

The logo for acstro, featuring the word in a bold, blue, sans-serif font. The background of the entire page is white with blue curved borders at the top and bottom.

Transport Statement

**Earlswood Road
Shirenewton**

January 2024

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Revision History

A	26 th January 2024	First Issue

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1 Introduction

- 1.1 Acstro has been appointed to produce a Transport Statement to support the promotion of land at Earlswood Road, Shirenewton 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.

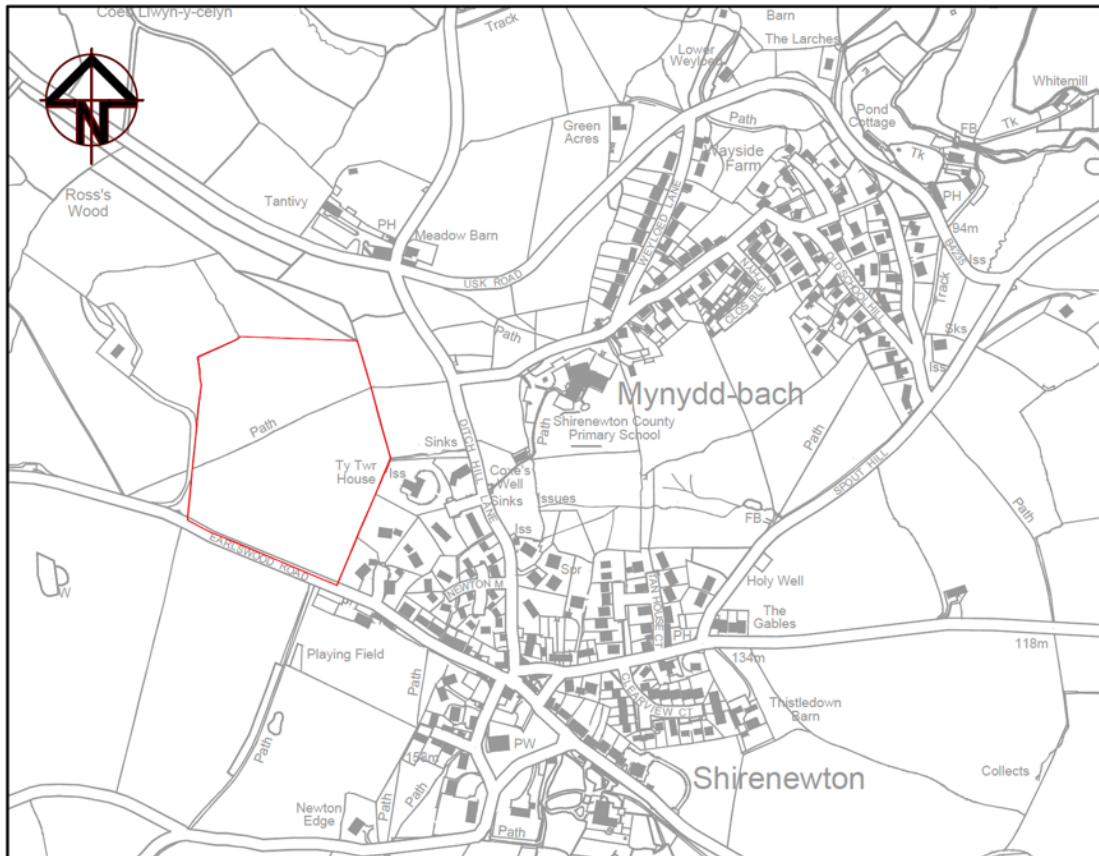


Figure 1 Location Plan

- 1.3 It is considered that the candidate site has the potential to deliver up to 25 new homes and will be accessed from the Earlswood Road.
- 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'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 Shirenewton with Chepstow to the east and Crick to the south. A future route is also shown to the northwest of the village that links to Usk.

