

The logo for acstro, featuring the word in a bold, blue, sans-serif font. The background of the slide has a light blue gradient with curved blue borders at the top and bottom.

acstro

Transport Statement

**Hollycroft
Mardy
Abergavenny**

October 2026

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Revision History

A	2 nd October 2026	First Issue

2002-ACS-ZZ-XX-RP-T-001-A Transport Statement.docx

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1 Introduction

- 1.1 Acstro has been appointed to prepare a Transport Statement to support proposals for residential development at Hollycroft, Poplars Road, Mardy, Abergavenny. The location of the site is shown in Figure 1 below.



Figure 1 Location Plan

- 1.2 This document considers the transport implications of the proposed development. It demonstrates that the 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 and adequate parking provision is made for the future occupiers and users of the site.
- 1.3 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.
 - Section 4 describes the site's proximity to services and facilities and its accessibility by all forms of transport.
 - Section 5 describes the proposed development and its access arrangements.
 - Section 6 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 (12th 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 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.
- 2.10 PPW recommends (4.1.51) 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

- 2.11 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments’ sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
 - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
 - managing parking provision;
 - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - encouraging the location of development near other related uses to encourage multi-purpose trips; and
 - ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.12 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

The Active Travel (Wales) Act 2013

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

Monmouthshire County Council Local Development Plan

- 2.14 The Monmouthshire Local Development Plan 2011–2021 was adopted in February 2014. The Design and Access Statement identifies the site as unallocated land within the existing settlement. Monmouthshire County Council is both the local planning authority and the highway authority.

- 2.15 The principal transport policies relevant to the proposal are S16, MV1 and MV2 [1].
- 2.16 Policy S16 (Transport) promotes sustainable and safe travel. In particular, development should:
- reduce the need for car journeys;
 - encourage walking, cycling and public transport;
 - improve road safety; and
 - minimise adverse effects from parking.
- 2.17 Policy MV1 (Proposed Developments and Highway Considerations) addresses traffic impact, safe access and compliance with highway design and parking guidance. Policy MV2 (Sustainable Transport Access) seeks appropriate walking, cycling and public transport links within development and connections to surrounding networks.
- [Monmouthshire Parking Standards \(2013\)](#)
- 2.18 Monmouthshire County Council has adopted the Monmouthshire Parking Standards (January 2013) as Supplementary Planning Guidance.
- 2.19 For general-purpose houses and apartments, the standards specify one resident space per bedroom, up to three per dwelling, and one visitor space per five dwellings.

3 Existing Conditions

- 3.1 The site is shown in context to surrounding amenities and transport links in Appendix 1.

Appendix 1 Site Context

Site and Surroundings

- 3.2 The site comprises the house and grounds of Hollycroft, a large detached property, with dense tree cover around the house and an open horse paddock to the west.
- 3.3 The site is in Mardy, north of Abergavenny, with frontages to Poplars Road to the north and Midway Lane to the south.
- 3.4 The surrounding area is predominantly residential, with nearby education, shopping and recreation facilities. Accessibility to these destinations is considered in Section 4.

Active Travel

- 3.5 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government's *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.

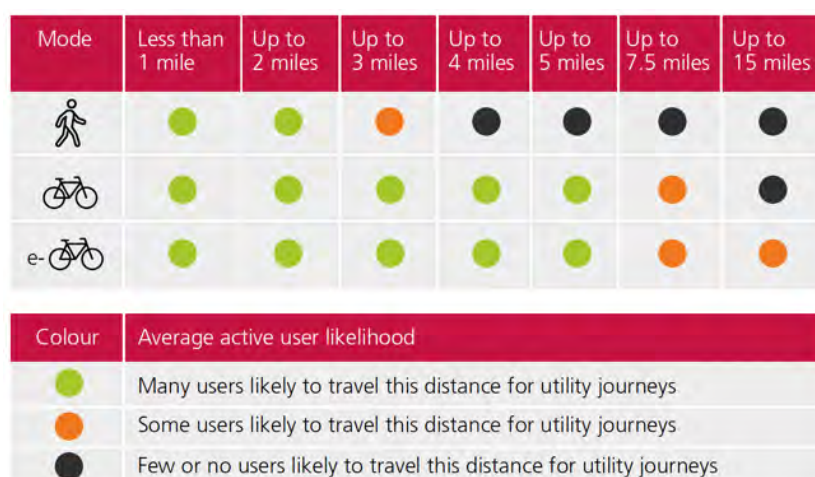


Figure 2 Typical Distance Range for Active Travel

(Source: Active Travel Guidance Table 4.1)

- 3.6 Figure 3 shows the areas that are within a 2-mile walk of the application site. This catchment area includes a significant proportion of Abergavenny's urban area and demonstrates that there exists a wide range of destinations and services within walking (and cycling) distance that will meet the daily needs of the development's residents. As a result, people are more likely to travel by active modes to access those services and will not be reliant on the car. This delivers many benefits including a reduction in road congestion, improved air quality, improved physical and mental health and improved social interaction and sense of community.

