

**Caredig Housing Association**

**22 Victoria Gardens, Neath**

**Transport Note**

24-01008/TN/01

June 2024



## 1) Introduction

This Transport Note (TN) has been prepared by Corun Associates Ltd for Caredig Housing Association to outline the transport related matters associated with a proposed change of use at 22 Victoria Gardens, Neath.

The redevelopment site currently consists of an existing three-storey building, formerly used as a guest house (8-rooms, kitchen / dining room, and living accommodation on the top floor). The site is located directly to the east of Victoria Gardens public park within Neath town centre.

The proposals are for a change of use to the existing building, to provide 5 self-contained housing association flats.

The site location is shown in **Figure 1.1**.

**Figure 1.1: Site location**



© Google Earth Pro

This TN assesses the following regards the proposed development:

- Accessibility of the site;
- Development proposals;
- Anticipated trip generation of the proposed and extant uses; and
- Accident analysis of the access arrangements to the site.

## 2) Accessibility

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### Vehicular Access

Vehicular access to the site is provided in the rear, through an un-named lightly trafficked access lane routing between Gnoll Avenue in the north, and Glan-Y-Coed Road in the south.

Both Gnoll Avenue and Glan-Y-Coed Road are local access roads within the Neath town centre area. Both roads provide onward connections through to the key strategic A-road and B-road networks routing through the wider area.

Parking is accommodated informally within the curtilage of the site.

### Non-Car Modes of Access

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

### Pedestrian Accessibility

A separate gated pedestrian access is provided along the site frontage with Victoria Gardens. This access provides a direct connection into footway routes along both sides of Victoria Gardens (and through Victoria Gardens park), with a signalised pedestrian crossing (across Victoria Gardens) provided directly at the pedestrian access gate.

The footways along Victoria Gardens connect into the wider pedestrian network routing through the local area, with the Neath core retail area (Queen Street and Orchard Street) located approximately just 200m west from the site, and accessible within an approximate 5-minute walk.

Being located in Neath town centre, the site is located within short walking distance to a wide range of facilities that may be used on a daily or regular basis by residents of the proposed development, which includes retail, leisure, education, employment, and medical facilities. Key facilities within the Neath town centre area are identified in **Figure 2.1**, all of which are accessible within an approximate 15-minute walk from the site.

**Figure 2.1: Key facilities within Neath town centre area**



© Google Earth Pro

The Chartered Institution of Highways and Transportation document 'Providing for Journeys on Foot' identifies that a preferred maximum walking distance for commuting trips is 2km. A 2km walking distance from the site covers almost the entirety of the wider Neath area, which offers numerous employment opportunities.

### Cycle Route Accessibility

Cycling facilities within Neath are outlined on the Swansea Bay cycle map published by Swansea Council. An extract of this map for the Neath area is shown in **Figure 2.2**.

Figure 2.2: Swansea Bay Cycle Map extract for Neath area



Source – [www.swansea.gov.uk/cycling](http://www.swansea.gov.uk/cycling)

As identified on the Swansea Bay cycle map, the site is located within just 150m of the advisory cycle route which routes through Neath town centre (along Orchard Street and Windsor Road). This route in turn provides onward connections into both the wider Swansea Bay Cycle Network routes, and National Cycle Network routes.

There are fourteen different routes in the Swansea Bay Cycle Network, with each assigned a different colour. The network was developed with routes which take the most direct and flattest journey, suitable for all kinds of bike. The routes are a combination of both on-road and off-road sections, with route colours replicated on signs across the network. **Figure 2.3** shows a 'Tube Style' map of the entire Swansea Bay Cycle Network, along with approximate cycle times between key points on the network.

[illegible]

The cycle network in the vicinity of the site provides direct access into the following Swansea Bay Cycle Network routes;

- **Green ‘Neath Valley’ Route** – A 16-mile predominantly on-road (although traffic calming and advanced warning measures are prevalent on parts of the route), route connecting Neath through to Glynneath to the north, and Britton Ferry to the south.
- **Blue ‘Skewen Link’ Route** – A short 2-mile on-road link between Neath and Coed Darcy (via Skewen), continuing towards the Swansea University Bay Campus.
- **Light Blue ‘Bryncoch Connection’ Route** – A 6-mile largely on-road route linking Neath to Pontardawe (via Bryncoch).

National Cycle Network (NCN) Route 47 can also be accessed within Neath (via a short connection along the Green route). This links with other NCN routes, providing a predominantly off-road connection through to Swansea City Centre to the south, Aberdulais and Glynneath to the north.

As identified on the Swansea Bay Cycle Network Tube Map, key locations accessible from Neath include Bryncoch (3-minutes), Skewen (10-minutes), Aberdulais (14-minutes), Britton Ferry (20-minutes), Swansea University Bay Campus (29-minutes), Pontardawe (39-minutes), and Swansea City Centre (45-minutes).

## Bus

Neath Bus Station (Victoria Gardens Station) is located along Orchard Street, directly west of Victoria Gardens park. This is accessible within a 5-minute walk from the site.

Neath Bus station provides access to all key bus services routing through the town, to key destinations such as Swansea City Centre, Pontardawe, Britton Ferry, Baglan, and Glynneath.

As a key transport hub in the area, services from Neath bus station operate on a regular basis across the week.

## Rail

Neath Rail Station is located in the town centre area, approximately 500m west of the site, accessible within an approximate 5-minute walk.

Neath station, provides access to Transport for Wales services running across south Wales, and onward to Manchester Piccadilly and Shrewsbury. The station also provides access to First Great Western services operating between Carmarthen and London Paddington.

Stations within a short rail journey time to Neath include Port Talbot (8-minutes), Swansea (12-minutes), Port Talbot (18-minutes), Bridgend (20-minutes), Llanelli (35-minutes), and Cardiff (45-minutes).

## Non-car Modes Accessibility Summary

Located within Neath town centre, the site is located within walking and cycle distance to a wide range of retail, education, employment, medical, and leisure facilities that might be used on a daily or regular basis by residents of the proposed development.

The site is located in close proximity to cycle routes along both the Swansea Bay Cycle Network, and National Cycle Route Network, which offer designated cycle travel opportunities to key destinations within the local area.

Located within short distance to both Neath bus and rail stations, the site has excellent accessibility to a wide range of regular public transport travel opportunities through the local and wider areas.

It is evident therefore that the site is in an excellent location to promote and encourage travel by walking, cycling, and public transport modes, for both regular and occasional journeys.

## 3) Development Proposals

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### Proposed Development

The proposals are for a change of use to the existing building, to provide 5 self-contained housing association flats (4 x 1-bed flats, and 1 x 2-bed flat).

The proposed development plans are contained at **Appendix A**.

### Car Parking and Vehicle Access

Neath Port Talbot Council's parking standards are set out in the Supplementary Planning Guidance (SPG) document 'Parking Standards' adopted in October 2016. This sets out detailed parking requirements according to land use and type of development across the county.

For self-contained apartment units, the SPG standards identify that a maximum of one resident space is required per bedroom, and a maximum of one visitor space is required per five units. For the proposed use, this would equate to a maximum of 7 spaces (6 spaces for residents, 1 space for visitors).

