



Google Earth

Proposed Residential Development

**Dyffryn Road
Ammanford
Carmarthenshire**

TRANSPORT STATEMENT
August 2021

acstro

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Revision History

Issue 1	27 th August 2021	

1492 Dyffryn Road Transport Statement.docx

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1 Introduction

- 1.1 Acstro has been appointed by Coronado Property Developments Limited on behalf of Pobl Group to provide highway and transportation advice in respect to the proposed development of land at Dyffryn Road, Ammanford. The site's general location is shown in Figure 1 below.

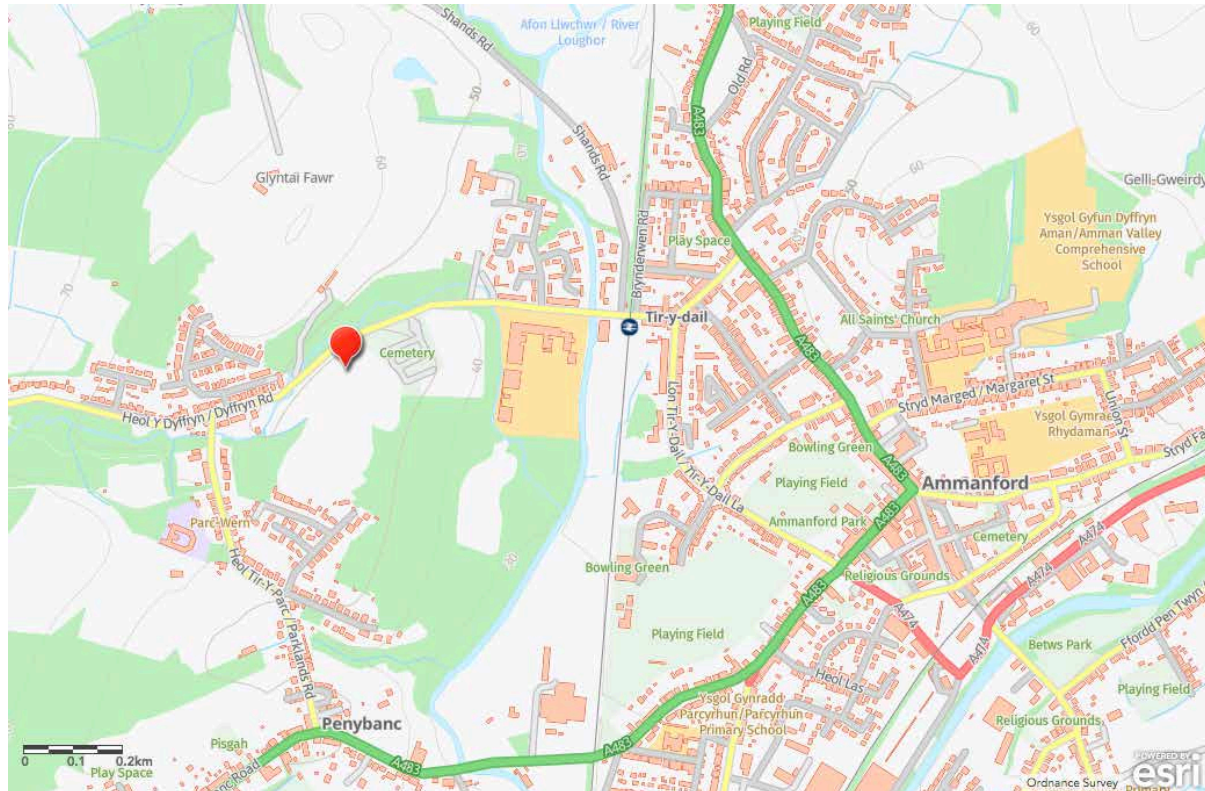


Figure 1 Location Plan

- 1.2 The proposal is to develop 37 affordable homes. This will be the first phase of a larger residential development of 289 dwellings for which outline planning permission exists. The outline planning permission was originally granted in 2014 (LPA Ref: E21663) and has subsequently been renewed several times.
- 1.3 The acceptability of the development of the land for residential use is therefore already agreed by the outline planning permission. The outline permission also establishes the location and geometry of the means of access to the site from Dyffryn Road.
- 1.4 A detailed Transport Assessment, that considered the impacts of the overall development accompanied the outline planning application. The Transport Assessment was robust in that it considered the impact of a development of 336 dwellings rather than the 289 that were approved. It concluded that the site was accessible to pedestrians, cyclists and public transport users, that safe access to the development could be provided from Dyffryn Road and Newton Close and that the development's traffic could be accommodated on the surrounding highway network without significant impact.

