



Link
Transport Planning

**PAISLEY PARK, PANT INDUSTRIAL ESTATE,
MERTHYR TYDFIL
TRANSPORT STATEMENT**

NOVEMBER 2024

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TABLE OF CONTENTS

1.	INTRODUCTION.....	3
2.	POLICY.....	4
3.	BASELINE CONDITIONS.....	14
4.	DEVELOPMENT PROPOSAL	26
5.	TRIP FORECASTING	28
6.	APPRAISAL OF PROPOSED PARKING	31
7.	EVALUATION OF KEY ISSUES.....	35
8.	SUMMARY AND CONCLUSION	37

APPENDICES

APPENDIX A – PROPOSED SITE LAYOUT AND FLOOR PLANS

APPENDIX B – TRICS

1. INTRODUCTION

1.1. Context

- 1.1.1. Link Transport Planning has been commissioned by Rhian Nicholls to provide a Transport Statement (TS) for a proposed change of use application at Unit 1, Paisley Park, Pant Industrial Estate, Merthyr Tydfil (hereon referred to as the 'Site') from B1/B2/B8 to Sui Generis to enable occupation as a veterinary practice.
- 1.1.2. The proposal includes construction of a mezzanine floor at the first-floor level, which will provide an additional 264m² of floor area, bringing the total to 593m².
- 1.1.3. An extract of the site boundary plan is provided in Figure 1. Proposed site layout and floor plans are provided herein as **Appendix A**.

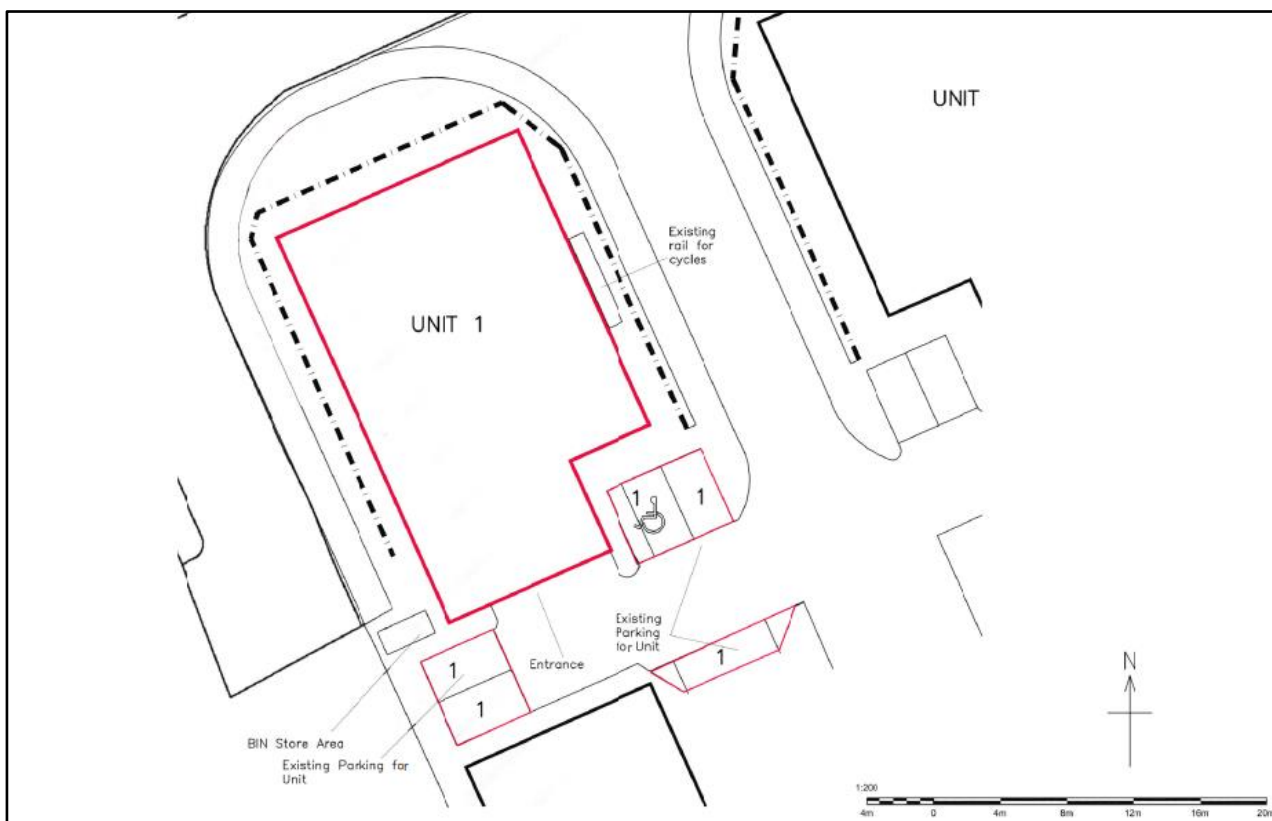


Figure 1: Site Boundary

1.2. Scope

- 1.2.1. The Transport Statement has been produced using industry best practice and guiding principles from Welsh Government Technical Advice Note 18: Transport (2007) (hereon referred to as 'TAN18').

2. POLICY

2.1. Introduction

- 2.1.1. This Chapter will provide a review of key policy and legislation with a focus on whether the development proposal is complimentary to transport aspirations at a national, regional and local level.

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

- 2.2.1. The Well-being of Future Generations (Wales) Act 2015 represents a landmark legislation in the United Kingdom, aiming to make the public bodies in Wales think more about the long-term, work better with people, communities and each other, look to prevent problems, and take a more joined-up approach.

Five Ways of Working

- 2.2.2. The Act has identified five ways of working that public bodies need to think about to show that they have applied the sustainable development principle. These are:
- 1) **Long-term:** The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.
 - 2) **Prevention:** Acting to prevent problems occurring or getting worse may help public bodies meet their objectives.
 - 3) **Integration:** Considering how public bodies' well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.
 - 4) **Collaboration:** Acting in collaboration with any other person (or different parts of the body itself) can help public bodies meet their well-being objectives.
 - 5) **Involvement:** The importance of involving people with an interest in achieving the well-being goals and ensuring that those people reflect the diversity of the area.

Seven Well-being Goals

- 2.2.3. The Act also establishes seven well-being goals for Wales. These are:
- 1) **A Prosperous Wales:** A more innovative, productive and low carbon society which recognises the limits of the global environment and uses resources efficiently and proportionately.
 - 2) **A Resilient Wales:** A society that maintains and enhances a biodiverse natural environment with healthy functioning ecosystems.
 - 3) **A Healthier Wales:** A society where people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.

- 4) **A More Equal Wales:** A society that enables people to fulfil their potential no matter what their background or circumstances.
- 5) **A Wales of Cohesive Communities:** Attractive, viable, safe and well-connected communities.
- 6) **A Wales of Vibrant Culture and Thriving Welsh Language:** A society that promotes and protects culture, heritage and the Welsh language, and encourages participation in the arts, sports, and recreation.
- 7) **A Globally Responsible Wales:** A society that, in a globally responsible manner, takes account of all the potential impacts of decisions both locally and globally.

2.2.4. The well-being goals are closely linked to the transportation sector, which has a significant impact on a range of social, environmental, economic and cultural issues.

2.3. Active Travel (Wales) Act 2013 and Guidance (2021)

- 2.3.1. The Active Travel (Wales) Act 2013 was enacted on 4 November 2013, representing a significant commitment by the Welsh Government to make walking and cycling the most natural and normal way of getting about. The Act provides for the creation of Active Travel Maps and places duties on local authorities to continuously improve facilities and routes for pedestrians and cyclists.
- 2.3.2. To support the Act, the Welsh Government has published an accompanying guidance document (Active Travel Act Guidance – July 2021) to ensure correct procedures and outcomes in respect of scheme implementation. This document also covers best practice for what is expected of new development in terms of high-quality walking and cycling infrastructure.
- 2.3.3. The Act highlights the requirement for the user hierarchy to be followed when considering transport interventions and the key criteria for high-quality active travel infrastructure. These are provided in Figure 2.

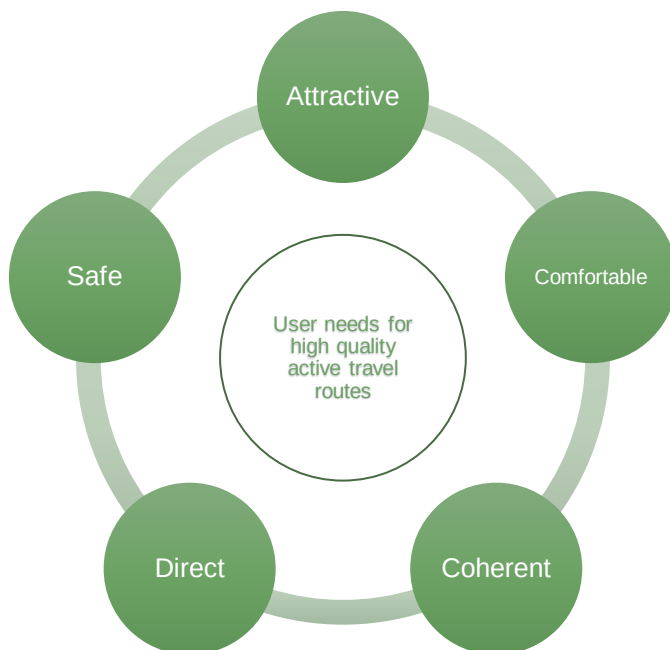


Figure 2: User needs for active travel routes

- 2.3.4. The Act makes it clear that consideration of the needs of walking and cycling must be at the forefront of all transport interventions exercised as part of local authority statutory functions.

2.4. Llwybr Newydd: The Wales Transport Strategy (2021)¹

Vision

- 2.4.1. The Welsh Government's Llwybr Newydd - The Wales Transport Strategy 2021 (WTS) presents a comprehensive vision for the future of transportation in Wales.
- 2.4.2. The overarching vision of the strategy is to establish:

'An accessible, sustainable, and efficient transport system.'

- 2.4.3. This vision underscores the government's commitment to ensuring that the transport system is not only efficient in its operations but also environmentally friendly and easily accessible to all residents of Wales.

¹ Llwybr Newydd - The Wales Transport Strategy 2021, Welsh Government (2021)

Priorities

- 2.4.4. The WTS has outlined three headline priorities to guide the nation's transport decisions and initiatives over the next five years. These priorities align with the broader vision of creating an accessible, sustainable, and efficient transport system for Wales.
- 2.4.5. Priority 1 - bring services to people in order to reduce the need to travel: The strategy emphasises the importance of bringing services closer to the people, thereby reducing the need for travel. This approach not only minimises the environmental impact of transportation but also enhances the convenience and accessibility of essential services for the residents of Wales.
- 2.4.6. Priority 2 - allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure: The strategy envisions a transport system where both people and goods can move effortlessly from one location to another. This entails the provision of accessible, sustainable, and efficient transport services and infrastructure that facilitate door-to-door movement without any hindrances.
- 2.4.7. Priority 3 - encourage people to make the change to more sustainable transport: The third priority underscores the importance of encouraging individuals to transition to more sustainable modes of transport. By promoting eco-friendly transportation options, the strategy aims to reduce the carbon footprint of the transport sector and contribute to a greener and more sustainable Wales.

2.5. Planning Policy Wales – Edition 12 (2024)

- 2.5.1. Planning Policy Wales – Edition 12 (Welsh Government, 2024) (PPW) provides guidance on various aspects of planning and development in Wales. It covers topics such as placemaking, sustainable development, strategic choices, transportation, housing, and commercial development. The primary aim of the document is to promote well-being, sustainable practices, and the creation of active and social places in Wales.

Strategic and Spatial Choices

- 2.5.2. In most areas, new development should be located in settlements with relatively good accessibility by non-car modes. Development should embrace the national sustainable placemaking outcomes and offer good active travel connections to the centres of settlements.
- 2.5.3. Higher densities should be encouraged in urban centres and near major public transport nodes. Development sites highly accessible to non-car modes should be allocated for travel-intensive uses, while sites unlikely to be well-served by walking, cycling, and public transport should not be allocated for development.

Active and Social Places

2.5.4. This theme aims to design and locate new developments in a manner that reduces the need to travel, cuts down on private car dependency, and promotes sustainable access to jobs, services, and community facilities. This can be achieved by integrating these developments with sustainable transport infrastructure and designing them to prioritise sustainable travel modes over private cars.

2.5.5. PPW highlights the Welsh Government commitment to reducing reliance on the private car and supporting modal shift to walking cycling and public transport. It recognised that the planning system is critical to this commitment by ensuring appropriately located and well-designed development to facilitate and encourage sustainable travel.

2.5.6. The sustainable transport hierarchy is integral to Planning Policy Wales. It is intended to be used as a tool to minimise the need to travel, deter car-reliant developments in unsuitable areas, and promote projects that prioritise environmentally friendly and active transportation.

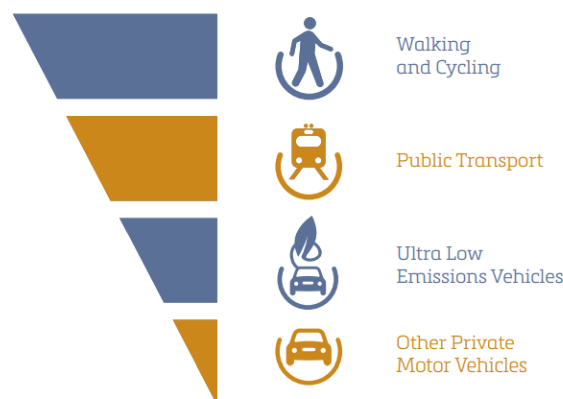


Figure 3: PPW Sustainable Transport Hierarchy

2.5.7. This hierarchy should be central to the creation of development plans, site allocations, and the evaluation of planning applications.

2.5.8. Paragraph 4.1.29 stresses that:

'The planning system has an important role to play in promoting and supporting the delivery of the Active Travel Act and creating the right environments and infrastructure to make it easier for people to walk and cycle, including new and improved routes and related facilities.'

2.5.9. Paragraph 4.1.30 continues to state that:

'...Developing local active travel networks can help to mitigate the impact of new development, by providing an alternative mode of travel to the private car, particularly for shorter journeys. Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice.'

2.5.10. With regards to public transport, Planning Policy Wales highlights that new developments should be situated in areas where there is either existing robust access to public transport or the potential to introduce such access. The design, layout, density, and mix of uses in these areas should be structured in a way that actively supports and promotes the use of public transport services.

- 2.5.11. Planning Policy Wales requires planning authorities to evaluate whether the scale of public transport services is sufficient to make it an appealing and feasible travel option for new development sites. The potential traffic impact of a development should be scrutinised, with the aim of reducing the number of car trips it might generate.
- 2.5.12. With regards to traffic management, Planning Policy Wales references The Road Traffic Reduction Act 1997², which requires local authorities to assess the traffic on the roads for which it is the local highway authority and provide forecasts of expected changes in traffic levels. This process should also contain targets for reducing levels of local road traffic or the rate of growth of those levels.
- 2.5.13. Regarding car parking, para 4.1.50 recognises that:
- ‘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.’*
- 2.5.14. Further, para 4.1.51 states 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. The needs of disabled people must be recognised and adequate parking provided for them.’*
- 2.5.15. Para 4.1.53 advises that:
- ‘...Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places.’*

2.6. Wales Parking Standards (2014)

- 2.6.1. The Wales Parking Standards (2014) are being reference by the local highway authority when reviewing planning applications. This document is discussed in more detail within Chapter 6.

