acstro

Transport Statement

Residential Development
Corbett Street
Treherbert

June 2023

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Revision History

A	22nd July 2026	First Issue

1991-ACS-ZZ-XX-RP-T-001-A Transport Statement.docx

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1 Introduction

1.1 Acstro has been appointed to produce a Transport Statement to support a planning application for the development of 14 affordable flats at land at Corbett Street, Treherbert, Rhondda Cynon Taf.

1.2 The site's general location is shown in Figure 1 below.

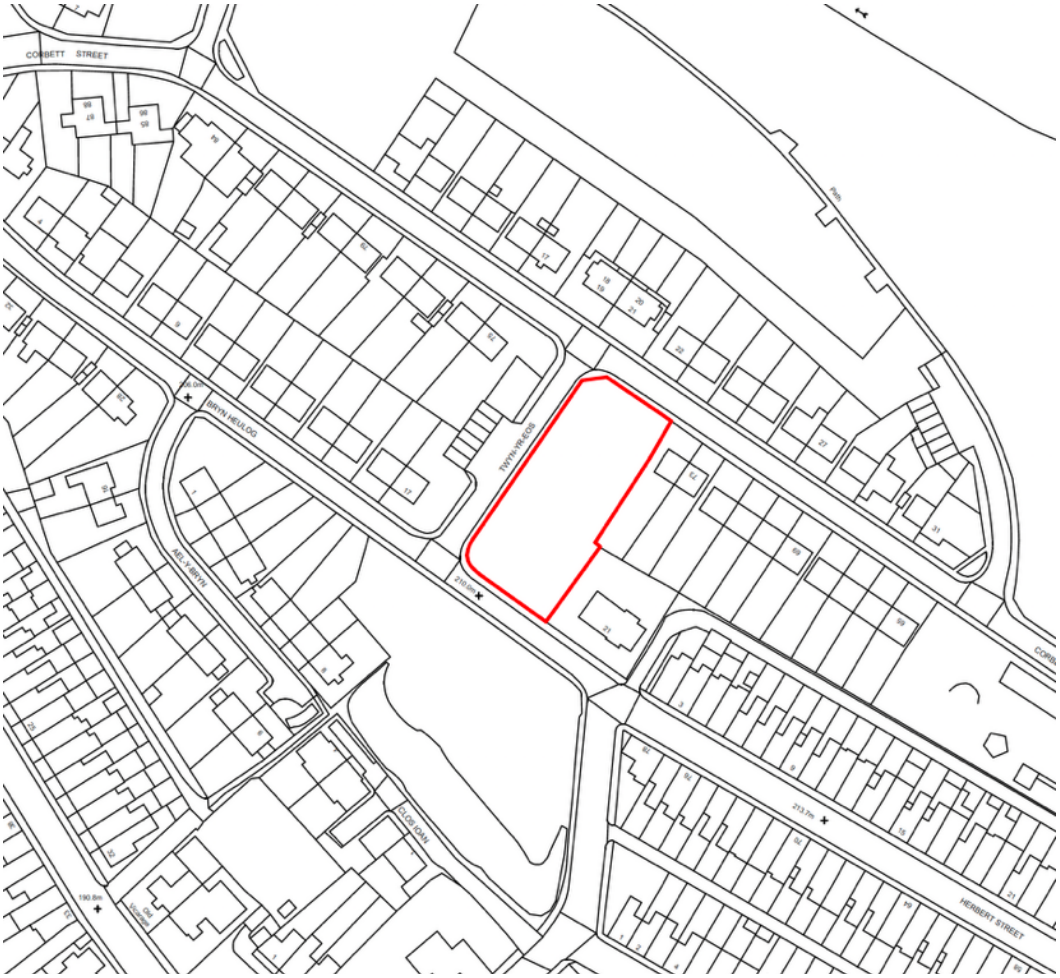


Figure 1 Location Plan

1.3 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site.

1.4 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's location, its proximity to services and facilities and its accessibility by all forms of transport.

