acstro

Transport Statement

Mitchell Court
Tonypandy

November 2024

Table of Contents

Appendices

Revision History

A	25th November 2024	First Issue

1795-ACS-ZZ-XX-RP-T-001-A Transport Statement.docx

Acstro Ltd., Yr Hen Farchnad, Unit 19, Carmarthen Street,
Llandeilo, SA19 6BJ
www.acstro.com

1 Introduction

1.1 Acstro has been appointed to prepare a Transport Statement to support a planning application for the redevelopment of the Mitchell Court flats and former Council Offices adjacent to Tonypandy Bus Station. The general location of the site is shown in Figure 1.

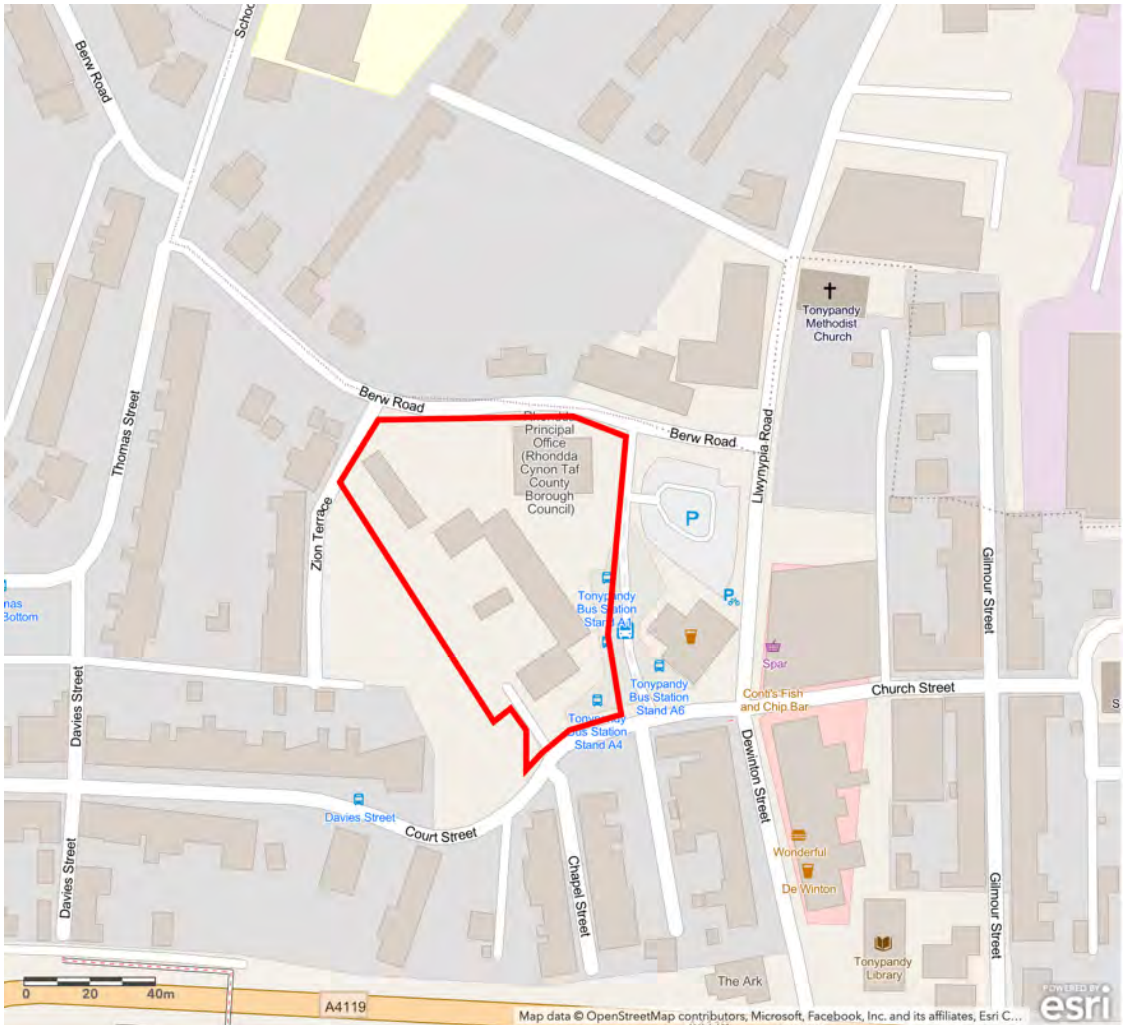


Figure 1 Location Plan

1.2 The proposal is to construct 50 affordable homes (8 semi-detached houses and an apartment block containing 42 units).

1.3 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site.

1.4 The structure of the Transport Statement is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;

- Section 3 describes the site.
- Section 4 describes the site's proximity to services and facilities and its accessibility by all forms of transport.
- Section 5 describes the proposed development and its access arrangements.
- Section 6 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.

