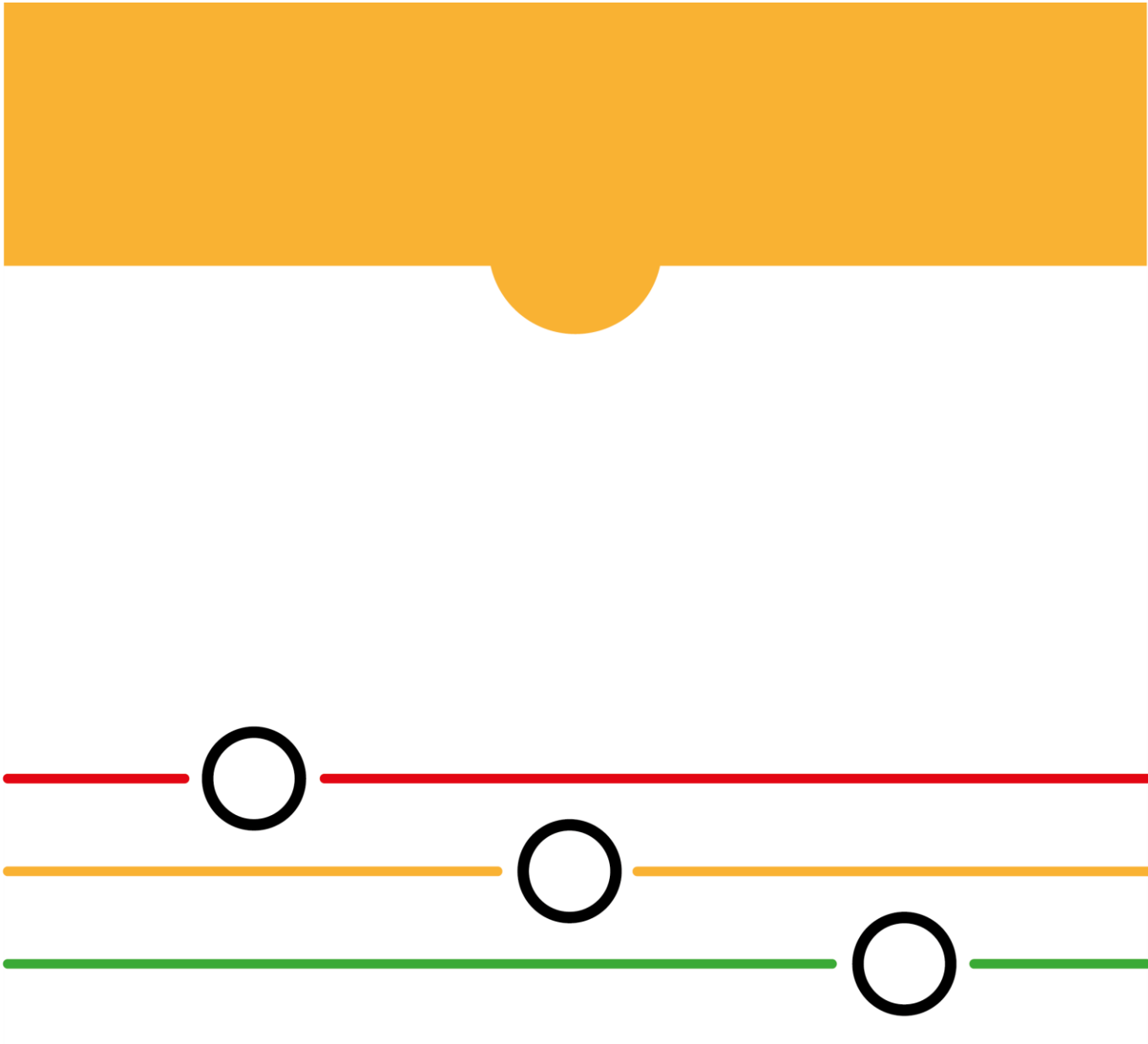




Days Rental Ltd

Proposed Change of Use Development,
Neath Abbey Road, Neath Abbey, Neath

Transport Statement

3710825



JANUARY 2026

Report Details

Report Number:	3710825-TS-RevA
Report Title:	Transport Statement, Proposed Change of Use Development, Neath Abbey Road, Neath Abbey, Neath
Client:	Days Rental Ltd
Date:	13 January 2026
Status:	Rev B

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by Days Rental Ltd to report on the highways and transportation considerations associated with the proposed change of land use from a car sales unit (Use Class Sui Generis) to B8 units, comprising two units with ancillary trade counters, located to the south of Neath Abbey Road, Neath Abbey, Neath.

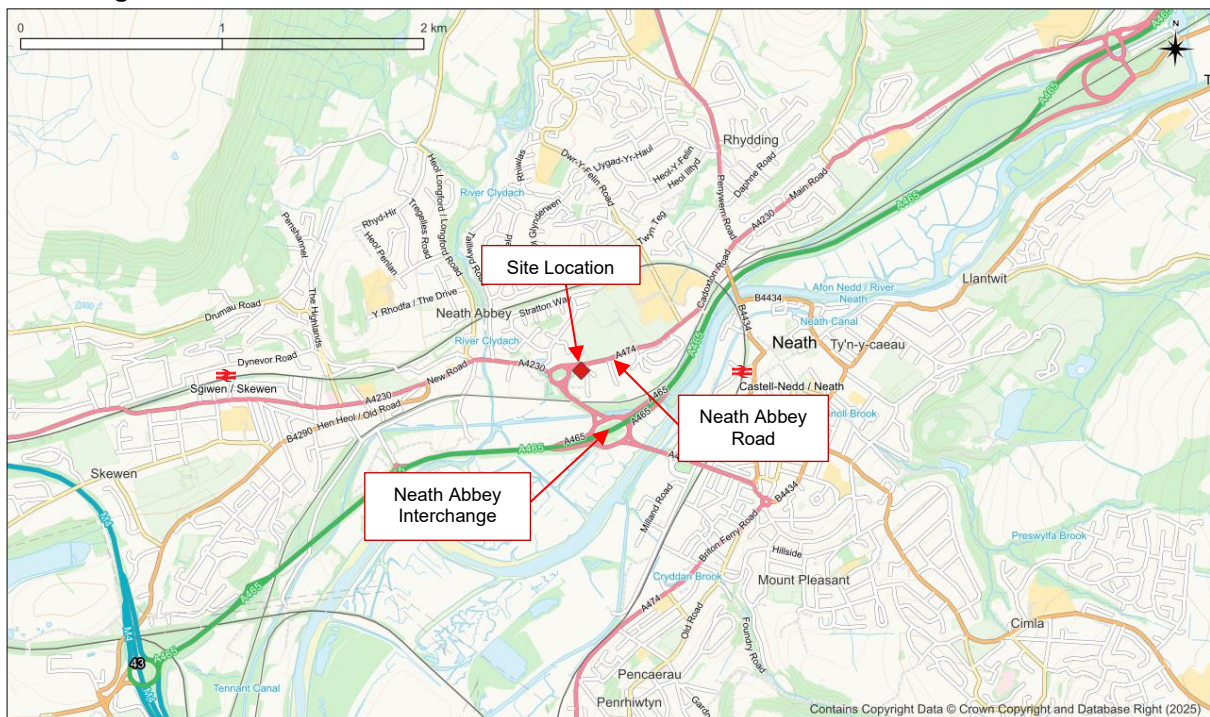
This Transport Statement (TS) has been produced to advise Neath Port Talbot Council (NPTC) as the Local Planning Authority and Highway Authority on the transport planning considerations associated with the proposed development.

