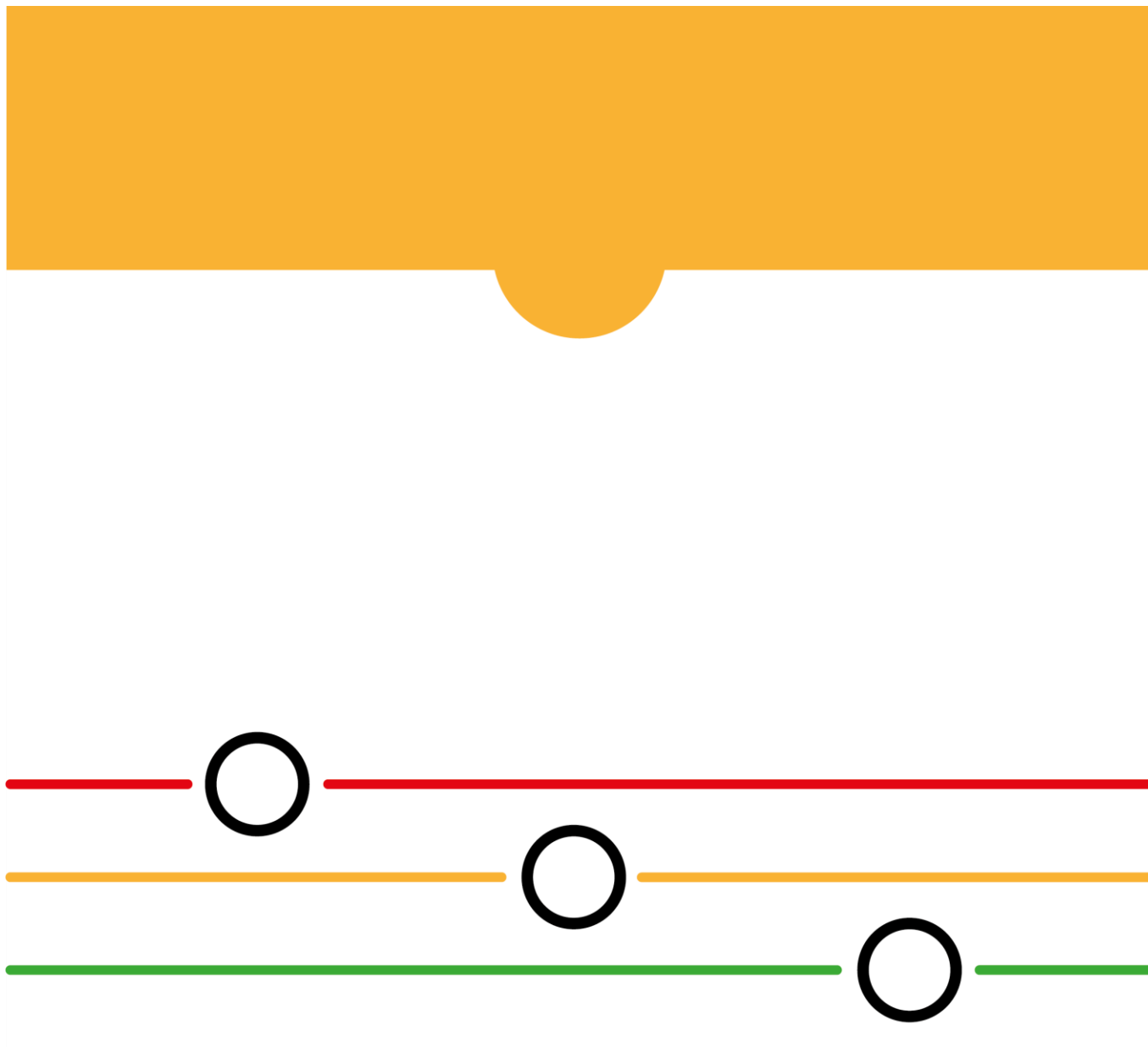




Legal & General Leisure Fund Trustee Ltd And Legal &
General Property Partners (Leisure) Ltd

Proposed Drive-Thru Coffee Shop,
Merthyr Tydfil Leisure Village

Transport Statement

3700221



FEBRUARY 2021

Report Details

Report Number:	3700221-TS-RevA
Report Title:	Transport Statement, Proposed Drive-Thru Coffee Shop, Merthyr Tydfil Leisure Village
Client:	Legal & General Leisure Fund Trustee Ltd And Legal & General Property Partners (Leisure) Ltd
Date:	12 February 2021
Status:	Issue – Rev B

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1 Introduction

1.1 General

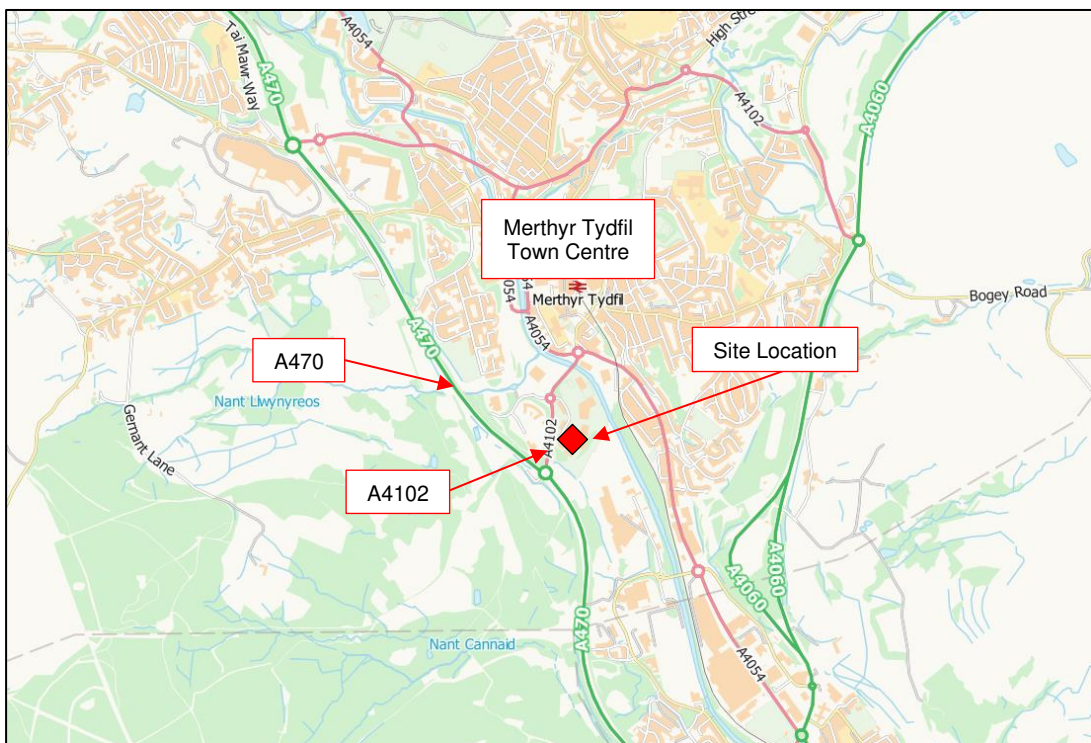
Dynamic Transport Planning Ltd is instructed by Legal & General Leisure Fund Trustee Ltd And Legal & General Property Partners (Leisure) Ltd to report on the anticipated highways and transportation issues related with the proposed development of a drive-thru coffee shop unit on land situated within the Merthyr Tydfil Leisure Village, south of the Welsh town of Merthyr Tydfil.

1.2 Site Location

The proposed development site is located to the north of the A470 and sits within the Merthyr Tydfil Leisure Village. The Leisure Village is accessed from the A4102 roundabout that provides connection to the access roads within the development containing a number of commercial outlets and restaurants.

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

Figure 1.1: Site Location Plan



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1.3 Purpose and Structure of Report

The purpose of this report is to examine the development proposals in the context of the application site, review the layout proposals including swept-path analysis, calculate the trip generating potential of the proposed development and review the accessibility of the site by all modes of transport.

Following pre-application discussions with Merthyr Tydfil County Borough Council (MTCBC), additional assessment has been undertaken in consideration of local vehicle operations and site wide car parking capacity, as detailed herein.

In accordance with best practice this Transport Statement (TS) has been prepared in reference to the Department for Transport's (DfTs) "*Guidance on Transport Assessment*" document.

This report is structured as follows:

- Section 2 sets out the existing conditions of and around the application site;
- Section 3 provides a description of the proposed development;
- Section 4 provides an appraisal of the sites accessibility by non-car modes of transport;
- Section 5 assesses the trip generating potential of the development proposals together with an assessment of on-site vehicle operations;
- Section 6 provides a parking capacity assessment; and
- Section 7 presents the summary and conclusion.

2 Existing Conditions

2.1 General

The development site is located within the Local Planning and Highway Authority area of Merthyr Tydfil County Borough Council (MTCBC).

The application site is located approximately 600m south of Merthyr Tydfil Town Centre and approximately 35km north of the City of Cardiff.

The site relates to an area of land comprising approximately 37no. parking spaces situated within Merthyr Leisure Village. It occupies a position immediately north of Superbowl and south of Merthyr Tydfil Leisure Centre.

A planning application for a proposed office building with associated parking on land to the east of the site was approved in May 2020 (Application Ref: P/20/0024).

In terms of other uses across the wider site, Merthyr Leisure Village comprises Merthyr Leisure Centre, Vue Cinema, Superbowl, A3 Uses, Travelodge, skate park, 5-a-side football pitches and Bowls Centre, all of which are supported by on-site parking provision.

Rhydycar Business Park is located to the west of the Leisure Village, separated by the A4102. The River Taff and the Taff Trail route in a north/south orientation to the east of the site, beyond the Leisure Village boundary.

