

HALE CONSTRUCTION LTD
PROPOSED CHANGE OF USE
JCG BUILDING, MILLAND INDUSTRIAL ESTATE
NEATH

TRANSPORT STATEMENT

22-00787/TS/01

JULY 2022

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1 INTRODUCTION

1.1 Background

- 1.1.1 This Transport Statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Hale Construction Limited, the applicant, to examine the highway and transportation issues associated with the proposed relocation of a gym (approximately 674m² floorspace) from its current location, to the existing Hale Construction factory unit in Milland Industrial Estate, Neath.
- 1.1.2 The proposals involve the change use of a small portion of the existing floor space at the factory, from its original employment use, to a 151m² ground floor café along with a 644m² first floor gym and associated changing facilities (24m²). The proposed use will relocate from their current location on Castle Retail Park, which is closing due to the redevelopment of Lidl. The proposed development plans are contained at **Appendix A**.
- 1.1.3 The loss of floor space at the factory will not impact the onsite operations at the factory.
- 1.1.4 The aim of this report is to demonstrate that there are no reasons, in highway and transportation terms, why the proposed re-development site should not be allocated planning permission.

1.2 Scope

- 1.2.1 This report will discuss the following key transportation issues arising from the proposals:
- (i) the existing site location and transport infrastructure;
 - (ii) analysis of personal injury traffic accident data;
 - (iii) the site's compliance with applicable transport policy;
 - (iv) the development proposal in detail; and
 - (v) development-generated vehicular traffic.

2 EXISTING CONDITIONS

2.1 Site Summary

2.1.1 The proposed development site (hereon referred to as the 'site') is located along the southwestern end of Milland Industrial Estate. The site is bound by the Neath Canal foot/cycleway to the south, industrial units to the east and west, and green field land to the north. The existing gym/café facility is located approximately 300m east of the site, in the Castle Park Retail area.

2.1.2 **Figure 2.1** illustrates the site location in a local context, with the site outlined in red and the existing gym/café in blue.

Figure 2.1: Site location in Local Context



© Google Maps

2.2 Local Highway Network

2.2.1 Vehicular access to the proposed site is provided via Milland Road, which routes throughout the whole of Milland Industrial Estate, providing access to all the surrounding industrial units, before connecting to the A474 on/off slips approximately 800m northeast of the site.

2.2.2 The A474 forms part of a key strategic route running through the Neath and Briton Ferry areas. In the vicinity of the on/off slips, the A474 Briton Ferry Road is a dual carriageway subject to a 50mph speed limit.

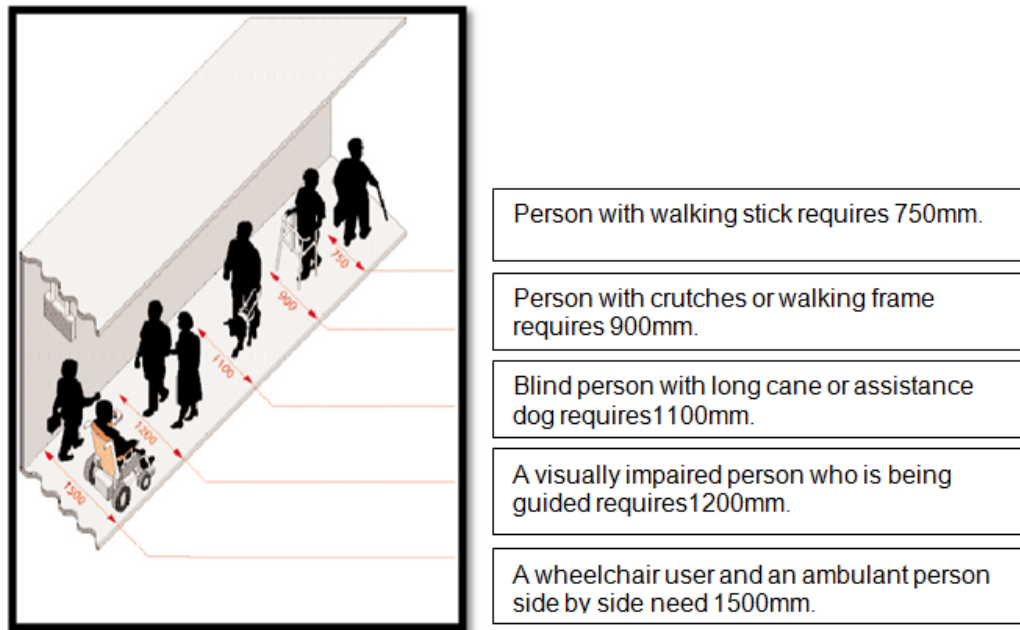
- 2.2.3 To the west, the A474 provides a direct route to the A465 dual carriageway. To the East, the A474 routes through Neath town centre, before moving south towards Briton Ferry, and connecting directly to the A48 (approximately 4km).
- 2.2.4 The A465 is the Neath to Abergavenny trunk road, which in the vicinity of the site, routes between the M4 J43 to the south (approximately 2.7km) Glynneath (approximately 19km) and Merthyr Tydfil to the north (approximately 32km).
- 2.2.5 The A48 provides the key strategic route through the Baglan and Port Talbot area to the south and also provides a direct connection to the A483, which routes towards Swansea city centre to the west (approximately 11km). The A48 also offers a connecting route to the M4 (Junctions J38 to J42).
- 2.2.6 The site is shown in a wider strategic context in **Figure 2.2**.

Figure 2.2: Site Location in Wider Strategic Context



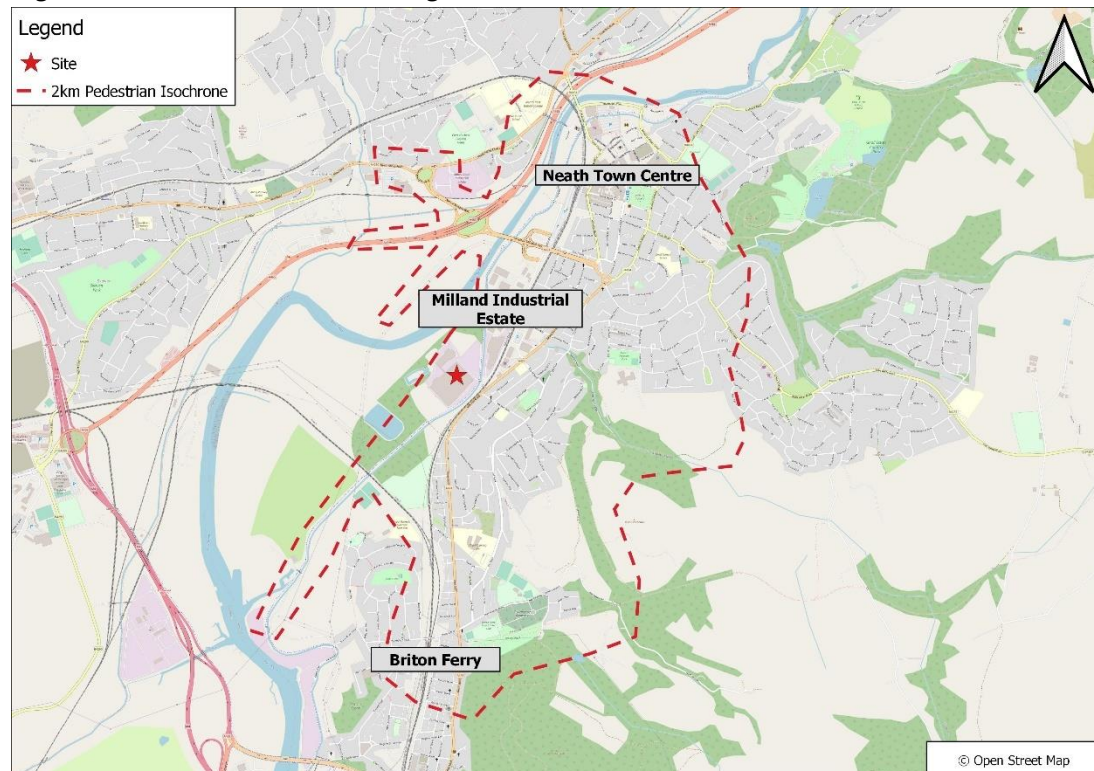
2.3 Pedestrian Facilities

- 2.3.1 In the vicinity of the site, street lit footways of approximately 2m in width are present on both sides of Milland Road, which connects directly to the shared foot/cycleway along the Neath Canal, as well as the pedestrian footbridge across the railway line and onto the pedestrian facilities on the A474, where a zebra crossing provides safe pedestrian access.
- 2.3.2 As shown in **Extract 2.1** from DfT's 'Inclusive Mobility' document (2002), the aforementioned footway widths of approximately 2m are more than suitable for a variety of users, including a wheelchair user and ambulant person side by side.

Extract 2.1: Footway widths (DfT 'Inclusive Mobility' 2002)

2.3.3 Table 3.3 in The Chartered Institution of Highways and Transportation document 'Providing for Journeys on Foot' identifies suggested acceptable walking distances for pedestrians to a range of local facilities. For commuting trips (for staff to the site) the preferred maximum walking distance specified is 2km. **Figure 2.3** identifies the 2km walking catchments to the site based on these suggested walking distances.