1.2 Site Location

The application site currently comprises a former car sales site, to the south of Neath Abbey Road. Situated around 320m north-west of Neath Abbey Interchange, 1km north-west of Neath Town Centre and approximately 10km north-east of Swansea City Centre.

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

Figure 1.1 – Site Location Plan



1.3 Planning History and Context

Pre-application discussions were undertaken with NPTC in July 2025 (Pre-Application Reference: Q2025/0149), for the change of use from Sui Generis vehicle dealership to Class B8 with ancillary trade counter use and associated development.

NPTC provided a consultation response, including comments relating to the highways aspect of the development, as summarised below;

- A full car parking arrangement plan will need to be submitted with parking spaces in accordance with the SPG Parking Standards. An internal floor layout will need to be provided to correctly calculate the required parking spaces;
- A transport statement would benefit the application, as stated within the cover letter provided;
- We would request that the 'Days Customer Parking Only' parking bays that are currently on the highway to be removed as part of this change of use;
- A servicing and delivery management plan should be submitted as part of the application. This should include, but not be limited to, details of the number of deliveries, times of deliveries, type of vehicle, arrangement and management of opening of access gates, refuse collection provision and details of how deliveries will be managed without causing conflict with school pick and drop off times together without having an unacceptable impact upon local amenity.

This TS has been produced in conjunction with a Service and Delivery Management Plan (SMP).

1.4 Purpose and Structure of Report

Therefore, this TS will examine the development proposals in the context of the application site, review the layout proposals including swept-path analysis, calculate the trip generating potential of the development and review the accessibility of the site.

In accordance with best practice, this Transport Statement (TS) has been prepared in reference to the Department for Transport's (DfT's) '*Guidance on Transport Assessment*' and Welsh Assembly Government's '*Technical Advice Note (TAN) 18*'.

This report is structured as follows:

- Section 2 sets out the existing conditions of and around the application site;
- Section 3 provides a description of the proposed development;
- Section 4 assesses sustainable access options;
- Section 5 assesses the trip generating potential of the proposed development; and
- Section 6 presents the summary and conclusions.

2 Existing Conditions

2.1 General

The application site currently comprises a vacant car sales facility, including a sales building and associated car parking and vehicle storage, situated around 320m north-west of Neath Abbey Interchange, 1km north-west of Neath.

The application site relates to the northern aspect of the existing, former dealership site, with the parking area to the south retained by the applicant for use by Days. The parking area to the south, therefore, forms the wider site.

The wider site is bounded to the north by Neath Abbey Road, with the A474 / A4230 / Neath Abbey Road / superstore access roundabout junction to the western aspect of the site. An unnamed access road serving the wider site and adjacent employment units runs along the eastern and southern boundaries of the site.

The wider area surrounding the site largely comprises industrial/commercial units to the south and east of the site, with residential properties and leisure facilities to the north and retail units to the west.

Access to the wider site is provided via an informal footway crossover junction along the eastern aspect of the site, off the unnamed access road.

2.2 Surrounding Highway Network

2.2.1 Site Access Road

The unnamed access road serving the wider site is a private road formed of a single carriageway, which runs in an overall north/south-west orientation along the eastern and southern boundaries of the site. To the south of the site the road served the adjacent employment units, with a priority-controlled junction with Neath Abbey Road to the north-eastern corner of the site.

The access road is approximately 7.5m in width, subject to a 30mph speed limit and supported by streetlighting. Demarcated on-street parking bays are located along the western edge of the road, for the use of customers of the wider site only. Area of double yellow-line parking restrictions are in place along the road.

Pedestrian footways run along both sides of the carriageway, supported by dropped kerb crossings at the site access points. An uncontrolled pedestrian crossing point is located to the north of the site access point, supported by dropped kerbs and tactile paving.

2.2.2 Neath Abbey Road

Neath Abbey Road is formed of a single carriageway, which runs to the north of the site in a north-east/south-west orientation. To the west of the wider site the road meets the A474 / A4230 / and superstore access at a four-armed roundabout junction. To the east of the site the road becomes Cadoxton Road connecting to the B4434 at a three-armed roundabout junction.

Within the vicinity of the site, the road is approximately 8.5m in width, subject to a 30mph speed limit and supported by streetlighting. On the approach to the adjacent roundabout junction the road flares to provide two lanes.

To the west of the site a pedestrian footway runs along the northern edge of the site, to the east of the site the footway continues, set back from the road within the Neath Sport Centre site, before continuing along the northern aspect of the road, further to the east. A pedestrian footway runs along the southern edge of the road, supported by a Pelican crossing point along the northern aspect of the site.

2.3 Road Safety

Accident statistics have been obtained for the local highway network in the vicinity of the application site for the latest available three years data covering 2021 to 2023 from the Department for Transport (DfT).

A review of the highway accident data has been undertaken and confirmed that there were no recorded incidents at or within the vicinity of the site, along the site access road or along Neath Abbey Road.

Due to the absence of any recorded accidents, it is clear that there are no pre-existing patterns or trends of incidents in the vicinity of the proposed development.

3 Proposed Development

3.1 General

The development proposals for the site comprise the change of use from a car dealership (Sui Generis) to B8 units, with ancillary trade counter facility. As part of the proposed development the area of vehicle parking to the south of the site will be retained by the applicant, for continued use for vehicle parking and storage not associated with the current application.

It is proposed the existing building at the site is retained with minor alterations to the internal layout of the site to provide two B8 units, with ancillary trade counter facilities. As part of the proposed development a larger unit will be created with a Gross Floor Area (GFA) of around 1,128m² and a smaller unit with a GFA of approximately 329m².

It is noted that whilst Unit 1 has a mezzanine area of 494m², this is intended for storage only and would not be considered part of the public floor area of the unit.

As part of the proposals the existing access junction along the eastern aspect of the site will be retained. The proposed layout of the site can be found at **Appendix 1** of this report.

3.2 Site Access and Internal Arrangements

The existing access junction along the eastern edge of the site, off the unnamed access road will be retained as existing to serve the proposed site.

As part of the development the area to the south of the existing building, currently used for vehicle parking/storage, will provide a servicing/delivery yard shared between the proposed units, where each unit will be supported by a dedicated delivery door.