2.7. Merthyr Tydfil Replacement Local Development Plan 2016-2031 (adopted January 2020)

- 2.7.1. The Merthyr Tydfil Replacement Local Development Plan (2016-2031) outlines a strategic framework for land development and usage in the area up to 2031. Its primary purpose is to guide sustainable transit-oriented development, facilitate placemaking, and align with national and local planning policies.

² Road Traffic Reduction Act 1997 <http://www.legislation.gov.uk/ukpga/1997/54/contents>

- 2.7.2. The plan also aims to reflect local aspirations, contribute to well-being as per the Future Generations (Wales) Act 2015, and guide rational development management decisions. Additionally, it focuses on protecting local diversity and character, ensuring long-term social and economic resilience, and detailing where and how change will occur during the plan period.
- 2.7.3. Key policies applicable to the application site are quoted below, with sections underlined to highlight aspects that are critical to the Site:

SW11: Sustainable design and Placemaking

'Development must contribute to creation of attractive and sustainable places through high quality, sustainable and inclusive design.

Planning applications... must:

- a) Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density;*
- b) Integrate effectively with adjacent spaces, the public realm and historic environment to enhance the general street scene and create good quality townscape;*
- c) Not result in an unacceptable impact on local amenity, loss of light or privacy, or visual impact, and incorporate a good standard of landscape design;*
- d) Contribute to the provision of green infrastructure, including open space in accordance with the Council's standards, sustainable drainage systems where appropriate, and ensure that the County Borough's network green infrastructure is accessible and connected;*
- e) Allow access for the widest range of people possible, and demonstrate that any traffic movements will not have an unacceptable impact on local amenity or highway safety and satisfy the Council's parking standards;*
- f) Incorporate a range of inclusive/adaptable design specifications, a mix of house types, tenures and sizes to meet identified local needs; incorporate resource efficient/adaptable buildings and layouts using sustainable design and construction techniques;*
- g) Minimise the demand for energy and utilise renewable energy resources;*
- h) Provide and protect relevant utility services and infrastructure without causing any unacceptable environmental impacts;*
- i) Incorporate measures to improve ground and surface water quality wherever possible;*
- j) Provide adequate facilities and space for waste collections and recycling; and*
- k) Promote the creation of healthy and active environments and reduce the opportunity for crime and anti-social behaviour.'*

EcW2: Protecting Employment Sites

'In order to protect the employment function of the County Borough's business and employment sites, development will be permitted at Pant Industrial Estate, and at allocated employment sites, development will be permitted if:-

- 1) It is within Use Classes B1(b), B1(c), B2 or B8; or*
- 2) It provides an ancillary facility or service that supports the primary employment use; or*
- 3) It is acceptable complementary commercial service outside class B uses; or*
- 4) It is an appropriate waste management facility a compatible with existing industrial and commercial activities.'*

'Development proposals for uses other than those stipulated and that would result in the loss of employment land/premises at the above sites will only be permitted where it can be demonstrated that the proposal would not lead to an unacceptable change in the nature of the employment site and where the existing use is inappropriate or the land/premises are surplus to the requirements of the employment market.'

SW12: Improving the Transport Network

'Development that encourages a modal shift towards sustainable transport will be supported, including the enhancements of pedestrian, cycle, rail and bus facilities, in addition to any necessary road improvements. Development proposals will be expected to demonstrate how they reduce the need to travel and encourage the use of sustainable transport:

- 1) Recognition of the Transport Hierarchy and national policy that aims to reduce the need to travel, particularly by private motor vehicles, by supporting healthy and sustainable transport options and encourage a modal shift.*
- 2) Efforts to promote walking and cycling. Proposed Active Travel Routes identified for phased improvements over the plan period, are illustrated on the County Borough's Active Travel Integrated Network Map (INM).*
- 3) Modern, accessible, integrated and sustainable transport system is sought by the South-East Wales Valleys Local Transport Plan and this is supported through the identification of the proposed new bus station.*
- 4) Provision of transportation infrastructure at an early phase in a development will ensure that sustainable travel patterns can be embedded. A modal shift away from commuting by private car.*
- 5) Plan has been regarded to improve connections between Ebbw Vale, Swansea, and the M50, and improvements to the A470 corridor supported by National Transport Finance Plan.*

2.8. Merthyr Tydfil County Borough Council Corporate Well-being Plan 2023-28

2.8.1. The Merthyr Tydfil Corporate Well-being Plan 2023-2028 serves as a strategic document for Merthyr Tydfil County Borough, outlining its vision and priorities for the next five years. The Council's four wellbeing objectives are:

- 1) An Aspirational Merthyr Tydfil focused on learning;
- 2) A Healthier Merthyr Tydfil;
- 3) A Safe and prosperous Merthyr Tydfil;
- 4) A Clean and green Merthyr Tydfil;

2.8.2. The plan aims to guide the development and management of the area, focusing on sustainable growth and community wellbeing. The plan's transport planning aspects are integral to this vision, emphasising improved public transport, the promotion of active travel like walking and cycling, and the need for an efficient, accessible, and environmentally sustainable transport network.

2.8.3. The report states that one of the main targets for this well-being plan under Objective 4 is to:

'Deliver a council approved Net Zero Plan.'

2.8.4. With reference to Objective 2, it is noted that the Council aims to:

'Maintain the open, green spaces across the County Borough which are valued now more than ever; maintaining Active Travel routes to help reduce the use of cars; and subsequently air pollution.'

2.9. Cwm Taf Morgannwg Public Services Board 'Our Well Being Plan' 2023-2028

2.9.1. The Cwm Taf Morgannwg Public Services Board (PSB), merging former PSBs from Merthyr Tydfil, Rhondda Cynon Taf, and Bridgend, focuses on improving social, economic, environmental, and cultural well-being in the area. This board, comprising local public bodies, operates under the Well-being of Future Generations (Wales) Act 2015, aiming to achieve specific Well-being Goals. Central to its mandate is the sustainable development principle, ensuring decisions made today positively impact future generations in Wales.

2.9.2. The plan has two distinct objectives, as highlighted below.

Objective One – Healthy local neighbourhoods

2.9.3. This objective seeks a 'Cwm Taf Morgannwg where our communities are inclusive and feel cohesive and people feel safe, supported, and valued.'

Objective Two - Sustainable and resilient local neighbourhoods

- 2.9.4. This objective strives for a 'Cwm Taf Morgannwg where we understand and respond to the risk of climate change to our communities. To do this we must value, manage and enjoy our green and blue spaces responsibly'.

2.10. Summary of Key Findings

- 2.10.1. The Chapter has provided a comprehensive review of the existing legislation and policy frameworks which provides a clear narrative for development to be located such that the need to travel is reduced and that where travel is required, there is genuine user choice that reflects the user hierarchy.
- 2.10.2. The following Chapter will review the site context in relation to proximity to trip attractors and sustainable travel opportunities.

3. BASELINE CONDITIONS

3.1. Location

- 3.1.1. The Site is located on Pant Industrial Estate, which is part of a larger development of fourteen units (called Paisley Business Park) and consists of 329 meters squared of land. It is bound to the north by an industrial estate carriageway and to the east, south and west by other commercial units.
- 3.1.2. The Site, in a local context, is provided in Figure 4.

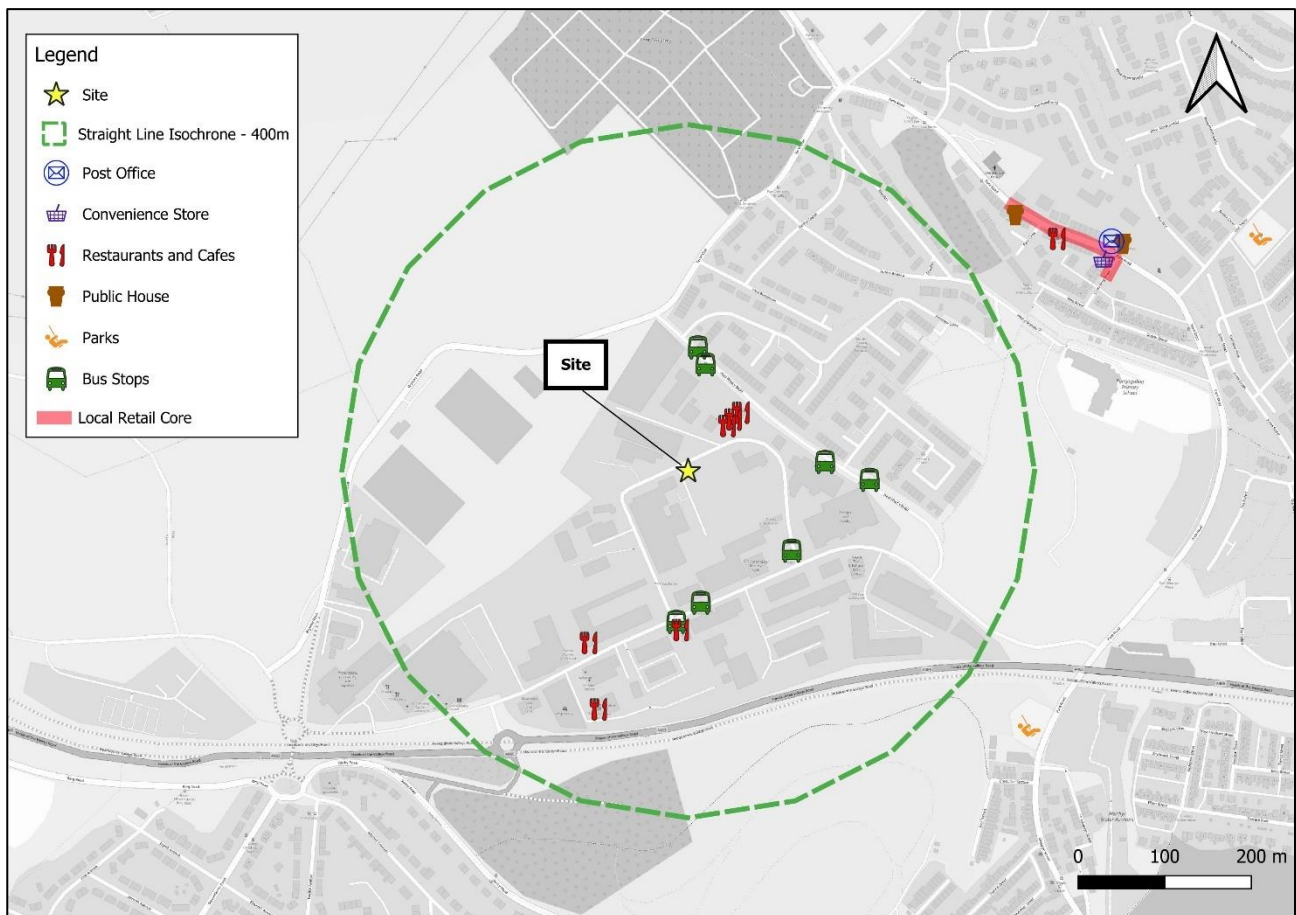


Figure 4: Site in a Local Context

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- 3.1.3. As shown in Figure 4, the site benefits from a favourite location in relation to local transport and retail. Additionally, within a further 100m is a local retail core consisting of two public houses, a restaurant, a convenience store and a post office. A 400-metre isochrone is shown, which represents a five-minute walking journey, highlighting that the retail needs are accessible by foot. This will be explored in greater detail later in the report.
- 3.1.4. The Site, in a wider strategic context, is also shown in Figure 5.

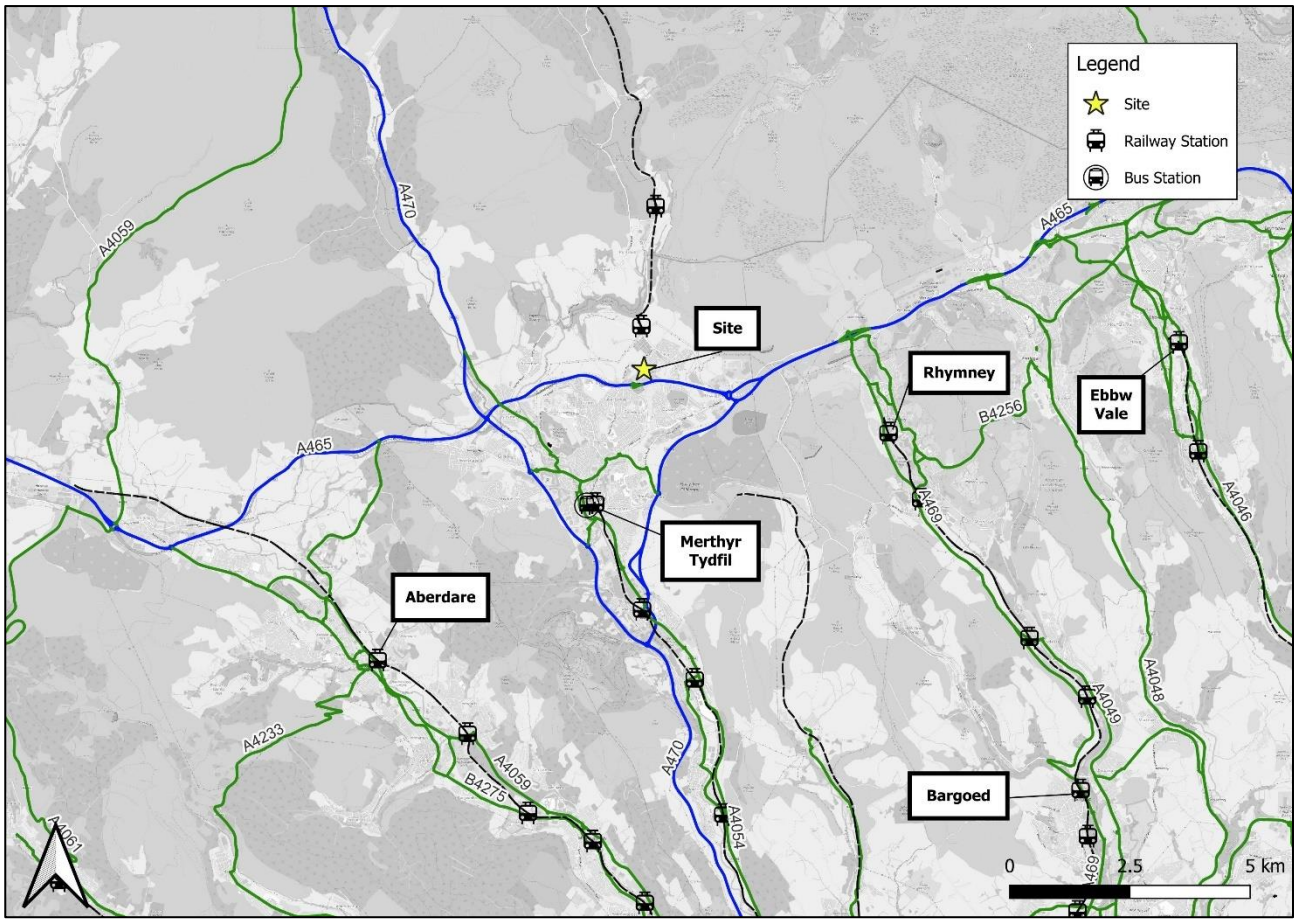


Figure 5: Site in a Strategic Context

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- 3.1.5. As shown in Figure 5, the Site is closely located near to Merthyr Tydfil Bus and Railway Station, which links to many onward destinations such as Aberdare, Ebbw Vale, and Bargoed.
- 3.1.6. These stations connect Merthyr Tydfil to the South Wales Metro, which has ambitious plans for the network in the short, medium and long term (see Figure 6).