Figure 2.3: Indicative 2km walking catchment from the site

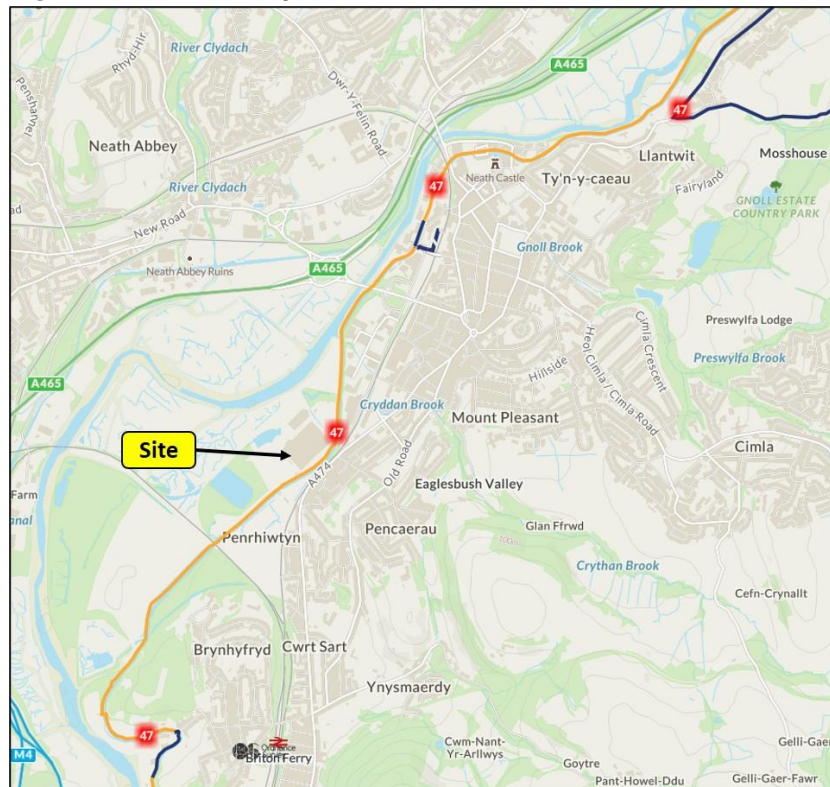


- 2.3.4 **Figure 2.3** demonstrates that all of Milland Industrial Estate, as well as Neath town centre and Briton Ferry are located within a 2km walking distance from the site. This identifies that the site is well located to large residential catchments, which are within comfortable walking distance.

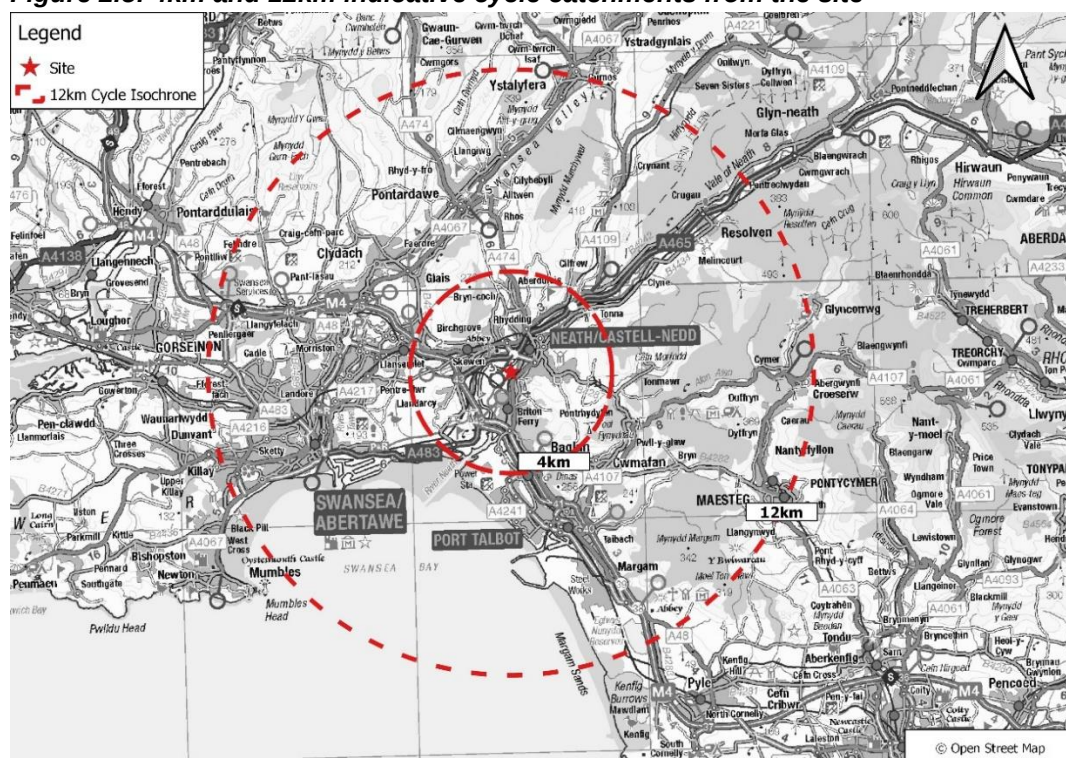
2.4 Cycle Facilities

- 2.4.1 Cycling in the immediate vicinity of the site is accommodated predominately on-carriageway, with limited off-road routes available. However, the aforementioned Neath Canal foot/cycleway runs along the site frontage and as shown in **figure 2.4**, forms part of National Cycle Route 47, that routes between Newport and Fishguard, and through Neath, which is predominantly off-road.
- 2.4.2 The lack of other traffic-free routes in the vicinity, is not considered a barrier to cycle travel, as advocated by the walking and cycling charity Sustrans, providing simple road safety advice is adhered to, on-road cycling is safe.
- 2.4.3 LTN1/04 identifies that the mean average length for cycling journeys is 4km (2.4 miles) although journeys of up to three times these distances are not uncommon for regular commuters. As such, a maximum 12km (7.4 miles) commuter distance applies.
- 2.4.4 **Figure 2.5** displays cycling isochrones for a 4km and 12km distance (approximately 20 and 60 minutes respectively based on a conservative cycle speed of 12km per hour). This shows that the whole of Neath and Briton Ferry are within the 4km cycle catchment area, with the areas of Port Talbot, Maesteg, and Swansea also within the wider 12km cycle catchment area.

Figure 2.4: National Cycle Route



Source: Sustrans

Figure 2.5: 4km and 12km indicative cycle catchments from the site

2.5 Public Transport Facilities

Bus

- 2.5.1 Guidance relating to the accessibility of development proposals to public transport is provided in the Institution of Highways and Transportation (IHT) document 'Planning for Public Transport in Development' (March 1999). The IHT guidance recommends that:

“new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop ...”

- 2.5.2 The nearest bus stop to the site is the Metal Box stop, located on the A474 Briton Ferry Road, approximately just a 170m walk south from the site, across the railway bridge. This stop provides access to the regular First South and West Wales services 87 and the X5, as well as the less frequent First services 900, 901, 902.
- 2.5.3 A summary of the regular bus services accessible from the Metal box stops is provided in **Table 2.1**.

Table 2.1 – Metal Box Stop regular bus service summary

Service	Route	Approximate service frequency		
		Mon – Fri	Sat	Sun
First South & West Wales - 87	Neath – Port Talbot - Margam	1 service every 20 minutes	1 service every 20 minutes	1 service every 120 minutes
First South & West Wales – X5	Swansea - Neath	1 service every 60 minutes	1 service every 60 minutes	No Service

Note: Times represent approximations as per latest timetable information available in June 2022

2.5.4 **Table 2.2** identifies that regular bus services (up to every 20-minutes) are available from the Metal Box stop over the Monday to Saturday period, offering convenient bus travel options between Neath and the surrounding areas of Briton Ferry, Port Talbot, and Swansea. Sunday services however are more limited.

2.5.5 The site is therefore considered to be in a good location to offer staff and visitors to the site opportunities to travel via bus.

Rail

2.5.6 The nearest train station to the site is Neath, approximately a 1.5km walk from the site.

2.5.7 Neath station is operated by Transport for Wales (TfW) providing access to Great Western Railway services between London Paddington and Swansea, as well as the Transport for Wales service between Manchester Piccadilly and Carmarthen.

2.5.8 Potential commuter stations within a short rail journey time to Neath include Swansea (16-minutes), Gowerton (30-minutes), Llanelli (35-minutes) to the west, Briton Ferry (5-minutes), Port Talbot (11-minutes), and Bridgend (25-minutes) to the east.

2.5.9 The site is therefore considered to be in a good location to offer staff and customers to the site opportunities to travel via rail.

Summary

2.5.10 It is evident that the site is able to offer potential clients of the site a viable alternative to private car travel, with numerous walking, cycling and public transport options available, which will significantly reduce dependency on private car travel.

2.6 Local Highway Safety

2.6.1 A review has been carried out on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exacerbated by the development proposal. In this instance, a cluster is identified as a closely defined area of five or more accidents.

2.6.2 The website www.crashmap.co.uk has been interrogated to provide a review of accidents in the surrounding area.

2.6.3 CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy-to-use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and the data includes all incidents up to the end of 2021.

2.6.4 **Figure 2.6** provides an extract of all PIAs identified on CrashMap along Milland Road in the vicinity of the site over the 5-year period between 2017 and 2021. The CrashMap data identifies that no PIAs have been recorded on Milland Road in the vicinity of the site, identifying no significant highway safety concerns in the immediate vicinity of the site.

- 2.6.5 On a wider basis, a total of 11 PIAs are identified along the A474 Briton Ferry Road and connecting junctions/roads. These PIA rates however would not be unexpected for a main road, and the minimal traffic generation anticipated from the proposed development (as discussed later in this report) is highly unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

Figure 2.6: PIA plot extract



Source: www.crashmap.co.uk - data extracted June 2022

3 LOCAL AND NATIONAL PLANNING GUIDANCE

3.1 Overview

3.1.1 In transport terms the relevant policy guidance that applies to this site are contained in the following documents:

- Planning Policy Wales (Edition 11, February 2021);
- Technical Advice Note (Wales) (2007) 18 - Transport;
- Future Wales: The National Plan 2040 (February 2021);
- Neath Port Talbot County Borough Council Local Development Plan (2011-2026)

3.1.2 Consideration is also given to the following legislation, which has an emphasis on sustainable transport provision:

- Active Travel Wales Act 2013;
- Well-being of Future Generations (Wales) Act 2015.

3.2 Summary

3.2.1 The overarching desire at all tiers of planning policy guidance is to influence a modal shift from single-occupancy car travel towards more sustainable modes such as walking, cycling, and public transport.

3.2.2 In order to achieve this, it is recognised that development should be located such that the need to travel is reduced, especially by private car, by locating development where there is good access to high-quality public transport, walking and cycling provision.