It is proposed that the existing vehicle parking area to the north of the site will be retained to serve the B8 units, for both staff and customer use.

A swept path analysis has been undertaken to demonstrate that the existing access arrangements and proposed internal arrangements can accommodate a 16.5m articulated vehicle as the largest anticipated vehicle to access the site. Vehicle tracking of the access, egress and internal arrangements is shown on the plan included in **Appendix 2**.

3.3 Parking Provision

The proposed development will be supported by 20 parking bays, inclusive of two mobility impaired bays and two Electric Vehicle (EV) charging bays, located to the north of the units. A total of six (three per unit) operational bays will be located to the rear of the site for staff use.

As per LHA requirements, all parking bays have been designed to 2.6m x 4.8m dimensions, with a minimum reversing distance of 6m behind the bays. A loading space will also be located at the frontage of Unit 2, for customers collecting larger items only. No HGVs would be permitted to use this area.

NPTC provide local parking standards in the 'Parking Standards 2016' SPD, where the most analogous land use category of 'Builder Merchants (Trade & Retail)' has been applied to the development.

Local parking standards require three commercial vehicle spaces and one space per 80m² (and 10% of GFA). Applied to the proposed development, this equates to 21 parking spaces, including three operational spaces.

Therefore, the proposed parking provision broadly aligns with local parking standards. Cycle parking provision will also be provided at the site, in the form of five Sheffield cycle stands, with capacity for ten pedal cycles.

4 Access by Non-Car Modes

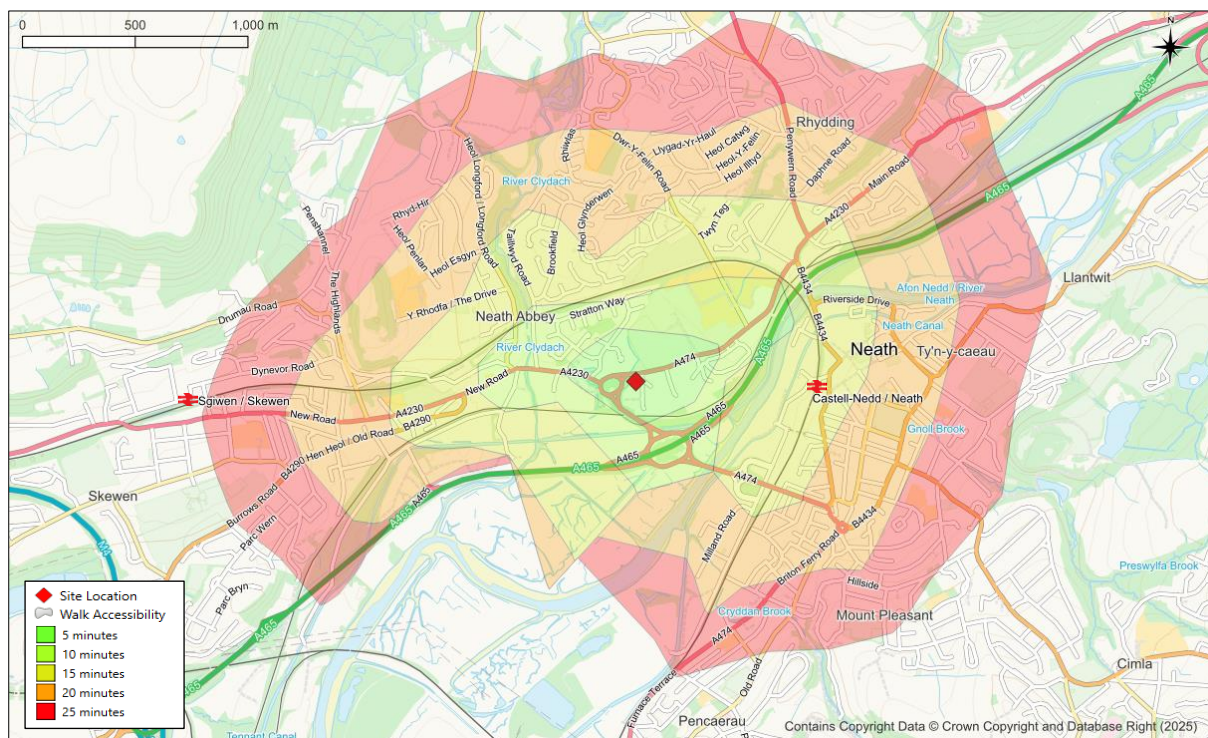
4.1 General

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

4.2 Pedestrian Access

Relevant transport planning guidance (TAN 18) suggests that walking offers the greatest potential to replace short car trips, particularly those around one mile in distance. A walk accessibility plan provided at **Figure 4.1** highlights the accessible walking area equivalent to 25 minutes.

