LIDL GREAT BRITAIN LTD

COMMERCIAL STREET, RISCA

TRANSPORT STATEMENT

25-01035/TS/01

February 2025

CORUN
Transport and Highway Engineering

DOCUMENT SIGNATURE AND MODIFICATION SHEET

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1 INTRODUCTION

1.1 Overview

1.1.1 This Transport Statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Lidl Great Britain Ltd (the applicant), to examine the highway and transportation issues associated with a proposed mixed-use residential and retail development within Risca.

1.1.2 The application site consists of the existing Lidl foodstore unit plot, located to the south of the B4591 Commercial Street. This existing use comprises a foodstore unit (circa 1,730m^2 GFA) with an associated car parking area to the unit frontage. The site is accessed via a priority junction arrangement with Commercial Street in the north.

1.1.3 The application proposals are for demolition of the existing foodstore unit, and re-development of the site, to provide 42 residential dwellings (mix of house and apartment units), a retail unit totalling circa 350m^2 GFA, and associated parking provision.

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

1.2 Scope

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

(i) the existing site location and transport infrastructure.

(ii) analysis of personal injury traffic accident data.

(iii) the site's compliance with applicable transport policy.

(iv) the re-development proposals; and

(v) traffic impact of the re-development proposals.

2 EXISTING CONDITIONS

2.1 Site Summary

2.1.1 The application site (herein referred to as the 'site') consists of the existing Lidl foodstore unit plot, located to the south of the B4591 Commercial Street, in the south of Risca.

2.1.2 Commercial Street operates as a town centre road in Risca, with numerous residential units, high street shops / commercial units, and community use units along its length.

2.1.3 The site is bordered directly by Commercial Street to the north, a dental unit and woodland to the east, the Ebbw River to the south, and a Baptist Church and rugby ground to the west.

2.1.4 **Figure 2.1** below illustrates the site location with an indicative red line boundary.

Figure 2.1: Site location in local context (with indicative red line boundary)

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2.2 Local Highway Network

2.2.1 The site takes access in the north via a priority junction arrangement with Commercial Street.

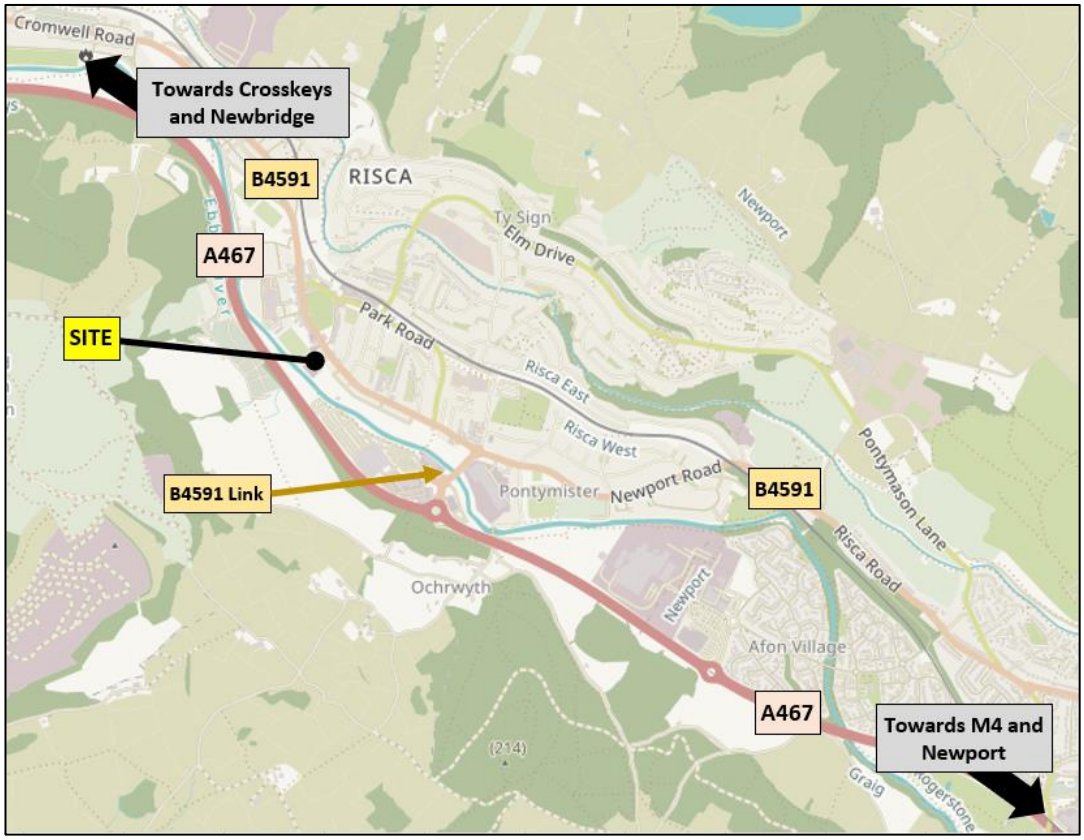
2.2.2 The B4591 Commercial Street forms part of the key strategic route through the wider Risca, Cross Keys, and Rogerstone areas. This B4591 route also provides connections into all local routes through the wider Risca area to the north.

2.2.3 Approximately 650m east of the site, the B4591 link road (approximately 250m in length) continues south, providing a connection to the A467.

2.2.4 The A467 forms part of the key strategic A-Road network through the wider area continuing to the M4 J28 in Newport to the south (approximately 6km), and through Newbridge (approximately 10km) and onward through the valley settlements to the north.

2.2.5 The site is shown in a wider strategic context in **Figure 2.2**.

Figure 2.2: Site location in wider strategic context



© Open Street Map

2.3 Pedestrian Infrastructure

2.3.1 In the vicinity of the site, Commercial Street includes pedestrian footways along both sides of its carriageway. These footways form part of the well-established pedestrian network continuing through the local and wider Risca area.

2.3.2 Signalised pedestrian crossings are provided along Commercial Street, at points approximately 70m to the east, and 300m to the west of the site. These signalised crossings provide controlled opportunities for pedestrians to cross Commercial Street.

2.3.3 The Chartered Institution of Highways and Transportation document 'Providing for Journeys on Foot' provides the following suggested acceptable walking distances, as shown in **Table 2.1.**

Table 2.1: Acceptable Walking Distance (IHT Guidelines - Providing for Journeys on Foot)

Walking Distance Band	Town Centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

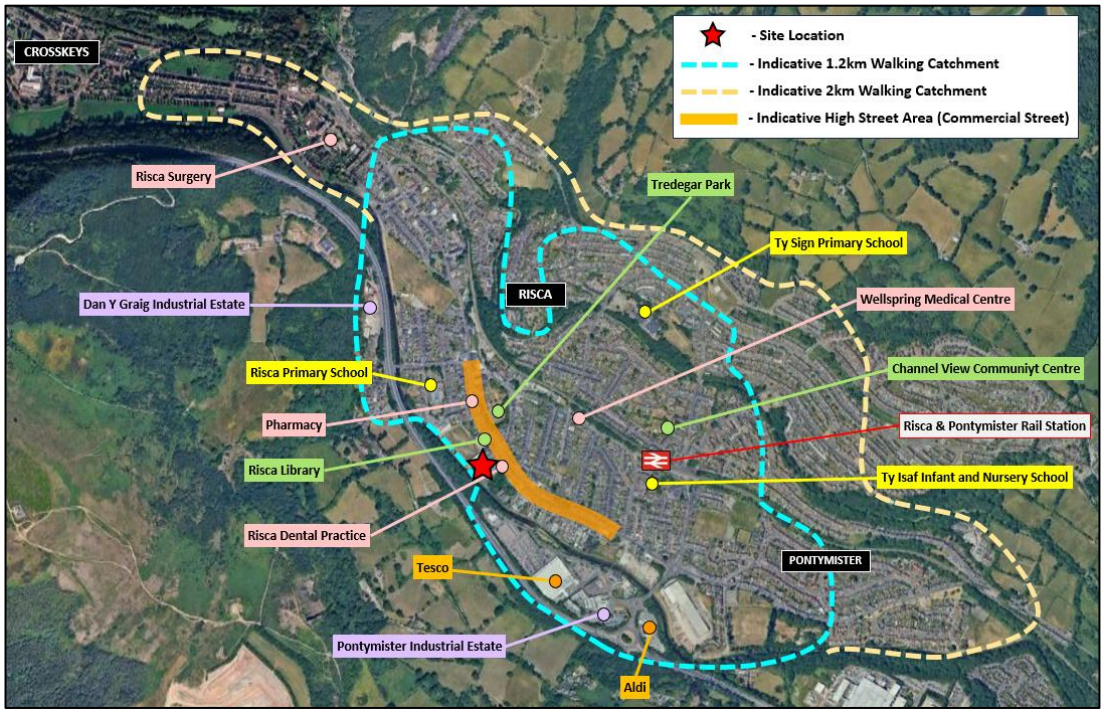
2.3.4 **Table 2.2** identifies the approximate walking distances to a range of key facilities accessible from the site. The location of each identified facility is also shown in **Figure 2.3**.

2.3.5 For the proposed retail use the CIHT preferred maximum walking distance specified (applicable under the 'elsewhere' category) is 1.2km for access by customers / visitors, and 2km for employee commuting trips. These indicative walking catchments are also identified on **Figure 2.3**.

Table 2.2: Approximate walking distances to key local facilities

Facility	Approximate Walking Distance (m)	IHT Acceptability Band
Retail Facilities		
High Street Shops (Commercial Street)	<100m	Desirable
Tesco	750m	Acceptable
Aldi	900m	Preferred Maximum
Education Facilities		
Risca Primary School	500m	Desirable
Ty Isaf Infant and Nursery School	800m	Acceptable
Ty Sign Primary School	1,000m	Acceptable
Health Facilities		
Risca Dental Practice	<100m	Desirable
Pharmacy (Commercial Street)	200m	Desirable
Wellspring Medical Centre	500m	Acceptable
Risca Surgery	1,300m	Within 2km
Community Facilities		
Risca Library (Commercial Street)	<100m	Desirable
Tredegar Park and Playground	300m	Desirable
Channel View Community Centre	900m	Preferred Maximum
Additional Key Employment Sites		
Pontymister Industrial Estate	700m	Acceptable
Dan Y Graig Industrial Estate	700m	Acceptable

Figure 2.3: Key local facilities, and indicative 1.2km and 2km walking catchments from the site



© Google Earth Pro

2.3.6 **Table 2.2** and **Figure 2.3** show that the site is located within IHT suggested walking distances to a wide range of facilities that may be used on a daily or regular basis by residents of the proposed development, which includes retail, education, community, health, and employment opportunities.

