www.coraiht.com

Moor Lane Garage
South Shields, NE34 6BZ

Transport Statement

Final Report for:

SRJ Energy

November 2023

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1.0 INTRODUCTION

1.1 Introduction

1.1.1 Cora IHT have been instructed by SRJ Energy to prepare a Transport Statement [TS] assessing the access and highway matters relating to the redevelopment of Moor Lane Garage in South Shields (NE34 6BZ). **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



1.1.2 This TS has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.2 Scope

1.2.1 Following this brief introduction:

- Section 2 describes the site location and provides a review of the existing highway network;
- Section 3 then describes the development proposals;
- Section 4 provides an assessment of the traffic impact associated with the proposed development; and
- The summary and conclusion are set out in Section 5.

2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 Site Description

2.1.1 The site is located to the south of Moor Lane, west of the Moor Lane / Sunderland Road signalised crossroads junction. The extant land use on site is presently a Petrol Filling Station, flats and car garage workshop.

2.1.2 Moor Lane is a connector road within the Harton area of South Shields and is circa 10m in width with street lighting and footways on both sides of the road. Moor Lane provides access to King George Road to the west, and Sunderland Road to the east.

2.1.3 King George Road is a dual-carriageway and provides a link to the A1018 to the south and John Reid Road to the west.

2.1.4 **Figure 2.1** illustrates an extract of the red line boundary plan for the proposed site. The application red line boundary of the site measures at 0.16 acres.

Figure 2.1 – Red Line Boundary Plan



2.2 Access by Public Transport

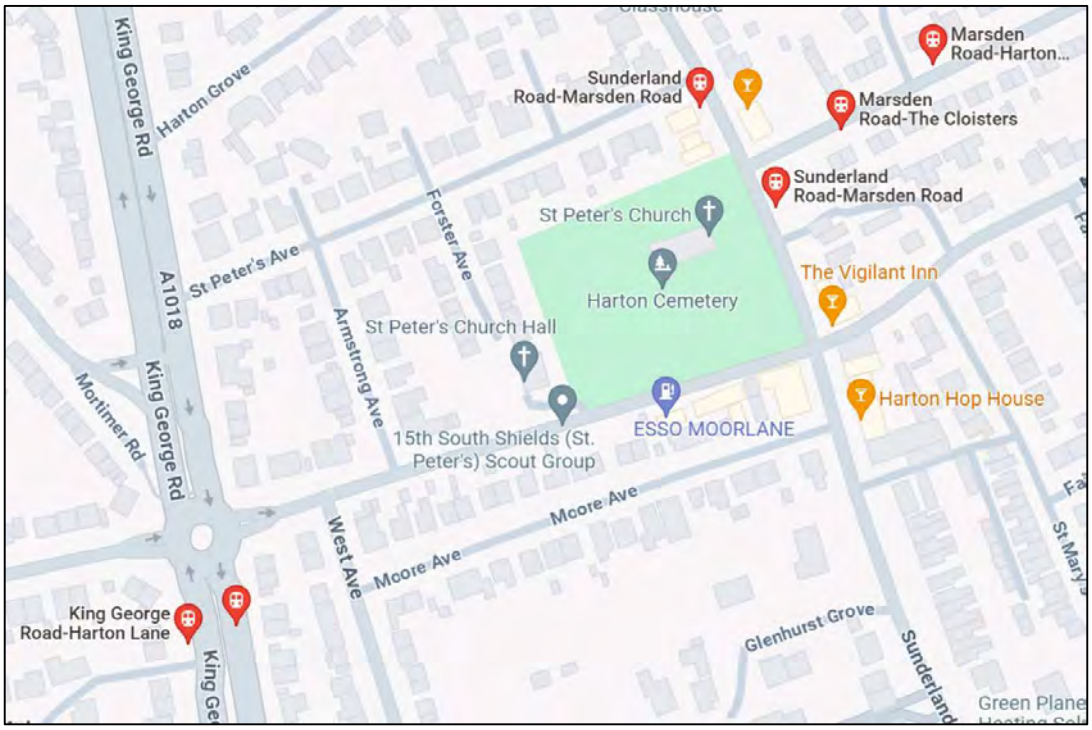
2.2.1 The ability to readily access wider major destinations by bus provides a key advantage in providing a real alternative to car travel (e.g. for journeys to work and consumer trips) and, as such, promotes the aim of reducing car travel.

2.2.2 Bus Stops are located nearby the development site. A bus stop is located circa 150m walk away along Sunderland Road (Marsden Road stops). The 4 & 24 bus services travels from Sunderland &

Biddick Hall and aligns at these stops. The next closest pair of bus stops are located along King George Road, circa 250m away. The stops services the regular 7 bus service to and from Marsden and the hourly E6 service to and from Sunderland.

2.2.3 **Figure 2.2** shows the locations of the nearby bus stops.

Figure 2.2 - Bus Stop Locations



2.2.4 **Table 2.1** below shows the relevant information for the bus services in the area.

