

The logo for acstro, featuring the word in a bold, blue, sans-serif font. The background of the entire page consists of light blue and white curved bands.

Transport Statement

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

November 2025

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Revision History

A	26 th September 2025	First Issue
B	10 th November 2025	For PAC

1436-ACS-ZZ-XX-RP-T-002-B 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 development of land adjacent to Victoria Street, Pontycymer, Bridgend. The proposed development will deliver 31 social rented affordable homes that will be managed by Beacon Cymru Group. The site's general location is shown in Figure 1 below.

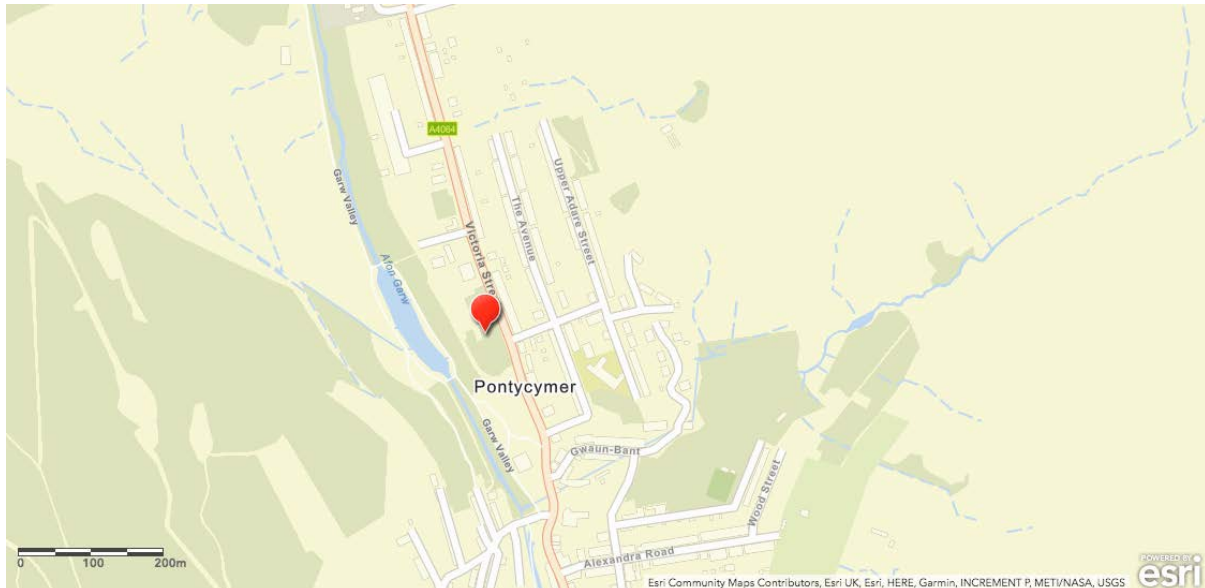


Figure 1 Location

- 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 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.



Figure 2 Site Extent

Proximity to Facilities and Services

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

Appendix 1 Site Context

- 2.3 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

- 2.4 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

- 2.5 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.
- 2.6 All of the services and facilities listed in Table 3 together with Blaengarw's amenities are within comfortable walking distance to the application site.

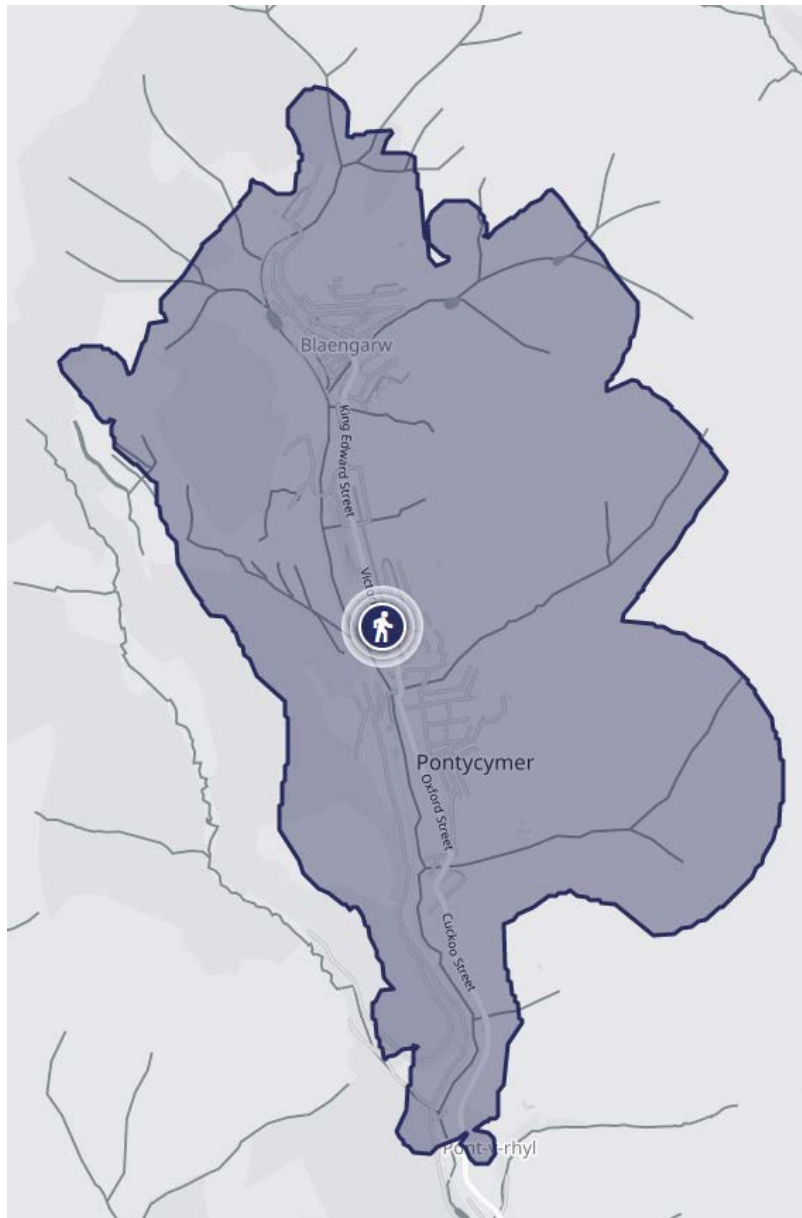


Figure 3 30-Minute Walk Catchment

- 2.7 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.
- 2.8 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.

- 2.9 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.

