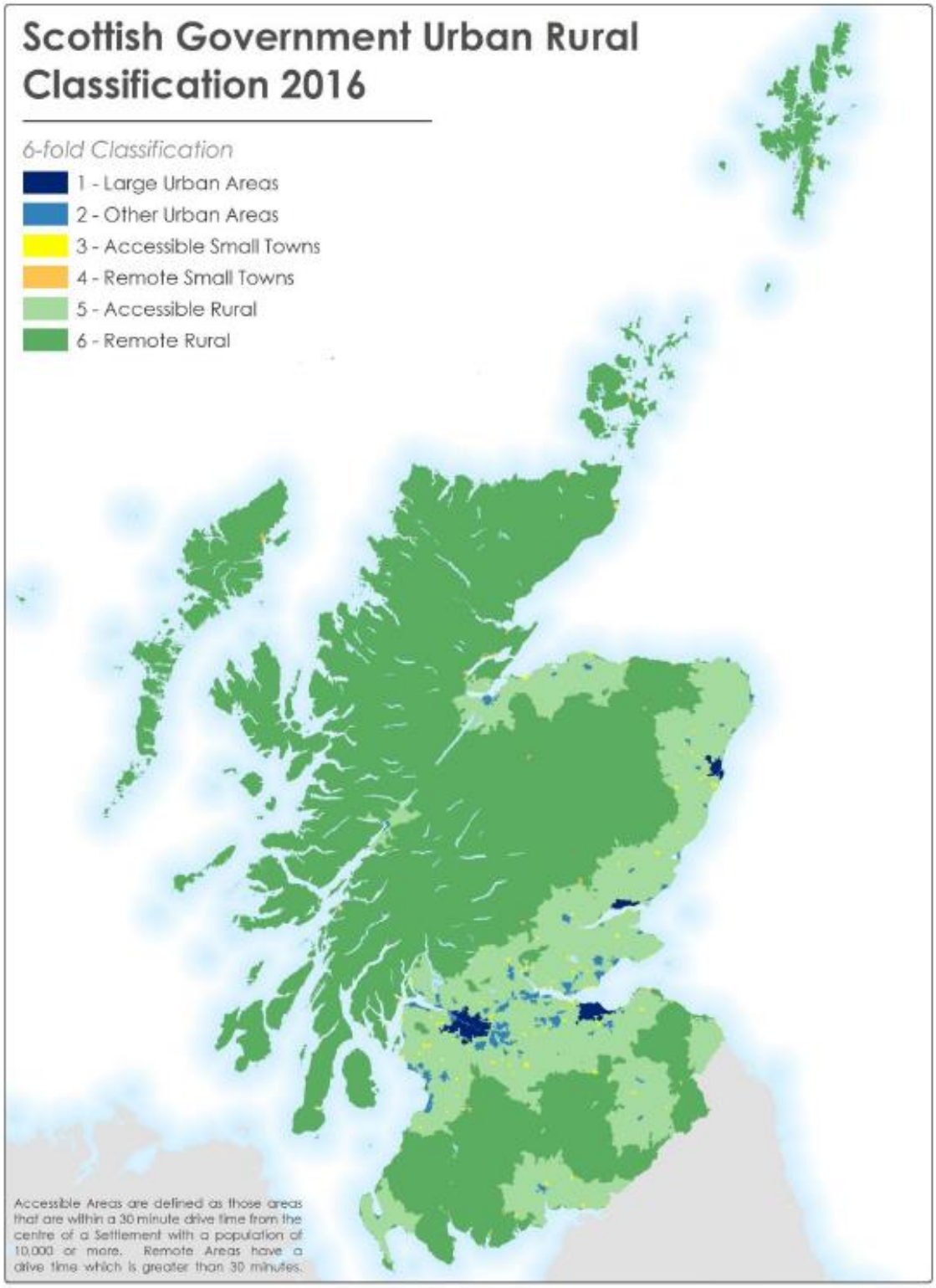
Figure 7 – Revised GR144 site boundary – retaining opportunity to access the Formartine Buchan Way

The access to the rear of the site, via the Formartine/Buchan Way, will also be able to access the listed Parkhill Pumping Station via the Formartine Buchan Way. The site owner is preparing restoration plans for that iconic structure associated with some enabling development.

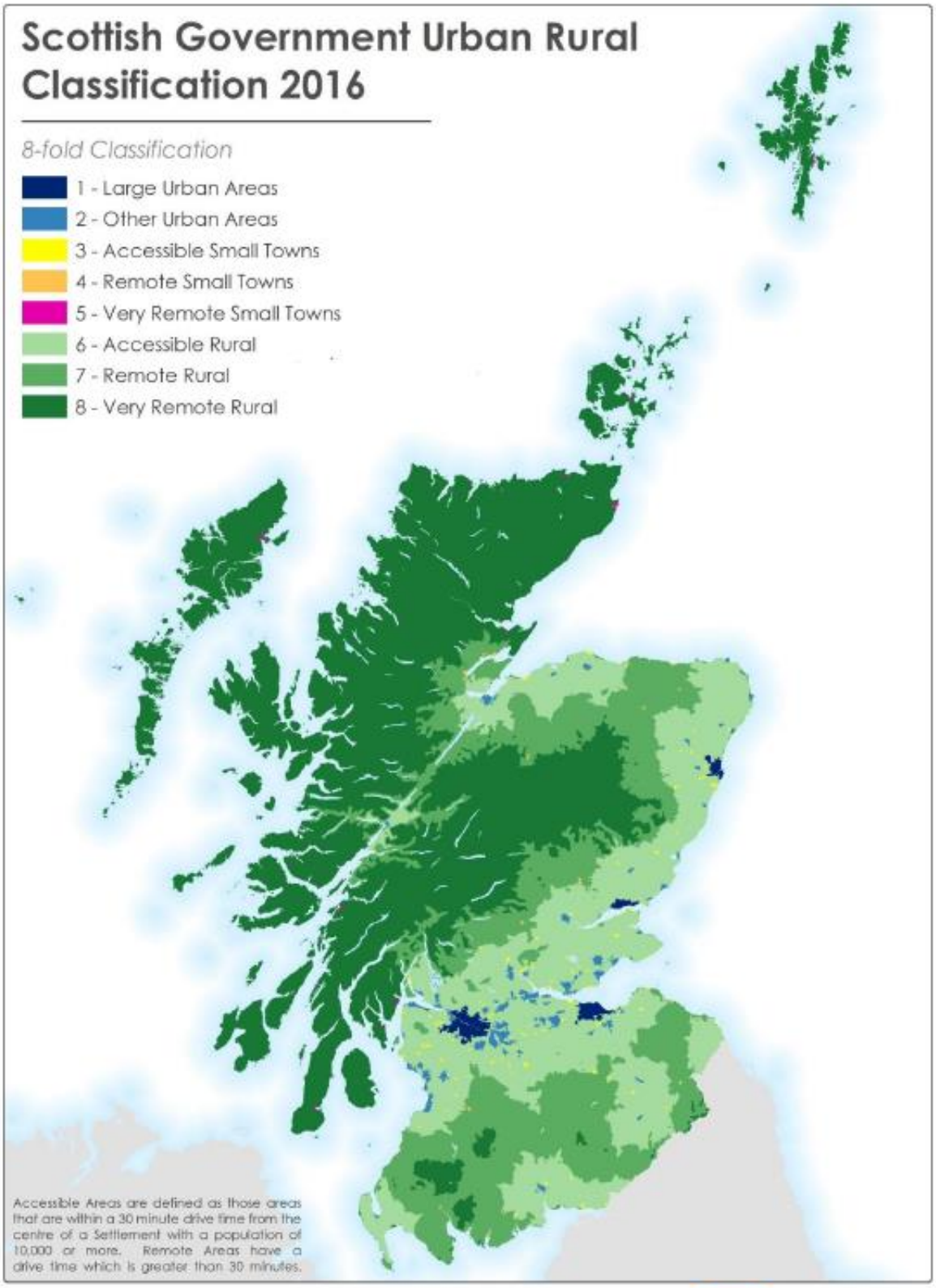
Figure 8 – Parkhill Pumping Station

The MIR also proposes to adopt the Scottish Government's 6-fold Urban Rural Classification. That classification essential categorises all areas of Scotland depending on their location and accessibility. The maps ref 2.3 & 2.4 show the 6-fold classification and a more detailed 8-fold classification. Both indicate quite clearly that most of Aberdeenshire Council's area is included within the Accessible Rural classification. Accessible areas are those within a 30-minute drive time from the centre of a settlement with a population of more than 10,000. Little Goval sits very close to Aberdeen, specifically Dyce, and benefits from good access to services as a result.

Map 2.3: Scottish Government 6-fold Urban Rural Classification 2016



Map 2.4: Scottish Government 8-fold Urban Rural Classification 2016



In Aberdeenshire the scale of accessible rural areas is significantly greater than the Scottish average at 35% compared to 11.2%. Aberdeenshire's scale of accessible rural areas is only comparable with island authorities of Nan Eilean Siar, Orkney Islands and Shetland Islands. Aberdeenshire therefore has a unique character on mainland Scotland with small towns and accessible rural areas set around a single large City that provides the main employment, service and civic centre for the region. The area provides good access to services on a wide-ranging basis supporting the locational case for further housing at Little Goval. This is demonstrated in Table 1 below which indicates travel times to service and employment centres:

Destination	Travel time by car (minutes)	Travel time by bicycle (minutes)
Dyce Rail Station	4	9
Dyce Shopping Centre	5	11
Aberdeen Airport	8	17
Kirkhill Industrial Estate	6	13
BP HQ, Dyce	5	13
Dyce Primary School	4	8
Dyce Academy	4	10

Table 1 – Example Travel times from Goval/Little Goval

The associated Transport Statement (TS) lodged with this response states (in section 4.2) "*Existing bus services operating past the site, and within 400m of it, provide an excellent opportunity to encourage sustainable transport trips. The existing services operate on a frequent basis throughout the week. Bus stops and pedestrian infrastructure could easily be formed to provide direct connections from the site to bus services. Additionally, there are interchange opportunities within Dyce and Aberdeen City Centre for onward travel by other local bus services or train from the rail stations*".

The TS also concluded that "*7.3.2 The proposed development, incorporating appropriate transport infrastructure, would* ***readily be accessible by all transport modes****. The site is accessible from Dyce and would also be highly accessible from the AWPR*".

The MIR however seems to be inconsistent in its approach as it also includes allocations that adopt a more positive approach to small rural settlements elsewhere in Aberdeenshire that have reasonable access to larger neighbouring settlements. These include:

- Keithhall – 32 homes supported and 36 reserved – in order to support the local primary school and recognising the site can be delivered without significant constraint.
- Midmar – 20 homes supported despite being protected land for public open space and supporting the local primary school.
- Millbank – 30 homes supported but the site area reduced as the original bid was too low density.
- Kirkton of Rayne – 8 homes supported as a logical extension of the village with no significant impact on landscape setting or sense of place. That site is constrained (waste water) but is considered surmountable due to the scale of development. Loss of prime agricultural land is considered acceptable to support the community and provide housing choice in a rural location.

In each of these the extension of a small rural settlement has been seen to be acceptable, often despite constraints. The site at Little Goval has no development constraints, is of a scale that would allow infrastructure upgrades to be limited or on-site and has a history of accommodating

development (the AWPR compound). It is essentially a brownfield site that sits adjacent to an existing, albeit small, settlement. It also offers the opportunity to increase housing mix, increase diversity in the settlement and for self & custom build housing plots to meet local needs. This part of Aberdeenshire is a popular search area for potential self-builders and Little Goval may be suitable for a limited number of bespoke houses to help satisfy that specific demand.

The impact of the proposed housing on the landscape and sense of place will also be limited as those elements have been significantly affected by the AWPR and surrounding upgraded road network. A consistent approach should be reflected in an allocation for limited housing at Little Goval.

4.MIR Housing Strategy Response & Main Issue 10 (Housing Numbers on Sites)

On a macro scale the strategy adopted by the MIR for the scale and location of housing allocations does not reflect the facts or the character of the region. We understand why larger allocations are located closer to services and better public transport but a general removal of allocated opportunities for limited housing around existing rural settlements is not supported. The justification for the lack of allocated small sites seems to be based on two elements – sustainability and a lack of requirement to allocate additional sites.

4.1Sustainability

On sustainability the MIR strategy is simplistic. It relates sustainability to location and the need to travel to access services. Historically that approach may have had some credence but as the need to travel to access services becomes less important (with the advent of online services – banking, telephone and online medical consultations, viable tele-conferencing over the internet, high speed broadband and flexible working) the locational need is less important. Historically too the locational aspect of sustainability related to the use of the private car and substantially on its contribution to environmental pollution and congestion. Automotive technology has also moved on and with the advent of electric and hybrid cars short journeys can be supported on a non-polluting basis. Even petrol and diesel cars are significantly less polluting than in the recent past. Location then is less of a concern where the opportunity for this more sustainable lifestyle is available. In Aberdeenshire the Accessible Rural Areas provide this opportunity as the drive-time distances are less to major centres an access to high-speed broadband is simpler. In areas closer to large settlements such as Little Goval (see Table 1) that have good connections to services, the Proposed Plan should rethink its strategy on these accessible rural areas and support housing allocations in or adjacent to settlements where the scale of the allocation is appropriate.

4.2Housing Strategy and Allocations

The housing strategy contained within the Aberdeenshire Council Main Issues Report (MIR) relies heavily on existing allocated sites, a generic densification across sites within the AHMA and some limited small-scale allocations across the area to meet expected Strategic Development Plan (SDP) housing requirement. This do-minimum strategy raises concerns on the range and scale of housing that can be actually be delivered, on the practicality of delivering significantly increased densities as proposed by the MIR and the relationship between that strategy, the SDP in its final form when approved later this year and national policy on delivering more housing more effectively.

The MIR (on Policy H1) indicates that it sets out to comply with Scottish Planning Policy (SPP), "… *especially paragraph 110 that requires development plans to identify a generous supply of land across all tenures and to maintain at least a 5-year supply of effective housing land at all times*". More specifically the MIR is very clear that "***a sharp focus on delivery is required***" (p19). Drum Property Group is concerned that the Plan as proposed does not provide that sharp focus and will not improve housing delivery across Aberdeenshire as:

The MIR is based on the 2016 Housing Land Audit (HLA). Figures from the more recent 2018 Aberdeenshire Housing Land Audit show that effective housing land supply, a key component in calculating the extent of housing land allocations, is already lower than the 2016 HLA by some 800 units. Additional sites should at least be allocated to address this shortfall.

A review of housing trends across the last four HLAs in Aberdeenshire identified evidence of:

- Housing delivery on currently allocated sites falling below medium-term HLA predictions;
- Over-optimism on housing delivery that becomes less accurate the further in the future it predicts, especially beyond 5 years; and
- A need, therefore, for a greater supply and range of housing allocations to supplement existing allocated sites and help deliver more housing over the life of the Plan.

Over the period from 2021-2025, this equates to a potential shortfall in housing delivery of 2,765 homes. The MIR strategy of limiting future allocations therefore doesn't reflect historical trends in housing delivery. Evidence from HLAs indicates quite clearly that a realistic approach to deliver SDP housing requirements would need to allocate additional land in a variety of marketable locations.

Drum Property Group is also concerned that the blanket approach proposed by the Council to increase densities across allocated and preferred sites is unrealistic and creates an artificially inflated housing land supply. The principle of the development bids was such that those making the bids considered their sites in some detail, considered context and constraints and, in some cases, provided indicative layouts that took all of these into account. The MIR approach of applying a generic increased density across the board in that scenario is unlikely to be achievable and can only suggest, at best, a maximum development capacity which ignores context and site-specific circumstances. This creates a mathematical and theoretical housing capacity that is not based on real development opportunities. The actual development capacity is likely to be significantly less. This, therefore presents an unrealistic housing supply figure which overplays the impact of increasing densities as a policy response.

We estimate that the proposed uplift in site capacity by increasing the site density on bid sites could be in the region of 550 houses. This is an almost 50% increase in housing numbers over that proposed by bidders on the affected sites. Most of those bids were based on indicative site layouts which have taken cognisance of the site conditions, local context and the local market, and layouts have been developed with a view to ensuring deliverable developments. This theoretical uplift in site capacity is considered undeliverable resulting in an artificially inflated housing land supply. In that scenario the MIR housing allocations will not meet the requirement of the Strategic Development Plan.

Between these 3 basic criticisms of the MIR approach there seems to be a potential shortfall of just over 4,000 homes based on:

- Difference in effective housing land supply between 2016 Housing Land Audit and 2018 Housing Land Audit = 800 homes;
- Shortfall in projected actual housing delivery when compared to historic trends in HLA medium-term predictions i.e. a realistic view of what will be achieved = 2,765 homes; and
- Impracticality of delivering the MIR proposed theoretical increase in housing density = 550 homes

Even accepting that there is some leeway in these figures, as they are also estimates, they are clear evidence that the proposed MIR allocations are **very unlikely to provide the sharp focus on delivery** that the MIR sets out to achieve. The area clearly needs other credible development options if the Council is serious about addressing housing delivery shortfalls and meeting housing requirements in the area as required by NPF3, SPP and the Strategic Development Plan. The only solution to that is

allocate additional sites across the region, including within the Accessible Rural Areas and Aberdeen's Housing Market Area.

