Introduction

Skipton is located just off the A65 20 miles away from the north west of Bradford. It is at the southern base of the Yorkshire Dales located on the river Elbeck which is a tributary of the river Aire. The word Skipton comes from the Saxon word for sheep hence the reason why it started off as a trading center for sheep and wool. Since then Skipton has grown a lot because it was of great importance in the industrial revolution due to the fact that the Leeds and Liverpool canal was used for trading. Skipton still remains a very historic town with many cobbled streets, a canal and a castle. The population is 16000 people approximately.

Chapter 1 (traffic survey)

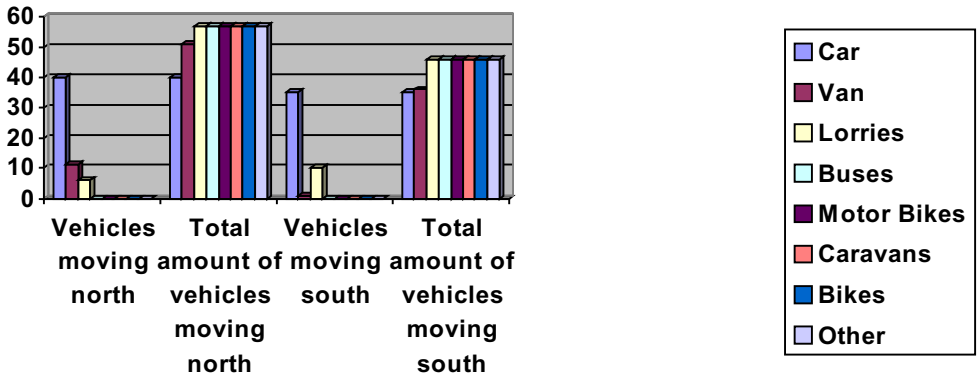
Aim: To discover how the traffic in Skipton varies from time to time and from place to place.

Hypothesis 1: The by-pass will have a greater proportion of commercial traffic than the road through the center of Skipton.

Method: We were doing the first traffic survey on the Skipton by-pass the A65. We started the survey at 09:45am and finished at 09:55am the survey lasted 10 minutes. We surveyed how many vehicles traveled to the north and south of Skipton. We recorded the results by sitting in a pair of two in the coach one of us collected the data of the vehicles traveling north whilst the other collected the data of the vehicles traveling south. At times we found it difficult because many vehicles were passing together in large amounts, for our data we wanted to see how many vehicles traveled north and south in an hour as we didn't have the time to collect data for an hour we multiplied the grand total of the vehicles traveling north and south by six.

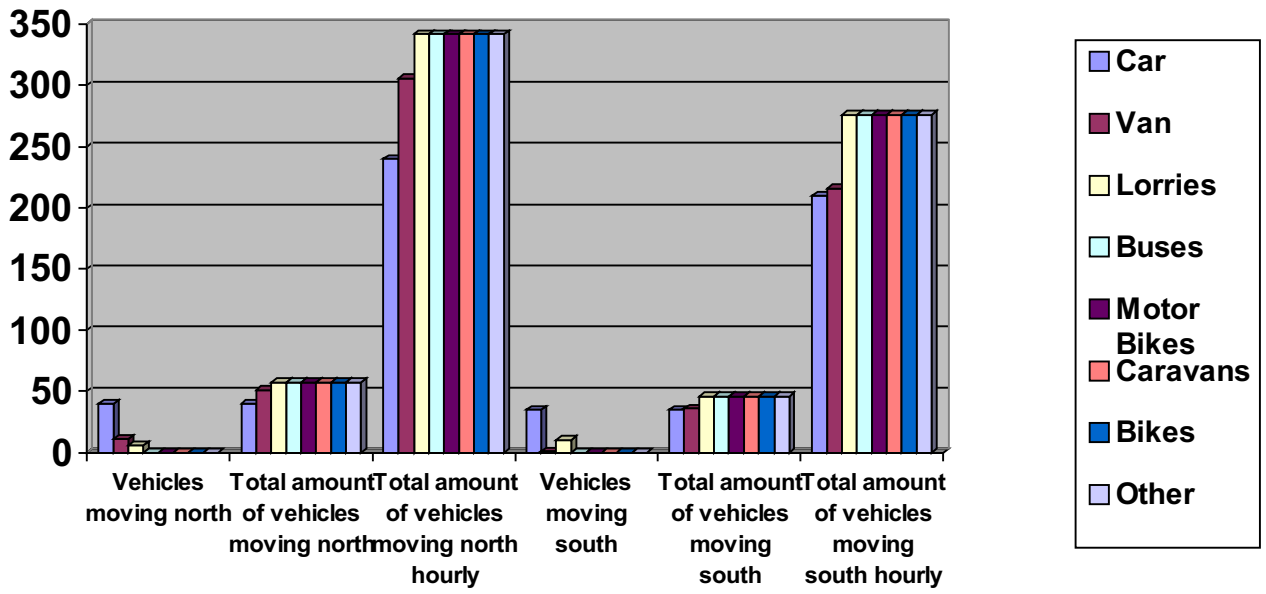
Results:

Type of vehicles	Vehicles moving north	Total amount of vehicles moving north	Vehicles moving south	Total amount of vehicles moving south
Car	40	40	35	35
Van	11	51	1	36
Lorries	6	57	10	46
Buses	0	57	0	46
Motor Bikes	0	57	0	46
Caravans	0	57	0	46
Bikes	0	57	0	46
Other	0	57	0	46



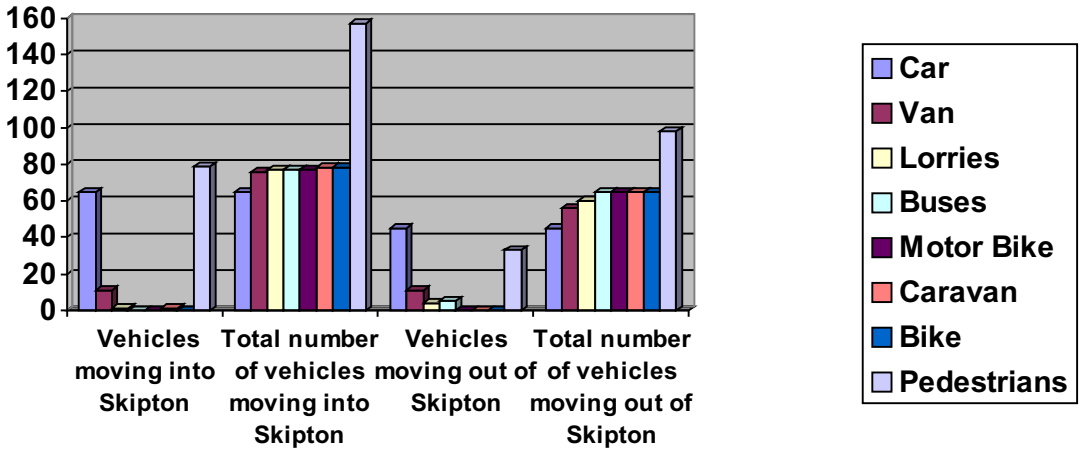
The chart and graph shows the total amount of vehicles that travel to the north and south of Skipton, and it also shows the types of vehicles and their amount, which traveled on the same road.

Type of vehicles	Vehicles moving north	Total amount of vehicles moving north	Total amount of vehicles moving north hourly	Vehicles moving south	Total amount of vehicles moving south	Total amount of vehicles moving south hourly
Car	40	40	240	35	35	210
Van	11	51	306	1	36	216
Lorries	6	57	342	10	46	276
Buses	0	57	342	0	46	276
Motor Bikes	0	57	342	0	46	276
Caravans	0	57	342	0	46	276
Bikes	0	57	342	0	46	276
Other	0	57	342	0	46	276