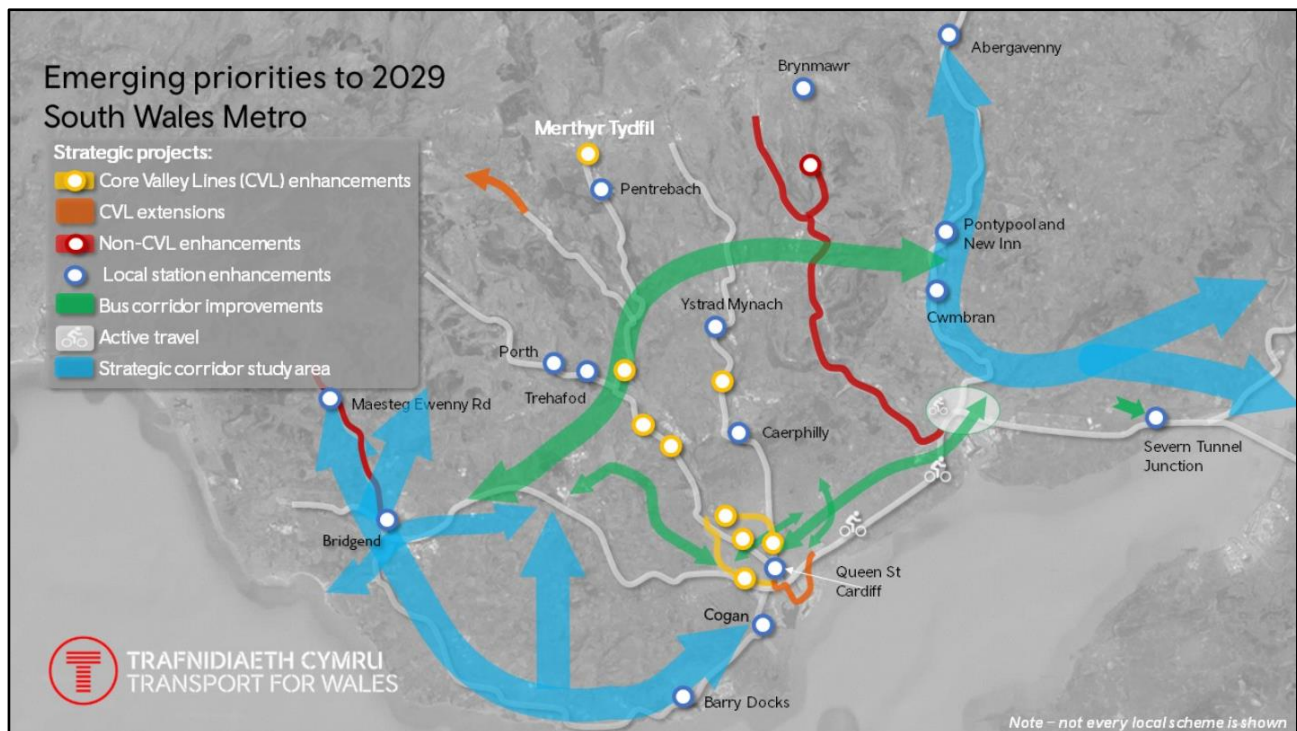


Figure 6: South Wales Metro Priorities to 2029³

- 3.1.7. As shown above, Merthyr Tydfil remains a key component of the South Wales Metro programme, with ongoing core valley lines (CVL) enhancements which consist of track electrification, signalling upgrades and new stations.

3.2. Census Origin/Destination Work Patterns

- 3.2.1. This section provides an insight into the origin and destination patterns of home-to-work related journeys for existing employees.
- 3.2.2. Due to recognised quality concerns with the 2021 Census regarding home/work travel patterns attributed to the Covid-19 pandemic, the 2011 Census data has been utilised as it is considered to represent the most reliable dataset for understanding current origin and destination trip patterns for this journey purpose⁴.
- 3.2.3. Figure 7 highlights the place of work proportions for Merthyr Tydfil (combining 'Merthyr Tydfil 002' and 'Merthyr Tydfil 008'), whilst Figure 8 provides a visual context in the form of a flow map to represent the proportionate flow between areas.

³ Accessed at <https://tfw.wales/projects/metro/future-developments/south-wales> on 24.01.24

⁴ Data obtained from Office for National Statistics (ONS) (2011). Table WU03EW.

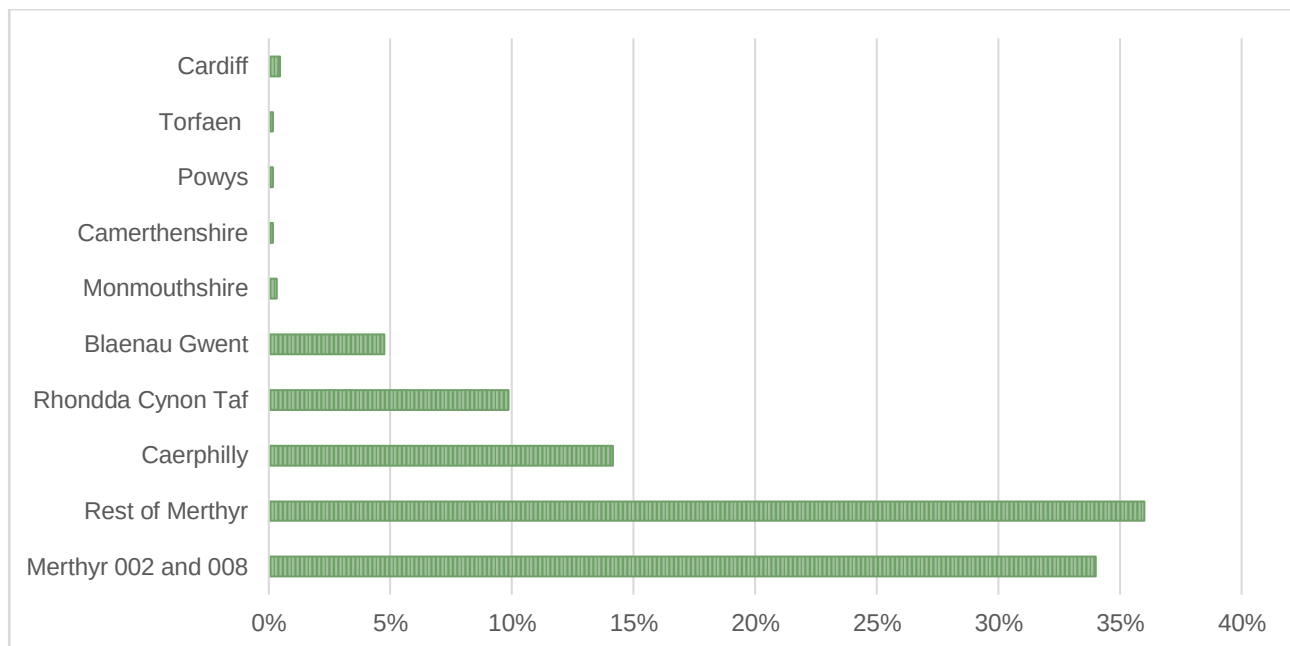


Figure 7: Home Destination Proportions (Census 2011)

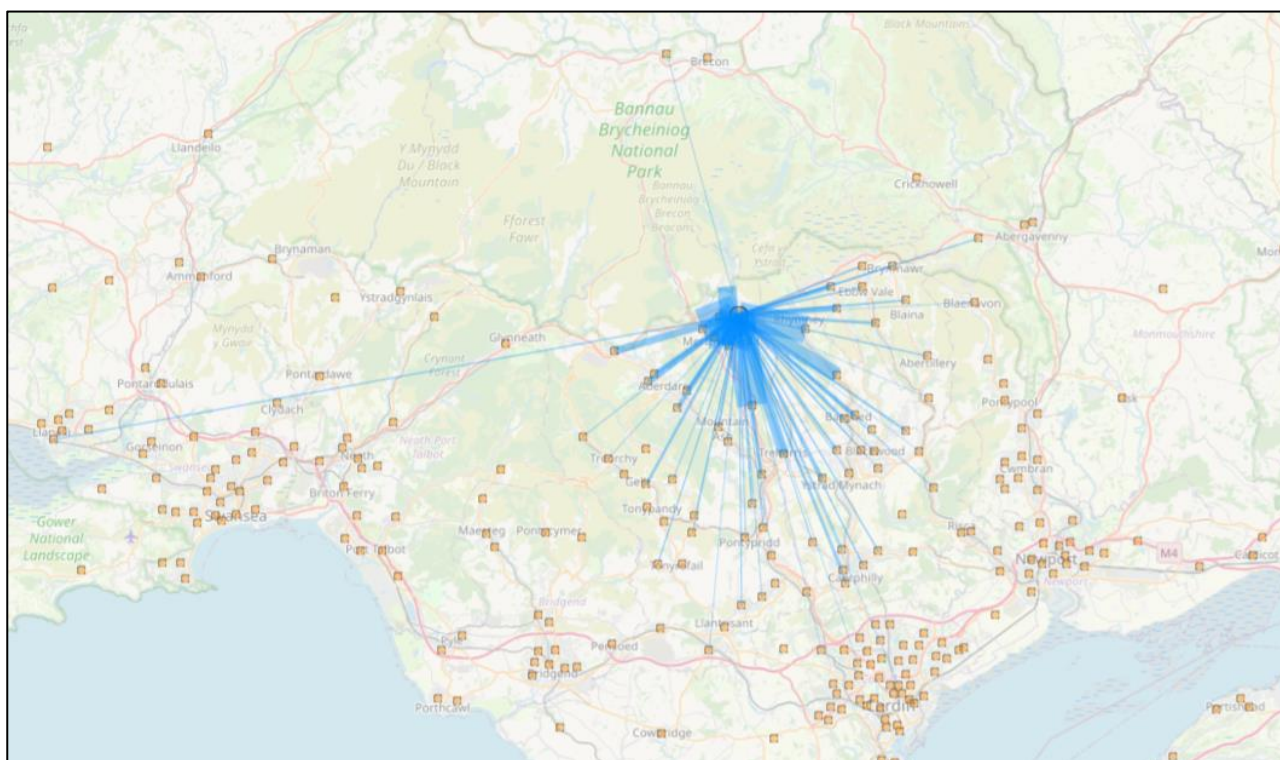


Figure 8: Home Destination Flow Map (Census 2011)

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3.2.4. Figure 7 and Figure 8 indicate a significant inclination towards local employment and sustainable commuting practices. A majority of the commuter trips in the dataset, 34%, originate from the local Merthyr Tydfil wards, underscoring a preference or possibility for local recruitment. The data further reveals that the largest proportion, 36%, commute from other ward areas within Merthyr

Tydfil County Borough, suggesting that the majority of the workforce's travel is contained within close proximity to the site.

- 3.2.5. This data provides reasonable justification to conclude that the proposed site use will continue to facilitate short commute distances, reflecting the prevailing local work-related travel patterns. This also shows existing travel behaviour supports reduced reliance on private vehicles, favouring walking, cycling, and public transport, which aligns with the principles of active travel and sustainable urban planning.

3.3. Accessibility

Active Travel

- 3.3.1. To assess the accessibility of the Site by active modes of travel, reference has been made to the Active Travel (Wales) Act Guidance (2021), hereon referred to as ATAG.
- 3.3.2. The ATAG provides a table indicating distances that can be covered by active travel, as shown below.

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 9: ATAG Recommended Distances

- 3.3.3. Based on this guidance, in reviewing active travel accessibility for the Site, a walking distance of 2 miles (3.21km) has been considered. Isochrones for this distance are provided in the walking accessibility plan (Figure 10), which also includes an average walking distance plot for 0.85 miles (1.37km) based on information provided in Planning for Walking (CIHT, 2015).

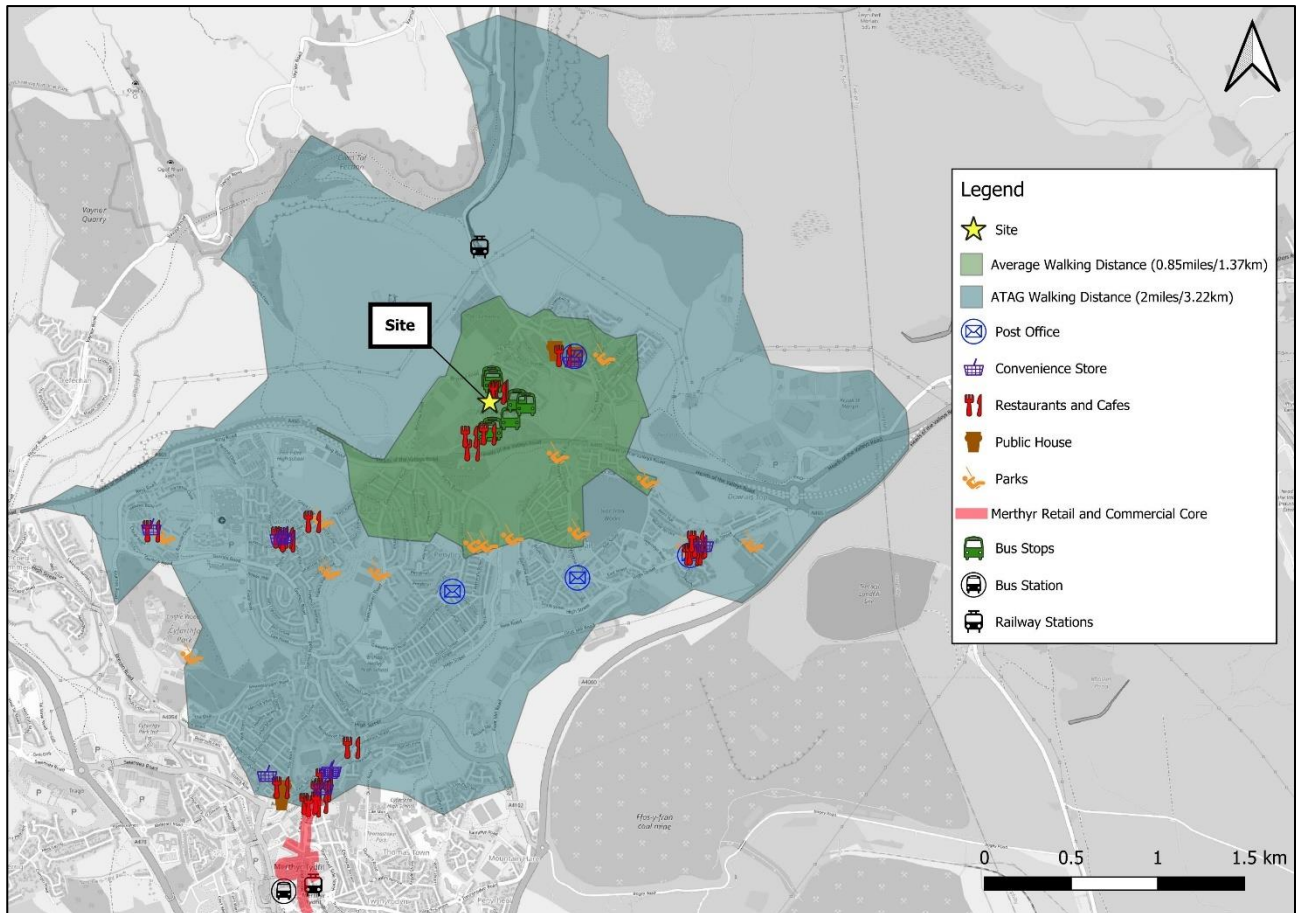


Figure 10: Walking Accessibility

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- 3.3.4. Figure 10 highlights that the Site is located in a favourable location in relation to access to amenities and facilities. Within the stipulated ATAG distance of 2 miles, which many users are likely to travel for utility journeys, a large portion of Merthyr Tydfil is able to access the site. Staff are also able to undertake trips for daily needs (e.g. lunch break trips to local facilities).
- 3.3.5. Many of these trip attractors are located well within the average walking distance threshold, making pedestrian travel more convenient than private car use.
- 3.3.6. A cycling accessibility plan illustrating the ATAG cycling distance of 5 miles (8.05km) is provided in Figure 11.