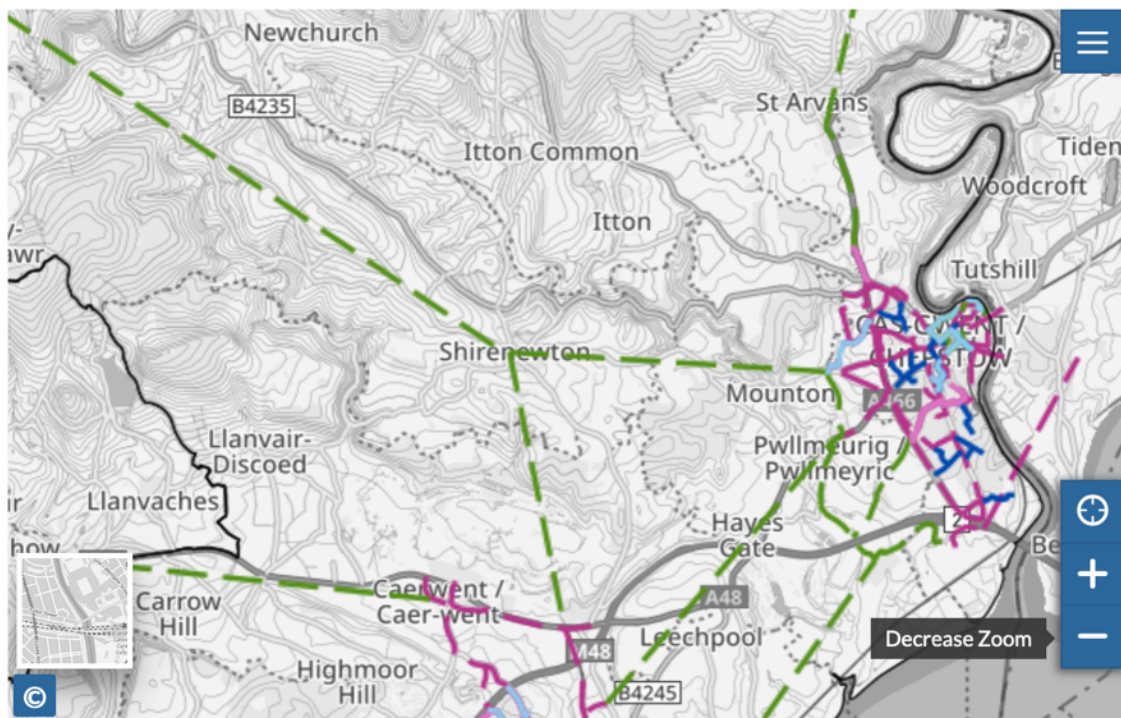


Figure 2 Extract from Monmouthshire Active Travel Network Map

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 western edge of the Shirenewton. Earlswood Road forms the southern boundary of the site and will provide access to the proposed development. To the east of the site is the village and to the north and west there is open countryside.
- 3.3 The facilities available within Shirenewton include the Shirenewton Recreational Hall, playing field and play area, which are located opposite the site. There is also a primary school, church and two public houses / restaurants.
- 3.4 Chepstow town centre is approximately 8km to the east and provides access to a wide range of services and facilities.