- 1.5 This Transport Statement relates only to the first phase development of 37 affordable homes and provides details relevant to its access arrangements, highway layout design, parking provision and traffic generation.

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.
- 2.11 PPW recommends (4.1.50) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

TAN18 Transportation

- 2.12 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.
- 2.13 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

- 2.14 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.

2.15 The Active Travel (Wales) Act 2013 makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve infrastructure for walking and cycling every year. It creates new duties to consider the needs of walkers and cyclists and make better provision for them. It also requires the consideration of walking and cycling as a mode of transport and the Act focuses on the promotion of walking and cycling for purposeful journeys, rather than as a purely recreational activity.

2.16 The Act is supported by the Active Travel Action Plan Wales (2014), and many of the actions of the Active Travel Action Plan Wales document also benefit recreational or competitive walking and cycling. 'Walking' in the Active Travel Action Plan for Wales includes the use of wheelchairs and mobility scooters and 'cycling' includes the use of electric bikes, but not motorcycles.

[Carmarthenshire Local Development Plan \(LDP\), 2014-2021.](#)

2.17 The Carmarthenshire Local Development Plan (LDP) was adopted in December 2014, and sets out the Authority's policies and proposals for the future development and use of land. The LDP will guide development up to 2021.

2.18 The site lies outside of Kidwelly's development limits (Policy GP2). Paragraph 3.39 of PPW is therefore relevant in terms of assessing the accessibility of the site. Paragraph 3.39 acknowledges that, 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 and that new development should be located where it has relatively good accessibility by non-car modes when compared to the rural area as a whole.

2.19 Transport and Accessibility Policy is specified in Section 6.5. Sec. 6.5.1 refers to the fundamental nature of an integrated and sustainable transport system to the delivery of the LDP strategy, which focuses growth in a way which reflects the sustainability of settlements and their accessibility in terms of the highway network and access to bus routes.

2.20 Policy TR2 applies to the transport considerations for the location of a development. It states that proposals which have a potential for significant trip generation will be permitted where:

- It is located in a manner consistent with the plans strategic objectives, its settlement framework and its policies and proposals;
- It is accessible to non car modes of transport including public transport, cycling and walking;
- Provision is made for the non-car modes of transport and for those with mobility difficulties in the design of the proposal and the provision of on site facilities;
- Travel Plans have been considered and where appropriate incorporated.

2.21 Policy TR3 applies to the design considerations of highways in developments. The design and layout of all development proposals will, where appropriate, be required to include:

- An integrated network of convenient and safe pedestrian and cycle routes (within and from the site) which promotes the interests of pedestrians, cyclists and public transport;
- Suitable provision for access by public transport;

- Appropriate parking and where applicable, servicing space in accordance with required standards;
 - Infrastructure and spaces allowing safe and easy access for those with mobility difficulties;
 - Required access standards reflective of the relevant class of road and speed restrictions including visibility splays and design features and calming measures necessary to ensure highway safety and the ease of movement is maintained, and where required enhanced;
 - Provision for Sustainable Urban Drainage Systems to allow for the disposal of surface water run-off from the highway.
- 2.22 Policy TR4 refers to cycling and walking and states that developments should, where appropriate seek to incorporate, or where acceptable, facilitate links to the cycle, rights of way and bridleway network to ensure an integrated sustainable approach in respect of any site.
- [CSS Wales – Wales Parking Standards \(2014\)](#)
- 2.23 Parking requirements for new development in Carmarthenshire is set out in CSS Wales 2014 Wales Parking Standards. The document provides differing requirement dependent on the type of development and its location.
- 2.24 For residential development the requirement is for one car parking space per bedroom, with a maximum of three parking spaces per dwelling. One visitor car parking space is needed for every five dwellings.

3 Existing Conditions

- 3.1 The site is located approximately 1.5km / 20 minutes' walk from Ammanford's town centre.
- 3.2 The site's northern boundary is formed by Dyffryn Road. To the east of the site is a cemetery. To the south and west there is agricultural land and this forms the remainder of the land that benefits from the outline planning permission.