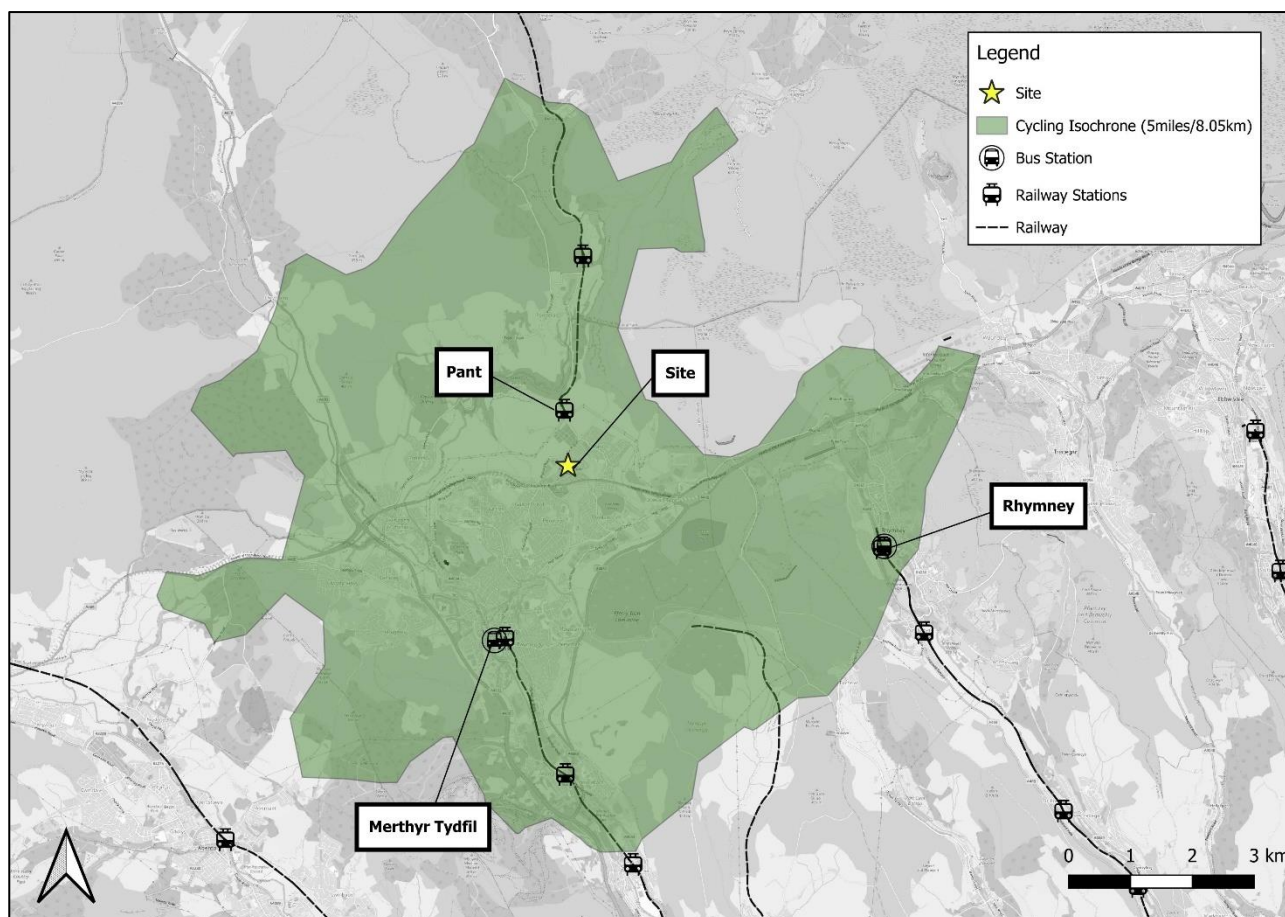


Figure 11: Cycling Accessibility

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- 3.3.7. Figure 11 shows that the Site is within the recommended ATAG 5-mile cycling distance of the whole of Merthyr Tydfil and the northern part of Rhymney. There are two major railway and bus stations located in Merthyr Tydfil and Rhymney that are also within the recommended ATAG 5-mile cycling distance, facilitating inter-modal travel.
- 3.3.8. However, distance alone, whilst important, is not the only criteria when a user decides whether to travel by sustainable modes. To attract widespread usage, walking and cycling routes are required to be safe, direct, cohesive, comfortable and attractive.
- 3.3.9. Figure 12 and Figure 13 provide an extract of the existing and future routes active travel network map (ATNM)⁵ for the locality. The provision and updating of the ATNM for both existing and future routes is a statutory duty under the Active Travel (Wales) Act 2013. In order for a route to be designated on the ATNM, the route must meet a high standard for the five design criteria identified above.
- 3.3.10. Figure 12 provides the existing walking and cycling routes in Merthyr Tydfil and the immediate vicinity.

⁵ Welsh Government: Accessible from DataMapWales

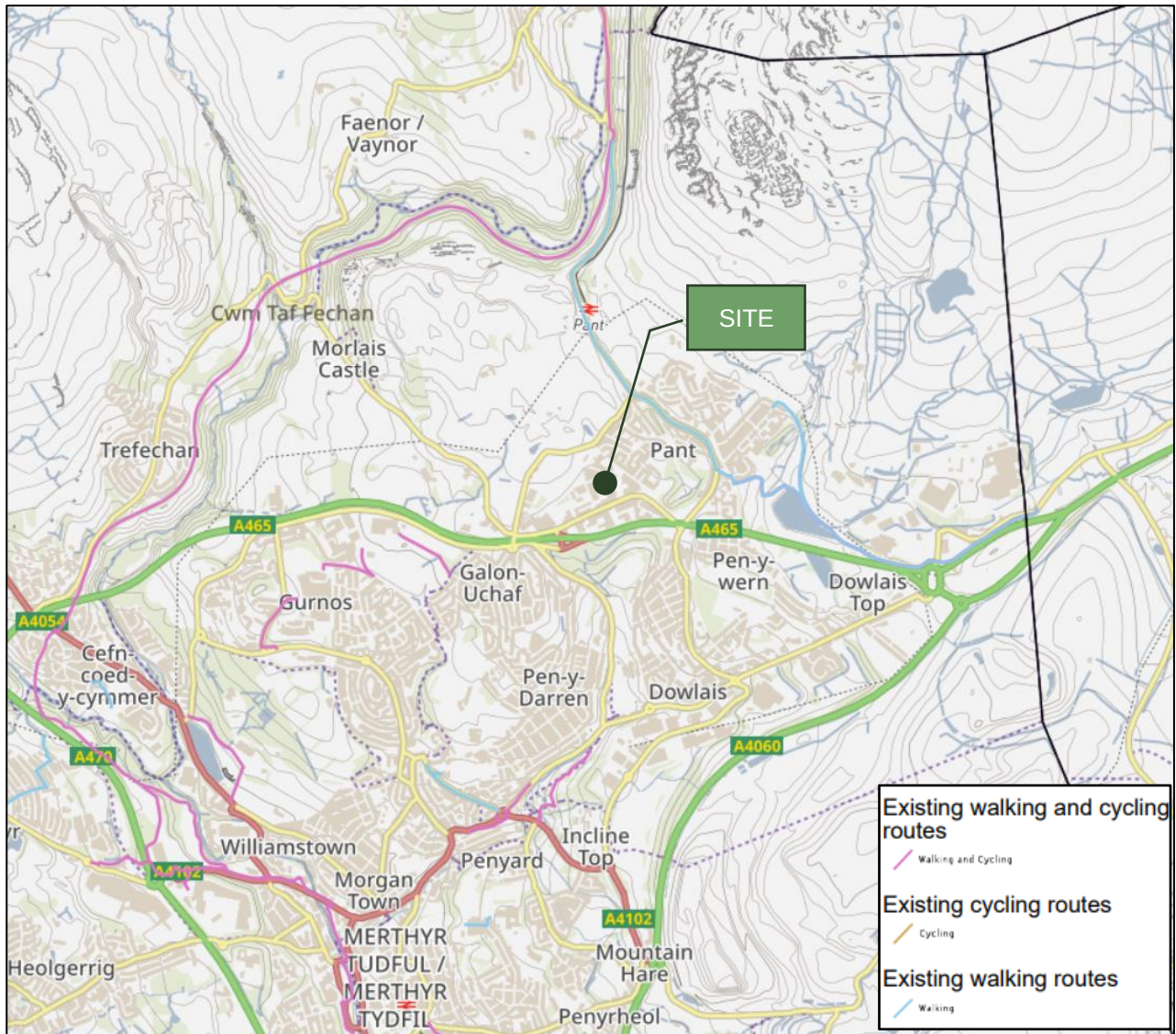


Figure 12: Existing routes ATNM

3.3.11. Figure 13 shows the Council's future priorities for the enhancement of the ATNM.

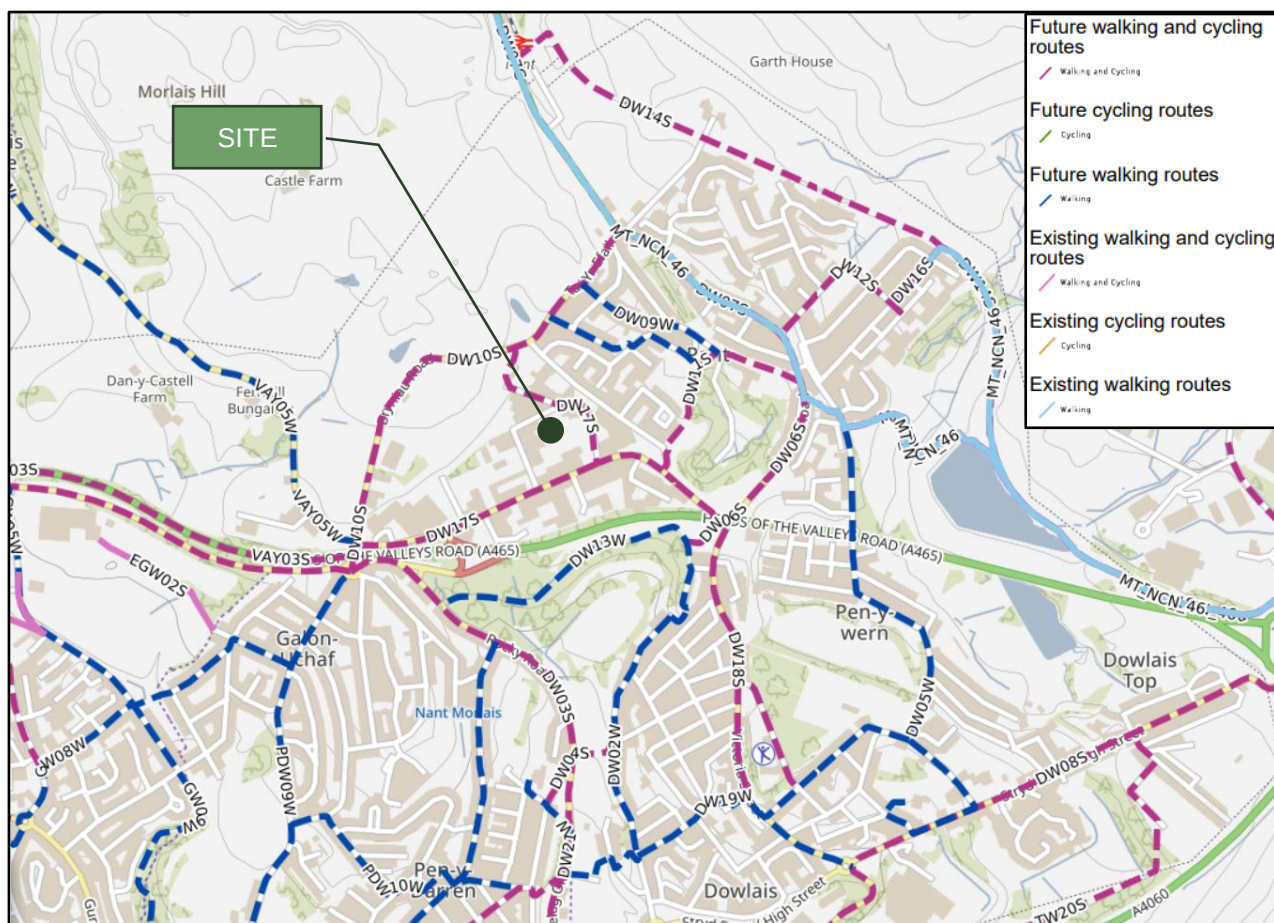


Figure 13: Future routes ATNM

- 3.3.12. The future routes ATNM reveals aspirations to significantly enhance cycle and walking infrastructure within the immediate vicinity and surrounding areas.

Public Transport

- 3.3.13. The Site is within a 400-metre walk of numerous existing bus stops, as well as cycling distance to both Merthyr Tydfil bus and railway station.
- 3.3.14. Figure 14 provides isochrones showing the public transport reach from the Site for a 60-minute time period⁶.

⁶ Weekday AM departures between 07:30-09:30 with walking as the only ancillary mode of transport

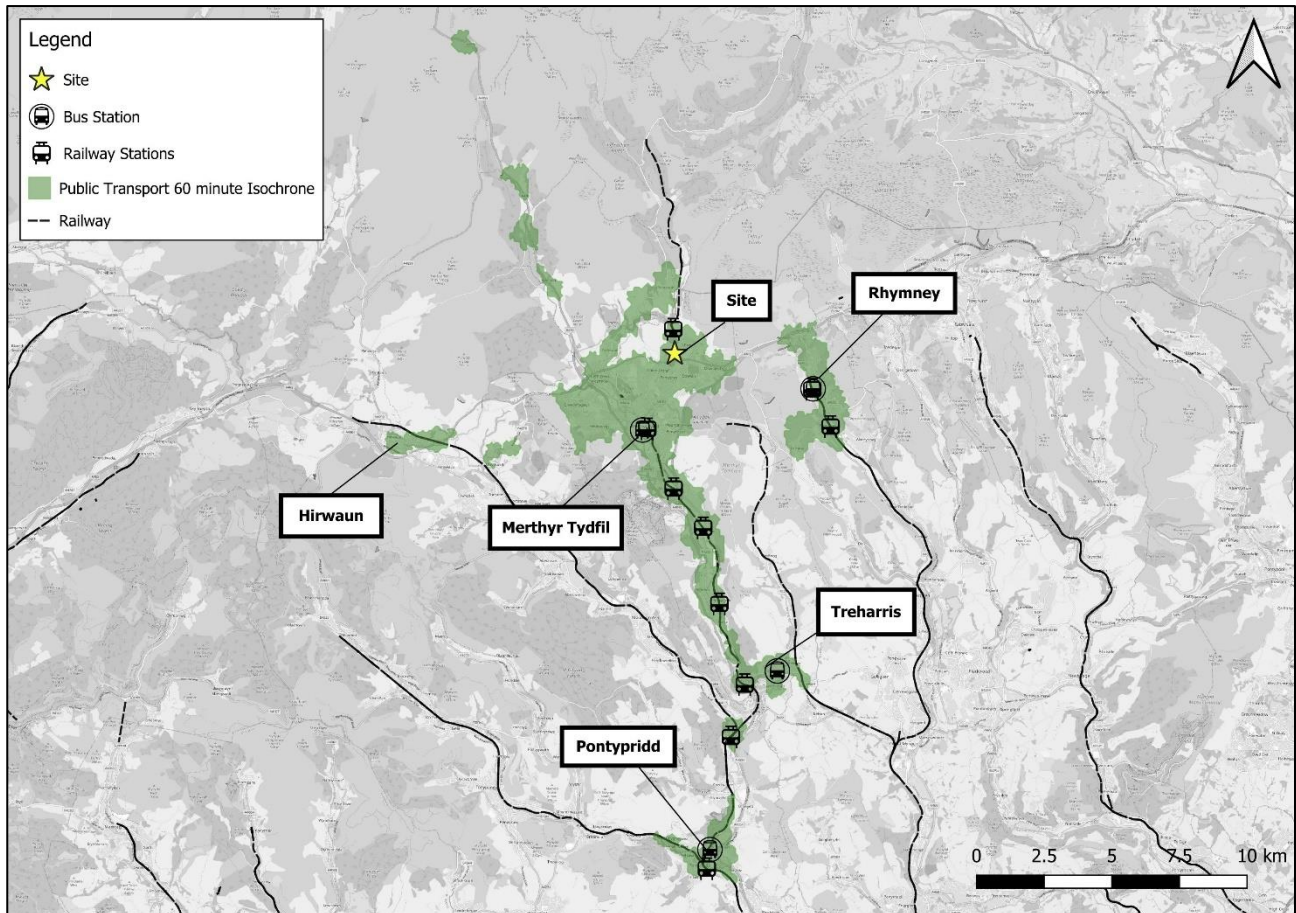


Figure 14: Public Transport Accessibility⁷

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- 3.3.15. The map above shows that the Site has access to Merthyr Tydfil, Rhymney, Treharris, Hirwaun, and Pontrypridd via public transport.