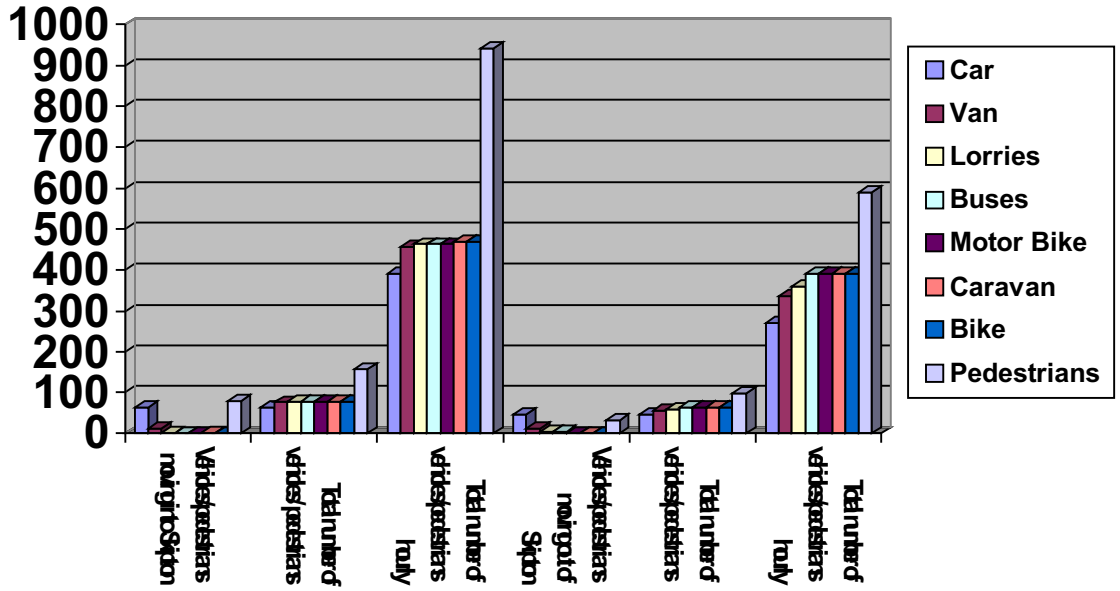
In this graph and chart u have multiplied the total amount of vehicles and the types of vehicles as shown on page 3 by six to show the hourly rate of traffic.

Type of vehicles	Vehicles moving into Skipton	Total number of vehicles moving into Skipton	Vehicles moving out of Skipton	Total number of vehicles moving out of Skipton
Car	65	65	45	45
Van	11	76	11	56
Lorries	1	77	4	60
Buses	0	77	5	65
Motor Bike	0	77	0	65
Caravan	1	78	0	65
Bike	0	78	0	65
Pedestrians	79	157	33	98



The above chart and graph show the number of vehicles and pedestrians in and out of Skipton.

Type of vehicles/pedestrians	Vehicles/pedestrians moving into Skipton	Total number of vehicles/ pedestrians	Total number of vehicles/pedestrians hourly	Vehicles/pedestrians moving out of Skipton	Total number of vehicles/pedestrians	Total number of vehicles/pedestrians hourly
Car	65	65	390	45	45	270
Van	11	76	456	11	56	336
Lorries	1	77	462	4	60	360
Buses	0	77	462	5	65	390
Motor Bike	0	77	462	0	65	390
Caravan	1	78	468	0	65	390
Bike	0	78	468	0	65	390
Pedestrians	79	157	942	33	98	588



In this graph and chart I have multiplied the total amount of vehicles and pedestrians as shown on page 5 by six to show the hourly rate of traffic going in and out of Skipton in the morning.

Conclusion: My hypothesis was incorrect as there was more traffic in the city center of Skipton rather than the by-pass (A65) of Skipton.

My results disprove my hypothesis strongly because there was a lot more proportion of traffic in the city center of Skipton.

I think the surveys were not done for long enough because if you want to collect data for a survey you need to collect that data for hours not 10 minutes but we figured out a solution to come up with the data of surveying for an hour by multiplying the total number of vehicles and pedestrians by 6.