2.3.7 Commercial Street also offers access to numerous high street shops / commercial units, and community use units along its length. As the site is located within this area, these facilities would be within a comfortable walking distance to residents.

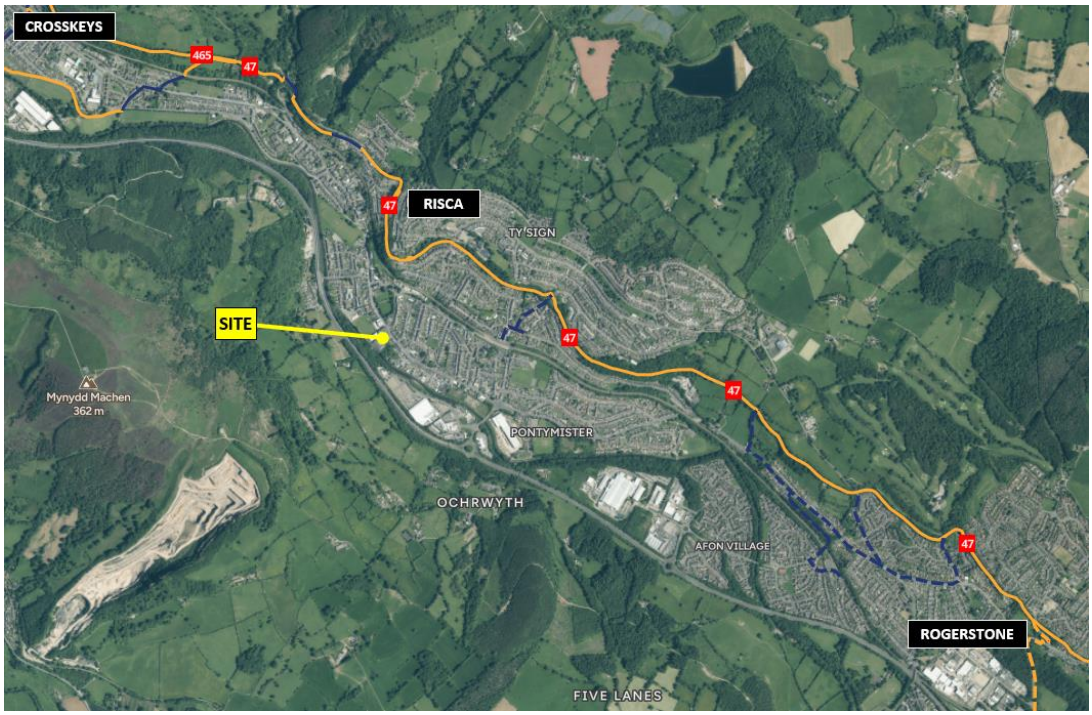
2.3.8 **Figure 2.3** also demonstrates that almost the entirety of the wider Risca area is located within an approximate 2km walking distance from the site. This identifies that the site is well located near a large residential catchment to attract and accommodate potential customer and staff walking trips to the proposed retail use on the site.

2.4 Cycle Facilities

2.4.1 Cycling within Risca is predominantly catered for on-road, with limited off-road routes available. The lack of traffic-free routes within the local area however is not considered to be a barrier to supporting any localised cycle trips. As advocated by the walking and cycling charity Sustrans, providing simple road safety advice is adhered to, on-road cycling is safe.

2.4.2 As shown in **Figure 2.4** however, National Cycle Route 47 does route through Risca, providing a predominantly off-road route through to Crosskeys and Ystrad Mynach to the north, and through to Rogerstone and Newport to the south.

Figure 2.4: National Cycle Route 47



Data source: www.sustrans.org.uk

2.4.3 LTN1/04 identifies that the mean average length for cycling journeys is 4km (2.4 miles). The entirety of the Risca area and neighbouring Rogerstone and Crosskeys areas are within an approximate 4km cycling catchment from the site.

2.4.4 With the slightly rural location of Risca in respect to other settlement areas, the proposed development would not be expected to generate or attract a significant volume of cycling trips to / from locations outside of these local areas.

2.5 Public Transport Facilities

Bus

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

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

2.5.2 The nearest bus stop to the site is the St Margaret's Church stop located along Commercial Street, approximately just an 80m walk east from the site. This is comfortably within the IHT suggested 400m distance.

2.5.3 The St Margaret's Church stop provide access to all key bus service routing through Risca, as summarised in **Table 2.3**.

Table 2.3 – Summary of regular bus services available from St Margaret's Church stop

Service	Route	Approximate Service Frequency		
		Weekdays	Saturday	Sunday
R1 (Newport Bus)	Newport City Centre – Risca - Pontymister	60-minutes	60-minutes	120-minutes
R2 (Newport Bus)	Ynys Ddu – Rogerstone – Risca - Pontymister	60-minutes	60-minutes	No Services
56 (Stagecoach)	Newport – Risca – Blackwood - Tredegar	60-minutes	60-minutes	120-minutes
151 (Stagecoach)	Newport – Risca – Newbridge - Blackwood	15-minutes	15-minutes	60-minutes
X15 (Stagecoach)	Newport – Risca – Newbridge – Abertilary – Brynmawr	60-minutes	60-minutes	60-minutes

Note: Times stated are approximations only, as per latest timetable data available in February 2025

2.5.4 **Table 2.3** identifies that for a slightly rural area like Risca, the site has excellent accessibility to a wide range of regular bus services operating through the local and wider area.

2.5.5 Routes 56, 151, and X15 also serve Coleg Gwent in Cross Keys, with services R1 and R2 also stopping in proximity to Risca Community Comprehensive School. These services would therefore provide viable school / college bus travel opportunities for any potential pupils living at the proposed site.

Rail

2.5.6 Risca and Pontymister rail station is located approximate just 700m north east from the site, and accessible within an approximate 10-minute walk, or 3-minute cycle journey time.

2.5.7 This station is located along the Ebbw Vale Line, providing access to services routing between Cardiff Central / Newport and Ebbw Vale. Stations within a short rail journey time to Risca include Rogerstone (3-minutes), Cross Keys (5-minutes), Pye Corner (7-minutes), Newbridge (12-minutes), Newport (17-minutes), Ebbw Vale Parkway (25-minutes), and Cardiff Central (30-minutes). Services to these stations operate with an approximate frequency of one service every 30-minute in each direction between Monday and Saturday, with a slightly less frequent service on Sundays.

2.5.8 Risca and Pontymister train station therefore provides opportunities to support potential longer distance journeys from the site.

2.6 Sustainable Transport Summary

2.6.1 The site is located in the south of Risca, and is accessible by both foot and cycle to a large residential population living within the entirety of the wider Risca settlement area, and so is well located to accommodate potential customer and staff walking trips to the proposed retail use on the site.

2.6.2 Located along the Commercial Street town centre area of Risca, the site is also located within walking distances to a wide range of facilities that may be used on a daily or regular basis by residents of the proposed development, which includes retail, education, community, health, and employment opportunities.

2.6.3 Bus stops are situated in close proximity to the site, which provide access to all the key bus services routing through Risca. These services provide frequent bus travel opportunities through both Risca and the wider area.

2.6.4 Risca and Pontymister rail station is located a short walk or cycle from the site. The station provides access to regular rail services routing between Cardiff / Newport and Ebbw Vale, which can support longer distance journeys to / from the site.

2.6.5 It is evident therefore that the site is able to offer potential residents and employees / customers, a viable alternative to private car travel, which will help reduce dependency on this mode of travel.

2.7 Local Highway Safety

2.7.1 A review has been carried out on local highway network safety in order to establish whether there are any current collision clusters or blackspots in the vicinity of the site that may be exacerbated by the development proposal.

2.7.2 The website www.crashmap.co.uk has been interrogated to provide a review of accidents in the surrounding area.

2.7.3 CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy to use format showing each incident on a map. Incidents are plotted to within 10-metres of their location and the data includes all incidents up to the end of 2023.

2.7.4 As identified in **Section 5** of this report, the proposed re-development be anticipated to generate a net decrease in total traffic movements into the site, in comparison to the extant foodstore use. As such, the proposed development is not anticipated to negatively impact on the existing safety record across the local highway network. The safety review has therefore focussed only on the highway network in the immediate locality of the site access junction.

2.7.5 An extract showing all CrashMap identified Personal Injury Collisions (PICs) occurring in the vicinity of the site access junction over the 5-year period between 2019 and 2023 is shown in **Figure 2.5.**

2.7.6 The CrashMap data identifies that no PIAs have occurred in the immediate vicinity of the existing site access junction along Commercial Street over the 5-year study period.

2.7.7 One serious PIA occurred along Commercial Street at a point approximately 100m north of the existing site access junction. This PIA occurred in 2021 and involved a pedestrian casualty in an incident with a car vehicle. Although this PIAs is regrettable, this is an isolated incident over the study period, which does not suggest any significant highway safety issue at this location.

Figure 2.5: PIC plot extract

Data source www.crashmap.co.uk - data extracted February 2025

2.7.8 The CrashMap data therefore identifies that there are no existing significant highway safety issues within the immediate area of the site access, and the decrease in traffic anticipated from the proposed re-development of the site (as outlined in **Section 5** of this report) will positively impact highway safety.

3 LOCAL AND NATIONAL PLANNING GUIDANCE

3.1 Overview

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

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

- Planning Policy Wales (Edition 12, February 2024);
- Technical Advice Note (Wales) 18 – Transport (2007);
- Future Wales – The National Plan 2040 (Feb 2021); and
- Caerphilly County Borough Local Development Plan up to 2021 (Adopted November 2010).

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

- Active Travel Wales Act 2013;
- Well-being of Future Generations (Wales) Act 2015.

3.2 Summary

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

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

3.3 Conclusion

3.3.1 As identified in **Section 2** of this report, the site is well located to encourage travel by sustainable modes for both residents and employees / customers of the proposed development.