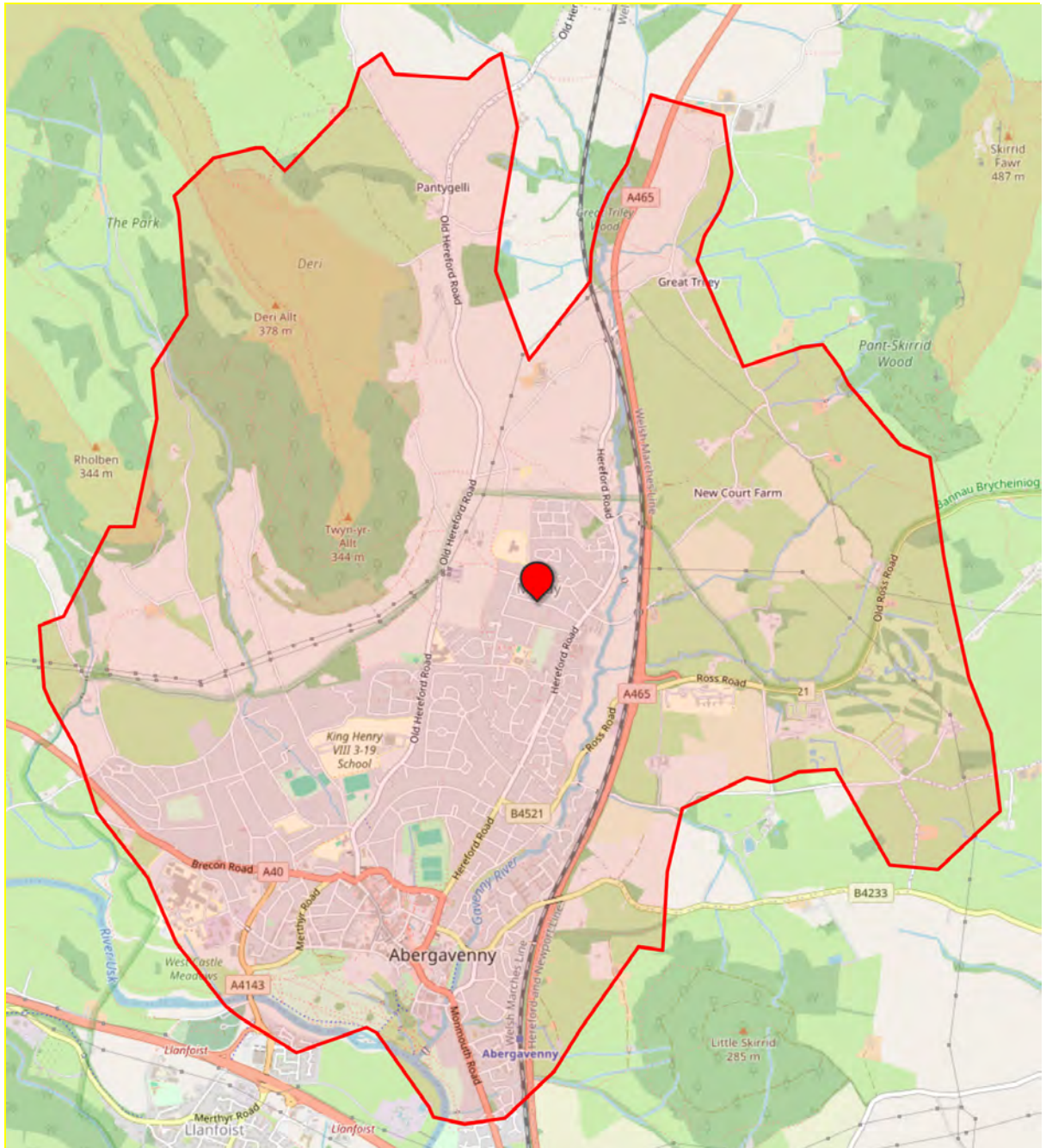


Figure 3 2-Mile Walk Catchment

- 3.7 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.
- 3.8 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.

3.9 Figure 4 is an extract from the Council's ATNM and shows that the application site is well connected to Abergavenny's existing and developing active travel network. A future walking route is shown passing along the site's northern boundary on Poplars Road.



