

The logo for acstro, featuring the word in a bold, blue, sans-serif font. The background of the slide has a light blue gradient with darker blue curved bands at the top and bottom.

acstro

Transport Statement

**Proposed Retail Development
121 Heol Cae Gurwen
Gwaun Cae Gurwen**

June 2026

Table of Contents

1	Introduction	1
2	Policy Context.....	3
3	The Site	7
4	Proposed Development	13
5	Summary & Conclusion	16

Appendices

Appendix 1 Site Context

Appendix 2 Proposed Access Arrangement

Appendix 3 TRIC Trip Rate Data – Convenience Store

Revision History

A	10 th June 2026	First Issue
B	18 th June 2026	For Planning

1977-ACS-ZZ-XX-RP-T-001-B Transport Statement.docx

This report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by Acstro Limited, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. Acstro Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its content.

© 2026 Acstro Limited

Acstro Ltd., Yr Hen Farchnad, Unit 19, Carmarthen Street,
Llandeilo, SA19 6BJ
www.acstro.com

acstro

1 Introduction

- 1.1 Acstro has been appointed to prepare a Transport Statement to support a planning application for the development of a retail store at 121 Heol Cae Gurwen, Gwaun Cae Gurwen.
- 1.2 The site formerly accommodated a private members club and benefits from planning permission for the development of 6 flats with associated parking (P2023/0586).
- 1.3 The general location of the site is shown in Figure 1.

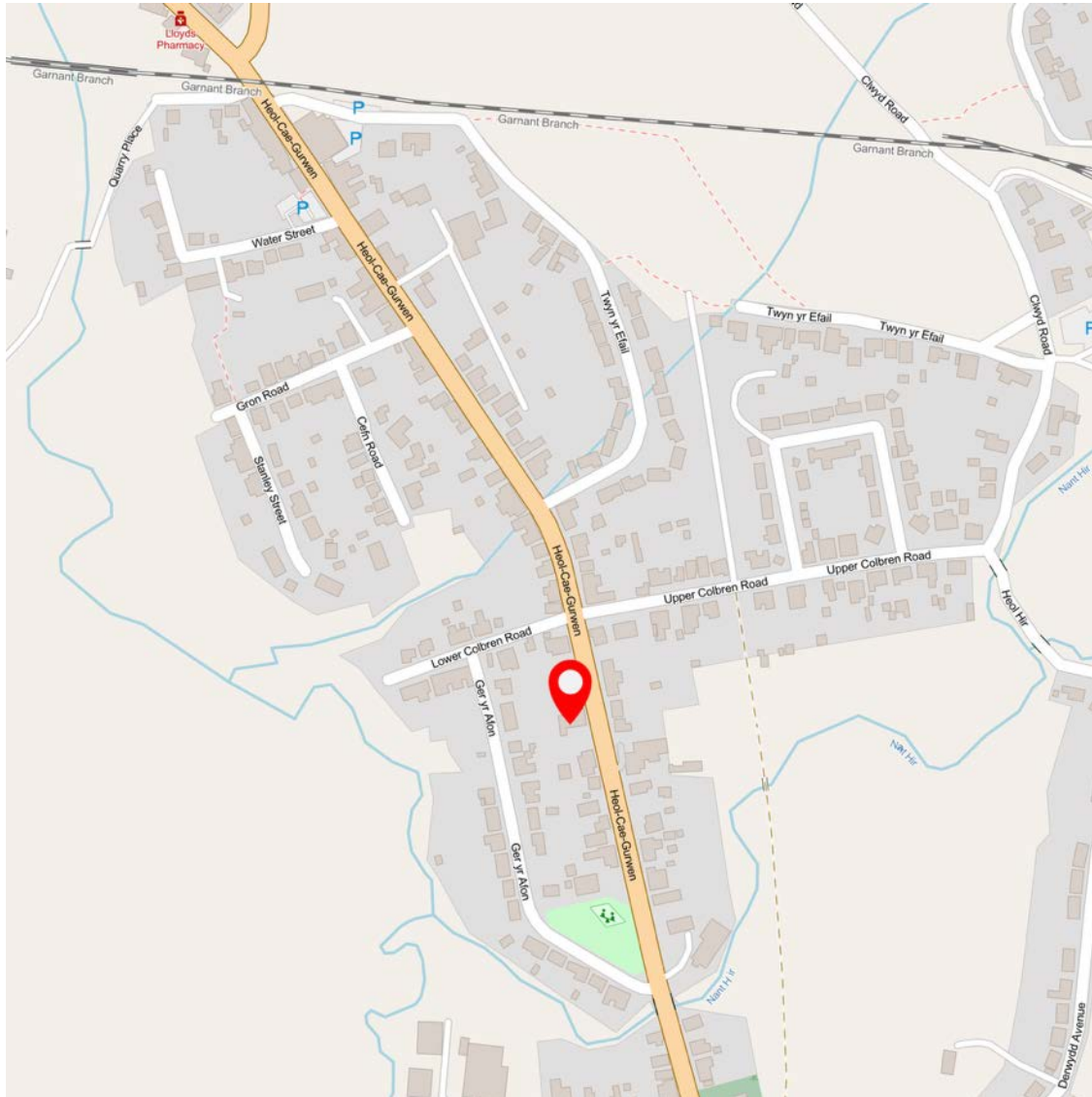


Figure 1 Location Plan

- 1.4 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site.

1.5 The structure of the Transport Statement is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
- Section 3 describes the site.
- Section 4 describes the site's proximity to services and facilities and its accessibility by all forms of transport.
- Section 5 describes the proposed development and its access arrangements.
- Section 6 provides a summary and conclusion.

