STARBURST UK LTD

NEWBRIDGE ROAD INDUSTRIAL ESTATE, PONTLLANFRAITH

TRANSPORT STATEMENT

22-00794/TS/01

MARCH 2024

CORUN
Transport and Highway Engineering

DOCUMENT SIGNATURE AND MODIFICATION SHEET

Project Details

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Client:	Starburst UK Ltd		
-	**Name**	**Signature**	**Date**
Prepared by	Mark Murawski		March 2024
Checked and Approved for Issue by	Matthew Anderson		March 2024

Modification Details

Rev	Date	Description	Checked By

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1 INTRODUCTION

1.1 Background

1.1.1 This Transport Statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Starburst UK Ltd (the applicant), to examine the highway and transportation issues associated with the proposed development of a plot of land within Newbridge Road Industrial Estate, Pontllanfraith.

1.1.2 The proposals comprise the development of a new industrial unit (B1 / B2 / B8) on the site, totalling 2,090m^2 GEA.

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

1.1.4 A site masterplan is contained at **Appendix A**.

1.2 Scope

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

(i) the existing site location and transport infrastructure.

(ii) analysis of personal injury traffic accident data.

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

(iv) the development proposal; and

(v) development-generated vehicular traffic.

2 EXISTING CONDITIONS

2.1 Site Summary

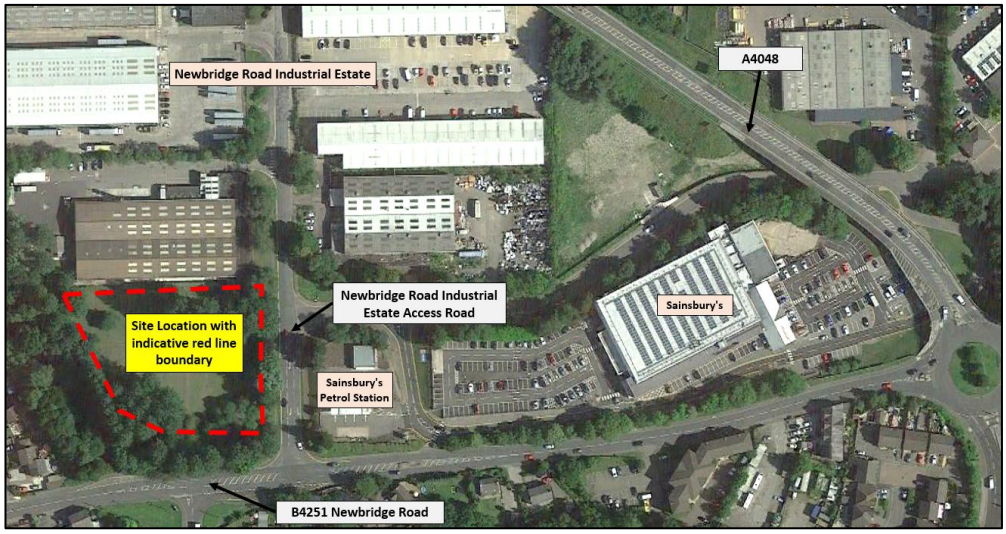
2.1.1 The proposed development site (herein referred to as the 'site') is located within Newbridge Road Industrial Estate, Pontllanfraith.

2.1.2 Newbridge Road Industrial Estate is an established industrial estate area, located in the north east of the Pontllanfraith area. The existing units within the industrial estate include a Sainsbury's store, and a range of light industrial, manufacturing, and storage and distribution use classes (B1c / B2 / B8).

2.1.3 The proposed development site consists of a vacant plot of land in the south west corner of the industrial estate.

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)



© Google Earth Pro

2.2 Local Highway Network

2.2.1 Access to the site will be provided along the eastern boundary, via a new priority junction along the Newbridge Road Industrial Estate access road network.

2.2.2 The Newbridge Road Industrial Estate access road network connects to the wider highway network via priority junction with the B4251 Newbridge Road, approximately 30m south of the proposed site access point. This priority junction includes a ghost island right turn area along the B4251, and separate queuing lanes for left turning traffic and right turning traffic along the Newbridge Road Industrial Estate minor arm approach.

2.2.3 The B4251 provides a key strategic route through Pontllanfraith, and also provides direct onward connections into the wider A-Road network in the area, with both the A4048 and A472 accessible approximately just 350m east of the Newbridge Road Industrial Estate access junction.

2.2.4 The A472 continues east towards Newbridge (approximately 2.5km), and continues west towards Ystrad Mynach (approximately 5km).

2.2.5 The A4048 continues north through the neighbouring Blackwood area (approximately 2km).

2.2.6 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 Footways are provided along both sides of the Newbridge Industrial Estate access road network.

2.3.2 Footway routes continue south from the site through the Newbridge Road Industrial Estate access road, connecting directly into the footway running along the northern edge of the B4251 Newbridge Road carriageway. This footway route in turn provides onwards connections into the wider pedestrian network routing through Pontllanfraith, and the surrounding areas.

