acstro

Transport Statement

Land East of Little Mill

January 2024

Table of Contents

Appendices

Revision History

A	31st January 2024	First Issue

1742-ACS-ZZ-XX-RP-T-001-A TS.docx

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

1 Introduction

1.1 Acstro has been appointed to produce a Transport Statement to support the promotion of land east of Little Mill as a candidate site for inclusion, as suitable for development as an employment site, in the Monmouthshire Replacement Local Development Plan.

1.2 The candidate site's location is shown in Figure 1.

Figure 1 Location Plan

1.3 It is considered that the candidate site has the potential to deliver up to 20 dwellings.

1.4 This document considers the transport implications associated with the residential development of the site. In particular, this Transport Statement demonstrates that the candidate site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided.

1.5 The structure of the Transport Statement is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
- Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
- Section 4 describes the proposed development and its access arrangements. An estimate of the likely trip generation of the proposed development of the land is also provided.
- Section 5 provides a summary and conclusion.

2 Policy Context

Future Wales - The National Plan 2040

2.1 This is the national development framework that sets out the direction for development in Wales to 2040.

2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.

2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

Planning Policy Wales (11th Edition)

2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.

2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”

2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:

- Walking and Cycling
- Public Transport
- Ultra Low Emission Vehicles
- Other Private Motor Vehicles

2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

2.9 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).

2.10 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.

TAN18 Transportation

2.11 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government's policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments' sustainable development policy objectives by:

- promoting travel efficient settlement patterns;
- ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips; and
- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.

2.12 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

The Active Travel (Wales) Act 2013

2.13 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

2.14 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and

- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

2.15 An extract from the ATNM is provided below and shows that there are proposals for the development of future active travel cycling routes at Little Mill. Route MCC-LDC1B will link Little Mill to Penperlleni and Abergavenny to the north. At Little Mill this will join with Route MCC-U10A that will provide a link west to Pontypool and Cwmbran and east to Usk

