



Transport Statement

**Proposed Retail Development
Penydarren Social Club
Alexandra Avenue
Merthyr Tydfil**

July 2026

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Revision History

A	23 rd July 2026	First Issue

2003-ACS-ZZ-XX-RP-T-001-A Transport Statement.docx

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1 Introduction

- 1.1 Acstro has been appointed to prepare a Transport Statement to support a planning application for the development on land at Penydarren Social Club, Alexandra Avenue, Merthyr Tydfil. The general location of the site is shown in Figure 1.

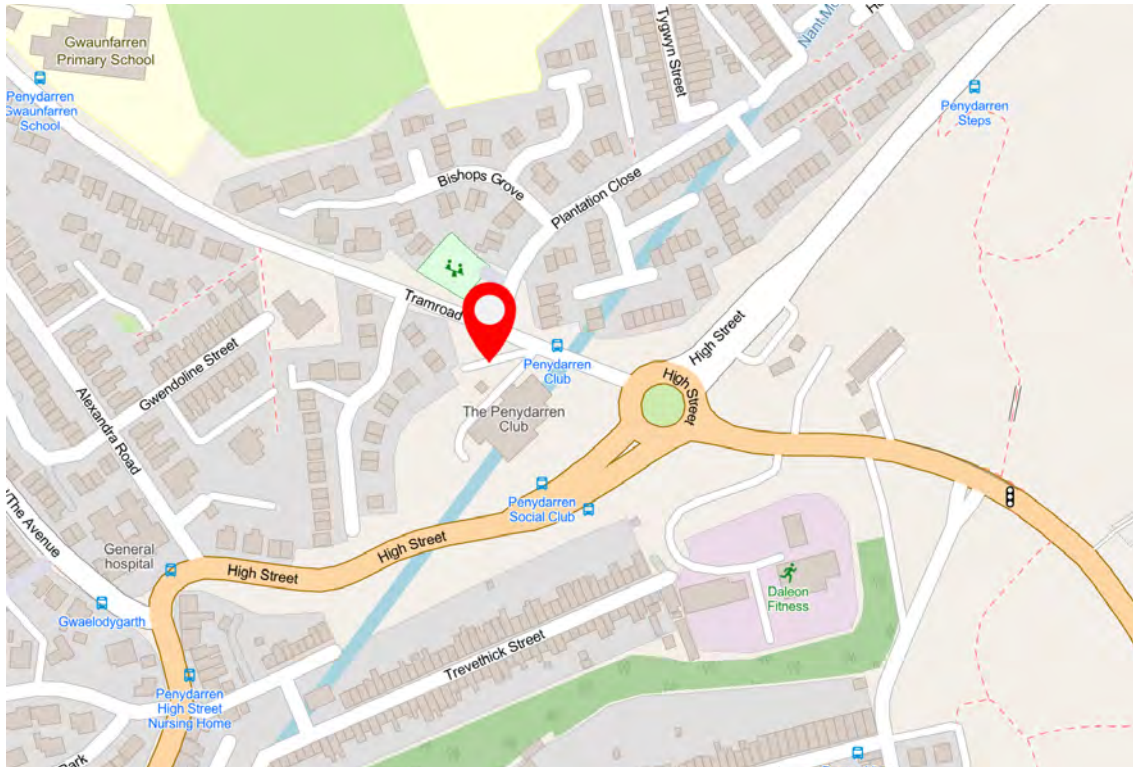


Figure 1 Location Plan

- 1.2 The site is currently laid to car park to the west of the social club and is surplus to the social club's requirements. The proposal is for the construction of a 346m² retail store with associated parking. The proposal includes the creation of new parking space for the use of the social club.
- 1.3 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site.
- 1.4 The structure of the Transport Statement is as follows:
- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
 - Section 3 describes the site's proximity to services and facilities and its accessibility by all forms of transport.
 - Section 4 describes the proposed development and its access arrangements.
 - Section 5 provides a summary and conclusion.

2 Policy Context

[Future Wales - The National Plan 2040](#)

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

[Planning Policy Wales \(12th Edition\)](#)

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

- 2.9 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.
- 2.10 PPW recommends (4.1.51) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

TAN18 Transportation

- 2.11 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments’ sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
 - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
 - managing parking provision;
 - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - encouraging the location of development near other related uses to encourage multi-purpose trips; and
 - ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.12 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

The Active Travel (Wales) Act 2013

- 2.13 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.
- 2.14 Caerphilly’s ATNM shows a future walking and cycling route (INMC312) passing the site, which links with the existing walking and cycling route (INMC24b) to the east. There is also a future walking route (INMC311) shown along Penallta Road, to the north of the site, that links to Penybryn and Gelligaer.

[Merthyr Tydfil Replacement Local Development Plan \(2016-2031\)](#)

- 2.15 In terms of highway and transport related policies it is considered that the following are relevant.
- 2.16 Policy SW11 (Sustainable Design and Placemaking) requires that development should, amongst other requirements:
- integrate effectively with adjacent spaces, the public realm and historic environment to enhance the general street scene and create good quality townscape;
 - 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;
 - provide adequate facilities and space for waste collections and recycling;
 - promote the creation of healthy and active environments and reduce the opportunity for crime and anti-social behaviour

[CSS Wales Parking Standards \(2014\)](#)

- 2.17 The Council has no formally adopted Parking Standards. However, we understand that the Parking Standards published by CSS Wales are used in place of any formal supplementary planning guidance.
- 2.18 For the land uses relevant to this application, the CSS Wales Parking Standards state as follows.