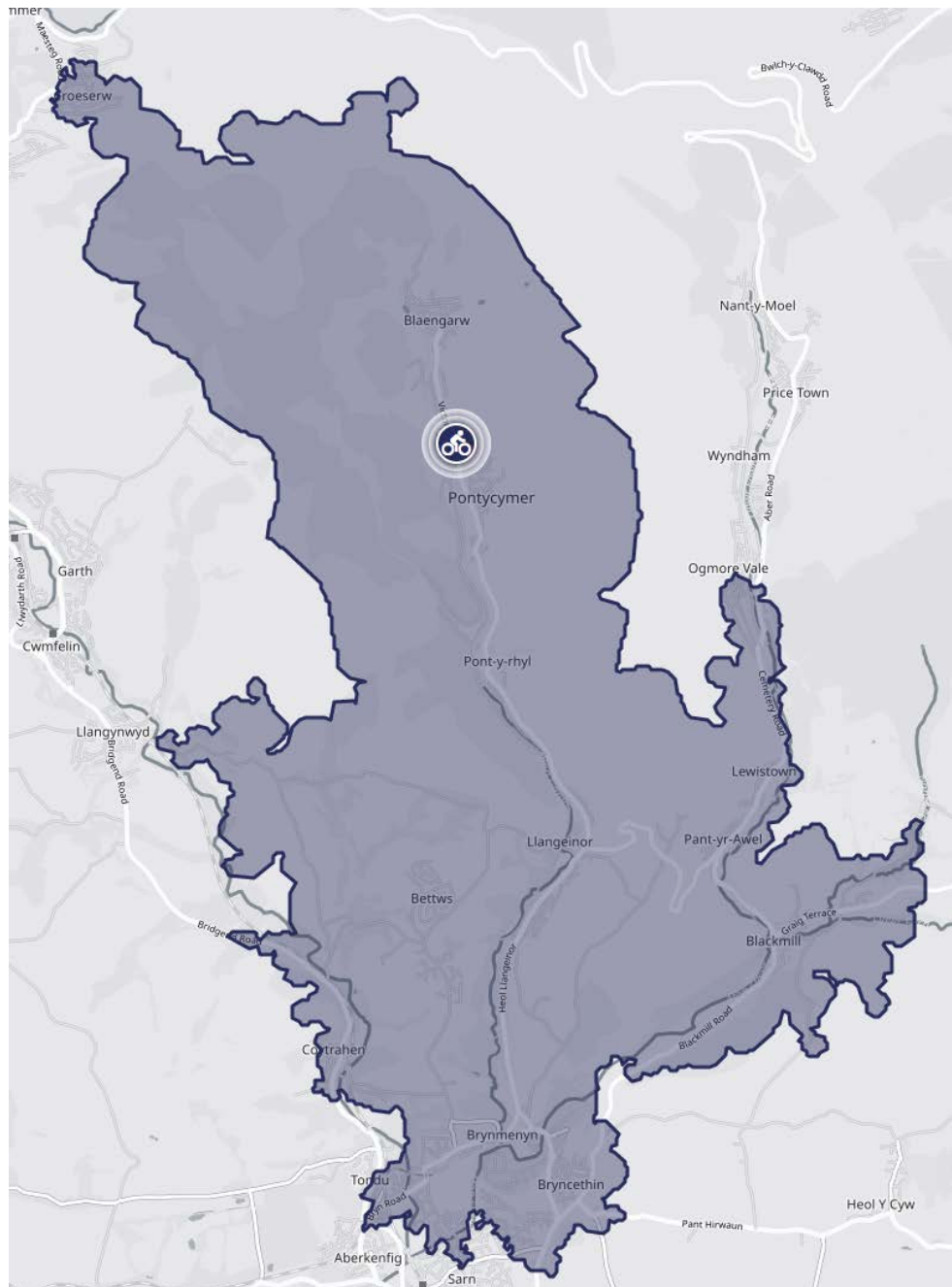


Figure 4 30-Minute Cycle Catchment

- 2.10 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, Tondy and, via NCN 885, into Bridgend.

Public Transport Network

- 2.11 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 the 72 and 73 bus services, the details of which are provided below.

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

- 2.12 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

- 2.13 The site is adjacent to Victoria Street, which is subject to a 20mph 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.
- 2.14 The level of on-street parking is relatively light, as shown in the photograph below, which was taken at 7am on 23rd November 2022. At this time of the day it is reasonable to assume that most residents of the street are still at home and have yet to leave for work.



Figure 6 On-Street Parking on Victoria Street (Looking south from adjacent to rugby club. Rugby club wall visible on right hand side. Access to site on right hand side just beyond white car)

- 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 4,800 vehicle movements per day¹.
- 2.16 A review of injury collision records for the area around the site has been undertaken for latest five-year period for which data is available (2019 – 2023 inclusive). During that period there have been no recorded collisions, illustrating that the highway network in the vicinity of the site operates safely.

¹ 2023 Average Annual Daily Traffic. Source: <https://roadtraffic.dft.gov.uk/manualcountpoints/20633>

