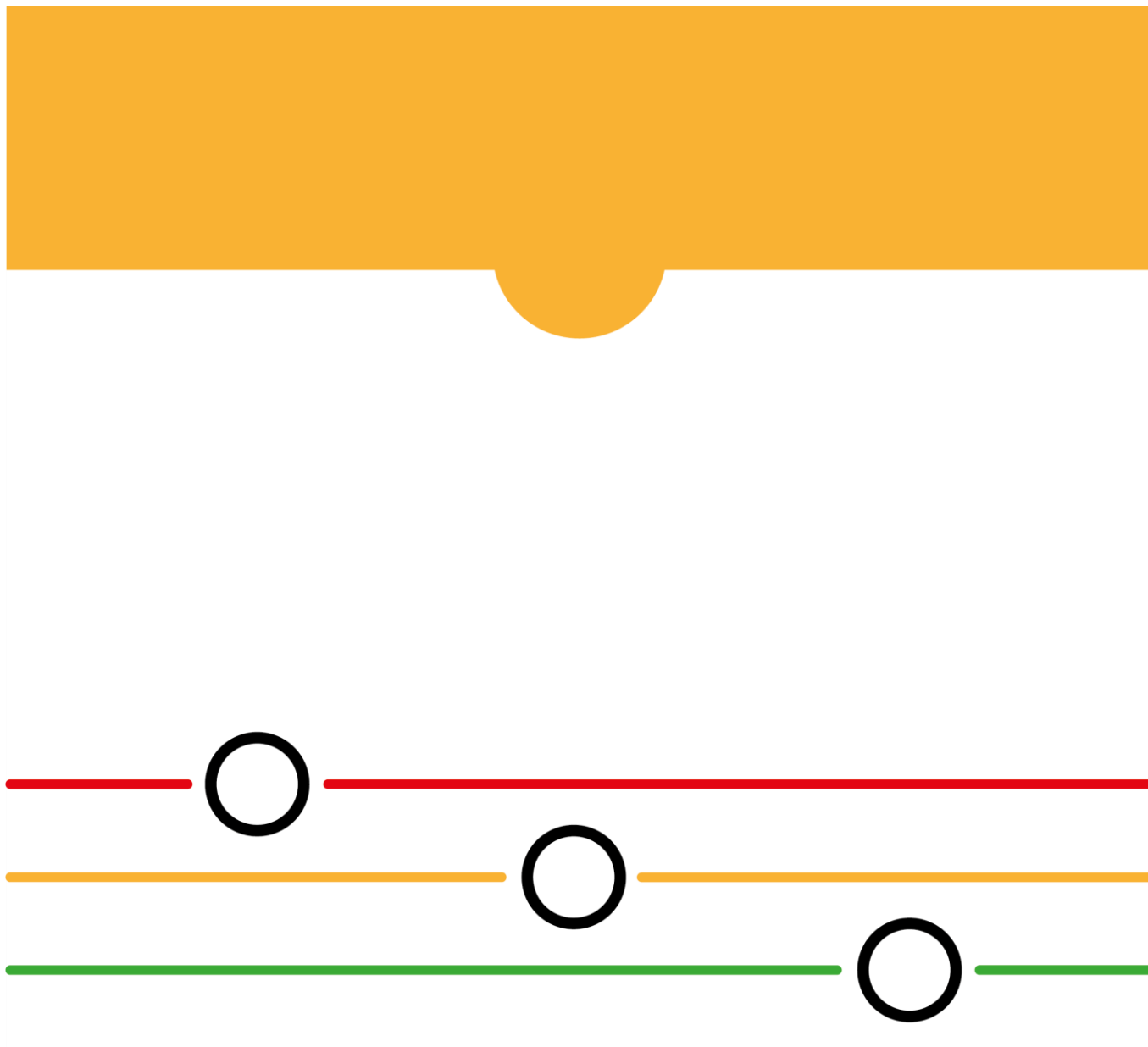




Rottner & Rudge Ltd

Proposed Petrol Filling Station Redevelopment,
B4237 Cardiff Road, Newport

Transport Statement

3700824



FEBRUARY 2024

Report Details

Report Number:	3700824-TS
Report Title:	Transport Statement, Proposed Petrol Filling Station Redevelopment, B4237 Cardiff Road, Newport
Client:	Rottner & Rudge Ltd
Date:	27 February 2024
Status:	-

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by Rottner & Rudge Ltd to report on the highways and transportation considerations related with the proposed redevelopment of a Petrol Filling Station (PFS), off the B4237 Cardiff Road, Newport.

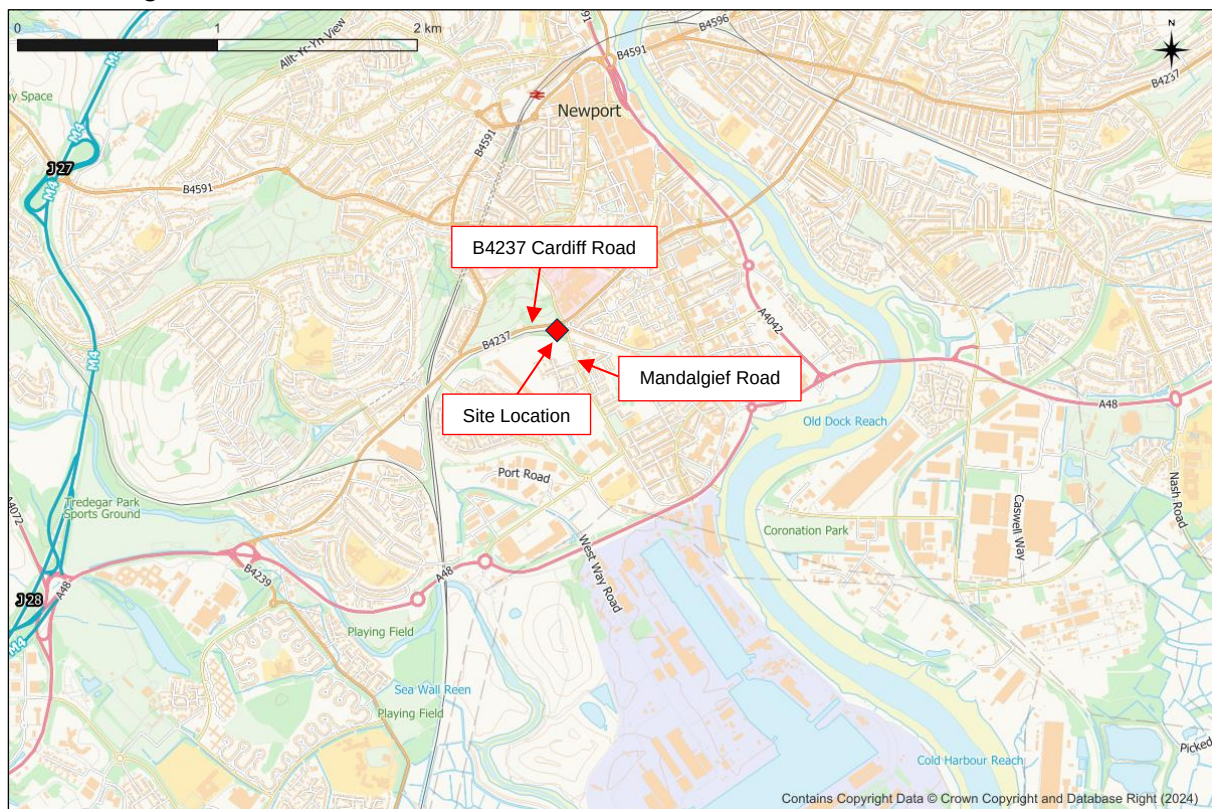
This Transport Statement (TS) has been produced to advise Newport City Council (NCC) as the Local Planning and Highway Authority on the transport planning considerations associated with the proposed development.