5.Conclusion

Drum Property Group do not agree with the justification presented in the MIR to reject the bids GR143 and GR144. They see these bids as offering real opportunities to serve the AWPR with high quality services, allowing travellers to rest and refuel. The outdoor centre and the access to the Formartine Buchan Way add a recreational element to the proposals that are suited to the wider context but also provide easy and convenient access to Dyce and the rail station there. Public transport access is good and cycle access is available via an established cycle route.

The site at Little Goval has no development constraints, is of a scale that would allow infrastructure upgrades to be limited or on-site and has a history of accommodating development (the AWPR compound). It is essentially a brownfield site that sits adjacent to an existing, albeit small, settlement. It also offers the opportunity to increase housing mix, increase diversity in the settlement and for self & custom build housing plots to meet local needs.

The Masterplan document and Transport Statement (now updated to reflect the opening of the AWPR) prepared for the bid process in 2018 are included for reference but please note that the site boundaries and layout have been altered since then as per the attached Revised Site Layout and Boundaries sketch. We strongly suggest that these documents be reconsidered fully in the development plan review.

Attachments:

- *Bid Form;*
- *Updated Transport Statement;*
- *Revised Indicative Site Layout and Boundaries; and*
- *LDP Bid document (for reference purposes)*

Main Issues Report Response – revised indicative site layout and site boundaries (April 2019)

HALLIDAY FRASER MUNRO
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GOVAL MIXED USE (SDP & LDP BID)

MIR Revised Indicative Site Sketch and Site Boundaries

Scale: NTS
Date: April 2019
Dwg No: 11009 SK-003

overprovision of marketable land for housing does not prejudice the delivery of alternative viable sites already included in the Plan. Currently there is an overprovision of 80 houses in the Aberdeen Housing Market Area and 604 houses in the Rural Housing Market Area. Not all the sites which are identified as "marketable" will come forward at this time, and mechanisms such as promotion of self-build have been made to seek to address this issue. Scottish Planning Policy (SPP) (paragraph 120) requires that Planning Authorities are obliged to allocate a range of sites which are effective or expected to become effective to meet the housing land requirement in the Strategic Development Plan and be confident that the land can be brought forward for development within the Plan period.

4.10 The overprovision of housing land as proposed is considered to be acceptable as it builds in flexibility, particularly in the Rural Housing Market Area, as well as continuing to promote Aberdeenshire as an area open for business. As such no changes require to be made to the Proposed Local Development Plan in respect of removing proposed allocations or introducing new sites at this stage of the plan making process.

Proposed Local Development Plan– Outstanding issues

Housing Land

Formartine

4.11 **Ellon – Site FR090 – Cromleybank**. Part of the bid to extend site FR090 to its south at Cromleybank, Ellon to include the southern bypass of Ellon is not supported in the format as submitted. It is considered more appropriate that this is instead marked as an indicative route on the proposals map as a proposed route has yet to be agreed with the developer. Such an action may be premature without the assessment of mitigation of impacts on the A90(T) from congestion. The Plan will still have a route marked, but not as an allocation.

4.12 **Ellon – Sites FR063 & FR064 – North of McDonald Golf Course**. Of the outstanding issues debated by Infrastructure Services Committee one related to the potential implications of identifying two sites north of the McDonald Golf Course, Ellon (FR063 and FR064) for development. These sites were initially considered by Formartine Area Committee on 10 September 2019, whereby Members expressed their support for the sites to be included in the Proposed Local Development Plan. Following transportation concerns being subsequently identified, based on Officer recommendation, the sites were agreed to be omitted from the Proposed Local Development Plan by Infrastructure Services Committee at their meeting on 3 October 2019. Further consideration of the sites was undertaken by Formartine Area Committee on 29 October 2019 allowing cognisance to the feedback from Transportation. Support for the sites was continued by the Formartine Area Committee, with the Infrastructure Services Committee of 28 November 2019 similarly continuing their view to omit the sites from the Proposed Local Development Plan. Any development on these sites is premature at this time in the absence of any

Proposed Mixed Use Development at Goval, Aberdeenshire

Transport Statement

April 2019

FAIRHURST

CONTROL SHEET

CLIENT: **Drum Property Group**

PROJECT TITLE: **Proposed Mixed Use Development at Goval, Aberdeenshire**

REPORT TITLE: **Transport Statement**

PROJECT REFERENCE: **125677**

DOCUMENT NUMBER: **125677 / TS01 Issue 3**

Issue & Approval Schedule

ISSUE 1	Name	Signature	Date
Prepared by	[redacted]	[redacted]	28/03/18
Checked by	[redacted]	[redacted]	28/03/18
Approved by	[redacted]	[redacted]	28/03/18

Revision Record

Rev.	Date	Status	Description	Signature	
2	28/03/2019	Final	Updated to reflect new road infrastructure near to the site.	By	[redacted]
				Checked	[redacted]
				Approved	[redacted]
3	01/04/19	Final	Minor amendment to drawings in Appendix B	By	[redacted]
				Checked	[redacted]
				Approved	[redacted]

This document has been prepared in accordance with procedure OP/P02 of the *Fairhurst Quality and Environmental Management System*

Contents

Tables

Appendices

APPENDIX A **Site Layout Plan**

APPENDIX B **Sustainable Transport Maps**

APPENDIX C **TRICS Output**

APPENDIX D **Scotland's 2011 Census Data**

1 Introduction

1.1 General

1.1.1 Fairhurst has been commissioned by Drum Property Group (Drum) to prepare a Transport Statement (TS) in support of a Local Development Plan (LDP) bid proposal for a mixed use development on vacant land at Little Goval, Aberdeenshire. The site straddles the B977 Echt to Balmedie Road. The site lies on the section of the B977 between the A947 and the B997 to the west and east respectively. The existing Dyce settlement within Aberdeen City is located to the south of the site.

1.1.2 The site currently comprises agricultural land and green fields and is surrounded by mature woodland. The Skate Wood forms the north-eastern boundary of the site. The National Cycle Network Route 1 'Formartine and Buchan Way' routes to the north of the site.

1.2 Development Proposal

1.2.1 The proposal is a mixed use development comprising hotel, petrol filling station, family restaurant and fast food outlets, garden centre with plant nursery, farm shop and residential units. The detailed development schedule is outlined in Section 3 and the indicative masterplan enclosed in Appendix A.

1.3 Planning Policy Context and Guidance

1.3.1 The TS has been undertaken with specific reference to the appropriate national, regional and local planning policies. The TS also takes cognisance of the Scottish Government's publication 'Transport Assessment Guidance' (June 2012).

2 Transport Planning Policy Context

2.1 National Policy

2.1.1 The National Policy Context is principally defined by 'Scottish Planning Policy' (SPP). The Scottish Government documents 'Transport Assessment Guidance' and Scottish Planning Advice Note 75 (PAN 75) 'Planning for Transport' are also of relevance.

2.1.2 The Scottish Government's 'Scottish Planning Policy' (SPP) issued in June 2014 identifies the Scottish Government's overarching aim to increase sustainable economic growth within Scotland.

2.1.3 SPP revolves around the principal policies – sustainability and placemaking. In considering how planning should support the vision, the document outlines the key outcomes that developments need to contribute to:

- 'A successful, sustainable place – supporting sustainable economic growth and regeneration, and creation of well-designed, sustainable places.'
- 'A low carbon place – reducing our carbon emissions and adapting to climate change.'
- 'A natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their use.'
- 'A more connected place – supporting better transport and digital connectivity.'

2.1.4 The 'Promoting Sustainable Transport and Active Travel' section of SPP stresses the importance of efficient transport connections within Scotland and to international markets, and the crucial role that planning plays to improving such infrastructure. The section goes on to identify within paragraph 270 that the planning system should support developments that:

- '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'.

2.1.5 Paragraph 273 notes that 'the spatial strategies set out in plans should support development in locations that allow walkable access to local amenities and are also accessible by cycling and public transport. Plans should identify active travel networks and promote opportunities for travel by more sustainable modes in the following order of priority: walking, cycling, public transport, cars.'

2.1.6 SPP notes in paragraph 287 that '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'.

2.1.7 PAN 75 identifies the need for the integration of land use planning with transport, taking into account policies on economic growth, education, health and the objective of a more inclusive society.

2.1.8 PAN 75 identifies in Annex B the undernoted thresholds:

- 'For accessibility of public transport the recommended guidelines are less than 400m to bus services;
- A maximum threshold of 1600m for walking is broadly in line with observed travel behaviour'.

2.1.9 PAN 75 discusses the benefit and need for Travel Plans, noting that 'Travel Plans are documents that set out a package of positive and complementary measures, for the overall delivery of more sustainable travel patterns for a specific development.' It further states that 'their ability and success in influencing travel patterns is dependent upon the commitment of the developer and occupier of a development'.

2.1.10 Transport Assessment Guidance (TAG) has been published by Transport Scotland to guide the preparation of Transport Assessments (TA) for development proposals in Scotland. Paragraph 1.8 notes that the TA process "*is directed towards successful delivery of development-related transport measures aimed at achieving sustainable transport outcomes*." It further notes that the "*process incorporates scoping, transport assessment and implementation including travel plans and monitoring*." Paragraph 2.2 provides some guidance on the principles of the assessment and states *"the TA deals with person-trips, not car trips."*

2.2 Regional Policy

2.2.1 Regional Policy for the proposed development is largely defined by:

- Approved Aberdeen City & Shire Strategic Development Plan (March 2014)
- NESTRANS Regional Transport Strategy Refresh 2035 (January 2014)

2.2.2 The Approved Aberdeen City & Shire Strategic Development Plan (SDP) identifies *'four strategic growth areas'* (SGA) which will be the focus of development in the area up to 2035. The SDP notes, "*The s*trategi*c growth areas are centred on Aberdeen and the main public transport routes*." The SDP also aims to "*make the most efficient use of the transport network, reducing the need for people to travel and making sure that walking, cycling and public transport are attractive choices*." The site at Goval is just outside the Strategic Growth Area of Aberdeen City.

2.2.3 The Strategic Development Plan identifies among others the undernoted objectives:-

- 'To be a city region which takes the lead in reducing the amount of carbon dioxide released into the air, adapts to the effects of climate change and limits the amount of non-renewable resources it uses';
- 'To make sure that new development meets the needs of the whole community, both now and in the future, and makes the area a more attractive place for residents and business to move to';
- 'To make sure that all new developments contribute towards reducing the need to travel and encourage people to walk, cycle or use public transport by making these attractive choices'.

2.2.4 The SDP endorses the role of 'Sustainable mixed communities' in making sure that 'new development meets the needs of the whole community, both now and in the future, and makes the area a more attractive place for residents and businesses to move to'.

2.2.5 The NESTRANS Regional Transport Strategy *Refresh* 2035 (RTS) identifies within its four Strategic Objectives the requirements to:

- 'to enhance and exploit the north east's competitive economic advantages, and to reduce the impacts of peripherality';
- 'enhance choice, accessibility and safety of transport for all in the north east, particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited';
- 'support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east'.

2.2.6 In identifying an 'Internal Connections Strategy' the RTS sets out key initiatives aimed at improving transport infrastructure within Aberdeen City and Shire to meet the strategy's objectives. These are focussed on delivering significant improvements to public transport that will increase usage and bring economic, environmental and social inclusion benefits. It notes that the Aberdeen Western Peripheral Route (AWPR) will facilitate the delivery of complementary transport measures as well as contributing *'to the economy and sustainable communities across the north east'*.

2.2.7 The AWPR opened fully in February 2019. The AWPR Goval junction, located to the immediate north east of the site, provides easy vehicular access between the site and the AWPR.

2.3 Local Policy

2.3.1 Local Policy is defined in:

Aberdeenshire Local Development Plan (ALDP) 2017;
Local Transport Strategy (LTS) 2012.

2.3.2 The Aberdeenshire Local Development Plan (ALDP) 2017 sets out the ground rules for the development of land under the land use planning acts. The proposed plan sets out the Council's statement of policies that will guide the assessment of planning applications while also confirming the principle of development on sites across Aberdeenshire. The ALDP sets out the Council's land use planning and development policies from the date of approval until 2026.

2.3.3 The Aberdeenshire Local Transport Strategy 2012 (LTS) sets out the transportation vision and objectives of the Council and provides a three-year implementation plan for meeting local changes and needs.

2.3.4 To deliver its aim, the LTS embraces a simple guiding principle which is to '*encourage businesses and individuals to consider ways to travel less, travel more actively and, where vehicular travel is necessary, how journeys could be made more effectively*.'

2.3.5 The five broad objectives sets out in the LTS are 'promote sustainable economy growth, promote social inclusion and accessibility, protect the environment, improve safety and improve integration.'

3 Details of Development

3.1 Site Location

3.1.1 The site is located north of the existing Dyce settlement boundary. It is agricultural land dissected by the B977 Echt to Balmedie Road. The site's location is illustrated by Figure 3-1 below.

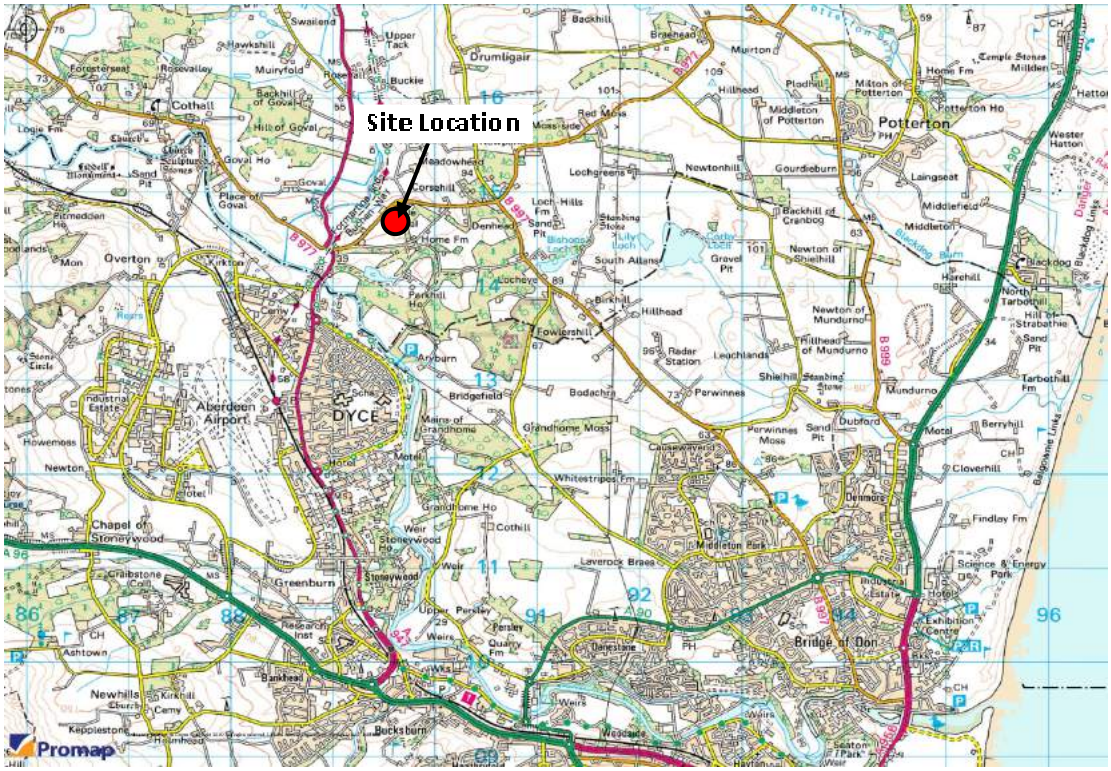


Figure 3-1: Site Location Plan

3.2 Development Proposals

3.2.1 The LDP bid identifies development potential for;

- 150 Bed Hotel
- 3 Fast Food Units at 350m^2 GFA each
- Family Restaurant - 745m^2 GFA
- Garden Centre with Plant Nursery – 745m^2 GFA
- Park and Choose
- Petrol Filling Station – 8 bays
- Farm Shop – 325m^2 GFA
- 15 dwellinghouses

3.2.2 The indicative masterplan for the site is contained in Appendix A of this report.

3.3 Site Access

3.3.1 Primary access to the site would be via a proposed new roundabout on a section of new road that has been formed as part of the AWPR works. The roundabout would also link to the existing B977. Secondary access to the site would be provided by means of a new priority junction with the existing section of the B977, giving access to the dwellinghouses to northwest of the site.

3.3.2 At the primary site access, a new road would be formed from the roundabout into the site providing direct access to the Petrol Filling Station, Garden Centre, Farm Shop and the existing Home Farm Cottage. A further internal road would provide access to the hotel, restaurant and fast food outlets. New roads would be designed in accordance with Aberdeenshire Council standards.

3.4 Parking

3.4.1 Parking provision within the development would accord with the relevant standards outlined in Aberdeenshire Council's '*Car Parking Standards for Development Control in Aberdeenshire*' document. Table 3-1 outlines Aberdeenshire Council's maximum parking standards for the various elements within the development.