Active Travel

- 3.3 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (2015) states that "Across Britain about 80 per cent of journeys shorter than 1 mile (1.6km) are made wholly on foot – something that has changed little in thirty years. In 2012 walkers accounted for 79 per cent of all journeys shorter than 1 mile, but beyond that distance cars are the dominant mode (DfT, annual)". It is considered that 2km, a distance that can be walked in around 25 to 30 minutes, represents a reasonable distance to expect that walking can be a viable option. Figure 2 shows the areas that can be reached on foot within around 30 minutes of the site. It shows that the wide range of services and facilities available in Ammanford's town centre are all within reasonable walking distance

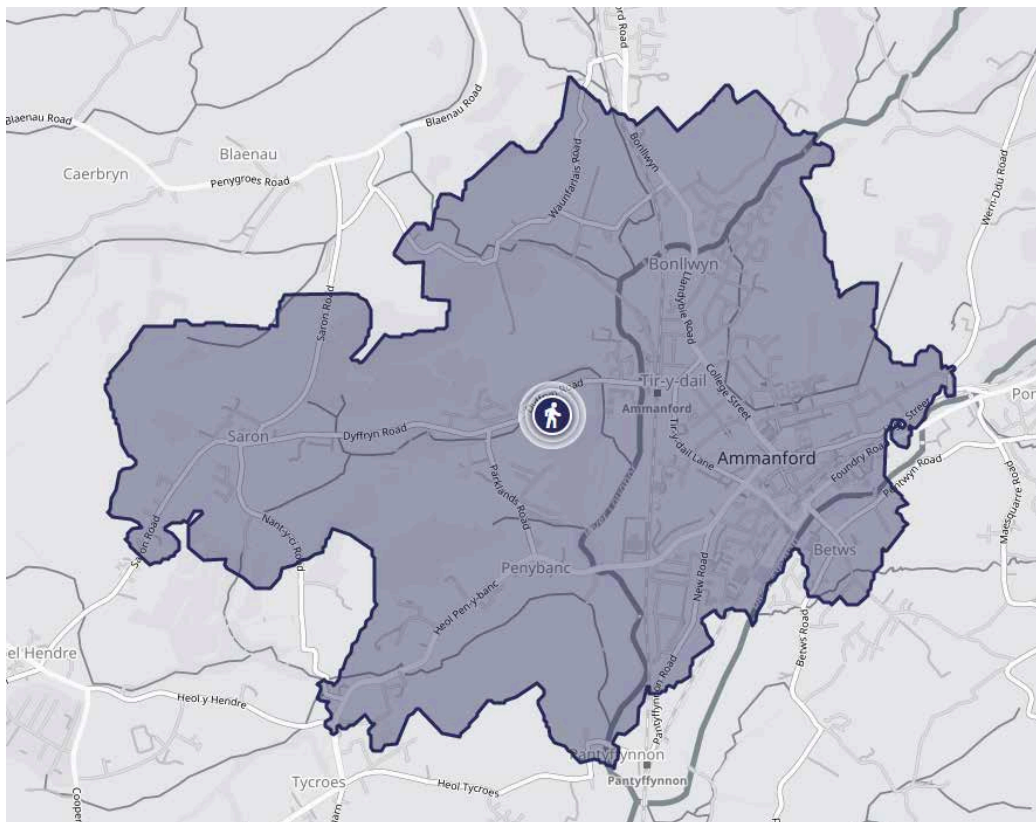


Figure 2 30-Minute Walk Catchment

- 3.4 The route for pedestrian trips between the development and town will be along Dyffryn Road. For the most part, Dyffryn Road has footways on both of its sides. However, the section of Dyffryn Road adjacent to the cemetery has no footway on its southern side. Pedestrians walking along the southern side of Dyffryn Road must therefore cross to the northern side at this location.

- 3.5 In order to assist pedestrians and highlight to drivers that pedestrians may be crossing the road at this point it is proposed to provide a formal crossing of Dyffryn Road. A supplementary traffic calming feature will be introduced to the west of Nant y Ci in order to slow eastbound traffic. Further details of these measures are provided in the following chapter.
- 3.6 There are fewer attractors of pedestrian trips to the west of the site. Pedestrians walking to the west of the site must currently walk within the carriageway along the Nant y Ci Bridge and this has obvious risks. It is proposed that a separate footbridge across Nant y Ci be delivered during the later phases of the development of the wider site to address this issue.
- 3.7 The Chartered Institution of Highways and Transportation's 'Planning for Cycling' (2014) states that 'cycle use is more seasonal than for other modes, with up to twice as many cyclists in summer compared with winter. The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles (3km). However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (National Travel Survey, 2013, Department for Transport)'. Figure 3 shows the areas that can be reached within a 30-minute cycle ride from the site.