2.2 Surrounding Highway Network

The Leisure Village is accessed from the A4102 roundabout that provides connection to the access roads within Merthyr Leisure Village and Rhydycar Business Park.

The Leisure Village access road routes southwards within the complex, providing direct access to the wider site's parking and servicing areas, supported by a mini-roundabout located central to the site.

The access road is supported by footways along both aspects, together with uncontrolled pedestrian crossing facilities and Zebra Crossing style facilities throughout.

2.2.1 A4102

The A4102 is a 30mph single carriageway which provides a connection from the A470 to the south. It is supported by street-lighting along its length.

To the north-west of the Leisure Village, the carriageway meets a four-arm roundabout, linking to Rhydycar Business Park to the west and the town centre to the north, via the River Taff bridge crossing.

All approaches to the roundabout benefit from dropped-kerbs and tactile paving, with footways routing through to the Leisure Village, the adjacent Business Park and the town centre.

2.2.2 A470

The A470 Cardiff to Glan Conwy Trunk Road meets the A4120 in the form of a four-arm roundabout, although access through the southern approach/service access is not currently permitted.

Within the vicinity of the site, the A470 is a street-lit dual-carriageway with central reservation and is subject to the national speed-limit.

It is a 299km route that links Cardiff on the south coast to Llandudno on the north coast. Locally, the A470 connects to the A4060 to the south and the A465 to the north, providing linkages to the east of Merthyr Tydfil and east/west connections to Abergavenny and Swansea.

2.3 Road Safety

Accident statistics have been obtained for the local highway network in the vicinity of the application site for the latest available three years data from the Department for Transport (DfT) for the study area.

One accident categorised as slight was recorded within the Merthyr Leisure Village access road, upon approach to the A4102 roundabout involving two vehicles.

Two accidents of slight severity have been recorded within the vicinity of the A470/A4102 roundabout, with one taking place on the A470 southbound approach to the roundabout and one within the circulatory carriageway. The former accident involved a single vehicle whilst the latter involved two vehicles.

None of the incidents recorded involved pedestrians, cyclists or motorcycles.

On review of the data and given the nature of the local highway network and associated traffic volumes 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 development proposals for the site are for the construction of a drive-thru coffee shop unit a Gross Floor Area (GFA) of approximately 175m². The development results in a loss of 37 parking spaces within the Leisure Village car park.

Two of the existing parking spaces in the bank of parking located directly west of the development site will also be converted to provide 2no. mobility standard bays to cater for the development proposals.

The proposed layout of the site can be found at **Appendix 1** of this report.

3.2 Proposed Site Access and Internal Arrangements

The building's frontage will be supported by a kerbed footway allowing for pedestrian movement across and into the site. Zebra Crossing style facilities will be provided to the north and to the south of the drive-thru lane to aid pedestrian access to/from the wider leisure village complex, its associated car parking areas, the adjacent proposed office development and the Taff Trail.

Vehicular access into the drive-thru lane will be taken directly from the access road which forms the eastern approach to the internal mini-roundabout within the Leisure Village complex, which currently leads to areas of parking within the current red line boundary, and parking to the rear of Merthyr Tydfil Leisure Centre.

The existing access road will also provide for access to the proposed office building situated to the rear of the proposed site. Access to the parking to the rear of the leisure centre (to the north of the site) will also be retained as part of the development proposals.

A 'keep-clear' yellow hatched box will be provided upon approach to the drive-thru lane access in order to maintain clearance for vehicles utilising the existing access road.

The drive-thru lane will be located to the north-east of the proposed site. It will then loop around the proposed coffee-shop building, emerging onto the existing access road to the north-west of the site. Bollards will be erected along the nearside aspect of the drive-thru lane to offer warning/protection of the approaching retaining wall on the southern side of the lane.

The drive-thru lane will be supported by an order waiting bay to ensure that any vehicles awaiting an order would not block drive-thru operations thus resulting in additional queuing.

A swept-path analysis for a large car has been undertaken for the drive-thru lane, together with an assessment of servicing operations which would include daily fresh produce deliveries by a vehicle no larger than a 10m Rigid Van. Servicing will take place from the existing access road at the site frontage. The vehicle tracking is shown on the plan included at **Appendix 2**.

3.3 Parking Provision

The development proposals include the conversion of 2no. existing parking spaces to 2no. mobility standard bays which will be located directly west of the development within an area of existing parking. Cycle parking provision for 8 bicycles will also be provided to the site frontage by provision of 4no. Sheffield Cycle Stands.

During pre-application discussions, it was agreed that the proposed drive-thru would require provision of approximately 10 parking spaces based on CSS Wales Parking Standards, requiring at least 1 parking space per three staff members, together with 1 commercial space for operational use and 1 space per 14m² of dining area.

Whilst it is considered that there is currently an over-provision of parking within the wider Leisure Village which would cater for any additional parking demand associated with the proposed drive-thru coffee shop, a parking capacity assessment has been undertaken to ensure that such demand can be accommodated. The assessment contained within **Section 6** also takes into account the loss of existing provision associated with the development proposals.

4 Access by Non-Car Modes

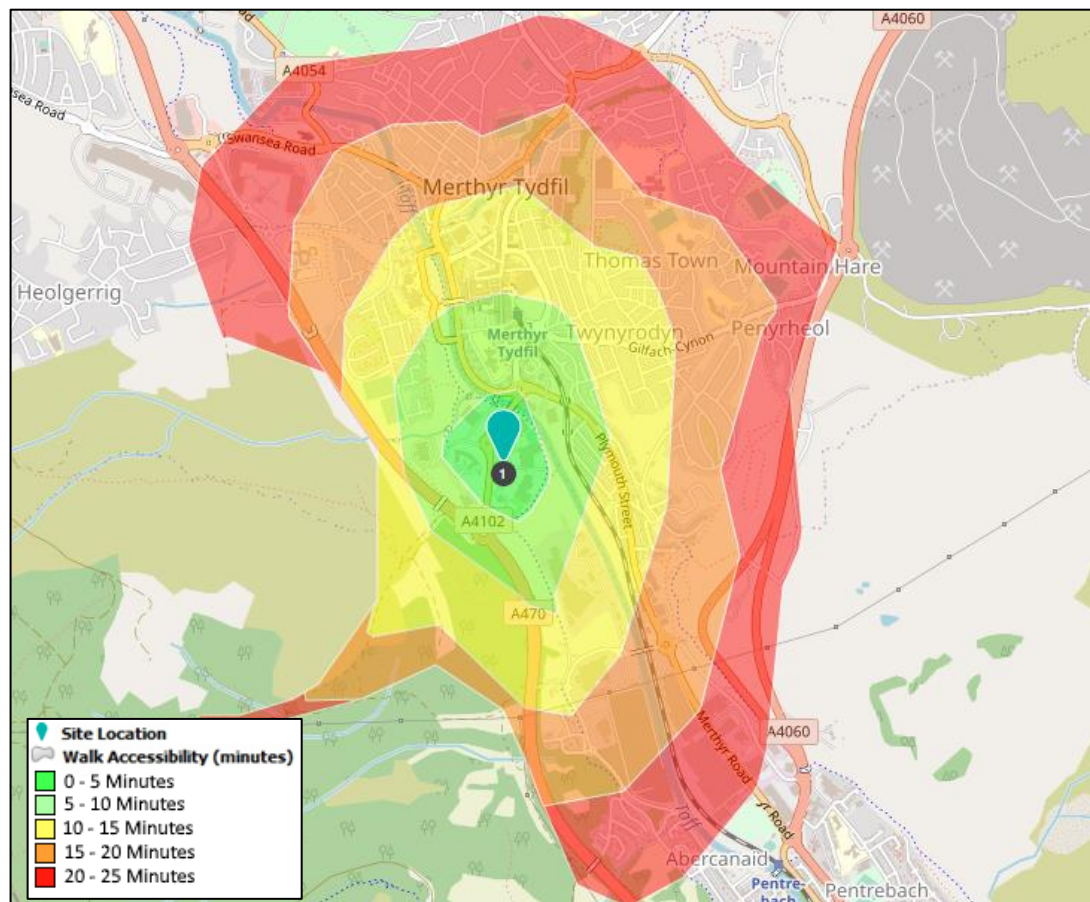
4.1 General

As required by planning policy, a review of access by all modes of travel has been undertaken. The options for accessing the site by sustainable modes are discussed in more detail below.

4.2 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km. A number of surrounding commercial areas are located within a 2km walk of the site as illustrated at **Figure 4.1** below.

