Transport Statement

Former Wolfs Castle Public House, Llanishen

Cardiff Council

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CF10 4UW

Prepared by:

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Basis of Report

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1.0 Introduction

Overview

1.1 This Transport Statement (TS) has been prepared by SLR Consulting Limited (SLR) on behalf of Cardiff Council to set out highways and transport matters in relation to the redevelopment of the former Wolfs Castle public house, Llanishen, Cardiff, CF14 5JS.

1.2 The proposed development will provide 24 units and is described is as follows:

"Demolition of former Wolf's Castle Inn and residential redevelopment, together with associated vehicular and pedestrian accesses, car parking, amenity areas, landscaping and ancillary development: site preparation, clearance, treatment, re-profiling and the installation of new services and infrastructure."

Site Location

1.3 The site is located in Llanishen, a northern suburb of Cardiff. The area is primarily residential with a mixture of traditional housing and local amenities. It is located approximately 6.2km from Cardiff city centre.

Planning Context

1.4 The current Cardiff Local Development Plan (LDP) is the 2006–2026 plan, which was adopted in January 2016.

1.5 Cardiff Council has prepared a Replacement Local Development Plan (RLDP) 2021–2036. The RLDP was formally submitted to Welsh Government for examination on the 23rd December 2025 following the decision of the Full Council on the 27th November 2025. Once the RLDP is formally adopted, the existing LDP will be superseded.

1.6 While the site is not allocated for housing within the RLDP, Cardiff Council has identified the site for developing new social housing to meet city-wide housing demand, with development plans including new homes and flats to boost housing supply.

Pre App Engagement

1.7 The site has been subject to pre app engagement which included feedback on the emerging development proposals by council officers. Discussions have been held with highways officers from Cardiff Council with respect to site access and off-site mitigation, and their feedback has been reflected in the scheme submitted for Pre Application Consultation (PAC).

Report Structure

1.8 This TS contains a review of the current accessibility of the site and considers the proposed development in the context of national and local policy. It also sets out the forecast multi modal trip generation to assess the likely effects of developing this site for a residential development.

1.9 This TS is structured as follows:

- **Section 2** – Reviews the current accessibility of the site by all modes of transport, and the proximity to local services and facilities.
- **Section 3** – Provides a review of the relevant local and national policy.
- **Section 4** – Describes the development proposals for the site and sets out the parking, delivery and servicing strategy.
- **Section 5** – Assesses the expected change in trip generation between the former use as a public house and the proposed residential development.
- **Section 6** – provides a summary and conclusion.

2.0 Existing Conditions

Overview

2.1 This section of the TS sets out the existing conditions of the active travel, public transport and highway networks which surrounds the site. It also includes a review of Personal Injury Collision (PIC) information.

Site Location

2.2 The site is bounded by adopted highway, with the exception of a small section of the site's eastern boundary which is marked by a line of mature trees. To the north of the site is Wolf's Castle Avenue, to the south and west, Templeton Avenue and to the east is Llangefni Place.

Existing Site

2.3 The site consists of the former Wolf's Castle public house and comprises the former public house buildings, a separate betting office, car park and areas of grass. The site area is 0.465 hectares in size. The site currently has 31 car parking spaces.

2.4 The existing site has three main vehicular points of access. Two of these are from Wolf's Castle Avenue and one is from Templeton Avenue. The junctions with Wolfs Castle Avenue are provided as simple priority junctions, while the access with Templeton Avenue is provided as a vehicle crossover arrangement.

Local Facilities

2.5 The site is located an approximate 9-minute walk from Llanishen village where a range of facilities and amenities are provided.

2.6 The location of the site is illustrated in **Figure 2-1**, and this figure also includes local facilities including local bus stops, schools, Llanishen railway station as well as commercial premises and leisure facilities.

Figure 2-1: Site Location and Local Context

2.7 The site is located in an area with good pedestrian infrastructure which provides connections to local amenities. The Wolf's Castle bus stops are approximately 50m south of the centre of the site and two schools, Llanishen High School and Ysgol-Y-Wern Primary School, are located 350m and 600m from the centre of the site to the east and west respectively.

2.8 **Table 2-1** demonstrates in greater detail the local facilities which can be accessed on foot and by bicycle from the site.

Table 2-1: Local Facilities

Local Facility	Approximate distance from the centre of the site (metres)	Walking Time (mins)	Cycling Time (mins)
Public Transport			
Wolf's Castle Bus Stops	50	1	-
Llanishen Railway Station	1,300	18	8
Schools / Education			
Llanishen High School	350	5	2
Ysgol-Y-Wern Primary School	600	8	2
Retail and Leisure			
Llanishen Village, including: - Church Inn - Coffi Lab - St Isan's Church - Llanishen Hub - Post Office - Co-Op Food - Parson's Bakery	550-750	8-10	3
Llanishen Park Children's Playground	850	12	3
Cardiff Lifestyle Shopping Park, including: - M&S Food - Boots - JD Gyms - Pets at Home - Mountain Warehouse - Homesense	1,200	16	5
Employment Areas			
Cardiff Business Park	1,500	19	5
Medical Centres			
Llanishen Clinic	250	3	1
North Cardiff Medical Centre	650	10	4
Llanishen Court Surgery	800	11	3

2.9 The proximity of the site to these facilities encourages travel by active modes as opposed to private vehicle. There are shops, schools, GPs and more within a comfortable walking distance of the site (approx.15 mins), providing real choice for residents in terms of travel mode.

Walking

2.10 There are footways with street lighting adjacent to all the local roads and dropped kerbs and tactile paving where necessary i.e., at junctions and accesses. An exception to this is the junction Llangefni Place with Wolf's Castle Avenue, which has no dropped kerbs or tactile.

2.11 Llanishen High School is on Heol Hir and is accessed from the site by walking eastbound along Templeton Avenue, an approximate five minute walk. Templeton Avenue is a residential street comprising a two-way single carriageway with street lighting. The footways are typically set back from the carriageway and separated by a grass verge and trees line the carriageway. Existing residential parking is provided primarily on driveways though there are no formal parking restrictions on the roads surrounding the site.

2.12 As Templeton Avenue meets Heol Hir, approximately 120m to the east of the site, there is a raised table at the junction and coloured surface treatment which acts as a speed calming measure and creates a safer environment for pedestrians.

2.13 There are two zebra crossings on Heol Hir to the north and south of this junction which allow for pedestrians to cross west-east and access the high school.

2.14 Heol Hir is the main pedestrian route to Llanishen village centre to the south, an approximate 8-10 minute walk and has wide footways ranging in width between 2m and 5m, street lighting and properties providing natural surveillance. There are zebra crossings to the south on the approach to Llanishen Village. At the main roundabout on approach to the village (the Heol Hir / Station Road / Ty-Glas Road "Church Inn Roundabout") there is a zebra crossing on the Station Road arm, the other arms benefit from dropped kerbs, tactile paving and central refuge islands. There is a further zebra crossing along Station Road in the village centre.

Photograph 2-1 – Heol Hir (southbound) with Templeton Avenue junction to the right

(Image Source: Google Maps)

2.15 Ysgol-Y-Wern Primary School is accessed from the site via Glendale Avenue and Llangranog Road, an approximate eight minute walk. There is no formal crossing across Wolf's Castle Avenue to Glendale Avenue, although various dropped kerbs and vehicle crossovers provide numerous crossing opportunities. There is also a zebra crossing immediately adjacent to the primary school access allowing for safe and secure crossing from north to south across Llangranog Road.

2.16 Circa 1km south of the site is Cardiff Lifestyle Shopping Park, an approximate 16 minute walk. This can be accessed on foot via Heol Hir, Kimberley Terrace and Ty-Glas Avenue. There is a zebra crossing and also a signalised crossing on Ty-Glas Avenue allowing pedestrians to safely cross and access the shopping park.

2.17 The local infrastructure promotes walking for a range of day to day activities and trip purposes, and the site will tie into existing provision which will benefit future residents.

Cycling

2.18 The immediate roads surrounding the site are not designated cycle routes, though the low speeds (20mph speed limits), good visibility and wide roads are conducive to cycling.

