

acstro

Transport Statement

**Cwmrhydderch Court
Cwm
Ebbw Vale**

November 2024

Table of Contents

1	Introduction.....	1
2	Policy Context.....	2
3	The Site	7
4	Proposed Development	11
5	Summary & Conclusion	13

Appendices

Appendix 1 Site Context

Appendix 2 Proposed Access Arrangement

Appendix 3 TRICS Trip Rate Data

Revision History

A	26 th November 2024	First Issue

1832-ACS-ZZ-XX-RP-T-001-A Transport Statement.docx

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1 Introduction

- 1.1 Acstro has been appointed by Tai Calon Community Homes to prepare a Transport Statement to support a planning application for the development of 18 affordable homes at Cwmrhydderch Court, Cwm, Ebbw Vale. Cwmrhydderch Court previously accommodated 30 retirement housing flats. The general location of the site is shown in Figure 1.



Figure 1 Location Plan

- 1.2 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site.
- 1.3 The structure of the Transport Statement is as follows:
- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
 - Section 3 describes the site, its proximity to services and facilities and its accessibility by all forms of transport.
 - Section 4 describes the proposed development and its access arrangements.
 - Section 5 provides a summary and conclusion.

2 Policy Context

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

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

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

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

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

TAN18 Transportation

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

The Active Travel (Wales) Act 2013

- 2.13 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.
- 2.14 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.



Figure 2 Extract from Active Travel Network Map (Source: DataMapWales)

- 2.15 There is an existing walking and cycling route to the west of the site (EV2) that runs between Ebbw Vale railway station and Cwm. Two future walking routes (EV2.8 and EV2.8.2) run past the site.

[Blaenau Gwent Local Development Plan up to 2021](#)

2.16 In terms of accessibility and transport issues, policy DM1 requires that:

- the proposal has regard for the safe, effective and efficient use of the transportation network;
- the proposal ensures that developments are designed to an appropriate standard that prioritises the interests of pedestrians, cyclists and public transport before that of the private car;
- the proposal secures appropriate provision for people with special access and mobility requirements;
- parking, appropriate servicing and operational space has been provided; and
- where a transport assessment and travel Plan is required by national planning policy, they must demonstrate that there will be no adverse impact on trip generation and travel demand.

[Blaenau Gwent Supplementary Planning Guidance – Access, Car Parking & Design \(March 2014\)](#)

2.17 This document sets out the Council's recommendations in terms of parking provision within new development.

2.18 For residential development one car parking space per bedroom is recommended up to a maximum of three spaces per dwelling. One visitor car parking space per 5 dwellings is recommended.

2.19 For developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken.

2.20 Appendix 5 of the Parking Standards document provides a methodology for scoring the sustainability of a development site based on its proximity to services. Where a site scores 7 points or more a reduction in parking provision of one space per property is permitted provided that a minimum of one space is provided. In this case, the site has a sustainability score of 8 (see Table 1) and the reduction in parking provision is therefore permitted.

2.21 The development consists of eight 1-bed, five 2-bed and 5 3-bed properties. As such the Parking Standards' requirement will be 27 spaces in total (23 residents' spaces and 4 visitors' spaces).

- | | |
|------------------------------------|-------------|
| • 8 x 1-bed flats @ 1 space each | = 8 Spaces |
| • 5 x 2-bed houses @ 1 space each | = 5 Spaces |
| • 5 x 3-bed houses @ 2 spaces each | = 10 Spaces |
| • Visitor Parking @ 1 per 5 units | = 4 Spaces |
| Total | = 27 Spaces |