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

4 DEVELOPMENT PROPOSAL

4.1 Proposed Development

4.1.1 The application proposals are for demolition of the existing foodstore unit, and re-development of the site, to provide 42 residential dwellings, a ground floor retail unit totalling circa 350m^2 GFA, and associated parking provision.

4.1.2 The residential units will be provided across a combination of house, and apartment block units. Six apartment units will also be provided above the proposed retail unit. The proposed accommodation schedule is as follows:

- 11 x 2-bed house units;
- 23 x 1-bed apartment units; and
- 8 x 2-bed apartment units

4.1.3 The proposed layout drawings are provided at **Appendix A**.

4.2 Vehicle Access

4.2.1 Vehicle access is currently provided in the north of the site, via a priority junction arrangement along Commercial Street. The re-development proposals would retain this access arrangement at the site.

4.2.2 A central access road will then continue south into the site, connecting first into an internal car parking area to the rear of the proposed retail unit, and then continuing further south, connecting into a second car park area in the rear of the site.

4.3 Pedestrian Access

4.3.1 Pedestrian access into the site will be provided along the site frontage along Commercial Street, with direct pedestrian connections provided into the existing footway along the southern edge of Commercial Street.

4.3.2 Dedicated pedestrian routes will then continue south through the site, providing access to the proposed retail unit, and to all residential units. These routes will include marked pedestrian crossings (zebra crossing markings) where pedestrian routes continue across the internal access road.

4.4 Parking

4.4.1 Parking standards for Caerphilly are set out in the CCBC Supplementary Planning Guidance (SPG) document ‘Car Parking Standards’ adopted in January 2017. This sets out detailed parking requirements according to land use and type of development across the county. The CCBC standards themselves, are set in line with those identified in the CCS Wales ‘Wales Parking Standards 2014’ document.

4.4.2 These parking standards differ across six distinct zones identified within the document. The proposed development can be considered to fall within either ‘Zone 2 – Town Centre or City Fringe’ or ‘Zone 3 – Urban’.

4.4.3 The parking standards aim to set a maximum level of parking to be provided at developments, in line with national and regional policies to encourage a move to more sustainable modes of transport.

Residential Dwellings Car Parking

4.4.4 The proposed development includes a total of 55 car parking spaces for the residential element. These spaces are provided as follows:

- House units 1, 2, 4 and 5: 2 parking spaces per unit, provided in private driveways adjacent to each unit;
- Apartment units 37 to 42: 7 parking spaces provided in a communal parking area to rear of the retail unit (6 resident spaces + 1 visitor space); and
- All other residential units (32 units): 38 parking spaces provided in communal parking areas within the rear of the site, to accommodate all resident and visitor requirements.
- 2 additional visitor spaces are also provided in parallel parking bays located along the eastern edge of the internal access road, opposite house units 1 and 2.

4.4.5 For house and apartment units in Zone 2 and 3, the SPG identifies that one resident car parking space per bedroom is required (maximum requirement of 3 spaces per dwelling), with an additional one visitor car parking space required per 5 units. For the proposed development, this would equate to a maximum provision of 69 car parking spaces (61 spaces for residents, and 8 (rounded) spaces for visitors).

4.4.6 The SPG however was published before the more recent 'Future Wales – The National Plan 2040 (February 2025)' and 'Planning Policy Wales (Edition 12, February 2024)' documents which identify the following with regards to parking provision at residential developments:

Future Wales - The National Plan 2040

"Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations"

"Planning authorities should also challenge perceptions that housing needs to be built with parking on plots, which promotes car-dominated developments, and promote different ways of dealing with cars that encourage a reduction in car use and increase active travel and use of public transport."

Planning Policy Wales - Edition 11

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

"A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car

and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed."

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

4.4.7 As outlined in **Section 2**, located within the Commercial Street area of Risca, the site is in a very accessible location by non-car modes of travel to a wide range of facilities that might be utilised on a daily or regular basis by residents of the proposed site. The site is also located within an excellent location close to public transport bus and rail stops.

4.4.8 At Schedule 6 of the parking standards SPG, a sustainability assessment is also outlined which can be used to apply a parking standards reduction to residential sites, depending on how accessible they are to sustainable modes of travel. A sustainability assessment has been conducted for the proposed development, which is included in **Appendix B** of this report. The result of this assessment identifies a sustainability score of 11, allowing for a reduction of up to 2 parking spaces per dwelling from the identified standards (provided that no fewer than 1 space is provided per dwelling).

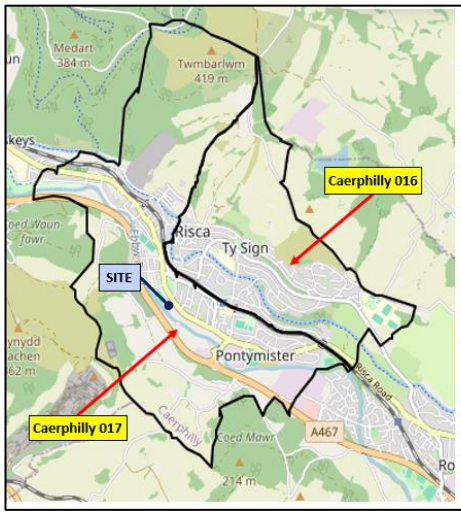
4.4.9 Applying this sustainability score reduction, the proposed development would require a minimum provision of 50 spaces (42 spaces for residents, and 8 spaces for visitors).

4.4.10 The proposed provision of 55 spaces across the residential element is therefore within the SPG maximum and minimum requirements.

4.4.11 As further evidence to support the suitability of the proposed parking provision, Census 2021 data has been reviewed to establish the prevailing car ownership statistics for the local area.

4.4.12 **Figure 4.1** identifies the Census 2021 car ownership data for the Census ward areas of Risca.

Figure 4.1: Census 2021 car ownership data for Risca wards



Caerphilly 016

Total Cars or Vans in Household	All Households		Whole House or Bungalow		Flat, Maisonette, Apartment	
	Count	%	Count	%	Count	%
0	573	20.9%	439	17.3%	134	66.0%
1	1,164	42.5%	1,102	43.4%	62	30.5%
2+	1,004	36.6%	997	39.3%	7	3.4%
Total	2,741	100.0%	2,538	100.0%	203	100.0%

Caerphilly 017

Total Cars or Vans in Household	All Households		Whole House or Bungalow		Flat, Maisonette, Apartment	
	Count	%	Count	%	Count	%
0	530	22.4%	372	18.0%	158	53.6%
1	1,002	42.3%	875	42.2%	127	43.1%
2+	835	35.3%	825	39.8%	10	3.4%
Total	2,367	100.0%	2,072	100.0%	295	100.0%

Data source www.nomisweb.co.uk (dataset RM001)

4.4.13 Within the Caerphilly 017 ward that the site falls within, 22.4% of all households have no access to a car, with 42.3% having access to one car, and 35.3% having access to two or more cars.

4.4.14 When comparing between house types however, car ownership levels are identified as lower in apartment type units than in house type units within the ward; Within house type units, only 18.0% have no access to a car, with 42.2% having access to one car, and 39.8% having access to two or more cars. Within apartment type units however, over half (53.6%) have no access to a car, with 43.1% having access to one car, and just 3.4% having access to two or more cars.

4.4.15 Approximately two thirds (74%) of the residential units proposed on the site will be apartment units. With the Census data identifying that residents of apartment units in the local Risca area typically having access to no more than one car or van, the proposed provision of 55 car parking spaces for the total 42 residential units would be considered adequate to accommodate parking requirements at the site.

Retail Unit Car Parking

4.4.16 For shops and small supermarkets (201m^2 – 1,000m^2) in Zone 2 and 3, the SPG identifies that one non-operational car parking space is required per 40m^2 GFA. For the proposed retail unit of 350m^2, this would equate to a maximum provision of 9 car parking spaces.

4.4.17 Car parking for the proposed retail unit will be provided in line with these standards, accommodated within 9 allocated parking spaces provided within the internal car park area to the rear of the retail unit.

4.4.18 The SPG also identifies that for car parks associated with shopping areas, a minimum of 6% of the total car park capacity should be provided as enhanced bay spaces. As such, one of the retail spaces will be provided as an enhanced space to accommodate disabled users. This equates to a provision of 11%, which meets the SPG requirements. The enhanced bay will include a buffer strip around the space to assist with access, especially for wheelchair users.

4.5 Servicing and Refuse Collection

Retail Unit Servicing

4.5.1 To accommodate servicing and refuse collection needs at the proposed retail unit, a retail delivery bay is provided directly at the rear of the unit.

4.5.2 This delivery bay is accessible from the internal access road, and includes an overrun area with a 6m radius standard height kerb to allow access for HGVs.

4.5.3 Swept path analysis for a 12.6m articulated vehicle accessing the retail delivery bay is shown on the layout plans at **Appendix A**. This shows that there is sufficient room for a vehicle of this size to safely manoeuvre within the site, enter the delivery bay, and safely exit the site in a forward gear.

4.5.4 The delivery bay is situated so as it can accommodate a HGV parked parallel to the kerb line, which will not block the aisle width (6.0m), allowing vehicles sufficient space to manoeuvre in and out of the retail car parking spaces found opposite.

Residential Dwellings Refuse Collection

4.5.5 House units will have their own bin storage, with communal bin stores provided to accommodate refuse collection from the apartment units. The internal access road network will provide access for a refuse vehicle to each bin store area.

4.5.6 Swept path analysis for a 10.07m refuse vehicle accessing the site is shown on the layout plans at **Appendix A**. This shows that there is sufficient room for a vehicle of this size to safely manoeuvre through the internal access road, and safely exit the site in a forward gear.

4.6 Cycle Parking

4.6.1 Cycle parking requirements are also outlined within the CCBC parking standards document.

Retail Unit Cycle Parking Provision

4.6.2 For the 'Food Shops (201m^2 to 1,000m^2)' category, the SPG identifies that both 1 long-stay cycle stand and 1 short-stay cycle stand are required per 500m^2 GFA. For the proposed retail unit of 350m^2, this would equate to a minimum provision of 2 cycle stands.

4.6.3 A minimum of 2 cycle stands will therefore be provided at the retail unit. These will be provided in covered spaces at an overlooked position along the unit edge.