Car/Taxi

- 3.3.16. There are numerous off-site pick-up and drop-off opportunities nearby to service the Site.
- 3.3.17. Access to local taxi services plays a pivotal role in promoting low car dependency by offering a flexible and demand responsive mode of transportation, particularly in instances where public transport is either unavailable or does not service specific destinations. This availability ensures that staff and visitors can rely on a convenient alternative for emergency or unplanned journeys, thus reducing the necessity for personal vehicle usage.
- 3.3.18. Furthermore, taxis can bridge the 'first and last mile' gap in the transport network, facilitating seamless connections between public transport nodes and final destinations.

⁷ Isochrones produced using TravelTime

3.4. Highway Safety

- 3.4.1. Collision data (resulting in casualties), known as Personal Injury Collisions (PIC) has been obtained from Crashmap⁸ which uses official data from the Department for Transport (DfT) STATS19 database. This database gathers information on accidents that occur on public roads and result in personal injury, which are reported to the police. STATS19 includes an array of details for each incident, such as the location, severity of the accident, number of vehicles involved, weather conditions, and details about the individuals involved (like age and gender).
- 3.4.2. Personal injuries are classified into three main categories of 'fatal', 'serious', and 'slight', as defined by the STATS19 data collection form. A 'fatal' casualty is one where death occurs within 30 days due to the accident. 'Serious' and 'slight' injuries are differentiated based on the medical attention required, adhering to the guidelines set by the DfT.
- 3.4.3. The most recent publicly available PIC data covers the latest available validated five-year data between 01/01/2018 and 31/12/2022.
- 3.4.4. A plot map of the PIC data for the local vicinity of the site is shown in Figure 15. This study area is considered proportionate to the scale of the development proposals.

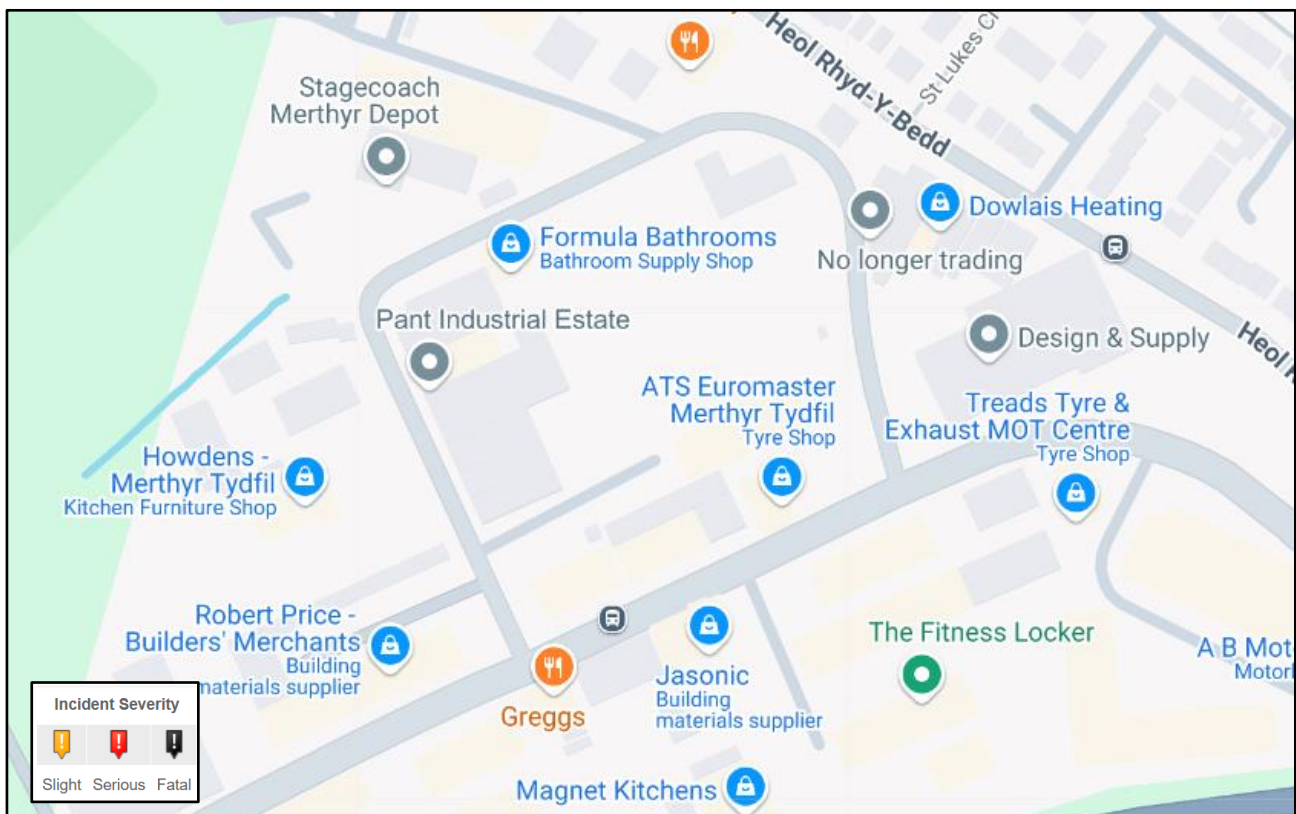


Figure 15: Local highway personal Injury Collisions 2018-2022

Map ©2024 Google; Data obtained from CrashMap/DfT

⁸ Crashmap.co.uk

-
- 3.4.5. The PIC review highlights that there have been no personal injury collisions in the vicinity of the site access, or indeed the wider Pant Industrial Estate.
- 3.4.6. There are considered to be no prevailing highway safety concerns in the immediate vicinity of the site.

4. DEVELOPMENT PROPOSAL

4.1. Proposal

- 4.1.1. The proposed application is for a change of use from an existing use classes B1, B2, B8 unit (329m²), to a veterinary practice (Sui Generis use), at Unit 1, Paisley Park, Pant Industrial Estate, Merthyr Tydfil.
- 4.1.2. The proposal includes construction of a mezzanine floor at the first-floor level, which will provide an additional 264m² of floor area, bringing the total to 593m².
- 4.1.3. The application follows a recent refusal (reference P/24/0087) dated 22nd August 2024 which was based on three reasons, one of which relates to highways and transportation whereby it was stated that:

'The application has not demonstrated that the proposal would be supported with parking commensurate with the proposed use, contrary to Policy SW11 of the Merthyr Tydfil Replacement Local Development Plan.'

- 4.1.4. The proposed veterinary practice includes a customer seating area, customer toilets, reception area, four consulting rooms, two operating theatres, kennels, cattery, x-ray room, laboratory, dental area, dispensary, janitor room/cupboard, morgue and isolation area.
- 4.1.5. At first floor level there would be ancillary uses to compliment the main operations at ground level and enhance the quality of service and care. These comprise two offices, a call centre, a meeting room, staff room, storage areas, staff kennels, pharmacy store, staff toilets, staff shower, janitor room/cupboard and IT room.
- 4.1.6. The applicant has advised that there are anticipated to be 1-2 full-time equivalent veterinary surgeons at the site with 4 to 5 support staff on any one day. Typical shift patterns are 4 x 10-hour days.
- 4.1.7. Visitors are predominantly by appointment only, although there are likely to be less frequent unplanned emergency visits.

4.2. Access

- 4.2.1. The Site access arrangements are proposed to remain as per the existing arrangement.

4.3. Servicing

- 4.3.1. The servicing arrangements at the site will remain unchanged. A review of the TRICS database for veterinary practices (based on two surgeons) shows that, on average, there is typically one servicing vehicle per day for this type of use, which equates to one arrival and one departure movement.

- 4.3.2. Given that the extant site usage could require a significantly higher level of servicing than what is proposed, this change is expected to have a positive impact on both the site and the operational demands on the local highway network.
- 4.3.3. While it is not deemed necessary, there is the option to implement a delivery management plan as a condition, should any further highway concerns arise related to this matter.

4.4. **Parking**

- 4.4.1. Parking provision is proposed to remain as per the existing situation, with a five car parking spaces and three cycle stands (for up to six bicycles) to be retained within a wider provision of 37 car parking spaces (plus additional cycle parking) which are contained within the red line boundary of the 'Land at Pant Industrial Estate' planning consent (red P/20/0109).

5. TRIP FORECASTING

5.1. Introduction

- 5.1.1. This chapter provides traffic forecasts for the existing and proposed uses to understand the impact of the proposal on the highway.

5.2. Proposed Site Traffic

- 5.2.1. Multi-modal traffic forecasts for the proposed veterinary practice (593m²) have been estimated from similar site surveys using the TRICS database based on the number of on-site veterinary surgeons.
- 5.2.2. The following TRICS parameters have been applied:
- Main Land Use: 05 – Health
 - Sub Land Use: M – Veterinary Surgery
 - Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
 - Survey Dates: From 2013
 - Location Type: 'Edge of town'.
- 5.2.3. Full TRICS output data is included in **Appendix B**.
- 5.2.4. Table 1 provides a summary of the calculated weekday vehicle trip forecasts for the proposed site use based on a veterinary practice with up to two on-site veterinary surgeons, as is proposed.

Hr beginning	Arrivals	Departures	Total
08:00	4	2	6
17:00	3	3	6
12-hour (7am-7pm)	37	37	74

Table 1: Proposed Veterinary Practice - Hourly Traffic Forecast (TRICS)

- 5.2.5. As shown above, the proposed site is expected to generate 6 weekday AM vehicle trips (4 arrivals and 2 departures) and 6 weekday PM peak hour trips (3 arrivals and 3 departures).
- 5.2.6. Over a 12-hour period between 7am and 7pm, the site is forecast to generate 74 vehicle trips, consisting of 37 arrivals and 37 departures).
- 5.2.7. Of these trips, some would seek to occupy the on-site car park, some would park off-site and some would consist of drop-off/pick-up trips. The availability of parking opportunities will highly influence the exact composition of these trip types.

5.3. Extant Site Traffic

- 5.3.1. Traffic associated with the existing B1/B2/B8 consent (329m²), which represents the 'fall back' position, have been estimated using the TRICS database.
- 5.3.2. The 'fall back' position is a material consideration in planning judgements, as confirmed by, but not limited to, the 2017 Court of Appeal Judgement (Mansell v. Tonbridge & Malling Borough Council) and it does not necessarily have to be a probable or likely prospect; even a possibility can suffice.
- 5.3.3. As has been established, there are several potential uses under this consent, including office use, which is typically a high trip generator. However, for the purposes of this exercise, it is considered that the builder's merchant to include both trade and retail customers (e.g. Screwfix or Toolstation) is a more realistic yet robust scenario to enable a comparison with the proposed use. However, it must be noted that there may be even more intensive operations (in terms of vehicle trip generation and on-site parking demand) that could occupy the site under the existing planning consent (e.g. traditional office or call centre).
- 5.3.4. The following TRICS parameters have been applied for the extant site use vehicle traffic forecasts:
- Main Land Use: 01 – Retail
 - Sub Land Use: R – Trade Shop
 - Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
 - Survey Dates: From 2016
 - Location Type: 'Edge of town'.
- 5.3.5. Full TRICS output data is included in **Appendix B**.
- 5.3.6. Table 2 provides a summary of the calculated vehicle trip rates for the existing site, based on a builder's merchant (trade and retail customers).

Hr beginning	Arrivals	Departures	Total
08:00	12	12	24
17:00	10	11	21
12-hour (7am-7pm)	159	158	317

Table 2: Extant B1/B2/B8 use - hourly traffic forecast (TRICS)

- 5.3.7. As shown above, the extant site consent, based on a builder's merchant (trade and retail customers) is able generate 24 weekday AM vehicle trips (12 arrivals and 12 departures) and 21 weekday PM peak hour trips (11 arrivals and 11 departures).
- 5.3.8. Over a 12-hour period between 7am and 7pm, the unit is capable of generating 317 vehicle trips, consisting of 159 arrivals and 158 departures).

5.3.9. This level of trip generation is evidently significantly higher than the proposed use.

5.4. Net Site Traffic and Highway Impact

5.4.1. The table below provides a summary of the net site traffic resulting from the proposals.

Hr beginning	Existing Use	Proposed Use	Net Vehicle Trips
08:00	24	6	-18
17:00	21	6	-15
Daily	317	74	-243

Table 3: Net Site Traffic (two-way trips)

5.4.2. Table 3 illustrates that the development proposal is anticipated to result in a significant reduction in vehicle trips during the typical weekday AM peak hour (0800-0900), with a reduction of 18 theoretical movements shown. During the typical PM peak hour (1700-1800), there are forecast to 15 fewer vehicle trips. Overall, the daily net decrease amounts to 243 vehicle trips.

5.4.3. The impact of the development proposal on the local highway network in terms of operation and safety is therefore concluded to be positive.

5.4.4. Furthermore, the proposal is anticipated to have wider transport network benefits by enhancing community access to essential veterinary services, which will reduce the need for prospective local site users to travel to other alternative facilities further afield.

6. APPRAISAL OF PROPOSED PARKING

6.1. Parking Standards Review

- 6.1.1. Pre-application discussions with the local highway authority confirmed that the council's referenced parking standards are contained in the Wales Parking Standards (2014).
- 6.1.2. When considering the parking zone for the Site, reference is made to the descriptions provided in Chapter 5 of the parking standards. The site is considered to be a Zone 4 (Suburban or Near Urban) location, which is categorised as:

'The outer edges of the largest towns; suburban locations in towns; the whole of smaller settlements offering a range of local facilities. There is an at least hourly bus service to the town centre and there may also be a railway station in the town. Local facilities include a local centre within 400m walking distance. Some other basic amenities such as a doctor's surgery are also available within the same walking distance.'