- Section 4 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 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 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).

2.10 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.

2.11 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 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.

2.16 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).

The Active Travel (Wales) Act 2013

2.17 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.

2.18 The Active Travel (Wales) Act 2013 makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve infrastructure for walking and cycling every year. It creates new duties to consider the needs of walkers and cyclists and make better provision for them. It also requires the consideration of walking and cycling as a mode of transport and the Act focuses on the promotion of walking and cycling for purposeful journeys, rather than as a purely recreational activity.

2.19 The Act is supported by the Active Travel Action Plan Wales (2014), and many of the actions of the Active Travel Action Plan Wales document also benefit recreational or competitive walking and cycling. 'Walking' in the Active Travel Action Plan for Wales includes the use of wheelchairs and mobility scooters and 'cycling' includes the use of electric bikes, but not motorcycles.

Rhondda Cynon Taf Local Development Plan up to 2021

2.20 In terms of accessibility and transport issues, policy AW2 requires that new development, amongst other things, has good access to key services and facilities. Policy AW5 requires that new development be accessible by a range of sustainable forms of transport, that dependency on the car is reduced, that safe access to the highway network is provided and that the development traffic can be accommodated without problems and that car parking provision accords with the Council's Supplementary Planning guidance (SPG).

2.21 Policy AW6 also requires that new development has a high level of connectivity and accessibility to existing centres by a wide range of sustainable transport modes.

Rhondda Cynon Taf Supplementary Planning Guidance – Delivering Design & Placemaking: Access, Circulation & Parking Requirement (March 2011)

2.22 This document sets out the Council's recommendations in terms of parking provision within new development.

2.23 For residential development outside of town centre (Zone 1) locations a maximum of 2 car parking spaces for 1 or 2-bed dwellings and 3 parking spaces for dwellings of 3-beds or more is recommended. In addition, a maximum of 1 visitor car parking space per 5 dwellings is recommended.

3 Existing Conditions

3.1 The site is located south of Corbett Street, east of Twyn yr Eos and north of Bryn Heulog in Treherbert, Rhondda Cynon Taf and is shown in context in Appendix 1.

3.2 The site is located within the established settlement of Treherbert, close to existing residential development and local highway links.

Appendix 1 Site Context

3.3 There are a number of facilities located within walking distance of the site. A selection is listed in the table below.

Amenity	Approximate Walk Distance / Time
Corbett Street bus stops	250m / 1 minute
Local shops and services in Treherbert	Within approximately 5 to 10 minutes
Treherbert railway station	Approximately 1 km / 12 minutes

Table 1 Local Amenities

3.4 A broader range of services and facilities can be accessed in Treorchy and Tonypandy to the south-east, with onward public transport connections available from Treherbert railway station and local bus services.

3.5 The location of the site within the existing built-up area means that day-to-day needs can be met by walking, cycling and public transport. This increases the probability that local journeys will be made by sustainable modes and reduces reliance on the private car.

Active Travel

3.6 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.

3.7 Figure 4 shows the areas that are within a 30-minute walk of the application site where utility journeys to and from the site may are viable on foot. The walking catchment area extends to Treorchy and Blaenrhondda.

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)

