

TRANSPORT STATEMENT

Land east of Burrium Gate, Usk

JOHNSEY ESTATES 2020 LTD



Land east of Burrium Gate, Usk

JOHNSEY ESTATES

QA RECORD:

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CONTENTS

1	Introduction	1
1.1	Background	1
1.2	Structure of Report	2
2	Existing Conditions and Accessibility	3
2.1	Introduction	3
2.2	Existing Site	3
	Figure 2.1: Site Location- Local Context	4
2.3	Pedestrian and Cycle Provision	4
2.4	Proximity to Local Services and Amenities	6
2.5	Future Active Travel Works	14
2.6	Public Transport Network	17
2.7	Existing Local Highway Network	18
2.8	Public Highway	20
2.9	Existing Travel Behaviour	21
2.10	Existing Highway Safety	22
2.11	Existing Traffic Flows- Monmouth Road	24
2.12	Summary	25
3	Policy and Guidance	26
3.1	Introduction	26
3.2	Future Wales – The National Plan 2040 (February 2021)	26
3.3	Well-being of Future Generations (Wales) Act, 2015	27
3.4	Planning (Wales) Act, 2015	28
3.5	Planning Policy Wales, Edition 12 (February 2024)	28
3.6	Technical Advice Note (TAN) 18 (Transport) (March 2007)	31
3.7	Active Travel (Wales) Act 2013 (October 2013)	32
3.8	Active Travel Guidance (July 2021)	32
3.9	Llwybr Newydd- The Wales Transport Strategy (November 2020)	33
3.10	Monmouthshire Replacement Local Development Plan (RLDP) – 2018-2033	34
3.11	Monmouthshire draft Local Transport Plan 2024-2029 (November 2023)	34
3.12	Monmouthshire Parking Standard (2013)	35

3.13	Policy Summary	35
4	Development Proposals	37
4.1	Overview	37
4.2	Primary Vehicular Access Arrangements	37
4.3	Internal Arrangement	38
4.4	Parking Provision	39
4.5	Deliveries, Servicing, and Waste Collection	39
4.6	Public Realm Improvements	40
5	Trip Generation	41
5.1	Introduction	41
5.2	Total Person Trip Generation	41
5.3	Total Vehicle Trip Generation	41
5.4	Trip Generation Summary	42
6	Summary and Conclusion	43
6.1	Summary	43
6.2	Conclusion	44

Figures

Figure 1.1: Site Location- Strategic Context	1
Figure 2.1: Site Location- Local Context	4
Figure 2.2: Existing Pedestrian Footway and Crossing Provision	5
Figure 2.3: Site and Surrounding Services and Facilities	11
Figure 2.4: Walking Isochrones	12
Figure 2.5: Site and nearby Cycle Routes	13
Figure 2.6: Cycling Isochrones	14
Figure 2.7: Existing and Proposed Walking Routes	15
Figure 2.8: Existing and Proposed Cycling Routes	16
Figure 2.9: Site and Surrounding Bus Stops	17
Figure 2.10: Site and surrounding Local Highway Network	19
Figure 2.11: Adopted Highway Boundary	21
Figure 2.12: PIC Overview (CrashMap, 2022)	23
Figure 2.13: ATC Location	24
Figure 3.1: The Wellbeing of Future Generations (Wales) Act- Goals	28

Figure 3.2: The Planning Framework	29
Figure 3.3: The Sustainable Transport Hierarchy for Planning	30
Figure 3.4: Wales Transport Strategy Priorities and Ambitions	33
Figure 4.1: Site Access Strategy	38

Tables

Table 2.1: Suggested Walking Distances	6
Table 2.2: Local Facilities	7
Table 2.3: Existing Bus Services	18
Table 2.4: Method of Travel to Work (2011 Census)	21
Table 2.5: Recorded personal injury Collisions (PICs) 2018 - 2022	23
Table 2.6: 24-Hour vehicle traffic speeds along Monmouth Road	24
Table 2.7: 24-Hour vehicle flows along Monmouth Road	25
Table 3.1: Monmouthshire County Council Parking Standards	35
Table 5.1: Total Person Trip Generation	41
Table 5.2: Total Vehicle Trip Generation	41

Appendices

Appendix A: Crashmap Report
Appendix B: Indicative Masterplan
Appendix C: Access Strategy- Vehicle Tracking
Appendix D: TRICS Output

EXECUTIVE SUMMARY

This Transport Statement (TS) has been prepared by NRP on behalf of the Applicant, Johnsey Estates 2020 Ltd in support of the Allocation of Land east of Burrium Gate, Usk for residential development up to 40 dwellings.

The proposed Site Allocation comprises a new vehicle and pedestrian access point to the south east of the Site, as well as an active travel access to the south west of the Site only access point to the south west, up to 40 residential dwellings connected by internal access routes, and provision of vehicle and cycle parking and facilities. Walking and cycling and bus stop enhancements along Monmouth Road are also proposed.

The Site is accessibly located, providing the opportunity for future residents to access local services and amenities by active and sustainable modes of travel. The Site is also located within convenient walking distance of bus services that provide access to a wider range of services and amenities located in nearby settlements, including Monmouth and Newport.

The TS demonstrates that the proposed Site Allocation accords with national, regional, and local transport policies and that suitable access to the Site can be achieved for pedestrians, cyclists, public transport users, and vehicular traffic including servicing vehicles.

A multi-modal trip generation exercise has been undertaken for the Proposed Site Allocation. The results show that the Site would attract approximately 44 two-way person trips in the AM peak hour, and 37 two-way person trips in the PM peak hour. The number of trips generated by the Site's allocation are unlikely to have any significant impact on the operation of the local transport network. The TS concludes that vehicular traffic associated with the Site can be accommodated without detriment to the surrounding local highway network.

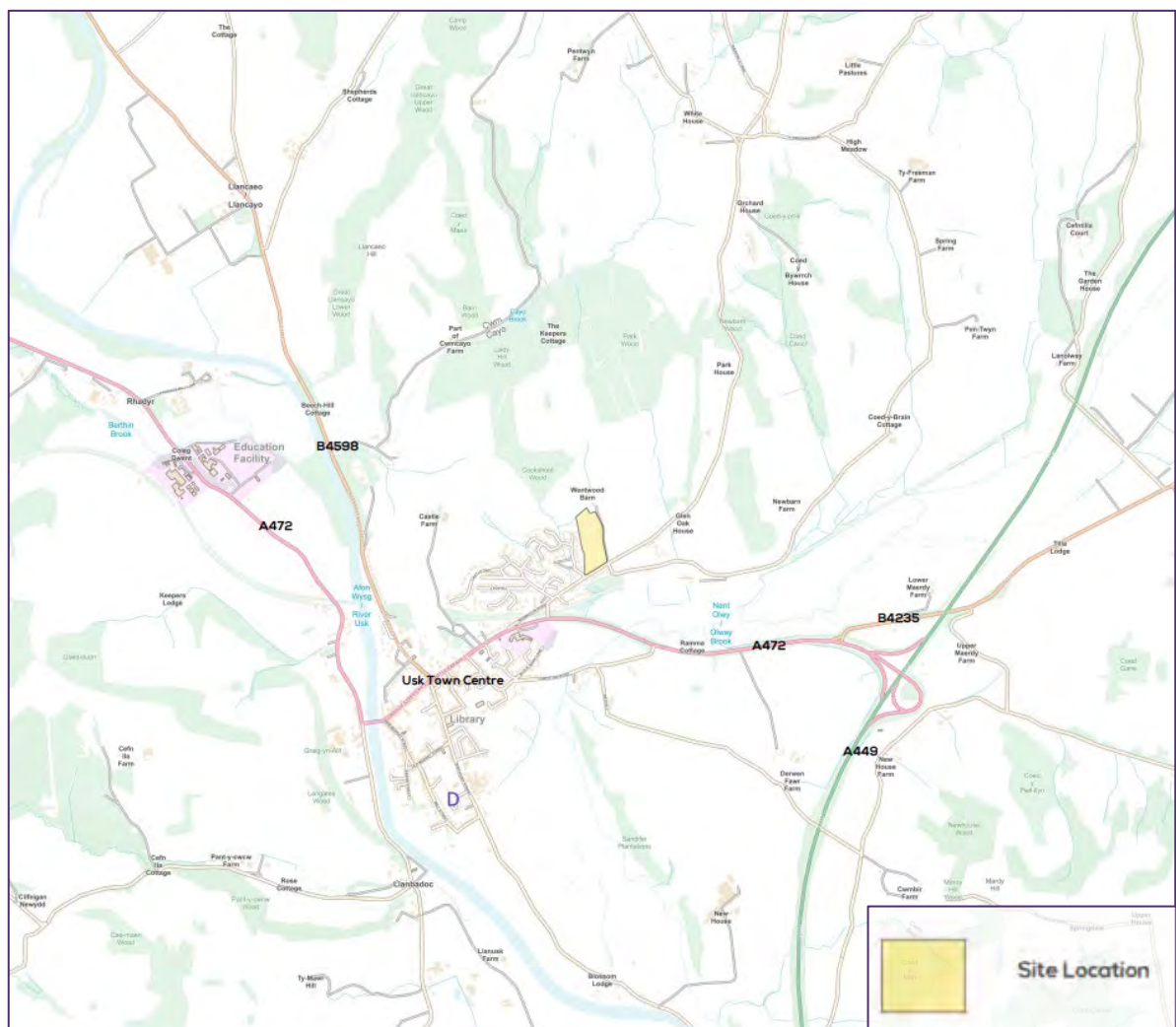
This TS concludes that there are no valid highway or transportation reasons which should prevent the allocation of Land east of Burrium Gate, Usk for residential development.

1 INTRODUCTION

1.1 Background

- 1.1.1 This Transport Statement has been prepared by NRP on behalf of Johnsey Estates 2020 Ltd ('the Applicant') to address the highways and transportation matters associated with the allocation of the Site known as Land east of Burrium Gate, Usk for a residential development of up to 40 residential dwellings.
- 1.1.2 The Site for allocation is located on the eastern edge of the settlement of Usk in Monmouthshire, which has been identified as a Rural Secondary Settlement within Monmouthshire County Council's (MCC) Replacement Local Development Plan (RLDP) and updated Preferred Strategy (2023).
- 1.1.3 The Site is located on the eastern edge of Usk approximately 400m from the A472, the main vehicular route through the town. The A472 provides a direct link to the B4598 and the A4042 west of the site, and the B4235 and the A449 south of the site. The A449 connects to the M4 approximately 15 km from the Site of the Proposed Development.
- 1.1.4 The Site location is shown in its wider strategic context within Figure 1.1 below.

Figure 1.1: Site Location- Strategic Context



1.1.5 The local Highway Authority and Planning Authority for this Site Allocation is Monmouthshire County Council (MCC).

1.2 Structure of Report

1.2.1 This TS report sets out the transport matters relating to the Site's allocation for residential development. Appropriate access to the Site for pedestrians, cyclists, and vehicles is considered, as well as the effects of the Site's allocation on the local highway network. The report also provides an overview of the accessibility of the Site to the surrounding area, and opportunities to enhance connectivity to local facilities and public transport services.

1.2.2 This Transport Statement is set out as follows:

- Chapter 2 outlines the existing Site conditions and accessibility, including existing Site access, walking, cycling, public transport, and highway network conditions surrounding the Site, and accessibility to local services and facilities;
- Chapter 3 provides a review of national, regional, and local policy relevant to the Site for allocation;
- Chapter 4 outlines the details of the proposed Site allocation, including proposed access arrangements;
- Chapter 5 outlines the proposed future trip generation and assesses the effect of traffic generated by the Site's allocation for residential development upon the local highway's safety and operation; and
- Chapter 6 provides a summary and conclusions.

2 EXISTING CONDITIONS AND ACCESSIBILITY

2.1 Introduction

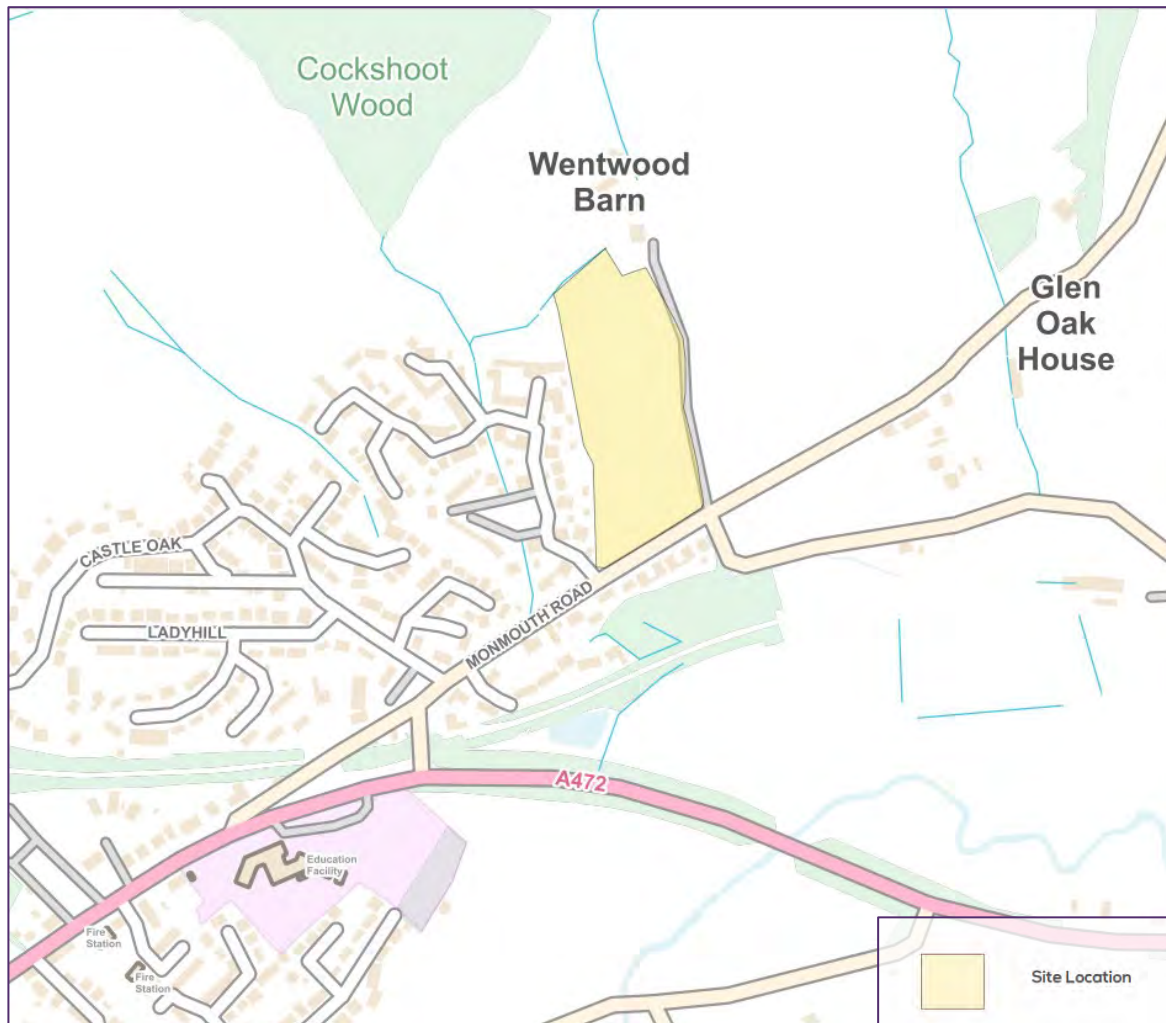
- 2.1.1 The Site's location and context, surrounding transport conditions, and accessibility to nearby services and facilities are set out in this Chapter. This will include a particular focus upon extent and quality of sustainable travel options, including public transport and active travel infrastructure.

2.2 Existing Site

Site Location and Context

- 2.2.1 The application Site comprises 2.76 hectares (ha) of vacant land, with Monmouth Road routing along the Site's southern boundary, with residential development bordering the western boundary of the site. To the east and north, the Site is bordered by agricultural land. An unclassified rural road runs along the Site's eastern boundary, within the Applicant's ownership, which provides access to residential properties north east of the Site.
- 2.2.2 Within the RLDP, the Site of the Development (CS0113 Usk, Castle Oaks) is identified as a candidate Site. A high-level assessment of the Candidate Sites against the preferred strategy undertaken in July 2023 found the Site suitable in principle for residential development.
- 2.2.3 The Site is shown within its local context in Figure 2.1 below.

Figure 2.1: Site Location- Local Context



2.3 Pedestrian and Cycle Provision

Walking Conditions

- 2.3.1 Running along the Site's southern boundary, Monmouth Road is served by continuous footway on the north side of the carriageway in the direction west towards Usk town centre. Immediately east of the Site, and along the Site's boundary, this footway measures between 1.2-1.5m in width, with irregularities in the footway surface condition, overgrown vegetation impacting upon the available footway width, and a lack of street lighting. West of the Site's western boundary, the condition of the footway improves, and street lighting is available.
- 2.3.2 The junction of Monmouth Road with Burrium Gate is served by dropped kerbs and tactile paving, however further west the junction with Ladyhill lacks dropped kerbs and tactile paving. A signal-controlled crossing is provided across Monmouth Road, west of the A472 slip road, directly outside the entrance to Usk Church in Wales Primary School.
- 2.3.3 Pedestrian footways east and west of the Site, as well as crossing points outlined above, are shown in their current condition in Figure 2.2 below.

Figure 2.2: Existing Pedestrian Footway and Crossing Provision



Monmouth Road footway to east of the Site



Footway width on Monmouth Road along the Site's southern boundary



Monmouth Road footway further west.



Burrium Gate/ Monmouth Road junction.



Ladyhill/ Monmouth Road junction



A472 signalised crossing

2.3.4 Figure 2.2 above shows the poor condition of the footway along the northern carriageway of Monmouth Road east of the Site, largely due to a lack of maintenance. The available footway width along Monmouth Road along the Site's southern boundary is approximately 1.3m in width. The condition of the footway improves further west of the Site along Monmouth Road.

2.3.5 Crossing facilities along Monmouth Road westbound in the direction of Usk town centre are also shown within Figure 2.2, including the controlled signalised crossing directly opposite Usk Church in Wales Primary School.

- 2.3.6 To the north of Monmouth Road there are signed pedestrian routes towards Castle Farm, Usk Castle, and west via the River Usk Bridge, accessible approximately 400m west of the Site.
- 2.3.7 Eastbound bus services can be accessed directly along Monmouth Road via existing footways, whilst the existing westbound bus stop is located on the southern side of the carriageway.
- 2.3.8 Overall, the Site is well-located in terms of proximity to and access by foot to local transport links and local amenities. However, it is considered that provision for pedestrians immediately along the Site's southern boundary can be improved through improvements to the footway surface condition, improved lighting, and well-managed vegetation.

2.4 Proximity to Local Services and Amenities

- 2.4.1 When assessing the accessibility of a site for pedestrians an average walking speed of 1.4 m/s can be assumed, which equates to approximately 400 metres in 5 minutes, or 3 mph. (CIHT Guidelines for Providing Journeys on Foot, 2000). This document also contains a table of suggested walking distances for different purposes which are recreated by Table 2.1.

Table 2.1: Suggested Walking Distances

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	200m	500m	400m
Maximum	400m	1000m	800m

Source: CIHT 'Guidelines for Providing for Journeys on Foot'

- 2.4.2 The desirable maximum walking distance to the nearest bus stop is considered to be 400m (CIHT Guidelines for Planning for Public Transport in Developments, 1999).
- 2.4.3 The DfT Manual for Streets (2007) describes the walkable neighbourhood as such:
- Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.*
- 2.4.4 The CIHT notes that three quarters of journeys by all modes are less than five miles (8km) and half are less than two miles (3.2km). Based on an average cycling speed of 4.0m/s (14.4kph), 8 kilometres can be cycled in just over half an hour and 3.2 kilometres can be cycled in less than 15 minutes. It is also generally accepted that cycling has the potential to substitute for short car trips, particularly those less than 5km.
- 2.4.5 There are a variety of local facilities within walking and cycling distance of the development site. These key facilities as well as their distances and walking and cycling times from the proposed development are shown by Table 2.2.

Table 2.2: Local Facilities

Local Facilities	Distance from centre of the Site (m)	Cycling Time (minutes)	Walking Time (minutes)
Public Transport			
Nearest eastbound bus stop on Monmouth Road 'Burrium Gate'	160	0.5	2.0
Nearest westbound stop on Monmouth Road 'Common Trip'	320	1.5	4.0
Additional eastbound bus stop 'Lady Hill'	480	2.0	5.5
Bus stops on Twyn Square 'Clock Tower'	970	4.0	11.5
Educational Facilities			
Usk Church in Wales Primary School	640	2.5	7.5
Usk Nursery	640	2.5	7.5
Coleg Gwent, Usk Campus	2570	10.5	-
Local Shops- Food Retail			
ND Lewis & Son- Butchers	970	4.0	11.5
Parsons Bakery	1130	4.5	13.5
Co-op Food - Usk	1290	5.5	15.5
One Stop- Usk	1290	5.5	15.5
SPAR - Platinum - Woodside Service Station	1450	6.0	17.5
Usk Farmer's Market	1600	6.5	19.0
Just Weigh- Usk	1770	7.5	21.0
Morris' of Usk Garden Centre	2570	10.5	-
Local Shop- Other			
Market Garden Flower Co.	970	4.0	11.5
Urban Trading- Home Furniture Shop	970	4.0	11.5

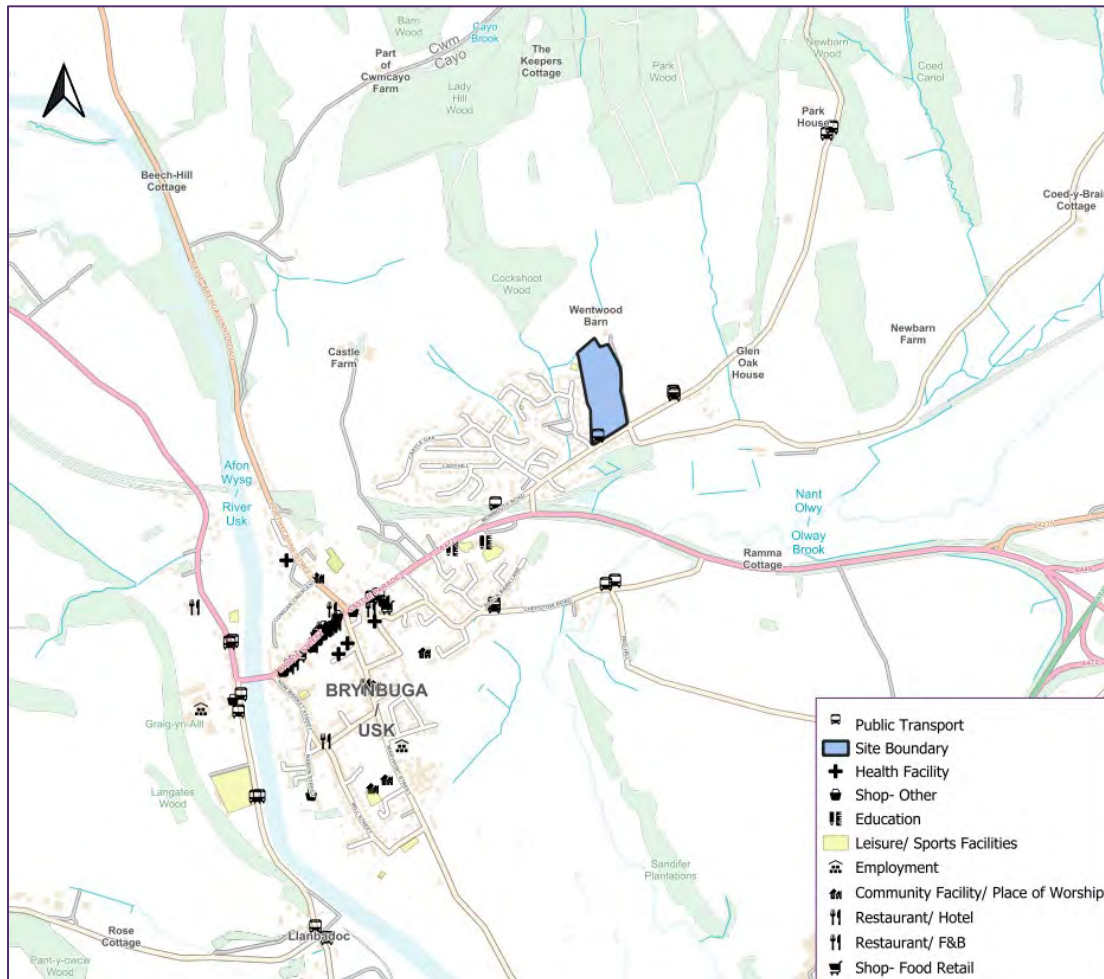
Tangles Hairdresser	1130	5.5	15.5
The Copper Tree- Clothes Shop	1130	5.5	15.5
BW Enterprises	1130	4.5	13.5
All Creatures Great & Small Charity Shop	1290	5.5	15.5
Usk Delivery Office	1290	5.5	15.5
The Willows Garden Centre	1600	6.5	19.0
Health			
Usk Dental Practice	970	4.0	11.5
Julian Davies Opticians	1130	4.5	13.5
Fairweather Dr S	1130	4.5	15.5
The Usk Surgery	1130	4.5	15.5
Usk Pharmacy	1290	5.5	15.5
Usk Veterinary Centre	1290	5.5	15.5
ATM			
Co-Op	1290	5.5	15.5
Community Facilities and Places of Worship			
St Francis Xavier & St David Lewis	1130	4.5	13.5
St Mary's Church	1130	4.5	13.5
Usk Community Hub & Library	1290	5.5	15.5
The Memorial Hall Community Centre	1600	6.5	19.0
Usk Centenary Hall	1600	6.5	19.0
Leisure and Sports Facilities			

Burrium Gate play park	480	2.0	5.5
Usk Rural Life Museum	1290	5.5	15.5
Usk Castle	1290	5.5	15.5
Little Dinos	1290	5.5	15.5
Usk Island Play Park	1600	6.5	19.0
The Island Park and Garden	1600	6.5	19.0
Usk Tennis Club	1770	7.5	20.0
Usk Athletic Club	1770	7.5	20.0
Usk Rugby Football Club	1770	7.5	21.0
Restaurant/ F&B			
Usk Traditional Fish and Chips	970	4.0	11.5
The Castle Inn	970	4.0	11.5
Nags Head Inn	970	4.0	11.5
Three Salmons Hotel	1130	4.5	13.5
Number 49	1130	4.5	13.5
The Mad Platter	1130	4.5	13.5
The Dining Room	1130	4.5	13.5
Crosskeys Inn	1290	5.5	15.5
Dil Indian Cuisine	1130	4.5	13.5
57 Bridge Street	1290	5.5	15.5
Casa Bianca	1290	5.5	15.5
Alfred Russel Wallace steakhouse	1290	5.5	15.5

Wendy's at Usk Museum Cafe	1290	5.5	15.5
The New Court Inn	1450	6.0	17.5
Employment			
Usk Town Council	1400	6	16.5
Morgans of Usk Ltd	1500	6.5	18.0
Morris' of Usk	2500	10.5	-
Coleg Gwent	2900	12	-
Monmouthshire County Council	2900	12	-
MEC Industrial Engineering	3700	15.5	-
Morspan Construction	3700	15.5	-
Keith Morgan Mowers	3900	16.5	-
BAE Systems	4800	20	-

2.4.6 The locations of these services and facilities in relation to the Site for allocation are shown in Figure 2.3 below.

