

Transport Statement

Deans Yard, Baldock

Prepared for

J P & S Servicess Ltd

DOCUMENT SIGNATURE AND MODIFICATION SHEET

PROJECT DETAILS

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MODIFICATION DETAILS

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0	-	First Issue	DW
A	June 2025	Revised Report	DW
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1.0 INTRODUCTION

This transport statement (TS) has been produced by DW Transportation Limited on behalf of J P & S Serviss Ltd to support a full planning application for a renovation of the Whitehorse Service Station at Deans Yard, Clothall Road, Baldock, comprising a new forecourt layout with parking, a larger replacement sales building and drive-thru car wash. The vehicle servicing element of the existing site would be removed. It assesses the transport implications of the proposed redevelopment against the baseline situation and considers transport matters including highway safety, servicing, car parking, pedestrian and cycle access and an assessment against currently adopted local and national transport policies.

It has been developed based on DW Transportation's experience of successfully aiding in the delivery of numerous roadside developments across the UK.

1.1 Report Structure

Following this introduction, Section 2 outlines the relevant transport policy. Section 3 sets out the baseline situation whilst Section 4 contains details of the proposed development including parking, servicing and impact on highway safety. The report is summarised and concluded in Section 5.

2.0 TRANSPORT POLICY CONTEXT

2.1 Introduction

This section of the TS sets out the main national and local transport policies that are applicable to the proposed development against which the proposals are to be assessed. These are:

- North Herts Local Plan 2011-2031, November 2022; and
- National Planning Policy Framework, Revised December 2023

A summary of the relevant policies contained in these documents is provided below along with commentary on each.

2.2 North Herts District Local Plan Part 2

The Local Plan forms part of the statutory Development Plan for the North Herts District that is used to determine applications.

2.2.1 Strategic Policy SP6 – Sustainable Transport

Policy SP6: Sustainable transport

We will deliver accessibility improvements and promote the use of sustainable transport modes insofar as reasonable and practicable. We will:

- a) Comply with the NHDC Transport Strategy and the provisions of the Local Transport Plan and other supporting documents as relevant;
- b) Encourage development in locations which enable sustainable journeys to be made to key services and facilities;
- c) Work with Hertfordshire County Council, neighbouring authorities, Highways England and service providers to ensure that a range of sustainable transport options are available to all potential occupants or users. This may involve new or improved pedestrian, cycle and passenger transport (including rail and/or bus) links and routes;
- d) Seek the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic Housing Sites and other development sites in order to influence the behaviour of occupiers or users, along with supporting Travel Plans in order that sustainable travel patterns become embedded at an early stage;
- e) Assess development proposals against the parking standards set out in this Plan and having regard to relevant supplementary advice;
- f) Require applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals; and
- g) Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council.

In accordance with Policy SP6, the parking for the proposed development is in accordance with the parking standards set out in the Local Plan. Furthermore, this report demonstrates that there would be no safety implications resulting from the proposed development. The proposed development is first and foremost a facility for passing vehicles. However sustainable travel options are considered herein and cycle parking facilities are provided to encourage staff and visitors to the retail building to do so in a sustainable manner.

It is therefore considered that the proposed development would fully comply with policy SP6.

2.2.2 Development Management Policy T1 - Transport

Policy T1: Assessment of transport matters

Planning permission will be granted provided that:

- a) Development would not lead to highway safety problems or cause unacceptable impacts upon the highway network;
- b) Mechanisms to secure any necessary sustainable transport measures and / or improvements to the existing highway network are secured in accordance with Policy SP7;
- c) Suitable Transport Statements, Transport Assessments and / or Travel Plans along with supporting documents are provided where required; and
- d) For major developments, applicants demonstrate (as far as is practicable) how:
 - i. the proposed scheme would be served by public transport;
 - ii. safe, direct and convenient routes for pedestrians and cyclists will be provided; and
 - iii. comprehensive integration into the existing pedestrian and cycle, public transport and road networks will be secured.

In accordance with Policy T1, the proposed development will not have a detrimental impact on the highway network. This report is considered to be a suitable form of assessment to support the planning application. As the proposed development is a replacement scheme, the proposed development is not considered to be major. However, sustainable travel options have been demonstrated.

2.2.3 Development Management Policy T2: Parking

Policy T2: Parking

Planning permission will be granted provided that:

- a) Parking for residential development is provided in accordance with the minimum standards set out in Appendix 4 of this Plan;
- b) Parking for non-residential development is provided having regard to the standards for non-residential development set out in the relevant Supplementary Planning Document;
- c) Proposals have regard to relevant Supplementary Planning Documents, strategies or advice and;
- d) Applicants clearly identify how they provide for all likely types of parking demand and demonstrate that parking will be safe and of a design and layout that will function satisfactorily.

Variations from these standards will only be considered where applicants can demonstrate that the accessibility, type, scale, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations.

Appendix 4 of the Local Plan only provides car parking standards for residential development. Therefore reference is made to the Local Development Framework which contains a car parking SPD dated September 2011. Details on how the car parking provision has been calculated can be seen in Section 4.

2.2.4 National Planning Policy Framework, December 2024

The NPPF focuses on sustainable transport. In particular the document advises that applicants for new development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive—which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

The proposals would incorporate and connect to existing pedestrian facilities and include cycle stands to encourage bicycle use. Bus stops are available within a short walk of the site.

The proposed development would not prejudice any disabled person and provides for any reduced mobility motorist by proposing accessible parking spaces to assist wheelchair use.

The site is designed to allow deliveries to be made efficiently. Emergency vehicles would be able to stop within the site as required.