Residential Dwellings Cycle Parking Provision

4.6.4 For the 'residential apartment' category, the SPG identifies that a minimum of 1 long-stay cycle stand is required per 5 bedrooms. No standards are specified for house units within the SPG.

4.6.5 Secured cycle parking will be provided across the ground floor of each proposed apartment unit. This will be provided at a level to at least match the SPG minimum requirements.

4.6.6 Adequate space will be provided at each house unit to accommodate cycle parking within the closed and lockable private gardens.

5 PROPOSED CHANGE OF USE TRAFFIC IMPACT

5.1 Introduction

5.1.1 The following section provides an estimate of the traffic generation impact of the re-development proposals.

5.1.2 Estimated traffic flows for the site uses have been forecast using the TRICS database. TRICS is a nationally accepted database providing information relating to the total number of trips generated by various land uses, based on existing traffic surveys at similar sites throughout the United Kingdom.

5.1.3 From the TRICS database, a trip rate is derived which provides the number of expected trips per unit of measure.

5.1.4 To identify the traffic impact of the re-development proposals, a trip assessment has been undertaken for both the extant and proposed uses.

5.1.5 The impact over the most critical weekday and Saturday 12-hour periods (07:00 to 19:00) have been assessed and summarised in this section. The impact over a Sunday period will be less critical, and has not therefore been explored.

5.1.6 A copy of all TRICS outputs are included in **Appendix C**.

5.2 Extant Use Trip Generation

5.2.1 This existing site use comprises a foodstore unit with a GFA of circa 1,730m^2.

5.2.2 To understand the typical trip generation of the extant foodstore use, the TRICS category '01 – Retail / C - Discount Foodstores' was utilised.

5.2.3 In order to extract a representative sample of survey sites from the TRICS database, the following parameters were applied:

- All sites in Greater London and Ireland excluded;
- Includes only 'Edge of Town' and 'Suburban' located sites; and
- Sites with surveys identified as undertaken during Covid pandemic period excluded.

5.2.4 Utilising the extracted TRICS trip rates, **Table 5.1** and **Table 5.2** identify the anticipated trip generation for the extant foodstore use over both a weekday and Saturday 12-hour period respectively.

5.2.5 **Table 5.1** identifies that the extant foodstore use would be anticipated to generate a total of 1,747 two-way vehicular trips into the site over the 12-hour weekday period. The peak hour in trips over the weekday period would be anticipated to occur between 12:00 to 13:00 with 183 total two-way trips.

5.2.6 **Table 5.2** identifies that the extant foodstore use would be anticipated to generate a total of 1,705 two-way vehicular trips into the site over the 12-hour Saturday period. The peak hour in trips over the Saturday period is anticipated to occur between 11:00 to 12:00, with 207 total two-way trips.

Table 5.1: Anticipated weekday trip generation for extant foodstore use (based on 1,730m² GIA)

Time Period	Trip Rates (per 100m² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.574	0.215	0.789	10	4	14
08:00 - 09:00	3.032	2.165	5.197	52	37	89
09:00 - 10:00	3.665	3.173	6.838	63	55	118
10:00 - 11:00	4.572	4.349	8.921	79	75	154
11:00 - 12:00	5.080	4.810	9.890	88	83	171
12:00 - 13:00	5.295	5.240	10.535	92	91	183
13:00 - 14:00	4.982	5.354	10.336	86	93	179
14:00 - 15:00	5.057	5.053	10.110	87	87	174
15:00 - 16:00	5.150	5.143	10.293	89	89	178
16:00 - 17:00	4.881	4.939	9.820	84	85	169
17:00 - 18:00	4.881	5.123	10.004	84	89	173
18:00 - 19:00	4.056	4.353	8.409	70	75	145
12-Hour Period	**-**	**-**	**-**	**884**	**863**	**1,747**

Table 5.2: Anticipated Saturday trip generation for extant foodstore use (based on 1,730m² GIA)

Time Period	Trip Rates (per 100m² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.471	0.105	0.576	8	2	10
08:00 - 09:00	2.539	1.897	4.436	44	33	77
09:00 - 10:00	3.809	3.017	6.826	66	52	118
10:00 - 11:00	4.951	4.444	9.395	86	77	163
11:00 - 12:00	6.124	5.833	11.957	106	101	207
12:00 - 13:00	5.444	6.161	11.605	94	107	201
13:00 - 14:00	5.146	5.071	10.217	89	88	177
14:00 - 15:00	5.049	5.258	10.307	87	91	178
15:00 - 16:00	4.959	5.063	10.022	86	88	174
16:00 - 17:00	4.720	4.839	9.559	82	84	166
17:00 - 18:00	3.839	3.861	7.700	66	67	133
18:00 - 19:00	2.733	3.107	5.84	47	54	101
12-Hour Period	**-**	**-**	**-**	**861**	**844**	**1,705**

5.3 Proposed Use Trip Generation

Proposed Retail Unit

5.3.1 At the current stage, an end occupier for the proposed retail unit is unknown.

5.3.2 Food retail uses generally attract the greatest volume of trips at retail units. For robustness therefore, it has been assumed in this assessment that the proposed retail unit will have a similar trip generation (per 100m² GFA) as the extant foodstore use on the site.

5.3.3 Utilising the extracted TRICS trip previously described for the extant foodstore use, **Table 5.3** and **Table 5.4** identify the anticipated trip generation for the proposed retail unit on the site for a typical weekday and Saturday 12-hour period respectively.

Table 5.3: Anticipated weekday trip generation for proposed retail unit use (based on 350m² GIA)

Time Period	Trip Rates (per 100m² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.574	0.215	0.789	2	1	3
08:00 - 09:00	3.032	2.165	5.197	11	8	19
09:00 - 10:00	3.665	3.173	6.838	13	11	24
10:00 - 11:00	4.572	4.349	8.921	16	15	31
11:00 - 12:00	5.080	4.810	9.890	18	17	35
12:00 - 13:00	5.295	5.240	10.535	19	18	37
13:00 - 14:00	4.982	5.354	10.336	17	19	36
14:00 - 15:00	5.057	5.053	10.110	18	18	36
15:00 - 16:00	5.150	5.143	10.293	18	18	36
16:00 - 17:00	4.881	4.939	9.820	17	17	34
17:00 - 18:00	4.881	5.123	10.004	17	18	35
18:00 - 19:00	4.056	4.353	8.409	14	15	29
12-Hour Period	**-**	**-**	**-**	**180**	**175**	**355**

Table 5.4: Anticipated Saturday trip generation for proposed retail unit use (based on 350m² GIA)

Time Period	Trip Rates (per 100m² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.471	0.105	0.576	2	0	2
08:00 - 09:00	2.539	1.897	4.436	9	7	16
09:00 - 10:00	3.809	3.017	6.826	13	11	24
10:00 - 11:00	4.951	4.444	9.395	17	16	33
11:00 - 12:00	6.124	5.833	11.957	21	20	41
12:00 - 13:00	5.444	6.161	11.605	19	22	41
13:00 - 14:00	5.146	5.071	10.217	18	18	36
14:00 - 15:00	5.049	5.258	10.307	18	18	36
15:00 - 16:00	4.959	5.063	10.022	17	18	35
16:00 - 17:00	4.720	4.839	9.559	17	17	34
17:00 - 18:00	3.839	3.861	7.700	13	14	27
18:00 - 19:00	2.733	3.107	5.84	10	11	21
12-Hour Period	**-**	**-**	**-**	**174**	**172**	**346**

5.3.4 **Table 5.3** identifies that the proposed retail unit use would be anticipated to generate a total of 355 two-way vehicular trips into the site over the 12-hour weekday period. The peak hour in trips over the weekday period would be anticipated to occur between 12:00 to 13:00 with 37 total two-way trips.

5.3.5 **Table 5.4** identifies that the proposed retail unit use would be anticipated to generate a total of 346 two-way vehicular trips into the site over the 12-hour Saturday period. The peak hour in trips over the Saturday period is anticipated to occur between both 11:00 to 12:00 and 12:00 to 13:00, with 41 total two-way trips.

Proposed Residential Units

5.3.6 To represent the proposed residential dwellings, the TRICS category '03 – Residential / K – Mixed Private Housing (Flats and Houses)' was utilised.

5.3.7 In order to extract a representative sample of survey sites from the TRICS database, the following parameters were applied:

- All sites in Greater London and Ireland excluded;
- Includes only 'Edge of Town Centre', 'Edge of Town', and 'Suburban' located sites;
- Sites with over 100 dwellings excluded;
- Sites with a population within 5-miles >125,000 excluded; and
- Sites with surveys identified as undertaken during Covid pandemic period excluded.

5.3.8 For this category, TRICS site data was only available over the weekday period.

5.3.9 Utilising the extracted TRICS trip rates, **Table 5.5** identifies the anticipated typical weekday trip generation for the proposed 42 residential dwellings.

Table 5.5: Anticipated weekday trip generation for proposed 42 residential dwellings

Time Period	Trip Rates (per dwelling)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.031	0.232	0.263	1	10	11
08:00 - 09:00	0.111	0.308	0.419	5	13	18
09:00 - 10:00	0.097	0.135	0.232	4	6	10
10:00 - 11:00	0.156	0.156	0.312	7	7	14
11:00 - 12:00	0.118	0.125	0.243	5	5	10
12:00 - 13:00	0.156	0.121	0.277	7	5	12
13:00 - 14:00	0.121	0.121	0.242	5	5	10
14:00 - 15:00	0.097	0.128	0.225	4	5	9
15:00 - 16:00	0.228	0.156	0.384	10	7	17
16:00 - 17:00	0.228	0.135	0.363	10	6	16
17:00 - 18:00	0.301	0.152	0.453	13	6	19
18:00 - 19:00	0.218	0.111	0.329	9	5	14
12-Hour Period	**-**	**-**	**-**	**80**	**80**	**160**

5.3.10 **Table 5.5** shows that the proposed 42 residential units would be anticipated to generate approximately 160 two-way vehicular trips over the weekday 12-hour period, with between 9 and 19 two-way trips generated over any individual hour period.

5.3.11 Although the temporal nature of weekday trip rates at residential sites are typically influenced by AM and PM commuting / school movement patterns, the total volume of trips generated across the total 12-hour weekday period would be anticipated to be of a similar, or no lesser volume to those over a Saturday period also.