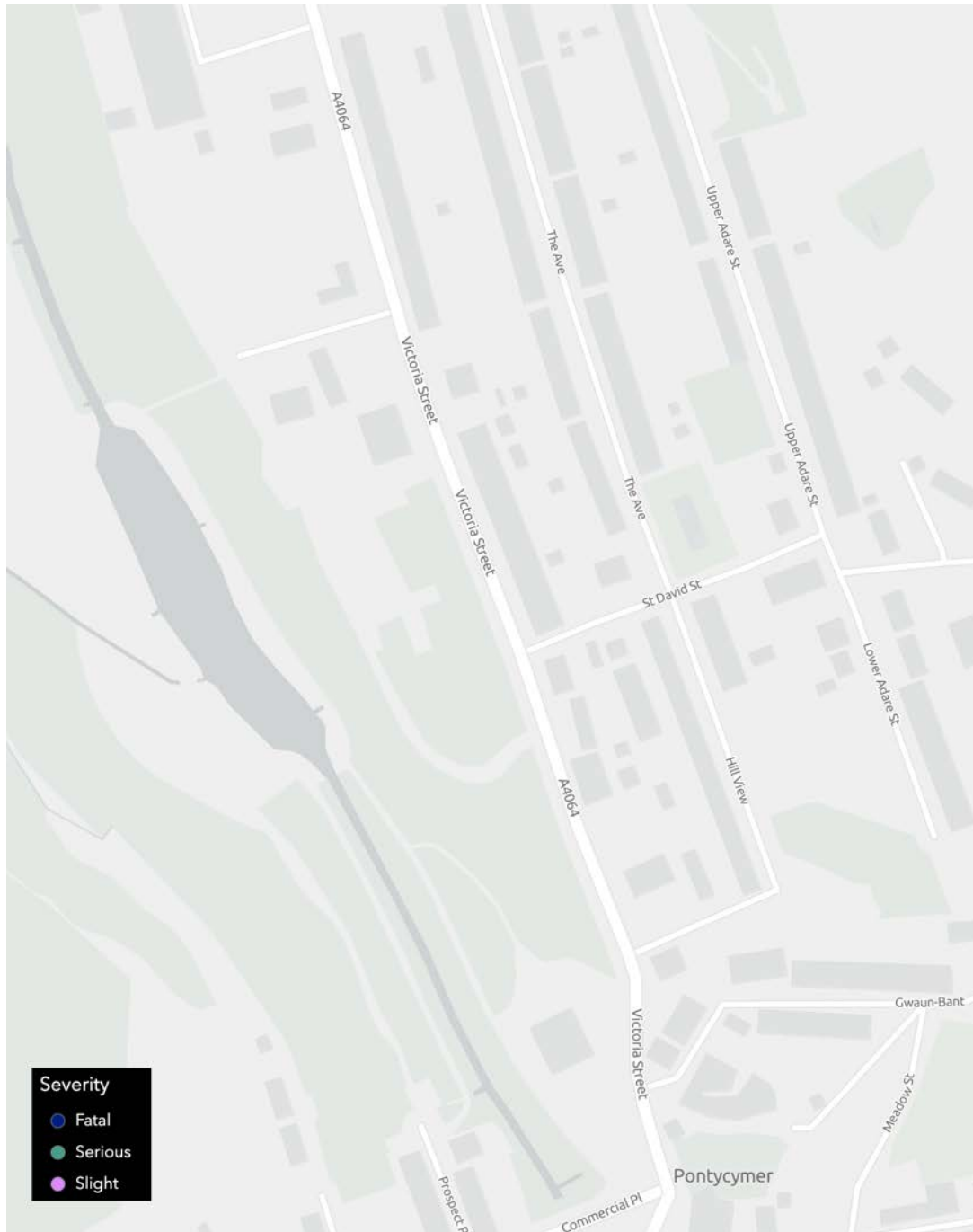


Figure 7 Injury Accident Location & Severity (Source: DfT/Mavric)

Summary

- 2.17 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.
- 2.18 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 31 social rented affordable homes.



Figure 8 Proposed Layout

Access

- 3.2 The proposed access arrangement is shown in Appendix 2.

Appendix 2 Proposed Access

- 3.3 The existing access to the site will be improved to provide a 5.5m wide carriageway with a tapered entry to the site to accommodate the swept path of refuse a refuse collection vehicle entering the site. Swept path analysis of the access and estate road layout has been undertaken, using vehicle dimensions that closely resemble the vehicle used² by the Council's waste collection contractors.
- 3.4 The swept path analysis exercise allows for the largest vehicle (refuse vehicle) that will have need to regularly access the site and demonstrates that the vehicle can successfully turn into and out of the development without issue. The exercise has allowed for the turn to and from the development being undertaken whilst cars are parked opposite the junction on Victoria Street. The analysis also confirms that the vehicle can successfully turn within the development's turning area.
- 3.5 The access provides 2m wide footways on both sides of the carriageway. A crossing consisting of dropped kerbs and tactile paving provides for pedestrian movement along Victoria Street, across the development's access. To the north of the development access a new crossing of Victoria Street, which includes a build-out on the eastern side so that the crossing does not become blocked by parked cars. The crossing will provide safe access to facilities on the eastern side of the street, such as the southbound bus stop and will also benefit existing users of the street, for example those accessing the rugby club, GP surgery and pharmacy.
- 3.6 Visibility splays of 2.4 x 43m, appropriate for a 30mph design speed rather than the 20mph speed limit that applies, are provided in both directions from the development access.
- 3.7 No vehicular access to the rugby club to the north of the site is required or provided. The proposed access arrangement does however maintain pedestrian access between the front and rear of the rugby club.
- 3.8 The proposed access arrangement has been the subject of a Stage 1 Road Safety Audit (RSA1), which is included as Appendix 3. The RSA1 raised no issues whatsoever concerning the geometry of the proposed development access. However, the RSA1 recommended that further consideration be given to the location of the proposed crossing to the north of the access to ensure that adequate intervisibility is provided between pedestrian and drivers and that this should take account of the actual speed of traffic. This is accepted and will be addressed at the detailed design stage of the proposed works, which will be subject to a subsequent Stage 2 Road Safety Audit and secured by way of a Section 278 agreement.

Appendix 3 Stage 1 Road Safety Audit

² Dennis Eagle Elite 6 6x2RS chassis; 9.7m long, 2.25m wide

Trip Generation

- 3.9 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 – Affordable / local authority houses

Trip Rate Parameter: Number of dwellings

Parameter Range: 15 to 50 dwellings

Survey Days: Weekdays

Locations: Suburban & Neighbourhood Centre Locations

- 3.10 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 (31 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.054	0.181	0.235	2	6	7
08:00-09:00	0.163	0.277	0.44	5	9	14
09:00-10:00	0.181	0.223	0.404	6	7	13
10:00-11:00	0.169	0.163	0.332	5	5	10
11:00-12:00	0.181	0.139	0.32	6	4	10
12:00-13:00	0.199	0.175	0.374	6	5	12
13:00-14:00	0.139	0.187	0.326	4	6	10
14:00-15:00	0.235	0.229	0.464	7	7	14
15:00-16:00	0.313	0.235	0.548	10	7	17
16:00-17:00	0.283	0.151	0.434	9	5	13
17:00-18:00	0.325	0.253	0.578	10	8	18
18:00-19:00	0.205	0.157	0.362	6	5	11
Daily	2.447	2.37	4.817	76	73	149

Table 3 Vehicle Trip Rates & Proposed Development Trip Generation

- 3.11 The TRICS data suggests that the proposed development will generate some 14 vehicle movements during the morning highway network peak hour (8-9am), 17 movements during the evening highway network peak hour (5-6pm) and some 149 daily vehicle movements.
- 3.12 In the context of the 4,800 daily vehicle movements on the A4064, this represents an increase of some 3%. Traffic volume on a highway can typically be expected to fluctuate by some $\pm 10\%$ from day-to-day. An increase of under 3% 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