The NPPF advises decision-makers “*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.*”

The cumulative impact of the proposals on the site would be negligible and therefore are expected to pass any severity test.

It can therefore be concluded that the development proposals fully accord with the latest revision of the NPPF.

3.0 BASELINE SITUATION

3.1 Site Location

The site is an existing service station offering petroleum-based fuels as well as an MOT and servicing facility with separate ingress/egress crossovers on Clothall Road, Baldock, which has an established roadside presence in the local area. The site has four domestic pump islands (8 fuel bays). The site has a forecourt shop with adjoining canopy, MOT bay and vehicle workshop.

The site is accessed off the A507 Clothall Road, which is a primary route operated by Hertfordshire County Council as the local highway authority (LHA).

Opposite the site is an open field, which forms part of Lodge Farm. To the southeast of the site is a private dwelling. To the northwest of the site land use is predominantly residential on the site side of Clothall Road.

The application site is shown on Figure 3-1.

Figure 3-1
Application Site (Indicative)



3.1.1 Existing Use

The site comprises a single storey detached shop building with 8 no domestic fuel bays and adjoining vehicle workshops, (Sui Generis/B2 general industry) and thus forms the baseline situation in terms of its transport characteristics.

The site location is shown in a strategic highway context on **Drawing TS01**.

3.2 Vehicle Access

Access to the site comprises two separate forecourt crossovers. There is currently no restriction on any vehicle movements at the site with all movements being allowed at both crossovers.

3.3 Access for Pedestrians

As the site is a motorists facility, no specific facilities are provided for pedestrians. As is standard design practice for service stations, pedestrian access for pedestrians is to be through the forecourt.

3.4 Access for Cyclists

There are no dedicated cycle facilities in the vicinity and therefore cyclists share the road space with motor vehicles. Any cyclist requiring access to the site would do so via the vehicle crossovers. However, there are no known cycle parking facilities on the site.

3.5 Local and Strategic Road Network Description

3.5.1 A507 Clothall Road

The A507 Clothall Road is a single-carriageway road linking the M1 motorway near Milton Keynes to the A10 at Buntingford.

Clothall Road in the vicinity of the site has a speed limit of 30mph by virtue of street lighting and direct access to properties.

Data held by the Department for Transport indicates that the road has an Annual Average Daily Traffic (AADT) flow of 7,552 vehicles. The vehicle breakdown is shown in Figure 3-2.

Figure 3-2
Annual Average Daily Traffic Flow on Clothall Road

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2023	Estimated from nearby links	0	99	5168	11	1990	283	7552

3.6 Traffic Flows

The A507 has an annual average daily traffic (AADT) two-way flow of 7552 motor vehicles.

The AADT has been converted to the highway peak hours using the following formula:

$$\text{Peak Hour Traffic} = \text{AADT} \times \text{Peak Hour Factor}$$

The peak hour factor applied is 10% as this is typically applied to the DfT AADT flows to obtain peak hour flows. Seasonality has also been applied. The full calculation is below.

AADT = 7,552

Peak hour factor = 10%

Peak hour traffic = 10% of 7,552 = 755

Seasonality factor of 3% applied = 3% of 755 = 23

Therefore, 2-way Peak Hour Traffic on Clothall Road is estimated as being = 755 + 23 = 778

3.7 Public Transport

3.7.1 Bus

The nearest bus stops to the site are located on Clothall Road and South Road. The services on Clothall Road are at the junction of Pinnocks Lane which is 200 metres northwest of the site. The bus stops on South Road are near its junction with Pembroke Road, which are approximately 190m southwest of the site.

The services available from these bus stops are summarised in table 3-1.

Table 3-1
Summary of Bus Services (excluding school services)

Location	Service No.	Operator	Route/Destination	Peak Hour Frequency
Clothall Road	90	Richmonds Coaches	Letchworth Broadway – Royston Bus Station	2-5 mins
	91	Richmonds Coaches		5 mins
South Road	37	Richmonds Coaches	Buntingford - Stevenage	5 mins
	90		Letchworth Broadway – Royston Bus Station	5 mins
	91		Letchworth Broadway – Royston Bus Station	5 mins

Existing bus services offer staff and any visitors an option to travel to/from the site by bus.

3.7.2 Train

Baldock Railway Station is located on the outskirts of Baldock on Station Road, approximately 0.8 kilometres northwest of the site. It has a walk time to/from the site of approximately 12 minutes.

Services at Baldock are operated by Thameslink and Great Northern. The typical off-peak service in trains per hour (tph) is:

1 tph to London King's Cross (stopping)

2 tph to Brighton via London Bridge and Gatwick Airport (semi-fast)

3 tph to Cambridge (2 of these run semi-fast and 1 calls at all stations)

During the peak hours, the service to London King's Cross and the all stations service to Cambridge are increased to 2 tph. On Sundays, the service between Brighton and Cambridge is reduced to hourly.

4.0 PROPOSED DEVELOPMENT

The proposed development comprises the renovation of the Whitehorse Service Station at Deans Yard, Clothall Road, Baldock, comprising a new forecourt layout with parking, a larger replacement sales building and drive-thru car wash. The existing vehicle servicing element of the site would be removed. A layout of the proposed scheme can be seen at **Appendix A**.

4.1 Car Parking

The Local Plan parking standards do not provide parking standards for petrol filling stations. Therefore, car parking standards are taken from the Local Development Framework, which provides a parking standard for a 'car wash/petrol filling station' use. The parking standards for this use is given as:

3 spaces per 4 employees plus 3 waiting spaces per bay or run in to row of bays (additional parking is required where a shop is provided).