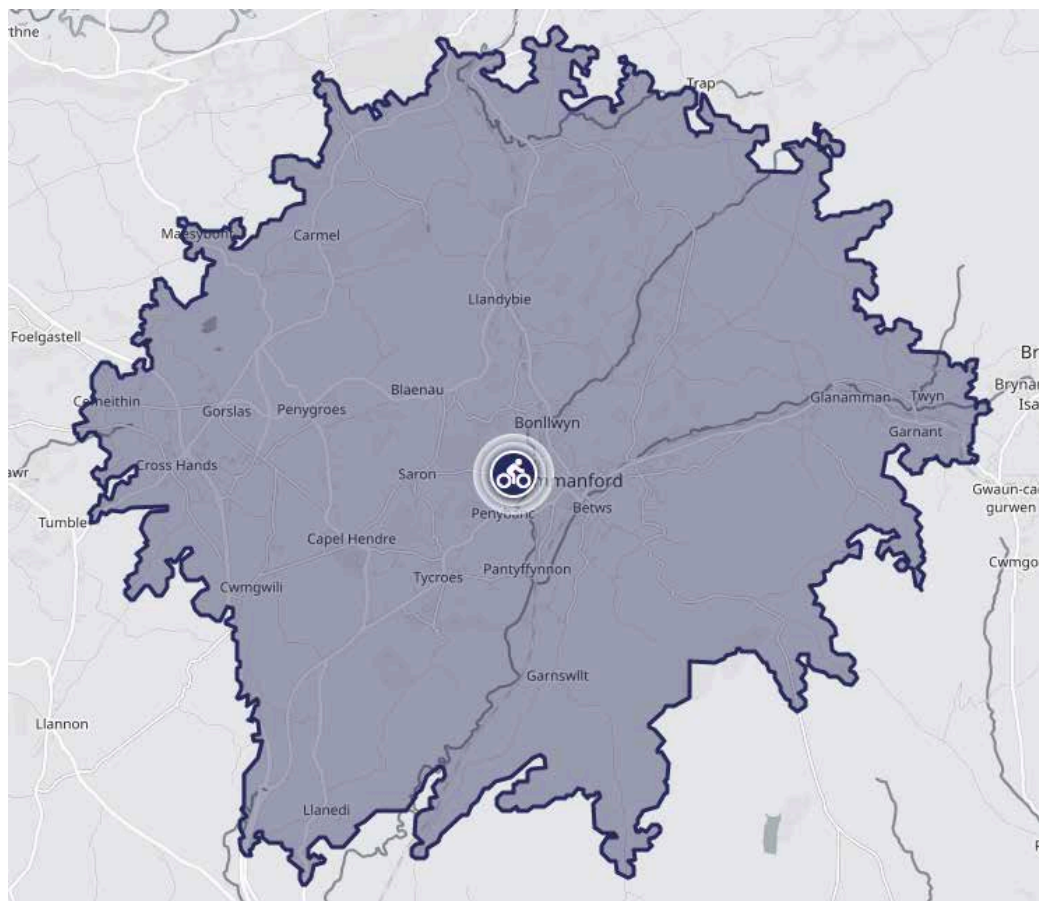


Figure 3 30-Minute Cycle Catchment

- 3.8 There are no designated cycle routes in the immediate vicinity of the site. Nevertheless, at 1.5km, Ammanford's town centre is within easy cycling distance to the application site. There is a largely traffic free cycle route along a former railway line that runs along the Amman Valley that links Ammanford and Glanamman to the east.

Public Transport Network

- 3.9 There are bus stops located on Dyffryn Road adjacent to Carmarthenshire College. These are some 500m / 6 minutes' walk from the application site.
- 3.10 Buses also stop at the cemetery adjacent to the site although there are no bus stop signs, markings or passenger waiting facilities here. As part of the development new bus stop facilities will be provided on Dyffryn Road, adjacent to the site.
- 3.11 The bus services that can be accessed from the nearby stops are shown in the table below. It should be noted that the details provided are correct at the time of writing but that services may be affected by the current Covid-19 pandemic.

Service	Route	General Details
124	Ammanford - Brynaman	1 trip each direction (College Days Only)
128	Ammanford – Cross Hands - Llanelli	4 trips eastbound; 6 trips westbound (Mon – Fri) 4 trips eastbound; 5 trips westbound (Sat)
129	Ammanford – Cross Hands - Carmarthen	8 trips each direction (Mon – Sat)

Table 1 Local Bus Services

- 3.12 Additional and connecting bus services can be accessed from the town's bus station, some 1.5km from the site.
- 3.13 The application site is within some 750m of Ammanford's Railway Station. The station is on the Heart of Wales that provides services southbound to Llanelli and Swansea and northbound towards Shrewsbury.