5.4 Proposed Re-Development Trip Generation Impact

5.4.1 Comparing the anticipated trip generation of the extant and proposed uses at the application plot, **Table 5.6** identifies the anticipated traffic generation impact that the re-development proposals will have over the weekday period.

Table 5.6: Anticipated weekday traffic impact from the re-development proposals

Time Period	Anticipated Total Two-way Trip Generations				Trip Generation Difference (*Proposed – Extant*)
	Extant Foodstore Use	Proposed Retail Unit	Proposed Residential Units	Proposed Development Total	
07:00 - 08:00	14	*3*	*11*	14	**0**
08:00 - 09:00	89	*19*	*18*	37	**-52**
09:00 - 10:00	118	*24*	*10*	34	**-84**
10:00 - 11:00	154	*31*	*14*	45	**-109**
11:00 - 12:00	171	*35*	*10*	45	**-126**
12:00 - 13:00	183	*37*	*12*	49	**-134**
13:00 - 14:00	179	*36*	*10*	46	**-133**
14:00 - 15:00	174	*36*	*9*	45	**-129**
15:00 - 16:00	178	*36*	*17*	53	**-125**
16:00 - 17:00	169	*34*	*16*	50	**-119**
17:00 - 18:00	173	*35*	*19*	54	**-119**
18:00 - 19:00	145	*29*	*14*	43	**-102**
12-Hour Period	**1,747**	***355***	***160***	**515**	**-1,232**

5.4.2 **Table 5.6** identifies that the combined proposed uses would be anticipated to generate approximately 515 two-way vehicular trips at the site over the weekday 12-hour period, with between 14 and 54 two-way trips generated over any individual hour period.

5.4.3 In comparison to the extant foodstore use on the site therefore, the proposed re-development uses would be anticipated to generate a net reduction of approximately -1,232 vehicle movements at the site over the weekday 12-hour period.

5.4.4 A similar reduction in trip generation would also be anticipated over the Saturday 12-hour period.

5.5 Trip Generation Summary

5.5.1 The TRICS assessment undertaken has outlined that a re-development of the nature proposed would be anticipated to lead to a significant reduction in the total volume of vehicle movements generated into the site in comparison to the extant foodstore use, and would therefore have a potentially beneficial impact on traffic volumes and capacity across the surrounding highway network.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 This Transport Statement has been produced by Corun Associates Ltd on behalf of Lidl Great Britain Ltd (the applicant), to examine the highway and transportation issues associated with a proposed mixed-use residential and retail development within Risca.

6.1.2 The application site consists of the existing Lidl foodstore unit plot, located to the south of the B4591 Commercial Street. This existing use comprises a foodstore unit (circa 1,730m^2 GFA) with an associated car parking area to the unit frontage.

6.1.3 The application proposals are for demolition of the existing foodstore unit, and re-development of the site, to provide 42 residential dwellings (mix of house and apartment units), a retail unit totalling circa 350m^2 GFA, and associated parking provision.

6.1.4 Located along Commercial Street (which acts as the town centre area for Risca), the site is accessible to an excellent choice of sustainable transport modes, reducing the reliance on private car travel to the site by both potential residents, and staff / customers of the proposed retail unit. The site is therefore concluded to be compliant with transport planning policy at a local and national level.

6.1.5 Vehicle access to the site is currently provided in the north, via a priority junction arrangement along Commercial Street. The re-development proposals would retain this access arrangement at the site.

6.1.6 A central access road will then continue south into the site, connecting first into an internal car parking area to the rear of the proposed retail unit, and then continuing further south, connecting into a second shared surface car parking area in the rear of the site.

6.1.7 A turning head will be provided along the internal access road at the point it connects with the shared-surface parking area in the rear of the site.

6.1.8 Pedestrian access into the site will also be provided at the vehicle access point in the north of the site, with direct pedestrian connections into the footway along the southern edge of Commercial Street.

6.1.9 Dedicated pedestrian routes will then continue south through the site, providing access to the proposed retail unit, and to all residential units.

6.1.10 The proposed development includes a total of 55 car parking spaces for the residential element. This provision is in line with CCBC maximum and minimum standards, and is accommodated within a combination of private driveway spaces, and communal parking bays for both residents and visitors.

6.1.11 Cycle parking facilities will be provided within the curtilage of each proposed house unit. Communal secured cycle parking stores will also be provided across the site to accommodate parking for the proposed apartment units. This will be provided at a level to at least match the CCBC minimum requirements.

6.1.12 Car parking for the proposed retail unit will be accommodated within 9 allocated parking spaces provided within the internal car park area to the rear of the retail unit. This provision includes 1 enhanced space for disabled users, and is in line with CCBC maximum requirements.

6.1.13 A total of 2 cycle stands will also be provided at the retail unit, provided in covered spaces along at an overlooked position along the unit edge. This is in line with the CCBC minimum requirements.

6.1.14 To accommodate servicing and refuse collection needs at the proposed retail unit, a retail delivery bay is provided directly at the rear of the unit.

6.1.15 This delivery bay is accessible from the internal access road, and includes an overrun area with a 6m radius standard height kerb to allow access for HGVs.

6.1.16 Swept path analysis for a 12.6m articulated vehicle accessing the retail delivery bay has identified there is sufficient room for a vehicle of this size to safely manoeuvre within the site, enter the delivery bay, and safely exit the site in a forward gear.

6.1.17 House units will have their own bin storage, with communal bin stores provided to accommodate refuse collection from the apartment units. The internal access road network will provide access for a refuse vehicle to each bin store area.

6.1.18 Swept path analysis for a 10.07m refuse vehicle accessing the site has identified that there is sufficient room for a vehicle of this size to safely manoeuvre through the internal access road, and safely exit the site in a forward gear.

6.1.19 Based on a robust TRICS analysis, the proposed re-development uses would be anticipated to generate approximately 515 two-way vehicular trips at the site over the weekday 12-hour period, with between 14 and 54 two-way trips generated over any individual hour period.

6.1.20 In comparison to the extant foodstore use on the site, a re-development of the nature proposed would be anticipated to lead to a significant reduction in the total volume of vehicle movements generated into the site, and would therefore have a potentially beneficial impact on traffic volumes and capacity across the surrounding highway network.

6.1.21 A review of the accident record has identified no apparent existing highway safety concern in the immediate vicinity of the site. The proposed development is not expected to have an adverse impact on this existing highway safety record.

6.2 Conclusion

6.2.1 The site is concluded to be compliant with existing and emerging transport planning policy at local and national level.

6.2.2 There are no reasons, in highway and transportation terms, why the proposed re-development of the site should not be granted planning permission.

APPENDIX A

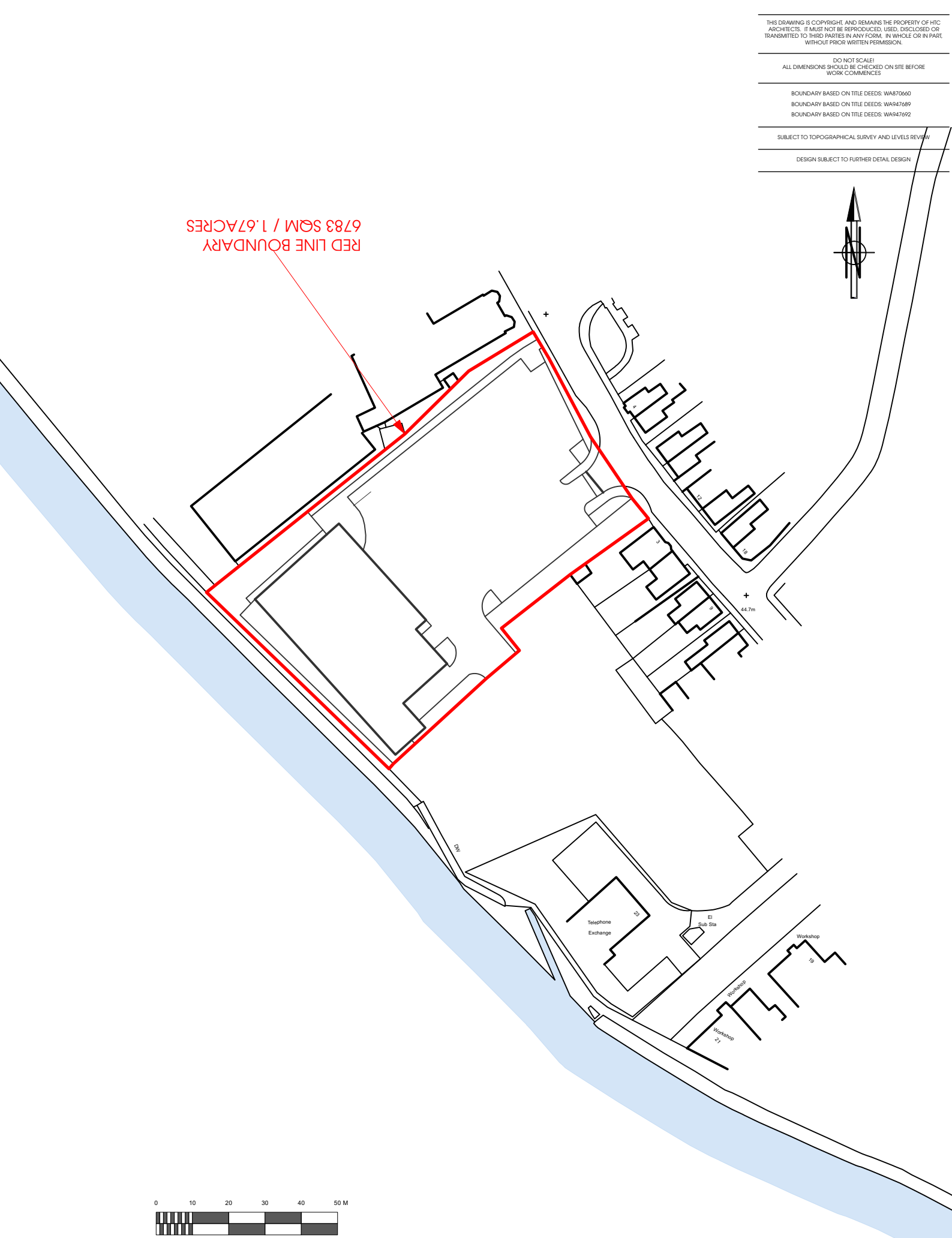
Proposed Layout and Swept Path Drawings

DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

BOUNDARY BASED ON TITLE DEEDS: WA870660
BOUNDARY BASED ON TITLE DEEDS: WA947689
BOUNDARY BASED ON TITLE DEEDS: WA947692

SUBJECT TO TOPOGRAPHICAL SURVEY AND LEVELS REVIEW

DESIGN SUBJECT TO FURTHER DETAIL DESIGN



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client
Lidl GB Ltd.

project
Commercial Street
Risca

drawing title
Location Plan

date	August 2024
status	Feasibility
scale	1:500 @ A3
drawn	KA
checked	BM
job no.	2966
dwg no.	P409
rev.	