Active Travel

- 3.5 The facilities available within Shirenewton are all within walking distance of the candidate site.
- 3.6 There are intermittent sections of segregated footway within the village and several sections of street where all road users must share the carriageway space.
- 3.7 The shared use of the road space is considered in guidance provided in *Manual for Streets* (page 83), which references research undertaken by TRL into shared space streets. The research found that where traffic flow is below 100 vehicle movements per hour, pedestrians use shared space streets as spaces to occupy. Traffic flows above 100 vehicle movements per hour tends to induce a feeling in pedestrians that the path taken by cars is a road to be crossed.
- 3.8 This is reflected too in Welsh Government's Active Travel Act Guidance's discussion on home zones and quiet lanes (quiet lanes are the rural equivalent of home zones). It states in 11.5.5 that these are "streets in which the design speed is set very low, at less than 20mph and maximum motor traffic flows of 100 vehicles per hour are the norm. Often, the whole highway is shared between all road users".
- 3.9 In this case, traffic speed in Shirenewton is low and, from our observations during site visits, flows appear to be comfortably below the 100 vehicles per hour threshold. Inter-visibility between pedestrians and drivers is generally good and street lighting is provided. The environment within the village is not considered to be unduly hazardous or threatening to pedestrians and the absence of continual segregated footways is unlikely to dissuade residents of the candidate site from accessing the village's amenities on foot.
- 3.10 The safe operation of Shirenewton's streets is reflected in the results of injury accident records, which is described in more detail later in this chapter. There have been no recorded injuries to road users, including pedestrians and cyclists, over the latest 5-year period for which data is available.

- 3.11 There are several public rights of way (PRoW) throughout the village, including one that crosses the candidate site. One of the nearest other PRoW's to the candidate site links Earlswood Road to Ditch Hill Lane via Newton Manor. At Ditch Hill Lane another PRoW continues to the north west towards Mynydd Bach and the primary school. The PRoW network provides a good selection for making walking trips around the village along traffic free routes.
- 3.12 National Cycle Network Route 42 passes the site along Earlswood Road. This cycle route links Shirenewton to Chepstow to the east and Usk and Abergavenny to the west.
- 3.13 Figure 3 shows the areas, including Chepstow, that can be reached within a reasonable, 30-minute, cycle ride from the candidate site.

