

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

Transport Statement

**Land at Lleinie Farm
Cynwyl Elfed
Carmarthenshire**

June 2025

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Revision History

A	16 th June 2025	First Issue

1836-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 a planning application for residential development of land at Lleinie Farm, Cynwyl Elfed, Carmarthenshire.
- 1.2 The site is located adjacent to Surgeon Street (B4333). The proposed development comprises of 31 new dwellings, including 22 affordable units.



Figure 1 Location Plan

- 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 that 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, its proximity to services and facilities and its accessibility by all forms of transport.
- Section 4 describes the proposed development and its access arrangements.
- Section 5 provides a summary and conclusion.

2 Policy Context

Future Wales - The National Plan 2040

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

Planning Policy Wales (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.

- 2.10 To this end the provision of ULEV charging points is encouraged within new developments.
- 2.11 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”.

[Llwybr Newydd – The Wales Transport Strategy 2021](#)

- 2.12 This document sets out the Welsh Government’s vision for how the country’s transport system can help deliver on a pathway to creating a more prosperous, green and equal society. It lists its priorities as being:
1. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
 2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
 3. Encourage people to make the change to more sustainable transport.
- 2.13 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.
- 2.14 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

[TAN18 Transportation](#)

- 2.15 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government’s sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
 - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
 - managing parking provision;
 - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - encouraging the location of development near other related uses to encourage multi-purpose trips; and

- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.16 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).
- [Llwybr Newydd – The Wales Transport Strategy 2021](#)
- 2.17 This document sets out the Welsh Government's vision for how the country's transport system can help deliver on a pathway to creating a more prosperous, green and equal society. It lists its priorities as being:
4. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
 5. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
 6. Encourage people to make the change to more sustainable transport.
- 2.18 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.
- 2.19 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.
- [Carmarthenshire Local Development Plan \(Adopted 2014\)](#)
- 2.20 Part of the application site is allocated for residential development (SC9/h2).
- 2.21 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.
- 2.22 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.
- 2.23 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 \(2014\)](#)
- 2.24 This document provides guidance on parking provision within new development.
- 2.25 For residential development the recommendation 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 is located adjacent to and to the east of Surgeon Street (B4333). To the north of the site there is residential development and to the south is a chapel and cemetery that fronts onto the A484. There are agricultural fields to the east.
- 3.2 The site is split with the northern section being undeveloped and the southern section comprising of farm buildings.

Proximity to Services

- 3.3 There are a number of amenities in Cynwyl Elfed and a selection is provided in the table below.

Appendix 1 Site Context

Facility	Walk Distance / Time from Site
Bus Stops (Post Office Bus Stops)	190m / 3 Minutes
Cynwyl Elfed Primary School	100m / 2 Minutes
Cynwyl Elfed Community Hall	100m / 2 Minutes
Convenience Store & Post Office	210m / 3 Minutes
The Blue Bell Inn (Chinese Restaurant)	220m / 3 Minutes
Cynwyl Elfed Church	300m / 4 Minutes
Derwydd Garage (Fuel, shop, car sales & maintenance)	1000m / 14 Minutes

Table 1 Walk Distances and Times from the Site to Selected Local Facilities

- 3.4 A broader range of services and facilities can be accessed in Carmarthen, some 7 miles to the south or Newcastle Emlyn, 10 miles to the north.

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.

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
e- 	●	●	●	●	●	●	●

Colour	Average active user likelihood
●	Many users likely to travel this distance for utility journeys
●	Some users likely to travel this distance for utility journeys
●	Few or no users likely to travel this distance 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 or 5-mile cycle of the application site and illustrates the locations where utility journeys to and from the site may be viable by active travel.

