

**Buckland Dartford Ltd**  
**Newbridge Methodist Church, Newbridge**

**Proposed Convenience Store**

**Transport Statement**

23-00908/TS/01

January 2024



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# **1 INTRODUCTION**

## **1.1 Background**

1.1.1 This Transport statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Buckland Dartford Ltd (the applicant), to examine the highway and transportation issues associated with a proposed convenience store located at Newbridge Methodist Church, Bridge Street, Newbridge.

1.1.2 The proposals comprise the re-development of the site to provide a new a new convenience store unit, with a ground-floor sales area of 263m<sup>2</sup>, and first-floor back-of-house area of 183m<sup>2</sup>.

1.1.3 The aim of this report is to demonstrate that there are no reasons, in highway and transportation terms, why the proposed development site should not be allocated planning permission.

## **1.2 Scope**

1.2.1 This report will therefore discuss the following key transportation issues arising from the proposals:

- (i) the existing site location and transport infrastructure.
- (ii) analysis of personal injury traffic accident data.
- (iii) the site's compliance with applicable transport policy.
- (iv) the development proposal; and
- (v) development-generated vehicular traffic.

## 2 EXISTING CONDITIONS

### 2.1 Site Summary

- 2.1.1 The proposed development site (herein referred to as the 'site') is at the Newbridge Methodist Church on Bridge Street, Newbridge.
- 2.1.2 The site is located within a residential area located directly north of the Newbridge town centre area. The site is bound by an industrial unit to the north, an un-named road to the east, Bridge Street to the south, and residential units to the west.
- 2.1.3 **Figure 2.1** below illustrates the site location.

**Figure 2.1: Site location**



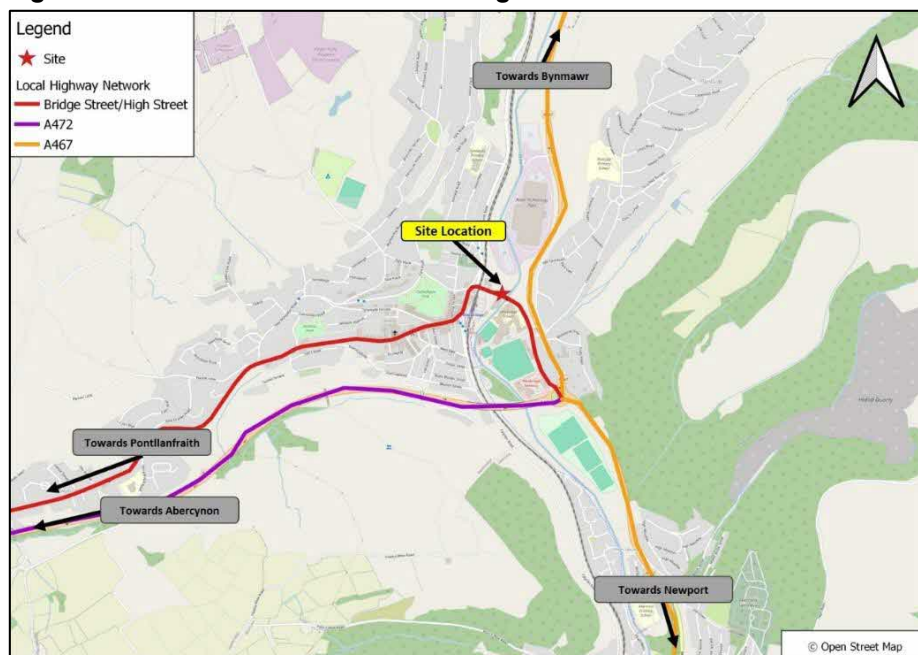
© Google Earth Pro

### 2.2 Local Highway Network

- 2.2.1 The site is accessed directly from Bridge Street, via a simple vehicular crossover. Bridge Street provides a key local access road into the Newbridge town centre area, routing between High Street to the west (approximately 100m), and the A467/A472 roundabout junction to the east (approximately 450m).
- 2.2.2 Bridge Street is subject to a Traffic Regulation Order (TRO) (dated 8<sup>th</sup> of August 2023) that prohibits waiting at any time, in order to improve safety, reduce congestion, and aid public transport. The TRO does not specify the actual length of Bridge Road affected, and there is no evidence of double yellow lines currently in the immediate vicinity of the site. However, it is likely that the TRO will be implemented in the near future.

- 2.2.3 Approximately 60m to the west of the site, is a railway bridge with clearance to the underside of 4.0m (13ft 3 inches). A 4-arm traffic signal junction, controls movements beneath the railway bridge, allowing one stream of traffic through at any time, due to width restrictions beneath the bridge deck. The signals involve Bridge Street, North Road, and the access to Newbridge rail station car park.
- 2.2.4 High Street continues westbound through Newbridge towards Pontllanfraith and again, providing access to the A472 (circa 2.17km).
- 2.2.5 The A472 is a key dual carriageway route subject to the national speed limit. The A472 connects via a four-arm roundabout with Bridge Street and the A467, and routes west from Newbridge, providing access to Pontllanfraith (circa 2km), Ystrad Mynach (7km), Nelson (circa 10km) and Abercynon (circa 13km).
- 2.2.6 The A467 routes north to south through Newbridge, providing access to Brynmawr (circa 15km), and Abertillery (circa 7km) to the north, and Abercarn (circa 2km), Cross Keys (circa 5km), and Newport (circa 13km) to the south. The site is shown in a wider strategic context in **Figure 2.2**.

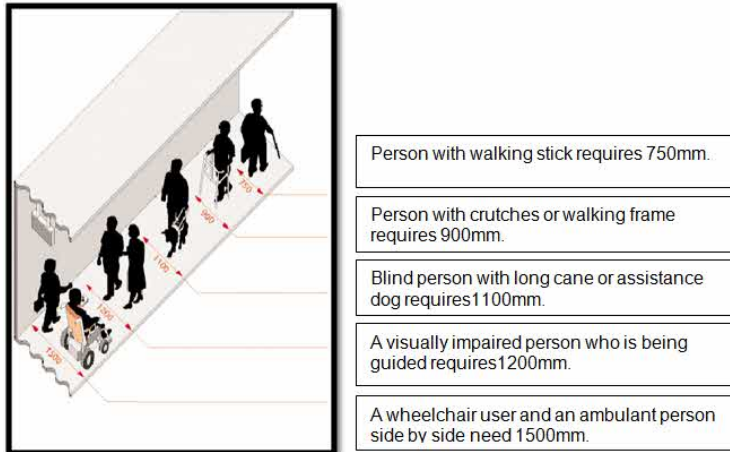
**Figure 2.2: Site location in wider strategic context**