Table 2.1: Bus Service Information

Bus Service	*Route*	*Monday - Saturday (Frequency)*	*Sunday (Frequency)*
4	*South Shields Interchange*	*4 per hour*	*2 per hour*
8	*South Shields Interchange*	*4 per hour*	*2 per hour*
7	*South Shields – Marsden*	*4 per hour*	*2 per hour*
24	*Sunderland – South Shields*	*4 per hour*	*2 per hour*
E2	*Sunderland St Marys – South Shields Interchange*	*2 per hour*	*2 per hour*
E6	*Sunderland St Marys – South Shields Interchange*	*2 per hour*	*2 per hour*

Rail

2.2.5 Chichester Metro Station is within reasonable cycling distance of the site (circa 1.8km away) providing a significant opportunity for sustainable travel to and from the developments within the wider area of Tyne & Wear. The E2 / E6 & number 8 bus services also stop at the station from the development site.

2.3 Access on Foot & Cycle

2.3.1 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys. The IHT Guidelines for Providing Journeys on Foot (IHT 2000) suggests that the acceptable walking distance to town centres is given as a range, from a desirable 200m to a preferred maximum of 2,000m.

2.3.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1,000m and the preferred maximum is 2,000m. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

2.3.3 The surrounding area benefits from an excellent level of pedestrian infrastructure, with lit footways found on both sides of Moor Lane / Sunderland Road / Moor Lane East within the vicinity of the site.

2.3.4 Pedestrian crossings are located nearby the site at the Moor Lane / Sunderland Road signalised crossroads junction. Whilst pedestrian islands / unmarked crossings can be found at the Moor Land / King George Road / Harton Lane roundabout junction.

2.3.5 It is also widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. There are no official cycle routes within the vicinity of the site, however the general topography of the area is relatively flat, which can assist in encouraging visitors and staff of the proposed development to travel by cycle.

2.3.6 **Figures 2.3** and **2.4** shows the walk and cycle catchment plans**.**

Figure 2.3: 400m, 1km, and 2km Walk Catchment Isochrone

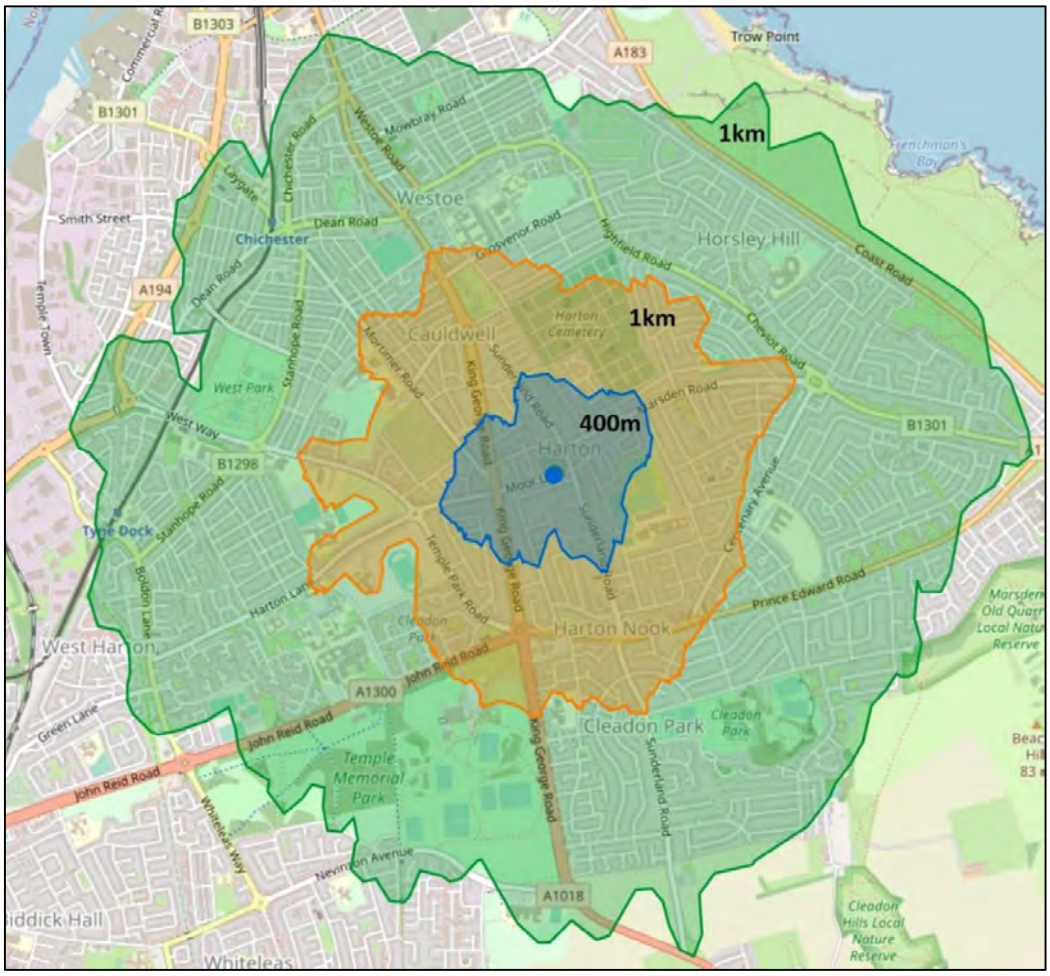
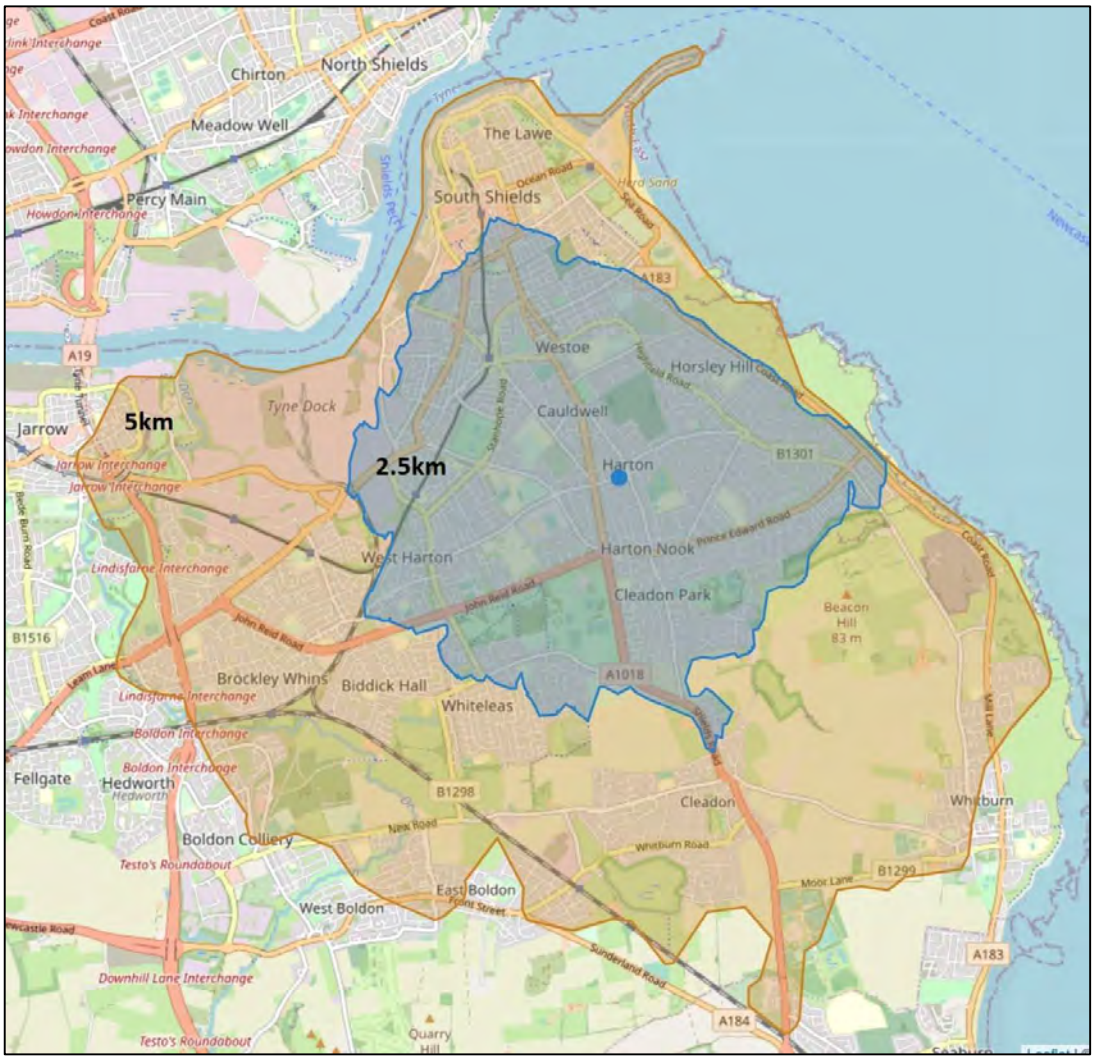