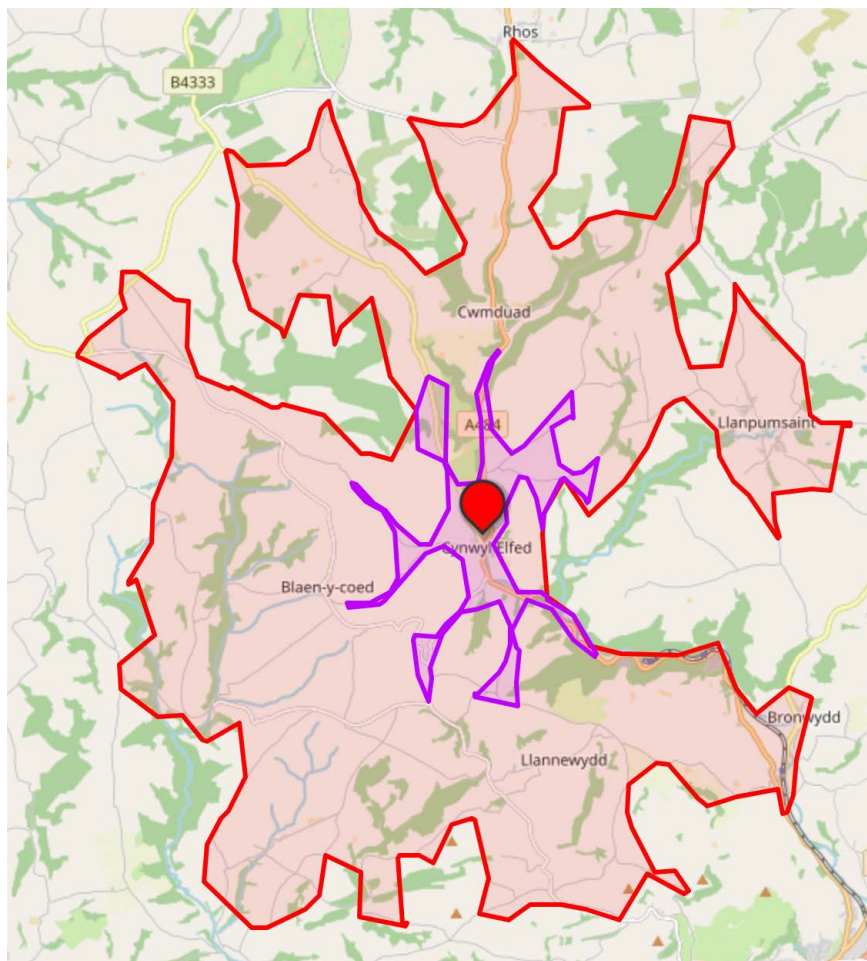


Figure 3 2-Mile Walk & 5-Mile Cycle Catchment Areas

- 3.7 There is a footway alongside the western side of Surgeon Street, opposite the development site. To the north of the site there is also a short section of footway on the eastern side of the street, in front of Carreg Lwyd, a dwelling. As part of the development a new section of footway along the site's road frontage will be provided that will link to the existing footway to the front of Carreg Lwyd.

Public Transport

- 3.8 The nearest bus stops are located in the centre of the village, some 190m to the south of the site. They provide access to the No. 460 service that runs between Carmarthen and Cardigan. The service runs at hourly intervals on weekdays and every two hours on Saturdays and journey times to Carmarthen are around 25 minutes.
- 3.9 Connecting services can be accessed at Carmarthen bus and railway stations.

Highway Access

- 3.10 The site has will be accessed from Surgeon Street (B4333). The street has a 6m wide carriageway with a footway along its western side. There is street lighting and a 20mph speed limit applies. The street slopes upwards from south to north. There are traffic calming road humps located to the south and north of the primary school.
- 3.11 A review of injury collision records within the latest five-year period for which data is available (2019 to 2023 inclusive) has been undertaken. There are no recorded injury collisions on Surgeon Street nor its junction with the A484. This is evidence that the highway network serving the site operates safely.