## 2.3 Pedestrian Infrastructure

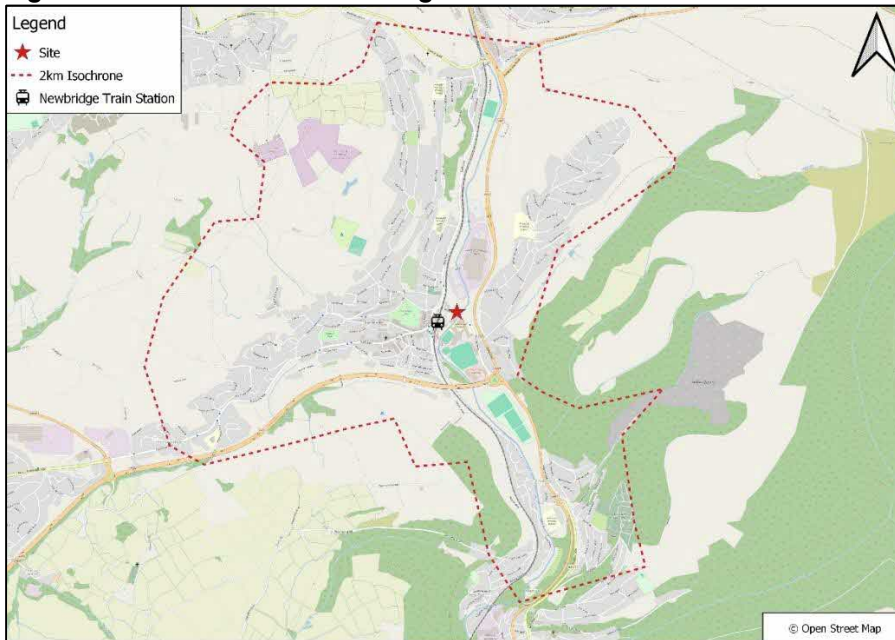
- 2.3.1 Footways approximately 2m wide are provided along both sides of Bridge Street. These footways connect with further pedestrian footway provision on High Street, and on through the wider Newbridge area.
- 2.3.2 As shown in **Extract 2.1** from DfT's 'Inclusive Mobility' document (2002), the aforementioned footway widths of approximately 2m are more than suitable for a variety of users, including a wheelchair user and ambulant person side by side.

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



2.3.3 Table 3.3 in The Chartered Institution of Highways and Transportation document 'Providing for Journeys on Foot' identifies suggested acceptable walking distances for pedestrians to a range of local facilities. For retail stores (under the elsewhere category) the preferred maximum walking distance specified for customers is 1.2km, and for commuting trips (for employees at site) the preferred maximum walking distance specified is 2km. **Figure 2.3** identifies a 2km walking catchment from the site.

**Figure 2.3: Indicative 2km walking catchment**



2.3.4 **Figure 2.3** demonstrates that almost the entirety of the wider Newbridge area is located within a 2km walking distance from the site. This identifies that the site is located within walking distance to a larger residential catchment, which can help support and promote walking trips by potential customers and employees at the site.

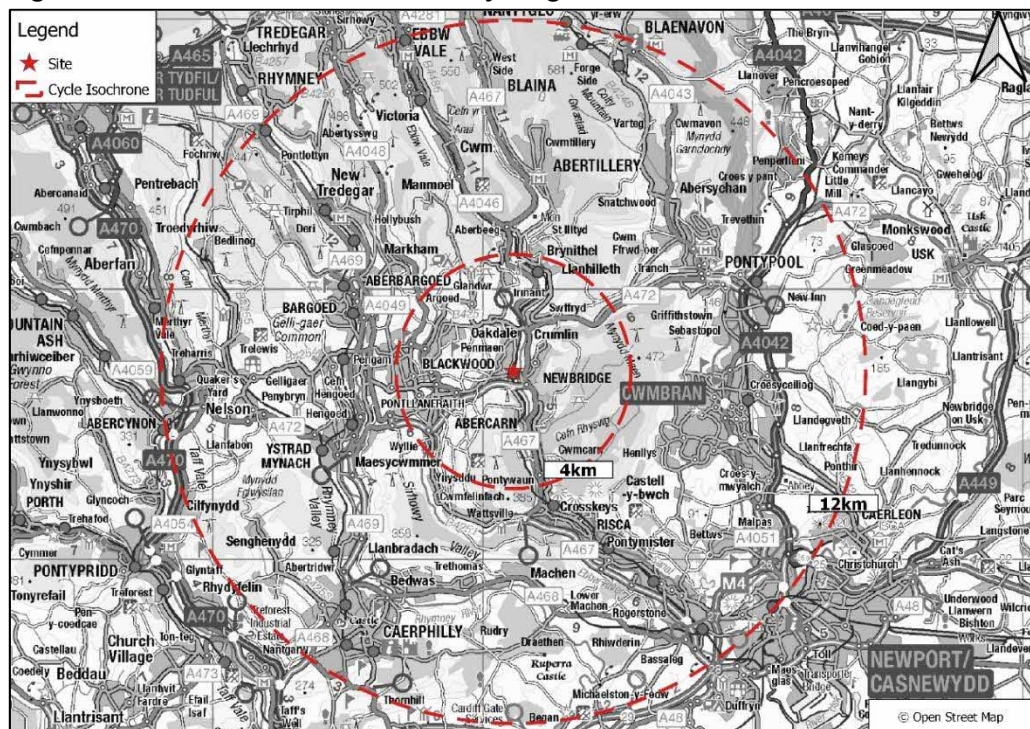


## 2.4 Cycle Facilities

2.4.1 Cycling in the immediate vicinity of the site is accommodated on-carriageway, with limited off-road routes available within Newbridge. The lack of traffic-free routes in the vicinity however, is not considered a barrier to cycle travel, as advocated by the walking and cycling charity Sustrans, providing simple road safety advice is adhered to, on-road cycling is safe.

2.4.2 LTN1/04 identifies that the mean average length for cycling journeys is 4km (2.4 miles), although journeys of up to three times these distances are not uncommon for regular commuters. As such, a maximum 12km (7.4 miles) commuter distance applies. **Figure 2.4** displays indicative cycling catchments for a 4km and 12km distance.

**Figure 2.4: Indicative 4km and 12km cycling catchments**



2.4.3 **Figure 2.4** identifies that a 4km cycle distance covers the entirety of the Newbridge and Blackwood areas. A 12km cycle distance covers towns and villages including Ystrad Mynach, Bargoed, Caerphilly, and Ebbw Vale.