3.3 Conclusion

3.3.1 The site is situated near local trip attractors and is accessible by a choice of sustainable modes of transport.

3.3.2 The site is therefore concluded to be compliant with transport planning policy at a local and national level.

4 DEVELOPMENT PROPOSAL

4.1 Proposed Development

- 4.1.1 The proposed development of the site would see the relocation of an existing gym and café (approximately 674m² floorspace) from its current location on the Castle Retail Park to the Hale Construction Factory approximately 300m to the west.
- 4.1.2 The proposals involve the change of use of the existing employment land on-site to a 151m² Ground floor café along with a 644m² First floor gym and associated changing facilities (24m²). It is anticipated that the proposed development will employ up to a total of 30 members of staff between the two uses.
- 4.1.3 The proposed development plans are contained at **Appendix A**.

4.2 Access

- 4.2.1 Vehicle access to the development will be provided via the existing arrangements which are currently provided on Milland Industrial estate, via Milland Road. Pedestrian access to the proposed development will also be catered for at this access.

4.3 Parking Provision

- 4.3.1 The proposed development will provide a total of 9 spaces at the site frontage, of which two spaces will be dedicated to disabled users. Additionally, overspill parking will be provided during peak development periods within the 220-space factory car park on site.
- 4.3.2 The NPTCBC parking standards are set out in the LDP Supplementary Planning Guidance (SPG) document 'Parking Standards (October 2016)'. This document sets out detailed parking requirements according to land use and type of development across the county. These parking standards differ across distinct zones identified within the document. The proposed development falls within 'Zone 3'.
- 4.3.3 The parking standards aim to set a maximum level of parking to be provided at developments, in line with national and regional policies to encourage a move to more sustainable modes of transport.

Gym

- 4.3.4 Parking standards for gyms are identified at section 4.8 of the guidance. The Zone 3 parking standards for the 'Fitness Clubs, Leisure Clubs & Sports Clubs' category, identify that a maximum of 1 vehicle space per 10 m² (GFA) should be provided. For the proposed development this equates to a maximum of 64 car parking spaces. with an additional operational space required.
- 4.3.5 The NPTCBC parking standards require 1 long-stay cycle parking space per 10 members of staff and 1 short stay cycle space per 10 facility users at Leisure Clubs and sports clubs.

Cafe

- 4.3.6 Parking standards for cafés are identified at section 4.7 of the guidance. The Zone 3 parking standards for the 'Cafés & Drive-Thru Restaurants' category, identify that a maximum of 1 space per 3 members of non-resident staff and 1 space per 14m² (GFA) should be provided. For the proposed development this equates to a maximum of 12 car parking spaces, with an additional operational space required.
- 4.3.7 The NPTCBC parking standards require 1 long-stay cycle parking space per 10 members of staff at Restaurants and Café developments, with no requirement for short stay cycle parking spaces. Based on these standards the development is not required to provide cycle parking for the café.

Total

- 4.3.8 Based on the above, in total the development will be required to provide a maximum of 76 vehicle parking spaces and 2 operational spaces.
- 4.3.9 As outlined in Section 3 of the document, the parking standards aim to set a maximum level of parking to be provided at developments, in line with national and regional policies to encourage a move to more sustainable modes of transport. The SPG was also published before the more recent 'Future Wales – The National Plan 2040 (February 2021)' and 'Planning Policy Wales (Edition 11, February 2021)' documents which identify the following with regards to parking provision at non-residential developments:

Planning Policy Wales - Edition 11

“Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.”

“A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed.”

“Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places”

- 4.3.10 At Appendix F of the NPTCBC parking standards SPG, a sustainability assessment is outlined which can be used to apply a parking standards reduction to sites, depending on how accessible to sustainable modes of travel they are. A sustainability assessment has been conducted for the proposed development, which is included in **Appendix B** of this report. The result of this assessment identifies a sustainability score of 11, allowing for a reduction of up to 30% of parking spaces from the identified NPTCBC standards.
- 4.3.11 Applying this sustainability score reduction, the proposed development would require 55 car parking spaces on the site (53 non-operational vehicle spaces and 2 for operational use).

-
- 4.3.12 To further justify the parking provision, a parking accumulation assessment was undertaken based on the anticipated trip generation based on the proposed development, which is outlined in more detail in **Section 5** of this report. A summary of the parking accumulation is contained at **Appendix C**.
- 4.3.13 The parking accumulation for the proposed development suggests that maximum car park occupancies of just 9 vehicles and 14 vehicles would be anticipated over a weekday and Saturday period respectively. Based on these anticipated parking levels, the overspill car park would not need to be used during the weekdays, and just 5 spaces will be required during the Saturday peak period. It is likely that the factory will be lightly used during the weekend and therefore the overspill car park will have ample spare car parking capacity to accommodate any excess parking demand generated by the development.
- 4.3.14 It is anticipated that a significant amount of the gym's clientele will be Hale staff members who are already coming to the site by car and will be parked in the main factory car park and not impact the proposed site parking. Additionally, it is likely that clients from the surrounding industrial units are also likely to travel to the site on foot and thus will also not impact the proposed parking on site.
- 4.3.15 The 9 dedicated parking spaces, with an overspill car park, is within the SPG maximum parking standards, and in line with national policy on parking provision. Due to the good accessibility of the site to non-car modes of travel, and the low levels of anticipated parking demand, the proposed parking level is considered appropriate for the intended use. The proposed parking level will not result in any on street parking on Milland Road.

5 DEVELOPMENT TRAFFIC GENERATION

5.1 Introduction

- 5.1.1 The following section outlines the anticipated trip generation of the proposed uses on site.
- 5.1.2 Estimated traffic flows have been forecast using the TRICS database. TRICS is a nationally accepted database providing information relating to the total number of trips generated by various land uses based on existing traffic surveys at similar sites throughout the United Kingdom. From the TRICS database, a trip rate is derived which provides the number of expected trips per unit of measurement (in this case per 100m² GFA).
- 5.1.3 In order to extract a representative sample of survey sites from the TRICS database, the following parameters were applied:
- All sites in Greater London and Ireland excluded;
 - Sites with surveys identified as undertaken during the Covid pandemic period were excluded.

5.2 Proposed Development Trip Generation

Proposed Fitness Club Use

- 5.2.1 To represent the proposed fitness club use on the site, the TRICS category '07 – Leisure / K – Fitness Club' was utilised, with only 'Edge of Town' and 'Suburban Area' sites selected. The TRICS database is limited on sites of this category available, with only 1 site available for a Saturday period. The trip rates identified will therefore provide a reflection of demand at sites of this nature, but should be read with a degree of flexibility.
- 5.2.2 Utilising the TRICS trip rates, **Table 5.1** and **Table 5.2** identify the anticipated trip generation for the proposed Fitness Club, over both a Weekday and Saturday 12-hour period (07:00 to 19:00) respectively. A copy of the TRICS outputs are included in **Appendix D**.

Table 5.1: Proposed development, anticipated Weekday vehicular trip generation (based on 644m² GEA)

Time Period	Trip Rates (per 100m ² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.59	0.508	1.098	4	3	7
08:00 - 09:00	0.582	0.582	1.164	4	4	8
09:00 - 10:00	1.052	0.399	1.451	7	3	10
10:00 - 11:00	0.836	0.727	1.563	5	5	10
11:00 - 12:00	0.639	0.836	1.475	4	5	9
12:00 - 13:00	0.612	0.677	1.289	4	4	8
13:00 - 14:00	0.587	0.656	1.243	4	4	8
14:00 - 15:00	0.647	0.595	1.242	4	4	8
15:00 - 16:00	0.705	0.639	1.344	5	4	9
16:00 - 17:00	1.071	0.874	1.945	7	6	13
17:00 - 18:00	1.573	0.961	2.534	10	6	16
18:00 - 19:00	1.161	1.39	2.551	7	9	16
12-Hour Trip Rate	12.753	12.442	25.195	82	80	162

Note: yellow highlight identifies peak hour in two-way vehicle trips

- 5.2.3 **Table 5.1** shows that the proposed fitness club use is anticipated to generate just 8 total two-way vehicular trips during both the typical weekday highway AM peak and 16 total two-way trips during the PM peak hour, the development is anticipated to generate a total of 162 total two-way vehicular trips over the 12-hour Weekday period between 07:00 to 19:00. The peak hour in trips over the Weekday period is anticipated to occur between 18:00 to 19:00, with a total of 16 total two-way trips.

Table 5.2: Proposed development, anticipated Saturday vehicular trip generation (based on 644m² GEA)

Time Period	Trip Rates (per 100m ² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	1.286	1.143	2.429	8	7	15
08:00 - 09:00	1.429	1.5	2.929	9	10	19
09:00 - 10:00	1	1.357	2.357	6	9	15
10:00 - 11:00	1.857	0.429	2.286	12	3	15
11:00 - 12:00	1.071	1.714	2.785	7	11	18
12:00 - 13:00	1.357	1.071	2.428	9	7	16
13:00 - 14:00	1.286	1	2.286	8	6	14
14:00 - 15:00	1.214	1.857	3.071	8	12	20
15:00 - 16:00	1.786	1	2.786	12	6	18
16:00 - 17:00	1.571	1.429	3	10	9	19
17:00 - 18:00	2.857	1.857	4.714	18	12	30
18:00 - 19:00	1.929	2.071	4	12	13	25
12-Hour Trip Rate	23	23.071	46.071	148	149	297

Note: yellow highlight identifies peak hour in two-way vehicle trips

- 5.2.4 **Table 5.2** shows that the development is anticipated to generate a total of 297 total two-way vehicular trips over the 12-hour Saturday period between 07:00 to 19:00. The peak hour in trips over the Saturday period is anticipated to occur between 18:00 to 19:00, with a total of 30 total two-way trips.

