

**Redevelopment of the Grand Pavilion,  
Porthcawl**

**DRAFT**

**Transport Statement  
September 2023**



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# 1 INTRODUCTION

## 1.1 Background

1.1.1 Asbri Transport Limited have been instructed by the Awen Cultural Trust to produce a Transport Statement to accompany the planning application for the proposed re-development of Porthcawl Grand Pavilion, Porthcawl.

1.1.2 The Grand Pavilion remains a substantially intact example of Ard Deco se-front architecture in Wales.

1.1.3 The development proposes works to a C20 Grade II Listed ferro-crete structure. The three key objectives of the proposed development are the following:

- Effecting the beneficial and essential repair of the building to safe-guard its future.
- Enhancing its existing facilities to enable the Grand Pavilion to perform its original function as a performance venue more efficiently.
- The provision of additional facilities to enable the Pavilion to serve the needs of the community.

1.1.4 The development proposals have been informed by public and stakeholder consultation recently undertaken at the Pavilion during 2022.

## 1.2 Scoping Discussions

1.2.1 Engagement has occurred with the Bridgend Highway Authority and to discuss transport planning matters. It was concluded from these scoping discussions that it was agreeable that the site already produces a quantum of traffic and additional traffic may not be a material increase. Scoping discussions are included at **Appendix A**.

## 2 EXISTING CONDITIONS

### 2.1 Introduction

2.1.1 In order to assess the impact of the development proposals it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report, therefore, describes the existing transport network within the vicinity of the site.

### 2.2 Site location

2.2.1 The proposed development is located within Porthcawl town centre adjacent to the promenade. The site is bounded in all directions with Esplanade to the south, Mary Street to the east, Esplanade Avenue to the west, and residential properties to the north.

2.2.2 The site location and the local highway network are shown in **Figure 2.1**.

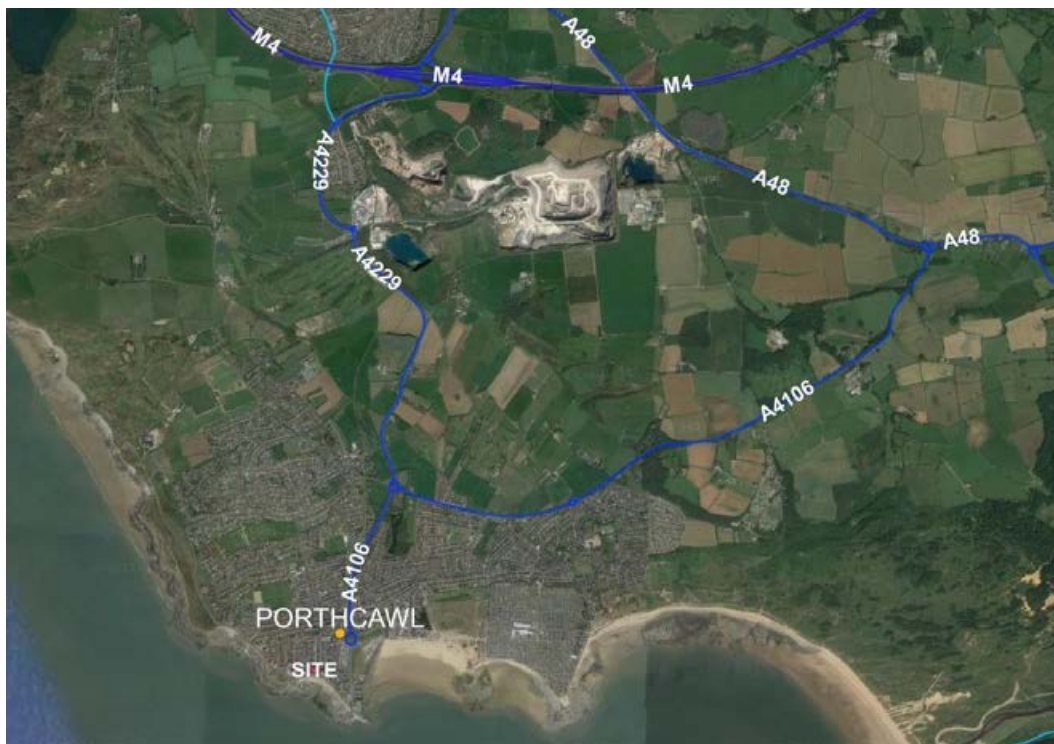


Figure 2.1 Site Location & Local Highway Network

### 2.3 Highway Network

2.3.1 This section of the report examines the local highway network in the vicinity of the site. The local highway network is shown in **Figure 2.2**.



Figure 2.2 Local highway network

### ***The Portway***

- 2.3.2 The Portway is a two-way single carriageway road which merges with Eastern Promenade to the south and forms a six-arm roundabout junction with Lias Road, A4106 and Eastern Promenade to the north, providing a main interchange within Porthcawl. The southwestern arm of the Portway Roundabout provides access to the Hillsboro Place car park, and the north western arm forms Lias Road leading towards the town centre.
- 2.3.3 Lias Road is a street lit single carriageway highway bounded by footways to both sides. Crossing points are provided on all arms of the Portway Roundabout. A controlled crossing point is provided on Lias Road approximately 60 metres from the roundabout.
- 2.3.4 Double yellow lines are in place along both sides of the carriageway of Portway for its length. Footways are present along both sides of the carriageway, segregated from traffic by a grass verge. At its southern end, The Portway has a Zebra crossing (approximately 250 metres south of the roundabout) with dropped kerbs and tactile paving. Street lighting is present and the road is subject to a 30mph speed limit.