	Aberdeenshire Council Parking Standard	
	Car Parking	Operational Parking Requirement
Hotel	1.2 spaces / bedroom	Coach Spaces will be required for hotels with more than 50 bedrooms
Non Food Retail	500m^2 and above – 5 spaces / 100m^2	1 loading bay per 1000m^2 GFA
Petrol Filling Station	1 space per 2 staff	
Fast Food Outlet	13 spaces / 100m^2	1 loading bay
Restaurant	8 spaces / 100m^2	1 loading bay
Food Retail	8 spaces / 100m^2	2 loading bays per 500 - 2000m^2 GFA
Residential	2 spaces / dwelling (3 or less bedroom) and 3 spaces / dwelling (4 or more bedroom)	

Table 3-1: Aberdeenshire Council Car Parking Standards

3.4.2 The AC parking standards also contain parking requirements for disabled, parent and child, cycle and motorcycle / moped users as follows:

- Disabled Parking - 'Developments which are open to the general public, and which would be expected to result in a high level of turnover of spaces, such as retail and leisure development, should, as a general rule, provide a

minimum provision of 5% of the stated maximum standard, or one parking bay, whichever is the greater';

- Parent and Child – 'For retail and appropriate leisure development - as a general design guide, a provision of 3-4% of the total parking provision should be reserved for parent and child parking';
- Cycle Parking – 'as a general rule, a minimum provision of 4% of the total parking provision, or one Sheffield type cycle rack, whichever is the greater, should be provided';
- Motorcycle and Moped Parking – 'as a general rule, a minimum provision of 3% of the total parking provision, or one loop, whichever is the greater, should be provided'.

3.4.3 Table 3-2 below provides an assessment of the parking requirements for the individual elements within the bid site based on the local parking standards outlined above.

	Overall Car	Disabled[1]	Parent &Child[1]	Cycle	Motorcycle & Moped	Operational Requirements
Hotel – 150 beds	180	9	-	7	5	
Non Food Retail – 745m^2	37	2	2	2	1	1 loading bay
Fast Food Outlet – per 350m^2 Unit	45	2	2	2	1	1 loading bay
Restaurant – 745m^2	60	3	2	3	2	1 loading bay
Farm Shop – 325m^2	26	2	1	1	1	
Residential	Parking for the dwellings will generally in the form of in-curtilage parking provided via driveways and garages					

[1] included in the overall car parking provision

There are no specific standards for a Farm Shop; therefore parking standards for Food Retail has been adopted.

Table 3-2: Proposed Development Parking Requirements

3.4.4 The detailed masterplan for the development can incorporate the required parking provision.

4 Existing Transport Conditions

4.1 Pedestrian and Cycling Facilities

4.1.1 The site is agricultural land situated approximately 1,200 metres north of the Dyce settlement area. The site is generally surrounded by agricultural land and mature woodlands. There are also a number of individual dwellings within the local area including; Beech Cottage, Kinnaird, Schoolhouse, Burnside and Home Farm. There is limited pedestrian infrastructure in the surrounding area, though National Cycle Network Route 1 does run close to the site offering an opportunity for sustainable travel.

4.1.2 There is currently no specific pedestrian and cycling infrastructure on the B977 along the site's boundary. On the north side of the B977 a gravel path runs within the verge between Schoolhouse to Station House in the southbound direction leading to the A947 junction. At the A947 / B977 priority controlled junction, there are no pedestrian crossing facilities present.

4.1.3 On the south side of the junction, there is a pedestrian footway on the east side of the A947 from the Ash Cottage access running south via the Parkhill Bridge to the Riverview Drive roundabout. The existing link facilitates access to the wider Dyce settlement area. The A947 / Riverview Drive roundabout junction is approximately 1,200 metres (15 minutes) walking distance from the proposed development site boundary. However, the route comprises both informal gravel path sections and grass verges along the B977 and formal paved routes along the A947.

4.1.4 The National Cycle Network (NCN) Route 1 'The Formartine and Buchan Way' runs to the north of the site. The NCN 1 in the southerly direction facilities both pedestrian and cycling access into Dyce. The nearest access to the NCN 1 is from the A947 on the north side of the foot / cycle bridge over the A947.

4.1.5 Within Dyce, the NCN Route 1 facilitates links to a number of local routes including providing access to Pitmedden Industrial Estate, Dyce Railway Station, Aberdeen International Airport and other major employment centres within the local area. The entire Dyce settlement including Aberdeen International Airport and surrounding business and commercial areas are within 3 miles (18 minutes) cycling distance from the site.

4.1.6 To the north of the site NCN Route 1 facilitates traffic free cycling access to Newmachar. The route between the site and Newmachar is approximately 4.5 miles (25 minutes) cycling distance.

4.1.7 The Cycle Accessibility Map in Appendix B illustrates the existing cycling facilities affording links to the site from the surrounding area.

4.2 Public Transport Accessibility

4.2.1 Opening of the AWPR in February 2019 has provided an opportunity for new and altered bus services within the Aberdeen area, providing faster travel times around the periphery of Aberdeen. Bus operators have responded immediately by altering their services to enhance connectivity and frequency of bus services. Faster travel times using the new AWPR has provided an opportunity for increased bus patronage.

4.2.2 Stagecoach Service 747 travels on the road that dissects the site, offering an excellent opportunity to form a bus stop that could directly serve the development. The Stagecoach Service 747 connects Ellon in the north with Montrose in the south, making use of the AWPR to pass around Aberdeen, linking many of the existing Park & Ride sites. The service also passes through Dyce, stopping within the industrial areas and at Aberdeen Airport. The service operates from early morning to late evening 7 days per week and runs on an hourly basis in both directions for most of the day.

4.2.3 Stagecoach Service 35 also passes close to the site on the A947 Oldmeldrum Road. The Stagecoach website indicates that the service stops within 400m of the site, though there are no footways that connect the site to the bus stops. Nonetheless the public transport infrastructure is already in place which could serve the development, and pedestrian links could be formed to encourage and enable use.

4.2.4 Stagecoach Service 35 connects Aberdeen to Elgin via a number of towns in rural Aberdeenshire and Moray. Local to the site it provides a link to Aberdeen City Centre. The service operates from early morning to late evening Monday to Saturday, generally at a 30 minute frequency in both directions, which increases to 45 minutes in the evening. The service also operates on a Sunday, generally hourly in each direction for most of the day and evening.

4.2.5 Table 4.1 summarises the routes and frequencies of existing buses that operate close to the site. Full details of services can be viewed online at www.stagecoachbus.com and www.travelinescotland.com. The Public Transport Accessibility Map in Appendix B illustrates the main existing bus routes within the vicinity of the site.

Operator	Service	Route	Weekly Bus Frequency
Bluebird Stagecoach	35	Aberdeen – ARI – Dyce – Newmachar – Oldmeldrum – Fyvie – Turriff – MacDuff – Banff – Portsoy – Portknockie – Findochty – Buckie – Portgordon – Fochabers – Lhanbryde – Elgin	Mon-Sat: Every 30 mins Sun: Every 60 mins
Bluebird Stagecoach	747	Ellon – Dyce – Aberdeen Airport – Craibstone P&R – Kingswells P&R – Stonehaven – Kineff – Inverbervie – Gourdon – Johnshaven – St Cyrus – Montrose	Mon-Sun: Every 60 mins
Bains Coaches	305	Aberdeen – Dyce – Newmachar – Oldmeldrum	Mon-Fri: 7 daily services

Note that some services will differ in routing and according to the timetable occasionally

Table 4-1: Local Bus Service Information

4.2.6 Existing bus services operating past the site, and within 400m of it, provide an excellent opportunity to encourage sustainable transport trips. The existing services operate on a frequent basis throughout the week. Bus stops and pedestrian infrastructure could easily be formed to provide direct connections from the site to bus services. Additionally there are interchange opportunities within Dyce and Aberdeen City Centre for onward travel by other local bus services or train from the rail station.

4.3 Local Road Network

4.3.1 The existing road network in the vicinity of the site comprises the B977 Echt to Balmedie Road which abuts the site to the north, and meets with a new link road which has been formed as part of the AWPR works. The new link road would give access to the site, and it also connects directly to the AWPR Goval junction to the immediate north of the site. The AWPR passes only around 300m away from the site offering excellent vehicular connectivity to Aberdeen and the Aberdeenshire region. The development proposals would offer a range of valuable amenities to people travelling on the AWPR.

4.3.2 Other local roads by the site include the B977, which in the north-easterly direction facilitates links to Belhelvie and Potterton. The link to Potterton is achieved via the B999.

4.3.3 Continuing further east the B977 connects with the A90 Aberdeen to Fraserburgh trunk road at Balmedie. The B977 in a southern direction from the site connects with the A947. Heading west from the A947, the B979 provides a link to Kintore and Blackburn through Hatton of Fintray. Access can be achieved to the A96 Aberdeen to Inverness trunk road via both towns.

4.3.4 The A947 is a key local distributor from Bucksburn through Stoneywood, Dyce and then routing north through Newmachar, Oldmeldrum and other Aberdeenshire villages to Banff and MacDuff. The A947 passes through Dyce to the south of the site, providing a link to the wider Aberdeen City Council area. The A947 connects with the A96(T) at Bucksburn via a three arm roundabout junction.

4.3.5 The A947 has historically experienced congestion through Dyce during the conventional weekday AM and PM peak periods. Delay and congestion on the network arises from traffic generated to and from the airport and surrounding industrial estates and business parks.

4.3.6 Opening of the AWPR has had a noticeable impact on local roads around Aberdeen, including minor roads by the site to the north of Dyce. Peak hour traffic is now focused on the AWPR trunk road for access to employment zones and the Airport at Dyce, reducing traffic levels on minor roads. It has provided relief to local roads around the site, opening up opportunity for future development based on an appropriate road network. The AWPR route runs between Stonehaven and Blackdog following an orbital alignment around Aberdeen to the west, with interchanges at the A93, A944, A96, A947 and A90.

4.3.7 As part of the AWPR, the local road network adjacent to the site, including the B977 and the A947, has experience major improvements through new infrastructure delivery and improved links. The AWPR at Goval, adjacent to the site, comprises;

- The AWPR Mainline running east to west to the north of the site.
- A new 5-arm roundabout to the north of the site which connects to the B977, AWPR Slip Roads and an underbridge to Meadowhead Cottage;
- A new of section of road along the site's boundary connecting with a new and re-routed section of A947, and also connecting to the B977;
- A new junction with the old section of the A947, north of the AWPR;
- A new 4-arm roundabout junction west of the A947 which connects the AWPR Slip Roads and access to the existing Goval Farm Cottages.

4.3.8 The significant changes that have now been made to the local road network are alleviating historic traffic congestion in the area. The new road network is appropriate to support the proposed development. The indicative masterplan in Appendix A illustrates the potential access strategy from the new road network.

5 Travel Demand Forecast

5.1 Methodology

5.1.1 The proposed development travel characteristics have been assessed on a person trip basis to identify the level of people trips likely to be generated by the development.

5.1.2 The methodology adopted to determine the person trip generation involves the use of people trip rate data from the TRICS online database. A multi-modal trip rate assessment has been carried out to determine the level of person trips that could potentially be generated by the proposed development. For some of the land uses multi modal trips rates were not available in the TRICS database, therefore vehicle trip rates have been adopted instead.

5.2 Trip Generation

5.2.1 The proposed development site, as identified above, is situated to the north of the Dyce settlement area. Therefore, 'Edge of Town' sites have been considered in the TRICS assessments. The full TRICS reports and trip generation tables for the individual land uses are contained in Appendix C.

5.2.2 The following provides details of the parameters adopted in defining the datasets for the TRICS trip rates assessment:

- Hotel - TRICS assessed for multi-modal trip rates. The default range for all other parameters has been utilised.
- Garden Centre - TRICS assessed for multi-modal trip rates. The default range for all other parameters has been utilised. The TRICS analysis returned only 1 'Edge of Town' site for both weekday and Saturday.
- Family Restaurant – Multi modal trip rates extracted for the weekday. TRICS returned only one site for weekday in an 'Edge of Town' location. The TRICS default parameters for 'Edge of Town' sites did not yield any survey results for both multi modal or vehicle trips on Saturday. However, extending the start date to 01/01/02 to include older surveys yielded one site with vehicle trip rate data.
- 'Fast Food Drive Through' - The TRICS output has been based on vehicle trip rates. The default range for all other parameters has been utilised. The TRICS assessment yielded only one site on Saturday.
- Petrol Filling Station (PFS) – Weekday trip rates based on multi modal TRICS output. Saturday assessment based on vehicle trip rates for a single 'Edge of Town' site.

- Farm Shop – there are no calculations for trip rates for Farm Shops in TRICS. There are individual sites with car park survey data indicating arrivals, departures and parking accumulation. Table 3-2 indicates that the proposed farm shop could accommodate 26 car parking spaces. The TRICS database has been interrogated for individual farm shops with similar characteristics. Two sites, WY-16-C-01 and CF-16-A-01, have been identified with surveys carried out on a weekday and Saturday respectively. The two sites have slightly higher parking accommodation but the parking accumulation indicates maximum accumulation of about 30 vehicles. It is envisaged that the proposed farm shop could have similar characteristics and therefore the peak hour vehicle trips have been adopted.

- Residential Development – people trip rates have been extracted from the TRICS online database, for land use type 'RESIDENTIAL' development specifically under 'HOUSES PRIVATELY OWNED'. Due to the site's location only 'Edge of Town' sites have been included in the dataset. Sites within 'GREATER LONDON' and 'SOUTH EAST' have also been excluded. At the 'Secondary Filtering' stage a range of '4 to 50 (units)' have been selected.

5.2.3 The trip rates from TRICS are based on standalone sites. The proposal is a mixed-use development with complimentary land uses, both retail and non-retail. It is envisaged that there will be some element of shared trips between the different land uses on the site, therefore reducing the overall external trips to the site.

5.2.4 The site would take access from the B977 and from the new road which has been constructed as a link between the A947 and the AWPR. The A947 and B977 connect directly to the AWPR, therefore it is expected that the proposed development would benefit from a high proportion of pass-by and diverted trips from the strategic and local road network particularly during the weekday PM and weekend peak periods.

5.2.5 In line with standard practice, and also based on previous agreements reached with Aberdeenshire Council for a similar mixed use development at Peterhead, 30% and 10% pass-by rates have been adopted for the weekday PM and weekend peak periods respectively. The trips associated with the proposed hotel development have been excluded from the pass-by assessment.

5.2.6 In addition to the pass-by traffic and as noted previously, there would be some element of linked trips between the various land uses within the development. TRICS Research Report 05/1 notes that '*Multi-use sites with 4 or more developments reduce on average the total number of external trips by about 20% through trip linking*.' Therefore, it has been assumed that 20% of all trips, excluding hotel traffic, will constitute linked trips between the different elements of the development and these have been discounted accordingly.

5.2.7 The weekday AM and PM and weekend development peak hours based on TRICS are 08:00 - 09:00, 16:00 - 17:00 and 14:00 – 15:00 hours respectively. The weekend peak hour has been derived from the combined impact of all the land uses within the indicative masterplan. The resulting vehicle trips and multi modal trip generation is summarised in Table 5-1 and Table 5-2 respectively.

	Weekday AM Peak 08:00 – 09:00		Weekday PM Peak 16:00 – 17:00		Saturday Peak 14:00 – 15:00	
	Trip Rates		Trip Rates		Trip Rates	
	IN	OUT	IN	OUT	IN	OUT
Garden Centre	1	0	16	30	36	41
Restaurant	0	0	8	13	22	17
Fast Food Drive Through	67	58	111	123	182	185
PFS	56	57	58	61	17	17
Farm Shop	9	5	9	16	31	29
Pass-by	-	-	61	73	29	29
Internal Linked Trips	27	24	41	49	58	58
Retail / Restaurants and PFS New Trips	106	96	100	121	201	202
Hotel	27	40	34	33	19	27
Residential	4	12	9	5		
Overall New Trips	137	148	143	159	220	229
Total Development Trips including Pass-by	137	148	204	232	249	258

Table 5-1: Vehicle Trip Generation

5.2.8 For the residential development, mode share data has been extracted from the Scotland's 2011 Online Census database for output area 'S00091101' which covers the site and adjacent rural area. The census area map and extracted mode share data are contained in Appendix D.

	Weekday AM Peak 08:00 – 09:00		Weekday PM Peak 16:00 – 17:00	
	Trip Rates		Trips Rates	
	IN	OUT	IN	OUT
Walking	10	7	27	16
Cyclists	2	4	3	3
Public Transport	7	36	1	1
Vehicle Passengers	10	18	62	73
Vehicles	137	148	204	232
Total	166	213	297	325

Table 5-2: People Trip Generation

5.2.9 Table 5-1 indicates that the proposed development could potentially generate 285 and 436 two-way vehicle trips during the weekday AM and PM peak hours respectively, though not all will be new to the network. The majority of the vehicle trips are likely to be generated by the fast food outlets and PFS. On Saturdays the development would generate around 507 two-way vehicle trips during the peak hour, with the majority again being generated by the fast food outlets.

5.2.10 Given the location, it is envisaged that the majority of the trips are likely to be diverted trips from the key transport corridors routing past the site. The A947 to the east is the strategic link between Dyce and the AWPR and is also a key local distributor road facilitating access to settlements in the north including Newmachar and Oldmeldrum.

5.2.11 It can be concluded that the proposed development site is strategically located to attract existing trips from the adjacent strategic and local road network. It is therefore envisaged that the development will not generate a high level of new trips during the weekday network peak hours.

5.2.12 Table 5-1 shows that the site would potentially generate more vehicle trips during the Saturday peak hour. However, it is noteworthy that background traffic levels are generally lower during the weekend. Dyce is a major employment area attracting trips from key settlements in the North East during weekdays. The network does not carry the same level of traffic during the weekend when the majority of businesses in the area are closed.

6 Site Accessibility Proposals

6.1 Introduction

6.1.1 This section outlines the potential measures that could be implemented in order to enhance and in turn encourage sustainable forms of travel to the proposed site.