1.2 Site Location

The site is located approximately 700m south of Newport City Centre, around 16km north-east of Cardiff City Centre.

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

Figure 1.1 – Site Location Plan



1.3 Planning History and Context

Although currently disused, the site has previously operated as an eight-bay PFS with associated retail kiosk accessed off the B4237 Cardiff Road.

Land directly to the west of the site is subject to a live planning application (ref. 23/1053) for the erection of a modular office building, wash bay and equipment store with associated external works and proposed advertisement signage for a vehicle hire branch. The application was supported by a Highways Technical Note and received no objections from the LHA.

1.4 Purpose and Structure of Report

This TS examines the redevelopment proposals in the context of the application site and surrounding area, reviews the layout proposals, calculates the trip generating potential of the redevelopment and reviews the accessibility of the site by all modes of travel.

In accordance with best practice, this Transport Statement (TS) has been prepared in reference to the Department for Transport's (DfT's) '*Guidance on Transport Assessment*' document alongside Planning Policy Wales '*Technical Advice Note 18: Transport*'.

This report is structured as follows:

- Section 2 sets out the existing conditions of and around the application site;
- Section 3 provides a description of the proposed redevelopment;
- Section 4 assesses sustainable access options;
- Section 5 assesses the trip generating potential of the redevelopment; and
- Section 6 presents the summary and conclusions.

2 Existing Conditions

2.1 General

The application site is located approximately 700m south of Newport City Centre, adjacent to a signalised junction. The redevelopment site consists of a disused PFS, with access currently prevented from Cardiff Road with the presence of boarding along the site perimeter.

The site is bounded to the north by the B4237 Cardiff Road, and a railway line to the south. A retail /residential unit and Mendalgief Road bound the site to the east, with an area of currently undeveloped brownfield land to the west.

A signalised crossroad junction between the B4237, Mendalgief Road and Belle Vue Lane is situated directly to the north-east of the site. The wider area surrounding the site largely comprises residential dwellings, including a residential development site to the south. Royal Gwent Hospital is located 200m north-east of the site.

Vehicular access and egress of the site is provided via an existing informal priority-controlled junction to the north-east of the site and an existing footway crossover junction to the north-west.

2.2 Surrounding Road Network

2.2.1 B4237 Cardiff Road

The B4237 Cardiff Road runs along the northern aspect of the site in an overall south-west/north-east orientation. To the south of the site the B4237 meets the A48 and B4239 at Pont Ebbw Roundabout, and to the north the road connects to the A449 and the M4 at Junction 24.

The B4237 Cardiff Road is formed of a single carriageway within the vicinity of the site, the eastbound lane of the road is supported by a bus, motorcycle and taxi only lane, alongside an on-road cycle lane, which becomes a two-lane approach to the signalised crossroad junction to the north-east of the site. Advance cycle stop boxes are also provided at the signalised crossroad junction.

Within the vicinity of the site, the B4237 is approximately 11.5m in width, subject to a 30mph speed limit and supported by double-yellow line parking restrictions.

Pedestrian footways run along both sides of the carriageway, supported by dropped kerb crossing points with tactile paving at various points within the vicinity of the site. The road also benefits from a streetlighting provision.

2.2.2 Mendalgief Road

Mendalgief Road runs along the eastern aspect of the site, in an overall north-west/south-east orientation. Mendalgief Road routes south of the site, providing access to various retail and residential developments.

The road is formed of a single carriageway, approximately 7.5m in width and subject to a 30mph speed limit. Double-yellow line parking restrictions are in place along both sides of the carriageway, with demarcated on-road parking bays for permit holders provided at various points along the southbound lane of the road. To the west of Mendalgief Road, within the vicinity of the site, a lay-by is situated adjacent to an existing residential/retail building.

On the approach to the signalised crossroad junction with Cardiff Road/Bell Vue Lane, the road flares to a two-lane approach, supported by advance cycle stop box markings. Mendalgief Road also benefits from street lighting provision.

2.3 Road Safety

Accident statistics have been obtained for the local highway network in the vicinity of the application site for the most recently available three full years of data, covering 2020 to 2022, from the Department for Transport (DfT).

During the assessment period, an incident of 'slight' severity occurred to the north of the site at the junction with Belle Vue Lane and Mendalgief Road. The accident was reported in 2020, involving a pedal cycle and what the data classifies as a young driver.

To the north of the site, an accident of 'serious' severity was recorded in 2021, along the eastbound carriageway of the B4237 Cardiff Road, between two cars. To the north-east of the site, to the east of the signalised Cardiff Road junction, an incident of 'serious' severity was reported in 2022, involving what the data classifies as a young driver.

No accidents recorded within the assessment period involved pedestrians or motorcyclists.

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

3 Proposed Development

3.1 General

The redevelopment proposals are for the reintroduction of a PFS at the site, which include the demolition of the existing forecourt and buildings on site and the construction of an eight-filling bay PFS forecourt, supported by an associated retail store, of approximately 168m² Gross Floor Area (GFA).

The proposals for the site also include the introduction of formalised parking bays, Electric Vehicle (EV) charging and jet washing facilities. The proposed layout of the site can be found at **Appendix 1** of this report.

3.2 Proposed Site Access Arrangements

The two existing access points along the northern aspect of the site, off the B4237 Cardiff Road, will be retained to serve the redevelopment. The existing north-western access point will undergo minor alterations with slight widening introduced.