Figure 4.1 – Walk Accessibility Plan



Map Data © OpenStreetMap Contributors (2021)

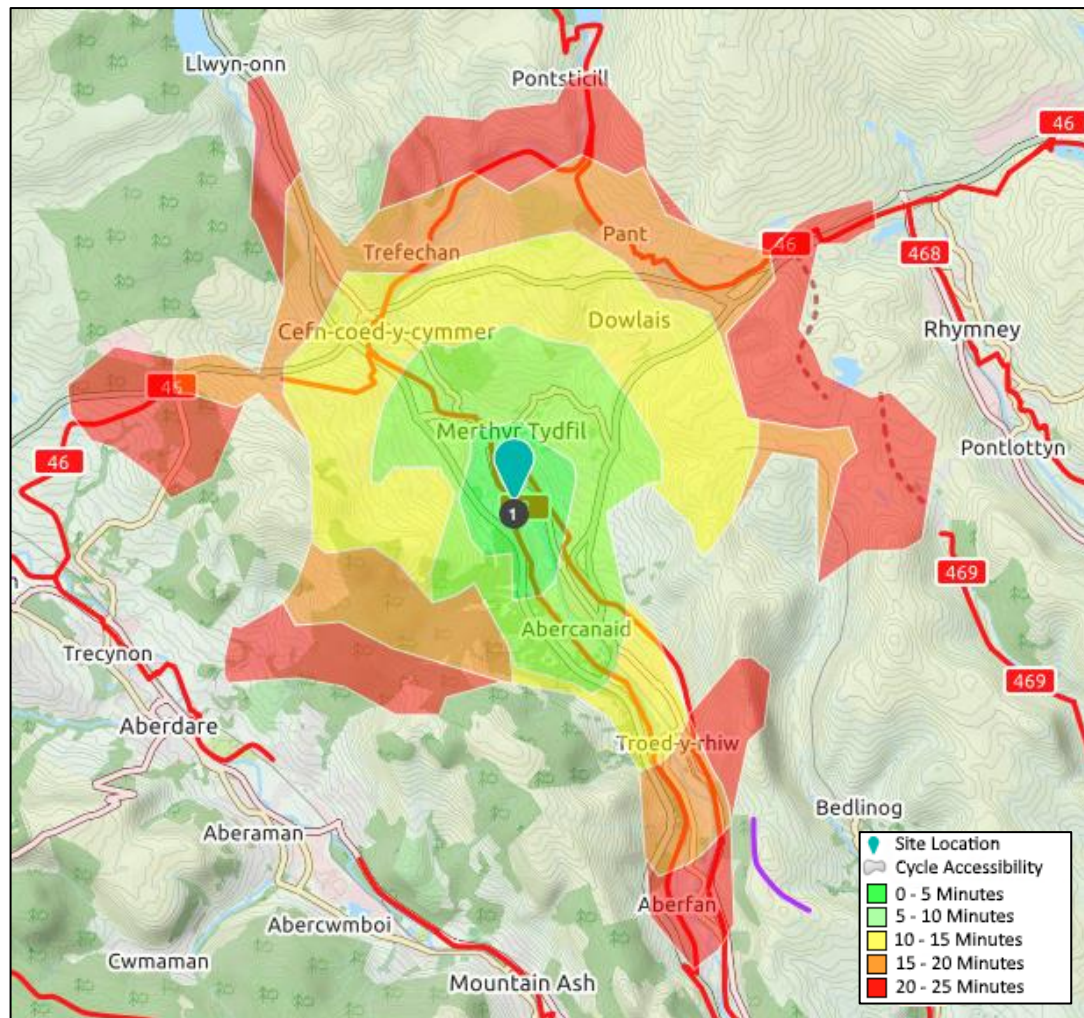
Locally, the development will be well placed to serve as an amenity for the wider Merthyr Leisure Village and Rhydydar Business Park together with the surrounding areas of Merthyr Tydfil, Thomas Town and Penyrheol.

Pedestrian connectivity within the vicinity of the site is considered to be good, also complimented by the close proximity of the Taff Trail.

4.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work and leisure purposes for journeys of up to 5km. **Figure 4.2** below illustrates the areas reachable within a 5km cycling journey of the site.

Figure 4.2 – Cycle Accessibility Plan



As illustrated above, the site is located within a 20-minute cycle journey of Merthyr Tydfil and Abercanaid as well as a number of surrounding areas including Dowlais, Pant and Trefechan.

The Taff Trail forms part of National Cycle Network Route No.8. Locally, this route runs from Aberfan in the south the Cefn-coed-y-cymmer in the north. In the wider context the NCN 8 connects Cardiff to Holyhead, incorporating the section next to the development.

Access by bicycle will also be further encouraged by the provision of cycle parking facilities.

4.4 Public Transport Access

4.4.1 Bus

The nearest bus stop is located within the Leisure Village, situated to the north west of the proposed development, reachable within a two-minute walk. Additional stops are provided along High Street to the north of the site, located within an eight-minute walk from the development.

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

Table 4.1 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
81	Merthyr Tydfil - Bryngolau	Every 30 mins
E79	Merthyr - Treharris	3 per day
78	Merthyr Tydfil - Pontypridd	Hourly
79	Merthyr Tydfil - Bedlinog	Hourly
T4	Newtown - Cardiff	Hourly
X4	Abergavenny - Cardiff	Hourly

Source: Traveline

As the summary demonstrates, there are services available to provide opportunities, particularly for staff, to travel to the site.

4.4.2 Train

Merthyr Tydfil Railway Station is the closest railway station to the development situated less than 800m to the north of the site, reachable within a 10-minute walk. This station is the terminus of the Merthyr branch of the Merthyr Line with services provided by Transport for Wales.

The station provides a half-hourly service to and from Cardiff Central with trains also continuing to Barry and then either Barry Island or Bridgend.

4.5 Accessibility Summary

Overall, it can be summarised that the site offers potential for some journeys to be undertaken by modes other than car, with existing sustainable access options considered to be good due to the site's location in the context of the established Leisure Village.

5 Development Trip Generation & Operations

5.1 General

This chapter provides an estimation of the likely levels of trip generation resulting from the proposed development together with an assessment of operations and traffic flow impacts within the immediate vicinity of the site.

5.2 Trip Generation

5.2.1 Drive-Thru Unit

The TRICS Database has been used to estimate the likely numbers of trips expected to be generated by the development of the proposed drive-thru unit. The selection criteria for the comparative sites are listed below:

- Land use – Hotel, Food & Drink, sub-category – Fast Food Drive-Thru;
- London and Ireland sites excluded;
- Weekday or Saturday surveys only; and
- Selection by GFA.

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

Table 5.1: TRICS Trip Rates (per GFA) for the proposed Drive-Thru Unit

	Weekday AM Peak Hour (0800-0900)		Weekday PM Peak Hour (1700-1800)		Saturday Peak Hour	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	11.731	10.859	22.114	21.836	26.952	26.298

The above trip rates have been applied to the GFA of the development, which totals approximately 175m², to provide the anticipated vehicle movements, as shown in **Table 5.2** below:

Table 5.2: Estimated Trip Generation – Drive-Thru Unit

	Weekday AM Peak Hour (0800-0900)		Weekday PM Peak Hour (1700-1800)		Saturday Peak Hour	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	21	19	39	39	45	46

The results show that during the busiest hour, the proposed drive-thru would result in 45 arrivals and 46 departures, equating to less than one arrival and one departure per minute.

However, it should be noted that this type of development is located as such to draw trade from passing vehicle traffic on the surrounding highway network. In addition, there is likely to be proportion of internal linked-trips between the proposed drive-thru and the wider Leisure Village site. As such, the proposed development is likely to generate a relatively low level of 'new' or 'primary' vehicular trips.

For the purpose of assessment, it has been assumed that 20% of the proposed development's vehicular trips could be classed as new, with the remaining trips consisting of both linked trips within the wider Leisure Village site and pass-by trips from the local highway network.

Table 5.3: Total Trip Generation by Trip Type

Trip Type	Weekday AM Peak Hour (0800-0900)		Weekday PM Peak Hour (1700-1800)		Saturday Peak Hour	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
New	4	4	8	8	9	9

The above table shows that the proposed development is likely to generate a maximum of 18 new trips during the busiest peak-hour period, equating to less than one vehicular movement every three minutes.

It has therefore been demonstrated that the proposed development is likely to generate a relatively low level of new vehicular trips, and on this basis it is not considered that the development would lead to a severe impact effect on the operation or safety of the surrounding local highway network.

During the pre-application response, although MTCBC Highways noted that It is generally considered that the existing highway network serving the site is of a sufficient standard to accommodate the additional traffic associated with the development proposals, additional assessment of vehicular traffic within the immediate vicinity of the site is required.

5.3 Site Operations

The proposed drive-thru has been designed with one of the operator's standard templates which includes a standard-length drive-thru lane capable of accommodating up to seven vehicles at any one time. The operator considers such queuing/stacking capacity to be adequate based on their operational experience across numerous sites throughout the UK.

The design also incorporates an order waiting bay which will ensure that any vehicles required to wait for an order would not block the drive-thru, thus avoiding excessive queuing back onto the local access road.

The trip generation assessment detailed herein estimates that during the busiest hour period, the development would attract 47 vehicles on a Saturday, equating to 0.78 arrivals per minute. This rate of arrivals has been assessed against the following average dwell-time data provided by the operator:

Table 5.4: Average Drive-Thru Coffee Shop Dwell Time

Service Point	Menu/Order Point	Pick-up
Average Dwell Time	00:31	02:09

The above table shows that vehicles are (on average) at the menu order point for around 30 seconds, then waiting for up to 2 minutes and nine seconds before collecting their order at the pick-up point.

The data shows that the menu/order point capacity is more than capable of accommodating the anticipated peak level of arrivals, and is able to cater for up to two arrivals per minute. The five-vehicle stacking capacity between the order and collection point is also in excess of the four vehicles which may be required to queue during a two-minute period, assuming the menu/order point is working at capacity.

As the proposals would be able to accommodate queuing internally, it is unlikely that vehicles would be required to wait for a significant period prior to turning into the drive-thru lane from the wider site access road, or would result in excessive queues backing-up to and blocking the surrounding car park area. The anticipated level of local highway conflict is therefore minimal, and it is expected that access to the surrounding parking areas and proposed office building to the rear of the proposed drive-thru would not be affected. Nevertheless, yellow 'Keep-Clear' hatching is proposed on the adjacent site access road in order to maintain clearance for other vehicle movements within the vicinity.

6 Parking Capacity Assessment

6.1 Overview

Although the applicant has confirmed on-site observations suggesting an abundance of spare parking capacity throughout Merthyr Tydfil Leisure Village (even during the wider site's busier periods), MTCBC Highways have requested a parking capacity assessment to evidence that the wider Leisure Village site has adequate surplus parking to support parking spaces lost by the proposed drive-thru coffee shop and additional parking demand associated with the development.