Figure 4 Extract from Active Travel Network Map (Source: DataMapWales)

3.10 There are no public rights of way that cross the site.

3.11 Pedestrian connections to the development are proposed from Poplars Road and Midway Lane.

- 3.12 Poplars Road has existing footways on both sides of the street. To the east of the site the main traffic route continues into Graystones Avenue before connecting with Hereford Road. However a more direct route to Hereford Road for pedestrians is available by following Poplars Road to the south east. This section is a no through road for vehicle traffic, with the Hereford Road junction blocked by bollards. There is no footway along this section of Poplars Road but the low volume and speed of vehicle traffic dictates that it not an unpleasant or hazardous section of shared surface carriageway for pedestrians to navigate. The alignment of the street is straight and lighting is present, providing good intervisibility between drivers and pedestrians. Pedestrians that follow this route emerge onto Hereford Road at the Poplars Road bus stops and opposite the Morrisons convenience store and post office.
- 3.13 The southern connection onto Midway Lane will provide a more direct route towards amenities to the south. Midway Lane has a footway along its southern side, opposite the development site, and a safe crossing facility will be provided. Travelling towards Hereford Road the southern footway terminates to the east of Midway Close and pedestrians will have to cross to use a short section of footway along the northern side of the street. The final 40m or so of Midway Lane before reaching Hereford Road has no footway.
- 3.14 Pedestrians travelling south are able to link with Gwent Road via Francome Way. Alternatively, pedestrians could turn west out of the site to follow Firs Road and connect via a footpath to Dan-y-Deri. This provides the most direct route to the schools and leisure centre located off Old Hereford Road.

Public Transport Network

- 3.15 There is a bus stop adjacent to the site on Poplars Road. This provides access to the A1 circular service that links Abergavenny bus station, Mardy and Underhill. The A1 service runs hourly, Monday-to-Saturday, with a typical 9-minute journey from, and 19-minute journey to, Abergavenny bus station.
- 3.16 There are also bus stops on Hereford Road, near the Morrison's store. These provide access to the 23 and 442 bus services that are detailed below.

Bus Stop	Service	Route	General Frequency
Poplars Road	A1	Abergavenny Circular	Hourly (Mon – Sat)
Hereford Road	23	Hereford – Abergavenny - Newport	10 journeys each way per day (Mon – Fri), 9 journeys (Sat) & 4 journeys (Sun)
	442	Cleghonger - Abergavenny	1 journey each way (Tue only)

Table 1 Services at Nearby Bus Stops

- 3.17 Connections to other bus services can be made at Abergavenny bus station.
- 3.18 Abergavenny railway station is 3km to the south of the site. Typically there is one train per hour between Cardiff Central and Manchester Picadilly and a two-hour service between Cardiff and Holyhead. The train services provide direct links with Newport and Cardiff to the south and Hereford and Shrewsbury to the north, for example.

Highway Network

- 3.19 Poplars Road is a residential road along the northern boundary and is the proposed point of vehicular access to the development. Midway Lane runs along the southern boundary and will provide the additional pedestrian connection. The surrounding streets serve existing dwellings and include direct property accesses.
- 3.20 Poplars Road and Midway Lane are parallel to one another and both connect to Hereford Road to the east. Hereford Road leads to the town centre and connects the A465 to the north. The A465 and A40 provide wider regional connections.
- 3.21 A review of injury collisions records at the junction for the latest 5-year period for which data is available (2021-2025) has been undertaken.
- 3.22 There are four recorded injury collisions in the area of northern Abergavenny shown below. The collisions occurred in disparate locations and the absence of clusters of collisions indicates that the highway network operates within an acceptable level of safety.