Figure 2.4: 2.5km and 5km Cycle Catchment Isochrone



2.3.7 The whole of South Shields is located within 5km of the site providing access to further residential areas.

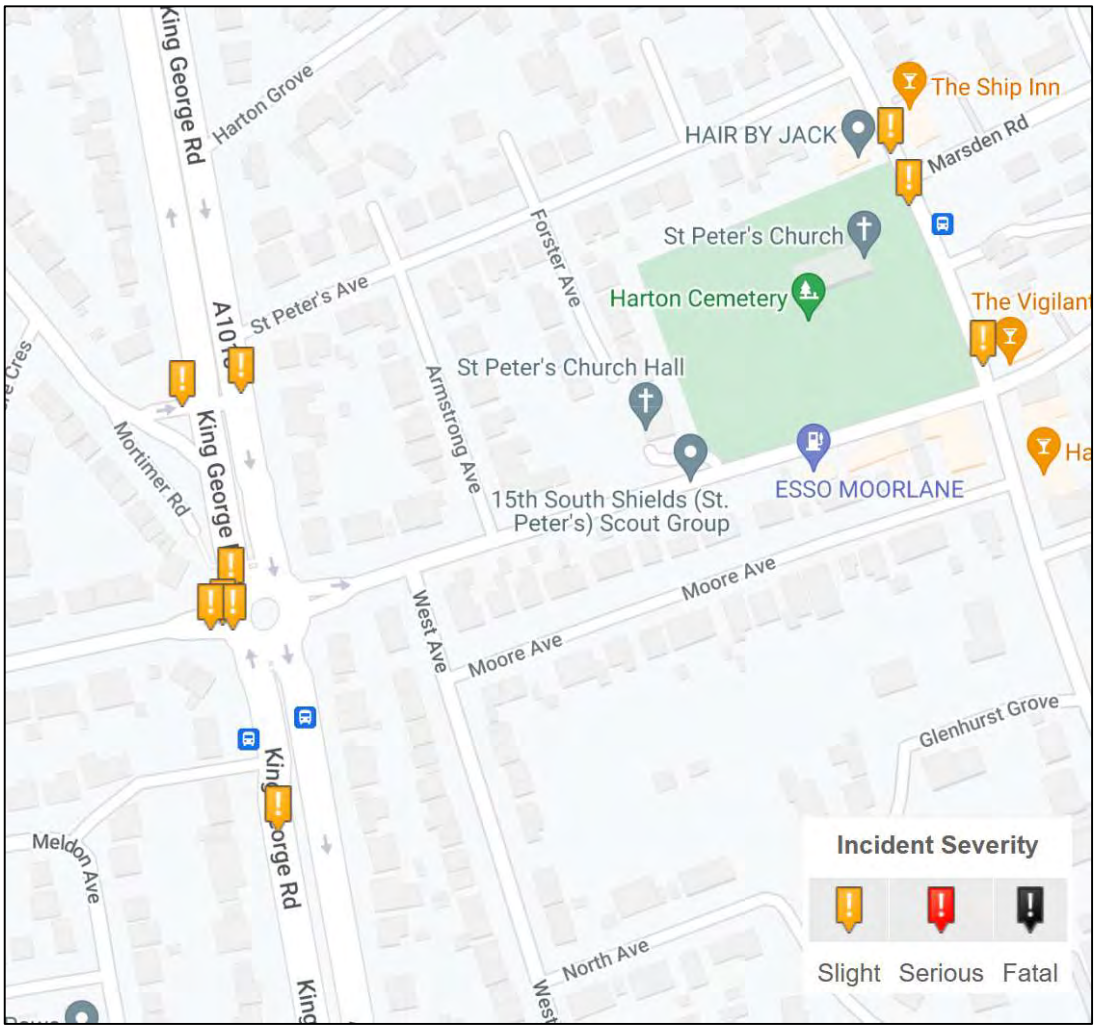
2.4 Conclusions

2.4.1 In summary, the proposed development site is located in an accessible location enabling customers and employees to make use of the existing public transport links, pedestrian facilities and cycle routes.

2.5 Accident Analysis

2.5.1 Accident data has been obtained from the Crashmap website (http://www.crashmap.co.uk) for the period of 2017-2021. **Figure 2.5** shows an extract of the accident plot.

Figure 2.5: Crashmap Accident Plan



2.5.2 As shown in the plan above, no accidents were recorded within the vicinity of the site along Moor Lane. 4 slight accidents Moor Lane / King George Road / Harton Lane roundabout junction were recorded, and 1 slight accident was recorded at the Moor Lane / Sunderland Road signalised crossroads junction within the recorded 5-year period.

2.5.3 It is concluded that the recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems, therefore, further detailed accident analysis is not required.

3.0 PROPOSED DEVELOPMENT

3.1 Overview

3.1.1 The proposal is for the redevelopment of Moor Lane Garage, which presently consists of a Petrol Filling Station with store , flats and car garage / workshop.

3.1.2 As part of the proposals the with the Car Garage / Workshop is to be removed.

3.1.3 The existing and proposed GFA's are as follows:

- *Existing Gross Building Area – 327.34m^2*
- *Proposed Gross Building Area – 225.87m^2*

3.1.4 The number of PFS pumps on-site will remain at 4.

3.1.5 The existing entrance and exit-only egress to the development site off of Moor Lane are to be retained.

3.2 Site Layout

3.2.1 The development will provide a site layout designed in accordance with current best practice to accommodate both pedestrians and cyclists. **Figures 3.1** provides an extract of proposed site layout. **Appendix A** provides the full existing and proposed site layout drawings.

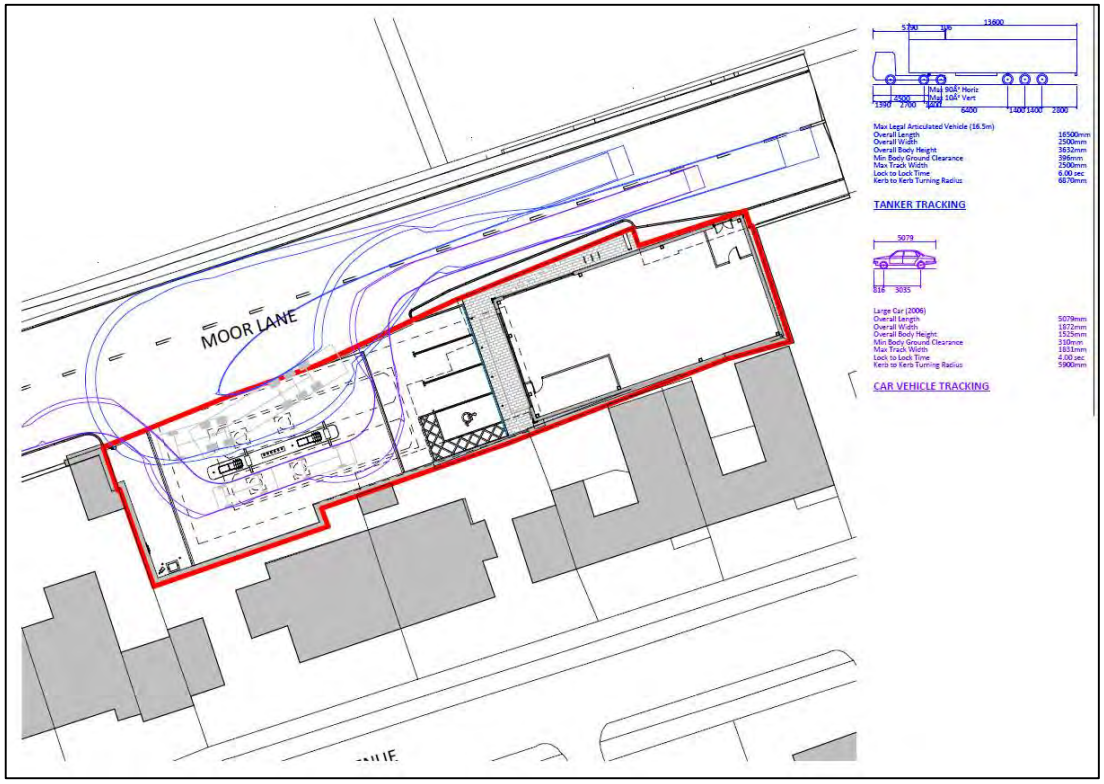
3.2.2 The redevelopments propose a total of 4 car parking spaces are to be provided on site, including 1 disabled parking bay.