## ***Esplanade***

2.3.5 The Esplanade links West Drive with the Eastern Promenade and abuts the sea-front. There is a mix of hotels, bed and breakfast accommodation, restaurants and hot food take-aways located along the Esplanade and the Porthcawl Grand Pavilion is located at its western end.

2.3.6 There is wide footway provision on both sides of the single carriageway road. With the southern side being the promenade. It is a single carriageway road that has several parallel parking bays located adjacent to the carriageway on its southern side. There are intermittent parking restrictions on its northern side and bollards are erected near the front edge of the footway on both sides of the carriageway.

2.3.7 The Esplanade has a two zebra crossing points. One directly at the Grand Pavilion access and another 100m east of this.

## **2.4 Welsh Government 20mph speed reduction**

2.4.1 From 17 September 2023, the Welsh Government are introduction a default 20mph speed limit on restricted roads across Wales. **Figure 2.3**, below shows that the carriageways surrounding the Grand Pavilion are to be subjected to 20mph limits.

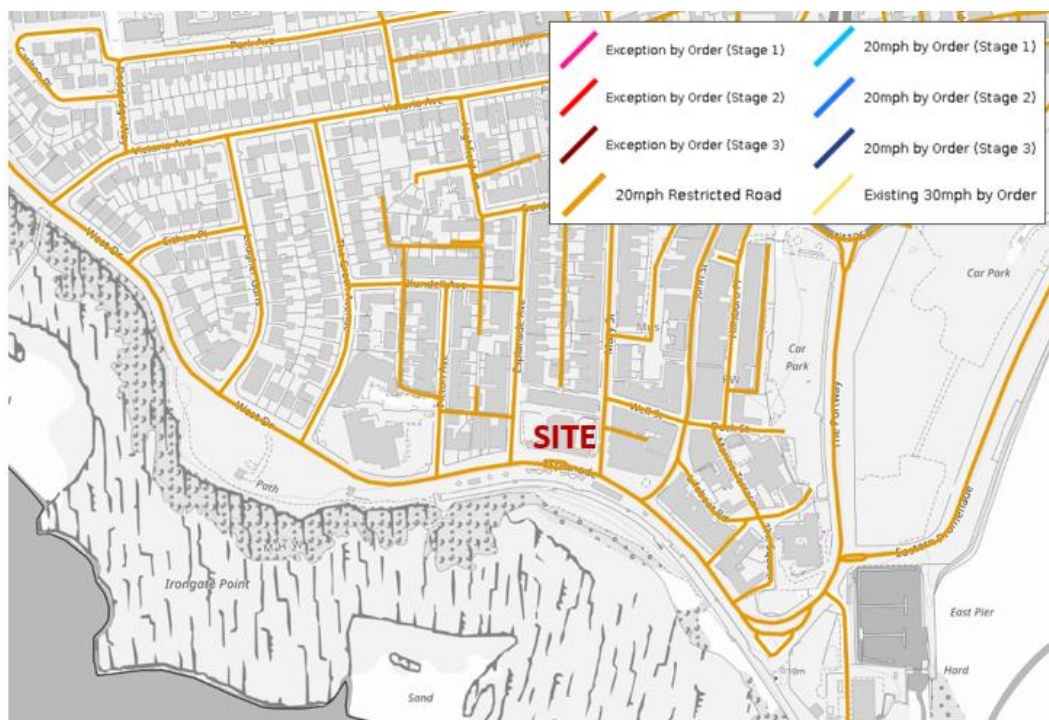


Figure 2.3 Welsh Government 20mph speed reduction

## 2.5 Highway Safety

2.5.1 Personal Injury Collision (PIC) data was obtained from Welsh Government Open Data for the most recent 5-year period available (2018-2022). This is summarised in **Table 2.1** and shown in **Figure 2.4**.

Year	Severity				Pedestrians	Cyclists	Casualties	Vehicles
	Fatal	Serious	Slight	Total				
2018	0	1	2	3	0	2	3	6
2019	0	2	2	4	2	0	4	6
2020	0	0	1	1	0	1	1	2
2021	0	0	3	3	1	1	3	6
2022	0	0	2	2	2	0	2	2
<b>Total</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>13</b>	<b>22</b>

Table 2.1 PIC analysis summary

2.5.2 As can be seen from the above, in the latest 5-year period available there have been a total of 13 collisions; 10 slight and 3 serious. Of these collisions, 5 pedestrians, 4 cyclists and 22 vehicles have been involved. The collisions have resulted in a total of 13 casualties.



Figure 2.4 PIC analysis locations

2.5.3 It should be noted from the above that there has been a serious collision at the Grand Pavilion frontage.



2.5.4 Details of this collision has been attained from Crash Map which as determined that the collision (ref. 2019622000393) involved a vehicle proceeding normally along the carriageway collided with a pedestrian walking along in carriageway, facing traffic.