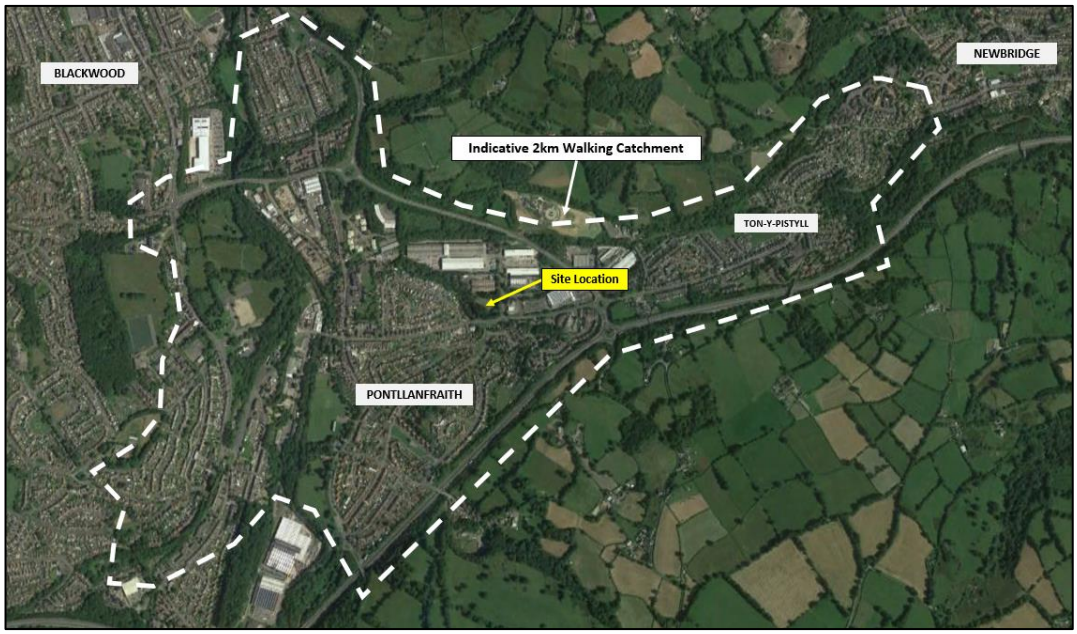
2.3.3 A pedestrian refuge island crossing point across the B4251 Newbridge Road is also located south of the neighbouring Sainsbury's petrol station unit.

2.3.4 Table 3.3 in the Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' identifies suggested acceptable walking distances for pedestrians to a range of local facilities. For commuting trips, the preferred maximum walking distance specified is 2km.

2.3.5 **Figure 2.3** identifies the 2km walking catchment to the site based on this suggested CIHT maximum walking distance, and demonstrates that the entirety of the wider Pontllanfraith area, and parts of the neighbouring Newbridge and Blackwood areas are all within this distance. This identifies that the site is well located for residents in the local area to access the site by foot, especially as part of a commuting trip.

2.3.6 The site is also located directly west of the neighbouring Sainsbury's supermarket unit. This would therefore be accessible from the site on foot, and could cater for potential employee lunch / break journey trips at the site.

Figure 2.3: 2km pedestrian walking catchment



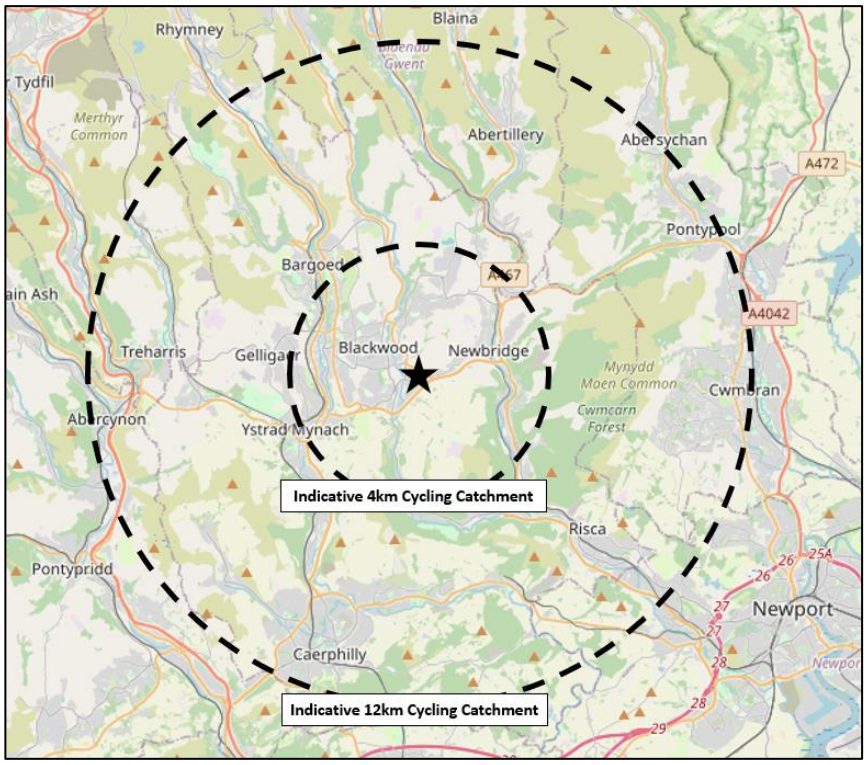
© Google Earth Pro

2.4 Cycle Facilities

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

Figure 2.4: Indicative 4km and 12km cycling catchments



© Open Street Map

2.4.3 **Figure 2.4** identifies that the entirety of the wider Pontllanfraith, Blackwood, and Newbridge areas are within a 4km cycling catchment from the site, with key settlements of Ystrad Mynach, Bargoed, Abertilery, Risca, and Caerphilly located within the wider 12km cycling catchment.

2.4.4 This identifies that the site is located within cycle distance to a large residential population, and therefore offers viable opportunities to support cycle travel, especially for staff commuting trips.

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 stops to the site are the 'Sainsbury's' eastbound stop, 'Ivor Arms' westbound stop, and 'Ivor Arms' eastbound stop, located on the B4251 Newbridge Road, all within an approximate 150m walk from the site.

2.5.3 Further bus services are also available at the White Hart Lane stop located approximately 600m east of the site. Although located slightly beyond the IHT suggested 400m distance, this distance is not definitive, and the White Hart Lane stop would not be beyond a comfortable walking distance for more mobile users at the site.