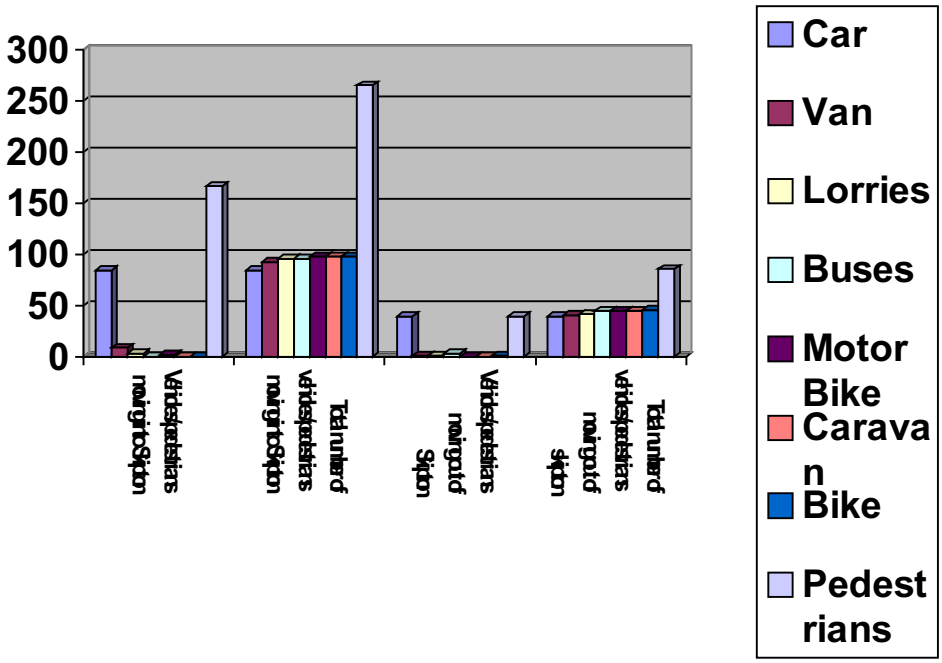
The results would have been different on a non market day because we visited Skipton on a market day and the Central business district/high street of Skipton was crowded with people and most of them people were crowding around the market whereas on a non-market day there wouldn't have been as many vehicles and pedestrians because there would be a less variety of shops and stalls to shop at.

Hypothesis 2: In the morning the traffic will be going into Skipton and in the afternoon most of the traffic will be leaving Skipton.

Method: I did my morning survey on Swadford Street that is at the bottom of the high street. We also did another survey in Swadford Street that was in the afternoon, which started at 12:35pm to 12:45pm that lasted for 10 minutes we also multiplied the total of this survey by 6 to make an hourly total. The traffic was going in and out of Skipton and was done in the exact same way as the first survey on Swadford Street.

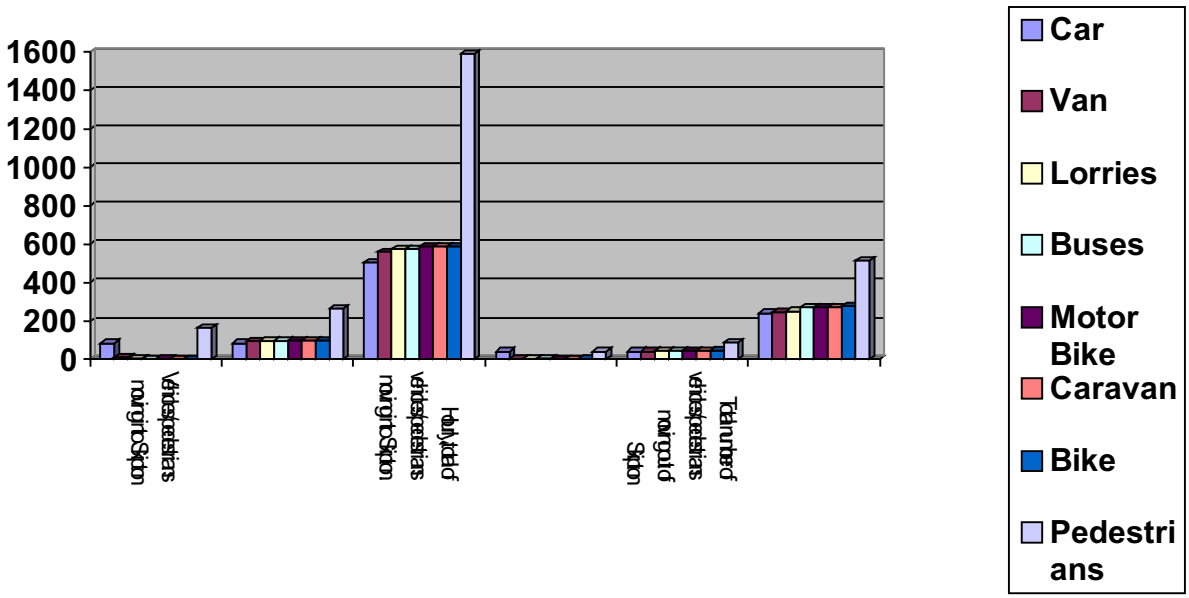
Results:

Type of vehicles/pedestrians	Vehicles/pedestrians moving into Skipton	Total number of vehicles/pedestrians moving into Skipton	Vehicles/pedestrians moving out of Skipton	Total number of vehicles/pedestrians moving out of Skipton
Car	84	84	40	40
Van	9	93	1	41
Lorries	3	96	1	42
Buses	0	96	3	45
Motor Bike	2	98	0	45
Caravan	0	98	0	45
Bike	0	98	1	46
Pedestrians	167	265	40	86



The above chart and graph show the number of vehicles and pedestrians going in and out of Skipton in the afternoon.

Type of vehicles/pedestrians	Vehicles/pedestrians moving into Skipton	Total number of vehicles/pedestrians moving into Skipton	Hourly total of vehicles/pedestrians moving into Skipton.	Vehicles/pedestrians moving out of Skipton	Total number of vehicles/pedestrians moving out of Skipton	Hourly total of vehicles/pedestrians moving out of Skipton
Car	84	84	504	40	40	240
Van	9	93	558	1	41	246
Lorries	3	96	576	1	42	252
Buses	0	96	576	3	45	270
Motor Bike	2	98	588	0	45	270
Caravan	0	98	588	0	45	270
Bike	0	98	588	1	46	276
Pedestrians	167	265	1590	40	86	516



In this graph and chart I have multiplied the total amount of vehicles and pedestrians as shown on page 8 by six to show the hourly rate of traffic going in and out of Skipton in the afternoon.

Conclusion: my hypothesis was correct because there was more traffic in the CBD of Skipton in the afternoon and there was less traffic in the morning. The results prove my hypothesis to be correct because in the afternoon there was more traffic and more pedestrians going to the high street for some shopping. The survey was not done for long enough because if the survey were done for a longer period of time then the results of the traffic survey would be more accurate rather than multiplying the total amount of vehicles and pedestrians by 6 to come up with a less accurate figure of the number of vehicles and pedestrians that go in and out of Skipton each hour. The morning survey was done too late because by 10:30am the peak time traffic from 08:00-09:00am would have died down so if the survey was done in between 08:00-09:00am then the data for the survey would be better because there would be more vehicles and pedestrians on the road for peak time traffic all of them would be going to work and dropping there children off to school which makes the data more accurate. The afternoon survey was done too early because if the afternoon survey was done between 05:00-06:00pm there would be more vehicles and pedestrians coming back from work which would make the data more accurate.

Hypothesis 3: roads that lead from Skipton to big cities will be busier than roads that lead from Skipton to small towns.

Method: my group had to do our survey on Swadford street. We collected all the other data from the other pupils in the class who were allocated on different roads when we returned to school we got the data for the other roads from the other pupils in our class.

Results:

Road	Traffic heading to	Size	Traffic
The Baily	Harrogate	2nd	4th
Otley Road	Leeds	1st	5th
Keighley Road	Keighley	3rd	2nd
Swadford Street	Colne	5th	1st
Gargrave Road	Kendle	4th	3rd
Grassington Road	Grassington	6th	6th

Conclusion: My hypothesis was incorrect because there was more traffic going to smaller towns rather than going to big cities from Skipton. Swadford Street was the busiest, which does not lead to the biggest city (Leeds). Swadford Street, Gargrave road and Grassington Road all lead to small towns of which Grassington Road leads to the smallest town. Keighley is closer to Skipton than Leeds, which means that there will be more traffic coming to Skipton from Keighley than Leeds.

Chapter 2 (shopping survey)

Aim: To investigate Skiptons Central Business District/high street.

Land use survey

Hypothesis 1: The CBD will have a higher number of comparison shops.

Hypothesis 2: The comparison goods shops will be clustered together compared to convenience shops and services.