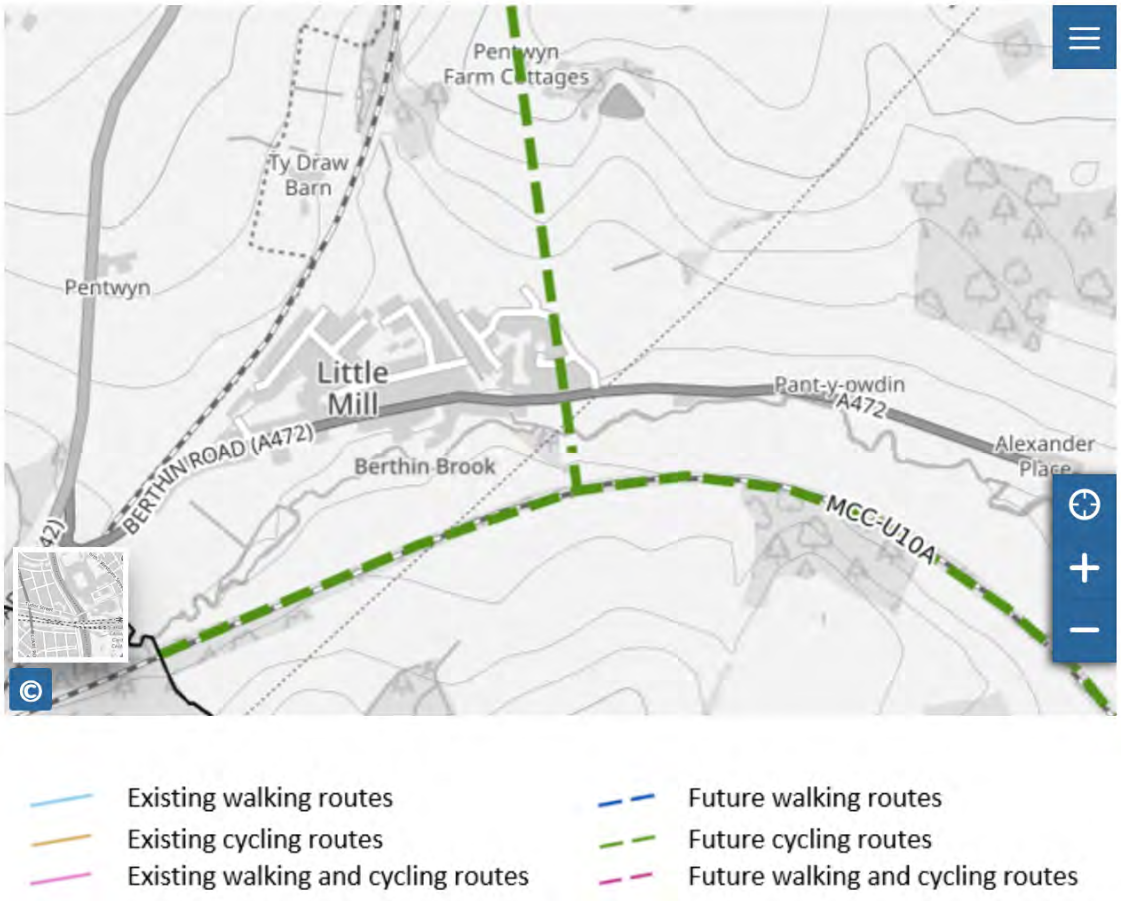


Figure 2 Extract from Monmouthshire Active Travel Network Map

3 Existing Conditions

Location

3.1 The site is shown in the context of nearby facilities and the surrounding transport network in Appendix 1.

Appendix 1 Site Context

3.2 The candidate site is located on the eastern edge of Little Mill; to the east of Cae Melin and north of the A472 Berthon Road.

3.3 Little Mill has a community hall, recreation ground and pub. A wider range of services can be accessed in Pontypool and Usk, some 7km to the west and eat, respectively.

Active Travel

3.4 The facilities available within Little Mill are all within walking distance of the candidate site. There are good quality, segregated footways alongside Cae Melin and the A472 Berthon Road that benefit from street lighting that provide a safe walking route between the village's facilities and the candidate site. A signal controlled pedestrian crossing is located on Berthon Road near its junction with Millbrook Court that is convenient for trips to and from the community hall and recreation ground.

3.5 There are several Public Rights of Way (PRoW)that pass near the candidate site. The Council's ATNM (see 2.15) identifies that the PRoW that passes the north eastern corner of the site is to be developed as a future active travel cycle route that will link with another to the south of the village that will follow the line of a disused railway and provide a largely traffic free route for journeys to Pontypool and Usk.