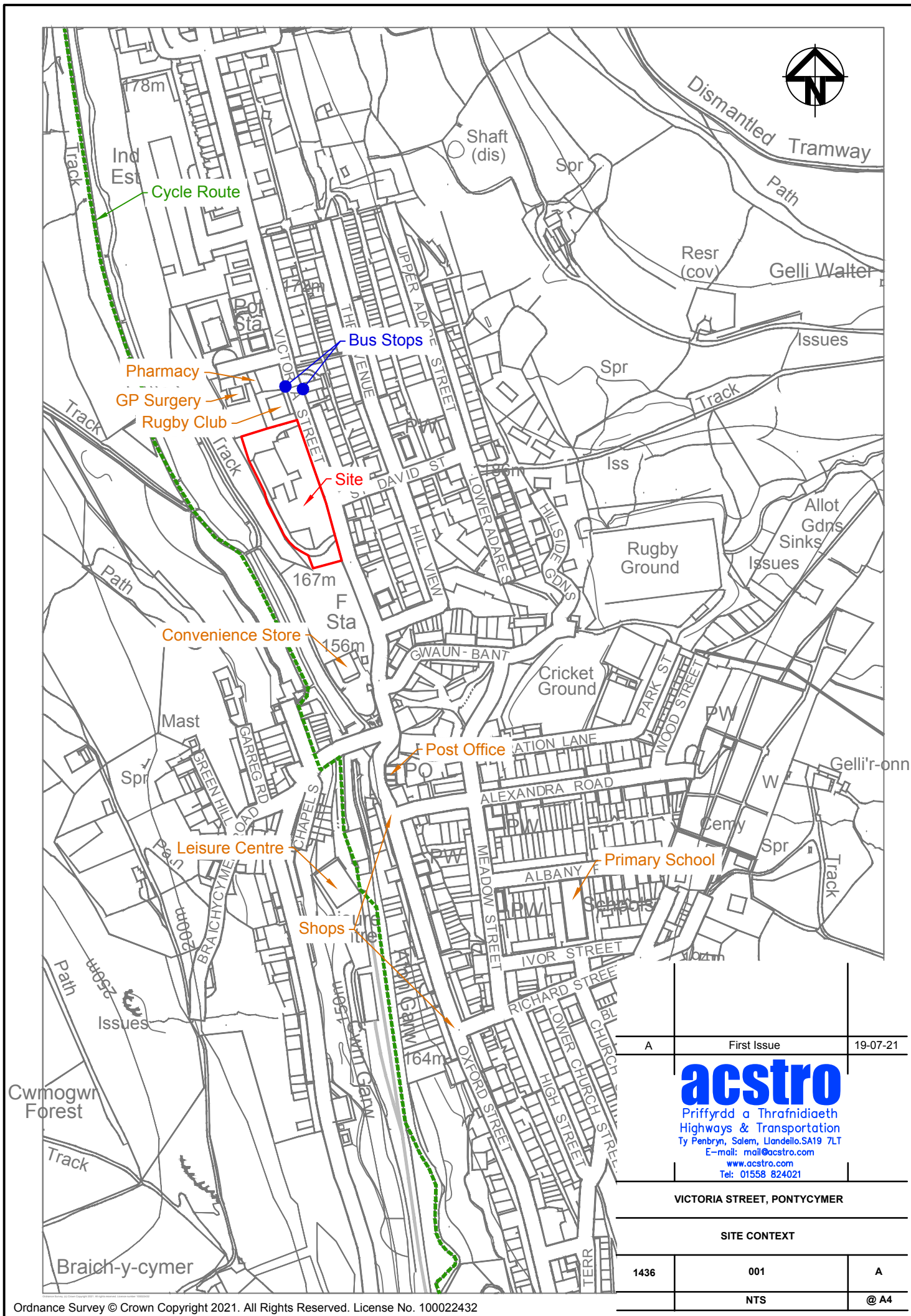
4.1 In summary this Transport Statement has demonstrated that:

- 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.

