

acstro

Transport Statement

**Proposed Residential Development
Land off Lluest y Bryn
Carmarthen**

August 2024

Table of Contents

1 Introduction 1

2 Policy Context..... 3

3 The Site 7

4 Proposed Development 11

5 Summary & Conclusion 14

Appendices

Appendix 1 TRICS Trip Rate Data

Revision History

A	13 th August 2024	First Issue

1767-ACS-ZZ-XX-RP-T-001-A Transport Statement.docx

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1 Introduction

- 1.1 Acstro has been appointed by Obsidian Homes to prepare a Transport Statement to support a planning application for a development of 33 dwellings at Lluest y Bryn, Carmarthen. The general location of the site is shown in Figure 1.

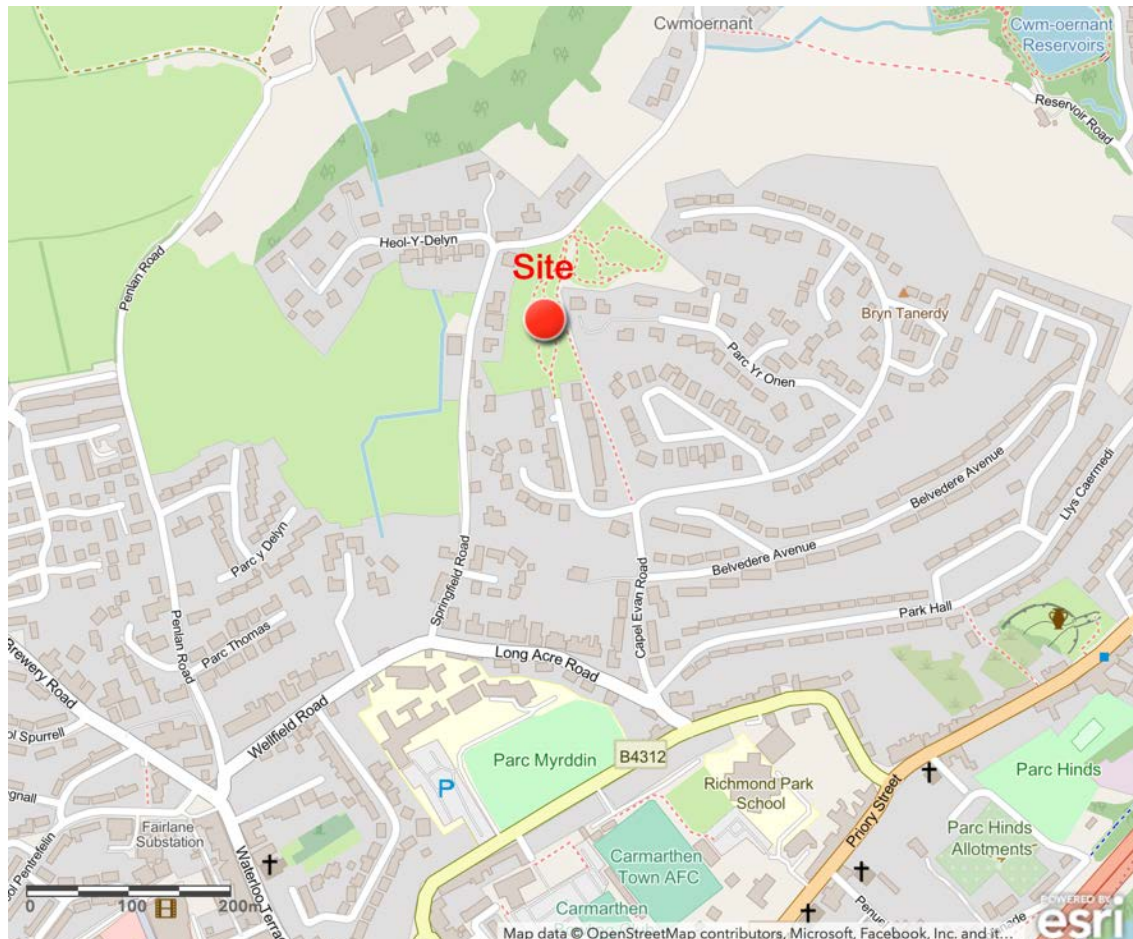


Figure 1 Location Plan

- 1.2 The land previously benefited from outline planning permission for residential development (W/35903).
- 1.3 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that 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.
- 1.4 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 \(11th Edition\)](#)

- 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 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 (4.1.50) 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

- 2.11 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.
- 2.14 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