Based on this standard, the parking requirement is for 2 staff spaces plus additional parking for the shop. As the shop parking is not defined the proposed level of car parking has also been considered from first principles.

4.2 Parking Evidence Base for PFS

The evidence base for the proposed parking provision is a parking accumulation based on TRICS data for petrol filling stations with retail. Table 4-1 displays the parking accumulation.

Table 4-1
TRICS Parking Accumulation (PFS with Retail)

Period	Vehicles In	Vehicles Out	Accumulation
0500-0600	23	21	2
0600-0700	30	27	5
0700-0800	50	48	7
0800-0900	57	55	9
0900-1000	61	60	9
1000-1100	58	57	10
1100-1200	61	61	10
1200-1300	68	67	11
1300-1400	66	65	12
1400-1500	63	63	11
1500-1600	63	63	11
1600-1700	64	67	8
1700-1800	69	69	8
1800-1900	65	65	8
1900-2000	54	56	6
2000-2100	39	40	5
2100-2200	30	31	4
2200-2300	14	17	1
2300-0000	1	3	0

It can be seen in Table 4-1 that the site has a maximum parking accumulation within a 1-hour period of 12. This demonstrates that the proposed 13 spaces (plus air/vac space) is adequate to meet demand.

The TRICS data is at **Appendix B**.

4.3 Car Parking Tracking

Vehicle tracking has been undertaken using a large car to demonstrate that the 2no car parking spaces at the front of the proposed shop building are accessible when fuel bays are in use. The tracking is shown on Figure 4-1.

The site plan illustrates the layout of a car wash facility. Key features include:

- Building Footprint:** A central green-shaded building with multiple bays labeled "LARGE CAR Custom".
- Parking Areas:** Several designated parking zones, including "No Parking (Mark Clear of All Traps)", "Bicycle Parking", and "Staff Parking" (labeled 01, 02, 03, 04, 05, 06).
- Infrastructure:** "CLOTHALL ROAD" at the top, "Footpath" along the right and bottom, and "Existing Highways" indicated by dashed lines.
- Vehicle Dimensions:** A diagram of a car with dimensions: 5000 mm length, 1800 mm width, 1800 mm track, 6.0 Lock to Lock Time, and 36.0 Steering Angle.
- Other Details:** "New soft landscaping", "New Pylon Signs", "Offset Filler", "New temporary access (existing gate) and additional access (existing gate)", "Electric Vehicle Charging", and "1.2m high brick wall with 0.9m high acoustic fence above up to 2.4m high".

There may be occasions when vehicles larger than a car will visit the site for fuel. On these occasions, such vehicles would be expected to wait for the more accessible bays nearest the offset fills. However, the site can also accommodate a vehicle up to the size of a Luton Van, which is illustrated by the tracking on Figure 4-2.

[illegible]

4.5.1 Vehicular Access

4.6 Traffic Impact

Under the proposals, the shop would have significantly larger storage capacity, which would mean that in theory, the number of shop deliveries could potentially reduce.

4.7 Highway Safety

An initial highway safety assessment of the site has been considered by viewing the Crashmap website. Crashmap only uses official data published by the Department for Transport, which is based on records submitted to them by police forces. It is therefore considered to be a reliable source of information.

Figure 4-3 is an extract from the Crashmap database and confirms that no accidents were recorded between 2019 and 2023.

Figure 4-3
Accident Map (Crashmap extract) 2019-2023

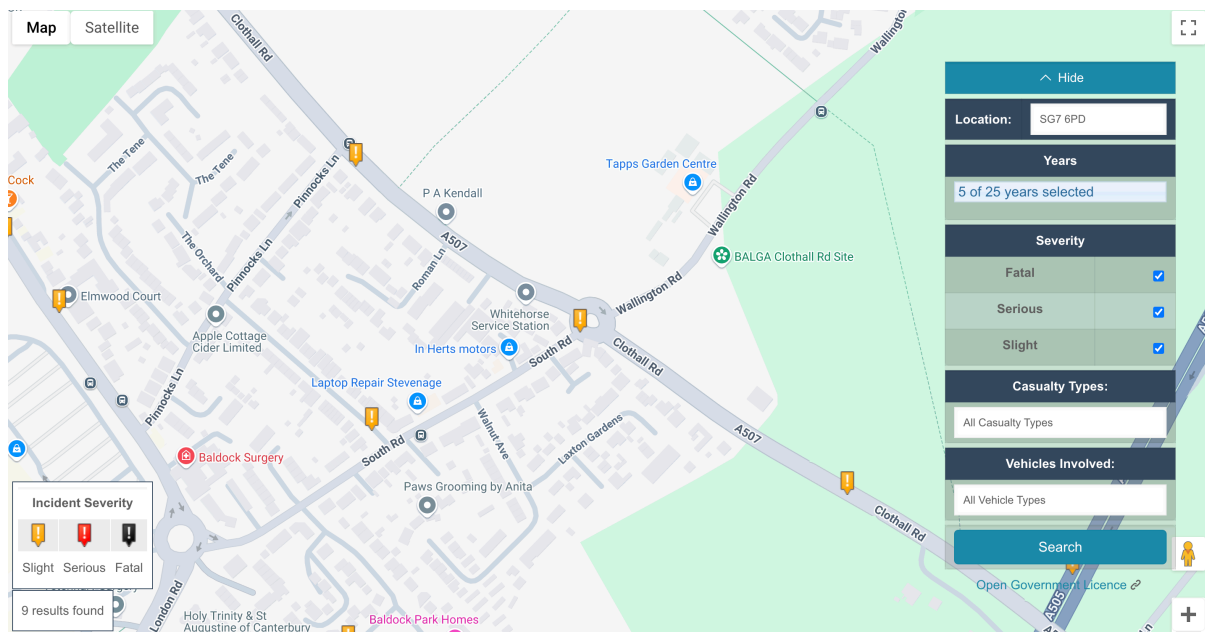


Figure 4-3 shows one slight accident has been recorded in the vicinity of the site within the 5 year study period. The accident was recorded on the roundabout. As the proposed development is not anticipated to generate additional vehicle trips, no impact on highway safety is expected.

