



Google Earth

**Residential Development
Land at Victoria Street
Pontycymer
Bridgend**

TRANSPORT STATEMENT
August 2021

acstro

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Revision History

Issue 1	19 th August 2021	

1436 Victoria St Pontycymmer TS.docx

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The logo for Acstro Limited, featuring the word "acstro" in a bold, blue, lowercase sans-serif font.

1 Introduction

- 1.1 Acstro has been appointed to prepare a Transport Statement to support a planning application for development of land adjacent to Victoria Street, Pontycymer, Bridgend. The proposed development will deliver 21 houses. The site's general location is shown in Figure 1 below.



Figure 1 Location

- 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 of the site.
- 1.3 The structure of the Transport Statement is as follows:
- Section 2 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
 - Section 3 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 4 provides a summary and conclusion.

2 Existing Conditions

2.1 The site is shown in outline in Figure 2 below and in more detail within Appendix 1.



Figure 2 Site Extent

- 2.2 The site comprises a level plateau area that was formerly occupied by a number of buildings, originally associated with the workings of the former Ffaldau Colliery. It is roughly rectangular in shape, narrowing towards its southern edge, and measures approximately 0.75 hectares in area. The southern and western boundaries of the site are defined by steeply sloping embankments, which separate the site from an extensive area of grassland, formerly part of the main colliery workings, which has been the subject of land reclamation scheme. Immediately to the north of the site there is a rugby club and a doctor's surgery with a related pharmacy. The eastern boundary of the site is defined by the A4064 Victoria Street, which forms part of a predominantly residential area located on the eastern slopes of this narrow valley.

Proximity to Facilities and Services

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

Appendix 1 Site Context

- 2.4 There are a number of facilities and services located near to the site. Walk distances to a selection of these facilities from the site are provided in the table below.

Facility / Location	Walk Distance / Time from Site
Rugby Club, GP Surgery & Pharmacy	50m / 1 minute
Bus Stops (Victoria Street)	50m / 1 minute
Police Station	100m / 1 minute
Convenience Store (Co-op)	280m / 3 minutes
Pontycymer Post Office	400m / 5 minutes
Leisure Centre	550m / 6 minutes
Town Centre Shops (Oxford Street)	450m – 650m / 5 – 8 minutes
Tennis Club	700m / 10 minutes
Ffaldau Primary School	700m / 10 minutes

Table 1 Walk Distances from the Site to selection of Local Facilities

- 2.5 More services and facilities are available in Blaengarw, some 1km to the north of the site. A wider range of services and facilities can be accessed in Bridgend, the centre of which is some 15km to the south of the site.

Active Travel

- 2.6 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 3 shows the areas that can be reached on foot within around 30 minutes of the site.
- 2.7 All of the services and facilities listed in Table 3 together with Blaengarw's amenities are within comfortable walking distance to the application site.