2 Policy Context

Future Wales - The National Plan 2040

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

Planning Policy Wales (12th Edition)

- 2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
 - are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
 - are designed in a way which integrates them with existing land uses and neighbourhoods; and
 - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
 - Walking and Cycling
 - Public Transport
 - Ultra Low Emission Vehicles
 - Other Private Motor Vehicles
- 2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

- 2.9 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).
- 2.10 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.
- 2.11 PPW recommends (4.1.51) that “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”.

[Llwybr Newydd – The Wales Transport Strategy 2021](#)

- 2.12 This document sets out the Welsh Government's vision for how the country's transport system can help deliver on a pathway to creating a more prosperous, green and equal society. It lists its priorities as being:
1. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
 2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
 3. Encourage people to make the change to more sustainable transport.
- 2.13 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.
- 2.14 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

[TAN18 Transportation](#)

- 2.15 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government's policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government's sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
 - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;

- managing parking provision;
- ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips; and
- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.

2.16 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

Neath Port Talbot CBC Local Development Plan (2011 – 2026)

2.17 Policy SP20 relates to the transport network and, in terms of development proposals, requires that they be designed to provide safe and efficient access, promote sustainable transport and provide appropriate parking. Developments that have an unacceptable impact on highway safety will be restricted.

2.18 Policy TR2 relates to the design and access of new developments and is reproduced in full below.

Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;

2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;

3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;

4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.

Neath Port Talbot CBC Parking Standards (2016)

2.19 The Parking Standards provide guidance on the appropriate level of parking provision within new development. The application site is in a 'zone 4' location.

2.20 For the former use of the site as a private members club the recommended parking provision is:

- 1 commercial vehicle space
- 1 car parking space per 3 non-resident staff & 1 space per 5 m² of public area including servery
- 1 short-stay cycle stand per 40m² of public floor area

2.21 For the proposed retail use the recommended parking provision (for shops between 201m² and 1000m²) is:

- 2 commercial vehicle spaces
- 1 car parking space per 20m² of floor area

- 1 long-stay cycle stand per 500m²
- 1 short-stay cycle stand per 500m²

3 The Site

- 3.1 The application site's location and transport links are shown in context in Appendix 1.

[Appendix 1 Site Context](#)

- 3.2 The site is located on the western side of Heol Cae Gurwen, approximately 70m to the south of the junction with Lower and Upper Colbren Roads.
- 3.3 The site accommodates a run-down three-storey building, formerly a private members club, with a ground floor footprint of approximately 250m².
- 3.4 There is no off-street parking provided. Based on an assumption that two-thirds of the ground floor and none of the first or second floors were public areas it is estimated that the former use would have generated demand for around 33 car parking spaces. This is based on the adopted Parking Standards' recommendation of 1 space per 5m² of public area.
- 3.5 The site benefits from planning permission for the development of 6 flats with associated parking (P2023/0586).
- 3.6 The site is in a predominantly residential area and is well placed therefore, as a location for a convenience store development, to serve the needs of the surrounding residents that would otherwise need to travel greater distances to access a comparable offering.

[Active Travel](#)

- 3.7 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government's *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
e- 	●	●	●	●	●	●	●

Colour	Average active user likelihood
●	Many users likely to travel this distance for utility journeys
●	Some users likely to travel this distance for utility journeys
●	Few or no users likely to travel this distance for utility journeys

Figure 2 Typical Distance Range for Active Travel

(Source: Active Travel Guidance Table 4.1)

3.8 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure. The act requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

3.9 An extract from the ATNM is provided below and shows that a future walking and cycling routes is shown passing the site that will provide a link between Gwaun Cae Gurwen and Pontardawe.