Figure 3.1: Proposed Site Layout



3.2.3 **Figure 3.2** shows an extract of the tracking for a 16.5m artic and car. **Appendix B** provides the full drawing.

Figure 3.3: 16.5m HGV / Car Tracking



4.0 TRAFFIC IMPACT

4.1 Trip Generation

4.1.1 As the site already has existing use as a Petrol Filling Station with store , flats and car garage / workshop this would have previously generated a level of traffic.

4.1.2 To identify the trip generation associated with the proposed increase in PFS bays, the TRICS database has been used to assess sites under the "13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS" Category. **Table 4.1** summarises the trip rates and generations associated with the current 4 PFS bays. The TRICS outputs are provided in **Appendix B**.

Table 4.1: Trip Rates and Generation Using TRICS (Proposed Petrol Filling Station – 4 Bays)

	Trip Rates			Trip Generation		
Time Range	**Arr**	**Dep**	**Total**	**Arr**	**Dep**	**Total**
00:00-01:00	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0
06:00-07:00	3.292	3.083	6.375	13	12	26
07:00-08:00	5.051	4.911	9.962	20	20	40
08:00-09:00	5.709	5.62	11.329	23	22	45
09:00-10:00	5.557	5.595	11.152	22	22	45
10:00-11:00	5.709	5.671	11.38	23	23	46
11:00-12:00	5.215	5.241	10.456	21	21	42
12:00-13:00	5.709	5.835	11.544	23	23	46
13:00-14:00	5.392	5.456	10.848	22	22	43
14:00-15:00	5.228	4.987	10.215	21	20	41
15:00-16:00	6.101	5.911	12.012	24	24	48
16:00-17:00	6.051	6.241	12.292	24	25	49
17:00-18:00	5.861	5.861	11.722	23	23	47
18:00-19:00	5.266	5.354	10.62	21	21	42
19:00-20:00	4.578	4.641	9.219	18	19	37
20:00-21:00	3.531	3.656	7.187	14	15	29
21:00-22:00	2.141	2.469	4.61	9	10	18
22:00-23:00	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0
Daily Trip Rates:	**80.391**	**80.532**	**160.923**	**322**	**322**	**644**

4.1.3 The removal of the flats and car garage / workshop would likely reduce the overall trips to the site as the larger store would attract more local sustainable trips by walk and cycle .

5.0 CONCLUSIONS

5.1 Summary

5.1.1 Cora IHT have been instructed by SRJ Energy to prepare a Transport Statement assessing the access and highway matters relating to the redevelopment of Moor Lane Garage in South Shields

5.1.2 The site is located to the south of Moor Lane, west of the Moor Lane / Sunderland Road signalised crossroads junction. The extant land use on site is presently a Petrol Filling Station, flats and car garage workshop.

5.1.3 The proposal is for the redevelopment of Moor Lane Garage, which presently consists of a Petrol Filling Station with store , flats and car garage / workshop.

5.1.4 As part of the proposals the with the Car Garage / Workshop is to be removed.

5.1.5 The existing and proposed GFA's are as follows:

- *Existing Gross Building Area – 327.34m^2*
- *Proposed Gross Building Area – 225.87m^2*

5.1.6 The number of PFS pumps on-site will remain at 4.

5.1.7 The existing entrance and exit-only egress to the development site off of Moor Lane are to be retained.

5.1.8 The removal of the flats and car garage / workshop would likely reduce the overall trips to the site as the larger store would attract more local sustainable trips by walk and cycle .

5.1.9 The National Planning Policy Framework [NPPF] (paragraph 111) states that

> *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

5.1.10 It can be deduced that the proposed redevelopment would not have a severe impact on the observed highway network.

5.2 Conclusion

5.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation related reasons upon which a refusal of the planning application for the proposals would be justified.