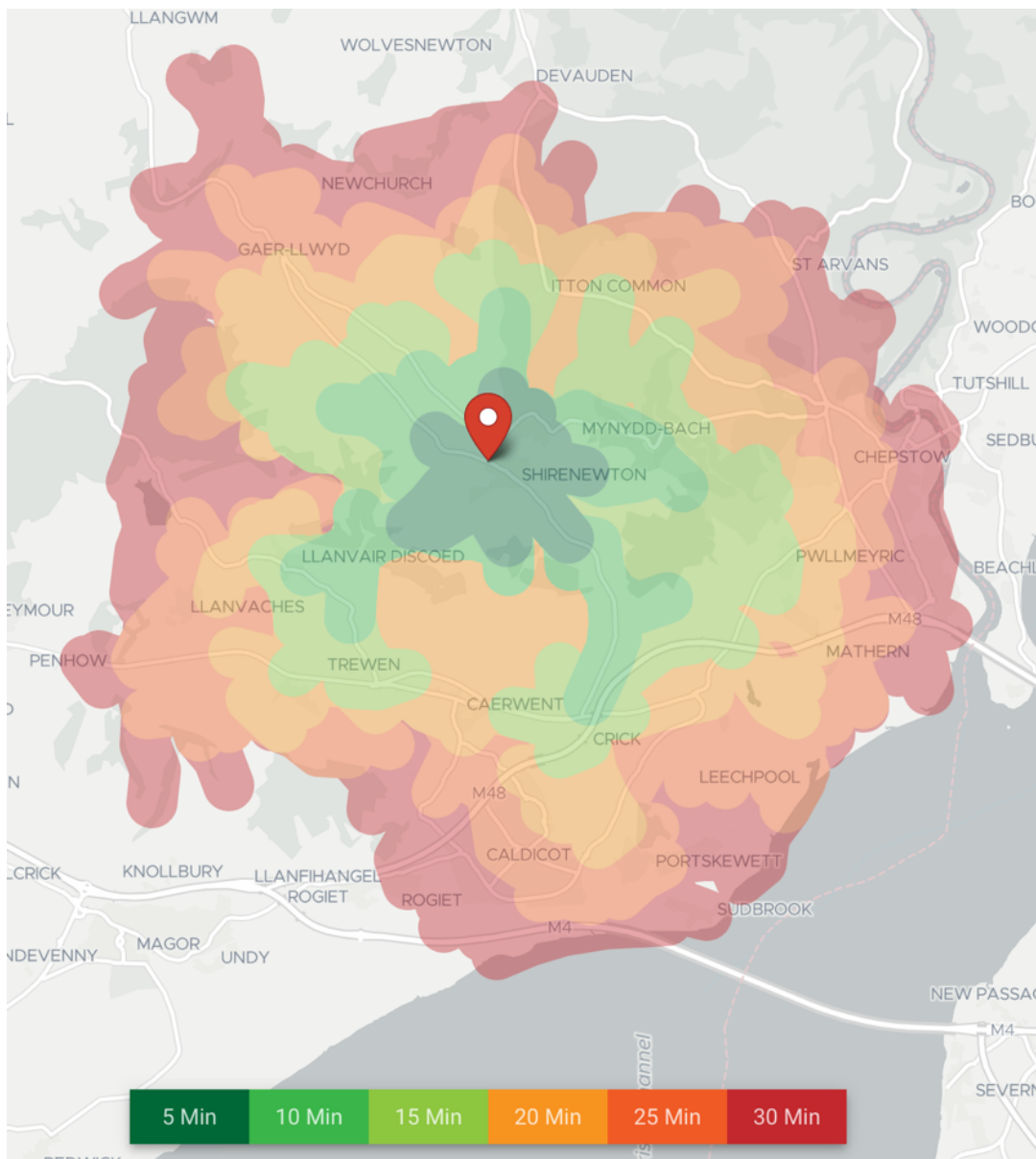


Figure 3 30-Minute Cycle Catchment

- 3.14 The Council's ATNM identifies that future active travel cycle routes that will link with Shirenewton have been earmarked for delivery. This will further improve the candidate's site accessibility by active travel modes.

Public Transport Network

- 3.15 The nearest bus stop to the site is located near the Tredegar Arms in the centre of the village. These are served by the No. 63 (Chepstow – Cwmbran) service that runs four times a day (Mondays to Saturdays) in each direction. Journeys to and from Chepstow take around 10 minutes.
- 3.16 Connecting public transport services can be accessed at Chepstow's bus and railway stations, which are both around 8km to the east of the candidate site.

Highway Network

- 3.17 The site will be accessed from Earlswood Road. The streets within the village are subject to a 20mph speed limit. Adjacent to the site there is a speed limit transition to 40mph and this changes again to national speed limits to the west of the candidate site.
- 3.18 Near the candidate site's north eastern corner the carriageway has a textured surfacing, intended to highlight to drivers the entry to the village and reduce vehicle speed. This textured surfacing is repeated at several locations throughout the village, including the village square.



Figure 4 Speed Limit Transition Adjacent to Candidate Site



Figure 5 Textured Surfacing on Earlswood Road

- 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.