3.3 Delivery and Servicing Strategy

As part of the redevelopment proposals and the introduction of the formal parking bays and new shop, alongside the retention of the existing access and egress arrangements, it is anticipated that fuel and retail deliveries will resume as per the former operation of the site, with a daily retail delivery of fresh produce and oil tanker deliveries as and when required.

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

3.4 Parking Provision

As part of the redevelopment proposals, a total of five parking bays will be provided across the site. Inclusive of three standard parking spaces and one mobility impaired standard bay and an Electric Vehicle (EV) charging bay.

Cycle parking for both staff and customers will be provided as part of the proposals, in the form of 'Sheffield' standard cycle stands.

NCC present local parking standards in the 'Newport Parking Standards SPG' most recently updated in 2020, the site is located in 'Zone 4' where PFS require space for an oil tanker and spaces for ancillary use (e.g., car wash bays). Associated retail offerings at PFS units are required to be assessed as a "*small shop (under 200m²)*" within the guidance, where one space is required per 60m² GFA.

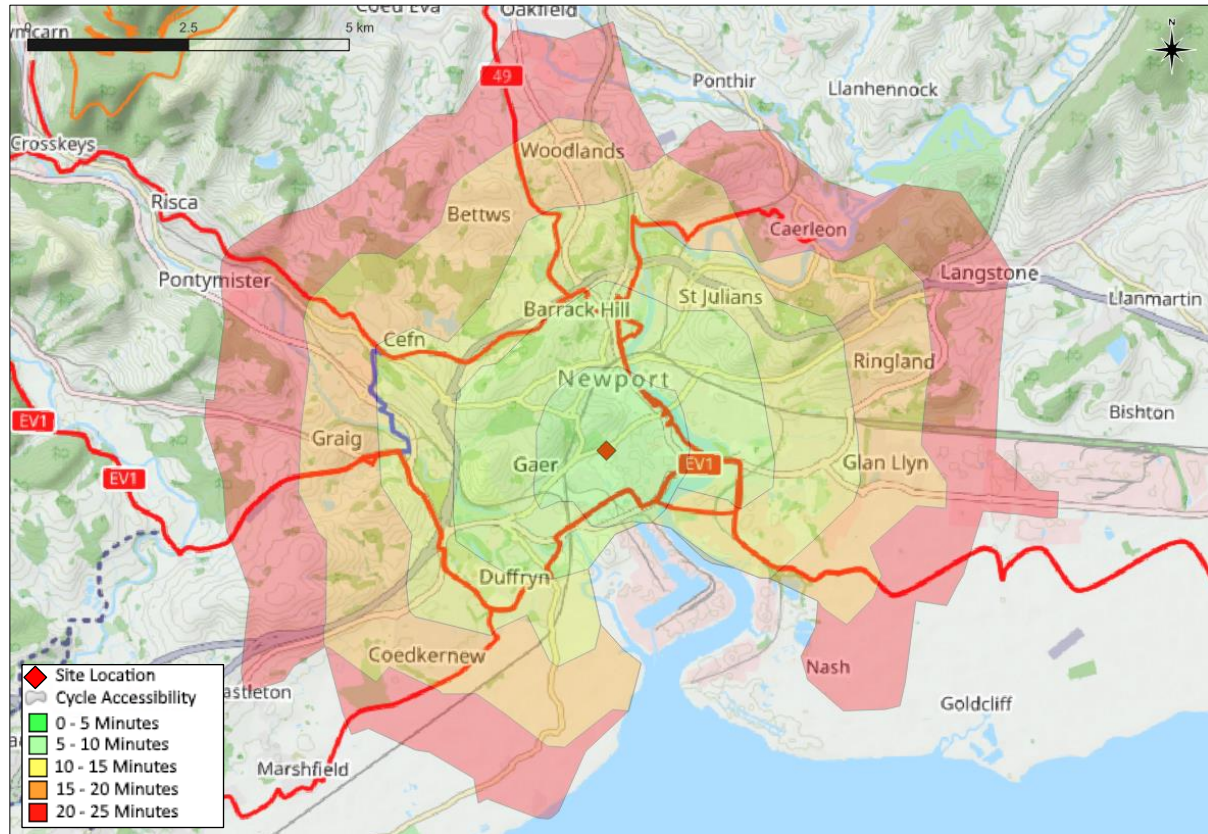
No standards are provided within the SPG regarding the provision of EV charging bays.

For the proposed redevelopment this equates to three standard parking bays, space for an oil tanker and operational spaces to support the proposed jet washing bays. Therefore, the proposed parking provision aligns with the local standards as three standard parking bays, one mobility impaired standard bay and one EV charging bay will be provided, in addition to the filling bays.

4.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work purposes. The areas reachable within a 25-minute cycle journey are identified within **Figure 4.2**:

Figure 4.2 – Cycle Accessibility Plan



Source: OpenStreetMap (2024)

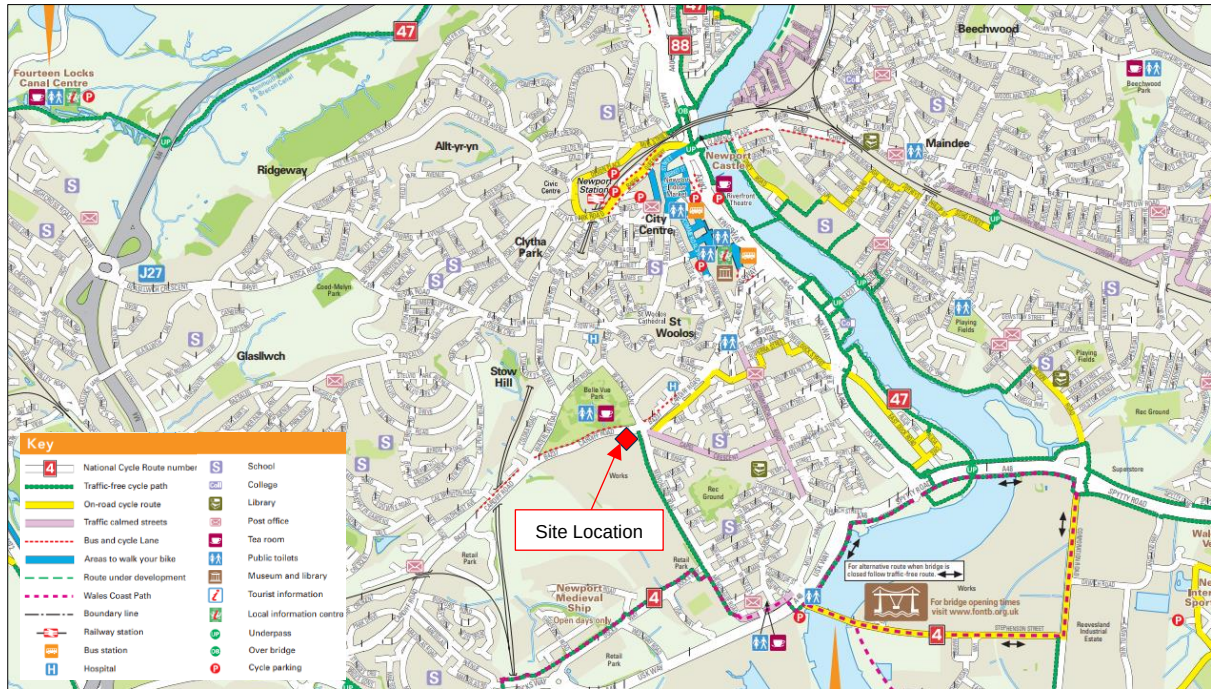
The plan indicates that all of Newport is accessible within a 10- to 15-minute cycling journey of the site.