The SPG was however published before the more recent 'Future Wales – The National Plan 2040 (February 2021)' and 'Planning Policy Wales (Edition 12, February 2024)' documents which identify the following with regards to parking provision at residential developments:

#### Future Wales - The National Plan 2040

*"Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations"*

*"Planning authorities should also challenge perceptions that housing needs to be built with parking on plots, which promotes car-dominated developments, and promote different ways of dealing with cars that encourage a reduction in car use and increase active travel and use of public transport."*

#### Planning Policy Wales - Edition 12

*"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”*

As outlined in **Section 2**, the site is located within Neath town centre, in a very accessible location by non-car modes of travel to a wide range of facilities that might be utilised on a daily or regular basis by residents of the proposed site. The site is also located within an excellent location to public transport bus and rail stops.

The proposed re-development of the site will provide 2 formal car parking bays located in the rear of the site. These spaces will be accessed through the rear access lane. The re-development of the building will prevent any further vehicle access / movements through the remaining site curtilage.

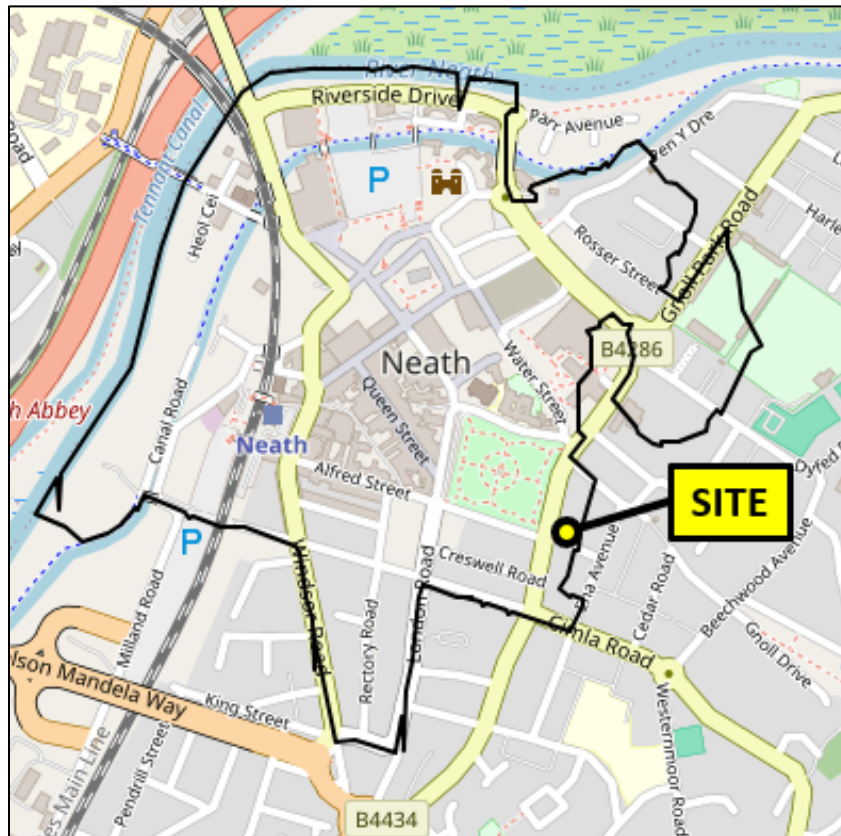
The proposed parking provision on the site is within the SPG identified maximum requirements, and also conforms with more recent national policy which supports reduced levels of parking provision in highly accessible locations.

To further support the proposed parking provision, an analysis of the levels of car ownership by tenure in the Neath town centre area has been undertaken using the most recent available census data (Census 2021). This has been obtained for the Super Output Area W01000939 which covers the Neath town centre area that the site falls within, as identified in **Figure 3.1**. The data is summarised in **Table 3.1**.

**Table 3.1: Census 2021 - Tenure by car or van availability by number of usual residents aged 17 or over in household (Super Output Area W01000939)**

| Tenure Type                        | Total Count | % No cars<br>(Count) | % 1 car<br>(Count) | % 2 or more cars<br>(Count) |
|------------------------------------|-------------|----------------------|--------------------|-----------------------------|
| Owned                              | 241         | 25%<br>(61)          | 49%<br>(117)       | 26%<br>(63)                 |
| Social rented                      | 256         | 67%<br>(172)         | 30%<br>(77)        | 3%<br>(7)                   |
| Private rented or living rent free | 155         | 54%<br>(84)          | 37%<br>(58)        | 8%<br>(13)                  |

**Figure 3.1: Census 2021 Ward W01000939**



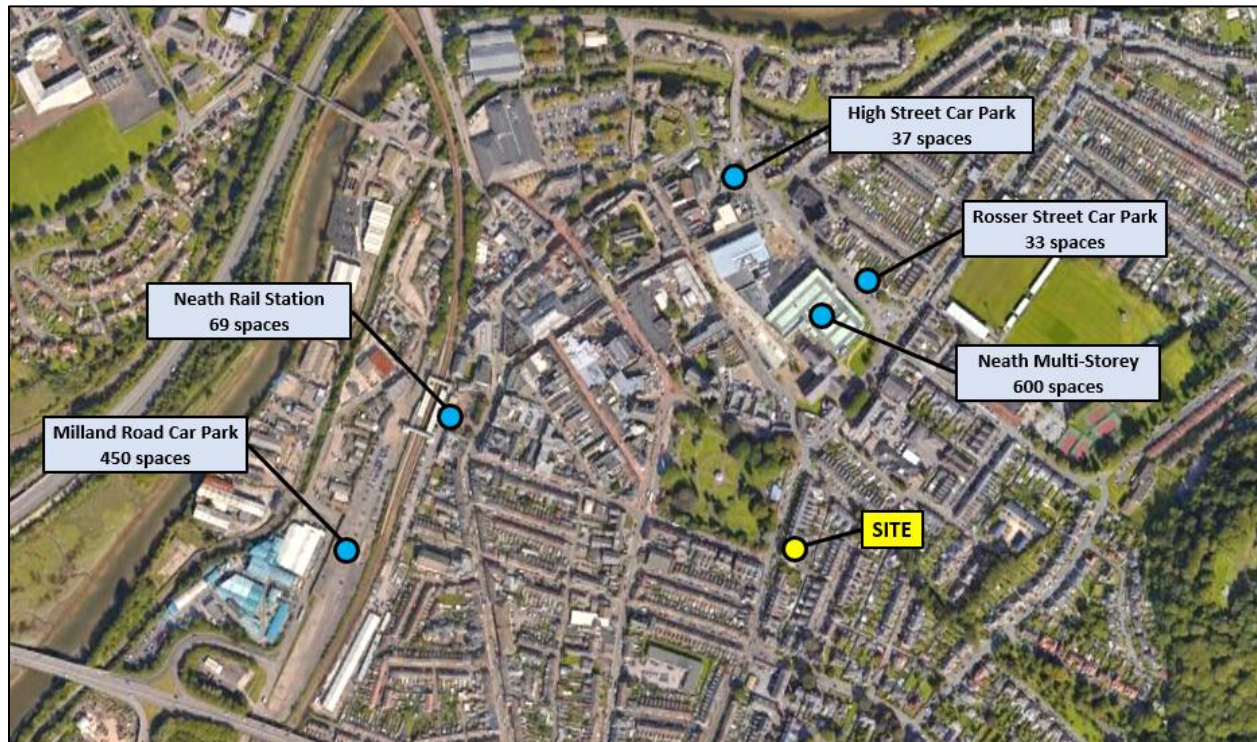
Source – [www.ons.gov.uk](http://www.ons.gov.uk)

The Census 2021 data identifies that levels of car ownership are low in social rented housing when compared to all other forms of tenure in Neath town centre, with 67% owning no cars, 30% owning one car, and just 3% owning two or more cars.