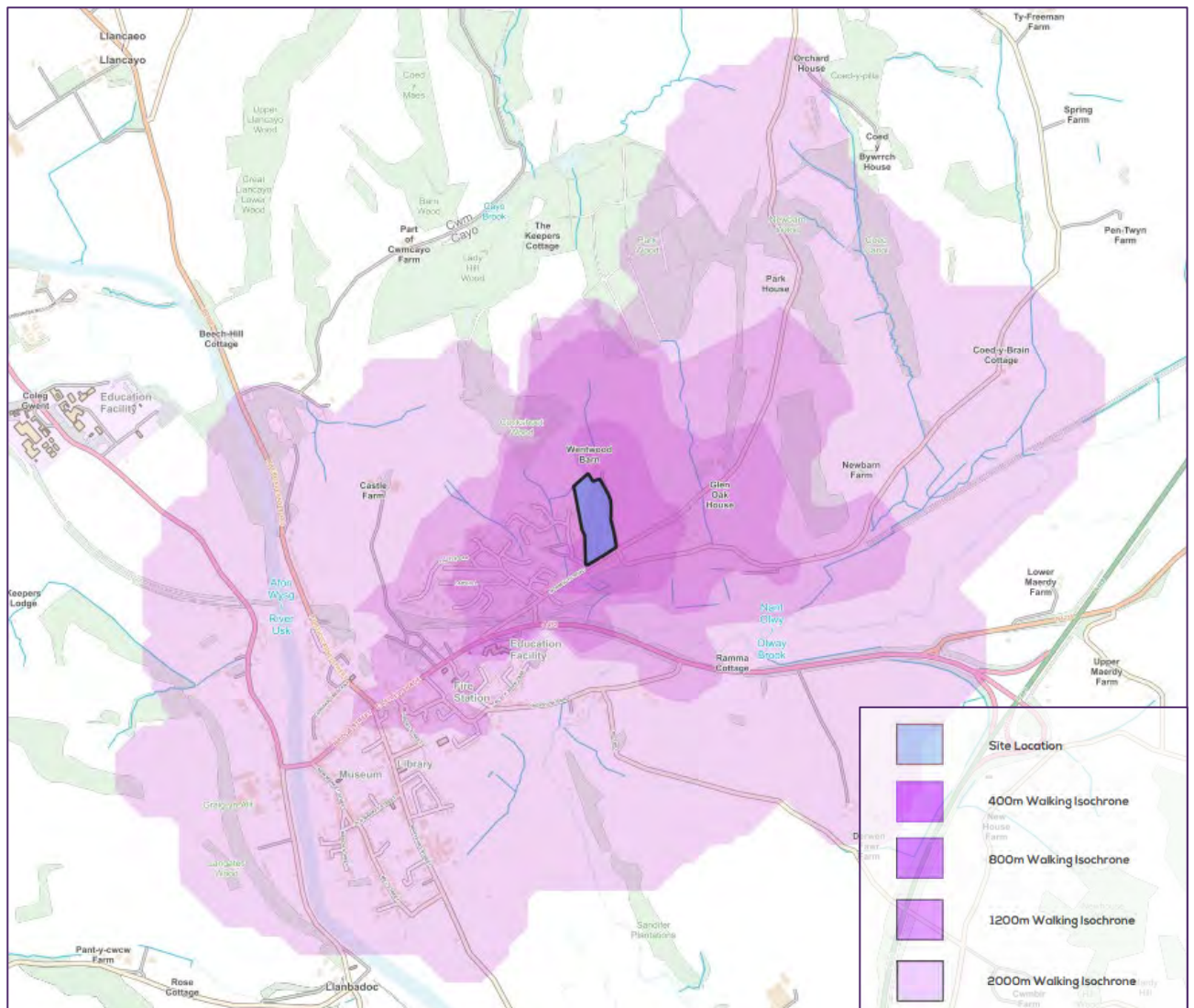
Figure 2.3: Site and Surrounding Services and Facilities



Walking Isochrones

- 2.4.7 The thrust of national and local land use and transport policy is to promote and encourage active travel choices at the first instance where travel needs to occur. It is therefore reasonable to assume that walking is a viable means of travel for most people, and that new development should be designed to encourage walking and enhance its attractiveness for prospective residents and visitors.
- 2.4.8 In practice, the distance that any individual is likely to choose to walk, depends on that individual and their circumstances, but it fair to assume that over time, given current policies to promote community, health, wellbeing and active travel, the propensity for individuals to walk, and to walk further, will increase.
- 2.4.9 Figure 2.4 below shows the indicative walking isochrones of 400m, 800m, 1200m, and 2000m from the Site assuming a comfortable average walking speed of 4.8 km/ph.

Figure 2.4: Walking Isochrones



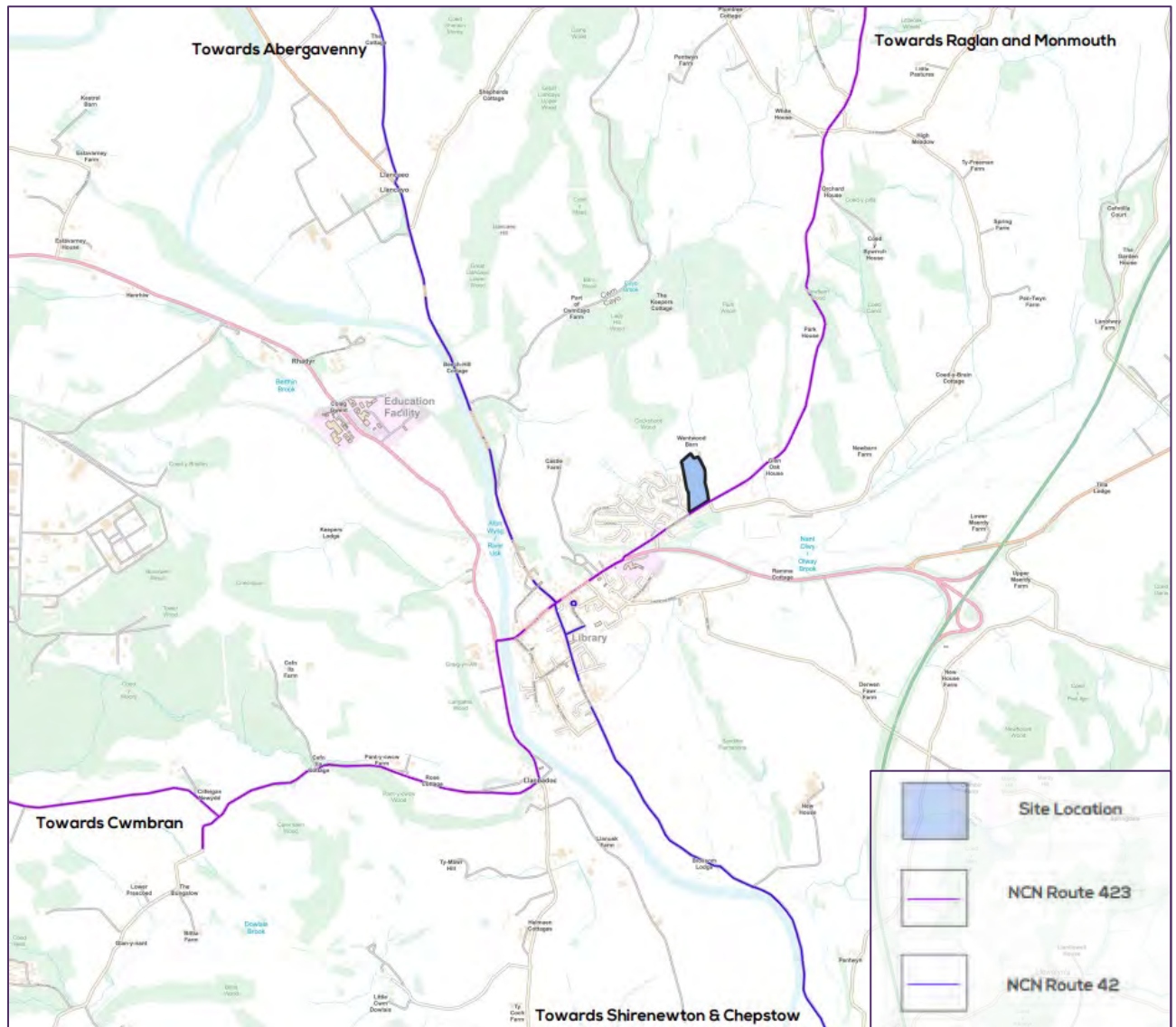
2.4.10 Figure 2.4 demonstrates that some facilities including a primary school, and a nursery can be accessed within 800m of the Site, whilst further shops, health, and leisure facilities within Usk town centre are accessible within a 1200m and 2000m walk of the Site.

Cycling

2.4.11 National Cycle Route (NCR) 423 routes directly past the Site on Monmouth Road, following the former Regional Route 30 and the Peregrine Path from Cwmbran to Ross via Usk and Monmouth. This route connects to National Cycle Network Route (NCR) 42 within Usk's town centre, approximately 950m to the west of the Site at the junction of Castle Parade and Porthycarne Street. NCR 42 runs west from Gloucester through Cinderford to Chepstow and then north through Abergavenny.

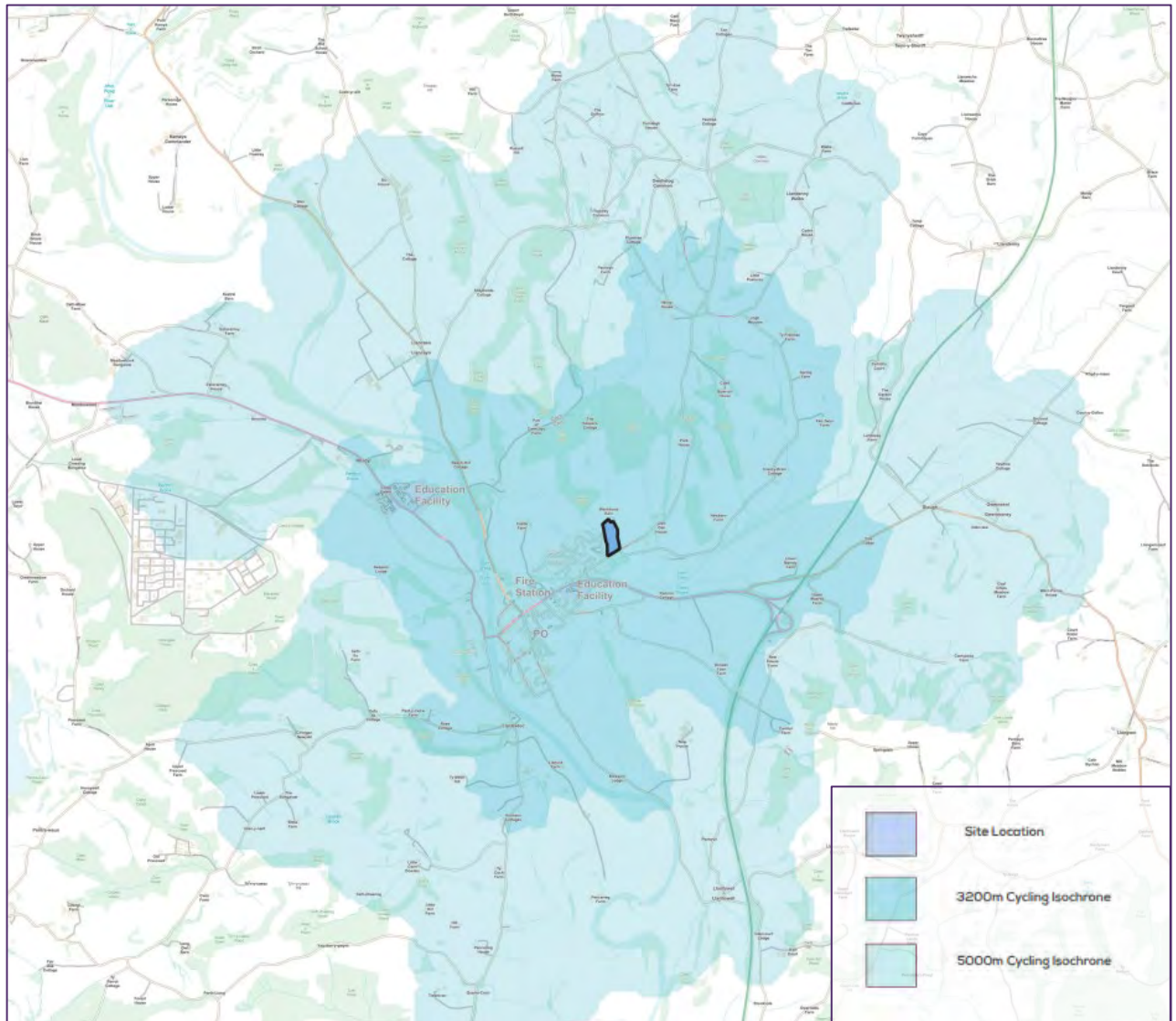
2.4.12 Figure 2.5 below shows the Site and its proximity to the surrounding signed cycle routes.

Figure 2.5: Site and nearby Cycle Routes



2.4.13 Figure 2.6 below demonstrates the 3200m and 5000m distance cycling isochrones to and from the Site.

Figure 2.6: Cycling Isochrones



2.4.14 Figure 2.6 shows that the entirety of Usk and the nearby settlement of Rhadyr are located within a 3200m (13 minute) cycle of the Site, with additional smaller settlements and larger employment sites are within a 5000m (21 minute) cycle.

2.5 Future Active Travel Works

2.5.1 As outlined in Chapter 3, in line with the Active Travel (Wales) Act 2013 and the accompanying 2021 Guidance, Monmouthshire County Council have reviewed existing walking and cycling routes within and surrounding Usk, and identified a number of routes where active travel conditions should be improved. They also identified existing walking and cycling routes.

2.5.2 The location of these existing and proposed walking and cycling routes, along with the Site's location are shown in Figures 2.7-2.8 below.

Figure 2.7: Existing and Proposed Walking Routes

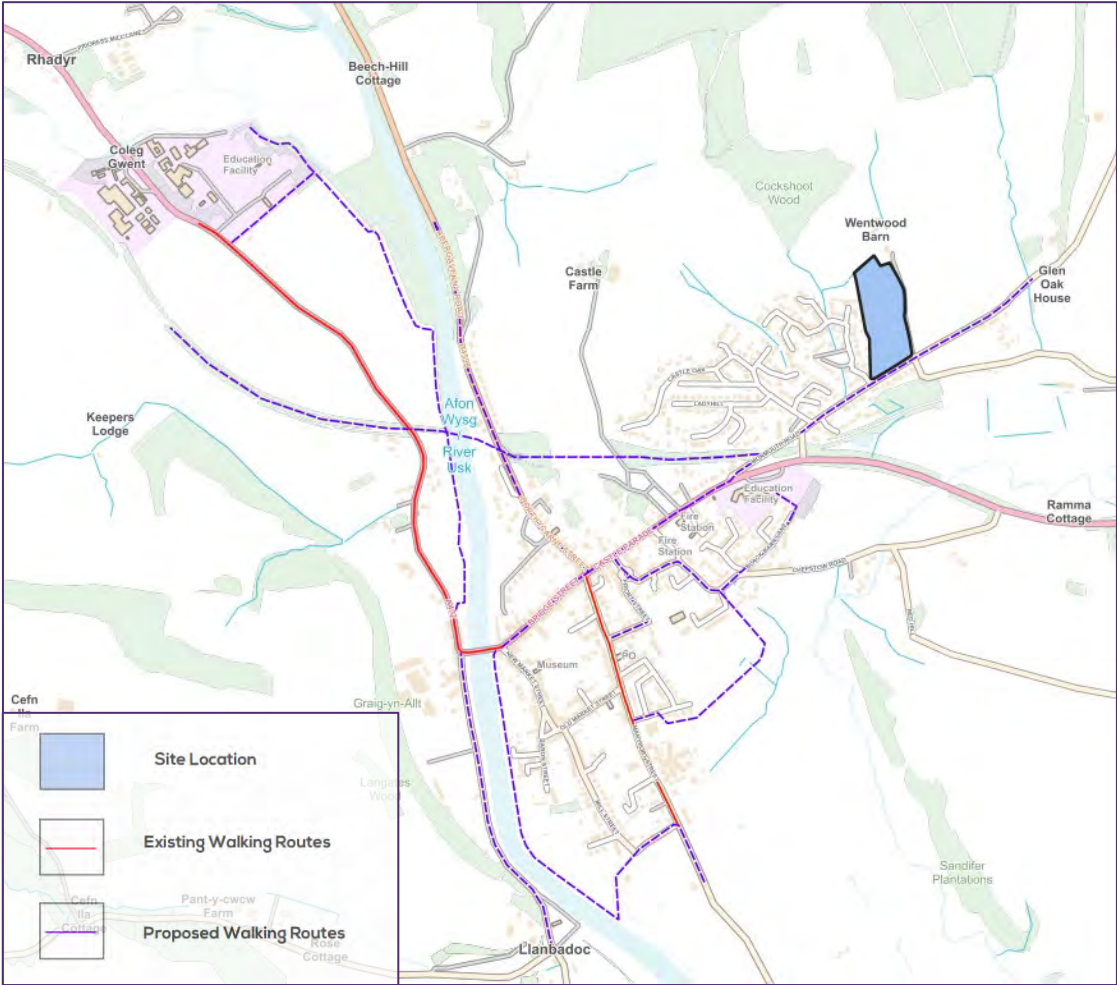
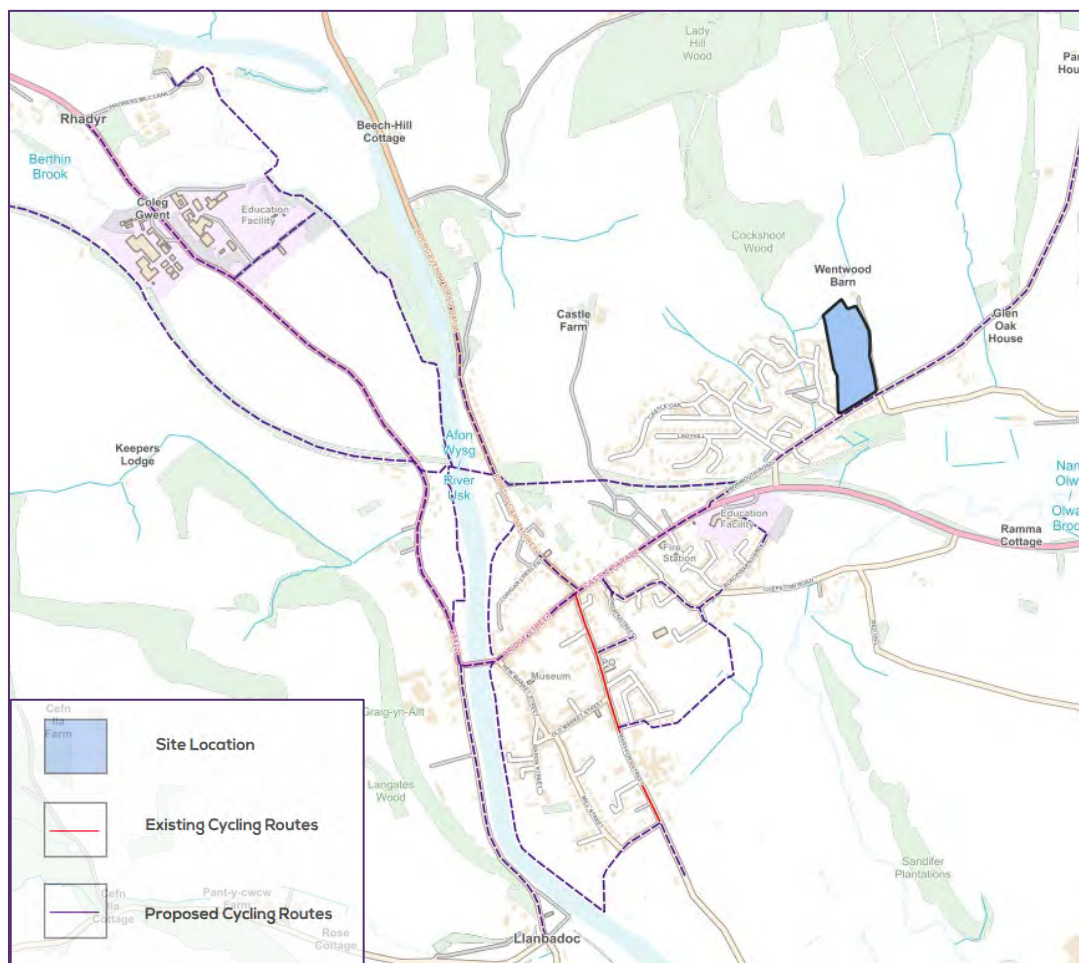


Figure 2.8: Existing and Proposed Cycling Routes



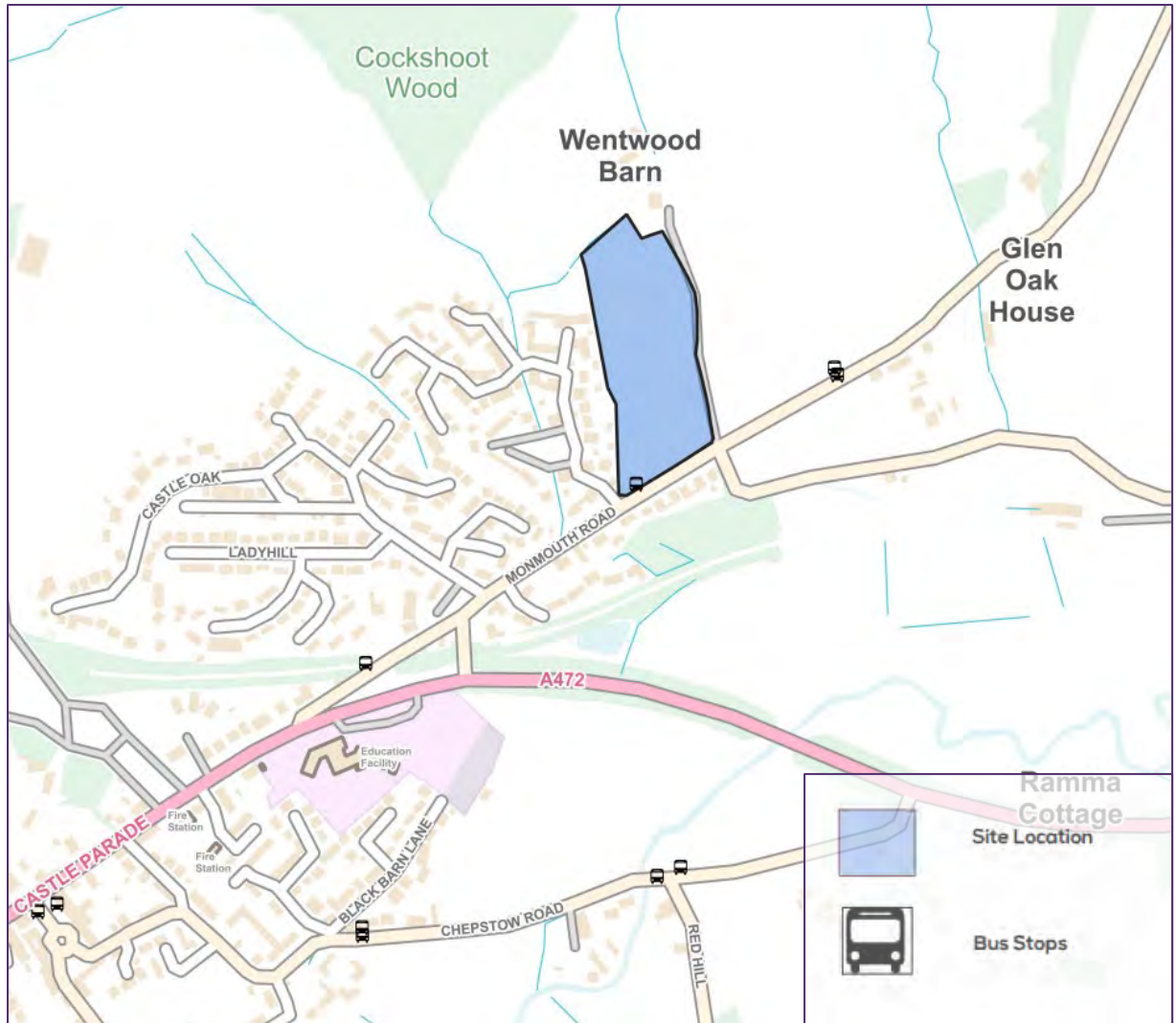
- 2.5.3 These improvements include along Monmouth Road within the vicinity of the Site for allocation, which is identified as a high priority, primary future route. Improvements proposed include footway resurfacing, the introduction of dropped kerbs, cutting-back of vegetation, introduction of 20mph speed limits, extensions to street lighting, and improved signage and markings for cyclists. Of these proposals, the 20mph speed limit has been introduced just west of the Site's south eastern boundary along Monmouth Road.
- 2.5.4 Additional high-priority future connections identified are also accessible to the Site via Monmouth Road, including the connection between Castle Mews and Usk Bridge via the Usk Tunnel, as well as linking to the existing primary route across the river Usk towards Usk College. A cycling connection along Monmouth Road north east towards Raglan has also been identified.
- 2.5.5 The draft Local Transport Plan (November 2023) outlines that these routes were first identified within the 2015 Local Transport Plan as Intervention Reference 24- 'Usk Active Travel Network'. Design and feasibility work had not commenced by the end of the plan period.
- 2.5.6 The draft Local Transport Plan (LTP) identifies 'Initial Active Travel Network Schemes within Usk' as key strategic active travel projects for delivery within the Implementation Plan. However, the timescales and order with which these identified improvements will be delivered are not provided.