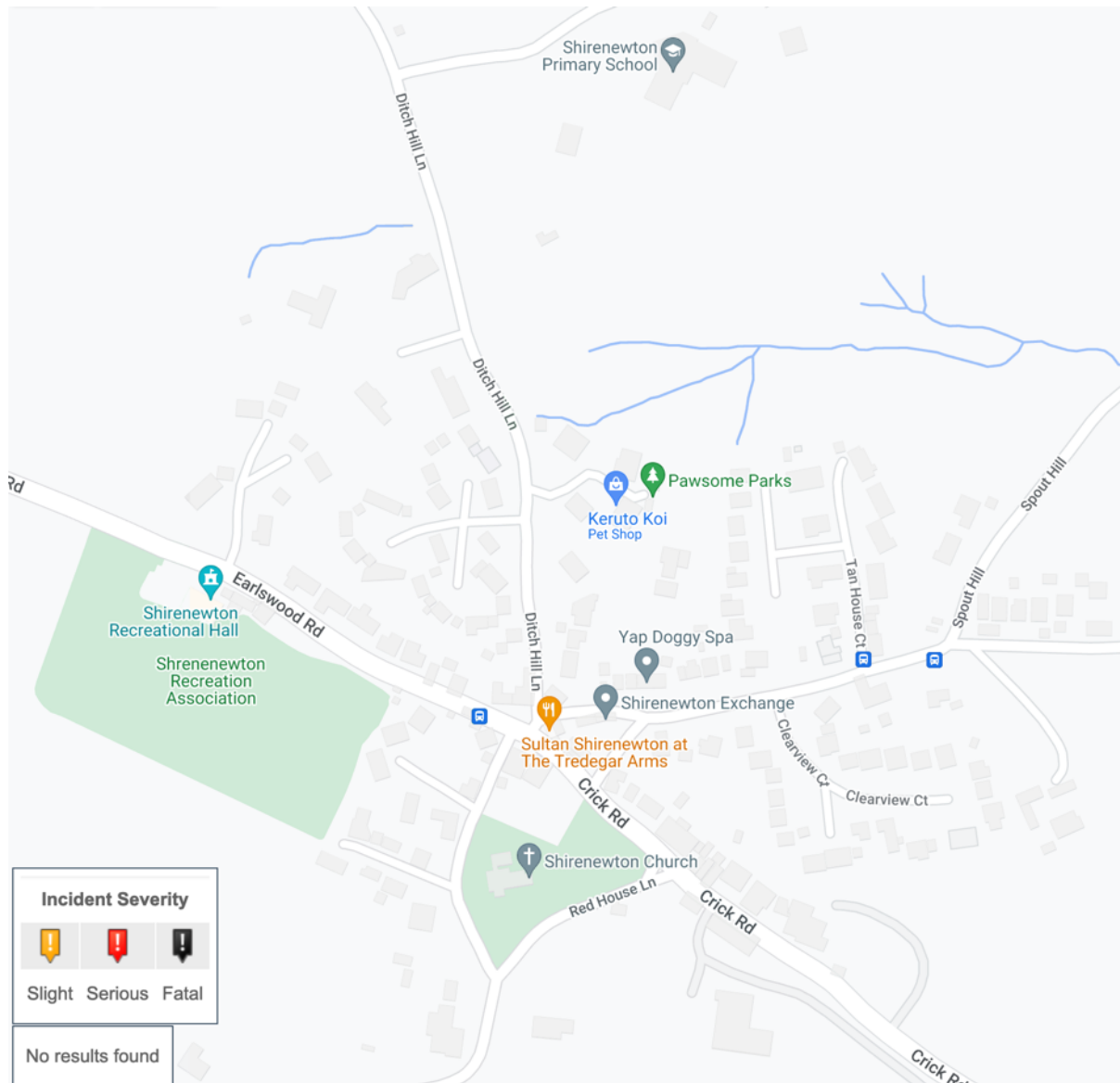


Figure 6 Injury Accident Location & Severity (2018 – 2022)

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, help secure their long term future and increase the probability of new amenities being opened.
- 3.21 The candidate site lies adjacent to the NCN cycle network that provides a good quality connection to the amenities and services located in Chepstow. 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 a bus routes that provides a regular bus service to and from Chepstow with journeys to the town taking only around 10 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 25 new homes.