Land Use	Car Parking	Cycle Parking (Minimum)
Shop (201m ² to 1,000m ²)	1 space per 40m ²	1 stand per 500m ² for long term (staff) parking 1 stand per 500m ² for short-term (customer) parking
Licensed Club	1 space per 3 non-resident staff & 1 space per 5m ² of public area	1 stand per 40m ² of public space

Table 1 Parking Standard Recommendations

3 The Site

- 3.1 The site comprises of an area of car park to the west of Penydarren Social Club on Alexandra Avenue, Merthyr Tydfil.

Proximity to Services

- 3.2 The application site is located approximately 1km to the north east of Merthyr Tydfil's town centre, where a wide range of services and facilities can be accessed.
- 3.3 The area around the site is predominantly residential and it is notable that there is no convenience store in close proximity to the site. As a result it is likely that there are multiple trips generated from the nearby residential areas to access the nearest stores.
- 3.4 The proposed development will benefit existing residents, reducing the distance that they need to travel to access existing comparable facilities and increasing the potential that trips can be made by more sustainable forms of transport.

Active Travel

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

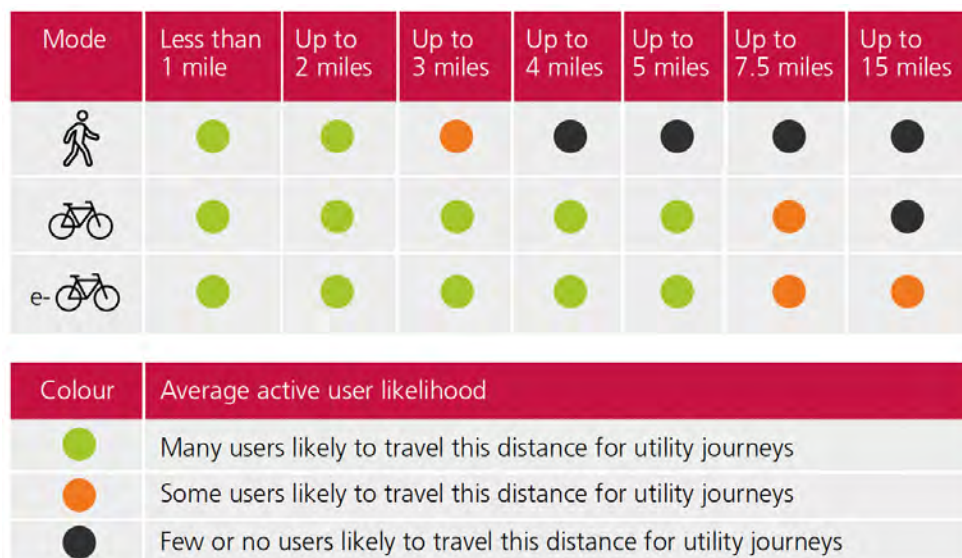


Figure 2 Typical Distance Range for Active Travel

(Source: Active Travel Guidance Table 4.1)

- 3.6 Figure 4 shows the areas that are within 2km or a 30-minute walk of the site and illustrates that a large proportion of Merthyr Tydfil could access the site by active travel means.