Highway Network

- 3.14 The site is currently adjacent to and will be accessed from Dyffryn Road.
- 3.15 Dyffryn Road is subject to a speed limit of 30mph for its entire length. To the west of the application site it is joined by a side-road (Parklands Road) and continues westwards to Saron and Capel Hendre. From Capel Hendre easy access to the A483 (Coopers Corner) is available along the B4297. Alternatively the B4297 leads north towards Penygroes and Cross Hands.
- 3.16 To the east, Dyffryn Road becomes Station Road and provides access to Ammanford's Further Education College (Coleg Sir Gar) and train station. Traffic must cross a railway level-crossing to the east of the college campus. The crossing is controlled by signals and barriers.
- 3.17 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 (2016 – 2020 inclusive). There have been five injury accidents recorded on Dyffryn Road, between the Parklands Road junction and College Campus, during this period. Three of these occurred on the section that fronts the application site and of those three one resulted in serious injuries and two in slight injuries.

3.18 As part of the development, traffic calming features will be introduced onto this section of Dyffryn Road and these will improve conditions for road users.

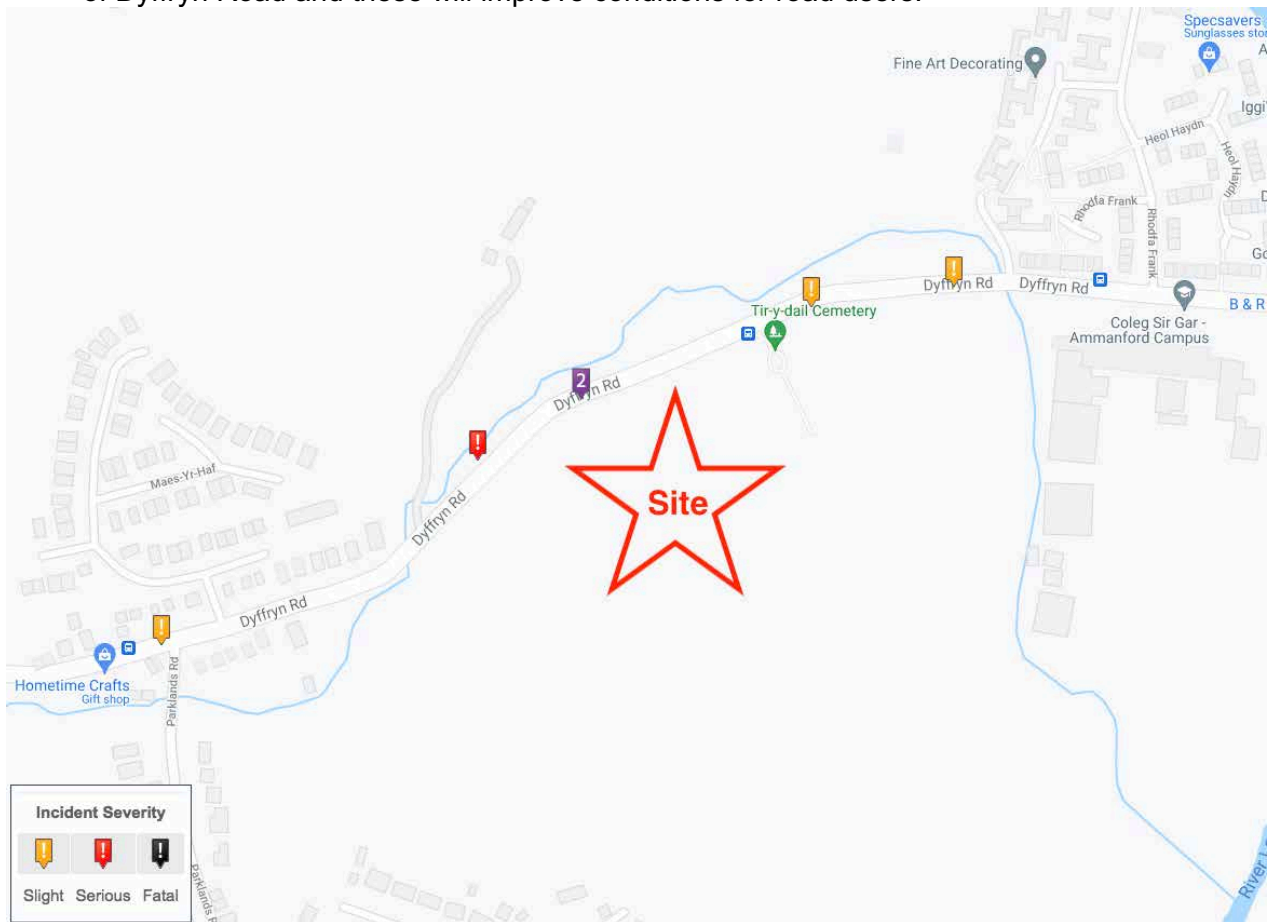


Figure 4 Injury Accident Location & Severity

Summary

- 3.19 The site benefits from outline planning permission for residential development. The suitability of the site's location and for this type of development is therefore already accepted.
- 3.20 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. The site is located close to services and facilities has excellent public transport links. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.
- 3.21 There have been a number of injury accidents on Dyffryn Road, adjacent to the site. Traffic calming features will be introduced as part of the development to address this.