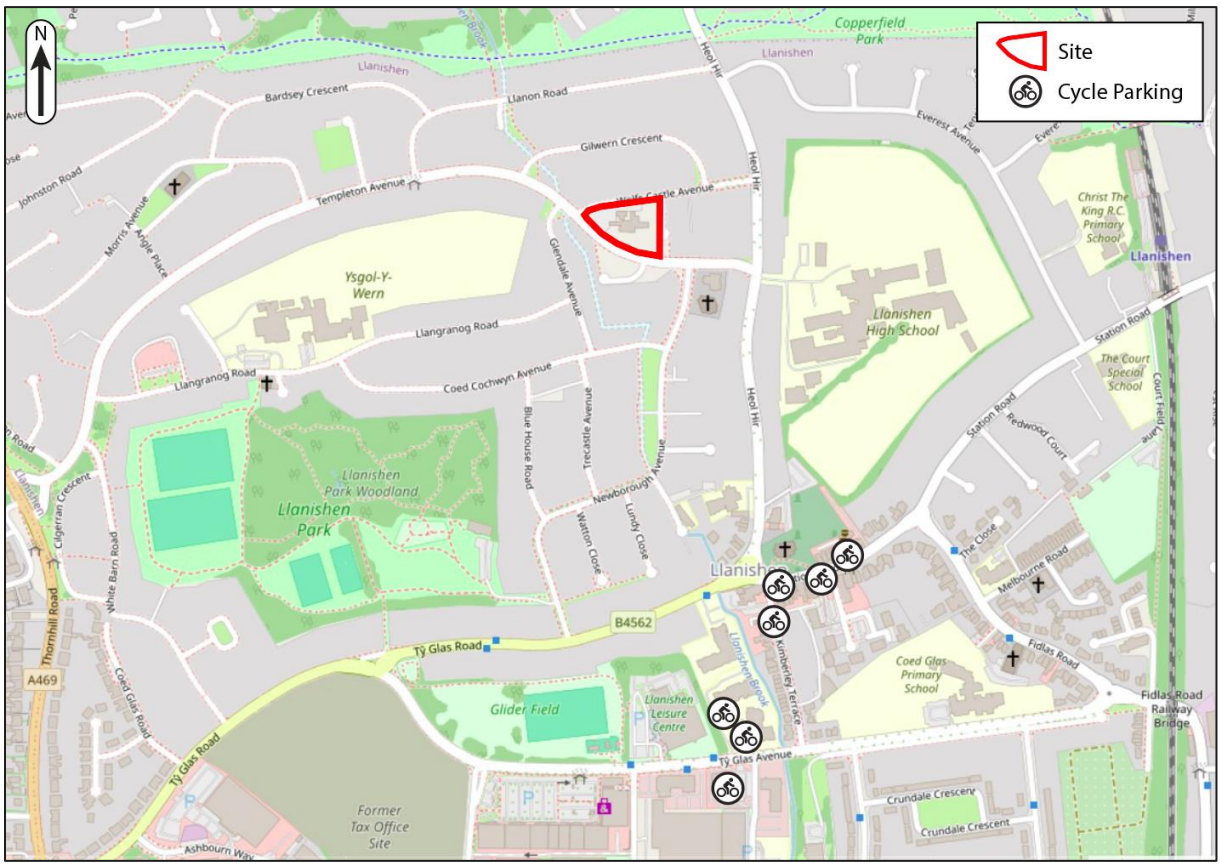
2.19 With regard to formal cycling infrastructure, there is a traffic free cycle path located 250m to the north of the site which routes in an east-west direction connecting Copperfield Park (to the northeast) and the area surrounding Llanishen railway station with Thornhill Road approximately 1km west of the site.

2.20 Within Llanishen village there is cycle parking in the form of Sheffield stands on the southern side of Station Road at its junction with Kimberley Terrace and at its junction with Llanishen Court.

2.21 Whilst there is no cycle parking at Llanishen railway station, bikes are permitted on Transport for Wales trains, with space typically available for two standard bikes per train. Folding bikes do not require reservations and can be carried anytime and E-bikes are allowed subject to space.

2.22 The prevalence of cycle parking stands in and around Llanishen Village is illustrated in **Figure 2-3**.

Figure 2-2: Cycle Parking Locations



Future Cycle Hire

2.23 Cardiff Council has issued a notice for an operator to supply, operate and fund a replacement cycle hire scheme for the city. The scheme is due to include e-bikes, e-cargo bikes and potentially other micromobility services. It is anticipated that the scheme will provide up to 2,500 cycles within the city council area. The scheme is designed to replace the previous Nextbike scheme which ceased operation in January 2024. Exact timescales for the new scheme are not known at this time, but it is due to become operational in 2026.

Active Travel Network Maps

2.24 Active Travel Network Maps (ATNMs) are maps produced by local authorities in Wales to showcase existing and planned walking and cycling routes within their areas.

2.25 ATNMs typically include:

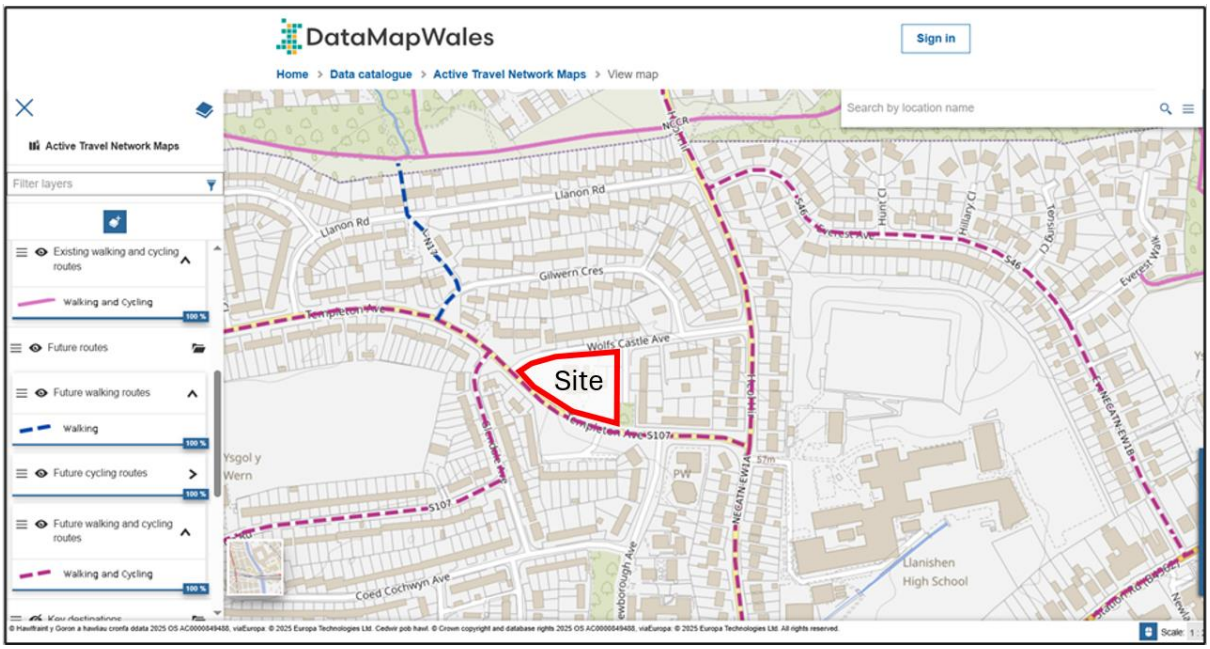
- **Existing Routes**: Walking and cycling routes that already meet the Welsh Government's design standards.
- **Future Routes**: Potential routes that the local authority aspires to improve or create, subject to further assessment and funding.

2.26 **Figure 2-4** sets out the ATNMs in the vicinity of the site. Of note are:

- the proposed future walking route northbound connecting Gilwern Crescent to Llanon Road and Copperfield Park;
- the proposed future walking and cycling route along Templeton Avenue; and,
- the proposed future walking and cycling route along Heol Hir.

2.27 This demonstrates the site is sited on the identified active travel routes through the area, meaning that the site is well connected and likely to benefit from further upgrades in the future.

Figure 2-3: Active Travel Network Maps



Public Transport

Bus

2.28 The closest bus stops are located to the immediate south of the site on Templeton Avenue. Both stops include a shelter, while the westbound stop includes Real Time Passenger Information. These stops are served by the following routes:

- **27** – City Centre to Llanishen and Thornhill via North Road, Birchgrove, Caerphilly Road, Templeton Avenue and Excalibur Drive.
- **28** – Cardiff City Centre to Llanishen via Albany Road, Roath Park and Lakeside.
- **29** – Cardiff City Centre to Llanishen village via Fishguard Road / Ty Glass Avenue.