Method: We were given a map showing Skiptons high street. It showed all the shops. We were given a key with all the kinds of shops on it had convenience shops, comparison shops, services and other shops on it underneath each of them subheadings it had a list of shops which belong in that specific category e.g. for convenience shops it had bakers, butchers etc and with comparison shops it had shoe shop and repairs, men's and boys wear shops etc. We walked past each shop and looked inside to see what category it would fall in e.g. if we walked passed a butchers we would put in to the convenience category. We decided what number to give each shop by looking inside the shop and looking at the key and seeing which number matched the shop e.g. if we walked passed a butchers shop we would look at the key and look under convenience shops and find butchers and which ever number was next to it we placed that on the map on which ever building it was in. if the shop sold more then one thing we would of put it in the group of what it sells the most of.

Results: (the results for hypothesis 1 and 2 will be shown on the next page)

Conclusion: My results were correct because there was more comparison shops and they were all clustered together and also on a Wednesday there is also a market which has many convenience stalls selling convenience goods also there is a major supermarket on the outskirts of Skiptons CBD.

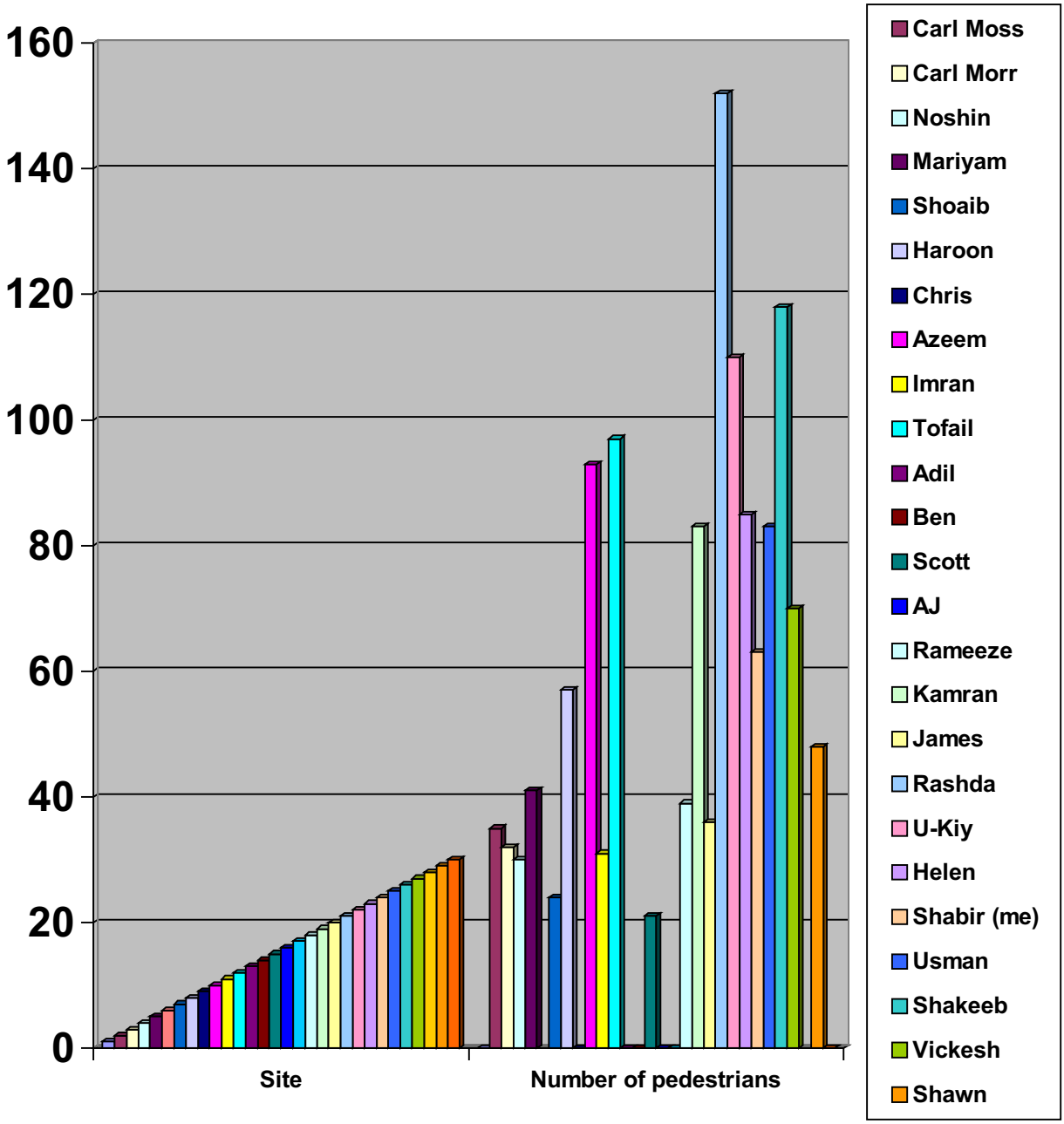
Pedestrian count

Hypothesis 3: The busiest part of the high street will be where the larger shops occur (department stores)