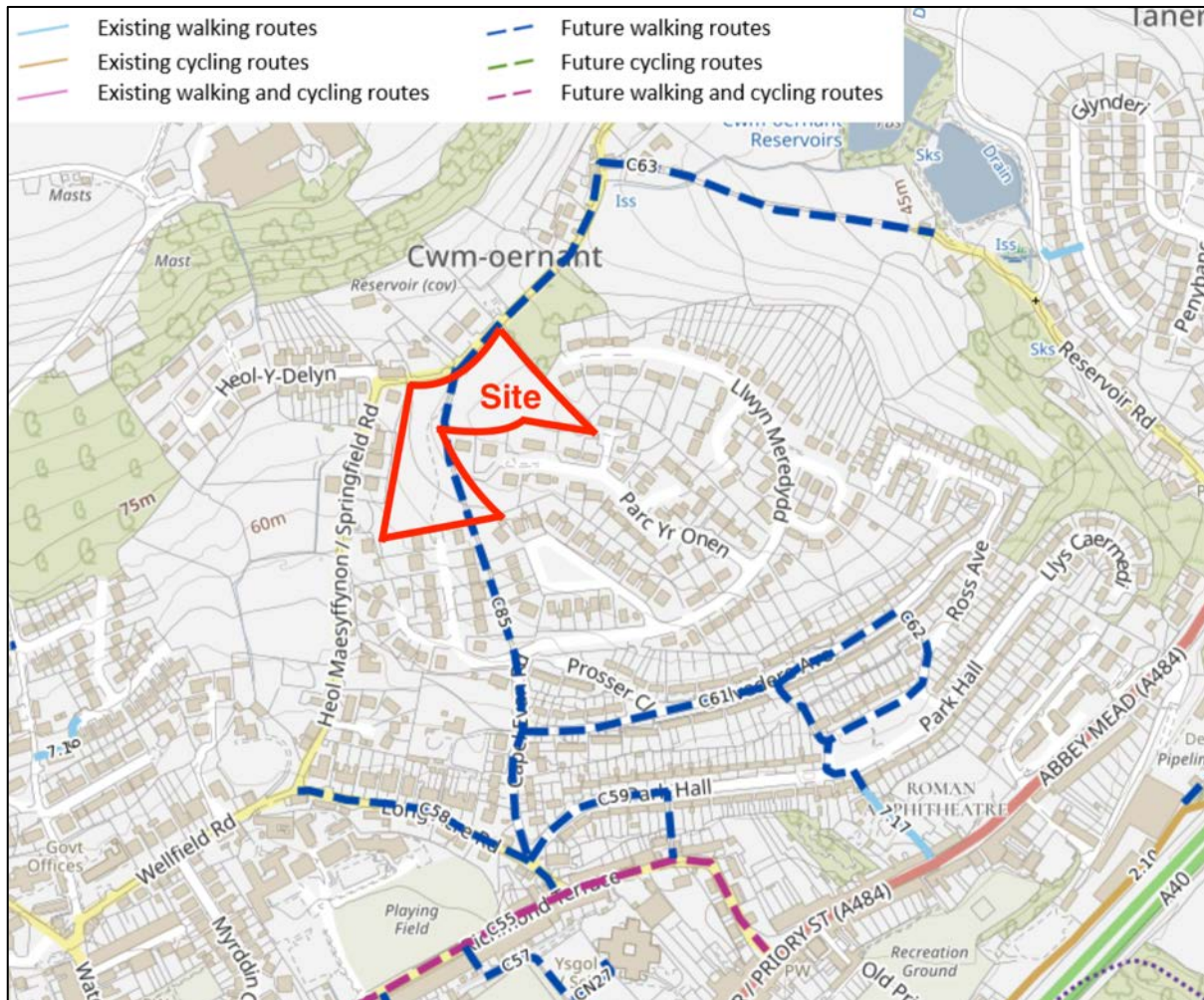


Figure 2 Extract from Active Travel Network Map (Source: DataMapWales)

- 2.15 There is a future walking route (Ref: C85) shown on the Council's ATNM that crosses the development site. This follows the line of an existing public footpath (Ref:61/18/1). The development proposal pays regard to this and enables the delivery of this walking route through the site, albeit with a slight diversion of the line of the path. This is described in more detail later in this document.

Carmarthenshire Local Development Plan (Adopted 2014)

- 2.16 Carmarthen is identified as a Growth Area within the LDP's hierarchy of settlements (Policy SP3). This is the highest category in this hierarchy and reflects the town's high population levels and the availability of an extensive range of services and facilities in the strategic context.
- 2.17 The development site is allocated for residential development (GA1/h11).