4 Proposed Development

4.1 The proposed development comprises of 31 dwellings, including 22 affordable units.

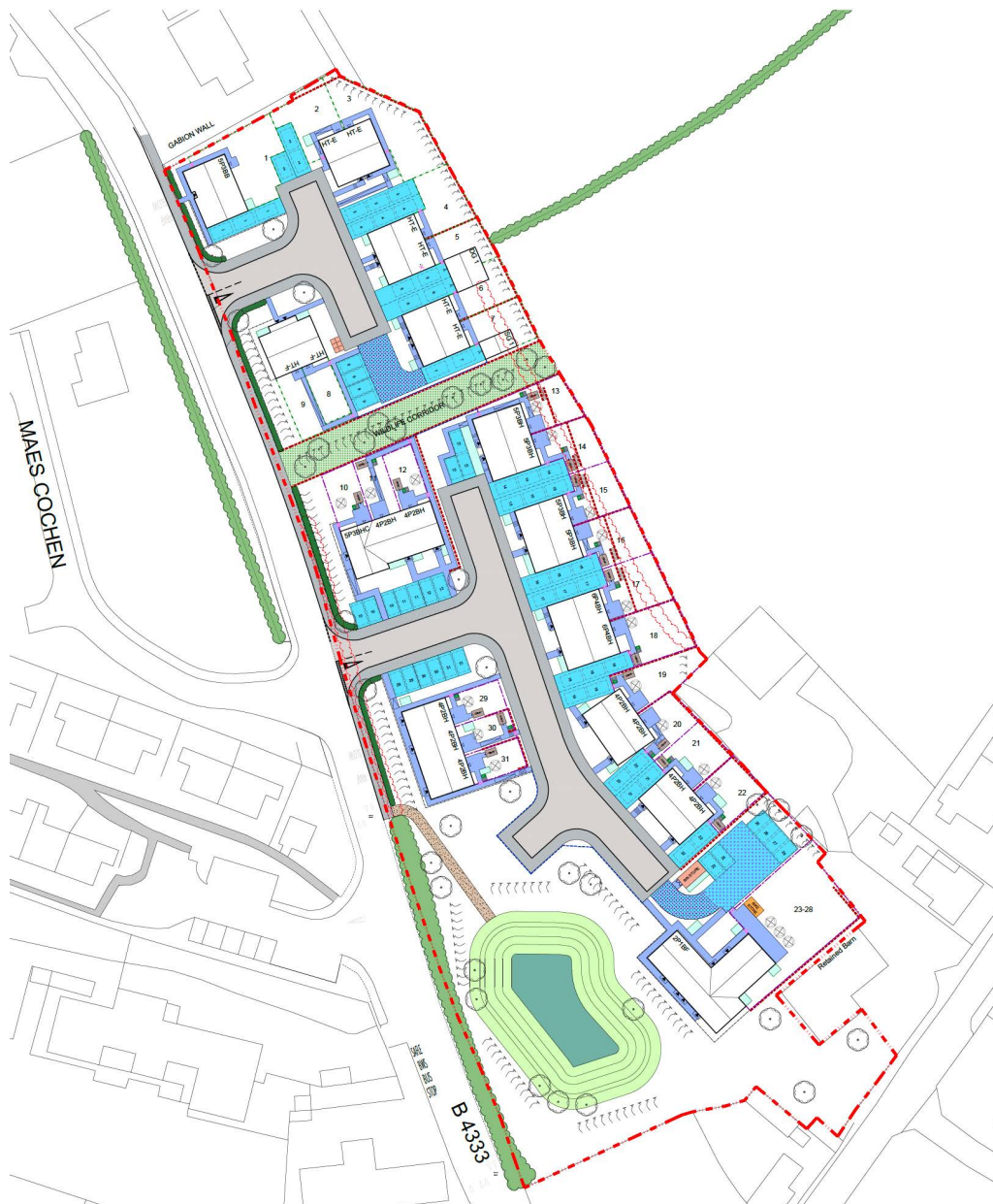


Figure 4 Proposed Development

4.2 The site's access arrangements are shown in detail in Appendix 2.

Appendix 2 Proposed Access Arrangement

4.3 Two separate accesses are proposed. The northern access will serve plots 1 to 9 and the southern access will serve plots 10 to 31. Both accesses provide at least 2.4m x 43m visibility in both directions (appropriate for a design speed of 30mph) and will be to adoptable standards, with 5.5m wide carriageways and 2m wide footways on both sides. Turning areas capable of accommodating refuse vehicles are provided at appropriate locations within the development.

- 4.4 Plots 6 to 9 and 23 to 28 will be accessed from shared private driveways.
- 4.5 Parking provision aligns with the requirements of the CSS Wales Parking Standards at one space per bedroom.
- 4.6 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. It is considered that on-street visitor parking can be accommodated safely and without problem.
- 4.7 The development includes one block of flats containing 6 flats. A covered and secure cycle parking facility will be provided for residents of the flats in line with the Parking Standard requirement of 1 stand per 5 bedrooms.

Trip Generation

- 4.8 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 10,000 traffic surveys of various types of development throughout the UK and Ireland.
- 4.9 From the TRICS database evidence of the trip rates of privately owned housing developments (developments of up to 50 units) in suburban, edge of town and neighbourhood centre locations in mainland Britain (excluding Greater London) have been analysed. It is considered that the use of trip rates from privately owned housing developments will result in a robust, worst-case, assessment for the proposed development given that a significant proportion of the proposed housing will be affordable units with lower trip rates. The detailed TRICS output is provided as Appendix 3 and summarised in Table 2.