The site benefits from close proximity to National Cycle Network (NCN) Route 47, which runs in a general north/south direction, accessible within a five-minute cycling journey to the east of the site. NCN Route 47 originates in Newport, through Neath and Carmarthen towards Fishguard, forming part of the Celtic Trail West.

NCN Route EV1 (also known as Route 4), is also located within the vicinity of the site, accessible via Route 47, within a 10-minute cycling journey. Route EV1 is a long-distance route from London to Fishguard, with mixed on- and off-road paths.

The site also benefits from local cycle routes as shown in **Figure 4.3**:

Figure 4.3 – Local Cycle Routes



Source: Newport City Council (2024)

4.4 Public Transport Access

4.4.1 Bus

The nearest bus stop to the site is located approximately 50m to the west, along the B4237 Cardiff Road, equivalent to less than a one-minute walking journey.

The bus stop is supported by timetable information and bus box markings. A summary of the services operating from the stop is provided in **Table 4.1**.

Table 4.1 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
30	Cardiff – Newport	Up to Every 30 Minutes
36	Newport Circular	Hourly
37	Newport – Rhiwderin	Hourly
41	Mendalgief Retail Park – Friars Walk	Every 2 Hours
50A	Bargoed – Newport	Hourly
X15	Brynawr – Newport	Hourly

Source: Traveline

As the table shows, there are frequent bus services accessible from the site, providing connection to areas including Newport City Centre, Cardiff and Brynawr. The services available provide opportunities, particularly for staff, to travel to the site by bus.

4.4.2 Train

Newport Railway Station is the nearest station to the site, located approximately 2km to the north, equivalent to around a 22-minute walking journey or a nine-minute cycling distance.

The station is served with services to various destinations including around six trains per hour to Cardiff and hourly services to Manchester Piccadilly and London Paddington, with a half hourly service to Holyhead via Chester.

4.5 Accessibility Summary

Overall, it can be summarised that the site offers good potential for journeys undertaken by both staff and customers by sustainable modes of travel.

5 Development Trip Generation

5.1 General

This chapter provides an estimation of the likely levels of trip generation resulting from the proposed development.

5.2 Trip Generation

5.2.1 Proposed PFS Unit

The TRICS database has been used to derive the anticipated numbers of vehicle trips associated with the proposed redevelopment of the PFS. The selection criteria applied to derive the comparative sites from the TRICS database are listed below:

- Land use – ‘Petrol Filling Stations’, sub-category – ‘PFS with retail’;
- All London and Ireland sites excluded;
- Town Centre, Neighbourhood Centre and Freestanding sites removed;
- Weekday surveys only; and
- Selection by number of filling pumps.

A summary of the trip rates over a standard weekday for the proposed redevelopment of the PFS is shown in **Table 5.1** with the full TRICS output provided at **Appendix 3**.

Table 5.1 – Trip Rates – Petrol Filling Station (per filling bay)

Time Range	Arrivals	Departures	Total
05:00-06:00	0.333	0	0.333
06:00-07:00	4.519	4.23	8.749
07:00-08:00	6.962	6.765	13.727
08:00-09:00	6.814	6.546	13.36
09:00-10:00	6.776	6.727	13.503
10:00-11:00	6.448	6.508	12.956
11:00-12:00	6.628	6.634	13.262
12:00-13:00	7.617	7.672	15.289
13:00-14:00	7.47	7.426	14.896
14:00-15:00	7.142	6.989	14.131
15:00-16:00	7.497	7.612	15.109
16:00-17:00	7.585	7.672	15.257
17:00-18:00	7.956	8.055	16.011
18:00-19:00	7.213	7.448	14.661
19:00-20:00	6.033	6.082	12.115
20:00-21:00	4.328	4.35	8.678
21:00-22:00	3.066	3.142	6.208
22:00-23:00	0.761	0.935	1.696
23:00-24:00	0.45	0.65	1.1
Daily Trip Rate:	105.598	105.443	211.041

The above trip rates have been applied to the number of filling bays associated with the redevelopment proposals (eight), to provide the anticipated vehicle movements as shown on **Table 5.2**.

Table 5.2 - Estimated Trip Generation (eight filling bays)

Time Range	Arrivals	Departures	Total
05:00-06:00	3	0	3
06:00-07:00	36	34	70
07:00-08:00	56	54	110
08:00-09:00	55	52	107
09:00-10:00	54	54	108
10:00-11:00	52	52	104
11:00-12:00	53	53	106
12:00-13:00	61	61	122
13:00-14:00	60	59	119
14:00-15:00	57	56	113
15:00-16:00	60	61	121
16:00-17:00	61	61	122
17:00-18:00	64	64	128
18:00-19:00	58	60	117
19:00-20:00	48	49	97
20:00-21:00	35	35	69
21:00-22:00	25	25	50
22:00-23:00	6	7	14
23:00-24:00	4	5	9
Daily Trip Rates:	845	844	1688

The above table shows that the redevelopment proposals would generate around 128 two-way vehicle movements during the busiest hour of operation (17:00 – 18:00), which equates to just over two vehicles either entering or departing the site each minute.

5.3 Trip Types

For developments of this nature, it is anticipated that a significant majority of the vehicular trips associated with the redevelopment would be drawn from the existing traffic already routing on the local highway network. As such, there would be few numbers of 'new' or 'primary' trips.

Therefore, the development in itself would not lead to any material change of vehicle movements on the local highway network.

6 Summary and Conclusions

Dynamic Transport Planning is instructed by Rottner & Rudge to report on the anticipated highways and transportation considerations related with the proposed redevelopment of a former Petrol Filling Station (PFS), off the B4237 Cardiff Road, Newport.