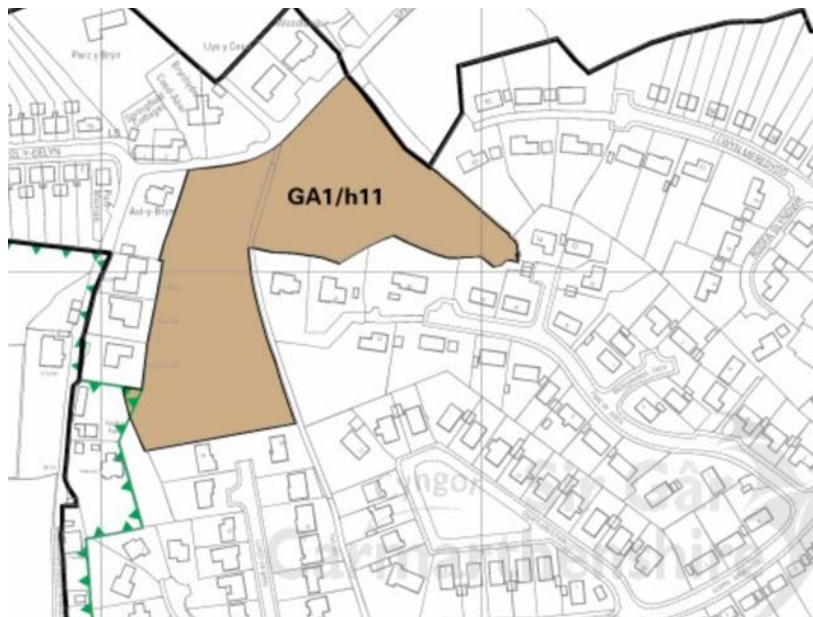


Figure 3 Extract from Carmarthenshire LDP Map

- 2.18 In terms of transport related policies, Policy TR1 states that proposals that do not restrict traffic movement or compromise safety on the primary road network will be supported.
- 2.19 Policy TR2 requires that development that has the potential for significant trip generation to be accessible to non-car modes of transport, to make provision for these modes of transport and to be supported with Travel Plans.
- 2.20 Policy TR3 relates to the design of highways within developments and requires that these are safe, provide appropriate provision for public transport and make appropriate provision for parking and servicing space.

CSS Wales Parking Standards (2014)

- 2.21 This document provides guidance on parking provision within new development.
- 2.22 For residential development the requirement is that one car parking space per bedroom is provided, up to a maximum of three spaces per dwelling. One visitor car parking space per five dwellings is also required.

3 The Site

- 3.1 The site comprises of two former agricultural fields totalling 1.55 Ha. Mature trees and hedgerows bound the fields and enclose the site.
- 3.2 The site can be accessed from the south off Lluest y Bryn a residential street of large detached properties. Springfield Road bounds the site to the north and west. Residential properties on Parc yr Onen sit to the east of the site. Due to the topography of the area, these properties sit above and overlook the site.

Proximity to Services

- 3.3 The site is located to the norther edge of Carmarthen, less than a mile (15 – 20 minute walk) from the town centre where a wide range of services and facilities can be accessed.
- 3.4 By virtue of the site’s allocation within the LDP and the previous outline planning permission for the site, it has already been established that this is a suitable location for residential development, one where residents of the development will have access to a wide range of services, facilities and amenities that can be accessed easily on foot, by bike or by public transport. As a result, people are more likely to travel by sustainable modes of transport 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.

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.

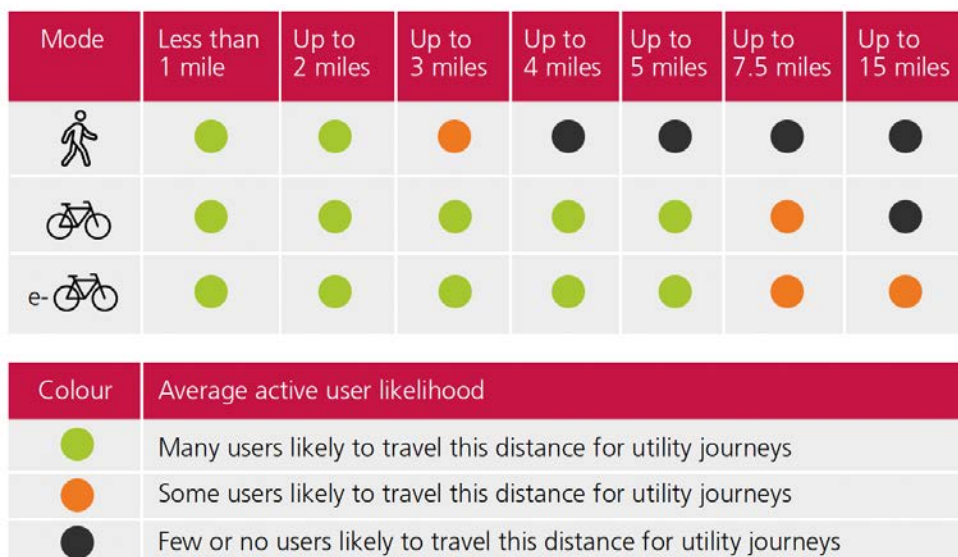


Figure 4 Typical Distance Range for Active Travel
 (Source: Active Travel Guidance Table 4.1)

- 3.6 Figure 5 shows the areas that are within 2-miles of the development site where utility journeys to and from the site may be viable on foot. This catchment area encompasses most of Carmarthen.