2.6 Public Transport Network

Existing Bus Services

- 2.6.1 There is one existing bus service, the number 60, which runs along Monmouth Road and provides public transport access to the Site, with an eastbound bus stop, 'Burrium Gate' and westbound bus stop, 'Common Trip' within 160m west and 320 metres east of the Site respectively. A further two bus stops, 'Common Trip' and 'Ladyhill' are located approximately 170m east, and 480m west of the Site, respectively.
- 2.6.2 The westbound bus stop within walking distance of the Site has a flagpole and bus timetable information, whereas the two nearest eastbound bus stops to the Site 'Burrium Gate' and 'Common Trip' do not have flagpoles or bus timetable information. 'Ladyhill' bus stop served by eastbound bus services with flagpoles, seating, and shelter is located approximately 420m west of the Site.
- 2.6.3 A further bus stop, 'Clock Tower' is located on Twyn Square, approximately 970 metres to the west of the Site. This provides access to service 63, which routes between Cwmbran and Chepstow, and is served by a flagpole, timetable information, and seating.
- 2.6.4 The Site and nearby bus stops are shown in Figure 2.9 below.

Figure 2.9: Site and Surrounding Bus Stops



2.6.5 A summary of the local bus services is set out in Table 2.3 below.

Table 2.3: Existing Bus Services

Service	Day	First Bus	Services per Day (approximate frequency)	Last Bus
<i>60/ X60- Newport Bus</i>				
Newport Bus Station to Monmouth Bus Station Via Caerleon, Usk and Raglan	Weekday	06:00	13 (60 mins)	18:26
	Saturday	06:10	8 (120 mins)	17:00
	Sunday	08:50	4 (150 mins)	16:06
	Bank Holidays	08:50	4 (150 mins)	16:06
Monmouth Bus Station to Newport Bus Station via Raglan, Usk, and Caerleon.	Weekday	06:55	13 (60 mins)	19:37
	Saturday	08:04	7 (120 mins)	19:06
	Sunday	09:55	4 (150 mins)	17:10
	Bank Holidays	09:55	4 (150 mins)	17:10

2.6.6 As shown in Table 2.3, there is one bus per hour from these stops, which provides services to a number of nearby destinations, such as Monmouth, Raglan, Usk and Caerleon.

2.6.7 Further bus services are available from Twyn Square via service 63, which provides services to nearby destinations such as Cwmbran, Pontypool, Chepstow.

Grass Routes Community Transport

2.6.8 As part of the Grass Routes Community Initiative, community cars and drivers are available for private hire by local residents. The service was originally set up by Monmouthshire County Council to combat rural isolation and is directed at groups who may be prevented from using other means of public transport because of age or mobility. An online application form is provided on Monmouthshire County Council's website.

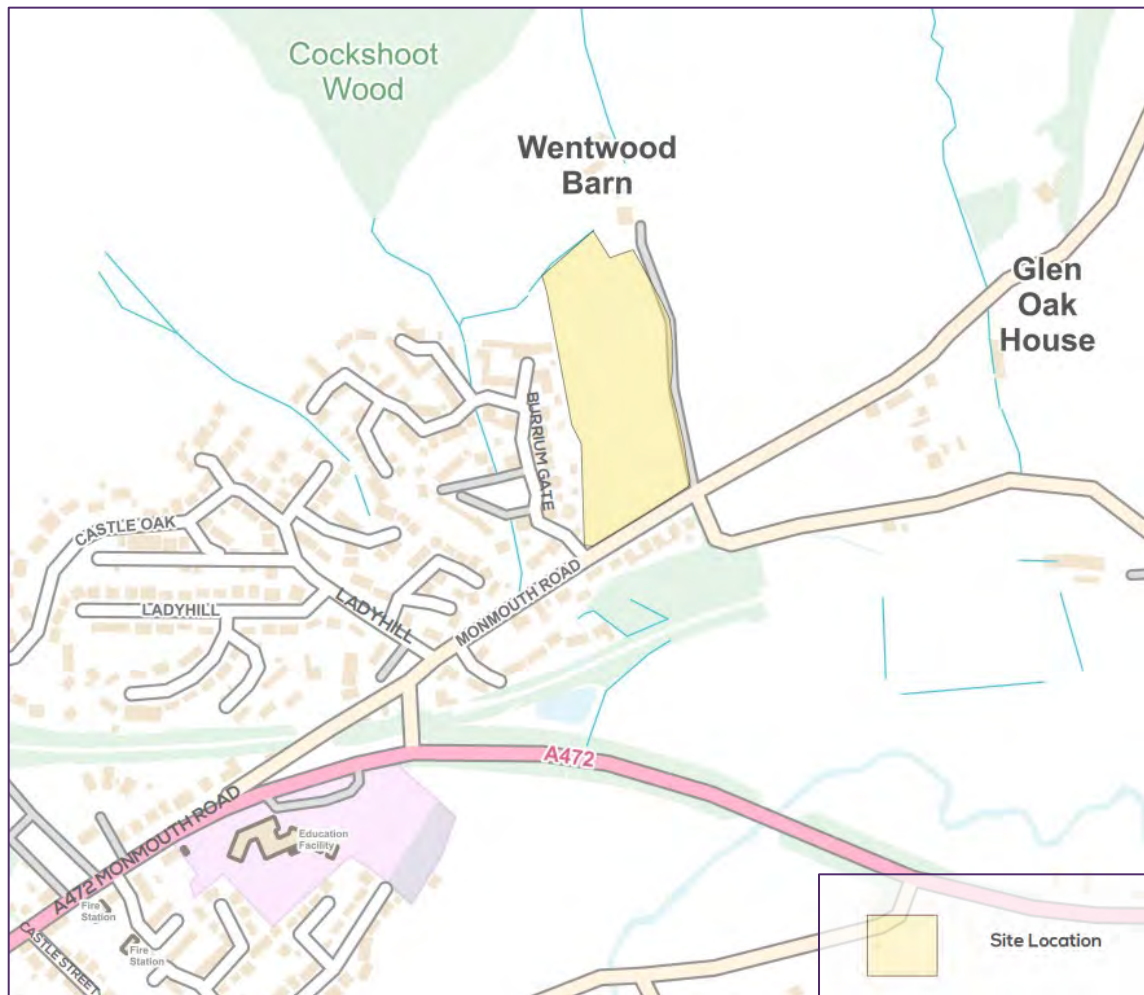
2.6.9 The bus service operates on weekdays between the hours of 09:00 and 14:00 (except Bank Holidays). There are scheduled routes for each day between all the main Monmouthshire towns and outlying areas. In addition, pre-booking is available 24 hours in advance before travel.

2.6.10 There is a £5 membership fee per household of up to four members. Fares are £3 for a single and £5 for a return journey made on the same day. The service is available in Monmouth and the surrounding areas. There is a 50 percent concession for those under 16.

2.7 Existing Local Highway Network

2.7.1 The location of the Site in the context of the local highway network is shown in Figure 2.10.

Figure 2.10: Site and surrounding Local Highway Network



Monmouth Road

- 2.7.2 The Site is bound by Monmouth Road to the south. Monmouth Road is a two-way single carriageway road that connects the A472 to the A40 at Raglan, which is located approximately 8km to the north of the Site.
- 2.7.3 Monmouth Road is subject to a 20mph speed limit within the vicinity of the application site's southern frontage and continues west towards the centre of Usk. The speed limit increases to 30mph immediately east of the Site's southeastern extent, before increasing to the National Speed Limit Approximately 130 metres further east to the Site. Traffic calming measures are in place east of the Site, seeking to enforce the 30mph speed limit comprising of 'SLOW' road markings along with sections of red surfacing, as well as along the Site's southern boundary where the 20mph speed limit has been introduced.
- 2.7.4 Monmouth Road is adopted and is predominately rural in nature to the east of the Site of the Proposed Development. Monmouth Road becomes residential in nature west of the Site of the Proposed Development, with active frontages and private residential vehicular access points directly abutting both sides of the adopted highway.
- 2.7.5 Burrium Gate residential development is located west of the Site's western boundary, accessed from the north side of Monmouth via a priority T-junction arrangement.
- 2.7.6 The carriageway of Monmouth Road measures approximately 7.2 metres in width, and there is no existing street lighting within the vicinity of the Site and east of the Burrium Gate priority T-junction.

2.7.7 The northern side of Monmouth Road is served by 1.2-1.5m footways immediately east and west of the Site, with the junction with Burrium Gate served by dropped kerbs and tactile paving. This provides a continuous pedestrian link from the Site that continues to the centre of Usk.

2.7.8 Monmouth Road meets with the A472 via a priority T-junction approximately 400 metres to the south-west of the Site.

Unclassified Road

2.7.9 A two-way unclassified road routes south from the southern side of Monmouth Road roughly opposite the Site's southeastern boundary. The road is subject to the National Speed Limit and is mainly rural in nature with no street lighting or footpath provision. The carriageway measures approximately 3.5 metres in width and provides a link to the local allotments and a small number of farms and rural properties to the east. The unclassified road meets with Monmouth Road via a simple priority T-junction.

A472

2.7.10 The A472 is a two-way single carriageway road providing the main vehicular route through the town of Usk and is accessed via a priority T-junction located approximately 400 metres to the south-west of the Site.

2.7.11 The carriageway provides street lighting throughout and measures approximately 7.3 metres in width east of the junction with Monmouth Road, before narrowing to approximately 4.8m west of the Site. It is subject to a 20mph speed limit within the vicinity of the junction with Monmouth Road, and 30mph to the east

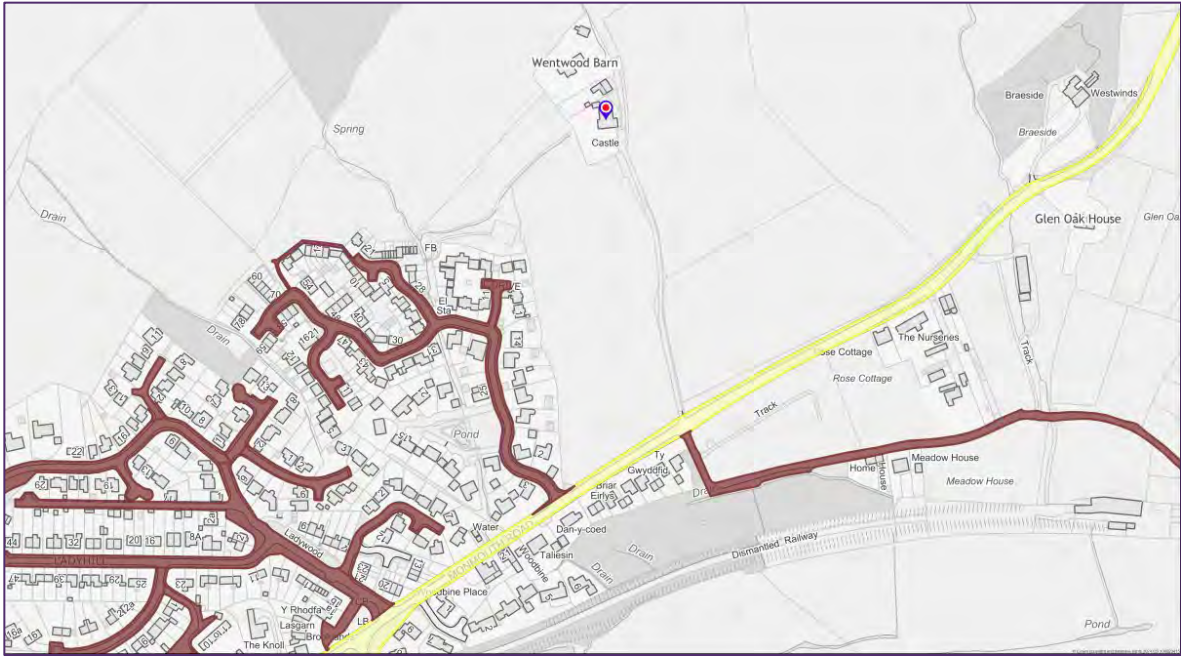
2.7.12 Footways measuring in excess of 2 metres in width on both sides of the carriageway lead into the town centre to the west of the one-way slip road with Monmouth Road.

2.8 Public Highway

2.8.1 Public highway records have been received from MCC. The adopted highway in the vicinity of the site is shown in Figure 2.11. As shown, Monmouth Road carriageway and footways that bound the Site to the south are adopted by MCC, whilst the lane running to the east of the Site is owned by the Applicant and forms part of the Site allocation boundary.

2.8.2 This Lane is approximately 3.4-3.6m in width and currently provides access to Little Castle Farm, northeast of the Site.

Figure 2.11: Adopted Highway Boundary



2.9 Existing Travel Behaviour

2.9.1 To understand existing travel patterns, Census data for the journey to work mode split has been investigated for the Llanbadoc-Usk ward of Monmouth, in which the site is located. Table 2.4 below shows the mode splits from this ward, Monmouth, and Wales, taken from the 2011 Census data.

Table 2.4: Method of Travel to Work (2011 Census)

Method of Travel to Work	Usk (Ward)	Monmouthshire (County)	Wales (Country)
Work mainly at or from home	8.0%	9.0%	5.0%
Underground, metro, light rail, tram	0.0%	0.0%	0.0%

Train	1.0%	2.0%	2.0%
Bus, Minibus, or coach	1.5%	1.0%	5.0%
Taxi	0.0%	0.0%	0.0%
Motorcycle, Scooter, or moped	0.5%	1.0%	1.0%
Driving a car or van	66.0%	69.0%	67.0%
Passenger in a car or van	4.0%	5.0%	7.0%
Bicycle	0.5%	1.0%	1.0%
On foot	16.0%	10.0%	11.0%
Other method of travel to work	1.5%	1.0%	1.0%

2.9.2 Table 2.4 demonstrates that overall, the proportion of car users for journeys to work in this area (66%) is largely commensurate with the county (69%) and nation-wide (67%) averages. The proportion of journeys to work via active means (16.5%) is significantly higher than county (11%) and nation-wide (12%) averages. The proportion of public-transport users for journeys to work within Usk (2.5%) is broadly similar to the Monmouthshire County average of 3%, but significantly lower than the nation-wide average of 7%. Finally, the proportion of respondents working mainly from home (8%) is commensurate with the county average of 9%, both of which are significantly higher than the nation-wide average of 5%.

2.10 Existing Highway Safety

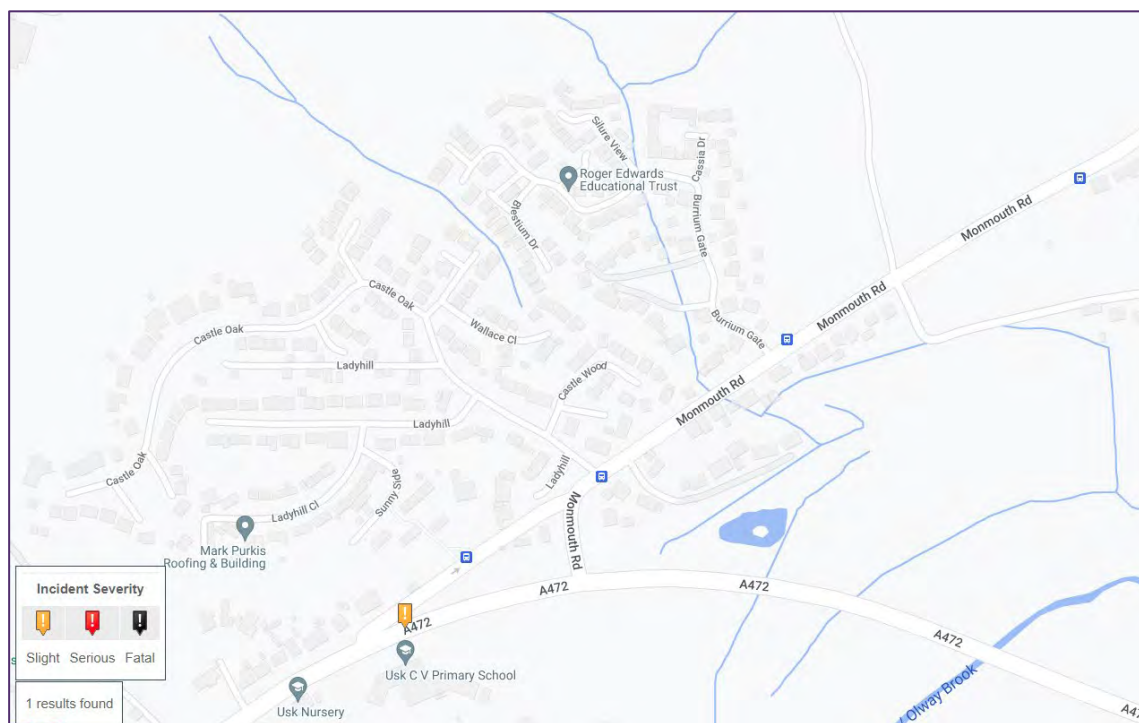
- 2.10.1 Recorded Personal Injury Collisions (PICs) for the five-year period 01/01/2018 to 31/12/2022 have been assessed for the highway network of interest. PICs are classed as fatal, serious, or slight and comprise of one or more casualties.
- 2.10.2 The search area includes Monmouth Road approximately 400m away from the Site, including the junction with the A472 to the south-west and junctions with unclassified roads to the east of the Site.
- 2.10.3 One slight collision was recorded during the 5-year assessment period, with details provided in Table 2.5 below.

Table 2.5: Recorded personal injury Collisions (PICs) 2018 - 2022

Reference Date	Description	Location	Casualties		
			Fa	Se	Sl
2019610056019 08/11/2019	Vehicle 1 travelling westbound on A472 and Vehicle 2 travelling eastbound along the A472. Vehicle 2 (motorcycle) overtakes a stationary vehicle and collides with the front of Vehicle 1 in the process of turning right onto the one-way Monmouth Road slip road. Driver of Vehicle 2 is slight casualty.	E-W on A472, westbound carriageway.	-	-	1

2.10.4 The location and severity of the collision is shown in Figure 2.12 below.

Figure 2.12: PIC Overview (CrashMap, 2022)



2.10.5 The collision report, attached at Appendix A, suggests that driver error and a failure for drivers of both vehicles to see each other were the causative factors for this slight collision.

2.10.6 No collisions were recorded within 50m of the site access.

2.11 Existing Traffic Flows- Monmouth Road

- 2.11.1 An Automatic Traffic Counter (ATC) survey was undertaken along Monmouth Road, just west of the Site's eastern boundary, as shown by Figure 2.13 below.
- 2.11.2 The counter was installed on Thursday 11 July 2024 with the intention to record 24-hour traffic flows and speeds for a 7-day period. An error was encountered with the Counter Tube B and therefore only three days of reliable and accurate data could be obtained.

Figure 2.13: ATC Location



Traffic Speeds

- 2.11.3 A summary of the average and 85th %ile speeds obtained across three days is summarised in Table 2.6 below.

Table 2.6: 24-Hour vehicle traffic speeds along Monmouth Road

Assessment Period	E-Bound		W-Bound	
	Average (mph)	85 th %ile (mph)	Average (mph)	85 th %ile (mph)
24-hour Weekday (Friday 12/07/24)	30.3	38.4	31.9	39.9
24-Hour Weekend Average	31.1	39	31.9	40.3
24-hour 3 Day Average	30.8	38.8	31.9	40.2

- 2.11.4 The results outlined above show that both average and 85th %ile recorded speeds were higher than the 20mph speed limit in operation from just east of the count location. It should be noted that the 3-day 24-hour average speeds are marginally higher than 30mph, which is the speed limit along Monmouth Road up to just east of the Site's south eastern boundary. The Site's access strategy (outlined in Chapter 4) has been informed by the 24-hour average 85th %ile speeds recorded above, with access visibility splays designed to accommodate speeds of 40mph along Monmouth Road.

Vehicle Flows

- 2.11.5 The two-way 24-hour vehicle flows on Monmouth Road recorded on Friday 12/07/24, together with the weekend 24-hour average vehicle flows are outlined in Table 2.7 below. Should the Site come forwards as a planning application, it is anticipated that new traffic data will be obtained to inform the transport documents supporting such an application.

Table 2.7: 24-Hour vehicle flows along Monmouth Road

Assessment Period	E-Bound	W-Bound	Two-Way
24-hour Weekday (Friday 12/07/24)	906	615	1521
24-Hour Weekend Average	689	447	1136

- 2.11.6 The results outlined above show a higher number of vehicles travelling eastbound along Monmouth Road than those travelling westbound. This is consistent across the three days of survey data obtained.
- 2.11.7 The west-bound AM peak for the data collected on 12/07/24 was identified as between the hours 09:00am-10:00am with 72 total vehicle flows, whilst the east-bound AM peak vehicle flow of 74 vehicles occurred between the hours 11:00am-12:00pm. The two-way AM peak flow of 134 vehicles occurred between the hours 09:00am-10:00am. This equates to a vehicle in either direction approximately every 27 seconds.

2.12 Summary

- 2.12.1 The Site for allocation's location is considered accessible, providing the opportunity for future residents to access local services and amenities by walking or cycling.
- 2.12.2 The existing pedestrian and cycle network in proximity of the Site makes it conducive for walking and cycling. The walking and cycling routes identified for improvement within the Active Travel Network Maps and proposed for delivery within MCC's draft Local Transport Plan present the opportunity to further improve walking and cycling infrastructure within the vicinity of the Site.
- 2.12.3 The Site for allocation is located within convenient walking distance of bus service 60 which provides access to a wider range of services located in nearby settlements such as Monmouth, Raglan, Usk and Caerleon. The Grass Routes Community Transport also presents the opportunity for prospective residents who otherwise may be prevented from using other means of public transport because of age or mobility to easily access all the main Monmouthshire towns and outlying areas.
- 2.12.4 A review of the existing traffic flows on the local highway network and the recorded personal injury collision data within the vicinity of the Site show no evidence of any significant safety issues with the local highway network.

3 POLICY AND GUIDANCE

3.1 Introduction

3.1.1 This Chapter outlines relevant planning and transport policy and guidance to the proposed allocation of Land east of Burrium Gate, Usk.

3.1.2 The policy and guidance documents included in this Transport Statement are as follows:

- Future Wales- the National Plan 2040;
- Well-being of Future Generations (Wales) Act, 2015
- Planning (Wales) Act, 2015;
- Planning Policy Wales, Edition 12;
- Technical Advice Note (TAN) 18 (Transport);
- Active Travel (Wales) Act 2013;
- Active Travel Guidance 2021;
- Llwybr Newydd- The Wales Transport Strategy;
- Monmouthshire Replacement Local Development Plan (RLDP) – 2018-2033;
- Monmouthshire draft Local Transport Plan 2024-2029; and
- Monmouthshire Parking Standards (2013)

3.2 Future Wales – The National Plan 2040 (February 2021)

3.2.1 As the national development framework, Future Wales is the Country's highest tier of development plan and sets out the Welsh Government's twenty-year plan for shaping the future growth and development of Wales. Future Wales replaces the Wales Spatial Plan and seeks to ensure that the planning system at all levels is consistent with, and supports the delivery of, Welsh Government strategic aims and policies.

3.2.2 The plan is focused on solutions to key issues and challenges at a national scale, setting out strategies to addressing key national priorities including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, and improving the health and well-being of Welsh communities. Future Wales is a framework which is to be built on by Strategic Development Plans at a regional level and Local Development Plans at local authority level.

3.2.3 Future Wales outlines the role sustainable transport should play in facilitating growth and development that makes people and places healthier, with investment in public transport and active travel infrastructure designed in compliance with the Active Travel Act providing an opportunity to re-think how places work. Sustainable Travel also forms one of the eleven intended Outcomes of Future Wales and its twenty-year strategy:

"All methods of travel will have low environmental impact and low emissions, with increased use of public transport and ultra-low emission vehicles replacing today's petrol and diesel vehicles. Sustainable transport infrastructure will be embedded within development to enable easy and convenient access from one place to another for commuting, business, tourism and leisure purposes. Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles."

3.2.4 Future Wales reiterates Welsh Government support for enhanced public transport and active travel opportunities in rural areas, whilst recognising that travel by car may be the only realistic mode of travel for some. The Welsh Government will support investment in public transport, active travel and vehicle charging networks to support ultra-low emission vehicles and will also support investment in the road network where this is necessary to maintain or improve rural accessibility.

3.2.5 Future Wales Policy 12 focusses upon Regional Connectivity;

“In rural areas our priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services.