The redevelopment proposals include the demolition of the existing canopy and buildings on site and the construction of an eight-filling bay PFS forecourt, supported by an associated retail store and parking provision as well as EV charging and jet-washing facilities.

A review of the highway accident data for the site access points and adjacent highway has been undertaken, with no pre-existing patterns or trends of incidents that could be impacted by the redevelopment proposals.

As part of the redevelopment proposals, a total of five parking bays will be provided across the site. Inclusive of three standard parking spaces and one mobility impaired standard bay and an Electric Vehicle (EV) charging bay.

A swept-path analysis has been undertaken of the site to demonstrate that service vehicles will be able to safely manoeuvre within the proposed development.

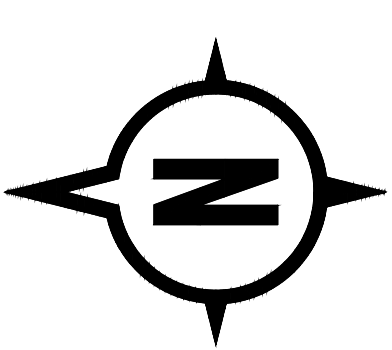
A review of the site's accessibility has identified that the site provides good potential for access via modes other than private car, which would work to encourage access by sustainable modes, for both staff and customers.

The TRICS database has been used to derive the anticipated vehicle movements for the proposed redevelopment. The proposals would result in around trips of around 128 two-way vehicle trips during the busiest peak hour at the site. However, the development in itself would draw from traffic already on the local highway network and would not lead to any material increase in vehicle trips.

Overall, on the basis of the above assessment, it is concluded that there are no outstanding reasons why the proposed development should not be granted planning permission on transport grounds.

Appendix 1

Proposed Site Layout



Belle View Park

Cardiff Road

Planning Application 23/1053 for Car Rental Development

Mendalgief Road

LB

67

76

74

- Key**
- Application Site boundary
Site Area 1232.16sqm / 0.32acres
 - Black Bitmac finish
 - Red Bitmac finish
 - Concrete
 - Reinforced Concrete
 - Double Reinforced Concrete to delivery stand
 - Kerb
 - Pin Kerb
 - Drop Kerb
 - Tactile paving
 - Stainless steel bollard
 - Soft Landscaping
 - 0.6m high hoop barriers
 - 2m high close boarded timber fence
 - Existing 2m high palisade fence
 - Existing 2m high close boarded timber fence
 - Removed / Demolished
 - Existing 2m high brick wall



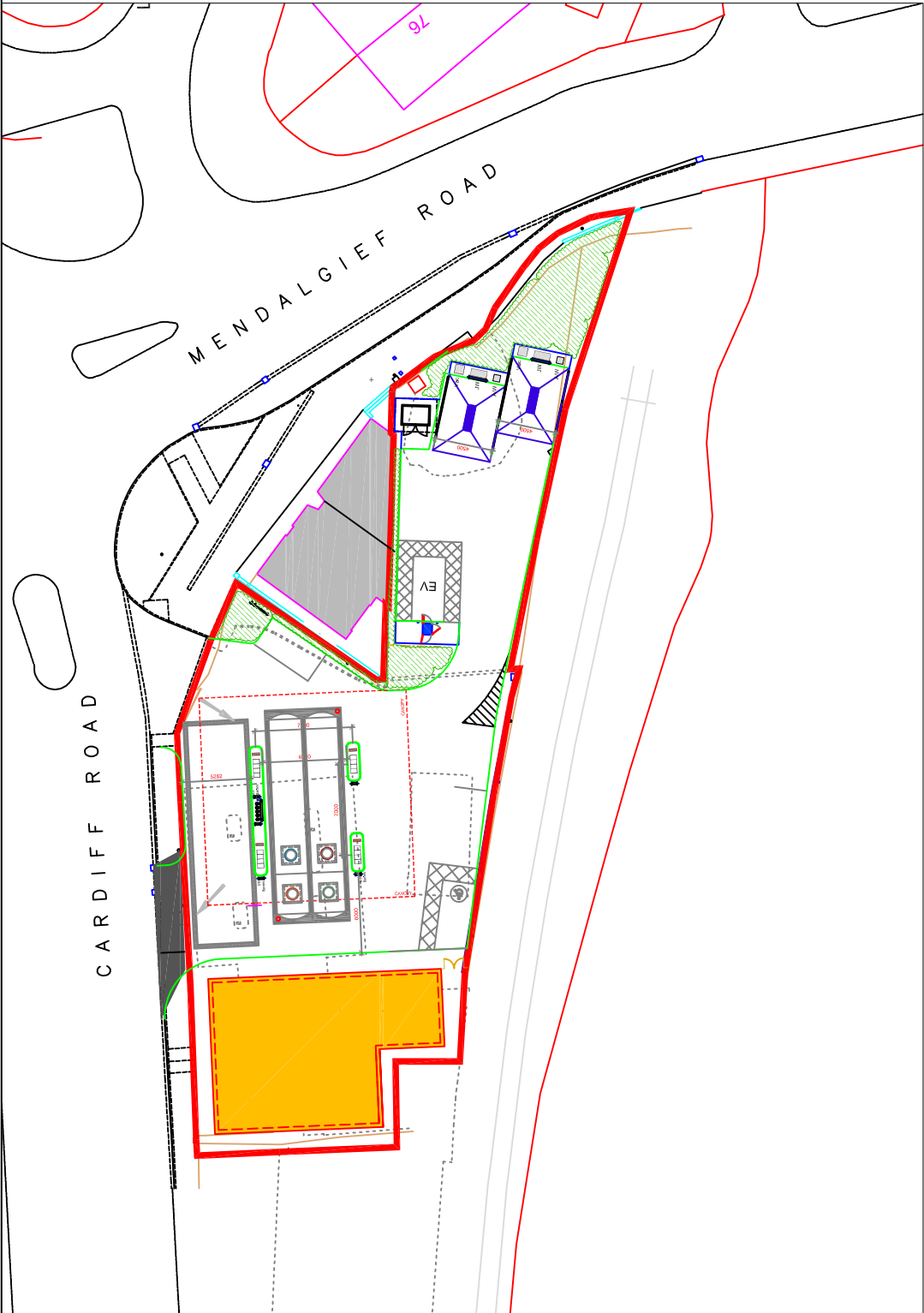
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	REVISED		
	CARDIFF ROAD, NEWPORT		
	REVISIONS		
CLIENT	ROTTNER & RUDGE		
PROJECT	71 CARDIFF ROAD NEWPORT		
TITLE	PROPOSED SITE LAYOUT		
DATE	05.03.24		
SCALE	1:200 @ A1		
JOB ID	1884		
DWG	15a		