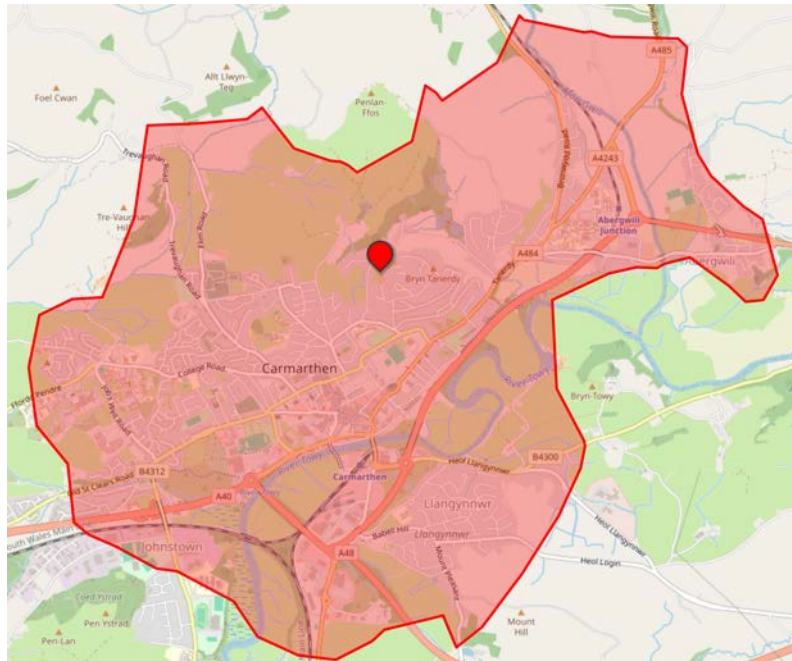


Figure 5 2-Mile Walk Catchment

- 3.7 Figure 6 shows the areas within a 5-mile catchment area where cycling may be a viable form of travel to and from the site.

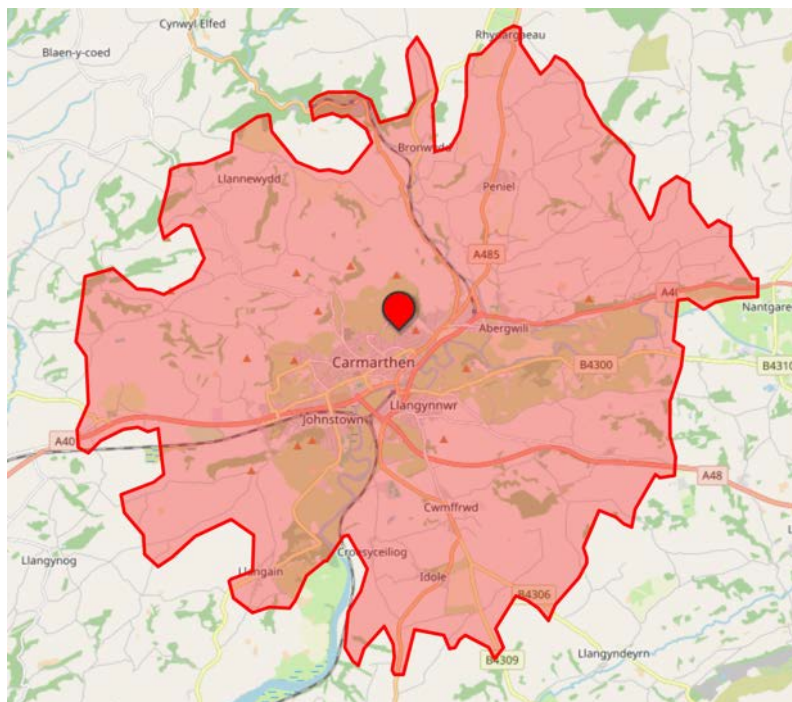


Figure 6 5-Mile Cycle Catchment

- 3.8 The site is accessible to pedestrians from Lluest y Bryn, a residential street that has good quality, lit, footways along both sides.
- 3.9 There is also a public right of way (PROW) that crosses the site. The PROW is accessed by a flight of 8 steps at Capel Evan Road and runs along the rears of Lluest y Bryn's eastern properties, entering the development at its south eastern corner. The PROW runs initially along the site's boundary, to the west of Parc yr Onen and then across open land to link with Springfield Road. There is a kissing gate and 5 steps at the footpath's junction with Springfield Road.
- 3.10 The stepped access points at each end of the PROW and its unsurfaced condition make this pedestrian route difficult to negotiate for people movement difficulties. The PROW link will be retained as part of the development and improved so that it can be utilised by more people, including those with movement difficulties or visual impairment.