2.5.5 The collision report can be found at **Appendix B**.

### 3 SITE ACCESSIBILITY

#### 3.1 Active Travel

3.1.1 Pedestrian and cyclist infrastructure within proximity of the development site is shown in **Figure 3.1**



Figure 3.1 Pedestrian & cyclist infrastructure within proximity

#### ***Pedestrians***

3.1.2 Pedestrians benefit with footways along the majority of the carriageways throughout Porthcawl town centre and these are generally of a good standard. As discussed in section 2, The Esplanade benefits from a promenade on the southern edge of carriageway, providing a route for pedestrians.

3.1.3 Informal crossing points are provided with dropped kerbs and tactile paving and The Esplanade benefits from two zebra crossing points, one of which is located at the Pavilion's main entrance.

3.1.4 The Grand Pavilion is signposted throughout Porthcawl with signs on The Esplanade directing pedestrian and cyclists. There is a signpost on the promenade adjacent to the Grand Pavilion with directions to the Grand Pavilion, Rest Bay, Museum & shops, harbour and Porthcawl Fairground & Beach, shown in **Photograph 3.1**.



Photograph 3.1 Public signposting

- 3.1.5 John Street is a pedestrianised high street to the northeast of the Grand Pavilion where an information board and map area available. Signposts with directions to the Grand Pavilion, harbour, toilets, promenade and Coney Beach are available at the north and southern end of John Street.