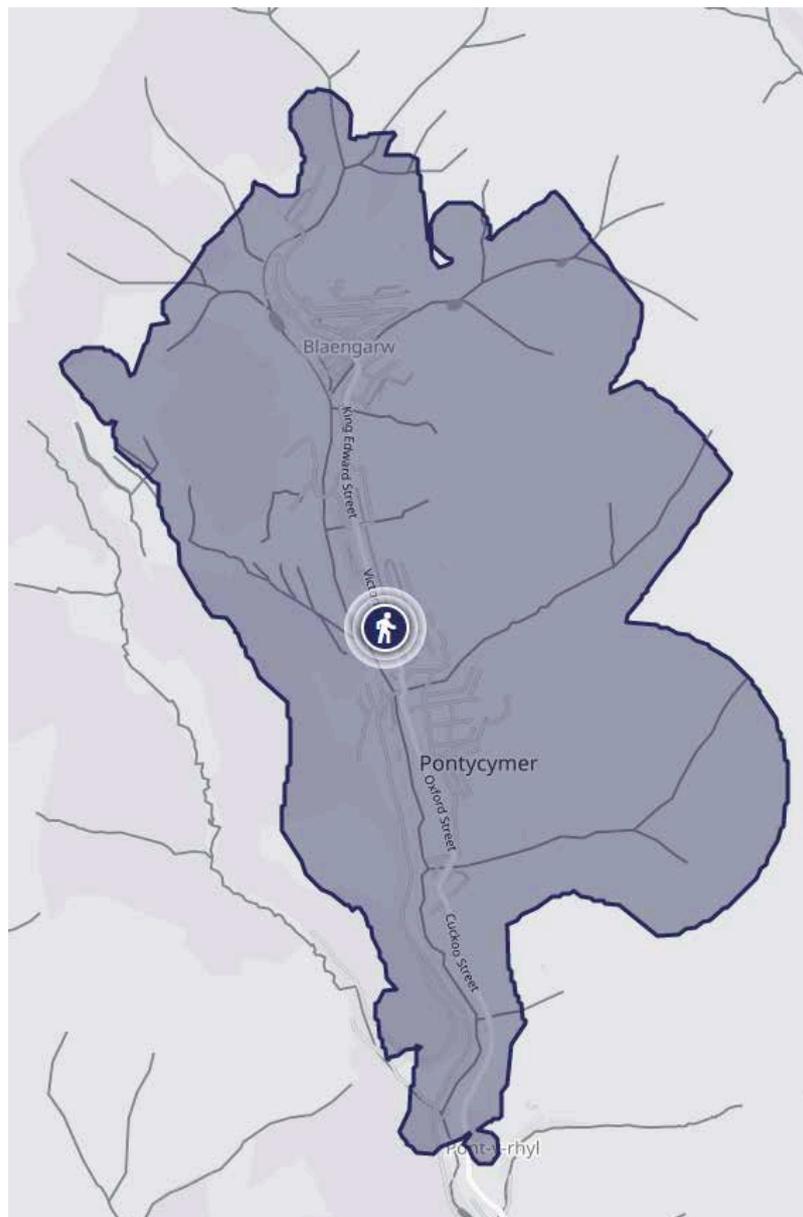


Figure 3 30-Minute Walk Catchment

- 2.8 Due to the site's location close to services and facilities and the good quality pedestrian network that is available, there is a high probability that many of the trips generated by development can be made on foot.
- 2.9 The site is accessible to pedestrians from the existing footway that runs alongside Victoria Street and these link with the wider footway network. There are no formal crossing facilities of Victoria Street and analysis of accident records provided later in this chapter has revealed that there is a history of pedestrians being injured on this street. A pedestrian crossing facility should therefore be provided near the site's access to allow residents and other users of the development to safely move between it and facilities located on the opposite side of the street e.g. the nearby southbound bus stop.

- 2.10 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 4 shows the areas that can be reached within a 30-minute cycle ride from the site.