4.8 Servicing and Waste Collections

4.8.1 Refuse Collection

The bin store would be located at the rear of the retail unit. Private collection refuse vehicles will enter the site, collect waste from the forecourt and drive out with no reverse manoeuvres required.

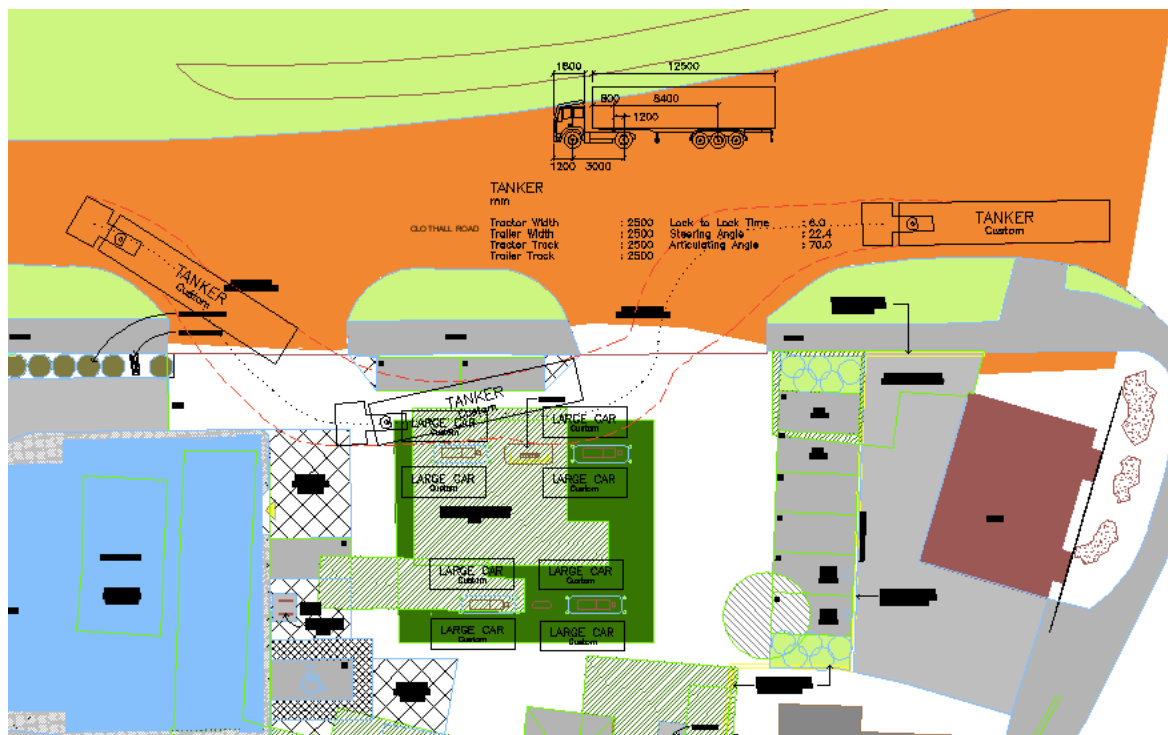
Refuse collection is generally undertaken outside of peak periods of the site which will minimise any disruption to the efficiency and safety of the site. Swept path analysis is not considered necessary for waste collection as there are no proposals to alter the waste strategy of the site.

4.8.2 Servicing

The servicing for the PFS would remain as existing. This involves delivery tankers travelling from the north (M11 motorway at junction 10), then travelling along the A505, B656 Royston Road, turning left onto Clothall Road and making a u-turn at the roundabout near the site to allow the tanker to turn left into the site at the southern crossover. Egress would be via the northern forecourt crossover. Use of the 2no. car parking spaces and the 2no furl bays furthest north of the site would be temporarily suspended to allow fuel tanker servicing. If required this can be controlled through the use of a delivery management plan.

The fuel tanker tracking is shown on Figure 4-4.

Figure 4-4
Fuel Tanker Tracking



5.0 SUMMARY AND CONCLUSION

This Transport Statement (TS) is prepared by DW Transportation Limited on behalf of J P & S Serviss Ltd, which is seeking full planning permission for a renovation of the Whitehorse Service Station at Deans Yard, Clothall Road, Baldock, comprising a new forecourt layout with parking, a larger replacement sales building and drive-thru car wash. The vehicle servicing element of the existing site would be removed.