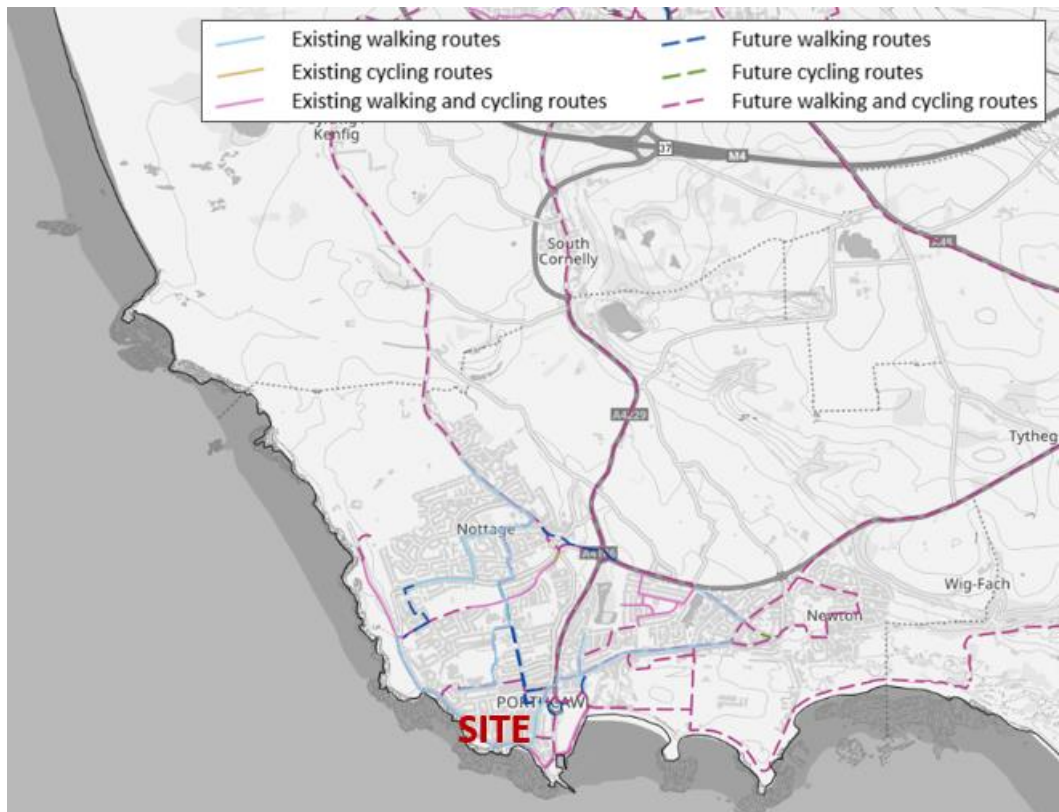


Figure 3.3 Active Travel Network Map

### 3.3 Public Transport

3.3.1 Public transport within proximity of the development site is shown in **Figure 3.4**.



Figure 3.4 Public transport infrastructure within proximity



## **Bus**

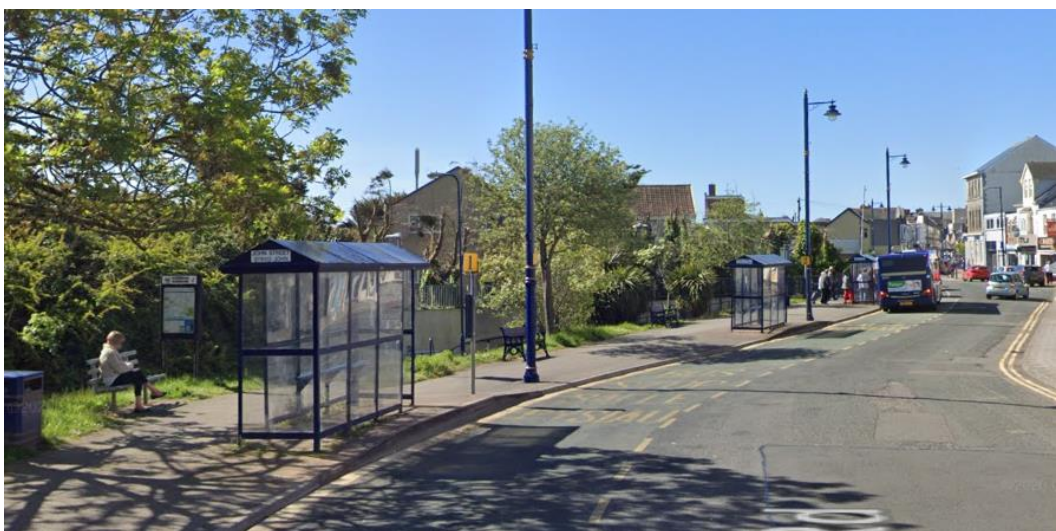
3.3.2 The closest bus stop is located on the eastern boundary of the development site, on Mary Street, where a north and southbound bus stop is available.

3.3.3 The northbound stop benefits from a shelter with seating and timetable information. Both bus stops are in the form of cage markings on the carriageway and are shown in **Photograph 3.2**.



Photograph 3.2 Mary Street north & southbound bus stop

3.3.4 The existing Porthcawl Bus Station is located a 550m walk northeast from the development site and is shown in **Photograph 3.3**.



Photograph 3.3 Existing Porthcawl Bus Station

- 3.3.5 Currently, what serves as a bus station in Porthcawl is a series of bus stops that neither serve the purpose of a bus station nor give the impression of a bus station. A purpose-built bus terminus is proposed to improve the image of public transport in Porthcawl thereby encouraging wider use of buses. This facility is now under construction.
- 3.3.6 The original South Wales Metro proposals identified Porthcawl as part of the network. The provision of a bus hub will therefore deliver the Metro aspiration.
- 3.3.7 The new Porthcawl Terminus is to be developed as part of the South East Wales Metro Plus initiative, shown in **Figure 3.5**.

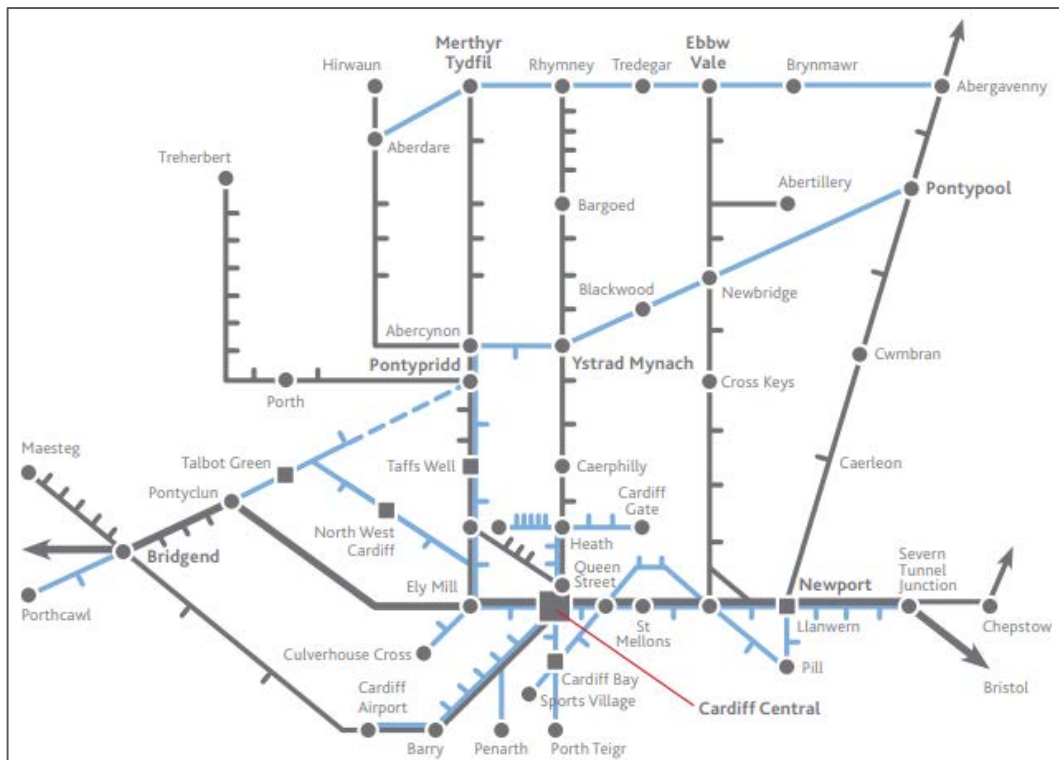


Figure 3.5 Proposed Metro Routes (Source: Capita A Cardiff Capital Region Metro: Impact Study)

- 3.3.8 Services operating within proximity of the development site are summarised in **Table 3.1**.