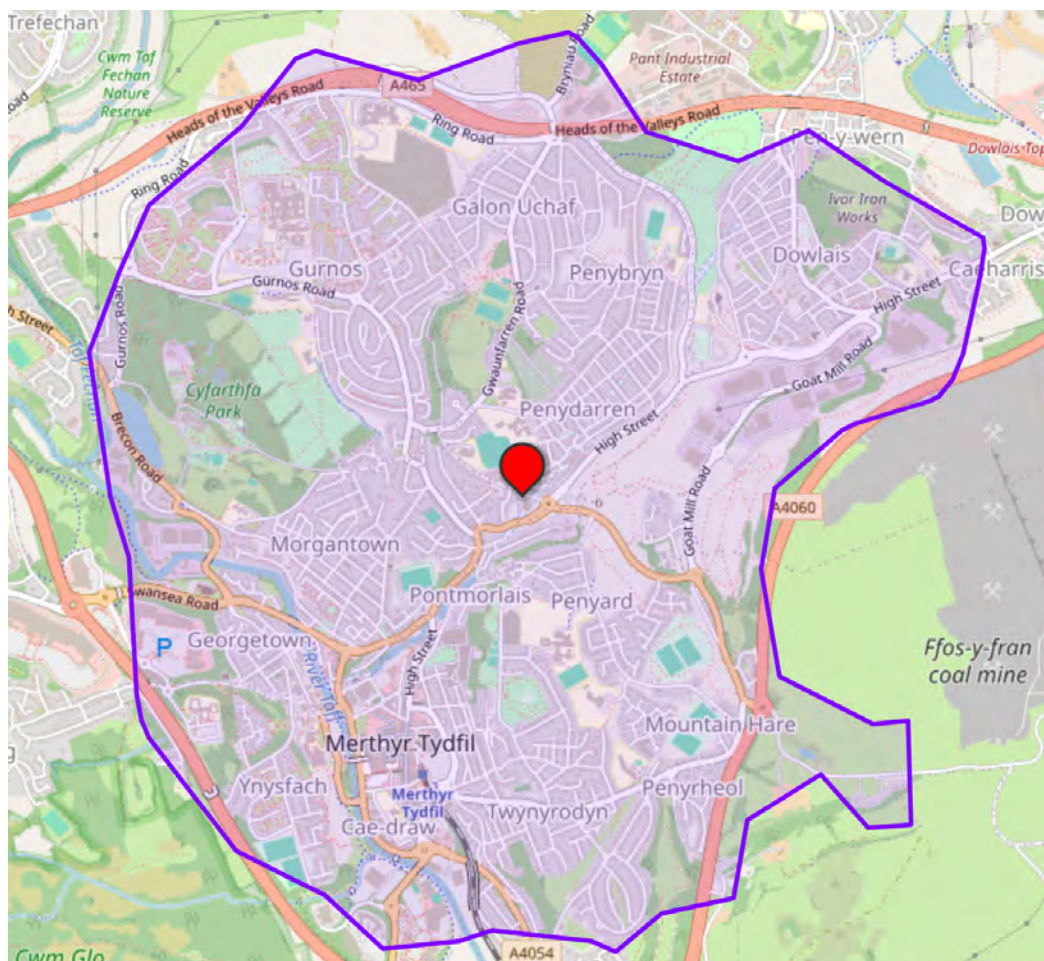


Figure 3 2km / 30-minute Walk Catchment

- 3.7 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.
- 3.8 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:
- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
 - **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.
- 3.9 Figure 5 is an extract from the Council's ATNM and shows that the application site is well connected to the active travel network that is being introduced in Merthyr Tydfil. Alexandra Avenue is designated as an active travel route for walking whilst there is an existing walking and cycling route to the east, along High Street. There are multiple future walking and cycling routes shown, indicating significant future growth in the town's active travel network.

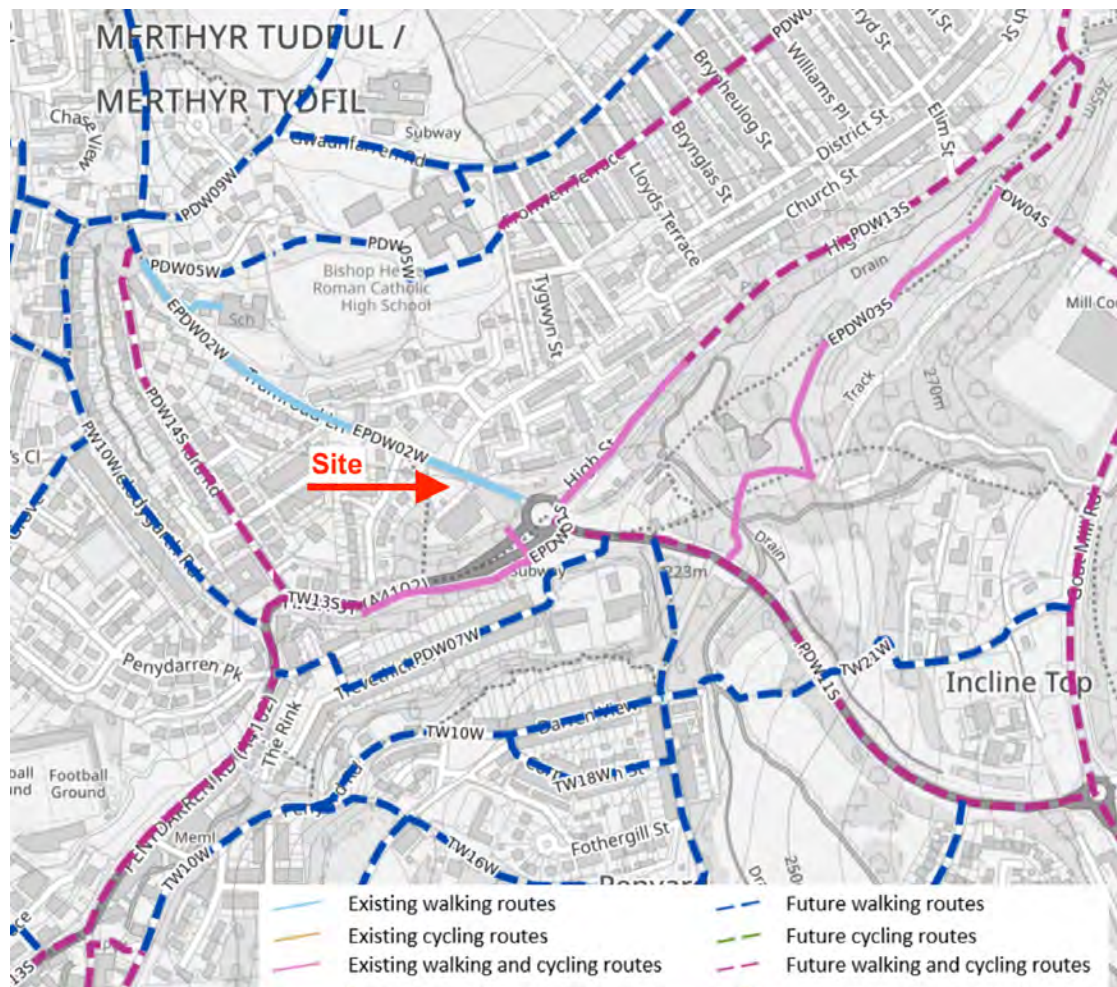


Figure 4 Extract from Active Travel Network Map (Source: DataMapWales)

- 3.10 The site is accessible to pedestrians from the footways that run along Alexandra Avenue. These connect with the wider pedestrian network that provide segregated routes to the site from all directions. There is a zebra crossing on Alexandra Avenue immediately to the west of the site and good quality crossing uncontrolled crossings across all entries of the nearby High Street roundabout.

Public Transport

- 3.11 The nearest bus stop is on Alexandra Road, opposite the site's entrance. This provides access to the No. 33 bus service. There are additional bus stops on High Street, some 120m walk from the site, where a number of other bus services can be accessed. The bus services that call at these stops are summarised in the following table.

Bus Stop	Service No.	Route	General Frequency
Alexandra Ave.	33	Merthyr Tydfil – Galon Uchaf	Hourly
High Street	33	Merthyr Tydfil – Galon Uchaf	Hourly
	35	Merthyr Tydfil - Rhydybedd	Every 20 Minuts
	38	Merthyr Tydfil – Twynyrodyn	Hourly
	51	Merthyr Tydfil - Bargoed	2 per hour
	76	Merthyr Tydfil - Abergavenny	Hourly

Table 2 Bus Services from Nearby Bus Stops

Highway Access

- 3.12 Alexandra Avenue has a 7.3m wide carriageway with 2m wide footways on both sides. It is subject to a 20mph speed limit and benefits from street lighting.