Applying a car ownership rate of 33% at the proposed 5-unit development, this would equate to just 2 units having access to a car/van. This therefore further supports the proposed parking allocation of two spaces for the proposed development.

As shown in **Figure 3.2**, the site is also located in close proximity to a number of public car parks within the Neath town centre area, which have significant parking space provision, and can cater for any potential visitor parking requirements at the site.

**Figure 3.2: Public car parks within the Neath town centre area**



© Google Earth Pro

The proposed parking spaces will be accessed directly from the rear access lane, and will require a reverse movement to either enter or exit the space. Paragraph 3.2.5 of the SPG outlines the following regarding access to parking spaces:

*“3.2.5: All parking areas other than residential parking areas off low-trafficked, low speed, minor residential roads should be designed to allow vehicles to enter and leave the site in forward gear”*

As the rear access lane is a low trafficked, low speed, minor residential road, the proposed access arrangements at the site are deemed suitable for the residential proposals.

### Cycle Parking

Cycle parking standards are also set out in the SPG document.

Parking standards for the ‘Apartments’ category identify that a minimum of one long-stay stand per five bedrooms is required. For the proposed flat units, this would equate to a minimum of 2 long-stay cycle stands.

The re-development proposals include the provision of a secured bike storage area on the ground floor of the site. This bike store will provide parking for up to 8 bikes (4 cycle stands), which is considerably above the SPG minimum standards, and will help promote this mode of transport with residents at the site.

### [Pedestrian Access](#)

The gated pedestrian access in the site frontage along Victoria Gardens will be retained within the re-development proposals.

### [Refuse Collection](#)

A secured bin store will be provided on the ground floor of the site.

Refuse collection will be undertaken as per the existing situation at the site, along with all other neighbouring units along the road.

## 4) Site Traffic

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The following section outlines the anticipated trip generation of the proposed development. The difference in anticipated trip generation between the proposed and extant uses on the site has also been explored.

The anticipated trip generation for the proposed and extant uses at the site have been estimated 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 measure.

Trip rates have been developed to represent the weekday period, and extracted to represent the typical weekday highway peak hour periods of 08:00 to 09:00 (AM peak hour period), and 17:00 to 18:00 (PM peak hour period). Trip rates for the total 12-hour (07:00 to 19:00) weekday period have also been extracted.

A copy of all TRICS output are included at **Appendix B**.

### Proposed Development Anticipated Trip Generation

To represent the proposed housing association flats, the TRICS category '03 – Residential / D – Affordable / Local Authority Flats' was utilised. 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;
- Due to limited sites available within the TRICS category, the survey data was extended back to 2013 (from default 2016);
- Includes only 'Town Centre' and 'Edge of Town Centre' located sites; and
- Sites with a population within 5-miles greater than 500,000 have been excluded.

Utilising the extracted TRICS trip rates, **Table 4.1** identifies the anticipated trip generation for the proposed housing association flats.

**Table 4.1** identifies that the proposed housing association flats would be anticipated to generate no more than one vehicular trip in each direction from the site during each of the typical weekday highway AM and PM peak hour periods, and just 10 two-way vehicle trips over the weekday 12-hour period.

**Table 4.1: Proposed housing association flats anticipated vehicular trip generation (5 flats)**

| Time Period                         |       | TRICS Trip Rate (per dwelling) |              |              | Total Trips                           |            |           |
|-------------------------------------|-------|--------------------------------|--------------|--------------|---------------------------------------|------------|-----------|
| From                                | To    | Arrivals                       | Departures   | Two-Way      | Arrivals                              | Departures | Two-Way   |
| 08:00                               | 09:00 | 0.07                           | 0.103        | 0.173        | No more than 1 trip in each direction |            |           |
| 17:00                               | 18:00 | 0.09                           | 0.077        | 0.167        | No more than 1 trip in each direction |            |           |
| <b>12-Hour Total (0700 to 1900)</b> |       | <b>0.926</b>                   | <b>0.920</b> | <b>1.846</b> | <b>5</b>                              | <b>5</b>   | <b>10</b> |

\*=summation allowing for rounding errors

### Extant Development Anticipated Trip Generation

To represent the extant guest house use at the site, the TRICS category '06 – Hotel, Food & Drink / A – Hotel' was utilised. 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;
- Includes only 'Town Centre', 'Edge of Town Centre' located sites;
- Sites with a population within 5-miles greater than 500,000 have been excluded; and
- Sites with no on-site parking provided have been excluded.

Utilising the extracted TRICS trip rates, **Table 4.2** identifies the anticipated trip generation for the extant guest house use on the site.

**Table 4.2: Extant guest house use anticipated vehicular trip generation (8-rooms)**

| Time Period                         |       | TRICS Trip Rate (per room) |              |              | Total Trips |            |           |
|-------------------------------------|-------|----------------------------|--------------|--------------|-------------|------------|-----------|
| From                                | To    | Arrivals                   | Departures   | Two-Way      | Arrivals    | Departures | Two-Way   |
| 08:00                               | 09:00 | 0.174                      | 0.102        | 0.276        | 1           | 1          | 2         |
| 17:00                               | 18:00 | 0.137                      | 0.115        | 0.252        | 1           | 1          | 2         |
| <b>12-Hour Total (0700 to 1900)</b> |       | <b>1.532</b>               | <b>1.342</b> | <b>2.874</b> | <b>12</b>   | <b>11</b>  | <b>23</b> |

**Table 4.2** identifies that extant guest house use would be anticipated to generate approximately 2 two-way trips during each of the typical weekday highway AM and PM peak hour periods, and 23 two-way vehicle trips over the weekday 12-hour period. This is a greater volume of trips than would be anticipated with the proposed use, which therefore offers betterment over the existing.

### Proposed and Extant Uses Anticipated Trip Generation Summary

The proposed development is anticipated to generate a minimal volume of vehicle trips.

The TRICS trip rates also suggest that the proposed housing association flat units would be anticipated to generate far less vehicular trips to the site than the extant guest house use.

The proposed development will therefore have a lesser impact on capacity across the local highway network than the extant use.