Sustainability Criteria	Details	Sustainability Points
<p><u>Local Facilities Within:</u> 200m = 3 points, 400m = 2 points or 800m = 1 Point.</p> <p>Local facilities include a foodstore, post office, community medical practice, primary/secondary school etc. Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.</p>	<p><u>Facilities within 200m</u> The Bailey Arms</p> <p><u>Facilities within 400m</u> Cwm Library 'The Legion' Pub Cwm Health Centre Well Pharmacy Premier Convenience Store Joe's Fish Bar River Side Social Club Charcoal Grill The Salvation Army Charity Shop</p> <p><u>Facilities within 800m</u> Cwm Primary School</p>	<p>2 Points x 2= 4 Points</p>
<p><u>Public Transport</u> Access to bus stop or railway station within: 300m = 3 Points 400m = 2 Points 800m = 1 Point</p>	<p>The Bailey's Arms or Cwm Bridge bus stops 140m</p>	<p>3 Points</p>
<p><u>Cycle Route Within 200m</u> 1 Point</p> <p>Cycle route needs to be segregated from vehicular traffic and must provide links to local facilities and employment areas</p>	<p>National Cycle Route no: 466 is located some 150m west of the site</p>	<p>1 Point</p>
<p><u>Frequency of Public Transport</u> 10 minutes = 3 Points 20 Minutes = 2 Points 30 Minutes = 1 Point</p> <p>Bus or rail service within 800m walking distance which operates consistently between 7am and 7 pm. Deduct one point for service which does not extend to these times.</p>	<p>No Services operating at 30 minute (or higher) frequency</p>	<p>0 Points</p>
Total		8 Points

Table 1 Sustainability Scoring

3 The Site

3.1 The application site's location and transport links are shown in context in Appendix 1.

Appendix 1 Site Context

3.2 The linear site has boundaries with School Terrace to the north, Station Terrace to the south and the A4046 to the south. The site's primary access is from Station Terrace with another pedestrian access available from School Terrace.

3.3 Until around 2022 the site accommodates 30 retirement living flats, with external parking area capable of accommodating space for 11 cars (including three disabled spaces and one space reserved for the warden). The flats were demolished in around 2022.



Figure 3 Existing Parking Area (Photo Dated Aug. 2021) (google.com)

Proximity to Services

3.4 There are a number of amenities in Cwm including a primary school, health centre, convenience stores, library, pharmacies, social clubs and public houses.

3.5 A wider range of services can be accessed in Ebbw Vale, some 4.6km to the north of the site.

Active Travel

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

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●

Colour	Average active user likelihood
●	Many users likely to travel this distance for utility journeys
●	Some users likely to travel this distance for utility journeys
●	Few or no users likely to travel this distance for utility journeys

Figure 4 Typical Distance Range for Active Travel

(Source: Active Travel Guidance Table 4.1)

3.7 Figure 4 shows the areas that are within two and five miles of the application site where utility journeys to and from the site may be viable on foot or by bike, respectively.