<b>Route No.</b>	<b>Destination</b>	<b>Frequency</b>
X2	Porthcawl – Cardiff via Bridgend & Cowbridge	<b>Mon-Sat:</b> ~ every 30 mins from 07:10-17:15 then ~ hourly from 17:55-21:20 <b>Sun:</b> Hourly from 10:25-20:25
	Cardiff – Porthcawl via Cowbridge & Bridgend	<b>Mon-Sat:</b> ~ every 30 mins from 07:30-20:35 then ~ hourly until 23:15 <b>Sun:</b> Hourly from 11:33-20:33
63	Porthcawl - Talbot Green via Bridgend	<b>Mon-Sat:</b> Every 20 mins from 06:15-18:25 then 21:15 <b>Sun:</b> Hourly from 08:40-17:40
	Talbot Green – Porthcawl via Bridgend	<b>Mon-Sat:</b> 07:45 then every 20 mins from 08:09-19:06 then 21:06 <b>Sun:</b> Hourly from 10:20-18:20

Table 3.1 Bus services operating within proximity

3.3.9 As can be seen from the above, the development site is well served by public transport options with frequent services linking to Talbot Green and Cardiff.

#### ***Rail***

3.3.10 There is currently no railway station in Porthcawl. The nearest railway station is located in Pyle, approximately 7km to the north of Porthcawl town centre.

3.3.11 The bus service X2 calls at Cardiff Central railway station providing connections to the wider rail network.

#### ***Public transport connectivity***

3.3.12 As shown above, there is a good range and frequency of bus services within the vicinity of Porthcawl Pavilion. The public transport connections surrounding Porthcawl are shown in **Figure 3.6**.

3.3.13 The service no. X2 calls at Bridgend Bus station, and provides connections to railway stations; Bridgend, Cardiff Bay and Cardiff Central. From Bridgend Bus Station, services are available to Swansea, Cardiff and Pontypridd.

3.3.14 The service no. 63 calls at Bridgend Bus Station and Talbot Green Bus Station and allows for connections to railway stations; Pyle, Sarn, Bridgend, Pencoed, Llanharan and Pontyclun.



3.3.15 The bus opportunities within the vicinity of the site and those offered by the Metrolink facility allow wider connections to the bus network from Porthcawl with opportunity for connections to the wider rail network.

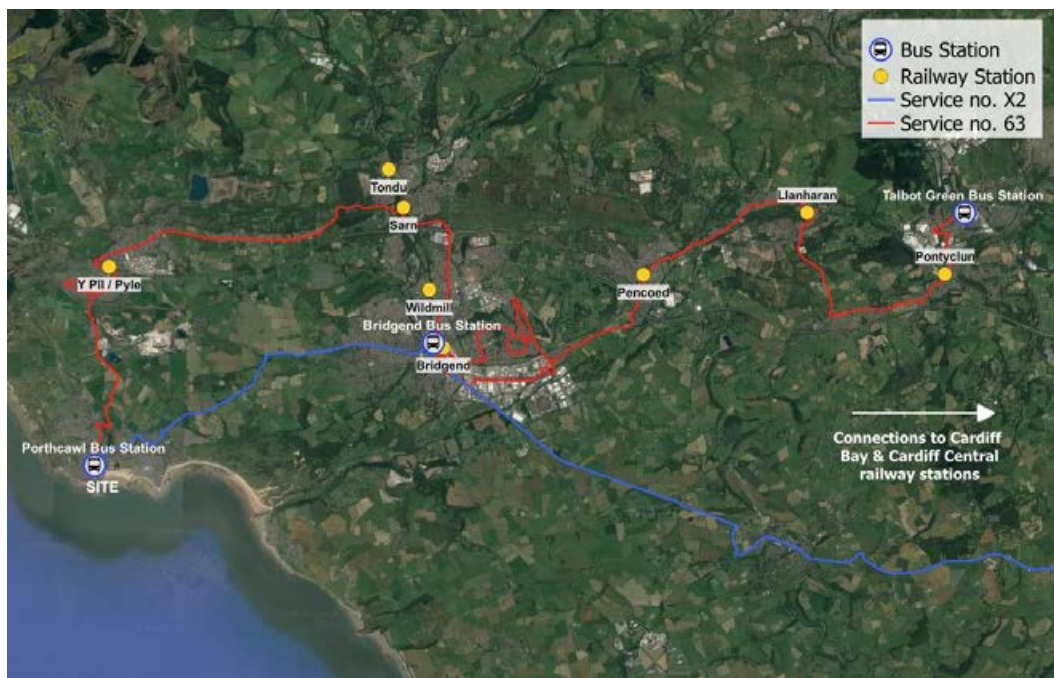


Figure 3.6 Public transport connectivity

### 3.4 Car access & Parking

3.4.1 There is a car park at the existing Grand Pavilion, to the rear of the building. This car park is free and unrestricted and accessed via Esplanade Avenue. The car park has a capacity for 22 standard parking spaces plus 1 disabled space. Some spaces are occupied with bins as shown in **Photograph 3.4**.



Photograph 3.4 Existing Porthcawl Pavilion car park

3.4.2 Parking within the vicinity of the Porthcawl Grand Pavilion is mostly unrestricted to the north outside of residential dwellings whilst restrictions are in place to the south/southeast.

3.4.3 Details of parking restrictions within the vicinity of the development site can be seen in **Figure 3.7**, below.



Figure 3.7 Parking restrictions within the vicinity

3.4.4 It can be seen from the above that there is a considerable range of parking options surrounding the Grand Pavilion with provision in place for disabled users and restrictions for caravans and motorhomes fronting the promenade.