## 5) Local Highway Safety

### Local Highway Safety

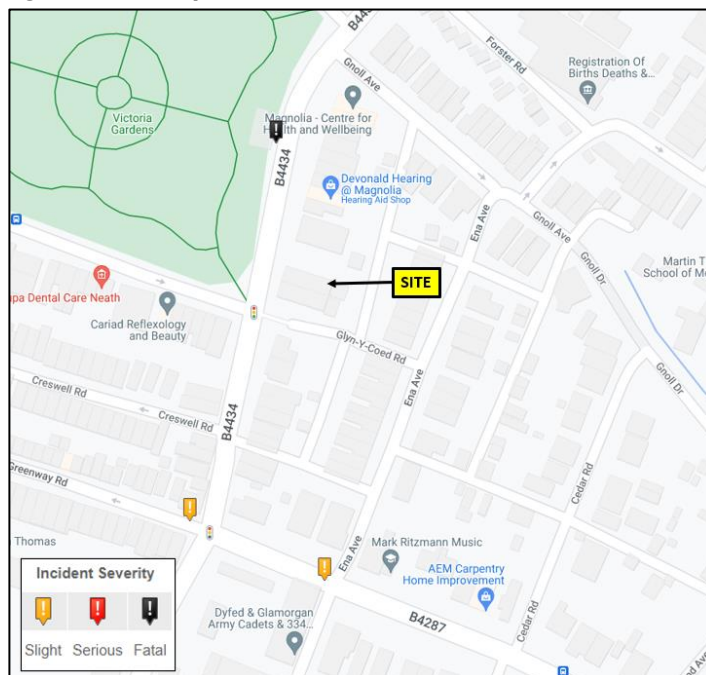
As identified in **Section 4** of this TN, the site is anticipated to generate a minimal volume of vehicle trips onto the surrounding highway network, and is highly unlikely to exacerbate the existing safety record in the local area to a significant enough level to warrant concern.

A review has been carried out however in order to establish whether there are any safety concerns with the current access arrangements into the site. In order to do this, the website [www.crashmap.co.uk](http://www.crashmap.co.uk) has been interrogated to provide a review of accidents in the surrounding area.

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 2022.

An extract showing all CrashMap identified PIAs occurring in the vicinity of the site over the 5-year period between 2018 and 2022 is shown in **Figure 5.1**.

**Figure 5.1: PIA plot extract**



Source [www.crashmap.co.uk](http://www.crashmap.co.uk) - data extracted June 2024

The CrashMap data identifies that over the 5-year study period, no incidents have been recorded along the rear access lane to the site, or along either Gnoll Avenue and Glyn-Y-Coed Road which provide access to the lane. This identifies that there are no existing highway safety issues with the current access arrangements at the site.

The proposed development will retain vehicle access to the site through the rear access lane. As identified in **Section 4** of this report, the proposed housing association flat units would be anticipated to generate less vehicular trips to the site than the extant guest house use. With the reduced volume of trips generated at the site, the proposed development will not be anticipated to impact on the existing safety record of the existing access arrangement at the site.

## 6) Conclusion

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This Transport Note (TN) has been prepared by Corun Associates Ltd for Caredig Housing Association to outline the transport related matters associated with a proposed change of use at 22 Victoria Gardens, within Neath.

The extant use currently consists of an existing three-storey building, formerly used as a guest house (8-rooms, kitchen / dining room, and living accommodation on the top floor). The site is located directly to the east of the Victoria Gardens gated public park within Neath town centre. Vehicular access to the site is provided in the rear, through an un-named lightly trafficked access lane routing between Gnoll Avenue in the north, and Glan-Y-Coed Road in the south.

The proposals are for a change of use to the existing building, to provide 5 self-contained housing association flats (4 x 1-bed flat, and 1 x 2-bed flats).

Located within Neath town centre, the site is in an excellent location to promote and encourage travel by walking, cycling, and public transport modes, for both regular and occasional journeys.

The proposed re-development of the site will provide 2 formal car parking bays located in the rear of the site. These spaces will be accessed through the rear access lane. The re-development of the building will prevent any further vehicle access / movements through the remaining site curtilage.

The re-development proposals include the provision of a secured bike storage area on the ground floor of the site. This bike store will provide parking for up to 8 bikes (4 cycle stands), which will help promote this mode of transport with residents at the site.

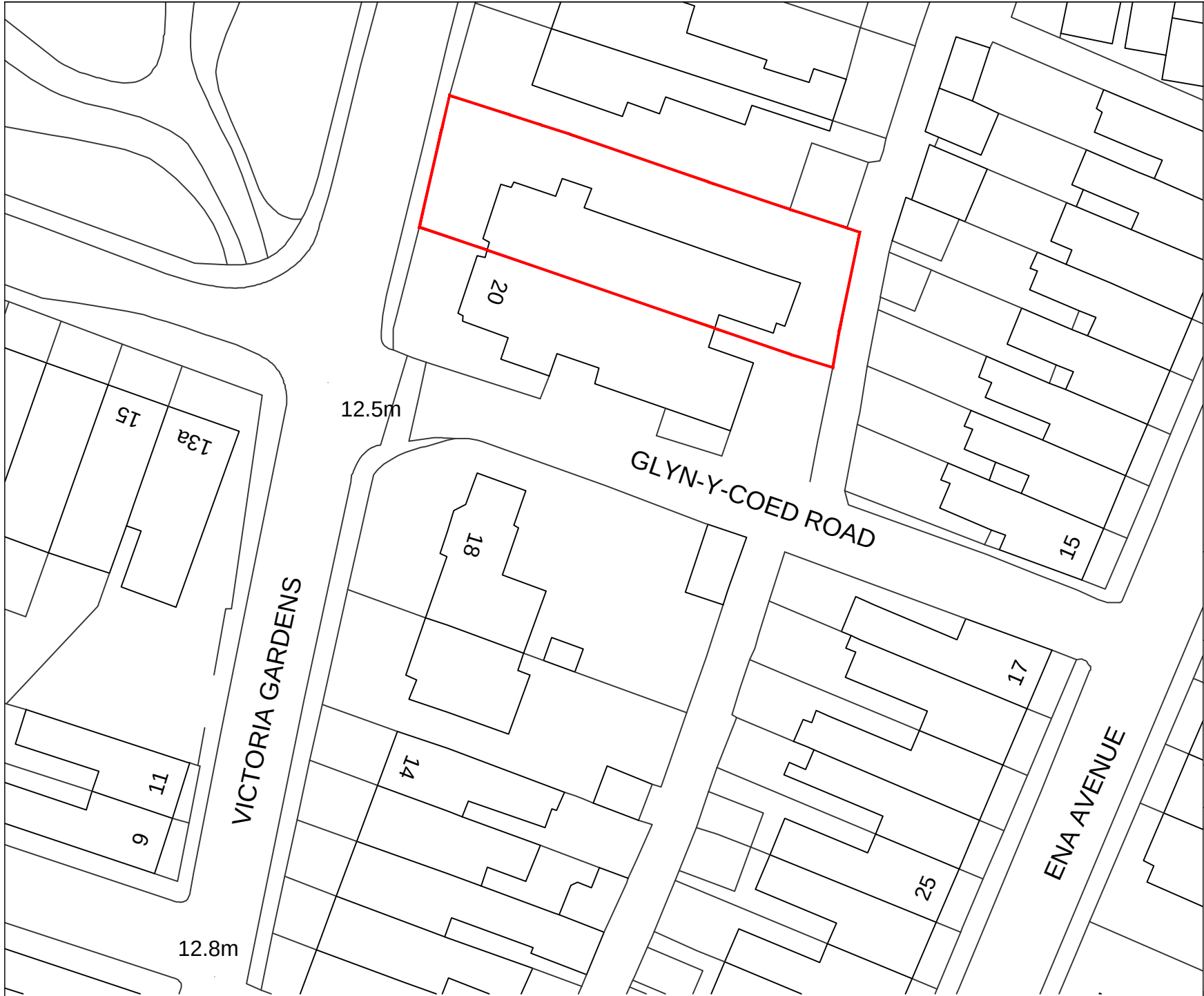
The proposed development is anticipated to generate a minimal volume of vehicle trips, and is anticipated to generate less vehicular trips to the site than the extant guest house use. The proposed development will therefore have a lesser impact on capacity across the local highway network, than the extant former guest house use.