Figure 7 Public Right of Way Crossing the Development Site

Public Transport

- 3.11 The nearest bus stop to the site is located on Belvedere Avenue, some 250m to the south. It provides access to the services described in the following table. Journeys by bus to Carmarthen's Blue Street bus station take around 7 minutes.
- 3.12 From Blue Street, multiple connecting public transport services can be accessed. These include the rail services from the railway station, which is located a 5 minute walk from Blue Street.

Service No.	Route	General Frequency
205	Glangwili Hospital – Nant yr Arian	Calls at 09:45, 11:51, 13:51 & 16:33
206	Carmarthen – Glangwili Hospital	Calls at 08:41, 10:51, 14:51 & 15:51
206	Glangwili Hospital – Carmarthen	Calls at 09:33, 11:33, 13:33, 15:33 & 16:33
215	Carmarthen - Llanpumsaint	Calls at 17:41

Table 1 Bus Services from Belvedere Avenue Bus Stop

Highway Access

- 3.13 The site will be accessed by extending Lluest y Bryn, a residential cul-de-sac that currently serves approximately 20 homes. The street comprises of a 5.5m wide carriageway with 2m wide footways on both sides.



Figure 8 Lluest y Bryn
(google.com)

4 Proposed Development

4.1 The proposed development comprises of 33 new homes, including 4 affordable.



Figure 9 Proposed Development

- 4.2 The proposed development layout includes a range of terraced, semi-detached and detached houses in a mix of 2, 3 and 4 bedroom configurations.
- 4.3 Access to the site will be formed by extending the existing Lluest y Bryn street northwards. The new length of Lluest y Bryn within the development site will be to an adoptable standard, providing a 5.5m wide carriageway with adjacent 2m footways. Road narrowings are proposed at the entrance to the development and approximately mid way along the length of the extended street to add interest and act as speed reducing features. Turning areas are provided at the end of the street to allow for refuse vehicles to service the site.
- 4.4 The final 5 properties within the development will be served by a private, shared driveway.
- 4.5 The development proposals maintain the function performed by the existing PROW in linking Capel Evan Road and Springfield Road. Moreover, the quality of the link is significantly improved by being surfaced and lit, increasing its utility for active travel journeys and making the route usable for people with movement difficulties or visual impairment.

- 4.6 The line of the PROW will be diverted where it passes through the development site. On entering the site at its south eastern corner the PROW's route will be diverted to link with the new estate road and pedestrians will walk along the footway that runs along the street. This increases the natural surveillance of the route. An uncontrolled crossing point, consisting of dropped kerbs and tactile paving, will be located between plots 25 and 26 that will link to a footpath that runs between these properties and connects with Springfield Road. A level, ramped connection to Springfield Road will be provided, replacing the existing steps that prevent access to the PROW for some.
- 4.7 As part of the development it is proposed that the section of PROW that runs along the site's boundary with Parc yr Onen be permanently stopped-up. It is recognised that the diversion and stopping-up of the sections of the existing PROW will be subject to the necessary Diversion and Stopping-up Orders.



Figure 10 Proposed Movement Strategy and PROW Route

Parking

- 4.8 Parking provision aligns with the requirements of the CSS Wales Parking Standards. One off-street parking space per bedroom is provided throughout.
- 4.9 Parking space dimensions are 2.6m x 4.8m and, where garages are provided, they have clear internal dimensions of 6m x 3m.

4.10 The Parking Standards suggest that provision should be made for 1 visitor parking space for each 5 dwellings. This equates to 6 or 7 visitor spaces in this case. It is considered that visitor parking can be accommodated safely and without causing obstruction on an informal basis at the kerbside. No dedicated visitor parking spaces are provided. This informal on-street parking for visitors is considered preferable to the provision of dedicated visitor spaces because of the flexibility it provides. Experience has shown that visitors will often ignore dedicated visitor parking spaces to park on-street as near as possible to the property they're visiting. Dedicated visitor parking spaces can also be problematic in that there is a tendency for the property nearest the space to adopt it as its own, making it unavailable to visitors.

Trip Generation

- 4.11 The potential trip generation of the proposed development of the site has been estimated by reference to the TRICS trip rate database, a database of over 8,000 traffic surveys of various types of development throughout the UK and Ireland.
- 4.12 From the TRICS database evidence of the trip rates of housing developments (developments of up to 100 units) in suburban, edge of town or neighbourhood area locations in mainland Britain (excluding Greater London) have been analysed. The detailed TRICS output is provided as Appendix 1 and summarised below.