4 Proposed Development

- 4.1 The proposal is to develop the site to provide 37 affordable homes (28 houses, 3 bungalows and 6 flats).



Figure 5 Proposed Layout

Access

- 4.2 The proposed access arrangement was agreed at outline application stage and is shown in Appendix 1.

Appendix 1 Proposed Access

- 4.3 Conditions 6, 8 and 9 of the outline planning permission specify that the access must have a 5.5m wide carriageway with 1.8m wide footways on both sides and 6m radii at the junction with Dyffryn Road. The gradient of the access must not exceed 1 in 20 for the first 20m from Dyffryn Road and 2.4m x 90m visibility splays must be provided.
- 4.4 To the east of the access a raised table pedestrian crossing will be provided to allow pedestrians to safely cross to the footway on the road's northern side. The raised table will significantly reduce traffic speed and deliver safety improvements as a result.

- 4.5 To the west of the site access a similar raised table will be provided. This will eventually link with a new pedestrian footbridge across Nant-y-Ci that will be delivered in later phases of the development.
- 4.6 Bus stops will also be provided on Dyffryn Road at a location to be agreed with the Highway Authority.
- 4.7 Within the site the street layout will comprise of a 5.5m wide carriageway with footways on both sides. Traffic speed will be controlled through horizontal changes in alignment and vertical deflection and variation of surfacing material at junctions. The layout allows for expansion of the street network to serve later phases of development.
- 4.8 The layout is capable of accommodating emergency and refuse vehicle movements.
- 4.9 Each house and bungalow is provided with two car parking spaces whilst each flat is provided with one parking space.

Trip Generation

- 4.10 The potential trip generation of the proposed development of the site has been estimated by reference to the TRICS trip rate database. To ensure that the assessment is robust it is based on the typical trip rates of privately owned houses. No allowance is made therefore for the likely lower trip rate of affordable homes and flats. The following filtering criteria have been applied to arrive at a sample of surveys from similar developments. The TRICS output is provided in detail in Appendix 2.

Land use: Residential – Houses privately owned

Trip Rate Parameter: Number of dwellings

Parameter Range: Up to 40 dwellings

Regions: England (Excluding Greater London), Scotland and Wales

Survey Days: Weekdays

Locations: Suburban, Edge of Town & Neighbourhood Centre Locations

Appendix 2 TRICS Trip Rate Data - Residential

Time Range	Trip Rate per Dwelling			Trip Generation (37 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.078	0.265	0.343	3	10	13
08:00-09:00	0.151	0.36	0.511	6	13	19
09:00-10:00	0.147	0.193	0.34	5	7	13
10:00-11:00	0.157	0.149	0.306	6	6	11
11:00-12:00	0.17	0.185	0.355	6	7	13
12:00-13:00	0.187	0.184	0.371	7	7	14
13:00-14:00	0.173	0.179	0.352	6	7	13
14:00-15:00	0.186	0.191	0.377	7	7	14
15:00-16:00	0.254	0.208	0.462	9	8	17
16:00-17:00	0.274	0.159	0.433	10	6	16
17:00-18:00	0.291	0.165	0.456	11	6	17
18:00-19:00	0.238	0.138	0.376	9	5	14

Table 2 Vehicle Trip Rates & Proposed Development Trip Generation

- 4.11 The TRICS data suggests that the proposed development will generate some 19 vehicle movements during the morning highway network peak hour (8-9am), 17 movements during the evening highway network peak hour (5-6pm).
- 4.12 It has been demonstrated during the outline planning application by the Transport Assessment that accompanied it that the traffic impacts of the proposed development are acceptable.