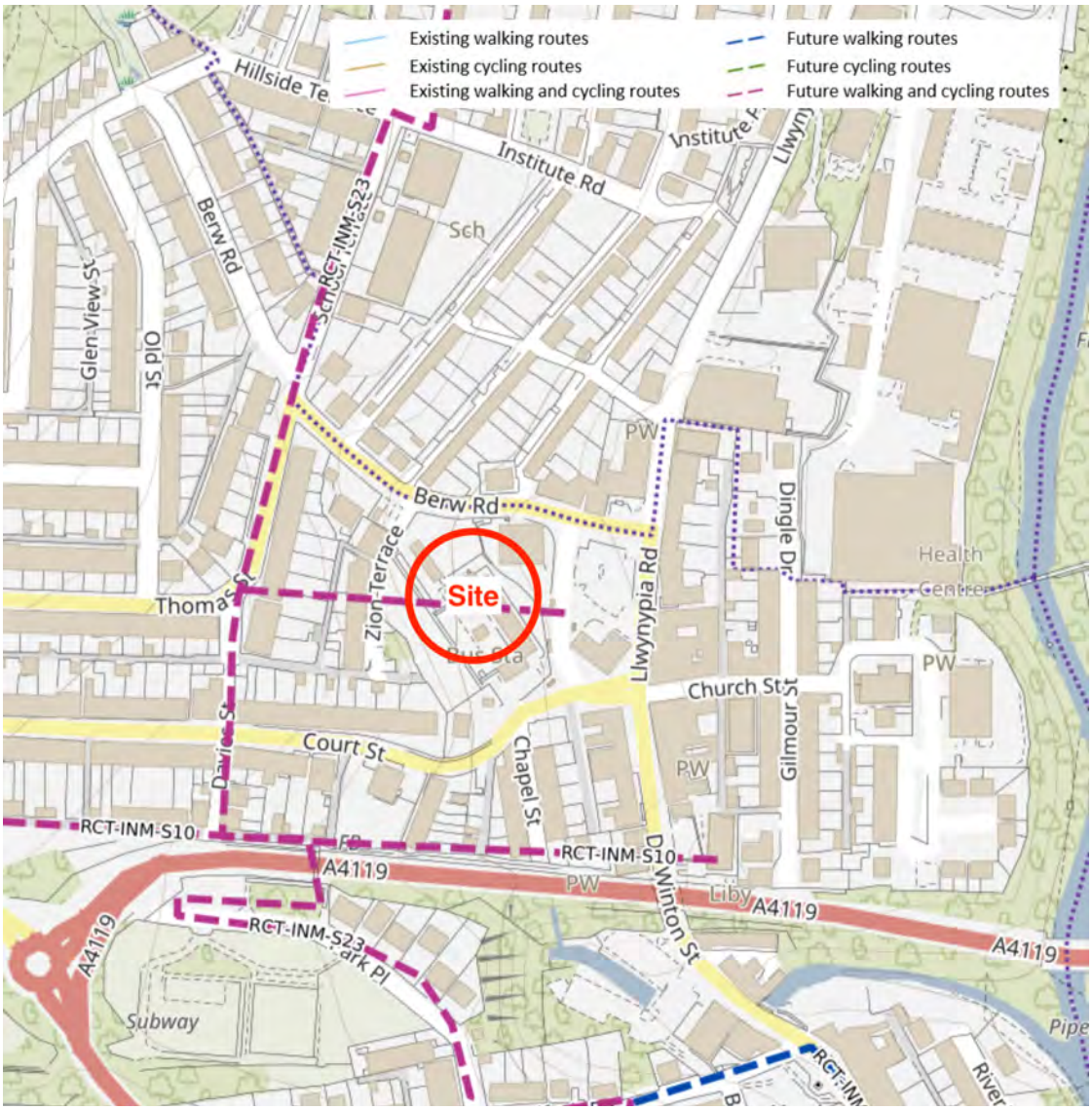


Figure 2 Extract from Active Travel Network Map (Source: DataMapWales)

2.15 An extract from the Council's ATNM is shown in Figure 2. A number of future routes are shown, including a future walking and cycling route along Davies Street and Thomas Street to the west of the site, with a link shown to the bus station that is adjacent to the site.

Rhondda Cynon Taf Local Development Plan up to 2021

2.16 Tonypandy is identified within the Local Development Plan (LDP) as a Key Settlement and the application site lies outside of, but immediately adjacent to, the town's defined retail centre (SSA17).

2.17 In terms of accessibility and transport issues, policy AW2 requires that new development, amongst other things, has good access to key services and facilities. Policy AW5 requires that new development be accessible by a range of sustainable forms of transport, that dependency on the car is reduced, that safe access to the highway network is provided and that the development traffic can be accommodated without problems and that car parking provision accords with the Council's Supplementary Planning guidance (SPG).

2.18 Policy AW6 also requires that new development has a high level of connectivity and accessibility to existing centres by a wide range of sustainable transport modes.

Access, Circulation & Parking Requirements SPG (March 2011)

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

2.20 For dwellings a maximum of 2 car parking spaces is recommended for those that provide up to 2 bedrooms. For 3 bedroomed dwellings or larger the maximum recommendation is 3 parking spaces. Visitor parking provision of 1 per 5 dwellings is recommended.

2.21 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.

2.22 In terms of the existing office building located within the application site, the recommendation for this land use is that a maximum of 1 car parking space per 25m^2 to 35m^2 of floor area is provided.

3 Existing Conditions

3.1 The site currently consists of a 37-unit block of flats and a three-storey office building that was most recently used as the Council's Principal Social Service Office. These buildings are due to be demolished imminently.

3.2 The application site is bounded by Court Street to the south, the bus station to the east, Berw Road to the north and Zion Terrace to the west.

3.3 The existing/former Mitchell Court flats is accessed from Court Street, with the access road into the site being designated as public highway. To the west of the highway, opposite the building there is room for some 14 cars to park perpendicular to the street. These parking spaces do not comply with current design standards, being only some 4.2m in length (rather than 4.8m) and having only 4.5m width of street (rather than 6m) to reverse to or from.

3.4 There are 9 lock-up garages located to the west of the building but, with internal dimensions of some 5.5m x 2.5m and only 5m road width in front of their doors, are too small to be considered as car parking spaces.

Figure 3 Existing Mitchell Court Parking Area & Lock-up Garages

3.5 At the southern end of the building, near the Court Street access, is a courtyard area capable of accommodating four parked cars.

3.6 In total therefore the 37 (one-bed) flats had 18 car parking spaces, with the majority being sub-standard in terms of their dimensions and layout. This equates to a parking provision of 1 per 2 bedrooms / flats, which is 50% of the maximum parking provision recommended by the Council's adopted Parking Standards.

3.7 The three-storey office building at the northeastern corner of the site provides around 750m^2 of floor area in total. It has a car park, accessed from the bus station that can accommodate up to around 20 cars. This equates to 1 space per 37.5m^2 of floor area and broadly aligns with the Council's adopted Parking Standards maximum of 1 car parking space per 25m^2 to 35m^2 of floor area.