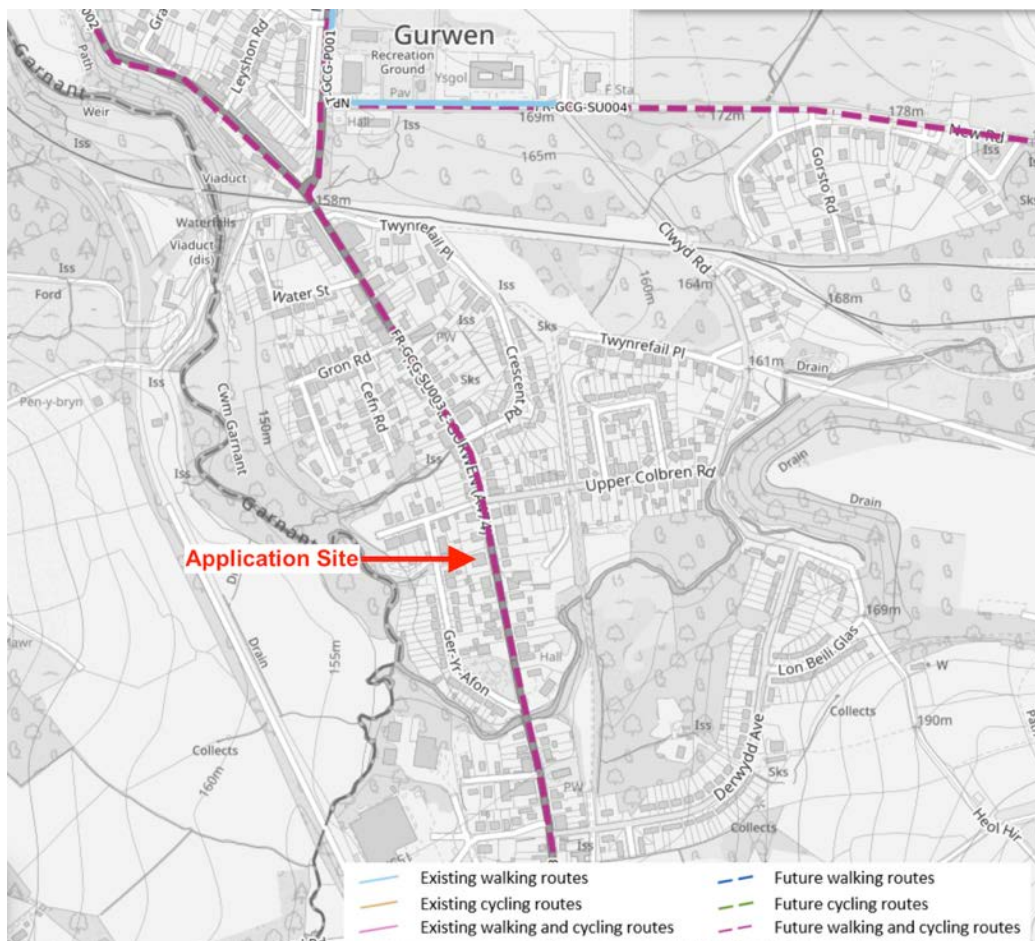


Figure 3 Active Travel Network Map

3.10 Figure 4 shows the areas that are within a 30-minute walk of the site and illustrates that the proposed convenience store will be within convenient walking distance to all residents of Gwaun Cae Gurwen and Cwmgors. The 30-minute walk catchment area extends as far as Tairgwaith and parts of Brynaman and Garnant.

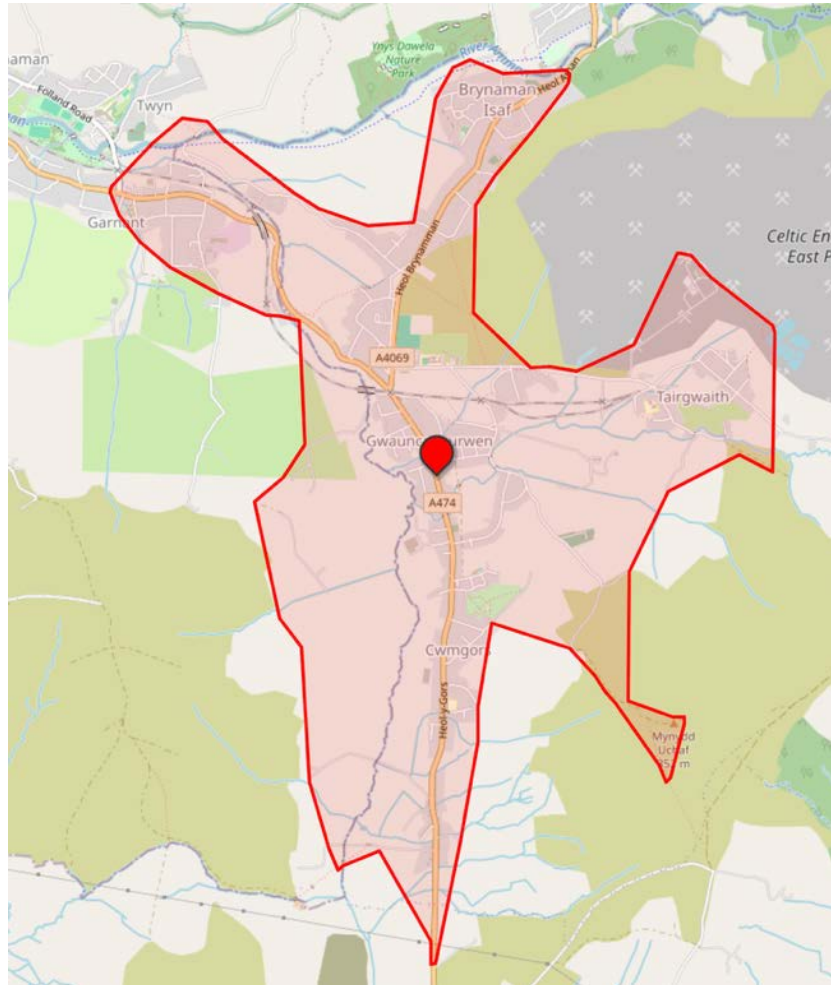


Figure 4 30-minute Walk Catchment Area

- 3.11 The site is accessible to pedestrians from the existing footways that run along Heol Cae Gurwen.
- 3.12 Figure 5 shows the areas within a 5-mile catchment area where cycling may be a viable form of travel to and from the site. This catchment area is intersected by National Cycle Network Route 437, which connects Ammanford and Cwmllynfell.