Figure 4.1 – Walk Accessibility Plan

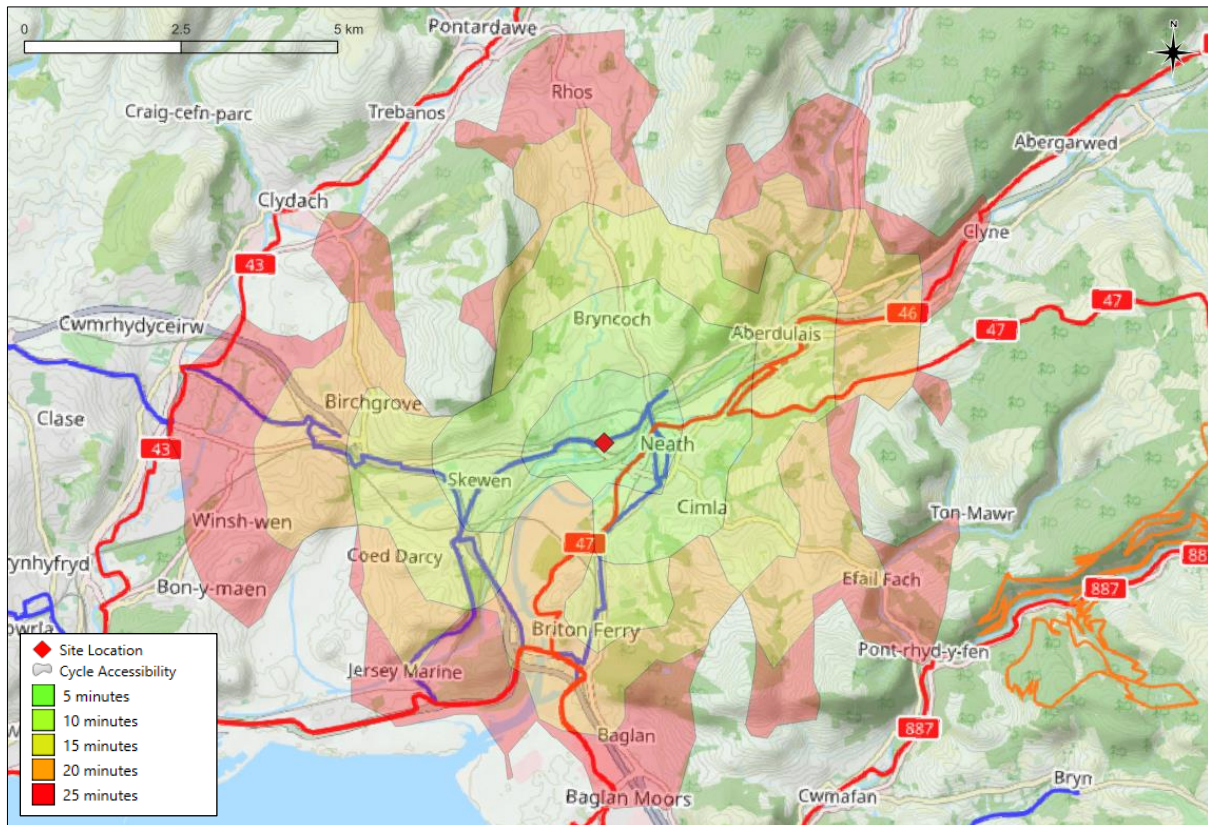


The plan indicates that the residential areas to the north and the retail area to the west of the site is accessible within a 10-minute walking journey. Neath Town Centre and Neath Railway Station is also accessible within a 15-minute walking journey of the site.

4.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work purposes. The areas reachable within a 25-minute cycle journey are identified within **Figure 4.2**:

Figure 4.2 – Cycle Accessibility Plan



Source: OpenStreetMap (2025)

This plan indicates that the entirety of Neath is accessible within a 10-minute cycling journey of the site. The neighbouring areas of Skewen, Briton Ferry and Birchgrove are also accessible within a 25-minute cycling journey.

National Cycle Network (NCN) Route 47 is located within a five-minute cycling journey to the west of the site, connecting Newport to Fishgaurd, locally connecting the site to Port Talbot to the south (via NCN Route 4) and towards Glyncorrwg to the north-east.

4.4 Public Transport Access

4.4.1 Bus

The nearest bus stops are located around 70m to the north-east and north-west of the site, along Neath Abbey Road, equivalent to around a two-minute walking distance and supported by the Pelican crossing point along the northern boundary of the site. Both stops provided access to the hourly '204 Neath – Parc Wern' service.

4.4.2 Train

Neath Railway Station is the nearest railway station to the site, located around 820m to the east of the site, equivalent to around a 20-minute walking or a seven-minute cycling journey.

The station is served by Great Western Railway services between London Paddington and Swansea. Hourly trains depart the station in both directions, with additional services at peak times. Additional services run between Milford Haven, Carmarthen and Manchester Piccadilly via Cardiff, Newport and Shrewsbury.

4.5 Accessibility Summary

Overall, it can be summarised that the site offers some potential for journeys, particularly by staff, to be undertaken by non-car modes of transport.

5 Development Trip Generation

5.1 General

This chapter provides an estimation of the likely levels of trip generation resulting from the proposed industrial unit on the adjacent local highway network.

It is noted that the below assessment does not take into account the existing lawful trip generation potential of the site, as a car dealership, when previously operational.

5.2 Trip Generation

5.2.1 Proposed Development

The TRICS Database has been used to estimate the likely numbers of trips expected to be generated by the proposed units. The selection criteria applied to derive the comparative sites are listed below:

- Land use – Retail, sub-category – Trade Shop;
- All London and Ireland sites excluded;
- Weekday surveys only;
- Edge of Town Centre, Suburban Area and Edge of Town site selected; and
- Selection by GFA.

A summary of trip rates is shown below in **Table 5.1**, with the full TRICS outputs included at **Appendix 3**.

Table 5.1: Employment Unit Trip Rates (per 100m²)

Time Range	Arrivals	Departures	Total
06:00-07:00	0.465	0.058	0.523
07:00-08:00	2.646	2.472	5.118
08:00-09:00	3.315	2.937	6.252
09:00-10:00	3.896	3.867	7.763
10:00-11:00	4.536	4.420	8.956
11:00-12:00	4.158	4.100	8.258
12:00-13:00	4.565	4.565	9.130
13:00-14:00	4.420	4.682	9.102
14:00-15:00	3.984	3.809	7.793
15:00-16:00	3.926	4.216	8.142
16:00-17:00	3.111	3.111	6.222
17:00-18:00	2.413	2.762	5.175
18:00-19:00	2.035	2.152	4.187
19:00-20:00	1.309	1.367	2.676
20:00-21:00	0.029	0.233	0.262
Daily Trip Rate	44.808	44.751	89.559

The above trip rates have been applied to the GFA of the proposed development building of 1,457m², to provide the anticipated vehicle movements, as shown in **Table 5.2**.

Table 5.2: Employment Unit Trip Generation (1,457m²)

Time Range	Arrivals	Departures	Total
06:00-07:00	7	1	8
07:00-08:00	39	36	75
08:00-09:00	48	43	91
09:00-10:00	57	56	113
10:00-11:00	66	64	130
11:00-12:00	61	60	120
12:00-13:00	67	67	133
13:00-14:00	64	68	133
14:00-15:00	58	55	114
15:00-16:00	57	61	119
16:00-17:00	45	45	91
17:00-18:00	35	40	75
18:00-19:00	30	31	61
19:00-20:00	19	20	39
20:00-21:00	0	3	4
Daily Trip Rate	653	652	1305

The results show that during the AM and PM highway peak-hour assessment periods, the proposed development would result in around 91 and 75 two-way vehicle movements at the site. This equates to around three vehicles either arriving or departing the site, every two minutes during the busiest peak hour.

It is noted that at sites of this nature, orders are often placed prior to customer arrivals, with short dwell times on site for collections.

5.3 Summary

Overall, based on the above trip generation assessment, it is considered that the proposed development, would not have a material impact on the operation of the local highway network.

It is noted that no allowance has been made for the previous approval on the site and the trip generation that could have been associated with this.

6 Summary and Conclusions

Dynamic Transport Planning is instructed by Days Rental to report on the highways and transportation considerations associated with the proposed change of land use from a car sales unit (Use Class Sui Generis) to B8 units with ancillary trade counters, located to the south of Neath Abbey Road, Neath Abbey, Neath.

The development proposals for the site comprise the change of use from a car dealership (Sui Generis) to B8 units, with ancillary trade counter facility. As part of the proposed development the area of vehicle parking to the south of the site will be retained by the applicant, for continued use for vehicle parking and storage not associated with the current application.

It is proposed the existing building at the site is retained as existing with minor alterations to the internal layout of the site to provide two B8 units, with ancillary trade counter facilities. As part of the proposed development a larger unit will be created with a Gross Floor Area (GFA) of around 1,128m² and the smaller unit with a GFA of approximately 329m².