Description | Drawn

DO NOT SCALE!
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SUBJECT TO TOPOGRAPHICAL SURVEY AND LEVELS REVIEW

DESIGN SUBJECT TO FURTHER DETAIL DESIGN

RED LINE BOUNDARY
6783 SQM / 1.67ACRES

DW

9
3
18
12
4

44.7m

190180mN 323840mE
190200mN 323940mE
190220mN 323840mE
190240mN 323940mE
190260mN 323840mE
190280mN 323940mE
190200mN 324000mE
190220mN 324000mE
190240mN 324000mE
190260mN 324000mE
190280mN 323980mE
190280mN 323920mE
190280mN 323800mE

0 10 20 30 40 50 M

Rev.	Date	Description	Drawn
A	24/01/2025	Topographical Survey added to drawing, adjusted red boundary	BMS

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project
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Risca

drawing title
Existing Site Plan

date	August 2024
status	Feasibility
scale	1:500 @ A3
drawn	KA
checked	BM
job no.	2966
dwg no.	P410
rev.	A

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DESIGN SUBJECT TO FURTHER DETAIL DESIGN

LARGE ATTENUATION BASIN SUBJECT TO CONSULTANTS DESIGN AND COMMENTS

COMMUNAL GARDENS WITH RIVER OUTLOOK ALONG SOUTH WEST

DW

ORANGE HATCHED AREA - 8m EASEMENT FROM FLOOD DEFENCE

BLUE HATCHED AREA - 3m EASEMENT FROM C/S OF FOUL DRAIN OVERFLOW PIPE AS PER WASTE NEWPORT MAPS DWR CYMRU WELSH WATER MAP

RED LINE BOUNDARY
6783 SQM / 1.67ACRES
0.6783 HECTARES

PRIVATE GARDENS FOR RESIDENTIAL PROPERTIES 1-5, 31-36

EXISTING LANDSCAPE AREA TO BE REPLANTED TO CREATE SUFFICIENT LANDSCAPE VISUAL BUFFER FROM RESIDENTS ALONG COMMERCIAL STREET

PRIVATE
PUBLIC AREA

ENHANCING STREET SCENE AND STREET REGENERATION. IMPROVING PUBLIC REALM INFRONT OF RETAIL UNIT

SITE PLAN KEY

RETAIL
- 3770 SQFT OPEN PLAN UNIT
- 9 CAR PARK SPACES IN TOTAL (R)
- DEDICATED DELIVERY AREA
- CYCLE PARKING

RESIDENTIAL (42 UNITS)
- HOUSES 1-5,31- 36 (2 BEDROOM)
- FLATS 6-30, 37 - 42 (1 - 2 BEDROOM)
- CIRCULATION TO UPPER FLOORS

55 CAR PARK SPACES IN TOTAL

RESI 1
RESI 2
RESI 3
RESI 4
RESI 5
RESI 6-11 (FLATS)
RESI 12-17 (FLATS)
RESI 18-23 (FLATS)
RESI 24-30 (FLATS)
RESI 31
RESI 32
RESI 33
RESI 34
RESI 35
RESI 36
RETAIL UNIT (3770 SQFT) WITH RESIDENTIAL ABOVE (37-42) (FLATS)
RETAIL DELIVERY AREA
RETAIL PLANT
R6 - 17 BIN STORE
R18 - 30 BIN STORE
R37 - 42 BIN STORE
SHR* SHARED PARKING BETWEEN FLATS & HOUSES 38 RESIDENTIAL PARKING INC VISITORS
7000
6000
3500
7300
44.7m
9
3
18
12
4

0 10 20 30 40 50 M

Rev.	Date	Description	Drawn
		UPDATED Annotation following comments from	
E	20/02/2025	highways Consultant	BM
D	20/02/2025	Adjusted delivery route for retail unit	BM
C	11/02/2025	Minor amendment to apartment positioning	BM

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client: Lidl GB Ltd.

project: Commercial Street Risca

drawing title: Illustrative Site Layout - GF ONLY

date	August 2024
status	Feasibility
scale	1:500 @ A3
drawn	KA
checked	BM
job no.	2966
dwg no.	P412
rev.	E

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SUBJECT TO TOPOGRAPHICAL SURVEY AND LEVELS REVIEW

DESIGN SUBJECT TO FURTHER DETAIL DESIGN

DW

RESI 6-11 (FLATS)
RESI 12-17 (FLATS)
RESI 18-23 (FLATS)
RESI 24-30 (FLATS)
RESI 5
RESI 4
RESI 3
RESI 2
RESI 1
RESI 31
RESI 32
RESI 33
RESI 34
RESI 35
RESI 36
RETAIL UNIT (3770 SQFT) WITH RESIDENTIAL ABOVE (37-42) (FLATS)

RED LINE BOUNDARY
6783 SQM / 1.67ACRES
0.6783 HECTARES

44.7m

9
3
18
12
4

0 10 20 30 40 50 M

Rev.	Date	Description	Drawn
C	20/02/2025	Adjusted delivery route for retail unit	BM
B	06/02/2025	Parking arrangements improved	BM
A	27/01/2025	Design Revised due to site constraints	BM

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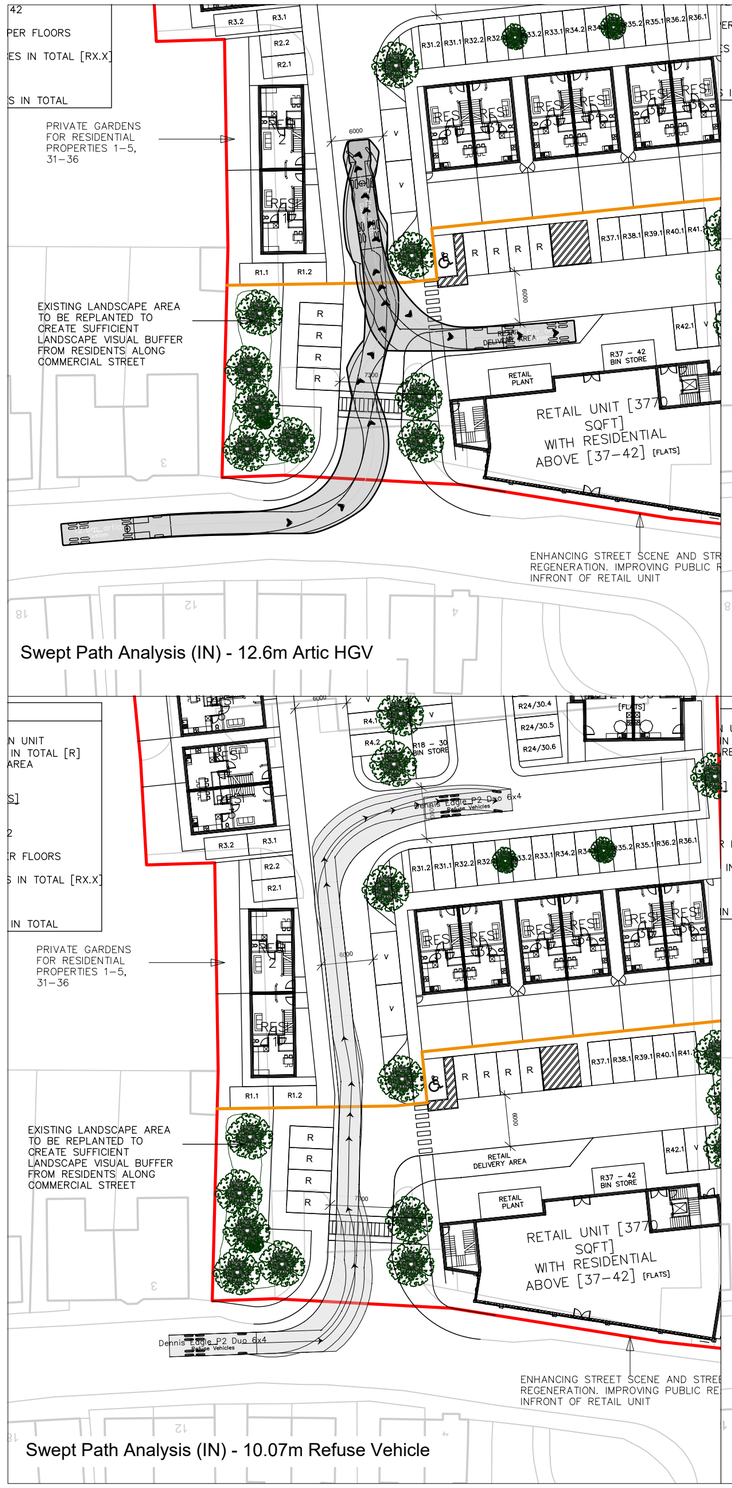
project
Commercial Street
Risca