6.2 Pedestrians and Cyclists

6.2.1 The Dyce settlement is located approximately 1,200m to the south of the site. Therefore, the principal pedestrian and cycling attraction is likely to be along routes leading to and from Dyce. There is potential to link the site to the NCN Route 1 which runs to the north through the adjacent land which is under the applicant's ownership.

6.2.2 The masterplan for the site will incorporate appropriate internal pedestrian and cycling facilities. Provision for pedestrian movements within the development will focus on desire lines between the different land uses within the site.

6.2.3 The development will also incorporate cycle parking provided to Aberdeenshire Council standards as summarised at Table 3.2.

6.3 Public Transport

6.3.1 Given the site location, public transport provision would be an important consideration for the site's transport strategy. Excellent public transport infrastructure is already in place in close proximity to the site provided by Stagecoach Services 747 and 35 which operate on a frequent basis throughout the week. These services either directly pass the site or are within 400m walking distance. They offer an excellent opportunity for connection with Dyce, Aberdeen Airport and Aberdeen City Centre.

6.3.2 Infrastructure improvements can enhance the site's connectivity to public transport connectivity. Bus stops could be formed adjacent to the site which could be served directly by Service 747. Additionally, footway infrastructure could be formed to link the site to the A947 where Service 35 operates. These opportunities to enhance public transport connectivity would be explored at the detailed planning stage through dialogue and consultations with the relevant stakeholders.

6.4 Vehicle Access

6.4.1 Vehicle access proposals are outlined in Section 3 of this report. The proposals incorporate a new access via a roundabout junction with a new section of link road which has been formed as part of the AWPR works.

6.5 Travel Plan

6.5.1 In line with current national and local transport policies, future occupiers of the development would be required to prepare their own user specific Travel Plans which includes measures and initiatives to promote and encourage sustainable travel patterns and reduce reliance on the private car.

7 Summary and Conclusion

7.1 Introduction

7.1.1 This Transport Statement (TS) has been produced on behalf of Drum Property Group in support of an LDP bid for a mixed use development on land dissected by the B977 Echt to Balmedie Road. The site lies to the north of the existing Dyce settlement and is surrounded by agricultural land and green fields. There are also a number of residential dwellings in the local area.

7.1.2 The proposal is a mixed use development comprising: hotel, garden centre, farm shop, fast food outlets, family restaurant, petrol filling station and residential units.

7.2 Accessibility Summary

7.2.1 Existing pedestrian and cycling infrastructure in the immediate surrounding area is limited. The nearest formal cycle route is the NCN Route 1 'Formartine and Buchan Way' which runs to the west of the site giving access to Dyce. Access can be gained from the A947 on the west side of Station House.

7.2.2 The site is situated approximately 1,200 metres from the northern boundary of Dyce. There are pedestrian facilities on the east side of the A947 leading north from the Riverview Drive roundabout to the Parkhill Bridge. South of the Parkhill Bridge the footway narrows towards the edge of the carriageway at the Ash Cottage access.

7.2.3 A gravel path runs along the B977 from south to north between Station House and Schoolhouse. Improvements to pedestrian access can be considered as part of the emerging detailed masterplan for the site.

7.2.4 There are no bus stops in the vicinity of the site; however there are existing bus services routing past the site, and nearby, on a frequent basis throughout the week. There is an opportunity to service the site by public transport and details of that can be explored through dialogue and consultations with relevant stakeholders including operators in the local area.

7.2.5 Vehicle access is proposed via a new roundabout on a section of new link road which has been formed as part of the AWPR works. Changes to the local road network in connection with the AWPR have improved accessibility to the site. It is expected that the proposed development would generate a high level of diverted and pass-by traffic from the AWPR in particular, providing valuable amenities to those travelling on the strategic route.

7.3 Conclusion

7.3.1 There are opportunities to provide walking and cycling infrastructure from the proposed site to enhance connectivity in the local area. There are also opportunities to improve infrastructure in order to enhance public transport accessibility as there are existing services which frequently route past the site.

7.3.2 The proposed development, incorporating appropriate transport infrastructure, would readily be accessible by all transport modes. The site is accessible from Dyce and would also be highly accessible from the AWPR.

Appendix A

Site Layout Plan

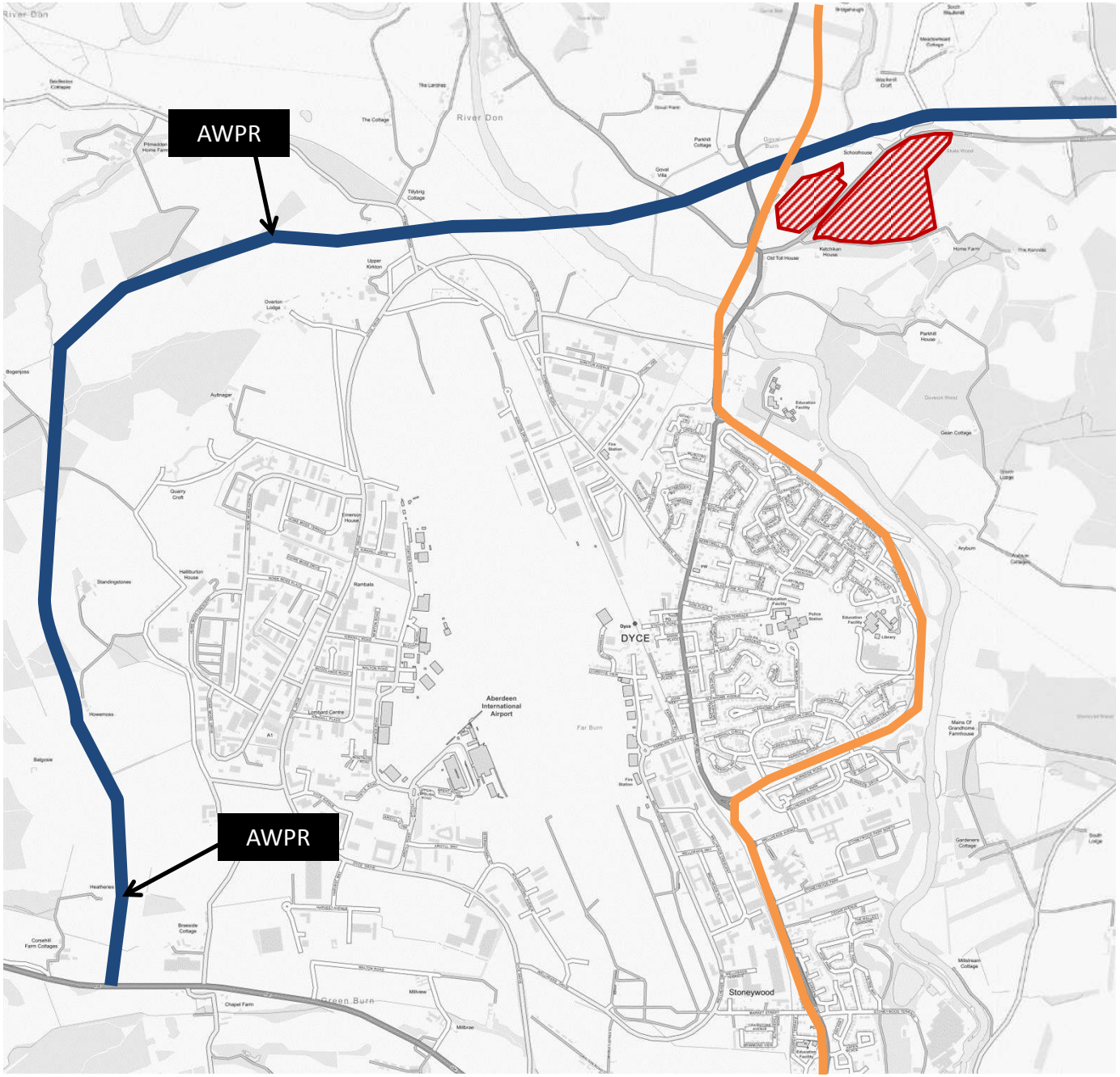
HALLIDAY FRASER MUNRO

CHARTERED ARCHITECTS · PLANNING CONSULTANTS

ABERDEEN · BELFAST · DUNDEE · EDINBURGH · GLASGOW

Appendix B

Sustainable Transport Maps



FAIRHURST

N

Project Title:

125483: Goval LDP Bid

Drawing Title:

Cycle Map

KEY:

Development Site

National Cycle Route 1

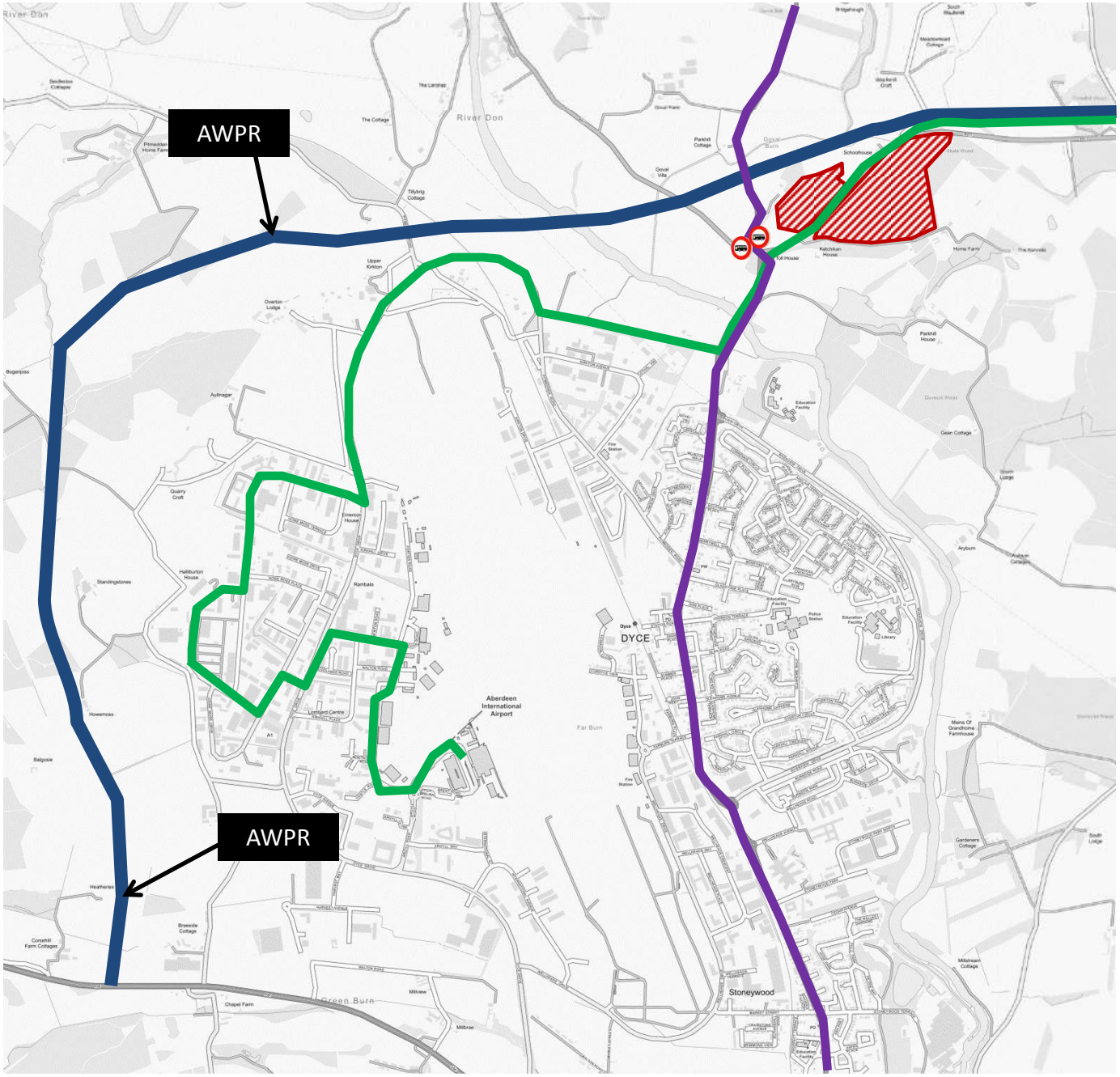
Client:

Drawn by: [redacted]

Date: 28/03/19

[redacted]

Odnance Survey OS OpenData



FAIRHURST

N

Project Title:

125483: Goval LDP Bid

Drawing Title:

Public Transport Accessibilty

KEY:

- Development Site
- Stagecoach Service: 747
- Stagecoach Service: 35
- Closest Bus Stop

Client:

Drawn by: [redacted]

Date: 28/03/19

[redacted]

Odnance Survey OS OpenData

Appendix C

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS

VEHICLES

Selected regions and areas:

02 SOUTH EAST
HC HAMPSHIRE 2 days

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

Filtering Stage 2 selection:

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

Parameter: Number of bedrooms
Actual Range: 39 to 56 (units:)
Range Selected by User: 4 to 483 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 12/05/15

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

Selected survey days:
Sunday 2 days

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

Selected survey types:
Manual count 2 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 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:
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.

Filtering Stage 3 selection:

Use Class:
C1 2 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

Not Known	1 days
No	1 days

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

LIST OF SITES relevant to selection parameters

1 HC-06-A-05 TRAVEL INN HAMPSHIRE
M27 WESTBOUND
ROWNHAMS
SOUTHAMPTON
Edge of Town
No Sub Category
Total Number of bedrooms: 39
Survey date: SUNDAY *21/07/02* *Survey Type: MANUAL*

2 HC-06-A-06 HOTEL HAMPSHIRE
GRANGE ROAD
HEDGE END
SOUTHAMPTON
Edge of Town
No Sub Category
Total Number of bedrooms: 56
Survey date: SUNDAY *08/12/02* *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/A - HOTELS

VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	48	0.053	2	48	0.042	2	48	0.095
08:00 - 09:00	2	48	0.158	2	48	0.116	2	48	0.274
09:00 - 10:00	2	48	0.200	2	48	0.105	2	48	0.305
10:00 - 11:00	2	48	0.168	2	48	0.253	2	48	0.421
11:00 - 12:00	**2**	**48**	**0.358**	2	48	0.232	**2**	**48**	**0.590**
12:00 - 13:00	2	48	0.074	2	48	0.137	2	48	0.211
13:00 - 14:00	2	48	0.105	2	48	0.158	2	48	0.263
14:00 - 15:00	2	48	0.126	2	48	0.179	2	48	0.305
15:00 - 16:00	2	48	0.211	2	48	0.316	2	48	0.527
16:00 - 17:00	2	48	0.168	2	48	0.063	2	48	0.231
17:00 - 18:00	2	48	0.168	2	48	0.253	2	48	0.421
18:00 - 19:00	2	48	0.105	**2**	**48**	**0.358**	2	48	0.463
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.894			2.212			4.106

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:	39 - 56 (units:)
Survey date date range:	01/01/02 - 12/05/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	2
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-109305-151119-1124

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	BU	BUCKINGHAMSHIRE	1 days
03	**SOUTH WEST**		
	DV	DEVON	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
11	**SCOTLAND**		
	AG	ANGUS	1 days
14	**LEINSTER**		
	KK	KILKENNY	2 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of bedrooms
Actual Range:	4 to 139 (units:)
Range Selected by User:	4 to 213 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 01/10/14

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 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	6

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
Residential Zone	3
Out of Town	1
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

C1	6 days

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

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
101,000 or More	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

1.1 to 1.5	6 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	6 days

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

LIST OF SITES relevant to selection parameters

1 **AG-06-A-01** **BOUTIQUE B&B** **ANGUS**
CLIFFBURN ROAD
HAYSHEAD
ARBROATH
Edge of Town
Residential Zone
Total Number of bedrooms: 4
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

2 **BU-06-A-02** **HOLIDAY INN** **BUCKINGHAMSHIRE**
NEW ROAD
WESTON TURVILLE
AYLESBURY
Edge of Town
Out of Town
Total Number of bedrooms: 139
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

3 **DV-06-A-03** **FUTURE INN** **DEVON**
WILLIAM PRANCE ROAD

PLYMOUTH
Edge of Town
Industrial Zone
Total Number of bedrooms: 110
Survey date: WEDNESDAY *18/07/12* *Survey Type: MANUAL*

4 **KK-06-A-01** **B&B** **KILKENNY**
CIRCULAR ROAD

KILKENNY
Edge of Town
Residential Zone
Total Number of bedrooms: 9
Survey date: FRIDAY *21/11/08* *Survey Type: MANUAL*

5 **KK-06-A-02** **HOTEL** **KILKENNY**
COLLEGE ROAD

KILKENNY
Edge of Town
Residential Zone
Total Number of bedrooms: 138
Survey date: FRIDAY *21/11/08* *Survey Type: MANUAL*

6 **NF-06-A-02** **HOLIDAY INN** **NORFOLK**
IPSWICH ROAD
HARFORD PARK
NORWICH
Edge of Town
No Sub Category
Total Number of bedrooms: 119
Survey date: THURSDAY *30/09/10* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	87	0.118	6	87	0.189	6	87	0.307
08:00 - 09:00	6	87	0.179	**6**	**87**	**0.268**	6	87	0.447
09:00 - 10:00	6	87	0.274	6	87	0.139	6	87	0.413
10:00 - 11:00	6	87	0.162	6	87	0.189	6	87	0.351
11:00 - 12:00	6	87	0.131	6	87	0.198	6	87	0.329
12:00 - 13:00	6	87	0.195	6	87	0.160	6	87	0.355
13:00 - 14:00	6	87	0.227	6	87	0.241	6	87	0.468
14:00 - 15:00	6	87	0.141	6	87	0.206	6	87	0.347
15:00 - 16:00	6	87	0.183	6	87	0.260	6	87	0.443
16:00 - 17:00	6	87	0.224	6	87	0.220	6	87	0.444
17:00 - 18:00	**6**	**87**	**0.347**	6	87	0.218	**6**	**87**	**0.565**
18:00 - 19:00	6	87	0.272	6	87	0.227	6	87	0.499
19:00 - 20:00	6	87	0.225	6	87	0.152	6	87	0.377
20:00 - 21:00	6	87	0.118	6	87	0.106	6	87	0.224
21:00 - 22:00	6	87	0.064	6	87	0.114	6	87	0.178
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.860			2.887			5.747