The development will be constructed upon an area of existing parking provision situated adjacent to Superbowl which will result in the loss of 37 parking spaces. Ten parking spaces will be required within the wider existing provision to serve the drive-thru coffee shop, in alignment with local parking standards.

6.2 Existing Parking Demand

In total, 750 parking spaces (including mobility standard provision) are provided within the Leisure Village which cater for the following developments:

Table 4.1 – Merthyr Leisure Village Developments

Development/Use	Floor Area (m ²)
Leisure Centre	8,250
Vue Cinema	2,116
Travelodge Hotel	2,040
Superbowl UK	1,846
Goal & Bowls Centre	1,750
The Dragonfly Pub	571
Harvester Pub	377
Frankie & Benny's Restaurant	319
Oriental Garden Restaurant	297
Nandos Restaurant	274
McDonalds Restaurant	246
Subway Restaurant	110
Total	18,195

As no historical parking accumulation data is currently available and as new accumulation surveys cannot be undertaken due to associated impacts of the COVID-19 pandemic, a parking accumulation exercise has been undertaken by using the most similar appropriate category within the TRICS database.

The selection criteria applied to derive the comparative sites are listed below:

- Land use – Leisure, sub-category – Leisure Park;
- All London and Ireland sites excluded;

- Saturday surveys only; and
- Selection by GFA.

Although it is understood that the Leisure Village is relatively busy during weekday evenings, no comparable site surveys are available within the TRICS database during this time period. However, it is reasonable to consider Saturdays as the overall peak period/worst case in terms of trip generation and associated parking demand.

The daily trip rate profile is provided below, with the full TRICS output provided at **Appendix 3**.

Table 4.2 – Leisure Village Saturday Trip Rates (per 100m² GFA)

Time Range	Arrivals	Departures	Total	Accumulation Rate
06:00-07:00	0.019	0	0.019	0.019
07:00-08:00	0.104	0.012	0.116	0.111
08:00-09:00	0.212	0.086	0.298	0.237
09:00-10:00	0.49	0.209	0.699	0.518
10:00-11:00	0.768	0.396	1.164	0.89
11:00-12:00	0.926	0.557	1.483	1.259
12:00-13:00	1.254	0.806	2.06	1.707
13:00-14:00	1.255	1.064	2.319	1.898
14:00-15:00	1.326	1.204	2.53	2.02
15:00-16:00	1.295	1.24	2.535	2.075
16:00-17:00	1.384	1.193	2.577	2.266
17:00-18:00	1.593	1.317	2.91	2.542
18:00-19:00	1.637	1.453	3.09	2.726
19:00-20:00	1.559	1.427	2.986	2.858
20:00-21:00	1.061	1.467	2.528	2.452
21:00-22:00	0.673	1.128	1.801	1.997
22:00-23:00	0.452	0.975	1.427	1.474
23:00-24:00	0.26	0.787	1.047	0.947
Daily Trip Rates:	16.589	16.566	33.155	-

The above trip rates have been applied to the total GFA of Merthyr Leisure Village, which totals approximately 18,195m², based on floor area data provided by the applicant. The resultant anticipated vehicle movements and associated parking accumulation as shown below:

Table 4.3 – Leisure Village Estimated Saturday Trip Generation and Parking Accumulation

Time Range	Arrivals	Departures	Total	Parking Accumulation
06:00-07:00	3	0	3	23
07:00-08:00	19	2	21	40
08:00-09:00	39	16	54	63
09:00-10:00	89	38	127	114
10:00-11:00	140	72	212	182
11:00-12:00	168	101	270	249
12:00-13:00	228	147	375	331
13:00-14:00	228	194	422	365
14:00-15:00	241	219	460	388
15:00-16:00	236	226	461	398
16:00-17:00	252	217	469	432
17:00-18:00	290	240	529	483
18:00-19:00	298	264	562	516
19:00-20:00	284	260	543	540
20:00-21:00	193	267	460	466
21:00-22:00	122	205	328	383
22:00-23:00	82	177	260	288
23:00-24:00	47	143	191	192
Daily Trips:	3018	3014	6033	

*Based on an initial parking occupancy of 20 vehicles

The results show that during the busiest hour period (19:00 – 20:00), the existing Leisure Village would generate parking demand for around 540 vehicles, leaving a surplus of 210 spaces and operating at 72% capacity.

6.1 Car Park Capacity Assessment

The following table provides a summary of existing and future parking capacity and demand in consideration of the development proposals:

Table 4.4 – Merthyr Leisure Village Developments

Scenario	No. Spaces
Existing Parking Provision	750
Existing Parking Demand	540
Existing Surplus	210
Remaining Surplus Minus Drive-Thru (37 spaces)	173
Remaining Surplus Minus Total Drive-Thru Requirement/Provision (10 bays)	163

The above demonstrates that there will be a significant level of spare parking capacity throughout the Leisure Village when taking into account existing provision lost to accommodate the development and parking provision associated with the proposals. With 163 parking spaces remaining across the site, it is anticipated that Merthyr Leisure Village would operate up to a maximum of 78% capacity during its busiest period.

Based on the above, it is concluded that the proposed development can comfortably be accommodated as proposed, without any material impact on parking provision across the wider site area.

7 Summary and Conclusions

Dynamic Transport Planning Ltd is instructed to report on the anticipated highways and transportation issues related with the proposed development of a drive-thru coffee shop unit on land situated within the Merthyr Tydfil Leisure Village, south of the Welsh town of Merthyr Tydfil.

This TN has considered the key transport matters related with the proposals including an assessment of local vehicle operations and site wide car parking capacity, as requested by Merthyr Tydfil County Borough Council during pre-application discussions.

A swept-path analysis has been undertaken of a large car to demonstrate that vehicles will be able to safely manoeuvre into and throughout the proposed drive-thru lane. Additional swept-path assessment also shows that a 10m Rigid Van can comfortably serve the site from the existing access road.

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

The accessibility of the site for non-car modes of travel has been assessed. It is considered that the site is well located to allow for some journeys by foot, cycle, and public transport to be undertaken by both customers and staff, with access by bicycle further encouraged by provision of dedicated cycle parking.

The TRICS database has been utilised to generate anticipated vehicle movements associated with the proposed development for a weekday and Saturday peak-hour periods. Due to the nature of the development proposals, it should also be noted that the majority of trips will be drawn from traffic already travelling along the surrounding local highway network or within the Leisure Village.

During the busiest peak-hour, the assessment demonstrates that there would be a maximum of 18 new two-way trips associated with the development proposals. As such, the drive-thru coffee shop would not lead to a severe impact on the operation and safety of the surrounding local highway network.

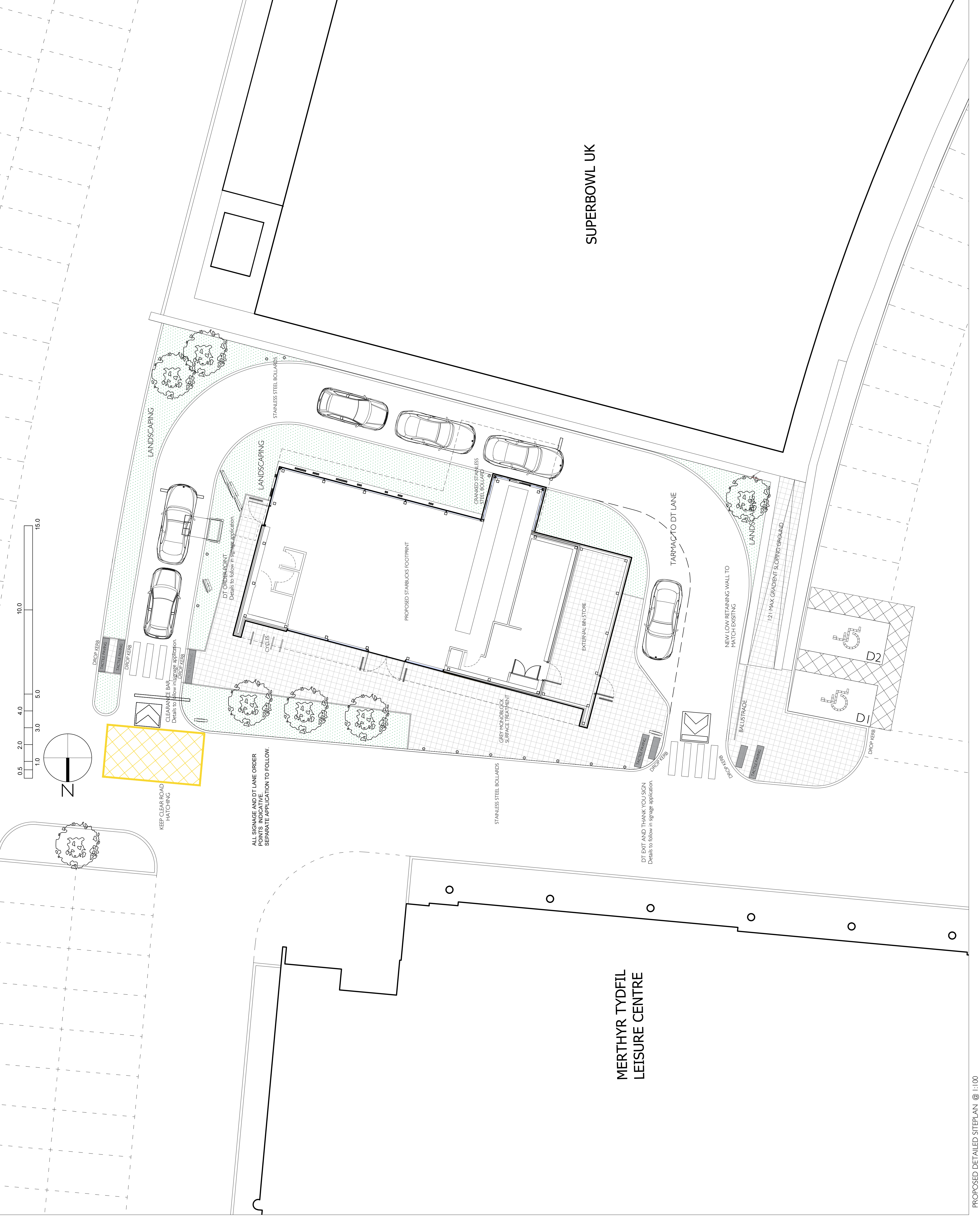
An assessment of the development proposals as been undertaken with reference to the operational aspects of the proposed drive-thru lane, which demonstrates that the level of queuing/stacking capacity would comfortably cater for the maximum level of peak-period arrivals as detailed within the trip generation assessment. It is therefore considered that the proposals would not result in local highway conflicts, with access to the remaining parking and proposed office development to the rear remaining unhindered, also supported by yellow 'Keep-Clear' hatching.

