

**acstro**

# **Transport Statement**

**Llanelen Court  
Llanelen  
Abergavenny**

**December 2023**

## Table of Contents

1	Introduction.....	1
2	Policy Context.....	3
3	Existing Conditions.....	6
4	Proposed Development.....	11
5	Summary & Conclusion.....	13

## Appendices

*Appendix 1 Site Context*

*Appendix 2 TRICS Trip Rate Data*

## Revision History

A	6 <sup>th</sup> December 2023	First Issue
B	12 <sup>th</sup> December 2023	Final

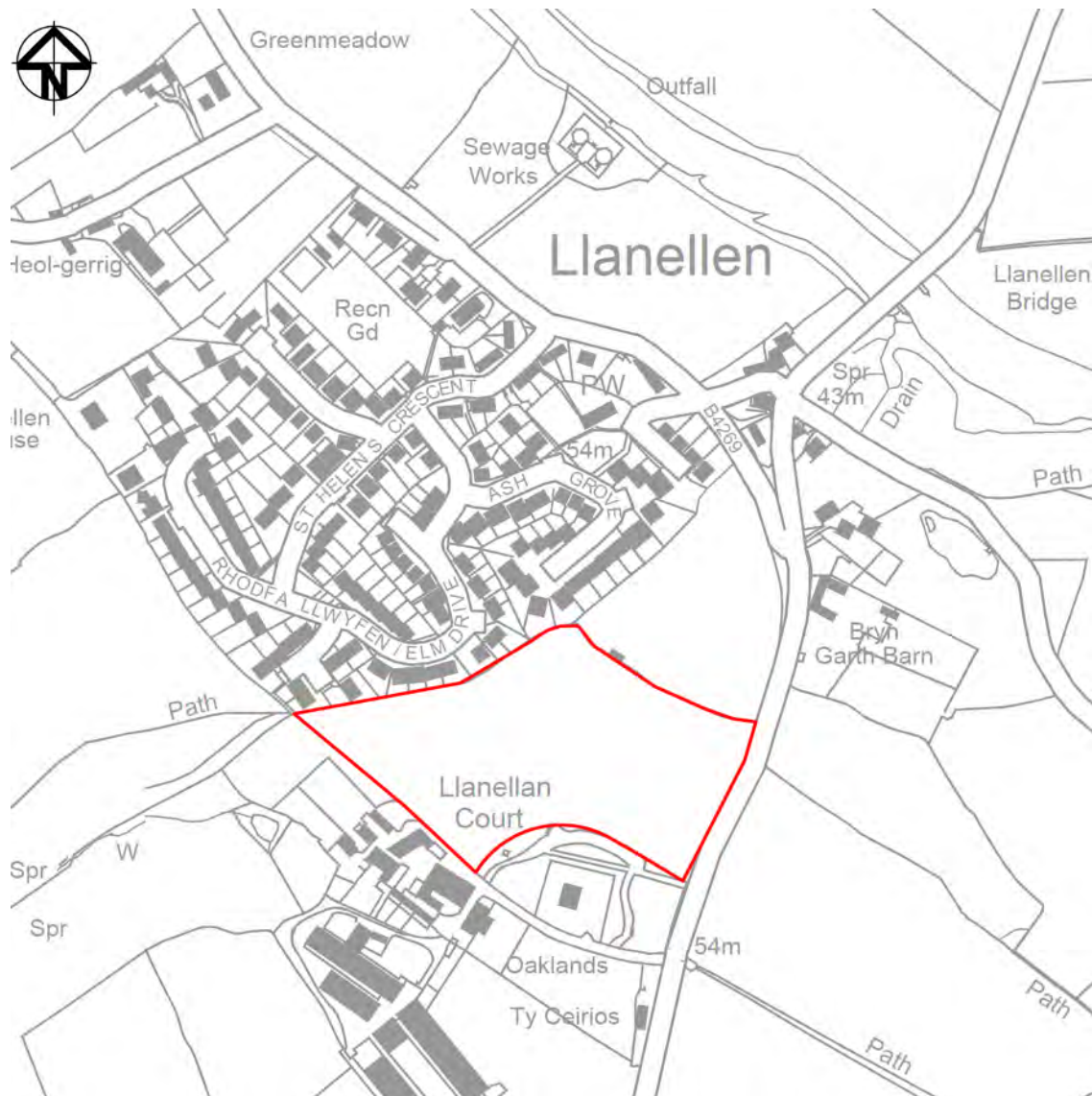
1726-ACS-ZZ-XX-RP-T-001-B TS.docx

This report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by Acstro Limited, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. Acstro Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its content.