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:	4 - 139 (units:)
Survey date date range:	01/01/07 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	87	0.133	6	87	0.229	6	87	0.362
08:00 - 09:00	6	87	0.185	**6**	**87**	**0.326**	6	87	0.511
09:00 - 10:00	6	87	0.324	6	87	0.191	6	87	0.515
10:00 - 11:00	6	87	0.179	6	87	0.225	6	87	0.404
11:00 - 12:00	6	87	0.162	6	87	0.231	6	87	0.393
12:00 - 13:00	6	87	0.256	6	87	0.204	6	87	0.460
13:00 - 14:00	6	87	0.279	6	87	0.304	6	87	0.583
14:00 - 15:00	6	87	0.171	6	87	0.252	6	87	0.423
15:00 - 16:00	6	87	0.231	6	87	0.318	6	87	0.549
16:00 - 17:00	6	87	0.326	6	87	0.276	6	87	0.602
17:00 - 18:00	**6**	**87**	**0.457**	6	87	0.247	**6**	**87**	**0.704**
18:00 - 19:00	6	87	0.322	6	87	0.303	6	87	0.625
19:00 - 20:00	6	87	0.285	6	87	0.218	6	87	0.503
20:00 - 21:00	6	87	0.148	6	87	0.129	6	87	0.277
21:00 - 22:00	6	87	0.077	6	87	0.129	6	87	0.206
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.535			3.582			7.117

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:	4 - 139 (units:)
Survey date date range:	01/01/07 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	87	0.008	6	87	0.002	6	87	0.010
08:00 - 09:00	6	87	0.004	6	87	0.002	6	87	0.006
09:00 - 10:00	6	87	0.004	6	87	0.002	6	87	0.006
10:00 - 11:00	6	87	0.004	6	87	0.006	6	87	0.010
11:00 - 12:00	6	87	0.002	6	87	0.006	6	87	0.008
12:00 - 13:00	6	87	0.000	6	87	0.002	6	87	0.002
13:00 - 14:00	6	87	0.006	6	87	0.000	6	87	0.006
14:00 - 15:00	6	87	0.004	**6**	**87**	**0.017**	**6**	**87**	**0.021**
15:00 - 16:00	**6**	**87**	**0.010**	6	87	0.006	6	87	0.016
16:00 - 17:00	6	87	0.006	6	87	0.004	6	87	0.010
17:00 - 18:00	6	87	0.004	6	87	0.002	6	87	0.006
18:00 - 19:00	6	87	0.000	6	87	0.002	6	87	0.002
19:00 - 20:00	6	87	0.000	6	87	0.002	6	87	0.002
20:00 - 21:00	6	87	0.002	6	87	0.000	6	87	0.002
21:00 - 22:00	6	87	0.002	6	87	0.000	6	87	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.053			0.109

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:	4 - 139 (units:)
Survey date date range:	01/01/07 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	87	0.004	6	87	0.012	6	87	0.016
08:00 - 09:00	6	87	0.002	6	87	0.002	6	87	0.004
09:00 - 10:00	6	87	0.019	6	87	0.004	6	87	0.023
10:00 - 11:00	6	87	0.006	6	87	0.008	6	87	0.014
11:00 - 12:00	6	87	0.013	6	87	0.015	6	87	0.028
12:00 - 13:00	6	87	0.012	6	87	0.015	6	87	0.027
13:00 - 14:00	**6**	**87**	**0.023**	**6**	**87**	**0.037**	**6**	**87**	**0.060**
14:00 - 15:00	6	87	0.021	6	87	0.015	6	87	0.036
15:00 - 16:00	6	87	0.006	6	87	0.019	6	87	0.025
16:00 - 17:00	6	87	0.010	6	87	0.012	6	87	0.022
17:00 - 18:00	6	87	0.023	6	87	0.023	6	87	0.046
18:00 - 19:00	6	87	0.008	6	87	0.015	6	87	0.023
19:00 - 20:00	6	87	0.006	6	87	0.006	6	87	0.012
20:00 - 21:00	6	87	0.010	6	87	0.021	6	87	0.031
21:00 - 22:00	6	87	0.008	6	87	0.002	6	87	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.171			0.206			0.377

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:	4 - 139 (units:)
Survey date date range:	01/01/07 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	87	0.013	6	87	0.008	6	87	0.021
08:00 - 09:00	6	87	0.004	**6**	**87**	**0.191**	**6**	**87**	**0.195**
09:00 - 10:00	6	87	0.002	6	87	0.039	6	87	0.041
10:00 - 11:00	6	87	0.042	6	87	0.000	6	87	0.042
11:00 - 12:00	6	87	0.006	6	87	0.000	6	87	0.006
12:00 - 13:00	6	87	0.006	6	87	0.002	6	87	0.008
13:00 - 14:00	6	87	0.000	6	87	0.040	6	87	0.040
14:00 - 15:00	6	87	0.002	6	87	0.002	6	87	0.004
15:00 - 16:00	6	87	0.000	6	87	0.006	6	87	0.006
16:00 - 17:00	6	87	0.000	6	87	0.004	6	87	0.004
17:00 - 18:00	6	87	0.023	6	87	0.000	6	87	0.023
18:00 - 19:00	**6**	**87**	**0.191**	6	87	0.000	6	87	0.191
19:00 - 20:00	6	87	0.000	6	87	0.002	6	87	0.002
20:00 - 21:00	6	87	0.000	6	87	0.000	6	87	0.000
21:00 - 22:00	6	87	0.002	6	87	0.000	6	87	0.002
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.291			0.294			0.585

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:	4 - 139 (units:)
Survey date date range:	01/01/07 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	87	0.158	6	87	0.250	6	87	0.408
08:00 - 09:00	6	87	0.195	**6**	**87**	**0.520**	6	87	0.715
09:00 - 10:00	6	87	0.349	6	87	0.235	6	87	0.584
10:00 - 11:00	6	87	0.231	6	87	0.239	6	87	0.470
11:00 - 12:00	6	87	0.183	6	87	0.252	6	87	0.435
12:00 - 13:00	6	87	0.274	6	87	0.224	6	87	0.498
13:00 - 14:00	6	87	0.308	6	87	0.382	6	87	0.690
14:00 - 15:00	6	87	0.198	6	87	0.287	6	87	0.485
15:00 - 16:00	6	87	0.247	6	87	0.349	6	87	0.596
16:00 - 17:00	6	87	0.341	6	87	0.295	6	87	0.636
17:00 - 18:00	6	87	0.507	6	87	0.272	6	87	0.779
18:00 - 19:00	**6**	**87**	**0.520**	6	87	0.320	**6**	**87**	**0.840**
19:00 - 20:00	6	87	0.291	6	87	0.227	6	87	0.518
20:00 - 21:00	6	87	0.160	6	87	0.150	6	87	0.310
21:00 - 22:00	6	87	0.089	6	87	0.131	6	87	0.220
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.051			4.133			8.184

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:	4 - 139 (units:)
Survey date date range:	01/01/07 - 01/10/14
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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-109305-151119-1131

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : H - GARDEN CENTRE
MULTI-MODAL VEHICLES

Selected regions and areas:
05 EAST MIDLANDS
NR NORTHAMPTONSHIRE 1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 23465 to 23465 (units: sqm)
Range Selected by User: 198 to 23465 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 04/10/10

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

Selected survey days:
Saturday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Edge 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:
No Sub Category 1

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

Filtering Stage 3 selection:

Use Class:
A1 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 days

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

LIST OF SITES relevant to selection parameters

1 NR-01-H-01 GARDEN CENTRE NORTHAMPTONSHIRE
NEWPORT PAGNELL ROAD
HARDINGSTONE
NORTHAMPTON
Edge of Town
No Sub Category
Total Gross floor area: 23465 sqm
Survey date: SATURDAY *22/11/08* *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 01 - RETAIL/H - GARDEN CENTRE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	23465	0.034	1	23465	0.000	1	23465	0.034
08:00 - 09:00	1	23465	0.175	1	23465	0.051	1	23465	0.226
09:00 - 10:00	1	23465	0.405	1	23465	0.183	1	23465	0.588
10:00 - 11:00	1	23465	0.869	1	23465	0.418	1	23465	1.287
11:00 - 12:00	1	23465	0.886	1	23465	0.810	1	23465	1.696
12:00 - 13:00	1	23465	0.669	**1**	**23465**	**1.031**	**1**	**23465**	**1.700**
13:00 - 14:00	**1**	**23465**	**0.899**	1	23465	0.665	1	23465	1.564
14:00 - 15:00	1	23465	0.776	1	23465	0.891	1	23465	1.667
15:00 - 16:00	1	23465	0.678	1	23465	0.810	1	23465	1.488
16:00 - 17:00	1	23465	0.341	1	23465	0.652	1	23465	0.993
17:00 - 18:00	1	23465	0.162	1	23465	0.320	1	23465	0.482
18:00 - 19:00	1	23465	0.000	1	23465	0.060	1	23465	0.060
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.894			5.891			11.785

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:	23465 - 23465 (units: sqm)
Survey date date range:	01/01/07 - 04/10/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 01 - RETAIL/H - GARDEN CENTRE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
08:00 - 09:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
09:00 - 10:00	1	23465	0.004	1	23465	0.004	1	23465	0.008
10:00 - 11:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
11:00 - 12:00	1	23465	0.004	1	23465	0.000	1	23465	0.004
12:00 - 13:00	1	23465	0.004	1	23465	0.004	1	23465	0.008
13:00 - 14:00	1	23465	0.000	1	23465	0.004	1	23465	0.004
14:00 - 15:00	**1**	**23465**	**0.009**	1	23465	0.000	**1**	**23465**	**0.009**
15:00 - 16:00	1	23465	0.000	**1**	**23465**	**0.009**	1	23465	0.009
16:00 - 17:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
17:00 - 18:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
18:00 - 19:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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:	23465 - 23465 (units: sqm)
Survey date date range:	01/01/07 - 04/10/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 01 - RETAIL/H - GARDEN CENTRE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	23465	0.009	1	23465	0.009	1	23465	0.018
08:00 - 09:00	1	23465	0.030	1	23465	0.004	1	23465	0.034
09:00 - 10:00	**1**	**23465**	**0.098**	1	23465	0.055	1	23465	0.153
10:00 - 11:00	1	23465	0.089	**1**	**23465**	**0.119**	**1**	**23465**	**0.208**
11:00 - 12:00	1	23465	0.030	1	23465	0.085	1	23465	0.115
12:00 - 13:00	1	23465	0.026	1	23465	0.021	1	23465	0.047
13:00 - 14:00	1	23465	0.047	1	23465	0.043	1	23465	0.090
14:00 - 15:00	1	23465	0.081	1	23465	0.047	1	23465	0.128
15:00 - 16:00	1	23465	0.021	1	23465	0.051	1	23465	0.072
16:00 - 17:00	1	23465	0.000	1	23465	0.009	1	23465	0.009
17:00 - 18:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
18:00 - 19:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.431			0.443			0.874

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:	23465 - 23465 (units: sqm)
Survey date date range:	01/01/07 - 04/10/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 01 - RETAIL/H - GARDEN CENTRE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	23465	0.043	1	23465	0.000	1	23465	0.043
08:00 - 09:00	1	23465	0.277	1	23465	0.068	1	23465	0.345
09:00 - 10:00	1	23465	0.682	1	23465	0.277	1	23465	0.959
10:00 - 11:00	1	23465	1.854	1	23465	0.763	1	23465	2.617
11:00 - 12:00	1	23465	1.717	1	23465	1.705	1	23465	3.422
12:00 - 13:00	1	23465	1.261	**1**	**23465**	**2.156**	1	23465	3.417
13:00 - 14:00	**1**	**23465**	**2.037**	1	23465	1.398	1	23465	3.435
14:00 - 15:00	1	23465	1.654	1	23465	1.833	**1**	**23465**	**3.487**
15:00 - 16:00	1	23465	1.428	1	23465	1.709	1	23465	3.137
16:00 - 17:00	1	23465	0.665	1	23465	1.304	1	23465	1.969
17:00 - 18:00	1	23465	0.311	1	23465	0.622	1	23465	0.933
18:00 - 19:00	1	23465	0.000	1	23465	0.089	1	23465	0.089
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.929			11.924			23.853

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:	23465 - 23465 (units: sqm)
Survey date date range:	01/01/07 - 04/10/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 01 - RETAIL/H - GARDEN CENTRE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
08:00 - 09:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
09:00 - 10:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
10:00 - 11:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
11:00 - 12:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
12:00 - 13:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
13:00 - 14:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
14:00 - 15:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
15:00 - 16:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
16:00 - 17:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
17:00 - 18:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
18:00 - 19:00	1	23465	0.000	1	23465	0.000	1	23465	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	23465 - 23465 (units: sqm)
Survey date date range:	01/01/07 - 04/10/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 01 - RETAIL/H - GARDEN CENTRE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	23465	0.051	1	23465	0.009	1	23465	0.060
08:00 - 09:00	1	23465	0.307	1	23465	0.072	1	23465	0.379
09:00 - 10:00	1	23465	0.784	1	23465	0.337	1	23465	1.121
10:00 - 11:00	1	23465	1.943	1	23465	0.882	1	23465	2.825
11:00 - 12:00	1	23465	1.752	1	23465	1.790	1	23465	3.542
12:00 - 13:00	1	23465	1.291	**1**	**23465**	**2.182**	1	23465	3.473
13:00 - 14:00	**1**	**23465**	**2.084**	1	23465	1.445	1	23465	3.529
14:00 - 15:00	1	23465	1.743	1	23465	1.879	**1**	**23465**	**3.622**
15:00 - 16:00	1	23465	1.449	1	23465	1.769	1	23465	3.218
16:00 - 17:00	1	23465	0.665	1	23465	1.313	1	23465	1.978
17:00 - 18:00	1	23465	0.311	1	23465	0.622	1	23465	0.933
18:00 - 19:00	1	23465	0.000	1	23465	0.089	1	23465	0.089
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.380			12.389			24.769

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:	23465 - 23465 (units: sqm)
Survey date date range:	01/01/07 - 04/10/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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-109305-151119-1115

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : H - GARDEN CENTRE
MULTI-MODAL VEHICLES

Selected regions and areas:
02 SOUTH EAST
HC HAMPSHIRE 1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 3700 to 3700 (units: sqm)
Range Selected by User: 198 to 23465 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 04/10/10

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

Selected survey days:
Monday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:
No Sub Category 1

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

Filtering Stage 3 selection:

Use Class:
A1 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 days

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

LIST OF SITES relevant to selection parameters

1 HC-01-H-03 GARDEN CENTRE HAMPSHIRE
ROMSEY ROAD

WINCHESTER
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 3700 sqm
Survey date: MONDAY *19/11/07* *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 01 - RETAIL/H - GARDEN CENTRE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.351	1	3700	0.054	1	3700	0.405
09:00 - 10:00	1	3700	0.270	1	3700	0.270	1	3700	0.540
10:00 - 11:00	1	3700	0.757	1	3700	0.757	1	3700	1.514
11:00 - 12:00	**1**	**3700**	**1.514**	**1**	**3700**	**1.595**	**1**	**3700**	**3.109**
12:00 - 13:00	1	3700	0.838	1	3700	0.838	1	3700	1.676
13:00 - 14:00	1	3700	1.000	1	3700	0.865	1	3700	1.865
14:00 - 15:00	1	3700	1.405	1	3700	0.946	1	3700	2.351
15:00 - 16:00	1	3700	0.865	1	3700	1.243	1	3700	2.108
16:00 - 17:00	1	3700	0.351	1	3700	0.649	1	3700	1.000
17:00 - 18:00	1	3700	0.108	1	3700	0.270	1	3700	0.378
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.459			7.487			14.946

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:	3700 - 3700 (units: sqm)
Survey date date range:	01/01/07 - 04/10/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 01 - RETAIL/H - GARDEN CENTRE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.351	1	3700	0.054	1	3700	0.405
09:00 - 10:00	1	3700	0.351	1	3700	0.270	1	3700	0.621
10:00 - 11:00	1	3700	1.054	1	3700	1.027	1	3700	2.081
11:00 - 12:00	**1**	**3700**	**1.973**	**1**	**3700**	**2.027**	**1**	**3700**	**4.000**
12:00 - 13:00	1	3700	1.135	1	3700	1.162	1	3700	2.297
13:00 - 14:00	1	3700	1.297	1	3700	1.162	1	3700	2.459
14:00 - 15:00	1	3700	1.703	1	3700	1.297	1	3700	3.000
15:00 - 16:00	1	3700	1.189	1	3700	1.703	1	3700	2.892
16:00 - 17:00	1	3700	0.541	1	3700	1.000	1	3700	1.541
17:00 - 18:00	1	3700	0.108	1	3700	0.297	1	3700	0.405
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.702			9.999			19.701