Finally, a parking accumulation assessment shows that there is currently a significant level of surplus parking provision across Merthyr Leisure Village, with around 210 spaces remaining free during Saturday's busiest period. It has therefore been demonstrated that the parking spaces lost by the proposals together with the parking demand associated with the drive-through would be comfortably accommodated within existing parking provision across the wider site, complimented by a conversion of existing parking provision to 2 no. mobility standard bays.

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 highways grounds.

Appendix 1

Proposed Site Layout



MERTHYR TYDFIL
LEISURE CENTRE

SUPERBOWL UK



STARBUCKS®

PLANNING APPLICATION		
Rev	Description	By Date

OLA

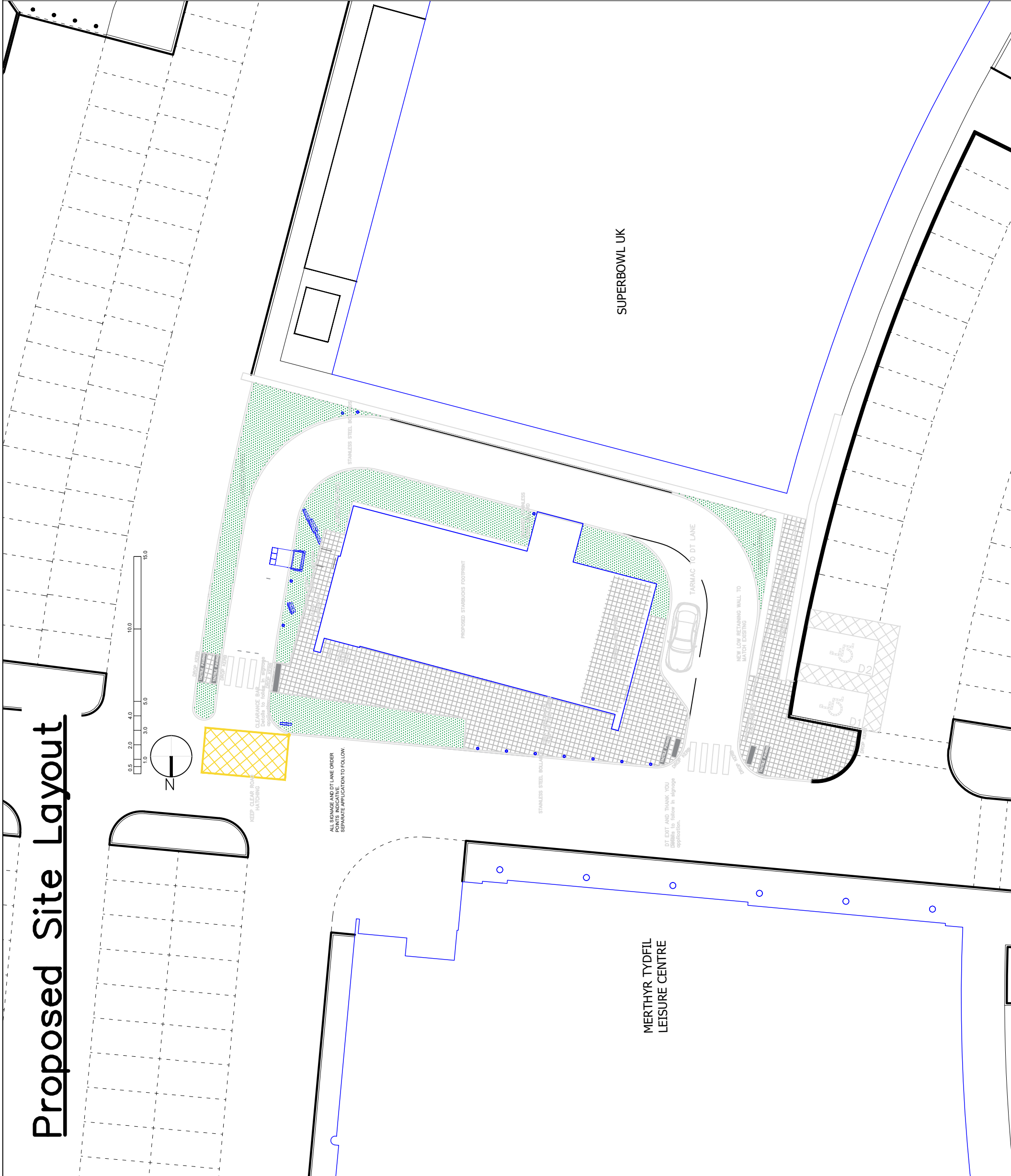
OPFER LOGAN ARCHITECTS
130, CUBIE STREET | GLASGOW | G40 2AF
T: (0141) 832 8300 F: (0141) 342 2289 E: info@opferlogan.com

Client	LUCRUM HOLDINGS LTD
Project	NEW DRIVE THROUGH
Merthyr Tydfil	
Title	PROPOSED DETAILED SITE PLAN
Project No.	22025
Scale	1:100 @ A1
Drawing No.	PL-SP-03
Date	FEBRUARY 2021
Checked By	NG
Drawn By	OP
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IS STRICTLY PROHIBITED. IF IN DOUBT PLEASE CONTACT OLA LTD	