2.5.4 A summary of the services available at the stops identified is provided in **Table 2.1.**

Table 2.1 – Local bus service summary

Service	Route	Approximate service frequency		
		Mon-Fri	Saturday	Sunday
Sainsbury's and Ivor Arms stops				
Stagecoach Service 52	Ebbw Vale – Abertillery (via Newbridge and Blackwood)	60-minutes	60-minutes	No Service
Stagecoach Service 151	Blackwood - Newbridge	15-minutes	15-minutes to 20-minutes	60-minutes
Stagecoach Service 5	Blackwood – Oakdale – Pantside – Newbridge	60-minutes	60-minutes	No Service
White Hart Lane stop				
Stagecoach Service 21	Blackwood – Pontypool	60-minutes	60-minutes	60-minutes

Note: Data correct as per latest service timetables available in March 2024

2.5.5 **Table 2.1** identifies that bus service in the vicinity of the site route between destinations in the local area, operating with frequencies of between 15-minutes to 60-minutes on weekdays and Saturdays, and of 60-minutes on Sundays.

2.5.6 Bus travel is therefore a viable option for employees at the proposed site.

Rail

2.5.7 The nearest railway stations to the site are Newbridge station and Hengoed station, located approximately 3km and 4.5km from the site respectively. Although beyond a reasonable walking distance, these stations can be reached by an approximate 11-minute and 20-minute cycle from the site respectively.

2.5.8 Newbridge station provides access to rail services routing between Ebbw Vale Town and Cardiff Central (Via Newport). Services in each direction operate with a frequency of approximately 60-minutes across the week.

2.5.9 Key stations accessible from Newbridge include Cross Keys (10-minutes), Ebbw Vale Town (20-minutes), Rogerstone (20-minutes), and Cardiff Central (40-minutes).

2.5.10 Hengoed station provides access to rail services routing between Rhymney / Bargoed and Penarth (via Cardiff Central). Services in each direction operate with a frequency of approximately 20-minutes to 60-minutes between Monday and Saturday, and 60-minutes on Sundays.

2.5.11 Key stations accessible from Hengoed include Bargoed (10-minutes), Caerphilly (20-minutes), Rhymney (25-minutes), and Cardiff Central (30-minutes).

2.5.12 Multi-modal rail and cycle travel is therefore a potentially viable option for more mobile employees at the proposed site.

2.6 Local Highway Safety

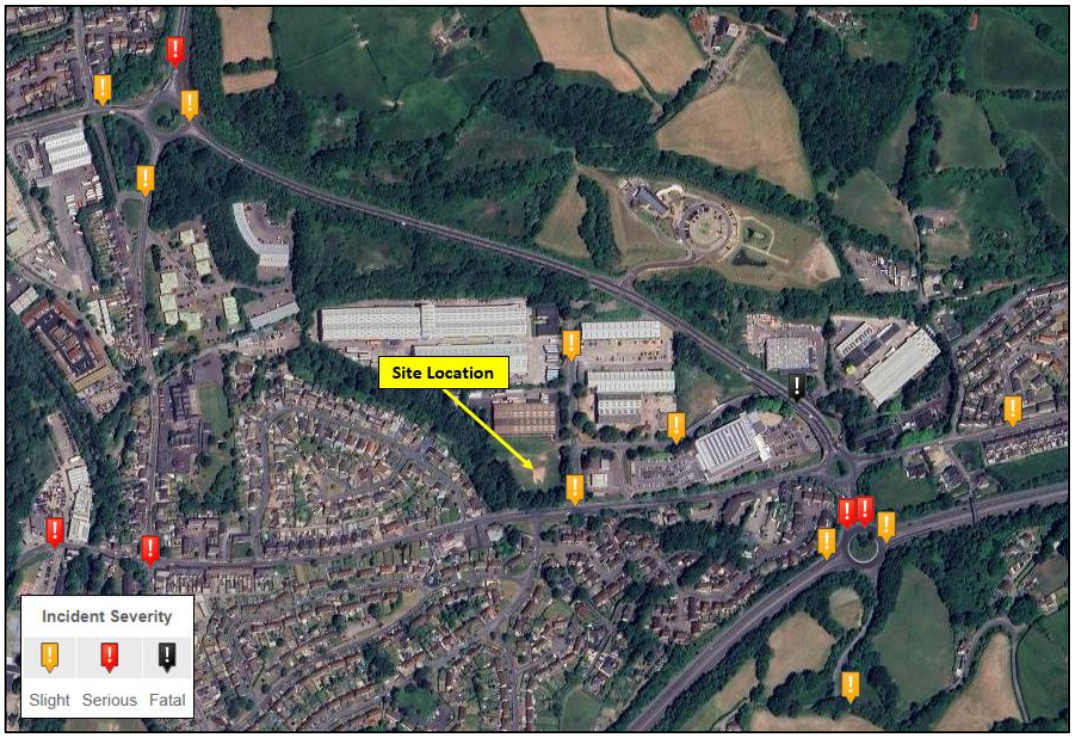
2.6.1 A review has been carried out on local highway network safety in order to establish whether there are any current collision clusters or blackspots in the vicinity of the site that may be exacerbated by the development proposal. In this instance, a cluster is identified as a closely defined area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

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

2.6.3 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 2022.

2.6.4 An extract showing all CrashMap identified Personal Injury Collisions (PICs) occurring in the vicinity of the site over the 5-year period between 2018 and 2022 is shown in **Figure 2.5.**

Figure 2.5: PIC plot extract



Data source www.crashmap.co.uk - data extracted March 2024

2.6.5 The CrashMap data identifies that 2 PICs have been recorded within the Newbridge Road Industrial Estate area over the 5-year study period. These were all slight PICs, with one occurring in 2021 and 2022 respectively. All PICs involved motor vehicles, with one including a goods vehicle. Although all PICs are regrettable, each is an isolated incident, which do not suggest any significant highway safety issue in the immediate vicinity of the site within the Newbridge Road Industrial Estate area.