Method: In school before we visited Skipton the whole class were given their own unique number and a map and on that map it showed Skiptons CBD and there was lots of numbers in different places the numbers went from 1-30. At 11:15am we had to go to the place where we were allocated e.g. if I were given the number 6 I would have to look on the map and find number 6 and go there. Once we got to our allocated place we started to count the pedestrians that walked past. I have collected all the data from all the students below.

Results:

Name	Site	Number of pedestrians
	1	0
Carl Moss	2	35
Carl Morr	3	32
Noshin	4	30
Mariyam	5	41
	6	
Shoaib	7	24
Haroon	8	57
Chris	9	0
Azeem	10	93
Imran	11	31
Tofail	12	97
Adil	13	0
Ben	14	0
Scott	15	21
AJ	16	0
	17	0
Rameeze	18	39
Kamran	19	83
James	20	36
Rashda	21	152
U-Kiy	22	110
Helen	23	85
Shabir (me)	24	63
Usman	25	83
Shakeeb	26	118
Vickesh	27	70
	28	
Shawn	29	48
	30	0


160
140
120
100
80
60
40
20
0
Site
Number of pedestrians
Carl Moss
Carl Morr
Noshin
Mariyam
Shoaib
Haroon
Chris
Azeem
Imran
Tofail
Adil
Ben
Scott
AJ
Rameeze
Kamran
James
Rashda
U-Kiy
Helen
Shabir (me)
Usman
Shakeeb
Vickesh
Shawn

Conclusion: My hypothesis was correct because most pedestrians were in the high street and my results prove this strongly because site 21, which is located on the high street of Skipton, had most pedestrians.

Shoppers questionnaire

Hypothesis 4: Shoppers will travel more frequently and over shorter distances for convenience goods compared to comparison goods.

Method: In order to carry out this hypothesis we carried out the shopper's questionnaire we asked them the following questions:

1. Are you in Skipton to do shopping? (If not doing any shopping then move on to the next person)
2. Where are you from?
3. How far from Skipton is that?
4. What is the main thing you have come to buy?
5. How often do you come to Skipton?

We approached the people by saying:
"Excuse me please sir/madam I am a student from Rhodesway School in Bradford and I am undertaking a shopping survey for my GCSE geography project could you please spare a few moments to answer a few questions? Thank you" then we asked the questions shown above.

Results:

Shopper	Are you shopping in Skipton?	Where are you from?	How far is that from Skipton?	What is the main thing you have come to buy?	How often do you come?
1	Yes	Skipton	N/A	Birthday card	Every week
2	Yes	Settle	17 miles	Birthday card	Every month
3	Yes	Morcombe	55 miles	General shopping	4 times a year
4	Yes	Settle	17 miles	Food	Once a week
5	No	N/A	N/A	N/A	N/A
6	No	N/A	N/A	N/A	N/A
7	Yes	Skipton	N/A	Food	Every week
8	No	N/A	N/A	N/A	N/A
9	No	N/A	N/A	N/A	N/A
10	No	N/A	N/A	N/A	N/A

Conclusion: my hypothesis was incorrect because more people came to Skipton to buy comparison goods. There were a few difficulties because some of the people were rude some of them gave false information and some just ignored us.

Chapter 3 (land use survey)

Aim: To find out if there is a pattern to the way in which land is used in Skipton?

Hypothesis 4: The land used in Skipton will form a pattern of concentric circles like that of the Burgess model.