Proposed Cafe Use

- 5.2.5 To represent the proposed Café use on the site, the TRICS category '06 – Hotel, Food and Drink / K – Café' was utilised. The TRICS database is limited on sites of this category available, with only 1 site available located in the town centre for the weekday period and no sites available for weekend periods. The trip rates identified will therefore provide a reflection of demand at sites of this nature, but should be read with a degree of flexibility.
- 5.2.6 Utilising the TRICS trip rates, **Table 5.3** identify the anticipated trip generation for the Café use, over a Weekday. It is anticipated that these weekday trip rates will also be representative of the Saturday period. A copy of the TRICS outputs are included in **Appendix D**.
- 5.2.7 **Table 5.3** shows that the proposed café use is anticipated to generate just 1 two-way vehicular trip during the typical weekday highway AM peak and 0 total two-way trips during the PM peak hour, the development is anticipated to generate a total of 82 total two-way vehicular trips over the 12-hour Weekday period between 07:00 to 19:00. The peak hour in trips over the Weekday period is anticipated to occur between 12:00 to 13:00, with a total of 15 total two-way trips.

Table 5.3: Proposed development, anticipated Weekday vehicular trip generation (based on 151m² GEA)

Time Period	Trip Rates (per 100m ² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0	0	0	0	0	0
08:00 - 09:00	0.526	0	0.526	1	0	1
09:00 - 10:00	3.684	2.105	5.789	6	3	9
10:00 - 11:00	4.211	4.211	8.422	6	6	12
11:00 - 12:00	4.211	3.684	7.895	6	6	12
12:00 - 13:00	4.737	5.263	10	7	8	15
13:00 - 14:00	4.211	4.211	8.422	6	6	12
14:00 - 15:00	2.632	3.684	6.316	4	6	10
15:00 - 16:00	2.632	3.158	5.79	4	5	9
16:00 - 17:00	0.526	1.053	1.579	1	2	3
17:00 - 18:00	0	0	0	0	0	0
18:00 - 19:00	0	0	0	0	0	0
12-Hour Trip Rate	27.37	27.369	54.739	41	41	82

Total Proposed Development

- 5.2.8 **Table 5.4** and **Table 5.5** shows the anticipated combined vehicular trip generation for the total proposed development of the Fitness Club and Café use.

Table 5.4: Total proposed development anticipated weekday vehicular trip generation

Time Period	Total Trips (all vehicles)		
	Arr.	Dep.	Total
07:00 - 08:00	4	3	7
08:00 - 09:00	5	4	9
09:00 - 10:00	13	6	19
10:00 - 11:00	11	11	22
11:00 - 12:00	10	11	21
12:00 - 13:00	11	12	23
13:00 - 14:00	10	10	20
14:00 - 15:00	8	10	18
15:00 - 16:00	9	9	18
16:00 - 17:00	8	8	16
17:00 - 18:00	10	6	16
18:00 - 19:00	7	9	16
12-Hour Trip Rate	123	121	244

Note: yellow highlight identifies peak hour in two-way vehicle trips

- 5.2.9 **Table 5.4** shows that the total proposed development is anticipated to generate just 9 total two-way vehicular trips during the typical weekday highway AM peak and a total of 16 two-way trips during the PM peak. The peak hour in terms of development trips is anticipated to be between 12:00-13:00 and is predicted to generate a total of 23 two-way vehicle trips. Over the 12-hour weekday period (07:00 to 19:00) a total of 244 two-way vehicular trips are anticipated.

Table 5.5: Total proposed development anticipated Saturday vehicular trip generation

Time Period	Total Trips (all vehicles)		
	Arr.	Dep.	Total
07:00 - 08:00	8	7	15
08:00 - 09:00	10	10	20
09:00 - 10:00	12	12	24
10:00 - 11:00	18	9	27
11:00 - 12:00	13	17	30
12:00 - 13:00	16	15	31
13:00 - 14:00	14	12	26
14:00 - 15:00	12	18	30
15:00 - 16:00	16	11	27
16:00 - 17:00	11	11	22
17:00 - 18:00	18	12	30
18:00 - 19:00	12	13	25
12-Hour Trip Rate	189	190	379

Note: yellow highlight identifies peak hour in two-way vehicle trips

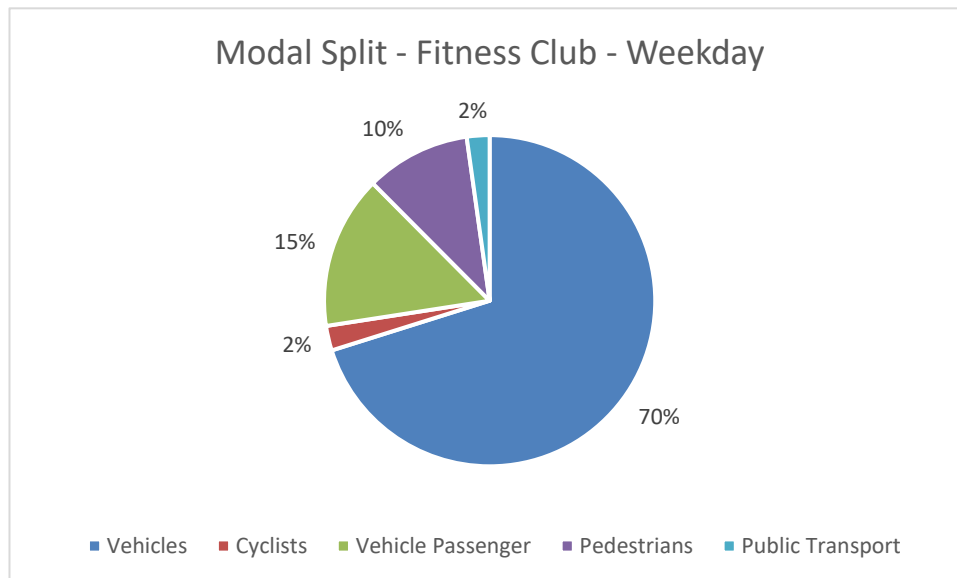
- 5.2.10 **Table 5.5** shows that the peak hour in terms of development trips is anticipated to be between 12:00-13:00 and is predicted to generate a total of 31 two-way vehicle trips. Over the 12-hour weekday period (07:00 to 19:00) a total of 379 two-way vehicular trips are anticipated.
- 5.2.11 It should be noted that the predicted trips identified in **Table 5.4** and **Table 5.5** assume all additional trips generated on the local highway network are 'primary' trips, with no reductions applied for 'secondary' trips.
- 5.2.12 Primary trips are those which are new to the road network and occur only as a result of the new development. Secondary trips however are those which already exist on the road network, but would include a visit to the site as part of the existing trip (whether as part of a pass-by, diverted, or transferred trip). Although part of the total trip generation into the site, these secondary trips therefore do not generate additional vehicles on the road network, and can be excluded when identifying the total vehicular impact of a development.
- 5.2.13 Although there is not currently any definitive guidance available providing levels of secondary trip reductions to be applied at certain developments, the 'TRICS Research Report 14/1 (2014)' provides a review on the subject. The report identifies those levels of secondary trips at any development will be dependent on variables such as its location, range of services offered, and size, and that a site-by-site approach should be taken in calculating these trip levels.
- 5.2.14 When in operation it is likely that potential clients of the proposed development would use both the Gym and Café facilities and would thus only generate one vehicle trip. Furthermore, it is anticipated that a significant amount of the gyms clientele will be either Hale staff members, and would already be on site, or employees from nearby industrial units and walk to the site. These clients would therefore not result in any additional vehicle trips on site. Thus, the actual impact on the local highway network would likely to be significantly lower than identified in **Table 5.1** and **Table 5.2** as these display a robust 'worst case' scenario.

5.3 Modal Split

Proposed Fitness Club Use

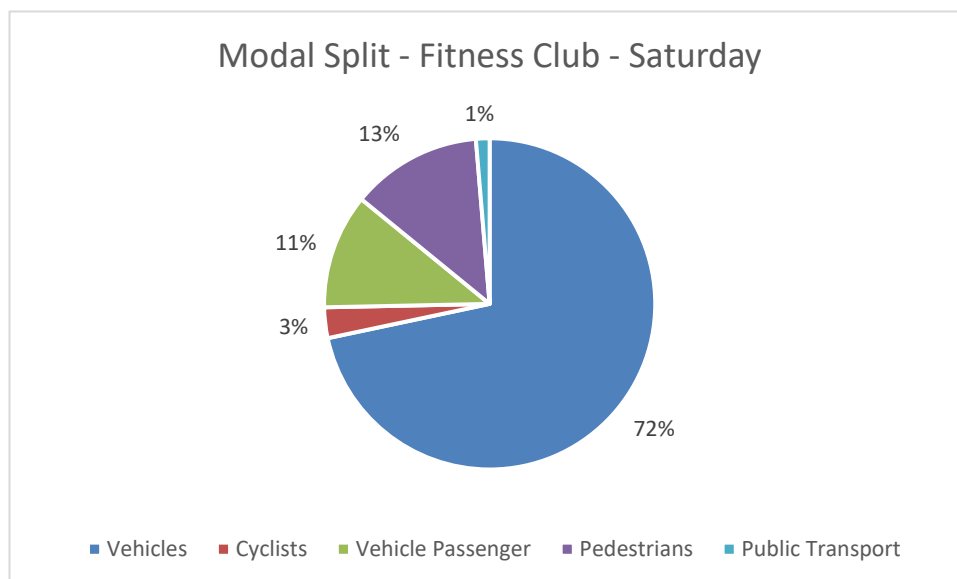
- 5.3.1 The TRICS data has also been interrogated for multi-modal split data, as shown in Charts 5.1 and 5.2 for the Fitness Club use for the Weekday and Saturday periods.

Chart 5.1: Anticipated Development Modal Split – Weekday (as per the selected TRICS ‘Fitness Club Use’ sites with multi-modal data available)



- 5.3.2 **Chart 5.1** shows that the anticipated total person trips for a development of this nature would typically comprise of approximately 10% pedestrians, 2% public transport users, and 2% cyclists. The remaining trips comprise of vehicle drivers (70%) and vehicle passengers (15%).