The existing access junction along the eastern edge of the site, off the unnamed access road will be retained as existing to serve the proposed site.

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

The proposed development will be supported by 20 parking bays, inclusive of two mobility impaired bay and two EV charging bays. A total of six operational spaces will be located to the rear of the units.

A swept-path assessment has been undertaken which demonstrates that the largest anticipated vehicles can continue to be accommodated within the wider site.

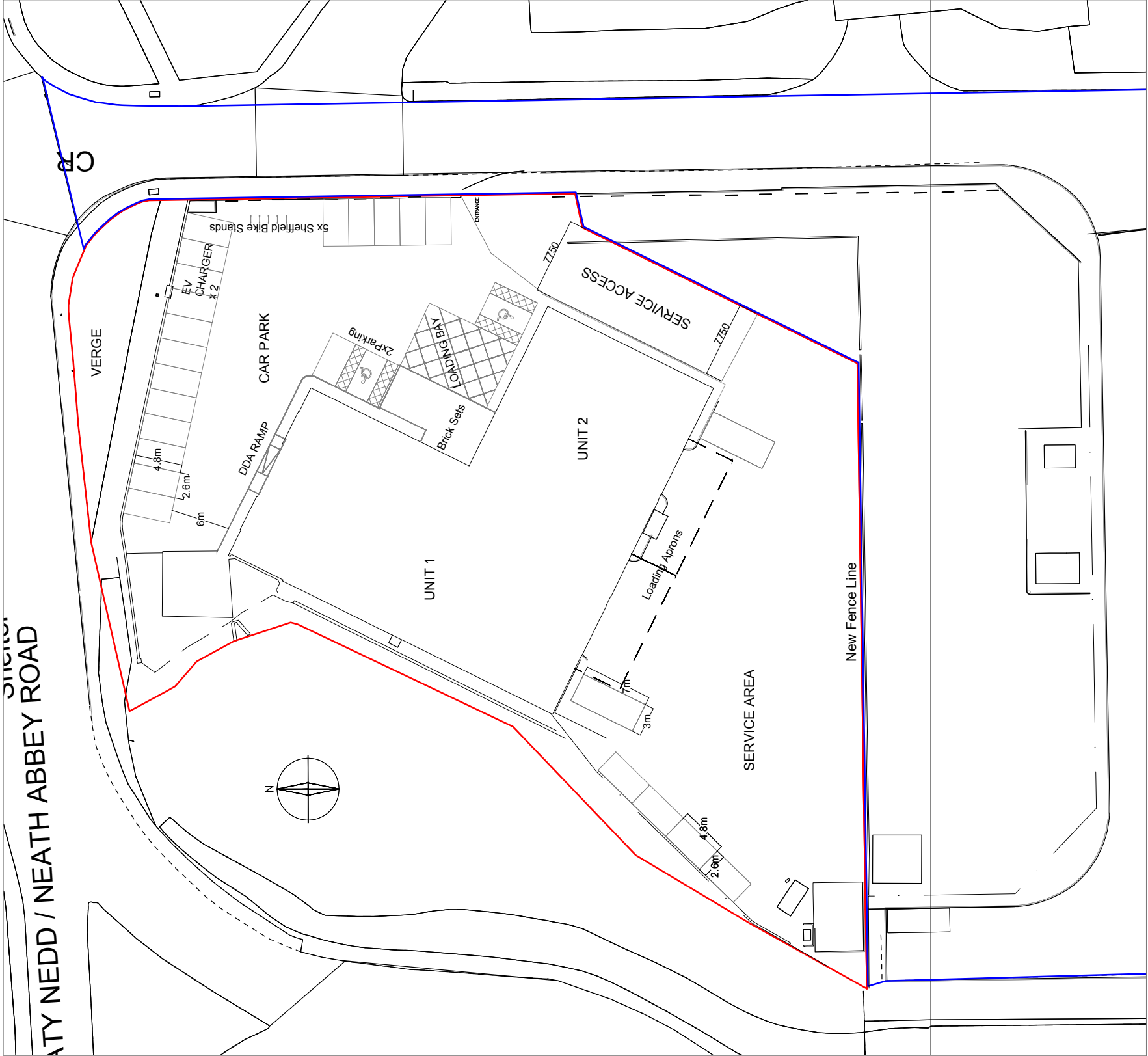
A review of the wider site's accessibility has identified that the site provides some potential for access by sustainable modes of travel, particularly for staff.

The TRICS trip generation assessment found that during the AM and PM highway peak-hour assessment periods, the proposed development would result in around three two-way movements every two minutes, during the busiest peak hour.

Overall, on the basis of the above assessment it is concluded that there are no outstanding reasons why the proposed development of the site should not be granted planning permission on highways grounds.

Appendix 1

Proposed Site Layout



Red Line Boundary - extent of application site

Blue Boundary - Land in ownership of applicant

project north



notes

1. Drawings are based on survey data and may not accurately represent what is physically present.
2. Do not scale from this drawing. All dimensions to be site verified by the contractor before proceeding.
3. All dimensions are in millimetres unless noted otherwise.
4. Avalon Architecture Ltd shall be notified in writing of any discrepancies.

key plan
not to scale

revisions

REV	DATE	DRAWN BY	APPR. BY	NOTES
P01	05.09.25	HF/RL	HF/RL	first issue
P02	09.09.2025	HF/RL	HF/RL	Parking
P03	08.10.25	HF/RL	HF/RL	Bike stand, DDA Space added
P04	13.10.25	HF/RL	HF/RL	DDA space moved, EV spaces adding
P05	28.11.25	HF/RL	HF/RL	Parking dims added
P06	13.01.26	HF/RL	HF/RL	Operational Spaces added to rear

client:

Days Property Holdings Ltd

project:

Days Motorpark Neath

status: S3 — PLANNING

revision: P06

title:

Block Plan Proposed

drawn by: HF/RL

approved by: HF/RL

date: 05.09.2025

job no: 2025—028

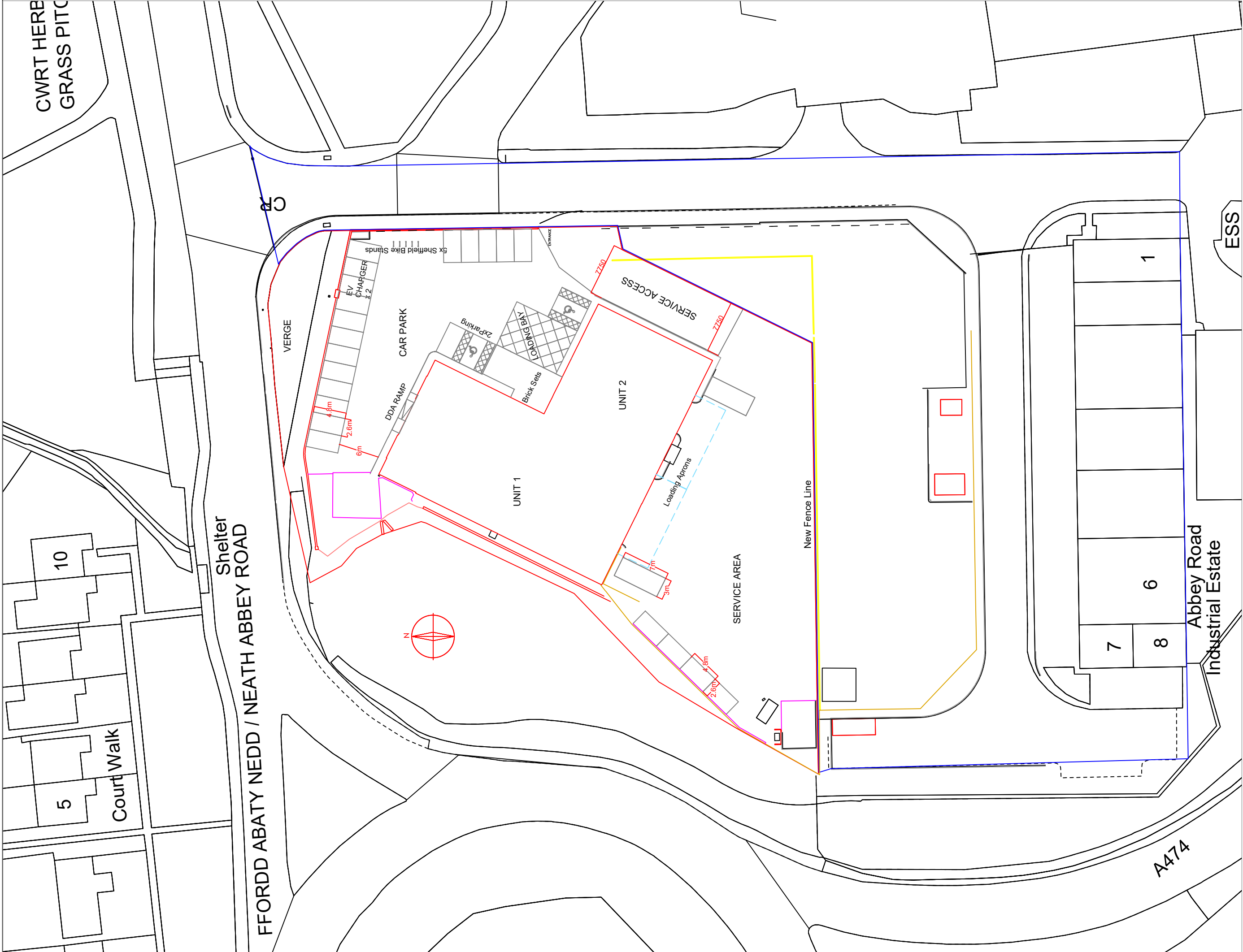
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drawing no:

019

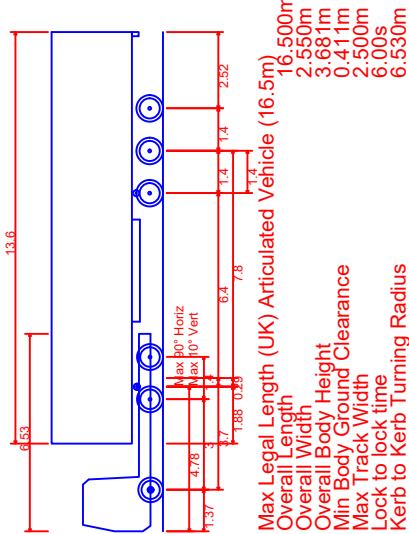
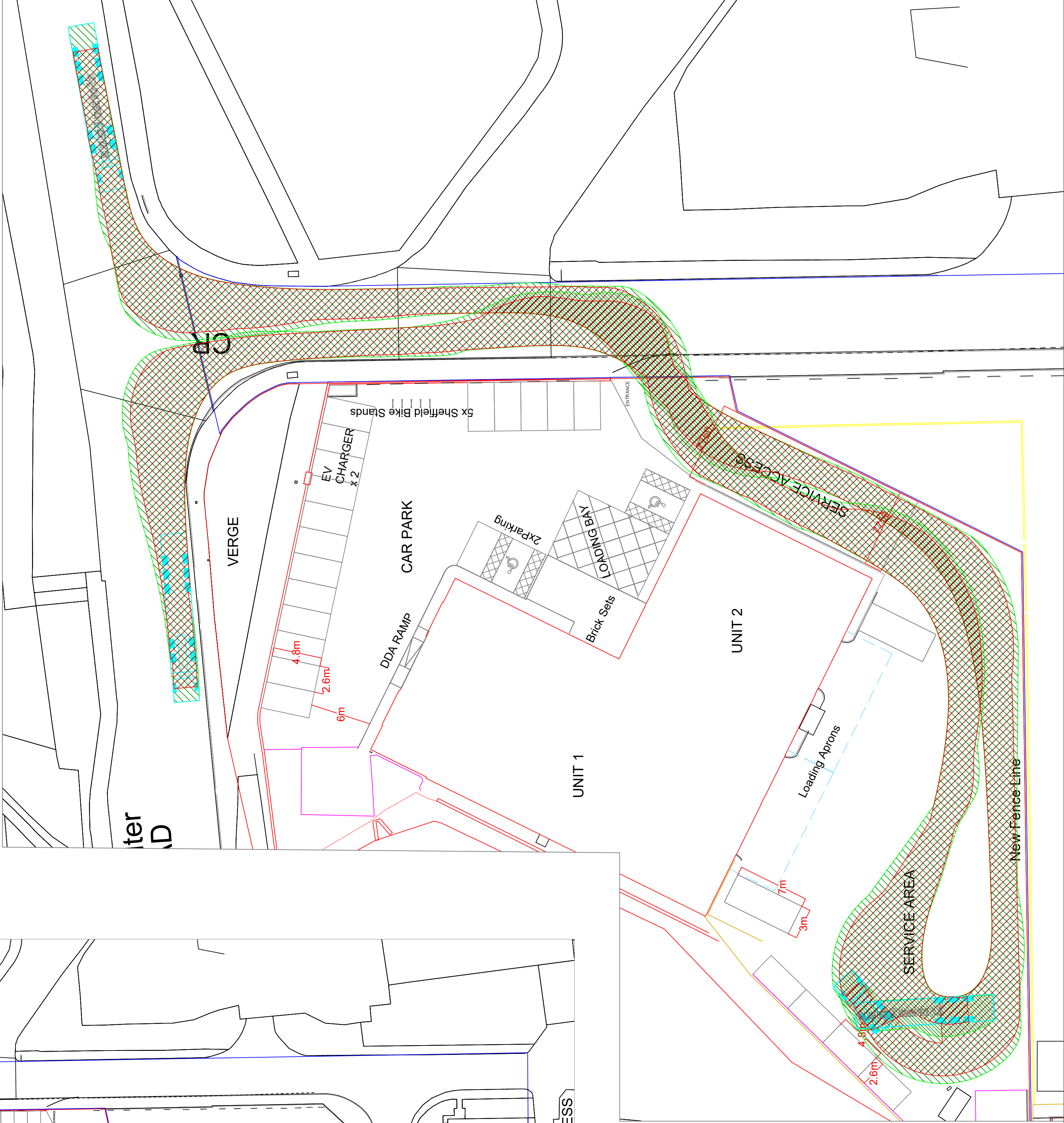
Appendix 2

