Land at Former Tudor Inn

Cimla

Tai Tarian Ltd

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1.0 Introduction

Overview

1.1 SLR consulting Ltd is appointed by Tai Tarian Ltd to provide highways and transport advice in relation to the proposed development of 22 dwellings on the site known as Land at Former Tudor Inn, Cimla.

1.2 The development proposals are for 22 residential dwellings and a new access for all modes, providing a natural extension to the existing built up area.

1.3 This report is a Transport Statement (TS) addressing all highways matters.

Planning History

1.4 The site was previously home to the Tudor Inn, a public house with a car park and an informal playing area. Tudor Inn was damaged in a fire in January 2009, and did not re-open. It was demolished later in 2009.

1.5 A planning application was submitted in August 2015 for a residential development of five dwellings and associated infrastructure. This application was withdrawn in January 2016.

Report Layout

1.6 This TS contains a review of the current accessibility of the site, a review of national and local policy and sets out the forecast multi modal trip characteristics in order to undertake an assessment of the likely effects of developing this site.

1.7 The report is structured as follows:

- **Section 2** – Reviews the current accessibility of the site by all modes of travel, and to local services and facilities;
- **Section 3** – Provides a review of the relevant local and national policy;
- **Section 4** – Describes the development proposals for the site;
- **Section 5** – Sets out the forecast traffic movements;
- **Section 6** – Summaries and Concludes.

2.0 Existing Conditions

Overview

2.1 This section of the report provides the context of the site in relation to its general surrounding, and the movement characteristics of the surrounding area.

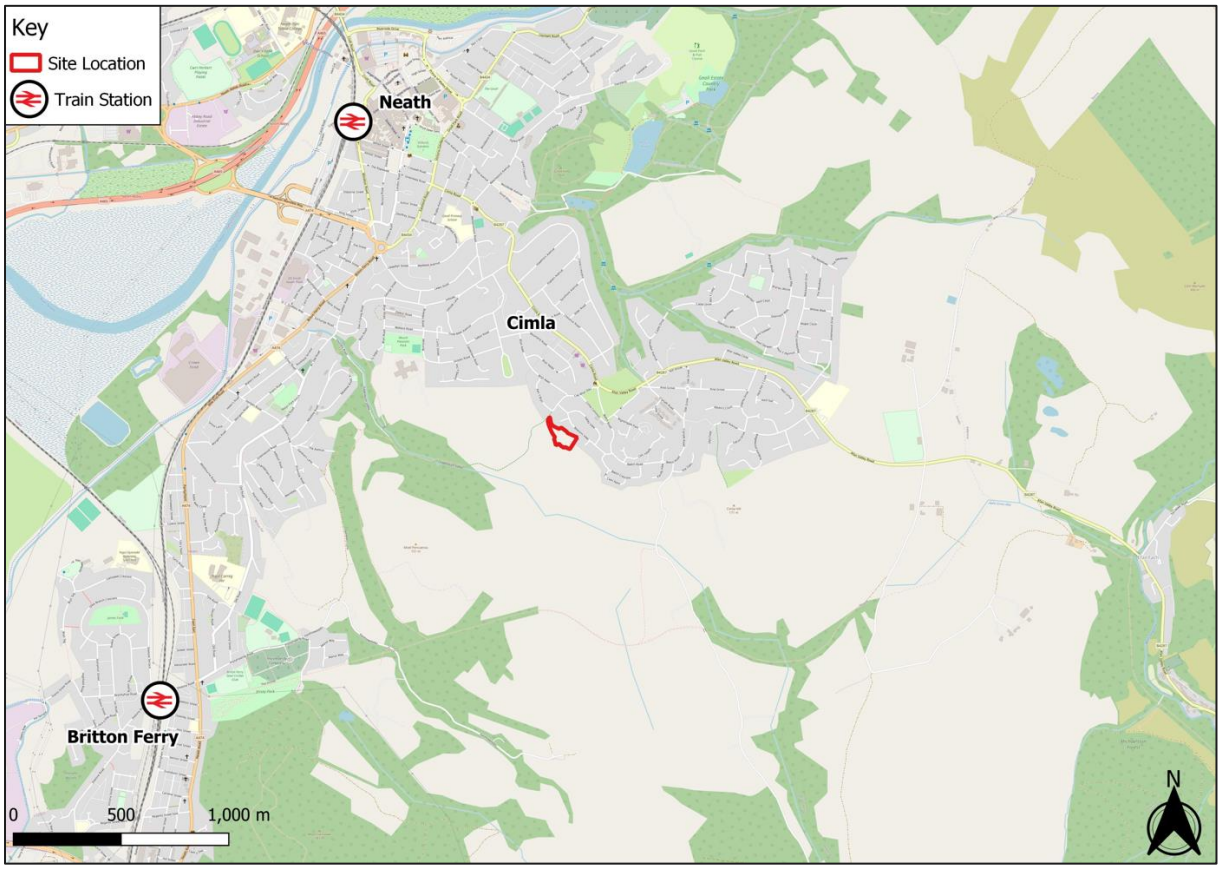
Site Location

2.2 The site is located on the southern edge of the built up village of Cimla, which in turn is a suburb of the town of Neath. It is some 1.75 southeast of Neath town centre, 6.5km north of Port Talbot and some 11km northeast of Swansea (all straight-line distance).

2.3 The site access for vehicles is proposed from Beacons View. This involves the demolition of two adjoining semi-detached properties (numbers 23 and 25) owned by the client. The site is bound by Cimla to the north and by and vacant greenfield land to the south.

2.4 **Figure 2.1** indicates the site location in its local context.

Figure 2.1 – Site Location

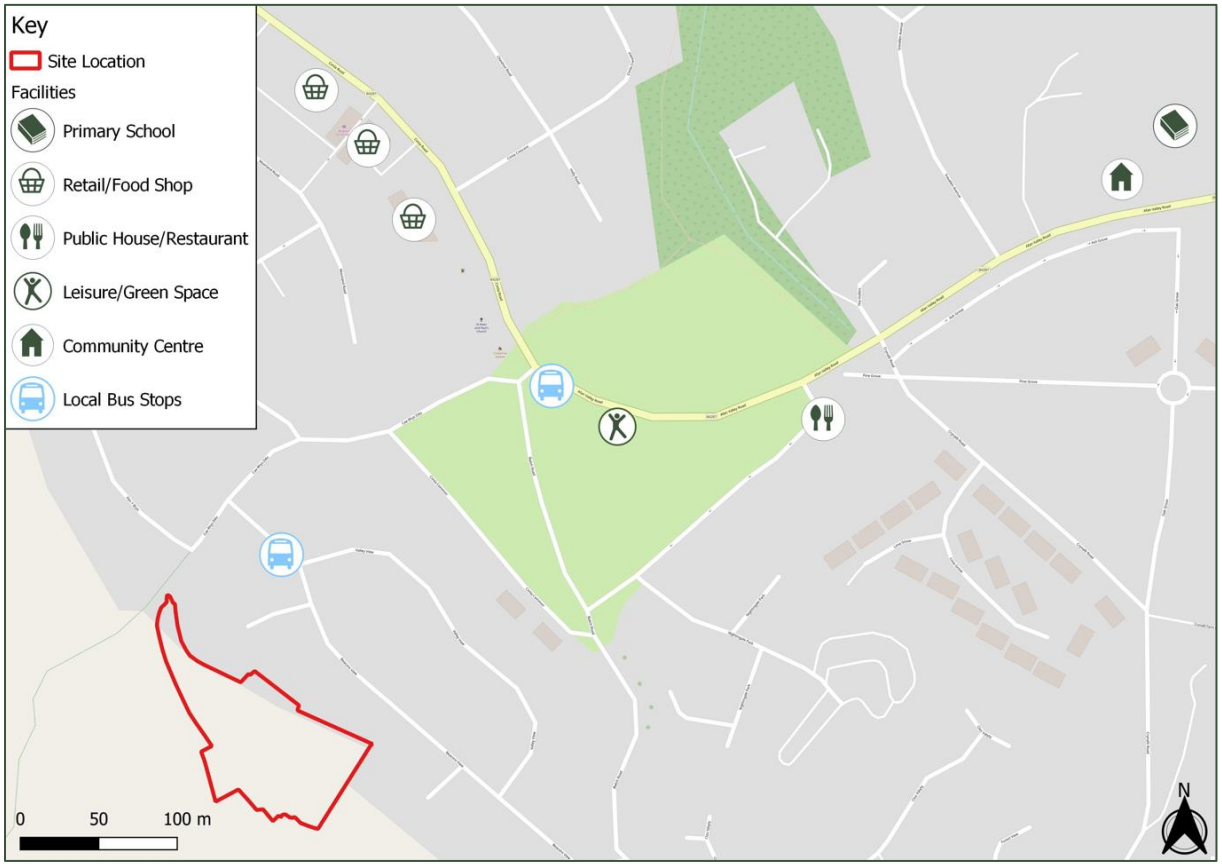


Local Facilities

2.5 The site is suitably placed to access the nearby local facilities and services within the vicinity of the site, although there are some topographical constraints which may affect some

residents' travel behaviours. Local facilities available within a 30 walking distance include an infant school primary school and comprehensive school, a supermarket and other local shops, leisure facilities, food/drink outlets, and public transport provision. The local facilities are illustrated in **Figure 2.2**.

Figure 2.2 – Local Facilities



Active Travel

2.6 New residents at the proposed development will be encouraged to undertake shorter journeys by foot or bicycle when appropriate via the Travel Plan. The location of the site is suited for the promotion of active travel journeys to local facilities and services accepting that for some users, topography may be a determining factor with regard to Active Travel.

2.7 The propensity for people to walk or cycle depends on individual preferences and circumstances. These circumstances might include, for instance, the purpose of the journey, the attractiveness of and activity along, the route, the weather, topography and the cost of alternatives.

2.8 The thrust of transport policy is to promote and encourage the choice of walking and cycling above all else where travel needs to occur. Therefore, it is both reasonable to assume that walking is a viable and growing means of travel, and that new development, such as this one, should be designed to promote and encourage it.

2.9 In practice, the distance that any individual is likely to choose to walk depends on that individual and the circumstances, but it is fair to assume that over time, given current policies

to encourage community, the propensity for individuals to walk, and to walk further, will increase.

Walking

2.10 Well-lit footways are present along Beacons View and Cae Rhys Ddu, leading towards Cimla Road (B4287). This route provides a link for pedestrians from the site to local facilities such as the Tesco and CK's, and the Fire Station bus stops which benefit from more bus services than the Beacons View stops.

2.11 Beacons view has footways along both sides of the carriageway of varying widths, but with an average of approximately 1.5m. There are no formal crossing points across the road until its junction with Cae Rhys Ddu. Here, there are dropped kerbs across the minor arm (Beacon's View), which is approximately 12m from kerb to kerb.

Photograph 2.1 – Beacons View looking towards Cae Rhys Ddu

2.12 Cae Rhys Ddu Road continues north, with the eastern footway being approximately 1.5m in width and the western footway being narrower, but raised higher than the carriageway and separated from the carriageway by a grass verge. The eastern footway terminates after approximately 40m, where dropped kerbs (which act as vehicle crossovers) provide access to the western footway.

2.13 At its junction with Bryn Awel there are no dropped kerbs, although the kerb upstands are low and would potentially allow for wheeled users (prams, wheelchairs) to mount the kerb. Cae Rhys Ddu Road then continues to the north with a continuous footway along the western side of the carriageway until it reaches Bwlch Road and Cimla Road.

Photograph 2.2 – Cae Rhys Ddu Road looking towards its junction with Bryn Awel

Photograph 2.3 – Cae Rhys Ddu Road looking towards Bwlch Road / B4287

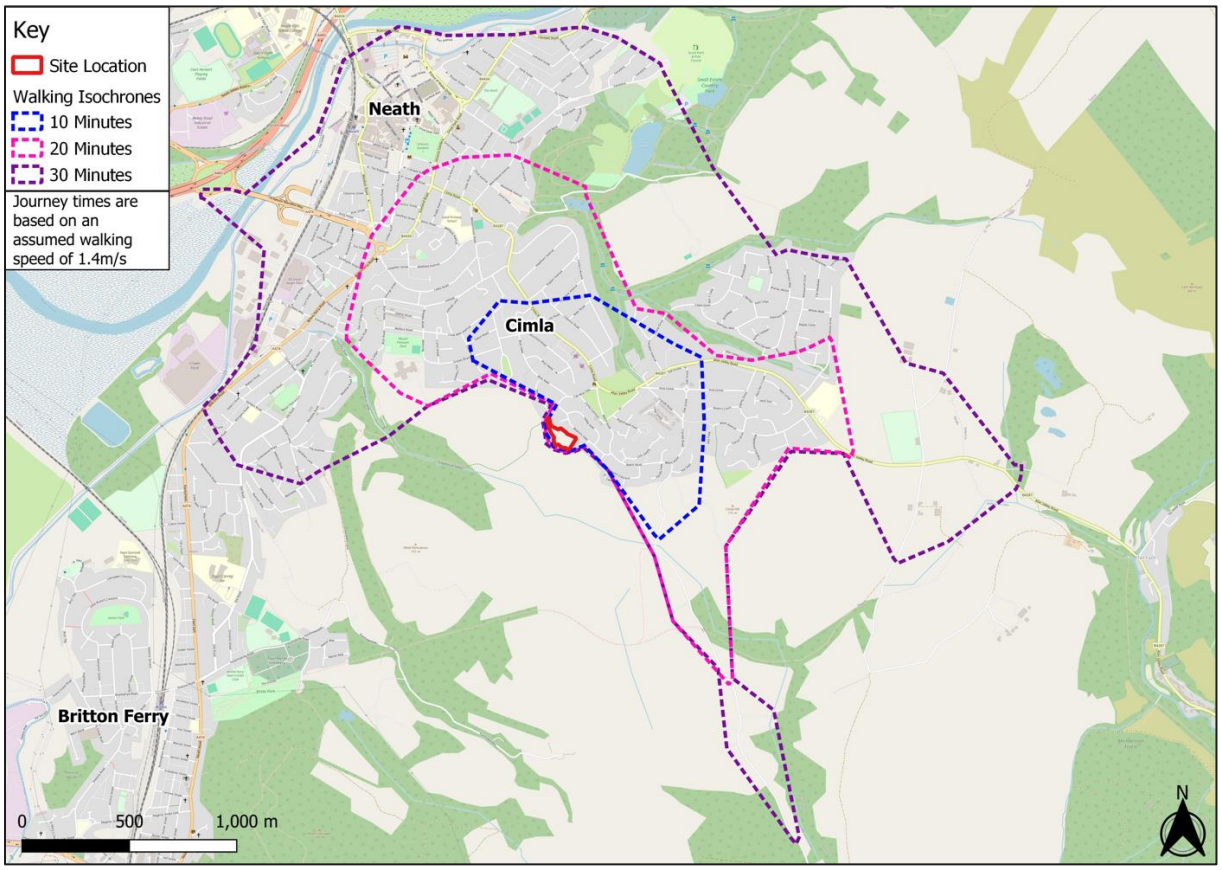
2.14 The southern end of Cae Rhys Ddu Road was the original vehicular access to the former public house The Tudor Inn. This existing route will form a second pedestrian /cycle access into the northwest corner of the proposed site.