© 2023 Acstro Limited

## 1 Introduction

- 1.1 Acstro has been appointed to produce a Transport Statement to support the promotion of land at Llanellen Court, Llanellen as a candidate site for inclusion, as suitable for residential development, 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 32 new homes and will be accessed from the adjacent A4042 highway.
- 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 \(11<sup>th</sup> Edition\)](#)

- 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'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's 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).

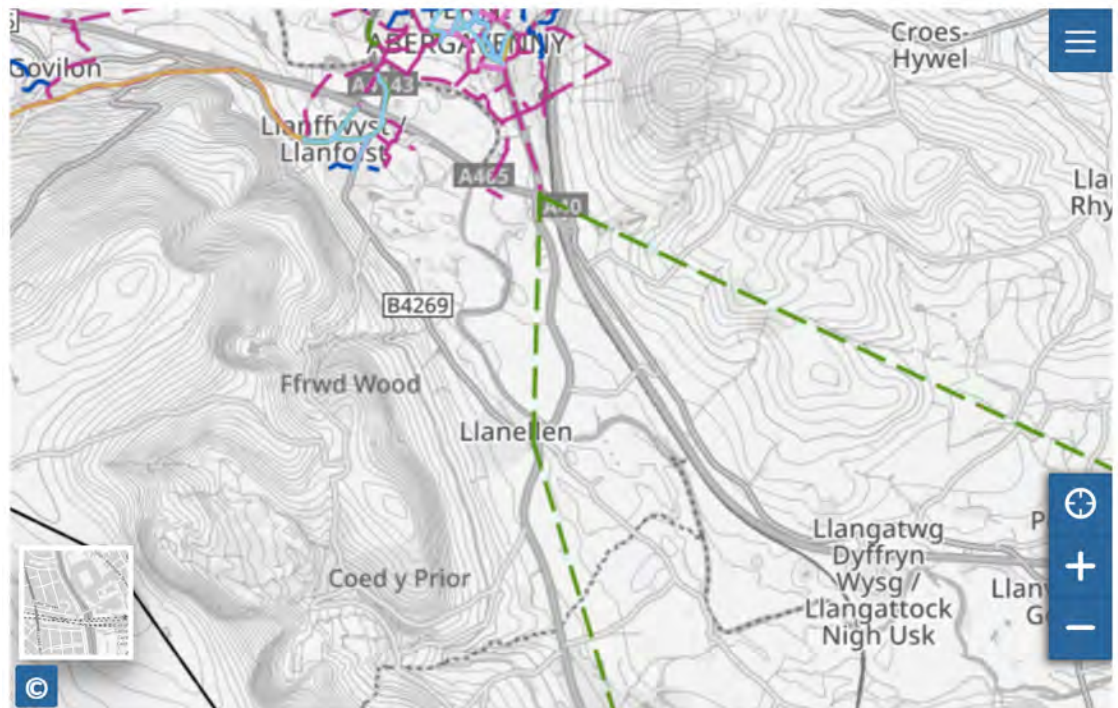
#### The Active Travel (Wales) Act 2013

- 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 cycling routes that will link Llanellen and Abergavenny (MCC-A38A(DL)). This is prioritised for delivery in the long term.



- |   |                                     |   |                                   |
|---|-------------------------------------|---|-----------------------------------|
|  | Existing walking routes             |  | Future walking routes             |
|  | Existing cycling routes             |  | Future cycling routes             |
|  | Existing walking and cycling routes |  | Future walking and cycling routes |

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 south eastern edge of the Llanellen. The A4042 highway lies to the east of the site and will provide access to the proposed development. To the north west of the site there is residential development (Elm Drive). Immediately to the south west of the site there is agricultural land.
- 3.3 The Monmouthshire and Brecon Canal passes within some 300m of the site and the proposed development includes proposals for an active travel link that will connect the candidate site to the existing walking and cycling route that runs along the canal's towpath.
- 3.4 The facilities available within Llanellen include a village hall, church and recreation ground. The nearest primary school is located in Llanfoist, some 3km to the north west of the site.
- 3.5 There are two supermarkets, Waitrose and Aldi, within around 3.5km of the site. The former includes a pharmacy. The nearest GP Surgery is at Tudor Street, around 3.7km from the site.
- 3.6 Abergavenny town centre is approximately 4km to the north and contains a wide range of services and facilities.