Trip Generation

3.8 The potential trip generation of the former uses 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.

3.9 From the TRICS database evidence of the trip rates of developments of Council/Affordable flats (developments of up to 100 units) and of office developments (developments up to 1500m^2) 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 1 and summarised in the tables below.

Appendix 1 TRICS Trip Rate Data – Flats & Offices

Time Range	Trip Rate per Unit			Trip Generation – 37 Units		
	Arrivals	Departures	Total	Arr.	Dep.	Total
am Peak Hour 08:00-09:00	0.03	0.129	0.159	1	5	6
pm Peak Hour 17:00-18:00	0.178	0.158	0.336	7	6	12

Table 1 Existing Trip Generation - Flats

Time Range	Trip Rate per 100m^2			Trip Generation – 750m^2		
	Arrivals	Departures	Total	Arr.	Dep.	Total
am Peak Hour 08:00-09:00	2.43	0.243	2.673	18	2	20
pm Peak Hour 17:00-18:00	0.177	2.143	2.32	1	16	17

Table 2 Existing Trip Generation - Office

Time Range	Flats			Office			Total		
	Arrivals	Departures	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
am Peak Hour 08:00-09:00	1	5	6	18	2	20	19	7	26
pm Peak Hour 17:00-18:00	7	6	12	1	16	17	8	22	30

Table 3 Existing Trip Generation - Total

3.10 The TRICS data suggests that the existing / former uses of the site had the potential to generate around 26 to 30 peak hour vehicle movements..

4 Proximity to Services & Accessibility

4.1 The application site's location and transport links are shown in context in Appendix 2.

Appendix 2 Site Context

Proximity to Services

4.2 The application site is located outside of, but immediately adjacent to, the town's defined retail centre that provides access to a wide range of services and amenities. A selection of some of the facilities available in close proximity to the site is provided below.

Type	Location	Walk Distance
Food Outlet	Numerous food outlets on Llwynypia Road, De Winton Street & Dunraven Street	<500m
Access to cash	Spar, Llwynypia Road	<100m
Recreation	King George's Park	400m
Post Office	40 Dunraven St.	600m
Convenience Store	Spar, Llwynypia Road	<100m
Suprmarket	Asda, Colliers Way	1100m
Pharmacy	Well Pharmacy, De Winton St & Sheppard Pharmacy, Llwynypia Rd	100m
School	Llwynypia Primary School	350m
Public Transport	Tonypandy Bus Station	Adjacent

Table 4 Local Amenities

Active Travel

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

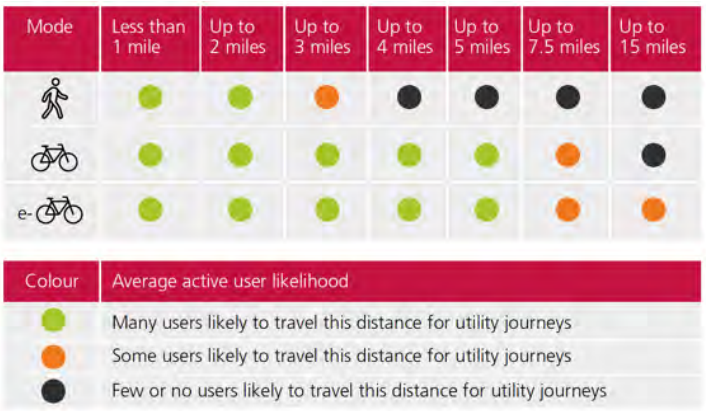


Figure 4 Typical Distance Range for Active Travel
(Source: Active Travel Guidance Table 4.1)