Figure 5 Site Access

- 3.13 The proposed development will utilise the existing access to the social club. The access is some 10.5m wide, measured at the back of the footway, providing generous room for vehicles to enter and leave the site. Visibility along Alexandra Road for vehicles departing the site is unrestricted.

- 3.14 The existing car park has some 30 marked out parking spaces, although most are smaller than the 4.8m x 2.6m recommended within current Parking Standards. We are advised by the operators of the social club that the car park is rarely full.
- 3.15 We are also advised that the social club accept brewery deliveries by articulated lorry, who reverse into the site from Alexandra Road.
- 3.16 There has been one slight severity injury collision recorded during the latest 5-years of available records (2020 – 2024). This occurred on Alexandra Avenue (labelled as Tramroad Lane in the figure below). This is evidently an isolated incident and the absence of clusters of records or collisions of greater severity provides evidence that the local highway operates safely.

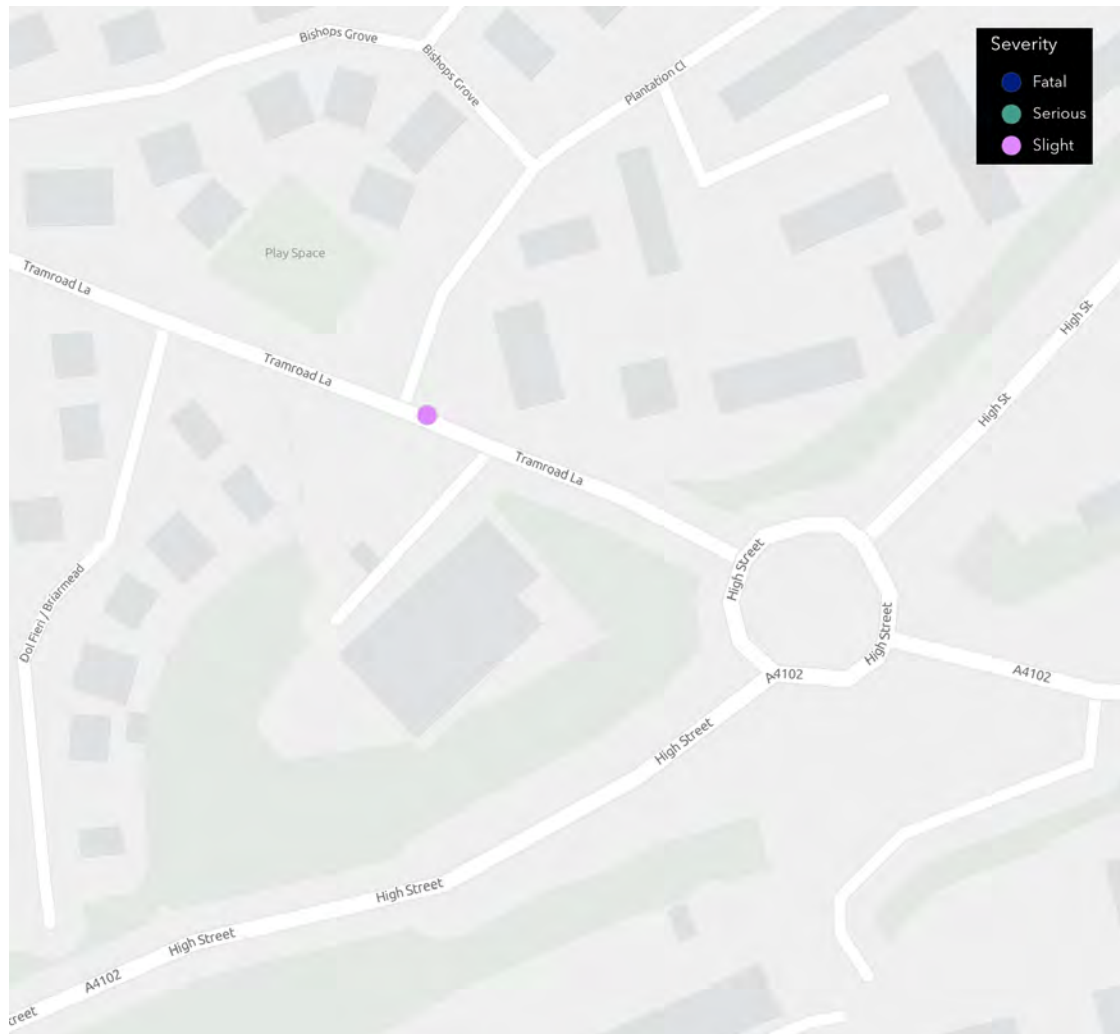


Figure 6 Injury Collision Location & Severity (2020 - 2024) DfT / MAVRIC

Summary

- 3.17 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.
- 3.18 The highway network serving the site operates safely.

4 Proposed Development

- 4.1 The proposed development comprises of a 346m² retail unit with 13 car parking spaces together with the construction of 14 replacement car parking spaces for the social club.