Chart 5.2: Anticipated Development Modal Split – Weekday (as per the selected TRICS ‘Fitness Club Use’ sites with multi-modal data available)

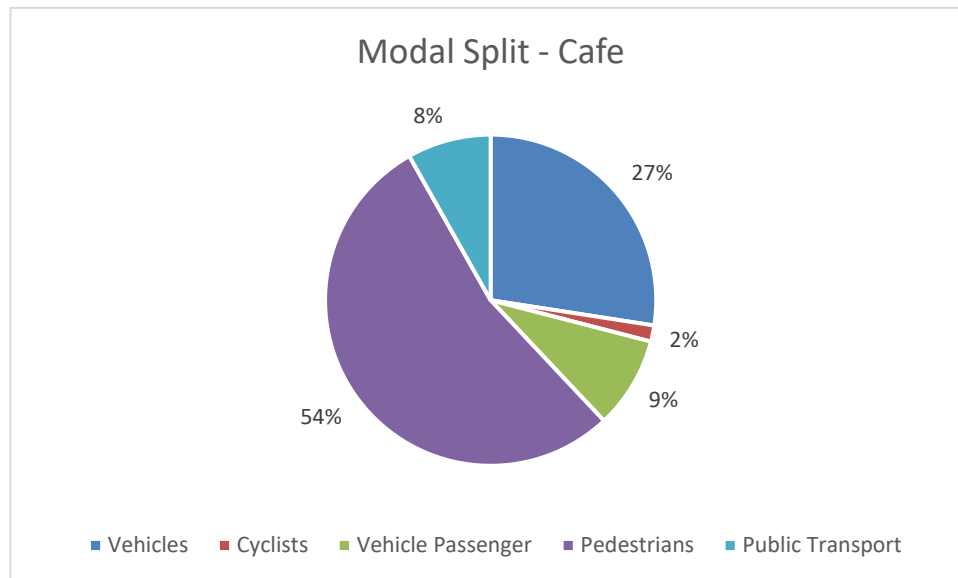


- 5.3.3 **Chart 5.2** shows that the anticipated total person trips for a development of this nature would typically comprise of approximately 13% pedestrians, 1% public transport users, and 3% cyclists. The remaining trips comprise of vehicle drivers (72%) and vehicle passengers (11%).

Proposed Cafe Use

- 5.3.4 The TRICS data has also been interrogated for multi-modal split data, as shown in **Charts 5.3** for the Fitness Club use for the Weekday.

Chart 5.3: Anticipated Development Modal Split – Weekday (as per the selected TRICS ‘Café Use’ sites with multi-modal data available)



- 5.3.5 **Chart 5.3** shows that the anticipated total person trips for a development of this nature would typically comprise of approximately 54% pedestrians, 8% public transport users, and 2% cyclists. The remaining trips comprise of vehicle drivers (27%) and vehicle passengers (9%).

6 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 This Transport Statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Hale Construction Limited, the applicant, to examine the highway and transportation issues associated with the proposed relocation of a gym (approximately 674m² floorspace) from its current location on Castle Retail Park, to the existing Hale Construction factory in Milland Industrial Estate, Neath.
- 6.1.2 The proposals involve the change use of a small portion of the existing floor space at the factory, from its original employment use to a 151m² Ground floor café along with a 644m² First floor gym and associated changing facilities (24m²). The proposed development plans are contained at **Appendix A**.
- 6.1.3 The loss of floor space at the factory is not anticipated to impact the onsite operations at the factory.
- 6.1.4 The aim of this report is to demonstrate that there are no reasons, in highway and transportation terms, why the proposed re-development site should not be allocated planning permission.
- 6.1.5 The site is well located to encourage sustainable modes of travel for staff and customers living in the surrounding residential areas. The existing cycling, bus, and rail facilities within the local area will allow opportunities for sustainable travel for longer distance, or multi-modal trips.
- 6.1.6 Vehicle access to the development will be provided via the existing arrangements which are currently provided on Milland Industrial estate, via Milland Road. Pedestrian access to the proposed development will also be accommodated.
- 6.1.7 The proposed development will provide a total of 9 spaces at the site frontage, of which, two spaces will be dedicated to disabled users. Overspill parking will be provided during peak development periods within the 220-space factory car park on site.
- 6.1.8 The 9 dedicated parking spaces, with overspill car parking, is within the SPG maximum provision suggested, and in line with national policy to reduce reliance on car provision at developments. Due to good accessibility of the site to non-car modes of travel, and the minimal level of anticipated parking demand, this proposed parking level is considered appropriate for the intended use.
- 6.1.9 The total proposed development is anticipated to generate just 9 total two-way vehicular trips during the typical weekday highway AM peak and a total of 16 two-way trips during the PM peak. The peak hour in terms of development trips is anticipated to be between 12:00-13:00 and is predicted to generate a total of 23 two-way vehicle trips. Over the 12-hour weekday period (07:00 to 19:00) a total of 244 two-way vehicular trips are anticipated.
- 6.1.10 The peak hour in terms of development trips is anticipated to be between 12:00-13:00 and is predicted to generate a total of 31 two-way vehicle trips. Over the 12-hour weekday period (07:00 to 19:00) a total of 379 two-way vehicular trips are anticipated.

- 6.1.11 A review of the accident record in the vicinity of the site does not appear to identify any significant highway safety issue within the immediate area of the development site, and the minor increase in traffic generated by the proposed development is highly unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

6.2 Conclusion

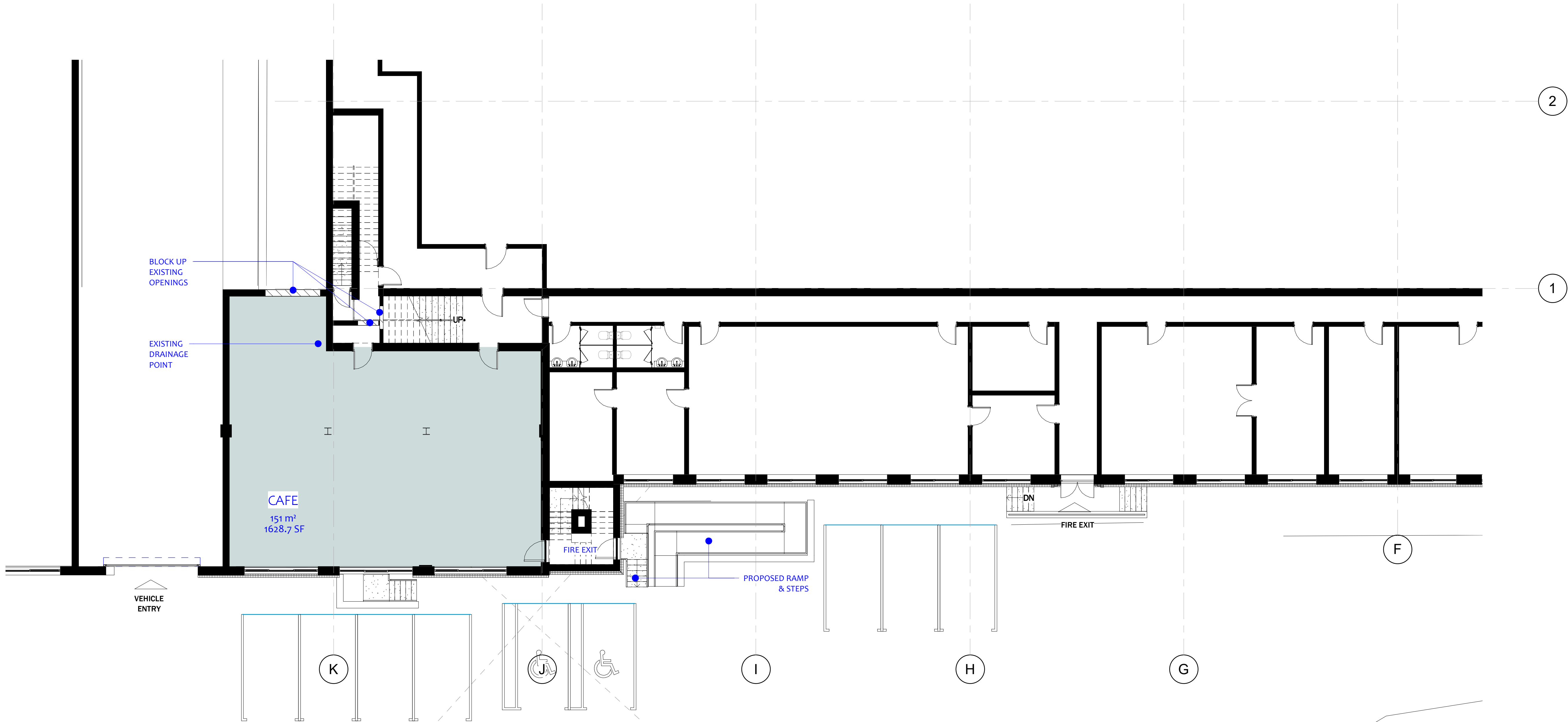
- 6.2.1 This Transport Statement has demonstrated that the development should be considered acceptable in terms of highways and transportation.
- 6.2.2 There are no reasons in highway and transportation terms why the proposed development should not be granted consent.

APPENDIX A

Proposed Development Plans

Revisions

A 11.05.22 Minor amendments



01 PROPOSED GROUND FLOOR PLAN
1 : 100

Notes

Do not scale from this drawing. Use figured dimensions only, which are displayed in millimeters unless stated otherwise. The contractor is requested to check all dimensions before work is put in hand. Any discrepancies within the drawing should be reported prior to commencement of works.