## 2.5 Public Transport Facilities

### Bus

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

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

- 2.5.2 The nearest bus stop to the site is the Newbridge School stop located on Bridge Street, approximately 140m (northbound stop) and 190m (southbound stop) to the east of the site respectively. This stop provides access to Stagecoach South Wales services 5 and 151.
- 2.5.3 Additional bus services can be accessed at the bus stops located on High Street, approximately 180m to the southwest of the site (approximately a 3-minute walk), which also provide access to services 5 and 151, as well as the additional Stagecoach south Wales services 21, 52, and X21.
- 2.5.4 A summary of the approximate service frequencies along these routes is provided in **Table 2.2**.

**Table 2.2 – Approximate service frequency of bus routes accessible from the site**

Service	Route	Approximate Service Frequency		
		Weekdays	Saturday	Sunday
Stagecoach South Wales – Service 5	Blackwood Interchange - Panside Pant Farm Close	60-minutes	60-minutes	No Service
Stagecoach South Wales – Service 21	Blackwood Interchange - Cwmbran Bus Station	60-minutes	60-minutes	No Service
Stagecoach South Wales – Service 52	Blackwood - Abertillery - Ebbw Vale	60-minutes	60-minutes	No Service
Stagecoach South Wales – Service 151	Blackwood - Newport via Newbridge and Risca	15-minutes	15-minutes	60-minutes

Note: Times stated are approximations only, as per the latest timetable data available in January 2024

- 2.5.5 **Table 2.2** identifies that bus services are accessible from the site to key nearby locations like, Blackwood, Cwmbran, and Newport, operating at a regular frequency of 15-minutes to 60-minutes in each direction, Monday to Saturday (inclusive). Service 151 also offers an hourly service on Sundays, routing between Blackwood and Newport.

#### Rail

- 2.5.6 Newbridge train station is located approximately 140m to the south west of the site (approximately a 2-minute walk).
- 2.5.7 Newbridge station provides access to Transport for Wales services running between Cardiff Central and Ebbw Vale. Stations within a short rail journey to Newbridge include Llanhilleth (5-minutes), Crosskeys (7-minutes), Rogerstone (15-minutes), Ebbw Vale Town (20-minutes), and Cardiff Central (40-minutes).

## **2.6 Sustainable Transport Summary**

- 2.6.1 The site is located in a central area of Newbridge, which is accessible by both foot and cycle to a large residential population living within the local area, offering potential employees and customers living within this area, opportunities to travel to the site by these modes.

2.6.2 The site has good accessibility to a wide range of regular bus services operating through the local area. The site is also accessible to rail services which can support longer distance journeys (especially for supporting employee commuting trips).

2.6.3 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 for both employees and customers.

## 2.7 Local Highway Safety

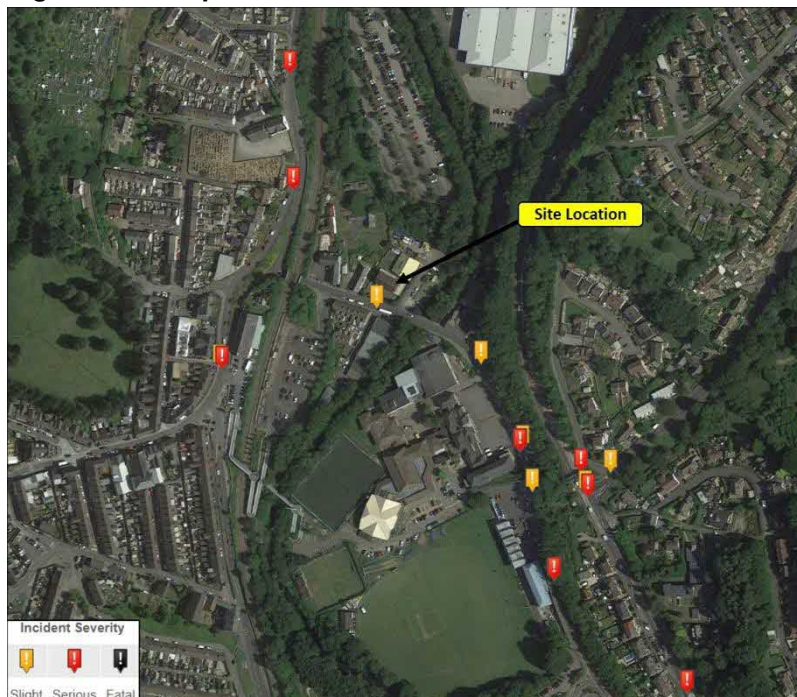
2.7.1 A review has been carried out on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exacerbated by the development proposal. In this instance, a cluster is identified as a closely defined area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

2.7.2 The website [www.crashmap.co.uk](http://www.crashmap.co.uk) has been interrogated to provide a review of accidents in the surrounding area.

2.7.3 CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy-to-use format showing each incident on a map. Incidents are plotted to within 10m of their location and the data includes all incidents up to the end of 2022.

2.7.4 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 2.5**.

**Figure 2.5: PIA plot extract**



Data source [www.crashmap.co.uk](http://www.crashmap.co.uk) - data extracted January 2024

- 2.7.5 In the immediate vicinity of the site, just 1 slight PIA has been identified along Bridge Street, which occurred in 2019. A total of 5 additional incidents have been recorded in the wider Bridge Street area, to the east of the site (2 serious, and 3 slight).
- 2.7.6 In the wider Newbridge area identified, a total of 9 additional incidents have been recorded (6 slight and 3 serious), with 5 occurring along the A467 to the south east of the site, which is a road not anticipated to be significantly impacted by development traffic.
- 2.7.7 Although all PIAs are regrettable, no significant clustering of PIAs is identified on roads likely impacted by the proposed development traffic, which suggests no significant highway safety concerns across the study network. The CrashMap data therefore identifies that there are no existing highway safety issues within the immediate area of the development site, that warrant significant concern.
- 2.7.8 As discussed in **Section 5** of this report, the proposed development is anticipated to generate a negligible traffic impact on the surrounding highway network. The proposed development is therefore highly unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

### **3 LOCAL AND NATIONAL PLANNING GUIDANCE**

#### **3.1 Overview**

3.1.1 In preparing this TS, the site has been considered in the context of relevant transport planning policy guidance at national, regional and local level. The following documents have been reviewed:

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

Planning Policy Wales (Edition 11, February 2021);

Technical Advice Note (Wales) 18 – Transport (2007);

Wales Transport Strategy (2021);

Future Wales – The National Plan 2040 (Feb 2021);

National Transport Delivery Plan 2022 to 2027; and

Caerphilly County Borough Local Development Plan up to 2021 (November 2010)

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

Active Travel Wales Act 2013;

Well-being of Future Generations (Wales) Act 2015.

#### **3.2 Summary**

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

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

#### **3.3 Conclusion**

3.3.1 As outlined in **Section 2** of this report, the site is in an excellent location to promote and encourage travel by walking, cycling, and public transport options.