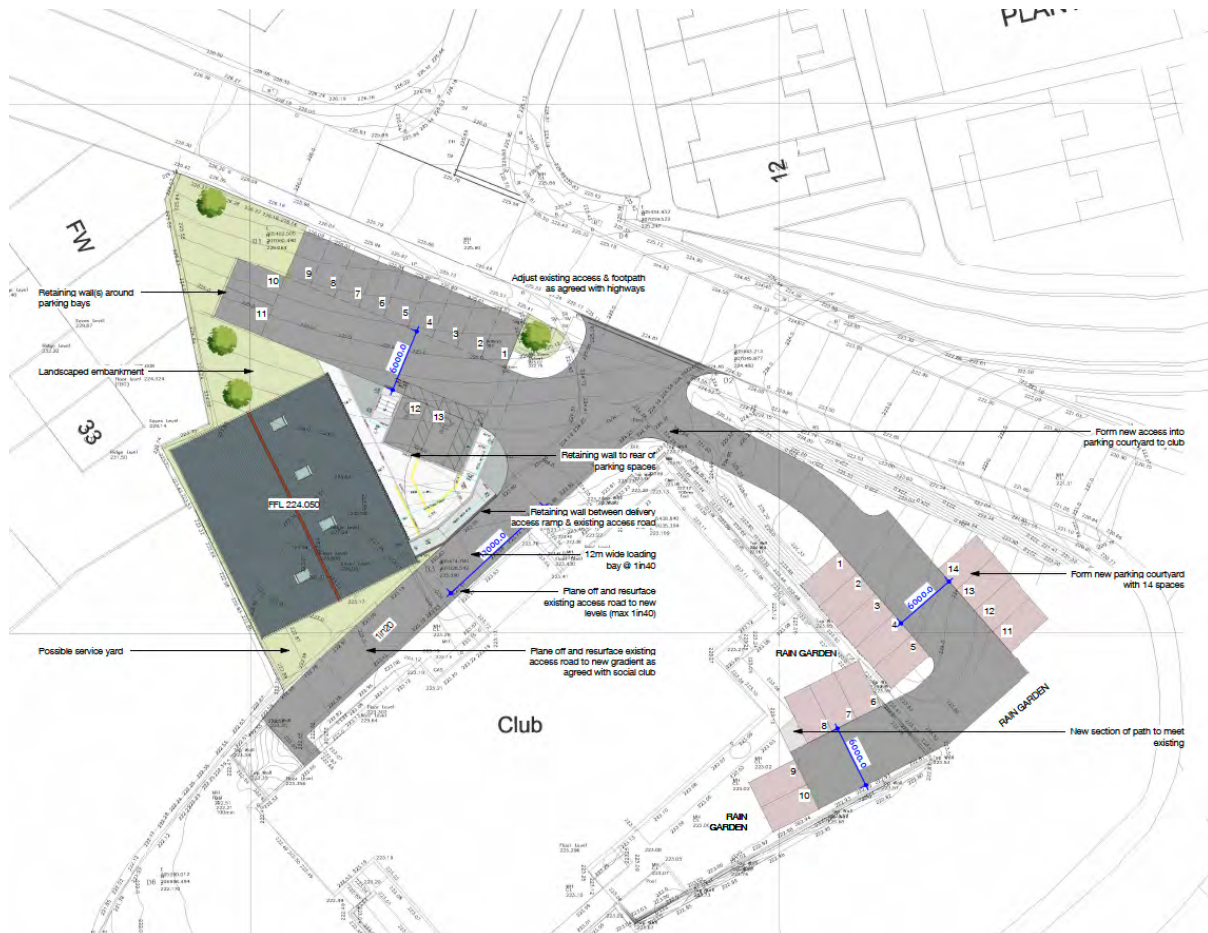


Figure 7 Proposed Development

Access

- 4.2 The existing access from Alexandra Avenue will be retained. A new section. Of footway will be constructed around the western side of the access that will lead, via a crossing of the car park entrance, to the store's doors.
- 4.3 The occupier of the store uses a fleet of 8.4m long refrigerated delivery lorries. Figure 8 shows the swept path of this type of vehicle entering the site and reversing to its delivery position.
- 4.4 Deliveries for the social club will continue as per the current arrangement with lorries reversing to the same delivery area as for the store.