The proposed development will retain vehicle access to the site through the rear access lane. No highway safety issues have been identified with the current vehicular access arrangements at the site. With the reduced volume of trips anticipated to be generated at the site, the proposed development will not impact on the existing safety record of the existing access arrangements at the site.

There are no reasons in highway and transportation terms therefore why the proposed change of use should not be consented.

## **Appendix A**

Proposed Development Plans



This Drawing is Copyright. ©

Note: All dimensions to be checked on site and not to be scaled from drawing.

AMENDMENTS:

Revision

Date

BUCKMASTERBATCUP

Architects Ltd.

CLIENT:

Caredig H.A.

PROJECT TITLE:

22 Victoria Gardens,  
Neath

DRAWING TITLE:

Location Plan

SCALE: 1:500@A4

DATE: Jan 24

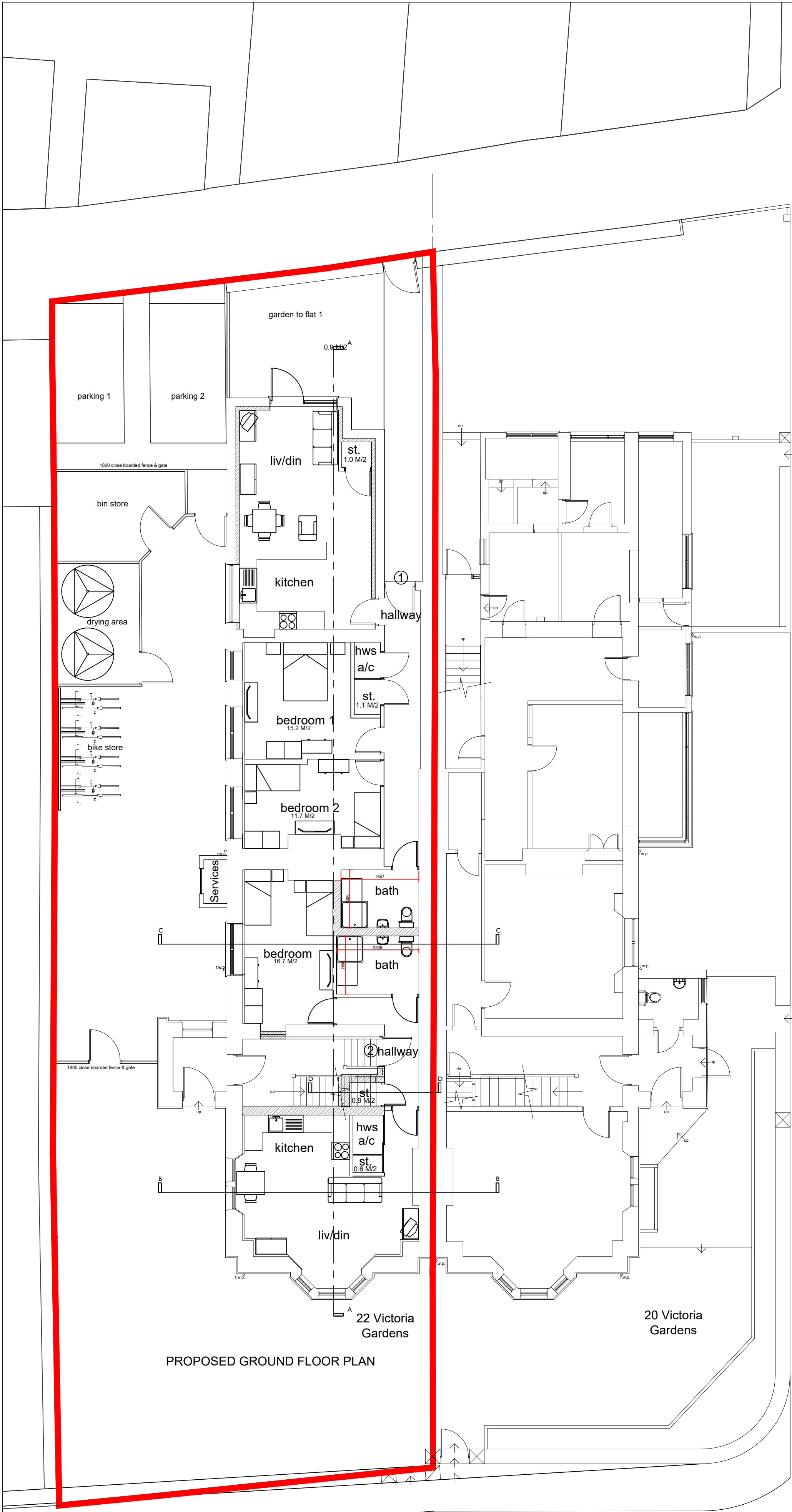
SWANSEA

70 Walter Road  
Swansea, SA1 4QA  
T - 01792 466060  
F - 01792 644646  
www.bbarch.co.uk  
info@bbarch.co.uk

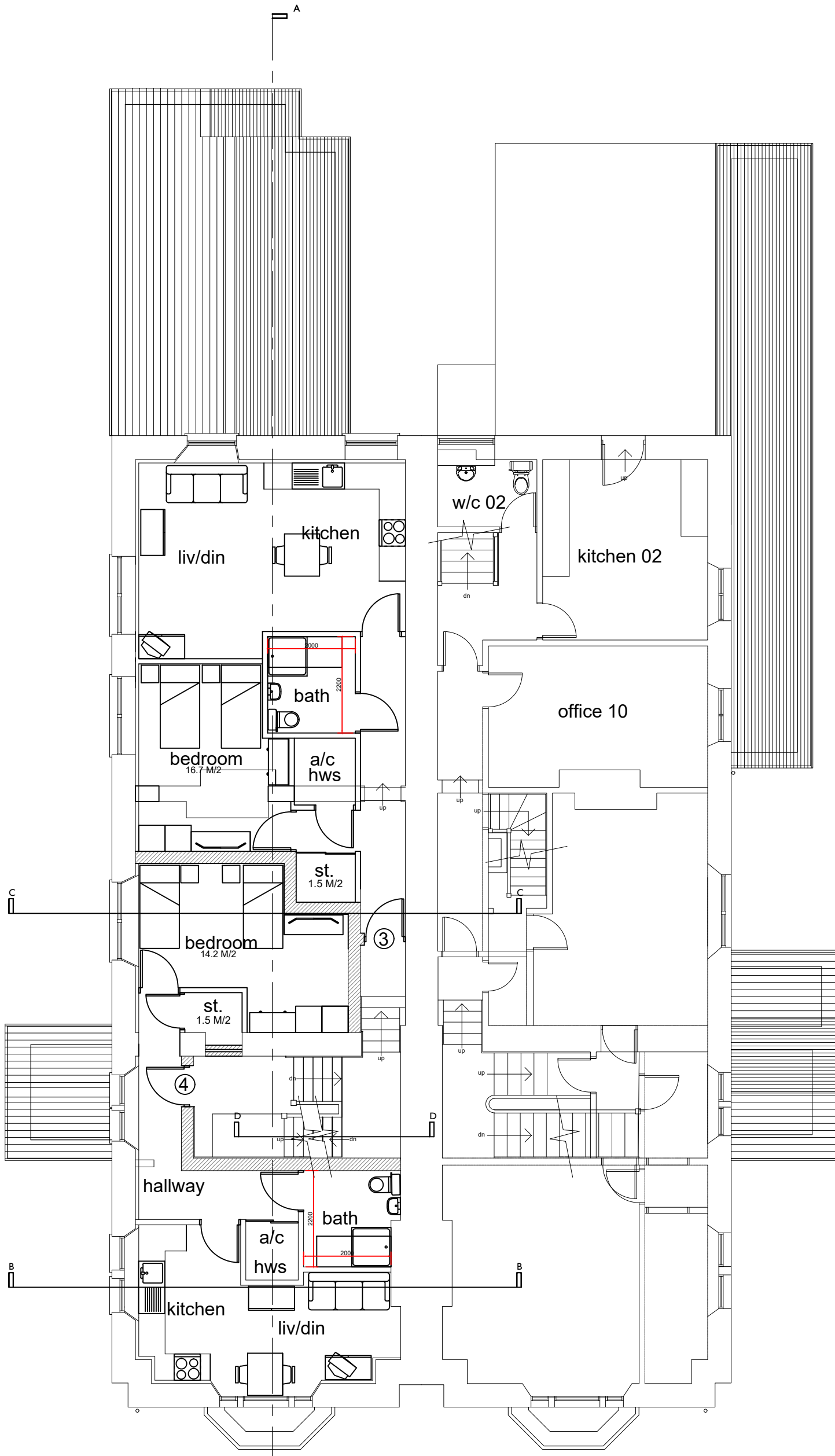
LONDON

One Kingdom Street  
Paddington Central  
London, W2 6BD

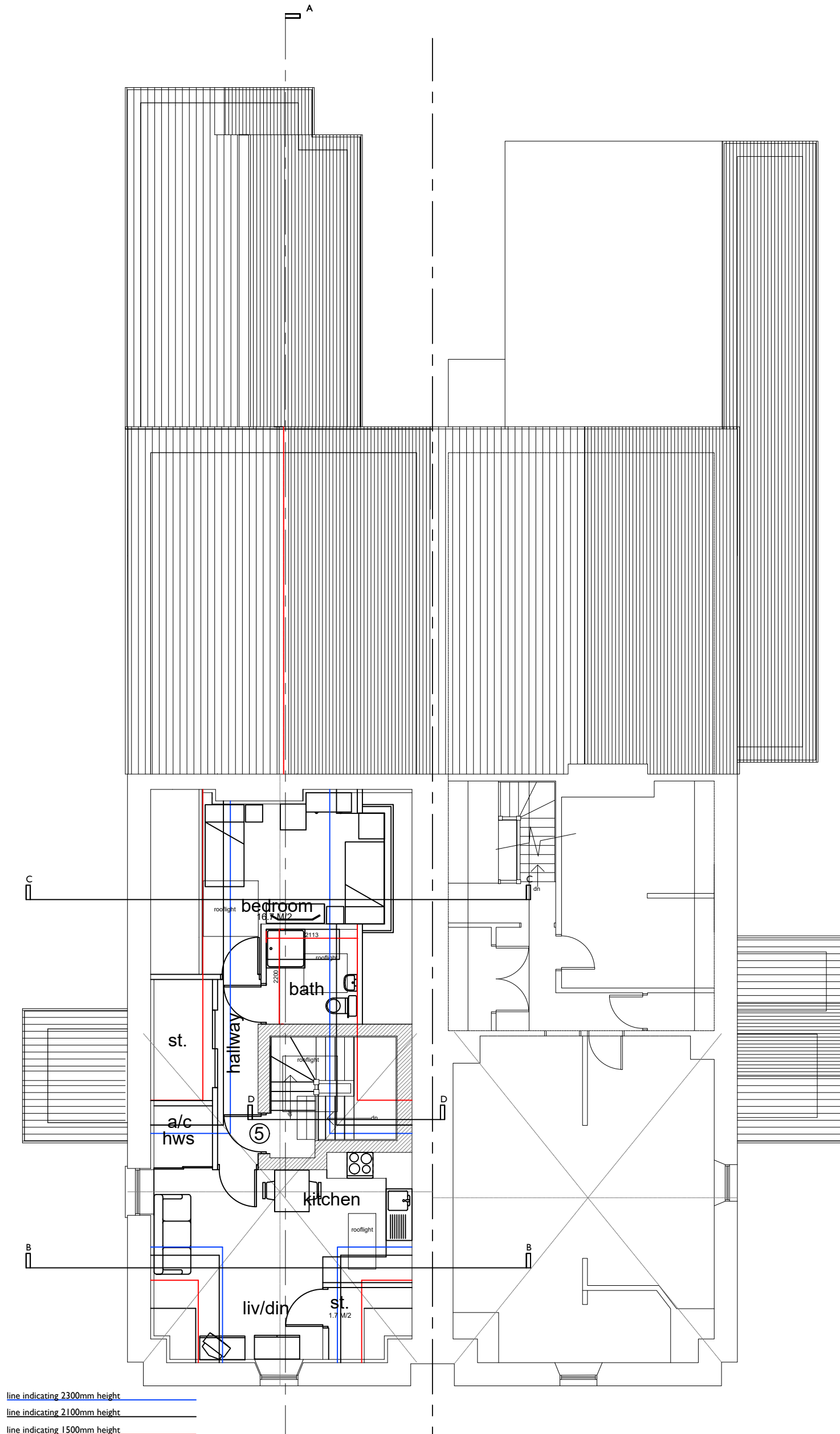
BBA 940



EXISTING BASEMENT FLOOR PLAN



PROPOSED FIRST FLOOR PLAN

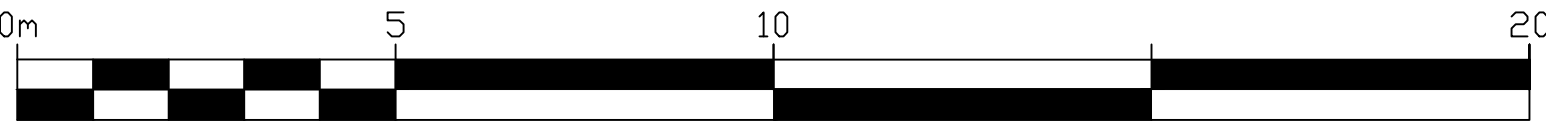


PROPOSED SECOND FLOOR PLAN

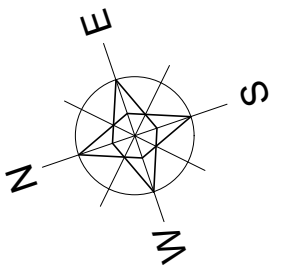
| KEY                  |          |
|----------------------|----------|
| FLAT 1 - 2 b/4p Flat | 86 M/2   |
| FLAT 2 - 1 b/2p Flat | 60 M/2   |
| FLAT 3 - 1 b/2p Flat | 57 M/2   |
| FLAT 4 - 1 b/2p Flat | 49.2 M/2 |
| FLAT 5 - 1 b/2p Flat | 50.2 M/2 |
|                      | 38.2 M/2 |

min 1.5M  
min 2.3M

DRAWINGS ISSUED SUBJECT TO FUTURE MEASURED SURVEY



SCALE: 1:100



This Drawing is Copyright. ©

**Note: All dimensions to be checked on site and not to be scaled from drawing.**

AMENDMENTS:  
Revision Date

BUCKMASTERBATCUP  
Architects Ltd.

CLIENT:  
CAREDIG Housing Association

PROJECT TITLE:  
22 Victoria Gardens, Neath,  
SA11 3AA

DRAWING TITLE:  
Sketch Floor Plans

SCALE: 1:100 @ A1 DATE: Feb. 2024

|                                                                                                                                      |                                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| <b>SWANSEA</b><br>70 Water Road<br>Swansea, SA1 4QA<br>T - 01792 466060<br>F - 01792 644646<br>www.bbarch.co.uk<br>info@bbarch.co.uk | <b>LONDON</b><br>One Kingdom Street<br>Paddington Central<br>London, W2 6BD<br><b>BBA 940.P.03A</b> |
|--------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|

## **Appendix B**

TRICS Outputs