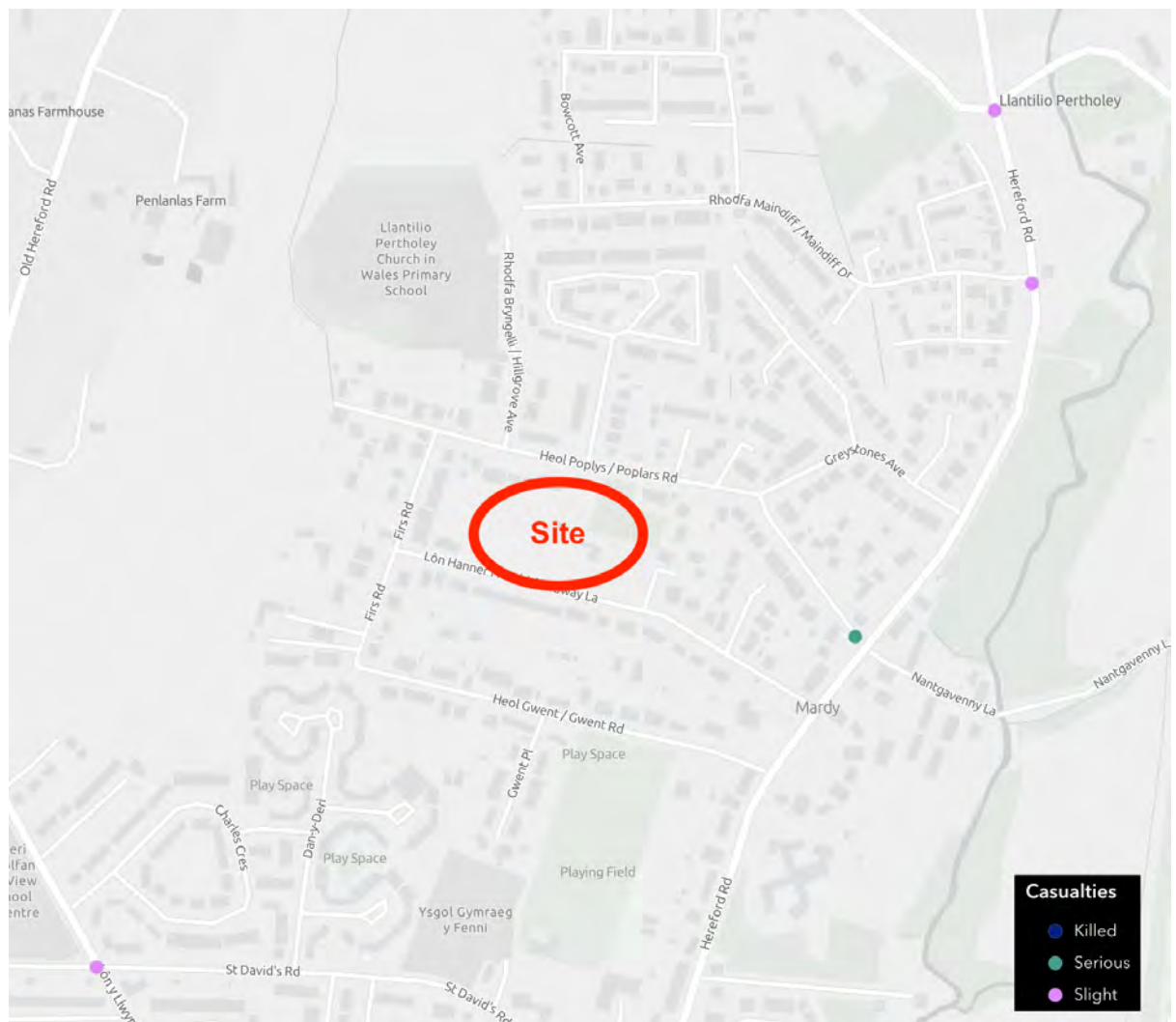


Figure 5 Injury Collisions 2021-2025 (Source: DfT / MAVRIC)

4 Proposed Development

Development Layout

- 4.1 The proposal comprises the demolition of the existing dwelling and construction of 41 affordable homes comprising of:
- 20 x one-bedroom walk-up apartments;
 - 12 x one-bedroom common-access apartments; and
 - 9 x two-bedroom houses.
- 4.2 The indicative layout is shown in Appendix 2.

Appendix 2 Indicative Layout

Access & Parking

- 4.3 Vehicular access will be taken from Poplars Road to the north of the site. The proposed access arrangement is shown in Appendix 3.

Appendix 3 Proposed Access

- 4.4 A new priority junction is proposed, with a 5.5m-wide carriageway and 2m-wide footways. This will serve all but four of the proposed dwellings.
- 4.5 Visibility splays of at least 2.4m x 25m, suitable for the 20mph speed limit that exists, will be available in both directions. The internal road will form a cul-de-sac that will be designed and constructed to adoptable standards. At the ends of cul-de-sac, a turning area capable of accommodating a refuse lorry will be provided. Where private shared drives are provided these will serve no more than 5 dwellings.
- 4.6 Plots 38 to 41 will have direct accesses onto Polars Road.
- 4.7 An additional pedestrian access is proposed from Midway Lane. It will link the southern boundary to the internal pedestrian network and reduce the distance to destinations south of the site.
- 4.8 Parking will accord with the CSS Wales Parking Standard requirement of 1 space per bedroom up to a maximum of 3 per dwelling.
- 4.9 There are no designated visitor car parking spaces provided as experience has found that visitors tend to ignore any dedicated provision in order to park as near as possible to the property they are visiting. Dedicated visitor spaces can also be problematic as there is a tendency for the nearest property to adopt the space as their own, making it unavailable for visitors. It is proposed therefore that visitor parking be accommodated informally at the kerbside. There are ample opportunities where on street parking can occur without the parked cars being an obstruction to traffic flow or property accesses.

Trip Generation

- 4.10 The potential trip generation of the proposed residential development of the sites has been estimated by reference to the TRICS trip rate database.
- 4.11 From the TRICS database evidence of the vehicle trip rates of developments of affordable / local authority houses have been examined, with the following filtering criteria applied in order to limit the sample of surveys to developments that are comparable to the proposal.
- The sample is restricted to surveys of sites that range in size between 20 and 60 dwellings (approximately $\pm 50\%$ of the proposed).
 - Only surveys undertaken within the last 10 years at developments located in suburban, edge of town and neighbourhood locations have been considered.
- 4.12 Applying these criteria resulted in a sample of 9 surveys of developments with an average of 44 dwellings.
- 4.13 The detailed TRICS output is provided as Appendix 4 and summarised in the following table.