The Welsh Government will work with Transport for Wales, local authorities, operators and partners to deliver the following measures to improve regional connectivity:

- *Active Travel – Prioritising walking and cycling for all local travel. We will support the implementation of the Active Travel Act to create comprehensive networks of local walking and cycling routes that connect places that people need to get to for everyday purposes.*
- *Bus – Improve the legislative framework for how local bus services are planned and delivered. We will invest in the development of integrated regional and local bus networks to increase modal share of bus travel and improve access by bus to a wider range of trip destinations.*
- *Metros – Develop the South East Metro, South West Metro and North Wales Metro. We will create new integrated transport systems that provide faster, more frequent and joined-up services using trains, buses and light rail.*
- *Ultra-Low Emission Vehicles – Support the roll-out of suitable fuelling infrastructure to facilitate the adoption of ultra-low emission vehicles, particularly in rural areas.*

Active travel must be an essential and integral component of all new developments, large and small. Planning authorities must integrate site allocations, new development and infrastructure with active travel networks and, where appropriate, ensure new development contributes towards their expansion and improvement.”

3.2.6 The sustainable transport hierarchy in Planning Policy Wales, which prioritises active travel and public transport, is a fundamental Welsh Government principle that underpins Future Wales, and is expanded upon below.

3.3 Well-being of Future Generations (Wales) Act, 2015

3.3.1 The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies to carry out sustainable development, as defined below:

“Sustainable Development” means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action in accordance with the sustainable development principle, aimed at achieving the well-being goals.”

3.3.2 The Act has established seven well-being goals which are intended to shape the work of all public bodies in Wales, as presented in Figure 3.1 below.

Figure 3.1: The Wellbeing of Future Generations (Wales) Act- Goals



- 3.3.3 The Act influences the way new development will be planned, demanding that development and use of land contribute to improving the economic, social, environmental and cultural well-being of Wales.
- 3.3.4 The Act also establishes ‘Five Ways of Working’ which public bodies need to demonstrate they have carried out in undertaking their sustainable development duty. These include long-term thinking, prevention, collaboration, integration and involvement.
- 3.3.5 It is through the Act that Wales will make its contribution to the achievement of the 17 United Nations Sustainable Development Goals

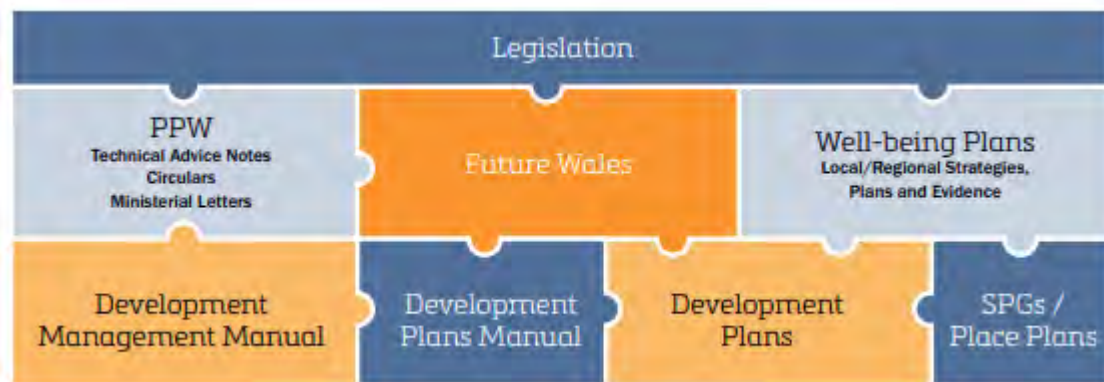
3.4 Planning (Wales) Act, 2015

- 3.4.1 The Planning (Wales) Act, 2015 introduces a statutory purpose for the planning system and all statutory bodies to exercise all its functions in accordance with the principles of sustainable development as defined in the Well-being of Future Generations (Wales) Act 2015, outlined above.
- 3.4.2 The Act strengthens the plan-led approach to development planning, through introducing the National Development Framework for Wales, setting out the national land use priorities and infrastructure requirements for Wales.

3.5 Planning Policy Wales, Edition 12 (February 2024)

- 3.5.1 First published in 2002, Planning Policy Wales (PPW) sets out the Welsh Government’s land use planning policies, under which Local Planning Authorities prepare their Local Development Plans (LDPs). Planning Policy Wales 12 (PPW12) supersedes PPW11 as the overarching planning policy document for Wales.
- 3.5.2 PPW operationalises key legislation including Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015, and other key legislation.
- 3.5.3 PPW is supplemented by a series of Technical Advice Notes (TANS), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the National Planning Policy Framework for Wales, as shown in Figure 3.2 below.

Figure 3.2: The Planning Framework



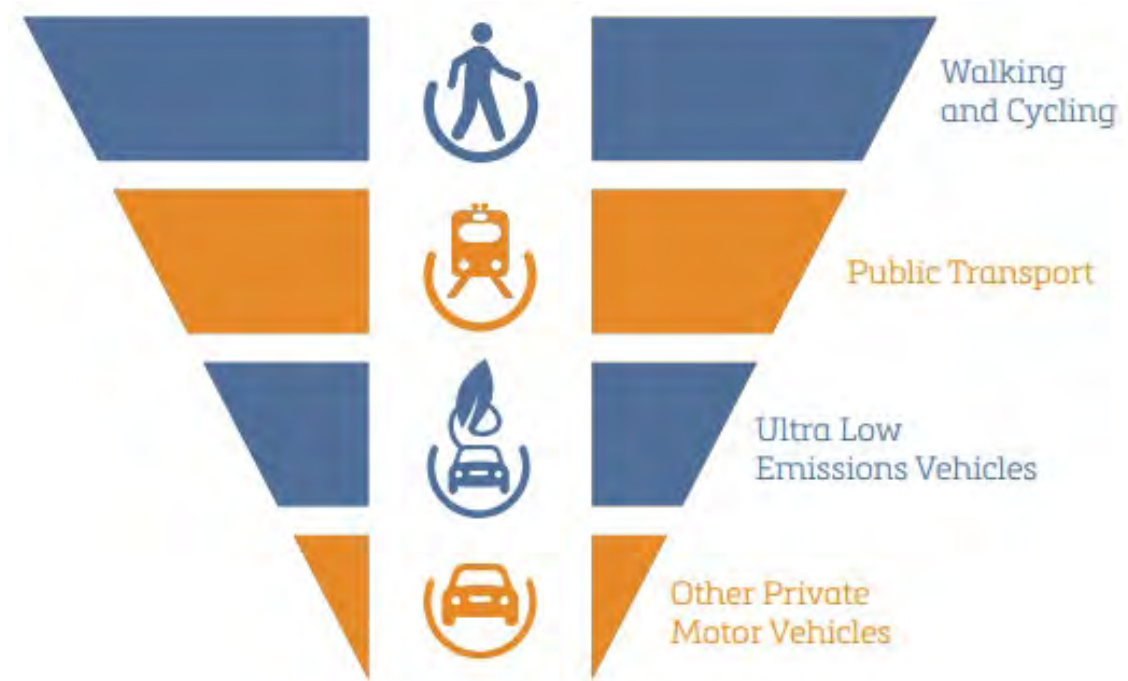
- 3.5.4 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and sustainable places, in turn improving the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015.
- 3.5.5 PPW and the National Development Framework (Future Wales – the National Plan 2040) as outlined above, together set out how the planning system at a national, regional and local level can assist in delivering these core objectives through both Strategic Development Plans (SDPs) and Local Development Plans (LDPs).
- 3.5.6 Chapter 3 of PPW highlights the significance of the planning system in decarbonisation and reducing the impacts of climate change. PPW outlines the role that spatial strategies should play in enabling accessibility by sustainable modes and implementing the sustainable transport hierarchy:
- “Spatial strategies should support the objectives of minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport.”*
- 3.5.7 Chapter 4 of the Planning Policy Wales document deals with Active and Social Placemaking and Well-being, within which transport plays a crucial role. Active and Social Places are those which promote social, economic, environmental and cultural well-being by providing well-connected cohesive communities.
- 3.5.8 Focussing on transport, PPW 12 highlights the ways in which the planning system can facilitate both sustainable transport and sustainable development;
- “The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution.”*
- 3.5.9 The key strategies underpinning this objective are:

- *Improving physical and digital connectivity to support access to more local services, in turn enabling people to travel shorter distances by walking and cycling and reducing car dependency;*
- *Investment in reliable, efficient, accessible, and affordable transport services and infrastructure that is well-maintained and future-proofed to adapt to climate change;*
- *Any decisions on the design of new infrastructure should take account of the sustainable transport hierarchy (shown and outlined below); and*
- *Encouraging mode shift and behaviour change towards active and sustainable travel by making these options more attractive and affordable.*

3.5.10 The importance of the integration of land use planning and transport measures, as well as the integration of transport measures with other environmental, health, education, social inclusion, and wealth creation policies is also emphasised.

3.5.11 New development proposals must prioritise walking, cycling, and public transport ahead of private motor vehicles, through providing appropriate on-site infrastructure and, where necessary, mitigating transport impacts underpinned by the principle of a sustainable transport hierarchy. This hierarchy is shown visually in Figure 3.3 below. 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. The role Ultra Low Emission Vehicles will play in the decarbonisation of transport, particularly in rural areas is also recognised.

Figure 3.3: The Sustainable Transport Hierarchy for Planning



Active Travel

3.5.12 The approach taken to street-design will influence greatly the propensity of future communities to travel via active modes. New development should improve the quality of place and create safe, social, attractive streets where people want to walk, cycle and enjoy, and children can play. To create streets that are social places, the public realm needs to be safe and attractive and designed for low speeds of 20 mph or less. Well integrated green infrastructure, such as SUDS, street trees and verges should be included as part of the street layout.

3.5.13 Provision for active travel must be an essential component of development schemes and new developments should be designed and integrated with existing settlements and active travel networks, improving them where required, to ensure that active travel is a practical, safe, and attractive choice.

3.5.14 New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities.

Public Transport

3.5.15 New development should be located where there is, or can be, good access by public transport to enable people to undertake medium-to- long journeys without being dependent on having access to a car.

3.5.16 The layout and density of new development should support the use of public transport and maximise accessibility potential.

Ultra-Low Emission Vehicles

3.5.17 The planning system should encourage and support the provision of ULEV charging points as part of new development and should not cause obstruction to active travel and should be located where there is good natural surveillance.

Traffic Management

3.5.18 New development should seek to reduce the level and speed of traffic through good street design, such as through the layout of buildings and spaces, and careful consideration of issues such as street layout and dimensions, and the design and location of footways .

3.5.19 Traffic calming measures that are sympathetic to the character of the area should be incorporated as part of the design of new development from the outset to achieve reduced traffic speeds and environmental and safety improvements.

Car Parking

3.5.20 A design-led approach to the provision of car parking that is informed by the local context including public transport accessibility should be taken, which ensures an appropriate level of car parking that avoids the creation of car-dominated public realm, or that discourages mode-shift to walking, cycling, and public transport.

3.5.21 Adequate parking for disabled people must be provided.

3.6 Technical Advice Note (TAN) 18 (Transport) (March 2007)

3.6.1 TAN 18 is to be read in conjunction with PPW and should be considered by local planning authorities in the preparation of their development plans.

3.6.2 The integration of land use planning and development of transport infrastructure is seen as having a key role to play in addressing the environmental aspects of sustainable development. TAN 18 outlines a range of key accessibility principles that should inform future patterns of development.

3.6.3 In the case of new residential development, sites that are accessible to jobs, shops, and services by active or sustainable modes are favoured.

3.6.4 TAN 18 addresses policy matters for the following pertinent transport issues:

- The location of development, including major travel generating uses, to encourage a greater choice of means of transport and maximising relative accessibility;
- Parking including parking standards and implementation within new developments;
- The design of development including inclusive mobility and access for disabled people, street design and the use of traffic management measures;
- Walking and Cycling including consideration of the needs of walkers and cyclists, and developing effective networks;
- Public transport provision, safe and efficient transport interchange and park and ride facilities; and
- Planning for transport infrastructure comprising roads, major transport infrastructure projects such as railways, tramways and other guided transport systems, promoting increased use of freight, railways, shipping, inland waterways and aviation.

3.6.5 Chapter 9 considers the assessment of Scheme impacts, with Transport Assessments (TAs) deemed to provide the necessary information to assess the suitability of an application in terms of travel demand and impact.

3.6.6 Annex D of the Guidance provides suggested thresholds above which Transport Assessments should be required, stating that for residential developments this threshold should be greater than 100 dwellings.

3.7 Active Travel (Wales) Act 2013 (October 2013)

3.7.1 Active Travel (Wales) Act 2013 is the first of its kind that makes it a legal requirement to actively encourage the public to use active forms of transport as well as improving the infrastructure to do so.

3.7.2 The Active Travel (Wales) Act 2013 makes walking and cycling the preferred option for shorter, everyday journeys.

3.7.3 The Act requires local authorities to provide a set of maps, initially of existing active travel routes, and then integrated network maps displaying any new routes that have been established. Addressing safety concerns is viewed as a key aspect in increasing the number and frequency of people using active transport modes.

3.7.4 Active Travel Act Guidance outlines the role of active travel and its relation to new developments. Stating that all newly planned housing development should be fully accessible by walking and cycling and should be designed in accordance with the sustainable transport hierarchy. This relates to provision within the site and to connections between the site and nearby services, facilities and active travel networks.

3.8 Active Travel Guidance (July 2021)

3.8.1 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 (Wales) Act 2013.

3.8.2 The Act requires Welsh Local Authorities to produce maps of walking and cycling networks, and to deliver year on year improvements along the mapped routes. The active travel network is designed to serve everyday journeys. 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. These routes should be coherent, direct, safe, comfortable, and attractive. These maps are known as Active Travel Network Maps (ATNM), showing both the existing and future routes required by the Act.

3.8.3 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.

- 3.8.4 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 new development.

3.9 Llwybr Newydd- The Wales Transport Strategy (November 2020)

- 3.9.1 The New Wales Transport Strategy sets out the long-term vision for transport over 20 years and seeks to deliver an accessible, sustainable, and efficient transport system. The Wales Transport Strategy provides the context for the Welsh Government's aim to reduce the need to travel, particularly by private car, and supports a modal shift to walking, cycling and public transport. This is reflected in Planning Policy Wales and Future Wales, which put placemaking at the heart of the planning system. This modal shift is supported by the sustainable transport hierarchy, which prioritises walking, cycling and public transport.
- 3.9.2 Key priorities of the strategy 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. Ultimately, a long-term ambition of the strategy is to reduce the physical, economic, social, and attitudinal barriers that may currently prevent people from walking, cycling, or using public transport.
- 3.9.3 A National Transport Delivery Plan will support the delivery of the Wales Transport Strategy and Future Wales.
- 3.9.4 Figure 3.4 below summarises the priorities and well-being ambitions for the next five years, which will contribute to four long-term, well-being ambitions over the next twenty years.

Figure 3.4: Wales Transport Strategy Priorities and Ambitions



3.10 Monmouthshire Replacement Local Development Plan (RLDP) – 2018-2033

- 3.10.1 Monmouthshire County Council is preparing a Replacement Local Development Plan (RLDP) for the period from 2018-2033, which will set out the detailed policy framework and land use allocations for Monmouthshire up to 2033. It will cover the whole County except for the part within the Brecon Beacons National Park.
- 3.10.2 MCC are approaching the end of the Deposit Plan stage of the RLDP process whereby a full draft version of the RLDP will be produced, incorporating evidence and information gathered and the community's response to the pre-deposit RLDP. Following the completion of the Deposit Plan Stage, the RLDP will be submitted to Welsh Government for 'examination' by an independent Inspector.
- 3.10.3 The Preferred Strategy outlines a number of key issues to be addressed across the RLDP plan period, including rebalancing the County's demography, addressing inequality, addressing the climate emergency, and addressing the nature emergency.
- 3.10.4 The 2033 vision for Monmouthshire is also set out:
- *People are living in sustainable, resilient communities that support the well-being of current and future generations and are more inclusive, equal, safe, cohesive, prosperous, vibrant and balanced demographically. Both urban and rural communities are well-connected with better access to local services and facilities, open space and employment opportunities;*
 - *Communities and businesses are part of an economically thriving, ambitious and well-connected County;*
 - *The best of the County's built heritage, countryside, biodiversity, landscape and environmental assets have been protected and enhanced to retain its distinctive character; and*
 - *People enjoy healthier, more sustainable lifestyles with improved access to public transport and active travel opportunities and have a minimised impact on the global environment, supporting our ambitions for a zero-carbon County.*
- 3.10.5 Objectives for the RLDP have been set to meet the key issues and deliver the vision:
- *Delivering essential affordable homes at pace and scale;*
 - *Responding to the climate and nature emergency by delivering net zero carbon new homes in exemplar places; and*
 - *Ensuring our communities are economically sustainable by attracting and retaining younger people to rebalance our ageing demographic.*
- 3.10.6 Focussing on accessibility, the RLDP policies and Site Allocations will seek to reduce the need to travel by promoting a mix of land use allocations in well-connected, sustainable locations and by improving internet connectivity, and where travel is required, to provide opportunities for active travel and integrated sustainable transport above use of the private car.
- 3.10.7 Between 2018- 2033 the Preferred Strategy aims to deliver between 5,400– 6,210 homes and grow Monmouthshire's economy by 6,240 jobs. The Plan will also seek to enforce a commitment to deliver 50% affordable homes on new housing allocations.
- 3.10.8 The RLDP will also be accompanied by an Infrastructure Plan setting out what is needed to support the development of the allocated sites and will sit alongside an updated Local Transport Plan and an Economic Development Strategy.

3.11 Monmouthshire draft Local Transport Plan 2024-2029 (November 2023)

- 3.11.1 Monmouthshire County Council's (MCC) draft Local Transport Plan (LTP) 2024 – 2029 has been produced and is in the stages of finalisation following the end of public consultation in January 2024.

- 3.11.2 The 5-year plan identifies relevant transport issues, the steps to address these, and priorities for the County.
- 3.11.3 The overarching aim of the draft LTP is to deliver *‘an integrated transport and land use system that prioritises sustainable travel, enables transition to a zero-carbon county, and supports well-being, health and dignity for everyone at every stage of life’*.
- 3.11.4 A key objective of the draft LTP is *‘a transport system that contributes to Monmouthshire’s economic ambitions, supports local communities, and improves sustainable connections to key market towns and key external destinations’*.
- 3.11.5 The draft LTP includes a prioritised programme of projects for delivery as part of the 5-year Implementation Plan and identifies ‘Initial Active Travel Network Schemes within Usk’ as a key strategic active travel project.

3.12 Monmouthshire Parking Standard (2013)

- 3.12.1 The Monmouthshire Parking Standard SPG sets out car and cycle parking standards for residential development in Monmouthshire. The standards are set out in Table 3.1 below.

Table 3.1: Monmouthshire County Council Parking Standards

Type of Development	Residents (Long-Stay)	Visitors (Short-Stay)
Car Parking		
Houses/Apartments/House Conversions	1 space per bedroom (maximum requirement of 3 spaces)	1 Space per 5 units
Cycle Parking		
Apartments	1 stand per 5 bedrooms	No requirement
Motorcycle		
All	5% of spaces for car parking	-

3.13 Policy Summary

- 3.13.1 This Chapter has reviewed policy of relevance at the national and regional, as well as local levels. A principle underpinning all policy levels with regards to transport is the sustainable transport hierarchy, in which shorter and more efficient journeys via walking, cycling, and public transport are prioritised over vehicular trips. The Active Travel (Wales) Act 2013 inscribes this principle in law.
- 3.13.2 Whilst there is a recognition of the role private vehicle use will play in semi-rural communities, and for those with mobility impairments, policy at all levels emphasises the importance of integrating land use and sustainable transport planning in order to create sustainable communities that reduce the need to travel larger distances to access services and facilities that underpin daily life, and therefore enable daily accessibility requirements to be achieved via active modes of travel and public transport. This promotion of active travel and concerted effort to reduce car dependency will also improve health outcomes through increased physical activity, reduce air borne pollution, and assist in tackling climate change in line with the Well-being of Future Generations (Wales) Act, 2015.

- 3.13.3 At a local level, Monmouthshire County Council's draft Local Transport Plan includes a prioritised programme of projects for delivery and identifies 'Initial Active Travel Network Schemes within Usk' as a key strategic active travel project in line with the aims to make active modes of transport a more viable and attractive option for all.

4 DEVELOPMENT PROPOSALS

4.1 Overview

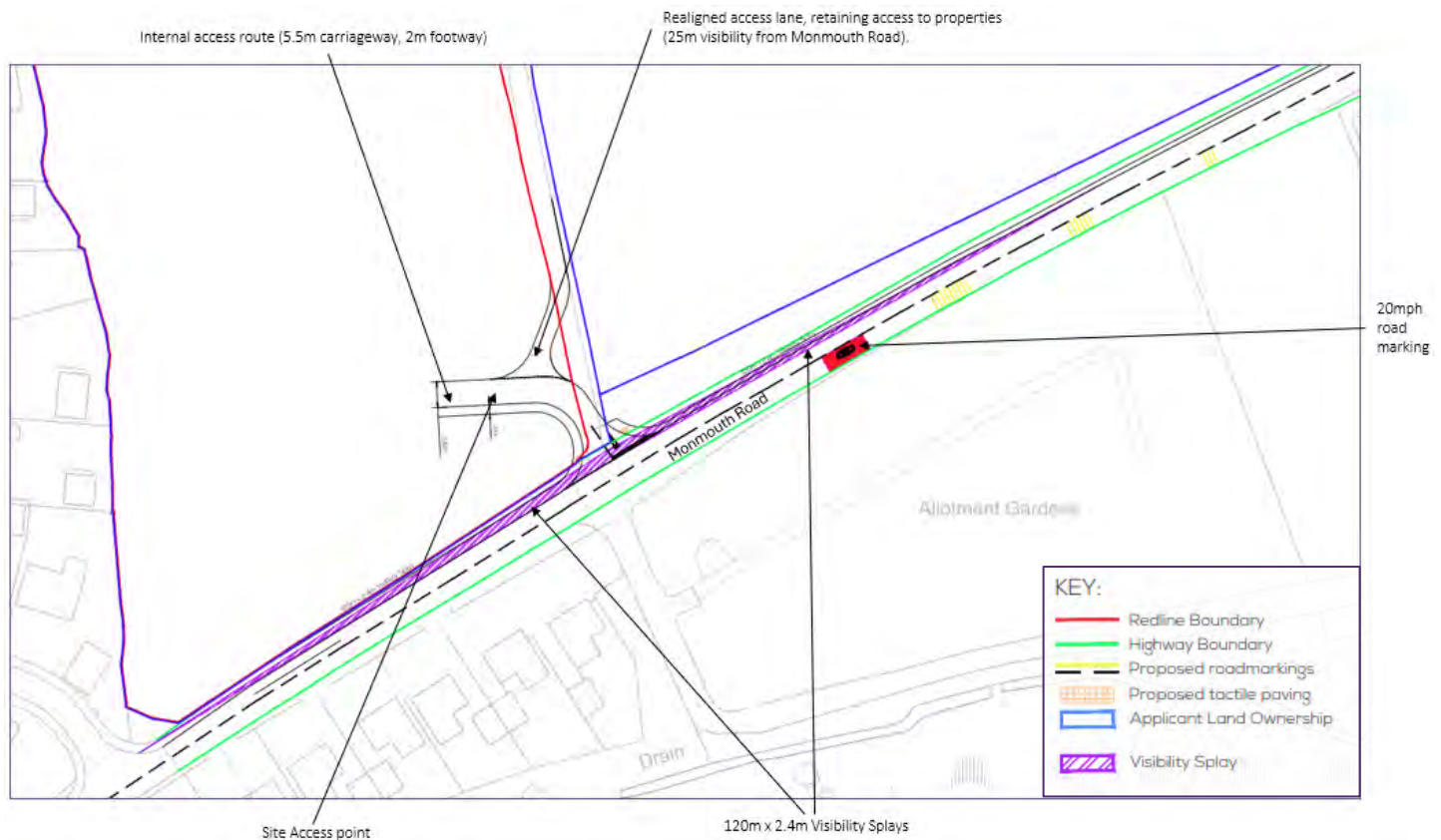
- 4.1.1 The Site allocation proposes a provision of up to 40 residential dwellings including 50% affordable housing. An indicative Site Masterplan is provided at Appendix B, and an overview of the development schedule is provided in Table 4.1 below.

Dwelling Size	Quantum
1 bedroom	4
2 bedrooms	18
3 bedrooms	11
4 bedrooms	10
Total	43

4.2 Primary Vehicular Access Arrangements

- 4.2.1 The primary vehicular access to the Site for allocation would be taken via a reconfigured priority T-junction arrangement from Monmouth Road. This access would serve the residential dwellings, whilst maintaining access for properties north-east of the Site with the realigned access lane joining at an internal give-way point. The Site's access route will provide a 5.5m carriageway with a 2m footway on the southern side of the carriageway. Figure 4.1 below shows the access strategy proposed.

Figure 4.1: Site Access Strategy



- 4.2.2 The 120 metre access visibility splays have been designed to accommodate speeds of 40mph from a 2.4 metre setback distance along Monmouth Road given the average and 85thile speeds ascertained from the commissioned ATC Survey. The existing access lane has been realigned to provide adequate manoeuvring space and visibility splays of 25m from the new give-way point (for 20mph speeds) in line with Manual for Streets (MfS) requirements. Deflection in the lane has been introduced to help reduce speeds leading up to this give-way line.
- 4.2.3 The swept path analysis allows a refuse vehicle and 8.7m fire appliance vehicle to access and egress the Site, and the reconfigured access lane in a forward gear, as shown at Appendix B.
- 4.2.4 The primary vehicular access serving the properties within the site has been designed in accordance with the principles of TAN 18 and MfS. Footways 2m in width would be provided along the access route, linking into existing footways on Monmouth Road and providing a continuous provision for pedestrians. Dropped kerbs and tactile paving will be provided across the priority junction with Monmouth Road, enabling pedestrians to continue on Monmouth Road east of the Site.
- 4.2.5 A secondary pedestrian and cyclist only access point is proposed to the south-west of the Site near to the junction of Monmouth Road with Burrium Gate. This will enhance connectivity and accessibility for prospective residents to facilities and services to the west of the Site within Usk Town Centre.