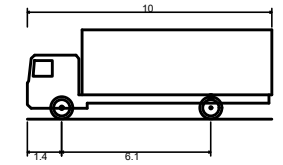
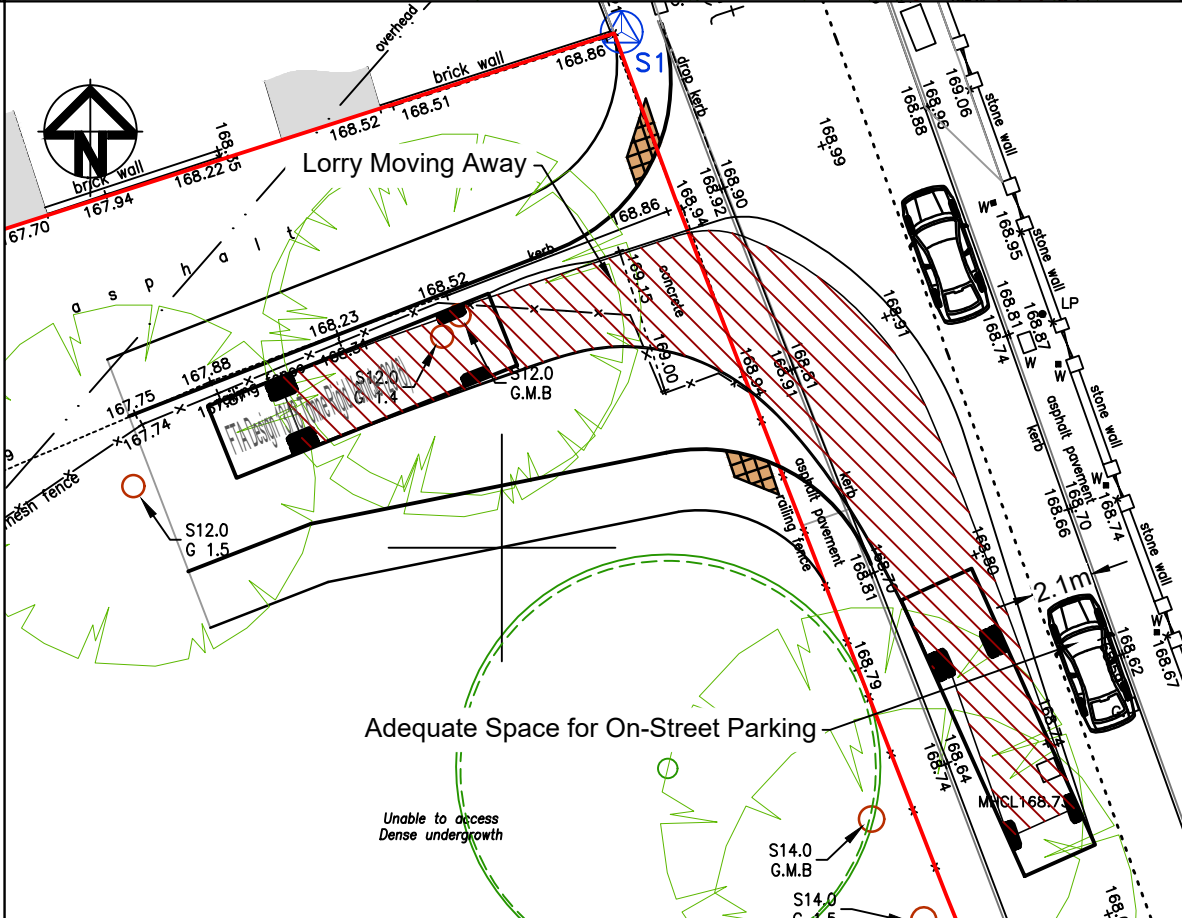
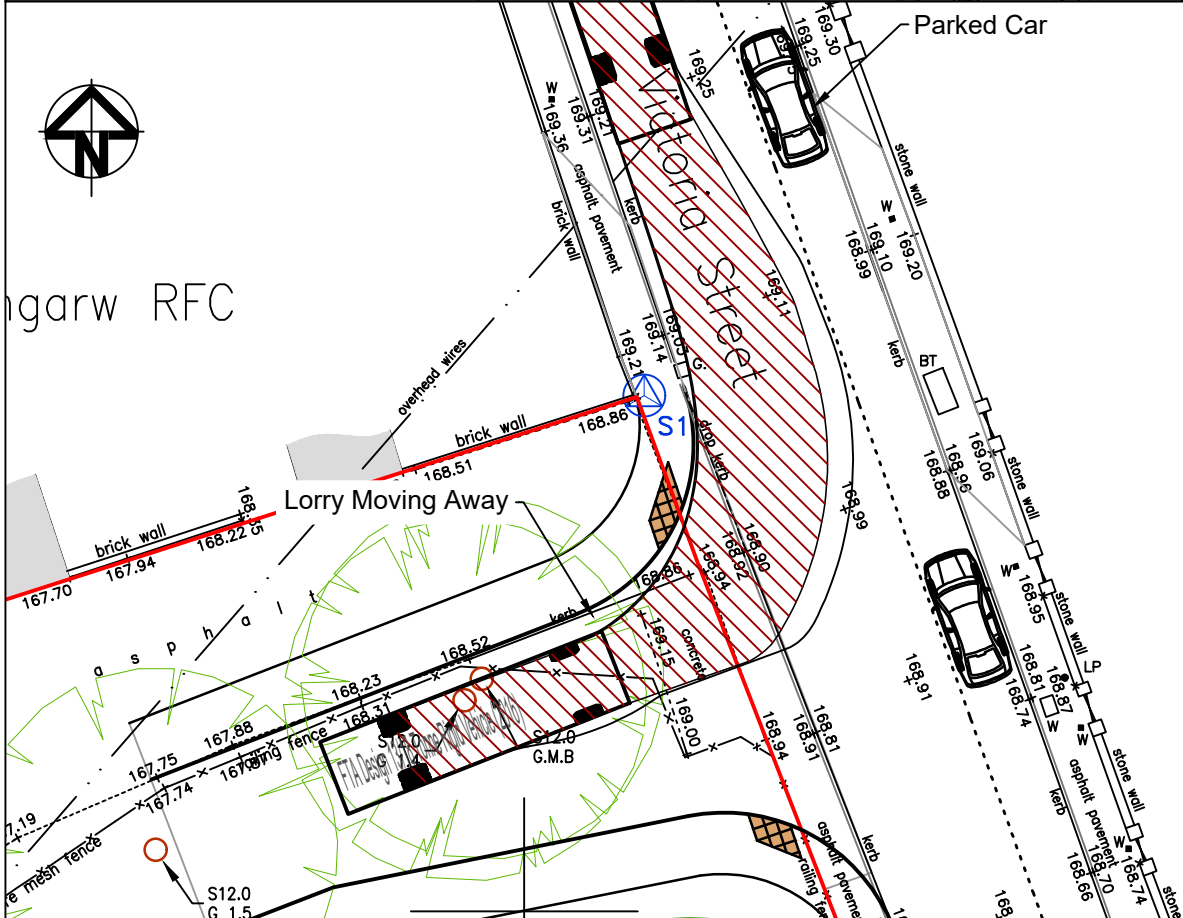