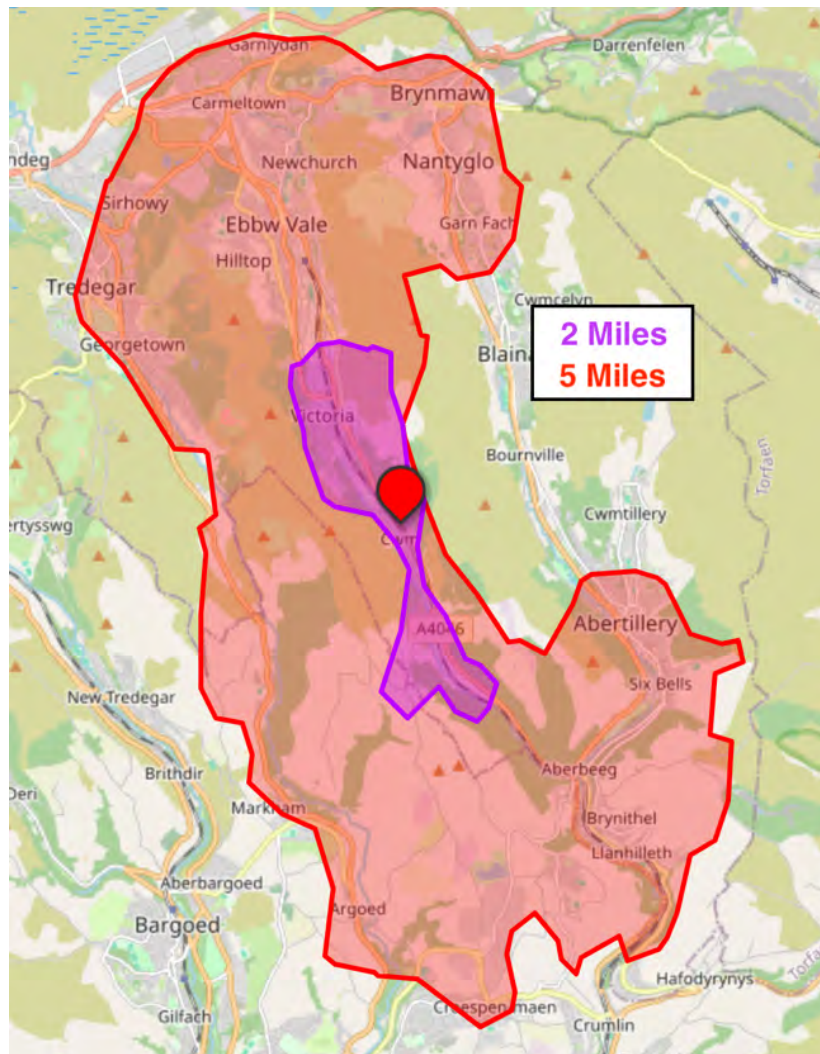


Figure 5 2-Mile Walk Catchment

- 3.8 All of the amenities located within Cwm are within comfortable walking distance to the application site for most people. Ebbw Vale is within, approximately, a 20-minute cycle ride, which can be made along National Cycle Network Route 466.
- 3.9 There exists, therefore, a wide range of destinations and services within walking and cycling distance that will meet the daily needs of the development's residents. As a result, people are more likely to travel by active modes to access those services and will not be reliant on the car. This delivers many benefits including a reduction in road congestion, improved air quality, improved physical and mental health and improved social interaction and sense of community.
- 3.10 The site is accessible to pedestrians from the footways that run along Station Terrace and School Terrace. These connect with the wider pedestrian network that provide segregated routes to the local amenities described earlier, providing a safe environment for pedestrians. There is zebra crossing on School Terrace, near the Station Terrace junction that provides safe access to amenities on the north eastern side of School Terrace (e.g. southbound bus stops and The Bailey's Arms).

Public Transport

- 3.11 The nearest bus stops to the site are located on School Terrace, with stops located adjacent to The Bailey's Arms and also just south of the Station Terrace junction (Cwm Bridge stops). Both sets of stops are around 140m walk from the site and provide access to the same services, which are summarised in the table below.
- 3.12 There are generally two bus services per hour to Ebbw Vale, with the bus journey taking around 15 minutes. There are hourly bus services south to Cardiff via Blackwood and Cwmbran.

Service No.	Route	General Frequency
26	Ebbw Vale – Cardiff via Blackwood	Hourly (Mon – Sat)
X2	Ebbw Vale - Cwmbran	Hourly (Mon – Sat) Every 2 Hours (Sun)

Table 2 Bus Services from Nearest Bus Stops

Highway Access

- 3.13 The site is accessed from Station Terrace via an existing access, which is located approximately 25m south of the School Terrace junction. The access is approximately 4.8m wide with a 2m wide footway along the northern side. Station Terrace has a 20mph speed limit, which dictates that stopping sight distance (SSD) of 25m is required¹.
- 3.14 From the access, visibility splays of 2.4m x 25m are available in both directions, providing the required SSD.
- 3.15 It is considered that the access meets current design guide requirements and that its geometry provides for a safe access to the application site.



Figure 6 Existing Access

(google.com)

- 3.16 Station Terrace is a no-through road and continues to the south east of the application site to serve 6 residential properties.

Summary

- 3.17 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.
- 3.18 There is a good range of services and facilities that cater for the day-to-day needs of future residents of the site available within reach by sustainable methods of travel. This reduces the need to travel by car and ensures that future residents without access to cars are not socially excluded.
- 3.19 The site benefits from a safe means of access from Station Terrace.

¹ Manual for Streets, Table 7.1

4 Proposed Development

4.1 The proposed development comprises of 18 affordable homes comprising of:

- 8 x 1-bed flats located at the northern extent of the site.
- A terrace of 5 x 2-bed houses
- A terrace of 5 x 3-bed houses



Figure 7 Proposed Development

4.2 The existing 4.8m wide access to the site will be retained and this will lead to a new turning head that will be located at the northern end of the internal road. This has been designed to allow a refuse collection vehicle to turn within the site and re-enter Station Terrace in forward gear. The proposed access arrangement is shown in Appendix 2.