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:	3700 - 3700 (units: sqm)
Survey date date range:	01/01/07 - 04/10/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 01 - RETAIL/H - GARDEN CENTRE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
09:00 - 10:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
10:00 - 11:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
11:00 - 12:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
12:00 - 13:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
13:00 - 14:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
14:00 - 15:00	**1**	**3700**	**0.027**	**1**	**3700**	**0.027**	**1**	**3700**	**0.054**
15:00 - 16:00	1	3700	0.027	1	3700	0.027	1	3700	0.054
16:00 - 17:00	1	3700	0.027	1	3700	0.027	1	3700	0.054
17:00 - 18:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.081			0.162

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:	3700 - 3700 (units: sqm)
Survey date date range:	01/01/07 - 04/10/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 01 - RETAIL/H - GARDEN CENTRE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.027	1	3700	0.000	1	3700	0.027
09:00 - 10:00	1	3700	0.081	1	3700	0.027	1	3700	0.108
10:00 - 11:00	**1**	**3700**	**0.595**	1	3700	0.243	1	3700	0.838
11:00 - 12:00	1	3700	0.595	1	3700	0.324	**1**	**3700**	**0.919**
12:00 - 13:00	1	3700	0.486	1	3700	0.216	1	3700	0.702
13:00 - 14:00	1	3700	0.324	**1**	**3700**	**0.486**	1	3700	0.810
14:00 - 15:00	1	3700	0.378	1	3700	0.486	1	3700	0.864
15:00 - 16:00	1	3700	0.243	1	3700	0.405	1	3700	0.648
16:00 - 17:00	1	3700	0.324	1	3700	0.135	1	3700	0.459
17:00 - 18:00	1	3700	0.000	1	3700	0.432	1	3700	0.432
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.053			2.754			5.807

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:	3700 - 3700 (units: sqm)
Survey date date range:	01/01/07 - 04/10/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 01 - RETAIL/H - GARDEN CENTRE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
09:00 - 10:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
10:00 - 11:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
11:00 - 12:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
12:00 - 13:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
13:00 - 14:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
14:00 - 15:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
15:00 - 16:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
16:00 - 17:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
17:00 - 18:00	1	3700	0.000	1	3700	0.000	1	3700	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	3700 - 3700 (units: sqm)
Survey date date range:	01/01/07 - 04/10/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 01 - RETAIL/H - GARDEN CENTRE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	3700	0.378	1	3700	0.054	1	3700	0.432
09:00 - 10:00	1	3700	0.432	1	3700	0.297	1	3700	0.729
10:00 - 11:00	1	3700	1.649	1	3700	1.270	1	3700	2.919
11:00 - 12:00	**1**	**3700**	**2.568**	**1**	**3700**	**2.351**	**1**	**3700**	**4.919**
12:00 - 13:00	1	3700	1.622	1	3700	1.378	1	3700	3.000
13:00 - 14:00	1	3700	1.622	1	3700	1.649	1	3700	3.271
14:00 - 15:00	1	3700	2.108	1	3700	1.811	1	3700	3.919
15:00 - 16:00	1	3700	1.459	1	3700	2.135	1	3700	3.594
16:00 - 17:00	1	3700	0.892	1	3700	1.162	1	3700	2.054
17:00 - 18:00	1	3700	0.108	1	3700	0.730	1	3700	0.838
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.838			12.837			25.675

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:	3700 - 3700 (units: sqm)
Survey date date range:	01/01/07 - 04/10/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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-109305-151119-1145

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

10 WALES
CF CARDIFF 1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	400 to 400 (units: sqm)
Range Selected by User:	130 to 2400 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 19/06/15

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

Selected survey days:
Sunday 1 days

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

Selected survey types:

Manual count	1 days
Directional ATC Count	0 days

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

Selected Locations:
Edge 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 1

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

Filtering Stage 3 selection:

Use Class:
A3 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:
25,001 to 50,000 1 days

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

Population within 5 miles:
250,001 to 500,000 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 1 days

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

Travel Plan:
No 1 days

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

LIST OF SITES relevant to selection parameters

1 CF-06-B-02 FRANKIE & BENNY'S CARDIFF
NEWPORT ROAD

CARDIFF
Edge of Town
Development Zone
Total Gross floor area: 400 sqm
Survey date: SUNDAY *19/10/14* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	400	1.000	1	400	0.750	1	400	1.750
09:00 - 10:00	1	400	2.750	1	400	0.750	1	400	3.500
10:00 - 11:00	1	400	3.500	1	400	2.000	1	400	5.500
11:00 - 12:00	**1**	**400**	**4.750**	1	400	3.250	**1**	**400**	**8.000**
12:00 - 13:00	1	400	2.250	1	400	2.750	1	400	5.000
13:00 - 14:00	1	400	3.500	1	400	3.500	1	400	7.000
14:00 - 15:00	1	400	3.000	1	400	2.250	1	400	5.250
15:00 - 16:00	1	400	2.250	1	400	2.500	1	400	4.750
16:00 - 17:00	1	400	1.500	**1**	**400**	**3.750**	1	400	5.250
17:00 - 18:00	1	400	1.750	1	400	2.250	1	400	4.000
18:00 - 19:00	1	400	1.000	1	400	1.750	1	400	2.750
19:00 - 20:00	1	400	0.500	1	400	0.500	1	400	1.000
20:00 - 21:00	1	400	0.500	1	400	0.750	1	400	1.250
21:00 - 22:00	1	400	0.500	1	400	1.500	1	400	2.000
22:00 - 23:00	1	400	0.000	1	400	0.250	1	400	0.250
23:00 - 24:00									
Total Rates:			28.750			28.500			57.250

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:	400 - 400 (units: sqm)
Survey date date range:	01/01/02 - 19/06/15
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	1
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-109305-151119-1101

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL VEHICLES

Selected regions and areas:

11 SCOTLAND
EA EAST AYRSHIRE 1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	350 to 350 (units: sqm)
Range Selected by User:	178 to 2400 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 09/12/09

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:
Friday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:
Retail Zone 1

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

Filtering Stage 3 selection:

Use Class:
A3 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:
20,001 to 25,000 1 days

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

Population within 5 miles:
50,001 to 75,000 1 days

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

Car ownership within 5 miles:
1.1 to 1.5 1 days

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

Travel Plan:
No 1 days

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

LIST OF SITES relevant to selection parameters

1 EA-06-B-01 PIZZA HUT EAST AYRSHIRE
LOW GLENCAIRN STREET

KILMARNOCK
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 350 sqm
Survey date: FRIDAY *20/06/08* *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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	350	0.286	1	350	0.000	1	350	0.286
11:00 - 12:00	1	350	0.286	1	350	0.286	1	350	0.572
12:00 - 13:00	1	350	2.571	1	350	1.429	1	350	4.000
13:00 - 14:00	1	350	2.286	1	350	1.714	1	350	4.000
14:00 - 15:00	1	350	0.857	1	350	1.429	1	350	2.286
15:00 - 16:00	1	350	2.286	1	350	1.714	1	350	4.000
16:00 - 17:00	1	350	1.143	1	350	1.714	1	350	2.857
17:00 - 18:00	1	350	5.143	1	350	3.143	1	350	8.286
18:00 - 19:00	**1**	**350**	**6.000**	1	350	5.143	1	350	11.143
19:00 - 20:00	1	350	6.000	**1**	**350**	**7.429**	**1**	**350**	**13.429**
20:00 - 21:00	1	350	3.143	1	350	4.286	1	350	7.429
21:00 - 22:00	1	350	0.857	1	350	2.857	1	350	3.714
22:00 - 23:00	1	350	0.000	1	350	0.571	1	350	0.571
23:00 - 24:00	1	350	0.000	1	350	0.000	1	350	0.000
Total Rates:			30.858			31.715			62.573

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:	350 - 350 (units: sqm)
Survey date date range:	01/01/07 - 09/12/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	350	0.000	1	350	0.000	1	350	0.000
11:00 - 12:00	1	350	0.000	1	350	0.000	1	350	0.000
12:00 - 13:00	1	350	0.000	1	350	0.000	1	350	0.000
13:00 - 14:00	1	350	0.000	1	350	0.000	1	350	0.000
14:00 - 15:00	1	350	0.000	1	350	0.000	1	350	0.000
15:00 - 16:00	1	350	0.000	1	350	0.000	1	350	0.000
16:00 - 17:00	1	350	0.000	1	350	0.000	1	350	0.000
17:00 - 18:00	1	350	0.000	1	350	0.000	1	350	0.000
18:00 - 19:00	1	350	0.000	1	350	0.000	1	350	0.000
19:00 - 20:00	1	350	0.000	1	350	0.000	1	350	0.000
20:00 - 21:00	1	350	0.000	1	350	0.000	1	350	0.000
21:00 - 22:00	1	350	0.000	1	350	0.000	1	350	0.000
22:00 - 23:00	1	350	0.000	1	350	0.000	1	350	0.000
23:00 - 24:00	1	350	0.000	1	350	0.000	1	350	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	350 - 350 (units: sqm)
Survey date date range:	01/01/07 - 09/12/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	350	0.286	1	350	0.000	1	350	0.286
11:00 - 12:00	1	350	0.571	1	350	0.286	1	350	0.857
12:00 - 13:00	1	350	4.857	1	350	3.143	1	350	8.000
13:00 - 14:00	1	350	6.286	1	350	3.714	1	350	10.000
14:00 - 15:00	1	350	1.714	1	350	3.143	1	350	4.857
15:00 - 16:00	1	350	6.000	1	350	3.143	1	350	9.143
16:00 - 17:00	1	350	3.714	1	350	5.429	1	350	9.143
17:00 - 18:00	1	350	10.286	1	350	7.143	1	350	17.429
18:00 - 19:00	**1**	**350**	**11.714**	1	350	10.286	1	350	22.000
19:00 - 20:00	1	350	11.429	**1**	**350**	**12.857**	**1**	**350**	**24.286**
20:00 - 21:00	1	350	5.143	1	350	10.000	1	350	15.143
21:00 - 22:00	1	350	0.857	1	350	4.000	1	350	4.857
22:00 - 23:00	1	350	0.000	1	350	0.571	1	350	0.571
23:00 - 24:00	1	350	0.000	1	350	0.000	1	350	0.000
Total Rates:			62.857			63.715			126.572

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:	350 - 350 (units: sqm)
Survey date date range:	01/01/07 - 09/12/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	350	0.000	1	350	0.000	1	350	0.000
11:00 - 12:00	1	350	0.000	1	350	0.000	1	350	0.000
12:00 - 13:00	1	350	0.857	1	350	0.000	1	350	0.857
13:00 - 14:00	**1**	**350**	**2.000**	1	350	0.000	1	350	2.000
14:00 - 15:00	1	350	0.000	**1**	**350**	**2.286**	**1**	**350**	**2.286**
15:00 - 16:00	1	350	0.000	1	350	0.571	1	350	0.571
16:00 - 17:00	1	350	0.286	1	350	0.000	1	350	0.286
17:00 - 18:00	1	350	0.571	1	350	0.000	1	350	0.571
18:00 - 19:00	1	350	1.143	1	350	0.857	1	350	2.000
19:00 - 20:00	1	350	0.000	1	350	1.143	1	350	1.143
20:00 - 21:00	1	350	1.143	1	350	0.857	1	350	2.000
21:00 - 22:00	1	350	0.000	1	350	0.286	1	350	0.286
22:00 - 23:00	1	350	0.000	1	350	0.000	1	350	0.000
23:00 - 24:00	1	350	0.000	1	350	0.000	1	350	0.000
Total Rates:			6.000			6.000			12.000

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

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

Parameter summary

Trip rate parameter range selected:	350 - 350 (units: sqm)
Survey date date range:	01/01/07 - 09/12/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	350	0.000	1	350	0.000	1	350	0.000
11:00 - 12:00	1	350	0.000	1	350	0.000	1	350	0.000
12:00 - 13:00	1	350	0.000	1	350	0.000	1	350	0.000
13:00 - 14:00	1	350	0.000	1	350	0.000	1	350	0.000
14:00 - 15:00	1	350	0.000	1	350	0.000	1	350	0.000
15:00 - 16:00	1	350	0.000	1	350	0.000	1	350	0.000
16:00 - 17:00	1	350	0.000	1	350	0.000	1	350	0.000
17:00 - 18:00	1	350	0.000	1	350	0.000	1	350	0.000
18:00 - 19:00	1	350	0.000	1	350	0.000	1	350	0.000
19:00 - 20:00	1	350	0.000	1	350	0.000	1	350	0.000
20:00 - 21:00	1	350	0.000	1	350	0.000	1	350	0.000
21:00 - 22:00	1	350	0.000	1	350	0.000	1	350	0.000
22:00 - 23:00	1	350	0.000	1	350	0.000	1	350	0.000
23:00 - 24:00	1	350	0.000	1	350	0.000	1	350	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	350 - 350 (units: sqm)
Survey date date range:	01/01/07 - 09/12/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	350	0.286	1	350	0.000	1	350	0.286
11:00 - 12:00	1	350	0.571	1	350	0.286	1	350	0.857
12:00 - 13:00	1	350	5.714	1	350	3.143	1	350	8.857
13:00 - 14:00	1	350	8.286	1	350	3.714	1	350	12.000
14:00 - 15:00	1	350	1.714	1	350	5.429	1	350	7.143
15:00 - 16:00	1	350	6.000	1	350	3.714	1	350	9.714
16:00 - 17:00	1	350	4.000	1	350	5.429	1	350	9.429
17:00 - 18:00	1	350	10.857	1	350	7.143	1	350	18.000
18:00 - 19:00	**1**	**350**	**12.857**	1	350	11.143	1	350	24.000
19:00 - 20:00	1	350	11.429	**1**	**350**	**14.000**	**1**	**350**	**25.429**
20:00 - 21:00	1	350	6.286	1	350	10.857	1	350	17.143
21:00 - 22:00	1	350	0.857	1	350	4.286	1	350	5.143
22:00 - 23:00	1	350	0.000	1	350	0.571	1	350	0.571
23:00 - 24:00	1	350	0.000	1	350	0.000	1	350	0.000
Total Rates:			68.857			69.715			138.572

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:	350 - 350 (units: sqm)
Survey date date range:	01/01/07 - 09/12/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH

VEHICLES

Selected regions and areas:

10 WALES
NW NEWPORT 1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	341 to 341 (units: sqm)
Range Selected by User:	182 to 800 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 15/12/12

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

Selected survey days:
Saturday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Edge 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:
Retail Zone 1

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

Filtering Stage 3 selection:

Use Class:
A5 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:
10,001 to 15,000 1 days

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

Population within 5 miles:
125,001 to 250,000 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 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 1 days

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

LIST OF SITES relevant to selection parameters

1 NW-06-D-01 KFC NEWPORT
SPYTTY ROAD

NEWPORT
Edge of Town
Retail Zone
Total Gross floor area: 341 sqm
Survey date: SATURDAY *16/10/10* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.293	1	341	0.293	1	341	0.586
09:00 - 10:00	1	341	0.587	1	341	0.587	1	341	1.174
10:00 - 11:00	1	341	2.346	1	341	2.053	1	341	4.399
11:00 - 12:00	1	341	6.745	1	341	4.399	1	341	11.144
12:00 - 13:00	1	341	12.903	1	341	10.557	1	341	23.460
13:00 - 14:00	1	341	17.009	1	341	16.422	1	341	33.431
14:00 - 15:00	**1**	**341**	**17.302**	1	341	17.595	**1**	**341**	**34.897**
15:00 - 16:00	1	341	15.836	**1**	**341**	**17.889**	1	341	33.725
16:00 - 17:00	1	341	13.490	1	341	12.610	1	341	26.100
17:00 - 18:00	1	341	10.557	1	341	11.437	1	341	21.994
18:00 - 19:00	1	341	12.903	1	341	13.490	1	341	26.393
19:00 - 20:00	1	341	12.317	1	341	12.903	1	341	25.220
20:00 - 21:00	1	341	5.572	1	341	6.745	1	341	12.317
21:00 - 22:00	1	341	6.158	1	341	4.985	1	341	11.143
22:00 - 23:00	1	341	2.639	1	341	4.399	1	341	7.038
23:00 - 24:00									
Total Rates:			136.657			136.364			273.021

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:	341 - 341 (units: sqm)
Survey date date range:	01/01/07 - 15/12/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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-109305-151119-1153

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	SO	SLOUGH	1 days
05	**EAST MIDLANDS**		
	NR	NORTHAMPTONSHIRE	1 days
12	**CONNAUGHT**		
	CS	SLIGO	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	220 to 480 (units: sqm)
Range Selected by User:	182 to 800 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 15/12/12

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

Selected survey days:

Tuesday	2 days
Wednesday	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 undertaking using machines.