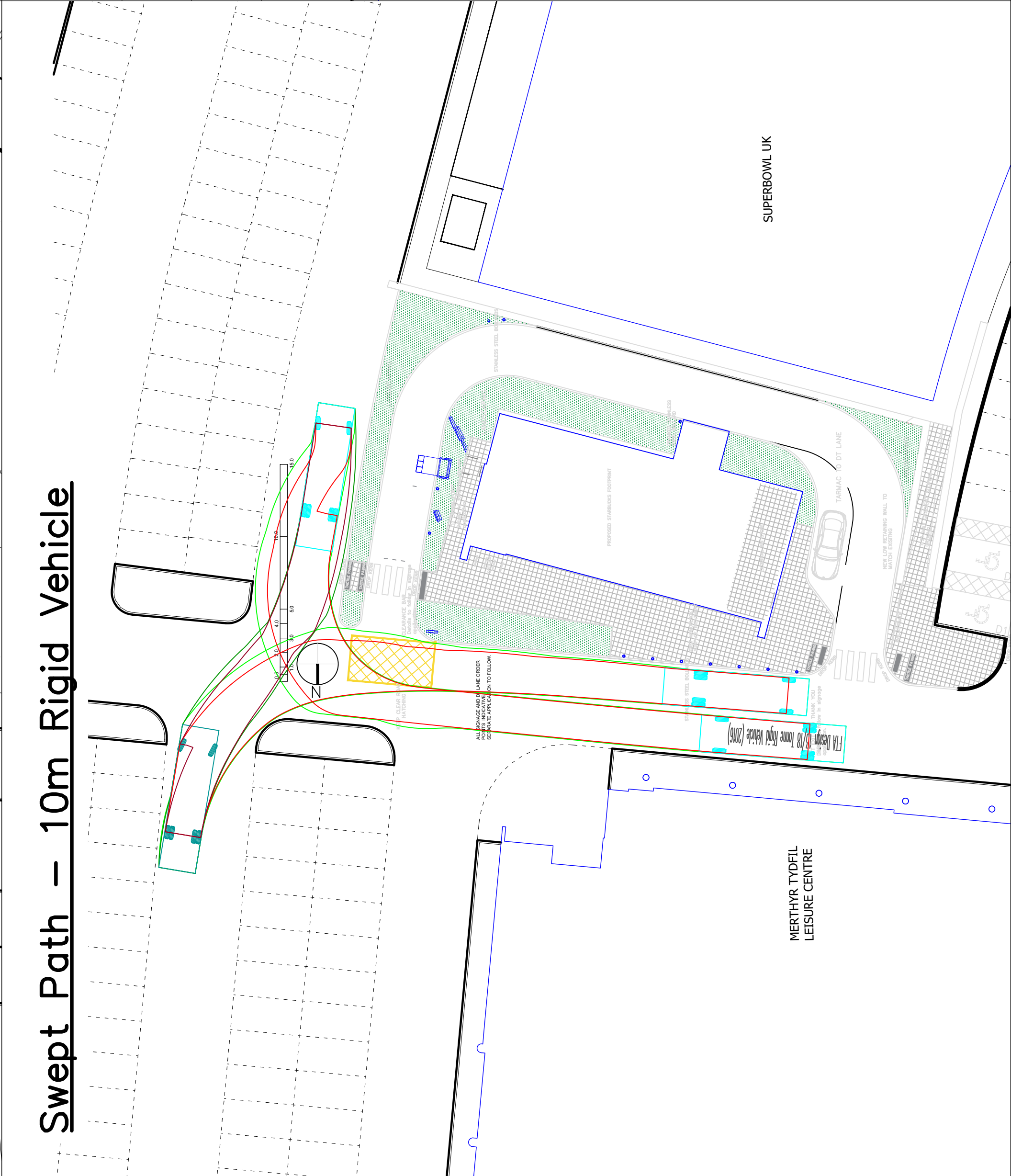
Appendix 2

Swept Path Analysis

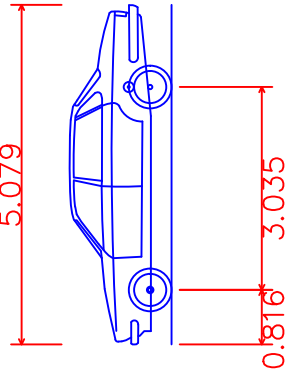
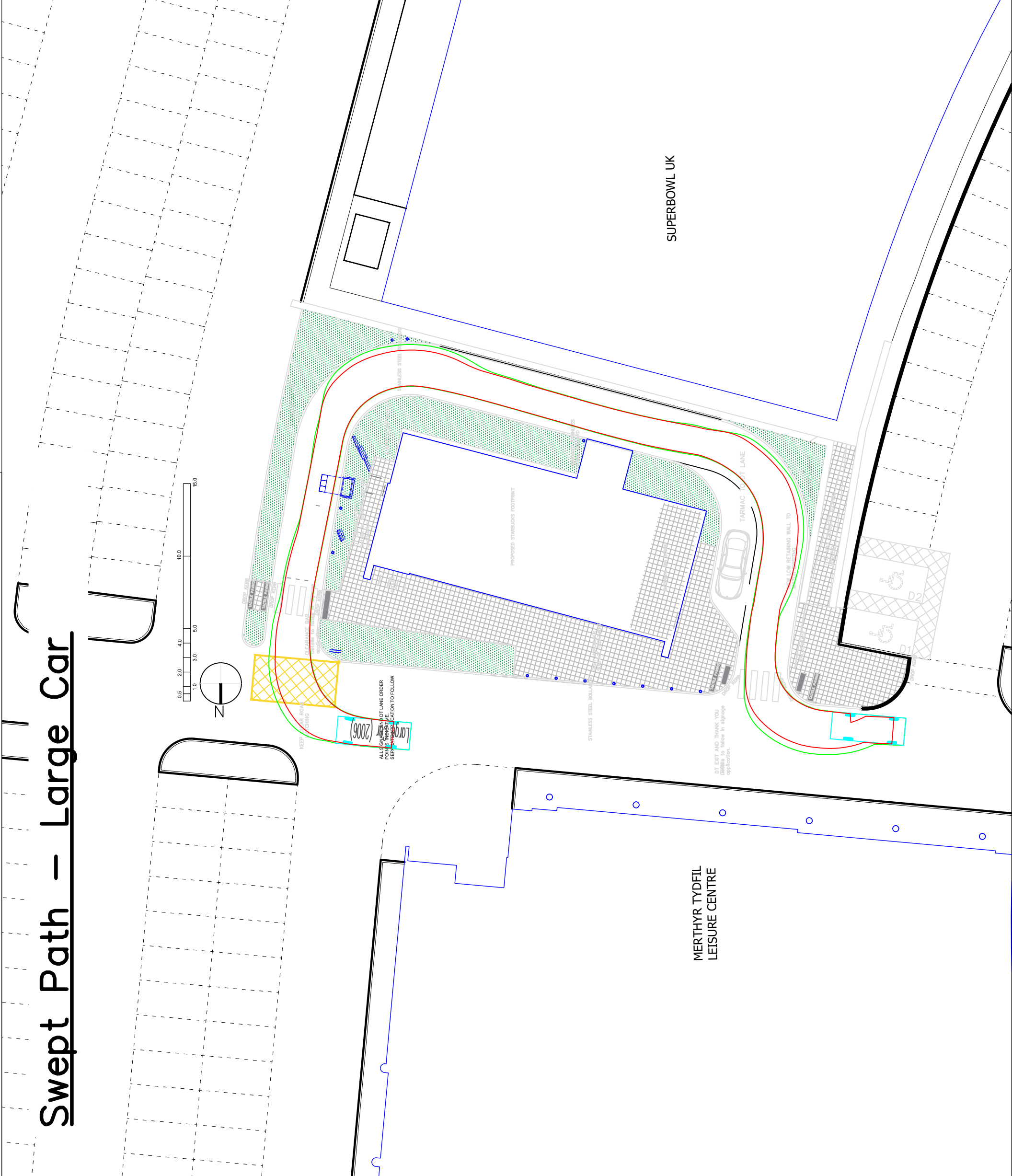
Proposed Site Layout



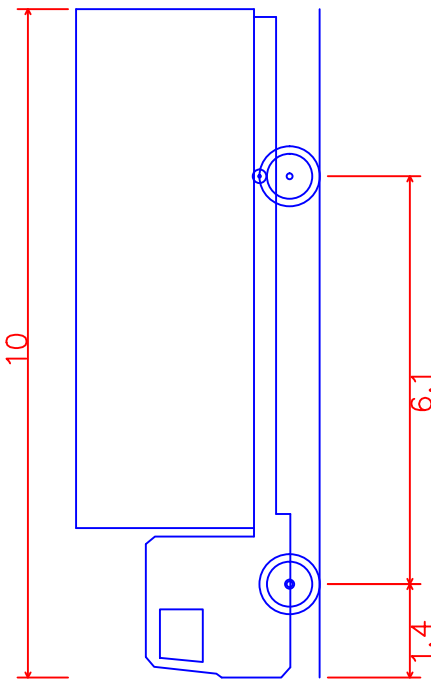
Swept Path – 10m Rigid Vehicle



Swept Path – Large Car



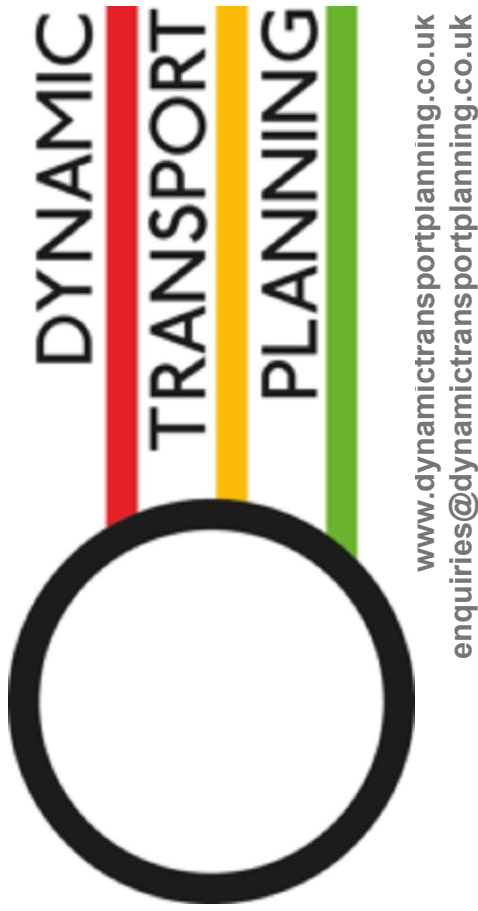
Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to kerb turning Radius



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to kerb turning Radius

Notes

Rev.	Date	Revisions	Drawn
-	-	-	-



Client	Legal & General		
Project	Proposed Drive-Thru Coffee Shop, Merthyr Leisure Village		
Drawing Title	Proposed Site Layout Swept Path Analysis 10m Rigid Vehicle & Large Car		
Date	Feb 2021	Scale	1/250 @ A1
Drawn	BH	Approved	GS
Drawing Number	DTP/3700221/ATR001		
Rev.	-		

Appendix 3

TRICS Outputs

Calculation Reference: AUDIT-262601-210202-0225

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	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: Gross floor area
Actual Range: 400 to 472 (units: sqm)
Range Selected by User: 182 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 24/09/20

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

Selected survey days:

Tuesday 3 days
Friday 2 days

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

Selected survey types:

Manual count 5 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 4
Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Industrial Zone 1
Residential Zone 1
Retail Zone 1
Built-Up Zone 2

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

Secondary Filtering selection:

Use Class:

A3	4 days
A5	1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 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:

75,001 to 100,000	1 days
125,001 to 250,000	4 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	4 days
1.1 to 1.5	1 days

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

Travel Plan:

No	5 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	5 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	AD-06-D-01	MCDONALD'S	ABERDEEN CITY
	BEDFORD ROAD		
	ABERDEEN		
	KITTYBREWSTER RET. PK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	472 sqm	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
2	CA-06-D-02	MCDONALD'S	CAMBRIDGESHIRE
	NEWMARKET ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	435 sqm	
	Survey date: TUESDAY	19/09/17	Survey Type: MANUAL
3	LN-06-D-01	MCDONALD'S	LINCOLNSHIRE
	RUSTON WAY		
	LINCOLN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	435 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
4	SY-06-D-02	MCDONALD'S	SOUTH YORKSHIRE
	UPPER NEW STREET		
	BARNSELEY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	415 sqm	
	Survey date: TUESDAY	08/09/20	Survey Type: MANUAL
5	TV-06-D-01	MCDONALD'S	TEES VALLEY
	BURN ROAD		
	HARTLEPOOL		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	400 sqm	
	Survey date: FRIDAY	04/09/20	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	429	6.760	3	429	5.983	3	429	12.743
07:00 - 08:00	4	431	9.408	4	431	8.014	4	431	17.422
08:00 - 09:00	4	431	11.731	4	431	10.859	4	431	22.590
09:00 - 10:00	4	431	13.124	4	431	13.182	4	431	26.306
10:00 - 11:00	5	431	15.299	5	431	14.975	5	431	30.274
11:00 - 12:00	5	431	16.180	5	431	15.345	5	431	31.525
12:00 - 13:00	5	431	23.273	5	431	22.021	5	431	45.294
13:00 - 14:00	5	431	19.981	5	431	21.558	5	431	41.539
14:00 - 15:00	5	431	15.855	5	431	15.902	5	431	31.757
15:00 - 16:00	5	431	18.405	5	431	17.988	5	431	36.393
16:00 - 17:00	5	431	19.796	5	431	20.491	5	431	40.287
17:00 - 18:00	5	431	22.114	5	431	21.836	5	431	43.950
18:00 - 19:00	5	431	21.558	5	431	23.366	5	431	44.924
19:00 - 20:00	5	431	19.889	5	431	19.935	5	431	39.824
20:00 - 21:00	5	431	16.273	5	431	17.803	5	431	34.076
21:00 - 22:00	5	431	13.120	5	431	13.445	5	431	26.565
22:00 - 23:00	3	417	15.200	3	417	15.040	3	417	30.240
23:00 - 24:00	3	417	7.680	3	417	9.280	3	417	16.960
Total Rates:			285.646			287.023			572.669

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

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

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Parameter summary

Trip rate parameter range selected:	400 - 472 (units: sqm)
Survey date range:	01/01/12 - 24/09/20
Number of weekdays (Monday-Friday):	5
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.