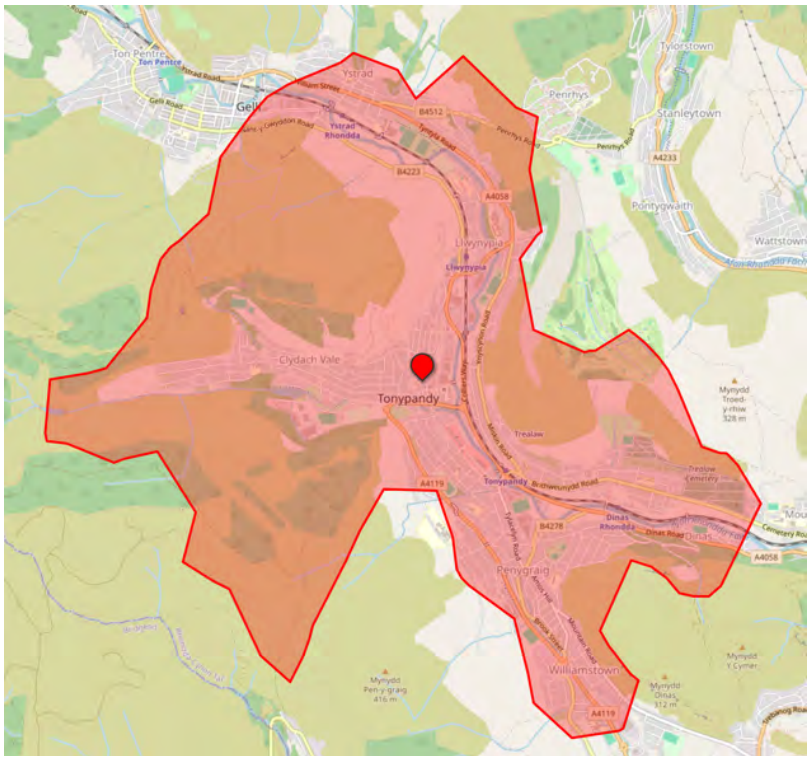


Figure 5 2-Mile Walk Catchment

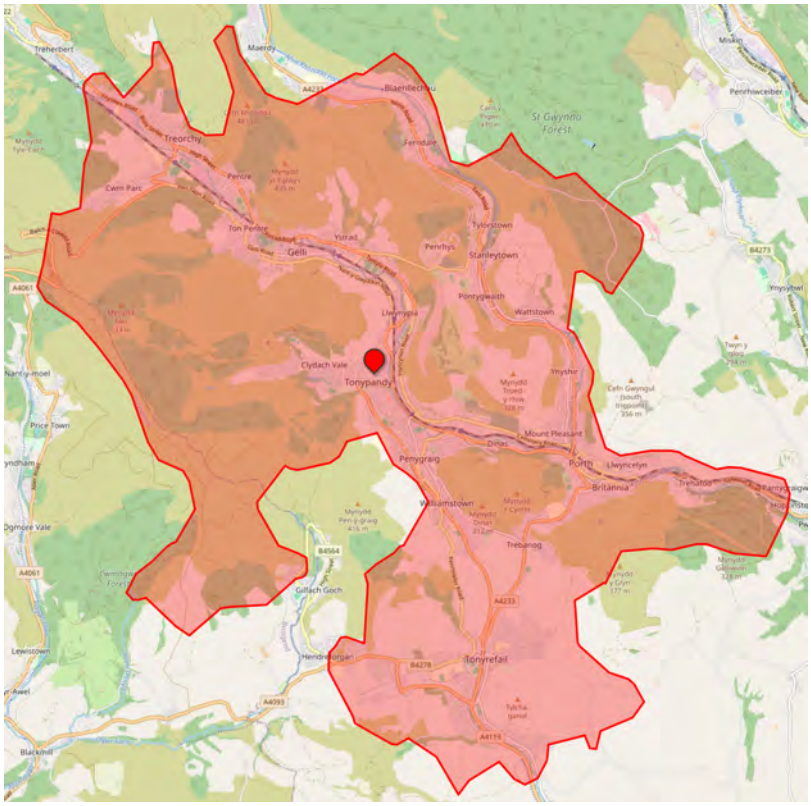


Figure 6 5-Mile Cycle Catchment

4.4 Figures 4 and 5 show the areas that are within a 2-mile walk or 5-mile cycle ride of the site and illustrate the locations where journeys to and from the application site may be viable by active travel modes.

4.5 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.

4.6 The site is accessible to pedestrians from Court Street, the bus station and Berw Road. There is also a public footpath that runs through the site, linking Court Road and Zion Terrace.

4.7 These footways and footpath link with the wider pedestrian network that provide segregated routes to the local amenities described earlier, providing a safe environment for pedestrians. The standard of footways and footpaths in all directions are good and there are no identified shortfalls in the pedestrian infrastructure network that serves the site that would discourage people, of all ages and abilities including those with visual impairment, from making journeys on foot.

Public Transport

4.8 The site is located adjacent to Tonypandy's bus station, which provides access to regular and frequent bus services. These are summarised in the table below.

Service No.	Route	General Frequency
120/130	Blaencwm - Caerphilly	6 Journeys - Bank Holiday Mondays
121	Tonypandy – Blaenrhondda	Hourly (Mon – Sat)
122	Tonypandy - Cardiff	Every 30 Mins (Mon – Sat)
170	Clydach Vale - Blaenllechau	Every 30 Mins (Mon – Sat)
172	Bridgend - Merthyr Tydfil	Hourly (Mon – Sat)
173	Porth – Clydach Vale	Hourly (Mon – Sat)
175	Clydach Vale - Porth	Hourly (Mon – Sat)

Table 5 Bus Services from Tonypandy Bus Station

4.9 The site is located approximately mid way between Tonypandy and Llwynypia railway stations, with each being approximately a 1km (15-minute) walk away. These provide access to half-hourly services south to Pontypridd and Cardiff and north to Treherbert.

Highway Access

4.10 The site is surrounded by Court Street to the south, the bus station to the east, Berw Road to the north. Access to various parts of the development will be taken from each of these streets. Zion Terrace on the site's west is elevated above the level of the site and no vehicular access to the site exists or is proposed.

4.11 There are double-yellow line markings adjacent to the site along Court Street, Berw Road and within the bus station that prohibit waiting at any time.

4.12 There is a Council public car park adjacent to the bus station (Tonypandy Square Car Park) where charges apply from 8am to 3pm on weekdays and 8am to 10am on Saturdays. Parking during those hours is limited to 2-hour stays with no return within 2-hours. Parking is free outside of those hours.

4.13 The existing/former Mitchell Court flats is accessed from Court Street, with the access road into the site being designated as public highway. Associated with the development will be the extinguishment of the public highway status for a section of this road. This will be subject to a statutory stopping-up process that is separate to the planning process. More detail is provided later within this document.

4.14 A review of injury accident records for the area around the site has been undertaken for latest five-year period for which data is available (2019 – 2023 inclusive).