Appendix 4 TRICS Trip Rate Data

- 4.14 The typical trip rates derived from this sample of surveys has been applied to the proposed net increase in the number of dwellings on the site (40 dwellings), resulting in an estimated traffic generation of 19 to 23 peak hour movements from the proposed development.

Time Range	Trip Rate per Dwelling			Trip Generation (40 Additional Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am Peak Hour	0.147	0.327	0.474	6	13	19
pm Peak Hour	0.344	0.233	0.577	14	9	23

Table 2 Vehicle Trip Rates & Proposed Development Trip Generation

- 4.15 The volume of traffic generated by the proposed development is therefore not considered to be significant and is unlikely to have a material impact on the surrounding highway network.

5 Summary & Conclusion

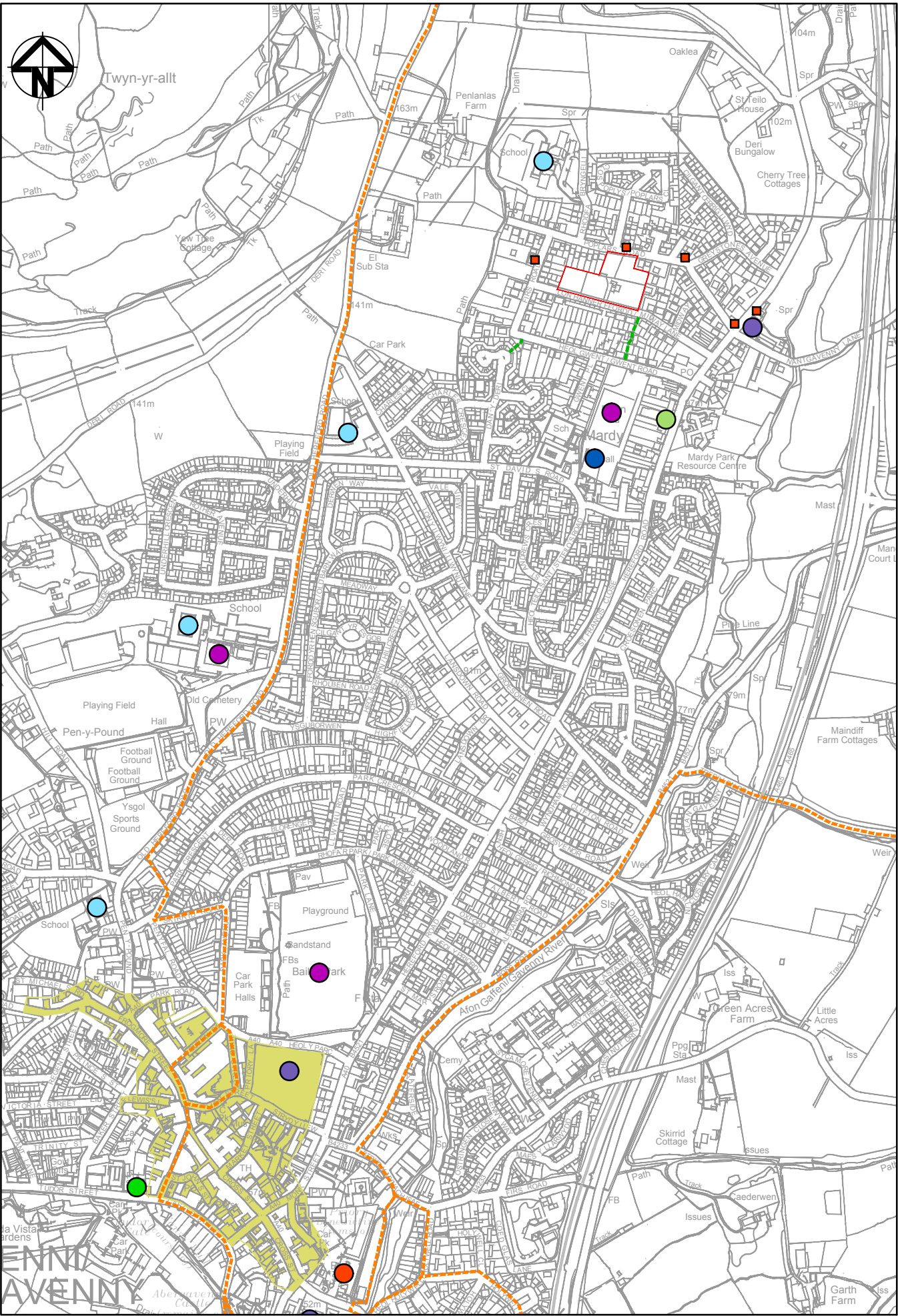
5.1 In summary, this Transport Statement has demonstrated that:

- The site is located in the established residential area of Mardy, north of Abergavenny, with a wide range of local services and facilities accessible by walking and cycling.
- Pedestrian connections from Poplars Road and Midway Lane will integrate the development with the surrounding network. The southern connection will provide a more direct route to nearby amenities, with a safe crossing facility provided on Midway Lane.
- The site is served by the hourly Monday-to-Saturday A1 bus service from the adjacent Poplars Road bus stop, with additional services available from Hereford Road. Onward bus and rail connections are available in Abergavenny.
- The proposal comprises the demolition of the existing dwelling and construction of 41 affordable homes, comprising 32 one-bedroom apartments and nine two-bedroom houses.
- Vehicular access from Poplars Road will comprise a new priority junction with a 5.5m-wide carriageway, 2m-wide footways and visibility splays of at least 2.4m x 25m. Plots 38 to 41 will have direct accesses onto Poplars Road.
- The internal cul-de-sac will be designed to adoptable standards and will accommodate refuse vehicle turning. Resident parking will accord with the CSS Wales Parking Standards, with visitor parking accommodated informally at the kerbside without obstructing traffic or property accesses.
- The net increase of 40 dwellings is forecast to generate approximately 19 morning and 23 evening peak-hour vehicle movements, which are unlikely to have a material impact on the surrounding highway network.

5.2 It is considered that the proposed development is in an appropriate location for residential use and that it is, or will be, safely accessible by walking, cycling, public transport and private car. The development has been designed to integrate with the surrounding transport network and to support opportunities for travel by sustainable modes.

5.3 It is concluded, therefore, that there are no transport-related reasons why planning permission should not be granted for the proposed development.

Appendix 1 Site Context



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A	First Issue	06-09-26
Project		
HOLLYCROFT, MARDY. ABERGAVENNY		
Drawing		
SITE CONTEXT		
Drawing No.		
2002-ACS-XX-ZZ-DR-T-002-A		
Scale		
1:10,000 @ A3		

Appendix 2 Indicative Layout

A2
Original sheet size

Note: This Drawing is copyright, its use or reproduction is subject to permission from Spring Design Consultancy Limited. All rights are reserved until invoices are paid in full. Contact SDC regarding terms & conditions. Check printed scale, responsibility is not accepted for reproduction of digital media or measuring from this document. Only figured dimensions to be used for construction. No responsibility will be taken for any design used for construction prior to receipt of relevant approvals. Report doubts/discrepancies to project Architect.

Rev	Date	By	CHK	Description
A	16.09.26	CC		Road adjacent to plots 28-31 amended
B	22.09.26	CC		Footpath connection added

Client:	Project:	Drawing Title:
Hedyn	Midway Lane	Sketch Layout
Drawing Status:	Date:	Drawn By:
CONCEPT DESIGN	JUNE 26	CC
Checked:	Director:	Scale:
		1:500 @ A2
Job No:	Drawing No.	Rev.
2800	(02)100	B
Unit 2 Chapel Barns Merthyr Mawr Bridgend CF32 0LS		
t: 01656 656267 e:mail@spring-consultancy.co.uk		