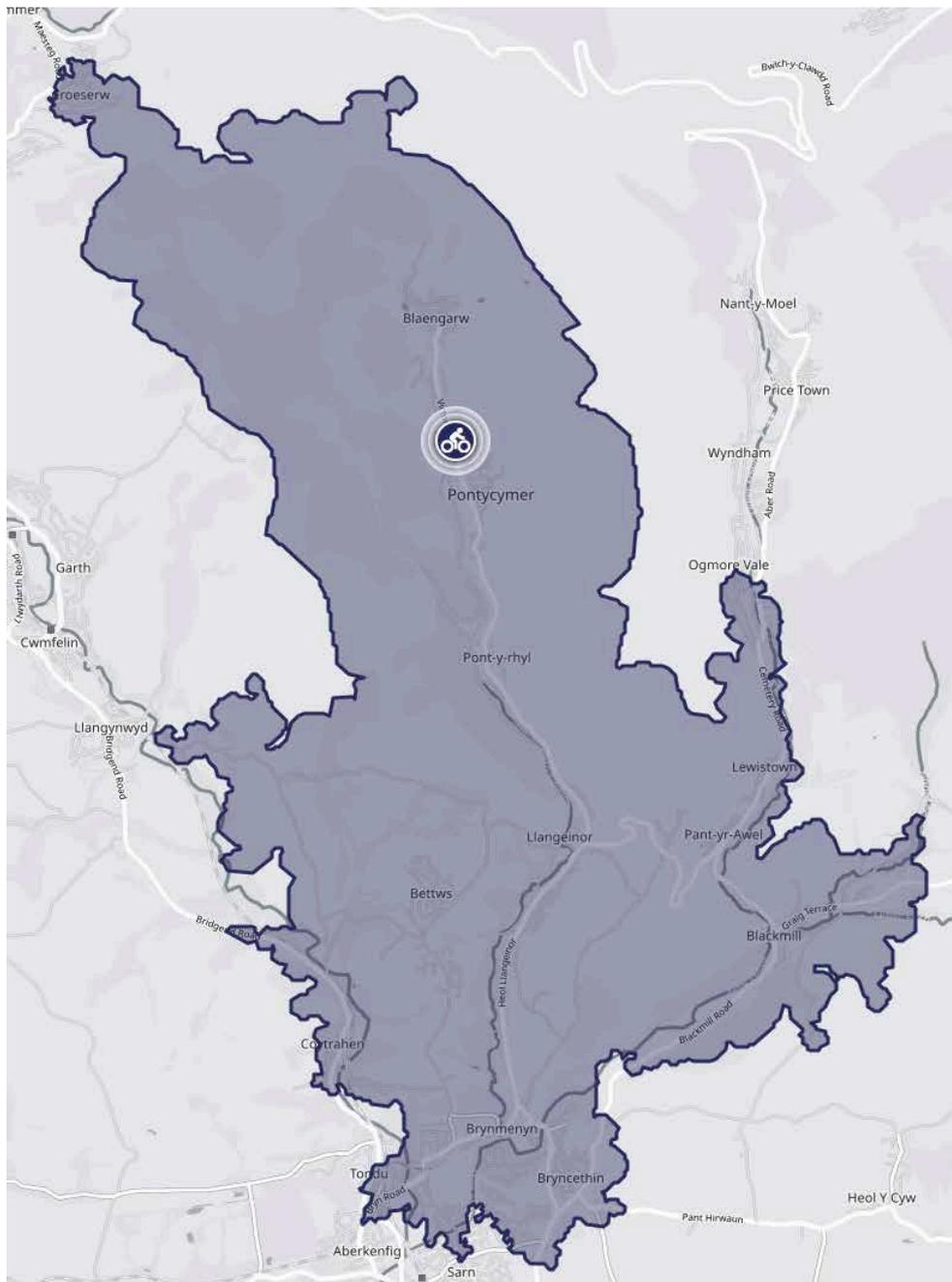


Figure 4 30-Minute Cycle Catchment

2.11 National Cycle Network (NCN) Route 884 provides an 8 mile long, largely traffic free, cycle route between Blaengarw and Abergarw along the Garw Valley. It can be accessed within some 400m of the site. At Abergarw, cyclists can join NCN Route 4, which continues to Sarn, Tondu and, via NCN 885, into Bridgend.

Public Transport Network

2.12 The site benefits from excellent public transport links. There are bus stops adjacent to the rugby club, immediately to the north of the site's access. These provide access to two bus services, the details of which are provided 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
72	Bridgend - Blaengarw Via Bryncoch - Llangeinor - Pontycymer	Every 30 minutes (Mon – Sat)
73	Bridgend - Blaengarw Via Sarn, Bettws, Llangeinor, Pontycymer	3 trips northbound; 4 trips southbound (Mon – Sat) 4 trips northbound; 6 trips southbound (Sun & Bank Holidays)

Table 2 Local Bus Services

Highway Network

2.13 The site is currently accessed from Victoria Street via a vehicular crossover of the street's western footway. On the northern side of the access is a brick wall that forms a boundary with the rugby club. The wall restricts visibility from the access to the north. The intention is that the existing point of access will be utilised for the proposed development and that the alignment of the wall be adjusted to accommodate the required visibility splay.



Figure 5 Existing Access

- 2.14 The site is adjacent to Victoria Street, which is subject to a 30mph speed limit. On street parking occurs on the eastern side of the street, opposite the application site. There are parking restrictions (double-yellow lines) on the western side of the street.
- 2.15 Victoria Street is part of the A4064 and this road runs the length of the Garw Valley, linking its villages to Sarn and Bridgend to the south. The A4064 carries some 5,200 vehicle movements per day¹.
- 2.16 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 four injury accidents recorded on Victoria Street during this period, the details of which are summarised in the table below and provided in full as Appendix 2.

Appendix 2 Injury Accident Data

- 2.17 The four accidents occur at disparate locations and the absence of a cluster of accidents suggests that there is no significant problem associated with the design and layout of the street. Two of the four accidents resulted in injuries to pedestrians. This suggests that improved crossing facilities are required. This will be addressed as part of the development.