4.3 Internal Arrangement

- 4.3.1 The internal arrangement of the Site seeks to take advantage of existing connectivity and enhance this through continuous footway provision within the Site, including along all internal vehicular access routes, in addition to several segregated active travel links through areas of open space to the east, north-east and south of the Site, as well as connecting with the non-vehicular access point to the south-west of the Site.

- 4.3.2 All internal access routes will be designed to encourage slow vehicle speeds and safe behaviours with reduced risk of conflict between vulnerable road users and vehicles.

4.4 Parking Provision

- 4.4.1 The Monmouthshire County Council (MCC) Parking Standards (2013) document sets out that one car parking space should be provided per bedroom, with a maximum of three spaces per dwelling as a maximum, within the curtilage of dwellings where possible.
- 4.4.2 Given that the parking standards specify a maximum, it is proposed that vehicle parking will be provided at a rate of 1 space per 1-bed dwellings, and 2 spaces for all other dwellings. This is in accordance with the MCC maximum parking Standards, given the sustainable location of the Site.
- 4.4.3 This level of parking is below the maximum of 3 parking spaces per dwelling permitted by MCC standards. The relevant policy context since 2013 has shifted to allow an ever-growing emphasis upon facilitating improved accessibility through active travel and public transport, and on applying a sustainable transport hierarchy that reduces car dependency, and so this needs to be considered through the Site allocation's parking strategy. Therefore, provision of less vehicle parking from the outset alongside other measures on Site to encourage active and sustainable transport, is considered to better support these principles and policy objectives and to encourage sustainable travel behaviours from the outset.
- 4.4.4 Furthermore, Method of Travel to Work Census 2011 data as outlined in Table 2.3 within Chapter 2, residents within Usk on average travel via active modes at greater rates than the wider Monmouthshire County, whilst travel via car for commuting is slightly lower.
- 4.4.5 Based on 40 dwellings, a total of 8 visitor parking spaces would also be provided in line with MCC parking standards.
- 4.4.6 The MCC document sets out a cycle parking requirement of one space per five bedrooms for apartments and does not specify cycle parking standards for residential houses, however, to facilitate convenient ownership and the use of bikes for its residents, it is proposed that space for cycle parking will be provided within the curtilage of each dwelling.

4.5 Deliveries, Servicing, and Waste Collection

- 4.5.1 The Proposed Development will follow an off-street delivery and waste collection strategy, with delivery and servicing activity proposed to occur from within the Site, accessed via the new access point from Monmouth Road.
- 4.5.2 The swept path analysis allows for a refuse vehicle and 8.7m fire appliance vehicle to access and egress the Site, and reconfigured access lane in a forward gear, as shown within Appendix C.
- 4.5.3 Further details of the Site's servicing strategy will be provided should the Site come forward as a planning application.

4.6 Off Site Improvements

Monmouth Road Speed Reduction

- 4.6.1 It is noted that Monmouthshire County Council's draft Placemaking Policy advocates for the implementation of a traffic regulation order to extend the 20mph speed limit on Monmouth Road further east.
- 4.6.2 The Site Allocation access strategy supports this, with speed reduction measures proposed including the introduction of a village gateway east of the access junction with staggered yellow markings, and a 20mph painted roundel to align with the revised speed limit.

Monmouth Road Public Realm Enhancements

- 4.6.3 In line with national and local planning policy, active travel routes in the vicinity of the Site to key facilities including the local primary school and bus stops have been reviewed.
- 4.6.4 To enhance east-west active travel connections towards Usk Town Centre, the existing footway along the Site's southern boundary on Monmouth Road could be resurfaced and widened. These improves align with those identified as a high priority within the MCC Active Travel network maps for Usk, and within the MCC draft Local Transport Plan.
- 4.6.5 The eastbound bus stop 'Burrium Gate' within the Site's vicinity is currently unmarked and lacks facilities for prospective passengers such as seating and shelter. This provision could be improved, with a relocated and upgraded bus stop along the Site's southern boundary on Monmouth Road, enhancing the accessibility and comfort of public transport options for future residents of the Site.

5 TRIP GENERATION

5.1 Introduction

- 5.1.1 This Chapter provides details of the trip generation associated with the allocation of Land east of Burrium Gate, Usk, for residential development up to 40 dwellings
- 5.1.2 The TRICS v.7.11.2 database has been used to estimate the trip generation likely to be associated with the proposed development. The assessment applies the following selection criteria:
- Land Use – Residential, Privately Owned Houses
 - Regions – United Kingdom (excl. Greater London & Northern Ireland)
 - Date Range – 01/01/14 to 27/03/24
 - Selected Days – Weekdays
 - Selected Locations – Suburban Area, Edge of Town
- 5.1.3 The full TRICS output is provided at Appendix D.

5.2 Total Person Trip Generation

- 5.2.1 The Total Person Trip Generation associated with the Site allocation is shown below in Table 5.1.

Table 5.1: Total Person Trip Generation

Time Period	Trip Rate per Dwelling			Number of Trips (40 dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Hour (0800-0900)	0.266	0.832	1.098	11	33	44
PM Peak Hour (1700-1800)	0.620	0.295	0.915	25	12	37

- 5.2.2 Table 5.1 demonstrates that the Site is likely to result in 44 two-way person trips during the morning peak period and 37 two-way person trips during the evening peak period.

5.3 Total Vehicle Trip Generation

- 5.3.1 The Total Vehicle Trip Generation associated with the Site's allocation is shown below in Table 5.2.

Table 5.2: Total Vehicle Trip Generation

Time Period	Trip Rate per Dwelling			Number of Trips (40 dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak Hour (0800-0900)	0.172	0.389	0.561	7	16	23
PM Peak Hour (1700-1800)	0.375	0.164	0.539	15	7	22

- 5.3.2 Table 5.2 demonstrates that the Site could generate 23 two-way vehicle trips during the morning peak period and 22 two-way vehicle trips during the evening peak period. This equates to one vehicle trip every three minutes on average.

5.4 Trip Generation Summary

- 5.4.1 The number of trips generated by the Site's allocation are unlikely to have any significant impact on the operation of the local highway network.

6 SUMMARY AND CONCLUSION

6.1 Summary

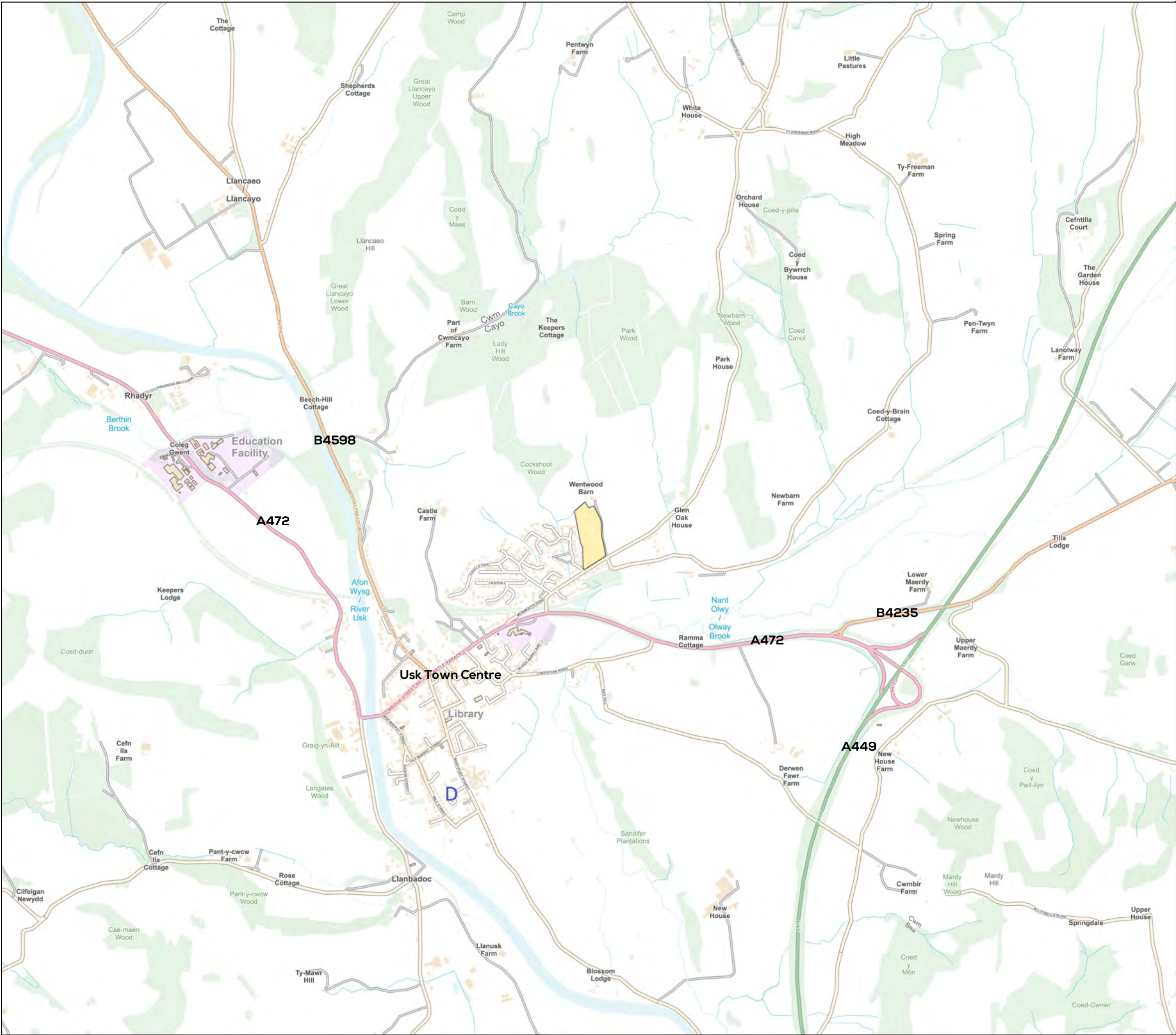
- 6.1.1 This Transport Statement (TS) has been prepared by NRP on behalf of Johnsey Estates 2020 Ltd ('the Applicant') to address the highways and transportation matters associated with the allocation of Land east of Burrium Gate, Usk, for a residential development of up to 40 residential dwellings.
- 6.1.2 The Site is located on the eastern edge of Usk approximately 400m from the A472, the main vehicular route through the town of Usk. The Site comprises 2.76 hectares (ha) of vacant land, with Monmouth Road routing along the Site's southern boundary, with residential development bordering the western boundary of the site. To the east and north, the Site is bordered by agricultural land. The Site is within the border of Monmouthshire County Council (MCC) and the local highway authority is MCC.
- 6.1.3 The TS has demonstrated the Site's accessible location and how this will provide the opportunity for future residents to access local services and amenities by active and sustainable modes of travel. It is also concluded that the Site is located within convenient walking distance of bus services that provide access to a wider range of services and amenities located in nearby settlements, including Monmouth and Newport.
- 6.1.4 Existing traffic flows on the local highway network and the recorded personal injury collision data within the vicinity of the Site have been reviewed. It is considered that there is no existing safety pattern or problem and that the low levels of traffic associated with the Site of the Proposed Development as set out and quantified within Chapter 5, can be safely accommodated with no material impact on highway safety.
- 6.1.5 The primary vehicular access to the Site will be taken via a reconfigured priority T-junction arrangement from Monmouth Road, and existing access for properties north-east of the Site will also be maintained via a realignment of the existing access lane. A secondary pedestrian and cyclist only access point is also proposed to the south-west of the Site, enhancing connectivity and accessibility for prospective residents to facilities and services to the West of the Site within Usk Town Centre. Overall, the proposed access arrangement is policy compliant and is in keeping with the surrounding location.
- 6.1.6 It is proposed that vehicle parking will be provided at a rate of 1 space per 1-bed dwellings, and 2 spaces for all other dwellings. This is in accordance with the MCC maximum parking Standards, given the sustainable location of the Site. A total of 8 visitor parking spaces are also proposed in line with MCC parking standards. Space for cycle parking will be provided within the curtilage of each dwelling.
- 6.1.7 The Proposed Development will follow an off-street delivery and waste collection strategy, with delivery and servicing activity proposed to occur from within the Site, accessed via the new access point from Monmouth Road. Any subsequent Planning Application will be subject to a Delivery and Servicing Management Plan, outlining specific measures forming the Site's servicing strategy.
- 6.1.8 To enhance east-west active travel connections towards Usk Town Centre, the existing footway along the Site's southern boundary on Monmouth Road could be resurfaced and widened. These improvements align with those identified as a high priority within the MCC Active Travel network Maps for Usk. The eastbound bus stop within the Site's vicinity could also be improved, with a relocated and upgraded bus stop along the Site's southern boundary on Monmouth Road, enhancing the accessibility and comfort of public transport options for future residents of the Site. The Applicant invites further discussion with MCC regarding improvements to walking conditions on Monmouth Road along the Site's southern boundary.
- 6.1.9 A multi-modal trip generation exercise has been undertaken for the Site allocation. The results show that the Site would attract approximately 44 two-way person trips in the AM peak hour, and 37 two-way person trips in the PM peak hour, including 23 two-way vehicle trips during the morning peak period and 22 two-way vehicle trips during the evening peak period. The number of trips generated by the Site's allocation for up to 40 dwellings are unlikely to have any significant impact on the operation of the local transport network. The TS concludes that vehicular traffic associated with the Site can be accommodated without detriment to the surrounding local highway network.

6.2 Conclusion

- 6.2.1 Overall, it is considered that the allocation of the Site for residential development accords with the national, regional, and local policy and guidance, and that suitable access can be achieved for pedestrians, cyclists, and vehicle operations. NRP has referred to relevant technical guidance and advice in preparing this Transport Statement.
- 6.2.2 This TS concludes that there are no valid highway or transportation reasons which should prevent the allocation of Land east of Burrium Gate, Usk for residential development.

FIGURES

LOGIN NAME: JACK KINDER
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Site Location

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DRAWING STATUS

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PROJECT

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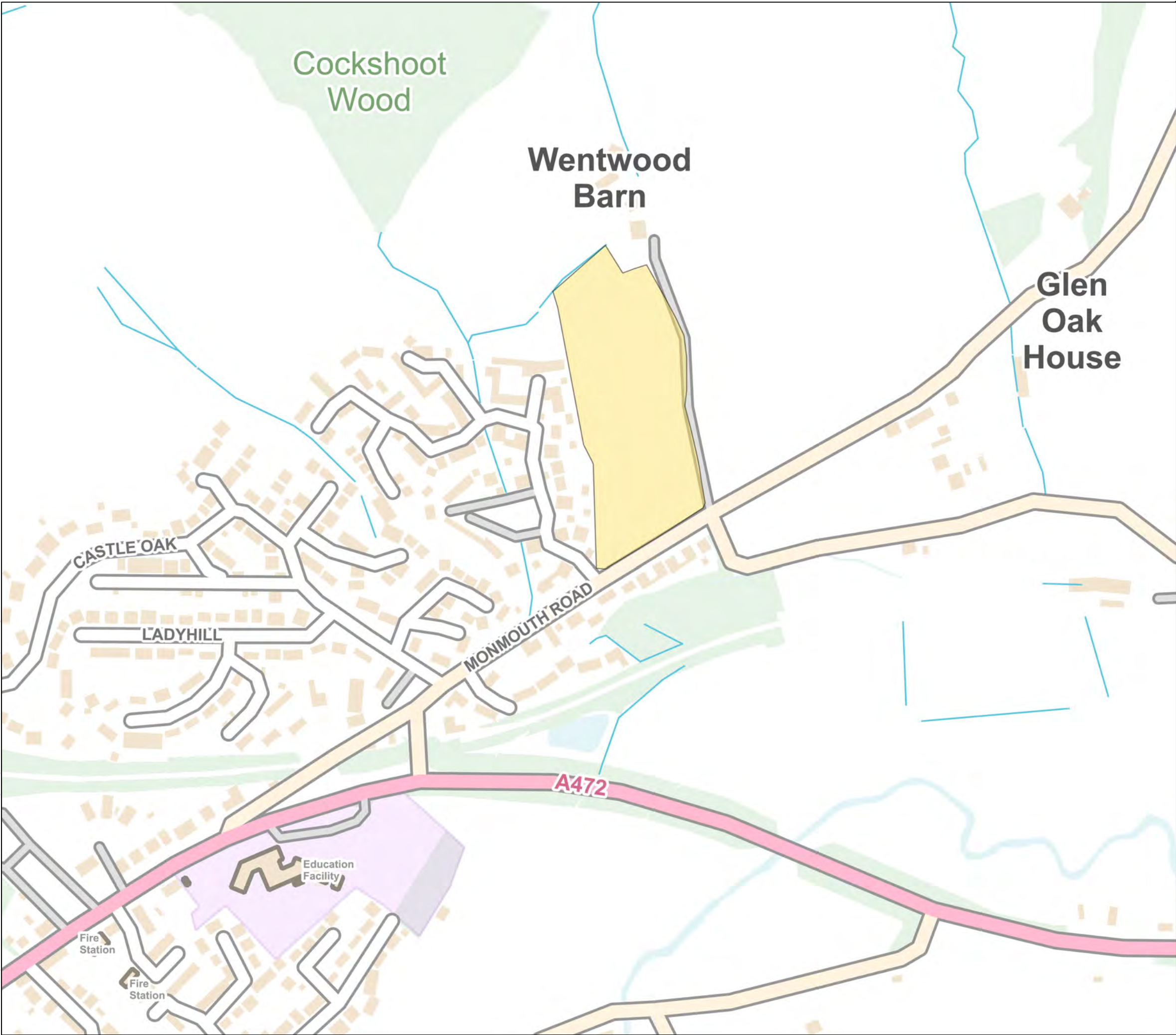
DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
JK	JK	HD-L	05/08/24	RJW	05/08/24

TITLE

SITE LOCATION PLAN- STRATEGIC CONTEXT

SCALE	DRAWING No	REV
NTS	FIGURE 1.1	10

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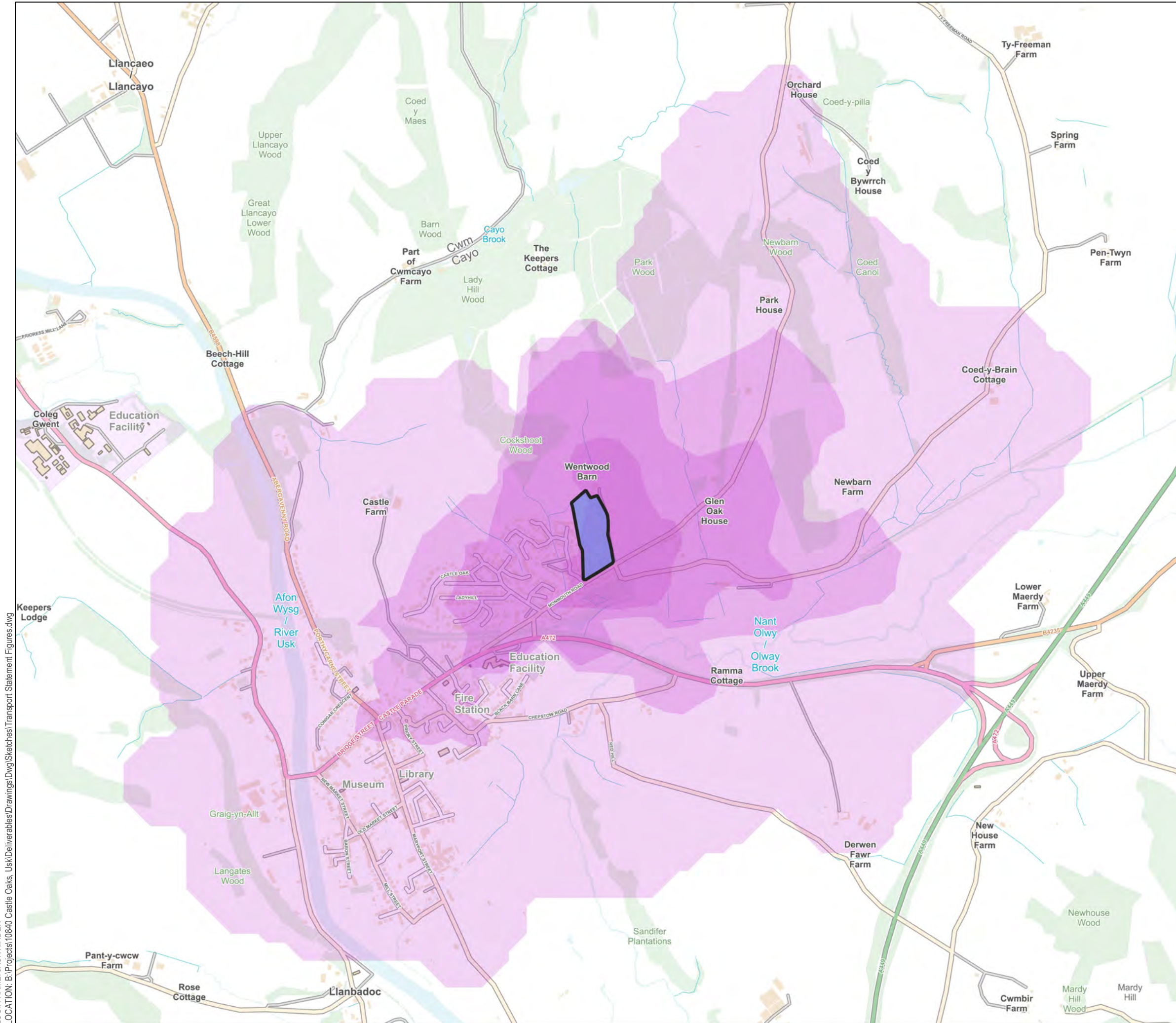
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SITE LOCATION PLAN- LOCAL CONTEXT

SCALE NTS	DRAWING No FIGURE 2.1	REV JK
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A3

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Site Location

400m Walking Isochrone

800m Walking Isochrone

1200m Walking Isochrone

2000m Walking Isochrone

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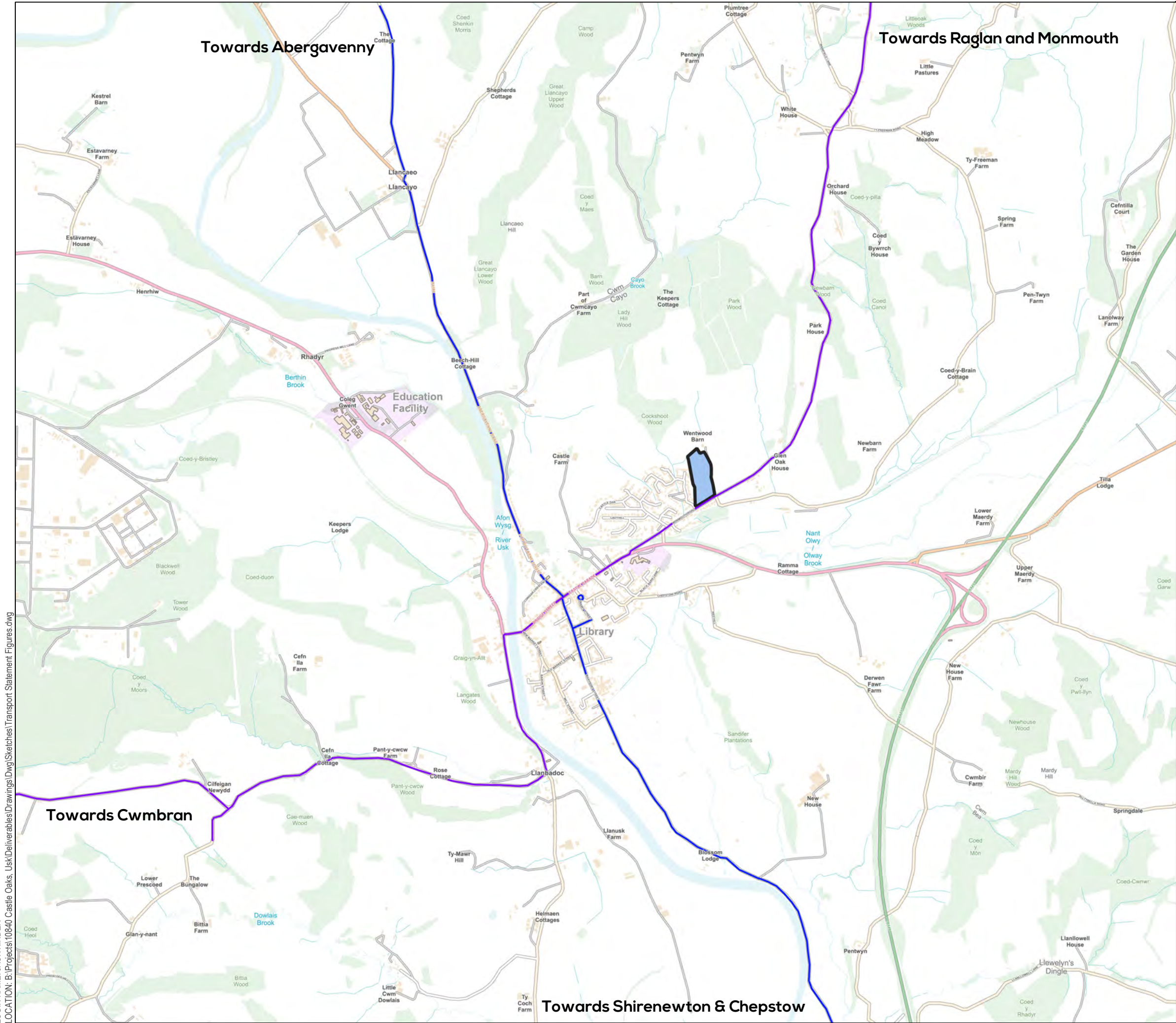
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JK	JK	HD-L	05/08/24	RJW	05/08/24