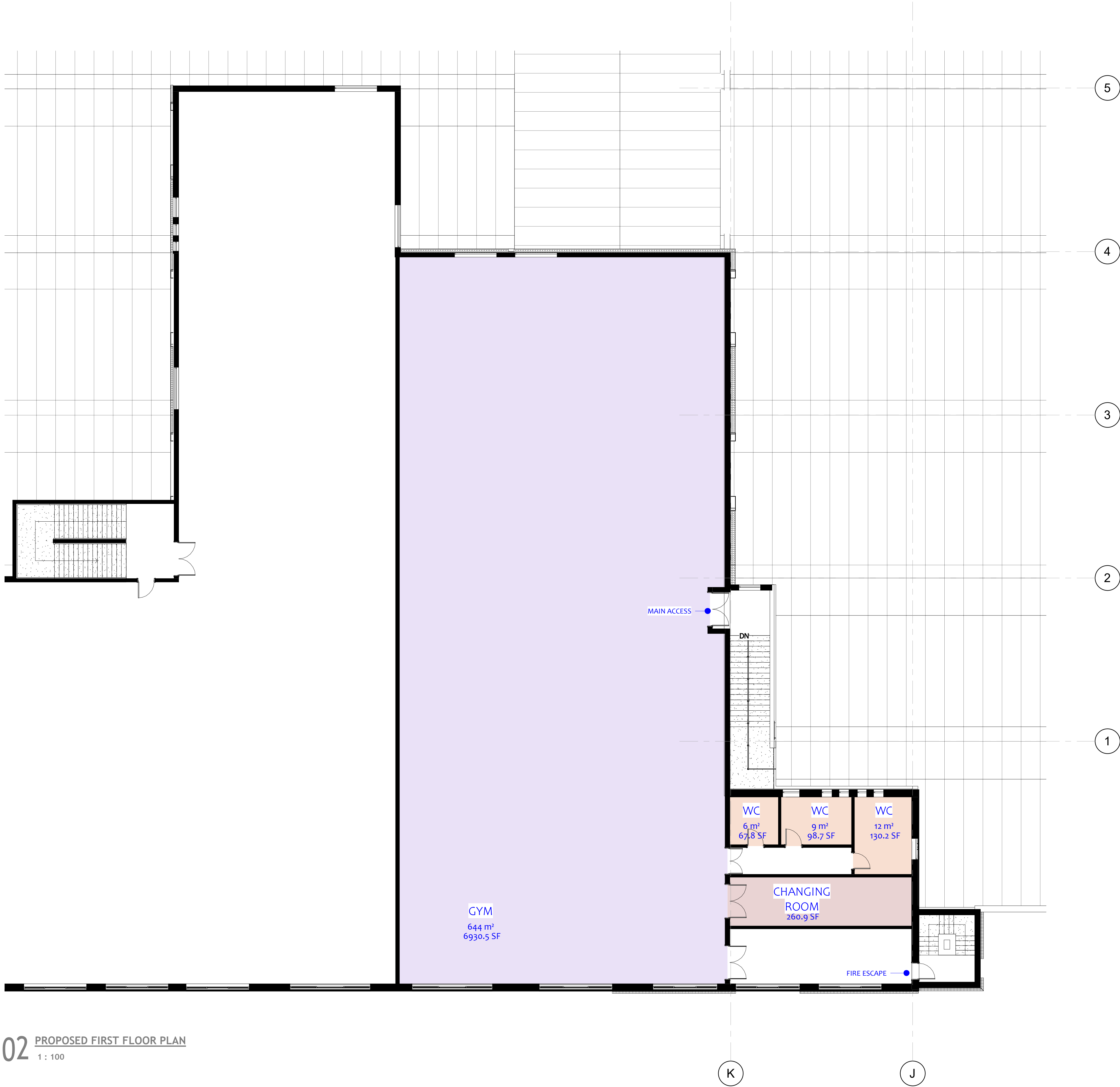
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Project	JCG FACTORY, NEATH
Project number	L848
Client	HALE CONSTRUCTION LTD
Title	PROPOSED GROUND FLOOR PLAN
Drawing number	A172
Scale	1 : 100 at A1
Revision	A
Status	INFORMATION
Drawn	PC
Date	11.05.22



02 PROPOSED FIRST FLOOR PLAN
1 : 100

Revisions		
A	11.05.22	Minor amendments

Notes

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Project	JCG FACTORY, NEATH
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Title	PROPOSED FIRST FLOOR PLAN
Drawing number	A173
Scale	1 : 100 at A1
Revision	A
Status	INFORMATION
Drawn	PC
Date	11.05.22

APPENDIX B

Sustainability Assessment

JCG BUILDING, MILLAND INDUSTRIAL ESTATE

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points
<u>Local Facilities</u>		
	<800	0
Lidl Supermarket, Melin Junior School, Penrhiwtyn Post Office	<400	4
	<200	0
Total for local facilities		4
<u>Public Transport</u>		
Metal Box Bus stops	<300m	3
Castle Bing Bus Stops	<800m	1
		4
<u>Cycle Route</u>		
NCN47	<200	1
<u>Frequency Of Public Transport</u>	<u>Service Frequency</u>	
	5-minutes	0
First Bus 87	20-minute	2
	30-minutes	0
	Deduction if above times not met	0

Parking Reduction

Sustainability Points	Reduction
11	30%

Notes

Local facilities include a foodstore, post office, health facility, school etc. Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.

APPENDIX C

Proposed Parking Accumulation Assessment

22-00787 JCG Building, Milland Industrial Estate, Neath

Parking Accumulation



Car Park Capacity

Total Spaces -	9
Weekday Maximum -	9
Saturday Maximum -	14

Weekday

	IN	OUT	ACCUM.	SPARE
07:00 - 08:00	4	3	1	8
08:00 - 09:00	5	4	2	7
09:00 - 10:00	13	6	9	0
10:00 - 11:00	11	11	9	0
11:00 - 12:00	10	11	8	1
12:00 - 13:00	11	12	7	2
13:00 - 14:00	10	10	7	2
14:00 - 15:00	8	10	5	4
15:00 - 16:00	9	9	5	4
16:00 - 17:00	8	8	5	4
17:00 - 18:00	10	6	9	0
18:00 - 19:00	7	9	7	2

SATURDAY

	IN	OUT	ACCUM.	SPARE
0700-0715	8	7	1	8
0715-0730	10	10	1	8
0730-0745	12	12	1	8
0745-0800	18	9	10	-1
0800-0815	13	17	6	3
0815-0830	16	15	7	2
0830-0845	14	12	9	0
0845-0900	12	18	3	6
0900-0915	16	11	8	1
0915-0930	11	11	8	1
0930-0945	18	12	14	-5
0945-1000	12	13	13	-4

APPENDIX D

TRICS Output

Calculation Reference: AUDIT-751101-220615-0638

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03 SOUTH WEST
WL WILTSHIRE 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: 1400 to 1400 (units: sqm)
Range Selected by User: 650 to 13856 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/22

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

Selected survey days:

Saturday 1 days

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

Selected survey types:

Manual count 1 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 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

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:

E(d) 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

Corun Swansea Road Swansea

Licence No: 751101

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

50,001 to 75,000

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

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

1 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

1 days

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

LIST OF SITES relevant to selection parameters

1	WL-07-K-01	PURE GYM	WILTSHIRE
	SOUTHAMPTON ROAD		
	SALISBURY		
	BOURNE RETAIL PARK		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	1400 sqm	
	Survey date: SATURDAY	19/11/22	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/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.40

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	1	1400	1.286	1	1400	1.143	1	1400	2.429
07:00 - 08:00	1	1400	1.429	1	1400	1.500	1	1400	2.929
08:00 - 09:00	1	1400	1.000	1	1400	1.357	1	1400	2.357
09:00 - 10:00	1	1400	1.857	1	1400	0.429	1	1400	2.286
10:00 - 11:00	1	1400	1.071	1	1400	1.714	1	1400	2.785
11:00 - 12:00	1	1400	1.357	1	1400	1.071	1	1400	2.428
12:00 - 13:00	1	1400	1.286	1	1400	1.000	1	1400	2.286
13:00 - 14:00	1	1400	1.214	1	1400	1.857	1	1400	3.071
14:00 - 15:00	1	1400	1.786	1	1400	1.000	1	1400	2.786
15:00 - 16:00	1	1400	1.571	1	1400	1.429	1	1400	3.000
16:00 - 17:00	1	1400	2.857	1	1400	1.857	1	1400	4.714
17:00 - 18:00	1	1400	1.929	1	1400	2.071	1	1400	4.000
18:00 - 19:00	1	1400	1.714	1	1400	2.357	1	1400	4.071
19:00 - 20:00	1	1400	0.714	1	1400	1.714	1	1400	2.428
20:00 - 21:00	1	1400	1.143	1	1400	1.000	1	1400	2.143
21:00 - 22:00	1	1400	0.500	1	1400	0.929	1	1400	1.429
22:00 - 23:00	1	1400	0.286	1	1400	0.643	1	1400	0.929
23:00 - 24:00									
Total Rates:			23.000			23.071			46.071

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:

1400 - 1400 (units: sqm)
 01/01/14 - 19/11/22
 0
 1
 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.

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL 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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	1	1400	0.143	1	1400	0.000	1	1400	0.143
08:00 - 09:00	1	1400	0.071	1	1400	0.143	1	1400	0.214
09:00 - 10:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
10:00 - 11:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
11:00 - 12:00	1	1400	0.071	1	1400	0.143	1	1400	0.214
12:00 - 13:00	1	1400	0.143	1	1400	0.071	1	1400	0.214
13:00 - 14:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
14:00 - 15:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
15:00 - 16:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
16:00 - 17:00	1	1400	0.143	1	1400	0.000	1	1400	0.143
17:00 - 18:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
18:00 - 19:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
19:00 - 20:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
20:00 - 21:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
21:00 - 22:00	1	1400	0.214	1	1400	0.000	1	1400	0.214
22:00 - 23:00	1	1400	0.071	1	1400	0.071	1	1400	0.142
23:00 - 24:00									
Total Rates:			1.069			0.854			1.923

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

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

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL VEHICLE OCCUPANTS

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	1	1400	1.357	1	1400	1.143	1	1400	2.500
07:00 - 08:00	1	1400	1.500	1	1400	1.500	1	1400	3.000
08:00 - 09:00	1	1400	1.143	1	1400	1.500	1	1400	2.643
09:00 - 10:00	1	1400	1.857	1	1400	0.429	1	1400	2.286
10:00 - 11:00	1	1400	1.143	1	1400	1.857	1	1400	3.000
11:00 - 12:00	1	1400	1.571	1	1400	1.143	1	1400	2.714
12:00 - 13:00	1	1400	1.429	1	1400	1.071	1	1400	2.500
13:00 - 14:00	1	1400	1.357	1	1400	1.929	1	1400	3.286
14:00 - 15:00	1	1400	2.071	1	1400	1.071	1	1400	3.142
15:00 - 16:00	1	1400	1.786	1	1400	1.714	1	1400	3.500
16:00 - 17:00	1	1400	3.643	1	1400	2.143	1	1400	5.786
17:00 - 18:00	1	1400	2.143	1	1400	2.714	1	1400	4.857
18:00 - 19:00	1	1400	1.857	1	1400	2.929	1	1400	4.786
19:00 - 20:00	1	1400	1.071	1	1400	2.000	1	1400	3.071
20:00 - 21:00	1	1400	1.500	1	1400	1.357	1	1400	2.857
21:00 - 22:00	1	1400	0.857	1	1400	1.357	1	1400	2.214
22:00 - 23:00	1	1400	0.214	1	1400	0.929	1	1400	1.143
23:00 - 24:00									
Total Rates:			26.499			26.786			53.285

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.