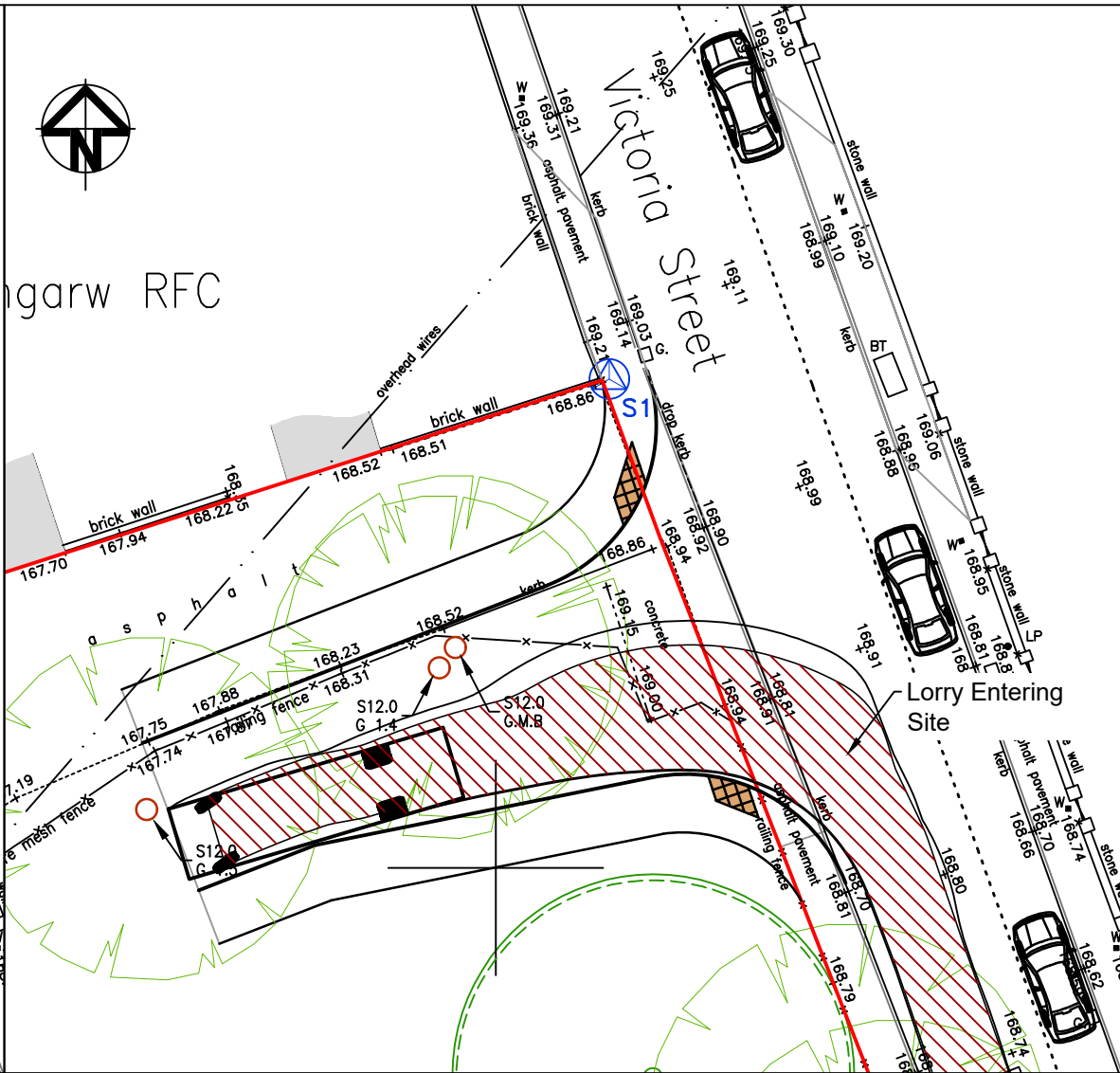
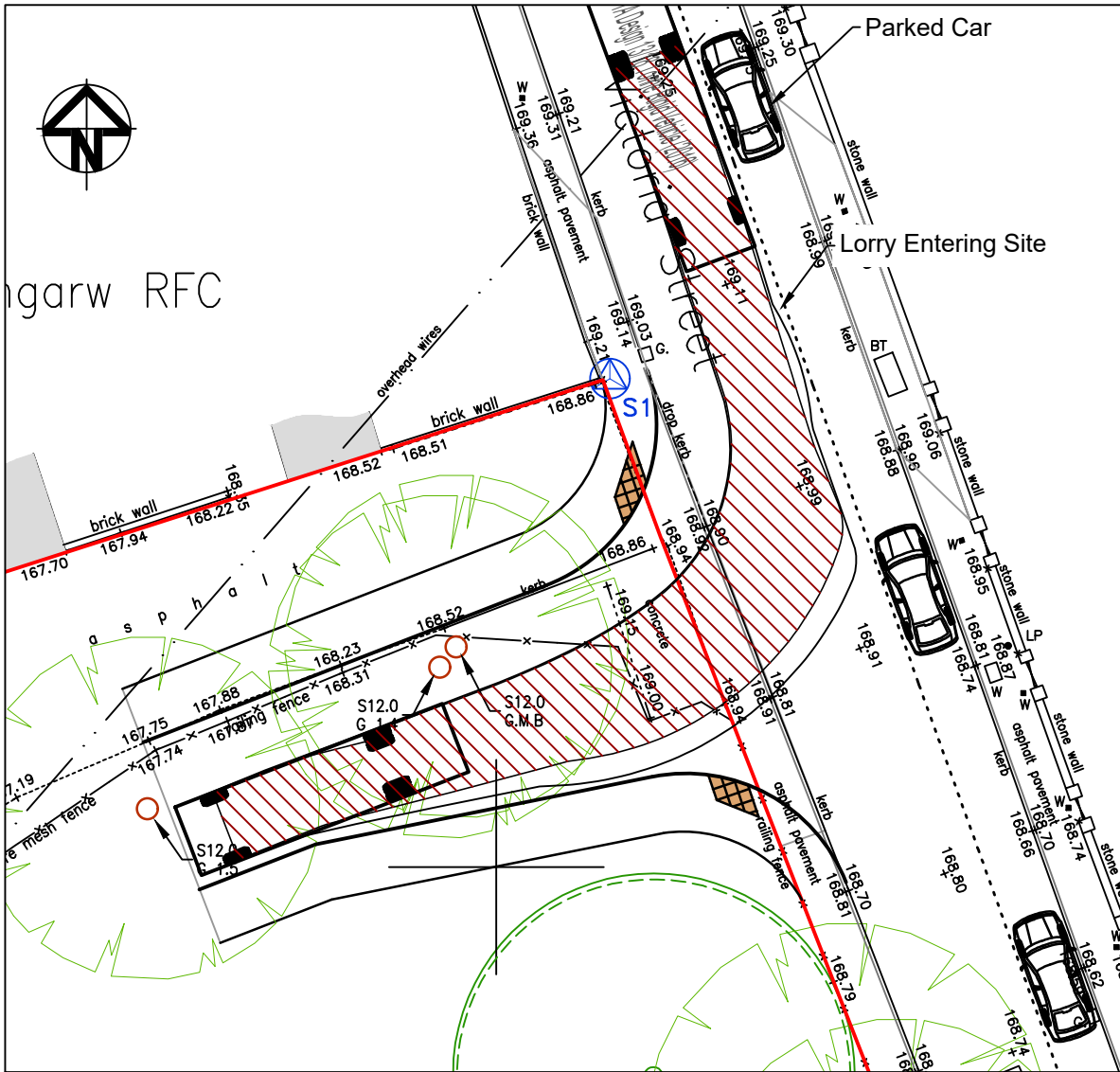
4.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development.