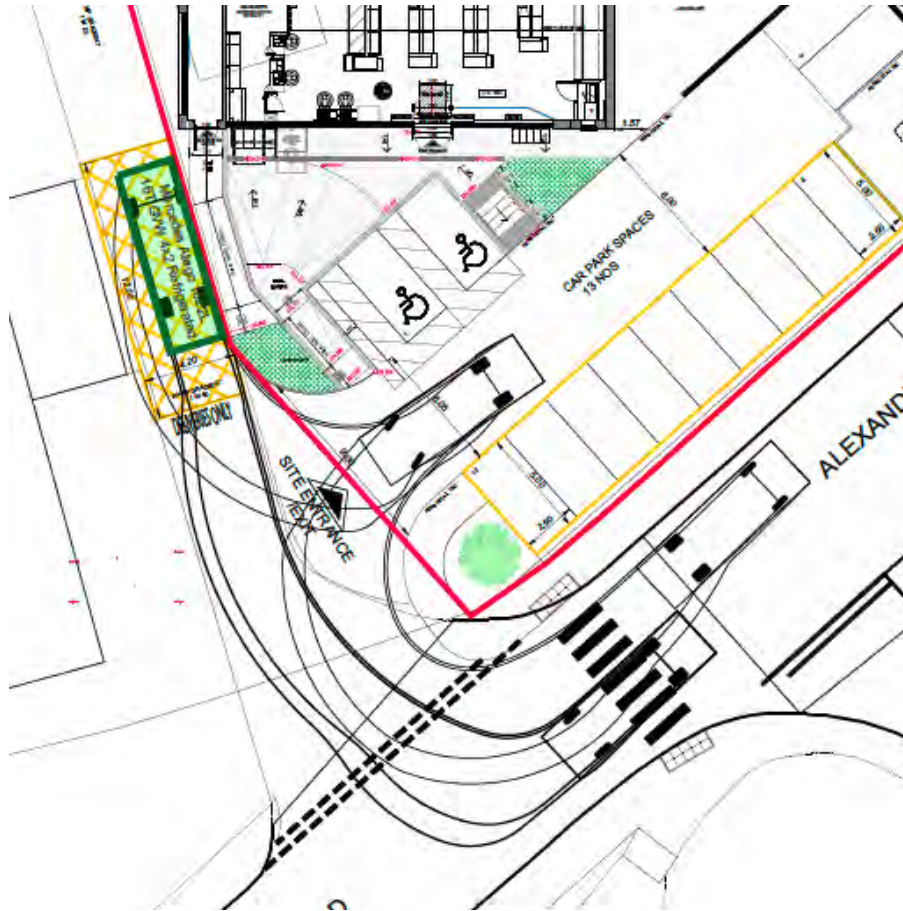


Figure 8 Swept Path Analysis

Parking

- 4.5 A total of 13 car parking spaces are provided for the retail unit. This exceeds the 9 spaces recommended by the Parking Standards at 1 space per 40m².
- 4.6 A new parking area will be provided to the east of the social club building, providing 14 spaces for its staff and customers. This is significantly short of the number that would be recommended by applying the Parking Standard's 1 space per 5m² of public area. The club's footprint is over 1,000m². Even if it is assumed that no more than 50% of that is public area, the Parking Standards would suggest the need 100 parking spaces. The experience of the social club's operators is that the existing 30-space car park is rarely fully utilised. The site is in a highly accessible location, benefiting from good pedestrian, cycle and public transport links. It is considered that the proposed 14 spaces is appropriate for the needs and location of the club and strikes a good balance between accommodating demand within the site without over-providing.

Trip Generation

- 4.7 The potential trip generation of the proposed development of the site has been estimated by reference to the TRICS trip rate database.
- 4.8 Evidence of the weekday trip rates of convenience store developments in suburban, edge of town or neighbourhood area locations have been analysed. The detailed TRICS output is provided as Appendix 4 and summarised below.

Appendix 1 TRICS Trip Rate Data – Convenience Store

Time Range	Trip Rate per 100m ² GFA			Trip Attraction (372m ² GFA)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	5.706	5.346	11.052	20	18	38
pm Peak Hour 17:00-18:00	7.181	7.734	14.915	25	27	52

Table 3 Vehicle Trip Rates & Proposed Development Trip Attraction

- 4.9 Research into the breakdown of trip types is provided in the TRICS Report 95-2 – Pass-by & Diverted Traffic. It states that primary or new trips account for only a small proportion, up to 8%, of traffic generated by a new retail development. It explains that *“the very low proportion of newly generated trips on the network suggested by all of the above research is not entirely surprising. People are unlikely to go shopping for food on a more frequent basis simply because a new store opens. It has even been suggested that new store openings can result in a decrease in total vehicle mileage on the network if the new store brings a shopping opportunity nearer to where an existing market is situated”* (TRICS Report 95-2 para. 3.8).
- 4.10 Based on this research we will take a robust approach and assume that new trips will account for no more than 10% of the development’s retail trip attraction volume. On that basis the retail element of the development can be expected to only attract some 4 to 5 new peak hour vehicle movements.
- 4.11 Overall therefore the impact of the development’s traffic on surrounding highway conditions is unlikely to be significant.

5 Summary & Conclusion

5.1 In summary this Transport Statement has demonstrated that:

- The site is in a sustainable and accessible location, approximately 1km north east of Merthyr Tydfil town centre and within reach of a wide range of services and facilities by walking, cycling and public transport.
- The site benefits from existing pedestrian infrastructure, nearby bus stops and a safe means of vehicular access from Alexandra Avenue, where visibility is unrestricted and the local highway network operates safely.
- The proposed development comprises a 346m² retail unit with 13 car parking spaces, together with 14 replacement car parking spaces for the social club.
- The proposed convenience store will support the surrounding residential area by providing a local retail facility where none is currently available in close proximity, reducing the need for longer trips to comparable facilities and increase the potential for trips to be made by sustainable modes.
- The existing access from Alexandra Avenue will be retained, with a new section of footway provided around the western side of the access to connect pedestrians to the store entrance.
- The 13 car parking spaces proposed for the retail unit exceed the 9 spaces recommended by the CSS Wales Parking Standards for a shop of this size.
- The 14 replacement parking spaces proposed for the social club are considered appropriate having regard to the club operators' experience that the existing car park is rarely full, the site's accessible location and the objective of avoiding over-provision of parking.
- The proposed retail unit is expected to generate to attract some 38 to 52 vehicle movements during peak hours. However, research has found that only a very small percentage of these will be new trips generated by the development. The majority will be pass-by or diverted trips that already occur on the highway network. Only around 4 to 5 new peak hour vehicle movements are expected to be new primary trips and the overall traffic impact on the surrounding highway network is therefore unlikely to be significant.

5.2 As such it is considered that the application site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

5.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development from being granted.

Appendix 1 TRICS Trip Rate Data – Convenience Store



Audit Code: 58aca7d1-6325-4774-990e-d885949e91d2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: O - CONVENIENCE STORE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	BN	BARNET 1 day
	EG	EALING 1 day
	EN	ENFIELD 2 days
	KI	KINGSTON 1 day
	MR	MERTON 1 day
02	SOUTH EAST	
	ES	EAST SUSSEX 1 day
	WS	WEST SUSSEX 2 days
03	SOUTH WEST	
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE 1 day
	SD	SWINDON 1 day
04	EAST ANGLIA	
	NF	NORFOLK 1 day
	SF	SUFFOLK 1 day
05	EAST MIDLANDS	
	NM	WEST NORTHAMPTONSHIRE 1 day
	NN	NORTH NORTHAMPTONSHIRE 1 day
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS	LEEDS 1 day
	NY	NORTH YORKSHIRE 1 day
08	NORTH WEST	
	MS	MERSEYSIDE 1 day
09	NORTH	
	CU	CUMBERLAND 1 day
	DH	DURHAM 1 day
	TV	TEES VALLEY 1 day
	TW	TYNE & WEAR 1 day
10	WALES	
	CF	CARDIFF 1 day
11	SCOTLAND	
	AS	ABERDEENSHIRE 1 day
	GC	GLASGOW CITY 1 day
15	GREATER DUBLIN	
	DL	DUBLIN 3 days
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM 1 day