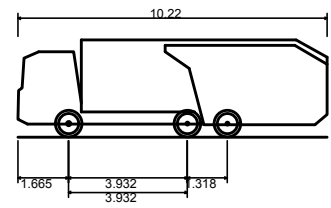
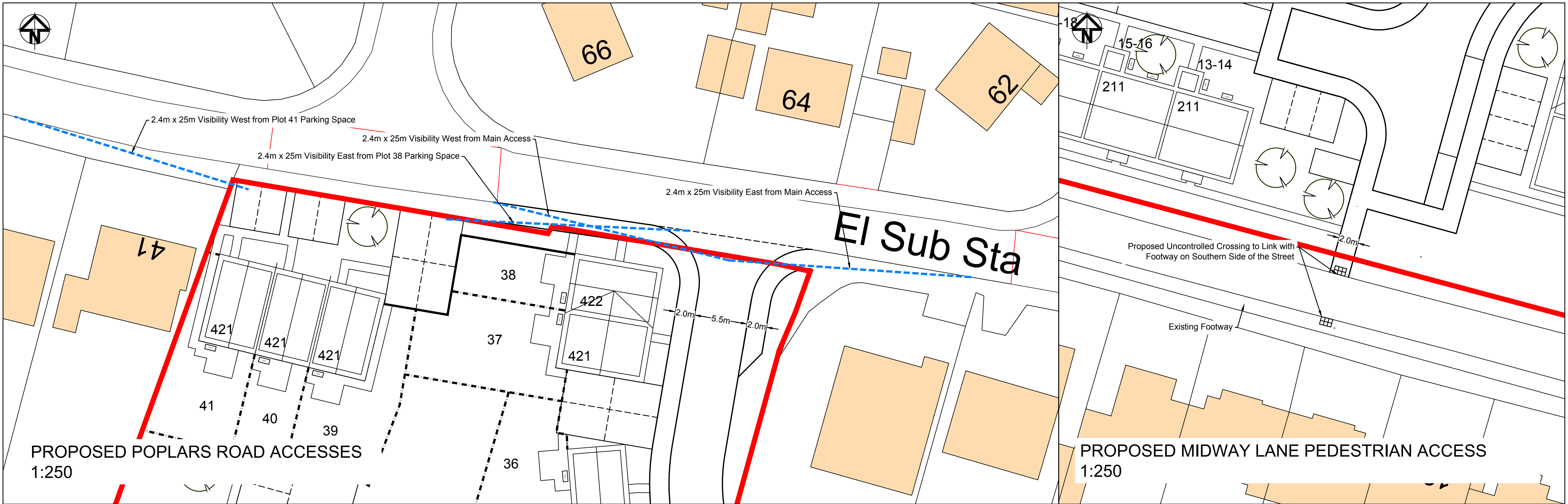
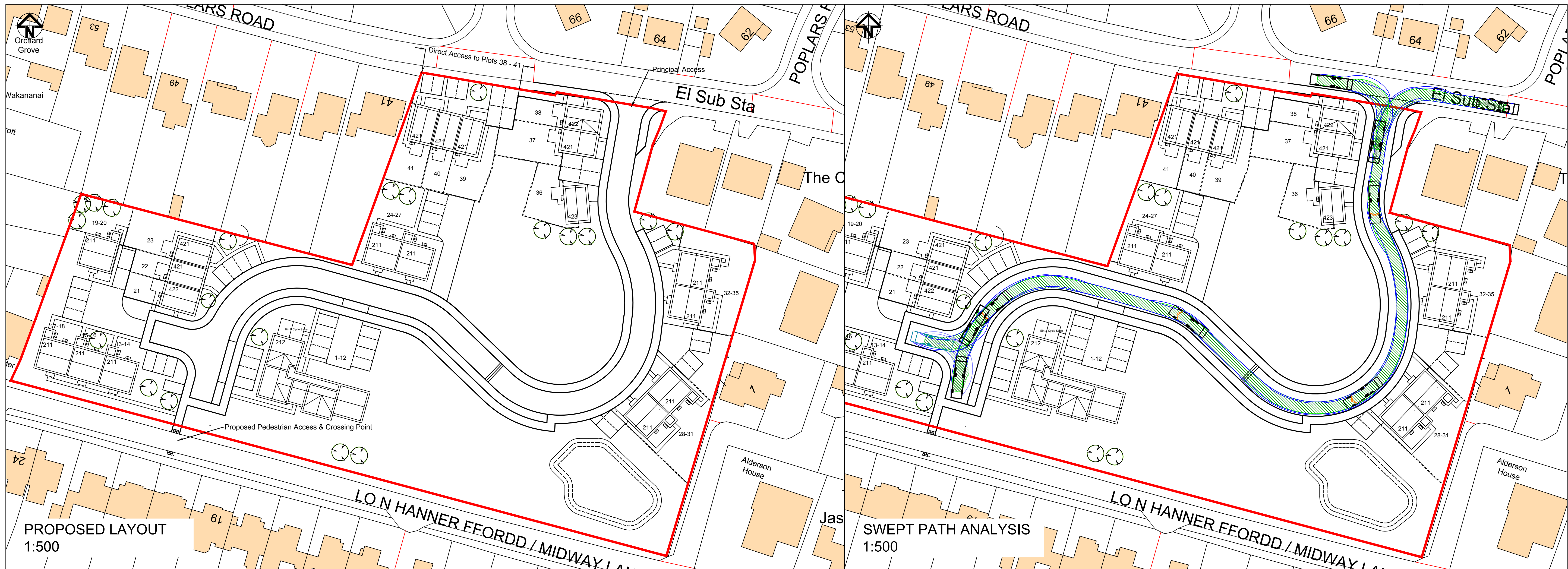
Site key

- Site Boundary (Gross Area = 14.11 Acres)
- 1.8m High close boarded timber fence
- SW 1.8m High brick screen wall with brick piers
- Indicates potential locations for tree planting
- Indicates Root protection areas

Schedule of Accommodation

Ref	Description	No.
211	1 Bed	12 No.
212	1 Bed	20 No.
421	2 Bed	06 No.
422	2 Bed	02 No.
423	2 Bed	01 No.
Total		41 No.