#### Active Travel

- 3.7 The facilities available within Llanellen are all within walking distance of the candidate site.
- 3.8 There is a public footpath that connects the site's north western corner to Elm Drive and, from that point, there are footways along Elm Drive and its connecting streets that would provide residents of the candidate site with safe routes to the village's facilities along quiet and lit streets.
- 3.9 The footpath that connects the site to Elm Drive also connects to the Monmouthshire and Brecon Canal's towpath. The towpath is part of the National Cycle Network (NCN) Route 49. NCN49 provides a traffic free route that links Llanellen and Llanfoist. From Llanfoist there are cycle routes (NCN42 and NCN46) that provide a link to Abergavenny's town centre. NCN42 continues north of the town centre along Old Hereford Road passing Abergavenny Leisure Centre and King Henry VIII School (secondary school).
- 3.10 The opportunity exists therefore to connect the candidate site to Llanfoist, Abergavenny town centre and its leisure centre and secondary school by way of the existing network of good quality, largely traffic free, cycle routes.
- 3.11 Figure 3 shows the areas, including Abergavenny, that can be reached within a reasonable, 30-minute, cycle ride from the candidate site.







**Figure 4 Pedestrian Crossing at the Site's Access**

Public Transport Network

- 3.14 The nearest bus stop to the site is located on Elm Drive and is some 230m from the north western corner of the site. This provides access to the A4 Abergavenny Circular service that calls at the stop at 47 minutes past the hour, every hour between 07:47 and 17:47. Journeys to Abergavenny bus station take 13 minutes.
- 3.15 There are bus stops too on the A4042, some 250m to 400m from the site’s access. These provide access to the number 23 and 61 services, whose details are provided below.