5 Summary & Conclusion

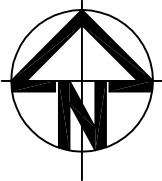
5.1 In summary this Transport Statement has demonstrated that:

- The proposal is to deliver 37 affordable homes. The development is the first phase of a larger residential development, which benefits from outline planning permission
- The site's location is closely related to the services and facilities available within Ammanford;
- The site is accessible to pedestrians and cyclists. A new pedestrian crossing facility will be provided on Dyffryn Road, linking the site to the existing footway on its northern side. The crossing facility will take the form of a raised plateau that will reduce the speed of traffic approaching from the east. The raised plateau arrangement will be mirrored to the west of the site, reducing the speed of traffic approaching from this direction. The plateau to the west of the site will eventually link with a new footbridge crossing on Nant-y-Ci that will be delivered during later phases of the development.
- The site is accessible to public transport users and new bus stops will be provided adjacent to the development on Dyffryn Road;
- Access to the development is from a new junction with Dyffryn Road. The details of the junction were agreed at outline application stage and are specified by conditions of the outline permission;
- The internal layout of the site provides an adoptable standard highway and appropriate parking provision.

5.2 As such it is considered that the 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 planning permission for the proposed development.

Appendix 1 Proposed Access



RAISED PLATEAU CROSSING TO LINK WITH EXISTING NORTHERN FOOTWAY

NANT Y CI
DYFFRYN ROAD

PROPOSED FOOTWAY

PROPOSED ACCESS

RAISED PLATEAU CROSSING TO LINK WITH NORTHERN FOOTWAY PROVIDED BY OTHERS

PROPOSED FOOTWAY

PEDESTRIAN CROSSING OF NANT Y CI DESIRABLE

NOTES
ACCESS DESIGN/POSITION AS PER PERMITTED BY PERMISSION REF:P6/16/305/95
VERTICAL ALIGNMENT
1 in 20 MAX GRADIENT FOR INITIAL 15m AT JUNCTION WITH DYFFRYN ROAD
1 in 10 MAX GRADIENT FOR INTERNAL ROADS TO BE ADOPTED

SWALLOW PROPERTY DEVELOPMENTS

DYFFRYN ROAD AMMANFORD

PROPOSED DYFFRYN ROAD ACCESS

002

0102

B

1:500

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Appendix 2 TRICS Trip Rate Data - Residential

Calculation Reference: AUDIT-648801-210819-0838

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	HC HAMPSHIRE	3 days
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	3 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	HI HIGHLAND	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: 8 to 40 (units:)
 Range Selected by User: 5 to 40 (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: 01/01/13 to 15/10/20

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	9 days
Tuesday	2 days
Wednesday	12 days
Thursday	10 days
Friday	5 days

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

Selected survey types:

Manual count	37 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	13
Edge of Town	17
Neighbourhood Centre (PPS6 Local Centre)	8

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	32
Village	6

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 38 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	7 days
5,001 to 10,000	8 days
10,001 to 15,000	7 days
15,001 to 20,000	6 days
20,001 to 25,000	3 days
25,001 to 50,000	5 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:

5,001 to 25,000	3 days
25,001 to 50,000	4 days
50,001 to 75,000	7 days
75,001 to 100,000	4 days
125,001 to 250,000	11 days
250,001 to 500,000	7 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	15 days
1.1 to 1.5	22 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	6 days
No	32 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	38 days
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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	BD-03-A-03 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED HOUSES 30 15/10/20	BEDFORDSHIRE	<i>Survey Type: MANUAL</i>
2	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	DETACHED HOUSES 28 17/10/16	CAMBRIDGESHIRE	<i>Survey Type: MANUAL</i>
3	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED HOUSES 24 24/11/14	CHESHIRE	<i>Survey Type: MANUAL</i>
4	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI -DETACHED & TERRACED 40 04/06/19	CHESHIRE	<i>Survey Type: MANUAL</i>
5	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	TOWN HOUSES 24 06/06/19	CHESHIRE	<i>Survey Type: MANUAL</i>
6	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	BUNGALOWS 28 24/03/14	DORSET	<i>Survey Type: MANUAL</i>
7	DV-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	TERRACED HOUSES 37 30/09/15	DEVON	<i>Survey Type: MANUAL</i>
8	FA-03-A-01 MANDELA AVENUE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	SEMI -DETACHED/TERRACED 37 30/05/13	FALKIRK	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED & SEMI -DETACHED 37 26/09/16	GREATER MANCHESTER <i>Survey Type: MANUAL</i>
10	HC-03-A-17 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	HOUSES & FLATS 36 12/11/15	HAMPSHIRE <i>Survey Type: MANUAL</i>
11	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	TERRACED & SEMI -DETACHED 39 13/11/18	HAMPSHIRE <i>Survey Type: MANUAL</i>
12	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 40 31/10/18	HAMPSHIRE <i>Survey Type: MANUAL</i>
13	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	SEMI -DETACHED & TERRACED 40 23/03/16	HIGHLAND <i>Survey Type: MANUAL</i>
14	KC-03-A-05 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED & SEMI -DETACHED 8 22/09/17	KENT <i>Survey Type: MANUAL</i>
15	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES 32 17/11/17	LANCASHIRE <i>Survey Type: MANUAL</i>
16	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED 15 21/06/13	MERSEYSIDE <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	<i>Survey date: WEDNESDAY</i>		<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
18	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>19/09/19</i>	<i>Survey Type: MANUAL</i>
19	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		17	
	<i>Survey date: WEDNESDAY</i>		<i>12/09/18</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
20	NY-03-A-08 NICHOLAS STREET YORK	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		21	
	<i>Survey date: MONDAY</i>		<i>16/09/13</i>	<i>Survey Type: MANUAL</i>
21	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		23	
	<i>Survey date: WEDNESDAY</i>		<i>18/09/13</i>	<i>Survey Type: MANUAL</i>
22	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	TERRACED HOUSES		NORTH YORKSHIRE
	<i>Survey date: WEDNESDAY</i>		<i>10/05/17</i>	<i>Survey Type: MANUAL</i>
23	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED		POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>11/05/15</i>	<i>Survey Type: MANUAL</i>
24	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