2.29 The current service times are shown in **Table 2-2**, with these services operated by Cardiff Bus.

Table 2-2: Bus Service Summary and Times

	Route	First bus (M-F)	Last Bus (M-F)	Average Frequency (mins)			Operator
				M-F	S	S	
Llanishen, Opposite Wolf's Castle							
27	City Centre - Gabalfa Flyover - Templeton Avenue - Excalibur Drive - Thornhill	05:18	23:47	12	15	30	Cardiff Bus
28 / 29	City Centre - Albany Road, Roath Park Lake, Lakeside – Llanishen	06:19	23:40	60*		60	Cardiff Bus
Llanishen, Before/After Church Inn							
86	City Centre - Heath, Llanishen - City Centre	08:37	18:06	120	120	N/A	Cardiff Bus
	City Centre - Heath, Llanishen - City Centre	07:55	15:22	120	120	N/A	

*The 28 has increased services during the peak periods

2.30 Route 27 typically operates with five services per hour, or an average of every 12 minutes. The earliest bus departs at 05:20, and the last bus departs at 23:48. Route 28 typically operates one service per hour, though additional services operate during the AM and PM peak periods. Route 29 operates between 09:00 – 14:00 only.

2.31 Additionally, the 86 bus route connects Llanishen with Lisvane and Thornhill to the north, and University Hospital Wales and Cardiff City Centre to the south. This route serves bus stops found in Llanishen village, a 10 minute walk from the site.

Figure 2-4: Bus Network (Selective Bus Stops)

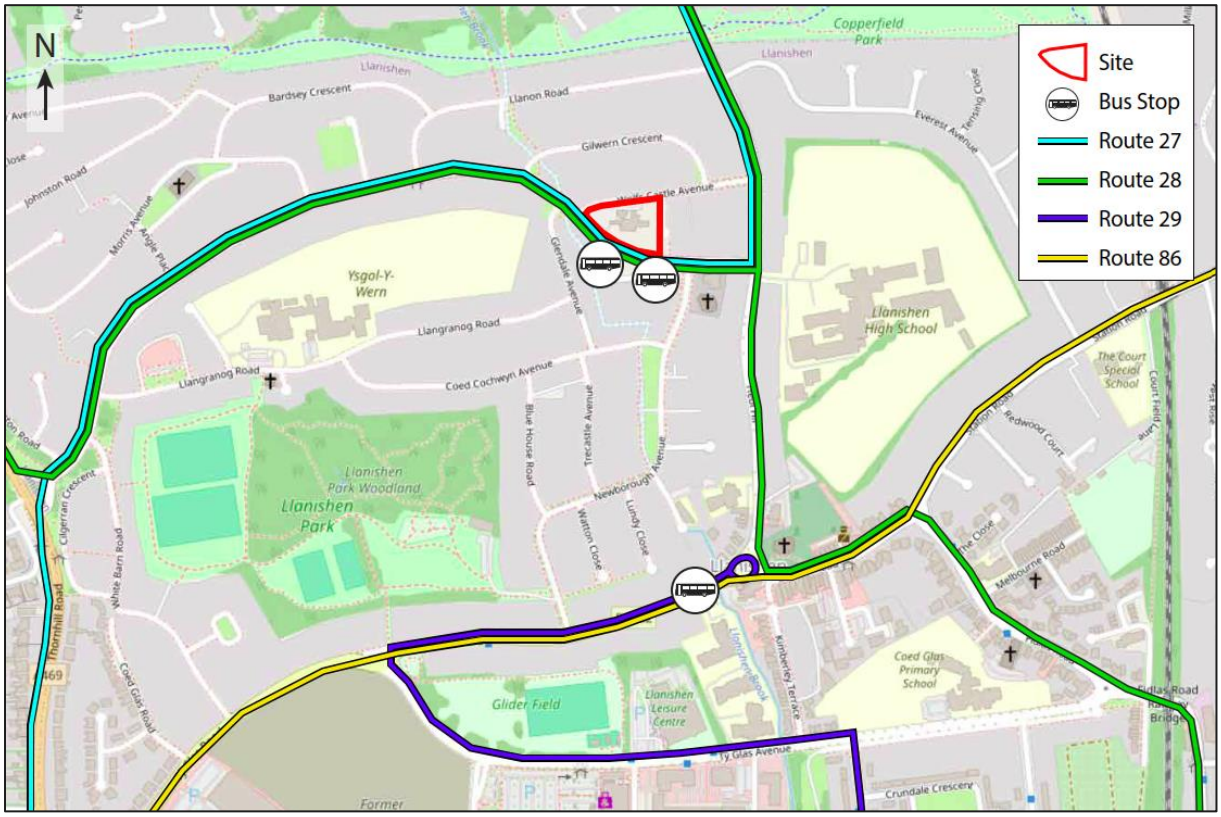
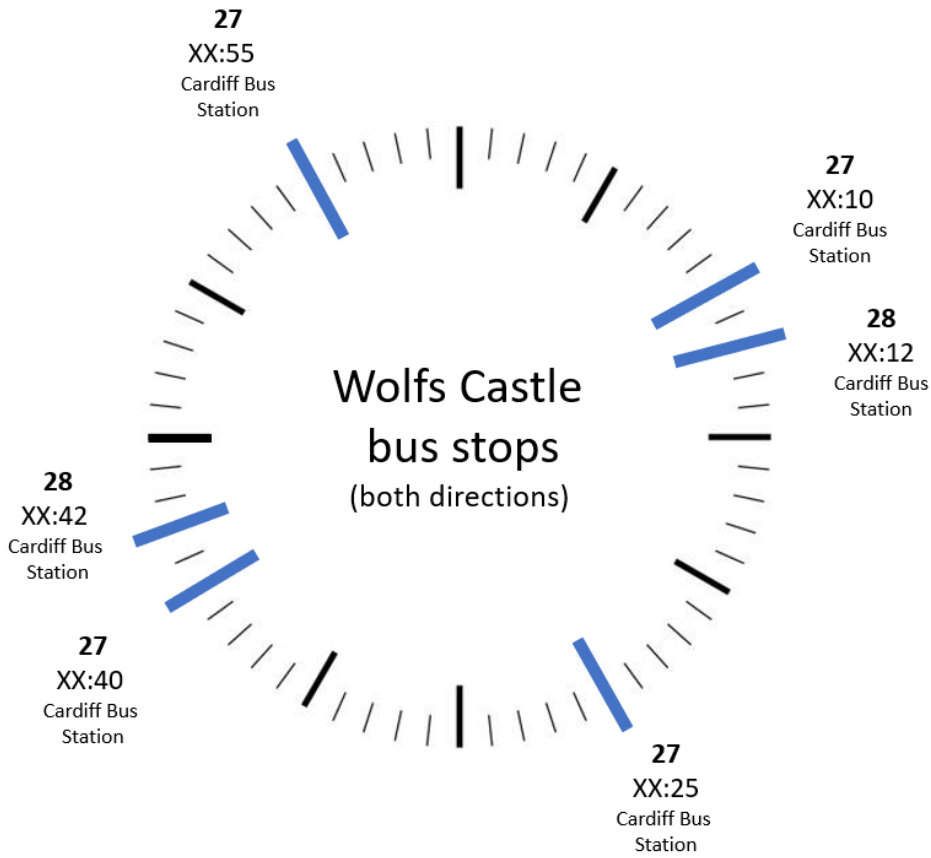


Figure 2-5: Wolf Castle Bus Stops (Typical Peak Period Departure Summary)



2.32 It can be seen from **Figure 2-5** that the site benefits from close proximity to bus stops (Wolf's Castle) that provide access to high frequency bus services (6 or more services per hour) during peak periods.

Rail

2.33 The closest railway station to the site is Llanishen which is located an approximate 16-minute walk to the east. Llanishen station is served by regular services to Caerphilly, Bargoed and Rhymney to the north and Cardiff Central, Penarth, Bridgend and Barry Island to the south. The train service at Llanishen is due to benefit from the conclusion of the South Wales Metro upgrades which will see electrification of the fleet and quicker journey times across the network.

2.34 Llanishen railway station now uses a 'Tap In Tap Out' contactless system, offering ticketless travel with fares automatically calculated. Prices start from £2.90 for a single journey within Cardiff and vary by distance. A 'Zone 1' (i.e., within Cardiff) weekly cap is £17.70. The system is designed to reduce queues, speeds up boarding, and is attractive for both regular commuters and occasional travellers.

2.35 A summary of rail services provided from Llanishen station is provided in **Table 2-2**.

Table 2-3: Rail Service Summary

Llanishen Railway Station			
Destination	**Average Journey time (mins)**	**Average Frequency (mins)**	**Average one-way cost (source: trainline.com)**
Caerphilly	9	10-20	From £3.70
Cardiff Central	14	10-20	From £3.80
Cardiff Bay	26	10-20	From £3.80
Barry Island	49	45-60	From £4.60
Bridgend	70	90	From £5.50

South Wales Metro

2.36 The South Wales Metro is a major infrastructure project aimed at improving public transport connectivity across South Wales, being developed by Transport for Wales (TfW). It is a modernised and integrated transport network designed to serve cities and towns in the region, including Cardiff, Newport, and surrounding areas, with a focus on sustainability, efficiency, and accessibility.