¹ 2019 Average Annual Daily Traffic. Source: <https://roadtraffic.dft.gov.uk/manualcountpoints/20633>

Time & Date	Severity	Light / Dark	Dry / Wet	General Description
17:04 Thursday 10/01/19	Serious	Dark	Dry	Collision between car and pedestrian, seriously injuring pedestrian
10:31 Tuesday 28/03/17	Slight	Daylight	Dry	Collision between two cars at St David Street junction. One car in the act of turning right. Slight injury to one driver.
11:50 Monday 06/02/17	Slight	Daylight	Wet	Near Hill View junction. Collision between car and 2 pedestrians (1 adult, 1 child). Slight injuries to pedestrians
07:01 Thursday 27/10/16	Slight	Dark	Dry	Near Gwaun Bant junction and Co-op. Collision between motorcycle and parked car. Slight injuries to motorcycle rider

Table 3 Victoria Street Injury Accident Details

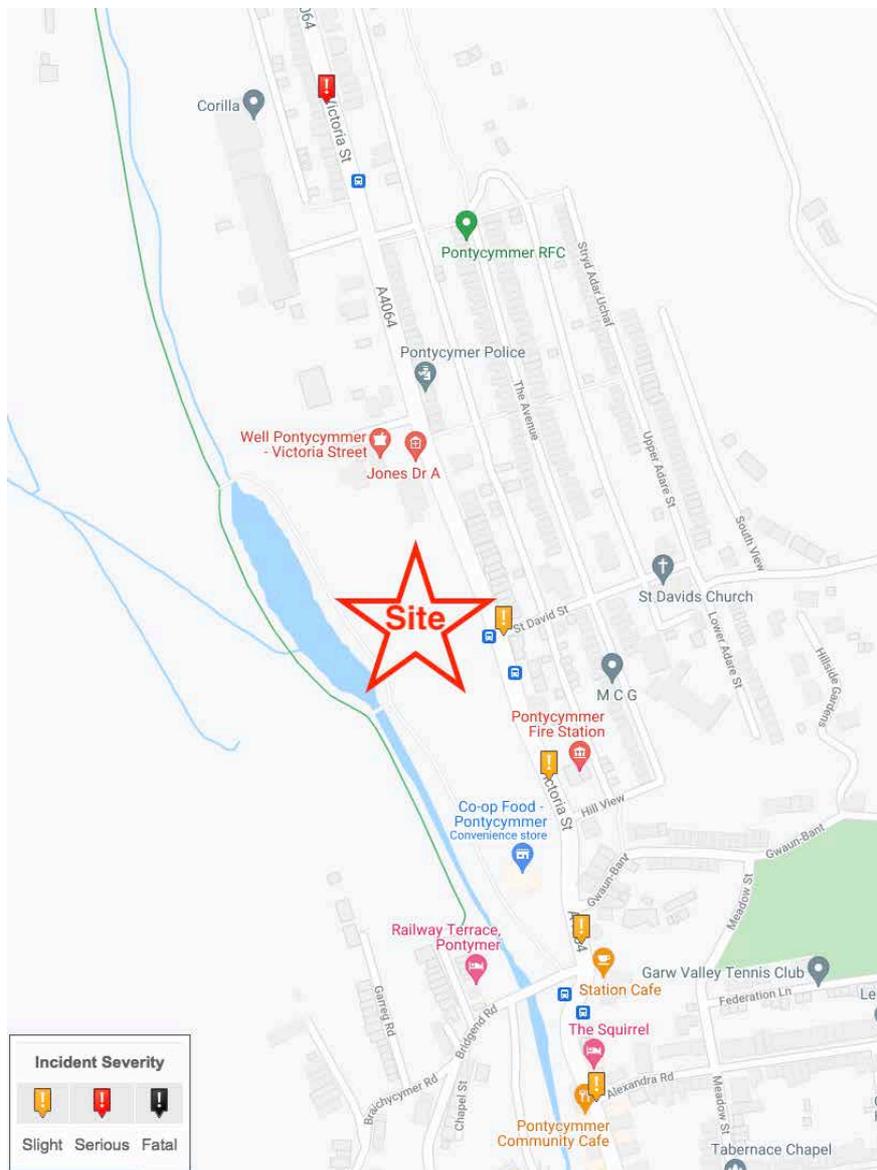


Figure 6 Injury Accident Location & Severity

Summary

- 2.18 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.
- 2.19 It is considered that the public highway generally operates safely. However it is considered that improved crossing facilities are needed on Victoria Street and this will be addressed as part of the planning application.

3 Proposed Development

3.1 The proposal is to develop the site to provide 21 new homes.



Figure 7 Proposed Layout

Access

3.2 The proposed access arrangement is shown in Appendix 3.

Appendix 3 Proposed Access

3.3 The existing access to the site will be improved to provide a 5.5m wide carriageway and 2m footway.

- 3.4 Visibility splays of 2.4 x 43m, as are required² in 30mph speed limit areas, will be provided. This necessitates the re-alignment of the rugby club boundary wall to the north of the access.
- 3.5 A pedestrian crossing point, consisting of dropped kerbs and tactile paving will be provided on Victoria Street, to the south of the site's access. The crossing point will be located beneath an existing street lighting column to provide maximum visibility during the hours of darkness. The crossing will provide safe access to facilities on the eastern side of the street, such as the southbound bus stop.
- 3.6 The pedestrian crossing will also benefit existing users of the street, for example those accessing the rugby club, GP surgery and pharmacy.