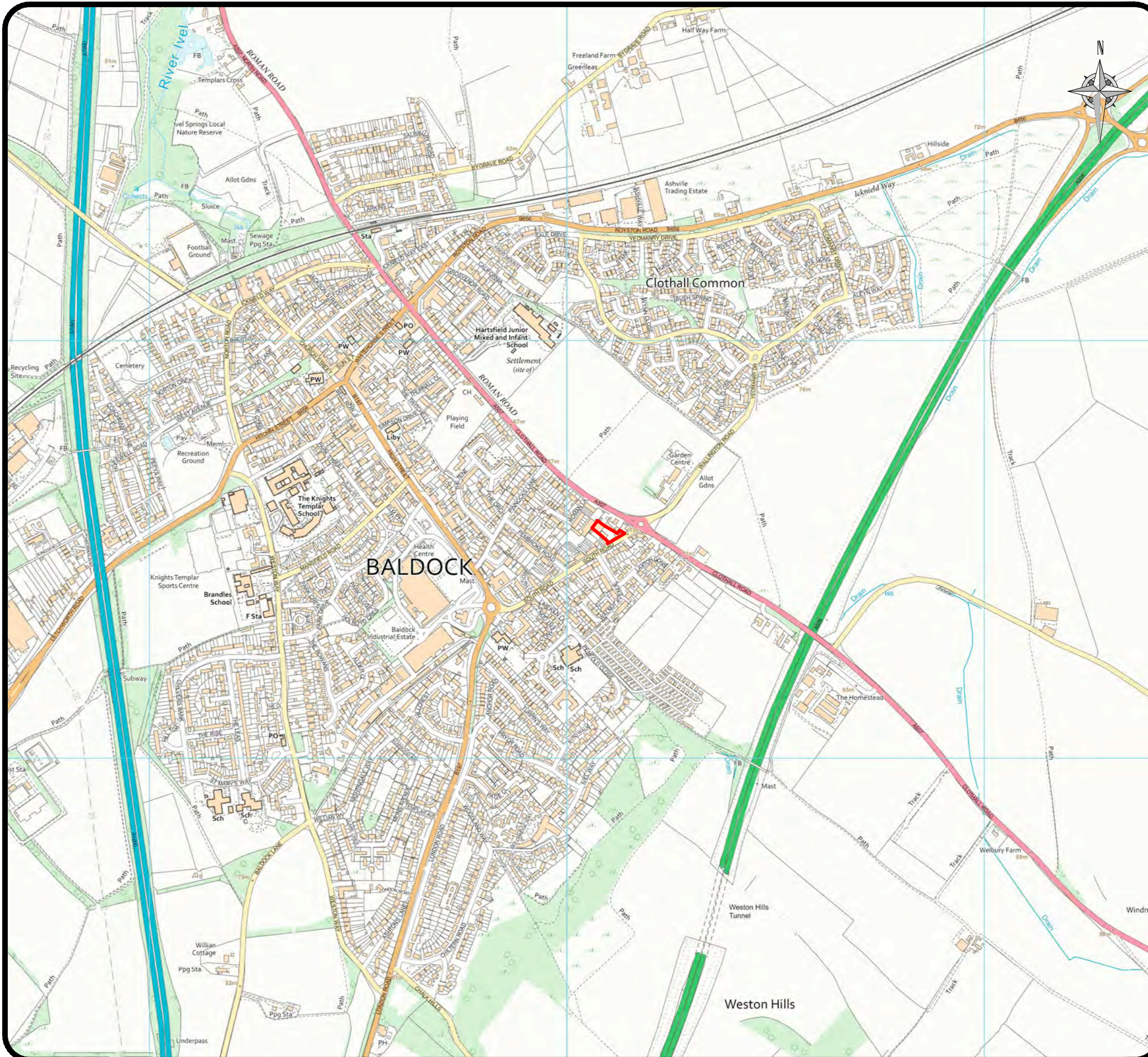
This TS provides a comprehensive overview of the proposed development's potential impact on the local transport infrastructure and highway safety. In summary the proposed development:

- Would not have an impact on highway safety;

- Would provide adequate car and cycle parking;
- Would provide suitable access for pedestrians;
- Would be able to accommodate the servicing vehicles;
- Would be managed to avoid conflict of delivery vehicles;
- Would not generate a significant number of new vehicle trips; and
- Would fully comply with local and national transport policy.

It is therefore able to be concluded that no significant transport issues have been identified to prevent the proposed development from being recommended for planning permission.

Drawings



Notes

No.	Revision/Issue	Date

Client

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Project

DEAN'S YARD
BALDOCK
(RESIDENTIAL)

Drawing

SITE LOCATION PLAN

Project No

DWT386

Date

17.03.2025

Scale

1:10,000@A3

Drawing No.

TS01

Appendix A



NOTE: Report all errors and omissions to the Architect. All dimensions to be checked on site before fabrication.

Contractors must verify all dimensions on site before setting out, commencing work, or making any shop drawings.

- All dimensions must be checked on site
- All setting out to be checked on site
- All levels must be checked on site and their datum confirmed
- This drawing must be read in conjunction with the relevant specification clauses
- This drawing must not be used for land transfer purposes

- GENERAL NOTES:**
- Existing tree to be removed
 - Application boundary
 - Existing buildings to be demolished
 - Scheduled Monument (Ref. 1016305)
 - Proposed forecourt canopy (4.5m clearance beneath)
 - Sub-Station
 - Below ground electric cables (to Groundsure property search (Ref. Q/JP&S/001929))
- Notes:** Base plan references ASP Surveys
Topographical Survey data indicated magenta

P5	PFS Forecourt layout revised to accommodate Highways Consultants requirements	MAS	17.09.2025	MAS
P4	Boundary treatment updated to acoustic & lighting requirements	MAS	22.07.2025	MAS
P3	Planning Submission	EF	02.06.2025	MAS
P2	Pre-Application Submission	MAS	12.03.2025	MAS
P1	Information Issue	MAS	11.09.2024	MAS
Revision	Description	Drawn	Date	Checked