Appendix 3 TRICS Trip Rate Data – Residential

Time Range	Trip Rate per Dwelling			Trip Generation (31 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.161	0.351	0.512	5	11	16
pm Peak Hour 17:00-18:00	0.302	0.174	0.476	9	5	15

Table 2 Vehicle Trip Rates & Proposed Development Trip Generation

- 4.10 The TRICS data suggests that the proposed development will generate 15 to 16 peak hour vehicle movements. This equates to an average of one additional vehicle movement every 4 minutes or so during the busiest periods of the day and is considered to be an insignificant number that will have no material impact on highway conditions.

5 Summary & Conclusion

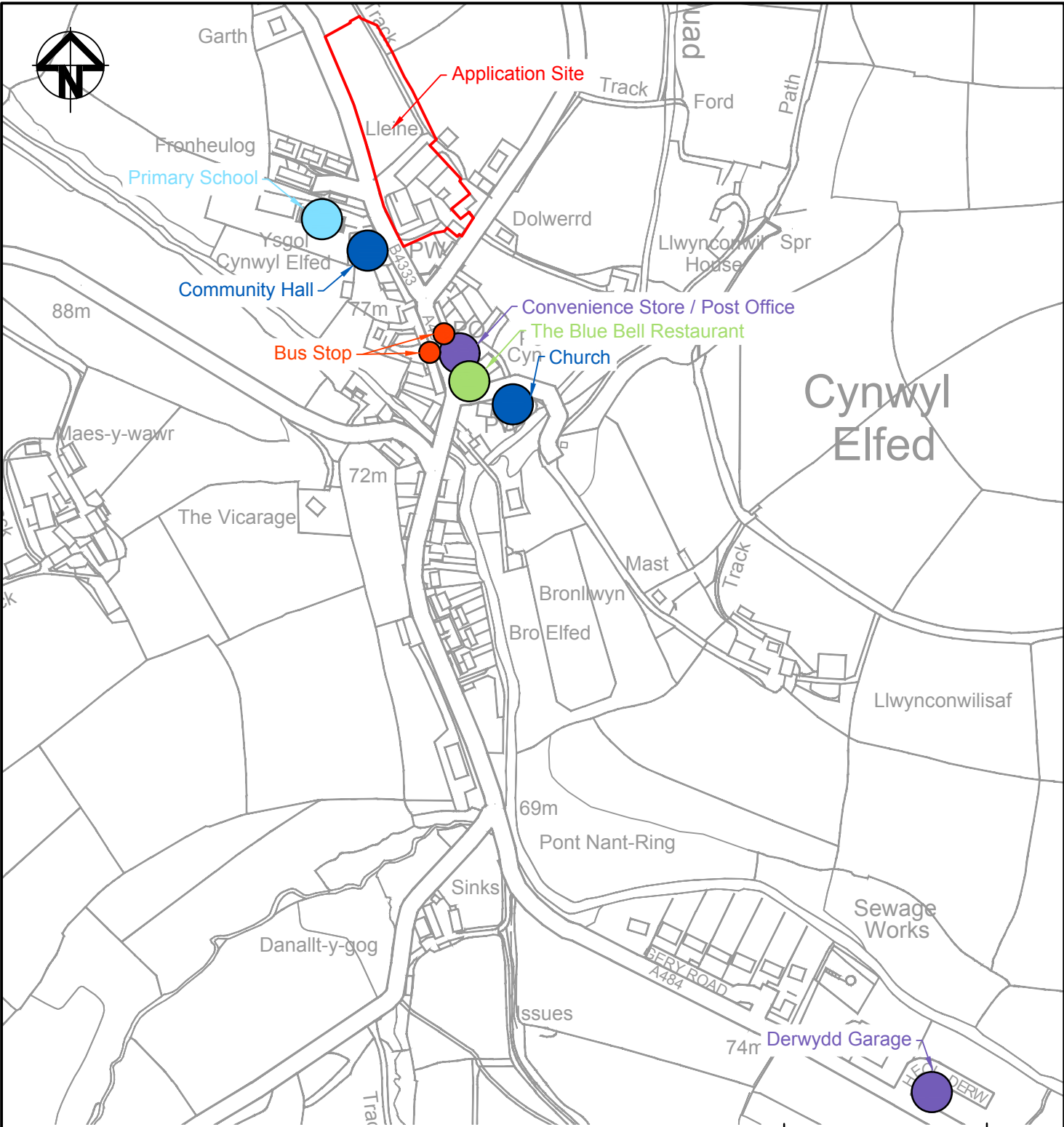
5.1 In summary this Transport Statement has demonstrated that:

- 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 are a number of amenities in the village, including a primary school, convenience store and post office. These are all within easy walking distance to the proposed development. A wider range of services can be accessed in Carmarthen, which can be reached within around 25 minutes by the hourly No. 460 bus service. The ability to access day-to-day services by sustainable modes of transport reduces the need to travel by car and ensures that future residents without access to cars are not socially excluded.
- The development will be provided by safe means of access and the local highway network has a good safety record.
- Parking provision aligns with the Council's Parking Standards.
- 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.