2.6.6 A further slight PIC is also identified at the Newbridge Road Industrial Estate site access junction with the B4251. This occurred in 2018 and involved car vehicles only. Again, as a single isolated incident at the junction over the 5-year study period, this does not identify any significant highway safety issue at the Newbridge Road Industrial Estate access junction.

2.6.7 In the wider vicinity of the site, a cluster of 4 PICs are identified at the A472 / A4048 roundabout junction, approximately 500m east of the Newbridge Road Industrial Estate area. Two of these PICs are classed as serious, with the remaining two classed as slight, with all PICs involving motor vehicles only. Although a slight clustering of PICs is identified here, this is a key strategic junction between two strategic A-Roads carrying high volumes of traffic. An average rate of 0.8 PICs per year would not therefore seem unreasonable at a key strategic junction of this nature.

2.6.8 One fatal PIC is also identified just north of the B4251 / A4048 roundabout junction, located approximately 350m to the east of the Newbridge Road Industrial Estate area. This PIC occurred in 2021, and involved a young driver. Again, although all PICs are regrettable, this is an isolated incident, which does not again suggest any significant highway safety issue at this location.

2.6.9 The CrashMap data therefore identifies that there are no existing highway safety issues within the immediate area of the site, and the increase in traffic anticipated from the proposed use on the site (as outlined in **Section 5** of this report) is unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

3 LOCAL AND NATIONAL PLANNING GUIDANCE

3.1 Overview

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

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

- Planning Policy Wales (Edition 12, February 2024);
- Technical Advice Note (Wales) 18 – Transport (2007);
- Wales Transport Strategy (2021);
- Future Wales – The National Plan 2040 (Feb 2021);
- National Transport Delivery Plan 2022 to 2027; and
- Caerphilly County Borough Local Development Plan up to 2021 (adopted November 2010).

3.1.3 Although a revised LDP is currently being prepared by Caerphilly County Borough (CCB), this is currently in consultation stage, and the current LDP remains in force until this replacement LDP is finalised and adopted.

3.1.4 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.

3.2.3 The site also falls within the employment site EM2.20 identified within the Caerphilly County Borough (CCB) Local Development Plan (LDP). These areas are identified as sites that already possess functioning employment uses, and should be protected for these uses.

3.3 Conclusion

3.3.1 As outlined in **Section 2**, the site is located within an already established industrial estate area, accessible by a choice of viable sustainable transport modes, reducing the reliance on private car travel to the site by both employees and visitors.

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 proposals are for the development of a new industrial unit (B1 / B2 / B8) on the site, totalling 2,090m^2 GEA. This new unit will consist of four individual sub-units.

4.1.2 A site masterplan is contained at **Appendix A**.

4.2 Access

4.2.1 Access to the site will be provided in the east, via construction of a new priority junction with the Newbridge Road Industrial Estate access road. This access junction will also include direct pedestrian connections into the existing footways along the western side of the Newbridge Road Industrial Estate access road carriageway.

4.2.2 The new access junction and internal road layout of the site been designed to ensure that all vehicles needing to gain access will be able enter and exit the site in a forward gear, and safely manoeuvre within the site.

4.2.3 The tracking drawing contained at **Appendix A** identifies sufficient room within the site to accommodate a max legal 16.5m articulated lorry, which is the largest vehicle type anticipated at the proposed development.

4.2.4 From the proposed new access junction point, visibility splays of 2.4m x 43m can be achieved in the northbound direction, and 2.4m x 39m can be achieved in the southbound direction (which extends the length of the road up to the B4251 junction). These visibilities are suitable for a road speed of 30mph and 28mph respectively, which is deemed suitable for the anticipated vehicle speeds along the Newbridge Road Industrial Estate access road both approaching and incoming from the B4251 junction to the south.

4.3 Parking

4.3.1 CCBC car parking standards are set out in the 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. These parking standards differ across six distinct zones identified within the document. The proposed development falls within ‘Zone 4 – Suburban or Near Urban’.

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

4.3.3 For a Zone 4, general ‘Industry’ development, the SPG outlines that a maximum of 1 non-operation car parking space is required per 120m^2 GFA. This equates to a maximum of 18 car parking spaces at the proposed development.

4.3.4 A total of 18 un-allocated car parking spaces will therefore be provided at the proposed development, in line with the SPG maximum requirements. These spaces will be provided in bays around the edge of the proposed new unit.

4.3.5 The SPG also outlines that new employment sites should provide a minimum of 5% of the total car park capacity for disabled motorists. Two of the 18 proposed car parking spaces at the site will therefore be allocated for disabled users, and will include an additional margin, to provide enhanced access for these users.

4.3.6 Policy 12 of Future Wales: The National Plan 2040 states the following:

> *"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."*

4.3.7 In line with the above policy, two Electric Vehicle (EV) charging spaces will be provided at the site. This represents approximately 10% of the total parking provision, and therefore meets with the Future Wales policy target.

4.3.8 Two additional motorcycle parking space will also be provided in the south of the parking area along the frontage of the proposed new unit.

4.3.9 Loading bays will be provided at the entrance point to each of the four sub-units in the site, with an additional HGV parking space provided near the entrance of sub-unit 1, which is the largest of all the sub-units.

4.3.10 Two additional HGV parking bays will be provided in the south of the site, which will be available for use by all sub-units.