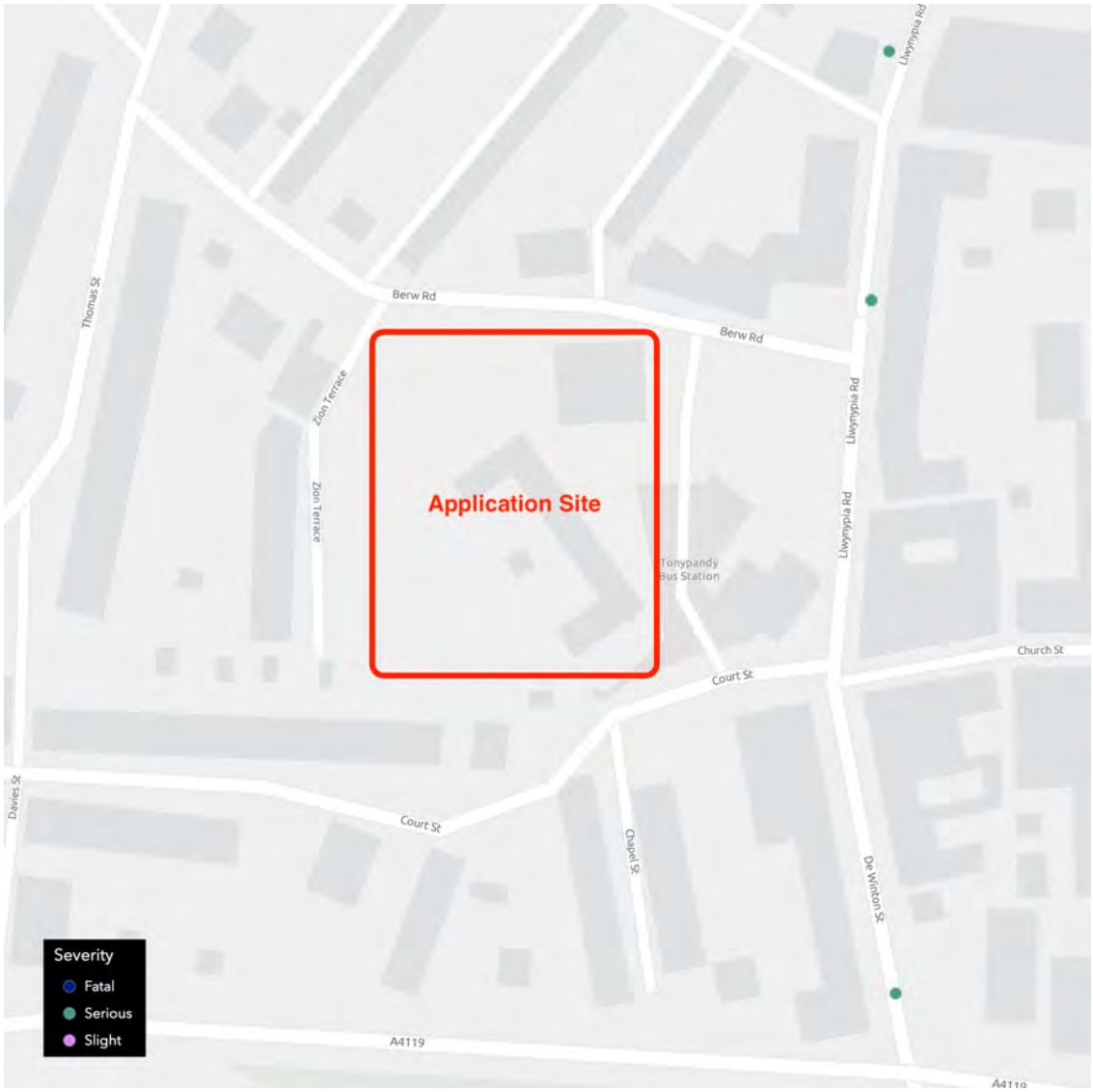


Figure 7 Injury Accident Location & Severity 2019 - 2023 (Source: DfT / MAVRIC)

4.15 There are no recorded collision injuries on the streets and within the bus station that form the perimeter to the site. This indicates that these streets operate safely. There are three serious severity collisions recorded on De Winton Street and Llwynypia Road. The accidents are in disparate locations, suggesting that each is an isolated incident. On further investigation these all occurred between 2019 and 2021 and there were no recorded injury collisions in the last two years of the assessment period. Two of the three incidents resulted in injuries to pedestrians.

4.16 In September 2023 the speed limit on these streets reduced to 20mph as part of the Welsh Government's lowering of default speed limit on restricted roads. The evidence emerging since that change suggests that this has had a significant and positive impact in terms of reducing the number and severity of injury collisions on restricted roads.

Summary

4.17 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.

4.18 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.

4.19 The highway network serving the site operates safely.

5 Proposed Development

5.1 The proposed development comprises of an apartment block containing 42, 1-bed, apartments and 8 semi-detached houses that front onto Berw Road.

Figure 8 Proposed Development

5.2 There are 4 proposed key pedestrian access points across the site. One from Zion Terrace to the north west which provides access through the west of the site dropping down to the main access road. This is an existing site access and the proposals intend to retain and enhance where required

5.3 A second is from the access road via Court Rd to the south. This is formed by the primary existing access to the upper areas of the site providing access to the pedestrian entrances of the apartment homes and the amenity spaces to the west.

5.4 A third is a new pedestrian access point half along the northern boundary via Berw Rd which cuts through a landscaped portion of the site connecting Berw Rd to the primary access road from the south. This access incorporates a new small pocket park and seating areas along Berw road adjacent to the proposed houses and will require a security gate and fence - details to landscape detail design.

5.5 The fourth is an existing access from Berw Road, this is another point where the site topography naturally meets that of the context. Pedestrians can access the terraced housing from the street or a path off Berw Rd.

5.6 Cyclists can access the site at two main points. The main point of access is along Court Rd via the access road. Cycle storage provision is provided at the ground floor of the apartment building which is easily accessed from this point.

5.7 Vehicular access to the apartment block will be provided from Court Street. It is intended that the initial length of the access road will be improved to provide a 5.5m wide carriageway with a 2m wide footway adjacent. This will remain as public highway. Two car parking spaces are provided to the east of this section of street and these are located either side of an area that is to provide access to a new sub-station.

Appendix 3 Proposed Access Arrangement

5.8 North of the southern corner of the apartment building it is the intention to extinguish the existing public highway and replace this with a shared surface courtyard area. Within this area there will be 14 car parking spaces.

5.9 Four houses are located to the east of the Zion Terrace / Berw Road junction, with each provided with two car parking spaces. Nearer the corner of Berw Road and the bus station there are another four dwellings. Pedestrian access is from Berw Road and car parking is provided (two spaces per property) in a car park area accessed from the bus station. This utilises the existing access that served the former office building.