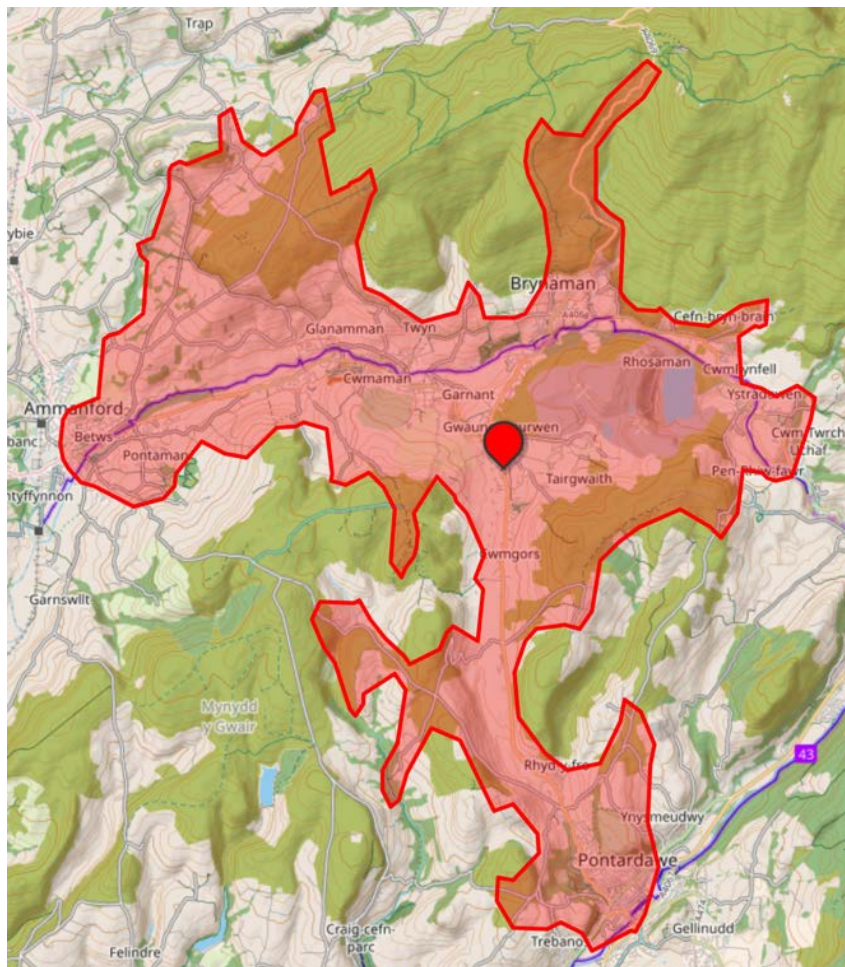


Figure 5 5-Mile Cycle Catchment

Public Transport

- 3.13 The nearest bus stops to the application site are located on Heol Cae Gurwen. There are bus stops some 200m to the north (Cresci's Café stops) and also a similar distance to the south (Pont y Groes stops). They provide access to the services that are described in the table below.

Service Number	Route	General Frequency
905	Cwmtwrch – Neath College	1 Journey each way on college days
X26	Swansea - Brynamman	3 journeys to Brynamman (Mon – Sat) 2 journeys to Swansea (Mon – Sat)
BDF1	Brynamman - Pontardawe - Brynamman	3 journeys (Mon – Fri)

Table 1 Bus Services from Heol Cae Gurwen Stop

Highway Network

- 3.14 The site is located on Heol Cae Gurwen, which forms part of the A474, the main distributor road linking Pontardawe and Ammanford.
- 3.15 There are two sections of dropped kerbs fronting the site, either side of the building, suggesting that there was once some sort of vehicle access provided.
- 3.16 In the vicinity of the site, the street is subject to a 30mph speed limit. The street has a straight alignment, has street lighting and footways on both sides.
- 3.17 There are no parking restrictions in the vicinity of the site. On-street parking levels are not significant as all of the properties to the immediate north and south, on both sides of the street, have off-street parking.
- 3.18 There are single-yellow line parking restrictions around the Heol Cae Gurwen / Upper Colbren Road / Lower Colbren Road crossroads, some 70m to the north of the site, that prohibit waiting between 8am and 6pm, Mondays to Saturdays.
- 3.19 Heol y Gors has a good safety record with no injury collisions recorded near the site in the latest 5-year period for which data is available. The absence of clusters of collisions or collisions of greater severity demonstrates that the highway operates safely.

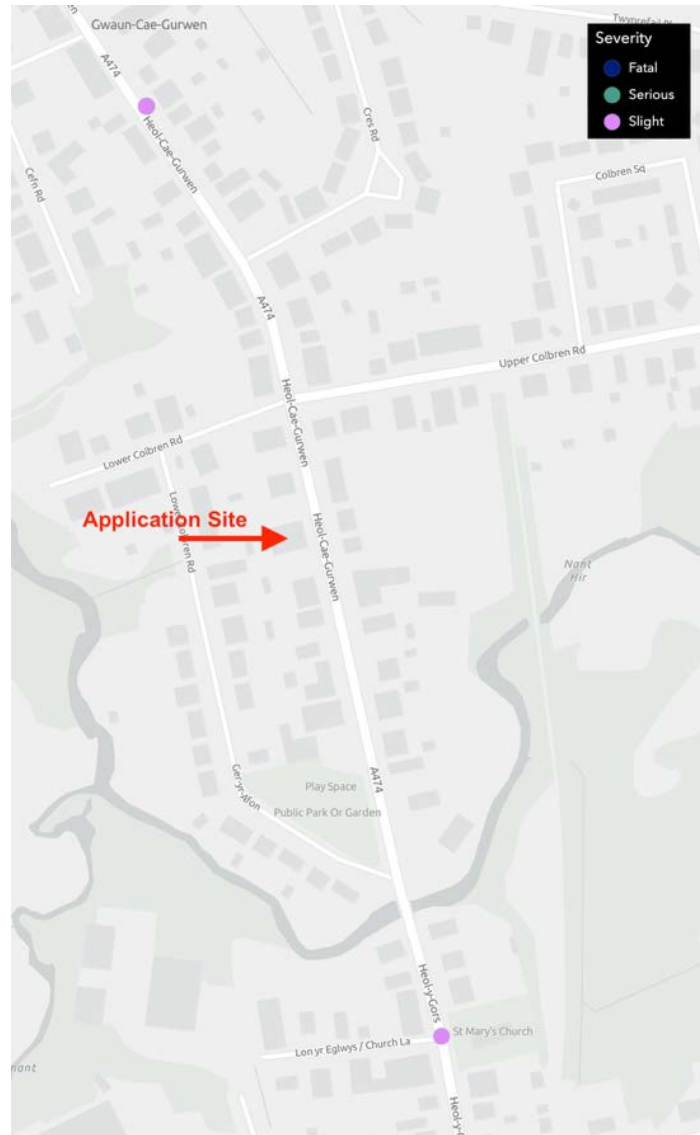


Figure 6 Injury Accident Location & Severity 2020 - 2024 (DfT / MAVRIC)

Summary

- 3.20 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport. The highway network serving the site has a good safety record.