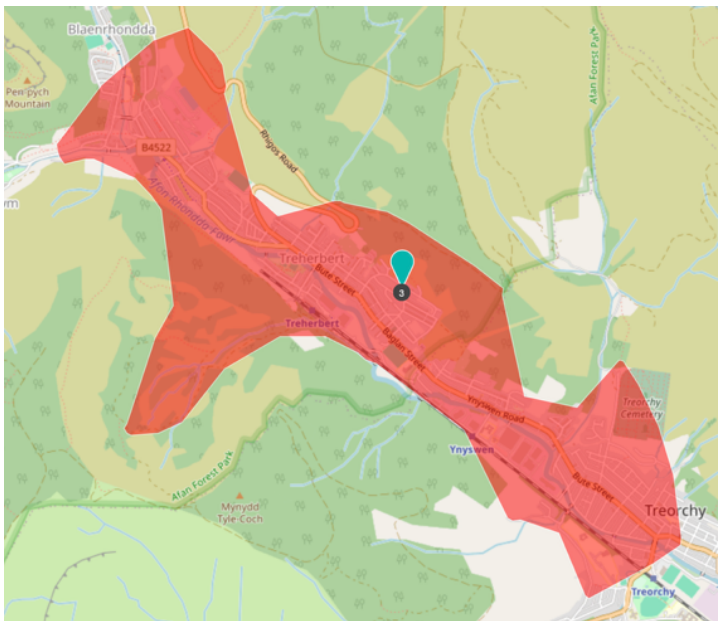


Figure 3 30-Minute Catchment

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

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

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

3.10 An extract from the ATNM is provided below and shows that the site is well connected to a number of existing and future active travel routes.