Cycle Parking

4.3.11 Cycle parking standards are also set out in the CCBC SPG document.

4.3.12 For industrial developments, the SPG outlines that 1 long-stay stand is required per 1,000m^2 GFA, and 1 short-stay stand is required per 500m^2 GFA. This equates to a total of 3 cycle stands at the proposed development (2 long-stay stands, and 4 short-stay stands).

4.3.13 The proposed development will provide a secure covered cycle storage facility on the site, located to the north east of the proposed new unit. This will provide 3 cycle stands, allowing parking for up to 6 cycles. This is in line with the SPG requirements.

5 SITE TRAFFIC

5.1 Introduction

5.1.1 Estimated development generated traffic flows for the site 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.

5.1.2 From the TRICS database, a trip rate is derived which provides the number of expected trips per unit of measure, in this case per 100m^2 GFA.

5.1.3 Trip rates have been identified for each of the typical weekday highway peak periods. These represent an AM peak hour period of 08:00 to 09:00, and a PM peak hour period of 17:00 to 18:00. The 12-hour weekday period between 07:00 to 19:00 has also been assessed.

5.1.4 Minimal trips would be anticipated from the proposed employment use over the weekend period.

5.2 Proposed Development Trip Generation

5.2.1 To represent the proposed industrial unit use, the TRICS category '02 – Employment / C – Industrial Unit' was utilised.

5.2.2 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 Area' sites, located within an 'Industrial Zone' sub-area;
- Excludes sites with a GFA greater than 3,000m^2;
- Excludes sites with a population within 5-miles greater than 250,000; and
- Sites with surveys identified as undertaken during the Covid pandemic period were excluded.

5.2.3 Utilising the TRICS trip rates, **Table 5.1** identifies the anticipated trip generation for the proposed development. A copy of the TRICS output is included in **Appendix B.**

5.2.4 **Table 5.1** shows that the proposed development is anticipated to generate 24 two-way vehicular trips during the typical weekday AM peak hour period, and 14 two-way trips during the typical weekday PM peak hour period. Over the 12-hour weekday period, the proposed development is anticipated to generate a total of 184 two-way vehicular trips, which equates to approximately one additional trip on the network every 4-minutes.

5.2.5 This level of trips is anticipated to have a minimal impact on the local highway network.

Table 5.1: Proposed development anticipated weekday trip generation (based on 2,090m² GFA)

Time Period	Trip Rates (per 100m²)			Total Trips (All Vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Weekday AM Highway Peak Hour Period 08:00-09:00	0.928	0.217	1.145	19	5	24
Weekday PM Highway Peak Hour Period 17:00-18:00	0.084	0.566	0.650	2	12	14
Weekday 12-Hour Period 07:00-19:00	**4.49**	**4.299**	**8.789**	**94**	**90**	**184**

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 This Transport Statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Starburst UK Ltd (the applicant), to examine the highway and transportation issues associated with the proposed development of a new industrial within Newbridge Road Industrial Estate, Pontllanfraith.

6.1.2 The proposals are for the development of a new industrial unit on the site, totalling 2,090m^2 GEA. This new unit will consist of four individual sub-units.

6.1.3 The site is located within an already established industrial estate area, accessible to a choice of viable sustainable transport modes, reducing the reliance on private car travel to the site by both employees and visitors. The site is therefore concluded to be compliant with transport planning policy at a local and national level.

6.1.4 The proposed new industrial unit will take access in the east of the site, via construction of a new priority junction with the Newbridge Road Industrial Estate access road.

6.1.5 The new access junction and internal road layout of the site been designed to ensure that all vehicles needing to gain access will be able enter and exit the site in a forward gear, and safely manoeuvre within the site.

6.1.6 The proposed development will provide a total of 18 car parking spaces (including 2 disabled space and 2 EV charging spaces), 2 motorcycle parking space, 4 loading bay spaces at each proposed sub-unit, and 2 HGV parking bays.

6.1.7 The proposed new unit will also include a secure cycle store, with 3 cycle stands, allowing parking for up to 6 cycles.

6.1.8 The proposed development is anticipated to generate 24 two-way vehicular trips during the typical weekday AM peak hour period, and 14 two-way trips during the typical weekday PM peak hour period. Over the 12-hour weekday period, the proposed development is anticipated to generate a total of 184 two-way vehicular trips, which equates to approximately one additional trip on the network every 4-minutes. This level of trips is anticipated to have a minimal impact on the local highway network.

6.1.9 A review of the accident record has identified no apparent existing highway safety concern in the 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 site should not be granted planning permission.

APPENDIX A

Site Masterplan and Vehicle Tracking

See Hydrogeo Ltd.
Drawings for drainage
strategy

Grass filter strip &
French filter drain

3600

UNIT 1

UNIT 2

UNIT 3

UNIT 4

Bin Store

Bin Store

Bin Store

Bin Store

SMH

FMH

FMH

FMH

FMH

SMH

SMH

SMH

CYCLE STORE
(6 NO. CYCLES)