2.15 It is noted that there are topographical constraints when walking towards the site, as the site lies towards the top of a small hill. The route from Cimla Road to the site access at Beacons View, for example, includes 21m of incline (source: Google Maps). Whilst not a major barrier to movement, this is a consideration for those who are less physically able to travel by active modes.

2.16 **Figure 2.3** sets out the indicative walking times for 10, 20 and 30 minute journeys from the centre of the site using an average walking speed of 1.4 m/s.

2.17 The retail units along Cimla Road including Tesco, CKs and the adjacent cornershop are accessible within a 10 minute walk, as are several bus stop options. Crynallt Primary School is an approximate 12 minute walk. Cefn Saeson Comprehensive School is an approximate 25 minute walk.

Figure 2.2 – 10, 20 and 30 minute indicative walking isochrones

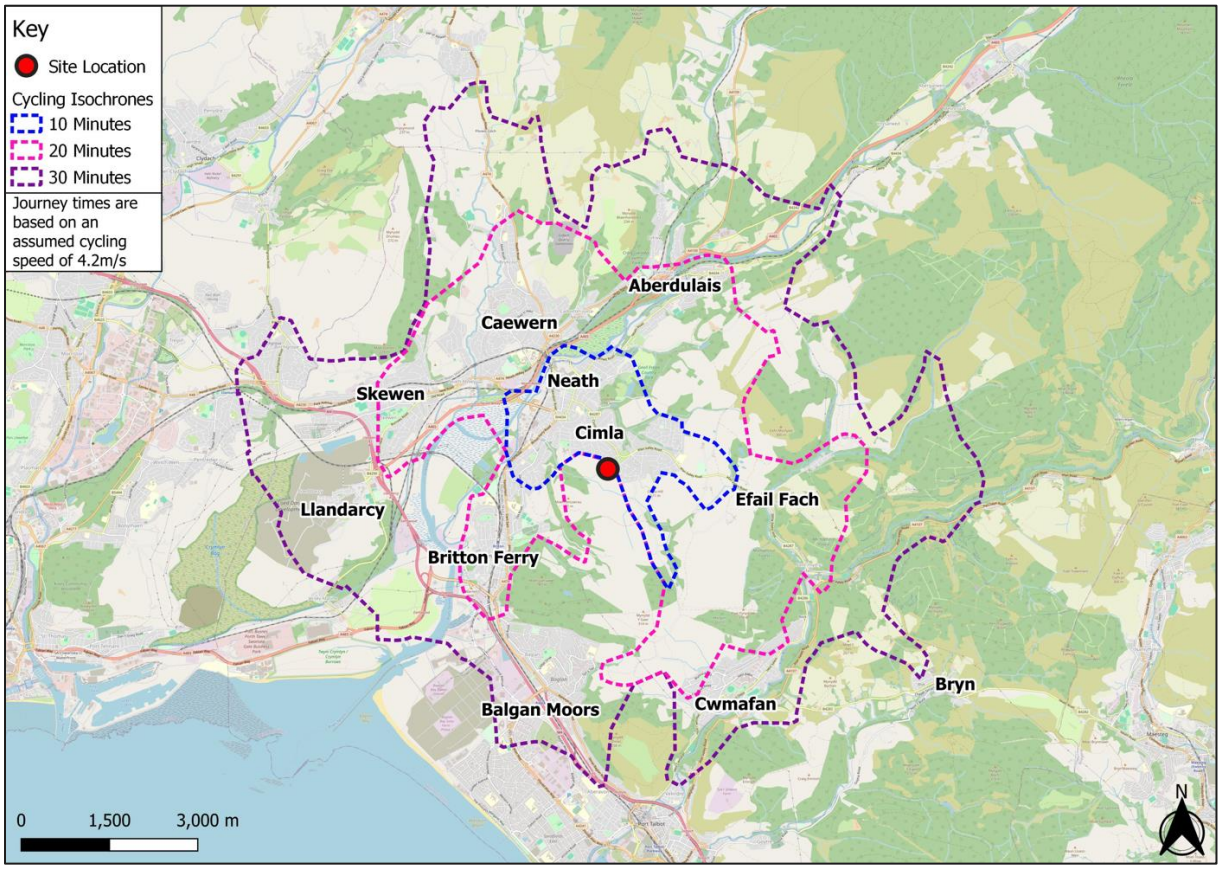


Cycling

2.18 There is no formal cycling infrastructure in the vicinity of the site. The local roads do however benefit from good forward visibility and low speeds due to the blanket 20mph residential road speed limit in Wales. These attributes create environments conducive to cycling, though it is expected that due to the lack of formal infrastructure only experienced and/or confident cyclists would use this mode to travel to and from the site. The topographical constraints may also affect travel habits for some residents.

2.19 **Figure 2.4** sets out the indicative walking times for 10, 20 and 30 minute journeys from the centre of the site using an average cycling speed of 4.2 m/s.

Figure 2.4 – 10, 20 and 30 minute indicative cycling isochrones



Future Active Travel Schemes

2.20 All local authorities in Wales have to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs).

2.21 Active Travel Network Maps show two main things:

- Existing routes – current walking and cycling routes that already meet Welsh Government active travel standards, and 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.

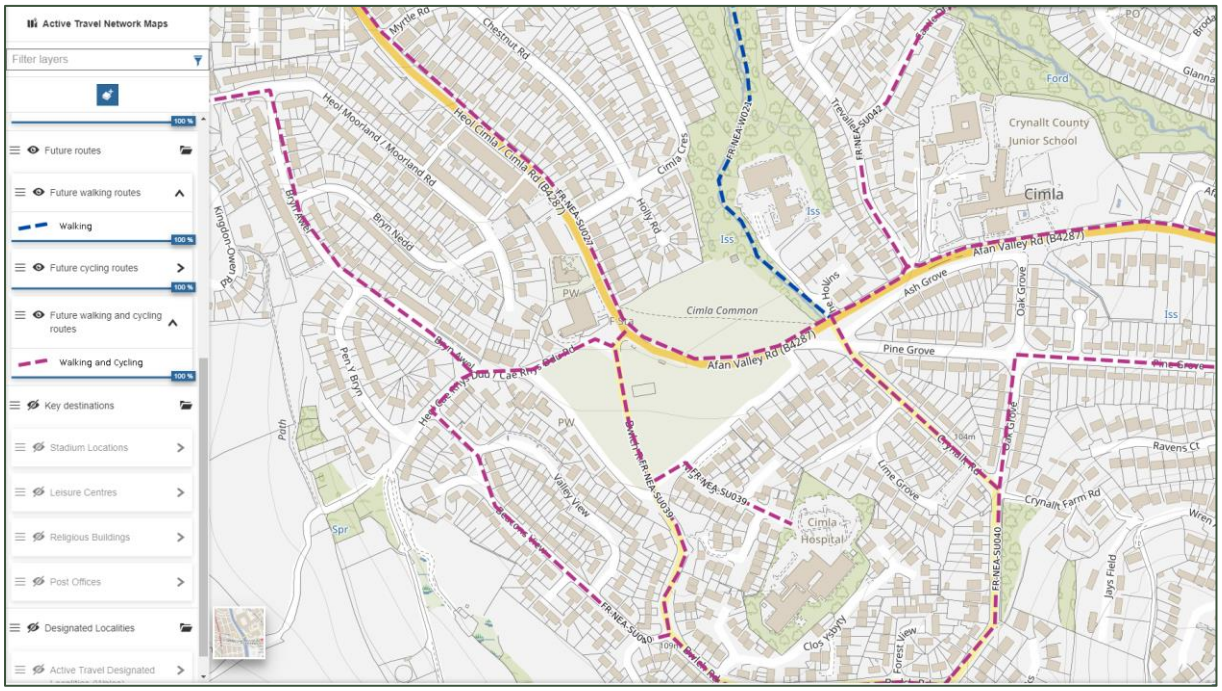
2.22 In the context of the site:

- Beacons View (ref. FR-NEA-SU040) is noted as a ‘medium term’ future ‘walking and cycling’ route;
- Cae Rhys Ddu Road (ref. FR-NEA-SU038) is noted as a ‘short term’ future ‘walking and cycling’ route;
- B4287 Cimla Road (ref. FR-NEA-SU027) is noted as a ‘medium term’ future ‘walking and cycling’ route;

2.23 It should be noted that where a future route is defined as both 'walking and cycling', this does not imply that it will be a shared use route; all options for pedestrian and cycle provision will be explored as part of the route development process.

2.24 The ATNM for Neath Port Talbot in the vicinity of the site is shown in **Figure 2.5**.

Figure 2.5 – Active Travel Network Map Extract (source: DataMapWales)



2.25 The proposed development has the potential to contribute to the improvement of these routes, and this is further explored in **Section 4**.

Public Transport

Bus

2.26 The nearest bus stops to the site are located on Beacons View. These are less than 200m from the centre of the site, accessible via the newly proposed site access and along Beacons View.

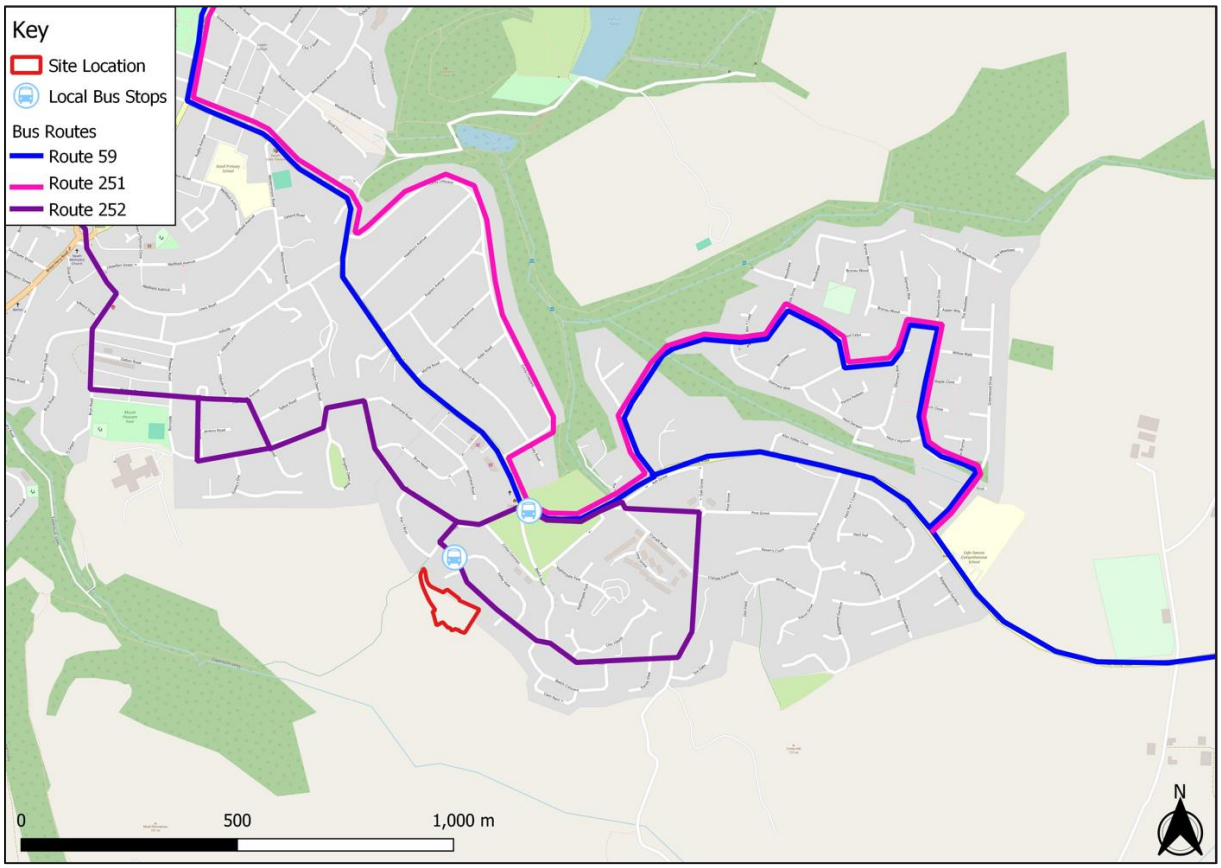
2.27 The Beacons View bus stop benefits from a shelter and small bench, a flagpole and timetable information. It is served by the 252 service (Neath via Cimla circular) operated by South Wales Transport at an hourly frequency.

2.28 The 'Fire Station' bus stops are some 450m from the centre of the site, which benefit from more a greater number of bus services serving a variety of destinations. The eastbound bus stop benefits from a shelter and timetabling information. The eastbound stop benefits from on road markings forming a bus cage and a raised kerb for access. There is a shelter with a bench and timetabling information.

Table 2.2 – Bus Times

Number	Route	First Bus	Last Bus	Average Frequency			Provider
				M-F	Sat	Sun	
Beacons View Bus Stop							
252	Neath – Neath via Cimla (circular route)	08:18	16:23	60	60	N/A	South Wales Transport
Fire Station Bus Stops							
59	Neath Victoria Gardens - Pontrhydyfen (Oakwood)	07:38	22:43	60	60	3 Daily	First Cymru
	Pontrhydyfen (Oakwood) - Neath Victoria Gardens	08:24	23:10	60	60	3 Daily	
202	Port Talbot - Neath via Maesteg	07:52	N/A	1 Daily	N/A	N/A	Forge Travel
	Neath - Maesteg - Port Talbot	14:53	N/A	1 Daily	N/A	N/A	
251	Neath - Glannant Estate - Ridgewood Gardens	08:40	17:47	60	60	N/A	South Wales Transport
	Ridgewood Gardens - Glannant Estate - Neath	08:56	17:01	60	60	N/A	
252	Neath – Neath via Cimla (circular route)	09:13	17:18	60	60	N/A	South Wales Transport
908	Croeserw - Neath College via Pontrhydyfen	08:11	N/A	1 Daily	N/A	N/A	Wilkins Travel (Port Talbot)
	Neath College - Pontrhydyfen - Croeserw	17:09	N/A	1 Daily	N/A	N/A	

Figure 2.6 – Bus Routes



Photograph 2.4 – Fire Station Bus Stops

Rail

2.29 The nearest railway station is Neath.

2.30 Neath railway station is 2.3km by foot to the northwest of the site and can be accessed on foot in 30 minutes or by bike within 8 minutes. Neath has 11 bicycle storage spaces at the station, covered by CCTV, this enables multimodal journeys, especially as part of a regular commute. The station also has 65 car parking spaces. Neath offers direct services to cities such as London, Manchester, Cardiff and Swansea, as well as more local services to Llanelli, Carmarthen, Port Talbot and Bridgend.

2.31 It is unlikely that residents of the site will regularly use Neath railway station unless as a part of a multi-modal onward journey.

Local Highway Network

Beacons View

2.32 The proposed site access is from Beacons View. Beacons View is a two-way single carriageway routing in a southeast / northwest direction to the immediate east of the site. It connects to Rhys Cae Ddu to the northwest and Bwlch Road to the southeast. It is subject to a 20mph speed limit and has a footway along both sides. It is a residential road and typically has vehicles parked on-street. It benefits from street lighting and as several tributary junctions with other residential roads. It is generally flat in gradient.