Method: We were given a map of Skipton divided in to grids we were also given a key, which was used to write down what the land was used for in each grid. The keys we used to mark down the land used in each square are as follows:

S=SHOPS AND OFFICES
I=INDUSTRY
H=HIGH COST HOUSING
M=MEDIUM COST HOUSING
L=LOW COST HOUSING

It was not possible to survey the whole of Skipton in the time given so each group was given a area to survey. My group was responsible for the survey done on Swadford Street, which is located in the south west of Skipton. When the land used was housing then we had to decide whether it was low, medium or high cost. We did this by looking at the type of house e.g. if it was small, terraced or had a industry near by it was recorded as low cost housing. If the house was large, detached with lots of open space around it was classed as high cost housing.

Results:

(The results are shown on the next page)

Conclusion: Looking at the map we can see that there is a pattern to the way in which land is used in Skipton. From the map we can see that the CBD (shops and offices etc) are found in the middle of Skipton. The industries are located in the south west of Skipton. The high cost houses are found on the outskirts of Skipton in the northwest. The medium cost houses are found in the north east of Skipton between the CBD and high cost housing. Low cost housing is found in the south and east of Skipton located next to the industries. High cost housing and industries are on the opposite side of town. There are many open spaces in Skipton, which is mainly on the outskirts.

Chapter 4 (environmental quality survey)

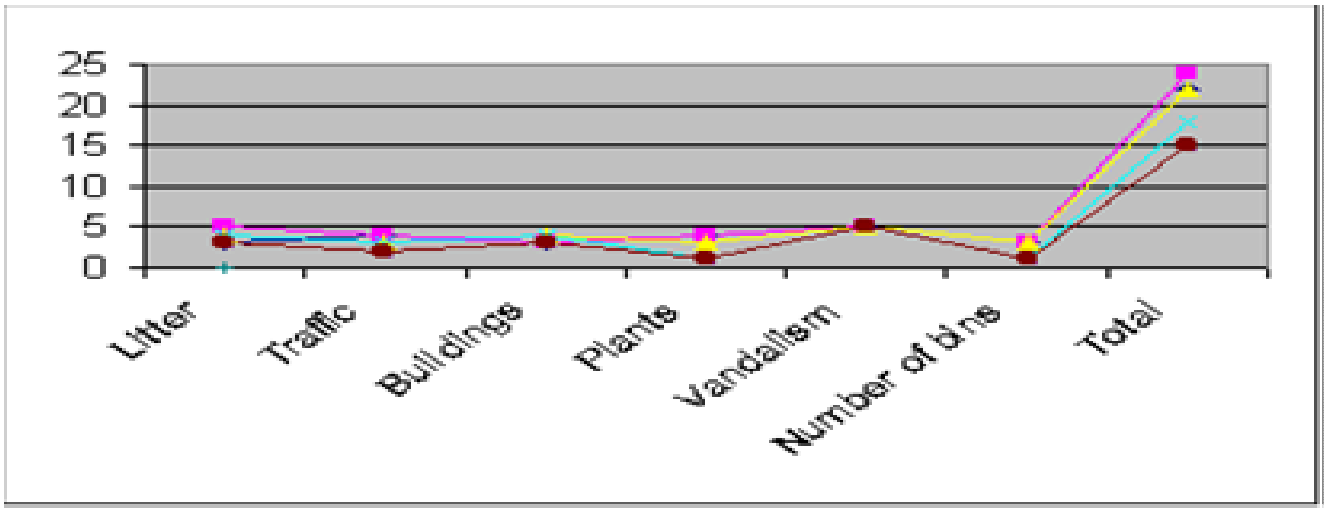
Aim: To investigate the environmental quality in Skipton.

Hypothesis: Environmental quality will change from the center of town to the outskirts.

Method: The groups were divided into smaller groups and were given different place to survey. My group was given Swadford Street. We looked around every 100 paces and measured the litter, traffic, buildings, plants, vandalism and number of bins. For each of these we gave them a rating of 1-5. 1 was classed as very poor and 5 was classed as very good. We recorded this data in a chart. We did our survey over 500 paces.

Results:

Paces from Swadford Street	Litter	Traffic	Buildings	Plants	Vandalism	Number of bins	Total
0	3	4	3	4	5	3	22
100	5	4	3	4	5	3	24
200	4	3	4	3	5	3	22
300	4	3	4	1	5	1	18
400	3	2	3	1	5	1	15
500	3	2	3	1	5	1	15



Conclusion: My hypothesis was correct because as I went further away from the CBD the quality of the environment got worse. This survey was very easy and I did not have any difficulties collecting the data needed.