Appendix 2 Proposed Access Arrangement

- 4.3 The 2m wide footway along the street’s eastern side will be retained but re-aligned to accommodate a row of 12 car parking spaces located in front of the 10 terraced houses. Each of the parking spaces are 6m in length to allow for parallel parking parking apart from the most northerly space which is 4.8m long. Drivers using this space will be able to enter or exit it by driving or reversing straight to or from the development’s turning area and will not need to undertake a parallel parking manoeuvre.
- 4.4 In addition to the row of 12 parking spaces in front of the terraced housing, 12 perpendicular parking spaces are arranged around the site’s turning area and the courtyard for the flats. In total therefore the development provides 24 car parking spaces. This meets, in full, the requirement to provide 23 residents’ parking spaces and provides one dedicated visitor parking space. The Parking Standard suggests that four visitor parking spaces are required and against this measure there is therefore a shortfall of three visitor parking spaces. It is considered that these three spaces can be safely accommodated informally along the western side of the street within the development or otherwise in the nearby public car park accessed from Station Terrace. The car park is located only 40m from the development’s access.
- 4.5 Three pedestrian access points from School Terrace are proposed.

Trip Generation

- 4.6 The potential trip generation of the proposed development of the site has been estimated by reference to the TRICS trip rate database, a database of over 8,000 traffic surveys of various types of development throughout the UK and Ireland.
- 4.7 From the TRICS database evidence of the trip rates of Council/Affordable housing developments (developments of up to 100 units) in suburban, edge of town or neighbourhood area locations in mainland Britain (excluding Greater London) have been analysed. The detailed TRICS output is provided as Appendix 3 and summarised below.

Appendix 3 TRICS Trip Rate Data

Time Range	Trip Rate per Dwelling			Trip Generation (18 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.162	0.245	0.407	3	4	7
pm Peak Hour 15:00-16:00	0.269	0.228	0.497	5	4	9

Table 3 Vehicle Trip Rates & Proposed Development Trip Generation

- 4.8 The TRICS data suggests that the proposed development will generate 7 to 9 peak hour vehicle movements. The volume of traffic generation is not considered to be significant and will have no material impact on the operation of the highway network.