Calculation Reference: AUDIT-751101-240531-0508

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS  
TOTAL VEHICLES

Selected regions and areas:

|    |                  |        |
|----|------------------|--------|
| 02 | SOUTH EAST       |        |
|    | ES EAST SUSSEX   | 1 days |
|    | HF HERTFORDSHIRE | 1 days |
|    | WS WEST SUSSEX   | 1 days |
| 06 | WEST MIDLANDS    |        |
|    | WM WEST MIDLANDS | 1 days |

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

Corun Swansea Road Swansea

Licence No: 751101

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: No of Dwellings  
Actual Range: 24 to 111 (units: )  
Range Selected by User: 6 to 467 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 06/06/23

*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  
Thursday 1 days  
Friday 2 days

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

Selected survey types:

Manual count 4 days  
Directional ATC Count 0 days

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

Selected Locations:

Town Centre 2  
Edge of Town Centre 2

*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:

Residential Zone 2  
Built-Up Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected  
Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 1 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 2 days |
| 125,001 to 250,000 | 2 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 | 3 days |
| 1.1 to 1.5 | 1 days |

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

Travel Plan:

|     |        |
|-----|--------|
| Yes | 1 days |
| No  | 3 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 | 4 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                                                       |                 |                     |
|---|-------------------------------------------------------------------------------------------------------|-----------------|---------------------|
| 1 | ES-03-D-05<br>WALWERS LANE<br>LEWES                                                                   | BLOCKS OF FLATS | EAST SUSSEX         |
|   | Town Centre<br>Built-Up Zone<br>Total No of Dwellings: 24<br>Survey date: FRIDAY 10/10/14             |                 | Survey Type: MANUAL |
| 2 | HF-03-D-02<br>SILAM RD<br>STEVENAGE                                                                   | BLOCK OF FLATS  | HERTFORDSHIRE       |
|   | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings: 103<br>Survey date: FRIDAY 28/06/19 |                 | Survey Type: MANUAL |
| 3 | WM-03-D-03<br>QUEEN VICTORIA ROAD<br>COVENTRY                                                         | BLOCKS OF FLATS | WEST MIDLANDS       |