Parking

5.10 Two car parking spaces each are provided for the 8 proposed houses. This aligns with the Council's car parking standards of providing no more than 2 or 3 spaces for 2 and 3-bed properties, respectively.

5.11 For the flats a total of 16 car parking spaces are provided. This is considered appropriate given the accessible location of the site, adjacent to the bus station and within a few minutes' walk of the town's amenities.

5.12 The parking provision is also reflective of the significantly lower than average car ownership rates exhibited in households that reside in social rented accommodation. This is by analysing 2021 Census data on car and van availability by tenure of accommodation for the Tonypandy and Llwynypia Wards. As an average, across all types of tenures within these wards, 75% of households have access to a car or van with only 25% having no access. However, the data for social rented households is markedly different, with only 42% of households having access to a vehicle. The majority (some 59%) of social rented households have no access to a car or van and therefore have no need for a parking space.

Number of cars or vans	All Tenure Types Total		Owned: Owns outright		Owned: Owns with a mortgage or loan or shared ownership		Rented: Social rented		Rented: Private rented or lives rent free	
Total	3,041		1,226		863		311		641	
No cars or vans in household	770	25%	294	24%	43	5%	183	59%*	250	39%
1 car or van in household	1,280	42%	599	49%	300	35%	98	32%*	283	44%
2 or more cars or vans in household	991	33%	333	27%	520	60%	30	10%*	108	17%

* Apparent errors in percentages not adding to 100% caused by rounding up

Table 6 2021 Census - Car / Van Availability by Tenure for Tonypandy & Llwynypia Wards

5.13 No visitor car parking is provided within the development. Visitor parking can instead be accommodated within the nearby Tonypandy Square public car park.

5.14 Cycle parking for the flats is provided internally and meets the adopted Parking Standards requirement of 1 space per 5 beds. The internal cycle store space also provides room for storage of mobility scooters.

Servicing

5.15 Swept path analysis has been undertaken to ensure that the development's layout can accommodate delivery, refuse and emergency vehicles. This is provided as Appendix 3.

5.16 Refuse collections from the apartment block will involve the collection lorry reversing to the building's corner. It is assumed that this has always been the arrangement for refuse collection given that there is no room to turn a large vehicle within the existing Mitchell Court. The collection vehicle's movement will be contained entirely within the section of street that is to remain as public highway.

5.17 A turning area is provided within the apartment block courtyard for delivery vehicles visiting the site.

Trip Generation

5.18 The potential trip generation of the proposed development of the site has been estimated by reference to the TRICS trip rate database.

5.19 For the apartments, the trip rates discussed in 3.9 have been used.

5.20 From the TRICS database evidence of the trip rates of council / affordable developments comprising of houses (developments of up to 30 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 4 TRICS Trip Rate Data - Houses

Time Range	Trip Rate per Unit			Trip Generation – 42 Units		
	Arrivals	Departures	Total	Arr.	Dep.	Total
am Peak Hour 08:00-09:00	0.03	0.129	0.159	1	5	7*
pm Peak Hour 17:00-18:00	0.178	0.158	0.336	7	7	14

* Apparent errors in percentages not adding to 100% caused by rounding up

Table 7 Proposed Trip Generation - Flats

Time Range	Trip Rate per Unit			Trip Generation – 8 Units		
	Arrivals	Departures	Total	Arr.	Dep.	Total
am Peak Hour 08:00-09:00	0.193	0.368	0.561	2	3	4*
pm Peak Hour 17:00-18:00	0.158	0.14	0.298	1	1	2

* Apparent errors in percentages not adding to 100% caused by rounding up

Table 8 Proposed Trip Generation - Houses

Time Range	Flats			Houses			Total		
	Arrivals	Departures	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
am Peak Hour 08:00-09:00	1	5	7*	2	3	4	3	8	11
pm Peak Hour 17:00-18:00	7	7	14	1	1	2	9	8	16*

* Apparent errors in percentages not adding to 100% caused by rounding up

Table 9 Proposed Trip Generation - Total

Time Range	Existing			Proposed			Difference		
	Arrivals	Departures	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
am Peak Hour 08:00-09:00	19	7	26	3	8	11	-17	2	-15
pm Peak Hour 17:00-18:00	8	22	30	9	8	16*	1	-14	-13

* Apparent errors in percentages not adding to 100% caused by rounding up

Table 10 Trip Generation Difference

5.21 The TRICS data suggests that the proposed development will generate 11 to 16 peak hour vehicle movements. This is a significant reduction of 13 to 15 fewer peak hour vehicle movements compared to the traffic generated by the previous uses of the site. The redevelopment of the site will therefore result in an improvement in highway conditions by reducing traffic volume.

6 Summary & Conclusion

6.1 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 site has until recently accommodated a 37-unit block of flats and a three-storey office building.
- The proposal is for a development of 50 affordable homes.
- Safe means of access is provided for all users of the development.
- Parking provision is appropriate for the proposed use and reflects the site's accessible location and the low car ownership that is evident for social rented households.
- Delivery and servicing of the site is safely provided for.
- The estimated traffic generation of the proposed development is significantly lower than that of the previous uses of the site.

6.2 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.