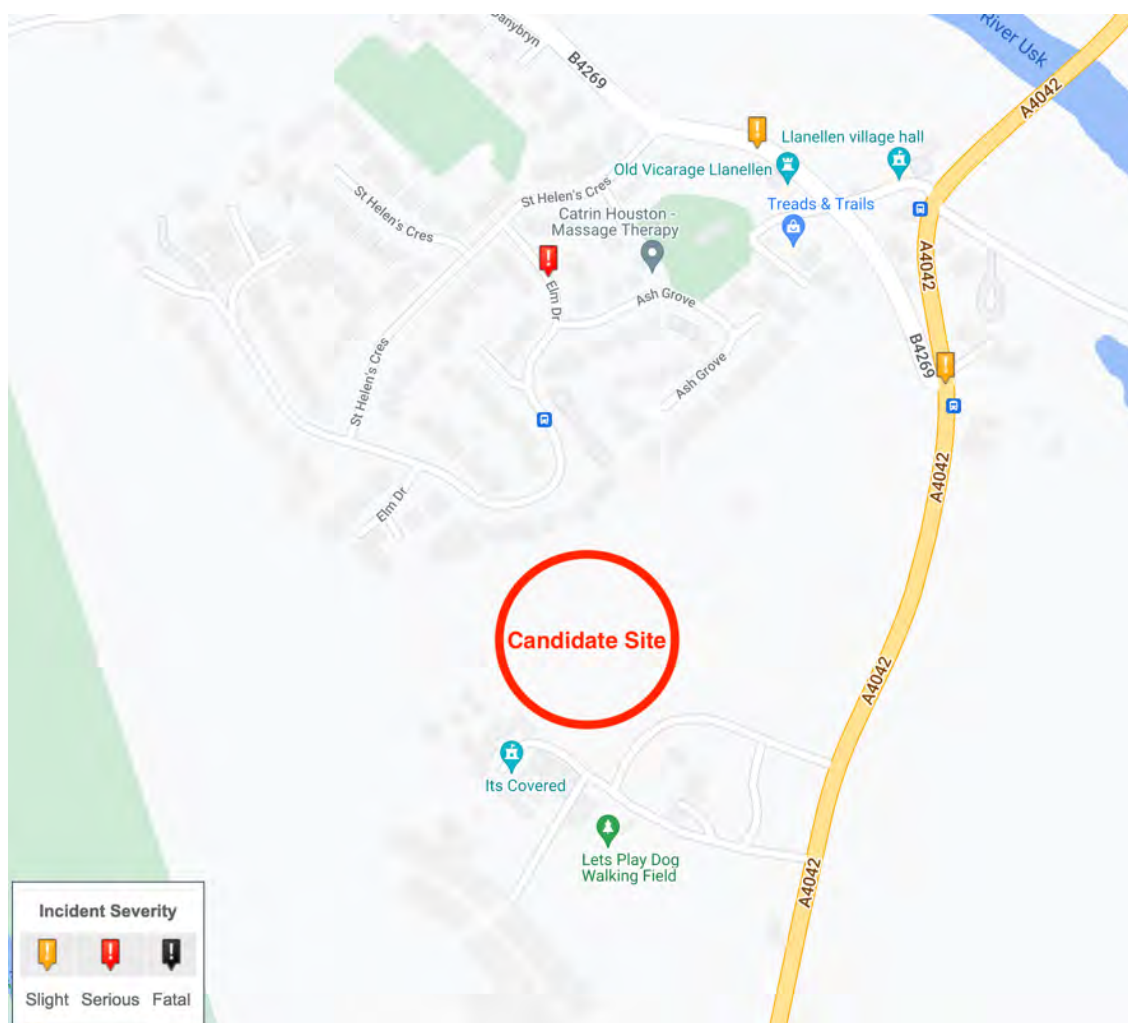
Bus Stop	Bus Service	Route	General Frequency	Journey Times to:
Elm Drive	A4	Abergavenny Circular	Hourly (Mon – Sat)	Abergavenny – 13 mins.
A 4042	23	Hereford - Newport	8 Services / day (generally hourly)	Abergavenny – 8 mins Herford – 77 mins. Pontypool – 21 mins Cwmbran – 57 mins. Newport – 89 mins.
	61	Brynmaur – Usk College Gwent	1 trip each direction (College days)	Usk College Gwent – 15 mins.

**Table 1 Llanellen Bus Services**

- 3.16 Connecting public transport services can be accessed at Abergavenny’s bus and railway stations, which are both around 3.5km to the north of the candidate site.

Highway Network

- 3.17 The site will be accessed from the A4042 via a recently constructed priority junction that meets current design standards. The A4042 links Llanellen to Abergavenny to the north and Pontypool to the south. National speed limits currently apply at the site’s access point with the speed limit reducing to 40mph a little distance to the north.
- 3.18 The residential streets to the north west of the site; Elm Drive, St Helen’s Crescent and the B4269 that leads towards Llanfoist, have a 20mph speed limit.
- 3.19 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). There have been three recorded injury accidents in the village during that period; two slight severity accidents and one serious. None of the accidents involved injuries to vulnerable road users (e.g. pedestrians, cyclists, motorcyclists or children) and the disparate locations of the accidents and absence of any clusters indicated that the highway network in the village operates at an acceptable level of safety.



**Figure 5 Injury Accident Location & Severity**

### Summary

- 3.20 The site is in a sustainable and accessible location. The limited number of amenities within the village can be accessed on foot and the development of the land will increase the numbers using these amenities and help secure their long term future and increase the probability of new amenities being opened.
- 3.21 The candidate site lies close to the NCN cycle network that provides a good quality, largely traffic free, connection to the amenities and services located in Llanfoist and Abergavenny. These can all be reached within no more than a 30-minute cycle ride of the candidate site.
- 3.22 The candidate site is located close to two bus routes. Combined they provide access to two services per hour to and from Abergavenny with journeys to the town taking between 8 and 13 minutes.
- 3.23 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 residents of the site will not be reliant on the car to access day-to-day services.
- 3.24 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 32 new homes. The site's main access will vi the existing link to the A4042 with pedestrian access also available via the footpath that connects to Elm Drive.