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

## 4 DEVELOPMENT PROPOSAL

### 4.1 Proposed Development

- 4.1.1 The proposals are for the development of a new convenience store on the site, comprising of a 263m<sup>2</sup> ground floor sales area, and 183m<sup>2</sup> first floor back of house area.
- 4.1.2 The proposed development plans are shown in **Appendix A**.

### 4.2 Access

- 4.2.1 Vehicle access will be provided via new priority arrangement developed in a central position along the southern border of the site along Bridge Street. This new access arrangement will provide an upgrade to the existing vehicular crossover arrangement at the site.
- 4.2.2 Pedestrian access into the site will also be provided at the new access junction, with a direct connection provided into the footway along the northern edge of Bridge Street.

### 4.3 Car Parking

- 4.3.1 The proposed development will provide 13 car parking spaces, with 8 spaces provided in a parking area to the north of the unit, and 5 spaces provided in a parking area to the south of the unit.
- 4.3.2 Caerphilly Council's parking standards are set out in the Supplementary Planning Guidance LDP 5 document 'Car Parking Standards' adopted in January 2017. This sets out detailed parking requirements according to land use and type of development across the county. These parking standards differ across six distinct zones identified within the document. The proposed development falls within either Zone 3 'Urban' or Zone 4 'Suburban or Near Urban'.
- 4.3.3 The parking standards aim to set a maximum level of parking to be provided at developments, in line with national and regional policies to encourage a move to more sustainable modes of transport.
- 4.3.4 For shops and small supermarket developments, the Zone 3 parking standards identify that a maximum of 2 commercial spaces should be provided, plus an additional 1 space per 40m<sup>2</sup> for non-operational use. The Zone 4 parking standards identify that a maximum of 3 commercial spaces should be provided, plus an additional 1 space per 20m<sup>2</sup> for non-operational use.
- 4.3.5 Based on these standards, the proposed development is required to provide a maximum of between of 11 and 22 vehicle parking spaces, along with 2 to 3 commercial spaces for deliveries.
- 4.3.6 The SPG was published before the more recent 'Future Wales – The National Plan 2040 (February 2021)' and 'Planning Policy Wales (Edition 11, February 2021)' documents which identify the following with regards to parking provision at 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 11

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

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

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

- 4.3.7 The proposed 13 parking spaces is within the SPG maximum provision, and in line with national policy to reduce reliance on car provision at developments. Furthermore, due to the good accessibility of the site to non-car modes of travel, this parking level is considered appropriate for the intended convenience store use. The proposed no waiting at any time traffic regulation order on Bridge Street, will also help prevent on-street parking outside of the site.
- 4.3.8 To further justify the parking provision, a parking accumulation assessment has been undertaken based on the anticipated trip generation of the proposed development, which is outlined in more detail in **Section 5** of this report.
- 4.3.9 The parking accumulation study has been calculated using the ground floor sales area space only, as the first floor back of house is unlikely to generate vehicular movements, as customers only have access to the ground floor. A summary of the parking accumulation is contained at **Appendix B**.

- 4.3.10 The parking accumulation for the proposed development suggests that a maximum car park occupancy of 7 and 13 vehicles would be anticipated over a weekday and Saturday period respectively. Based on the proposed 13 parking spaces, this represents a maximum anticipated occupancy of just 54% on a Weekday and 100% on a Saturday. This further suggests that the proposed provision would be sufficient to cater for demand at the proposed development, and not lead to any capacity issues within the car park area, or overspill onto the surrounding public highway, even during its busiest periods.

#### Enhanced Access Parking Bays

- 4.3.11 With regards to disabled parking, the Caerphilly SPG states the following requirements for car parks associated with shopping areas:

*'A minimum of one space for each employee who is a disabled motorist plus 6% of the total car park capacity for visiting disabled motorists.'*

- 4.3.12 In line with these standards, one space at the site will be allocated for disabled users, providing an additional 1.2m wide buffer to the side and rear of the space. This disabled space is positioned in the parking area to the south of the unit, in close proximity to the store entrance.

## **4.4 Cycle Parking**

- 4.4.1 Caerphilly Council's cycle parking standards are also set out in the SPG document 'Car Parking Standards' adopted in January 2017.

- 4.4.2 Parking standards for the 'Shops 201m<sup>2</sup> – 1000m<sup>2</sup> Food' category identify that a minimum of 1 stand per 500m<sup>2</sup> is required for both long-stay and short-stay cycle parking. For the proposed convenience store, this would equate to a minimum of 2 cycle stands (1 short-stay, 1 long-stay)

- 4.4.3 The proposed development will provide two Sheffield type cycle stands in the south of the site, directly accessible from Bridge Street. These bike stands will provide parking for up to four bikes, which is in line with the SPG minimum standards.

## **4.5 Deliveries**

- 4.5.1 Deliveries will take place to the front (south) of the unit, under a Delivery Management Plan (DMP), with parking spaces managed to accommodate the delivery vehicle. Deliveries will take place outside peak trading hours, when car parking demand is low. Access to the rear car customer parking area will be maintained throughout, and a banksman will be present during deliveries to minimise any potential conflict with customers.

- 4.5.2 Swept path analysis for the largest anticipated delivery vehicle (8.4m rigid vehicle) is contained in **Appendix A**, which identifies sufficient space for a vehicle of this size to both enter and exit the site in a forward gear.



## 5 SITE TRAFFIC

### 5.1 Introduction

5.1.1 The following section outlines the anticipated trip generation of the proposed development, utilising relevant data from the TRICS database.

5.1.2 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 (in this instance per 100m<sup>2</sup> floor area).

5.1.3 Trip rates have been developed to represent a 12-hour (07:00 to 19:00) weekday and Saturday periods, which are anticipated to be the busiest periods over the week for the proposed use. A copy of all the TRICS outputs used are contained at **Appendix C**.

### 5.2 Proposed Development Trip Generation

5.2.1 To represent the proposed convenience store unit on the site, the TRICS category '01 – Retail; / O – Convenience Store' 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 'Edge of Town', 'Edge of Town Centre' and 'Suburban Area' sites; and

Sites with surveys identified as undertaken during the Covid pandemic period were excluded;

5.2.2 Anticipated weekday trip rates and trip generation are displayed in **Table 5.1**. Trips have been generated using the ground floor area (263m<sup>2</sup>) only, as this floor of the development will generate customer trips, with the first floor providing back-of-house functions only.