Appendix 1 TRICS Trip Rate Data

Time Range	Trip Rate per Dwelling			Trip Generation (33 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.162	0.341	0.503	5	11	17
pm Peak Hour 15:00-16:00	0.325	0.156	0.481	11	5	16

Table 2 Vehicle Trip Rates & Proposed Development Trip Generation

4.13 The TRICS data suggests that the proposed development will generate 16 or 17 peak hour vehicle movements. This equates to, on average, one additional movement every 3 to 4 minutes or so during the busiest times. The volume of traffic generation is not considered to be significant and will have no material impact on the operation of the highway network.

5 Summary & Conclusion

5.1 In summary this Transport Statement has demonstrated that:

- The site is in a sustainable and accessible location. It is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.
- There is a good range of services and facilities that cater for the day-to-day needs of future residents of the site available within reach by sustainable methods of travel. This reduces the need to travel by car and ensures that future residents without access to cars are not socially excluded.
- The proposal is for a development of 33 dwellings.
- The site benefits from a safe means of access that will be created by extending the existing Lluest y Bryn estate road northwards. The development's access will be to an adoptable standard.
- The site will be served by an adoptable street. Off-street parking is provided for each property and accords with the adopted Parking Standards. Visitor parking will be accommodated within the street.
- There is an existing PROW that crosses the site, linking Capel Evan Road and Springfield Road. This link will be retained, albeit with a diversion of the line of the PROW where it crosses the site. The diversion of the route allows for its improvement, which will greatly improve its utility in encouraging active travel. The diversion of the route improves on its natural surveillance. The route will be surfaced and lit and a ramped access to/from Springfield Road will replace the existing steps that make the current PROW inaccessible to some people.
- The estimated traffic generation of the proposed development is insignificant and will cause no detrimental impact to the continued safe operation of the surrounding highway network.

5.2 As such it is considered that the development 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 from being granted.

Appendix 1 TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-240813-0844

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	3 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	6 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	1 days
	MW	MEDWAY	2 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	DC	DORSET	2 days
	SD	SWINDON	1 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	10 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
	NM	WEST NORTHAMPTONSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 days
	NY	NORTH YORKSHIRE	2 days
	SE	SHEFFIELD	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	DH	DURHAM	2 days
10	WALES		
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	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 99 (units:)
Range Selected by User: 5 to 100 (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: 01/01/16 to 27/03/24

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	10 days
Tuesday	14 days
Wednesday	18 days
Thursday	12 days
Friday	9 days

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

Selected survey types:

Manual count	59 days
Directional ATC Count	4 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)	11
Edge of Town	33
Neighbourhood Centre (PPS6 Local Centre)	19

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	44
Village	16
Out of Town	1
No Sub Category	2

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 Vehicles Counts:

Servicing vehicles Included	20 days - Selected
Servicing vehicles Excluded	57 days - Selected

Secondary Filtering selection:

Use Class:

C3 63 days

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:

All Surveys Included

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	13 days
5,001 to 10,000	17 days
10,001 to 15,000	13 days
15,001 to 20,000	8 days
20,001 to 25,000	4 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	6 days
25,001 to 50,000	8 days
50,001 to 75,000	11 days
75,001 to 100,000	9 days
100,001 to 125,000	3 days
125,001 to 250,000	20 days
250,001 to 500,000	4 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	16 days
1.1 to 1.5	42 days
1.6 to 2.0	5 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	28 days
No	35 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	62 days
2 Poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	TOWN HOUSES 24 <i>06/06/19</i>	CHESHIRE WEST & CHESTER <i>Survey Type: MANUAL</i>
2	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES 99 <i>29/04/22</i>	CHESHIRE WEST & CHESTER <i>Survey Type: MANUAL</i>
3	CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED & SEMI -DETACHED 83 <i>13/10/22</i>	CAMBRIDGESHIRE <i>Survey Type: MANUAL</i>
4	CT-03-A-03 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 73 <i>27/06/23</i>	CENTRAL BEDFORDSHIRE <i>Survey Type: MANUAL</i>
5	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES 50 <i>19/11/21</i>	DORSET <i>Survey Type: MANUAL</i>
6	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 26 <i>09/11/22</i>	DORSET <i>Survey Type: MANUAL</i>
7	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI DETACHED 50 <i>28/03/17</i>	DURHAM <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>		<i>Survey Type: MANUAL</i>
9	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i>		<i>Survey Type: MANUAL</i>
10	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: THURSDAY 07/11/19</i>		<i>Survey Type: MANUAL</i>
11	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI -DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 47 <i>Survey date: MONDAY 13/03/23</i>		<i>Survey Type: MANUAL</i>
12	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI -DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 <i>Survey date: MONDAY 27/11/17</i>		<i>Survey Type: MANUAL</i>
13	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME	TERRACED & SEMI -DETACHED	GREATER MANCHESTER
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: MONDAY 26/09/16</i>		<i>Survey Type: MANUAL</i>
14	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI -DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 <i>Survey date: TUESDAY 13/11/18</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: WEDNESDAY 31/10/18</i>		
	<i>Survey Type: MANUAL</i>		
16	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 <i>Survey date: TUESDAY 19/11/19</i>		
	<i>Survey Type: MANUAL</i>		
17	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
	DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: 73 <i>Survey date: TUESDAY 16/11/21</i>		
	<i>Survey Type: MANUAL</i>		
18	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD LIPHOOK Edge of Town Residential Zone Total No of Dwellings: 44 <i>Survey date: FRIDAY 07/10/22</i>		
	<i>Survey Type: MANUAL</i>		
19	HC-03-A-37	MIXED HOUSES	HAMPSHIRE
	REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Total No of Dwellings: 50 <i>Survey date: WEDNESDAY 27/03/24</i>		
	<i>Survey Type: MANUAL</i>		
20	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: 8 <i>Survey date: MONDAY 05/06/23</i>		
	<i>Survey Type: MANUAL</i>		
21	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 <i>Survey date: WEDNESDAY 23/03/16</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