Figure 6 Concept Layout

4.2 A pedestrian and cycle link will also be provided that connects the development to the nearby canal towpath / cycle route. This will allow future residents to access the existing NCN cycle route that will provide a safe and largely traffic free route for cycle access to Llanfoist and Abergavenny. By improving access to the existing cycle route the link brought about by the development of the candidate site will also benefit other, existing, residents of Llanellen and increase the chances that trips currently made by them by car can be made by bike instead.

### Trip Generation

- 4.3 The potential trip generation of the proposed development of the site has been estimated by reference to the TRICS trip rate database.
- 4.4 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 2 TRICS Trip Rate Data*

Time Range	Trip Rate per Dwelling			Trip Generation (32 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.151	0.289	0.44	5	9	14
pm Peak Hour 16:00-17:00	0.216	0.19	0.406	8	5	13

**Table 2 Vehicle Trip Rates & Proposed Development Trip Generation**

- 4.5 The TRICS data suggests that the proposed development will generate some 13 to 14 peak hour vehicle movements.
- 4.6 This represents an increase of, on average, no more than one additional movement every 4 minutes or so during the busiest periods. This is insignificant in traffic terms and will have no material impact on the operation of the surrounding highway network.



## 5 Summary & Conclusion

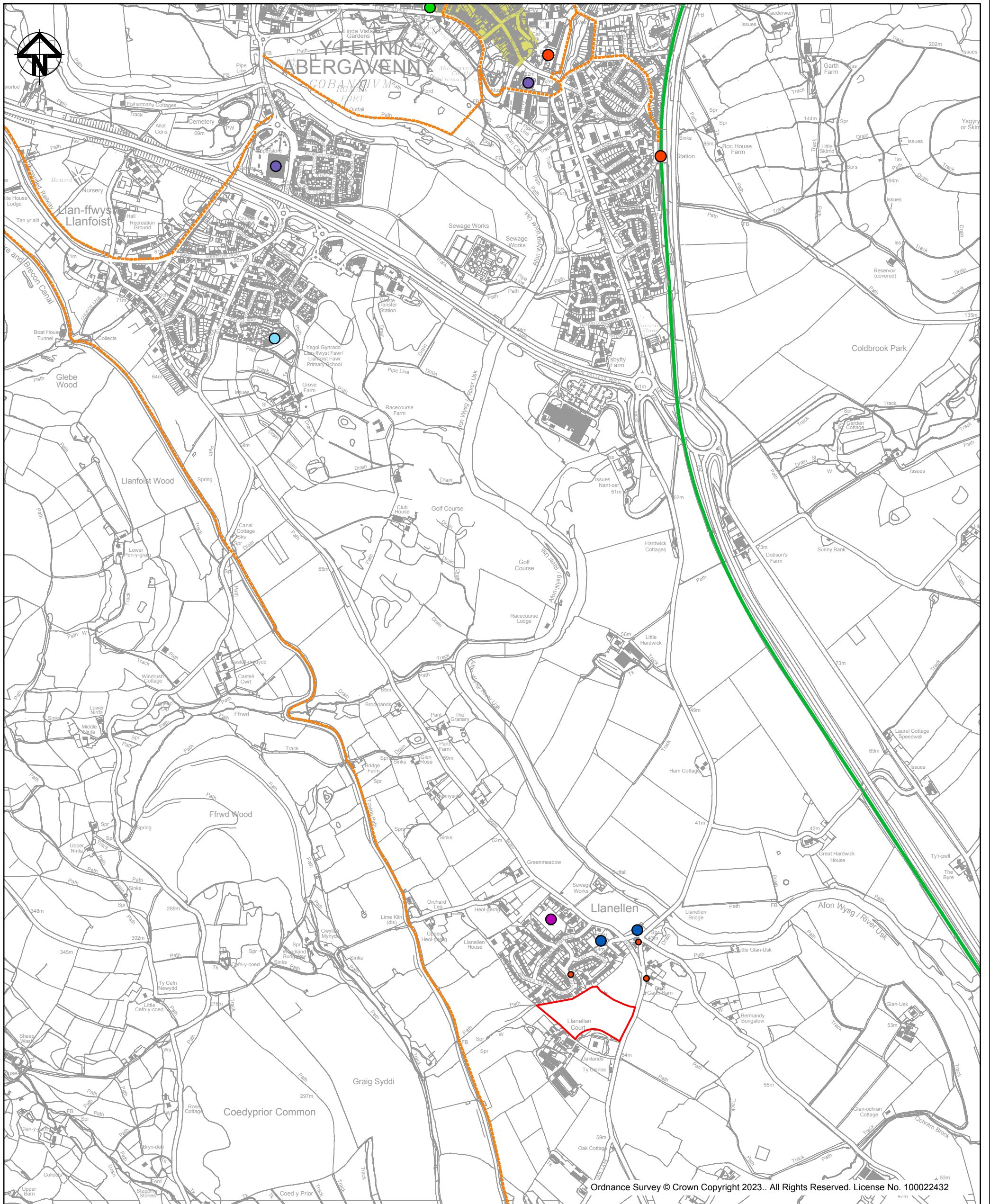
5.1 In summary this Transport Statement has demonstrated that:

- The proposed development is in an appropriate location where a wide 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.
- The site is accessible to pedestrians and cyclists. The proposed link to the existing cycle route along the nearby canal makes journeys to and from Llanfoist and Abergavenny a realistic proposition. The proposed link to the cycle network will also benefit other, existing, residents of Llanellen and increase the chances that trips currently made by them by car can be made by bike instead;
- A safe and appropriate access from the A4042 exists that meets current design standards;
- 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



Ordnance Survey © Crown Copyright 2023.. All Rights Reserved. License No. 100022432

**KEY**

- Site
- Bus Stop
- Bus / Railway Station
- National Cycle Network Route
- Town Centre
- Supermarket
- School
- GP Surgery
- Leisure / Recreations



Unit 19, Yr Hen Farchnad,  
Carmarthen Street, Llandeilo SA19 6BJ

E-mail: [mail@acstro.com](mailto:mail@acstro.com)  
www.acstro.com  
Tel: 01558 824021

A	First Issue	06-12-23
Project		
<b>LAND AT LLANELLEN</b>		
Drawing		
<b>SITE CONTEXT</b>		
Drawing No.		
<b>1726-ACS-XX-ZZ-DR-T-001-A</b>		
Scale		
<b>1:12500 @ A3</b>		

## Appendix 2 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 undertaken 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	CAMBRI DGESHI RE
	FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 <i>Survey date: THURSDAY 27/05/21</i>		
	<i>Survey Type: MANUAL</i>		
2	CH-03-A-12	SEMI DETACHED HOUSES	CHESHIRE
	MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 33 <i>Survey date: FRIDAY 30/04/21</i>		
	<i>Survey Type: MANUAL</i>		
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 <i>Survey date: MONDAY 26/09/16</i>		
	<i>Survey Type: MANUAL</i>		
4	GS-03-A-02	DETACHED HOUSES	GLOUCESTERSHI RE
	OAKRIDGE NEAR GLOUCESTER HIGHNAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 40 <i>Survey date: FRIDAY 23/04/21</i>		
	<i>Survey Type: MANUAL</i>		
5	NR-03-A-02	DETACHED & SEMI -DETACHED	NORTHAMPTONSHI RE
	HARLESTONE ROAD NEAR NORTHAMPTON CHAPEL BRAMPTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 47 <i>Survey date: TUESDAY 20/10/20</i>		
	<i>Survey Type: MANUAL</i>		
6	NR-03-A-03	MIXED HOUSES & FLATS	NORTHAMPTONSHI RE
	MAIN STREET NEAR WELLINGBOROUGH LITTLE HARROWDEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 44 <i>Survey date: TUESDAY 20/10/20</i>		
	<i>Survey Type: MANUAL</i>		
7	SF-03-A-06	DETACHED & SEMI -DETACHED	SUFFOLK
	BURY ROAD KENTFORD  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		
	<i>Survey Type: MANUAL</i>		
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 <i>Survey date: WEDNESDAY 16/09/20</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

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

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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									
<b>Total Rates:</b>			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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected:	25 - 57 (units: )
Survey 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 shown. 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](http://www.acstro.com)