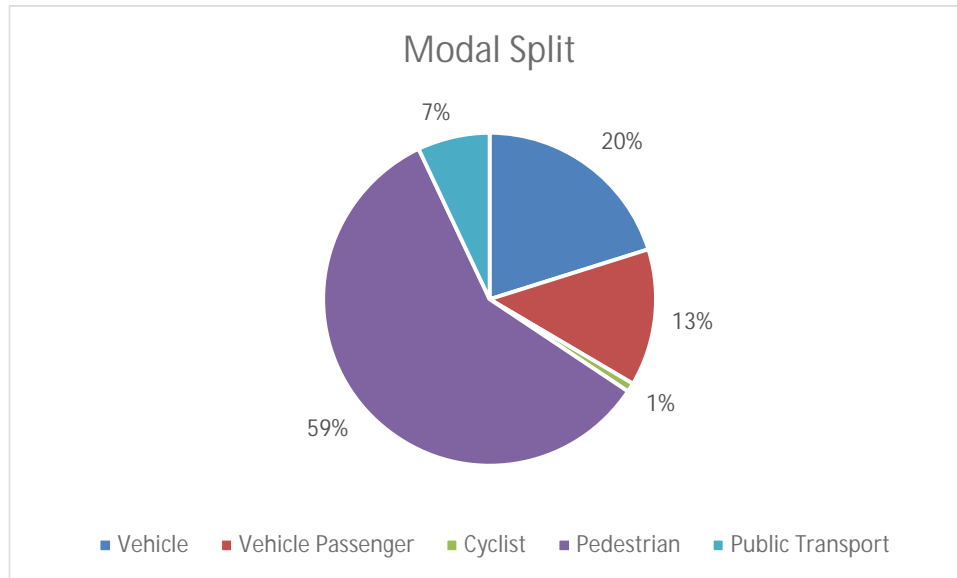
**Table 5.1: Proposed 263m<sup>2</sup> Convenience Store, anticipated weekday trip generation**

Time Period	Trip Rates (per 100m <sup>2</sup> )			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	5.736	5.099	10.835	15	13	28
08:00 - 09:00	5.099	4.589	9.688	13	12	25
09:00 - 10:00	5.736	5.927	11.663	15	16	31
10:00 - 11:00	5.163	4.844	10.007	14	13	27
11:00 - 12:00	7.266	6.883	14.149	19	18	37
12:00 - 13:00	8.222	7.776	15.998	22	20	42
13:00 - 14:00	6.182	5.864	12.046	16	15	31
14:00 - 15:00	7.712	7.712	15.424	20	20	40
15:00 - 16:00	8.604	9.05	17.654	23	24	47
16:00 - 17:00	8.477	8.031	16.508	22	21	43
17:00 - 18:00	9.114	9.178	18.292	24	24	48
18:00 - 19:00	7.138	8.031	15.169	19	21	40
<b>12-Hour Total</b>	-	-	-	<b>222</b>	<b>217</b>	<b>439</b>

5.2.3 Utilising these TRICS trip rates, **Table 5.1** shows that the proposed convenience store would be anticipated to generate a total of 439 two-way vehicular trips over the weekday 12-hour period, with a total of 25 and 48 two-way vehicular trips anticipated during the typical highway peak hours (08:00 to 09:00 and 17:00 to 18:00 respectively).

5.2.4 The TRICS database has also been interrogated for multi-modal split data, to provide a likely mode split of trips to the proposed convenience store. **Chart 5.1** shows the mode split summary of the trips generated from the selected TRICS sites during the weekday period.

**Chart 5.1: TRICS selected sites – Weekday modal split of trips**



5.2.5 **Chart 5.1** shows that the anticipated total weekday person trips for the proposed development would comprise of approximately 59% pedestrians, 1% cyclists, and 7% public transport users. This represents a total share of 67% for non-car modes of travel, with the remaining trips comprising of single vehicle drivers (20%) and vehicle passengers (13%).

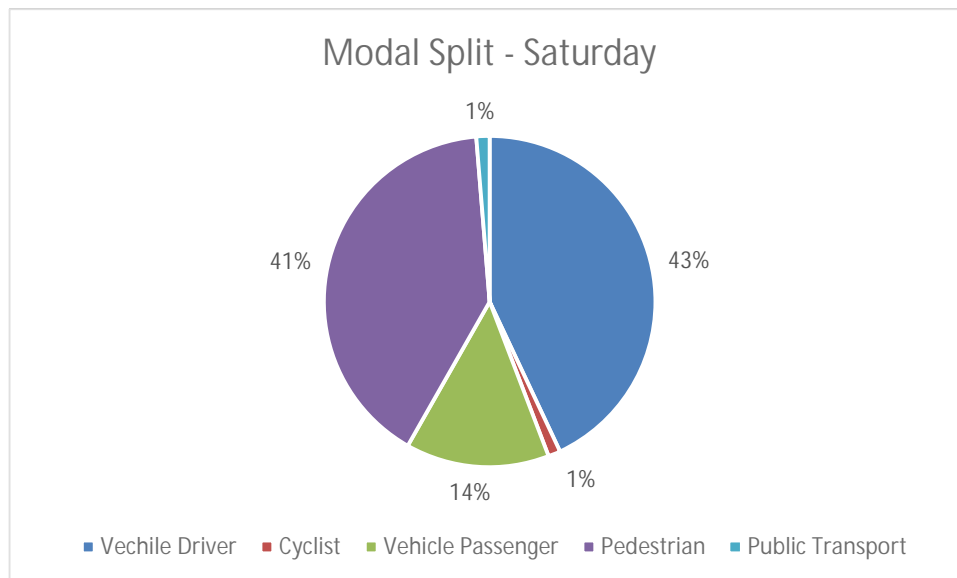
5.2.6 Anticipated Saturday trip rates and trip generation are displayed in **Table 5.2**. Utilising these TRICS trip rates, **Table 5.2** shows that the proposed convenience store would be anticipated to generate a total of 614 two-way vehicular trips over the Saturday 12-hour period, with a development peak of 72 two-way trips anticipated between 12:00 to 13:00.

**Table 5.2: Proposed 263m<sup>2</sup> Convenience Store, anticipated Saturday trip generation**

Time Period	Trip Rates (per 100m <sup>2</sup> )			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	3.541	3.262	6.803	9	9	18
08:00 - 09:00	7.549	6.431	13.98	20	17	37
09:00 - 10:00	8.201	8.481	16.682	22	22	44
10:00 - 11:00	9.786	9.226	19.012	26	24	50
11:00 - 12:00	11.09	11.09	22.18	29	29	58
12:00 - 13:00	14.632	12.954	27.586	38	34	72
13:00 - 14:00	9.786	10.065	19.851	26	26	52
14:00 - 15:00	11.929	11.556	23.485	31	30	61
15:00 - 16:00	9.413	10.065	19.478	25	26	51
16:00 - 17:00	12.861	11.37	24.231	34	30	64
17:00 - 18:00	10.345	11.556	21.901	27	30	57
18:00 - 19:00	8.947	10.065	19.012	24	26	50
<b>12-Hour Total</b>	-	-	-	<b>311</b>	<b>303</b>	<b>614</b>

5.2.7 The TRICS database has also been interrogated for multi-modal split data, to provide a likely mode split of trips to the proposed convenience store. **Chart 5.2** shows the mode split summary of the trips generated from the selected TRICS sites during the Saturday period.