2.37 Key goals of the South Wales Metro include:

- **Better Connectivity**: Connecting towns and cities more efficiently, reducing travel times and making it easier for people to move around the region.
- **Sustainability**: Promoting green transport options to reduce carbon emissions and help meet environmental goals.
- **Economic Growth**: Supporting regional development by improving transport links, encouraging investment, and providing more job opportunities.
- **Modernisation**: Upgrading the transport system with new, environmentally friendly trains and improved infrastructure, making travel more comfortable and accessible.

2.38 With specific regard to Llanishen railway station, benefits include:

- Electrification of the Rhymney Line:
  - The line from Rhymney into Cardiff (including Llanishen) has recently been electrified under the Metro project.
- Introduction of new rolling stock (trains):
  - New tri-mode or other modern trains are being introduced to run on electrified lines (using electric, battery, and/or diesel as needed). This will include the lower Rhymney / Caerphilly-Cardiff lines.
- More frequent / better services:
  - As part of Metro changes, there have already been timetable changes in June 2024 to enable more frequent services.
- Station and accessibility improvements:

- The Metro project aims to improve station facilities across many stations: better accessibility (level boarding, improved platforms, better links for walking/cycling) and improved station environments. Llanishen would benefit as part of the lower Rhymney line improvements.

- New stations are due to be delivered including at Crwys Road (between Heath High Level and Cardiff Queen Street) with construction due to start in February 2027. The opening of this station will provide new opportunities for future residents to travel between Llanishen and Cathays / Roath by rail.

Local Highway Network

Wolf's Castle Avenue

2.39 Wolf's Castle Avenue runs in an east-west direction from Heol Hir to Templeton Avenue, abutting the northern boundary of the site. It is subject to a 20mph speed limit and is a two-way single carriageway. There is unrestricted on-road parking. There is street lighting and consistent footways along both sides of the carriageway with several vehicle crossovers allowing access to properties.

Llangefni Place

2.40 Llangefni Place is a short (50m) road running in a north-south direction to the immediate east of the site. It is a no-through road subject to a 20mph speed limit and is a two-way single-carriageway. There are no formal parking restrictions. A turning head at the end of the road allows refuse vehicles and delivery vans (for example) to turn around and exit the road in forward gear. There is street lighting and footways along both sides of the carriageway with several vehicle crossovers allowing access to properties.

Templeton Avenue

2.41 Templeton Avenue runs in an approximate east-west direction from Heol Hir to Thornhill Road, connecting the areas of Llanishen and Rhiwbina. It is subject to a 20mph speed limit and is a two-way single carriageway. There is unrestricted on-road parking. There is street lighting and footways along both sides of the carriageway with vehicle crossovers allowing access to properties.

Heol Hir

2.42 Heol Hir runs in a north-south direction from Excalibur Drive in Thornhill to Llanishen Village in the south. It is subject to a 20mph speed limit and is a two-way single carriageway. There are several crossing points along the road in the form of zebra crossings and several areas of traffic calming including signage and speed bumps. The presence of these is related to the location of Llanishen High School, accessed directly from Heol Hir.

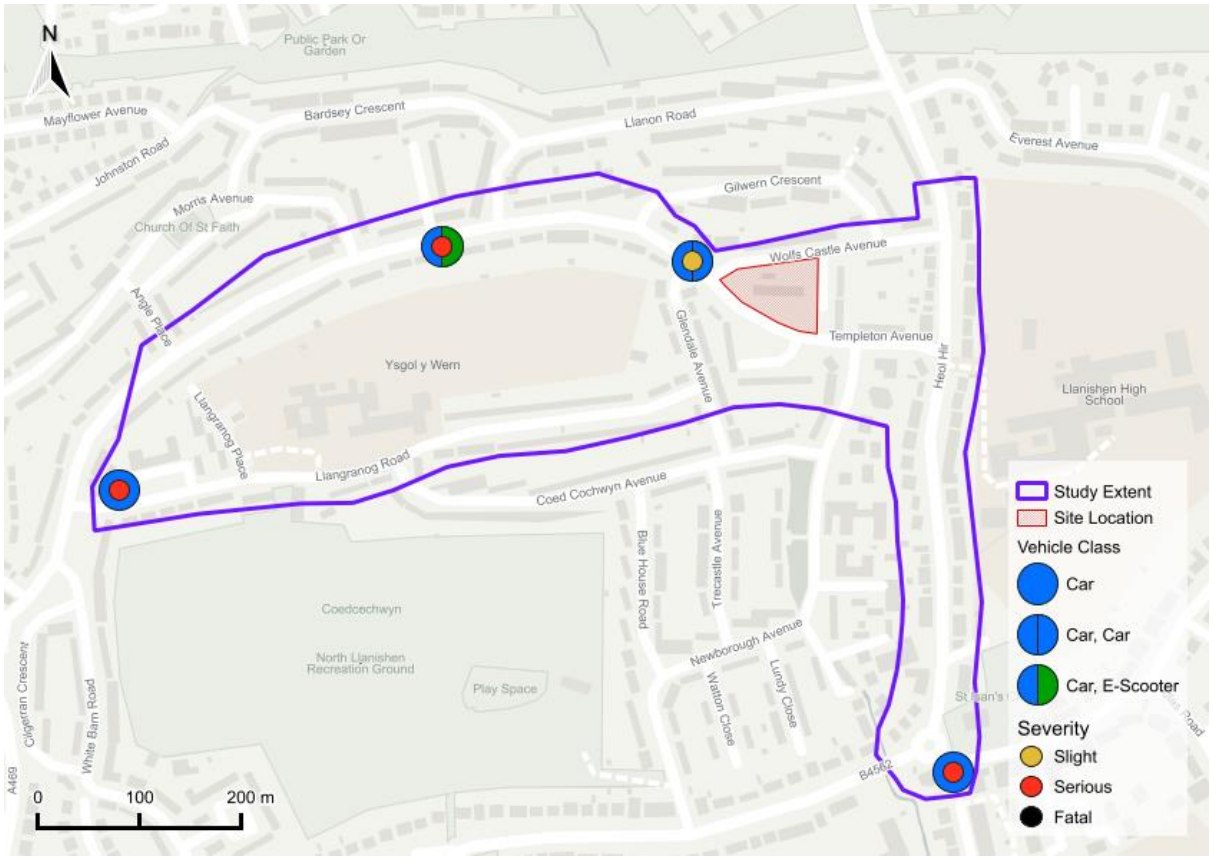
2.43 There are intermittent Traffic Regulation Orders (TROs) in the form of double yellow lines. Buses use this route and there are several bus stops along the road including bus cages marked on the carriageway. There is street lighting and consistent footways along both sides of the carriageway with vehicle crossovers allowing access to properties.

Personal Injury Collision Review

Overview

2.44 A review of Personal Injury collision data in the local area has been undertaken using the STATS 19 database. This contains all recorded collisions for the latest available five-year period from 2019 – 2023. A study area has been selected to include key routes to local schools Ysgol Y Wern and Llanishen High School. An outline of the study area is illustrated in **Figure 2-6** along with the collisions that occurred.

Figure 2-6: Personal Injury Collision Data (2019 – 2023)



2.45 This area contains four collisions over a five-year period. A summary of these collisions is outlined in **Table 2-4**

Table 2-4: Summary of Collisions

Reference	Location (Longitude, Latitude)	Conditions	Date	Vehicles involved	Severity
621900152	-3.201111, 51.53131	Light, Unknown Weather, Good Road	28/01/2019	One Car	Serious
621900635	-3.193035, 51.53342	Dark, Dry, Good Road	04/05/2019	Two Cars	Slight
622000153	-3.189212, 51.52893	Light, Dry, Good Road	20/01/2020	One Car	Serious

Reference	Location (Longitude, Latitude)	Conditions	Date	Vehicles involved	Severity
622100331	-3.196584, 51.53352	Light, Dry, Good Road	06/05/2021	One Car, One E-Scooter	Serious

Collision Review

621900152

2.46 This collision involved a single vehicle that collided on the offside, the casualty in this collision was an infant pedestrian. Given the visibility on this road, it is deemed that this collision was likely caused as a result of human error rather than an issue with the existing road layout.

621900635

2.47 This collision is in closest proximity to the proposed development. It was a slight collision involving two vehicles. This collision was a front on collision as one vehicle was parked on the approach to a junction, and another was driving through it. Given the visibility, road width and presence of street lighting it is deemed that this incident was likely caused by driver error and failure to avoid a parked car, rather than an existing highways layout issue.