Swept Path Assessment



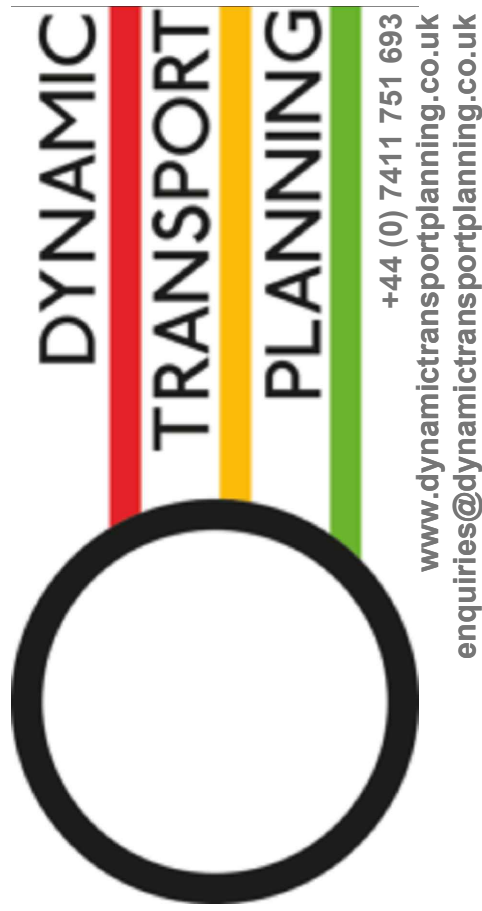
Proposed Site Layout - Scale 1/500

Swept Path Analysis - 16.5m Articulated Vehicle - Scale 1/250



Notes
All levels are stated in metres.
This drawing is to be read in colour.
All dimensions are stated in millimetres unless noted otherwise.
Drawing provided for technical approval. NOT to be used for construction purposes.
DTP are not responsible for the accuracy of data provided by clients or third parties.

Rev.	Date	Revisions	Drawn
C	09/01/26	Architect Layout Update	SA
B	19/11/25	Architect Layout Update	SA
A	13/10/25	Architect Layout Update	GS
-	12/09/25	First Issue	GS



Client

Days Rental Ltd

Project
**Proposed Change of Use Development,
Neath Abbey Road,
Neath Abbey, Neath**

Drawing Title

**Proposed Site Layout
Swept Path Analysis
16.5m Artic**

Date **September 2025** Scale **As Specified @ A1**

Drawn **GS** Approved **RL**

Drawing Number **DTP/3710825/ATR001** Rev. **C**

Appendix 3

TRICS Output Report

Audit Code: ab2e9693-7354-4258-ad39-2e7dcb4dbaa1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 day
	EX	ESSEX	1 day
	HC	HAMPSHIRE	1 day
03	SOUTH WEST		
	TB	TORBAY	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 day
	NY	NORTH YORKSHIRE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
11	SCOTLAND		
	LO	WEST LOTHIAN	1 day

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

Audit Code: ab2e9693-7354-4258-ad39-2e7dcb4dbaa1**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:	GFA
Actual Range:	190 to 7000 (units:sqm)
Range Selected by User:	190 to 10000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 18/06/24

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:

Friday	2 days
Monday	3 days
Thursday	1 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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	8 days
Edge of Town Centre	1 days

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 days
Industrial Zone	7 days
Residential Zone	1 days

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 Vehicle Counts:

Servicing vehicles Excluded	7 days
Servicing vehicles Included	2 days

Audit Code: ab2e9693-7354-4258-ad39-2e7dcb4dbaa1

Secondary Filtering Selection:**Use Class:**

B8	7 surveys
N/A	2 surveys

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:**0 - 0****Population within 1 mile:**

1,001 to 5,000	2 surveys
10,001 to 15,000	3 surveys
5,001 to 10,000	4 surveys

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

Population within 5 miles:

125,001 to 250,000	4 surveys
25,001 to 50,000	1 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys

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 surveys
1.1 to 1.5	8 surveys

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.

Audit Code: ab2e9693-7354-4258-ad39-2e7dcb4dbaa1

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 9 surveys

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 9 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

TRICS 8.25.6**Organisation:** Dynamic Transport Planning**User:** r.lough@dynamictransportplanning.co.uk
Site: King Street, Manchester**Audit Code:** ab2e9693-7354-4258-ad39-2e7dcb4dbaa1

1 CAMBRIDGE ROAD BEDFORD Edge of Town Industrial Zone Gross floor area: 3500 sqm Survey date: Thursday 15/10/2020	BO-02-F-01	DRINKS WHOLESALER	BEDFORD	Survey Type: Manual
2 CARLISLE ROAD BRAMPTON Edge of Town Industrial Zone Gross floor area: 4007 sqm Survey date: Wednesday 19/06/2024	CU-02-F-01	WAREHOUSING & DISTRIBUTION	CUMBERLAND	Survey Type: Manual
3 PARK ROAD HOLMEWOOD Edge of Town Industrial Zone Gross floor area: 7000 sqm Survey date: Wednesday 04/10/2023	DS-02-F-01	LOGISTICS DEPOT	DERBYSHIRE	Survey Type: Manual
4 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Gross floor area: 6560 sqm Survey date: Friday 18/05/2018	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX	Survey Type: Manual
5 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Gross floor area: 3665 sqm Survey date: Monday 27/09/2021	HC-02-F-03	PPE DISTRIBUTION	HAMPSHIRE	Survey Type: Manual
6 MORTIMER STREET CLECKHEATON Edge of Town Centre Built-Up Zone Gross floor area: 1507 sqm Survey date: Monday 19/09/2016	KS-02-F-01	ELECTRONICS DISTRIBUTION	KIRKLEES	Survey Type: Manual
7 BATHGATE ROAD ARMADALE Edge of Town Residential Zone Gross floor area: 5855 sqm Survey date: Tuesday 08/06/2021	LO-02-F-01	LOGISTICS SERVICE	WEST LoTHIAN	Survey Type: Manual
8 GRIMBALD CRAG CLOSE KNARESBOROUGH Edge of Town	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE	