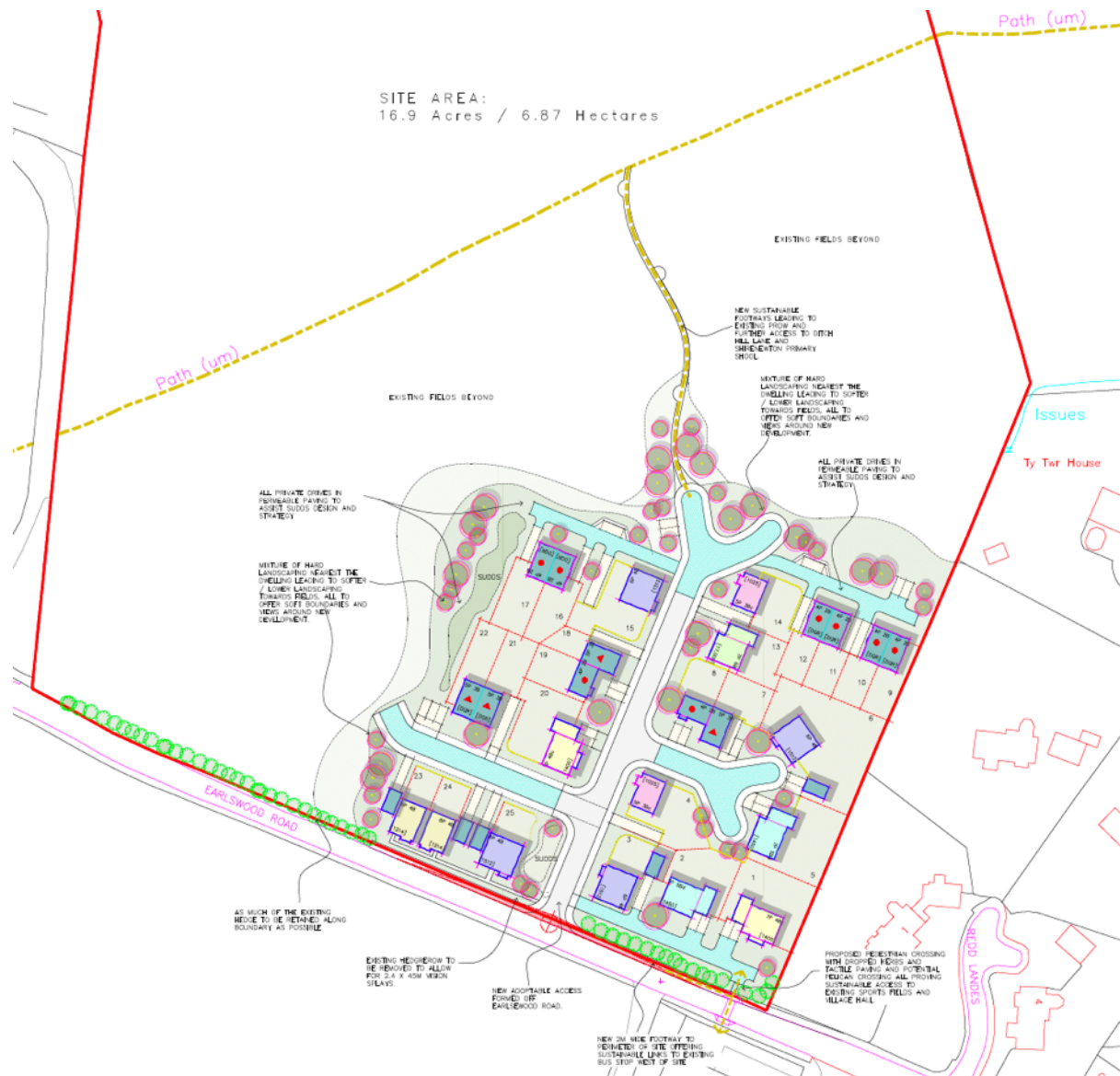


Figure 7 Concept Layout

- 4.2 Access will be provided by a new junction onto Earlswood Road. 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. The opportunity exists to extend a new length of footway along the site's Earlswood Road boundary to link the development to the community facilities opposite (recreational hall, playing field and play area).

- 4.3 Sufficient frontage with the public highway exists to ensure that adequate visibility splays can be provided from the new junction. Visibility splay requirements are dependent on the speed of traffic on the main road. It would seem appropriate that the village's 20mph speed limit be extended westwards to accompany the new development and in that case 2.4m x 25m visibility splays would be needed. However, should the existing arrangement be retained with traffic approaching from the west travelling through a 40mph speed limit area then there is sufficient road frontage available to provide the 2.4m x 120m visibility splay needed for that situation.