Cae Rhys Ddu

2.33 Cae Rhys Ddu Road connects Beacons View with the B4287 (via 20m on Bwlch Road). Like Beacons View it is a two-way single carriageway benefiting from street lighting and footways. It is subject to a 20mph speed limit. The northbound footway on the eastern side of the carriageway terminates 45m north of its junction with Beacons View. The eastern footway is raised above the carriageway and is separated from the carriageway by a grass verge.

2.34 At its junction with Bryn Awel, Cae Rhys Ddu Road continues northeast-bound towards the A4287. There is a continuous footway along the northern side of the carriageway at this location. The footway continues onto the B4287, whilst vehicles join Bwlch Road via a priority junction for 20m before reaching the Bwlch Road / B4387 roundabout.

2.35 The southern end of Cae Rhys Ddu Road was previously the vehicular access to the former The Tudor Inn.

B4287

2.36 The B4287 connects Pontrhydyfen with Neath and is Cimla's main through-road. It is a two-way single carriageway with street lighting and footways along both sides. To the west of the Bwlch Road / B4387 roundabout it is subject to a 30mph speed limit, whilst to the east of this roundabout the speed limit is 20mph due to the presence of schools.

Personal Injury Collison Data

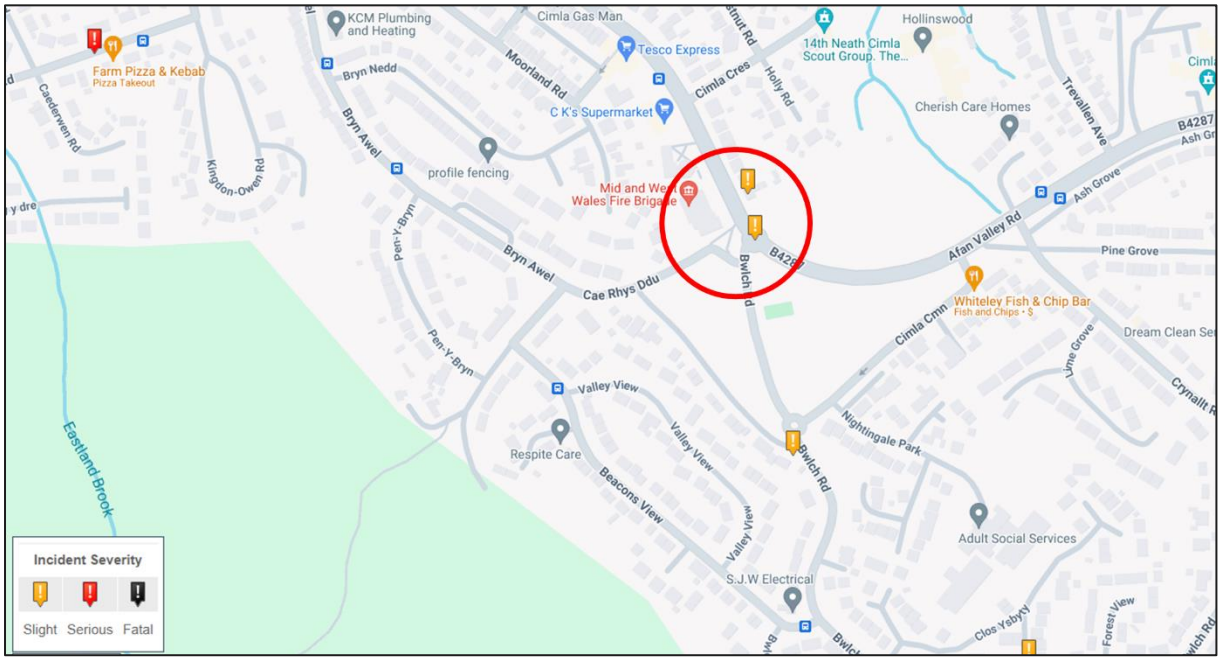
2.37 The online CrashMap database has been investigated for collisions within the vicinity of the site. CrashMap uses official data published by the Department for Transport which is based on records submitted to them by police forces. The data is updated annually each summer for the preceding year.

2.38 Just two collisions within the most recent five-year period (2018-2022) are of relevance of to the site, and both are near the Bwlch Road / B4287 roundabout as set out in **Figure 2.7**. The CrashMap reports are included at **Appendix A**.

2.39 The first collision occurred on 16/08/2020. A 'slight' collision, it involved one casualty and two vehicles. It was daylight and took place at the roundabout. Vehicle one was in the act of turning left and vehicle two was slowing down or stopping. The fronts of the two vehicles collided, resulting in a slight injury to the driver of vehicle two. The indication is that this collision was caused by driver error.

2.40 The second collision occurred on 03/11/2021. A 'slight' collision, it involved two casualties and two vehicles. It was daylight and took place at the roundabout. Vehicle one was proceeding normally along the carriageway and vehicle two was in the act of turning right. The fronts of the two vehicles collided, resulting in a slight injury to both drivers. The indication is that this collision was caused by driver error.

Figure 2.7 – Crashmap Extract



2.41 These collisions are attributable to driver error rather than the layout/geometry of the local highway network and hence any additional vehicles from the proposed the site are unlikely to have any effect on the safety of the highway network.

Summary

2.42 The site is located on the southern edge of the built up village of Cimla, which in turn is a suburb of the town of Neath. The vehicular access to the site is proposed from Beacons View. This involves the demolition of two adjoining semi-detached properties (numbers 23 and 25) owned by the client. The site is bound by Cimla to the north and by and vacant greenfield land to the south. Additional pedestrian and cycle access to the site will be provided via Cae Rhys Ddu.

2.43 Local facilities available within a 30 walking distance include an infant school primary school and comprehensive school, a supermarket and other local shops, leisure facilities, food/drink outlets, and public transport provision. It should be noted that the topography of this part of Neath could be considered to be challenging for some Active Travel users, but equally there is evidence of many people walking and cycling in this part of Neath and hence will not deter all users. An extract of a Strava Heatmap for the area, which includes all recorded activity for walking over the last 13 months from August 2024, is included at **Figure 2.8.**

Figure 2.8 – Strava Heatmap for Walking (August 2023 to August 2024)

2.44 There are good active travel links in the area in terms of footways and lit routes, though there is scope for improvement at several crossing points. The proposed development has the potential to contribute to the improvement of active travel routes as identified within the ATNMs, and this is further explored in **Section 4**.

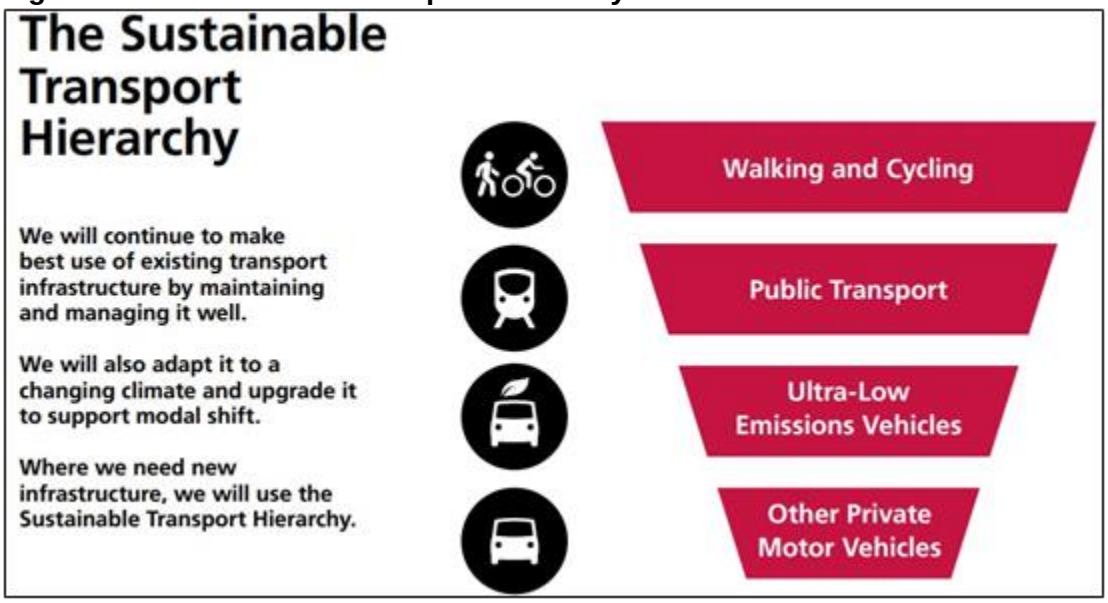
2.45 The nearest bus stops to the site are located on Beacons View. These are located less than 200m from the centre of the site, accessible via the newly proposed access and along Beacons View. 450m from the centre of the site are the Fire Station bus stops, which benefit from a greater number of bus services. It is unlikely that residents of the site will regularly use Neath railway station unless as a part of a multi-modal onward journey.

3.0 Policy Review

Introduction

3.1 This section of the report outlines the relevant policies for development and transport in Wales, which are cognisant of one another and follow a common theme; moving towards carbon reduction in the promotion of communities, virtual and active mobility, followed by public transport with private vehicles at the bottom of the hierarchy. This is shown in **Figure 3.1.**

Figure 3.1 – Sustainable Transport Hierarchy



National Policy

Planning Policy Wales (Edition 11) February 2021

3.1 Planning Policy Wales (Edition 12) (PPW12) outlines the land use planning policies of the Welsh Government with a presumption in favour of sustainable development. The primary objective of PPW12 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."

3.2 PPW12 sets out a transport hierarchy favouring active travel movements. This hierarchy is supported by a requirement for development proposals to maximise accessibility by active travel and public transport.

3.3 Section 3 of PPW highlights the significant of the planning system in decarbonisation and reducing the impacts of climate change.

3.4 Regarding movement, and specifically accessibility, PPW states that:

"Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys".

3.5 Section 4 of PPW concerns Active and Social places. It asserts that Active and Social Places are those which provide well-connected cohesive communities. It further states that a 'Resilient Wales' is supported by promoting well-connected infrastructure.

3.6 Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.

Future Wales: The National Plan 2040 (February 2021)

3.7 Future Wales: The National Plan 2040 is a National Development Framework for Wales. It influences all levels of the planning system in Wales and will help to shape Strategic and Local Development Plans prepared by councils and national park authorities.

3.8 One of the main challenges facing Wales is climate change. The document highlights the importance of reducing emissions to protect well-being and to demonstrate global responsibility. The planning system needs to focus on delivering a decarbonised and resilient Wales through the places that are created, the energy generated and the natural resources and materials that are used and how people live and travel.

3.9 In keeping with the themes within Future Wales, Welsh Government have produced a document called 'COVID-19 Reconstructions: Challenges and Priorities' (October 2020). This document sets out how people are using and will continue to us places differently, travelling less and spending more time working from home. Welsh Government is encouraging an increase in remote working and has set a long-term ambition for 30% of the Welsh workforce to work away from a traditional office, beyond the covid-19 pandemic and for the long-term. This is intended to help town centres and urban areas reduce congestion and cut carbon emissions. The planning system must therefore respond to these changes an contribute to a sustainable recovery, shaping places around a vision for healthy and resilient places.

Wales Transport Strategy, Llwybr Newydd (November 2020)

3.10 This document is a draft strategy for the future of transport in Wales and sets out the ambitions for the next 20 years and Welsh Government's priorities for the next 5 years. Consultation on the draft strategy ended on 25th January 2021.

3.11 The document has been drafted in the context of the COVID-19 pandemic and therefore sets out the long-term direction for transport in Wales but also recognises the need to continue to respond to a plan for the immediate impacts of COVID-19 on transport and on people's lives.

3.12 The long-term ambition for the strategy is for a transport system that contributes to a more equal and a healthier Wales and ensure that there are fewer physical, economic, social and attitudinal barriers that prevent people from walking, cycling or using public transport. Priorities include growing public transport use; providing safe, accessible, well-maintained and managed transport infrastructure; making sustainable transport more attractive and affordable; and supporting innovations that deliver more sustainable choices.

Figure 3.2 – Wales Transport Strategy Priorities and Ambitions

Technical Advice Note 18 (Transport)

3.13 The Advice Note (TAN 18) elaborates on the relationship between land use planning and transport infrastructure by outlining a range of key accessibility principles that should inform future patterns of development.

3.14 In the case of new residential development, sites that are accessible to jobs, shops and services by modes other than the car and are afforded sufficient capacity on public transport services are favoured.

3.15 TAN 18 advises that development plans should afford priority to the following:

- promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme or is a firm proposal in the Regional Travel Plan;
- ensure that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;
- include policies and standards on densities, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;
- encourage residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph zones and where appropriate, layouts that allow public transport to pass through easily; and

- Require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.

Well-being of Future Generations (Wales) Act 2015

3.16 Wales faces several challenges now and, in the future, such as climate change, poverty, health inequalities and jobs and growth.

3.17 The Well-being of Future Generations Act puts in place seven well-being goals that will help to tackle these challenges. The Act makes it clear the listed public bodies must work to achieve all of the goals, not just one or two.

3.18 In terms of the impact of the goals on develop and travel, the first goal of 'A Prosperous Wales' recognises the need for an innovative, productive and low carbon society and is somewhat all- encompassing of the other goals and the need for sustainable travel options and low carbon communities.

Active Travel (Wales) Act 2013 (October 2013)

3.19 The Active Travel (Wales) Act aims to make it easier for people to walk and cycle in Wales and makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the WG and local authorities to promote walking and cycling as a mode of transport.

3.20 By connecting key sites such as workplaces, hospitals, schools and shopping areas with active travel routes, the Act will encourage people to rely less on their cars when making short journeys and make implementing successful Travel Plans easier.

Active Travel Act Guidance (July 2021)

3.21 The Active Travel Act Guidance was first published in July 2021 and is issued using the powers of the Welsh Ministers to give guidance under sections 2(6), 2(9), 3(4), 4(5), 5(2) and 7(2) of the Active Travel Act.

3.22 The act requires local authorities in Wales to produce maps of walking and cycling networks, and to deliver year on year active travel improvements along the mapped routes and their related facilities. These routes should be coherent, direct, safe, comfortable and attractive. The maps shall now be known as Active Travel Network Maps (ATNM) – showing existing routes and future routes which shall combine the Existing Routes Map and the Integrated Network Map required by the act.

3.23 As well as creating the infrastructure, the act includes provision for making people aware of the existing and future routes through the publication of the maps and for the promotion of active travel as a means of transport.

3.24 The active travel network is designed to serve everyday journeys. These are also known as utility journeys – trips with a purpose rather than purely for leisure. Examples of destinations which can be considered to form an everyday or utility journey include; school or other educational establishments, local shops, employment sites, healthcare facilities, and other destinations people travel to for a purpose.

3.25 **Table 3.1** is an extract from the guidance which provides a guide for network development in relation to reasonable distances that would be travelled by each respective mode for everyday journeys.

3.26 Two out of every three journeys are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school.

3.27 The guidance further states that developments that do not adequately make provision for walking and cycling should not be approved. This may include adequate off-site improvements for pedestrians and cyclists using existing highways that are affected by the development. The site has the potential to provide excellent cycle links allowing for residents of the site to connect with the local area, as well as providing active travel benefits for the existing community.