5 Summary & Conclusion

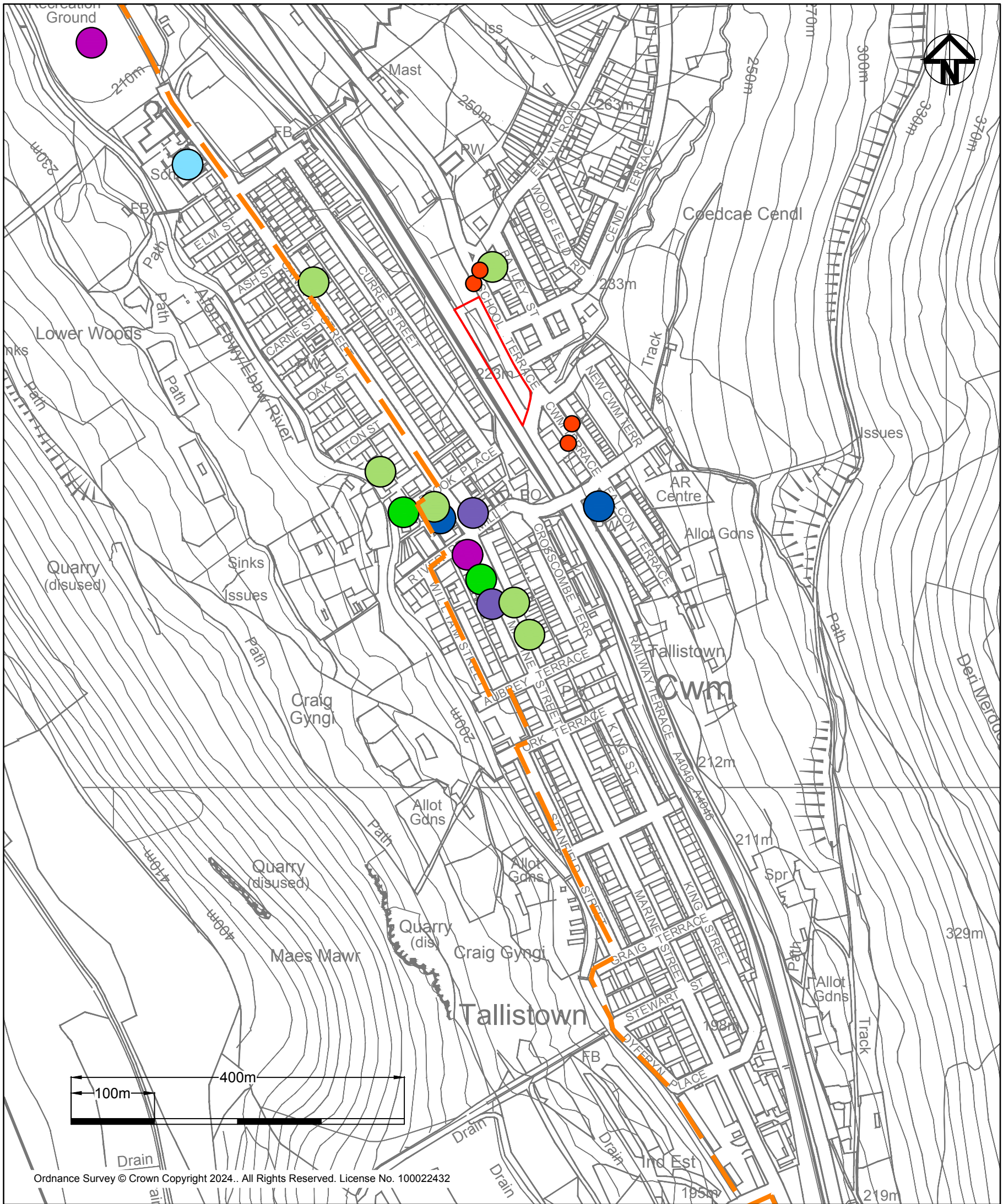
5.1 In summary this Transport Statement has demonstrated that:

- The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.
- There is a good range of services and facilities that cater for the day-to-day needs of future residents of the site available within reach by sustainable methods of travel. This reduces the need to travel by car and ensures that future residents without access to cars are not socially excluded.
- The site benefits from a safe means of access.
- The proposal is for a development of 18 affordable homes.
- The site will be served by an adoptable street. Off-street parking is provided for each property and accords with the adopted Parking Standards for residents. One dedicated visitor parking space is provided but more visitor parking can be accommodated informally along the development's street or in the nearby public car park.
- The estimated traffic generation of the proposed development is insignificant and will cause no detrimental impact to the continued safe operation of the surrounding highway network.

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

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

Appendix 1 Site Context



Ordnance Survey © Crown Copyright 2024. All Rights Reserved. License No. 100022432

KEY

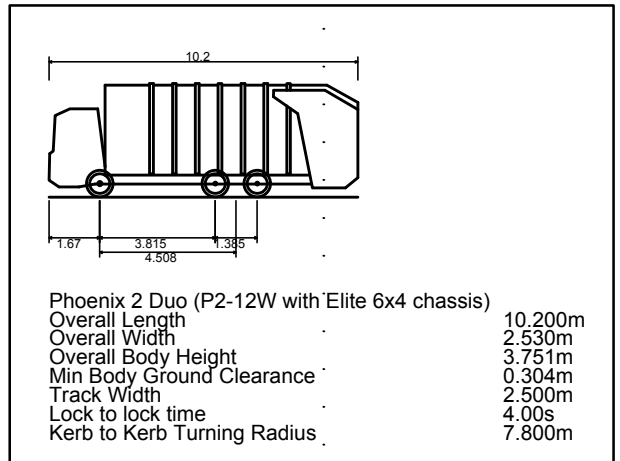
- Site
- Bus Stop
- Community Facilities / Places of Worship
- School
- Convenience Store
- Food & Drink
- GP Surgery / Pharmacy
- Leisure / Sports
- National Cycle Network Route