25	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		<i>Survey Type: MANUAL</i>
26	SF-03-A-08 STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM	MIXED HOUSES	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 34 <i>Survey date: WEDNESDAY 16/09/20</i>		<i>Survey Type: MANUAL</i>
27	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>		<i>Survey Type: MANUAL</i>
28	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total No of Dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i>		<i>Survey Type: MANUAL</i>
29	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 26 <i>Survey date: WEDNESDAY 22/11/17</i>		<i>Survey Type: MANUAL</i>
30	SY-03-A-02 MANOR ROAD NEAR SHEFFIELD WALES	DETACHED & BUNGALOWS	SOUTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 25 <i>Survey date: THURSDAY 10/09/20</i>		<i>Survey Type: MANUAL</i>
31	SY-03-A-03 CHURCH LANE NEAR BARNESLEY WORSBROUGH	BUNGALOWS & DETACHED	SOUTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 19 <i>Survey date: WEDNESDAY 09/09/20</i>		<i>Survey Type: MANUAL</i>
32	TW-03-A-02 WEST PARK ROAD GATESHEAD	SEMI -DETACHED	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 16 <i>Survey date: MONDAY 07/10/13</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

33	TW-03-A-03	MIXED HOUSES	TYNE & WEAR
	STATION ROAD NEAR NEWCASTLE BACKWORTH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 33 <i>Survey date: FRIDAY 13/11/15</i>		
			<i>Survey Type: MANUAL</i>
34	VG-03-A-01	SEMI -DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET BARRY Edge of Town Residential Zone Total No of Dwellings: 12 <i>Survey date: MONDAY 08/05/17</i>		
			<i>Survey Type: MANUAL</i>
35	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY COVENTRY POTTERS GREEN Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: THURSDAY 17/10/13</i>		
			<i>Survey Type: MANUAL</i>
36	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 25/09/19</i>		
			<i>Survey Type: MANUAL</i>
37	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>		
			<i>Survey Type: MANUAL</i>
38	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
	OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 <i>Survey date: MONDAY 21/11/16</i>		
			<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	38	27	0.078	38	27	0.265	38	27	0.343
08:00 - 09:00	38	27	0.151	38	27	0.360	38	27	0.511
09:00 - 10:00	38	27	0.147	38	27	0.193	38	27	0.340
10:00 - 11:00	38	27	0.157	38	27	0.149	38	27	0.306
11:00 - 12:00	38	27	0.170	38	27	0.185	38	27	0.355
12:00 - 13:00	38	27	0.187	38	27	0.184	38	27	0.371
13:00 - 14:00	38	27	0.173	38	27	0.179	38	27	0.352
14:00 - 15:00	38	27	0.186	38	27	0.191	38	27	0.377
15:00 - 16:00	38	27	0.254	38	27	0.208	38	27	0.462
16:00 - 17:00	38	27	0.274	38	27	0.159	38	27	0.433
17:00 - 18:00	38	27	0.291	38	27	0.165	38	27	0.456
18:00 - 19:00	38	27	0.238	38	27	0.138	38	27	0.376
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.306			2.376			4.682

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:	8 - 40 (units:)
Survey date range:	01/01/13 - 15/10/20
Number of weekdays (Monday-Friday):	38
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.

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