|   | Town Centre<br>Built-Up Zone<br>Total No of Dwellings: 62<br>Survey date: THURSDAY 17/10/13           |                 | Survey Type: MANUAL |
| 4 | WS-03-D-01<br>SHELLEY ROAD<br>WORTHING                                                                | BLOCKS OF FLATS | WEST SUSSEX         |
|   | Edge of Town Centre<br>Residential Zone<br>Total No of Dwellings: 111<br>Survey date: MONDAY 16/05/22 |                 | 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 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS  
**TOTAL VEHICLES**  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | 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 | 4        | 75          | 0.037     | 4          | 75          | 0.057     | 4        | 75          | 0.094     |
| 08:00 - 09:00 | 4        | 75          | 0.070     | 4          | 75          | 0.103     | 4        | 75          | 0.173     |
| 09:00 - 10:00 | 4        | 75          | 0.063     | 4          | 75          | 0.060     | 4        | 75          | 0.123     |
| 10:00 - 11:00 | 4        | 75          | 0.057     | 4          | 75          | 0.053     | 4        | 75          | 0.110     |
| 11:00 - 12:00 | 4        | 75          | 0.077     | 4          | 75          | 0.083     | 4        | 75          | 0.160     |
| 12:00 - 13:00 | 4        | 75          | 0.073     | 4          | 75          | 0.083     | 4        | 75          | 0.156     |
| 13:00 - 14:00 | 4        | 75          | 0.093     | 4          | 75          | 0.087     | 4        | 75          | 0.180     |
| 14:00 - 15:00 | 4        | 75          | 0.063     | 4          | 75          | 0.080     | 4        | 75          | 0.143     |
| 15:00 - 16:00 | 4        | 75          | 0.093     | 4          | 75          | 0.077     | 4        | 75          | 0.170     |
| 16:00 - 17:00 | 4        | 75          | 0.123     | 4          | 75          | 0.070     | 4        | 75          | 0.193     |
| 17:00 - 18:00 | 4        | 75          | 0.090     | 4          | 75          | 0.077     | 4        | 75          | 0.167     |
| 18:00 - 19:00 | 4        | 75          | 0.087     | 4          | 75          | 0.090     | 4        | 75          | 0.177     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.926     |            |             | 0.920     |          |             | 1.846     |

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:           | 24 - 111 (units: )  |
| Survey date range:                            | 01/01/13 - 06/06/23 |
| Number of weekdays (Monday-Friday):           | 4                   |
| 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.