622000153

2.48 This collision occurred in Llanishen village high street. The incident involved a car reversing into an elderly citizen on a footway. The visibility on this stretch of highway is good and the road conditions at the time of the collision were good.

622100331

2.49 This incident involved a car and an e-scooter. Statistically e-scooters are at a greater risk of serious collisions due to the lack of a vehicle body and low visibility for other road users[1]. The incident was a front on collision as the car travelled from southwest to northeast and the e-scooter undertook the opposite movement. Given the width of the carriageway on Templeton Avenue it is deemed that this incident is the likely result of a driver error rather than a highway layout issue. The severity is likely influenced by the lack of a vehicle body on e-scooters. It should be noted that e-scooters are illegal to ride on public highways outside of a DfT approved rental schemes.

Summary of Collision Review

2.50 The review of PIC data has not identified any existing highway safety issues which could be exacerbated by the proposed development. The review identified four collisions over a five-year period.

[1] https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-e-scooter-factsheet-2024/reported-road-casualties-great-britain-e-scooter-factsheet-2024

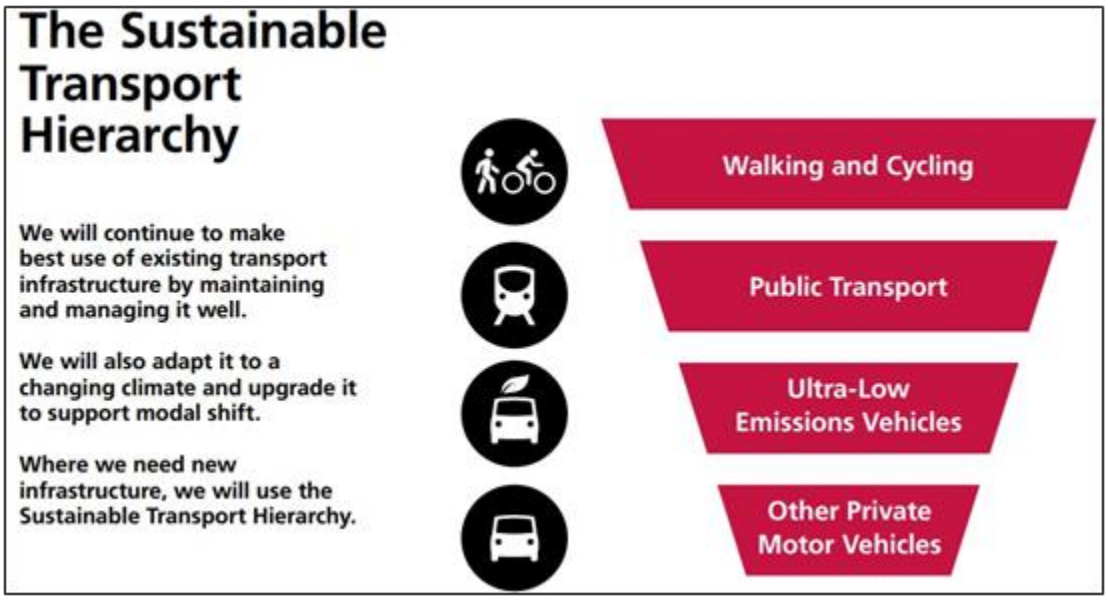
2.51 There are no clusters of incidents (classified as four incidents within three years and all within 100m of each other in accordance with Statistics for Wales and Welsh Government Guidance). There are no anomalies in terms of the number of collisions recorded over the latest available 5 year period and no highway layout related issues or trends have been identified.

3.0 Policy Review

Overview

3.1 This section of the report outlines relevant policies for development and transport in Wales and in Cardiff, which are cognisant of one another and follow a common theme; moving towards carbon reduction in the promotion of development, supporting virtual and active mobility, followed by public transport with private vehicle trips at the bottom of the hierarchy. This is shown in **Figure 3-1.**

Figure 3-1: Sustainable Transport Hierarchy



National Policy

Planning Policy Wales (Edition 12) February 2024

3.1 Planning Policy Wales (Edition 12) (PPW12) outlines the land use planning policies of the Welsh Government with a presumption in favour of sustainable development. The primary objective of PPW12 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."

3.2 PPW12 sets out a transport hierarchy favouring active travel movements. This hierarchy is supported by a requirement for development proposals to maximise accessibility by active travel and public transport.

3.3 Section 3 of PPW highlights the significance of the planning system in decarbonisation and reducing the impacts of climate change.

3.4 Regarding movement, and specifically accessibility, PPW states that:

"Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys".

3.5 Section 4 of PPW concerns Active and Social places. It asserts that Active and Social Places are those which provide well-connected cohesive communities. It further states that a 'Resilient Wales' is supported by promoting well-connected infrastructure.

3.6 Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.

Technical Advice Note 18 (Transport)

3.7 Technical Advice Note (TAN 18) elaborates on the relationship between land use planning and transport infrastructure by outlining a range of key accessibility principles that should inform future patterns of development.

3.8 In the case of new residential development, sites that are accessible to jobs, shops and services by modes other than the car and are afforded sufficient capacity on public transport services are favoured.

3.9 TAN 18 advises that development plans should afford priority to the following:

- promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme or is a firm proposal in the Regional Travel Plan;
- ensure that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;
- include policies and standards on densities, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;
- encourage residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph zones and where appropriate, layouts that allow public transport to pass through easily; and
- Require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.

Active Travel (Wales) Act 2013 (October 2013)

3.10 The Active Travel (Wales) Act aims to make it easier for people to walk and cycle in Wales and 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 their infrastructure for walking and cycling

every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the WG and local authorities to promote walking and cycling as a mode of transport.

3.11 By connecting key sites such as workplaces, hospitals, schools and shopping areas with active travel routes, the Act will encourage people to rely less on their cars when making short journeys and make implementing successful Travel Plans easier.

Active Travel Act Guidance (July 2021)

3.12 The Active Travel Act Guidance was first published in July 2021 and is issued using the powers of the Welsh Ministers to give guidance under sections 2(6), 2(9), 3(4), 4(5), 5(2) and 7(2) of the Active Travel Act.

3.13 The act requires local authorities in Wales to produce maps of walking and cycling networks, and to deliver year on year active travel improvements along the mapped routes and their related facilities. These routes should be coherent, direct, safe, comfortable and attractive. The maps shall now be known as Active Travel Network Maps (ATNM) – showing existing routes and future routes which shall combine the Existing Routes Map and the Integrated Network Map required by the act.

3.14 As well as creating the infrastructure, the act includes provision for making people aware of the existing and future routes through the publication of the maps and for the promotion of active travel as a means of transport.

3.15 The active travel network is designed to serve everyday journeys. These are also known as utility journeys – trips with a purpose rather than purely for leisure. Examples of destinations which can be considered to form an everyday or utility journey include; school or other educational establishments, local shops, employment sites, healthcare facilities, and other destinations people travel to for a purpose.

3.16 **Table 3-1** is an extract from the guidance which provides a guide for network development in relation to reasonable distances that would be travelled by each respective mode for everyday journeys.

3.17 Two out of every three journeys are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school.

3.18 The guidance further states that developments that do not adequately make provision for walking and cycling should not be approved. This may include adequate off-site improvements for pedestrians and cyclists using existing highways that are affected by the development.

Table 3-1: Active Travel Guidance

	Less than 1km	Up to 3km	Up to 5km	Up to 8km	Up to 12km	Up to 24km
	Many users	Many users	Some users	Few users	Few users	Few users
	Many users	Many users	Many users	Many users	Some users	Few users
	Many users	Many users	Many users	Many users	Some users	Some users

Local Planning Policy

Cardiff Local Development Plan (LDP)

3.19 The adopted Cardiff Local Development Plan (LDP) provides the statutory framework for the development and use of land within Cardiff during the plan period of 2006 to 2026, in conjunction with Supplementary Planning Guidance (SPG).

3.20 A number of development principles are included within the LDP, of particular relevance these include:

- Minimise car travel, maximise sustainable transport use and decrease air pollution by creating accessible, permeable and legible places, preventing predominantly car-based developments and focusing new development in accessible locations which are linked to the strategic cycle network and can be served mainly by effective networks of sustainable transport - walking and cycling and fast and frequent public transport around and beyond the city.
- Maximise the principles of good design - to create places that look good, are of an appropriate and efficient density, fully respect their local context and are successfully integrated with adjoining areas. To design buildings that are resilient and can easily adapt to changing future needs. To design clean and attractive areas where people feel safe and have a sense of ownership.