Selected Locations:

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:

Commercial Zone	1
Residential Zone	1
Retail Zone	1

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

Filtering Stage 3 selection:

Use Class:

A3	1 days
A5	2 days

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

Population within 1 mile:

5,001 to 10,000	2 days
20,001 to 25,000	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
100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days

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

Travel Plan:

No	3 days

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

LIST OF SITES relevant to selection parameters

1 **CS-06-D-01** **MCDONALDS** **SLIGO**
PEARSE ROAD
SLIGO RETAIL PARK
SLIGO
Edge of Town
Retail Zone
Total Gross floor area: 450 sqm
Survey date: TUESDAY *21/09/10* *Survey Type: MANUAL*

2 **NR-06-D-01** **MCDONALDS** **NORTHAMPTONSHIRE**
MARQUEE DRIVE

NORTHAMPTON
Edge of Town
Commercial Zone
Total Gross floor area: 220 sqm
Survey date: TUESDAY *22/05/07* *Survey Type: MANUAL*

3 **SO-06-D-01** **MCDONALD'S** **SLOUGH**
WINDSOR ROAD

SLOUGH
Edge of Town
Residential Zone
Total Gross floor area: 480 sqm
Survey date: WEDNESDAY *21/11/12* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	480	0.417	1	480	0.000	1	480	0.417
06:00 - 07:00	1	480	1.042	1	480	0.833	1	480	1.875
07:00 - 08:00	2	350	5.714	2	350	5.286	2	350	11.000
08:00 - 09:00	3	383	6.348	3	383	5.565	3	383	11.913
09:00 - 10:00	3	383	6.696	3	383	6.174	3	383	12.870
10:00 - 11:00	3	383	7.304	3	383	6.957	3	383	14.261
11:00 - 12:00	3	383	7.739	3	383	7.478	3	383	15.217
12:00 - 13:00	**3**	**383**	**14.000**	3	383	13.130	3	383	27.130
13:00 - 14:00	3	383	13.565	**3**	**383**	**14.261**	**3**	**383**	**27.826**
14:00 - 15:00	3	383	11.565	3	383	12.000	3	383	23.565
15:00 - 16:00	3	383	10.174	3	383	9.913	3	383	20.087
16:00 - 17:00	3	383	10.609	3	383	11.739	3	383	22.348
17:00 - 18:00	3	383	11.391	3	383	10.348	3	383	21.739
18:00 - 19:00	3	383	12.870	3	383	13.652	3	383	26.522
19:00 - 20:00	3	383	8.957	3	383	9.739	3	383	18.696
20:00 - 21:00	3	383	6.435	3	383	6.870	3	383	13.305
21:00 - 22:00	3	383	4.174	3	383	4.174	3	383	8.348
22:00 - 23:00	3	383	1.913	3	383	2.261	3	383	4.174
23:00 - 24:00	2	465	0.000	2	465	0.538	2	465	0.538
Total Rates:			140.913			140.918			281.831

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:	220 - 480 (units: sqm)
Survey date date range:	01/01/07 - 15/12/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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-109305-151119-1134

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLES

Selected regions and areas:

09 NORTH
CB CUMBRIA 1 days

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

Filtering Stage 2 selection:

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

Parameter: Filling bays
Actual Range: 12 to 12 (units:)
Range Selected by User: 4 to 16 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 17/10/14

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

Selected survey days:
Saturday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Edge 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:
Residential Zone 1

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

Filtering Stage 3 selection:

Use Class:
Sui Generis 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:
10,001 to 15,000 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

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

Car ownership within 5 miles:
1.1 to 1.5 1 days

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

Travel Plan:
No 1 days

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

LIST OF SITES relevant to selection parameters

1 CB-13-A-03 ESSO CUMBRIA
SCOTLAND ROAD

PENRITH
Edge of Town
Residential Zone
Total Filling bays: 12
Survey date: SATURDAY 07/06/14 Survey Type: MANUAL

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

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS

VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	12	0.833	1	12	0.833	1	12	1.666
07:00 - 08:00	1	12	2.750	1	12	2.750	1	12	5.500
08:00 - 09:00	1	12	3.750	1	12	3.667	1	12	7.417
09:00 - 10:00	1	12	4.000	1	12	3.833	1	12	7.833
10:00 - 11:00	**1**	**12**	**4.250**	**1**	**12**	**4.000**	**1**	**12**	**8.250**
11:00 - 12:00	1	12	3.667	1	12	3.917	1	12	7.584
12:00 - 13:00	1	12	3.500	1	12	3.000	1	12	6.500
13:00 - 14:00	1	12	3.167	1	12	3.750	1	12	6.917
14:00 - 15:00	1	12	2.167	1	12	2.167	1	12	4.334
15:00 - 16:00	1	12	3.500	1	12	3.667	1	12	7.167
16:00 - 17:00	1	12	3.917	1	12	3.917	1	12	7.834
17:00 - 18:00	1	12	2.500	1	12	2.500	1	12	5.000
18:00 - 19:00	1	12	2.667	1	12	2.583	1	12	5.250
19:00 - 20:00	1	12	1.667	1	12	1.667	1	12	3.334
20:00 - 21:00	1	12	1.333	1	12	1.250	1	12	2.583
21:00 - 22:00	1	12	0.667	1	12	0.833	1	12	1.500
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			44.335			44.334			88.669

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:	12 - 12 (units:)
Survey date date range:	01/01/07 - 17/10/14
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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-109305-151119-1125

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
Category : A - PETROL FILLING STATIONS
MULTI-MODAL VEHICLES

Selected regions and areas:

06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days
14	**LEINSTER**		
	LU	LOUTH	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

Filtering Stage 2 selection:

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

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

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 12/09/13

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	2 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	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.

Filtering Stage 3 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 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days

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

LIST OF SITES relevant to selection parameters

1 **DL-13-A-03** **APPLEGREEN** **DUBLIN**
CLONSKEAGH ROAD
CLONSKEAGH
DUBLIN
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Filling bays: 8
Survey date: THURSDAY *12/09/13* *Survey Type: MANUAL*

2 **LU-13-A-01** **BURMAH** **LOUTH**
DUBLIN ROAD

DUNDALK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Filling bays: 6
Survey date: THURSDAY *29/11/12* *Survey Type: MANUAL*

3 **WM-13-A-04** **SHELL** **WEST MIDLANDS**
STATION ROAD
STECHFORD
BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Filling bays: 8
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS

MULTI-MODAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	8	4.438	2	8	4.063	2	8	8.500
07:00 - 08:00	3	7	6.455	3	7	6.227	3	7	12.682
08:00 - 09:00	3	7	7.000	3	7	7.182	3	7	14.182
09:00 - 10:00	**3**	**7**	**8.227**	**3**	**7**	**8.455**	**3**	**7**	**16.682**
10:00 - 11:00	3	7	6.955	3	7	6.364	3	7	13.319
11:00 - 12:00	3	7	6.227	3	7	5.909	3	7	12.136
12:00 - 13:00	3	7	7.364	3	7	6.727	3	7	14.091
13:00 - 14:00	3	7	7.182	3	7	7.364	3	7	14.546
14:00 - 15:00	3	7	7.682	3	7	7.455	3	7	15.137
15:00 - 16:00	3	7	7.727	3	7	7.273	3	7	15.000
16:00 - 17:00	3	7	7.227	3	7	7.682	3	7	14.909
17:00 - 18:00	3	7	5.455	3	7	6.045	3	7	11.500
18:00 - 19:00	3	7	6.591	3	7	6.864	3	7	13.455
19:00 - 20:00	2	8	7.313	2	8	7.813	2	8	15.124
20:00 - 21:00	2	8	6.938	2	8	6.750	2	8	13.688
21:00 - 22:00	2	8	5.438	2	8	6.063	2	8	11.500
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			108.218			108.233			216.451

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

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

Parameter summary

Trip rate parameter range selected:	6 - 8 (units:)
Survey date date range:	01/01/07 - 12/09/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS

MULTI-MODAL CYCLISTS

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	8	0.125	2	8	0.188	2	8	0.313
07:00 - 08:00	3	7	0.091	3	7	0.182	3	7	0.273
08:00 - 09:00	3	7	0.227	**3**	**7**	**0.455**	3	7	0.682
09:00 - 10:00	3	7	0.136	3	7	0.136	3	7	0.272
10:00 - 11:00	3	7	0.045	3	7	0.045	3	7	0.090
11:00 - 12:00	3	7	0.091	3	7	0.136	3	7	0.227
12:00 - 13:00	3	7	0.000	3	7	0.000	3	7	0.000
13:00 - 14:00	3	7	0.045	3	7	0.136	3	7	0.181
14:00 - 15:00	3	7	0.045	3	7	0.091	3	7	0.136
15:00 - 16:00	3	7	0.000	3	7	0.000	3	7	0.000
16:00 - 17:00	3	7	0.136	3	7	0.136	3	7	0.272
17:00 - 18:00	3	7	0.136	3	7	0.136	3	7	0.272
18:00 - 19:00	3	7	0.091	3	7	0.091	3	7	0.182
19:00 - 20:00	**2**	**8**	**0.375**	2	8	0.313	**2**	**8**	**0.687**
20:00 - 21:00	2	8	0.063	2	8	0.063	2	8	0.124
21:00 - 22:00	2	8	0.000	2	8	0.000	2	8	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.605			2.106			3.711

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

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

Parameter summary

Trip rate parameter range selected:	6 - 8 (units:)
Survey date date range:	01/01/07 - 12/09/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	8	4.563	2	8	4.188	2	8	8.750
07:00 - 08:00	3	7	7.364	3	7	7.091	3	7	14.455
08:00 - 09:00	3	7	8.091	3	7	8.091	3	7	16.182
09:00 - 10:00	3	7	9.000	3	7	9.182	3	7	18.182
10:00 - 11:00	3	7	7.773	3	7	7.136	3	7	14.909
11:00 - 12:00	3	7	7.182	3	7	6.773	3	7	13.955
12:00 - 13:00	**3**	**7**	**9.955**	3	7	9.000	3	7	18.955
13:00 - 14:00	3	7	8.864	3	7	9.182	3	7	18.046
14:00 - 15:00	3	7	9.727	3	7	9.409	3	7	19.136
15:00 - 16:00	3	7	9.773	3	7	9.273	3	7	19.046
16:00 - 17:00	3	7	9.455	**3**	**7**	**10.136**	**3**	**7**	**19.591**
17:00 - 18:00	3	7	6.682	3	7	7.591	3	7	14.273
18:00 - 19:00	3	7	7.773	3	7	8.182	3	7	15.955
19:00 - 20:00	2	8	8.063	2	8	8.500	2	8	16.562
20:00 - 21:00	2	8	7.750	2	8	7.625	2	8	15.375
21:00 - 22:00	2	8	6.000	2	8	6.125	2	8	12.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			128.013			127.484			255.497

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

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

Parameter summary

Trip rate parameter range selected:	6 - 8 (units:)
Survey date date range:	01/01/07 - 12/09/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	8	0.250	2	8	0.063	2	8	0.312
07:00 - 08:00	3	7	0.500	3	7	0.455	3	7	0.955
08:00 - 09:00	3	7	1.045	3	7	0.773	3	7	1.818
09:00 - 10:00	3	7	0.318	3	7	0.318	3	7	0.636
10:00 - 11:00	3	7	0.636	3	7	0.591	3	7	1.227
11:00 - 12:00	3	7	1.636	3	7	1.636	3	7	3.272
12:00 - 13:00	3	7	1.409	3	7	1.318	3	7	2.727
13:00 - 14:00	**3**	**7**	**3.455**	**3**	**7**	**3.409**	**3**	**7**	**6.864**
14:00 - 15:00	3	7	1.682	3	7	1.727	3	7	3.409
15:00 - 16:00	3	7	0.773	3	7	0.773	3	7	1.546
16:00 - 17:00	3	7	0.955	3	7	0.955	3	7	1.910
17:00 - 18:00	3	7	0.364	3	7	0.318	3	7	0.682
18:00 - 19:00	3	7	0.818	3	7	0.773	3	7	1.591
19:00 - 20:00	2	8	0.813	2	8	0.688	2	8	1.500
20:00 - 21:00	2	8	0.813	2	8	0.813	2	8	1.624
21:00 - 22:00	2	8	0.000	2	8	0.000	2	8	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.465			14.608			30.073

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

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

Parameter summary

Trip rate parameter range selected:	6 - 8 (units:)
Survey date date range:	01/01/07 - 12/09/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	8	0.125	2	8	0.125	2	8	0.250
07:00 - 08:00	3	7	0.045	3	7	0.045	3	7	0.090
08:00 - 09:00	**3**	**7**	**0.727**	**3**	**7**	**0.727**	**3**	**7**	**1.454**
09:00 - 10:00	3	7	0.091	3	7	0.091	3	7	0.182
10:00 - 11:00	3	7	0.000	3	7	0.000	3	7	0.000
11:00 - 12:00	3	7	0.136	3	7	0.136	3	7	0.272
12:00 - 13:00	3	7	0.227	3	7	0.182	3	7	0.409
13:00 - 14:00	3	7	0.091	3	7	0.091	3	7	0.182
14:00 - 15:00	3	7	0.091	3	7	0.091	3	7	0.182
15:00 - 16:00	3	7	0.227	3	7	0.227	3	7	0.454
16:00 - 17:00	3	7	0.000	3	7	0.000	3	7	0.000
17:00 - 18:00	3	7	0.000	3	7	0.045	3	7	0.045
18:00 - 19:00	3	7	0.045	3	7	0.000	3	7	0.045
19:00 - 20:00	2	8	0.125	2	8	0.125	2	8	0.250
20:00 - 21:00	2	8	0.000	2	8	0.000	2	8	0.000
21:00 - 22:00	2	8	0.000	2	8	0.000	2	8	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.930			1.885			3.815

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

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

Parameter summary

Trip rate parameter range selected:	6 - 8 (units:)
Survey date date range:	01/01/07 - 12/09/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	8	5.063	2	8	4.563	2	8	9.624
07:00 - 08:00	3	7	8.000	3	7	7.773	3	7	15.773
08:00 - 09:00	3	7	10.091	3	7	10.045	3	7	20.136
09:00 - 10:00	3	7	9.545	3	7	9.727	3	7	19.272
10:00 - 11:00	3	7	8.455	3	7	7.773	3	7	16.228
11:00 - 12:00	3	7	9.045	3	7	8.682	3	7	17.727
12:00 - 13:00	3	7	11.591	3	7	10.500	3	7	22.091
13:00 - 14:00	**3**	**7**	**12.455**	**3**	**7**	**12.818**	**3**	**7**	**25.273**
14:00 - 15:00	3	7	11.545	3	7	11.318	3	7	22.863
15:00 - 16:00	3	7	10.773	3	7	10.273	3	7	21.046
16:00 - 17:00	3	7	10.545	3	7	11.227	3	7	21.772
17:00 - 18:00	3	7	7.182	3	7	8.091	3	7	15.273
18:00 - 19:00	3	7	8.727	3	7	9.045	3	7	17.772
19:00 - 20:00	2	8	9.375	2	8	9.625	2	8	19.000
20:00 - 21:00	2	8	8.625	2	8	8.500	2	8	17.125
21:00 - 22:00	2	8	6.000	2	8	6.125	2	8	12.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			147.016			146.084			293.100

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

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

Parameter summary

Trip rate parameter range selected:	6 - 8 (units:)
Survey date date range:	01/01/07 - 12/09/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

Site Reference:	CF-16-A-01
Created:	Version: 2013(a)v6.11.1 21/11/12
Latitude/Longitude:	51.5462, -3.2036
Land Use Type:	16 - MIXED/A - MISCELLANEOUS
Region/Area	WALESCARDIFF
Version/Creation Date:	2013(a)v6.11.1 21/11/12
Description:	FARM SHOP
Street:	CAPEL GWILYM ROAD
District:	THORNHILL
Town:	CARDIFF
Post Code:	CF14 9UB
Location:	Edge of Town
Location Sub Category:	Out of Town
Use Class:	A1
Population within 500m:	400
Population within 1 Mile:	10,001 to 15,000
Population within 5 Miles:	250,001 to 500,000
Car ownership within 5 Miles:	1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	44		44
Monday-Friday	0700-1000	8		8
Monday-Friday	1600-1900	12		12
Saturday	0700-1900	42		42
Sunday	0700-1900	8		8

Is site associated with a travel plan:	No
If not, are there any plans to implement a Travel Plan in the future?	No
Is survey data available before the implementation of the Travel Plan?	
Is the location of the site hilly or flat:	
Urban Regeneration:	No

No. of developments for this Site:	1
No. of survey Days for this Site:	1

Comments

The site is near the M4 which runs east heading into Newport and further east across the Second Severn Crossing into Bristol. The M4 also runs west into Swansea.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

There are 2 bus services which both come once an hour, the first is to Singhenydd which has a journey time of 40 minutes and the second is to Graig-y-Rhacca which has a journey time of 45 minutes.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

The site is within close proximity to local bus routes.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2012
Nearest Primary School	1.0 kilometres
Nearest Secondary School	1.9 kilometres
Nearest Local Shop/Corner Shop	2.2 kilometres
Nearest Main Supermarket	1.1 kilometres
Nearest Doctors Surgery	1.8 kilometres
Nearest Hospital with Minor Injuries/A & E	4.5 kilometres
Nearest Sports/Leisure Centre	2.2 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	W00009175
Number of people employed within Census Output Area	201
Number of households within Census Output Area	133
Number of people living within Census Output Area	384
Area of Census Output Area (hectares)	374.00
Population density within Census Output Area (per hectare)	1.03

SITE PHOTO

Site reference:	CF-16-A-01
Trade name:	THORNHILL FARM SHOP
Site area (h/a):	0.50
Open since	2006
Total Employees	11
Full Time Employees	8 72%
Part Time Employees	3 28%
Approximate % of total employees working standard 9-5 hours or similar	100%
Percentage Split of Employee Gender	
Male	0%
Female	100%
Name of nearest site	BERRY HILL FRUIT FARM
Distance to nearest similar site	13 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	10:00	to	17:00
Friday	10:00	to	17:00
Saturday	09:00	to	17:00
Sunday	00:00	to	00:00

Comments

The sites GFA is 175 m2. They are open Sundays in December - 11:00 - 16:00. The site includes a farm shop, coffee shop, pets paddock and caravan club approved site (5 pitches).