Table 3.1 – Active Travel Guidance

	Less than 1km	Up to 3km	Up to 5km	Up to 8km	Up to 12km	Up to 24km
	Many users	Many users	Some users	Few users	Few users	Few users
	Many users	Many users	Many users	Many users	Some users	Few users
	Many users	Many users	Many users	Many users	Some users	Some users

30% Work from Home Target

3.28 A Briefing Paper was published by the independent Wales Fiscal Analysis (WFA), a research body within Cardiff University's Wales Governance Centre in July 2020, two months before the Welsh Government announced its target of 30% working from home in September 2020.

3.29 The paper outlines how 39.9% of Welsh jobs could be done from home and 65.5% of employees have reported that they were able to produce more work per hour working from

home during COVID- 19, and therefore they would like to continue working mainly from home in the future. This indicates that there is both potential and desire for a proportion of the population to continue working from home after COVID-19, whether that be full time or shared between home working and a traditional work environment. As such, the Welsh Government aspiration of 30% working from home is both realistic and appears achievable.

3.30 A step-change in home working is already happening, with many large companies publicly reducing office or desk space for employees on the basis than many or all will continue to work flexibly in the UK (for example KPMG, HSBC, Lloyds Banking Group, Unilever).

Local Policy

Neath Port Talbot County Borough Council Adopted Local Development Plan (LDP) (2011-2026)

3.31 The Neath Port Talbot LDP sets out a transport strategy which seeks to improve connectivity within and around the country borough through means of promoting active travel, improving bus and rail services and ultimately reducing the reliance on use of a private car.

3.32 The Plan identifies that the urban town of Neath is one of the country's most sustainable settlements because there is the greatest potential for reducing the need to travel due to colocation of houses, jobs, shops, facilities and public Transport.

3.33 The LDP sets out its transport-based objectives, which are:

- Increase accessibility, promote active travel and encourage a shift to more sustainable modes of transport for people.
- Reduce impacts of traffic growth and congestion and promote the efficient and effective use of the transport network.
- Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:
- The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;
- Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;
- The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;
- Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.

3.34 Walking, cycling, and public transport play an important role in reducing the number of shorter journeys taken by car and contribute towards the Plan's aim to provide a sustainable and more integrated transport network. Where appropriate, new developments will be required to demonstrate how they connect to existing, adjacent settlements.

Summary

3.35 The site accords with national and local policy and aims, by virtue of its location within the immediate residential community of Cimla, to encourage active and sustainable modes of travel over private vehicle use.

4.0 Development Proposals

Overview

4.1 The proposed development comprises 22 residential dwellings and a new vehicular access via Beacons View. Two existing dwellings on Beacons View will be demolished to create an access to the site hence the net increase in dwelling numbers will be +20.

4.2 The site layout is set out in **Figure 4.1.** it is also included at **Appendix B**.

Figure 4.1 – Proposed Site Layout

4.3 The overall makeup of the 22 affordable homes is as follows:

- **10** x 1-bed apartments
- **8** x 2-bed houses
- **2** x 3-bed houses
- **2** x 4-bed houses

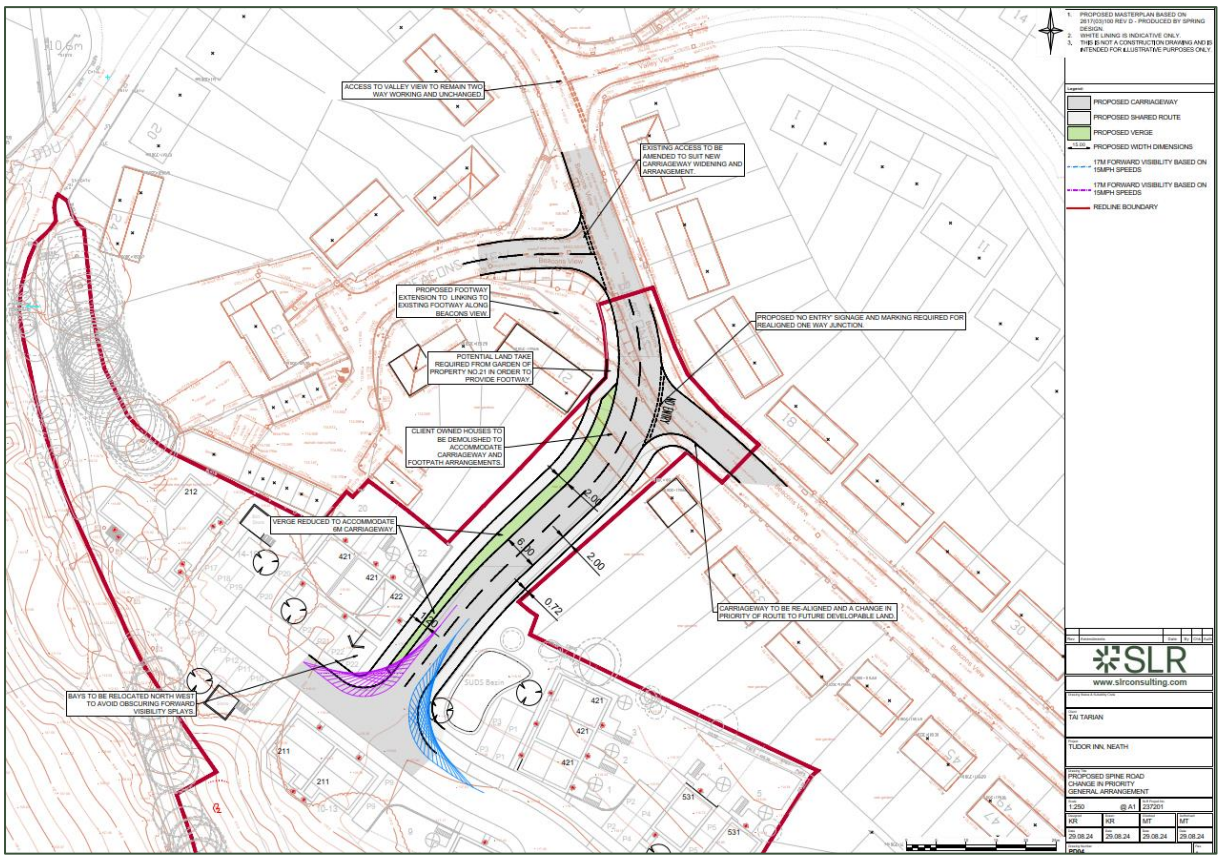
4.4 The overarching concept is to create an extension to the existing residential area which surround the site and to provide affordable housing in line with the aims of the LDP.

Access by All Modes

4.5 It is proposed to create a new access to connect the site to Beacons View. This is as set out in **Figure 4.3**. The drawings are included at **Appendix C**

4.6 The proposed site access has also been subject to an independent Stage 1 Road Safety Audit (RSA) which is included at **Appendix D**. The RSA notes that no uncontrolled pedestrian crossings have been provided in the design which could cause collisions between vehicles and pedestrians. This will be factored into the scheme design moving forwards.

Figure 4.3 – Proposed Site Access



4.7 It is proposed to:

- Demolish two semi-detached houses owned by the client to make way for the new access road;
- Change the priority of Beacons View to serve vehicles entering and egressing the proposed site;
- Convert Beacons View to the east of the site access to one-way (westbound only);
- Have No Entry signage at the realigned one-way junction
- Include 2m footways to link the internal sites footways to the existing provision along Beacon's View;
- Amend the existing access to Beacons View numbers 5-19 to suit the new carriageway widening and alignment;

- To retain Valley View as two-way working, but for the southeastern junction to be No-Entry from Beacons View;
- Include a build-out along Beacons view to the southeast with one-way signage, indicating the start of the one-way zone.

Walking and Cycling

4.8 The site has been designed to ensure that it is accessible for pedestrians. The internal footways will connect to the existing provision along Beacons View. A footway/cycleway linkage will be provided from the northwest end of the site to Cae Rhys Ddu. This is set out within the site layout at **Figure 4.1**

4.9 Cycle parking will be provided in line with the Neath Port Talbot County Borough Council Parking Standards Supplementary Planning Guidance (SPG) (2016). The SPG notes that cycle parking should be located in a safe, secure and convenient location. Access will be via the same vehicular and pedestrian access.

4.10 As set out in Section 2, all local authorities in Wales have to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs).

4.11 In the context of the site:

- Beacons View (ref. FR-NEA-SU040) is noted as a ‘medium term’ future ‘walking and cycling’ route;
- Cae Rhys Ddu Road (ref. FR-NEA-SU038) is noted as a ‘short term’ future ‘walking and cycling’ route;
- B4287 Cimla Road (ref. FR-NEA-SU027) is noted as a ‘medium term’ future ‘walking and cycling’ route;

4.12 A site visit was undertaken on 23/08/2024, and locations for potential improvement along these routes were noted. These are set out as bullet points and the locations are illustrated in **Figure 4.3**.

4.13 It should be noted that the site visit was undertaken between 10am-12pm, in clear weather. Observed traffic flows were low with variable speeds. Pedestrian movements were observed including those with wheelchairs and prams, and cyclists were observed traveling on road along Cae Rhys Ddu, Bryn Awel and the B4287.

4.14 Potential Improvements:

- Tactile paving and dropped kerbs at the Beacons View / Beacons View 5-19 junction, on the western side;
- Tactile paving and dropped kerbs at the Beacons View / Valley View junction;
- Tactile pacing at the Beacons View / Cae Rhys Ddu Road junction on the Beacons View arm, where there are currently dropped kerbs, and tactile paving on the northwestern side of Cae Rhys Ddu
- Tactile paving and dropped kerbs across Bryn Awel at the Cae Rhys Ddu Road / Bryn Awel junction, and;

- Tactile paving and dropped kerbs at the Cae Rhys Ddu Road / Cimla Common junction.

Figure 4.3 – Potential Active Travel Improvement Locations

4.15 These improvements can form part of the overall S106 discussions for the site as contributions towards Active Travel which align with NPT's Active Travel Network Maps (ATNM).

Delivery and Servicing

4.16 Delivery and Servicing for the site will be via the proposed vehicular access from Beacons View. All properties will be accessible from the main internal site road, and a turning head will be provided at the end of this road to accommodate reverse manoeuvres. Swept Path Analysis for a refuse vehicle has been undertaken and is included at **Appendix D**.

5.0 Trip Generation

Overview

5.1 This section provides the trip generation assessment associated with the proposed development of 22 residential dwellings, to identify the potential expected trips that the development could generate on a regular weekday basis. The online TRICS database is used to obtain the relevant trip rates.

5.2 TRICS is a database of trip generation from a wide variety of land uses (retail, employment, leisure etc.) across the UK. Traffic surveys are carried out to measure how many people travel to a site, by mode and what time of day. The purpose of the database is to provide an estimate of likely trip generation to/from a land use, by comparing it with trip generation from existing comparative sites of the same land use.

Trip Generation

5.3 An assessment of the trip generation has been undertaken for the site using the industry TRICS database. For the selection of data, residential sites have been selected based on similar characteristics as the proposed development at Land at Former Tudor Inn, Cimla. The parameters used are:

- Main land use 03 – Residential.
- Sub land use M – Mixed Private / Affordable Housing.
- Trip rate type – Multi Modal.
- Regions – Great Britain (Excluding Greater London).
- Location type – Suburban / Edge of Town.
- No. of Dwellings (range) – 9 to 80 units.
- Date Range – 01/01/2016 to 20/09/2023
- Weekday Surveys Only

5.4 The selected sites include a range of pre and post-Covid 19 surveys in order to provide a balanced overview of the trips potentially associated with the site.

5.5 The ‘mixed private / affordable housing’ sub land use has been used due to a lack of suitable sites within the ‘affordable housing’ land use. Between 2010-present there are only 3 suitable sites. This does not provide an acceptable forecast for the proposed development.

5.6 A full copy of the TRICS output report is provided in **Appendix E**.

Vehicle Trips

5.7 The residential development is proposed to accommodate 22 residential dwellings.

5.8 The total vehicle trip rates are set out in **Table 5.1**. The total trip rates for the AM peak and the PM peak hours for arrivals and departures have been summarised, alongside the total daily trip rate, to calculate total vehicle trip figures.

Table 5.1 – Total Vehicle Trip Rates (per dwelling)

Time Period	Arrivals	Departures	Two-Way
07:00-08:00	0.062	0.264	0.326
08:00-09:00	0.111	0.308	0.419
09:00-10:00	0.162	0.175	0.337
16:00-17:00	0.264	0.122	0.386
17:00-18:00	0.263	0.145	0.408
18:00-19:00	0.255	0.143	0.398
Daily 07:00-19:00	2.175	2.248	4.423

5.9 The total vehicle trip rates in **Table 5.1**, which are per dwelling, have been multiplied by the proposed number of dwellings, i.e., 22. This gives the total vehicle forecast as set out in **Table 5.2**.

Table 5.2 – Forecast Total Vehicle Trips (22 Dwellings)

Time Period	Arrivals	Departures	Two-Way
07:00-08:00	1	6	7
08:00-09:00	2	7	9
09:00-10:00	4	4	7
16:00-17:00	6	3	8
17:00-18:00	6	3	9
18:00-19:00	6	3	9
Daily 07:00-19:00	48	49	97

5.10 As set out in **Table 5.2**, the proposed development is forecast to produce just nine two-way trips in both the AM and PM peak periods. Across the day, i.e., a 12 hour period (07:00-19:00), the proposed development is forecast to generate up to 97 two-way vehicle trips.

5.11 This trip forecast does not account for either the removal of the existing two properties on Beacons View or the former use of the site as a public house.

Multi-Modal Trips

5.12 The TRICS database also provides a breakdown of trips by different modes, using the same parameters as set out previously.

5.13 The total multi-modal trip rates are set out in **Table 5.3**. The total trip rates for the AM peak and the PM peak hours for arrivals and departures have been summarised, alongside the total daily trip rate, to calculate total multi-modal trip figures.

Table 5.3 – Total Multi Modal Trip Rates (per dwelling)

Mode:	08:00-09:00			17:00-18:00		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Vehicles	0.111	0.308	0.419	0.263	0.145	0.408
Walking	0.057	0.161	0.218	0.071	0.064	0.135
Cycling	0	0.014	0.014	0.007	0.003	0.01
Public Transport	0	0.017	0.017	0.016	0.004	0.02

5.14 The total multi-modal trip rates in **Table 5.3**, which are per dwelling, have been multiplied by the proposed number of dwellings, i.e., 22. This gives the total multi-modal trip forecast as set out in **Table 5.4**.

Table 5.4 – Forecast Total Multi-Modal Trips (22 Dwellings)

	08:00-09:00			17:00-18:00		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Vehicles	2	7	9	6	3	9
Walking	1	4	5	2	1	3
Cycling	1	1	1	1	1	1
Public Transport	1	1	1	1	1	1

*Table is subject to rounding discrepancies. Totals less than 1 have been rounded up.

5.15 As set out in **Table 5.4**, the proposed development is forecast to produce five two-way walking trips in the AM peak and three two-way walking trips in the PM peak. There is one forecast trip by bike and one forecast trip by public transport in each peak period.