3.21 Policy TC1 considers walking and cycling with an overarching principle to support development which incorporates:

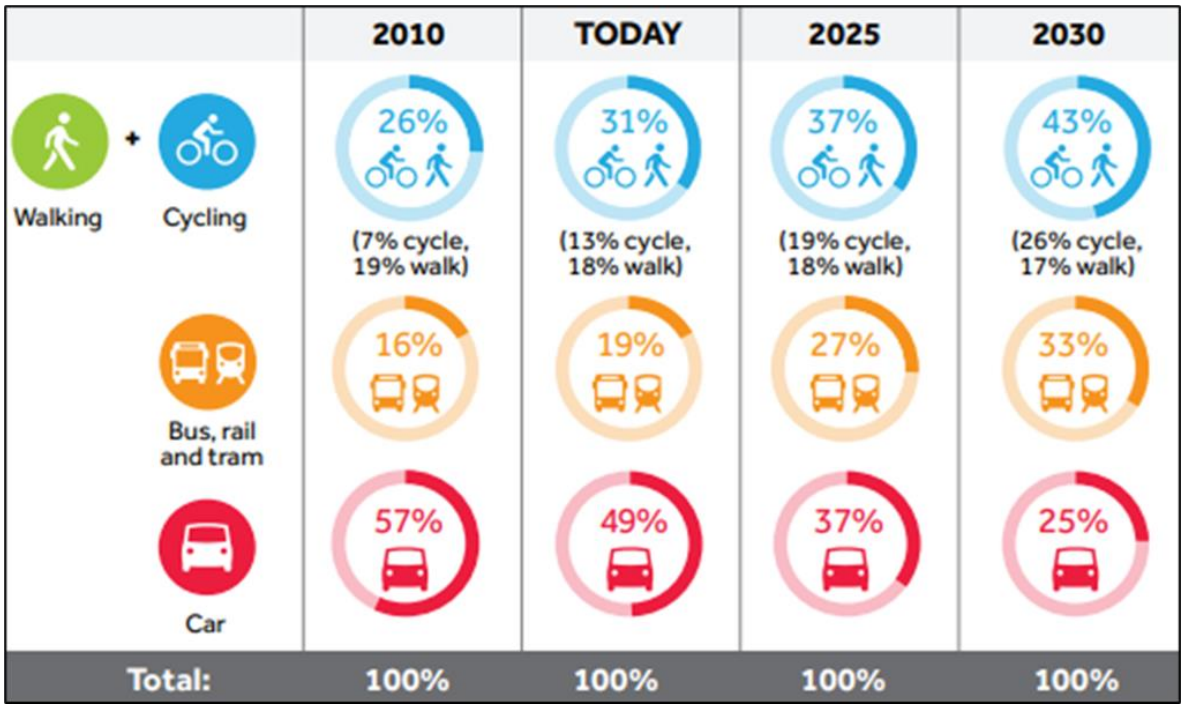
- Permeable and legible active travel networks.
- Measures to minimise vehicle speeds and prioritise pedestrians and cyclists.
- Safe and convenient connections to the wider neighbourhood.

3.22 Policy KP8 relates to sustainable transport. The policy states that any new developments in Cardiff will be integrated with transport infrastructure and services in order to achieve a wide range of outcomes. This includes reducing travel demand and dependence on the car,

maintaining and improving the efficiency and reliability of the transport network and managing freight movements by road and to minimise their impacts.

3.23 The policy also notes the intention of the council to achieve a 50/50 modal split between journeys by car and journeys by walking, cycling and public transport. **Figure 3-4**, as shown within the Cardiff Transport White Paper, published in 2020, shows the progress Cardiff has already achieved in meeting this policy. It also indicates the ambition of the council to go further in reducing car usage through a mixture of public transport and active travel.

Figure 3-2: Current and Future Ambitions for Cardiff Modal Split (2020)



Cardiff's Managing Transportation Impacts (Incorporating Parking Standards)

3.24 Local parking standards are provided within the Managing Transportation Impacts (Incorporating Parking Standards) Supplementary Planning Guidance (April 2018).

3.25 The standards differ for central and non-central areas with the site located within the latter. The car parking standards within the SPG are a maximum level of provision with cycle parking a minimum requirement.

3.26 **Table 3-2** summarises the parking standards applicable to the non-central area in which the site is located.

Table 3-2: Cardiff Council Parking Standards (April 2018)

Dwelling Size	Maximum Vehicle Parking	Minimum Cycle Parking
1 bedroom	1 space per unit	1 space per bedroom
2+ bedroom	2 spaces per unit	1 space per bedroom

Summary

3.27 The development proposals comply with the transport related planning policies discussed within this chapter. The site will seek to reduce the need to travel in the first instance with more sustainable modes of transport promoted for journeys beyond the site. This will be aided through design and continued promotion of the transport hierarchy placing pedestrian and cycle movements at the forefront of all development.

3.28 The site is located in an area which "*minimises the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys"* as set out in PPW.

4.0 Development Overview

Overview

4.1 The proposals relate to the construction of 24 residential units. This will comprise a mix of unit types as set out below:

- **Apartment block**:
  - 2 no. 2-bed walk up
  - 4 no. 1-bed wheelchair accessible apartments
  - 8 no. 2-bed apartments
- **Houses**:
  - 4x 2-bed houses
  - 5x 3-bed houses
  - 1x 4-bed house
- **Total – 24 units**

4.2 The proposed Site Layout is illustrated within **Figure 4-1,** and a copy is provided in **Appendix A**.

Figure 4-1: Site Layout

Access

4.3 Seven dwellings will be accessed directly via Wolfs Castle Avenue to the north, and four dwellings will be accessed directly from Llangefni Place to the east. Apartments are provided as a part of the proposals, accessed via Wolfs Castle Avenue and from Templeton Avenue (active travel).

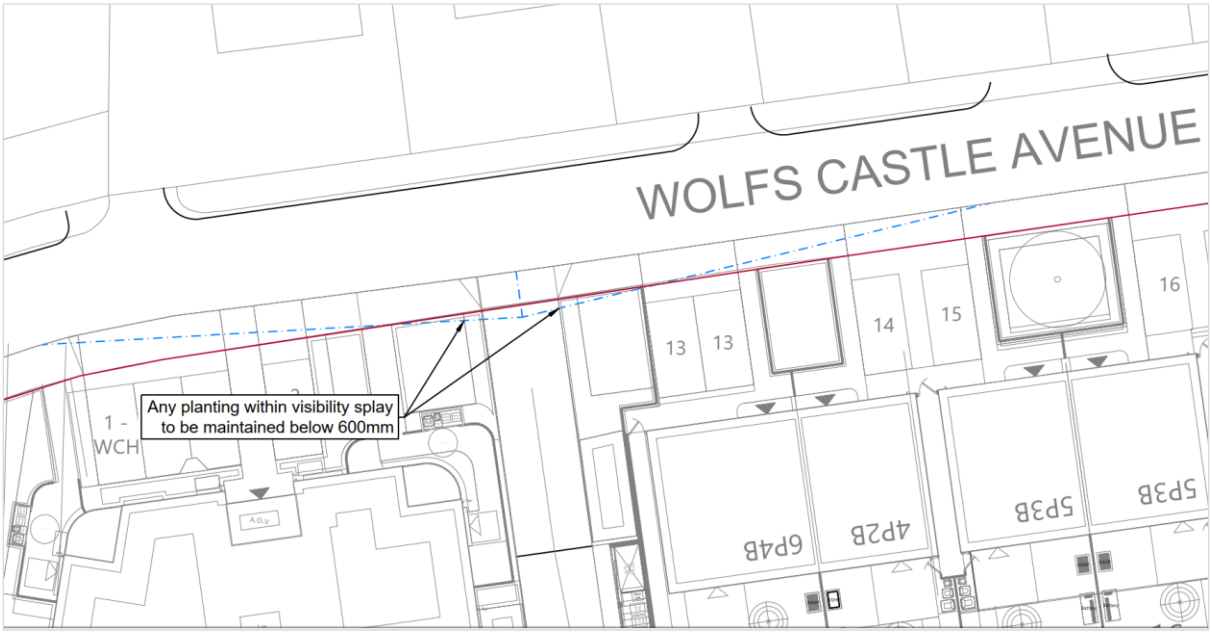
4.4 Vehicle access will be from Wolfs Castle Avenue to the north via a vehicle crossover. Wolfs Castle Avenue is subject to a 20mph speed limit. The access junction provides a minor relocation of the existing junction which provides access to the car parking area associated with the site's previous use as a public house.

4.5 The redundant vehicle accesses with both Wolf Castle Avenue and Templeton Avenue will be removed with the footway reinstated.