Client's Name
Baldock Operations Limited

Job Title
Clothall Road, Baldock

Drawing Title
**Proposed Site Plan
PETROL FILLING STATION**

Scale
As indicated @A1

Job No
1209

Drawing No
102

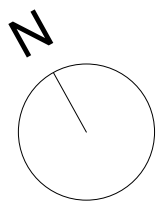
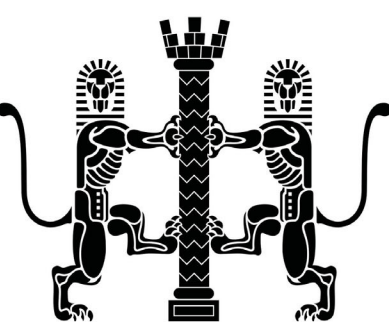
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SCALE: 1 to 100

0 5m 10m

Note: This maybe a reduced sized print, check scales below

Appendix B

Filtering Summary

Land Use	13/B	PETROL FILLING STATIONS/PFS - WITH RETAIL
Selected Trip Rate Calculation Parameter Range	4-16	BAYS
Actual Trip Rate Calculation Parameter Range	6-16	BAYS
Date Range	Minimum: 01/01/12	Maximum: 27/09/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	3
	Tuesday	10
	Wednesday	5
	Thursday	2
	Friday	9
	Saturday	8
	Sunday	4
Main Location Types selected	Edge of Town Centre	3
	Suburban Area (PPS6 Out of Centre)	22
	Edge of Town	9
	Neighbourhood Centre (PPS6 Local Centre)	6
	Free Standing (PPS6 Out of Town)	1
Population <1 Mile ranges selected	1,001 to 5,000	8
	5,001 to 10,000	4
	10,001 to 15,000	11
	15,001 to 20,000	2
	20,001 to 25,000	4
	25,001 to 50,000	11
	50,001 to 100,000	1
Population <5 Mile ranges selected	5,001 to 25,000	3
	25,001 to 50,000	5
	50,001 to 75,000	5
	75,001 to 100,000	3
	100,001 to 125,000	1
	125,001 to 250,000	11
	250,001 to 500,000	8
	500,001 or More	5
Car Ownership <5 Mile ranges selected	0.5 or Less	2
	0.6 to 1.0	15
	1.1 to 1.5	22
	1.6 to 2.0	2
PTAL Rating	No PTAL Present	38
	1b Very poor	1
	2 Poor	1
	3 Moderate	1

Calculation Reference: AUDIT-701009-200915-0954

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS

Category : B - PFS - WITH RETAIL

VEHICLESSelected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
	HO HOUNSLOW	1 days
	HV HAVERING	1 days
03	SOUTH WEST	
	DC DORSET	3 days
	DV DEVON	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	4 days
10	WALES	
	DB DENBIGHSHIRE	1 days
	MM MONMOUTHSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	2 days
	FI FIFE	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
13	MUNSTER	
	CR CORK	1 days
	WA WATERFORD	1 days
14	LEINSTER	
	WT WESTMEATH	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	1 days
	DO DOWN	1 days

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 27/09/19

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

Selected survey days:

Monday	3 days
Tuesday	10 days
Wednesday	5 days
Thursday	2 days
Friday	9 days
Saturday	8 days
Sunday	4 days

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

Selected survey types:

Manual count	41 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	3
Suburban Area (PPS6 Out of Centre)	22
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	6
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	4
Development Zone	2
Residential Zone	25
Built-Up Zone	2
Village	1
High Street	2
No Sub Category	5

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

Secondary Filtering selection:Use Class:

n/a 41 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®.

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	8 days
5,001 to 10,000	4 days
10,001 to 15,000	11 days
15,001 to 20,000	2 days
20,001 to 25,000	4 days
25,001 to 50,000	11 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	5 days
50,001 to 75,000	5 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	11 days
250,001 to 500,000	8 days
500,001 or More	5 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	2 days
0.6 to 1.0	15 days
1.1 to 1.5	22 days
1.6 to 2.0	2 days

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

Travel Plan:

No	41 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	38 days
1b Very poor	1 days
2 Poor	1 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

Site(1):	CA-13-B-02	Site area:	0.21 hect
Development Name:	MURCO & COSTCUTTER	Filling bays:	8
Location:	PETERBOROUGH		
Postcode:	PE1 2NE		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	16/12/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(2):	CH-13-B-01	Site area:	0.12 hect
Development Name:	ESSO & SPAR	Filling bays:	8
Location:	MACCLESFIELD		
Postcode:	SK11 6AY		
Main Location Type:	Edge of Town Centre	Survey Date:	17/09/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(3):	CR-13-B-02	Site area:	0.32 hect
Development Name:	TOPAZ	Filling bays:	9
Location:	CORK		
Postcode:			
Main Location Type:	Edge of Town	Survey Date:	21/06/14
Sub-Location Type:	Industrial Zone	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(4):	DB-13-B-02	Site area:	0.16 hect
Development Name:	TEXACO & CO-OP	Filling bays:	8
Location:	RHUDDLAN		
Postcode:	LL18 2TS		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	12/11/13
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(5):	DC-13-B-01	Site area:	0.15 hect
Development Name:	ESSO & TESCO EXPRESS	Filling bays:	6
Location:	CHRISTCHURCH		
Postcode:	BH23 2AY		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/03/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	
Site(6):	DC-13-B-02	Site area:	0.16 hect
Development Name:	M&S & BP	Filling bays:	8
Location:	CHRISTCHURCH		
Postcode:	BH23 3PP		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/03/14
Sub-Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(7):	DC-13-B-03	Site area:	0.11 hect
Development Name:	BP & SPAR	Filling bays:	9
Location:	DORCHESTER		
Postcode:	DT1 1XU		
Main Location Type:	Edge of Town	Survey Date:	17/09/16
Sub-Location Type:	Industrial Zone	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(8):	DE-13-B-02	Site area:	0.33 hect
Development Name:	TEXACO/SPAR	Filling bays:	6
Location:	PORTSTEWART		
Postcode:	BT55 7HU		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/06/12
Sub-Location Type:	Residential Zone	Survey Day:	Sunday
PTAL:	n/a	Parking Spaces:	
Site(9):	DL-13-B-02	Site area:	0.56 hect
Development Name:	TOPAZ	Filling bays:	8
Location:	DUBLIN		
Postcode:			
Main Location Type:	Edge of Town	Survey Date:	03/10/14
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(10):	DO-13-B-04	Site area:	0.21 hect
Development Name:	DOWNPATRICK SER. STATION	Filling bays:	8
Location:	DOWNPATRICK		
Postcode:	BT30 6EY		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/06/15
Sub-Location Type:	Residential Zone	Survey Day:	Sunday
PTAL:	n/a	Parking Spaces:	