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

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	429	0.233	3	429	0.233	3	429	0.466
07:00 - 08:00	4	431	0.058	4	431	0.058	4	431	0.116
08:00 - 09:00	4	431	0.058	4	431	0.058	4	431	0.116
09:00 - 10:00	4	431	0.232	4	431	0.232	4	431	0.464
10:00 - 11:00	5	431	0.139	5	431	0.139	5	431	0.278
11:00 - 12:00	5	431	0.093	5	431	0.093	5	431	0.186
12:00 - 13:00	5	431	0.093	5	431	0.046	5	431	0.139
13:00 - 14:00	5	431	0.139	5	431	0.185	5	431	0.324
14:00 - 15:00	5	431	0.093	5	431	0.093	5	431	0.186
15:00 - 16:00	5	431	0.000	5	431	0.000	5	431	0.000
16:00 - 17:00	5	431	0.093	5	431	0.093	5	431	0.186
17:00 - 18:00	5	431	0.093	5	431	0.046	5	431	0.139
18:00 - 19:00	5	431	0.093	5	431	0.093	5	431	0.186
19:00 - 20:00	5	431	0.139	5	431	0.139	5	431	0.278
20:00 - 21:00	5	431	0.093	5	431	0.093	5	431	0.186
21:00 - 22:00	5	431	0.000	5	431	0.046	5	431	0.046
22:00 - 23:00	3	417	0.080	3	417	0.080	3	417	0.160
23:00 - 24:00	3	417	0.160	3	417	0.160	3	417	0.320
Total Rates:			1.889			1.887			3.776

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.

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	429	0.078	3	429	0.078	3	429	0.156
07:00 - 08:00	4	431	0.174	4	431	0.116	4	431	0.290
08:00 - 09:00	4	431	0.000	4	431	0.058	4	431	0.058
09:00 - 10:00	4	431	0.058	4	431	0.058	4	431	0.116
10:00 - 11:00	5	431	0.000	5	431	0.000	5	431	0.000
11:00 - 12:00	5	431	0.000	5	431	0.000	5	431	0.000
12:00 - 13:00	5	431	0.000	5	431	0.000	5	431	0.000
13:00 - 14:00	5	431	0.139	5	431	0.139	5	431	0.278
14:00 - 15:00	5	431	0.000	5	431	0.000	5	431	0.000
15:00 - 16:00	5	431	0.000	5	431	0.000	5	431	0.000
16:00 - 17:00	5	431	0.046	5	431	0.046	5	431	0.092
17:00 - 18:00	5	431	0.000	5	431	0.000	5	431	0.000
18:00 - 19:00	5	431	0.000	5	431	0.000	5	431	0.000
19:00 - 20:00	5	431	0.000	5	431	0.000	5	431	0.000
20:00 - 21:00	5	431	0.000	5	431	0.000	5	431	0.000
21:00 - 22:00	5	431	0.000	5	431	0.000	5	431	0.000
22:00 - 23:00	3	417	0.000	3	417	0.000	3	417	0.000
23:00 - 24:00	3	417	0.000	3	417	0.000	3	417	0.000
Total Rates:			0.495			0.495			0.990

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.

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

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	429	0.000	3	429	0.000	3	429	0.000
07:00 - 08:00	4	431	0.000	4	431	0.000	4	431	0.000
08:00 - 09:00	4	431	0.058	4	431	0.058	4	431	0.116
09:00 - 10:00	4	431	0.000	4	431	0.000	4	431	0.000
10:00 - 11:00	5	431	0.000	5	431	0.000	5	431	0.000
11:00 - 12:00	5	431	0.000	5	431	0.000	5	431	0.000
12:00 - 13:00	5	431	0.000	5	431	0.000	5	431	0.000
13:00 - 14:00	5	431	0.000	5	431	0.000	5	431	0.000
14:00 - 15:00	5	431	0.000	5	431	0.000	5	431	0.000
15:00 - 16:00	5	431	0.000	5	431	0.000	5	431	0.000
16:00 - 17:00	5	431	0.000	5	431	0.000	5	431	0.000
17:00 - 18:00	5	431	0.046	5	431	0.046	5	431	0.092
18:00 - 19:00	5	431	0.000	5	431	0.000	5	431	0.000
19:00 - 20:00	5	431	0.000	5	431	0.000	5	431	0.000
20:00 - 21:00	5	431	0.000	5	431	0.000	5	431	0.000
21:00 - 22:00	5	431	0.000	5	431	0.000	5	431	0.000
22:00 - 23:00	3	417	0.000	3	417	0.000	3	417	0.000
23:00 - 24:00	3	417	0.000	3	417	0.000	3	417	0.000
Total Rates:			0.104			0.104			0.208

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.

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

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	429	0.000	3	429	0.000	3	429	0.000
07:00 - 08:00	4	431	0.174	4	431	0.116	4	431	0.290
08:00 - 09:00	4	431	0.058	4	431	0.058	4	431	0.116
09:00 - 10:00	4	431	0.058	4	431	0.116	4	431	0.174
10:00 - 11:00	5	431	0.046	5	431	0.046	5	431	0.092
11:00 - 12:00	5	431	0.000	5	431	0.000	5	431	0.000
12:00 - 13:00	5	431	0.139	5	431	0.093	5	431	0.232
13:00 - 14:00	5	431	0.093	5	431	0.093	5	431	0.186
14:00 - 15:00	5	431	0.139	5	431	0.093	5	431	0.232
15:00 - 16:00	5	431	0.417	5	431	0.325	5	431	0.742
16:00 - 17:00	5	431	0.093	5	431	0.093	5	431	0.186
17:00 - 18:00	5	431	0.371	5	431	0.371	5	431	0.742
18:00 - 19:00	5	431	0.139	5	431	0.278	5	431	0.417
19:00 - 20:00	5	431	0.325	5	431	0.325	5	431	0.650
20:00 - 21:00	5	431	0.046	5	431	0.046	5	431	0.092
21:00 - 22:00	5	431	0.000	5	431	0.046	5	431	0.046
22:00 - 23:00	3	417	0.160	3	417	0.160	3	417	0.320
23:00 - 24:00	3	417	0.000	3	417	0.000	3	417	0.000
Total Rates:			2.258			2.259			4.517

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.

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	429	4.895	3	429	4.351	3	429	9.246
07:00 - 08:00	4	431	7.027	4	431	5.923	4	431	12.950
08:00 - 09:00	4	431	10.046	4	431	8.943	4	431	18.989
09:00 - 10:00	4	431	11.672	4	431	11.789	4	431	23.461
10:00 - 11:00	5	431	13.166	5	431	13.074	5	431	26.240
11:00 - 12:00	5	431	14.418	5	431	13.306	5	431	27.724
12:00 - 13:00	5	431	20.862	5	431	20.028	5	431	40.890
13:00 - 14:00	5	431	18.127	5	431	19.147	5	431	37.274
14:00 - 15:00	5	431	14.418	5	431	14.650	5	431	29.068
15:00 - 16:00	5	431	16.875	5	431	16.643	5	431	33.518
16:00 - 17:00	5	431	18.730	5	431	19.193	5	431	37.923
17:00 - 18:00	5	431	21.094	5	431	20.955	5	431	42.049
18:00 - 19:00	5	431	20.445	5	431	22.068	5	431	42.513
19:00 - 20:00	5	431	18.591	5	431	18.683	5	431	37.274
20:00 - 21:00	5	431	15.345	5	431	16.736	5	431	32.081
21:00 - 22:00	5	431	12.425	5	431	12.888	5	431	25.313
22:00 - 23:00	3	417	14.480	3	417	14.240	3	417	28.720
23:00 - 24:00	3	417	7.280	3	417	8.720	3	417	16.000
Total Rates:	259.896			261.337			521.233		

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.

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

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	429	1.476	3	429	1.321	3	429	2.797
07:00 - 08:00	4	431	2.149	4	431	1.916	4	431	4.065
08:00 - 09:00	4	431	1.510	4	431	1.684	4	431	3.194
09:00 - 10:00	4	431	1.161	4	431	1.103	4	431	2.264
10:00 - 11:00	5	431	1.901	5	431	1.623	5	431	3.524
11:00 - 12:00	5	431	1.669	5	431	1.901	5	431	3.570
12:00 - 13:00	5	431	2.179	5	431	1.854	5	431	4.033
13:00 - 14:00	5	431	1.530	5	431	1.901	5	431	3.431
14:00 - 15:00	5	431	1.205	5	431	1.020	5	431	2.225
15:00 - 16:00	5	431	1.205	5	431	1.159	5	431	2.364
16:00 - 17:00	5	431	0.881	5	431	1.020	5	431	1.901
17:00 - 18:00	5	431	0.788	5	431	0.742	5	431	1.530
18:00 - 19:00	5	431	0.927	5	431	1.113	5	431	2.040
19:00 - 20:00	5	431	1.066	5	431	1.020	5	431	2.086
20:00 - 21:00	5	431	0.788	5	431	0.974	5	431	1.762
21:00 - 22:00	5	431	0.649	5	431	0.464	5	431	1.113
22:00 - 23:00	3	417	0.320	3	417	0.240	3	417	0.560
23:00 - 24:00	3	417	0.160	3	417	0.400	3	417	0.560
Total Rates:			21.564			21.455			43.019

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.