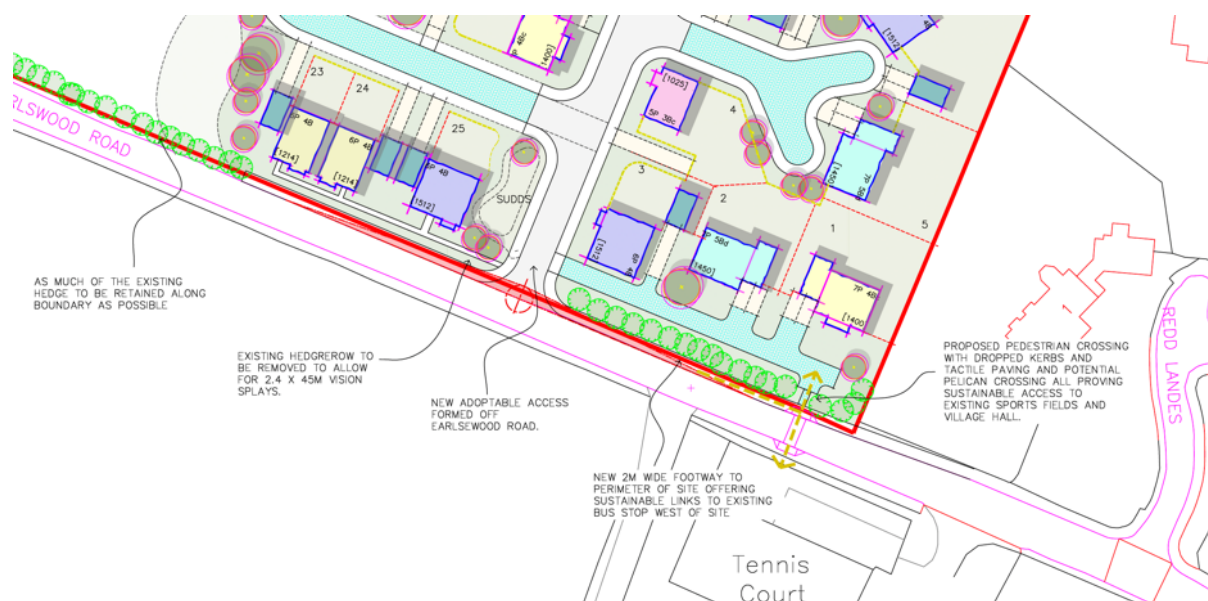


Figure 8 Concept Access Arrangement

- 4.4 The concept layout shows a link to the existing footpath that crosses the site.
- [Trip Generation](#)
- 4.5 The potential trip generation of the proposed development of the site has been estimated by reference to the TRICS trip rate database.
- 4.6 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 (25 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.151	0.289	0.44	4	7	11
pm Peak Hour 16:00-17:00	0.216	0.19	0.406	6	4	10

Table 1 Vehicle Trip Rates & Proposed Development Trip Generation

- 4.7 The TRICS data suggests that the proposed development will generate some 10 to 11 peak hour vehicle movements.
- 4.8 This represents an increase of, on average, no more than one additional movement every 6 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