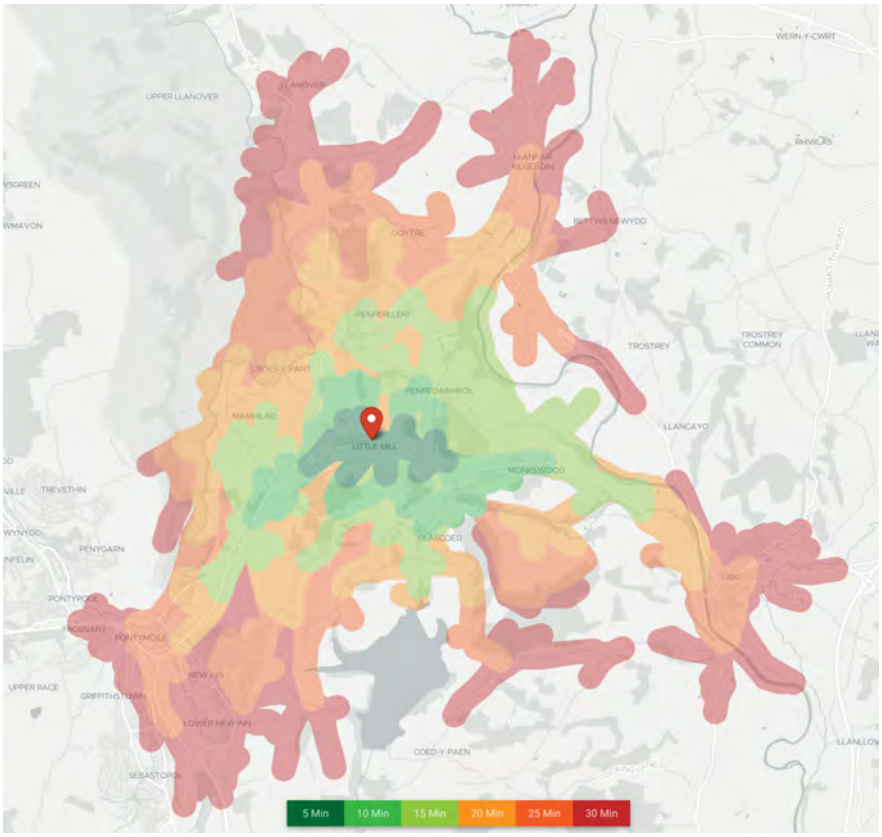


Figure 3 30-Minute Cycle Catchment

3.6 Figure 3 shows the areas that can be reached within a reasonable, 30-minute, cycle ride from the candidate site. This catchment area includes Pontypool and Usk.

Public Transport Network

3.7 The nearest bus stop to the site are located on Berthon Road near the Halfway House pub. They are around 200m to the west of the candidate site. The services that call at these stops are summarised in the table below.

Service No.	Route	General Weekday Frequency
61	Brynmawr – Usk Coleg Gwent	1 Journey each way – College Days
63	Cwmbran - Chpstow	4 Journeys each way (Mon – Sat)
66	Blaenavon – Usk Coleg Gwent	1 Journey each way – College Days
68	Abergavenny - Monmouth	Every 2 hours

Table 1 Bus Services

3.8 Connecting public transport services can be accessed at Pontypool's bus station or at Pontypool & New Inn railway station, which is located some 5km to the south west of the candidate site.

Highway Network

3.9 The site can be accessed directly from Cae Melin on its western boundary or Berthon Road on its southern. This is discussed in more detail in the following section.

3.10 Cae Meil and the village's other streets are subject to a 20mph speed limit. The speed limit of the A472 Berthon Road changes to 40mph approximately mid-way along the site's southern boundary.

3.11 A review of injury accident records for the area around the site has been undertaken for latest five-year period for which data is available (2018 – 2022 inclusive). Only one injury accident, of slight severity, is recorded during that period. The absence of accident clusters or accidents of greater severity indicate that the village's streets operate safely.