Grass filter strip &
French filter drain

28000

Motorcycle

8000

New tree
to be planted

Trees to be
removed

Filling Station

Existing
Culvert

Existing surface
water drain to
culvert

Existing
Foul
Drain

Attenuation
Basin

HGV Parking

Shelter

142.3m

NEWBRIDGE ROAD

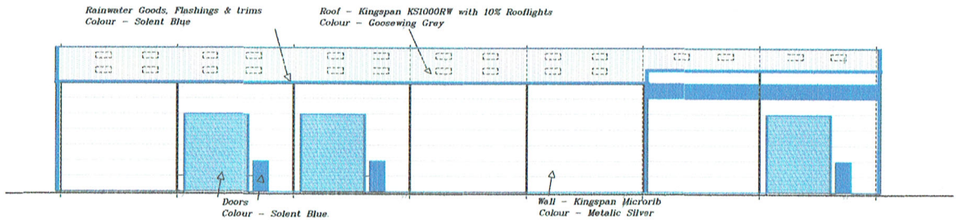
Ivor Arms

Shelter

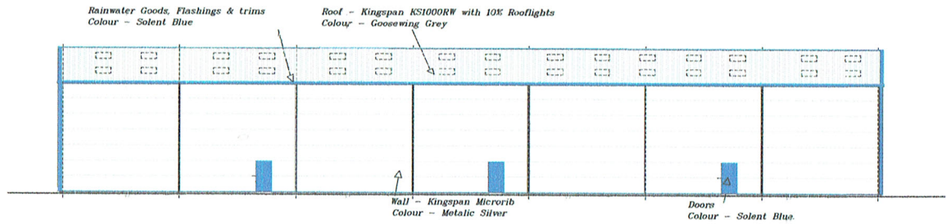
N

SITE LAYOUT

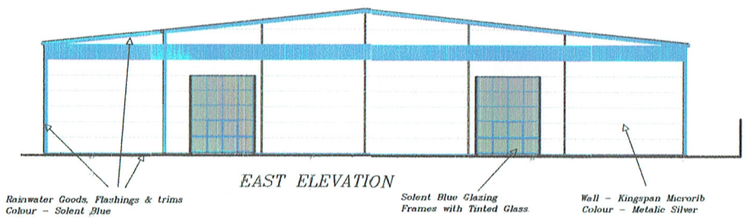
TITLE: *Proposed Industrial Unit*	
CLIENT: *Starburst Ltd.*	
SITE ADDRESS: *Newbridge Road Industrial Estate, Pontllanfraith, Blackwood.*	
SCALES: *1:500 @ A3*	
DRAWING NO. *328051/1*	REV: *J*