TITLE

WALKING ISOCHRONES

SCALE	DRAWING No	REV
NTS	FIGURE 2.3	10

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Site Location

NCN Route 423

NCN Route 42

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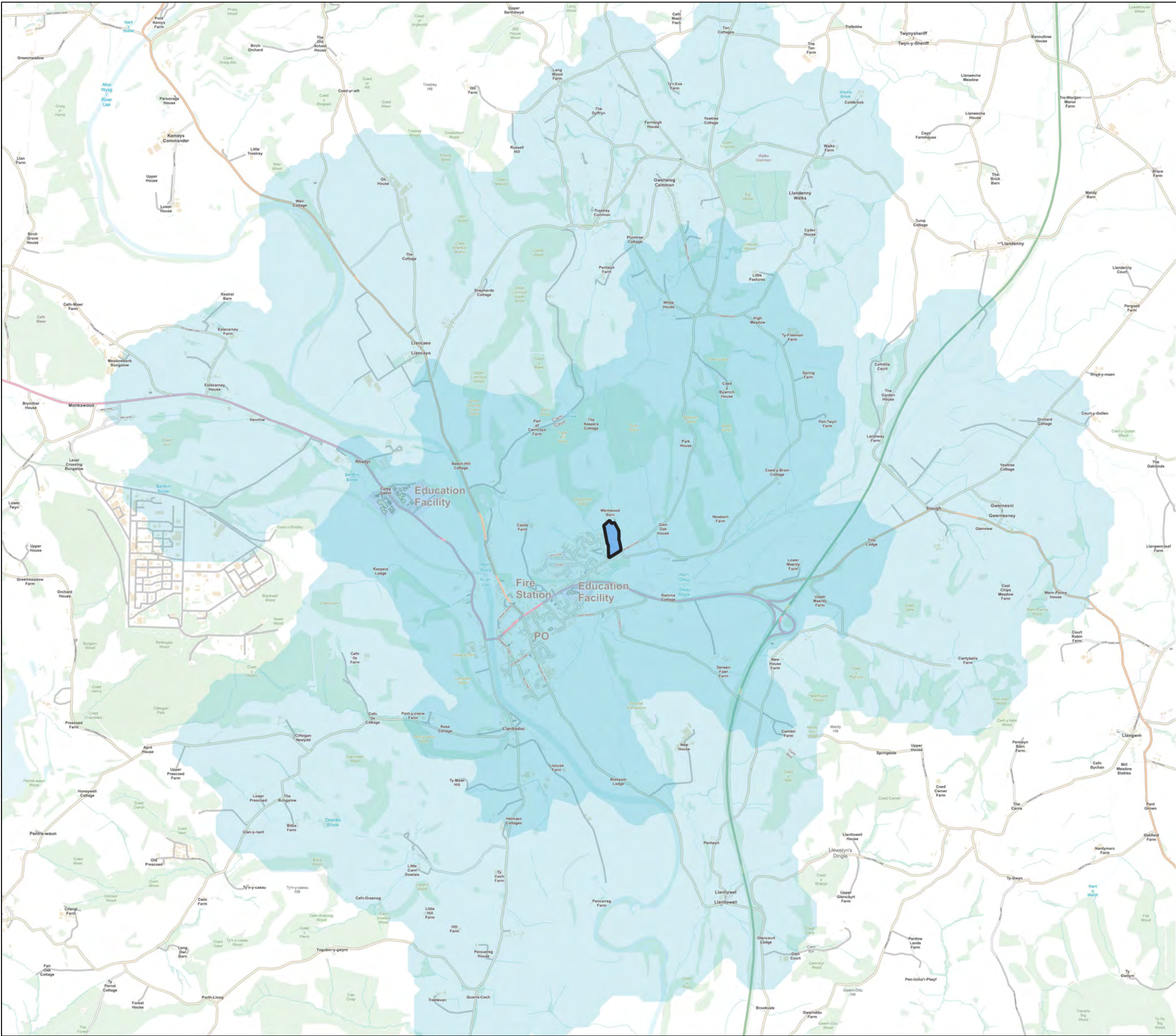
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JK	JK	HD-L	14/08/24	RJW	12/08/24

TITLE

SITE AND SURROUNDING CYCLE NETWORK

SCALE	DRAWING No	REV
NTS	FIGURE 2.4	10

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-  Site Location
-  3200m Cycling Isochrone
-  5000m Cycling Isochrone

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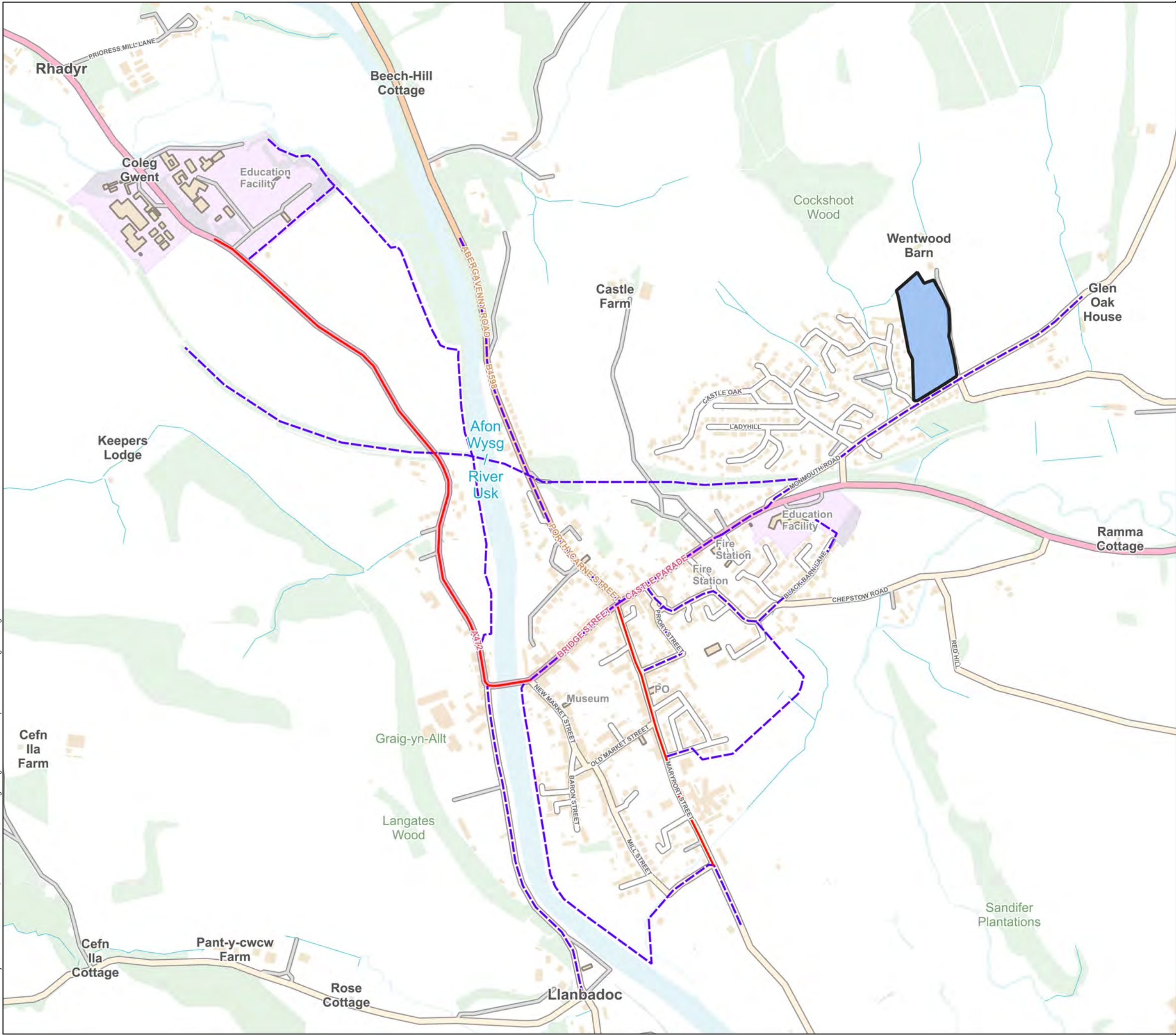
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TITLE
CYCLING ISOCHRONES

SCALE	DRAWING No	REV
NTS	FIGURE 2.5	10



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Site Location

Existing Walking Routes

Proposed Walking Routes

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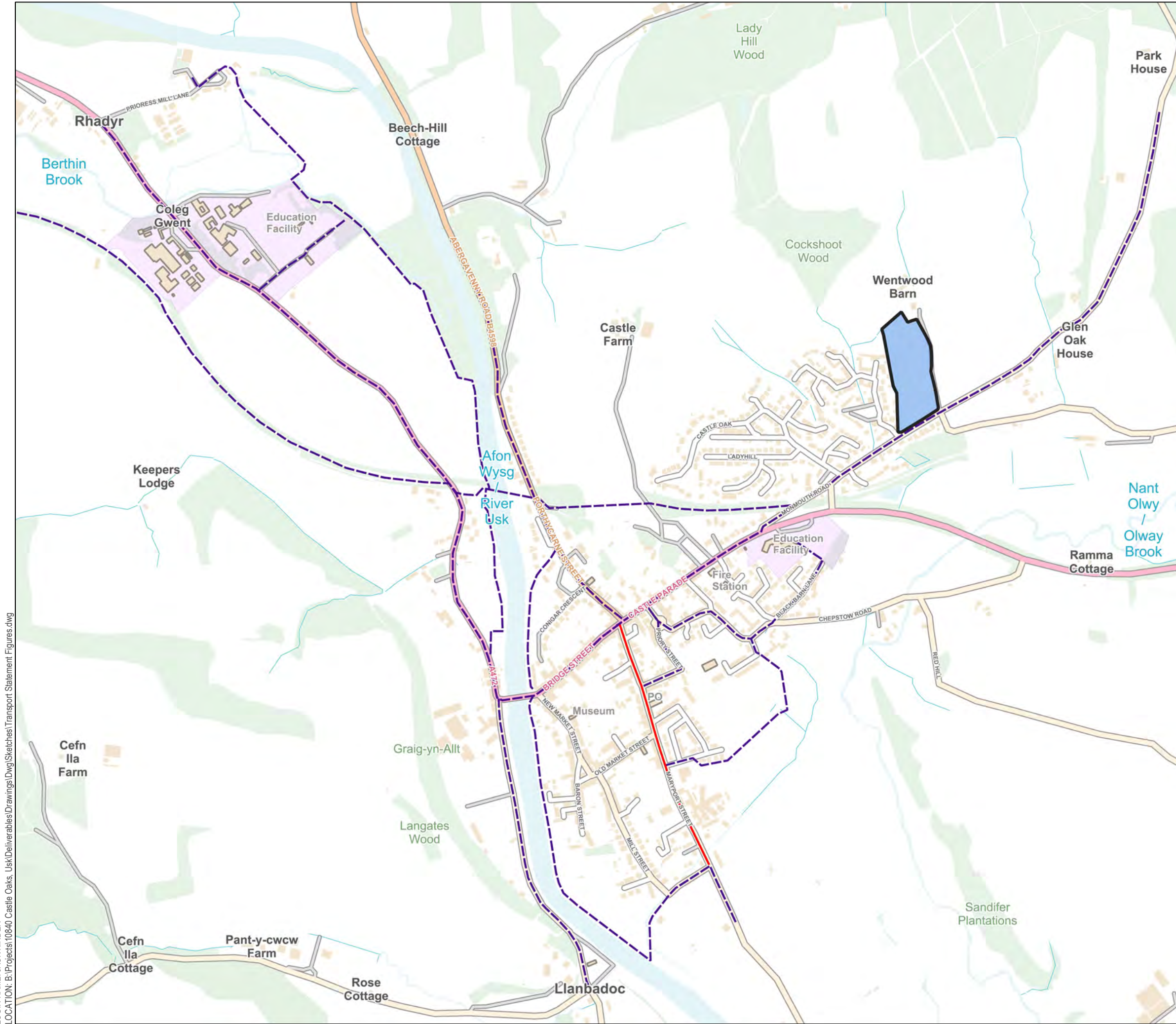
TITLE

EXISTING AND PROPOSED WALKING ROUTES

SCALE	DRAWING No	REV
NTS	FIGURE 2.6	10

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Site Location

Existing Cycling Routes

Proposed Cycling Routes

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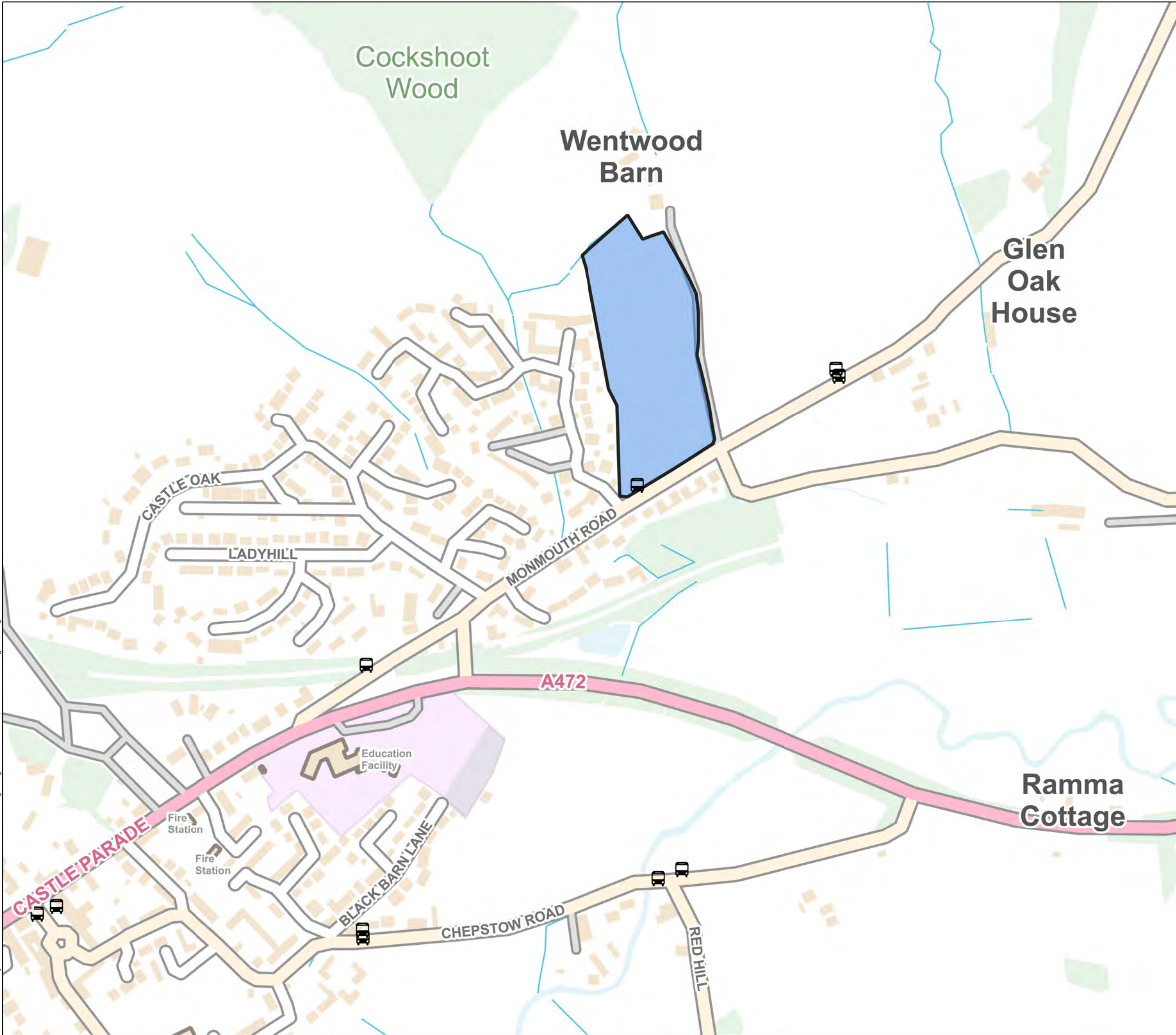
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JK	JK	HD-L	05/08/24	RJW	05/08/24

TITLE

EXISTING AND PROPOSED CYCLING ROUTES

SCALE	DRAWING No	REV
NTS	FIGURE 2.7	10

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Site Location



Bus Stops

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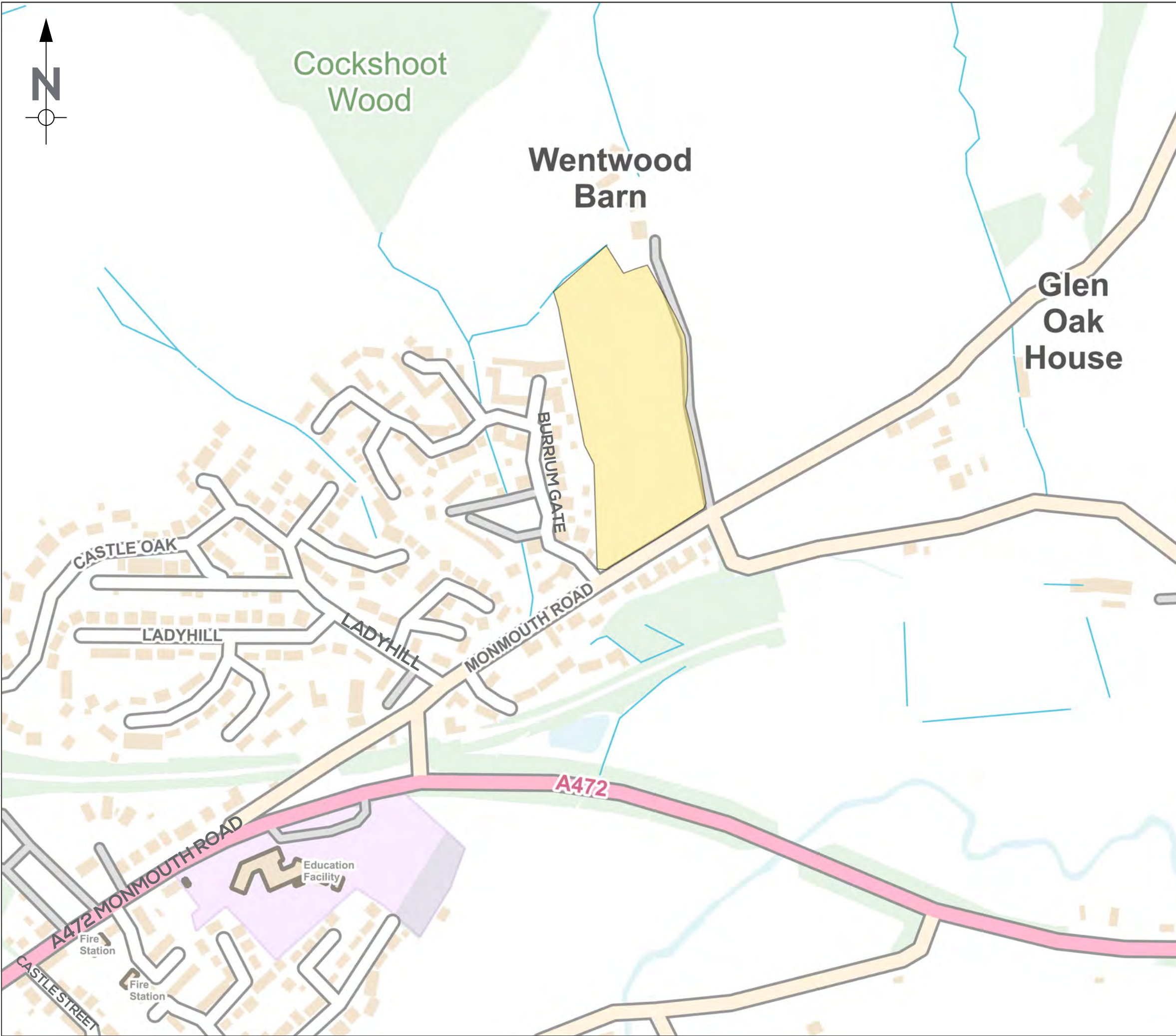
DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
JK	JK	HD-L	05/08/24	RJW	05/08/24

TITLE

SITE LOCATION AND SURROUNDING BUS STOPS

SCALE	DRAWING No	REV
NTS	FIGURE 2.8	10

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Site Location

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TITLE

SITE AND LOCAL HIGHWAY NETWORK

SCALE NTS	DRAWING No FIGURE 2.8	REV JK
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A3

APPENDICES

APPENDIX A: CRASHMAP REPORT



Validated Data

Crash Date: Friday, November 8, 2019

Time of Crash: 16:00:00

Crash Reference: 2019610056019

Highest Injury Severity: Slight

Road Number: A472

Casualties: 1

Highway Authority: Monmouthshire

Vehicles: 2

Local Authority: Monmouthshire

OS Grid Reference: 338055 201157

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 20

Light Conditions: Daylight: regardless of presence of streetlights

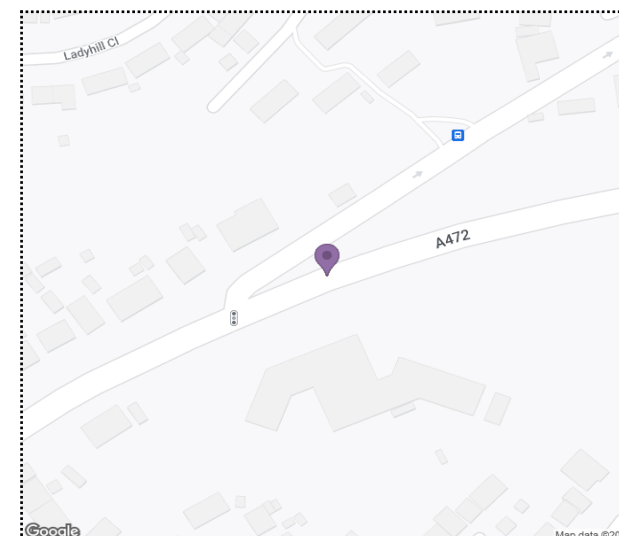
Carriageway Hazards: None

Junction Detail: Other junction

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

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



Validated Data

Crash Date:

Friday, November 8, 2019

Time of Crash: 16:00:00

Crash Reference: 2019610056019

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Female	36 - 45	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Motorcycle of unknown engine capacity	-1	Male	46 - 55	Vehicle is passing a stationary vehicle on its offside	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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

APPENDIX B: INDICATIVE MASTERPLAN



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Notes
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2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.

- LEGEND
- SITE BOUNDARY
 - POTENTIAL OPEN SPACE
 - RESIDENTIAL AREA
 - LANDSCAPE BUFFER
 - GREEN VERGE
 - PLAY AREA
 - ① VEHICULAR ROUTE
 - ② 4.2M WIDE PRIVATE DRIVE
 - PAVEMENT /FOOTPATH
 - POTENTIAL PEDESTRIAN CROSSING
 - SITE ACCESS
 - ~ SITE TOPOGRAPHY

INDICATIVE SCHEDULE OF DEVELOPMENT

ELEMENTS	AMOUNT
TOTAL SITE AREA	2.61 HA
DEVELOPABLE AREA	1.39 HA
SUDS	0.19 HA
OPEN SPACE PROVISION INCLUDES LANDSCAPE BUFFER	1.03 HA

B	Issue for planning	04/03/25	YT	YT/AL
A	footpaths, crossing added	28/02/25	YT	YT/AL
Rev	Description	Date	Initial	Checked



20 Western Avenue, Milton Park, Abingdon
Oxfordshire, OX14 4SH
T: +44(0) 1235 821 888

Client Johnsey Estates Limited

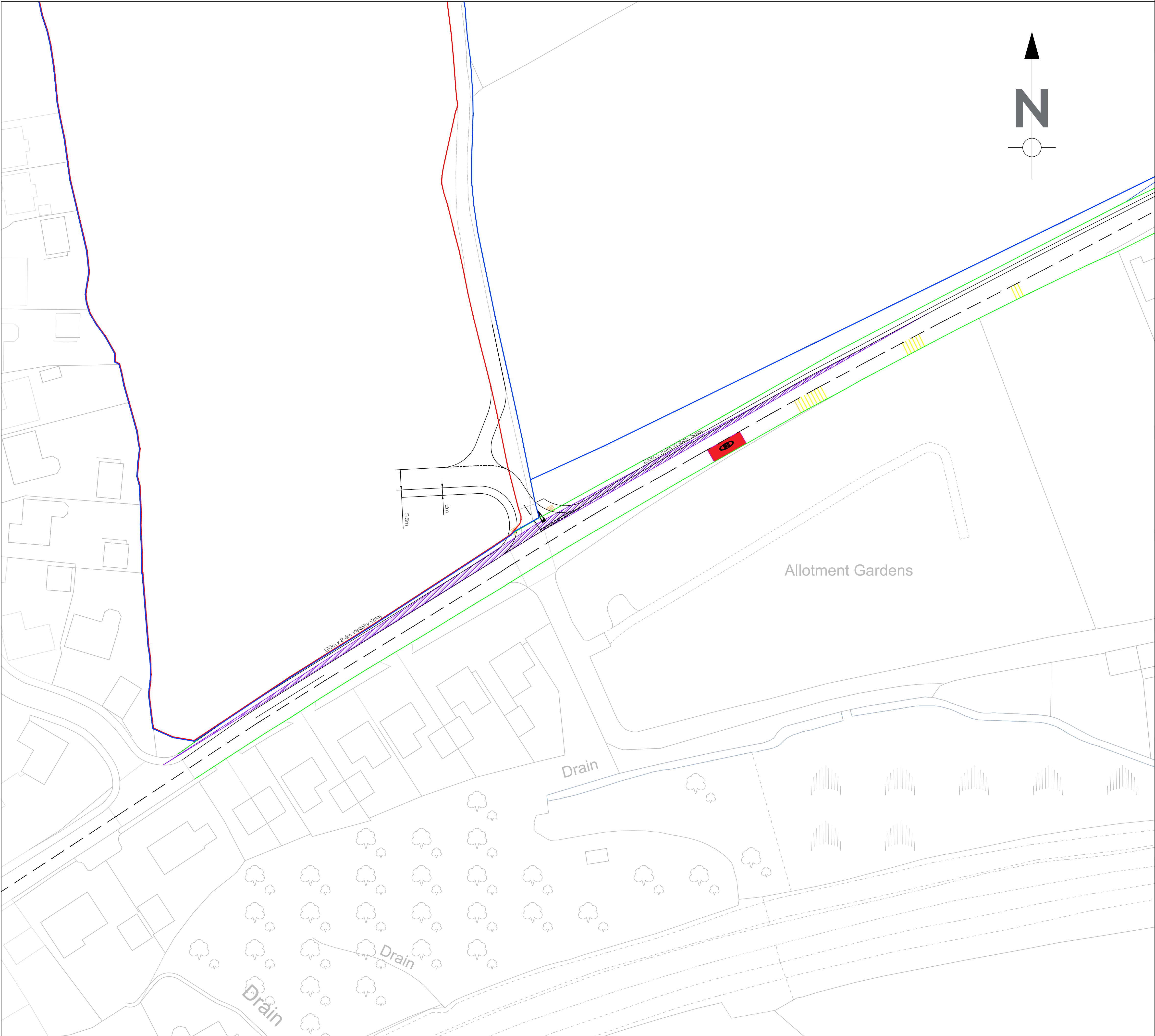
Project Castle Oak, Usk

Title Development Framework
Masterplan

Status Planning	Drawn By YT	PM/Checked By YT / AL
Job Ref JSL5021	Scale @ A3 1:1250	Date Created January 2024
Drawing Number 201		Rev B

APPENDIX C: ACCESS STRATEGY- VEHICLE TRACKING

LOGIN NAME: JACK KINDER
LOCATION: B:\Projects\10840 Castle Oaks_Usk\Deliverables\Drawings\Drawings\Sketches\10840_OS_001_0.1-Castle Oaks_Usk-Access Strategy.dwg



NOTES:

This scheme drawing has been developed as a design concept for the purposes of option testing and therefore does not represent a final design for construction.