APPENDICES

APPENDIX A – SITE LAYOUT

N

MOOR LANE

FOOTPATH

MOOR AVENUE

FLATS/
WORKSHOP

GARAGE

GARAGE /
WORKSHOP

BIN
STORE

SHOP

ATM

IN

OUT

ID SIGN

CANOPY ABOVE

PUMPS

AIR AND WATER

BRICK WALL

26

168

172

176

2

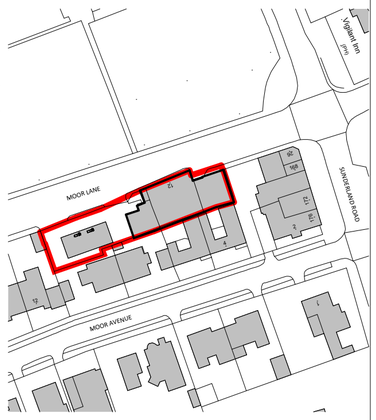
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12

GENERAL NOTES

1. This plan has been prepared for the submission of planning approval only.
2. Any advertisement shown is subject to a seperate application.

Property Schedule		
Application Boundary - Red Line	0.16 acres	0.07 hectare
Building Area Existing		
Existing Gross Building Area	327.34 m²	3523.47 ft²



Location Plan
1 : 1250

PLANNING

PROJECT
MOOR LANE GARAGE
MOOR LANE
SOUTH SHIELDS
NE34 6BZ

TITLE
EXISTING LAYOUT

CLIENT
SRJ ENERGY

JENNINGS DESIGN
8 Feast Field, Horsforth, Leeds, West Yorkshire, LS18 4TJ
www.jennings-design.com 01274 395422 office@jennings-design.com

Drawn:	Check:	Scale:	Date:
Author	Checker	As indicated	JULY 2023

Plan Number: 230860- 02

0 2.5 m 5.0 m 10.0 m
SCALE: 1:200



GENERAL NOTES

1. This plan has been prepared for the submission of planning approval only.
2. Any advertisement shown is subject to a seperate application.

DEMOLITION

EXISTING BUILDINGS TO BE DEMOLISHED, TANKS TO BE BROKEN OUT AND CANOPY TO BE DISMANTED. SITE TO BE CLEARED TO ENABLE REDEVELOPMENT.

HIGHWAYS

SITE ACCESS TO GENERALLY REMAIN AS EXISTING, PEDESTRIAN ACCESS AND ROAD ACCESS TO BE REVISED BY HIGHWAYS CONSULTANT.

BOUNDARY TREATMENTS

ALL BOUNDARY TREATMENTS ARE TO BE AS EXISTING, 3.5M HIGH BRICK WALL TO BE RETAINED AND MADE GOOD.

PROPOSED SHOP

SHOP TO BE NEW STEEL FRAMED CONSTRUCTION WITH MASONARY AND STONE FINISH. STORE TO HAVE ALUMINIUM GLAZING ON SIDE AND FRONT AND DOOR TO BE FITTED WITH SHUTTERS FOR NIGHT TIME CLOSURE.
BUILDING TO HAVE A FLAT ROOF WITH A MASONARY PARAPET, FINISHED WITH COPING STONES.
ALL MASONARY AND STONE WORK TO HARMONISE WITH LOCAL AREA.

FUEL INFRASTRUCTURE

2NO. 60,000 LITRE DOUBLE SKIN BELOW GROUND FUEL STORAGE VESSELS
2NO. 8 HOSE PUMPS
ALL PIPEWORK AND ASSOCIATED INFRASTRUCTURE IN ACCORDANCE WITH LATEST ISSUE OF THE THE BLUE BOOK

CANOPY

TRADITIONAL FORECOURT CANOPY SET WITH A MINIMUM 5M CANOPY HEIGHT TO ALLOW FOR ACCESS.
CANOPY TO BE FINISHED WITH WHITE ALUMINIUM PROFILED SOFFIT AND SMOOTH WHITE ALUMINIUM FASCIAS.
CANOPY TO BE FITTED WITH RECESSED LED SOFFIT LIGHTS AND TO ACHIEVE 100 LUX OVER THE TANKER STAND.

DRAINAGE

ALL EXISTING SURFACE AND FOUL WATER CONNECTIONS ARE TO BE REUSED AND ALL SURFACE WATER DISCHARGED FROM FORECOURT WILL BE CAPTURED WITH ACO (OR SIMILAR) DRAINAGED CHANNELS AND 10,000 LITRE CLASS 1 PETROL INTERCEPTOR.

LIGHTING

2NO. NEW FLOOD LIGHTS COMPRISING OF 4M IN HEIGHT WITH LED HEADS

SURFACE FINISHES:

Denotes macadam surfacing with a build up to be specified by an appointed engineer.

Denotes in-situ cast concrete paving.

Selected and approved blocked paving.