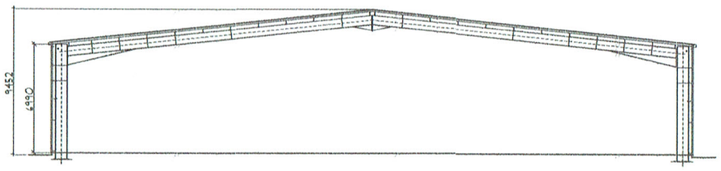
SOUTH ELEVATION



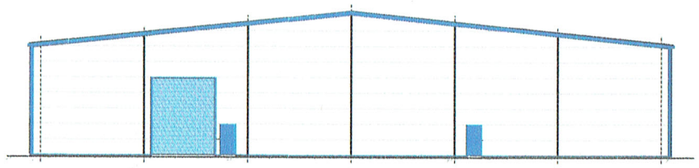
NORTH ELEVATION



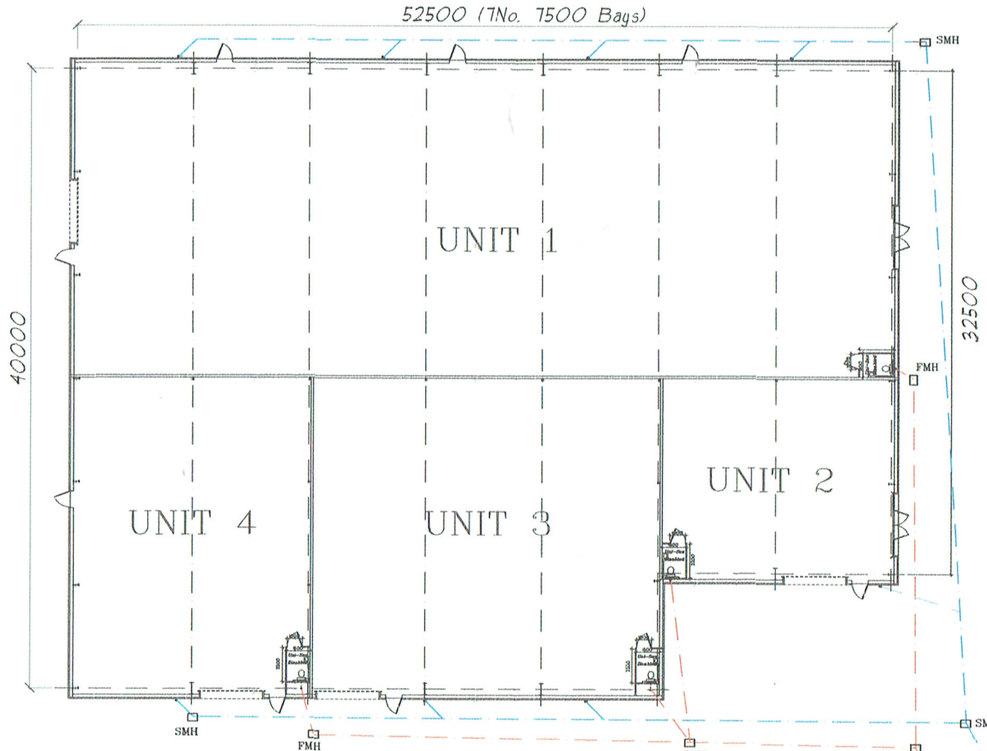
EAST ELEVATION



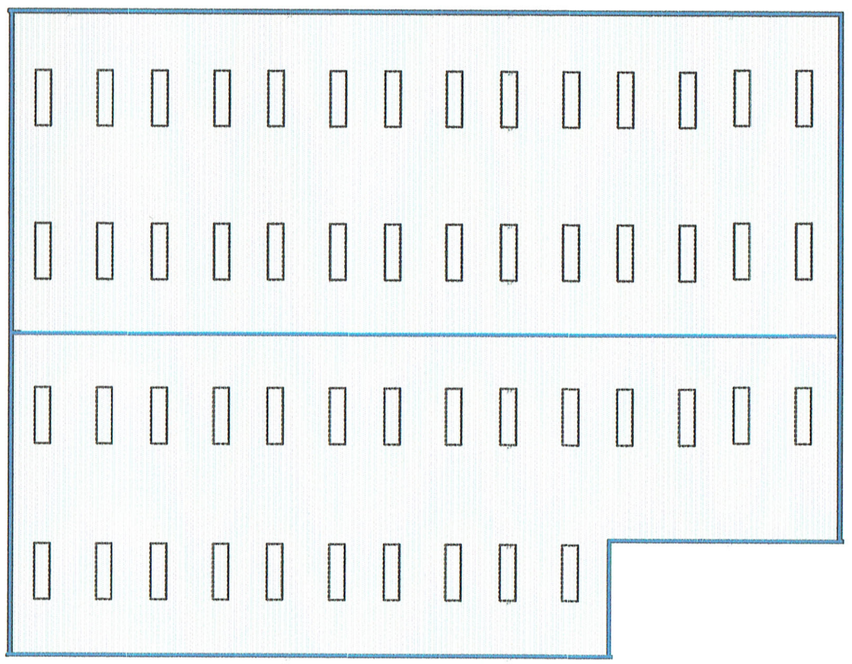
SECTION



WEST ELEVATION



LAYOUT PLAN



ROOF PLAN

TITLE: Proposed Industrial Building	CLIENT: Starburst Ltd.	SCALES: 1:400 @ A3	
	SITE ADDRESS: Newbridge Industrial Estate, Pontllanfraith, Blackwood.	DRAWING NO. 328051/2	REV: C

Factory

El Sub Sta

19 13 7

Block C

El Sub Sta

Tank

Factory

SITE

Filling Station

El Sub Sta

Shelter

142.3m

NEWBRIDGE ROAD

148.2m

Ivor Arms (PH)

Shelter

Gas Gov

Cwmbrynor Cottage

Bedwen Cottage

N

10 0 10 20 30 40 50

SITE LOCATION PLAN AS EXISTING

TITLE:
Proposed Industrial Unit

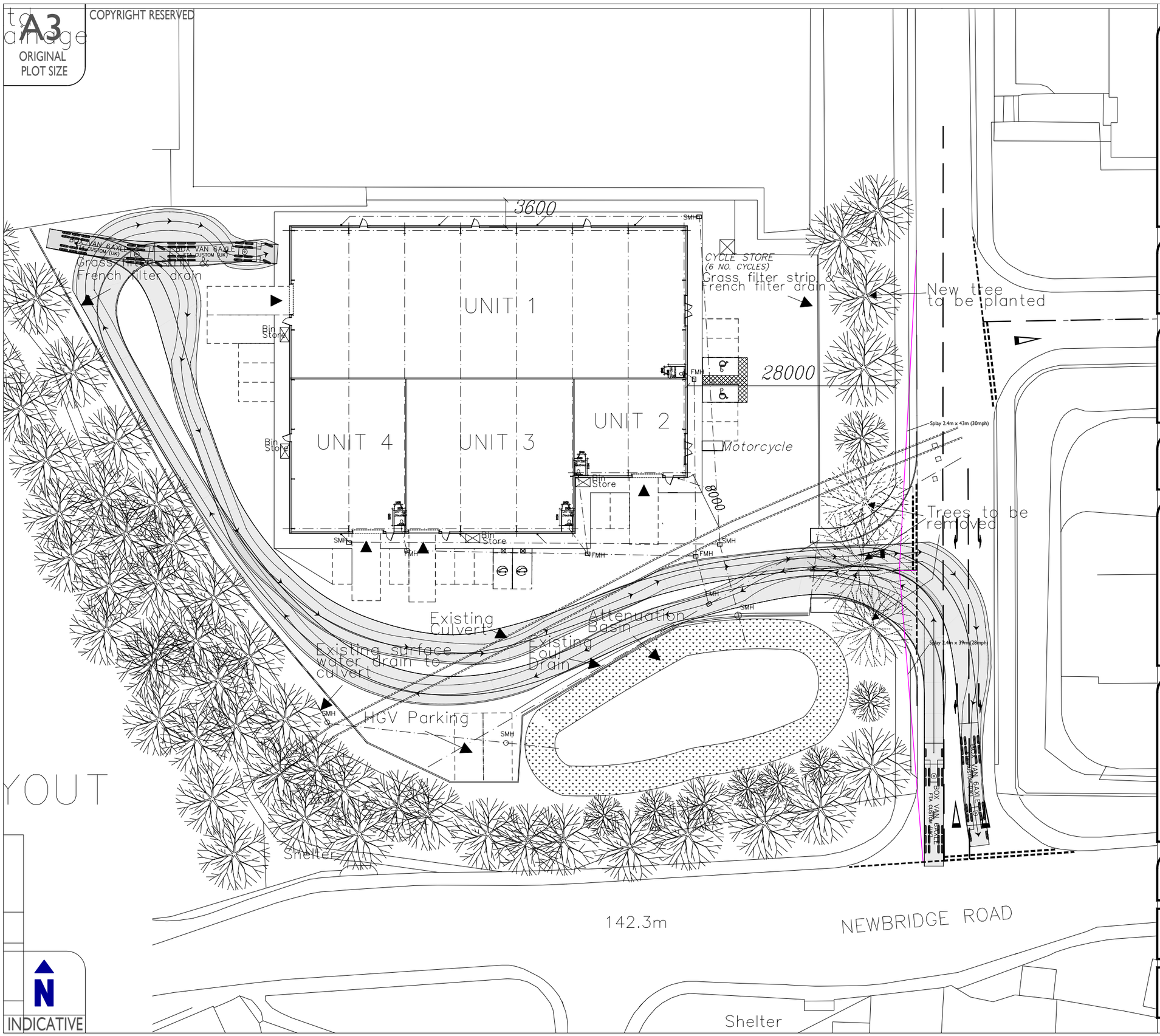
CLIENT
Starburst Ltd.