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

Audit Code: 58aca7d1-6325-4774-990e-d885949e91d2

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	50 to 946 (units:sqm)
Range Selected by User:	50 to 946 (units:sqm)
Parking Spaces Range:	0 - 44

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	29/09/15 to 03/11/25

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

Selected survey days:

Monday	3 days
Tuesday	5 days
Wednesday	6 days
Thursday	5 days
Friday	3 days
Saturday	5 days
Sunday	3 days

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

Selected survey types:

Manual count	30
Direction ATC Count	0

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

Selected Locations:

Suburban Area	12 days
Edge of Town	3 days
Neighbourhood Centre	15 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	2 days
Commercial Zone	1 days
High Street	8 days
Residential Zone	18 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	15 days
Servicing vehicles Unknown	12 days

Audit Code: 58aca7d1-6325-4774-990e-d885949e91d2

Secondary Filtering Selection:

Use Class:

E(a)	26 surveys
F2(a)	3 surveys
Not Known	1 surveys

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

Population within 500m Range:

294 - 10409

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	2 surveys
5,001 to 10,000	2 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	14 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

5,001 to 25,000	3 surveys
25,001 to 50,000	1 surveys
75,001 to 100,000	2 surveys
125,001 to 250,000	9 surveys
250,001 to 500,000	5 surveys
500,001 or More	10 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	17 surveys
1.1 to 1.5	12 surveys
1.6 to 2.0	1 surveys

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

Audit Code: 58aca7d1-6325-4774-990e-d885949e91d2

Petrol filling station:

PFS is present at the site but is excluded from the count	30 surveys
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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	28 surveys
No	2 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

1b - Very poor	1 surveys
2 - Poor	1 surveys
3 - Moderate	4 surveys
No PTAL Present	24 surveys

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

COVID-19 Restrictions:

No

Audit Code: 58aca7d1-6325-4774-990e-d885949e91d2

1	AN-01-O-01	SPAR	ANTRIM
QUEENSWAY LISBURN LAMBEG Edge of Town Residential Zone Gross floor area: 400.00 sqm Survey date: Thursday 14/03/2019			
			Survey Type: Manual
2	AS-01-O-01	CO-OP	ABERDEENSHIRE
REDCLOAK DRIVE STONEHAVEN Edge of Town Residential Zone Gross floor area: 275.00 sqm Survey date: Wednesday 20/04/2022			
			Survey Type: Manual
3	BC-01-O-01	SAINSBURY'S LOCAL	BOURNEMOUTH CHRISTCHURCH & POOLE
WIMBORNE ROAD BOURNEMOUTH WINTON Neighbourhood Centre High Street Gross floor area: 550.00 sqm Survey date: Thursday 29/09/2022			
			Survey Type: Manual
4	BN-01-O-02	TESCO EXPRESS	BARNET
FRIERN BARNET LANE FRIERN BARNET Neighbourhood Centre High Street Gross floor area: 481.00 sqm Survey date: Tuesday 06/09/2022			
			Survey Type: Manual
5	CF-01-O-02	CO-OPERATIVE	CARDIFF
HEOL-Y-DERI CARDIFF RHIWBINA Neighbourhood Centre Residential Zone Gross floor area: 350.00 sqm Survey date: Friday 07/10/2016			
			Survey Type: Manual
6	CU-01-O-01	CO-OPERATIVE	CUMBERLAND
DENTON STREET CARLISLE Suburban Area Built-Up Zone Gross floor area: 300.00 sqm Survey date: Saturday 25/06/2016			
			Survey Type: Manual
7	DH-01-O-01	SAINSBURY'S LOCAL	DURHAM
WESTBURY STREET STOCKTON-ON-TEES THORNABY Neighbourhood Centre Residential Zone Gross floor area: 350.00 sqm Survey date: Tuesday 02/09/2025			
			Survey Type: Manual



Audit Code: 58aca7d1-6325-4774-990e-d885949e91d2

8 DORSET STREET LOWER DUBLIN DRUMCONDRA Neighbourhood Centre High Street Gross floor area: 330.00 sqm Survey date: Tuesday 30/05/2023	DL-01-O-02	TESCO EXPRESS	DUBLIN	Survey Type: Manual
9 PEARSE STREET DUBLIN Suburban Area Commercial Zone Gross floor area: 610.00 sqm Survey date: Wednesday 24/05/2023	DL-01-O-03	TESCO EXPRESS	DUBLIN	Survey Type: Manual
10 FITZWILLIAM STREET DUBLIN RINGSEND Neighbourhood Centre Built-Up Zone Gross floor area: 220.00 sqm Survey date: Saturday 31/05/2025	DL-01-O-05	TESCO EXPRESS	DUBLIN	Survey Type: Manual
11 LADY MARGARET ROAD SOUTHALL Suburban Area Residential Zone Gross floor area: 370.00 sqm Survey date: Monday 16/11/2015	EG-01-O-01	TESCO EXPRESS	EALING	Survey Type: Manual
12 LANCASTER ROAD ENFIELD Neighbourhood Centre High Street Gross floor area: 375.00 sqm Survey date: Wednesday 29/06/2016	EN-01-O-01	CO-OPERATIVE	ENFIELD	Survey Type: Manual
13 WINDMILL HILL ENFIELD ENFIELD CHASE Neighbourhood Centre Residential Zone Gross floor area: 795.00 sqm Survey date: Thursday 09/11/2017	EN-01-O-02	LITTLE WAITROSE	ENFIELD	Survey Type: Manual
14 VICTORIA DRIVE EASTBOURNE Edge of Town Residential Zone Gross floor area: 574.00 sqm Survey date: Tuesday 19/03/2024	ES-01-O-02	SAINSBURY'S LOCAL	EAST SUSSEX	Survey Type: Manual