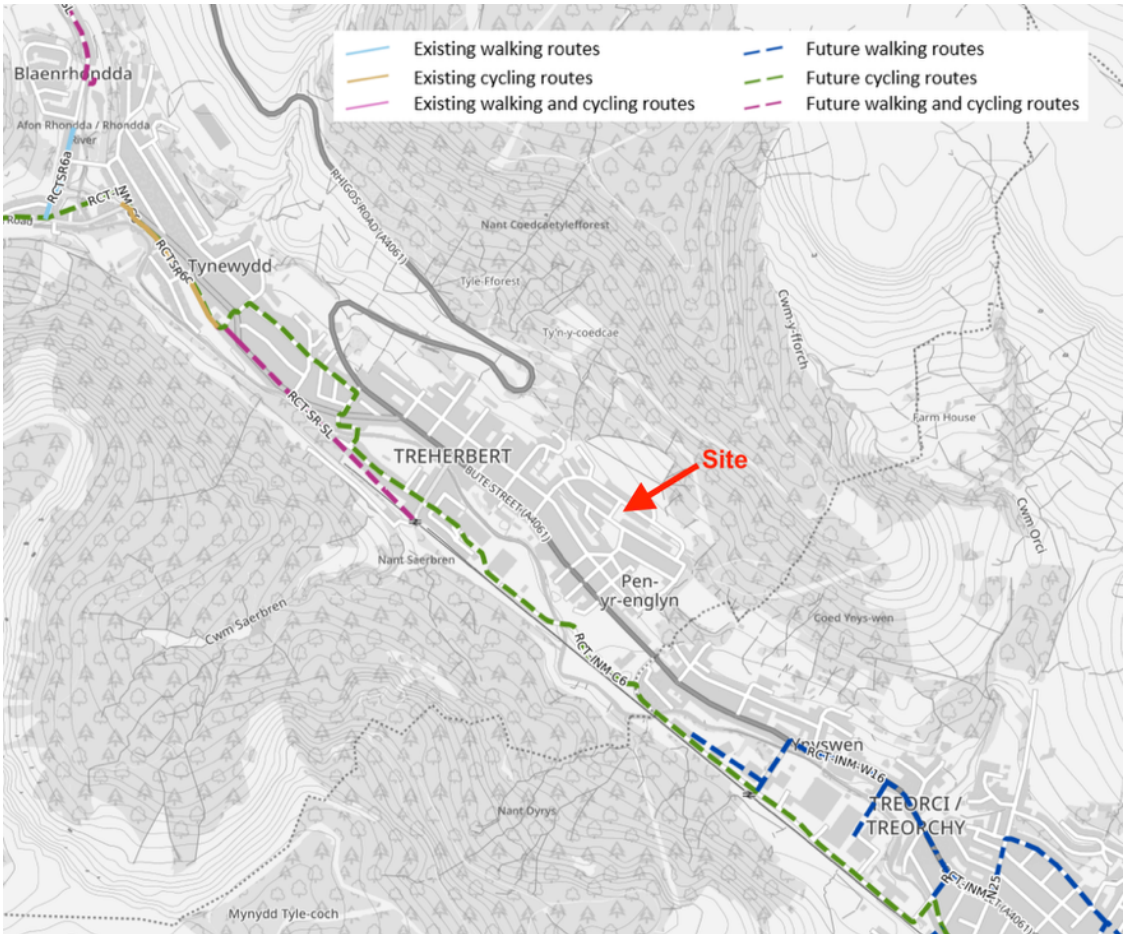


Figure 4 Active Travel Network Map

3.11 The site is accessible to pedestrians via footways that run adjacent to it along Corbett Street, Twyn yr Eos and Bryn Hyfryd. These link to the wider footway network, providing a segregated and continuous route for pedestrians between the site and nerby amenities.

Public Transport

3.12 The nearest bus stops are located on Corbett Street, some 250m to the east. Additional stops are available within Treherbert, including stops on the local road network serving routes through the Rhondda Valley. These stops provide access to the following services.

Service No.	Route	General Frequency
120	Blaencwm / Treherbert - Porth / Caerphilly	Regular weekday and Saturday services
121	Tonypandy - Blaencwm	Regular weekday and Saturday services
130	Blaencwm / Blaenrhondda - Pontypridd / Nantgarw	Regular weekday and Saturday services

Table 2 Bus Services from Nearby Bus Stops

3.13 Treherbert railway station is located approximately 1km from the site and provides rail services along the Rhondda line, including connections towards Treorchy, Tonypandy, Pontypridd and Cardiff.

Highway Network

3.15 The site is located to the east of, and will be accessed from, Twyn yr Eos; a connecting street between Corbett Street and Bryn Heulog. These streets are subject to the residential character and traffic conditions typical of local streets in the area.

3.16 The wider local highway network provides connections to the A4061 corridor, which links Treherbert with Treorchy, Tonypandy, Porth and the wider Rhondda Valley.

3.17 A review of injury collisions records at the junction for the latest 5-year period for which data is available (2020-2024) has been undertaken. One, slight severity, injury collision is recorded to the west of the Twyn yr Eos / Bryn Heulog junction. The incident resulted in slight severity injuries to a car driver. This appears to be an isolated incident and the absence of clusters of collisions or collisions indicate that the highway network operates safely.



Figure 5 Injury Collisions 2020-2024 (Source: DfT / MAVRIC)

Summary

3.18 The site is in a sustainable and accessible location. The site 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.

3.19 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.

3.20 For journeys that must be made by car the site is located close to the strategic highway network.

4 Proposed Development

4.1 The proposal comprises the development of 14, one-bed, affordable flats.

4.2 The proposed access and parking layout is shown in Appendix 2.

Appendix 2 Proposed Access & Parking Layout

4.3 Access to the site will be by a new vehicle crossover of the Twyn yr Eos footway. A 4.5m wide access will provide sufficient width to accommodate two-way traffic. Visibility splays of 2.4m x 25m are available and are appropriate for the 20mph speed limit of the street.

4.4 Within the site, there will be 14 car parking spaces; one per apartment. Visitor parking will not be provided within the development but can be accommodated comfortably and safely in the surrounding streets.

4.5 Refuse collection will be from the kerbside and refuse vehicles will not need to enter the development. Delivery activity associated with 14 flats is expected to be modest and typical of residential development. Such movements can be accommodated on the surrounding highway network and within the proposed access arrangements.

Trip Generation

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

4.7 From the TRICS database evidence of the vehicle trip rates of local authority / affordable (flats) developments in edge of town, suburban or neighbourhood centre locations have been analysed. The sample of TRICS survey sites has been restricted to those surveyed since 2016.