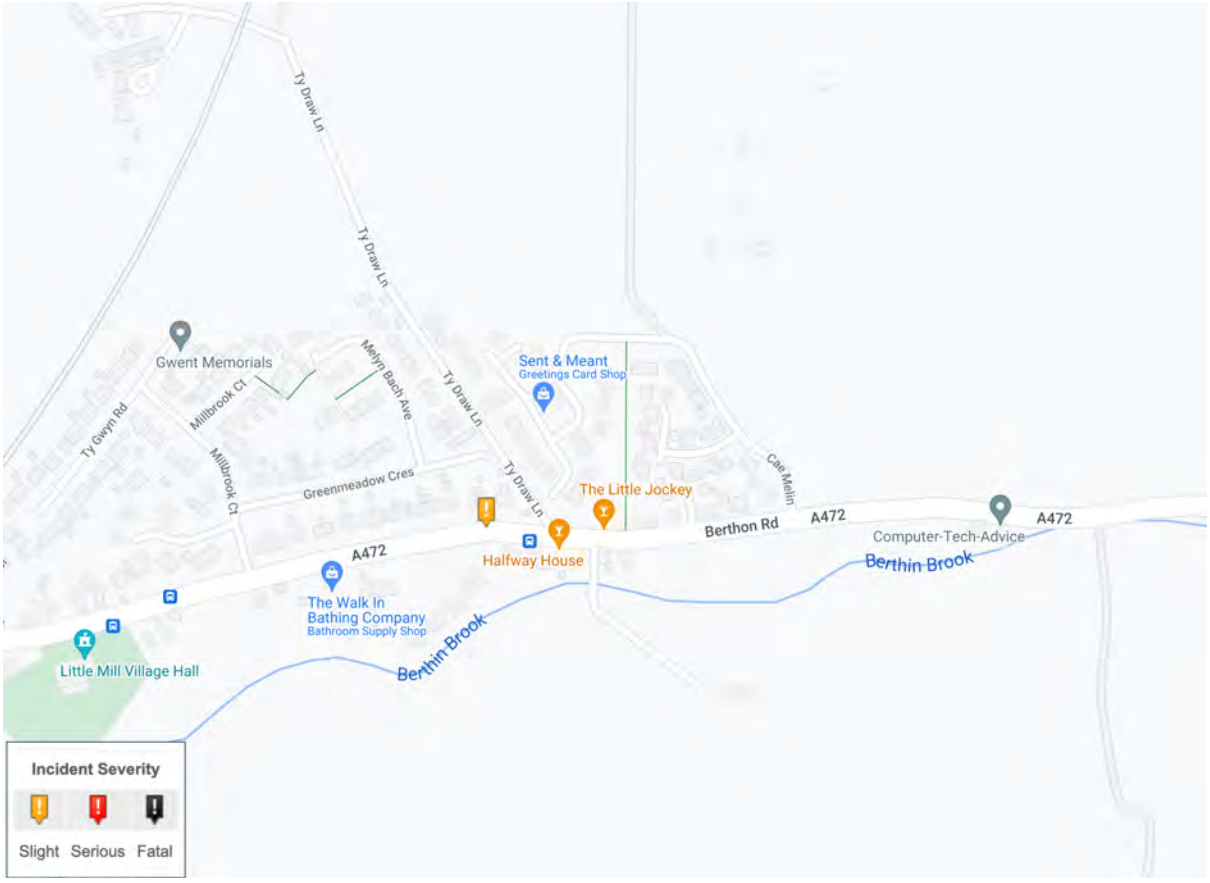


Figure 4 Injury Accident Location & Severity (2018 – 2022)

Summary

3.12 The site is in a sustainable and accessible location. The amenities available within the village are within walking distance and connected to the site by segregated walking routes.

3.13 A wider range of facilities can be accessed in Pontypool and Usk, both of which are within a 30-minute cycle ride of the site or can be accessed by bus services that pass the candidate site. The Council's ATNM indicates that there are proposals to develop future active travel cycle routes that will improve access to the nearest towns.

3.14 The candidate site is located close to bus stops that provide access to regular bus services to Pontypool and Usk and there is a railway station within 5km.

3.15 The accessibility of the site to pedestrians, cyclists and public transport users increases the possibility that journeys generated by the development can be made by sustainable forms of transport and that users of the site will not be reliant on the car.

3.16 The highway network serving the site has a good safety record.

4 Proposed Development

4.1 It is considered that the candidate site has the potential to deliver up to around 20 new homes.

4.2 There is potential to access the site from either Cae Melin on its western boundary or the A472 Berthon Road on its southern. The A472 has a 40mph speed limit along part of the site's southern boundary whereas the speed limit along Cae Melin is 20mph. It is considered preferable to locate the development's access on Cae Melin where traffic, pedestrian and cycle movements to and from the development will interact with passing traffic that is lighter in volume and travelling at lower speed.

4.3 Development traffic would then enter the A472 at its existing Cae Melin junction. This is an established junction that evidently operates safely given the absence of any recorded injury accidents (see 3.11).

4.4 The proposed access arrangement is shown in principle in Appendix 2. This will be subject to further detailed design at planning application stage.