Trip Generation

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

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

- 3.8 The TRICS output is provided in detail in Appendix 4 and summarised below:

Appendix 4 TRICS Trip Rate Data - Residential

Time Range	Trip Rate per Dwelling			Trip Generation (21 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.078	0.265	0.343	2	6	7
08:00-09:00	0.151	0.36	0.511	3	8	11
09:00-10:00	0.147	0.193	0.34	3	4	7
10:00-11:00	0.157	0.149	0.306	3	3	6
11:00-12:00	0.17	0.185	0.355	4	4	7
12:00-13:00	0.187	0.184	0.371	4	4	8
13:00-14:00	0.173	0.179	0.352	4	4	7
14:00-15:00	0.186	0.191	0.377	4	4	8
15:00-16:00	0.254	0.208	0.462	5	4	10
16:00-17:00	0.274	0.159	0.433	6	3	9
17:00-18:00	0.291	0.165	0.456	6	3	10
18:00-19:00	0.238	0.138	0.376	5	3	8
Daily	2.306	2.376	4.682	48	50	98

Table 4 Vehicle Trip Rates & Proposed Development Trip Generation

² "Manual for Streets" Section 7.7 & Table 7.1

- 3.9 The TRICS data suggests that the proposed development will generate some 11 vehicle movements during the morning highway network peak hour (8-9am), 10 movements during the evening highway network peak hour (5-6pm) and some 98 daily vehicle movements.
- 3.10 In the context of the 5,200 daily vehicle movements on the A4064, this represents an increase of some 1.8%. Traffic volume on a highway can typically be expected to fluctuate by some $\pm 10\%$ from day-to-day. An increase of under 2% will be difficult to distinguish from these normal fluctuations in flow. As such the proposed development's traffic will have no significant impact on the operation of the highway network.

4 Summary & Conclusion

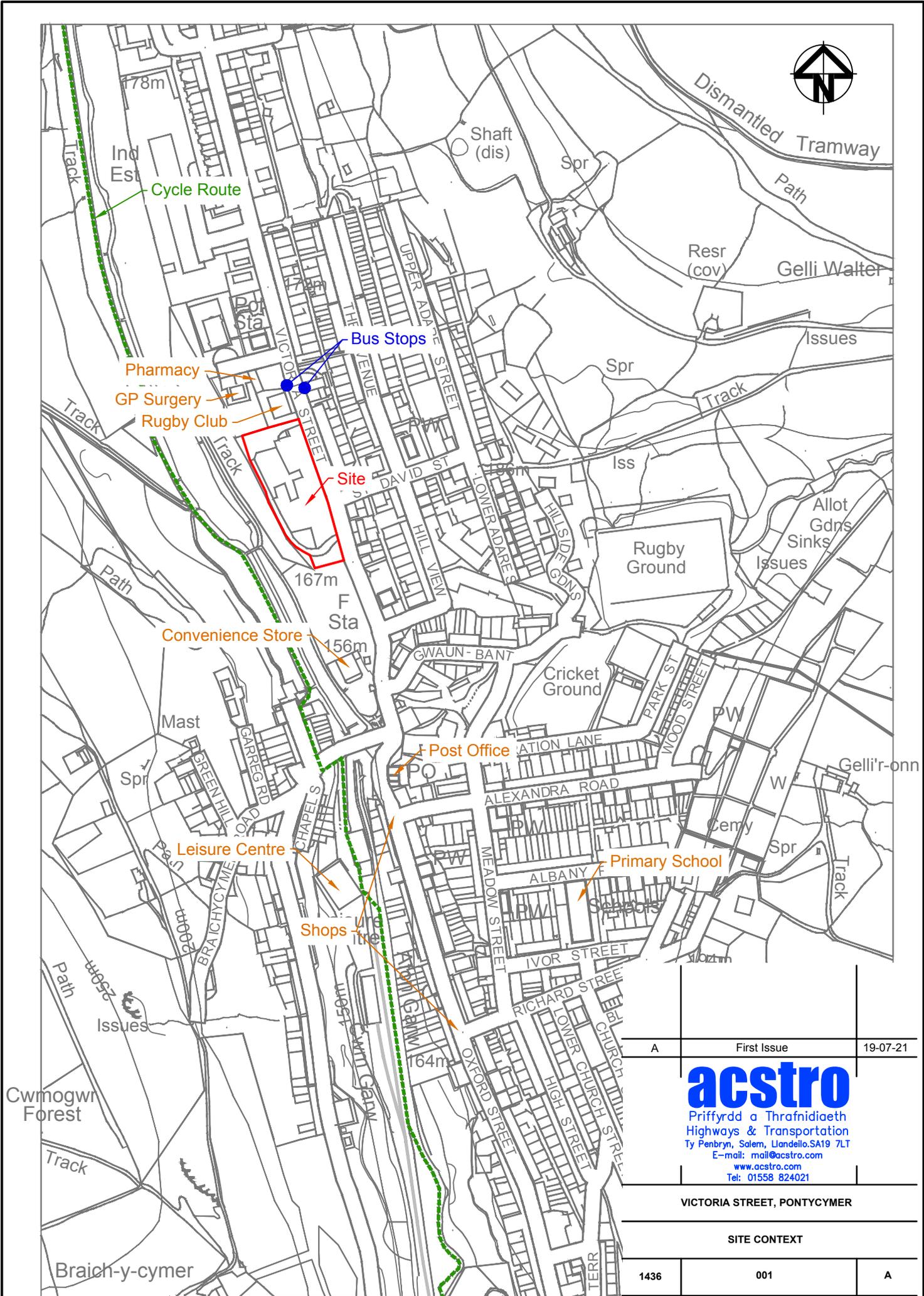
4.1 In summary this Transport Statement has demonstrated that:

- The site's location is closely related to the services and facilities available within the Pontycymer and Blaengarw;
- The site is accessible to pedestrians and cyclists and is well connected to the existing active travel network.
- The site is accessible to public transport users with a bus stop located adjacent to the site;
- A safe and appropriate access, that meets current design standards, can be provided to the site from Victoria Street;
- A pedestrian crossing of Victoria Street will be provided allowing for the safe movement of pedestrians to and from the site. The pedestrian crossing will also benefit existing users of the street.
- The estimated traffic generation of the proposed development is considered to be insignificant compared to the traffic generation of the existing use of the site and will have no material impact to the safe operation of the surrounding highway network.

4.2 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.

4.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development.

Appendix 1 Site Context



A	First Issue	19-07-21
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VICTORIA STREET, PONTYCYMER

SITE CONTEXT

1436	001	A
	NTS	@ A4

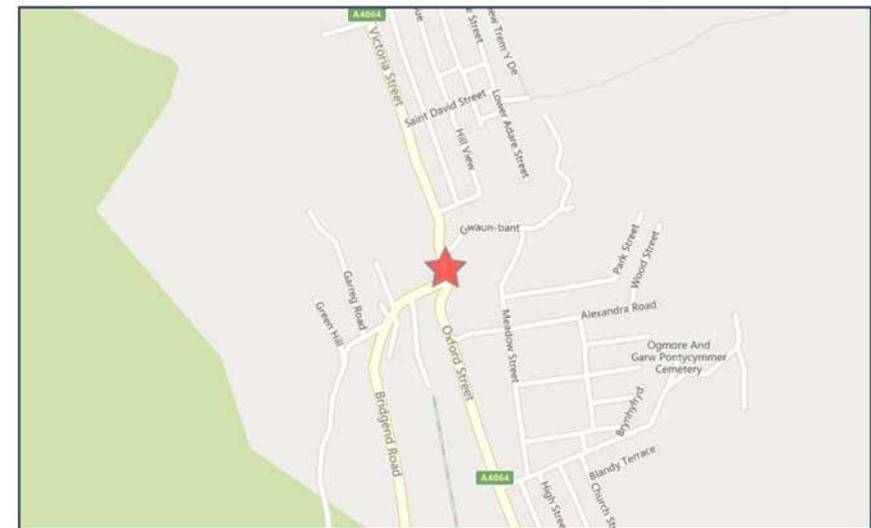
Appendix 2 Injury Accident Data



Validated Data

Crash Date: Thursday, October 27, 2016 **Time of Crash:** 7:01:00 AM **Crash Reference:** 2016621601790