THIS DRAWING IS ONLY APPLICABLE TO THE PROJECT STATED BELOW.
THIS DRAWING IS ONLY TO BE USED AT THE SIZE AND SCALE STATED BELOW.
ANY DISCREPANCIES ARE TO BE REPORTED TO THE DESIGNER NAMED BELOW.

- KEY:
- Redline Boundary
 - Highway Boundary
 - Proposed roadmarkings
 - Proposed tactile paving
 - Applicant Land Ownership
 - Visibility Splay

REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS

FINAL

NRP
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CLIENT
Johnsey Estates 2020 LTD

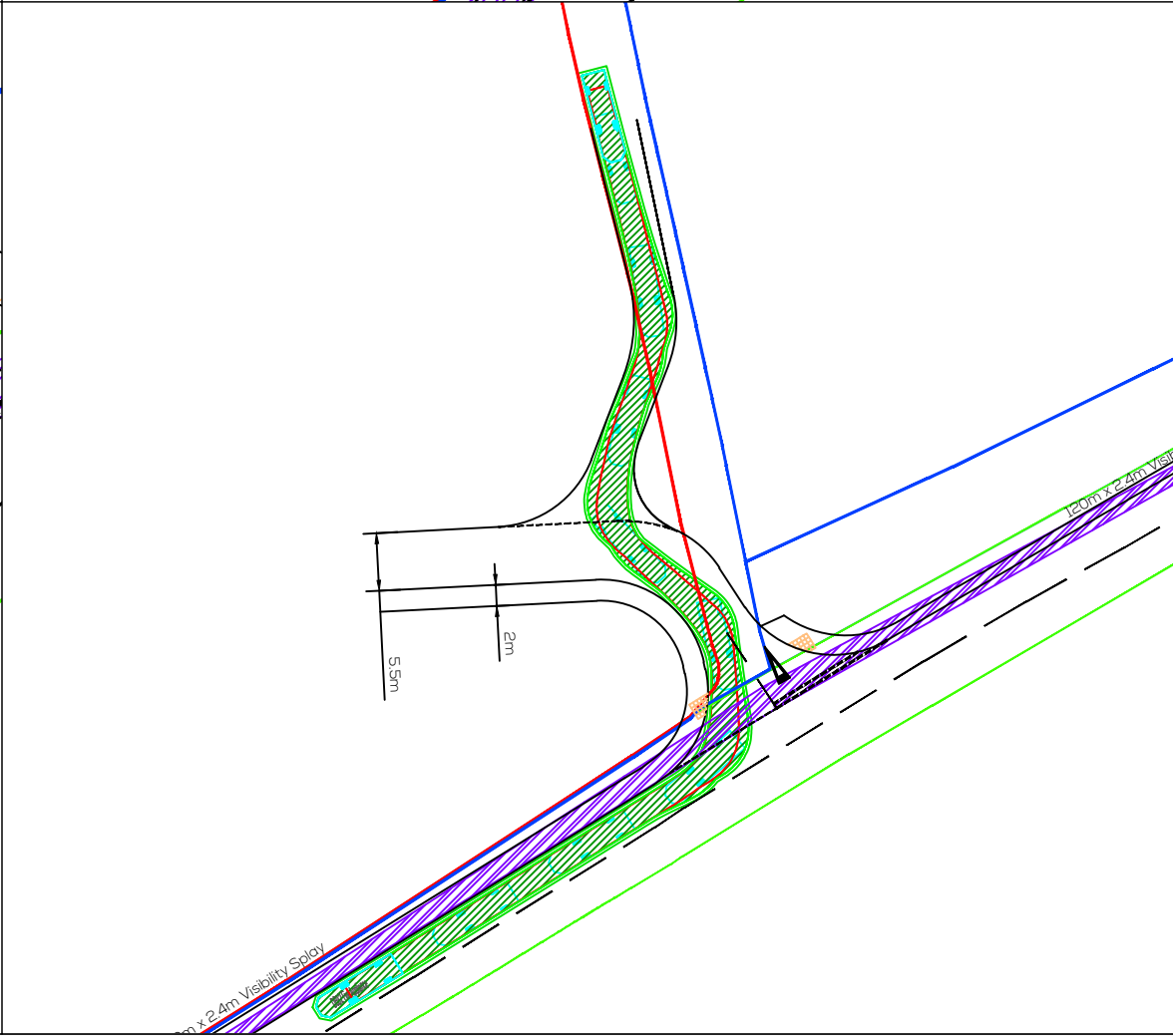
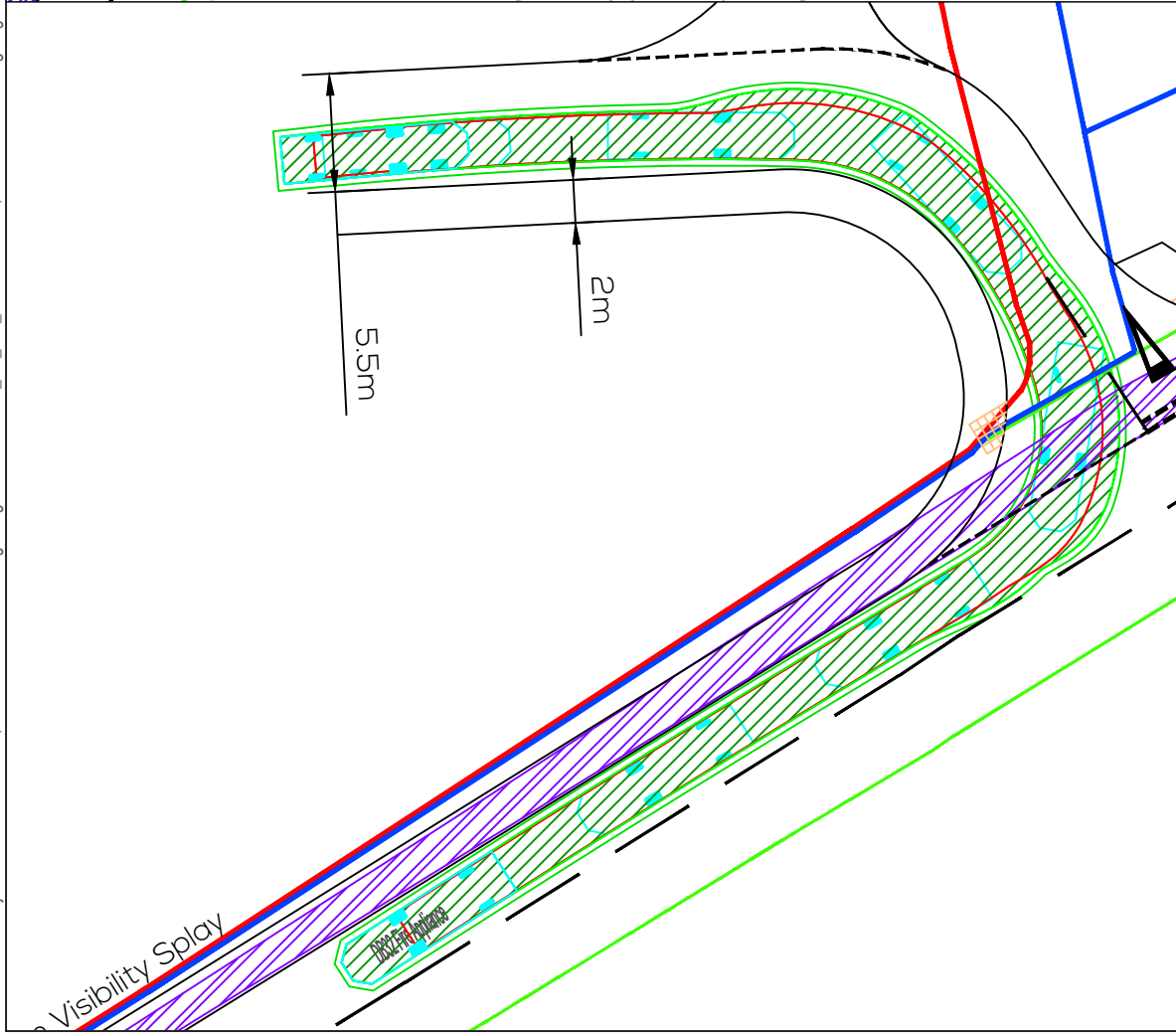
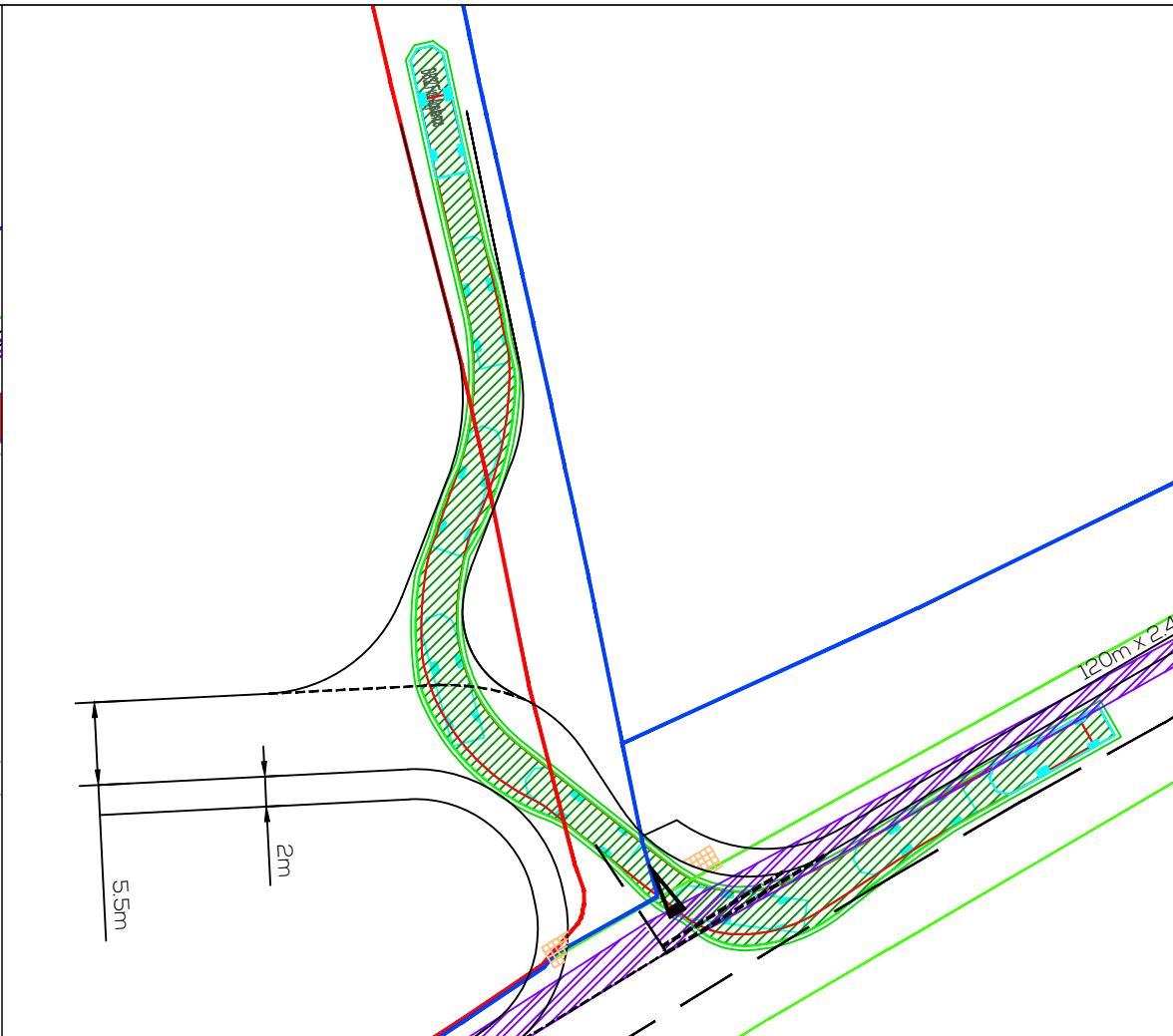
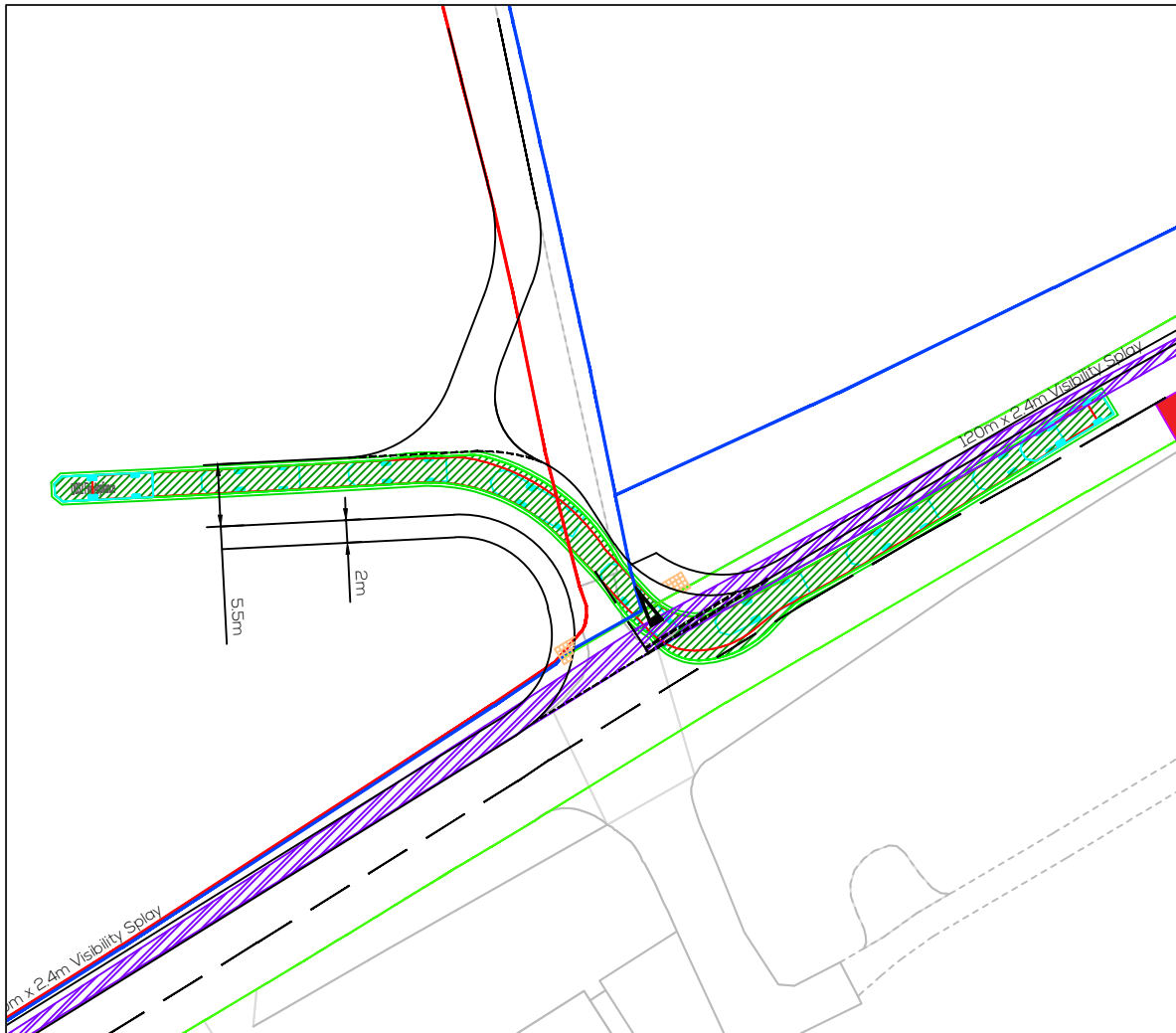
PROJECT
Land east of Burrium Gate, Usk

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
JJ	JJ/CB	CB	31.07.24	RW	31.07.24

TITLE
Monmouth Road Access Strategy
Access Strategy

SCALE	DRAWING No	REV
1:500	10840_OS_001	1.0

LOGIN NAME: JACK KINDER
LOCATION: B:\Projects\10840 Castle Oaks, Usk\Deliverables\Drawings\Drawings\10840_OS_002_01-Castle Oaks, Usk-Vehicle Tracking.dwg



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DB32 Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00s
Lock to lock time	7.910m

REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS

FINAL

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PROJECT

Land east of Burrium Gate, Usk

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
JJ	JJ/CB	CB	31.07.24	RW	31.07.24