4 Proposed Development

- 4.1 The proposal is for the construction of a new convenience store with a gross floor area of 270m² and sales area of 242m² of sales area.

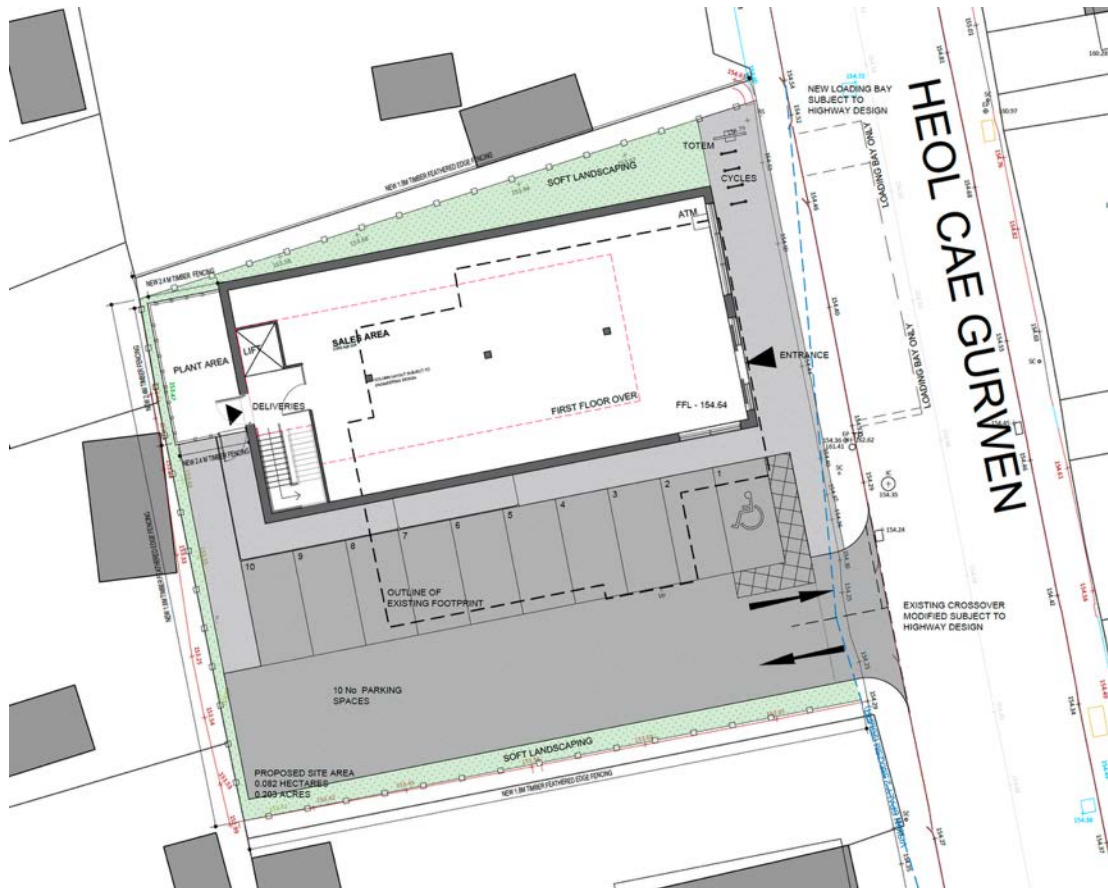


Figure 7 Proposed Development

Access, Parking & Servicing

- 4.2 Pedestrian access to the store will be from the rear of the existing Heol Cae Gurwen footway.
- 4.3 A total of 10 car parking spaces, including one for blue-badge holders, will be provided to the south of the store.
- 4.4 Application of the Council's Parking Standards recommendation would suggest the need for 14 car parking spaces (1 per 20m²). The proposed 10 spaces therefore represents a shortfall of 4 spaces against the Parking Standards' recommendation. This shortfall is significantly less than the shortfall associated with the former use of the site, which is estimated to be of the order of 33 spaces (see 3.4).
- 4.5 On-street parking in the vicinity of the site is relatively light due to the availability of off-street parking for all of the surrounding properties. As such it is considered that the shortfall of 4-spaces, when considered against the Parking Standards recommended provision, can be easily accommodated on the street.

- 4.6 Furthermore, an assessment of the likely hourly trip attraction of the convenience store is provided later in this chapter. The assessment is based on surveys undertaken at similar convenience stores throughout the UK and allows for the hourly parking accumulation of the proposed development to be calculated. It is calculated that the parking demand of the store will be 10 or less at all times of the day other than the hour between 16:00 and 17:00 when parking demand is calculated to peak at 11 spaces. This demonstrates that the proposed 10 spaces will be able to fully accommodate parking demand for most of the day with overspill occurring during a brief period when one car will have to park on the highway.
- 4.7 There is inadequate space within the site to allow for delivery lorries to enter, turn and exit in forward gear. Servicing will therefore be from the kerbside. This is consistent with the former use of the site where deliveries to the private members club would also be from the kerbside. It is also consistent with arrangements for most other businesses located on Heol Cae Gurwen which don't have off-street facilities to accommodate delivery vehicles. Deliveries from the kerbside are common in urban areas and are rarely problematic.
- 4.8 Four cycle stands that can accommodate 8 bikes will be located near the store's entrance.
- 4.9 Access to the store's car park will be via a vehicle crossover of the footway. There is already a crossover at this location but the existing dropped kerb arrangement will require replacing and amending to suit the proposal and meet modern standards. The existing dropped kerbs and crossover near the north eastern corner of the site will not relate to an access and will be removed with the footway to be reinstated with full height kerbs.
- 4.10 Visibility splays of at least 2.4m x 90m can be provided in both directions.