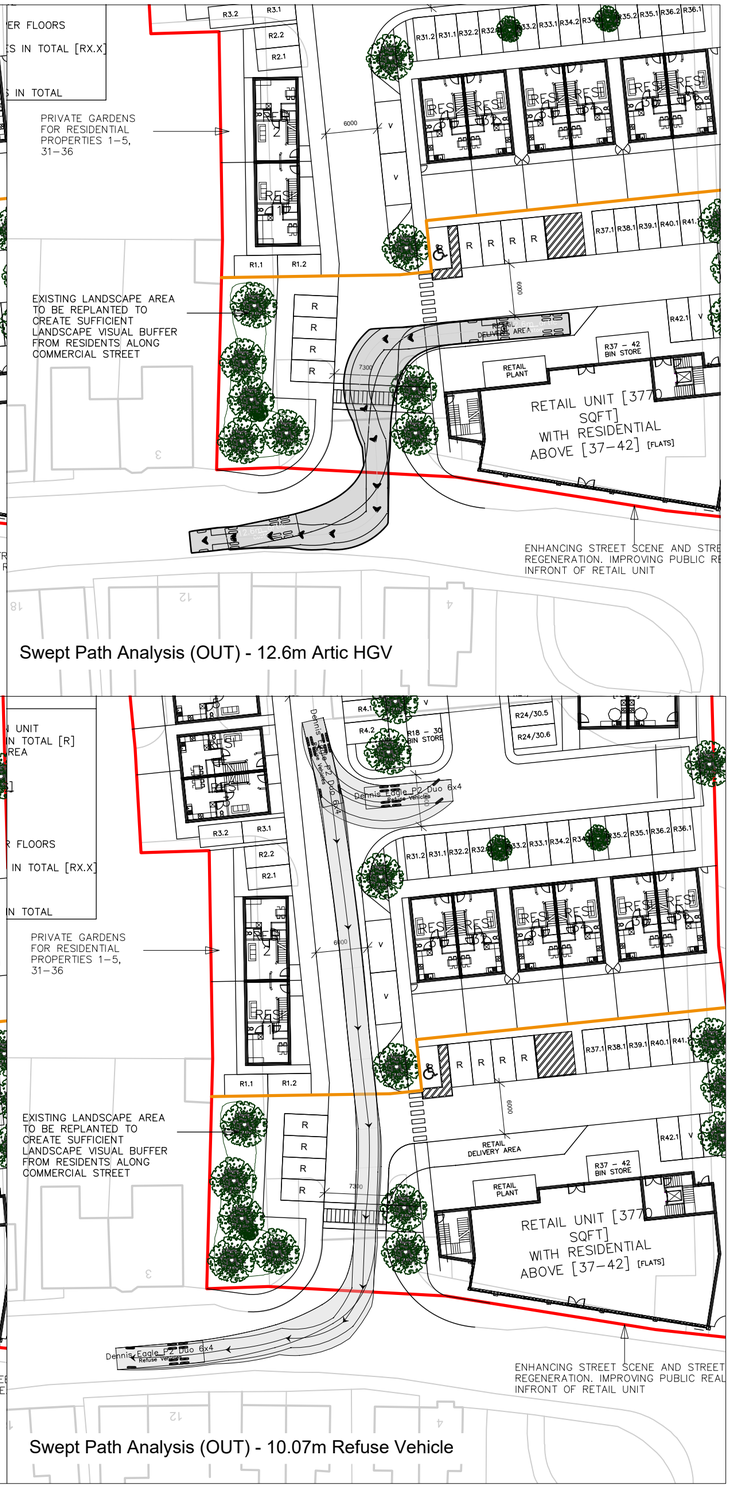
drawing title
GA Illustrative Site Layout

date August 2024
status Feasibility
scale 1:500 @ A3
drawn KA checked BM
job no. 2966 dwg no. P411 rev. C

A2
ORIGINAL
PLOT SIZE



Swept Path Analysis (IN) - 12.6m Artic HGV



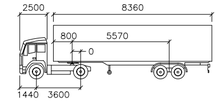
Swept Path Analysis (OUT) - 12.6m Artic HGV

Swept Path Analysis (IN) - 10.07m Refuse Vehicle

Swept Path Analysis (OUT) - 10.07m Refuse Vehicle

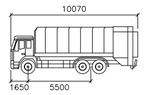
NOTES:

1) All dimensions in millimetres unless otherwise stated.



12.6m artic

mm			
Tractor Width	: 2490	Lock to Lock Time	: 6.0
Trailer Width	: 2490	Steering Angle	: 36.8
Tractor Track	: 2490	Articulating Angle	: 70.0
Trailer Track	: 2490		



Dennis Eagle P2 Duo 6x4

mm	
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 35.3

This drawing is based on Drawing No: 3240721 Rev. C

Rev	Date	Details	Drawn by	Checked by

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

CLIENT:
Lidl Great Britain Ltd

PROJECT:
Commercial Street
Risca

TITLE:
Swept Path Analysis
Articulated Vehicle - 12.6m
Refuse Vehicle - 10.07m

STATUS:
Preliminary

SCALE:	DATE:	DRAWN:	CHECKED:
1:500	Feb'25	MA	MA

JOB NO:	DRAWING NO:	REVISION:
24-01035	SP04	

APPENDIX B

Sustainability Assessment

Caerphilly County Borough Council
Sustainability Criteria

Commercial Street, Risca

Local Facilities	Maximum Walking Distance	Sustainability Points
Local facilities include a foodstore over 1000m², post office, community medical practice, primary/secondary school etc.		
Commercial Street shops (incl. multiple pharmacy, multiple convenience store, Post Office), Library, Dental Surgery, Tesco, Risca Primary School, Wellspring Medical Centre	<800	*2 facilities = 1 pt* *2+ facilities = 2 pts* **2**
Commercial Street shops (incl. multiple pharmacy, multiple convenience store, Post Office), Library, Dental Surgery	<400	*2 facilities = 2 pts* *2+ facilities = 4 pts* **4**
Commercial Street shops (incl. Wel Pharmacy, One-Stop convenience store, S&S convenience store), Library, Dental Surgery	<200	*2 facilities = 3 pts* *2+ facilities = 6 pts* **6**
Local Facilities Score (max score)		**6**

Public Transport	Maximum Walking Distance	Sustainability Points
Access to bus stop or railway station		
St Margarets Church bus stop (85m) Risca and Pontymister Rail Station (700m)	300m (3 pts)	**3**
	400m (2 pts)	
	800m (1 pt)	
Public Transport Score		**3**

Cycle Route	Maximum Walking Distance	Sustainability Points
A cycle route needs to be segregated from vehicular traffic and must provide links to local facilities and employment areas		
National Cycle Route 47 (approx 400m)	200m (1 pt)	**0**
Cycle Route Score		**0**

Frequency of Public Transport	Frequency	Sustainability Points
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.		
Service 151 (approx. 15-minutes 0600 to 2300) Services R1, R2, 56, X15 (approx. 60-minutes) Risca and Pontymister Rail Station (approx. 30-minutes)	10-minutes (3 pts)	**0**
	20-minutes (2 pts)	**2**
	30-minutes (1 pt)	**0**
	Deduction if above times not met	**0**
Public Transport Frequency Score		**2**

Parking Reduction

Total Sustainability Score	Reduction Per Dwelling
11	**2**

Notes

Residential development reductions:
10pts = 2 spaces per dwelling
7pts = 1 space per dwelling

APPENDIX C

TRICS Outputs

Calculation Reference: AUDIT-751101-250110-0136

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 days
10	WALES		
	CO	CONWY	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: No of Dwellings
Actual Range: 15 to 89 (units:)
Range Selected by User: 15 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 12/06/24

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

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4

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	6

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	3 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	2 days
100,001 to 125,000	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	3 days
1.6 to 2.0	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.

Travel Plan:

Yes	2 days
No	4 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-K-04 MIXED HOUSES & FLATS CAMBRIDGESHIRE
FORDHAM ROAD
SOHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 65
Survey date: WEDNESDAY 11/07/18 Survey Type: MANUAL

2 CO-03-K-01 MIXED HOUSES & FLATS CONWY
LIDDELL DRIVE
LLANDUDNO

Edge of Town
Residential Zone
Total No of Dwellings: 15
Survey date: TUESDAY 27/03/18 Survey Type: MANUAL

3 CW-03-K-01 MIXED HOUSES & FLATS CORNWALL
TRELOWEN DRIVE
PENRYN

Edge of Town
Residential Zone
Total No of Dwellings: 89
Survey date: THURSDAY 28/03/19 Survey Type: MANUAL

4 ES-03-K-01 MIXED HOUSES & FLATS EAST SUSSEX
LEWES ROAD
UCKFIELD
RIDGEWOOD
Edge of Town
Residential Zone
Total No of Dwellings: 64
Survey date: THURSDAY 14/07/16 Survey Type: MANUAL

5 FU-03-K-01 SEMI-DETACHED & FLATS WESTMORLAND & FURNESS
NATLAND ROAD
KENDAL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: TUESDAY 21/06/16 Survey Type: MANUAL

6 WS-03-K-06 MIXED HOUSES & FLATS WEST SUSSEX
WESTERN ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY 12/06/24 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BL-03-K-01	Undertaken during identified Covid period

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
07:00 - 08:00	6	48	0.031	6	48	0.232	6	48	0.263
08:00 - 09:00	6	48	0.111	6	48	0.308	6	48	0.419
09:00 - 10:00	6	48	0.097	6	48	0.135	6	48	0.232
10:00 - 11:00	6	48	0.156	6	48	0.156	6	48	0.312
11:00 - 12:00	6	48	0.118	6	48	0.125	6	48	0.243
12:00 - 13:00	6	48	0.156	6	48	0.121	6	48	0.277
13:00 - 14:00	6	48	0.121	6	48	0.121	6	48	0.242
14:00 - 15:00	6	48	0.097	6	48	0.128	6	48	0.225
15:00 - 16:00	6	48	0.228	6	48	0.156	6	48	0.384
16:00 - 17:00	6	48	0.228	6	48	0.135	6	48	0.363
17:00 - 18:00	6	48	0.301	6	48	0.152	6	48	0.453
18:00 - 19:00	6	48	0.218	6	48	0.111	6	48	0.329
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.862			1.880			3.742

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.*

Parameter summary

Trip rate parameter range selected:	15 - 89 (units:)
Survey date date range:	01/01/16 - 12/06/24
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.