3.4.5 In addition to the above, there are pay and display car parks located to the east of the Grand Pavilion, the closest of which is the John Street Car Park.

3.4.6 The Hillsboro car park is accessed via the southwestern arm of the A4106/The Portway roundabout and is signposted with directions.



3.4.7 With regards to vehicular access to the Grand Pavilion there are designated Brown Sign Route signposts on the Pyle Road arm of the Pyle Road / A4106 east/ A4106 south / Fulmar Road roundabout, as shown in **Photograph 3.5**



Photograph 3.5 Brown Sign Route signposts

### 3.5 Local Amenities

3.5.1 The Chartered Institution of Highways and Transportation (CIHT) guidance ‘*Providing for Journeys on Foot*’ (2000) sets out the desirable, acceptable and preferred maximum walking distances for different trip purposes. These are set out in **Table 3.2** below.

	<b>Town Centre (m)</b>	<b>Commuting/School (m)</b>	<b>Elsewhere (m)</b>
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

Table 3.2 CIHT suggested acceptable walking distances

3.5.2 **Table 3.3** and **Figure 3.8** detail the distances to a range of local facilities along with their walk and cycle times and their proximity to the site.

Facility	Distance (m)	Walk Time (minutes)	Cycle Time (minutes)
Supermarket / convenience store	400	5	3
Post office	400	5	3
Bank / ATM	400	5	3
School / education	750	9	6
Community centre / library	850	10	7
Sports centre / facility	750	9	6
GP / medical centre	450	5	4
Pharmacy	400	5	3
Café / restaurant	60	1	0
Bar / pub	110	1	1
Fast food / takeaway	270	3	2

Table 3.3 Local amenities within proximity



Figure 3.8 Local amenities within proximity

3.5.3 The development site benefits from an ideal location with a range of amenities within walking distance from the Grand Pavilion. The sites proximity to Porthcawl town centre provides a variety of options for cafes, leisure and retail.

## 4 DEVELOPMENT PROPOSALS

### 4.1 Land Use

4.1.1 As discussed, the scheme proposes the re-development of Porthcawl Grand Pavilion, Porthcawl. The development proposes works to a C20 Grade II Listed ferro-crete structure of which is now in a critical state due to patch repairs and weathering. Long-term disuse during the pandemic has also emphasised critical need for redevelopment.

4.1.2 The proposed site masterplan is shown at **Appendix C**. The development will provide:

- **Car park:** with reconfigurations discussed below
- **Multi-use space:** locally known as the 'Stage Door' with dedicated bar servery and storage provision for community events, exhibitions and workshops.
- **Studio Theatre:** a 145-seat studio theatre
- **Commercial kitchen:** to serve upper-level café and function provisions
- **WCs:** publicly accessible
- **Back of house loading:** extension to the northwest corner to address existing loading issues
- **Staff offices:** alongside a dedicated meeting room and kitchenette
- **Foyer & Heritage interpretation:** reinstating the original entrance as the primary entrance with an integrated ramp
- **Multi-use community/function space:** a space for community events, exhibitions and workshops with its own kitchen and bar
- **Café:** improvements to the existing café
- **Gallery & studios:** gallery and two in-house studios for resident or rented artists
- **Auditorium:** minimal intervention with only necessary improvements

- **Rooftop pavilions:** a rooftop café and function space served via independent bars

## 4.2 Access

### *Vehicular*

4.2.1 The development will continue to use the existing vehicular entrance off Esplanade Avenue with reconfigurations to the car park with a controlled gates access. Theatre loading and bin stores will also be located at this entrance.

### *Pedestrian & Cyclist*

4.2.2 Pedestrians will be able to access the site via the main entrance at the south of the development site. There will also be an entrance from street at the southeastern corner of the site, providing access to the café.

### **Disabled**

4.2.3 The Grand Pavilion will be accessible to all by reinstating the central entrance and providing lift access.

## 4.3 Parking

### *Vehicular*

4.3.1 The development proposes reconfiguration of the existing car park for 6 accessible spaces for ambulant and wheelchair using staff and performers and 5 standard spaces reserved, and served by EV charging points.

4.3.2 The car parking standards as per BCBC parking standards SPG is detailed in **Table 4.1**.

<b>Type of development</b>	<b>Operational</b>	<b>Non-operational</b>
Cinemas, Theatres & Conference Centres	1 commercial vehicle space	1 space per 5 seats

Table 4.1 Car parking standards

***Parking for disabled people***

4.3.3 A total of 6 spaces will be provided for disabled patrons who drive to the Pavilion.

4.3.4 This is in accordance with the adopted parking standards that require a minimum of one space for each disabled employee plus 6% of the total car park capacity

***Bicycle***

4.3.5 A total of 30 cycle parking spaces are to be provided in accordance with the County Borough of Bridgend’s adopted parking standards for places of entertainment. These will be provided by way of Sheffield stands.