Appendix 2 Proposed Access Arrangement

- 4.11 It is envisaged that parking restrictions (double yellow lines) will be implemented around the junction to ensure that movement to and from the access are unhindered. These would also keep the area to the front of the store clear of parked cars and available for the unloading of delivery vehicles. The introduction of parking restrictions would be subject to the agreement of the Highway Authority and require a Traffic Regulation Order.

Trip Generation

- 4.12 The likely trip attraction of the proposed retail unit has been estimated by reference to the TRICS trip rate database. To arrive at a sample of representative and comparable sites the following filtering criteria were applied:

Land use:	Retail: Convenience Store
Parameter:	200m ² to 300m ² Retail Floor Area (RFA)
Survey Days:	Weekdays
Locations:	Sites in suburban area, edge of town and neighbourhood centre

- 4.13 The TRICS output is provided in detail in Appendix 3 and summarised in Table 2.

Appendix 3 TRIC Trip Rate Data – Convenience Store

- 4.14 The TRICS data suggests that the proposed convenience store will attract around 55 to 66 vehicle movements during peak hours. These will not be new to the local highway network. The majority of these trips will already be present on the highway network where a visit to the development will be incorporated into an existing pattern of travel behaviour. For example, there will be linked, pass-by, trips where people visit the store as part of an existing journey that passes the site or will divert their trip from existing similar store elsewhere.

Period	Trip Rate per 100m ² Retail Floor Area			Trip Attraction 242m ² RFA			Parking Accumulation
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	
05:00-06:00	0.833	0.167	1	2	0	2	2
06:00-07:00	3.276	2.759	6.035	8	7	15	3
07:00-08:00	10.361	9.809	20.17	25	24	49	4
08:00-09:00	11.38	11.168	22.548	28	27	55	5
09:00-10:00	10.786	10.573	21.359	26	26	52	5
10:00-11:00	9.002	8.28	17.282	22	20	42	7
11:00-12:00	11.89	11.423	23.313	29	28	56	8
12:00-13:00	12.824	12.654	25.478	31	31	62	9
13:00-14:00	11.083	11.253	22.336	27	27	54	8
14:00-15:00	12.357	12.314	24.671	30	30	60	8
15:00-16:00	12.696	12.272	24.968	31	30	60	9
16:00-17:00	13.588	12.951	26.539	33	31	64	11
17:00-18:00	13.121	14.14	27.261	32	34	66	8
18:00-19:00	13.121	12.696	25.817	32	31	62	9
19:00-20:00	10.998	11.295	22.293	27	27	54	9
20:00-21:00	8.646	9.026	17.672	21	22	43	8
21:00-22:00	6.081	6.651	12.732	15	16	31	6
22:00-23:00	5.465	5.116	10.581	13	12	26	7
23:00-00:00	2.791	2.674	5.465	7	6	13	7
Daily Total:	180.299	177.221	357.52	436	429	865	

Table 2 Vehicle Trip Rate, Trip Attraction & Parking Accumulation

- 4.15 Research into the breakdown of trip types is provided in the TRICS Report 95-2 – Pass-by & Diverted Traffic. It states that primary or new trips account for only a small proportion, up to 8%, of traffic generated by a new retail development. It explains that *“the very low proportion of newly generated trips on the network suggested by all of the above research is not entirely surprising. People are unlikely to go shopping for food on a more frequent basis simply because a new store opens. It has even been suggested that new store openings can result in a decrease in total vehicle mileage on the network if the new store brings a shopping opportunity nearer to where an existing market is situated”* (TRICS Report 95-2 para. 3.8).
- 4.16 Based on this research we will take a robust approach and assume that new trips will account for no more than 10% of the development's overall trip attraction volume. On that basis the development can be expected to only generate some 5 to 6 new peak hour vehicle movements. This is insignificant and will have no material impact on the operation of the highway network.