5.16 Across the day, i.e., a 07:00-19:00 period, the proposed development is forecast to generate up to 97 two-way vehicle trips.

5.17 The daily multi-modal trips, using the same methodology and dataset, are set out in **Table 5.5**.

Table 5.5 – Daily Multi-Modal Trips

Mode:	Daily Multi-Modal Trip Rates			Daily Multi-Modal Forecast Trips		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Vehicles	2.175	2.248	4.423	48	49	97
Walking	0.734	0.723	1.457	16	16	32
Cycling	0.067	0.068	0.135	1	1	3
Public Transport	0.073	0.072	0.145	2	2	3

5.18 On a daily basis the proposed development is forecast to generate 32 trips by foot, three trips bike and three trips by public transport.

Trip Generation Summary

5.19 The proposed development is forecast to produce just nine two-way trips in both the AM and PM peak periods. Across the day, i.e., a 07:00-19:00 period, the proposed development is forecast to generate up to 97 two-way vehicle trips. This does not account for the removal of two existing dwellings on Beacons View and nor does the trip forecasting account for any previous trip generation from the former Public House on the site.

5.20 It is forecast to produce five two-way walking trips in the AM peak and three two-way walking trips in the PM peak. There is one forecast trip by bike and one forecast trip by public transport in each peak period.

5.21 On a daily basis the proposed development is forecast to generate 32 trips by foot, three trips by bike and three trips by public transport.

Conclusion

5.22 This level of forecast vehicle trip generation will have no perceptible impact on users of the local highway network. There is therefore no need for further analysis including distribution and highway impact assessment(s).

6.0 Summary

Summary

6.1 SLR consulting Ltd is appointed by Tai Tarian Ltd to provide highways and transport advice in relation to the proposed development of 22 dwellings on the site known as Land at Former Tudor Inn, Cimla. The site is bound by Cimla to the north and by and vacant greenfield land to the south.

6.2 Local facilities available within a 30 walking /cycling distance include an infant school primary school and comprehensive school, a supermarket and other local shops, leisure facilities, food/drink outlets, and public transport provision.

6.3 There are good active travel links in the area in terms of footways and lit routes, though there is scope for improvement at several crossing points. The proposed development has the potential to contribute to the improvement of active travel routes as identified within the Council's Active Travel Network Maps. There are several bus stops within the vicinity of the site with a range of services providing access to local destinations.

6.4 There are no road safety concerns in the vicinity of the site based on the available PIC data.

6.5 Despite some challenging topography which will not be suitable for all Active Travel users, the site accords with national and local policy and aims to encourage active and sustainable modes of travel over private vehicle use.

6.6 It is proposed to create a new access to connect the site to Beacons View. The proposed site access has been subject to a Stage 1 RSA. The site has been designed to ensure that it is highly accessible for pedestrians. The internal footways will connect to the existing provision along Beacons View and an additional footway/cycleway connection will be provided from the site to Cae Rhys Ddu

6.7 Delivery and Servicing for the site will be via the proposed vehicular access from Beacons View. All properties will be accessible from the main internal site road, and a turning head will be provided at the end of this road to accommodate reverse manoeuvres.

6.8 The proposed development is forecast to produce just nine two-way vehicle trips in both the AM and PM peak periods. Across the day, i.e., a 07:00-19:00 period, the proposed development is forecast to generate up to 97 two-way vehicle trips which is not considered to be detrimental to the local highway network and nor does this account for the existing two properties on Beacon View which will be demolished to create a new access into the site

6.9 It is forecast to produce five two-way walking trips in the AM peak and three two-way walking trips in the PM peak. On a daily basis the proposed development is forecast to generate 97 trips by vehicle, 32 trips by foot, three trips bike and three trips by public transport.

Conclusion

6.10 The site is in a sustainable location and accords within national and local policy. There is no reasons for refusal on highways grounds.

Appendix A Crashmap Data

Land at Former Tudor Inn

Cimla

Tai Tarian Ltd

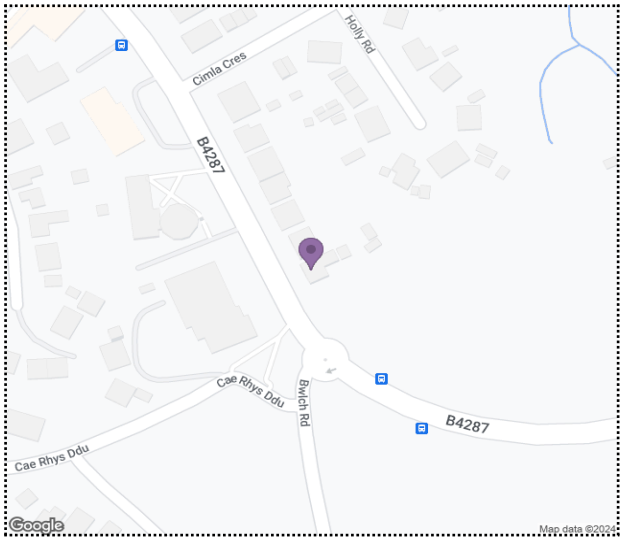
SLR Project No.: 407.064719.00001

30 August 2024

crashmap.co.uk

Validated Data

Crash Date:	Sunday, August 16, 2020	**Time of Crash:**	09:20:00	**Crash Reference:**	2020622000735
Highest Injury Severity:	Slight	**Road Number:**	B4287	**Casualties:**	1
Highway Authority:	Neath Port Talbot			**Vehicles:**	2
Local Authority:	Neath Port Talbot			**OS Grid Reference:**	276224 196285
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date: Sunday, August 16, 2020 **Time of Crash:** 09:20:00 **Crash Reference:** 2020622000735

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	16 - 20	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Car (excluding private hire)	1	Female	26 - 35	Vehicle is slowing down or stopping	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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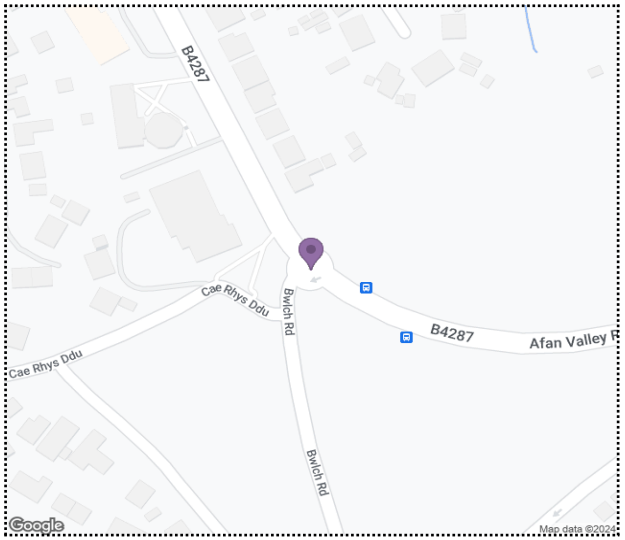
crashmap.co.uk

Validated Data

Highest Injury Severity:	Slight	**Road Number:**	B4287	**Casualties:**	2
Highway Authority:	Neath Port Talbot			**Vehicles:**	2
Local Authority:	Neath Port Talbot			**OS Grid Reference:**	276229 196247
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	1	Female	16 - 20	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	3	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Appendix B Site Layout

Land at Former Tudor Inn

Cimla

Tai Tarian Ltd

SLR Project No.: 407.064719.00001

30 August 2024

N

Site key

- Site Boundary(Gross Area - Acres 1.92)
- 1.8 m High close boarded timber fence
- SW — 1.8m High brick screen wall with brick piers
- Indicates potential locations for mature tree planting
- Houses in Tai Tarian Ownership
- Rotary Line
- Cycle Store
- Bin Store

Schedule of Accommodation

Affordable

Ref	Description	M²	No.
211	1 Bed Apartment	53	4 No.
212	1 Bed Apartment	53	6 No.
421	2 Bed	83	6 No.
422	2 Bed	83	2 No.
531	3 Bed	93	2 No.
641	4 Bed	110	2 No.
		Total Affordable	22 No.

Landscape Key

- Public facing soft landscaping managed by management company
- Public facing private frontage managed by residents
- Private rear gardens managed by residents

Surface Treatments

- Adoptable Road to be finished in tarmacadam
- Adoptable footpaths to be finished in tarmacadam
- Private Drives & Parking spaces to be finished in tarmacadam
- Private footpaths & patios to be finished in concrete paving slabs

A2
Original sheet size

Rev	Date	By	CHK	Description
A	10.04.24	CC		Sheds, rotary lines, rear paths, bin store & cycle stores added
B	07.08.24	CC		Layout amended to retain trees
C	12.08.24	CC		Layout photo-shopped

Client: Tai Tarian

Project: Tudor Inn Cimla

Drawing Title: Site Layout

Drawing Status:	Date:	Drawn By:	Checked:	Director:	Scale:	Job No:	Drawing No.	Rev.
PAC SUBMISSION	March 24	cc	cw	cc	1/500 @ A2	2617	(03) 100	C

spring design
Unit 2 Chapel Barns | Merthyr Mawr | Bridgend | CF32 0LS
t: 01656 656267 e:mail@spring-consultancy.co.uk

Appendix C Proposed Site Access

Land at Former Tudor Inn

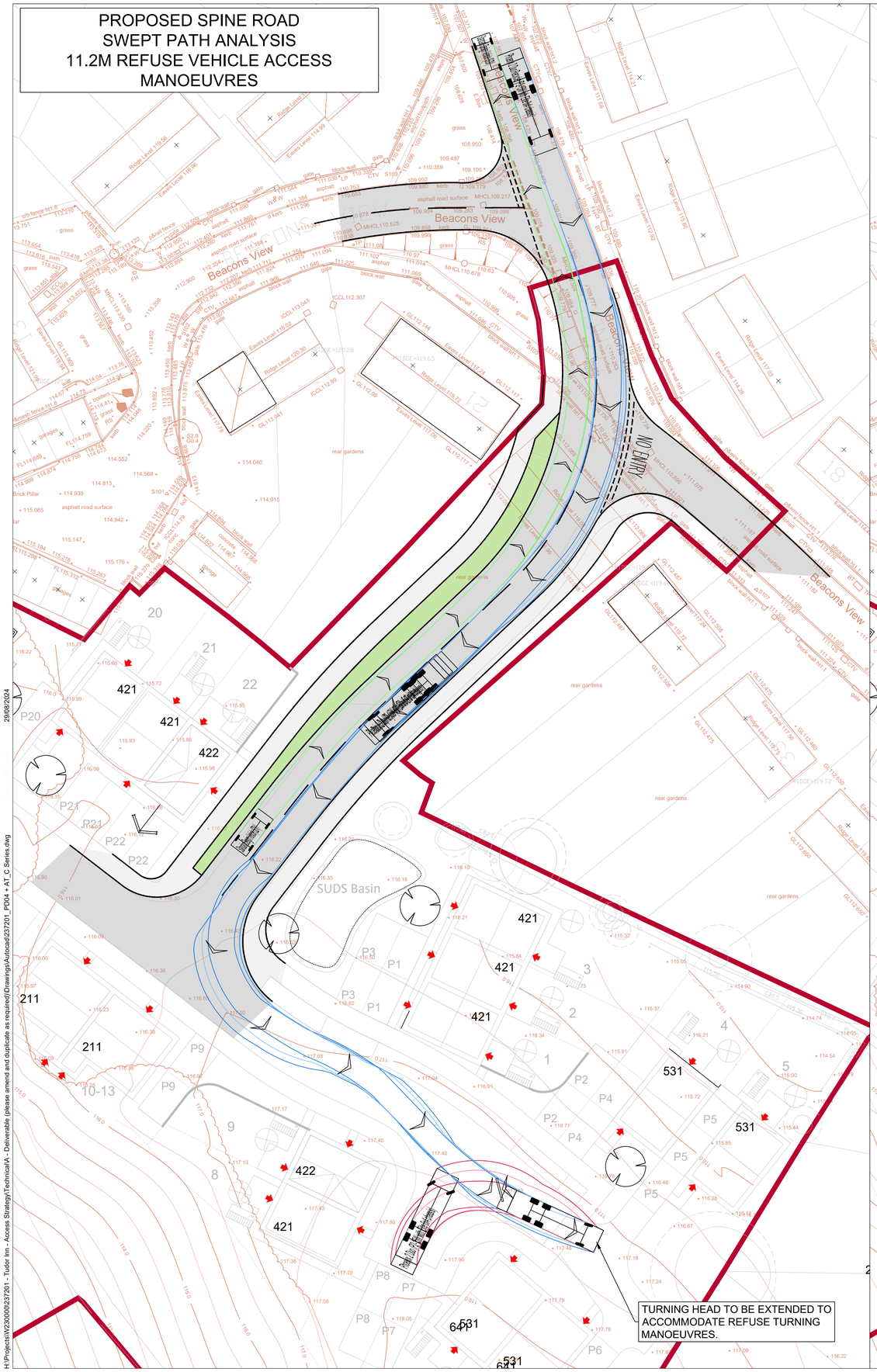
Cimla

Tai Tarian Ltd

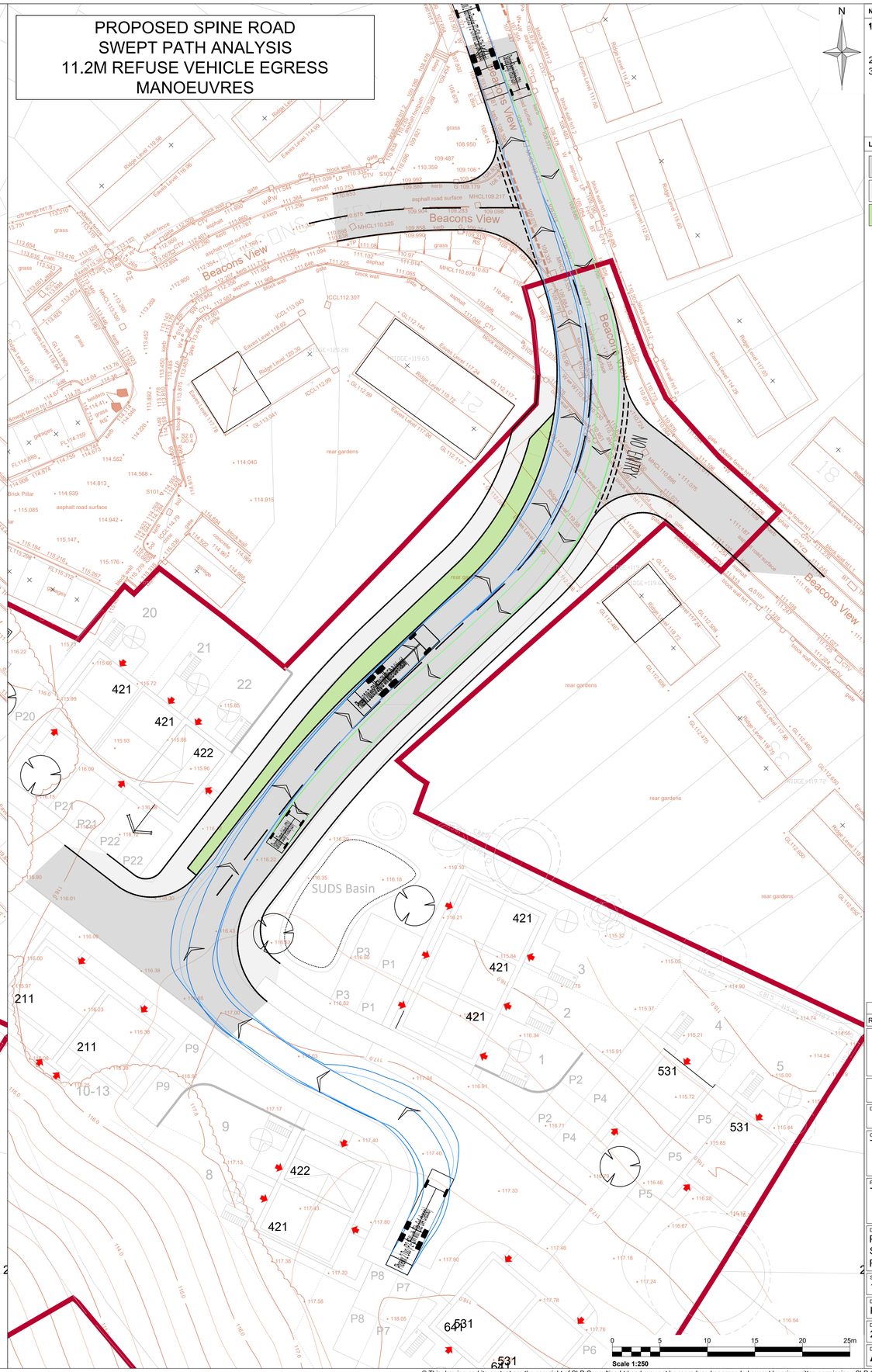
SLR Project No.: 407.064719.00001

30 August 2024

PROPOSED SPINE ROAD SWEPT PATH ANALYSIS 11.2M REFUSE VEHICLE ACCESS MANOEUVRES



PROPOSED SPINE ROAD SWEPT PATH ANALYSIS 11.2M REFUSE VEHICLE EGRESS MANOEUVRES



N

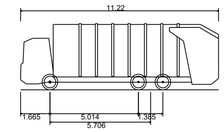
Notes:

1. PROPOSED MASTERPLAN BASED ON 2617(03)100 REV D - PRODUCED BY SPRING DESIGN.
2. WHITE LINING IS INDICATIVE ONLY.
3. THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY.

Legend:

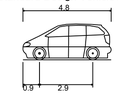
- PROPOSED CARRIAGEWAY
- PROPOSED SHARED ROUTE
- PROPOSED VERGE

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)



Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

Standard Design Vehicle (SDV)



Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Rev	Amendments	Date	By	Chk	Auth

SLR

www.slrconsulting.com

Drawing Status & Suitability Code

Client: TAI TARIAN

Project: TUDOR INN, NEATH

Drawing Title: PROPOSED SPINE ROAD SWEPT PATH ANALYSIS REFUSE SERVICING AND TWO WAY WORKING

Scale: 1:250 @ A1		SLR Project No.: 237201	
Designed: KR	Drawn: KR	Checked: MT	Authorised: MT
Date: 29.08.24	Date: 29.08.24	Date: 29.08.24	Date: 29.08.24
Drawing Number: AT_C01			Rev.: -

0 5 10 15 20 25m

Scale 1:250

29/08/2024

H:\Projects\W2300000237201 - Tudor Inn - Access Strategy\Technical\A - Deliverable (please amend and duplicate as required)\Drawings\Autocad\237201_PD04 + AT_C Series.dwg

ACCESS TO VALLEY VIEW TO REMAIN TWO WAY WORKING AND UNCHANGED.

EXISTING ACCESS TO BE AMENDED TO SUIT NEW CARRIAGEWAY WIDENING AND ARRANGEMENT.

PROPOSED FOOTWAY EXTENSION TO LINKING TO EXISTING FOOTWAY ALONG BEACONS VIEW.

PROPOSED 'NO ENTRY' SIGNAGE AND MARKING REQUIRED FOR REALIGNED ONE WAY JUNCTION.

POTENTIAL LAND TAKE REQUIRED FROM GARDEN OF PROPERTY NO.21 IN ORDER TO PROVIDE FOOTWAY.

CLIENT OWNED HOUSES TO BE DEMOLISHED TO ACCOMMODATE CARRIAGEWAY AND FOOTPATH ARRANGEMENTS.

VERGE REDUCED TO ACCOMMODATE 6M CARRIAGEWAY.

CARRIAGEWAY TO BE RE-ALIGNED AND A CHANGE IN PRIORITY OF ROUTE TO FUTURE DEVELOPABLE LAND.

BAYS TO BE RELOCATED NORTH WEST TO AVOID OBSCURING FORWARD VISIBILITY SPLAYS.

2.00

6.00

2.00

1.20

0.72

Valley View

Beacons View

SUDS Basin

rear gardens

N

Notes:

1. PROPOSED MASTERPLAN BASED ON 2617(03)100 REV D - PRODUCED BY SPRING DESIGN.
2. WHITE LINING IS INDICATIVE ONLY.
3. THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY.

Legend:

- PROPOSED CARRIAGEWAY
- PROPOSED SHARED ROUTE
- PROPOSED VERGE
- 15.00 PROPOSED WIDTH DIMENSIONS
- 17M FORWARD VISIBILITY BASED ON 15MPH SPEEDS
- 17M FORWARD VISIBILITY BASED ON 15MPH SPEEDS
- REDLINE BOUNDARY

Rev	Amendments	Date	By	Chk	Auth

SLR

www.slrconsulting.com

Drawing Status & Suitability Code

Client: TAI TARIAN

Project: TUDOR INN, NEATH

Drawing Title: PROPOSED SPINE ROAD CHANGE IN PRIORITY GENERAL ARRANGEMENT

Scale		SLR Project No.	
1:250	@ A1	237201	

Designed	Drawn	Checked	Authorised
KR	KR	MT	MT
Date: 29.08.24	Date: 29.08.24	Date: 29.08.24	Date: 29.08.24

Drawing Number: **PD04** Rev.: -

0 5 10 15 20 25m

Scale 1:250

29/08/2024

H:\Projects\W2300\237201 - Tudor Inn - Access Strategy\Technical\A - Deliverable (please amend and duplicate as required)\Drawings\Autocad\237201_PD04 + AT_C Series.dwg

Appendix D Road Safety Audit

Land at Former Tudor Inn

Cimla

Tai Tarian Ltd

SLR Project No.: 407.064719.00001

30 August 2024

Stage 1 Road Safety Audit

Land at Former Tudor Inn, Cimla

Tai Tarian Ltd

Prepared by:

SLR Consulting Limited

3rd Floor, Brew House, Jacob Street, Tower Hill,
Bristol, BS2 0EQ

SLR Project No.: 407.064719.00001

Client Reference No: N/A

19 August 2024

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	19 August 2024	Duncan Stuart	Alastair Pike	Duncan Stuart
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Tai Tairan Ltd (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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Table of Contents

Appendices

Acronyms and Abbreviations

RSA	Road Safety Audit
DMRB	Design Manual for Roads and Bridges
PIC	Personal Injury Collisions

1.0 Introduction

1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Monday 19th August 2024. The Audit was carried out on behalf of Tai Tairan Ltd. The Overseeing Organisation for this Stage 1 RSA is Neath Port Talbot Council.

1.2 An Audit Brief was prepared by James Hiscocks of SLR Consulting Ltd on 23rd June 2024. This Audit Brief was formally accepted by the Audit Team on the 16th August 2024.

1.3 This Road Safety Audit team was as follows:

DUNCAN STUART, Bsc, Msc, MCIHT, MSoRSA, HE Approved Cert. Comp
Audit Team Leader
Associate Transport Planner
SLR Consulting Ltd

ALASTIAR PIKE, MICE, MCIHT, MSoRSA, HE Approved Cert. Comp
Audit Team Member
Head of Road Safety
SLR Consulting Ltd

1.4 A site visit was undertaken by the Audit Team on Thursday 19th August 2024, between the hours of 11:00am and 12:00pm. The weather at the time of the visit was cloudy and raining and the carriageway surface was wet.

1.5 Vehicular traffic levels were considered to be low. There were minimal pedestrian or cyclist movements were observed on Beacons View.

1.6 A site location plan can be found at **Appendix A** of this report.

1.7 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.

1.8 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.

1.9 A table of documents submitted for this Stage 1 RSA can be found in **Appendix B**.

1.10 The proposed scheme subject to Stage 1 RSA is a B8 residential development of 22 dwellings. The scheme will involve the following works:

- Demolition of 2x existing homes (semi-detached);
- Carriageway to be re-aligned and a change in priority of route to future developable land;
- Proposed 'no entry' signage and marking required for realigned one way junction;
- Existing Access (Beacons View nos. 5-19) to be amended to suit new carriageway widening; and

- Proposed footway extensions

1.11 Submitted design drawings have been annotated to show the locations of any problems identified during this Stage 1 RSA. These plans can be found at **Appendix C**.

1.12 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.

Departures from Standards

1.13 The Audit Team were not informed of any Departure from Standards (DfS) associated with the design proposals.

2.0 Matters arising from this Stage 1 RSA.

Drawing No. 237201/PD02 – Proposed Access Arrangement Option 2

2.1 Problem.

Location: General.

Summary: No uncontrolled pedestrian crossings have been provided in the design which could cause collisions between vehicles and pedestrians.

The new road layout has not been provided with uncontrolled pedestrian crossing points in the form of dropped kerbs and tactiles. The change of arrangement and lack of pedestrian crossings could confuse pedestrians and cause them to enter the carriageway in an unsafe location. This new arrangement could cause collisions between vehicles and pedestrians.

Recommendation

It is recommended dropped kerbs and tactile paving are provided at appropriate uncontrolled crossing points throughout the scheme.

3.0 Audit Team Statement

3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Duncan Stuart Bsc, Msc, MCIHT, MSoRSA, HE Approved Cert.

Signed: 

Position: Associate Transport Planner
Organisation: SLR Consulting Ltd
Date: 19th August 2024.

Road Safety Audit Team Member

Name: Alastair Pike MICE, MCIHT, MSoRSA, HE Approved Cert.

Signed: 

Position: Head of Road Safety
Organisation: SLR Consulting Ltd
Date: 19th August 2024.

Appendix A Site Location Plan

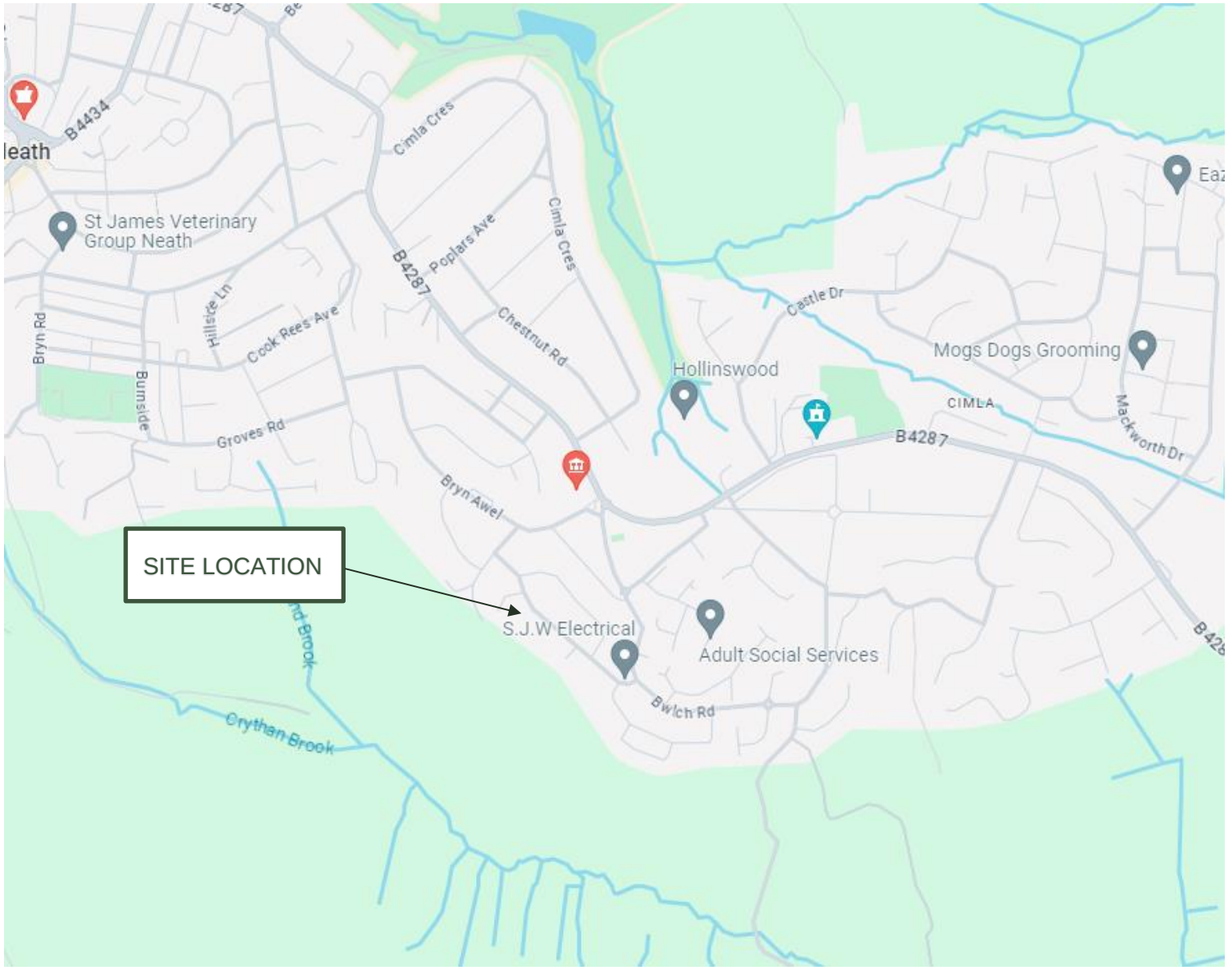
Stage 1 Road Safety Audit

Land at Former Tudor Inn

Tai Tarian Ltd

SLR Project No.: 407.064719.00001 407.064719.00001

19 August 20244


B4434
Cimla Cres
St James Veterinary Group Neath
Poplars Ave
B4287
Hillside Ln
Cook Rees Ave
Bryn Rd
Chestnut Rd
Castle Dr
Mogs Dogs Grooming
Hollinswood
CIMLA
Burnside
Groves Rd
Mackworth Dr
B4287
Bryn Awel
SITE LOCATION
S.J.W Electrical
Adult Social Services
Crythan Brook
Bwlch Rd

Appendix B Submitted Documents

Stage 1 Road Safety Audit

Land at Former Tudor Inn

Tai Tarian Ltd

SLR Project No.: 407.064719.00001 407.064719.00001

19 August 20244

Submitted Documents

Document	Document Title
RSA Brief	407.064719.00001 - Land at Former Tudor Inn, Cimla - RSA Brief - V1
Design Drawing	237201_PD02 Rev C - Proposed Access Strategy Option 2
Design Drawing	237201_AT_B01 - REFUSE AND SDV SPA