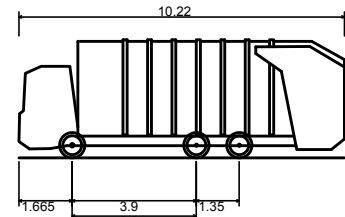
5.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development from being granted.

Appendix 1 Site Context



A	First Issue	01-06-25
astro Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandeilo SA19 6BJ E-mail: mail@astro.com www.astro.com Tel: 01558 824021		
LLEINIE FARM CYNWYL ELFED		
SITE CONTEXT		
1874-ACS-XX-ZZ-DR-T-002-A		
	1:5000	@ A4

Appendix 2 Proposed Access Arrangement



Phoenix 2-17N (with Elite 2 6x2 RS chassis)
Overall Length 10.220m
Overall Width 2.250m
Overall Body Height 3.707m
Min Body Ground Clearance 0.260m
Track Width 2.250m
Lock to lock time 4.05s
Kerb to Kerb Turning Radius 7.900m

acstro
Unit 19, Yr Hen Farchnad,
Carmarthen Street, Llandoello SA19 6BJ
E-mail: mail@acstro.com
www.acstro.com
Tel: 01558 824021

A	First Issue	17-06-25
Project		
LLEINIE FARM, CYNWYL ELFED		
Drawing		
PROPOSED ACCESS ARRANGEMENT		
Drawing No.		
1874-ACS-XX-ZZ-DR-T-001-A		
Scale		
1:500 @ A1		

Appendix 3 TRICS Trip Rate Data – Residential

Calculation Reference: AUDIT-648801-250616-0658

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	2 days
	SC SURREY	2 days
03	SOUTH WEST	
	DC DORSET	2 days
	GS GLOUCESTERSHIRE	1 days
	SD SWINDON	1 days
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	4 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	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	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
	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	1 days
	IM ISLE OF MAN	3 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 50 (units:)
 Range Selected by User: 5 to 50 (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 18/09/24

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	9 days
Tuesday	10 days
Wednesday	18 days
Thursday	8 days
Friday	8 days

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

Selected survey types:

Manual count	52 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)	9
Edge of Town	25
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	36
Village	16
No Sub Category	1

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	12 days - Selected
Servicing vehicles Excluded	43 days - Selected

Secondary Filtering selection:

Use Class:

C3 53 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	15 days
5,001 to 10,000	12 days
10,001 to 15,000	10 days
15,001 to 20,000	5 days
20,001 to 25,000	4 days
25,001 to 50,000	4 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:

5,000 or Less	1 days
5,001 to 25,000	5 days
25,001 to 50,000	8 days
50,001 to 75,000	7 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	19 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	17 days
1.1 to 1.5	30 days
1.6 to 2.0	6 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	18 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	53 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	AC-03-A-04	TOWN HOUSES		CESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
2	AC-03-A-05	SEMI-DETACHED & TERRACED		CESHIRE WEST & CHESTER
	MEADOW DRIVE			
	NORTHWICH			
	BARNTON			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	40		
	Survey date: FRIDAY	30/04/21	Survey Type: MANUAL	
3	BO-03-A-01	DETACHED HOUSES		BEDFORD
	CARNOUSTIE DRIVE			
	BEDFORD			
	GREAT DENHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL	
4	BY-03-A-01	BUNGALOWS & DETACHED		BARNSELY
	CHURCH LANE			
	NEAR BARNSELY			
	WORSBROUGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	19		
	Survey date: WEDNESDAY	09/09/20	Survey Type: MANUAL	
5	CA-03-A-07	MIXED HOUSES		CAMBRIDGESHIRE
	FIELD END			
	NEAR ELY			
	WITCHFORD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	32		
	Survey date: THURSDAY	27/05/21	Survey Type: MANUAL	
6	CT-03-A-01	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	ARLESEY ROAD			
	STOTFOLD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	46		
	Survey date: WEDNESDAY	22/06/22	Survey Type: MANUAL	
7	DC-03-A-09	MIXED HOUSES		DORSET
	A350			
	SHAFTESBURY			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	50		
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL	
9	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
10	ES-03-A-06 BISHOPS LANE RINGMER	MIXED HOUSES		EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	12		
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL	
11	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	47		
	Survey date: MONDAY	13/03/23	Survey Type: MANUAL	
12	ES-03-A-13 A265 HEATHFIELD	DETACHED HOUSES		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	36		
	Survey date: MONDAY	18/03/24	Survey Type: MANUAL	
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		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	
14	GS-03-A-02 OAKRIDGE NEAR GLOUCESTER HIGNAM	DETACHED HOUSES		GLOUCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	40		
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL	
15	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	39		
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