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

Appendix 1 TRICS Trip Rate Data – Flats & Offices

Acstro Ltd Salem Llandeilo Licence No: 648801

Calculation Reference: AUDIT-648801-241122-1110

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SE	SHEFFIELD	1 days
10	WALES		
	CF	CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 40 (units:)
Range Selected by User: 6 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 21/06/23

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:

Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 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)	3
Neighbourhood Centre (PPS6 Local Centre)	1

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	4

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	4 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1	CF-03-D-01	BLOCKS OF FLATS		CARDIFF
	TYN-Y-PARC ROAD			
	CARDIFF			
	WHITCHURCH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:		24	
	Survey date: FRIDAY		*07/10/16*	*Survey Type: MANUAL*
2	GS-03-D-01	BLOCKS OF FLATS		GLOUCESTERSHIRE
	SAINT STEPHEN'S ROAD			
	CHELTENHAM SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		40	
	Survey date: THURSDAY		*04/05/23*	*Survey Type: MANUAL*
3	GS-03-D-02	BLOCKS OF FLATS		GLOUCESTERSHIRE
	PRINCESS ELIZABETH WAY			
	CHELTENHAM SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		27	
	Survey date: THURSDAY		*04/05/23*	*Survey Type: MANUAL*
4	SE-03-D-01	BLOCK OF FLATS		SHEFFIELD
	SAINT LAWRENCE ROAD			
	SHEFFIELD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		10	
	Survey date: WEDNESDAY		*21/06/23*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	25	0.069	4	25	0.188	4	25	0.257
08:00 - 09:00	4	25	0.030	4	25	0.129	4	25	0.159
09:00 - 10:00	4	25	0.149	4	25	0.149	4	25	0.298
10:00 - 11:00	4	25	0.059	4	25	0.129	4	25	0.188
11:00 - 12:00	4	25	0.139	4	25	0.119	4	25	0.258
12:00 - 13:00	4	25	0.079	4	25	0.079	4	25	0.158
13:00 - 14:00	4	25	0.089	4	25	0.149	4	25	0.238
14:00 - 15:00	4	25	0.158	4	25	0.119	4	25	0.277
15:00 - 16:00	4	25	0.198	4	25	0.139	4	25	0.337
16:00 - 17:00	4	25	0.208	4	25	0.109	4	25	0.317
17:00 - 18:00	4	25	0.178	4	25	0.158	4	25	0.336
18:00 - 19:00	4	25	0.139	4	25	0.109	4	25	0.248
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.495			1.576			3.071

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:	10 - 40 (units:)
Survey date date range:	01/01/16 - 21/06/23
Number of weekdays (Monday-Friday):	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Acstro Ltd Salem Llandeilo Licence No: 648801

Calculation Reference: AUDIT-648801-241122-1120

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
10	WALES		
	BG	BRIDGEND	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:	300 to 1230 (units: sqm)
Range Selected by User:	118 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

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	2
Commercial Zone	1
Residential Zone	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	6 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 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	6 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	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AK-02-A-01 OFFICES WAKEFIELD
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY 23/05/17 *Survey Type: MANUAL*

2 BG-02-A-01 HAULAGE COMPANY BRIDGEND
KENT ROAD
BRIDGEND

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 300 sqm
Survey date: THURSDAY 06/05/21 *Survey Type: MANUAL*

3 GM-02-A-10 ACCOUNTANTS GREATER MANCHESTER
CHORLEY NEW ROAD
BOLTON
HEATON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 500 sqm
Survey date: MONDAY 19/04/21 *Survey Type: MANUAL*

4 MS-02-A-03 HOMES DEVELOPER MERSEYSIDE
ALDERMAN ROAD
LIVERPOOL

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 1200 sqm
Survey date: TUESDAY 20/04/21 *Survey Type: MANUAL*

5 NF-02-A-04 BUILDING CONSULTANT NORFOLK
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 13/11/19 *Survey Type: MANUAL*

6 WK-02-A-03 ENGINEERING CONSULTANTS WARWICKSHIRE
BUDBROOKE ROAD
WARWICK

Edge of Town
Industrial Zone
Total Gross floor area: 796 sqm
Survey date: WEDNESDAY 23/11/22 *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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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									
06:00 - 07:00									
07:00 - 08:00	6	754	1.193	6	754	0.088	6	754	1.281
08:00 - 09:00	6	754	2.430	6	754	0.243	6	754	2.673
09:00 - 10:00	6	754	0.950	6	754	0.309	6	754	1.259
10:00 - 11:00	6	754	0.486	6	754	0.221	6	754	0.707
11:00 - 12:00	6	754	0.309	6	754	0.486	6	754	0.795
12:00 - 13:00	6	754	0.663	6	754	0.972	6	754	1.635
13:00 - 14:00	6	754	0.729	6	754	0.442	6	754	1.171
14:00 - 15:00	6	754	0.287	6	754	0.398	6	754	0.685
15:00 - 16:00	6	754	0.243	6	754	0.552	6	754	0.795
16:00 - 17:00	6	754	0.331	6	754	1.745	6	754	2.076
17:00 - 18:00	6	754	0.177	6	754	2.143	6	754	2.320
18:00 - 19:00	5	659	0.273	5	659	0.698	5	659	0.971
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.071			8.297			16.368

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.