22	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>	MIXED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
23	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 <i>Survey date: FRIDAY 17/11/17</i>	DETACHED HOUSES	LANCASHIRE	<i>Survey Type: MANUAL</i>
24	LE-03-A-02 MELBOURNE ROAD IBSTOCK Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>	DETACHED & OTHERS	LEICESTERSHIRE	<i>Survey Type: MANUAL</i>
25	LS-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 46 <i>Survey date: WEDNESDAY 21/09/16</i>	MIXED HOUSING	LEEDS	<i>Survey Type: MANUAL</i>
26	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>	DETACHED & SEMI-DETACHED	MEDWAY	<i>Survey Type: MANUAL</i>
27	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: 19 <i>Survey date: MONDAY 06/06/22</i>	MIXED HOUSES	MEDWAY	<i>Survey Type: MANUAL</i>
28	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: WEDNESDAY 12/09/18</i>	MIXED HOUSES & FLATS	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
29	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Total No of Dwellings: 55 <i>Survey date: TUESDAY 21/09/21</i>	MIXED HOUSES & FLATS	NORFOLK	<i>Survey Type: MANUAL</i>
30	NF-03-A-26 HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: WEDNESDAY 22/09/21</i>	MIXED HOUSES	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

31	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
	YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i> <i>Survey Type: MANUAL</i>		
32	NF-03-A-34	MIXED HOUSES	NORFOLK
	NORWICH ROAD SWAFFHAM Edge of Town Out of Town Total No of Dwellings: 80 <i>Survey date: TUESDAY 27/09/22</i> <i>Survey Type: MANUAL</i>		
33	NF-03-A-36	MIXED HOUSES	NORFOLK
	LONDON ROAD WYMONDHAM Edge of Town No Sub Category Total No of Dwellings: 75 <i>Survey date: THURSDAY 29/09/22</i> <i>Survey Type: MANUAL</i>		
34	NF-03-A-37	MIXED HOUSES	NORFOLK
	GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Total No of Dwellings: 44 <i>Survey date: TUESDAY 27/09/22</i> <i>Survey Type: MANUAL</i>		
35	NF-03-A-40	MIXED HOUSES	NORFOLK
	MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: TUESDAY 11/10/16</i> <i>Survey Type: DIRECTIONAL ATC COUNT</i>		
36	NF-03-A-50	MIXED HOUSES	NORFOLK
	BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Total No of Dwellings: 75 <i>Survey date: FRIDAY 14/10/16</i> <i>Survey Type: DIRECTIONAL ATC COUNT</i>		
37	NF-03-A-51	SEMI -DETACHED	NORFOLK
	CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 34 <i>Survey date: TUESDAY 13/09/22</i> <i>Survey Type: MANUAL</i>		
38	NM-03-A-02	DETACHED & SEMI -DETACHED	WEST NORTHAMPTONSHIRE
	HARLESTONE ROAD NEAR NORTHAMPTON CHAPEL BRAMPTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 47 <i>Survey date: TUESDAY 20/10/20</i> <i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