4.3.6 An extract of the parking standards is detailed below in **Table 4.2**.

<b>Places of entertainment</b>	<b>Cycle parking provision</b>	
	<b>Long stay</b>	<b>Short stay</b>
Cinemas, theatres & conference centres	1 per 10 staff	1 per 30 seats

Table 4.2 Bicycle parking standards

**4.4 Servicing**

4.4.1



## 5 TRANSPORT CHARACTERISTICS

### 5.1 Introduction

5.1.1 This section of the report outlines the likely volumes of traffic generated by the proposed development and identifies the likely impact of the proposals on the surrounding network.

5.1.2 The Grand Pavilion is an existing traffic attractor in the town as it is an established and successful performance venue.

5.1.3 As discussed in section 1, the development proposes the re-development of Porthcawl Grand Pavilion, Porthcawl. The development proposes works to a C20 Grade II Listed ferro-crete structure of which is now in a critical state due to patch repairs and weathering. Long-term disuse during the pandemic has also emphasised critical need for redevelopment.

### 5.2 Multi-modal Trip Generation

5.2.1 The vehicle, pedestrian and cyclist trip generation for the proposed land uses has been derived using data contained within the current version of the TRICS trip generation database.

5.2.2 The multi-modal trip generation rates have been obtained from the TRICS 7.7.2 trip generation database. Sites were selected on the basis of the following criteria:

- Land use: Leisure – Theatre;
- Trip rate parameter range: 200 – 1208 seats
- Survey days: Monday-Friday;
- Town centre sites and,
- Location of development: UK, excluding Greater London and Northern Ireland.

5.2.3 The full output is included in **Appendix D**. The peak hour trips have been determined using maximum ‘total people’ trips; 19:00-20:00 and 22:00-23:00.

### Existing Trip Generation

5.2.4 The existing pavilion hosts a capacity of 675 seats. The likely trip generation for the existing Porthcawl Pavilion and likely vehicle trip presented in **Table 5.1** below.

Mode	Time Period	Total Trip Rate			Trip Rate (675 seats)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Total people	19:00-20:00	0.283	0.056	0.339	191	38	229
	22:00 - 23:00	0.007	0.448	0.455	5	302	307
	<b>Daily</b>	<b>1.750</b>	<b>1.737</b>	<b>3.487</b>	<b>1181</b>	<b>1172</b>	<b>2354</b>
Total vehicles	19:00-20:00	0.099	0.033	0.132	67	22	89
	22:00 - 23:00	0.028	0.180	0.208	19	122	140
	<b>Daily</b>	<b>0.539</b>	<b>0.531</b>	<b>1.070</b>	<b>364</b>	<b>358</b>	<b>722</b>
Pedestrians	19:00-20:00	0.029	0.012	0.041	20	8	28
	22:00 - 23:00	0.001	0.030	0.031	1	20	21
	<b>Daily</b>	<b>0.375</b>	<b>0.380</b>	<b>0.755</b>	<b>253</b>	<b>257</b>	<b>510</b>
Cyclists	19:00-20:00	0.000	0.001	0.001	0	1	1
	22:00 - 23:00	0.000	0.000	0.000	0	0	0
	<b>Daily</b>	<b>0.007</b>	<b>0.007</b>	<b>0.014</b>	<b>5</b>	<b>5</b>	<b>9</b>
Public Transport	19:00-20:00	0.026	0.007	0.033	18	5	22
	22:00 - 23:00	0.000	0.035	0.035	0	24	24
	<b>Daily</b>	<b>0.340</b>	<b>0.339</b>	<b>0.679</b>	<b>230</b>	<b>229</b>	<b>458</b>

Table 5.1 Multi-modal trip rates – existing

5.2.5 The TRICS analysis demonstrates that the existing Porthcawl Pavilion site likely generates up to 89 two-way vehicle movements during the 19:00-20:00 peak hour and 140 two-way vehicle movements during the 22:00-23:00 peak hour. Over the course of the day, it is likely that the development would generate around 722 two-way vehicle movements on an average Saturday.

5.2.6 In terms of active travel, existing Porthcawl Pavilion site likely generates up to 28 two-way pedestrian movements during the 19:00-20:00 peak hour and 21 two-way pedestrian movements during the 22:00-23:00 peak hour. Over the course of the day, it is likely that the development would generate around 510 two-way pedestrian movements on an average Saturday.

5.2.7 Cyclists likely generate up to 1 two-way movements during the 19:00-20:00 peak hour and 0 two-way movements during the 22:00-23:00 peak hour. Daily, cyclists are likely to generate 9 two-way movements.

5.2.8 Public transport users likely generate up to 22 two-way movements during the 19:00-20:00 peak hour and 24 two-way movements during the 22:00-23:00 peak hour. Daily, public transport users are likely to generate 458 two-way movements.

**Proposed Trip Generation**

5.2.9 The proposed pavilion has an increased capacity of 785 seats. The increase equates to a 16% increase in seating capacity at Porthcawl Pavilion.

5.2.10 The likely trip generation for the existing Porthcawl Pavilion and likely vehicle trip presented in **Table 5.2** below.