Appendix 1 Site Context



A	First Issue	19-07-21
<div>acstro Prifffyrdd a Thrafnidiaeth Highways & Transportation Ty Penbryn, Salem, Llandello.SA19 7LT E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021</div>		
VICTORIA STREET, PONTYCYMER		
SITE CONTEXT		
1436	001	A
NTS		@ A4

Appendix 2 Proposed Access



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

Note

Swept paths reflect worst-case, when on street parking is present on opposite side of the street.

Swept path vehicle is longer and wider than vehicle used by Plan B Management Solutions (Council's Waste Collection Contractors) for recycling material collections. Actual vehicle is DAF rigid lorry; 9.1m long & 2.25m wide.

A	First Issue	03-12-24
acstro Prifffyrdd a Thrafnidiaeth Highways & Transportation Ty Penbryn, Salem, Llanddeilo.SA19 7LT E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
PONTYCYMMER		
PROPOSED ACCESS SWEPT PATH ANALYSIS DESIGN RIGID VEHICLE		
1436	009	A
	1:250	@ A3

Appendix 3 Stage 1 Road Safety Audit

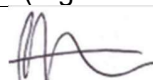
LAND AT VICTORIA STREET, PONTYCYMMER RESIDENTIAL DEVELOPMENT

Stage 1 Road Safety Audit

July 2025

RW-DC-25-4855-RSA1

Report title:	Land at Victoria Street, Pontycymmer Residential Development. RSA 1
Date:	25/07/25
Document reference and revision:	RW-DC-25-4855-RSA1
Prepared by:	The Safety Forum
On behalf of:	Bridgend County Borough Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	R Westhead	D Crawford		25/07/25
Designer's Response				
Authority's Response				
Audit Response				

Client:	
Acstro Ltd	The Safety Forum Ltd
42 Rhosmaen Street Llandeilo SA19 6HD	PO Box 831 Godalming Surrey GU7 9HT
	Date: 25/07/25

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed S278 highways arrangement associated with a proposed residential development of up to 21 houses on land to the west of Victoria Street, Pontycymmer, Bridgend.
- 1.2 The highway proposals include: access to the site via a redesigned existing access junction, immediately south of the Pontycymmer RFC, a new uncontrolled crossing point over Victoria Street (A4064), including a footway buildout on the eastern side of the proposed crossing.
- 1.3 The Stage 1 RSA was carried out at the request of Acstro Ltd.
- 1.4 The Road Safety Audit Brief was supplied by Acstro Ltd. The overseeing organisation is Bridgend County Borough Council. The RSA Brief was accepted by the Audit Team as adequate to complete the RSA.
- 1.5 The Audit was carried out on 23rd July 2025 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

Rob Westhead – Team Leader (MSoRSA, Cert of Comp)

D Crawford – Team Member BSc IEng MICE MIHT (Cert of Comp)

- 1.6 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit.
- 1.7 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 23rd July 2025, between 11:55 and 12:20 hours by all members of the Audit Team together. The weather was dry and fine and the road surface was dry. Traffic conditions were quiet.
- 1.8 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.10 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.11 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
1436-ACS-ZZ-XX- RP-T-005-A RSA Brief		Road Safety Audit Brief
Drawings: <u>Acstro</u> 1436-003-D Proposed Access 1436-006-D Proposed Access – Swept Path Analysis 1436 Parking Survey Report 1436 Transport Statement		

- 2.3 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: At proposed crossing point over Victoria Street.

SUMMARY: Obscured visibility.

Pedestrian inter-visibility at the western side of the crossing could be obscured to the south by the exiting telegraph pole, and to the north by a stationary northbound bus.

On the eastern side of the crossing a stationary bus in the southbound bus stop could obscure visibility to a vehicle passing that bus.

These obstructions to visibility could lead to vehicle to pedestrian conflicts.

RECOMMENDATION

Locate the crossing where visibility will not be obscured by the telegraph pole or buses stationary in the stops, possibly further to the south of the proposed location.

It should be noted that visibility splays should be suitable for the surveyed speed of traffic. The RSA Team felt that this appeared to be in excess of the posted 20mph speed limit.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Name: R Westhead
Position: Audit Team Leader
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 25/07/25

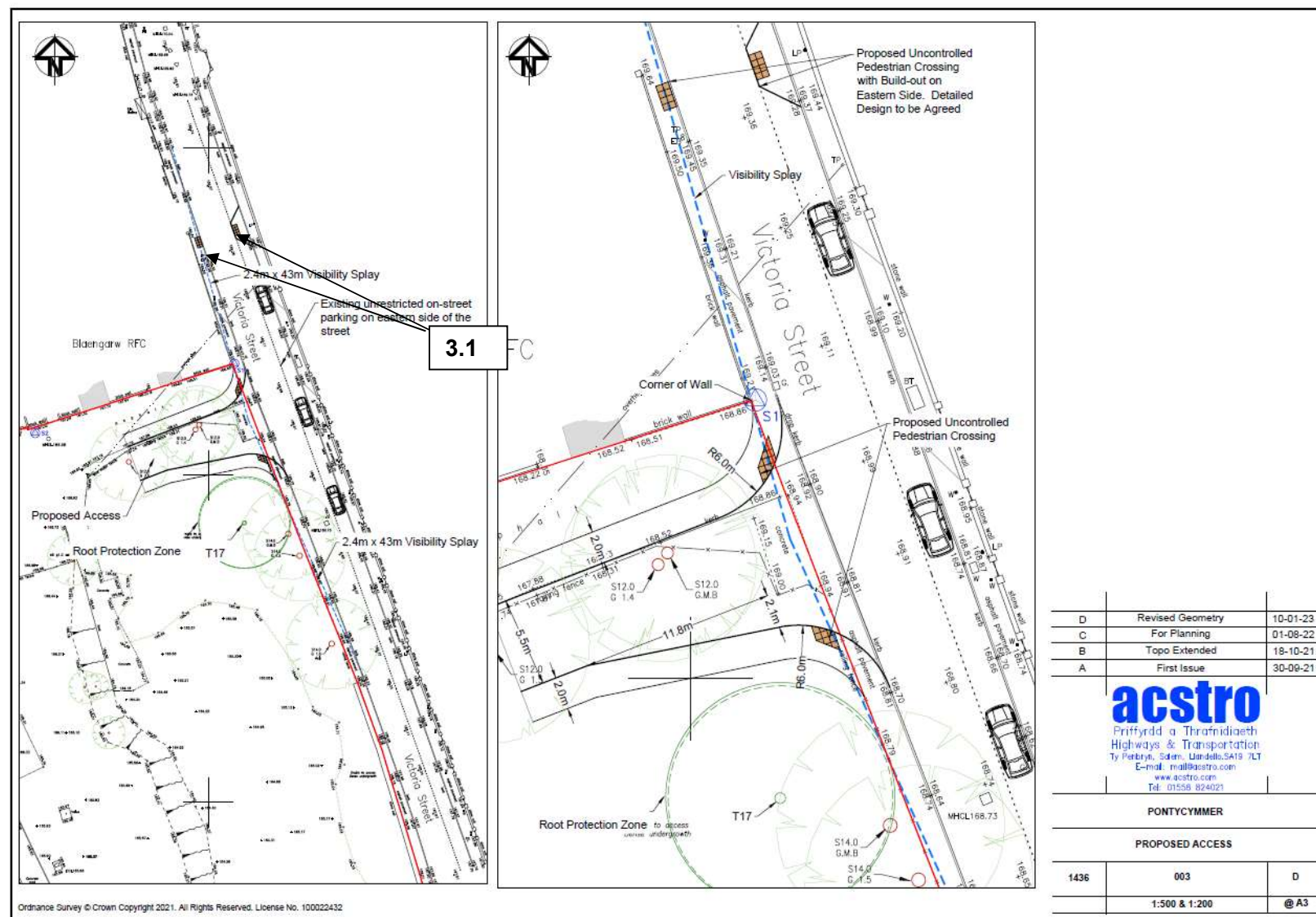
AUDIT TEAM MEMBER

Name: D Crawford
Position: Audit Team Member
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 24/07/25