**Chart 5.2: TRICS selected sites –Saturday modal split of trips**



5.2.8 **Chart 5.2** shows that the anticipated total Saturday person trips for the proposed development would comprise of approximately 41% pedestrians, 1% cyclists, and 1% public transport users. This represents a total share of 43% for non-car modes of travel, with the remaining trips comprising of single vehicle drivers (43%) and vehicle passengers (14%).

## **6 SUMMARY AND CONCLUSION**

### **6.1 Summary**

- 6.1.1 This Transport statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Buckland Dartford Ltd (the applicant), to examine the highway and transportation issues associated with a proposed re-development at Newbridge Methodist Church, Bridge Street, Newbridge.
- 6.1.2 The proposals are for the development of a new convenience store on the site, comprising of a 263m<sup>2</sup> ground floor sales area, and 183m<sup>2</sup> first floor back of house area.
- 6.1.3 The aim of this report is to demonstrate that there are no reasons in highway and transportation terms, why the proposed development site should not be allocated planning permission.
- 6.1.4 The site is located within viable walking distance to a wide range of residential and transport facilities that might be used regularly by customers and staff members of the proposed development.
- 6.1.5 The site is in an excellent location to promote and encourage travel by walking, cycling, and public transport modes, for both employees and customers to the proposed store. The site is therefore compliant with transport planning policy at both local and national level.
- 6.1.6 Vehicle access will be provided via new priority arrangement developed in a central position along the southern border of the site along Bridge Street. This new access arrangement will provide an upgrade to the existing vehicular crossover arrangement at the site.
- 6.1.7 Pedestrian access into the site will also be provided at the new access junction, with a direct connection provided into the footway along the northern edge of Bridge Street.
- 6.1.8 The proposed development will provide 13 car parking spaces, with 8 spaces provided in a parking area to the north of the unit, and 5 spaces provided in a parking area to the south of the unit. A parking accumulation assessment has identified that the parking space allocation will be sufficient to cater for demand at the proposed development, and not lead to any capacity issues within the car park area, or overspill onto the surrounding public highway, even during its busiest periods.
- 6.1.9 In line with local standards, 1 space at the site will be allocated for disabled users, providing an additional 1.2m wide buffer to the side and rear of the space. This disabled space is positioned in the parking area to the south of the unit, in close proximity to the store entrance.
- 6.1.10 The proposed development will provide two Sheffield type cycle stands in the south of the site, directly accessible from Bridge Street. These bike stands will provide parking for up to four bikes, which is in line with the SPG minimum standards.

- 6.1.11 Deliveries will take place to the front (south) of the unit, under a Delivery Management Plan (DMP), with parking spaces managed to accommodate the delivery vehicle. Deliveries will take place outside peak trading hours, when car parking demand is low. Access to the rear car customer parking area will be maintained throughout, and a banksman will be present during deliveries to minimise any potential conflict with customers.
- 6.1.12 Swept path analysis for the largest anticipated delivery vehicle (a 10m large rigid vehicle) identifies sufficient space for a large rigid vehicle to both enter and exit the site in a forward gear.
- 6.1.13 The proposed convenience store would be anticipated to generate a total of 439 two-way vehicular trips over the weekday 12-hour period, with a total of 25 and 48 two-way vehicular trips anticipated during the typical highway peak hours (08:00 to 09:00 and 17:00 to 18:00 respectively). During the 12-hour Saturday period the proposed development is anticipated to generate a total of 614 two-way vehicular trips, with an anticipated development peak of 72 two-way trips between 12:00 to 13:00.
- 6.1.14 A review of the accident record in the vicinity of the site does not identify any significant highway safety issue within the immediate area of the development site.




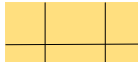
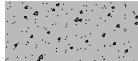

## **6.2 Conclusion**

- 6.2.1 There are no reasons, in highway and transportation terms, why the site should not be allocated planning permission.

# APPENDIX A

## Proposed Site Layout

# SITE LEGEND

-  GREY PERMEABLE PAVING
-  TARMAC
-  THERMOPLASTIC WHITE LINING
-  TACTILE BLISTER PAVING
-  CONCRETE SLAB PLANT BASE
-  SOFT LANDSCAPING

# LEVELS KEY

- + 105.05m LEVEL EXISTING
- + 105.12m LEVEL PROPOSED



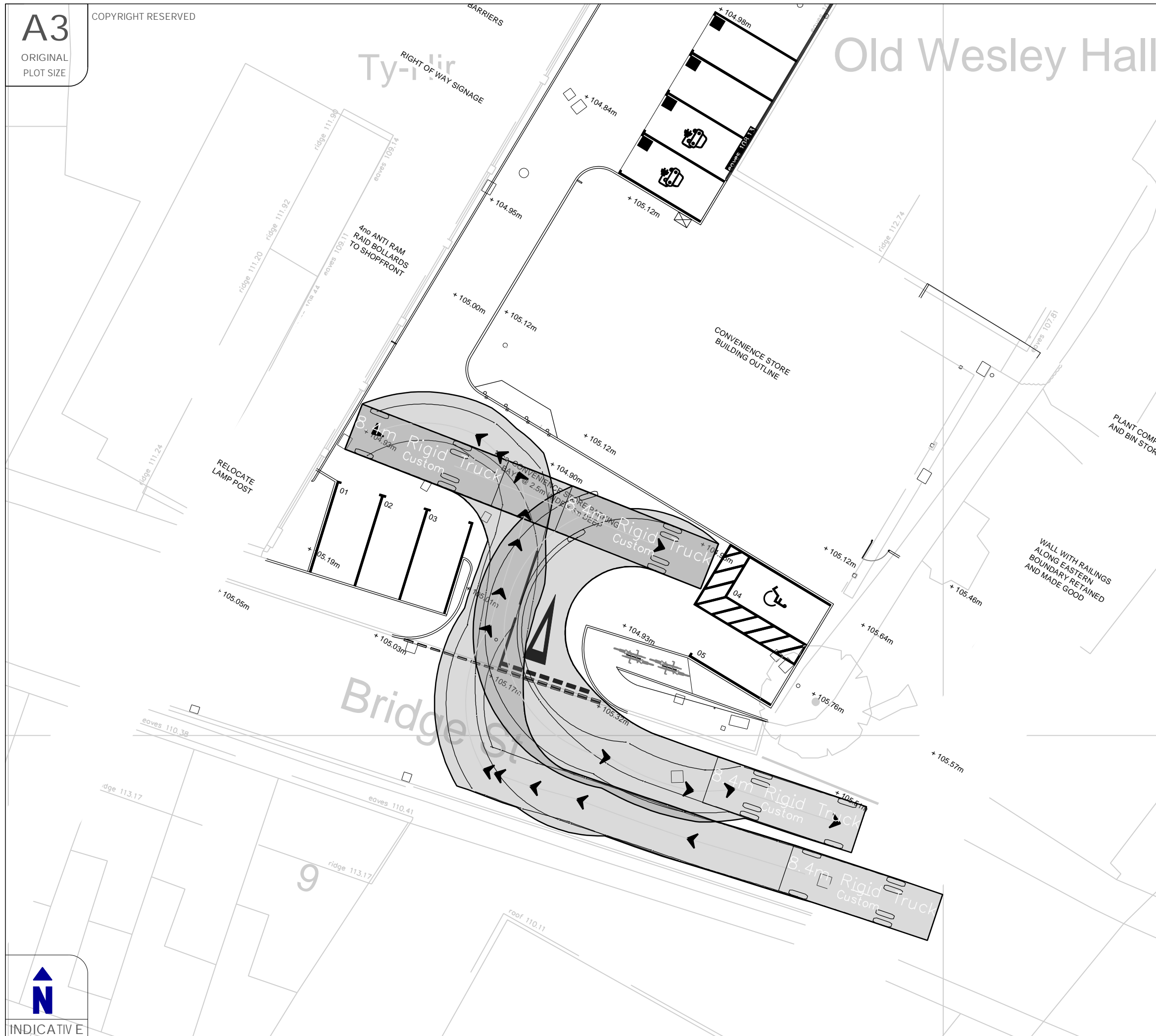
Rev No	Revision Description	Date	Chkd
P01	FIRST ISSUE	27.11.23	AC
P02	BIN STORE NOTED	29.11.23	AC
P03	CYCLE STANDS ADDED	08.12.23	AC
P04	FRONT ARRANGEMENT AMENDED	20.12.23	AC