Appendix C Problem Location Plans

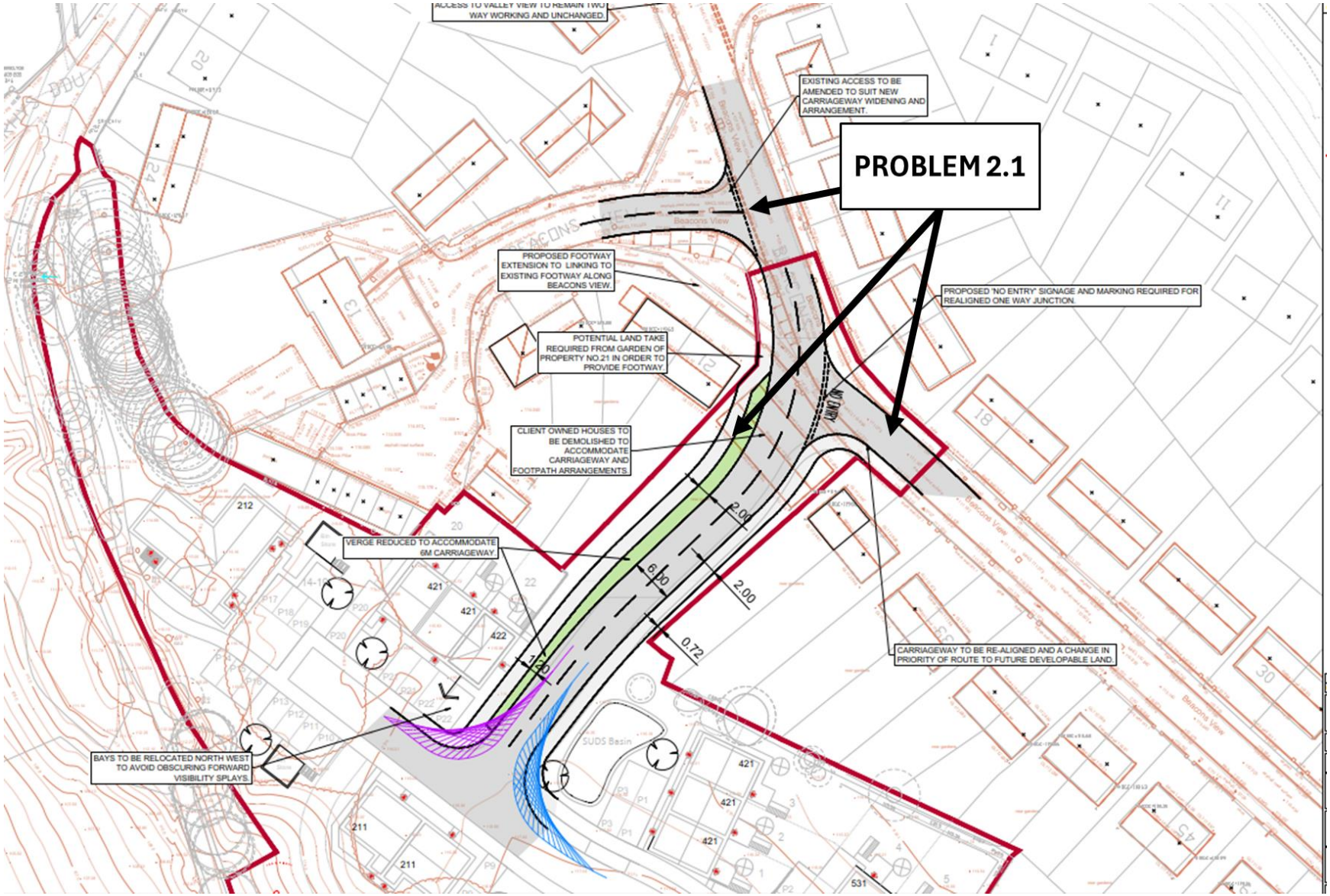
Stage 1 Road Safety Audit

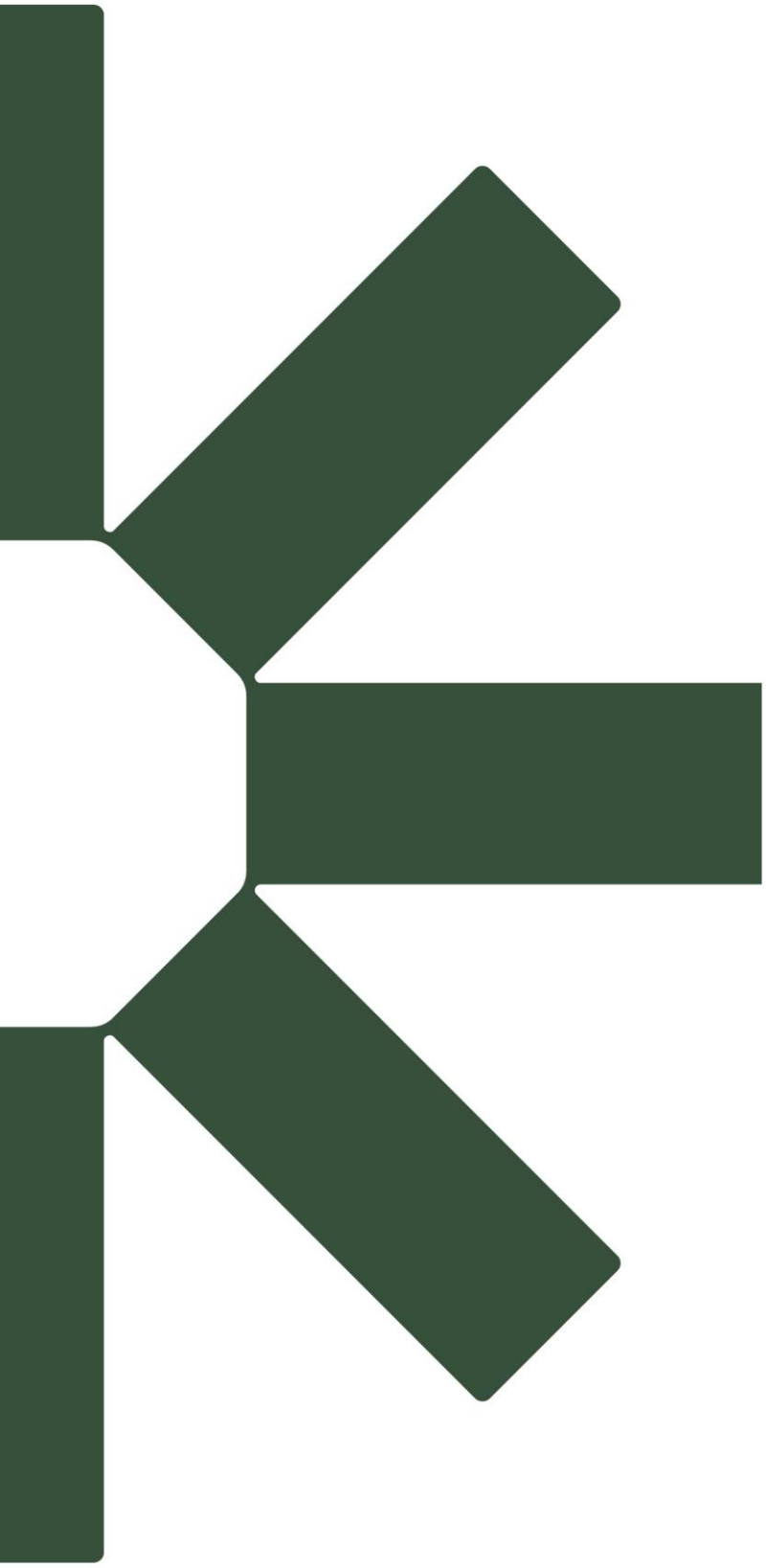
Land at Former Tudor Inn

Tai Tarian Ltd

SLR Project No.: 407.064719.00001 407.064719.00001

19 August 20244


ACCESS TO VALLEY VIEW TO REMAIN TWO WAY WORKING AND UNCHANGED.
EXISTING ACCESS TO BE AMENDED TO SUIT NEW CARRIAGEWAY WIDENING AND ARRANGEMENT.
PROBLEM 2.1
PROPOSED FOOTWAY EXTENSION TO LINKING TO EXISTING FOOTWAY ALONG BEACONS VIEW.
PROPOSED 'NO ENTRY' SIGNAGE AND MARKING REQUIRED FOR REALIGNED ONE WAY JUNCTION.
POTENTIAL LAND TAKE REQUIRED FROM GARDEN OF PROPERTY NO.21 IN ORDER TO PROVIDE FOOTWAY.
CLIENT OWNED HOUSES TO BE DEMOLISHED TO ACCOMMODATE CARRIAGEWAY AND FOOTPATH ARRANGEMENTS.
VERGE REDUCED TO ACCOMMODATE 6M CARRIAGEWAY.
6.00
2.00
2.00
0.72
CARRIAGEWAY TO BE RE-ALIGNED AND A CHANGE IN PRIORITY OF ROUTE TO FUTURE DEVELOPABLE LAND.
BAYS TO BE RELOCATED NORTH WEST TO AVOID OBSCURING FORWARD VISIBILITY SPLAYS.
SUDS Basin
Beacons View
NO ENTRY
212
211
421
422
531



Making Sustainability Happen

Appendix E TRICS Outputs

Land at Former Tudor Inn

Cimla

Tai Tarian Ltd

SLR Project No.: 407.064719.00001

30 August 2024

SLR Consulting Helmont House Cardiff Licence No: 529506

Calculation Reference: AUDIT-529506-240830-0852

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 days
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	3 days
09	NORTH		
	CU	CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 20 to 80 (units:)
Range Selected by User: 20 to 80 (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 20/09/23

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

Selected survey days:

Tuesday	1 days
Wednesday	7 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	14 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)	4
Edge of Town	10

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	14

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	9 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

C3	14 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	3 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
20,001 to 25,000	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:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	1 days
75,001 to 100,000	2 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	3 days
1.1 to 1.5	10 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	11 days
No	3 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	14 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 BU-03-M-01 BLOCK OF FLATS BUCKINGHAMSHIRE
WYETH CLOSE
TAPLOW

Edge of Town
Residential Zone
Total No of Dwellings: 60
Survey date: WEDNESDAY 06/09/23 Survey Type: MANUAL

2 CA-03-M-01 MIXED HOUSES & FLATS CAMBRIDGESHIRE
BANNOLD ROAD
WATERBEACH

Edge of Town
Residential Zone
Total No of Dwellings: 52
Survey date: WEDNESDAY 20/06/18 Survey Type: MANUAL

3 CT-03-M-01 MIXED HOUSES & FLATS CENTRAL BEDFORDSHIRE
HITCHIN ROAD
SHEFFORD

Edge of Town
Residential Zone
Total No of Dwellings: 75
Survey date: WEDNESDAY 28/06/23 Survey Type: MANUAL

4 CU-03-M-04 SEMI-DETACHED & TERRACED CUMBERLAND
STANHOPE ROAD
CARLISLE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 20
Survey date: FRIDAY 24/06/16 Survey Type: MANUAL

5 DC-03-M-02 TERRACED & BUNGALOWS DORSET
KINGS ROAD
DORCHESTER
FORDINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: FRIDAY 16/09/16 Survey Type: MANUAL

6 ES-03-M-15 MIXED HOUSES EAST SUSSEX
FIELD END
MARESFIELD

Edge of Town
Residential Zone
Total No of Dwellings: 80
Survey date: WEDNESDAY 13/03/19 Survey Type: MANUAL

7 HC-03-M-23 MIXED HOUSES & FLATS HAMPSHIRE
HEATH HOUSE LANE
HEDGE END

Edge of Town
Residential Zone
Total No of Dwellings: 43
Survey date: WEDNESDAY 20/09/23 Survey Type: MANUAL

8 HF-03-M-03 TERRACED & DETACHED HERTFORDSHIRE
WEST ROAD
SAWBRIDGEWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 80
Survey date: THURSDAY 03/11/22 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-M-03	MIXED HOUSES	NORFOLK
	NORTH WALSHAM ROAD		
	NORTH WALSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	*18/09/19*	*Survey Type: MANUAL*
10	NF-03-M-04	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: THURSDAY	*19/09/19*	*Survey Type: MANUAL*
11	NF-03-M-39	MIXED HOUSES	NORFOLK
	LONDON ROAD		
	ATTLEBOROUGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	61	
	Survey date: WEDNESDAY	*14/10/20*	*Survey Type: MANUAL*
12	WS-03-M-13	TERRACED & FLATS	WEST SUSSEX
	IRENE AVENUE		
	WORTHING		
	LANCING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: TUESDAY	*21/06/16*	*Survey Type: MANUAL*
13	WS-03-M-19	MIXED HOUSES & FLATS	WEST SUSSEX
	ADLINGTON GARDENS		
	BOGNOR REGIS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	*17/10/19*	*Survey Type: MANUAL*
14	WS-03-M-21	MIXED HOUSES	WEST SUSSEX
	CLAPPERS LANE		
	BRACKLESHAM BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	*14/11/19*	*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/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.75

	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	14	54	0.062	14	54	0.264	14	54	0.326
08:00 - 09:00	14	54	0.111	14	54	0.308	14	54	0.419
09:00 - 10:00	14	54	0.162	14	54	0.175	14	54	0.337
10:00 - 11:00	14	54	0.143	14	54	0.159	14	54	0.302
11:00 - 12:00	14	54	0.167	14	54	0.188	14	54	0.355
12:00 - 13:00	14	54	0.205	14	54	0.166	14	54	0.371
13:00 - 14:00	14	54	0.155	14	54	0.174	14	54	0.329
14:00 - 15:00	14	54	0.143	14	54	0.216	14	54	0.359
15:00 - 16:00	14	54	0.245	14	54	0.188	14	54	0.433
16:00 - 17:00	14	54	0.264	14	54	0.122	14	54	0.386
17:00 - 18:00	14	54	0.263	14	54	0.145	14	54	0.408
18:00 - 19:00	14	54	0.255	14	54	0.143	14	54	0.398
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.175			2.248			4.423

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:	20 - 80 (units:)
Survey date date range:	01/01/16 - 20/09/23
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TAXIS
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	14	54	0.001	14	54	0.003	14	54	0.004
08:00 - 09:00	14	54	0.004	14	54	0.005	14	54	0.009
09:00 - 10:00	14	54	0.003	14	54	0.003	14	54	0.006
10:00 - 11:00	14	54	0.003	14	54	0.003	14	54	0.006
11:00 - 12:00	14	54	0.004	14	54	0.004	14	54	0.008
12:00 - 13:00	14	54	0.007	14	54	0.007	14	54	0.014
13:00 - 14:00	14	54	0.004	14	54	0.005	14	54	0.009
14:00 - 15:00	14	54	0.003	14	54	0.001	14	54	0.004
15:00 - 16:00	14	54	0.007	14	54	0.007	14	54	0.014
16:00 - 17:00	14	54	0.007	14	54	0.003	14	54	0.010
17:00 - 18:00	14	54	0.001	14	54	0.001	14	54	0.002
18:00 - 19:00	14	54	0.003	14	54	0.003	14	54	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.045			0.092