4.8 The detailed TRICS output is provided as Appendix 3 and summarised in the following table.

Appendix 3 TRICS Trip Rate Data

Time Range	Trip Rate per Dwelling			Trip Generation (13 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am Peak Hour	0.073	0.132	0.205	1	2	3
pm Peak Hour	0.107	0.081	0.188	1	1	3

Table 3 Vehicle Trip Rates & Proposed Development Trip Generation

4.9 The TRICS data suggests that the proposed residential development will generate 3 peak hour vehicle movements. This is insignificant and will have no material impact on the highway network's operation.

5 Summary & Conclusion

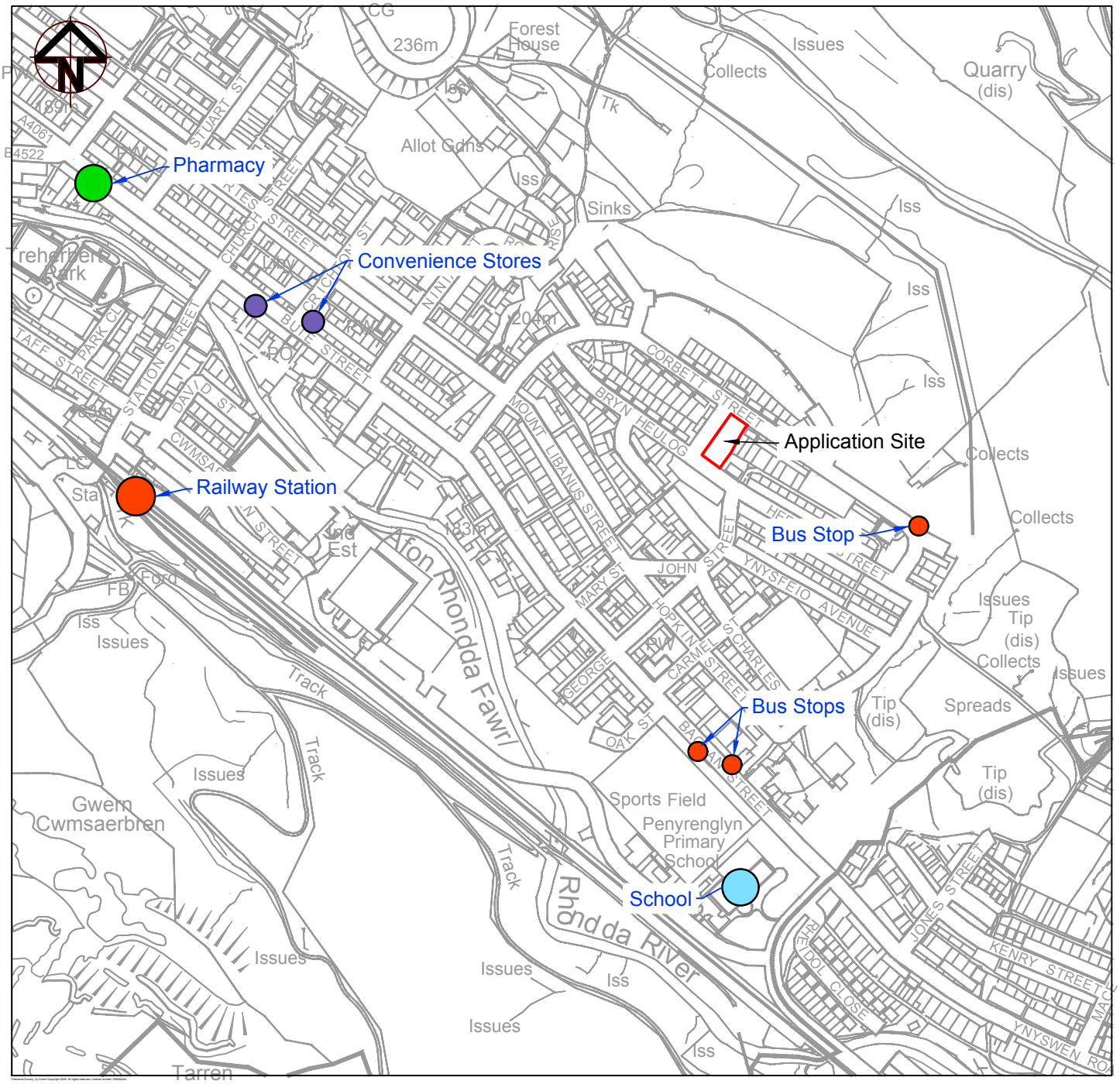
5.1 In summary this Transport Statement has demonstrated that:

- The site is in a sustainable and accessible location. The site 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.
- For journeys that must be made by car the site is located close to the strategic highway network.
- A safe and appropriate access, that meets current design standards, can be provided to the site from the adjacent highway.
- 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 application 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



100m

500m

A	First Issue	20-07-26

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CORBETT STREET
TREHERBERT

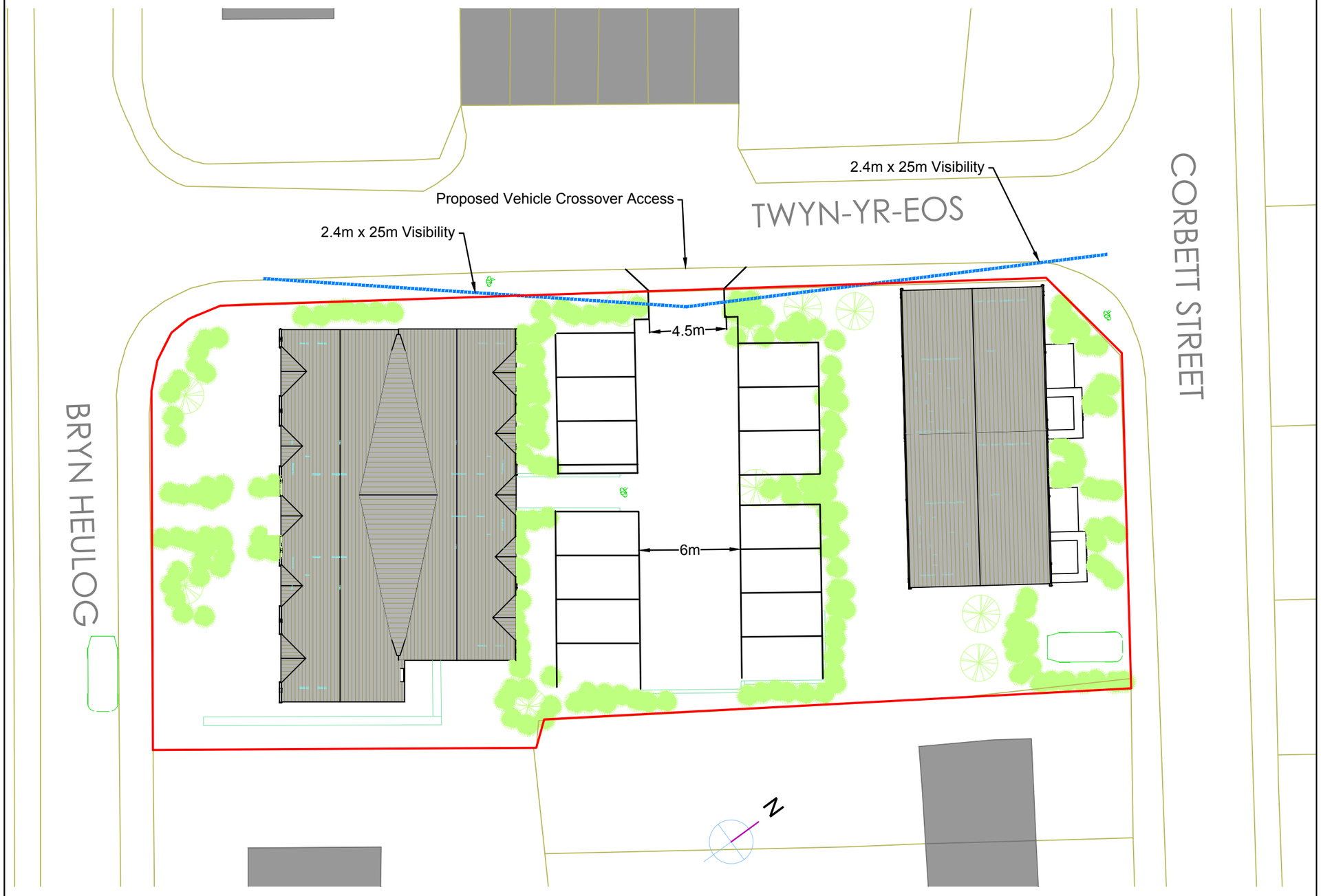
SITE CONTEXT

1991-ACS-XX-ZZ-DR-T-001-A

	AS SHOWN	**@ A4**

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Appendix 2 Proposed Access & Parking Layout



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A	First Issue	20-07-26

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Project	**CORBETT STREET TREHERBERT**
Drawing	**PROPOSED ACCESS & PARKING**
Drawing No.	**1991-ACS-XX-ZZ-DR-T-002-A**
Scale	**1:250 @ A3**

Appendix 3 TRICS Trip Rate Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: D - AFFORDABLE/LOCAL AUTHORITY FLATS

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 day
	HM	HAMMERSMITH AND FULHAM	1 day
	WH	WANDSWORTH	1 day
02	**SOUTH EAST**		
	SC	SURREY	1 day
03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 day
	GS	GLOUCESTERSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	SE	SHEFFIELD	1 day
09	**NORTH**		
	DH	DURHAM	1 day
10	**WALES**		
	CF	CARDIFF	1 day
12	**CONNAUGHT**		
	GA	GALWAY	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 day

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

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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:	10 to 467 (units:DWELLS)
Range Selected by User:	10 to 467 (units:DWELLS)
Parking Spaces Range:	0 - 399

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	09/07/16 to 05/03/26

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	12