- 6.1.3. The parking standards provide further reference to reduced parking provision, whereby Paragraph 6.7 states:

'Travel plans will be required as a condition of planning consent for all development proposals of greater than 1000m² gross floor area and for smaller developments that will have significant transport implications or will be sited where a reduction in vehicular traffic would be particularly beneficial.'

'Appropriate relaxation of the tabled parking requirements may be made following acceptance of the details of a submitted travel plan, always provided that measures to enforce compliance with the travel plan are included within a Section 106 Agreement. Suitable enforcement measures will include the provision of targets, a monitoring regime and the appointment of a travel plan co-ordinator...'

- 6.1.4. The maximum parking requirements for the existing B1 (light industry), B2 (general industrial), B8 (storage and distribution) can accommodate a wide range of potential operations, with the parking standards varying substantially for each:

B1/B2/B8 Development	Operational Parking Requirement	Calculated Operational Parking Requirement (329m ²)	Non-Operational Car Parking Requirement	Calculated Non-Operational Parking Requirement (329m ²)
Offices (<1000m ²)	1 space per 20m ²	16	N/A	N/A
Call Centres (<1000m ²)	1 space per 10m ²	33	N/A	N/A
Builders Merchants (Trade and Retail)	3 commercial vehicle spaces	3	1 space per 80m ² and 10% of GFA	7
Industry	89m ² (pro rata calculation)	Area of 89m ²	1 space per 120m ²	3
Highly Technical Industry	89m ² (pro rata calculation)	Area of 89m ²	1 space per 35m ²	9

Table 4: Extant Use Wales Parking Standards (2008) Requirements (Zone 4)

- 6.1.5. Based on Table 4 the worst-case scenario is that the extant B1/B2/B8 unit (329m²) would require up to 33 operational spaces if occupied as a call centre, or up to 9 non-operational parking spaces and additional operational space that would equate to 1 or 2 HGVs if occupied by highly technical industry. This far exceeds the current provision, which amounts to 5 non-operational spaces and no dedicated operational space.
- 6.1.6. Crucially, there do not appear to be any mechanisms in place as part of the extant planning consent to regulate car parking demand, or to positively encourage sustainable travel patterns amongst site users.
- 6.1.7. The adopted parking standards do not provide specific guidelines for a veterinary practice. Therefore, a bespoke approach has been undertaken using the TRICS database in the following sub section.
- 6.1.8. In assessing whether the provision is suitable for the locality, the sustainable transport credentials of the location demonstrated in this report is of critical importance. This is a location where there are nearby cycle routes (national cycle network) bus stops and local facilities which reinforce the requirements of Planning Policy Wales to minimise car parking provision. It must also be reiterated that there are numerous off-site parking opportunities in the vicinity, which can accommodate any occasional spikes in demand (albeit the spikes in demand are highly unlikely

due to the predictable and regulated demand created by the appointment system that will be in place at the site).

- 6.1.9. A sustainability appraisal for the Site, based on Appendix 6 of the adopted parking standards is provided in Table 5.

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points	Site Score	Rationale
Local Facilities - Local facilities include a foodstore, post office, health facility, school etc. Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.	200m	3 pts	2	Three facilities - Greggs, Gym, and Café within 800m
	400m	2 pts		
	800m	1 pt		
Public Transport - Access to bus stop or railway station	300m	3 pts	3	
	400m	2 pts		
	800m	1 pt		
Cycle Route	200m	1 pt	0	
Frequency of Public Transport, Bus or rail service within 800m walking distance which operates consistently between 7am and 7pm. Deduct one point for service which does not extend to these times.	5 minutes	3 pts	1	Access to bus service 35 on Heol Rhyd-Y-Bedd
	20 minutes	2 pts		
	30 minutes	1 pt		
		Total Score	6	

Table 5: Adopted Parking Standards Sustainability Calculation

- 6.1.10. As shown in Table 5, the Site scores 6 points, which would qualify for a 10% parking reduction. This further demonstrates that whilst there are no applicable categories for the proposed veterinary practice in the adopted parking standards, it is evidently a sustainable location from an accessibility perspective.

6.2. TRICS Forecasted Parking Demand

- 6.2.1. In the absence of a specific category within the adopted car parking standards, the table below provides a car park accumulation study based on the aforementioned TRICS database outputs for the proposed veterinary practice (based on two surgeons).

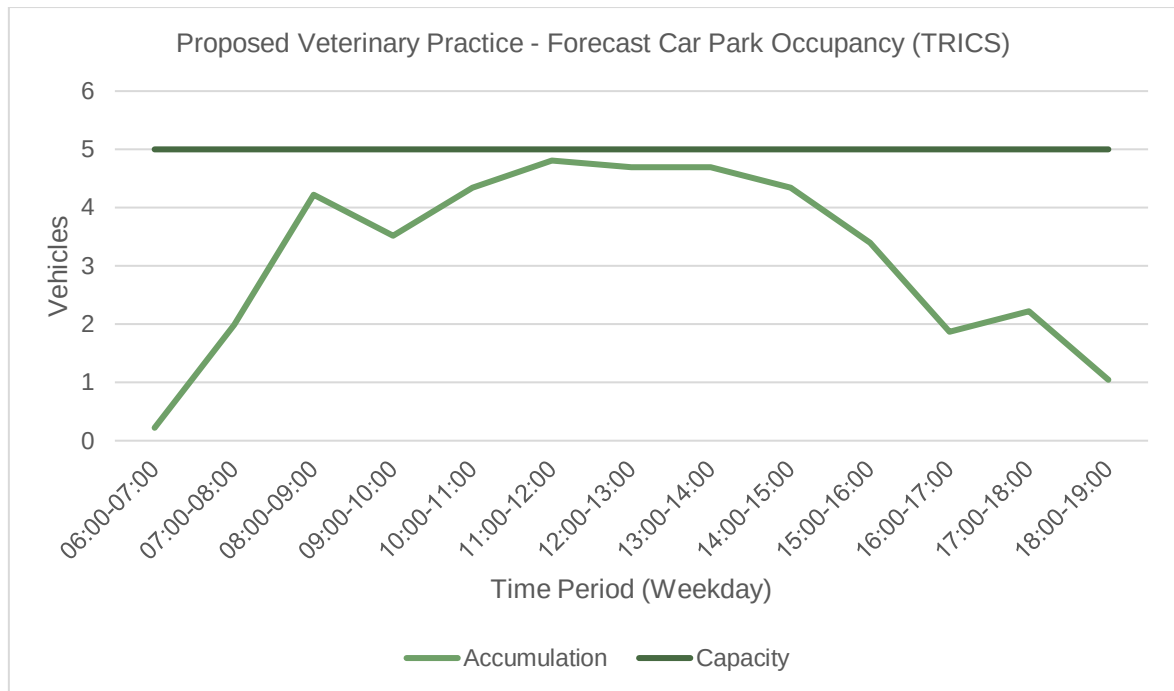


Figure 16: Car park accumulation sensitivity test (using TRICS)

- 6.2.2. As shown, the car park accumulation assessment confirms that the peak car parking occupancy for the proposed use is within the proposed car parking provision allocated to the unit (5 spaces).
- 6.2.3. It is acknowledged that there may be occasions where demand may exceed the car park capacity, as can occur with any land use. However, the chances of this occurring are far lower than the extant consent due to the lower trip generation associated with the proposed use and the regulated appointment system that will be in place for the vast majority of visitors.
- 6.2.4. In addition, there is ample safe off-site parking on the local highway network for occasional periods of parking demand spikes.
- 6.2.5. The change of use application also offers the opportunity to further reduce and regular vehicle demand at the site through the provision of a Travel Plan (which could be secured via an appropriately worded planning condition).

7. EVALUATION OF KEY ISSUES

7.1. Introduction

- 7.1.1. This Chapter offers an analysis of the proposal, based on the information presented in the report.

7.2. Discussion

- 7.2.1. This report has demonstrated that the proposed site use is far less intensive in terms of traffic generation and car parking demand than the extant site use. The proposal is also forecast to generate levels of on-site parking demand commensurate with the allocated car parking provision.
- 7.2.2. Furthermore, the proposed site has been shown to have many sustainable travel credentials in relation to local catchments, transport nodes and complimentary facilities.
- 7.2.3. The policy context (Chapter 2) confirms a national and local commitment to reduce car journeys where there are sustainable alternatives (as identified in Chapter 3) as increased car parking provision at destination zones directly increases the number of car-borne journeys.
- 7.2.4. The policy direction on private vehicle travel forecasting is to move away from the traditional 'predict and provide' approach to the more proactive 'decide and provide' model.
- 7.2.5. To achieve this, whilst the current parking provision is concluded to be suitable for the proposed application, a Travel Plan, to be secured by planning condition, presents a further opportunity to embed sustainable transport principles from the outset to complement the policy direction of the Council. This approach is focused on making deliberate decisions on transport provision based on desired outcomes, such as enhancing sustainable mode share, rather than merely reacting to predicted demand. It aligns with current policy directions and responds to societal shifts towards more sustainable and health-conscious lifestyles.
- 7.2.6. The IHT document 'Making Smarter Choices' identifies research which indicates that Travel Plans resulted in an average 18% reduction in single occupancy car usage across all evaluated sites.
- 7.2.7. The DfT document 'The Essential Guide to Travel Planning' (2007) identifies that:
- 'Experience from existing travel plans shows that, for a well designed plan, a 15% reduction in car driver trips to site over about three years is a typical result.'*
- 7.2.8. The DfT document 'Making Travel Plans Work – Lessons from UK Case Studies' (2002) states that:

'even the most "basic" travel plans can achieve 3-5% reductions in the numbers of employees travelling to work alone by car. Plans with large discounts on public transport and restrictions or charging for car parking can achieve 15-30% reductions, and some even more, over a period of – typically – two to four years.'

- 7.2.9. On the basis of the above, it is reasonable to expect that the sustainable credentials of the site, along with the adoption of a Travel Plan will result in a more favourable outcome on the local highway network than the extant use, which could be occupied by a far more intensive use, with higher parking requirements and without a mechanism in place to control the demand compared to the current proposal, which is able to adopt a Travel Plan to encourage sustainable travel.
- 7.2.10. Any residual concerns that the local highway authority may have regarding parking demand over the site provision can be absorbed by the abundance of safe on-street parking opportunities on the surrounding highway network. From a desktop review, this appears to be a regular occurrence and evidently does not compromise highway safety, with Pant Industrial Estate noted to have had no official personal injury collisions over the latest available 5-year period.

7.3. Recommendations

1

Whilst not essential, a Travel Plan could be secured by planning condition, to encourage staff and visitors to travel sustainably. This would include a suitable process for the dissemination of information to advise visitors that parking will be on a reserved basis, which will allow appointments to be scheduled with consideration of intended transport mode to prevent car parking demand from exceeding provision.

8. SUMMARY AND CONCLUSION

8.1. Summary

- 8.1.1. Link Transport Planning has been commissioned by Rhian Nicholls to prepare a Transport Statement for a change of use application at Unit 1, Paisley Park, Pant Industrial Estate, Merthyr Tydfil. The proposed change is from B1/B2/B8 to Sui Generis, enabling the unit to be occupied as a veterinary practice.
- 8.1.2. The proposal includes the construction of a mezzanine floor at the first level, which will add 264m² of floor space, increasing the total area to 593m².
- 8.1.3. The Transport Statement includes a comprehensive review of relevant legislation and policies, illustrating that the development's location is favourable to reduce travel demand. Where travel is necessary, the proposal offers a range of transport choices that align with the user hierarchy. National planning policy also supports minimising car parking provision to promote sustainable travel options.
- 8.1.4. A thorough review of sustainable travel patterns and opportunities shows that the site is well-positioned to support non-car modes of transport for both staff and visitors.
- 8.1.5. This report confirms that the proposed use will generate significantly lower traffic and parking demand than the current use of the site.
- 8.1.6. The on-site parking demand has been shown, using actual survey data of similar veterinary practices using the industry standard TRICS database, to align with the number of allocated car parking spaces for the unit.
- 8.1.7. Any residual parking demand beyond the site's capacity can be accommodated by the ample on-street parking available in the surrounding area. A desktop review indicates that on-street parking is common in the area and does not impact highway safety, with no recorded personal injury collisions on Pant Industrial Estate in the last five years. Alternatively, any overspilled car parking demand would be expected to utilise alternative modes of transport or to make arrangements for a short stay drop-off/pick-up trip.
- 8.1.8. Should the local highway authority have any concerns, a Travel Plan could be secured through a planning condition. This would further enhance the sustainability of the proposed change of use and promote continued efforts towards sustainable travel.
- 8.1.9. The servicing arrangements for the site will remain unchanged. A review of the TRICS database for veterinary practices (with two surgeons) indicates an average demand of one servicing vehicle per day, corresponding to one arrival and one departure trip.

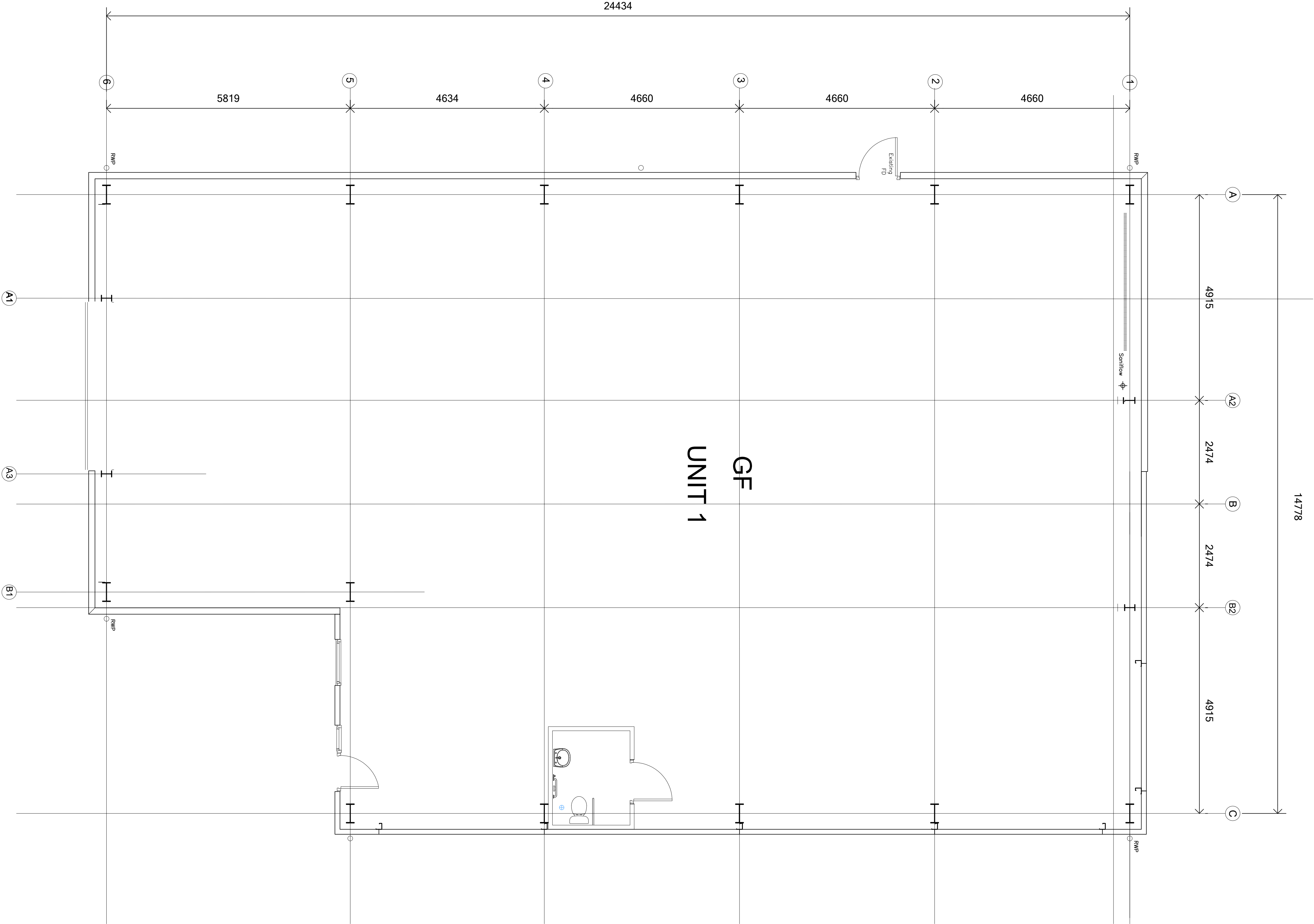
- 8.1.10. Given the potential for higher servicing requirements under the current planning use, the proposed change is expected to reduce both site and local highway network operational demands, resulting in a positive impact.
- 8.1.11. Although not deemed necessary, a delivery management plan could be implemented as a condition to further enhance highway operation and safety.