5 Summary & Conclusion

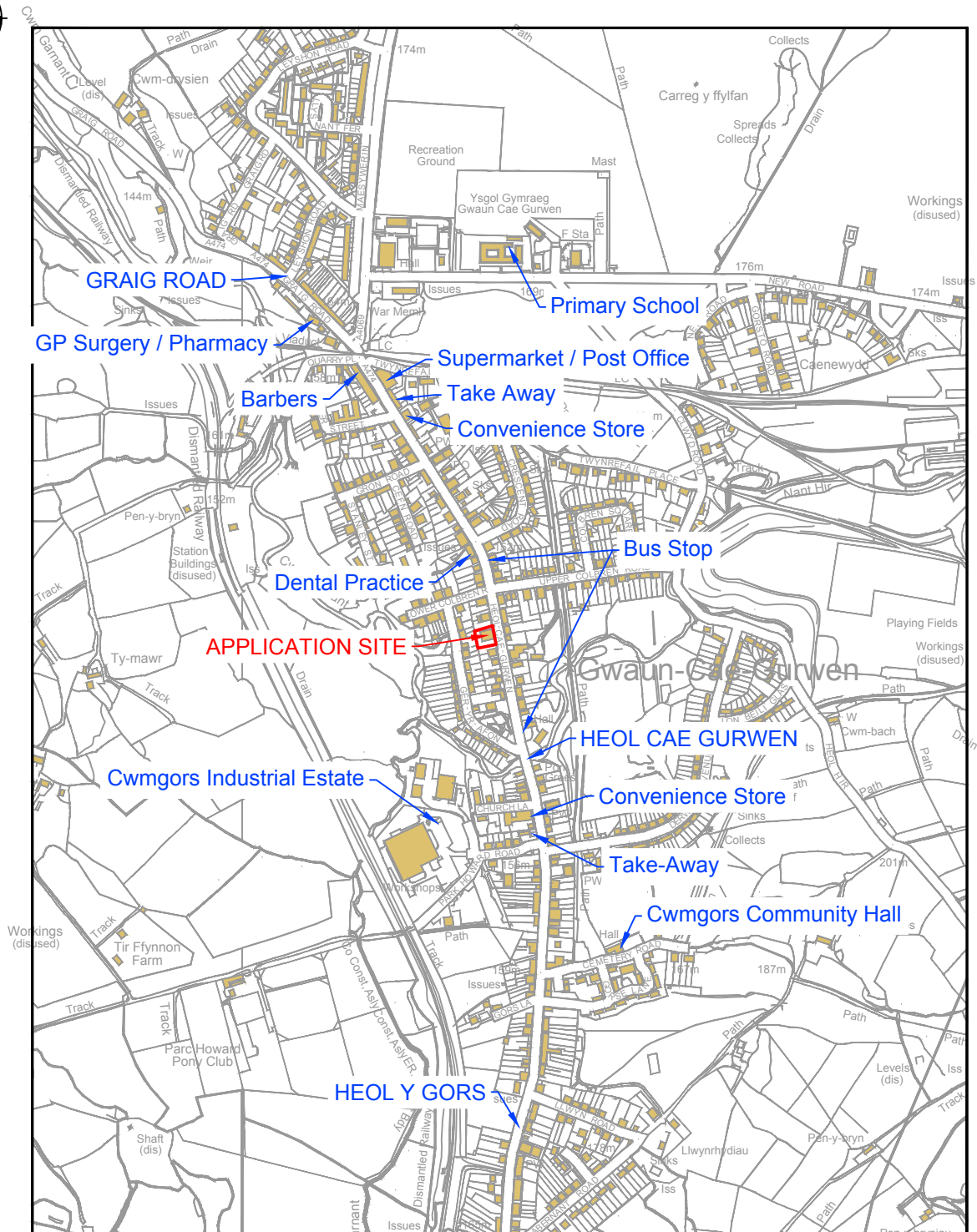
5.1 In summary this Transport Statement has demonstrated that:

- The proposed convenience store site is located on Heol Cae Gurwen in a sustainable village location, within convenient walking distance of surrounding residential areas and with access to existing footways, nearby bus stops and the wider cycle network.
- The proposal accords with the broad objectives of national and local transport policy, which seek to locate development where it can be accessed by walking, cycling and public transport, whilst recognising the role of private vehicles in rural areas.
- The site is well placed to serve day-to-day shopping needs of local residents, reducing the need to travel longer distances for convenience retail provision and supporting linked and pass-by trips.
- 10 car parking spaces, including one accessible space. Although this is below the number recommended by the adopted Parking Standards, the shortfall is limited and is materially less severe than the parking shortfall associated with the former use of the site.
- Parking demand assessments indicate that the proposed parking provision will accommodate demand for almost all of the day, with only a very limited and short-duration overspill during the busiest hour.
- Safe vehicular access can be achieved from Heol Cae Gurwen with appropriate visibility splays, and the surrounding highway network has a good safety record with no injury collisions recorded near the site in the latest five-year period reviewed.
- Servicing from the kerbside is appropriate in this context and is consistent with both the former use of the site and the prevailing servicing arrangements for other businesses on Heol Cae Gurwen.
- Four cycle stands, accommodating 8 bikes, are proposed.
- TRICS-based assessments indicate that the store would attract around 55 to 66 vehicle movements in peak hours, but only a small proportion of these would be genuinely new trips on the network, with new traffic estimated at around 5 to 6 vehicle movements in the peak hour.
- On this basis, the development would not have a material impact on the operation or safety of the local highway network.

5.2 Accordingly, the application site is considered to be suitably located and accessible by a range of transport modes, and the proposed access, parking, servicing and highway arrangements are appropriate to the scale and nature of the development.

5.3 It is concluded, therefore, that there are no transport-related reasons why planning permission for the proposed convenience store should not be granted.

Appendix 1 Site Context



A	First Issue	25-05-26
astro Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandeilo SA19 6BJ E-mail: mail@astro.com www.astro.com Tel: 01558 824021		
HEOL CAE GURWEN		
SITE CONTEXT		
1977-ACS-XX-ZZ-DR-T-001-A		
	1:10,000	@ A4

Appendix 2 Proposed Access Arrangement



Ordnance Survey © Crown Copyright 2026. All Rights Reserved. License No. 100022432



SITE LAYOUT
1:500

A	First Issue	02-06-26
acstro Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandeilo SA19 6BJ E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
Project	HEOL CAE GURWEN	
Drawing	PROPOSED ACCESS & PARKING	
Drawing No.	1977-ACS-XX-ZZ-DR-T-002-A	
Scale	1:1000 & 1:500 @ A3	

Appendix 3 TRIC Trip Rate Data – Convenience Store

Audit Code: 817587bd-1ba3-4cc6-b1b6-1aedace5b974

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL
Category: O - CONVENIENCE STORE
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	EG	EALING 1 day
	EN	ENFIELD 1 day
	KI	KINGSTON 1 day
02	SOUTH EAST	
	WS	WEST SUSSEX 1 day
03	SOUTH WEST	
	SD	SWINDON 1 day
09	NORTH	
	DH	DURHAM 1 day
	TW	TYNE & WEAR 1 day
10	WALES	
	CF	CARDIFF 1 day
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM 1 day