4.5 Access to the site will be provided by a new junction onto Cae Melin. It is envisaged that the access road will be to an adoptable standard and is likely to have a 5.5m wide carriageway with 2m footways on both sides. Visibility splays of at least 2.4 x 25m can be achieved in both directions from the access as is required for junctions where 20mph speed limits apply.

4.6 A new footway will be provided along the eastern side of Cae Melin to connect the development's access to the existing footway that currently terminates near the A472 junction.

Appendix 2 Proposed Access

Trip Generation

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

4.8 From the TRICS database evidence of the trip rates of privately owned housing developments (developments of up to 80 units) in neighbourhood area locations in mainland Britain (excluding Greater London) have been analysed. The detailed TRICS output is provided as Appendix 2 and summarised below.

Appendix 3 TRICS Trip Rate Data

	Trip Rate per Dwelling			Trip Generation (25 Dwellings)		
Time Range	**Arrivals**	**Departures**	**Total**	**Arrivals**	**Departures**	**Total**
am peak Hour 08:00-09:00	0.151	0.289	0.44	3	6	9
pm Peak Hour 16:00-17:00	0.216	0.19	0.406	5	3	8

Table 2 Vehicle Trip Rates & Proposed Development Trip Generation

4.9 The TRICS data suggests that the proposed development will generate some 8 to 9 peak hour vehicle movements.

4.10 This represents an increase of, on average, no more than one additional movement every 6 to 7 minutes or so during the busiest hour. This is insignificant in traffic terms and will have no material impact on the operation of the surrounding highway network.

5 Summary & Conclusion

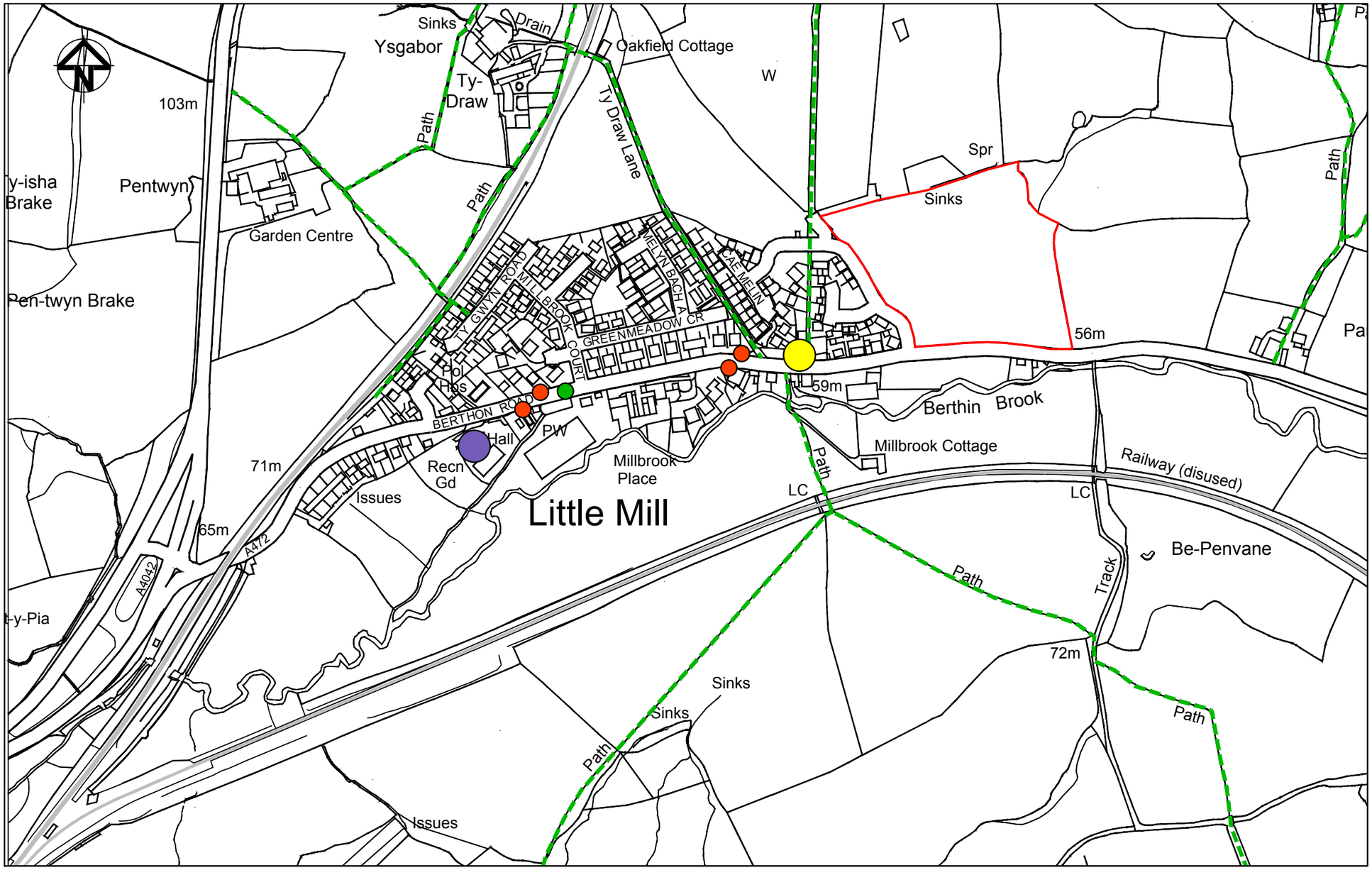
5.1 In summary this Transport Statement has demonstrated that:

- The proposed development is in an appropriate location where a range of amenities can be reached on foot, by bike or by public transport. Residents of the development will therefore not be reliant on the car to access essential day-to-day services.
- A safe and appropriate access from Cae Melin that meets current design standards can be delivered;
- The estimated traffic generation of the proposed development is insignificant and will cause no detrimental impact to the continued safe operation of the surrounding highway network.

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

5.3 It is concluded therefore that there are no transport related issues that should prevent the inclusion of this candidate site in the Replacement Local Development Plan.

Appendix 1 Site Context



KEY

- Site
- Bus Stop
- Community Hall & Recreation Ground
- Pub / Restaurant
- Signalised Pedestrian Crossing
- Public Rights of Way

A	First Issue	01-02-23

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

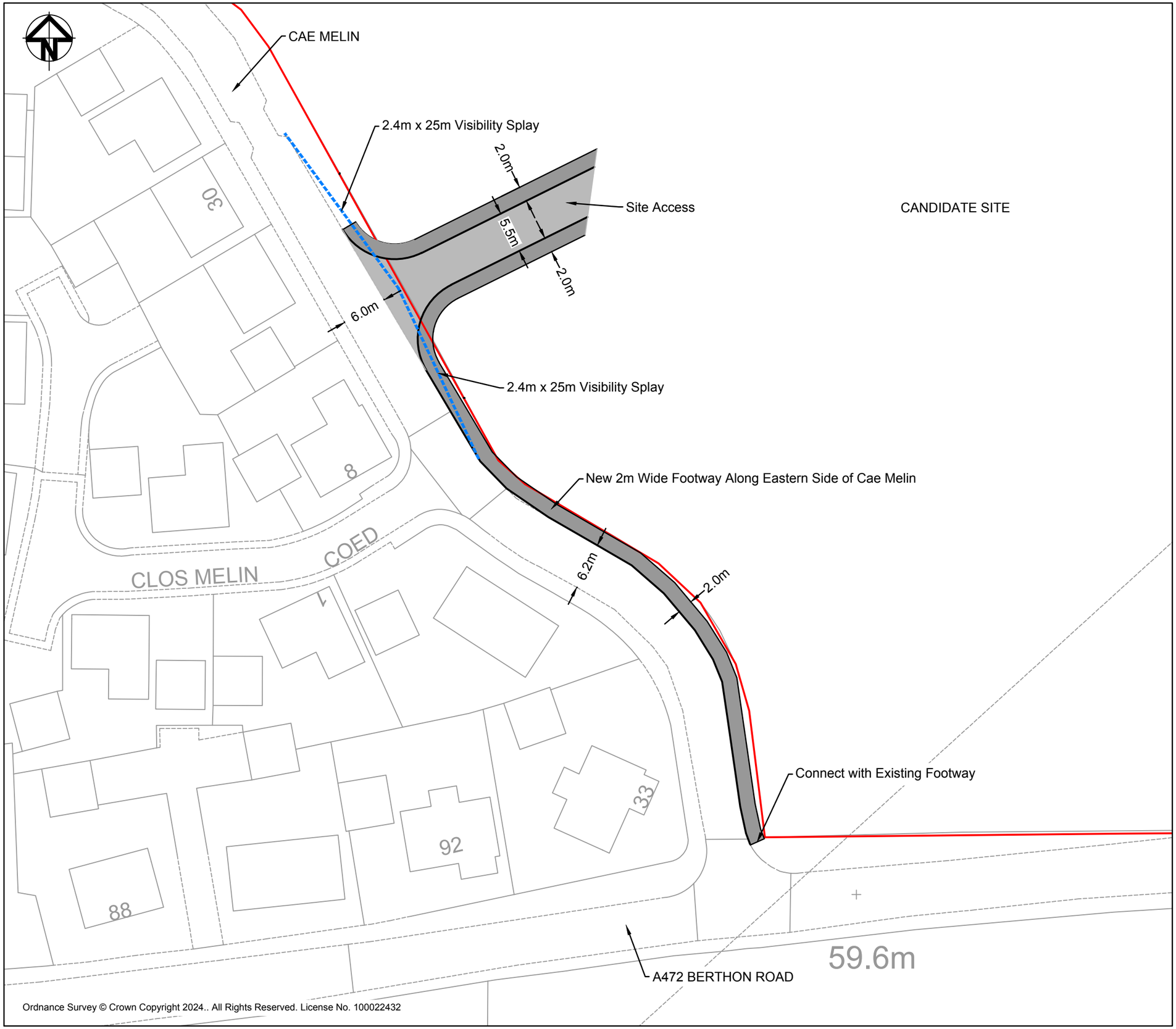
Project: **LAND WEST OF LITTLE MILL**

Drawing: **SITE CONTEXT**

Drawing No.: **???-ACS-XX-ZZ-DR-T-???-A**

Scale: **1:5000 @ A3**

Appendix 2 Proposed Access



A	First Issue	31-01-24

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

Project	**LAND EAST OF LITTLE MILL**
Drawing	**INDICATIVE ACCESS ARRANGEMENT**
Drawing No.	**1742-ACS-XX-ZZ-DR-T-002-A**
Scale	**1:500 @ A3**

Appendix 3 TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-220906-0904

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	NR	NORTHAMPTONSHIRE	2 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 25 to 57 (units:)
Range Selected by User: 20 to 80 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

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	2 days
Tuesday	4 days
Wednesday	2 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 15

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	3
Village	12

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.

Secondary Filtering selection:

Use Class:

C3	15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	8 days
5,001 to 10,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	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	7 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	1 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	15 days

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

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-07 MIXED HOUSES CAMBRIDGESHIRE
FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: THURSDAY 27/05/21 Survey Type: MANUAL

2 CH-03-A-12 SEMI DETACHED HOUSES CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 33
Survey date: FRIDAY 30/04/21 Survey Type: MANUAL

3 GM-03-A-11 TERRACED & SEMI-DETACHED GREATER MANCHESTER
RUSHFORD STREET
MANCHESTER
LEVENSHULME
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: MONDAY 26/09/16 Survey Type: MANUAL