**PROPOSED SITE LAYOUT PLAN**

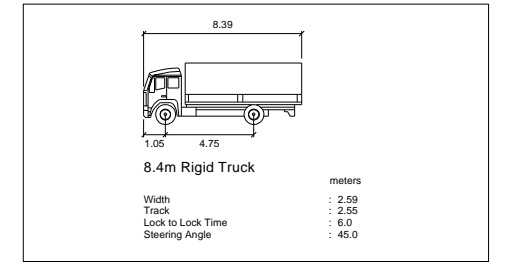
A3

ORIGINAL  
PLOT SIZE

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NOTES:



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This drawing is based on [Company's Name] Drawing No:

Rev	Date	Details	Drawn by	Checked by

**CORUN** Corun Associates Ltd  
Swansea  
Transport and Highway Engineering E swansea@corun.uk.com  
W www.corun.uk.com

CLIENT:  
**Buckland Dartford Ltd**

PROJECT:  
**Former Methodist Church  
Bridge Street  
Newbridge**

TITLE:  
**Swept Path Analysis  
Rigid Truck 8.4m  
Entering, Turning  
And Exiting Site**

STATUS:  
**Preliminary**

SCALE: 1:200	DATE: 26.01.23	DRAWN: MP	CHECKED: MA
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JOB NO: 23-00908	DRAWING NO: SP05	REVISION:
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# **APPENDIX B**

## **Parking Accumulation**

# 23-00908 Newbridge Methodist Church

## Anticipated Parking Accumulation



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

Time Period	Weekday Trip Rates (per Dwelling)			Weekday Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	5.736	5.099	10.835	15	13	28
08:00 - 09:00	5.099	4.589	9.688	13	12	25
09:00 - 10:00	5.736	5.927	11.663	15	16	31
10:00 - 11:00	5.163	4.844	10.007	14	13	27
11:00 - 12:00	7.266	6.883	14.149	19	18	37
12:00 - 13:00	8.222	7.776	15.998	22	20	42
13:00 - 14:00	6.182	5.864	12.046	16	15	31
14:00 - 15:00	7.712	7.712	15.424	20	20	40
15:00 - 16:00	8.604	9.05	17.654	23	24	47
16:00 - 17:00	8.477	8.031	16.508	22	21	43
17:00 - 18:00	9.114	9.178	18.292	24	24	48
18:00 - 19:00	7.138	8.031	15.169	19	21	40
12-Hour Trip Rate	-	-	-	222	217	439

WEEKDAY  
PARKING  
ACCUMULATION

ACCUMULATION
2
3
2
3
4
6
7
7
6
7
7
5

Proposed Parking Provision 13  
Maximum Occupation 7  
Maximum Occupation % 54%

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

Time Period	Saturday Trip Rates (per dwelling)			Saturday Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	3.541	3.262	6.803	9	9	18
08:00 - 09:00	7.549	6.431	13.98	20	17	37
09:00 - 10:00	8.201	8.481	16.682	22	22	44
10:00 - 11:00	9.786	9.226	19.012	26	24	50
11:00 - 12:00	11.09	11.09	22.18	29	29	58
12:00 - 13:00	14.632	12.954	27.586	38	34	72
13:00 - 14:00	9.786	10.065	19.851	26	26	52
14:00 - 15:00	11.929	11.556	23.485	31	30	61
15:00 - 16:00	9.413	10.065	19.478	25	26	51
16:00 - 17:00	12.861	11.37	24.231	34	30	64
17:00 - 18:00	10.345	11.556	21.901	27	30	57
18:00 - 19:00	8.947	10.065	19.012	24	26	50
12-Hour Total	-	-	-	311	303	614

SATURDAY  
PARKING  
ACCUMULATION

ACCUMULATION
0
3
3
5
5
9
9
10
9
13
10
8

Proposed Parking Provision 13  
Maximum Occupation 13  
Maximum Occupation % 100%

# APPENDIX C

## TRICS Output

Calculation Reference: AUDIT-751101-231208-1251

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : 0 - CONVENIENCE STORE  
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days
	NY NORTH YORKSHIRE	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	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: 120 to 400 (units: sqm)  
 Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

**Public Transport Provision:**

Selection by: Include all surveys

Date Range: 01/01/06 to 29/09/22

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

**Selected survey days:**

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	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:**

Edge of Town Centre	3
Edge of Town	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	5
Built-Up Zone	1

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

**Inclusion of Servicing Vehicles Counts:**

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	4 days - Selected

**Secondary Filtering selection:****Use Class:**

Not Known	3 days
E(a)	2 days
F2(a)	1 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:

1,001 to 5,000	1 days
10,001 to 15,000	2 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:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	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	1 days
1.1 to 1.5	5 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