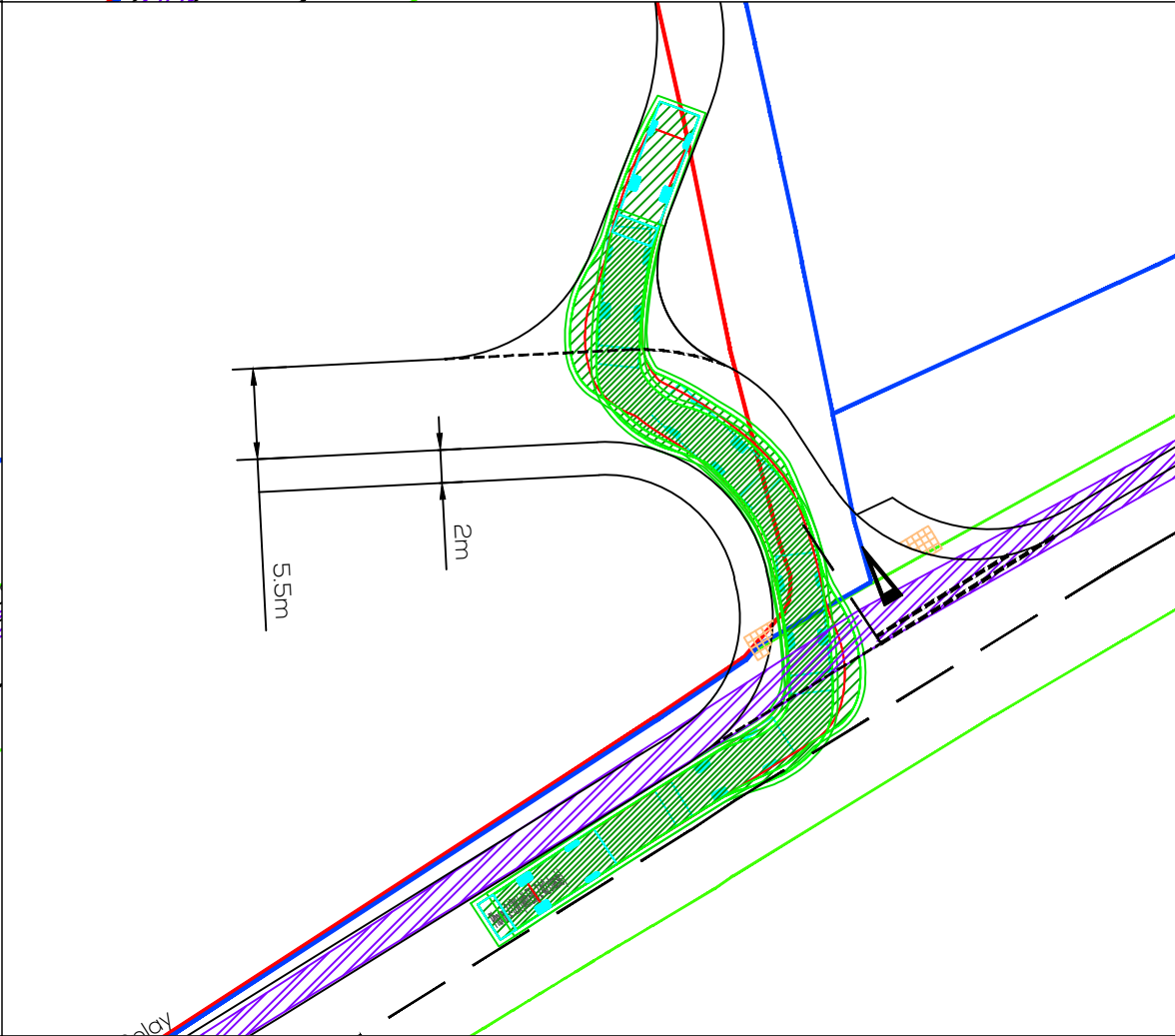
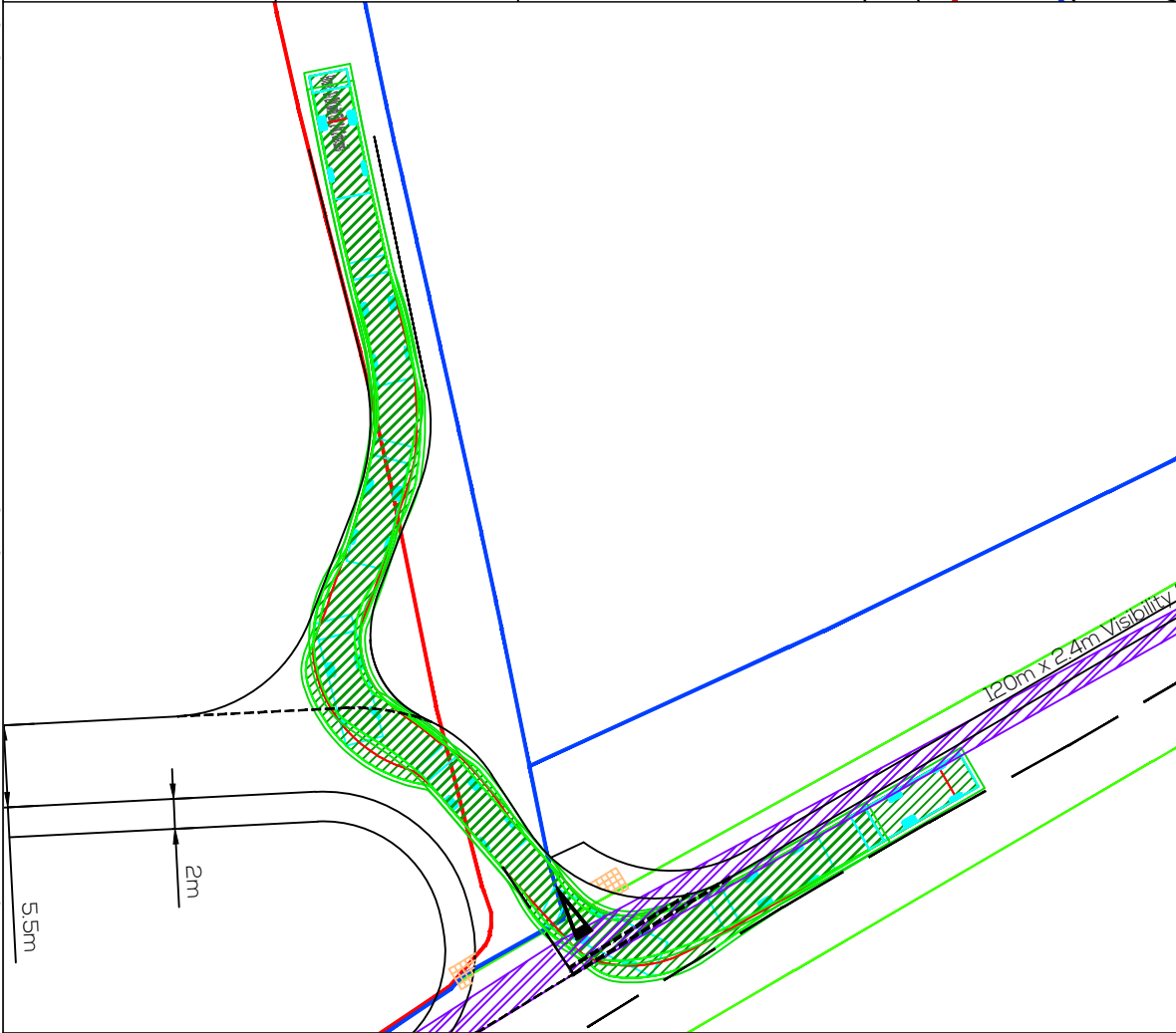
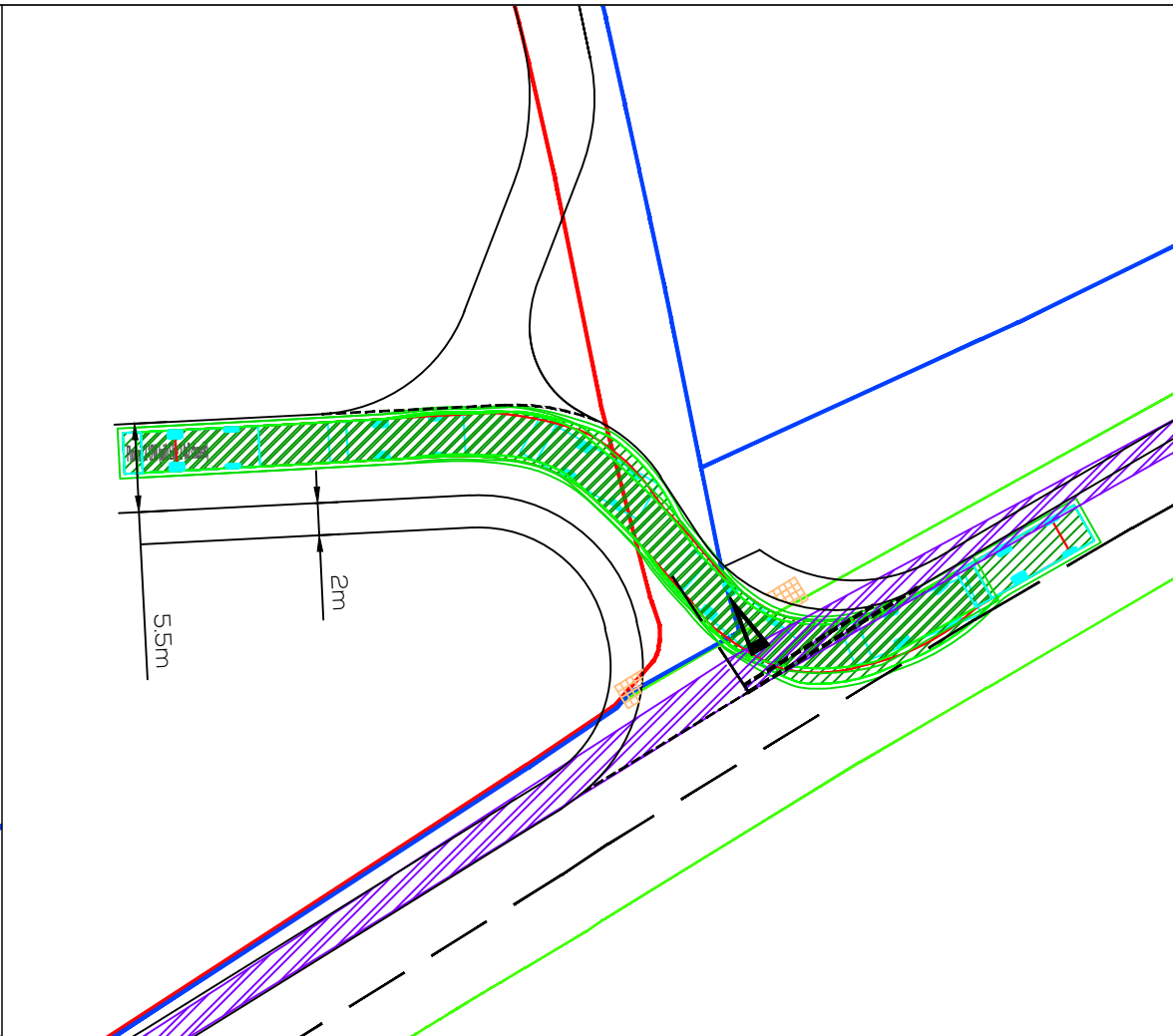
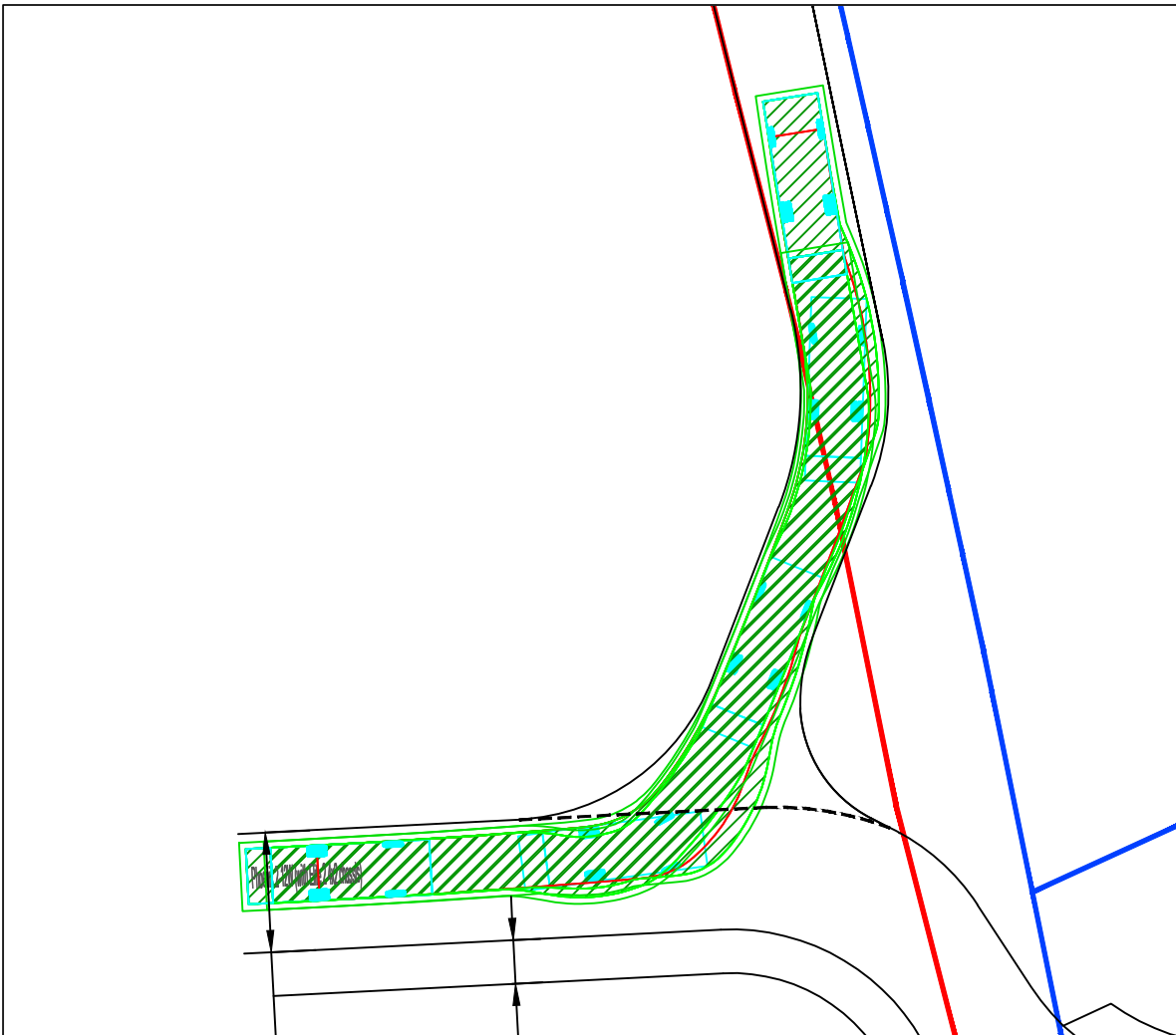
TITLE

Monmouth Road Access Strategy

Vehicle Tracking

SCALE	DRAWING No	REV
NTS	10840_OS_002_01	1.0

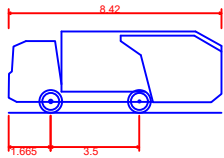
LOGIN NAME: JACK KINDER
LOCATION: B:\Projects\10840 Castle Oaks, Usk\Deliverables\Drawings\Drawings\10840_OS_002_01-Castle Oaks, Usk-Vehicle Tracking.dwg



NOTES:

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THIS DRAWING IS ONLY TO BE USED AT THE SIZE AND SCALE STATED BELOW.
ANY DISCREPANCIES ARE TO BE REPORTED TO THE DESIGNER NAMED BELOW.



Phoenix 2-12W (with Elite 2 4x2 chassis)
Overall Length 8.420m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.750m

REV	DATE	DRAWN	REV'D	APP'D	NOTES
-----	------	-------	-------	-------	-------

DRAWING STATUS

FINAL



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www.nrpltd.com

CLIENT
Johnsey Estates 2020 LTD

PROJECT
Land east of Burrium Gate, Usk

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
JJ	JJ/CB	CB	31.07.24	RW	31.07.24

TITLE
Monmouth Road Access Strategy
Vehicle Tracking

SCALE	DRAWING No	REV
NTS	10840_OS_002_02	1.0

APPENDIX D: TRICS OUTPUT

NRP The Picture House Bristol

Licence No: 307901

Calculation Reference: AUDIT-307901-240809-0838

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	3 days
	KC KENT	2 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	EC CHESHIRE EAST	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

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Licence No: 307901

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 75 (units:)
 Range Selected by User: 8 to 75 (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: 01/01/14 to 27/03/24

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	7 days
Friday	2 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	18

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	24
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	36 days - Selected

Secondary Filtering selection:**Use Class:**

C3	26 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

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Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	9 days
10,001 to 15,000	10 days
15,001 to 20,000	3 days
20,001 to 25,000	2 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	4 days
25,001 to 50,000	7 days
50,001 to 75,000	8 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	19 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	12 days
No	14 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	26 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
-----------------------	-----	--

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Licence No: 307901

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER
2	CT-03-A-01 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: 46 Survey date: WEDNESDAY 22/06/22	MIXED HOUSES	CENTRAL BEDFORDSHIRE
3	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: 50 Survey date: FRIDAY 19/11/21	MIXED HOUSES	DORSET
4	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22	MIXED HOUSES	DORSET
5	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17	SEMI DETACHED	DURHAM
6	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15	TERRACED & SEMI DETACHED	DEVON
7	EC-03-A-06 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: 24 Survey date: MONDAY 24/11/14	TERRACED HOUSES	CHESHIRE EAST

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LIST OF SITES relevant to selection parameters (Cont.)

8	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 13/03/23		Survey Type: MANUAL
9	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19		Survey Type: MANUAL
10	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21		Survey Type: MANUAL
11	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: FRIDAY 07/10/22		Survey Type: MANUAL
12	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE	SEMI-DETACHED & TERRACED	HIGHLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16		Survey Type: MANUAL
13	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16		Survey Type: MANUAL
14	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS	KENT
	Edge of Town Residential Zone Total No of Dwellings: 14 Survey date: WEDNESDAY 09/06/21		Survey Type: MANUAL
15	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 16/09/15		Survey Type: MANUAL

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Licence No: 307901

LIST OF SITES relevant to selection parameters (Cont.)

16	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	40		
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL	
17	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	55		
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL	
18	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:	75		
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL	
19	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	44		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
20	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL	
21	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	45		
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL	
22	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED / SEMI-DETACHED		POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	28		
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL	
23	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	71		
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

24	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
25	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
26	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD		
	BRIDGWATER		
	NORTHFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	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.

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Licence No: 307901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 40 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.72

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	26	41	0.070	2.814	26	41	0.323	12.908	26	41	0.393	15.722
08:00 - 09:00	26	41	0.172	6.867	26	41	0.389	15.572	26	41	0.561	22.439
09:00 - 10:00	26	41	0.153	6.116	26	41	0.192	7.692	26	41	0.345	13.808
10:00 - 11:00	26	41	0.131	5.253	26	41	0.189	7.542	26	41	0.320	12.795
11:00 - 12:00	26	41	0.144	5.779	26	41	0.170	6.792	26	41	0.314	12.571
12:00 - 13:00	26	41	0.204	8.143	26	41	0.190	7.617	26	41	0.394	15.760
13:00 - 14:00	26	41	0.174	6.979	26	41	0.169	6.754	26	41	0.343	13.733
14:00 - 15:00	26	41	0.168	6.717	26	41	0.199	7.955	26	41	0.367	14.672
15:00 - 16:00	26	41	0.309	12.345	26	41	0.193	7.730	26	41	0.502	20.075
16:00 - 17:00	26	41	0.302	12.083	26	41	0.185	7.392	26	41	0.487	19.475
17:00 - 18:00	26	41	0.375	15.009	26	41	0.164	6.567	26	41	0.539	21.576
18:00 - 19:00	26	41	0.255	10.206	26	41	0.155	6.191	26	41	0.410	16.397
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.457	98.311			2.518	100.712			4.975	199.023

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

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

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Parameter summary

Trip rate parameter range selected: 10 - 75 (units:)
 Survey date range: 01/01/14 - 27/03/24
 Number of weekdays (Monday-Friday): 26
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 40 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	26	41	0.002	0.075	26	41	0.002	0.075	26	41	0.004	0.150
08:00 - 09:00	26	41	0.006	0.225	26	41	0.006	0.225	26	41	0.012	0.450
09:00 - 10:00	26	41	0.003	0.113	26	41	0.002	0.075	26	41	0.005	0.188
10:00 - 11:00	26	41	0.004	0.150	26	41	0.005	0.188	26	41	0.009	0.338
11:00 - 12:00	26	41	0.003	0.113	26	41	0.003	0.113	26	41	0.006	0.226
12:00 - 13:00	26	41	0.004	0.150	26	41	0.004	0.150	26	41	0.008	0.300
13:00 - 14:00	26	41	0.003	0.113	26	41	0.002	0.075	26	41	0.005	0.188
14:00 - 15:00	26	41	0.001	0.038	26	41	0.002	0.075	26	41	0.003	0.113
15:00 - 16:00	26	41	0.004	0.150	26	41	0.004	0.150	26	41	0.008	0.300
16:00 - 17:00	26	41	0.002	0.075	26	41	0.002	0.075	26	41	0.004	0.150
17:00 - 18:00	26	41	0.003	0.113	26	41	0.003	0.113	26	41	0.006	0.226
18:00 - 19:00	26	41	0.002	0.075	26	41	0.002	0.075	26	41	0.004	0.150
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.037	1.390			0.037	1.389			0.074	2.779

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 40 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	26	41	0.000	0.000	26	41	0.000	0.000	26	41	0.000	0.000
08:00 - 09:00	26	41	0.002	0.075	26	41	0.001	0.038	26	41	0.003	0.113
09:00 - 10:00	26	41	0.007	0.263	26	41	0.006	0.225	26	41	0.013	0.488
10:00 - 11:00	26	41	0.003	0.113	26	41	0.002	0.075	26	41	0.005	0.188
11:00 - 12:00	26	41	0.002	0.075	26	41	0.005	0.188	26	41	0.007	0.263
12:00 - 13:00	26	41	0.000	0.000	26	41	0.000	0.000	26	41	0.000	0.000
13:00 - 14:00	26	41	0.002	0.075	26	41	0.000	0.000	26	41	0.002	0.075
14:00 - 15:00	26	41	0.001	0.038	26	41	0.002	0.075	26	41	0.003	0.113
15:00 - 16:00	26	41	0.002	0.075	26	41	0.002	0.075	26	41	0.004	0.150
16:00 - 17:00	26	41	0.000	0.000	26	41	0.001	0.038	26	41	0.001	0.038
17:00 - 18:00	26	41	0.002	0.075	26	41	0.002	0.075	26	41	0.004	0.150
18:00 - 19:00	26	41	0.000	0.000	26	41	0.000	0.000	26	41	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.021	0.789			0.021	0.789			0.042	1.578

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 40 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	26	41	0.005	0.188	26	41	0.012	0.488	26	41	0.017	0.676
08:00 - 09:00	26	41	0.001	0.038	26	41	0.012	0.488	26	41	0.013	0.526
09:00 - 10:00	26	41	0.005	0.188	26	41	0.005	0.188	26	41	0.010	0.376
10:00 - 11:00	26	41	0.008	0.300	26	41	0.007	0.263	26	41	0.015	0.563
11:00 - 12:00	26	41	0.002	0.075	26	41	0.006	0.225	26	41	0.008	0.300
12:00 - 13:00	26	41	0.007	0.263	26	41	0.003	0.113	26	41	0.010	0.376
13:00 - 14:00	26	41	0.008	0.300	26	41	0.004	0.150	26	41	0.012	0.450
14:00 - 15:00	26	41	0.006	0.225	26	41	0.003	0.113	26	41	0.009	0.338
15:00 - 16:00	26	41	0.009	0.375	26	41	0.003	0.113	26	41	0.012	0.488
16:00 - 17:00	26	41	0.009	0.375	26	41	0.005	0.188	26	41	0.014	0.563
17:00 - 18:00	26	41	0.011	0.450	26	41	0.008	0.338	26	41	0.019	0.788
18:00 - 19:00	26	41	0.008	0.300	26	41	0.006	0.225	26	41	0.014	0.525
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.079	3.077			0.074	2.892			0.153	5.969

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 40 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	26	41	0.087	3.490	26	41	0.417	16.660	26	41	0.504	20.150
08:00 - 09:00	26	41	0.197	7.880	26	41	0.582	23.265	26	41	0.779	31.145
09:00 - 10:00	26	41	0.179	7.167	26	41	0.246	9.831	26	41	0.425	16.998
10:00 - 11:00	26	41	0.156	6.229	26	41	0.241	9.644	26	41	0.397	15.873
11:00 - 12:00	26	41	0.170	6.792	26	41	0.203	8.105	26	41	0.373	14.897
12:00 - 13:00	26	41	0.249	9.944	26	41	0.244	9.756	26	41	0.493	19.700
13:00 - 14:00	26	41	0.222	8.893	26	41	0.212	8.480	26	41	0.434	17.373
14:00 - 15:00	26	41	0.200	7.992	26	41	0.255	10.206	26	41	0.455	18.198
15:00 - 16:00	26	41	0.479	19.174	26	41	0.255	10.206	26	41	0.734	29.380
16:00 - 17:00	26	41	0.418	16.735	26	41	0.252	10.094	26	41	0.670	26.829
17:00 - 18:00	26	41	0.508	20.300	26	41	0.227	9.081	26	41	0.735	29.381
18:00 - 19:00	26	41	0.334	13.358	26	41	0.207	8.293	26	41	0.541	21.651
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.199	127.954			3.341	133.621			6.540	261.575

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/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 40 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	26	41	0.027	1.088	26	41	0.065	2.589	26	41	0.092	3.677
08:00 - 09:00	26	41	0.068	2.702	26	41	0.189	7.580	26	41	0.257	10.282
09:00 - 10:00	26	41	0.062	2.477	26	41	0.057	2.289	26	41	0.119	4.766
10:00 - 11:00	26	41	0.038	1.501	26	41	0.064	2.552	26	41	0.102	4.053
11:00 - 12:00	26	41	0.044	1.764	26	41	0.043	1.726	26	41	0.087	3.490
12:00 - 13:00	26	41	0.055	2.214	26	41	0.041	1.651	26	41	0.096	3.865
13:00 - 14:00	26	41	0.052	2.064	26	41	0.038	1.538	26	41	0.090	3.602
14:00 - 15:00	26	41	0.066	2.627	26	41	0.045	1.801	26	41	0.111	4.428
15:00 - 16:00	26	41	0.163	6.529	26	41	0.081	3.227	26	41	0.244	9.756
16:00 - 17:00	26	41	0.069	2.777	26	41	0.051	2.026	26	41	0.120	4.803
17:00 - 18:00	26	41	0.070	2.814	26	41	0.055	2.214	26	41	0.125	5.028
18:00 - 19:00	26	41	0.063	2.514	26	41	0.039	1.576	26	41	0.102	4.090
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.777	31.071			0.768	30.769			1.545	61.840

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 40 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.72

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	26	41	0.122	4.878	26	41	0.528	21.126	26	41	0.650	26.004
08:00 - 09:00	26	41	0.266	10.657	26	41	0.832	33.283	26	41	1.098	43.940
09:00 - 10:00	26	41	0.251	10.056	26	41	0.326	13.058	26	41	0.577	23.114
10:00 - 11:00	26	41	0.208	8.330	26	41	0.323	12.908	26	41	0.531	21.238
11:00 - 12:00	26	41	0.221	8.856	26	41	0.256	10.244	26	41	0.477	19.100
12:00 - 13:00	26	41	0.326	13.021	26	41	0.295	11.820	26	41	0.621	24.841
13:00 - 14:00	26	41	0.282	11.295	26	41	0.258	10.319	26	41	0.540	21.614
14:00 - 15:00	26	41	0.282	11.295	26	41	0.311	12.458	26	41	0.593	23.753
15:00 - 16:00	26	41	0.673	26.904	26	41	0.350	13.996	26	41	1.023	40.900
16:00 - 17:00	26	41	0.514	20.563	26	41	0.310	12.383	26	41	0.824	32.946
17:00 - 18:00	26	41	0.620	24.803	26	41	0.295	11.820	26	41	0.915	36.623
18:00 - 19:00	26	41	0.433	17.336	26	41	0.254	10.169	26	41	0.687	27.505
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			4.198	167.994			4.338	173.584			8.536	341.578

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CARS
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 40 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	26	41	0.060	2.402	26	41	0.280	11.182	26	41	0.340	13.584
08:00 - 09:00	26	41	0.142	5.666	26	41	0.352	14.071	26	41	0.494	19.737
09:00 - 10:00	26	41	0.121	4.841	26	41	0.167	6.679	26	41	0.288	11.520
10:00 - 11:00	26	41	0.094	3.752	26	41	0.147	5.891	26	41	0.241	9.643
11:00 - 12:00	26	41	0.115	4.615	26	41	0.135	5.403	26	41	0.250	10.018
12:00 - 13:00	26	41	0.170	6.792	26	41	0.157	6.266	26	41	0.327	13.058
13:00 - 14:00	26	41	0.141	5.629	26	41	0.143	5.704	26	41	0.284	11.333
14:00 - 15:00	26	41	0.143	5.704	26	41	0.171	6.829	26	41	0.314	12.533
15:00 - 16:00	26	41	0.265	10.582	26	41	0.158	6.304	26	41	0.423	16.886
16:00 - 17:00	26	41	0.273	10.919	26	41	0.155	6.191	26	41	0.428	17.110
17:00 - 18:00	26	41	0.328	13.133	26	41	0.149	5.966	26	41	0.477	19.099
18:00 - 19:00	26	41	0.226	9.043	26	41	0.140	5.591	26	41	0.366	14.634
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.078	83.078			2.154	86.077			4.232	169.155

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 40 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	26	41	0.008	0.338	26	41	0.038	1.538	26	41	0.046	1.876
08:00 - 09:00	26	41	0.021	0.826	26	41	0.028	1.126	26	41	0.049	1.952
09:00 - 10:00	26	41	0.021	0.826	26	41	0.018	0.713	26	41	0.039	1.539
10:00 - 11:00	26	41	0.029	1.163	26	41	0.031	1.238	26	41	0.060	2.401
11:00 - 12:00	26	41	0.022	0.863	26	41	0.026	1.051	26	41	0.048	1.914
12:00 - 13:00	26	41	0.029	1.163	26	41	0.029	1.163	26	41	0.058	2.326
13:00 - 14:00	26	41	0.028	1.126	26	41	0.023	0.901	26	41	0.051	2.027
14:00 - 15:00	26	41	0.023	0.901	26	41	0.022	0.863	26	41	0.045	1.764
15:00 - 16:00	26	41	0.038	1.538	26	41	0.029	1.163	26	41	0.067	2.701
16:00 - 17:00	26	41	0.024	0.976	26	41	0.025	1.013	26	41	0.049	1.989
17:00 - 18:00	26	41	0.038	1.501	26	41	0.011	0.450	26	41	0.049	1.951
18:00 - 19:00	26	41	0.026	1.051	26	41	0.011	0.450	26	41	0.037	1.501
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.307	12.272			0.291	11.669			0.598	23.941

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/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 40 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	26	41	0.000	0.000	26	41	0.003	0.113	26	41	0.003	0.113
08:00 - 09:00	26	41	0.001	0.038	26	41	0.002	0.075	26	41	0.003	0.113
09:00 - 10:00	26	41	0.002	0.075	26	41	0.000	0.000	26	41	0.002	0.075
10:00 - 11:00	26	41	0.002	0.075	26	41	0.004	0.150	26	41	0.006	0.225
11:00 - 12:00	26	41	0.003	0.113	26	41	0.001	0.038	26	41	0.004	0.151
12:00 - 13:00	26	41	0.001	0.038	26	41	0.001	0.038	26	41	0.002	0.076
13:00 - 14:00	26	41	0.001	0.038	26	41	0.002	0.075	26	41	0.003	0.113
14:00 - 15:00	26	41	0.000	0.000	26	41	0.002	0.075	26	41	0.002	0.075
15:00 - 16:00	26	41	0.000	0.000	26	41	0.001	0.038	26	41	0.001	0.038
16:00 - 17:00	26	41	0.003	0.113	26	41	0.002	0.075	26	41	0.005	0.188
17:00 - 18:00	26	41	0.005	0.188	26	41	0.000	0.000	26	41	0.005	0.188
18:00 - 19:00	26	41	0.001	0.038	26	41	0.001	0.038	26	41	0.002	0.076
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.019	0.716			0.019	0.715			0.038	1.431

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

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

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