8.2. Conclusion

- 8.2.1. The proposed change of use, as outlined in this Transport Statement, fully complies with relevant transport planning policies at both the national and local levels.
- 8.2.2. There are no material highway transportation reasons why this proposal should not proceed.

Appendix A

Proposed Site Layout and Floorplans



GIA =329 m²

NOTE

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CLIENT Paisley Park Family Vets			
PROJECT TITLE Proposed Veterinary Practice.			
DRAWING TITLE Existing Ground Floor Plan			
SCALE 1/50 @ A1			
DRAWN BY SPH		PROJECT NO 24-014	
DATE MAR 2024		DRAWING NO. 103	
STATUS PLANNING		REV. ..	



FF
GIA = 264 m²

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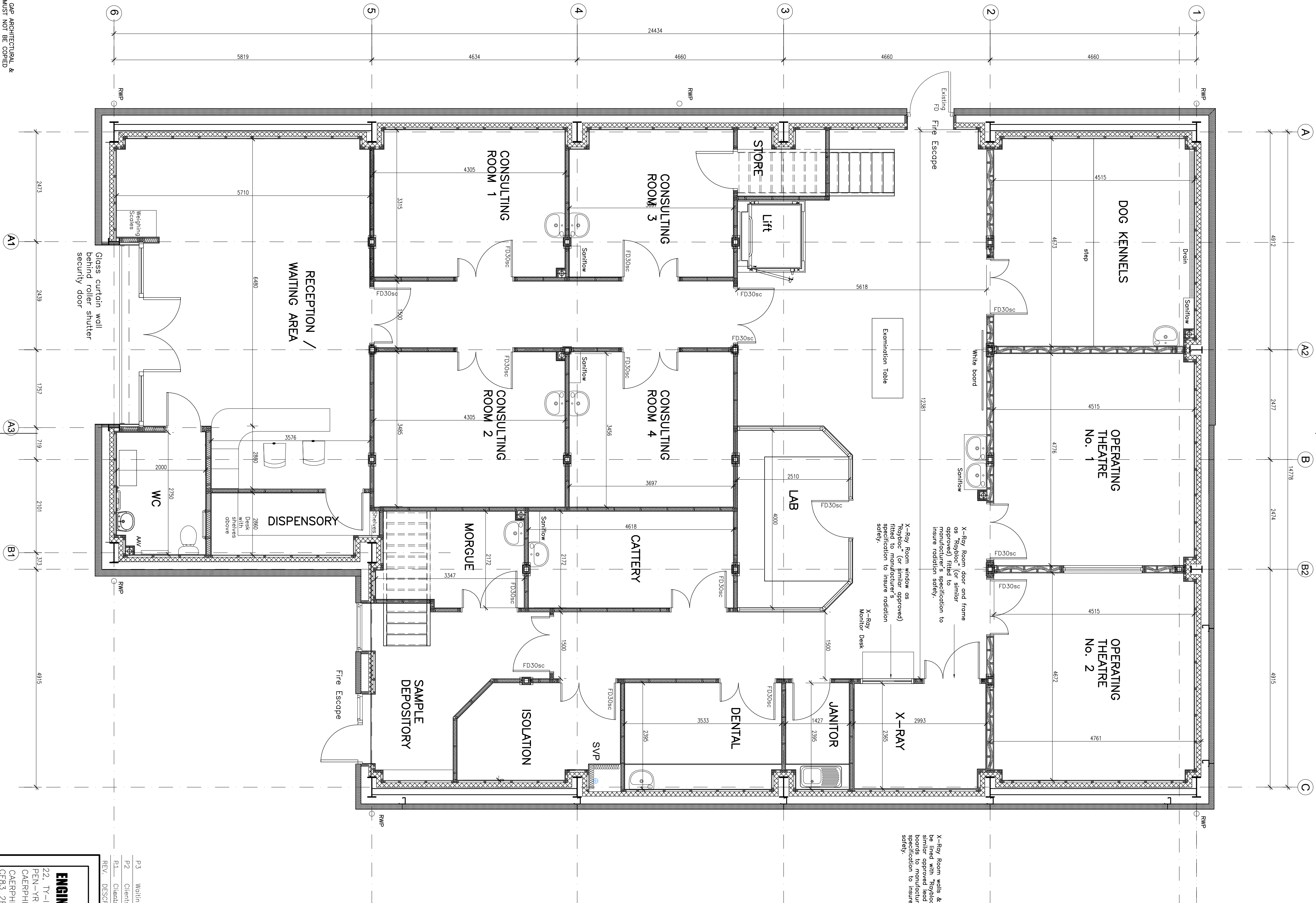
P2	Room Layout Amendments	20/11/24
P1	Clients Amendments	04/04/24
REV.	DESCRIPTION	DATE

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CLIENT	Paisley Park Family Vets		
PROJECT TITLE	Proposed Veterinary Practice.		
DRAWING TITLE	Proposed First Floor Plan		
SCALE	1/50 @ A1		
DRAWN BY	SBH	PROJECT NO.	24-014
DATE	FILE	DRAWING NO.	204
MAR 2024			Pg2.
STATUS	PLANNING		



GF
GIA = 329 m²

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CLIENT
Paisley Park Family Vets

DRAWING TITLE
Proposed Veterinary Practice.

Proposed Ground Floor Plan

SCALE
1/50 @ A1

DRAWN BY SBH

DATE MAR 2024

STATUS PLANNING

P3 - Waiting Room - Minor Amendments 20/11/24
P2 - Clients Amendments 07/04/24
B1 - Clients Amendments 04/04/24
REV. DESCRIPTION DATE

Appendix B

Extant and Proposed Site Use TRICS Outputs

Calculation Reference: AUDIT-118301-241106-1119

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : M - VETERINARY SURGERY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
11	SCOTLAND	
	LO WEST LOTHIAN	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: Number of surgeons
Actual Range: 3 to 9 (units:)
Range Selected by User: 1 to 9 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 17/11/21

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

Selected survey days:

Tuesday 1 days
Wednesday 1 days
Thursday 1 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:

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 3

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 2 days - Selected

Secondary Filtering selection:

Use Class:

E(e) 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:

5,001 to 10,000 2 days
20,001 to 25,000 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:

25,001 to 50,000	1 days
50,001 to 75,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	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
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This data displays the number of selected surveys with PTAL Ratings.

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

LIST OF SITES relevant to selection parameters

1	GS-05-M-02	ANIMAL HOSPITAL	GLOUCESTERSHIRE
	THE REDDINGS		
	CHELtenham		
	UP HATHERLEY		
	Edge of Town		
	Residential Zone		
	Total Number of surgeons:	3	
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL
2	LO-05-M-01	VETERINARY SURGERY	WEST Lothian
	BANKTON SQUARE		
	LIVINGSTON		
	Edge of Town		
	Residential Zone		
	Total Number of surgeons:	9	
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL
3	WL-05-M-01	VETERINARY SURGERY	WILTSHIRE
	STRATFORD ROAD		
	SALISBURY		
	Edge of Town		
	Residential Zone		
	Total Number of surgeons:	5	
	Survey date: WEDNESDAY	17/11/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 SURGNS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.26

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9	0.111	1	9	0.000	1	9	0.111
07:00 - 08:00	3	6	0.882	3	6	0.000	3	6	0.882
08:00 - 09:00	3	6	2.000	3	6	0.882	3	6	2.882
09:00 - 10:00	3	6	1.294	3	6	1.647	3	6	2.941
10:00 - 11:00	3	6	1.529	3	6	1.118	3	6	2.647
11:00 - 12:00	3	6	1.059	3	6	0.824	3	6	1.883
12:00 - 13:00	3	6	1.882	3	6	1.941	3	6	3.823
13:00 - 14:00	3	6	2.706	3	6	2.706	3	6	5.412
14:00 - 15:00	3	6	1.824	3	6	2.000	3	6	3.824
15:00 - 16:00	3	6	1.882	3	6	2.353	3	6	4.235
16:00 - 17:00	3	6	1.235	3	6	2.000	3	6	3.235
17:00 - 18:00	3	6	1.588	3	6	1.412	3	6	3.000
18:00 - 19:00	3	6	0.824	3	6	1.412	3	6	2.236
19:00 - 20:00	1	9	0.111	1	9	0.889	1	9	1.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			18.927			19.184			38.111

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: 3 - 9 (units:)
 Survey date range: 01/01/00 - 17/11/21
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY

MULTI-MODAL OGVS

Calculation factor: 1 SURGNS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9	0.000	1	9	0.000	1	9	0.000
07:00 - 08:00	3	6	0.000	3	6	0.000	3	6	0.000
08:00 - 09:00	3	6	0.000	3	6	0.000	3	6	0.000
09:00 - 10:00	3	6	0.000	3	6	0.000	3	6	0.000
10:00 - 11:00	3	6	0.000	3	6	0.000	3	6	0.000
11:00 - 12:00	3	6	0.000	3	6	0.000	3	6	0.000
12:00 - 13:00	3	6	0.000	3	6	0.000	3	6	0.000
13:00 - 14:00	3	6	0.059	3	6	0.059	3	6	0.118
14:00 - 15:00	3	6	0.000	3	6	0.000	3	6	0.000
15:00 - 16:00	3	6	0.000	3	6	0.000	3	6	0.000
16:00 - 17:00	3	6	0.000	3	6	0.000	3	6	0.000
17:00 - 18:00	3	6	0.000	3	6	0.000	3	6	0.000
18:00 - 19:00	3	6	0.000	3	6	0.000	3	6	0.000
19:00 - 20:00	1	9	0.000	1	9	0.000	1	9	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.059			0.118

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.

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY

MULTI-MODAL CYCLISTS

Calculation factor: 1 SURGNS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9	0.000	1	9	0.000	1	9	0.000
07:00 - 08:00	3	6	0.000	3	6	0.000	3	6	0.000
08:00 - 09:00	3	6	0.059	3	6	0.000	3	6	0.059
09:00 - 10:00	3	6	0.000	3	6	0.000	3	6	0.000
10:00 - 11:00	3	6	0.000	3	6	0.000	3	6	0.000
11:00 - 12:00	3	6	0.000	3	6	0.000	3	6	0.000
12:00 - 13:00	3	6	0.000	3	6	0.000	3	6	0.000
13:00 - 14:00	3	6	0.000	3	6	0.000	3	6	0.000
14:00 - 15:00	3	6	0.000	3	6	0.059	3	6	0.059
15:00 - 16:00	3	6	0.000	3	6	0.000	3	6	0.000
16:00 - 17:00	3	6	0.000	3	6	0.000	3	6	0.000
17:00 - 18:00	3	6	0.000	3	6	0.000	3	6	0.000
18:00 - 19:00	3	6	0.000	3	6	0.000	3	6	0.000
19:00 - 20:00	1	9	0.000	1	9	0.000	1	9	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.059			0.118

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.

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 SURGNS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9	0.111	1	9	0.000	1	9	0.111
07:00 - 08:00	3	6	0.882	3	6	0.000	3	6	0.882
08:00 - 09:00	3	6	2.000	3	6	0.882	3	6	2.882
09:00 - 10:00	3	6	1.353	3	6	1.706	3	6	3.059
10:00 - 11:00	3	6	1.706	3	6	1.294	3	6	3.000
11:00 - 12:00	3	6	1.235	3	6	0.824	3	6	2.059
12:00 - 13:00	3	6	2.176	3	6	2.176	3	6	4.352
13:00 - 14:00	3	6	2.941	3	6	2.941	3	6	5.882
14:00 - 15:00	3	6	1.882	3	6	1.941	3	6	3.823
15:00 - 16:00	3	6	2.294	3	6	2.588	3	6	4.882
16:00 - 17:00	3	6	1.941	3	6	2.824	3	6	4.765
17:00 - 18:00	3	6	2.000	3	6	2.000	3	6	4.000
18:00 - 19:00	3	6	0.941	3	6	1.706	3	6	2.647
19:00 - 20:00	1	9	0.111	1	9	0.889	1	9	1.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			21.573			21.771			43.344

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.

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 SURGNS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9	0.000	1	9	0.000	1	9	0.000
07:00 - 08:00	3	6	0.118	3	6	0.000	3	6	0.118
08:00 - 09:00	3	6	0.176	3	6	0.000	3	6	0.176
09:00 - 10:00	3	6	0.118	3	6	0.118	3	6	0.236
10:00 - 11:00	3	6	0.118	3	6	0.118	3	6	0.236
11:00 - 12:00	3	6	0.000	3	6	0.000	3	6	0.000
12:00 - 13:00	3	6	0.353	3	6	0.294	3	6	0.647
13:00 - 14:00	3	6	0.059	3	6	0.176	3	6	0.235
14:00 - 15:00	3	6	0.294	3	6	0.176	3	6	0.470
15:00 - 16:00	3	6	0.235	3	6	0.118	3	6	0.353
16:00 - 17:00	3	6	0.000	3	6	0.235	3	6	0.235
17:00 - 18:00	3	6	0.294	3	6	0.353	3	6	0.647
18:00 - 19:00	3	6	0.000	3	6	0.176	3	6	0.176
19:00 - 20:00	1	9	0.000	1	9	0.111	1	9	0.111
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.765			1.875			3.640

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.

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 SURGNS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9	0.000	1	9	0.000	1	9	0.000
07:00 - 08:00	3	6	0.000	3	6	0.000	3	6	0.000
08:00 - 09:00	3	6	0.059	3	6	0.000	3	6	0.059
09:00 - 10:00	3	6	0.118	3	6	0.059	3	6	0.177
10:00 - 11:00	3	6	0.000	3	6	0.118	3	6	0.118
11:00 - 12:00	3	6	0.059	3	6	0.000	3	6	0.059
12:00 - 13:00	3	6	0.000	3	6	0.118	3	6	0.118
13:00 - 14:00	3	6	0.059	3	6	0.000	3	6	0.059
14:00 - 15:00	3	6	0.000	3	6	0.000	3	6	0.000
15:00 - 16:00	3	6	0.059	3	6	0.000	3	6	0.059
16:00 - 17:00	3	6	0.000	3	6	0.059	3	6	0.059
17:00 - 18:00	3	6	0.000	3	6	0.000	3	6	0.000
18:00 - 19:00	3	6	0.000	3	6	0.000	3	6	0.000
19:00 - 20:00	1	9	0.000	1	9	0.000	1	9	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.354			0.354			0.708

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.