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 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	AS-01-O-01 REDCLOAK DRIVE STONEHAVEN	CO-OP		ABERDEENSHIRE
	Edge of Town Residential Zone Total Gross floor area:		275 sqm	
	Survey date: WEDNESDAY		20/04/22	Survey Type: MANUAL
2	BD-01-O-01 KEIGHLEY ROAD BRADFORD	SAINSBURY'S LOCAL		BRADFORD
	Edge of Town Residential Zone Total Gross floor area:		400 sqm	
	Survey date: THURSDAY		06/12/12	Survey Type: MANUAL
3	DY-01-O-01 NUNS STREET DERBY	SAINSBURY'S LOCAL		DERBY
	Edge of Town Centre Built-Up Zone Total Gross floor area:		204 sqm	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
4	LN-01-O-01 257 NEWARK STREET LINCOLN NORTH HYKEHAM	SPAR		LINCOLNSHIRE
	Edge of Town Residential Zone Total Gross floor area:		350 sqm	
	Survey date: TUESDAY		15/05/07	Survey Type: MANUAL
5	NN-01-O-01 ROCKINGHAM ROAD CORBY	LONDIS		NORTH NORTHAMPTONSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		120 sqm	
	Survey date: FRIDAY		21/11/08	Survey Type: MANUAL
6	NY-01-O-02 COLD BATH ROAD HARROGATE	SAINSBURY'S LOCAL		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		220 sqm	
	Survey date: MONDAY		10/12/12	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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.33

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	1	204	0.490	1	204	0.000	1	204	0.490
06:00 - 07:00	1	204	7.843	1	204	7.843	1	204	15.686
07:00 - 08:00	6	262	5.736	6	262	5.099	6	262	10.835
08:00 - 09:00	6	262	5.099	6	262	4.589	6	262	9.688
09:00 - 10:00	6	262	5.736	6	262	5.927	6	262	11.663
10:00 - 11:00	6	262	5.163	6	262	4.844	6	262	10.007
11:00 - 12:00	6	262	7.266	6	262	6.883	6	262	14.149
12:00 - 13:00	6	262	8.222	6	262	7.776	6	262	15.998
13:00 - 14:00	6	262	6.182	6	262	5.864	6	262	12.046
14:00 - 15:00	6	262	7.712	6	262	7.712	6	262	15.424
15:00 - 16:00	6	262	8.604	6	262	9.050	6	262	17.654
16:00 - 17:00	6	262	8.477	6	262	8.031	6	262	16.508
17:00 - 18:00	6	262	9.114	6	262	9.178	6	262	18.292
18:00 - 19:00	6	262	7.138	6	262	8.031	6	262	15.169
19:00 - 20:00	6	262	7.075	6	262	7.457	6	262	14.532
20:00 - 21:00	6	262	2.868	6	262	3.123	6	262	5.991
21:00 - 22:00	3	275	1.578	3	275	2.549	3	275	4.127
22:00 - 23:00	1	204	3.922	1	204	3.431	1	204	7.353
23:00 - 24:00	1	204	1.961	1	204	2.451	1	204	4.412
<b>Total Rates:</b>			110.186			109.838			220.024

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:	120 - 400 (units: sqm)
Survey date range:	01/01/06 - 29/09/22
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:	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.



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : 0 - CONVENIENCE STORE  
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	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: Gross floor area  
 Actual Range: 300 to 458 (units: sqm)  
 Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

**Public Transport Provision:**

Selection by: Include all surveys

Date Range: 01/01/06 to 29/09/22

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

**Selected survey days:**

Saturday 3 days

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

**Selected survey types:**

Manual count 3 days  
 Directional ATC Count 0 days

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

**Selected Locations:**

Suburban Area (PPS6 Out of Centre) 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 2  
 Built-Up Zone 1

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

**Inclusion of Servicing Vehicles Counts:**

Servicing vehicles Included 2 days - Selected  
 Servicing vehicles Excluded 1 days - Selected

**Secondary Filtering selection:****Use Class:**

E(a) 3 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

**Population within 1 mile:**

1,001 to 5,000 1 days  
 5,001 to 10,000 1 days  
 25,001 to 50,000 1 days

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

## Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	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	2 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

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	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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CU-01-O-01 DENTON STREET CARLISLE	CO-OPERATIVE		CUMBERLAND
	Suburban Area (PPS6 Out of Centre) Built-Up Zone			
	Total Gross floor area:		300 sqm	
	Survey date: SATURDAY		25/06/16	Survey Type: MANUAL
2	NE-01-O-01 311 ASHBY HIGH STREET SCUNTHORPE	TESCO EXPRESS		NORTH EAST LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:		315 sqm	
	Survey date: SATURDAY		17/05/14	Survey Type: MANUAL
3	NF-01-O-03 HALL ROAD NORWICH LAKENHAM	CO-OP DAILY		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:		458 sqm	
	Survey date: SATURDAY		17/09/22	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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.33

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	1	458	0.218	1	458	0.000	1	458	0.218
06:00 - 07:00	1	458	1.092	1	458	0.218	1	458	1.310
07:00 - 08:00	3	358	3.541	3	358	3.262	3	358	6.803
08:00 - 09:00	3	358	7.549	3	358	6.431	3	358	13.980
09:00 - 10:00	3	358	8.201	3	358	8.481	3	358	16.682
10:00 - 11:00	3	358	9.786	3	358	9.226	3	358	19.012
11:00 - 12:00	3	358	11.090	3	358	11.090	3	358	22.180
12:00 - 13:00	3	358	14.632	3	358	12.954	3	358	27.586
13:00 - 14:00	3	358	9.786	3	358	10.065	3	358	19.851
14:00 - 15:00	3	358	11.929	3	358	11.556	3	358	23.485
15:00 - 16:00	3	358	9.413	3	358	10.065	3	358	19.478
16:00 - 17:00	3	358	12.861	3	358	11.370	3	358	24.231
17:00 - 18:00	3	358	10.345	3	358	11.556	3	358	21.901
18:00 - 19:00	3	358	8.947	3	358	10.065	3	358	19.012
19:00 - 20:00	3	358	7.363	3	358	7.363	3	358	14.726
20:00 - 21:00	3	358	3.914	3	358	5.219	3	358	9.133
21:00 - 22:00	3	358	4.194	3	358	5.126	3	358	9.320
22:00 - 23:00	2	387	1.294	2	387	1.552	2	387	2.846
23:00 - 24:00	1	458	0.000	1	458	0.437	1	458	0.437
<b>Total Rates:</b>			136.155			136.036			272.191

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: 300 - 458 (units: sqm)  
Survey date range: 01/01/06 - 29/09/22  
Number of weekdays (Monday-Friday): 0  
Number of Saturdays: 3  
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.