ADS
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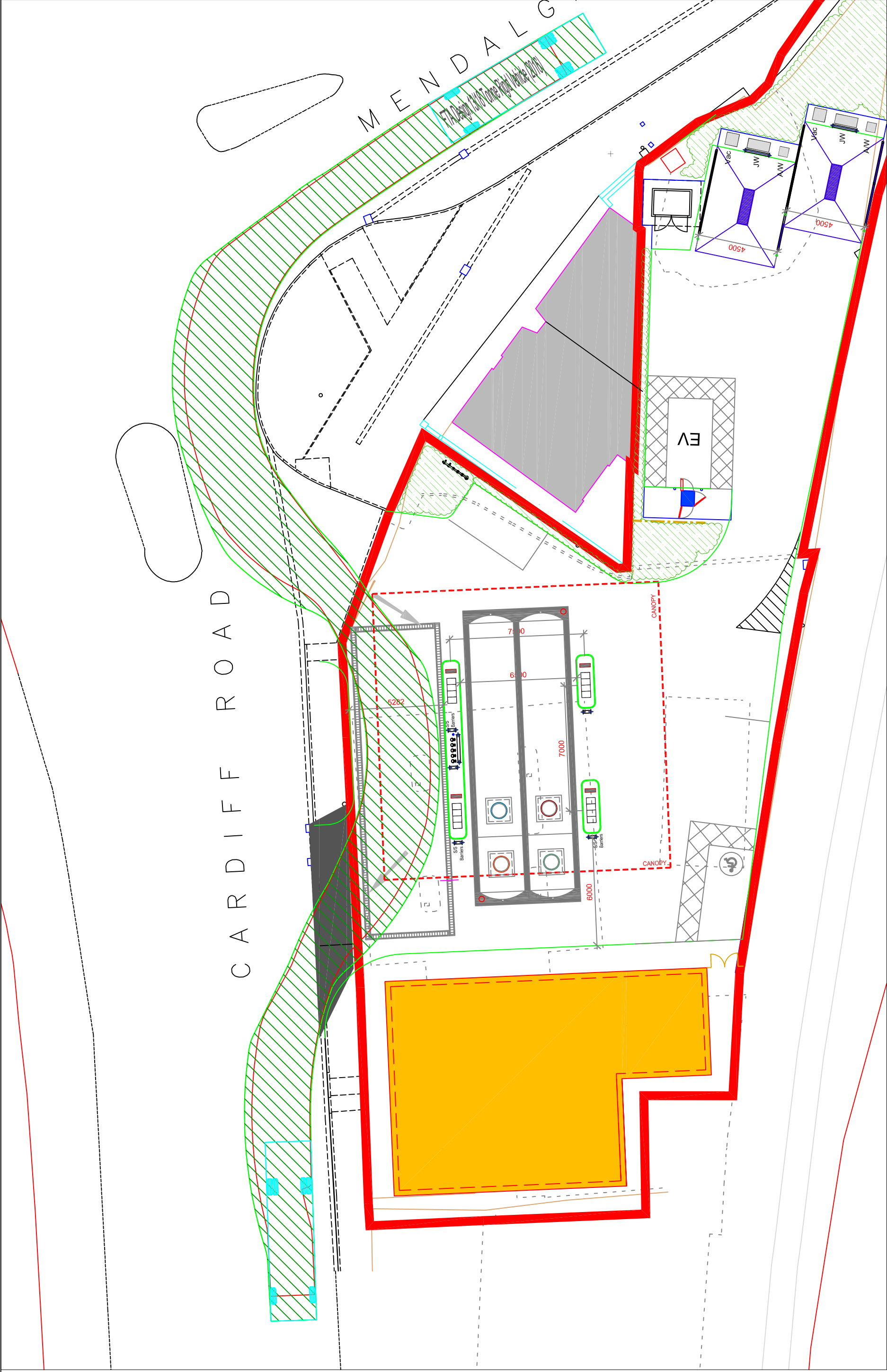
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Appendix 2

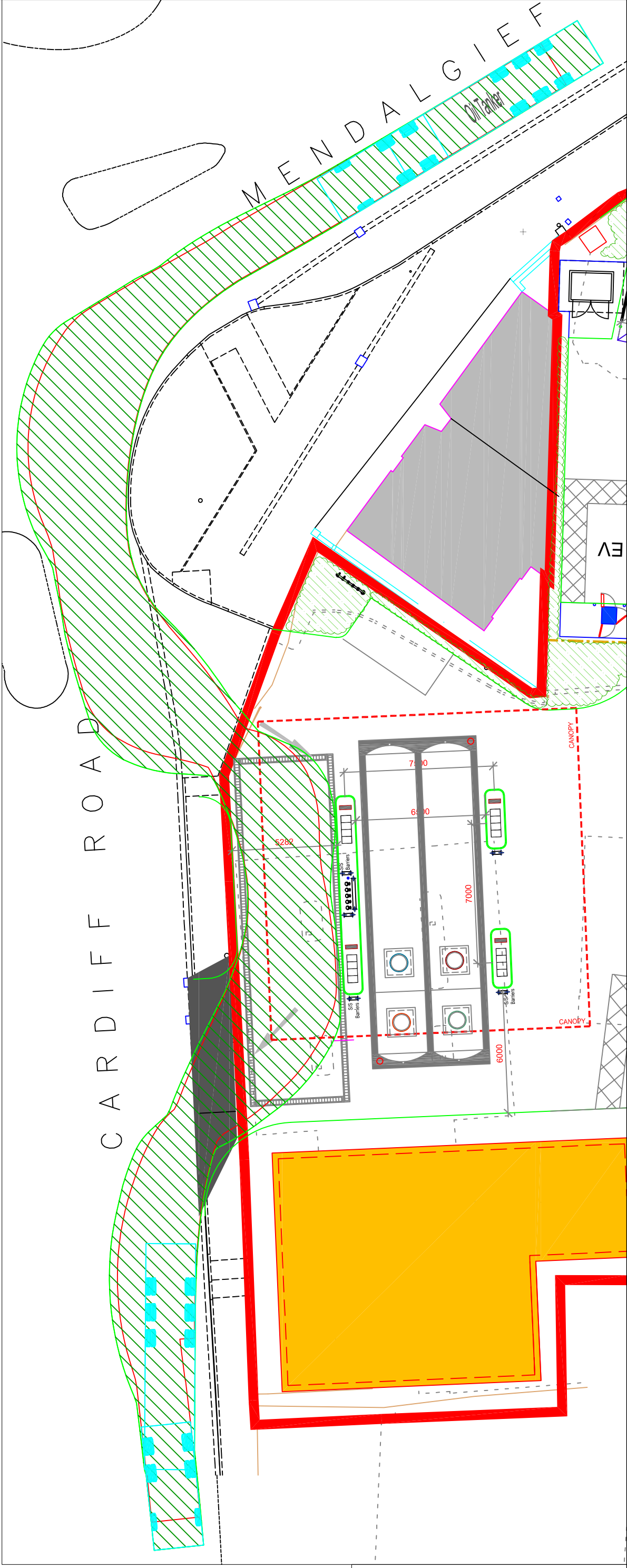
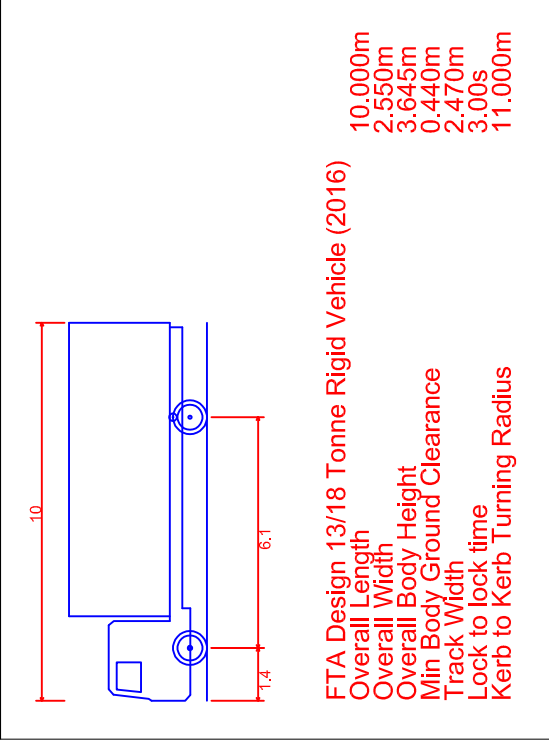
Swept Path Analysis