4 GS-03-A-02 DETACHED HOUSES GLOUCESTERSHIRE
OAKRIDGE
NEAR GLOUCESTER
HIGHNAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: FRIDAY 23/04/21 Survey Type: MANUAL

5 NR-03-A-02 DETACHED & SEMI-DETACHED NORTHAMPTONSHIRE
HARLESTONE ROAD
NEAR NORTHAMPTON
CHAPEL BRAMPTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 47
Survey date: TUESDAY 20/10/20 Survey Type: MANUAL

6 NR-03-A-03 MIXED HOUSES & FLATS NORTHAMPTONSHIRE
MAIN STREET
NEAR WELLINGBOROUGH
LITTLE HARROWDEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 44
Survey date: TUESDAY 20/10/20 Survey Type: MANUAL

7 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

8 SF-03-A-08 MIXED HOUSES SUFFOLK
STANNINGFIELD ROAD
NEAR BURY ST EDMUNDS
GREAT WHELNETHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 34
Survey date: WEDNESDAY 16/09/20 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SM-03-A-02	MIXED HOUSES		SOMERSET
	HYDE LANE			
	NEAR TAUNTON			
	CREECH SAINT MICHAEL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		42	
	Survey date: TUESDAY		*25/09/18*	*Survey Type: MANUAL*
10	SM-03-A-03	MIXED HOUSES		SOMERSET
	HYDE LANE			
	NEAR TAUNTON			
	CREECH ST MICHAEL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		41	
	Survey date: TUESDAY		*25/09/18*	*Survey Type: MANUAL*
11	SY-03-A-02	DETACHED & BUNGALOWS		SOUTH YORKSHIRE
	MANOR ROAD			
	NEAR SHEFFIELD			
	WALES			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		25	
	Survey date: THURSDAY		*10/09/20*	*Survey Type: MANUAL*
12	TW-03-A-03	MIXED HOUSES		TYNE & WEAR
	STATION ROAD			
	NEAR NEWCASTLE			
	BACKWORTH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		33	
	Survey date: FRIDAY		*13/11/15*	*Survey Type: MANUAL*
13	WM-03-A-04	TERRACED HOUSES		WEST MIDLANDS
	OSBORNE ROAD			
	COVENTRY			
	EARLSDON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:		39	
	Survey date: MONDAY		*21/11/16*	*Survey Type: MANUAL*
14	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		57	
	Survey date: THURSDAY		*19/10/17*	*Survey Type: MANUAL*
15	WY-03-A-01	MIXED HOUSING		WEST YORKSHIRE
	SPRING VALLEY CRESCENT			
	LEEDS			
	BRAMLEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:		46	
	Survey date: WEDNESDAY		*21/09/16*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	39	0.071	15	39	0.223	15	39	0.294
08:00 - 09:00	15	39	0.151	15	39	0.289	15	39	0.440
09:00 - 10:00	15	39	0.145	15	39	0.199	15	39	0.344
10:00 - 11:00	15	39	0.151	15	39	0.160	15	39	0.311
11:00 - 12:00	15	39	0.201	15	39	0.194	15	39	0.395
12:00 - 13:00	15	39	0.145	15	39	0.158	15	39	0.303
13:00 - 14:00	15	39	0.167	15	39	0.165	15	39	0.332
14:00 - 15:00	15	39	0.189	15	39	0.170	15	39	0.359
15:00 - 16:00	15	39	0.216	15	39	0.190	15	39	0.406
16:00 - 17:00	15	39	0.247	15	39	0.153	15	39	0.400
17:00 - 18:00	15	39	0.248	15	39	0.151	15	39	0.399
18:00 - 19:00	15	39	0.202	15	39	0.119	15	39	0.321
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.133			2.171			4.304

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

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

Parameter summary

Trip rate parameter range selected:	25 - 57 (units:)
Survey date date range:	01/01/14 - 19/11/21
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

acstro

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

(01558) 824021
www.acstro.com