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	429	0.078	3	429	0.000	3	429	0.078
07:00 - 08:00	4	431	0.000	4	431	0.000	4	431	0.000
08:00 - 09:00	4	431	0.058	4	431	0.058	4	431	0.116
09:00 - 10:00	4	431	0.000	4	431	0.000	4	431	0.000
10:00 - 11:00	5	431	0.093	5	431	0.139	5	431	0.232
11:00 - 12:00	5	431	0.000	5	431	0.046	5	431	0.046
12:00 - 13:00	5	431	0.139	5	431	0.093	5	431	0.232
13:00 - 14:00	5	431	0.046	5	431	0.185	5	431	0.231
14:00 - 15:00	5	431	0.139	5	431	0.139	5	431	0.278
15:00 - 16:00	5	431	0.325	5	431	0.185	5	431	0.510
16:00 - 17:00	5	431	0.046	5	431	0.139	5	431	0.185
17:00 - 18:00	5	431	0.093	5	431	0.046	5	431	0.139
18:00 - 19:00	5	431	0.093	5	431	0.093	5	431	0.186
19:00 - 20:00	5	431	0.093	5	431	0.093	5	431	0.186
20:00 - 21:00	5	431	0.046	5	431	0.000	5	431	0.046
21:00 - 22:00	5	431	0.046	5	431	0.046	5	431	0.092
22:00 - 23:00	3	417	0.320	3	417	0.480	3	417	0.800
23:00 - 24:00	3	417	0.080	3	417	0.000	3	417	0.080
Total Rates:			1.695			1.742			3.437

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.

Calculation Reference: AUDIT-262601-210202-0230

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

03 SOUTH WEST
DV DEVON 1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE
WY WEST YORKSHIRE 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: Gross floor area
Actual Range: 420 to 447 (units: sqm)
Range Selected by User: 182 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 24/09/20

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

Selected survey days:

Saturday 2 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1
Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Retail Zone 1
Built-Up Zone 1

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

Secondary Filtering selection:

Use Class:

A3 2 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000 2 days

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

Population within 5 miles:

125,001 to 250,000 1 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

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

Travel Plan:

No 2 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 2 days

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

LIST OF SITES relevant to selection parameters

1	DV-06-D-01	MCDONALD'S	DEVON
	HELE ROAD TORQUAY		
	Suburban Area (PPS6 Out of Centre) Retail Zone		
	Total Gross floor area:	447 sqm	
	Survey date: SATURDAY	30/03/19	Survey Type: MANUAL
2	WY-06-D-01	MCDONALD'S	WEST YORKSHIRE
	NORTHGATE HECKMONDWIKE		
	Town Centre Built-Up Zone		
	Total Gross floor area:	420 sqm	
	Survey date: SATURDAY	20/05/17	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	447	19.016	1	447	18.121	1	447	37.137
08:00 - 09:00	1	447	22.371	1	447	22.371	1	447	44.742
09:00 - 10:00	1	447	27.293	1	447	24.385	1	447	51.678
10:00 - 11:00	2	434	16.378	2	434	17.993	2	434	34.371
11:00 - 12:00	2	434	20.069	2	434	18.685	2	434	38.754
12:00 - 13:00	2	434	26.874	2	434	25.375	2	434	52.249
13:00 - 14:00	2	434	25.952	2	434	26.298	2	434	52.250
14:00 - 15:00	2	434	23.414	2	434	24.567	2	434	47.981
15:00 - 16:00	2	434	19.723	2	434	20.877	2	434	40.600
16:00 - 17:00	2	434	23.645	2	434	22.376	2	434	46.021
17:00 - 18:00	2	434	23.760	2	434	24.683	2	434	48.443
18:00 - 19:00	2	434	23.299	2	434	23.299	2	434	46.598
19:00 - 20:00	2	434	18.800	2	434	19.839	2	434	38.639
20:00 - 21:00	2	434	15.340	2	434	15.686	2	434	31.026
21:00 - 22:00	2	434	12.687	2	434	11.765	2	434	24.452
22:00 - 23:00	2	434	7.612	2	434	8.304	2	434	15.916
23:00 - 24:00	2	434	6.459	2	434	6.113	2	434	12.572
Total Rates:			332.692			330.737			663.429

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:
Survey date date range:
Number of weekdays (Monday-Friday):
Number of Saturdays:
Number of Sundays:
Surveys automatically removed from selection:
Surveys manually removed from selection:

420 - 447 (units: sqm)
01/01/12 - 24/09/20
0
2
0
0
0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : O - LEISURE PARK

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
KC KENT	1 days
WG WOKINGHAM	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
SY SOUTH YORKSHIRE	1 days
08 NORTH WEST	
LC LANCASHIRE	2 days
10 WALES	
CF CARDIFF	1 days
11 SCOTLAND	
EB CITY OF EDINBURGH	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: Gross floor area
 Actual Range: 4050 to 30000 (units: sqm)
 Range Selected by User: 4050 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 22/06/19

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:

Saturday 8 days

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

Selected survey types:

Manual count 8 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:

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

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
 Built-Up Zone 4
 No Sub Category 2

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

Secondary Filtering selection:Use Class:

n/a	1 days
Not Known	5 days
D2	1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 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	8 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	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CF-07-O-01	LEISURE PARK	CARDIFF
	HEMMINGWAY ROAD		
	CARDIFF		
	BUTETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	11007 sqm	
	Survey date: SATURDAY	03/09/05	Survey Type: MANUAL
2	EB-07-O-01	LEISURE PARK	CITY OF EDINBURGH
	DUNDEE STREET		
	EDINBURGH		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	22768 sqm	
	Survey date: SATURDAY	07/05/11	Survey Type: MANUAL
3	KC-07-O-03	LEISURE PARK	KENT
	BARKER ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	15047 sqm	
	Survey date: SATURDAY	24/11/12	Survey Type: MANUAL
4	LC-07-O-03	LEISURE PARK	LANCASHIRE
	HYNDBURN ROAD		
	ACCRINGTON		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4050 sqm	
	Survey date: SATURDAY	15/10/11	Survey Type: MANUAL
5	LC-07-O-04	LEISURE PARK	LANCASHIRE
	MAYSON STREET		
	BLACKBURN		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	7950 sqm	
	Survey date: SATURDAY	22/06/19	Survey Type: MANUAL
6	SY-07-O-01	LEISURE PARK	SOUTH YORKSHIRE
	HERTEN WAY		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	6425 sqm	
	Survey date: SATURDAY	22/12/12	Survey Type: MANUAL
7	WG-07-O-01	LEISURE COMPLEX	WOKINGHAM
	WELLINGTON ROAD		
	WOKINGHAM		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	5251 sqm	
	Survey date: SATURDAY	23/10/10	Survey Type: MANUAL
8	WM-07-O-01	LEISURE PARK	WEST MIDLANDS
	WATSON ROAD		
	BIRMINGHAM		
	NECHELLS		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	30000 sqm	
	Survey date: SATURDAY	29/09/07	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/O - LEISURE PARK

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	2	22524	0.155	2	22524	0.602	2	22524	0.757
01:00 - 02:00	2	22524	0.113	2	22524	0.437	2	22524	0.550
02:00 - 03:00	2	22524	0.053	2	22524	0.206	2	22524	0.259
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	5251	0.019	1	5251	0.000	1	5251	0.019
07:00 - 08:00	3	14355	0.104	3	14355	0.012	3	14355	0.116
08:00 - 09:00	4	12754	0.212	4	12754	0.086	4	12754	0.298
09:00 - 10:00	5	11013	0.490	5	11013	0.209	5	11013	0.699
10:00 - 11:00	8	12812	0.768	8	12812	0.396	8	12812	1.164
11:00 - 12:00	8	12812	0.926	8	12812	0.557	8	12812	1.483
12:00 - 13:00	8	12812	1.254	8	12812	0.806	8	12812	2.060
13:00 - 14:00	8	12812	1.255	8	12812	1.064	8	12812	2.319
14:00 - 15:00	8	12812	1.326	8	12812	1.204	8	12812	2.530
15:00 - 16:00	8	12812	1.295	8	12812	1.240	8	12812	2.535
16:00 - 17:00	8	12812	1.384	8	12812	1.193	8	12812	2.577
17:00 - 18:00	8	12812	1.593	8	12812	1.317	8	12812	2.910
18:00 - 19:00	8	12812	1.637	8	12812	1.453	8	12812	3.090
19:00 - 20:00	8	12812	1.559	8	12812	1.427	8	12812	2.986
20:00 - 21:00	8	12812	1.061	8	12812	1.467	8	12812	2.528
21:00 - 22:00	8	12812	0.673	8	12812	1.128	8	12812	1.801
22:00 - 23:00	8	12812	0.452	8	12812	0.975	8	12812	1.427
23:00 - 24:00	8	12812	0.260	8	12812	0.787	8	12812	1.047
Total Rates:			16.589			16.566			33.155

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:	4050 - 30000 (units: sqm)
Survey date range:	01/01/05 - 22/06/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	8
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.