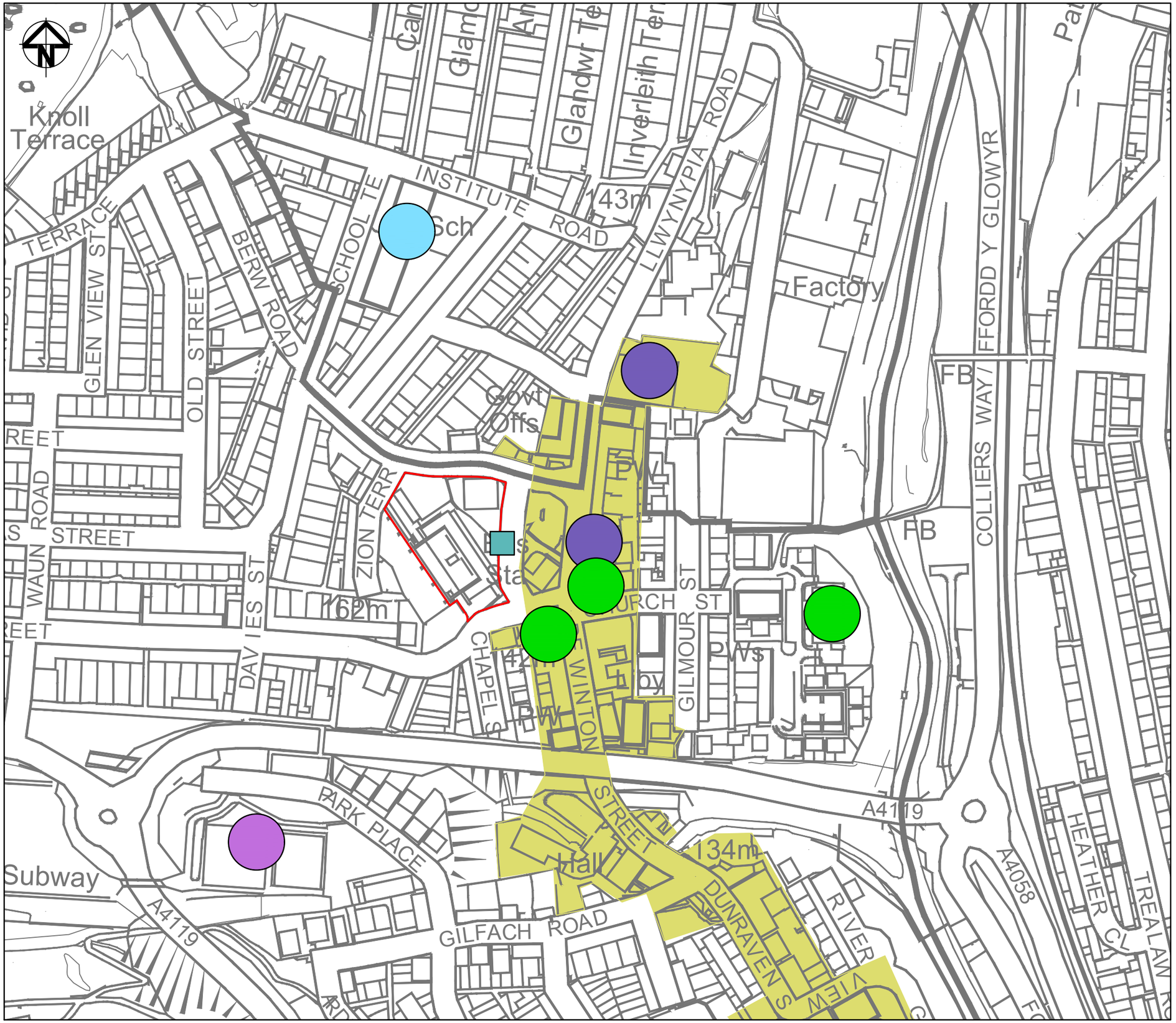
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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:	300 - 1230 (units: sqm)
Survey date date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix 2 Site Context



A	First Issue	17-10-24

acstro
Ty Penbryn, Salem, Llandeilo.SA19 7LT
E-mail: mail@acstro.com
www.acstro.com
Tel: 01558 824021

Project	**MITCHELL COURT**
Drawing	**SITE CONTEXT**
Drawing No.	**1795-ACS-XX-ZZ-DR-T-004-A**
Scale	**1:2500 @ A3**

Appendix 3 Proposed Access Arrangement

A	First Issue	22-11-24

acstro
Unit 19, Yr Hen Farchnad,
Carmarthen Street, Llandeilo SA19 6BJ
E-mail: mail@acstro.com
www.acstro.com
Tel: 01558 824021

Project	MITCHELL COURT, TONYPANDY
Drawing	PROPOSED ACCESS ARRANGEMENT
Drawing No.	1795-ACS-XX-ZZ-DR-T-005-A
Scale	1:200 @ A1

Appendix 4 TRICS Trip Rate Data - Houses

Acstro Ltd Salem Llandeilo Licence No: 648801

Calculation Reference: AUDIT-648801-241122-1101

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	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 17 (units:)
Range Selected by User: 10 to 20 (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 06/09/23

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 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	1
Neighbourhood Centre (PPS6 Local Centre)	1

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	4

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	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

125,001 to 250,000	2 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	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 KS-03-B-02 TERRACED HOUSES KIRKLEES
SYKES CLOSE
BATLEY

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

2 MS-03-B-02 SEMI DETACHED/TERRACED MERSEYSIDE
ST MARY'S GROVE
BOOTLE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *06/09/23* *Survey Type: MANUAL*

3 WM-03-B-02 SEMI-DETACHED WEST MIDLANDS
SHENLEY FIELDS ROAD
BIRMINGHAM
SHENLEY GREEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *07/06/23* *Survey Type: MANUAL*

4 WO-03-B-02 TERRACED HOUSES WORCESTERSHIRE
GOODREST WALK
WORCESTER
MERRIMANS HILL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *14/11/16* *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.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	14	0.018	4	14	0.211	4	14	0.229
08:00 - 09:00	4	14	0.193	4	14	0.368	4	14	0.561
09:00 - 10:00	4	14	0.158	4	14	0.123	4	14	0.281
10:00 - 11:00	4	14	0.105	4	14	0.193	4	14	0.298
11:00 - 12:00	4	14	0.158	4	14	0.088	4	14	0.246
12:00 - 13:00	4	14	0.070	4	14	0.140	4	14	0.210
13:00 - 14:00	4	14	0.105	4	14	0.158	4	14	0.263
14:00 - 15:00	4	14	0.246	4	14	0.175	4	14	0.421
15:00 - 16:00	4	14	0.456	4	14	0.140	4	14	0.596
16:00 - 17:00	4	14	0.193	4	14	0.193	4	14	0.386
17:00 - 18:00	4	14	0.158	4	14	0.140	4	14	0.298
18:00 - 19:00	4	14	0.386	4	14	0.211	4	14	0.597
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.246			2.140			4.386

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:	10 - 17 (units:)
Survey date date range:	01/01/16 - 06/09/23
Number of weekdays (Monday-Friday):	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

acstro

Acstro Ltd., Yr Hen Farchnad, Unit 19, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6BJ

(01558) 824021
www.acstro.com