SITE ADDRESS
Newbridge Road Industrial Estate, Pontllanfraith, Blackwood.

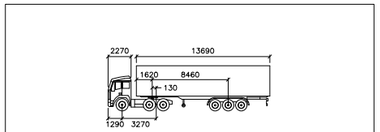
SCALES:
1:1250 @ A3

DRAWING NO.	REV:
328051/3	

A3
ORIGINAL PLOT SIZE



NOTES:



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

Rev	Date	Details	Drawn by	Checked by
A	Mar'24	New Layout Added	MA	MA

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

CLIENT:
Starburst UK Ltd

PROJECT:
Newbridge Road
Industrial Estate
Pontllanfraith

TITLE:
Proposed Site Access and Swept Path Analysis
Max Legal Artic (16.5m)

STATUS:
Preliminary

SCALE:	DATE:	DRAWN:	CHECKED:
1:500	Jan'24	MA	MA

JOB NO:	DRAWING NO:	REVISION:
22-00794	PL03	A

APPENDIX B

TRICS Output

Calculation Reference: AUDIT-751101-230919-0917

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 days
08	NORTH WEST		
	BP	BLACKPOOL	1 days
	LC	LANCASHIRE	2 days
09	NORTH		
	CU	CUMBERLAND	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: 150 to 3000 (units: sqm)
Range Selected by User: 150 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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

Selected survey days:

Tuesday	1 days
Thursday	6 days
Friday	1 days

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

Selected survey types:

Manual count	8 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	6

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	8

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	1 days - Selected
Servicing vehicles Excluded	16 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	8 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	5 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	4 days
1.1 to 1.5	4 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:

No	8 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	8 days

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

LIST OF SITES relevant to selection parameters

1 BP-02-C-01 POWDER COATINGS BLACKPOOL
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey date: THURSDAY 20/06/19 Survey Type: MANUAL

2 CU-02-C-01 STEEL FABRICATION CUMBERLAND
BLACKDYKE ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 715 sqm
Survey date: FRIDAY 15/10/21 Survey Type: MANUAL

3 HC-02-C-01 ENGINEERING COMPANY HAMPSHIRE
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY 16/06/16 Survey Type: MANUAL

4 LC-02-C-03 TIMBER SUPPLIES LANCASHIRE
GOLDEN HILL LANE
LEYLAND

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 150 sqm
Survey date: TUESDAY 06/11/18 Survey Type: MANUAL

5 LC-02-C-06 STEEL FABRICATION LANCASHIRE
TOLLGATE ROAD
BURSCOUGH

Edge of Town
Industrial Zone
Total Gross floor area: 700 sqm
Survey date: THURSDAY 21/04/22 Survey Type: MANUAL

6 NF-02-C-03 SHEET METAL CONTRACTOR NORFOLK
ELVIN WAY
NORWICH
HELLESDON
Edge of Town
Industrial Zone
Total Gross floor area: 260 sqm
Survey date: THURSDAY 07/11/19 Survey Type: MANUAL

7 NF-02-C-04 EXHIBITION DESIGN & MANUF. NORFOLK
FLETCHER WAY
NORWICH
UPPER HELLESDON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 690 sqm
Survey date: THURSDAY 14/11/19 Survey Type: MANUAL

8 PB-02-C-01 STEEL FABRICATOR PETERBOROUGH
NEWARK ROAD
PETERBOROUGH
FENGATE
Edge of Town
Industrial Zone
Total Gross floor area: 1772 sqm
Survey date: THURSDAY 29/09/22 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	Undertaken during identified Covid period
GS-02-C-02	Undertaken during identified Covid period
LC-02-C-05	Undertaken during identified Covid period
NN-02-C-01	Undertaken during identified Covid period
TV-02-C-02	Undertaken during identified Covid period
VG-02-C-01	Undertaken during identified Covid period

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 07:00	1	700	0.429	1	700	0.143	1	700	0.572
07:00 - 08:00	8	1037	0.591	8	1037	0.121	8	1037	0.712
08:00 - 09:00	8	1037	0.928	8	1037	0.217	8	1037	1.145
09:00 - 10:00	8	1037	0.470	8	1037	0.241	8	1037	0.711
10:00 - 11:00	8	1037	0.434	8	1037	0.374	8	1037	0.808
11:00 - 12:00	8	1037	0.301	8	1037	0.241	8	1037	0.542
12:00 - 13:00	8	1037	0.253	8	1037	0.313	8	1037	0.566
13:00 - 14:00	8	1037	0.374	8	1037	0.506	8	1037	0.880
14:00 - 15:00	8	1037	0.265	8	1037	0.350	8	1037	0.615
15:00 - 16:00	8	1037	0.229	8	1037	0.265	8	1037	0.494
16:00 - 17:00	8	1037	0.096	8	1037	0.530	8	1037	0.626
17:00 - 18:00	8	1037	0.084	8	1037	0.566	8	1037	0.650
18:00 - 19:00	8	1037	0.036	8	1037	0.289	8	1037	0.325
19:00 - 20:00	1	700	0.000	1	700	0.143	1	700	0.143
20:00 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.490			4.299			8.789

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:	150 - 3000 (units: sqm)
Survey date date range:	01/01/15 - 29/09/22
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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.