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 undertaking using machines

Selected Locations:

Suburban Area	4 days
Edge of Town	3 days
Neighbourhood Centre	5 days

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

Selected Location Sub Categories:

No Sub Category	1 days
Residential Zone	10 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	9 days

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Secondary Filtering Selection:

Use Class:

C3	12 surveys

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

Population within 500m Range:

532 - 37232

Population within 1 mile:

5,001 to 10,000	2 surveys
10,001 to 15,000	2 surveys
25,001 to 50,000	6 surveys
50,001 to 100,000	1 surveys
100,001 or More	1 surveys

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

Population within 5 miles:

50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	3 surveys
500,001 or More	4 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	4 surveys
1.1 to 1.5	7 surveys
1.6 to 2.0	1 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	2 surveys
No	3 surveys
No	6 surveys
Yes	1 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:

3 - Moderate	1 surveys
5 - Very good	1 surveys
6a - Excellent	1 surveys
No PTAL Present	9 surveys

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

COVID-19 Restrictions:

No

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1	**AN-03-D-04**	**BLOCKS OF FLATS & TERRACED**	**ANTRIM**

LARNE ROAD
BALLYMENA
Suburban Area
Residential Zone
Number of dwellings: 48.00 DWELLS
Survey date: Monday 10/11/2025
Survey Type: Manual

2	**BR-03-D-06**	**BLOCKS OF FLATS**	**BRISTOL CITY**

WHITCHURCH LANE
BRISTOL
HARTCLIFFE
Edge of Town
No Sub Category
Number of dwellings: 454.00 DWELLS
Survey date: Friday 28/11/2025
Survey Type: Manual

3	**BT-03-D-02**	**BLOCK OF FLATS**	**BRENT**

CANTERBURY ROAD
KILBURN
Neighbourhood Centre
Residential Zone
Number of dwellings: 38.00 DWELLS
Survey date: Wednesday 20/04/2022
Survey Type: Manual