Mode	Time Period	Total Trip Rate			Trip Rate (785 seats)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Total people	19:00-20:00	0.283	0.056	0.339	222	44	266
	22:00 - 23:00	0.007	0.448	0.455	5	352	357
	<b>Daily</b>	<b>1.750</b>	<b>1.737</b>	<b>3.487</b>	<b>1374</b>	<b>1364</b>	<b>2737</b>
Total vehicles	19:00-20:00	0.099	0.033	0.132	78	26	104
	22:00 - 23:00	0.028	0.180	0.208	22	141	163
	<b>Daily</b>	<b>0.539</b>	<b>0.531</b>	<b>1.070</b>	<b>423</b>	<b>417</b>	<b>840</b>
Pedestrians	19:00-20:00	0.029	0.012	0.041	23	9	32
	22:00 - 23:00	0.001	0.030	0.031	1	24	24
	<b>Daily</b>	<b>0.375</b>	<b>0.380</b>	<b>0.755</b>	<b>294</b>	<b>298</b>	<b>593</b>
Cyclists	19:00-20:00	0.000	0.001	0.001	0	1	1
	22:00 - 23:00	0.000	0.000	0.000	0	0	0
	<b>Daily</b>	<b>0.007</b>	<b>0.007</b>	<b>0.014</b>	<b>5</b>	<b>5</b>	<b>11</b>
Public Transport	19:00-20:00	0.026	0.007	0.033	20	5	26
	22:00 - 23:00	0.000	0.035	0.035	0	27	27
	<b>Daily</b>	<b>0.340</b>	<b>0.339</b>	<b>0.679</b>	<b>267</b>	<b>266</b>	<b>533</b>

Table 5.2 Multi-modal trip rates – proposed

5.2.11 The TRICS analysis demonstrates that the proposed Porthcawl Pavilion site likely generates up to 104 two-way vehicle movements during the 19:00-20:00 peak hour and 163 two-way vehicle movements during the 22:00-23:00 peak hour. Over the course of the day, it is likely that the development would generate around 840 two-way vehicle movements on an average Saturday.

5.2.12 In terms of active travel, existing Porthcawl Pavilion site likely generates up to 32 two-way pedestrian movements during the 19:00-20:00 peak hour and 24 two-way pedestrian movements during the 22:00-23:00 peak hour. Over the course of the day, it

is likely that the development would generate around 593 two-way pedestrian movements on an average Saturday.

5.2.13 Cyclists likely generate up to 1 two-way movements during the 19:00-20:00 peak hour and 0 two-way movements during the 22:00-23:00 peak hour. Daily, cyclists are likely to generate 11 two-way movements.

5.2.14 Public transport users likely generate up to 26 two-way movements during the 19:00-20:00 peak hour and 27 two-way movements during the 22:00-23:00 peak hour. Daily, public transport users are likely to generate 533 two-way movements.

### **5.3 Conclusion**

5.3.1 Due to the nature of the venue, primary movements associated with the site will be outside of the local network peak and is unlikely to have a detrimental impact on the network.

5.3.2 Furthermore, the development is an existing land use that currently attracts movement by all modes within and into Porthcawl. Those who visit the Grand Pavilion, are likely to do so a part of a linked trip into Porthcawl, using other facilities and amenities such as restaurants, cafés and shops so are likely to already be on the highway network.

## **6 SUMMARY & CONCLUSIONS**

### **6.1 Summary**

6.1.1 Asbri Transport Limited have been instructed by the Awen Cultural Trust to produce a Transport Statement to accompany the planning application for the proposed re-development of Porthcawl Grand Pavilion, Porthcawl.

6.1.2 The site is an existing well established performance venue in significant need of refurbishment.

6.1.3 Trip generation analysis has concluded that the developments peak hours will occur outside of the local highway network peak.

6.1.4 The public transport opportunities and active travel routes in the vicinity of the site have been assessed. It has been concluded that there is ample opportunity for visitors to undertake journeys to and from the site by sustainable modes, reducing the use of the private car.

### **6.2 Conclusion**

6.2.1 It is therefore concluded that the site is in a sustainable location with good access to Active Travel links and public transport nodes.

6.2.2 It is envisaged that the proposed development will have a negligible impact on the performance of the local highway network.



TRIP RATE for Land Use 07 - LEISURE/W - THEATRE  
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	2	870	0.022	2	870	0.014	2	870	0.036
11:00 - 12:00	2	870	0.033	2	870	0.028	2	870	0.061
12:00 - 13:00	2	870	0.061	2	870	0.028	2	870	0.089
13:00 - 14:00	2	870	0.079	2	870	0.038	2	870	0.117
14:00 - 15:00	2	870	0.050	2	870	0.035	2	870	0.085
15:00 - 16:00	2	870	0.024	2	870	0.025	2	870	0.049
16:00 - 17:00	2	870	0.014	2	870	0.012	2	870	0.026
17:00 - 18:00	2	870	0.016	2	870	0.100	2	870	0.116
18:00 - 19:00	2	870	0.013	2	870	0.007	2	870	0.020
19:00 - 20:00	2	870	0.026	2	870	0.007	2	870	0.033
20:00 - 21:00	2	870	0.001	2	870	0.008	2	870	0.009
21:00 - 22:00	2	870	0.001	2	870	0.002	2	870	0.003
22:00 - 23:00	2	870	0.000	2	870	0.035	2	870	0.035
23:00 - 24:00	1	718	0.000	1	718	0.000	1	718	0.000
Total Rates:			0.340			0.339			0.679

*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.*