Calculation Reference: AUDIT-751101-240531-0548

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
Category : A - HOTELS  
TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | BH BRIGHTON & HOVE             | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 2 days |
| 09 | NORTH                          |        |
|    | CU CUMBERLAND                  | 1 days |
| 11 | SCOTLAND                       |        |
|    | HI HIGHLAND                    | 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: 1650 to 10300 (units: sqm)  
 Range Selected by User: 720 to 17624 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 12/11/21

*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:

|           |        |
|-----------|--------|
| Monday    | 2 days |
| Tuesday   | 1 days |
| Wednesday | 2 days |
| Thursday  | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 6 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         | 3 |
| Edge of Town Centre | 3 |

*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:

|                  |   |
|------------------|---|
| Residential Zone | 1 |
| Built-Up Zone    | 4 |
| High Street      | 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.*

Inclusion of Servicing Vehicles Counts:

|                             |                   |
|-----------------------------|-------------------|
| Servicing vehicles Included | 7 days - Selected |
| Servicing vehicles Excluded | 3 days - Selected |

Secondary Filtering selection:

Use Class:

|    |        |
|----|--------|
| C1 | 6 days |
|----|--------|

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

|                   |        |
|-------------------|--------|
| 20,001 to 25,000  | 2 days |
| 25,001 to 50,000  | 3 days |
| 50,001 to 100,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 75,001 to 100,000  | 3 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 4 days |
| 1.1 to 1.5 | 2 days |

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

Travel Plan:

|    |        |
|----|--------|
| No | 6 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 | 6 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                                       |               |                     |                 |
|---|-------------------------------------------------------|---------------|---------------------|-----------------|
| 1 | BH-06-A-01<br>KINGS ROAD<br>BRIGHTON                  | HOTEL         |                     | BRIGHTON & HOVE |
|   | Town Centre<br>Built-Up Zone                          |               |                     |                 |
|   | Total Gross floor area:                               | 10300 sqm     |                     |                 |
|   | Survey date: WEDNESDAY                                | 16/10/19      | Survey Type: MANUAL |                 |
| 2 | CU-06-A-01<br>ENGLISH STREET<br>CARLISLE              | HOTEL         |                     | CUMBERLAND      |
|   | Town Centre<br>High Street                            |               |                     |                 |
|   | Total Gross floor area:                               | 2450 sqm      |                     |                 |
|   | Survey date: MONDAY                                   | 20/06/16      | Survey Type: MANUAL |                 |
| 3 | HI-06-A-05<br>NESS WALK<br>INVERNESS                  | BEST WESTERN  |                     | HIGHLAND        |
|   | Edge of Town Centre<br>Built-Up Zone                  |               |                     |                 |
|   | Total Gross floor area:                               | 2990 sqm      |                     |                 |
|   | Survey date: THURSDAY                                 | 19/04/18      | Survey Type: MANUAL |                 |
| 4 | NF-06-A-04<br>THORPE ROAD<br>NORWICH<br>THORPE HAMLET | HOTEL         |                     | NORFOLK         |
|   | Edge of Town Centre<br>Built-Up Zone                  |               |                     |                 |
|   | Total Gross floor area:                               | 1650 sqm      |                     |                 |
|   | Survey date: MONDAY                                   | 25/11/19      | Survey Type: MANUAL |                 |
| 5 | NY-06-A-01<br>PARK PARADE<br>HARROGATE                | ASCEND HOTEL  |                     | NORTH YORKSHIRE |
|   | Edge of Town Centre<br>Residential Zone               |               |                     |                 |
|   | Total Gross floor area:                               | 5140 sqm      |                     |                 |
|   | Survey date: TUESDAY                                  | 23/10/18      | Survey Type: MANUAL |                 |
| 6 | NY-06-A-02<br>CROWN PLACE<br>HARROGATE                | BESPOKE HOTEL |                     | NORTH YORKSHIRE |
|   | Town Centre<br>Built-Up Zone                          |               |                     |                 |
|   | Total Gross floor area:                               | 9677 sqm      |                     |                 |
|   | Survey date: WEDNESDAY                                | 13/03/19      | 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.

MANUALLY DESELECTED SITES

| Site Ref   | Reason for Deselection      |
|------------|-----------------------------|
| AL-06-A-01 | No on-site parking provided |
| NF-06-A-03 | No on-site parking provided |

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 10300    | 0.029     | 1          | 10300    | 0.019     | 1        | 10300    | 0.048     |
| 07:00 - 08:00 | 6        | 5368     | 0.106     | 6          | 5368     | 0.090     | 6        | 5368     | 0.196     |
| 08:00 - 09:00 | 6        | 5368     | 0.174     | 6          | 5368     | 0.102     | 6        | 5368     | 0.276     |
| 09:00 - 10:00 | 6        | 5368     | 0.155     | 6          | 5368     | 0.168     | 6        | 5368     | 0.323     |
| 10:00 - 11:00 | 6        | 5368     | 0.130     | 6          | 5368     | 0.161     | 6        | 5368     | 0.291     |
| 11:00 - 12:00 | 6        | 5368     | 0.062     | 6          | 5368     | 0.096     | 6        | 5368     | 0.158     |
| 12:00 - 13:00 | 6        | 5368     | 0.109     | 6          | 5368     | 0.096     | 6        | 5368     | 0.205     |
| 13:00 - 14:00 | 6        | 5368     | 0.109     | 6          | 5368     | 0.087     | 6        | 5368     | 0.196     |
| 14:00 - 15:00 | 6        | 5368     | 0.115     | 6          | 5368     | 0.093     | 6        | 5368     | 0.208     |
| 15:00 - 16:00 | 6        | 5368     | 0.124     | 6          | 5368     | 0.102     | 6        | 5368     | 0.226     |
| 16:00 - 17:00 | 6        | 5368     | 0.146     | 6          | 5368     | 0.130     | 6        | 5368     | 0.276     |
| 17:00 - 18:00 | 6        | 5368     | 0.137     | 6          | 5368     | 0.115     | 6        | 5368     | 0.252     |
| 18:00 - 19:00 | 6        | 5368     | 0.165     | 6          | 5368     | 0.102     | 6        | 5368     | 0.267     |
| 19:00 - 20:00 | 6        | 5368     | 0.109     | 6          | 5368     | 0.053     | 6        | 5368     | 0.162     |
| 20:00 - 21:00 | 6        | 5368     | 0.065     | 6          | 5368     | 0.037     | 6        | 5368     | 0.102     |
| 21:00 - 22:00 | 6        | 5368     | 0.047     | 6          | 5368     | 0.043     | 6        | 5368     | 0.090     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 1.782     |            |          | 1.494     |          |          | 3.276     |

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:           | 1650 - 10300 (units: sqm) |
| Survey date range:                            | 01/01/16 - 12/11/21       |
| Number of weekdays (Monday-Friday):           | 6                         |
| Number of Saturdays:                          | 0                         |
| Number of Sundays:                            | 0                         |
| Surveys automatically removed from selection: | 0                         |
| Surveys manually removed from selection:      | 2                         |

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.