Property Schedule		
Application Boundary - Red Line	0.16 acres	0.07 hectare
Building Area		
Existing Gross Building Area	327.34 m²	3523.47 ft²
Proposed Gross Building Area	225.87 m²	2431.28 ft²
Parking Schedule		
Proposed Parking	Disabled Bay	1
Proposed Parking	Standard Parking Bay	3
Existing Parking		0

B	19.10.23	ATM ADDED AND GLAZING SIZE DECREASED	CS
A	31.08.23	PUMP CANOPY INCREASED AND PEDESTRIAN CANOPY REMOVED	CS

PLANNING

PROJECT
MOOR LANE GARAGE
MOOR LANE
SOUTH SHIELDS
NE34 6BZ

TITLE
PROPOSED LAYOUT

CLIENT
SRJ ENERGY

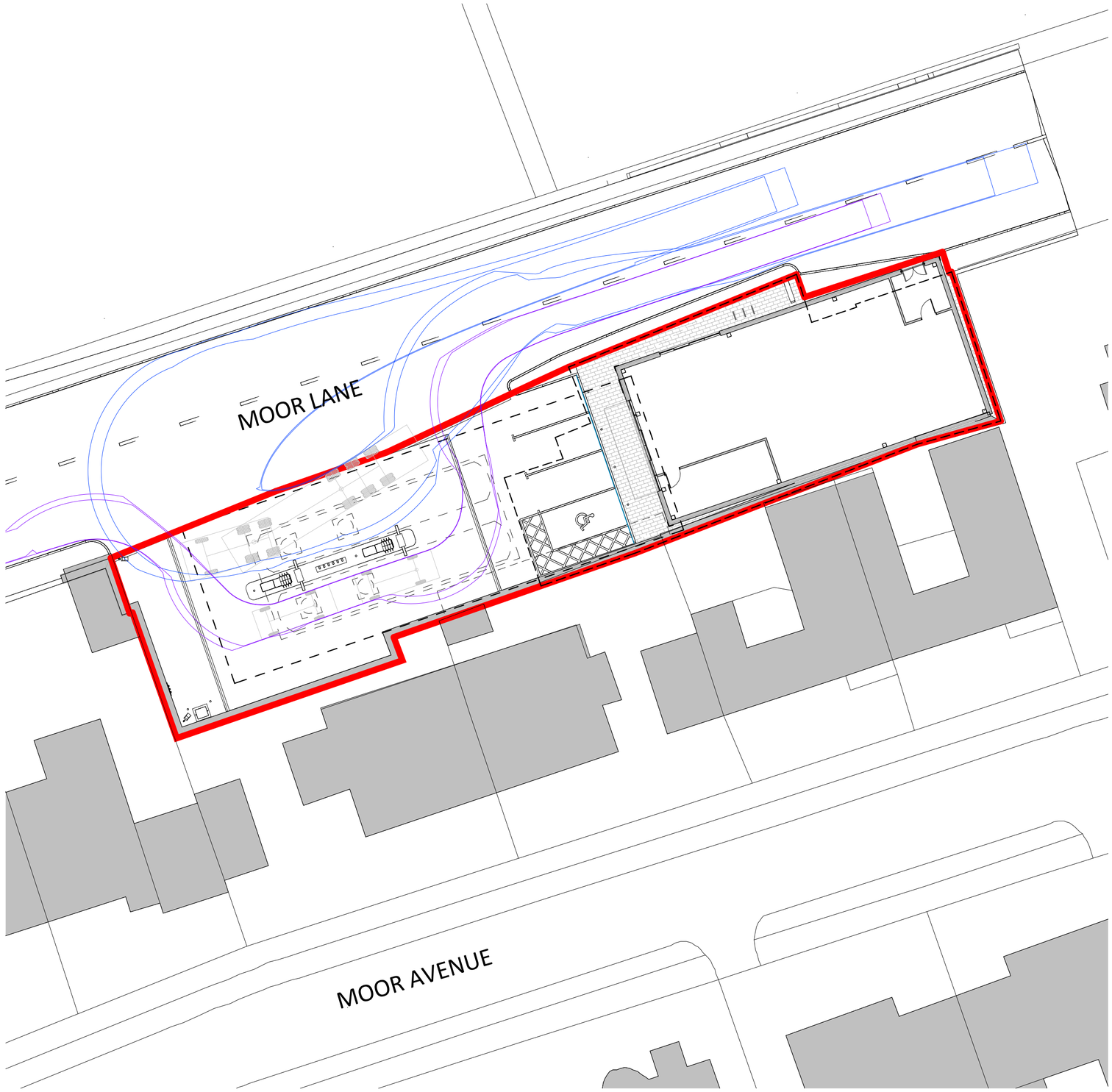
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www.jennings-design.com 01274 395422 office@jennings-design.com

Drawn:	Check:	Scale:	Date:
CS	JHJ	1 : 200	JULY 2023

Plan Number: 230860- 04 (B)

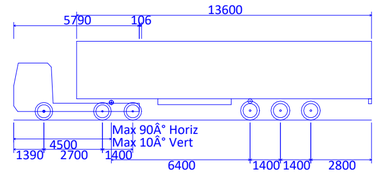
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APPENDIX B – VEHICLE TRACKING



GENERAL NOTES

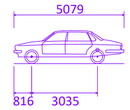
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Max Legal Articulated Vehicle (16.5m)

Overall Length	16500mm
Overall Width	2500mm
Overall Body Height	3632mm
Min Body Ground Clearance	396mm
Max Track Width	2500mm
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	6870mm

TANKER TRACKING



Large Car (2006)

Overall Length	5079mm
Overall Width	1872mm
Overall Body Height	1525mm
Min Body Ground Clearance	310mm
Max Track Width	1831mm
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	5900mm