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



Audit Code: 817587bd-1ba3-4cc6-b1b6-1aedace5b974

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:	RFA
Actual Range:	200 to 300 (units:sqm)
Range Selected by User:	200 to 300 (units:sqm)
Parking Spaces Range:	1 - 44

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	29/09/15 to 11/10/25

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

Selected survey days:	
Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	2 days
Friday	3 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:	
Suburban Area	4 days
Edge of Town	1 days
Neighbourhood Centre	4 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:	
High Street	2 days
Residential Zone	7 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	1 days
Servicing vehicles Included	3 days
Servicing vehicles Unknown	5 days

Audit Code: 817587bd-1ba3-4cc6-b1b6-1aedace5b974

Secondary Filtering Selection:

Use Class:

E(a)	8 surveys
Not Known	1 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:

1250 - 10409

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys
15,001 to 20,000	2 surveys
25,001 to 50,000	4 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

75,001 to 100,000	1 surveys
125,001 to 250,000	3 surveys
250,001 to 500,000	2 surveys
500,001 or More	3 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	5 surveys
1.1 to 1.5	3 surveys
1.6 to 2.0	1 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: 817587bd-1ba3-4cc6-b1b6-1aedace5b974

Petrol filling station:

PFS is present at the site but is excluded from the count	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.

Travel Plan:

No	8 surveys
No	1 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:

1b - Very poor	1 surveys
2 - Poor	1 surveys
3 - Moderate	1 surveys
No PTAL Present	6 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No



Audit Code: 817587bd-1ba3-4cc6-b1b6-1aedace5b974

1 QUEENSWAY LISBURN LAMBEG Edge of Town Residential Zone Retail floor area: 280.00 sqm Survey date: Thursday 14/03/2019	AN-01-O-01	SPAR	ANTRIM	Survey Type: Manual
2 HEOL-Y-DERI CARDIFF RHIWBINA Neighbourhood Centre Residential Zone Retail floor area: 300.00 sqm Survey date: Friday 07/10/2016	CF-01-O-02	CO-OPERATIVE	CARDIFF	Survey Type: Manual
3 WESTBURY STREET STOCKTON-ON-TEES THORNABY Neighbourhood Centre Residential Zone Retail floor area: 300.00 sqm Survey date: Tuesday 02/09/2025	DH-01-O-01	SAINSBURY'S LOCAL	DURHAM	Survey Type: Manual
4 LADY MARGARET ROAD SOUTHALL Suburban Area Residential Zone Retail floor area: 300.00 sqm Survey date:	EG-01-O-01	TESCO EXPRESS	EALING	Survey Type: Manual
5 LANCASTER ROAD ENFIELD Neighbourhood Centre High Street Retail floor area: 200.00 sqm Survey date: Wednesday 29/06/2016	EN-01-O-01	CO-OPERATIVE	ENFIELD	Survey Type: Manual
6 KINGS ROAD KINGSTON UPON THAMES Suburban Area Residential Zone Retail floor area: 210.00 sqm Survey date: Thursday 16/11/2017	KI-01-O-01	THE CO-OPERATIVE	KINGSTON	Survey Type: Manual
7 THE CIRCLE SWINDON Suburban Area Residential Zone Retail floor area: 250.00 sqm Survey date: Friday 23/09/2016	SD-01-O-01	ONE STOP	SWINDON	Survey Type: Manual



Audit Code: 817587bd-1ba3-4cc6-b1b6-1aedace5b974

8	TW-01-O-02	CO-OPERATIVE	TYNE & WEAR
ETHEL TERRACE SUNDERLAND CASTLETOWN Suburban Area Residential Zone Retail floor area: 255.00 sqm Survey date: Friday 07/04/2017			
			Survey Type: Manual
9	WS-01-O-02	SAINSBURY'S LOCAL	WEST SUSSEX
GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre High Street Retail floor area: 260.00 sqm Survey date: Wednesday 11/05/2022			
			Survey Type: Manual

Audit Code: 817587bd-1ba3-4cc6-b1b6-1aedace5b974

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. RFA	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	2	300	0.833	0.167	1.000
06:00-07:00	4	290	3.276	2.759	6.035
07:00-08:00	9	262	10.361	9.809	20.170
08:00-09:00	9	262	11.380	11.168	22.548
09:00-10:00	9	262	10.786	10.573	21.359
10:00-11:00	9	262	9.002	8.280	17.282
11:00-12:00	9	262	11.890	11.423	23.313
12:00-13:00	9	262	12.824	12.654	25.478
13:00-14:00	9	262	11.083	11.253	22.336
14:00-15:00	9	262	12.357	12.314	24.671
15:00-16:00	9	262	12.696	12.272	24.968
16:00-17:00	9	262	13.588	12.951	26.539
17:00-18:00	9	262	13.121	14.140	27.261
18:00-19:00	9	262	13.121	12.696	25.817
19:00-20:00	9	262	10.998	11.295	22.293
20:00-21:00	8	263	8.646	9.026	17.672
21:00-22:00	8	263	6.081	6.651	12.732
22:00-23:00	3	287	5.465	5.116	10.581
23:00-00:00	3	287	2.791	2.674	5.465
Total Rates:			180.299	177.221	357.520

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 817587bd-1ba3-4cc6-b1b6-1aedace5b974

Parameter Summary:

Trip rate parameter range selected:	200 - 300 (units: sqm)
Survey date date range:	16/11/2015 - 02/09/2025
Number of weekdays (Monday-Friday):	9
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

The logo for Acstro, featuring the word "acstro" in a bold, blue, sans-serif font. The background of the entire page is white with blue curved borders at the top and bottom.

acstro

Acstro Ltd., Yr Hen Farchnad, Unit 19, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6BJ

(01558) 824021
www.acstro.com