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A	First Issue	26-11-24
Project		CWMRHYDDERCH COURT CWM
Drawing		SITE CONTEXT
Drawing No.		1832-ACS-XX-ZZ-DR-T-004-A
Scale		1:5000 @ A3

Appendix 2 Proposed Access Arrangement



A	First Issue	24-11-24
 Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandeilo SA19 6BJ E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
Project	CWMRHYDDERCH COURT CWM	
Drawing	PROPOSED ACCESS ARRANGEMENT	
Drawing No.	1832-ACS-XX-ZZ-DR-T-003-A	
Scale	1:500 @ A3	

Appendix 3 TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-240812-0847

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	LR LEICESTER	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days
11	SCOTLAND	
	DU DUNDEE CITY	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: 10 to 68 (units:)
Range Selected by User: 10 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 07/06/23

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Friday	4 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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	7
Village	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	X days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3 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®.

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

5,000 or Less	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	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	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	DU-03-B-01 307-441 BALUNIE DRIVE DUNDEE DOUGLAS & ANGUS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 68 <i>Survey date: FRIDAY 21/04/17</i>	TERRACED BUNGALOWS DUNDEE CITY	<i>Survey Type: MANUAL</i>
2	FU-03-B-01 PENNINE WAY ALSTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 66 <i>Survey date: FRIDAY 13/05/22</i>	SEMI DETACHED & TERRACED WESTMORLAND & FURNESS	<i>Survey Type: MANUAL</i>
3	KS-03-B-02 SYKES CLOSE BATLEY Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: FRIDAY 19/10/18</i>	TERRACED HOUSES KIRKLEES	<i>Survey Type: MANUAL</i>
4	LR-03-B-01 COLEMAN ROAD LEICESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/10/21</i>	SEMI -DETACHED & TERRACED LEICESTER	<i>Survey Type: MANUAL</i>
5	NN-03-B-01 OCCUPATION ROAD CORBY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 <i>Survey date: WEDNESDAY 13/10/21</i>	SEMI -DETACHED HOUSES NORTH NORTHAMPTONSHIRE	<i>Survey Type: MANUAL</i>
6	WL-03-B-01 BUTTERFIELD DRIVE AMESBURY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 <i>Survey date: TUESDAY 18/09/18</i>	TERRACED HOUSES WILTSHIRE	<i>Survey Type: MANUAL</i>
7	WM-03-B-02 SHENLEY FIELDS ROAD BIRMINGHAM SHENLEY GREEN Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 07/06/23</i>	SEMI -DETACHED WEST MIDLANDS	<i>Survey Type: MANUAL</i>
8	WO-03-B-02 GOODREST WALK WORCESTER MERRIMANS HILL Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 16 <i>Survey date: MONDAY 14/11/16</i>	TERRACED HOUSES WORCESTERSHIRE	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	8	36	0.076	8	36	0.207	8	36	0.283
08:00 - 09:00	8	36	0.162	8	36	0.245	8	36	0.407
09:00 - 10:00	8	36	0.166	8	36	0.245	8	36	0.411
10:00 - 11:00	8	36	0.121	8	36	0.183	8	36	0.304
11:00 - 12:00	8	36	0.128	8	36	0.107	8	36	0.235
12:00 - 13:00	8	36	0.138	8	36	0.138	8	36	0.276
13:00 - 14:00	8	36	0.152	8	36	0.128	8	36	0.280
14:00 - 15:00	8	36	0.166	8	36	0.179	8	36	0.345
15:00 - 16:00	8	36	0.272	8	36	0.166	8	36	0.438
16:00 - 17:00	8	36	0.279	8	36	0.152	8	36	0.431
17:00 - 18:00	8	36	0.269	8	36	0.228	8	36	0.497
18:00 - 19:00	8	36	0.214	8	36	0.179	8	36	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.143			2.157			4.300

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

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

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Parameter summary

Trip rate parameter range selected: 10 - 68 (units:)
 Survey date range: 01/01/16 - 07/06/23
 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: 0

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

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