4.6 The access junction has been designed to Manual for Streets (MfS) and Manual for Streets 2 (MfS 2) standards. It provides visibility splays in line with *MfS Table 7.1 - Derived SSDs for streets.* This is demonstrated in **Figure 4-2**, where visibility is displayed at 2.4m (X distance) back from the give way line and 25m (including bonnet length) (Y distance) in each direction, as is standard for a 20mph speed limit. The full drawing is included at **Appendix B**.

4.7 For pedestrians and those with limited mobility, the nature of the site access as a vehicle crossover will ensure it is at-grade to allow safe and convenient navigation along the southern footway of Wolfs Castle Avenue.

Figure 4-2: Access Junction Vis Splay



Active Travel Access

4.8 Site users will have multiple access options. The site layout proposes:

- 3 no. pedestrian connections from Templeton Avenue

- 2 no. pedestrian connections and direct dwelling access from Llangefni Place
- Dwelling accessed directly from Wolfs Castle Avenue
- An access for vehicles from Wolfs Castle Avenue, including a separate pedestrian access.

Parking

4.9 The quantum of car and cycle parking spaces is based on a range of considerations and the masterplanning exercise undertaken to the date. The provision accords with Cardiff Council's Managing Transportation Impacts (Incorporating Parking Standards) Supplementary Planning Guidance (April 2018).

Car Parking

4.10 The development will be supported by car parking as set out in **Table 4-1**.

Table 4-1: Proposed Car Parking

Unit Type	Proposed No. spaces
Apartment block (units 1 to 12)	12 spaces (1 no. space per unit including 3 disabled parking spaces)
Houses (units 13 to 24)	13 spaces (1 space per unit, unit 13 (4 bed) - 2 no. spaces.)
Total – 24 units	**25 spaces**

4.11 The proposed parking accords with Cardiff Council's Parking Standards (April 2018) which are provided as maximum standards.

4.12 The site is located in an area with a wide range of facilities and amenities located within a short walk. This includes a primary school and secondary school and Llanishen village centre. To the immediate south of the site, Wolfs Castle bus stops provide access to a frequent bus service to Cardiff city centre. Llanishen railway station is located an approximate 16 minute walk from site, providing access to frequent rail services.

4.13 TAN 18 states at paragraph 4.7 that:

"In determining maximum car parking standards for new development, regard should be given to:

• public transport accessibility and opportunities or proposals for enhancement;

• targets and opportunities for walking and cycling;

• objectives for economic development including tourism;

• the availability in the general area of safe public on- and off- street parking provision; and

• potential for neighbouring or mixed use developments sharing parking spaces, for example at different times of the day or week".

4.14 TAN 18 also states at paragraph 4.13 that:

"Maximum parking standards should not be applied so rigidly that they become minimum standards. Maximum standards should allow developers the discretion to reduce parking levels".

4.15 As such, the level of parking proposed (typically 1 parking space per unit with the exception of Unit 13) is considered appropriate and reflective of the accessibility of the site.

EV Charging

4.16 The site will include provision for electric vehicle (EV) charging as per the Welsh government's draft consultation for "*Electric vehicle charging in residential and non-residential buildings*". This states that parking for new developments must have an EV charge points installed for each parking space or be built with the infrastructure to allow one to be easily added later (e.g. wiring, ducting).

Cycle Parking

4.17 Cycle parking is provided within a central cycle store for the apartments and within secure sheds for each of the houses.

4.18 The location of the cycle store is shown on the site layout in **Figure 4-1** and in the masterplan provided in **Appendix A**. This storage area is located to the immediate west of the garden of unit 13, accessible from the internal access road.

4.19 Cycle storage is proposed using an Easi-riser system to store 12 bikes, with Sheffield stands underneath for eight bikes. Overall, there are 20 cycle parking space proposed for the apartments. The Easi-riser system Bikes are positioned at 2 different levels, avoiding bike handles clashing. In line with the manufacturer's specification, the end racks include a minimum 275mm offset from the edge of the rack to the wall to accommodate handlebars.

4.20 Cycle parking for the houses is provided in secure sheds provided within each private garden.

4.21 A summary of the cycle parking proposed is set out in **Table 4-2**.

Table 4-2: Proposed Cycle Parking

Unit Type	Units	No. spaces
Apartment block (units 1 to 12)	4 no. 1 bed	20 spaces (provided in secure cycle store)
	8 no. 2 bed	
Houses (units 13 to 24)	6 no. 2-bed houses	12
	5 no. 3-bed houses	15
	6 no. 4-bed houses	4
Total – 24 units		**51**

4.22 The proposed cycle parking as set out in **Table 4-2** meets Cardiff Council's minimum cycle parking standards in line with the Parking Standards SPG (April, 2018).

Delivery & Servicing

4.23 Servicing will take place from the roads surrounding the site. Properties whose frontage abuts Llangefni Place or Wolfs Castle Avenue will be serviced and have refuse collected directly from these roads.

4.24 The apartment block has a dedicated refuse store located between the car park access and Unit 13. The bin storage area is located within 25m of the collection location on Wolfs Castle Avenue (in accordance with Cardiff Council's SPG Waste Collection and Storage Facilities (October 2016) Chapter 7 Collection access) and within 30m of all apartments (excluding vertical distances). The Refuse Collection Vehicle is expected to serve the site from Wolf Castle Avenue.

4.25 Swept Path Analysis (SPA) has been undertaken in order to demonstrate the refuse movements surrounding and within the site. A copy of the SPA drawing is provided in **Appendix B.**

Summary

4.26 The proposals relate to the construction of 24 residential units, comprising a mix of housing types. Vehicle access will be from Wolfs Castle Avenue to the north via a junction taking the form of a vehicle crossover. The redundant vehicle accesses with both Wolf Castle Avenue and Templeton Avenue will be removed with the footway reinstated.

4.27 There are multiple active travel accesses to the site from Wolf's Castle Avenue, Templeton Avenue and Llangefni Place.

4.28 A total of 25 car parking spaces will be provided, along with 51 secure cycle parking spaces. These are provided either in a cycle store (for the apartment block) or within secure sheds for the houses.

4.29 Servicing will take place from the roads surrounding the site. Properties whose frontage abuts Llangefni Place, Wolfs Castle Avenue and Templeton Avenue will be serviced and have refuse collected from these roads. The apartment black has a central refuse store and refuse collection taking place from Wolfs Castle Avenue.

5.0 Trip Generation

Overview

5.1 In the context of both national and local transport policy, the focus of development should not be on traffic impact but rather on accommodating people movements and providing safe and efficient active travel routes to key local amenities.

5.2 This chapter sets out the trip generation associated with the proposed development and considers this against the lawful use of the site as a public house.

Existing Use

5.3 The site has a lawful use as a public house, although it has not been operational since 2022[2].

5.4 TRICS is a database of trip generation from a wide variety of land uses (retail, employment, leisure etc.) across the UK. Site surveys are carried out to measure how many people travel to a site, by what mode and what time of day. The purpose of the database is to provide an estimate of likely trip generation to/from a land use, by comparing it with trip generation from existing comparative sites of the same land use.

5.5 A TRICS analysis has been undertaken for a pub use (TRICS Land Use 06 – Hotel, TRICS Category C - Pub/Restaurant).

5.6 The forecast vehicle trip rate, based on 31 car parking spaces, is set out in **Table 5-1**.

Table 5-1: Public House – Trip Rates and Forecast Trips

Time Period	Vehicle Trip Rate			Vehicle Trips based on 31 Car Parking spaces		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
08:00-09:00	0.041	0	0.041	1	0	1
17:00-18:00	0.432	0.258	0.69	13	8	21
Daily (07:00 – 19:00)	3.588	3.454	7.042	111	107	218

Proposed Residential Use

5.7 The site comprises the former Wolf Castle Public House, whilst not currently operational, it could be reoccupied under its lawful use at any time and as such, a trip generation assessment has been undertaken based on the existing Public House.

[2] https://www.walesonline.co.uk/news/local-news/empty-overgrown-former-cardiff-pub-30703732

5.8 The proposed residential development will provide 24 dwellings. In this context, a trip generation assessment for 24 affordable homes has been undertaken to provide a suitable indication of the potential multi-modal trips the site could generate.

5.9 Trip rates have been obtained from the TRICS database associated with similar affordable housing developments in similar locations. The parameters used are as follows:

- **Land Use**: Residential;
- **Land Use Category**: Mixed Affordable Housing (Flats and Houses);
- **Survey Type**: Multi-Modal;
- **Region**: UK (excluding Greater London and Northern Ireland);
- **Weekday only**;
- **Dates**: From May 2021 onwards;
- **Units**: 19 to 94.

5.10 Sites bearing the most similarity to the proposed development were specifically selected.

5.11 The full output reports are attached at **Appendix C**, whilst **Table 5-2** provides a summary of the trip rates and resulting person trips.