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL PEDESTRIANS

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	1	1400	0.000	1	1400	0.071	1	1400	0.071
07:00 - 08:00	1	1400	0.357	1	1400	0.000	1	1400	0.357
08:00 - 09:00	1	1400	0.071	1	1400	0.286	1	1400	0.357
09:00 - 10:00	1	1400	0.143	1	1400	0.286	1	1400	0.429
10:00 - 11:00	1	1400	0.214	1	1400	0.143	1	1400	0.357
11:00 - 12:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
12:00 - 13:00	1	1400	0.357	1	1400	0.214	1	1400	0.571
13:00 - 14:00	1	1400	0.143	1	1400	0.000	1	1400	0.143
14:00 - 15:00	1	1400	0.357	1	1400	0.357	1	1400	0.714
15:00 - 16:00	1	1400	0.286	1	1400	0.429	1	1400	0.715
16:00 - 17:00	1	1400	0.571	1	1400	0.143	1	1400	0.714
17:00 - 18:00	1	1400	0.500	1	1400	0.429	1	1400	0.929
18:00 - 19:00	1	1400	0.214	1	1400	0.357	1	1400	0.571
19:00 - 20:00	1	1400	0.286	1	1400	0.714	1	1400	1.000
20:00 - 21:00	1	1400	0.214	1	1400	0.357	1	1400	0.571
21:00 - 22:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
22:00 - 23:00	1	1400	0.357	1	1400	0.214	1	1400	0.571
23:00 - 24:00									
Total Rates:			4.141			4.071			8.212

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.

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL PUBLIC TRANSPORT USERS

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	1	1400	0.000	1	1400	0.000	1	1400	0.000
07:00 - 08:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
08:00 - 09:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
09:00 - 10:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
10:00 - 11:00	1	1400	0.000	1	1400	0.071	1	1400	0.071
11:00 - 12:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
12:00 - 13:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
13:00 - 14:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
14:00 - 15:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
15:00 - 16:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
16:00 - 17:00	1	1400	0.071	1	1400	0.143	1	1400	0.214
17:00 - 18:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
18:00 - 19:00	1	1400	0.071	1	1400	0.000	1	1400	0.071
19:00 - 20:00	1	1400	0.214	1	1400	0.071	1	1400	0.285
20:00 - 21:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
21:00 - 22:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
22:00 - 23:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
23:00 - 24:00									
Total Rates:			0.569			0.285			0.854

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-751101-220614-0615

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	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: 650 to 13856 (units: sqm)
 Range Selected by User: 650 to 13856 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 19/11/22

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	3 days
Thursday	3 days

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

Selected survey types:

Manual count	10 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:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	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	2
Development Zone	1
Residential Zone	2
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:

n/a	4 days
Not Known	1 days
E(d)	5 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	3 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	3 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	5 days
1.1 to 1.5	5 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:

Not Known	1 days
No	9 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	10 days
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This data displays the number of selected surveys with PTAL Ratings.

Corun Swansea Road Swansea

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LIST OF SITES relevant to selection parameters

1	CA-07-K-01	FITNESS FIRST		CAMBRIDGESHIRE
	LIME KILN CLOSE			
	PETERBOROUGH			
	NETHERTON			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	2500 sqm		
	Survey date: TUESDAY	20/05/08	Survey Type: MANUAL	
2	CB-07-K-01	FITNESS CLUB		CUMBRIA
	COWPER ROAD			
	PENRITH			
	GILWILLY IND. ESTATE			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	650 sqm		
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL	
3	DS-07-K-01	VIRGIN ACTIVE		DERBYSHIRE
	SIR FRANK WHITTLE RD			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	5574 sqm		
	Survey date: THURSDAY	24/06/04	Survey Type: MANUAL	
4	ES-07-K-01	DAVID LLOYD CLUB		EAST SUSSEX
	BROADWATER WAY			
	EASTBOURNE			
	HAMPDEN PARK			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	13856 sqm		
	Survey date: WEDNESDAY	16/05/01	Survey Type: MANUAL	
5	ES-07-K-02	CORAL FITNESS		EAST SUSSEX
	ORCHARD ROAD			
	BRIGHTON			
	HOVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1600 sqm		
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL	
6	LN-07-K-01	FITNESS FIRST EXPRESS		LINCOLNSHIRE
	TRITTON ROAD			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:	1450 sqm		
	Survey date: MONDAY	14/05/07	Survey Type: MANUAL	
7	MS-07-K-01	TOTAL FITNESS		MERSEYSIDE
	MONTROSE WAY			
	LIVERPOOL			
	EDGE LANE			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Gross floor area:	3000 sqm		
	Survey date: THURSDAY	28/06/07	Survey Type: MANUAL	

Corun Swansea Road Swansea

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LIST OF SITES relevant to selection parameters (Cont.)

8	SH-07-K-01 SUNDORNE ROAD SHREWSBURY	FITNESS, TENNIS & LEISURE	SHROPSHIRE
	Edge of Town Residential Zone		
	Total Gross floor area:	4500 sqm	
	Survey date: WEDNESDAY	21/05/14	Survey Type: MANUAL
9	SY-07-K-01 PENISTONE ROAD NORTH SHEFFIELD HILLSBOROUGH	FITNESS FIRST	SOUTH YORKSHIRE
	Edge of Town Industrial Zone		
	Total Gross floor area:	2100 sqm	
	Survey date: TUESDAY	23/09/03	Survey Type: MANUAL
10	TW-07-K-01 TIMBER BEACH ROAD SUNDERLAND CASTLETOWN	DW SPORTS FITNESS	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Development Zone		
	Total Gross floor area:	1380 sqm	
	Survey date: THURSDAY	06/04/17	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.

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.43

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	8	2148	1.036	8	2148	0.052	8	2148	1.088
07:00 - 08:00	10	3661	0.590	10	3661	0.508	10	3661	1.098
08:00 - 09:00	10	3661	0.582	10	3661	0.582	10	3661	1.164
09:00 - 10:00	10	3661	1.052	10	3661	0.399	10	3661	1.451
10:00 - 11:00	10	3661	0.836	10	3661	0.727	10	3661	1.563
11:00 - 12:00	10	3661	0.639	10	3661	0.836	10	3661	1.475
12:00 - 13:00	10	3661	0.612	10	3661	0.677	10	3661	1.289
13:00 - 14:00	10	3661	0.587	10	3661	0.656	10	3661	1.243
14:00 - 15:00	10	3661	0.647	10	3661	0.595	10	3661	1.242
15:00 - 16:00	10	3661	0.705	10	3661	0.639	10	3661	1.344
16:00 - 17:00	10	3661	1.071	10	3661	0.874	10	3661	1.945
17:00 - 18:00	10	3661	1.573	10	3661	0.961	10	3661	2.534
18:00 - 19:00	10	3661	1.161	10	3661	1.390	10	3661	2.551
19:00 - 20:00	10	3661	1.041	10	3661	1.390	10	3661	2.431
20:00 - 21:00	10	3661	0.505	10	3661	0.978	10	3661	1.483
21:00 - 22:00	10	3661	0.093	10	3661	0.768	10	3661	0.861
22:00 - 23:00	3	5852	0.023	3	5852	0.410	3	5852	0.433
23:00 - 24:00									
Total Rates:			12.753			12.442			25.195

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:	650 - 13856 (units: sqm)
Survey date range:	01/01/01 - 19/11/22
Number of weekdays (Monday-Friday):	10
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.

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL 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	8	2148	0.041	8	2148	0.006	8	2148	0.047
07:00 - 08:00	10	3661	0.008	10	3661	0.008	10	3661	0.016
08:00 - 09:00	10	3661	0.025	10	3661	0.019	10	3661	0.044
09:00 - 10:00	10	3661	0.033	10	3661	0.019	10	3661	0.052
10:00 - 11:00	10	3661	0.027	10	3661	0.025	10	3661	0.052
11:00 - 12:00	10	3661	0.033	10	3661	0.036	10	3661	0.069
12:00 - 13:00	10	3661	0.005	10	3661	0.011	10	3661	0.016
13:00 - 14:00	10	3661	0.025	10	3661	0.025	10	3661	0.050
14:00 - 15:00	10	3661	0.016	10	3661	0.014	10	3661	0.030
15:00 - 16:00	10	3661	0.049	10	3661	0.016	10	3661	0.065
16:00 - 17:00	10	3661	0.030	10	3661	0.036	10	3661	0.066
17:00 - 18:00	10	3661	0.052	10	3661	0.055	10	3661	0.107
18:00 - 19:00	10	3661	0.038	10	3661	0.049	10	3661	0.087
19:00 - 20:00	10	3661	0.033	10	3661	0.027	10	3661	0.060
20:00 - 21:00	10	3661	0.016	10	3661	0.046	10	3661	0.062
21:00 - 22:00	10	3661	0.011	10	3661	0.016	10	3661	0.027
22:00 - 23:00	3	5852	0.000	3	5852	0.017	3	5852	0.017
23:00 - 24:00									
Total Rates:			0.442				0.425	0.867	

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.