CAR VEHICLE TRACKING

B	19.10.23	ATM ADDED AND GLAZING SIZE DECREASED	CS
A	31.08.23	PUMP CANOPY INCREASED AND PEDESTRIAN CANOPY REMOVED	CS

PLANNING

PROJECT

MOOR LANE GARAGE
MOOR LANE
SOUTH SHIELDS
NE34 6BZ

TITLE

TRACKING PLAN

CLIENT

SRJ ENERGY

JENNINGS DESIGN
8 Feast Field, Horsforth, Leeds, West Yorkshire, LS18 4TJ
www.jennings-design.com 01274 395422 office@jennings-design.com

Drawn:	Check:	Scale:	Date:
CS	JHJ	1 : 200	JULY 2023

Plan Number:

230860- 06 (B)

0 2.5 m 5.0 m 10.0 m

SCALE: 1:200

APPENDIX C – PETROL FILLING STATION TRICS OUTPUT

Calculation Reference: AUDIT-662801-231026-1045

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WM	WEST MIDLANDS	2 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	NB	NORTHUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter:	Filling bays
Actual Range:	4 to 11 (units:)
Range Selected by User:	4 to 16 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	9
Built-Up Zone	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	11 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
25,001 to 50,000	3 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	2 days
125,001 to 250,000	1 days
250,001 to 500,000	5 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	5 days
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	11 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	11 days

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

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

LIST OF SITES relevant to selection parameters

1 BO-13-A-01 BP BEDFORD
HIGH STREET
BEDFORD
KEMPSTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Filling bays: 8
Survey date: THURSDAY *15/10/20* *Survey Type: MANUAL*

2 CA-13-A-04 BP CAMBRIDGESHIRE
CHERRY HINTON ROAD
CAMBRIDGE
CAMBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Filling bays: 8
Survey date: WEDNESDAY *19/10/11* *Survey Type: MANUAL*

3 DV-13-A-03 GULF DEVON
MAIN ROAD
EXETER
PINHOE
Edge of Town
Residential Zone
Total Filling bays: 4
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

4 LC-13-A-01 MURCO LANCASHIRE
VICTORIA ROAD
PRESTON
WALTON LE DALE
Edge of Town Centre
Built-Up Zone
Total Filling bays: 8
Survey date: MONDAY *14/05/12* *Survey Type: MANUAL*

5 LE-13-A-03 TOTAL LEICESTERSHIRE
GLENFIELD ROAD
LEICESTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Filling bays: 8
Survey date: THURSDAY *27/09/12* *Survey Type: MANUAL*

6 NB-13-A-03 BP NORTHUMBERLAND
BURRADON ROAD
NEAR CRAMLINGTON
ANNITSFORD
Edge of Town
Residential Zone
Total Filling bays: 11
Survey date: THURSDAY *22/11/12* *Survey Type: MANUAL*

7 SC-13-A-01 SHELL SURREY
HORLEY ROAD
REDHILL
SOUTH EARLSWOOD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Filling bays: 6
Survey date: TUESDAY *10/05/22* *Survey Type: MANUAL*

8 SH-13-A-01 LOCAL SHROPSHIRE
THE MOUNT
SHREWSBURY
FRANKWELL
Edge of Town
Residential Zone
Total Filling bays: 4
Survey date: FRIDAY *30/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-13-A-03	TOTAL		WEST MIDLANDS
	CHESTER ROAD			
	BIRMINGHAM			
	CASTLE BROMWICH			
	Edge of Town			
	Residential Zone			
	Total Filling bays:		8	
	Survey date: TUESDAY		*18/10/11*	*Survey Type: MANUAL*
10	WM-13-A-04	SHELL		WEST MIDLANDS
	STATION ROAD			
	BIRMINGHAM			
	STECHFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Filling bays:		8	
	Survey date: TUESDAY		*23/10/12*	*Survey Type: MANUAL*
11	WS-13-A-02	MURCO		WEST SUSSEX
	SOMPTING AVENUE			
	WORTHING			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Filling bays:		6	
	Survey date: FRIDAY		*17/10/14*	*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 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
TOTAL 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	7	7	3.292	7	7	3.083	7	7	6.375
07:00 - 08:00	11	7	5.051	11	7	4.911	11	7	9.962
08:00 - 09:00	11	7	5.709	11	7	5.620	11	7	11.329
09:00 - 10:00	11	7	5.557	11	7	5.595	11	7	11.152
10:00 - 11:00	11	7	5.709	11	7	5.671	11	7	11.380
11:00 - 12:00	11	7	5.215	11	7	5.241	11	7	10.456
12:00 - 13:00	11	7	5.709	11	7	5.835	11	7	11.544
13:00 - 14:00	11	7	5.392	11	7	5.456	11	7	10.848
14:00 - 15:00	11	7	5.228	11	7	4.987	11	7	10.215
15:00 - 16:00	11	7	6.101	11	7	5.911	11	7	12.012
16:00 - 17:00	11	7	6.051	11	7	6.241	11	7	12.292
17:00 - 18:00	11	7	5.861	11	7	5.861	11	7	11.722
18:00 - 19:00	11	7	5.266	11	7	5.354	11	7	10.620
19:00 - 20:00	9	7	4.578	9	7	4.641	9	7	9.219
20:00 - 21:00	9	7	3.531	9	7	3.656	9	7	7.187
21:00 - 22:00	9	7	2.141	9	7	2.469	9	7	4.610
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			80.391			80.532			160.923

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

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

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Parameter summary

Trip rate parameter range selected:	4 - 11 (units:)
Survey date date range:	01/01/10 - 10/05/22
Number of weekdays (Monday-Friday):	11
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.