Corun Swansea Road Swansea Licence No: 751101

Calculation Reference: AUDIT-751101-241017-1054

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SO	SLOUGH	1 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	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:	1023 to 2568 (units: sqm)
Range Selected by User:	570 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 21/09/23

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:

Tuesday	3 days
Wednesday	2 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	13 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	8

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
Development Zone	2
Residential Zone	2
Retail Zone	5
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	13 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 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	5 days
1.1 to 1.5	8 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	13 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:

Not Known	1 days
Yes	5 days
No	7 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	13 days

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

LIST OF SITES relevant to selection parameters

1 CA-01-C-01 LIDL CAMBRIDGESHIRE
CROMWELL ROAD
WISBECH

Edge of Town
Retail Zone
Total Gross floor area: 1466 sqm
Survey date: FRIDAY *21/10/16* *Survey Type: MANUAL*

2 CF-01-C-01 LIDL CARDIFF
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2568 sqm
Survey date: THURSDAY *29/06/17* *Survey Type: MANUAL*

3 DH-01-C-01 ALDI DURHAM
WATLING ROAD
BISHOP AUCKLAND

Edge of Town
Retail Zone
Total Gross floor area: 1023 sqm
Survey date: THURSDAY *06/04/17* *Survey Type: MANUAL*

4 NN-01-C-01 ALDI NORTH NORTHAMPTONSHIRE
SAXON WAY WEST
CORBY
GREAT OAKLEY
Edge of Town
Development Zone
Total Gross floor area: 1924 sqm
Survey date: TUESDAY *14/06/22* *Survey Type: MANUAL*

5 NT-01-C-01 LIDL NOTTINGHAMSHIRE
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Gross floor area: 2440 sqm
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

6 SM-01-C-01 LIDL SOMERSET
SEAWARD WAY
MINEHEAD

Edge of Town
No Sub Category
Total Gross floor area: 2247 sqm
Survey date: THURSDAY *22/06/17* *Survey Type: MANUAL*

7 SO-01-C-01 LIDL SLOUGH
BATH ROAD
SLOUGH
SLOUGH RETAIL PARK
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 1880 sqm
Survey date: THURSDAY *22/09/22* *Survey Type: MANUAL*

8 TW-01-C-02 ALDI TYNE & WEAR
FOXHUNTERS ROAD
WHITLEY BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1600 sqm
Survey date: TUESDAY *17/05/22* *Survey Type: MANUAL*

9 WL-01-C-02 LIDL WILTSHIRE
HUNGERDOWN LANE
CHIPPENHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2125 sqm
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

10 WO-01-C-01 LIDL WORCESTERSHIRE
BLACKPOLE ROAD
WORCESTER
BRICKFIELDS
Edge of Town
Retail Zone
Total Gross floor area: 2417 sqm
Survey date: WEDNESDAY *13/07/16* *Survey Type: MANUAL*

11 WS-01-C-05 LIDL WEST SUSSEX
WESTHAMPNETT ROAD
CHICHESTER

Edge of Town
Retail Zone
Total Gross floor area: 2125 sqm
Survey date: THURSDAY *08/09/22* *Survey Type: MANUAL*

12 WS-01-C-06 LIDL WEST SUSSEX
FOUNDRY LANE
HORSHAM

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1616 sqm
Survey date: WEDNESDAY *07/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

13 WS-01-C-07 LIDL WEST SUSSEX
NEWLANDS ROAD
BOGNOR REGIS

Edge of Town
Industrial Zone
Total Gross floor area: 2159 sqm
Survey date: THURSDAY *21/09/23* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AD-01-C-02	Covid 19

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.34

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	1871	0.454	2	1871	0.000	2	1871	0.454
07:00 - 08:00	13	1968	0.574	13	1968	0.215	13	1968	0.789
08:00 - 09:00	13	1968	3.032	13	1968	2.165	13	1968	5.197
09:00 - 10:00	13	1968	3.665	13	1968	3.173	13	1968	6.838
10:00 - 11:00	13	1968	4.572	13	1968	4.349	13	1968	8.921
11:00 - 12:00	13	1968	5.080	13	1968	4.810	13	1968	9.890
12:00 - 13:00	13	1968	5.295	13	1968	5.240	13	1968	10.535
13:00 - 14:00	13	1968	4.982	13	1968	5.354	13	1968	10.336
14:00 - 15:00	13	1968	5.057	13	1968	5.053	13	1968	10.110
15:00 - 16:00	13	1968	5.150	13	1968	5.143	13	1968	10.293
16:00 - 17:00	13	1968	4.881	13	1968	4.939	13	1968	9.820
17:00 - 18:00	13	1968	4.881	13	1968	5.123	13	1968	10.004
18:00 - 19:00	13	1968	4.056	13	1968	4.353	13	1968	8.409
19:00 - 20:00	13	1968	2.724	13	1968	3.220	13	1968	5.944
20:00 - 21:00	13	1968	1.762	13	1968	2.173	13	1968	3.935
21:00 - 22:00	13	1968	0.672	13	1968	1.059	13	1968	1.731
22:00 - 23:00	13	1968	0.016	13	1968	0.176	13	1968	0.192
23:00 - 24:00									
Total Rates:			56.853			56.545			113.398

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.*

Parameter summary

Trip rate parameter range selected:	1023 - 2568 (units: sqm)
Survey date date range:	01/01/16 - 21/09/23
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	1

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.

Corun Swansea Road Swansea Licence No: 751101

Calculation Reference: AUDIT-751101-241017-1054

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	SO	SLOUGH	1 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days
10	WALES		
	CF	CARDIFF	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:	1023 to 2568 (units: sqm)
Range Selected by User:	570 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 21/09/23

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:

Tuesday	3 days
Wednesday	2 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	13 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	8

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
Development Zone	2
Residential Zone	2
Retail Zone	5
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	13 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 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	5 days
1.1 to 1.5	8 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	13 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:

Not Known	1 days
Yes	5 days
No	7 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	13 days

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

LIST OF SITES relevant to selection parameters

1 CA-01-C-01 LIDL CAMBRIDGESHIRE
CROMWELL ROAD
WISBECH

Edge of Town
Retail Zone
Total Gross floor area: 1466 sqm
Survey date: FRIDAY *21/10/16* *Survey Type: MANUAL*

2 CF-01-C-01 LIDL CARDIFF
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2568 sqm
Survey date: THURSDAY *29/06/17* *Survey Type: MANUAL*

3 DH-01-C-01 ALDI DURHAM
WATLING ROAD
BISHOP AUCKLAND

Edge of Town
Retail Zone
Total Gross floor area: 1023 sqm
Survey date: THURSDAY *06/04/17* *Survey Type: MANUAL*

4 NN-01-C-01 ALDI NORTH NORTHAMPTONSHIRE
SAXON WAY WEST
CORBY
GREAT OAKLEY
Edge of Town
Development Zone
Total Gross floor area: 1924 sqm
Survey date: TUESDAY *14/06/22* *Survey Type: MANUAL*

5 NT-01-C-01 LIDL NOTTINGHAMSHIRE
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Gross floor area: 2440 sqm
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

6 SM-01-C-01 LIDL SOMERSET
SEAWARD WAY
MINEHEAD

Edge of Town
No Sub Category
Total Gross floor area: 2247 sqm
Survey date: THURSDAY *22/06/17* *Survey Type: MANUAL*

7 SO-01-C-01 LIDL SLOUGH
BATH ROAD
SLOUGH
SLOUGH RETAIL PARK
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 1880 sqm
Survey date: THURSDAY *22/09/22* *Survey Type: MANUAL*

8 TW-01-C-02 ALDI TYNE & WEAR
FOXHUNTERS ROAD
WHITLEY BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1600 sqm
Survey date: TUESDAY *17/05/22* *Survey Type: MANUAL*

9 WL-01-C-02 LIDL WILTSHIRE
HUNGERDOWN LANE
CHIPPENHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 2125 sqm
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

10 WO-01-C-01 LIDL WORCESTERSHIRE
BLACKPOLE ROAD
WORCESTER
BRICKFIELDS
Edge of Town
Retail Zone
Total Gross floor area: 2417 sqm
Survey date: WEDNESDAY *13/07/16* *Survey Type: MANUAL*

11 WS-01-C-05 LIDL WEST SUSSEX
WESTHAMPNETT ROAD
CHICHESTER

Edge of Town
Retail Zone
Total Gross floor area: 2125 sqm
Survey date: THURSDAY *08/09/22* *Survey Type: MANUAL*

12 WS-01-C-06 LIDL WEST SUSSEX
FOUNDRY LANE
HORSHAM

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1616 sqm
Survey date: WEDNESDAY *07/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

13 WS-01-C-07 LIDL WEST SUSSEX
NEWLANDS ROAD
BOGNOR REGIS

Edge of Town
Industrial Zone
Total Gross floor area: 2159 sqm
Survey date: THURSDAY *21/09/23* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AD-01-C-02	Covid 19

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.34

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	1871	0.454	2	1871	0.000	2	1871	0.454
07:00 - 08:00	13	1968	0.574	13	1968	0.215	13	1968	0.789
08:00 - 09:00	13	1968	3.032	13	1968	2.165	13	1968	5.197
09:00 - 10:00	13	1968	3.665	13	1968	3.173	13	1968	6.838
10:00 - 11:00	13	1968	4.572	13	1968	4.349	13	1968	8.921
11:00 - 12:00	13	1968	5.080	13	1968	4.810	13	1968	9.890
12:00 - 13:00	13	1968	5.295	13	1968	5.240	13	1968	10.535
13:00 - 14:00	13	1968	4.982	13	1968	5.354	13	1968	10.336
14:00 - 15:00	13	1968	5.057	13	1968	5.053	13	1968	10.110
15:00 - 16:00	13	1968	5.150	13	1968	5.143	13	1968	10.293
16:00 - 17:00	13	1968	4.881	13	1968	4.939	13	1968	9.820
17:00 - 18:00	13	1968	4.881	13	1968	5.123	13	1968	10.004
18:00 - 19:00	13	1968	4.056	13	1968	4.353	13	1968	8.409
19:00 - 20:00	13	1968	2.724	13	1968	3.220	13	1968	5.944
20:00 - 21:00	13	1968	1.762	13	1968	2.173	13	1968	3.935
21:00 - 22:00	13	1968	0.672	13	1968	1.059	13	1968	1.731
22:00 - 23:00	13	1968	0.016	13	1968	0.176	13	1968	0.192
23:00 - 24:00									
Total Rates:			56.853			56.545			113.398

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.*

Parameter summary

Trip rate parameter range selected:	1023 - 2568 (units: sqm)
Survey date date range:	01/01/16 - 21/09/23
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	1

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.