39	NN-03-A-01	MIXED HOUSES & FLATS	NORTH NORTHAMPTONSHIRE
	MAIN STREET NEAR WELLINGBOROUGH LITTLE HARROWDEN Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	44	
	Survey date: <i>TUESDAY</i>	<i>20/10/20</i>	Survey Type: <i>MANUAL</i>
40	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD HUCKNALL		
	Edge of Town Residential Zone		
	Total No of Dwellings:	36	
	Survey date: <i>MONDAY</i>	<i>18/10/21</i>	Survey Type: <i>MANUAL</i>
41	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	10	
	Survey date: <i>WEDNESDAY</i>	<i>10/05/17</i>	Survey Type: <i>MANUAL</i>
42	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	PALACE ROAD RIPON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	45	
	Survey date: <i>WEDNESDAY</i>	<i>18/05/22</i>	Survey Type: <i>MANUAL</i>
43	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH
	EASTFIELD ROAD PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	28	
	Survey date: <i>MONDAY</i>	<i>17/10/16</i>	Survey Type: <i>MANUAL</i>
44	SC-03-A-07	MIXED HOUSES	SURREY
	FOLLY HILL FARNHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	41	
	Survey date: <i>WEDNESDAY</i>	<i>11/05/22</i>	Survey Type: <i>MANUAL</i>
45	SC-03-A-10	MIXED HOUSES	SURREY
	GUILDFORD ROAD ASH		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	32	
	Survey date: <i>WEDNESDAY</i>	<i>14/09/22</i>	Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

46	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	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>		
47	SE-03-A-01 MANOR ROAD NEAR SHEFFIELD WALES	DETACHED & BUNGALOWS	SHEFFIELD
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 25 <i>Survey date: THURSDAY 10/09/20</i>		
	<i>Survey Type: MANUAL</i>		
48	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>		
49	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 <i>Survey date: THURSDAY 09/05/19</i>		
	<i>Survey Type: MANUAL</i>		
50	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>		
51	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 <i>Survey date: TUESDAY 25/09/18</i>		
	<i>Survey Type: MANUAL</i>		
52	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i>		
	<i>Survey Type: MANUAL</i>		
53	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>		

LIST OF SITES relevant to selection parameters (Cont.)

54	VG-03-A-01 ARTHUR STREET BARRY	SEMI -DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	<i>Survey date: MONDAY</i>		<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
55	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		23	
	<i>Survey date: WEDNESDAY</i>		<i>25/09/19</i>	<i>Survey Type: MANUAL</i>
56	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		49	
	<i>Survey date: FRIDAY</i>		<i>27/09/19</i>	<i>Survey Type: MANUAL</i>
57	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES		WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:		39	
	<i>Survey date: MONDAY</i>		<i>21/11/16</i>	<i>Survey Type: MANUAL</i>
58	WO-03-A-07 RYE GRASS LANE REDDITCH	MIXED HOUSES & FLATS		WORCESTERSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		47	
	<i>Survey date: THURSDAY</i>		<i>01/10/20</i>	<i>Survey Type: MANUAL</i>
59	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN	BUNGALOWS		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		57	
	<i>Survey date: THURSDAY</i>		<i>19/10/17</i>	<i>Survey Type: MANUAL</i>
60	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		79	
	<i>Survey date: WEDNESDAY</i>		<i>07/11/18</i>	<i>Survey Type: MANUAL</i>
61	WS-03-A-16 BRACKLESHAM LANE BRACKLESHAM BAY	DETACHED & SEMI -DETACHED		WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		58	
	<i>Survey date: WEDNESDAY</i>		<i>09/11/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

62	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD CHICHESTER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	Survey Type: MANUAL
63	WS-03-A-19	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD EAST GRINSTEAD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	92	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	Covid Period
BO-03-A-01	Covid Period
BY-03-A-01	Covid Period
CA-03-A-07	Covid Period
GS-03-A-02	Covid Period

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	63	51	0.088	63	51	0.296	63	51	0.384
08:00 - 09:00	63	51	0.162	63	51	0.341	63	51	0.503
09:00 - 10:00	63	51	0.151	63	51	0.193	63	51	0.344
10:00 - 11:00	63	51	0.140	63	51	0.167	63	51	0.307
11:00 - 12:00	63	51	0.148	63	51	0.158	63	51	0.306
12:00 - 13:00	63	51	0.169	63	51	0.174	63	51	0.343
13:00 - 14:00	63	51	0.181	63	51	0.176	63	51	0.357
14:00 - 15:00	63	51	0.178	63	51	0.198	63	51	0.376
15:00 - 16:00	63	51	0.265	63	51	0.188	63	51	0.453
16:00 - 17:00	63	51	0.276	63	51	0.168	63	51	0.444
17:00 - 18:00	63	51	0.325	63	51	0.156	63	51	0.481
18:00 - 19:00	63	51	0.251	63	51	0.146	63	51	0.397
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.427			2.434			4.861

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 - 99 (units:)
 Survey date range: 01/01/16 - 27/03/24
 Number of weekdays (Monday-Friday): 63
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 9
 Surveys manually removed from selection: 5

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

acstro

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