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS
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	14	54	0.001	14	54	0.001	14	54	0.002
08:00 - 09:00	14	54	0.001	14	54	0.001	14	54	0.002
09:00 - 10:00	14	54	0.004	14	54	0.005	14	54	0.009
10:00 - 11:00	14	54	0.007	14	54	0.007	14	54	0.014
11:00 - 12:00	14	54	0.004	14	54	0.004	14	54	0.008
12:00 - 13:00	14	54	0.001	14	54	0.001	14	54	0.002
13:00 - 14:00	14	54	0.003	14	54	0.003	14	54	0.006
14:00 - 15:00	14	54	0.003	14	54	0.003	14	54	0.006
15:00 - 16:00	14	54	0.001	14	54	0.001	14	54	0.002
16:00 - 17:00	14	54	0.000	14	54	0.000	14	54	0.000
17:00 - 18:00	14	54	0.000	14	54	0.000	14	54	0.000
18:00 - 19:00	14	54	0.001	14	54	0.000	14	54	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
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	14	54	0.001	14	54	0.011	14	54	0.012
08:00 - 09:00	14	54	0.000	14	54	0.014	14	54	0.014
09:00 - 10:00	14	54	0.003	14	54	0.009	14	54	0.012
10:00 - 11:00	14	54	0.005	14	54	0.003	14	54	0.008
11:00 - 12:00	14	54	0.007	14	54	0.005	14	54	0.012
12:00 - 13:00	14	54	0.005	14	54	0.003	14	54	0.008
13:00 - 14:00	14	54	0.004	14	54	0.001	14	54	0.005
14:00 - 15:00	14	54	0.000	14	54	0.001	14	54	0.001
15:00 - 16:00	14	54	0.012	14	54	0.005	14	54	0.017
16:00 - 17:00	14	54	0.007	14	54	0.004	14	54	0.011
17:00 - 18:00	14	54	0.007	14	54	0.003	14	54	0.010
18:00 - 19:00	14	54	0.016	14	54	0.009	14	54	0.025
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.068			0.135

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLE OCCUPANTS
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	14	54	0.067	14	54	0.367	14	54	0.434
08:00 - 09:00	14	54	0.124	14	54	0.493	14	54	0.617
09:00 - 10:00	14	54	0.186	14	54	0.246	14	54	0.432
10:00 - 11:00	14	54	0.174	14	54	0.217	14	54	0.391
11:00 - 12:00	14	54	0.214	14	54	0.258	14	54	0.472
12:00 - 13:00	14	54	0.250	14	54	0.208	14	54	0.458
13:00 - 14:00	14	54	0.193	14	54	0.218	14	54	0.411
14:00 - 15:00	14	54	0.189	14	54	0.263	14	54	0.452
15:00 - 16:00	14	54	0.391	14	54	0.238	14	54	0.629
16:00 - 17:00	14	54	0.413	14	54	0.178	14	54	0.591
17:00 - 18:00	14	54	0.350	14	54	0.199	14	54	0.549
18:00 - 19:00	14	54	0.363	14	54	0.189	14	54	0.552
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.914			3.074			5.988

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS
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	14	54	0.020	14	54	0.038	14	54	0.058
08:00 - 09:00	14	54	0.057	14	54	0.161	14	54	0.218
09:00 - 10:00	14	54	0.063	14	54	0.032	14	54	0.095
10:00 - 11:00	14	54	0.026	14	54	0.026	14	54	0.052
11:00 - 12:00	14	54	0.038	14	54	0.050	14	54	0.088
12:00 - 13:00	14	54	0.051	14	54	0.032	14	54	0.083
13:00 - 14:00	14	54	0.046	14	54	0.047	14	54	0.093
14:00 - 15:00	14	54	0.051	14	54	0.089	14	54	0.140
15:00 - 16:00	14	54	0.174	14	54	0.066	14	54	0.240
16:00 - 17:00	14	54	0.080	14	54	0.057	14	54	0.137
17:00 - 18:00	14	54	0.071	14	54	0.064	14	54	0.135
18:00 - 19:00	14	54	0.057	14	54	0.061	14	54	0.118
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.734			0.723			1.457

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL BUS/TRAM PASSENGERS
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	14	54	0.000	14	54	0.014	14	54	0.014
08:00 - 09:00	14	54	0.000	14	54	0.012	14	54	0.012
09:00 - 10:00	14	54	0.000	14	54	0.003	14	54	0.003
10:00 - 11:00	14	54	0.001	14	54	0.001	14	54	0.002
11:00 - 12:00	14	54	0.001	14	54	0.000	14	54	0.001
12:00 - 13:00	14	54	0.001	14	54	0.004	14	54	0.005
13:00 - 14:00	14	54	0.005	14	54	0.001	14	54	0.006
14:00 - 15:00	14	54	0.000	14	54	0.001	14	54	0.001
15:00 - 16:00	14	54	0.008	14	54	0.000	14	54	0.008
16:00 - 17:00	14	54	0.012	14	54	0.000	14	54	0.012
17:00 - 18:00	14	54	0.009	14	54	0.004	14	54	0.013
18:00 - 19:00	14	54	0.007	14	54	0.005	14	54	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.045			0.089

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL RAIL PASSENGERS
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	14	54	0.000	14	54	0.007	14	54	0.007
08:00 - 09:00	14	54	0.000	14	54	0.005	14	54	0.005
09:00 - 10:00	14	54	0.000	14	54	0.003	14	54	0.003
10:00 - 11:00	14	54	0.000	14	54	0.004	14	54	0.004
11:00 - 12:00	14	54	0.000	14	54	0.004	14	54	0.004
12:00 - 13:00	14	54	0.000	14	54	0.000	14	54	0.000
13:00 - 14:00	14	54	0.000	14	54	0.000	14	54	0.000
14:00 - 15:00	14	54	0.001	14	54	0.001	14	54	0.002
15:00 - 16:00	14	54	0.004	14	54	0.000	14	54	0.004
16:00 - 17:00	14	54	0.012	14	54	0.000	14	54	0.012
17:00 - 18:00	14	54	0.007	14	54	0.000	14	54	0.007
18:00 - 19:00	14	54	0.005	14	54	0.003	14	54	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.027			0.056

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS
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	14	54	0.000	14	54	0.021	14	54	0.021
08:00 - 09:00	14	54	0.000	14	54	0.017	14	54	0.017
09:00 - 10:00	14	54	0.000	14	54	0.005	14	54	0.005
10:00 - 11:00	14	54	0.001	14	54	0.005	14	54	0.006
11:00 - 12:00	14	54	0.001	14	54	0.004	14	54	0.005
12:00 - 13:00	14	54	0.001	14	54	0.004	14	54	0.005
13:00 - 14:00	14	54	0.005	14	54	0.001	14	54	0.006
14:00 - 15:00	14	54	0.001	14	54	0.003	14	54	0.004
15:00 - 16:00	14	54	0.012	14	54	0.000	14	54	0.012
16:00 - 17:00	14	54	0.024	14	54	0.000	14	54	0.024
17:00 - 18:00	14	54	0.016	14	54	0.004	14	54	0.020
18:00 - 19:00	14	54	0.012	14	54	0.008	14	54	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.072			0.145

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.75

	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	14	54	0.088	14	54	0.437	14	54	0.525
08:00 - 09:00	14	54	0.180	14	54	0.686	14	54	0.866
09:00 - 10:00	14	54	0.251	14	54	0.292	14	54	0.543
10:00 - 11:00	14	54	0.207	14	54	0.251	14	54	0.458
11:00 - 12:00	14	54	0.261	14	54	0.317	14	54	0.578
12:00 - 13:00	14	54	0.308	14	54	0.246	14	54	0.554
13:00 - 14:00	14	54	0.249	14	54	0.268	14	54	0.517
14:00 - 15:00	14	54	0.242	14	54	0.357	14	54	0.599
15:00 - 16:00	14	54	0.588	14	54	0.309	14	54	0.897
16:00 - 17:00	14	54	0.524	14	54	0.238	14	54	0.762
17:00 - 18:00	14	54	0.443	14	54	0.270	14	54	0.713
18:00 - 19:00	14	54	0.447	14	54	0.267	14	54	0.714
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.788			3.938			7.726

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CARS
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	14	54	0.050	14	54	0.234	14	54	0.284
08:00 - 09:00	14	54	0.091	14	54	0.271	14	54	0.362
09:00 - 10:00	14	54	0.130	14	54	0.141	14	54	0.271
10:00 - 11:00	14	54	0.107	14	54	0.122	14	54	0.229
11:00 - 12:00	14	54	0.130	14	54	0.137	14	54	0.267
12:00 - 13:00	14	54	0.171	14	54	0.137	14	54	0.308
13:00 - 14:00	14	54	0.128	14	54	0.139	14	54	0.267
14:00 - 15:00	14	54	0.112	14	54	0.192	14	54	0.304
15:00 - 16:00	14	54	0.205	14	54	0.154	14	54	0.359
16:00 - 17:00	14	54	0.217	14	54	0.101	14	54	0.318
17:00 - 18:00	14	54	0.230	14	54	0.116	14	54	0.346
18:00 - 19:00	14	54	0.224	14	54	0.118	14	54	0.342
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.795			1.862			3.657

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL LGVS
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	14	54	0.009	14	54	0.024	14	54	0.033
08:00 - 09:00	14	54	0.014	14	54	0.030	14	54	0.044
09:00 - 10:00	14	54	0.022	14	54	0.026	14	54	0.048
10:00 - 11:00	14	54	0.028	14	54	0.026	14	54	0.054
11:00 - 12:00	14	54	0.029	14	54	0.041	14	54	0.070
12:00 - 13:00	14	54	0.025	14	54	0.021	14	54	0.046
13:00 - 14:00	14	54	0.021	14	54	0.024	14	54	0.045
14:00 - 15:00	14	54	0.026	14	54	0.020	14	54	0.046
15:00 - 16:00	14	54	0.032	14	54	0.026	14	54	0.058
16:00 - 17:00	14	54	0.038	14	54	0.017	14	54	0.055
17:00 - 18:00	14	54	0.030	14	54	0.022	14	54	0.052
18:00 - 19:00	14	54	0.025	14	54	0.022	14	54	0.047
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.299			0.299			0.598

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.

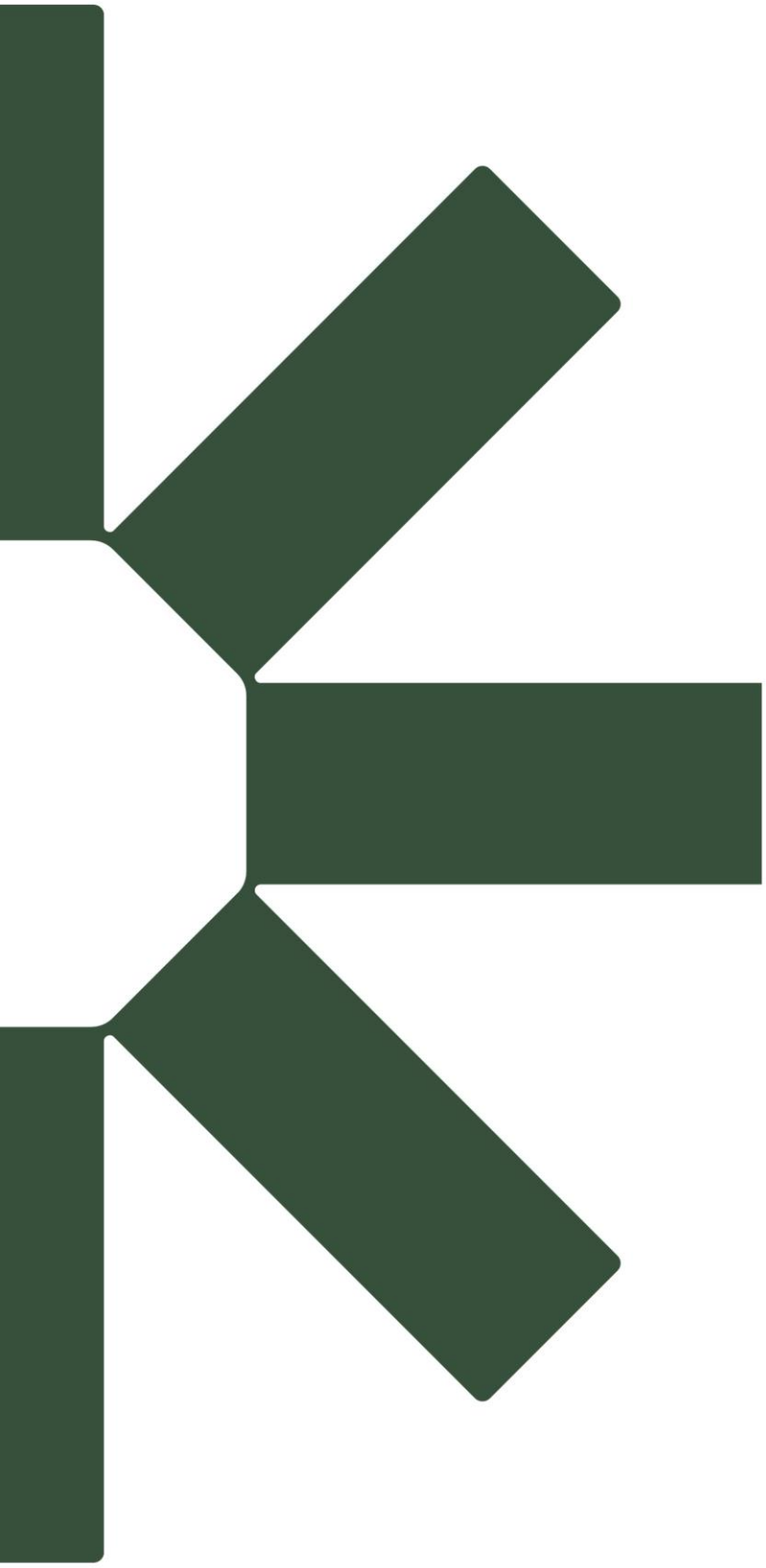
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL MOTOR CYCLES
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	14	54	0.000	14	54	0.003	14	54	0.003
08:00 - 09:00	14	54	0.000	14	54	0.000	14	54	0.000
09:00 - 10:00	14	54	0.003	14	54	0.000	14	54	0.003
10:00 - 11:00	14	54	0.000	14	54	0.001	14	54	0.001
11:00 - 12:00	14	54	0.000	14	54	0.003	14	54	0.003
12:00 - 13:00	14	54	0.001	14	54	0.000	14	54	0.001
13:00 - 14:00	14	54	0.000	14	54	0.003	14	54	0.003
14:00 - 15:00	14	54	0.000	14	54	0.000	14	54	0.000
15:00 - 16:00	14	54	0.000	14	54	0.000	14	54	0.000
16:00 - 17:00	14	54	0.003	14	54	0.001	14	54	0.004
17:00 - 18:00	14	54	0.001	14	54	0.005	14	54	0.006
18:00 - 19:00	14	54	0.003	14	54	0.000	14	54	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.016			0.027

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.*



Making Sustainability Happen