Highest Injury Severity:	Slight	Road Number:	A4064	Number of Casualties:	1
Highway Authority:	Bridgend			Number of Vehicles:	2
Local Authority:	Bridgend County Borough			OS Grid Reference:	290393 191517
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	22	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Parked vehicle	None
2	Car (excluding private hire)	5	Unknown	Unknown	Vehicle is parked in the carriageway	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

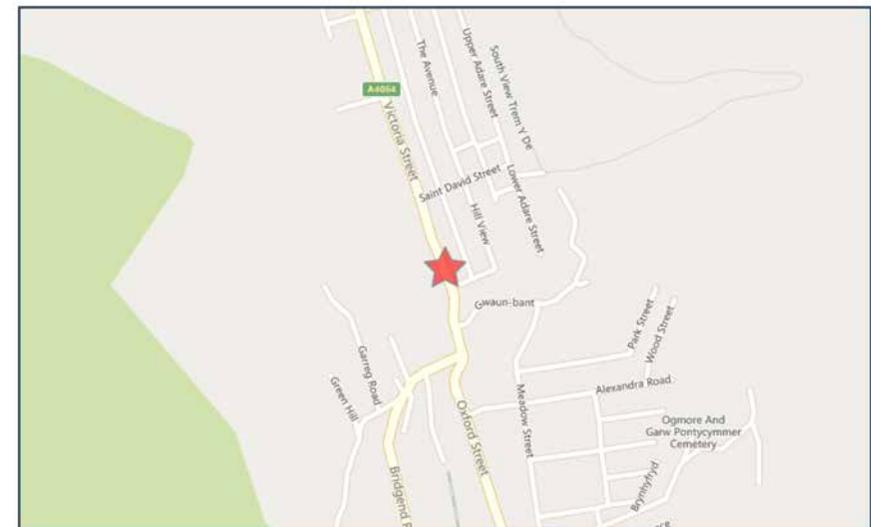
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Validated Data

Crash Date: Monday, February 06, 2017 **Time of Crash:** 11:50:00 AM **Crash Reference:** 2017621700241

Highest Injury Severity:	Slight	Road Number:	A4064	Number of Casualties:	2
Highway Authority:	Bridgend			Number of Vehicles:	1
Local Authority:	Bridgend County Borough			OS Grid Reference:	290374 191630
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	21 - 25	In carriageway, crossing elsewhere	Crossing from driver's nearside
1	2	Slight	Pedestrian	Female	0 - 5	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Tuesday, March 28, 2017 **Time of Crash:** 10:31:00 AM **Crash Reference:** 2017621700514

Highest Injury Severity:	Slight	Road Number:	A4064	Number of Casualties:	1
Highway Authority:	Bridgend			Number of Vehicles:	2
Local Authority:	Bridgend County Borough			OS Grid Reference:	290345 191731
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	Wall or fence
2	Car (excluding private hire)	2	Male	56 - 65	Vehicle is in the act of turning right	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

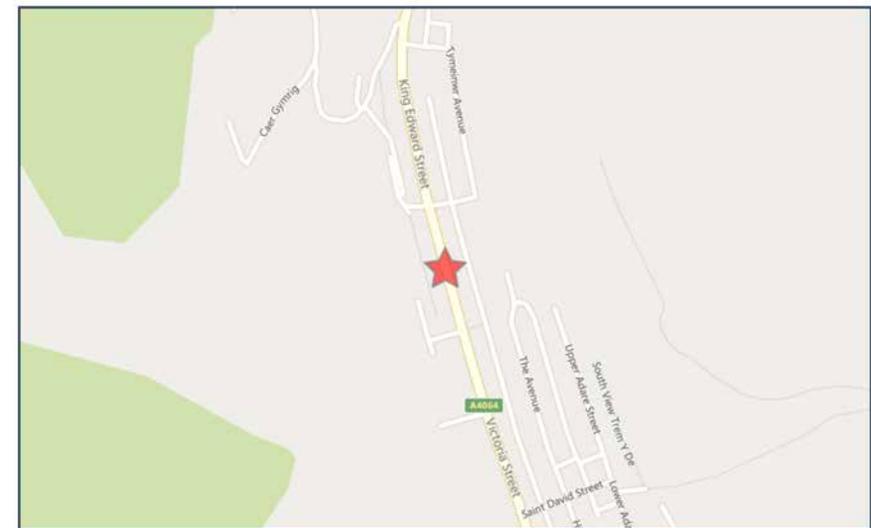
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Validated Data

Crash Date: Thursday, January 10, 2019 **Time of Crash:** 5:04:00 PM **Crash Reference:** 2019621900050