LIST OF SITES relevant to selection parameters (Cont.)

Site(11):	DS-13-B-01	Site area:	0.21 hect
Development Name:	ESSO & TESCO EXPRESS	Filling bays:	8
Location:	DERBY		
Postcode:	DE21 6NA		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	26/06/15
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(12):	DV-13-B-01	Site area:	0.18 hect
Development Name:	BP & COSTCUTTER	Filling bays:	8
Location:	PAIGNTON		
Postcode:	TQ3 2DN		
Main Location Type:	Edge of Town	Survey Date:	18/07/17
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(13):	DV-13-B-02	Site area:	0.18 hect
Development Name:	SHELL & LONDIS	Filling bays:	8
Location:	PAIGNTON		
Postcode:	TQ3 2DN		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	30/03/19
Sub-Location Type:	High Street	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(14):	EB-13-B-02	Site area:	0.44 hect
Development Name:	BP CONNECT & M&S SIMPLY FOOD	Filling bays:	15
Location:	QUEENSFERRY		
Postcode:	EH30 9YJ		
Main Location Type:	Edge of Town	Survey Date:	26/06/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	
Site(15):	EB-13-B-03	Site area:	0.28 hect
Development Name:	BP & M&S SIMPLY FOOD	Filling bays:	8
Location:	NEAR EDINBURGH		
Postcode:	EH28 8NA		
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	28/04/18
Sub-Location Type:	No Sub Category	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(16):	EN-13-B-01	Site area:	0.13 hect
Development Name:	ESSO & TESCO EXPRESS	Filling bays:	8
Location:	ENFIELD		
Postcode:	EN3 5UT		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	20/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	2 Poor	Parking Spaces:	
Site(17):	FI-13-B-01	Site area:	0.60 hect
Development Name:	BP & M&S SIMPLY FOOD	Filling bays:	13
Location:	DALGETY BAY		
Postcode:	KY11 9NA		
Main Location Type:	Edge of Town	Survey Date:	23/03/16
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(18):	GM-13-B-01	Site area:	0.18 hect
Development Name:	BP & SPAR	Filling bays:	8
Location:	ROCHDALE		
Postcode:	OL16 4JD		
Main Location Type:	Edge of Town	Survey Date:	21/10/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(19):	HO-13-B-01	Site area:	0.25 hect
Development Name:	BP CONNECT	Filling bays:	8
Location:	HOUNSLOW		
Postcode:	TW5 9BA		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	10/12/12
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	3 Moderate	Parking Spaces:	
Site(20):	HV-13-B-01	Site area:	0.18 hect
Development Name:	SHELL	Filling bays:	8
Location:	ROMFORD		
Postcode:	RM1 4SJ		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	09/10/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	1b Very poor	Parking Spaces:	

LIST OF SITES relevant to selection parameters (Cont.)

Site(21):	LC-13-B-03	Site area:	0.20 hect
Development Name:	TEXACO & MORRISONS DAILY	Filling bays:	8
Location:	PRESTON		
Postcode:	PR2 9XL		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/11/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(22):	LE-13-B-02	Site area:	0.23 hect
Development Name:	TESCO EXPRESS & ESSO	Filling bays:	8
Location:	LEICESTER		
Postcode:	LE3 5EX		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/10/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(23):	LN-13-B-01	Site area:	0.75 hect
Development Name:	GULF & CO-OP	Filling bays:	8
Location:	LINCOLN		
Postcode:	LN1 1RU		
Main Location Type:	Edge of Town	Survey Date:	04/10/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(24):	MM-13-B-01	Site area:	0.22 hect
Development Name:	BP & M&S SIMPLY FOOD	Filling bays:	8
Location:	NEWPORT		
Postcode:	NP20 6NF		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(25):	MS-13-B-01	Site area:	0.07 hect
Development Name:	ESSO & SPAR	Filling bays:	6
Location:	LIVERPOOL		
Postcode:	L17 8FW		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/11/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(26):	NT-13-B-03	Site area:	0.06 hect
Development Name:	SAINSBURY'S PFS	Filling bays:	16
Location:	NOTTINGHAM		
Postcode:	NG7 1GX		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/11/16
Sub-Location Type:	Development Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(27):	NY-13-B-02	Site area:	0.16 hect
Development Name:	BP & SPAR	Filling bays:	6
Location:	RIPON		
Postcode:	HG4 1HJ		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/09/13
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	
Site(28):	NY-13-B-03	Site area:	0.09 hect
Development Name:	ESSO & CO-OP	Filling bays:	8
Location:	KNARESBOROUGH		
Postcode:	HG5 8LH		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	30/09/16
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(29):	NY-13-B-04	Site area:	988.00 hect
Development Name:	HARVEST ENERGY & NISA	Filling bays:	8
Location:	RICHMOND		
Postcode:	DL10 4AS		
Main Location Type:	Edge of Town Centre	Survey Date:	13/03/19
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(30):	RO-13-B-01	Site area:	0.22 hect
Development Name:	TOPAZ & SPAR	Filling bays:	8
Location:	NEAR ROSCOMMON		
Postcode:	F42 ET67		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	27/04/18
Sub-Location Type:	Village	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	

LIST OF SITES relevant to selection parameters (Cont.)