Audit Code: ab2e9693-7354-4258-ad39-2e7dcb4dbaa1

Industrial Zone

Gross floor area: 1750 sqm

Survey date: Monday 19/06/2023

Survey Type: Manual

9
ALDERS WAY
PAIGNTON
Edge of Town
Industrial Zone
Gross floor area: 190 sqm
Survey date: Friday 29/03/2019

TB-02-F-01

OPTICS WAREHOUSE

TORBAY

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-F-05	26-11-2020	Location not comparable
CR-02-F-03	15-10-2019	Location not comparable
DL-02-F-03	26-09-2019	Location not comparable
DL-02-F-04	19-05-2021	Location not comparable
DL-02-F-05	30-05-2023	Location not comparable
HD-02-F-01	27-09-2018	Location not comparable
WX-02-F-01	20-04-2023	Location not comparable

Audit Code: ab2e9693-7354-4258-ad39-2e7dcb4dbaa1

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	5	4110	0.107	0.049	0.156
06:00-07:00	5	4110	0.127	0.097	0.224
07:00-08:00	9	3782	0.264	0.115	0.379
08:00-09:00	9	3782	0.226	0.129	0.355
09:00-10:00	9	3782	0.197	0.153	0.350
10:00-11:00	9	3782	0.194	0.126	0.320
11:00-12:00	9	3782	0.200	0.159	0.359
12:00-13:00	9	3782	0.182	0.173	0.355
13:00-14:00	9	3782	0.162	0.129	0.291
14:00-15:00	9	3782	0.173	0.203	0.376
15:00-16:00	9	3782	0.182	0.250	0.432
16:00-17:00	9	3782	0.162	0.247	0.409
17:00-18:00	9	3782	0.094	0.356	0.450
18:00-19:00	7	3647	0.067	0.219	0.286
19:00-20:00	4	3388	0.030	0.052	0.082
20:00-21:00	4	3388	0.000	0.022	0.022
21:00-22:00	1	5855	0.034	0.017	0.051
22:00-23:00	1	5855	0.000	0.000	0.000
23:00-00:00					
Total Rates:			2.401	2.496	4.897

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: ab2e9693-7354-4258-ad39-2e7dcb4dbaa1

Parameter Summary:

Trip rate parameter range selected:	190 - 10000 (units: sqm)
Survey date date range:	19/09/2016 - 19/06/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
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.

Audit Code: 89b1edd3-cc9e-48c1-a105-83c893422e9e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL
Category: R - TRADE SHOP
Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 day
	SC	SURREY	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	BP	BLACKPOOL	1 day
11	SCOTLAND		
	FI	FIFE	1 day

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

Audit Code: 89b1edd3-cc9e-48c1-a105-83c893422e9e**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:	GFA
Actual Range:	275 to 970 (units:sqm)
Range Selected by User:	275 to 970 (units:sqm)
Parking Spaces Range:	6 - 33

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/12 to 08/11/23

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:

Friday	2 days
Monday	1 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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	3 days
Suburban Area (PPS6 Out of Centre)	3 days

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	6 days
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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 Vehicle Counts:

Servicing vehicles Excluded	6 days
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Audit Code: 89b1edd3-cc9e-48c1-a105-83c893422e9e**Secondary Filtering Selection:****Use Class:**

E(a)	6 surveys
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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:**120 - 3100****Population within 1 mile:**

10,001 to 15,000	1 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
500,001 or More	1 surveys
75,001 to 100,000	1 surveys

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	2 surveys
1.1 to 1.5	4 surveys

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.

Audit Code: 89b1edd3-cc9e-48c1-a105-83c893422e9e

Petrol filling station:

Unknown

6 surveys

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.***Travel Plan:**

No

6 surveys

*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 surveys

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.***COVID-19 Restrictions:****Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions***This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Audit Code: 89b1edd3-cc9e-48c1-a105-83c893422e9e

1	BP-01-R-01	SCREWFIX	BLACKPOOL
MOWBRAY DRIVE BLACKPOOL Edge of Town Industrial Zone Gross floor area: 900 sqm Survey date: Monday 19/04/2021			
			Survey Type: Unknown
2	FI-01-R-01	SCREWFIX	FIFE
PITREAVIE WAY DUNFERMLINE PITREAVIE Edge of Town Industrial Zone Gross floor area: 380 sqm Survey date: Saturday 22/04/2023			
			Survey Type: Unknown
3	KC-01-R-01	SCREWFIX	KENT
MILL WAY SITTINGBOURNE Suburban Area (PPS6 Out of Centre) Industrial Zone Gross floor area: 970 sqm Survey date: Wednesday 08/11/2023			
			Survey Type: Unknown
4	NY-01-R-01	TOOLSTATION	NORTH YORKSHIRE
OAKNEY WOOD ROAD SELBY Edge of Town Industrial Zone Gross floor area: 275 sqm Survey date: Tuesday 10/05/2022			
			Survey Type: Unknown
5	SC-01-R-01	TOOLSTATION	SURREY
PRAETORIAN PLACE REDHILL Suburban Area (PPS6 Out of Centre) Industrial Zone Gross floor area: 414 sqm Survey date: Tuesday 10/05/2022			
			Survey Type: Unknown
6	WM-01-R-01	TOOLSTATION	WEST MIDLANDS
ALDRIDGE ROAD BIRMINGHAM PERRY BAR Suburban Area (PPS6 Out of Centre) Industrial Zone Gross floor area: 500 sqm Survey date: Friday 19/11/2021			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CL-01-R-01	12-10-2022	Location not comparable

Audit Code: 89b1edd3-cc9e-48c1-a105-83c893422e9e

TRIP RATE for Land Use 01 - RETAIL/R - TRADE SHOP

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	6	573	0.465	0.058	0.523
07:00-08:00	6	573	2.646	2.472	5.118
08:00-09:00	6	573	3.315	2.937	6.252
09:00-10:00	6	573	3.896	3.867	7.763
10:00-11:00	6	573	4.536	4.420	8.956
11:00-12:00	6	573	4.158	4.100	8.258
12:00-13:00	6	573	4.565	4.565	9.130
13:00-14:00	6	573	4.420	4.682	9.102
14:00-15:00	6	573	3.984	3.809	7.793
15:00-16:00	6	573	3.926	4.216	8.142
16:00-17:00	6	573	3.111	3.111	6.222
17:00-18:00	6	573	2.413	2.762	5.175
18:00-19:00	6	573	2.035	2.152	4.187
19:00-20:00	6	573	1.309	1.367	2.676
20:00-21:00	6	573	0.029	0.233	0.262
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			44.808	44.751	89.559

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.

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Audit Code: 89b1edd3-cc9e-48c1-a105-83c893422e9e

Parameter Summary:

Trip rate parameter range selected:	275 - 970 (units: sqm)
Survey date date range:	19/04/2021 - 08/11/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.