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15 GREAT WESTERN ROAD GLASGOW WEST END Neighbourhood Centre High Street Gross floor area: 332.00 sqm Survey date: Tuesday 25/04/2023	GC-01-O-01	CO-OP	GLASGOW CITY	Survey Type: Manual
16 KINGS ROAD KINGSTON UPON THAMES Suburban Area Residential Zone Gross floor area: 257.00 sqm Survey date: Thursday 16/11/2017	KI-01-O-01	THE CO-OPERATIVE	KINGSTON	Survey Type: Manual
17 AINSTY ROAD WETHERBY Neighbourhood Centre Residential Zone Gross floor area: 539.00 sqm Survey date: Monday 26/09/2016	LS-01-O-01	CO-OPERATIVE	LEEDS	Survey Type: Manual
18 MARTIN WAY MORDEN Suburban Area Residential Zone Gross floor area: 404.00 sqm Survey date: Wednesday 15/03/2023	MR-01-O-01	SAINSBURY'S LOCAL	MERTON	Survey Type: Manual
19 MILLFIELDS COURT SAINT HELENS ECCLESTON Suburban Area Residential Zone Gross floor area: 535.00 sqm Survey date: Sunday 24/04/2022	MS-01-O-01	SAINSBURY'S LOCAL	MERSEYSIDE	Survey Type: Manual
20 HALL ROAD NORWICH LAKENHAM Suburban Area Residential Zone Gross floor area: 458.00 sqm Survey date: Saturday 17/09/2022	NF-01-O-03	CO-OP DAILY	NORFOLK	Survey Type: Manual
21 BARRY ROAD NORTHAMPTON ABINGTON Neighbourhood Centre High Street Gross floor area: 946.00 sqm Survey date: Saturday 04/10/2025	NM-01-O-01	CO-OP	WEST NORTHAMPTONSHIRE	Survey Type: Manual



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22 STATION ROAD NEAR PETERBOROUGH NASSINGTON Neighbourhood Centre Village Gross floor area: 50.00 sqm Survey date: Sunday 15/10/2023	NN-01-O-02	LONDIS	NORTH NORTHAMPTONSHIRE	Survey Type: Manual
23 FOREST ROAD NORTHALLERTON Suburban Area Residential Zone Gross floor area: 305.00 sqm Survey date: Monday 19/09/2016	NY-01-O-03	CO-OPERATIVE	NORTH YORKSHIRE	Survey Type: Manual
24 THE CIRCLE SWINDON Suburban Area Residential Zone Gross floor area: 292.00 sqm Survey date: Friday 23/09/2016	SD-01-O-01	ONE STOP	SWINDON	Survey Type: Manual
25 NORWICH ROAD IPSWICH Suburban Area Residential Zone Gross floor area: 528.00 sqm Survey date: Saturday 16/11/2024	SF-01-O-01	TESCO EXPRESS	SUFFOLK	Survey Type: Manual
26 STAFFORD ROAD CANNOCK Suburban Area Residential Zone Gross floor area: 404.00 sqm Survey date: Wednesday 14/06/2023	ST-01-O-01	TESCO EXPRESS	STAFFORDSHIRE	Survey Type: Manual
27 CLIFTON AVENUE BILLINGHAM Neighbourhood Centre Residential Zone Gross floor area: 245.00 sqm Survey date: Sunday 22/05/2022	TV-01-O-01	SAINSBURY'S LOCAL	TEES VALLEY	Survey Type: Manual
28 ETHEL TERRACE SUNDERLAND CASTLETOWN Suburban Area Residential Zone Gross floor area: 330.00 sqm Survey date: Friday 07/04/2017	TW-01-O-02	CO-OPERATIVE	TYNE & WEAR	Survey Type: Manual



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29	WS-01-O-01	CO-OP	WEST SUSSEX
GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre High Street Gross floor area: 500.00 sqm Survey date: Thursday 12/05/2022			
			Survey Type: Manual

30	WS-01-O-02	SAINSBURY'S LOCAL	WEST SUSSEX
GORING ROAD WORTHING GORING-BY-SEA Neighbourhood Centre High Street Gross floor area: 409.00 sqm Survey date: Wednesday 11/05/2022			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
NN-01-O-02	14-10-2023	Removed: Most Recent NN-01-O-02 15-10-2023

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	7	398	0.611	0.252	0.863
06:00-07:00	21	450	1.282	1.017	2.299
07:00-08:00	30	417	3.868	3.508	7.376
08:00-09:00	30	417	5.706	5.346	11.052
09:00-10:00	30	417	5.746	5.378	11.124
10:00-11:00	30	417	5.370	5.178	10.548
11:00-12:00	30	417	6.369	6.089	12.458
12:00-13:00	30	417	6.856	6.768	13.624
13:00-14:00	30	417	6.497	6.265	12.762
14:00-15:00	29	430	6.322	6.683	13.005
15:00-16:00	29	430	6.579	6.579	13.158
16:00-17:00	29	430	6.932	6.667	13.599
17:00-18:00	29	430	7.181	7.734	14.915
18:00-19:00	29	430	7.004	6.956	13.960
19:00-20:00	29	430	6.057	6.098	12.155
20:00-21:00	28	435	4.239	4.658	8.897
21:00-22:00	27	441	2.917	3.396	6.313
22:00-23:00	18	458	1.055	1.261	2.316
23:00-00:00	11	434	0.566	0.776	1.342
Total Rates:			91.157	90.609	181.766

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:	50 - 946 (units: sqm)
Survey date date range:	16/11/2015 - 04/10/2025
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	5
Number of Sundays:	3
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

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