APPENDIX A: LOCATION PLAN



Stage 1 Road Safety Audit Summary & Designer’s Response

No	Problem	Recommendation	Designer's Response
3.1	<p>LOCATION: At proposed crossing point over Victoria Street.</p> <p>SUMMARY: Obscured visibility.</p> <p>Pedestrian inter-visibility at the western side of the crossing could be obscured to the south by the exiting telegraph pole, and to the north by a stationary northbound bus.</p> <p>On the eastern side of the crossing a stationary bus in the southbound bus stop could obscure visibility to a vehicle passing that bus.</p> <p>These obstructions to visibility could lead to vehicle to pedestrian conflicts.</p>	<p>Locate the crossing where visibility will not be obscured by the telegraph pole or buses stationary in the stops, possibly further to the south of the proposed location.</p> <p>It should be noted that visibility splays should be suitable for the surveyed speed of traffic. The RSA Team felt that this appeared to be in excess of the posted 20mph speed limit.</p>	<p>Accepted.</p> <p>A speed survey will be undertaken to inform the detailed design of the crossing, with appropriate adjustment to the crossing location to ensure that appropriate inter-visibility for the recorded 85th percentile speed is provided.</p> <p>The detailed design of the crossing, to be submitted at Section 278 technical approval stage, will be the subject of a Stage 2 Road Safety Audit.</p>

Appendix 4 TRICS Trip Rate Data - Residential

Audit Code: 38cd844d-30ba-40fb-89c4-4093f8496275

Filtering Summary:

Land Use: 03/B RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY HOUSES

Selected Trip Rate Calculation Parameter Range: 15 - 50 DWELLS

Actual Trip Rate Calculation Parameter Range: N/A DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 05/09/2023

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 1376 5495

Days of the week selected:

Friday	2
Monday	1
Tuesday	1
Wednesday	1

Main Location Types selected:

Neighbourhood Centre (PPS6 Local Centre)	1
Suburban Area (PPS6 Out of Centre)	4

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	5
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Population <1 Mile ranges selected:

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

Audit Code: 38cd844d-30ba-40fb-89c4-4093f8496275

Population <5 Mile ranges selected:

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

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	3
1.1 to 1.5	2

PTAL Rating:

No PTAL Present	5
-----------------	---

Audit Code: 38cd844d-30ba-40fb-89c4-4093f8496275

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	LR	LEICESTER
	NN	NORTH NORTHAMPTONSHIRE
06	WEST MIDLANDS	
	WO	WORCESTERSHIRE
13	MUNSTER	
	TI	TIPPERARY
15	GREATER DUBLIN	
	DL	DUBLIN

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



Audit Code: 38cd844d-30ba-40fb-89c4-4093f8496275

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	0.35 to 3.5 (units:DWELLS)
Range Selected by User:	15 to 50 (units:DWELLS)
Parking Spaces Range:	11 - 220

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 05/09/23

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:

Friday	2 days
Monday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	1 days
Suburban Area (PPS6 Out of Centre)	4 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5 days
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	5 days
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Secondary Filtering Selection:

Use Class:

C3	5 surveys
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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:

1376 - 5495

Population within 1 mile:

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

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

Population within 5 miles:

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

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	2 surveys

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

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Petrol filling station:

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

Travel Plan:

No 5 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 surveys

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

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	DL-03-B-03	Site area:	3.5 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	48 DWELLS
Location:	DUBLIN	Housing density:	
Postcode:	DUBLIN 9	Total Bedrooms:	144
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/11/2016
		Survey Day:	Tuesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	LR-03-B-01	Site area:	1.21 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	38 DWELLS
Location:	LEICESTER	Housing density:	38
Postcode:	LE5 4LN	Total Bedrooms:	99
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/10/2021
		Survey Day:	Friday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	NN-03-B-01	Site area:	0.8 hect
Development Name:	SEMI-DETACHED HOUSES	Number of dwellings:	21 DWELLS
Location:	CORBY	Housing density:	26.9230769230769
Postcode:	NN17 1EP	Total Bedrooms:	69
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	13/10/2021
		Survey Day:	Wednesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	TI-03-B-01	Site area:	2.09 hect
Development Name:	MIXED HOUSES	Number of dwellings:	43 DWELLS
Location:	NENAGH	Housing density:	41.3461538461538
Postcode:		Total Bedrooms:	116
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	27/05/2016
		Survey Day:	Friday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	WO-03-B-02	Site area:	0.35 hect
Development Name:	TERRACED HOUSES	Number of dwellings:	16 DWELLS
Location:	WORCESTER	Housing density:	88.8888888888889
Postcode:	WR3 8AE	Total Bedrooms:	50
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	14/11/2016
		Survey Day:	Monday
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	33	0.054	0.181	0.235
08:00-09:00	5	33	0.163	0.277	0.440
09:00-10:00	5	33	0.181	0.223	0.404
10:00-11:00	5	33	0.169	0.163	0.332
11:00-12:00	5	33	0.181	0.139	0.320
12:00-13:00	5	33	0.199	0.175	0.374
13:00-14:00	5	33	0.139	0.187	0.326
14:00-15:00	5	33	0.235	0.229	0.464
15:00-16:00	5	33	0.313	0.235	0.548
16:00-17:00	5	33	0.283	0.151	0.434
17:00-18:00	5	33	0.325	0.253	0.578
18:00-19:00	5	33	0.205	0.157	0.362
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.447	2.370	4.817

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:	15 - 50 (units: DWELLS)
Survey date date range:	27/05/2016 - 22/10/2021
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

The logo for Acstro, featuring the word "acstro" in a bold, blue, sans-serif font. The background of the entire page consists of a light blue gradient with large, flowing, curved shapes in a darker blue, creating a sense of movement and modernity.

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