Appendix 3 Proposed Access



Phoenix 2-20W (with Elite 2 6x2 RS chassis)
Overall Length 10.220m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.90s
Kerb to Kerb Turning Radius 6.800m

A	First Issue	01-10-26
acstro Unit 19, Yr Hen Farchmod, Carmarthen Street, Llandello SA19 6BJ E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
Project	HOLLYCROFT, MARDY, ABERGAVENNY	
Drawing	PROPOSED ACCESS ARRANGEMENT	
Drawing No.	2002-ACS-XX-ZZ-DR-T-001-A	
Scale	1:500 & 1:250 @ A1	

Appendix 4 TRICS Trip Rate Data

Audit Code: b7aa43b8-0aab-4fc3-a972-680060cf6911

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL
Category: B - AFFORDABLE/LOCAL AUTHORITY HOUSES
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	LR	LEICESTER	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 day
13	MUNSTER		
	TI	TIPPERARY	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	2 days

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

Audit Code: b7aa43b8-0aab-4fc3-a972-680060cf6911

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:	DWELLS
Actual Range:	21 to 60 (units:DWELLS)
Range Selected by User:	20 to 60 (units:DWELLS)
Parking Spaces Range:	14 - 220

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	22/03/15 to 30/04/25

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	1 days
Tuesday	2 days
Wednesday	3 days
Friday	3 days

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

Selected survey types:	
Manual count	9
Direction ATC Count	0

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	6 days
Edge of Town	1 days
Neighbourhood Centre	2 days

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:	
No Sub Category	1 days
Residential Zone	7 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	8 days



Audit Code: b7aa43b8-0aab-4fc3-a972-680060cf6911

Secondary Filtering Selection:

Use Class:

C3	9 surveys
----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

284 - 5500

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	3 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

5,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
50,001 to 75,000	1 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	3 surveys
500,001 or More	1 surveys

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 surveys
1.1 to 1.5	3 surveys

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.

Audit Code: b7aa43b8-0aab-4fc3-a972-680060cf6911

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 9 surveys

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 9 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: b7aa43b8-0aab-4fc3-a972-680060cf6911

1 CAMBRIDGE ROAD NEAR CAMBRIDGE GREAT SHELFORD Neighbourhood Centre Village Number of dwellings: 53.00 DWELLS Survey date: Wednesday 30/04/2025	CA-03-B-01	MIXED HOUSES & FLATS	CAMBRIDGESHIRE	Survey Type: Manual
2 MARIGOLD ROAD DUBLIN DARNDALE Neighbourhood Centre Residential Zone Number of dwellings: 35.00 DWELLS Survey date: Monday 19/10/2015	DL-03-B-02	TERRACED HOUSES	DUBLIN	Survey Type: Manual
3 HOME PARK ROAD DUBLIN DRUMCONDRA Suburban Area Residential Zone Number of dwellings: 48.00 DWELLS Survey date: Tuesday 22/11/2016	DL-03-B-03	SEMI-DETACHED & TERRACED	DUBLIN	Survey Type: Manual
4 NEWBOLD ROCHDALE Suburban Area No Sub Category Number of dwellings: 43.00 DWELLS Survey date: Wednesday 21/10/2015	GM-03-B-01	TERRACED HOUSES	GREATER MANCHESTER	Survey Type: Manual
5 COLEMAN ROAD LEICESTER Suburban Area Residential Zone Number of dwellings: 38.00 DWELLS Survey date: Friday 22/10/2021	LR-03-B-01	SEMI-DETACHED & TERRACED	LEICESTER	Survey Type: Manual
6 OCCUPATION ROAD CORBY Suburban Area Residential Zone Number of dwellings: 21.00 DWELLS Survey date: Wednesday 13/10/2021	NN-03-B-01	SEMI-DETACHED HOUSES	NORTH NORTHAMPTONSHIRE	Survey Type: Manual
7 OLD NORWICH ROAD IPSWICH WHITTON Edge of Town Residential Zone Number of dwellings: 60.00 DWELLS Survey date: Friday 08/11/2024	SF-03-B-02	MIXED HOUSES & FLATS	SUFFOLK	Survey Type: Manual



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8	TI-03-B-01	MIXED HOUSES	TIPPERARY
LIMERICK ROAD NENAGH Suburban Area Residential Zone Number of dwellings: 43.00 DWELLS Survey date: Friday 27/05/2016			
			Survey Type: Manual
9	WL-03-B-01	TERRACED HOUSES	WILTSHIRE
BUTTERFIELD DRIVE AMESBURY Suburban Area Residential Zone Number of dwellings: 54.00 DWELLS Survey date: Tuesday 18/09/2018			
			Survey Type: Manual

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TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	44	0.048	0.182	0.230
08:00-09:00	9	44	0.147	0.327	0.474
09:00-10:00	9	44	0.180	0.220	0.400
10:00-11:00	9	44	0.172	0.167	0.339
11:00-12:00	9	44	0.137	0.142	0.279
12:00-13:00	9	44	0.177	0.142	0.319
13:00-14:00	9	44	0.170	0.162	0.332
14:00-15:00	9	44	0.177	0.190	0.367
15:00-16:00	9	44	0.309	0.223	0.532
16:00-17:00	9	44	0.314	0.170	0.484
17:00-18:00	9	44	0.344	0.233	0.577
18:00-19:00	9	44	0.185	0.154	0.339
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.360	2.312	4.672

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:	20 - 60 (units: DWELLS)
Survey date date range:	19/10/2015 - 30/04/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

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