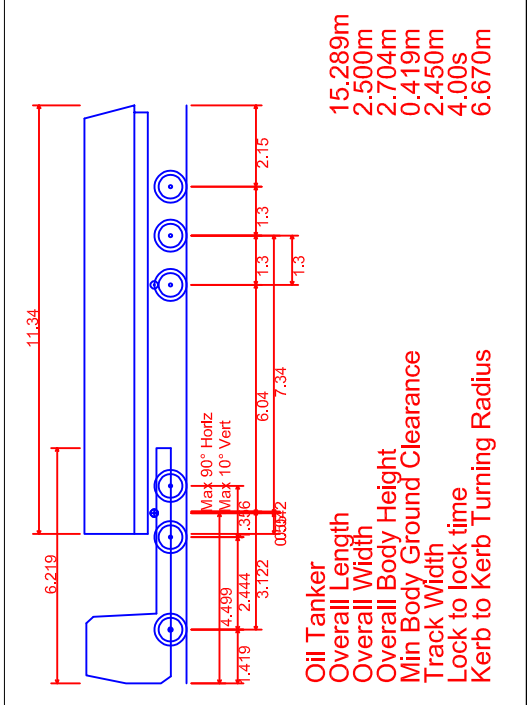
Proposed Site Layout - Scale 1/500



Swept Path Analysis - 10m Rigid - Scale 1/200

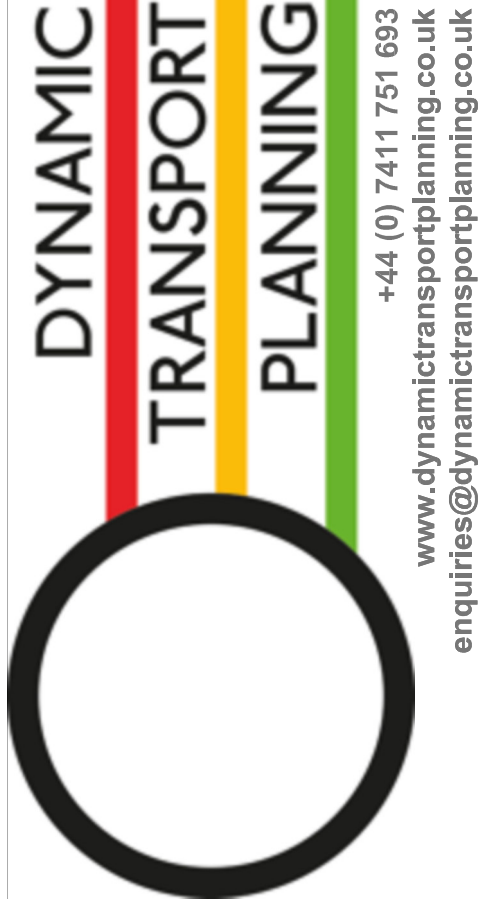


Swept Path Analysis - Oil Tanker - Scale 1/200



Notes

Rev.	Date	Revisions	Drawn
-	26/02/24	First Issue	BF



Client

Rottner & Rudge Ltd

Project

Proposed Petrol Filling Station
Redevelopment,
B4237 Cardiff Road, Newport

Drawing Title

Proposed Site Layout
Swept Path Analysis
Oil Tanker & 10m Rigid

Date	February 2024	Scale	As Specified @ A1
Drawn	BF	Approved	JB
Drawing Number	DTP/3700824/ATR001		
Rev.	-		

Appendix 3

TRICS Output Reports

Calculation Reference: AUDIT-262601-240227-0245

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS

Category : B - PFS - WITH RETAIL

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	TB TORBAY	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NG NOTTINGHAM	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days
10	WALES	
	NP NEATH & PORT TALBOT	1 days
	NW NEWPORT	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days
	FI FIFE	1 days

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

Dynamic Transport Planning DTP Durham

Licence No: 262601

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	8 days
Thursday	2 days
Friday	6 days

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

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	10
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
Development Zone	1
Residential Zone	11
Retail Zone	1
Built-Up Zone	1
No Sub Category	6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:**Use Class:**

Sui Generis	21 days
-------------	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	9 days
1.1 to 1.5	10 days
1.6 to 2.0	1 days

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

Travel Plan:

No	21 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	21 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	AS-13-B-01 KIRKTON ROAD STONEHAVEN	CO-OP PFS		ABERDEENSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Filling bays: 8 Survey date: THURSDAY 21/04/22 Survey Type: MANUAL			
2	BR-13-B-02 EASTGATE ROAD BRISTOL	TESCO EXTRA PFS		BRISTOL CITY
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Filling bays: 12 Survey date: TUESDAY 09/11/21 Survey Type: MANUAL			
3	DY-13-B-01 NOTTINGHAM ROAD DERBY	ESSO & TESCO EXPRESS		DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: FRIDAY 26/06/15 Survey Type: MANUAL			
4	FI-13-B-01 HARBOUR DRIVE DALGETY BAY	BP & M&S SIMPLY FOOD		FIFE
	Edge of Town No Sub Category Total Filling bays: 13 Survey date: WEDNESDAY 23/03/16 Survey Type: MANUAL			
5	GM-13-B-01 NEW STREET ROCHDALE MILNROW	BP & SPAR		GREATER MANCHESTER
	Edge of Town Residential Zone Total Filling bays: 8 Survey date: WEDNESDAY 21/10/15 Survey Type: MANUAL			
6	GM-13-B-02 STOCKPORT ROAD MANCHESTER BURNAGE	SHELL & LONDIS		GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 Survey date: THURSDAY 06/05/21 Survey Type: MANUAL			
7	LC-13-B-03 GARSTANG ROAD PRESTON FULWOOD	TEXACO & MORRISONS DAILY		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: TUESDAY 06/11/18 Survey Type: MANUAL			
8	LE-13-B-03 COVENTRY ROAD MARKET HARBOROUGH	CO-OP PFS		LEICESTERSHIRE
	Edge of Town Centre No Sub Category Total Filling bays: 6 Survey date: WEDNESDAY 20/10/21 Survey Type: MANUAL			

LIST OF SITES relevant to selection parameters (Cont.)

9	LN-13-B-01 CARHOLME ROAD LINCOLN	GULF & CO-OP	LINCOLNSHIRE
	Edge of Town Residential Zone Total Filling bays:	8	
	Survey date: WEDNESDAY	04/10/17	Survey Type: MANUAL
10	NG-13-B-02 CASTLE BRIDGE ROAD NOTTINGHAM	SAINSBURY'S PFS	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) Development Zone Total Filling bays:	16	
	Survey date: FRIDAY	25/11/16	Survey Type: MANUAL
11	NN-13-B-01 WELLINGBOROUGH ROAD RUSHDEN	TEXACO & LONDIS	NORTH NORTHAMPTONSHIRE
	Edge of Town Centre Residential Zone Total Filling bays:	8	
	Survey date: FRIDAY	23/10/20	Survey Type: MANUAL
12	NP-13-B-01 NEATH ROAD GLYNNEATH	ESSO & TESCO EXPRESS	NEATH & PORT TALBOT
	Edge of Town Residential Zone Total Filling bays:	6	
	Survey date: WEDNESDAY	19/10/22	Survey Type: MANUAL
13	NW-13-B-02 CHEPSTOW ROAD NEWPORT	ESSO & TESCO EXPRESS	NEWPORT
	Edge of Town Residential Zone Total Filling bays:	8	
	Survey date: WEDNESDAY	12/10/22	Survey Type: MANUAL
14	NY-13-B-03 WETHERBY ROAD NORTH KNARESBOROUGH	ESSO & CO-OP	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Filling bays:	8	
	Survey date: FRIDAY	30/09/16	Survey Type: MANUAL
15	NY-13-B-04 VICTORIA ROAD RICHMOND	HARVEST ENERGY & NISA	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Filling bays:	8	
	Survey date: WEDNESDAY	13/03/19	Survey Type: MANUAL
16	ST-13-B-01 FOREGATE STREET STAFFORD	BP & HURSTS	STAFFORDSHIRE
	Edge of Town Centre Built-Up Zone Total Filling bays:	10	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	TB-13-B-01 TORBAY ROAD PAIGNTON	BP & COSTCUTTER		TORBAY
	Edge of Town Residential Zone Total Filling bays:		8	
	Survey date: TUESDAY		18/07/17	Survey Type: MANUAL
18	TW-13-B-05 THE BROADWAY SUNDERLAND	SHELL & SPAR		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays:		6	
	Survey date: FRIDAY		24/05/19	Survey Type: MANUAL
19	TW-13-B-06 BEACH ROAD NORTH SHIELDS	ESSO & TESCO EXPRESS		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays:		8	
	Survey date: MONDAY		16/05/22	Survey Type: MANUAL
20	WO-13-B-02 CLEARWELL ROAD REDDITCH WINYATES WEST	MORRISONS PFS		WORCESTERSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Filling bays:		12	
	Survey date: MONDAY		05/10/20	Survey Type: MANUAL
21	WO-13-B-03 WORCESTER ROAD MALVERN	TEXACO & LONDIS		WORCESTERSHIRE
	Edge of Town Centre No Sub Category Total Filling bays:		8	
	Survey date: FRIDAY		12/11/21	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.

Dynamic Transport Planning DTP Durham

Licence No: 262601

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

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	6	0.333	1	6	0.000	1	6	0.333
06:00 - 07:00	21	9	4.519	21	9	4.230	21	9	8.749
07:00 - 08:00	21	9	6.962	21	9	6.765	21	9	13.727
08:00 - 09:00	21	9	6.814	21	9	6.546	21	9	13.360
09:00 - 10:00	21	9	6.776	21	9	6.727	21	9	13.503
10:00 - 11:00	21	9	6.448	21	9	6.508	21	9	12.956
11:00 - 12:00	21	9	6.628	21	9	6.634	21	9	13.262
12:00 - 13:00	21	9	7.617	21	9	7.672	21	9	15.289
13:00 - 14:00	21	9	7.470	21	9	7.426	21	9	14.896
14:00 - 15:00	21	9	7.142	21	9	6.989	21	9	14.131
15:00 - 16:00	21	9	7.497	21	9	7.612	21	9	15.109
16:00 - 17:00	21	9	7.585	21	9	7.672	21	9	15.257
17:00 - 18:00	21	9	7.956	21	9	8.055	21	9	16.011
18:00 - 19:00	21	9	7.213	21	9	7.448	21	9	14.661
19:00 - 20:00	21	9	6.033	21	9	6.082	21	9	12.115
20:00 - 21:00	21	9	4.328	21	9	4.350	21	9	8.678
21:00 - 22:00	21	9	3.066	21	9	3.142	21	9	6.208
22:00 - 23:00	5	9	0.761	5	9	0.935	5	9	1.696
23:00 - 24:00	2	10	0.450	2	10	0.650	2	10	1.100
Total Rates:			105.598			105.443			211.041

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: 6 - 16 (units:)
 Survey date range: 01/01/15 - 19/10/22
 Number of weekdays (Monday-Friday): 21
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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