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 SURGNS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9	0.000	1	9	0.000	1	9	0.000
07:00 - 08:00	3	6	0.000	3	6	0.000	3	6	0.000
08:00 - 09:00	3	6	0.059	3	6	0.000	3	6	0.059
09:00 - 10:00	3	6	0.118	3	6	0.059	3	6	0.177
10:00 - 11:00	3	6	0.000	3	6	0.118	3	6	0.118
11:00 - 12:00	3	6	0.059	3	6	0.000	3	6	0.059
12:00 - 13:00	3	6	0.000	3	6	0.118	3	6	0.118
13:00 - 14:00	3	6	0.059	3	6	0.000	3	6	0.059
14:00 - 15:00	3	6	0.000	3	6	0.000	3	6	0.000
15:00 - 16:00	3	6	0.059	3	6	0.000	3	6	0.059
16:00 - 17:00	3	6	0.000	3	6	0.059	3	6	0.059
17:00 - 18:00	3	6	0.000	3	6	0.000	3	6	0.000
18:00 - 19:00	3	6	0.000	3	6	0.000	3	6	0.000
19:00 - 20:00	1	9	0.000	1	9	0.000	1	9	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.354			0.354			0.708

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.

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 SURGNS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.26

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9	0.111	1	9	0.000	1	9	0.111
07:00 - 08:00	3	6	1.000	3	6	0.000	3	6	1.000
08:00 - 09:00	3	6	2.294	3	6	0.882	3	6	3.176
09:00 - 10:00	3	6	1.588	3	6	1.882	3	6	3.470
10:00 - 11:00	3	6	1.824	3	6	1.529	3	6	3.353
11:00 - 12:00	3	6	1.294	3	6	0.824	3	6	2.118
12:00 - 13:00	3	6	2.529	3	6	2.588	3	6	5.117
13:00 - 14:00	3	6	3.059	3	6	3.118	3	6	6.177
14:00 - 15:00	3	6	2.176	3	6	2.176	3	6	4.352
15:00 - 16:00	3	6	2.588	3	6	2.706	3	6	5.294
16:00 - 17:00	3	6	1.941	3	6	3.118	3	6	5.059
17:00 - 18:00	3	6	2.294	3	6	2.353	3	6	4.647
18:00 - 19:00	3	6	0.941	3	6	1.882	3	6	2.823
19:00 - 20:00	1	9	0.111	1	9	1.000	1	9	1.111
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			23.750			24.058			47.808

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.

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY

MULTI-MODAL CARS

Calculation factor: 1 SURGNS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9	0.111	1	9	0.000	1	9	0.111
07:00 - 08:00	3	6	0.882	3	6	0.000	3	6	0.882
08:00 - 09:00	3	6	1.941	3	6	0.824	3	6	2.765
09:00 - 10:00	3	6	1.176	3	6	1.588	3	6	2.764
10:00 - 11:00	3	6	1.471	3	6	1.000	3	6	2.471
11:00 - 12:00	3	6	1.000	3	6	0.765	3	6	1.765
12:00 - 13:00	3	6	1.824	3	6	1.882	3	6	3.706
13:00 - 14:00	3	6	2.529	3	6	2.529	3	6	5.058
14:00 - 15:00	3	6	1.706	3	6	1.882	3	6	3.588
15:00 - 16:00	3	6	1.824	3	6	2.294	3	6	4.118
16:00 - 17:00	3	6	1.118	3	6	1.941	3	6	3.059
17:00 - 18:00	3	6	1.588	3	6	1.353	3	6	2.941
18:00 - 19:00	3	6	0.824	3	6	1.412	3	6	2.236
19:00 - 20:00	1	9	0.111	1	9	0.889	1	9	1.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			18.105			18.359			36.464

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.

TRIP RATE for Land Use 05 - HEALTH/M - VETERINARY SURGERY
MULTI-MODAL LGVS
Calculation factor: 1 SURGNS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate	No. Days	Ave. SURGNS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9	0.000	1	9	0.000	1	9	0.000
07:00 - 08:00	3	6	0.000	3	6	0.000	3	6	0.000
08:00 - 09:00	3	6	0.059	3	6	0.059	3	6	0.118
09:00 - 10:00	3	6	0.118	3	6	0.059	3	6	0.177
10:00 - 11:00	3	6	0.059	3	6	0.118	3	6	0.177
11:00 - 12:00	3	6	0.059	3	6	0.059	3	6	0.118
12:00 - 13:00	3	6	0.059	3	6	0.059	3	6	0.118
13:00 - 14:00	3	6	0.118	3	6	0.118	3	6	0.236
14:00 - 15:00	3	6	0.118	3	6	0.118	3	6	0.236
15:00 - 16:00	3	6	0.059	3	6	0.059	3	6	0.118
16:00 - 17:00	3	6	0.118	3	6	0.059	3	6	0.177
17:00 - 18:00	3	6	0.000	3	6	0.059	3	6	0.059
18:00 - 19:00	3	6	0.000	3	6	0.000	3	6	0.000
19:00 - 20:00	1	9	0.000	1	9	0.000	1	9	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.767			0.767			1.534

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

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

Calculation Reference: AUDIT-118301-241106-1118

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : R - TRADE SHOP
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
11	SCOTLAND	
	FI FIFE	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: 275 to 900 (units: sqm)
Range Selected by User: 275 to 970 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 08/11/23

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

Selected survey days:

Monday 1 days
Tuesday 1 days
Friday 1 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:

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:

Industrial Zone 3

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 X days - Selected
Servicing vehicles Excluded 3 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:

10,001 to 15,000 1 days
15,001 to 20,000 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:

25,001 to 50,000	1 days
100,001 to 125,000	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	1 days
1.1 to 1.5	2 days

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

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BP-01-R-01	SCREWFIX	BLACKPOOL
	MOWBRAY DRIVE		
	BLACKPOOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	900 sqm	
	Survey date: MONDAY	19/04/21	Survey Type: MANUAL
2	FI-01-R-01	SCREWFIX	FIFE
	PITREAVIE WAY		
	DUNFERMLINE		
	PITREAVIE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	380 sqm	
	Survey date: FRIDAY	21/04/23	Survey Type: MANUAL
3	NY-01-R-01	TOOLSTATION	NORTH YORKSHIRE
	OAKNEY WOOD ROAD		
	SELBY		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	275 sqm	
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	518	0.386	3	518	0.129	3	518	0.515
07:00 - 08:00	3	518	2.058	3	518	1.929	3	518	3.987
08:00 - 09:00	3	518	3.794	3	518	3.666	3	518	7.460
09:00 - 10:00	3	518	4.116	3	518	4.180	3	518	8.296
10:00 - 11:00	3	518	5.531	3	518	4.952	3	518	10.483
11:00 - 12:00	3	518	4.952	3	518	4.952	3	518	9.904
12:00 - 13:00	3	518	5.402	3	518	5.788	3	518	11.190
13:00 - 14:00	3	518	4.887	3	518	4.952	3	518	9.839
14:00 - 15:00	3	518	3.987	3	518	3.537	3	518	7.524
15:00 - 16:00	3	518	4.887	3	518	5.080	3	518	9.967
16:00 - 17:00	3	518	3.344	3	518	3.280	3	518	6.624
17:00 - 18:00	3	518	2.958	3	518	3.408	3	518	6.366
18:00 - 19:00	3	518	2.379	3	518	2.379	3	518	4.758
19:00 - 20:00	3	518	1.158	3	518	1.222	3	518	2.380
20:00 - 21:00	3	518	0.000	3	518	0.257	3	518	0.257
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			49.839			49.711			99.550

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

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Parameter summary

Trip rate parameter range selected:	275 - 900 (units: sqm)
Survey date range:	01/01/16 - 08/11/23
Number of weekdays (Monday-Friday):	3
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 for Land Use 01 - RETAIL/R - TRADE SHOP

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	518	0.000	3	518	0.000	3	518	0.000
07:00 - 08:00	3	518	0.000	3	518	0.000	3	518	0.000
08:00 - 09:00	3	518	0.000	3	518	0.000	3	518	0.000
09:00 - 10:00	3	518	0.000	3	518	0.000	3	518	0.000
10:00 - 11:00	3	518	0.000	3	518	0.000	3	518	0.000
11:00 - 12:00	3	518	0.000	3	518	0.000	3	518	0.000
12:00 - 13:00	3	518	0.129	3	518	0.129	3	518	0.258
13:00 - 14:00	3	518	0.000	3	518	0.000	3	518	0.000
14:00 - 15:00	3	518	0.064	3	518	0.064	3	518	0.128
15:00 - 16:00	3	518	0.000	3	518	0.000	3	518	0.000
16:00 - 17:00	3	518	0.000	3	518	0.000	3	518	0.000
17:00 - 18:00	3	518	0.000	3	518	0.000	3	518	0.000
18:00 - 19:00	3	518	0.000	3	518	0.000	3	518	0.000
19:00 - 20:00	3	518	0.064	3	518	0.000	3	518	0.064
20:00 - 21:00	3	518	0.000	3	518	0.064	3	518	0.064
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.257			0.257			0.514

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.

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

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	518	0.064	3	518	0.064	3	518	0.128
07:00 - 08:00	3	518	0.000	3	518	0.000	3	518	0.000
08:00 - 09:00	3	518	0.000	3	518	0.000	3	518	0.000
09:00 - 10:00	3	518	0.000	3	518	0.000	3	518	0.000
10:00 - 11:00	3	518	0.064	3	518	0.064	3	518	0.128
11:00 - 12:00	3	518	0.000	3	518	0.000	3	518	0.000
12:00 - 13:00	3	518	0.000	3	518	0.000	3	518	0.000
13:00 - 14:00	3	518	0.000	3	518	0.000	3	518	0.000
14:00 - 15:00	3	518	0.000	3	518	0.000	3	518	0.000
15:00 - 16:00	3	518	0.000	3	518	0.000	3	518	0.000
16:00 - 17:00	3	518	0.000	3	518	0.000	3	518	0.000
17:00 - 18:00	3	518	0.000	3	518	0.000	3	518	0.000
18:00 - 19:00	3	518	0.000	3	518	0.000	3	518	0.000
19:00 - 20:00	3	518	0.000	3	518	0.000	3	518	0.000
20:00 - 21:00	3	518	0.000	3	518	0.000	3	518	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.128			0.128			0.256

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.

TRIP RATE for Land Use 01 - RETAIL/R - TRADE SHOP
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	518	0.064	3	518	0.000	3	518	0.064
07:00 - 08:00	3	518	0.064	3	518	0.064	3	518	0.128
08:00 - 09:00	3	518	0.000	3	518	0.000	3	518	0.000
09:00 - 10:00	3	518	0.000	3	518	0.000	3	518	0.000
10:00 - 11:00	3	518	0.064	3	518	0.064	3	518	0.128
11:00 - 12:00	3	518	0.000	3	518	0.000	3	518	0.000
12:00 - 13:00	3	518	0.064	3	518	0.064	3	518	0.128
13:00 - 14:00	3	518	0.000	3	518	0.000	3	518	0.000
14:00 - 15:00	3	518	0.000	3	518	0.000	3	518	0.000
15:00 - 16:00	3	518	0.000	3	518	0.000	3	518	0.000
16:00 - 17:00	3	518	0.064	3	518	0.064	3	518	0.128
17:00 - 18:00	3	518	0.000	3	518	0.000	3	518	0.000
18:00 - 19:00	3	518	0.000	3	518	0.064	3	518	0.064
19:00 - 20:00	3	518	0.000	3	518	0.000	3	518	0.000
20:00 - 21:00	3	518	0.000	3	518	0.000	3	518	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.320			0.320			0.640

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.

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

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	518	0.193	3	518	0.000	3	518	0.193
07:00 - 08:00	3	518	0.772	3	518	0.772	3	518	1.544
08:00 - 09:00	3	518	1.350	3	518	1.158	3	518	2.508
09:00 - 10:00	3	518	2.315	3	518	2.379	3	518	4.694
10:00 - 11:00	3	518	3.344	3	518	3.023	3	518	6.367
11:00 - 12:00	3	518	3.215	3	518	3.087	3	518	6.302
12:00 - 13:00	3	518	3.859	3	518	4.116	3	518	7.975
13:00 - 14:00	3	518	3.794	3	518	3.794	3	518	7.588
14:00 - 15:00	3	518	2.637	3	518	2.379	3	518	5.016
15:00 - 16:00	3	518	3.537	3	518	3.537	3	518	7.074
16:00 - 17:00	3	518	2.315	3	518	2.444	3	518	4.759
17:00 - 18:00	3	518	1.929	3	518	2.186	3	518	4.115
18:00 - 19:00	3	518	1.865	3	518	1.865	3	518	3.730
19:00 - 20:00	3	518	0.836	3	518	0.900	3	518	1.736
20:00 - 21:00	3	518	0.000	3	518	0.193	3	518	0.193
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			31.961			31.833			63.794

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.

TRIP RATE for Land Use 01 - RETAIL/R - TRADE SHOP
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	518	0.129	3	518	0.064	3	518	0.193
07:00 - 08:00	3	518	1.286	3	518	1.158	3	518	2.444
08:00 - 09:00	3	518	2.444	3	518	2.508	3	518	4.952
09:00 - 10:00	3	518	1.801	3	518	1.801	3	518	3.602
10:00 - 11:00	3	518	2.122	3	518	1.865	3	518	3.987
11:00 - 12:00	3	518	1.736	3	518	1.865	3	518	3.601
12:00 - 13:00	3	518	1.415	3	518	1.543	3	518	2.958
13:00 - 14:00	3	518	1.029	3	518	1.093	3	518	2.122
14:00 - 15:00	3	518	1.286	3	518	1.093	3	518	2.379
15:00 - 16:00	3	518	1.350	3	518	1.543	3	518	2.893
16:00 - 17:00	3	518	1.029	3	518	0.836	3	518	1.865
17:00 - 18:00	3	518	1.029	3	518	1.222	3	518	2.251
18:00 - 19:00	3	518	0.514	3	518	0.514	3	518	1.028
19:00 - 20:00	3	518	0.257	3	518	0.322	3	518	0.579
20:00 - 21:00	3	518	0.000	3	518	0.000	3	518	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.427			17.427			34.854

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

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

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

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	518	0.000	3	518	0.000	3	518	0.000
07:00 - 08:00	3	518	0.000	3	518	0.000	3	518	0.000
08:00 - 09:00	3	518	0.000	3	518	0.000	3	518	0.000
09:00 - 10:00	3	518	0.000	3	518	0.000	3	518	0.000
10:00 - 11:00	3	518	0.000	3	518	0.000	3	518	0.000
11:00 - 12:00	3	518	0.000	3	518	0.000	3	518	0.000
12:00 - 13:00	3	518	0.000	3	518	0.000	3	518	0.000
13:00 - 14:00	3	518	0.064	3	518	0.064	3	518	0.128
14:00 - 15:00	3	518	0.000	3	518	0.000	3	518	0.000
15:00 - 16:00	3	518	0.000	3	518	0.000	3	518	0.000
16:00 - 17:00	3	518	0.000	3	518	0.000	3	518	0.000
17:00 - 18:00	3	518	0.000	3	518	0.000	3	518	0.000
18:00 - 19:00	3	518	0.000	3	518	0.000	3	518	0.000
19:00 - 20:00	3	518	0.000	3	518	0.000	3	518	0.000
20:00 - 21:00	3	518	0.000	3	518	0.000	3	518	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064				0.064	0.128	

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.