4	**CF-03-D-01**	**BLOCKS OF FLATS**	**CARDIFF**

TYN-Y-PARC ROAD
CARDIFF
WHITCHURCH
Neighbourhood Centre
Residential Zone
Number of dwellings: 24.00 DWELLS
Survey date: Friday 07/10/2016
Survey Type: Manual

5	**DH-03-D-02**	**MAISONETTES**	**DURHAM**

SCRIPTON GILL ROAD
NEAR DURHAM
BRANDON
Neighbourhood Centre
Village
Number of dwellings: 35.00 DWELLS
Survey date: Tuesday 23/09/2025
Survey Type: Manual

6	**GA-03-D-01**	**BLOCK OF FLATS**	**GALWAY**

DOUGHISKA ROAD
GALWAY
DOUGHISKA
Edge of Town
Residential Zone
Number of dwellings: 23.00 DWELLS
Survey date: Wednesday 10/04/2024
Survey Type: Manual

7	**GS-03-D-01**	**BLOCKS OF FLATS**	**GLOUCESTERSHIRE**

SAINT STEPHEN'S ROAD
CHELTENHAM SPA
Suburban Area
Residential Zone
Number of dwellings: 40.00 DWELLS
Survey date: Thursday 04/05/2023
Survey Type: Manual

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8 **GS-03-D-02** **BLOCKS OF FLATS** **GLOUCESTERSHIRE**
PRINCESS ELIZABETH WAY
CHELTENHAM SPA
Suburban Area
Residential Zone
Number of dwellings: 27.00 DWELLS
Survey date: Thursday 04/05/2023 Survey Type: Manual

9 **HM-03-D-04** **BLOCK OF FLATS** **HAMMERSMITH AND FULHAM**
PALLISER ROAD
WEST KENSINGTON
Neighbourhood Centre
Residential Zone
Number of dwellings: 32.00 DWELLS
Survey date: Thursday 12/02/2026 Survey Type: Manual

10 **SC-03-D-02** **BLOCK OF FLATS** **SURREY**
OLD MALDEN LANE
WORCESTER PARK
Neighbourhood Centre
Residential Zone
Number of dwellings: 80.00 DWELLS
Survey date: Thursday 22/05/2025 Survey Type: Manual

11 **SE-03-D-01** **BLOCK OF FLATS** **SHEFFIELD**
SAINT LAWRENCE ROAD
SHEFFIELD
Suburban Area
Residential Zone
Number of dwellings: 10.00 DWELLS
Survey date: Wednesday 21/06/2023 Survey Type: Manual

12 **WH-03-D-01** **BLOCKS OF FLATS** **WANDSWORTH**
ALTON ROAD
ROEHAMPTON
Edge of Town
Residential Zone
Number of dwellings: 43.00 DWELLS
Survey date: Thursday 05/03/2026 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BR-03-D-04	24-11-2021	Removed: Site re-surveyed by BR-03-D-05
BR-03-D-05	05-03-2024	Removed: Site re-surveyed by BR-03-D-06

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	12	71	0.050	0.096	0.146
08:00-09:00	12	71	0.073	0.132	0.205
09:00-10:00	12	71	0.076	0.075	0.151
10:00-11:00	12	71	0.049	0.064	0.113
11:00-12:00	12	71	0.068	0.054	0.122
12:00-13:00	12	71	0.053	0.062	0.115
13:00-14:00	12	71	0.067	0.063	0.130
14:00-15:00	12	71	0.077	0.088	0.165
15:00-16:00	12	71	0.103	0.077	0.180
16:00-17:00	12	71	0.123	0.100	0.223
17:00-18:00	12	71	0.107	0.081	0.188
18:00-19:00	12	71	0.082	0.070	0.152
19:00-20:00	3	38	0.035	0.035	0.070
20:00-21:00	3	38	0.027	0.018	0.045
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.990	1.015	2.005

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:	10 - 467 (units: DWELLS)
Survey date date range:	07/10/2016 - 05/03/2026
Number of weekdays (Monday-Friday):	12
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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