Site(31):	SF-13-B-01	Site area:	0.97 hect
Development Name:	TOTAL	Filling bays:	8
Location:	BUNGAY		
Postcode:	NR35 1RX		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	09/10/12
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(32):	SF-13-B-02	Site area:	0.20 hect
Development Name:	BP CONNECT & M&S	Filling bays:	8
Location:	BURY ST EDMUNDS		
Postcode:	IP33 2RN		
Main Location Type:	Edge of Town	Survey Date:	19/07/13
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(33):	ST-13-B-01	Site area:	0.11 hect
Development Name:	BP & HURSTS	Filling bays:	10
Location:	STAFFORD		
Postcode:	ST16 2PD		
Main Location Type:	Edge of Town Centre	Survey Date:	22/11/17
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	
Site(34):	TW-13-B-02	Site area:	0.18 hect
Development Name:	TESCO EXPRESS & PFS	Filling bays:	8
Location:	NEWCASTLE UPON TYNE		
Postcode:	NE7 7EW		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	05/10/13
Sub-Location Type:	Residential Zone	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(35):	TW-13-B-03	Site area:	0.12 hect
Development Name:	SAINSBURY'S PFS	Filling bays:	12
Location:	SUNDERLAND		
Postcode:	SR5 3JG		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	08/04/17
Sub-Location Type:	Development Zone	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	
Site(36):	TW-13-B-04	Site area:	0.16 hect
Development Name:	BP & NISA LOCAL	Filling bays:	8
Location:	NEWCASTLE UPON TYNE		
Postcode:	NE3 2DQ		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	12/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Sunday
PTAL:	n/a	Parking Spaces:	
Site(37):	TW-13-B-05	Site area:	0.14 hect
Development Name:	SHELL & SPAR	Filling bays:	6
Location:	SUNDERLAND		
Postcode:	SR4 8LP		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/05/19
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	
Site(38):	WA-13-B-01	Site area:	0.26 hect
Development Name:	TOPAZ	Filling bays:	8
Location:	WATERFORD		
Postcode:			
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	12/05/15
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(39):	WM-13-B-05	Site area:	0.30 hect
Development Name:	TEXACO & CO-OPERATIVE	Filling bays:	8
Location:	BIRMINGHAM		
Postcode:	B17 9QG		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/10/13
Sub-Location Type:	High Street	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	
Site(40):	WM-13-B-06	Site area:	0.17 hect
Development Name:	ESSO & TESCO EXPRESS	Filling bays:	6
Location:	BIRMINGHAM		
Postcode:	B30 1PA		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	08/11/15
Sub-Location Type:	Residential Zone	Survey Day:	Sunday
PTAL:	n/a	Parking Spaces:	

LIST OF SITES relevant to selection parameters (Cont.)

Site(41):	WT-13-B-02	Site area:	0.29 hect
Development Name:	TESCO PFS	Filling bays:	12
Location:	MULLINGAR		
Postcode:			
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/11/12
Sub-Location Type:	No Sub Category	Survey Day:	Saturday
PTAL:	n/a	Parking Spaces:	

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

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	8	2.875	1	8	2.625	1	8	5.500
06:00 - 07:00	41	8	3.724	41	8	3.411	41	8	7.135
07:00 - 08:00	41	8	6.276	41	8	5.983	41	8	12.259
08:00 - 09:00	41	8	7.144	41	8	6.868	41	8	14.012
09:00 - 10:00	41	8	7.595	41	8	7.557	41	8	15.152
10:00 - 11:00	41	8	7.213	41	8	7.141	41	8	14.354
11:00 - 12:00	41	8	7.624	41	8	7.592	41	8	15.216
12:00 - 13:00	41	8	8.494	41	8	8.425	41	8	16.919
13:00 - 14:00	41	8	8.270	41	8	8.172	41	8	16.442
14:00 - 15:00	41	8	7.859	41	8	7.899	41	8	15.758
15:00 - 16:00	41	8	7.813	41	8	7.836	41	8	15.649
16:00 - 17:00	41	8	8.020	41	8	8.356	41	8	16.376
17:00 - 18:00	41	8	8.629	41	8	8.687	41	8	17.316
18:00 - 19:00	41	8	8.138	41	8	8.129	41	8	16.267
19:00 - 20:00	41	8	6.695	41	8	6.968	41	8	13.663
20:00 - 21:00	41	8	4.928	41	8	5.040	41	8	9.968
21:00 - 22:00	41	8	3.698	41	8	3.868	41	8	7.566
22:00 - 23:00	6	9	1.788	6	9	2.096	6	9	3.884
23:00 - 24:00	2	8	0.125	2	8	0.313	2	8	0.437
Total Rates:			116.908			116.965			233.873

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:	01/01/12 - 27/09/19
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	8
Number of Sundays:	4
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.