16	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
17	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD		
	LIPHOOK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
18	HC-03-A-37	MIXED HOUSES	HAMPSHIRE
	REDFIELDS LANE		
	FLEET		
	CHURCH CROOKHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: WEDNESDAY	27/03/24	Survey Type: MANUAL
19	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL
20	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	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
21	IM-03-A-01	MIXED HOUSES	ISLE OF MAN
	BALLAKILLOWEY ROAD		
	COLBY		
	BALLAKILLOWEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	31	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL
22	IM-03-A-02	MIXED HOUSES	ISLE OF MAN
	SHORE ROAD		
	KIRK MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL
23	IM-03-A-05	MIXED HOUSES	ISLE OF MAN
	SCARLETT ROAD		
	CASTLETOWN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	KC-03-A-09	MIXED HOUSES & FLATS	KENT
	WESTERN LINK		
	FAVERSHAM		
	DAVINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
25	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
26	LS-03-A-01	MIXED HOUSING	LEEDS
	SPRING VALLEY CRESCENT		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
27	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
28	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
29	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
30	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
31	NF-03-A-37	MIXED HOUSES	NORFOLK
	GREENFIELDS ROAD		
	DEREHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

32	NF-03-A-51	SEMI-DETACHED	NORFOLK
	CITY ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL
33	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	
	Survey date: TUESDAY	20/10/20	Survey Type: MANUAL
34	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: TUESDAY	20/10/20	Survey Type: MANUAL
35	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD		
	HUCKNALL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL
36	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: WEDNESDAY	10/05/17	Survey Type: MANUAL
37	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	PALACE ROAD		
	RIPON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
38	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: MONDAY	17/10/16	Survey Type: MANUAL
39	SC-03-A-07	MIXED HOUSES	SURREY
	FOLLY HILL		
	FARNHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	41	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

40	SC-03-A-10 GUILDFORD ROAD ASH	MIXED HOUSES	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	32	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
41	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
42	SE-03-A-01 MANOR ROAD NEAR SHEFFIELD WALES	DETACHED & BUNGALOWS	SHEFFIELD
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	25	
	Survey date: THURSDAY	10/09/20	Survey Type: MANUAL
43	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
44	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	
	Survey date: WEDNESDAY	16/09/20	Survey Type: MANUAL
45	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	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
46	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	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
47	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

48	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
49	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	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
50	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
51	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL
52	WM-03-A-07 EVESON ROAD STOURBRIDGE NORTON	DETACHED HOUSES	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	14	
	Survey date: WEDNESDAY	18/09/24	Survey Type: MANUAL
53	WO-03-A-07 RYE GRASS LANE REDDITCH	MIXED HOUSES & FLATS	WORCESTERSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	47	
	Survey date: THURSDAY	01/10/20	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	53	33	0.076	53	33	0.256	53	33	0.332
08:00 - 09:00	53	33	0.161	53	33	0.351	53	33	0.512
09:00 - 10:00	53	33	0.159	53	33	0.204	53	33	0.363
10:00 - 11:00	53	33	0.140	53	33	0.169	53	33	0.309
11:00 - 12:00	53	33	0.180	53	33	0.168	53	33	0.348
12:00 - 13:00	53	33	0.176	53	33	0.181	53	33	0.357
13:00 - 14:00	53	33	0.178	53	33	0.165	53	33	0.343
14:00 - 15:00	53	33	0.169	53	33	0.201	53	33	0.370
15:00 - 16:00	53	33	0.270	53	33	0.196	53	33	0.466
16:00 - 17:00	53	33	0.271	53	33	0.169	53	33	0.440
17:00 - 18:00	53	33	0.302	53	33	0.174	53	33	0.476
18:00 - 19:00	53	33	0.242	53	33	0.139	53	33	0.381
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.324			2.373			4.697

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 - 50 (units:)
Survey date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	53
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

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

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