On-Site parking

Total no. of parking spaces	52

Number of spaces

Employee	0
Disabled	2
Visitor/Customer	50
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0

Parking charges	No

Site parking surface or non-surface (multi-storey/underground)
Surface

General Comments on Parking
The visitor spaces are unmarked.

Off-Site parking details
Is there off-site parking available
Yes
Off-Site parking included in the counts
No
Free On-Street parking available nearby
Yes
If yes, considered easy to find a space
No
If prepared to pay, easy to find somewhere to park off-site all day
No

Parking restrictions
Area subject to parking restrictions (controlled parking zone - CPZ)
No

Off-Street parking

Off-Street parking available	NO

Park & Ride
Park & Ride Type Facility providing relevant means of accessing the site
No

Site reference: CF-16-A-01 Survey date: 14/07/12 Day of week: Saturday

Survey type: Manual Count
AM weather: Mild and Cloudy
PM weather: Mild and Cloudy
Initial car park occupancy: 5 Final car park occupancy: 5
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity 56% (52 On-Site Spaces)

Data proportions in %

Motor cars	98	Motor cycles	0	Public service	0
Light goods	2	OGV (1)	0	OGV (2)	0
				Taxis	0

Time	Arr 191	Dep 191	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00				
08:00-09:00	2	2	4	5
09:00-10:00	23	8	31	20
10:00-11:00	30	21	51	29
11:00-12:00	29	30	59	28
12:00-13:00	22	31	53	19
13:00-14:00	30	29	59	20
14:00-15:00	31	29	60	22
15:00-16:00	15	22	37	15
16:00-17:00	9	17	26	7
17:00-18:00	0	2	2	5
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

The vehicles parked at the start and end of the survey were in the camping site area.

Site reference: CF-16-A-01 Survey date: 14/07/12 Day of week: Saturday

Vehicles surveyed: Cycles

Time	Arr 2	Dep 2	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00				
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	2	2	4	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site Reference:	WY-16-C-01
Created:	Version: 2010(b)v6.6.2 26/07/10
Latitude/Longitude:	53.8576, -1.6927
Land Use Type:	16 - MIXED/C - FARM DIVERSIFICATION
Region/Area	YORKSHIRE & NORTH LINCOLNSHIREWEST YORKSHIRE
Version/Creation Date:	2010(b)v6.6.2 26/07/10
Description:	FARM SHOP & VIS. C.
Street:	WARM LANE
District:	YEADON
Town:	NEAR LEEDS
Post Code:	LS19 7DW
Location:	Neighbourhood Centre (PPS6 Local Centre)
Location Sub Category:	Village
Use Class:	Not Known
Population within 500m:	417
Population within 1 Mile:	20,001 to 25,000
Population within 5 Miles:	75,001 to 100,000
Car ownership within 5 Miles:	1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	96		96
Monday-Friday	0700-1000	24		24
Monday-Friday	1600-1900	24		24
Saturday	0700-1900	79		79
Sunday	0700-1900	40		40

Is site associated with a travel plan:	No
If not, are there any plans to implement a Travel Plan in the future?	No
Is survey data available before the implementation of the Travel Plan?	
Is the location of the site hilly or flat:	Hilly
Urban Regeneration:	No
No. of developments for this Site:	0
No. of survey Days for this Site:	1

Comments

This site is located in Yeadon, which is just to the north-west of Leeds and north-east of Bradford, close to the junction of the A65 (heading north-west and south-east) and the A658 (north-east and south-west). Leeds Bradford International Airport is located a couple of kilometres to the east of the site.
There are fields and open land to the west and south of the site, with some local light residential development and light industry to the east.

Bus (or tram) site accessibility

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Leeds City Bus Station	2	32

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the bus service shown there are hourly services available to Bradford (30 minutes journey time) and Guiseley (25 minutes journey time).

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

There is reasonable local bus transport available.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2010
Nearest Primary School	1.0 kilometres
Nearest Secondary School	0.6 kilometres
Nearest Local Shop/Corner Shop	1.1 kilometres
Nearest Main Supermarket	1.9 kilometres
Nearest Doctors Surgery	0.3 kilometres
Nearest Hospital with Minor Injuries/A & E	6.4 kilometres
Nearest Sports/Leisure Centre	1.9 kilometres

Census Data	
Year of Census	2001
Census Output Area/Data Zone	00DAFA0083
Number of people employed within Census Output Area	137
Number of households within Census Output Area	103
Number of people living within Census Output Area	230
Area of Census Output Area (hectares)	16.00
Population density within Census Output Area (per hectare)	14.69

SITE PHOTO

On-Site parking

Total no. of parking spaces	55

Number of spaces

Employee	4
Disabled	0
Visitor/Customer	51
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Mother & Toddler	0
Motorcycle spaces	0

Parking charges No

Comments about the management of the site car park, along with enforcement measures

There is no parking enforcement at this site.

Site parking surface or non-surface (multi-storey/underground)

Surface

General Comments on Parking

Of the 51 visitor spaces, 10 are covered. Parking consists of mostly rough gravel with concrete edging to denote bays (outside), with the 10 covered spaces being painted bays. Although there technically is off-site parking available, none was observed during the survey.

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

Yes

If yes, considered easy to find a space

Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available NO

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Site reference: WY-16-C-01 Survey date: 10/06/10 Day of week: Thursday

Survey type: Manual Count
AM weather: Mild and Light Rain
PM weather: Mild and Cloudy
Initial car park occupancy: 4 Final car park occupancy: 6
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity 58% (55 On-Site Spaces)

Data proportions in %

Motor cars	86	Motor cycles	0	Public service	0
Light goods	11	OGV (1)	3	OGV (2)	0
				Taxis	0

Time	Arr 137	Dep 135	Totals	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	3	2	5	5
08:00-09:00	9	5	14	9
09:00-10:00	11	11	22	9
10:00-11:00	23	7	30	25
11:00-12:00	24	17	41	32
12:00-13:00	12	14	26	30
13:00-14:00	10	20	30	20
14:00-15:00	15	18	33	17
15:00-16:00	14	13	27	18
16:00-17:00	9	16	25	11
17:00-18:00	7	12	19	6
18:00-19:00	0	0	0	6
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

This survey commenced at 0730.
No PSV's, taxis or pedal cycles visited the site during this survey.
OGV's visiting this site park in the general parking area, as there are no specific OGV parking spaces/loading bays available.

Site reference: WY-16-C-01 Survey date: 10/06/10 Day of week: Thursday

Vehicles surveyed: OGV

Data proportions in % OGV (1) 100 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Arr 4	Dep 4	Totals	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	2	1	3	(1)
11:00-12:00	0	1	1	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	2	0	2	(2)
15:00-16:00	0	1	1	(1)
16:00-17:00	0	1	1	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Calculation Reference: AUDIT-109305-180328-0302

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	DC	DORSET	1 days
	SM	SOMERSET	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	2 days
	WK	WARWICKSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
10	**WALES**		
	VG	VALE OF GLAMORGAN	1 days
11	**SCOTLAND**		
	HI	HIGHLAND	1 days
12	**CONNAUGHT**		
	RO	ROSCOMMON	1 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	CV	CAVAN	1 days
	DN	DONEGAL	2 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 7 to 50 (units:)
Range Selected by User: 4 to 50 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 10/05/17

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

Selected survey days:

Monday	4 days
Tuesday	1 days
Wednesday	4 days
Thursday	6 days
Friday	1 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 undertaking using machines.

Selected Locations:

Edge of Town	16

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	13
No Sub Category	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,

Secondary Filtering selection:

Use Class:

C1	1 days
C3	15 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	4 days
5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	13 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

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

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

LIST OF SITES relevant to selection parameters

1 **CH-03-A-09** **TERRACED HOUSES** **CHESHIRE**
GREYSTOKE ROAD
HURDSFIELD
MACCLESFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 **CV-03-A-01** **DETACHED** **CAVAN**
DUBLIN ROAD

CAVAN
Edge of Town
No Sub Category
Total Number of dwellings: 37
Survey date: TUESDAY *18/12/12* *Survey Type: MANUAL*

3 **DC-03-A-08** **BUNGALOWS** **DORSET**
HURSTDENE ROAD
CASTLE LANE WEST
BOURNEMOUTH
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

4 **DN-03-A-02** **DETACHED** **DONEGAL**
GLENFIN ROAD

BALLYBOFEY
Edge of Town
Residential Zone
Total Number of dwellings: 7
Survey date: THURSDAY *05/09/13* *Survey Type: MANUAL*

5 **DN-03-A-03** **DETACHED/ SEMI-DETACHED** **DONEGAL**
THE GRANGE
GLENCAR IRISH
LETTERKENNY
Edge of Town
Residential Zone
Total Number of dwellings: 50
Survey date: MONDAY *01/09/14* *Survey Type: MANUAL*

6 **GM-03-A-10** **DETACHED/ SEMI** **GREATER MANCHESTER**
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

7 **HI-03-A-13** **HOUSING** **HIGHLAND**
KINGSMILLS ROAD

INVERNESS
Edge of Town
Residential Zone
Total Number of dwellings: 9
Survey date: THURSDAY *21/05/09* *Survey Type: MANUAL*

8 **NF-03-A-03** **DETACHED HOUSES** **NORFOLK**
HALING WAY

THETFORD
Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

9 **NY-03-A-11** **PRIVATE HOUSING** **NORTH YORKSHIRE**
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10 **RO-03-A-03** **DETACHED HOUSES** **ROSCOMMON**
N61
GREATMEADOW
BOYLE
Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: THURSDAY *25/09/14* *Survey Type: MANUAL*

11 **SF-03-A-05** **DETACHED HOUSES** **SUFFOLK**
VALE LANE

BURY ST EDMUNDS
Edge of Town
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

12 **SH-03-A-03** **DETATCHED** **SHROPSHIRE**
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
Survey date: FRIDAY *26/06/09* *Survey Type: MANUAL*

13 **SH-03-A-06** **BUNGALOWS** **SHROPSHIRE**
ELLESMERE ROAD

SHREWSBURY
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

14 **SM-03-A-01** **DETACHED & SEMI** **SOMERSET**
WEMBDON ROAD
NORTHFIELD
BRIDGWATER
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

15 **VG-03-A-01** **SEMI-DETACHED & TERRACED** **VALE OF GLAMORGAN**
ARTHUR STREET

BARRY
Edge of Town
Residential Zone
Total Number of dwellings: 12
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

16 **WK-03-A-02** **BUNGALOWS** **WARWICKSHIRE**
NARBERTH WAY
POTTERS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY *17/10/13* *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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	22	0.081	16	22	0.199	16	22	0.280
08:00 - 09:00	16	22	0.173	**16**	**22**	**0.460**	16	22	0.633
09:00 - 10:00	16	22	0.208	16	22	0.315	16	22	0.523
10:00 - 11:00	16	22	0.191	16	22	0.176	16	22	0.367
11:00 - 12:00	16	22	0.225	16	22	0.246	16	22	0.471
12:00 - 13:00	16	22	0.277	16	22	0.266	16	22	0.543
13:00 - 14:00	16	22	0.341	16	22	0.301	16	22	0.642
14:00 - 15:00	16	22	0.318	16	22	0.373	**16**	**22**	**0.691**
15:00 - 16:00	16	22	0.332	16	22	0.286	16	22	0.618
16:00 - 17:00	**16**	**22**	**0.410**	16	22	0.277	16	22	0.687
17:00 - 18:00	16	22	0.410	16	22	0.260	16	22	0.670
18:00 - 19:00	16	22	0.344	16	22	0.263	16	22	0.607
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.310			3.422			6.732

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:	7 - 50 (units:)
Survey date date range:	01/01/09 - 10/05/17
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 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 for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	22	0.095	16	22	0.306	16	22	0.401
08:00 - 09:00	16	22	0.321	**16**	**22**	**1.020**	**16**	**22**	**1.341**
09:00 - 10:00	16	22	0.260	16	22	0.491	16	22	0.751
10:00 - 11:00	16	22	0.280	16	22	0.309	16	22	0.589
11:00 - 12:00	16	22	0.353	16	22	0.370	16	22	0.723
12:00 - 13:00	16	22	0.434	16	22	0.402	16	22	0.836
13:00 - 14:00	16	22	0.520	16	22	0.460	16	22	0.980
14:00 - 15:00	16	22	0.529	16	22	0.535	16	22	1.064
15:00 - 16:00	**16**	**22**	**0.780**	16	22	0.549	16	22	1.329
16:00 - 17:00	16	22	0.746	16	22	0.454	16	22	1.200
17:00 - 18:00	16	22	0.691	16	22	0.428	16	22	1.119
18:00 - 19:00	16	22	0.566	16	22	0.379	16	22	0.945
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.575			5.703			11.278

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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Survey date date range:	01/01/09 - 10/05/17
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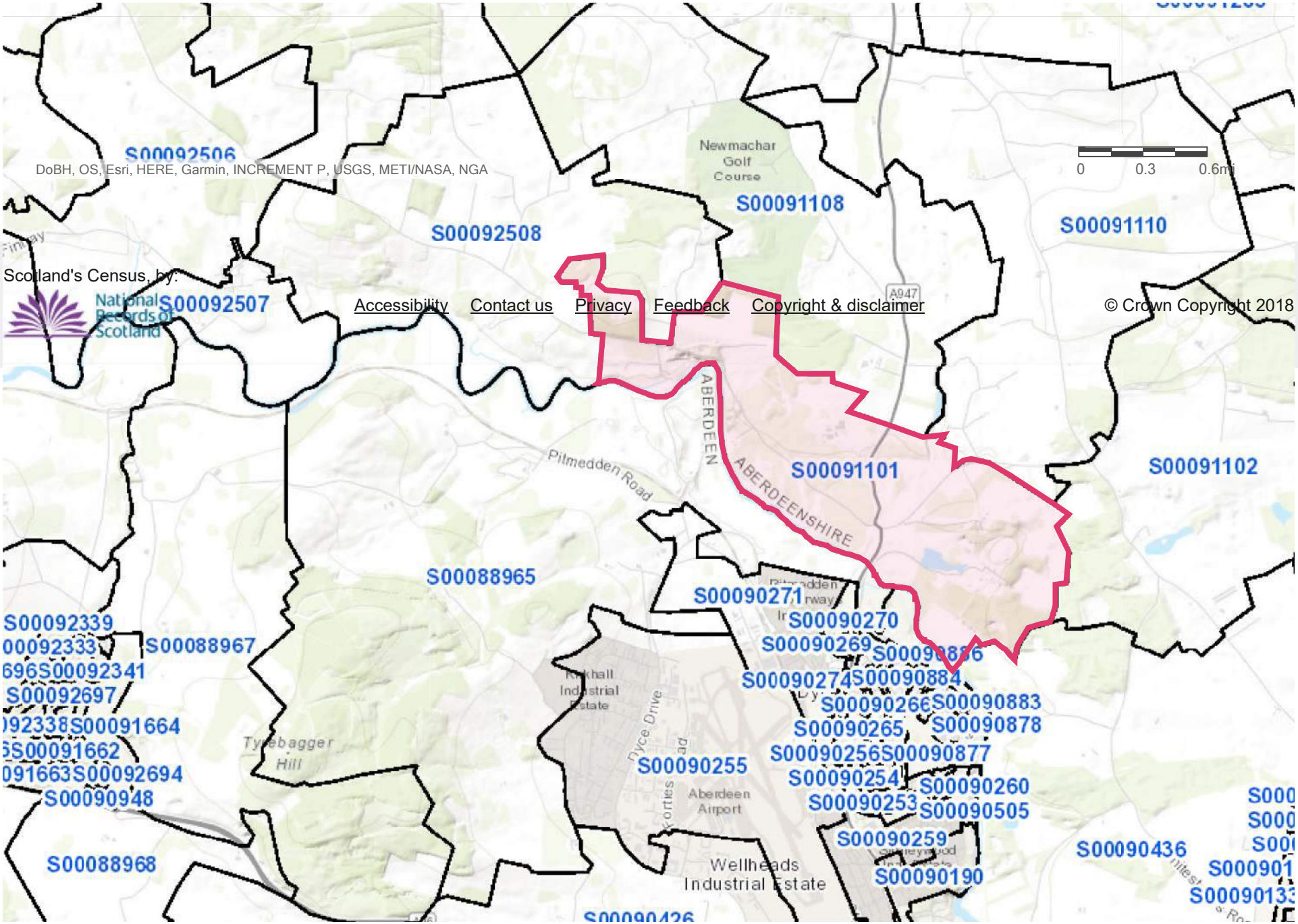
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

Appendix D

Scotland's 2011 Census Data



Scotland's Census, by:

National Records of Scotland

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Scotland's Census 2011 - National Records of Scotland
Table QS702SC - Method of travel to work or study (1)
All people aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census

Download Table: Excel 2003 (.xls)(max 255 columns x 65,000 rows) Go

Wafers:

Cell count: **12** (12 x 1 x 1) total.

Transport to place of work or study	All people	Work or study mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
2011OutputArea												
S00091101	64	5	0	1	5	0	45	6	0	0	1	1

(1) Excludes some 4 and 5 year olds (a total of 11,867 in Scotland) who were reported as being in full-time education but for whom no information on their place of study or method of travel to study was provided.

For further information on variables, see www.scotlandscensus.gov.uk/variables
In order to protect against disclosure of personal information, some records have been swapped between different geographic areas. Some cell values will be affected, particularly small values at the most detailed geographies.

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