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL VEHICLE OCCUPANTS

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	8	2148	1.083	8	2148	0.041	8	2148	1.124
07:00 - 08:00	10	3661	0.653	10	3661	0.524	10	3661	1.177
08:00 - 09:00	10	3661	0.658	10	3661	0.615	10	3661	1.273
09:00 - 10:00	10	3661	1.259	10	3661	0.445	10	3661	1.704
10:00 - 11:00	10	3661	0.975	10	3661	0.836	10	3661	1.811
11:00 - 12:00	10	3661	0.721	10	3661	0.986	10	3661	1.707
12:00 - 13:00	10	3661	0.699	10	3661	0.800	10	3661	1.499
13:00 - 14:00	10	3661	0.748	10	3661	0.754	10	3661	1.502
14:00 - 15:00	10	3661	0.778	10	3661	0.677	10	3661	1.455
15:00 - 16:00	10	3661	0.978	10	3661	0.792	10	3661	1.770
16:00 - 17:00	10	3661	1.393	10	3661	1.139	10	3661	2.532
17:00 - 18:00	10	3661	1.961	10	3661	1.246	10	3661	3.207
18:00 - 19:00	10	3661	1.562	10	3661	1.724	10	3661	3.286
19:00 - 20:00	10	3661	1.336	10	3661	1.710	10	3661	3.046
20:00 - 21:00	10	3661	0.565	10	3661	1.267	10	3661	1.832
21:00 - 22:00	10	3661	0.101	10	3661	0.967	10	3661	1.068
22:00 - 23:00	3	5852	0.023	3	5852	0.558	3	5852	0.581
23:00 - 24:00									
Total Rates:			15.493			15.081			30.574

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.

Corun Swansea Road Swansea

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TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL PEDESTRIANS

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	8	2148	0.064	8	2148	0.012	8	2148	0.076
07:00 - 08:00	10	3661	0.066	10	3661	0.066	10	3661	0.132
08:00 - 09:00	10	3661	0.087	10	3661	0.076	10	3661	0.163
09:00 - 10:00	10	3661	0.082	10	3661	0.096	10	3661	0.178
10:00 - 11:00	10	3661	0.191	10	3661	0.074	10	3661	0.265
11:00 - 12:00	10	3661	0.126	10	3661	0.172	10	3661	0.298
12:00 - 13:00	10	3661	0.183	10	3661	0.126	10	3661	0.309
13:00 - 14:00	10	3661	0.137	10	3661	0.167	10	3661	0.304
14:00 - 15:00	10	3661	0.150	10	3661	0.082	10	3661	0.232
15:00 - 16:00	10	3661	0.142	10	3661	0.131	10	3661	0.273
16:00 - 17:00	10	3661	0.167	10	3661	0.164	10	3661	0.331
17:00 - 18:00	10	3661	0.180	10	3661	0.139	10	3661	0.319
18:00 - 19:00	10	3661	0.145	10	3661	0.150	10	3661	0.295
19:00 - 20:00	10	3661	0.087	10	3661	0.158	10	3661	0.245
20:00 - 21:00	10	3661	0.068	10	3661	0.098	10	3661	0.166
21:00 - 22:00	10	3661	0.011	10	3661	0.052	10	3661	0.063
22:00 - 23:00	3	5852	0.006	3	5852	0.023	3	5852	0.029
23:00 - 24:00									
Total Rates:			1.892			1.786			3.678

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.

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL PUBLIC TRANSPORT USERS

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	8	2148	0.000	8	2148	0.000	8	2148	0.000
07:00 - 08:00	10	3661	0.014	10	3661	0.005	10	3661	0.019
08:00 - 09:00	10	3661	0.016	10	3661	0.033	10	3661	0.049
09:00 - 10:00	10	3661	0.120	10	3661	0.025	10	3661	0.145
10:00 - 11:00	10	3661	0.066	10	3661	0.019	10	3661	0.085
11:00 - 12:00	10	3661	0.014	10	3661	0.066	10	3661	0.080
12:00 - 13:00	10	3661	0.025	10	3661	0.005	10	3661	0.030
13:00 - 14:00	10	3661	0.014	10	3661	0.019	10	3661	0.033
14:00 - 15:00	10	3661	0.033	10	3661	0.025	10	3661	0.058
15:00 - 16:00	10	3661	0.016	10	3661	0.022	10	3661	0.038
16:00 - 17:00	10	3661	0.022	10	3661	0.082	10	3661	0.104
17:00 - 18:00	10	3661	0.022	10	3661	0.011	10	3661	0.033
18:00 - 19:00	10	3661	0.027	10	3661	0.027	10	3661	0.054
19:00 - 20:00	10	3661	0.003	10	3661	0.014	10	3661	0.017
20:00 - 21:00	10	3661	0.003	10	3661	0.022	10	3661	0.025
21:00 - 22:00	10	3661	0.000	10	3661	0.005	10	3661	0.005
22:00 - 23:00	3	5852	0.000	3	5852	0.023	3	5852	0.023
23:00 - 24:00									
Total Rates:			0.395			0.403			0.798

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-751101-220615-0652

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : K - CAFE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS

LN LINCOLNSHIRE

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: 190 to 190 (units: sqm)

Range Selected by User: 190 to 190 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by:

Include all surveys

Date Range: 01/01/14 to 12/10/21

*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

1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count

1 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

*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:

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:

E(b)

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

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Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

50,001 to 75,000

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

*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

1 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

1 days

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

LIST OF SITES relevant to selection parameters

1	LN-06-K-01	CAFÉ & TEA ROOM	LINCOLNSHIRE
	RED LION SQUARE		
	STAMFORD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	190 sqm	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.64

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									
08:00 - 09:00	1	190	0.526	1	190	0.000	1	190	0.526
09:00 - 10:00	1	190	3.684	1	190	2.105	1	190	5.789
10:00 - 11:00	1	190	4.211	1	190	4.211	1	190	8.422
11:00 - 12:00	1	190	4.211	1	190	3.684	1	190	7.895
12:00 - 13:00	1	190	4.737	1	190	5.263	1	190	10.000
13:00 - 14:00	1	190	4.211	1	190	4.211	1	190	8.422
14:00 - 15:00	1	190	2.632	1	190	3.684	1	190	6.316
15:00 - 16:00	1	190	2.632	1	190	3.158	1	190	5.790
16:00 - 17:00	1	190	0.526	1	190	1.053	1	190	1.579
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			27.370			27.369			54.739

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:	190 - 190 (units: sqm)
Survey date range:	01/01/14 - 12/10/21
Number of weekdays (Monday-Friday):	1
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.

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

MULTI-MODAL 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									
07:00 - 08:00									
08:00 - 09:00	1	190	0.000	1	190	0.000	1	190	0.000
09:00 - 10:00	1	190	0.526	1	190	0.526	1	190	1.052
10:00 - 11:00	1	190	0.000	1	190	0.000	1	190	0.000
11:00 - 12:00	1	190	0.000	1	190	0.000	1	190	0.000
12:00 - 13:00	1	190	1.053	1	190	0.526	1	190	1.579
13:00 - 14:00	1	190	0.000	1	190	0.526	1	190	0.526
14:00 - 15:00	1	190	0.000	1	190	0.000	1	190	0.000
15:00 - 16:00	1	190	0.000	1	190	0.000	1	190	0.000
16:00 - 17:00	1	190	0.000	1	190	0.000	1	190	0.000
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.579			1.578			3.157

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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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

MULTI-MODAL VEHICLE OCCUPANTS

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									
08:00 - 09:00	1	190	0.526	1	190	0.000	1	190	0.526
09:00 - 10:00	1	190	5.263	1	190	2.632	1	190	7.895
10:00 - 11:00	1	190	5.789	1	190	5.263	1	190	11.052
11:00 - 12:00	1	190	5.263	1	190	5.263	1	190	10.526
12:00 - 13:00	1	190	5.789	1	190	6.842	1	190	12.631
13:00 - 14:00	1	190	5.789	1	190	5.789	1	190	11.578
14:00 - 15:00	1	190	3.158	1	190	5.263	1	190	8.421
15:00 - 16:00	1	190	3.684	1	190	4.737	1	190	8.421
16:00 - 17:00	1	190	0.526	1	190	1.053	1	190	1.579
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			35.787			36.842			72.629

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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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

MULTI-MODAL PEDESTRIANS

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									
08:00 - 09:00	1	190	0.526	1	190	0.000	1	190	0.526
09:00 - 10:00	1	190	8.421	1	190	4.211	1	190	12.632
10:00 - 11:00	1	190	6.842	1	190	6.316	1	190	13.158
11:00 - 12:00	1	190	9.474	1	190	9.474	1	190	18.948
12:00 - 13:00	1	190	10.000	1	190	8.947	1	190	18.947
13:00 - 14:00	1	190	7.895	1	190	8.947	1	190	16.842
14:00 - 15:00	1	190	5.263	1	190	5.263	1	190	10.526
15:00 - 16:00	1	190	4.737	1	190	6.316	1	190	11.053
16:00 - 17:00	1	190	0.526	1	190	4.211	1	190	4.737
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			53.684			53.685			107.369

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.

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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									
08:00 - 09:00	1	190	0.526	1	190	0.000	1	190	0.526
09:00 - 10:00	1	190	2.632	1	190	2.632	1	190	5.264
10:00 - 11:00	1	190	1.579	1	190	1.053	1	190	2.632
11:00 - 12:00	1	190	1.053	1	190	0.000	1	190	1.053
12:00 - 13:00	1	190	1.053	1	190	2.632	1	190	3.685
13:00 - 14:00	1	190	0.000	1	190	1.053	1	190	1.053
14:00 - 15:00	1	190	0.526	1	190	0.526	1	190	1.052
15:00 - 16:00	1	190	0.526	1	190	0.000	1	190	0.526
16:00 - 17:00	1	190	0.000	1	190	0.526	1	190	0.526
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.895			8.422			16.317

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.