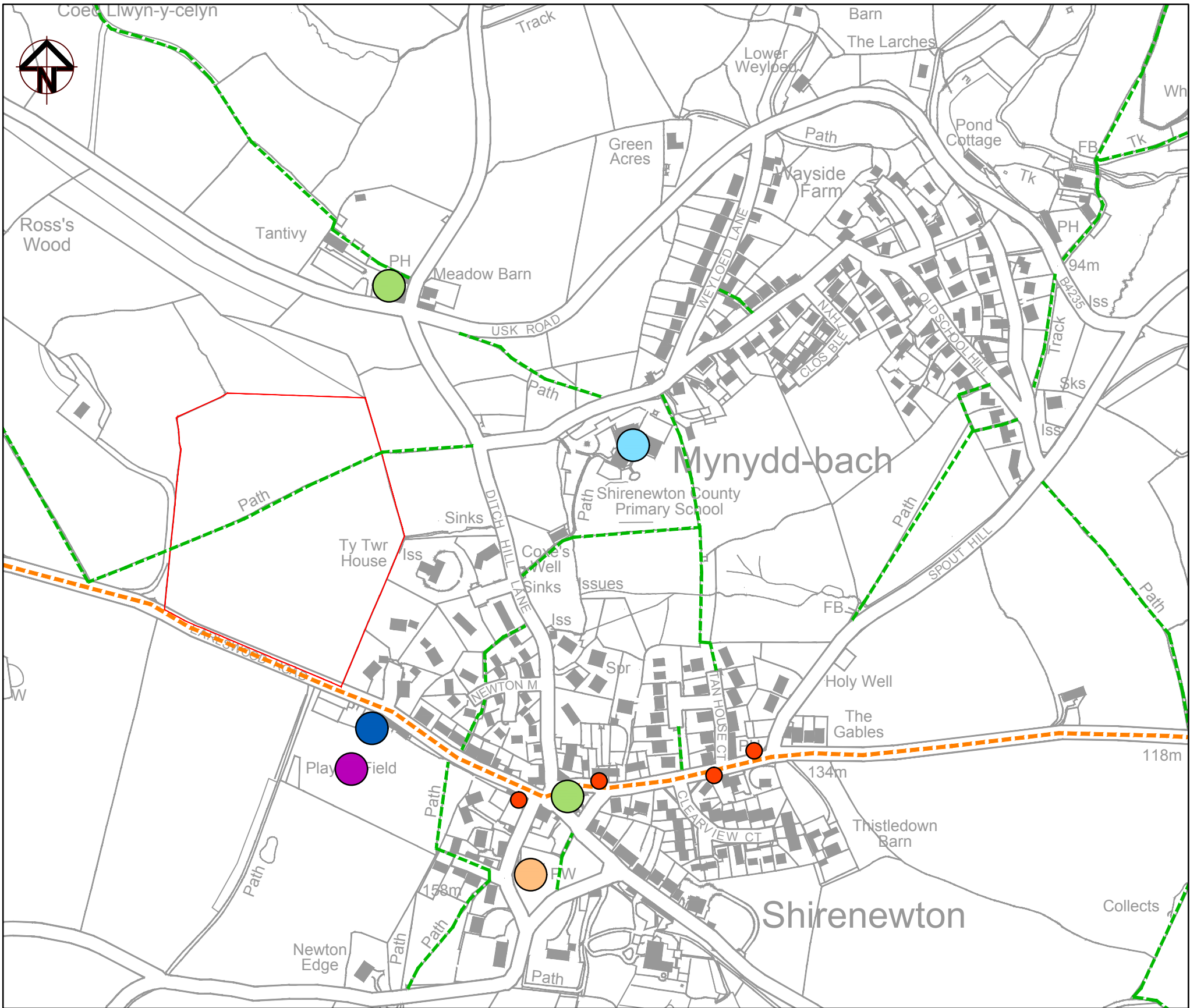
5.1 In summary this Transport Statement has demonstrated that:

- 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 Earlswood Road 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



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KEY

- Site
- Bus Stop
- Shirenewton Recreational Hall
- School
- Playing Fields / Play Area
- Pub / Restaurant
- Church
- National Cycle Network
- Public Footpath

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A	First Issue	29-01-24
Project		
SHIRENEWTON		
Drawing		
SITE CONTEXT		
Drawing No.		
1732-ACS-XX-ZZ-DR-T-002-A		
Scale		
1:5000 @ A3		

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)

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
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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

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									
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.

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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.

The logo for Acstro, featuring the word "acstro" in a bold, blue, sans-serif font. The background is white with blue curved borders at the top and bottom.

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