Highest Injury Severity:	Serious	Road Number:	A4064	Number of Casualties:	1
Highway Authority:	Bridgend			Number of Vehicles:	1
Local Authority:	Bridgend County Borough			OS Grid Reference:	290231 192101
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

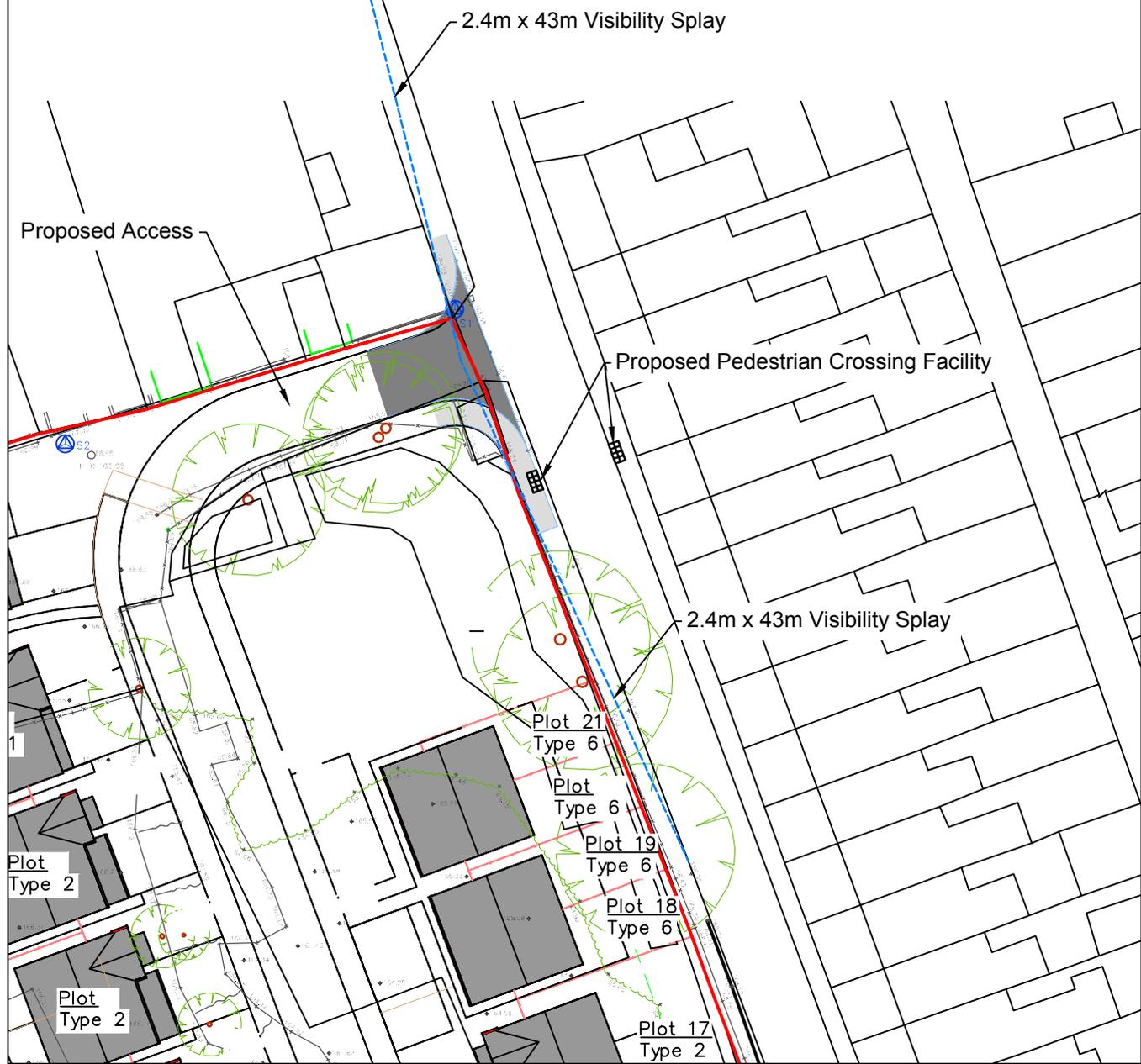
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix 3 Proposed Access



A	First Issue	19-08-21
 Priffridd a Thrafnidiaeth Highways & Transportation Ty Penbryn, Salem, Llandeilo.SA19 7LT E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
VICTORIA STREET, PONTYCYMER		
PROPOSED ACCESS		
1436	002	A
	1:500	@ A4

Appendix 4 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.)

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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