Table 5-2: Residential Trip Rates

Time Period	Person Trip Rate (per dwelling)			Person Trips (24 dwellings)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak 08:00-09:00	0.277	0.823	1.1	7	20	26
PM Peak 17:00-18:00	0.496	0.248	0.744	12	6	18
Daily 07:00-19:00	4.177	4.312	8.489	100	103	204

Details: Discrepancies due to rounding

5.12 **Table 5-2** demonstrates that the proposed development could be expected to generate 26 person trips during the morning peak hour and 18 person trips during the evening peak hour. Across an average weekday it is expected that the proposals would likely generate 204 two-way person trips.

5.13 To determine the likely trips by mode, reference has been made to the 2011 Census with method of travel to work data obtained for the *Cardiff 005* output area, within which the site is located. The mode share which relates to commuting has been applied to all trip types through application to the person trips presented in **Table 5-2**.

5.14 It should be noted that while the 2021 Census dataset has been released, Covid-19 restrictions and furlough is expected to have distorted movement and mode share patterns. Whilst not accounting for the increased levels of home and hybrid working, the 2011 Census is still considered to be the most appropriate method of forecasting. It should be noted that the Office for National Statistics (ONS) caution the use of the 2021 Census Journey to Work data due to the impacts of COVID-19 on the travel patterns.

5.15 The resulting mode share is provided in **Table 5-3**.

Table 5-3: Person Trips by Mode (24 dwellings)

Mode (2011 Census)	Share	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)		Daily (07:00 – 19:00)	
		Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Train	6%	0	1	1	0	6	6
Bus	8%	1	2	1	1	8	9
Taxi	0%	0	0	0	0	0	0
Motorcycle	0%	0	0	0	0	0	0
Car Driver	64%	4	13	8	4	64	66
Car Passenger	5%	0	1	1	0	5	5
Bicycle	3%	0	1	0	0	3	3
Foot	14%	1	3	2	1	14	14
Total	**100%**	**7**	**20**	**12**	**6**	**100**	**103**

5.16 **Table 5-3** demonstrates that the proposed development could be expected to generate 17 two-way vehicle trips during the AM peak hour (08:00 – 09:00) with four trips undertaken via public transport and five via active travel modes.

5.17 During the PM peak hour (17:00 – 18:00), it is expected that the proposals would generate 12 two-way vehicle trips with two trips undertaken via public transport and three via active travel modes.

5.18 Across the average weekday it is expected that the proposals could generate 130 two-way vehicle movements with 28 trips undertaken via public transport and 34 via active travel modes.

Net Trip Generation

5.19 Based on **Table 5-1** and **Table 5-2**, the net change i.e., difference in vehicle trip between the lawful pub use and the proposed residential use is set out in **Table 5-4**.

Table 5-4: Trip generation Net Change (Pub vs 24 dwellings)

Time Period	Two Way Vehicle Trips						Net Change		
	Pub			Residential					
	Arr	Dep	Two-Way	Arr	Dep	Two-Way	Arr	Dep	Two-Way
AM Peak 08:00-09:00	1	0	1	4	13	17	+3	+13	+16
PM Peak 17:00-18:00	13	8	21	8	4	11	-5	-4	-10
Daily 07:00-19:00	111	107	218	64	66	131	-47	-41	-87

5.20 As demonstrated, the net change would be an additional 16 vehicle trips in the AM peak (08:00 – 09:00), -10 vehicle trips in the PM peak (17:00 – 18:00), and across the day a total of -87 vehicle trips.

5.21 The proposed residential development is there anticipated to result in an overall reduction in vehicle movements compared to the lawful use of the site as a Public House.

Traffic Effect

5.22 Notwithstanding the net trip generation assessment, the proposed residential development would generate approximately one vehicle trip every four minutes in the AM peak, and one vehicle trip every five minutes in the PM peak. The additional vehicle movements are unlikely to be discernible above the typical daily fluctuation in traffic volumes across the local highway network.

6.0 Summary & Conclusion

Summary

6.1 SLR Consulting Limited is appointed by Cardiff Council to provide highways and transport advice in relation to the proposed development of 24 dwellings at the site of the former Wolfs Castle public house, Llanishen, Cardiff.

6.2 The site is accessible by active and sustainable modes and benefits from close proximity to schools, retail, bus stops and Llanishen railway station. In this respect it also accords with local and national policy including PPW 12, which aims to promote active travel and proximity to services over travel by private vehicle.

6.3 The site will comprise a mix of housing types, with access provided from Wolfs Castle Avenue, Templeton Avenue and Llangefni Place. The development includes a new vehicle crossover to provide access to the onsite car park. This comprises a minor relocation of the existing junction which provides access to the car parking area associated with the site's previous use as a public house. Site users will have multiple options for active travel access with various footpaths connecting to the surrounding footways.

6.4 A review of PIC data has been undertaken for the local highway network. This has not identified any existing highway safety issues which could be exacerbated by the proposed development. The review identified four collisions over a five-year period. There are no clusters of incidents (classified as four incidents within three years and all within 100m of each other) that could indicate a highway safety issue.

6.5 The quantum of car and cycle parking spaces is based on a range of considerations and the masterplanning exercise undertaken to date. Vehicle, Cycle and EV parking will be accommodated. A total of 25 car parking spaces are proposed. This provides a reduction compared to the 31 spaces currently associated with the site's previous use as a public house and accords with Cardiff Council's maximum parking standards. The level of parking proposed is lower than the maximum standards and equates to one space per unit with the exception of Unit 13 which provides two spaces per unit. This approach is endorsed by TAN 18 which states that "*Maximum standards should allow developers the discretion to reduce parking levels*".

6.6 The proposed development could be expected to generate 17 two-way vehicle trips during the morning peak hour (08:00 – 09:00). During the evening peak hour (17:00 – 18:00), it is expected that the proposals would generate 12 two-way vehicle trips. Across the average weekday it is expected that the proposals could generate 130 two-way vehicle trips.

6.7 Based on the site's previous use as a Public House, the net change in terms of trip generation would be an additional 16 vehicle trips in the AM peak, a reduction of 10 vehicle trips in the PM peak, and across the day a total reduction of 87 vehicle trips.

Conclusion

6.8 The proposed development aligns with the relevant local and national policies from a highways and transport perspective. There are a number of local facilities nearby and the

existing pedestrian network provide good links to a number of additional destinations which support travel choice and the opportunity for local living.

6.9 The site is located within close proximity to bus stops along Templeton Avenue and to Llanishen railway station, with infrastructure and services currently being improved as part of the South Wales Metro project.

6.10 The forecast vehicle trips are predicted to provide a substantial reduction across the day compared to the lawful use of the site as a Public House. The proposed development is therefore not considered to have any discernible effect on the local highway network including on highway safety. On this basis the redevelopment of the Wolf Castle Public House for Social Housing should be encouraged to assist in meeting the authority's housing need.

Appendix A Site Layout

Transport Statement

Former Wolfs Castle Public House, Llanishen

Cardiff Council

SLR Project No.: 407.064691.00001

12 January 2026

Proposed Site Layout :

Wolf's Castle, Llanishen
Cardiff County Council

NORTH

0 5m 10m 25m 50m

Scale @ 1:500

Figured dimensions and levels to be used. Any inaccuracies must be notified to the architect.
Detail drawings and large scale drawings take precedence over smaller drawings.

Rev:	
F	Site layout reviewed to reduce units, walk-up flats typology introduced. **AJ 27.11.25**
G	Cycle & Bin storage reviewed. Gardens to P 23-24 combined to show as shared. Apartment footprint updated. RWP included in houses footprints. **AJ 05.12.25**
H	Front access path areas adjusted to apartments and plots 13-19. Path adjacent to plots 20-22 moved away from RPZ. EVC buildouts added to parking where necessary. Path to Parking from templton avenue reviewed and adjusted. Access to front garden realigned here for level access. Apartment patio paving adjusted and ASHP and battery positions reviewed. **TP 16.12.25**
I	Coordinated with Drainage, Levels and Landscape **TP 18.12.25**

PRELIMINARY	✓
PLANNING	
DESIGN	
TENDER	
CONSTRUCTION	

powelldobson ARCHITECTS
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Tel: +44 (0)33 33 201 001 Fax: +44 (0)29 2079 1212 email: cardiff@powelldobson.com

Drawing No. 24040 (05) 104 I Rev.

Contract: Cardiff Council
Wolf's Castle
Title: Proposed Site Layout

Scale: 1:500 @ A3
Date: April 2025
Drawn: TP
Checked: AJC

Appendix B SLR Drawings

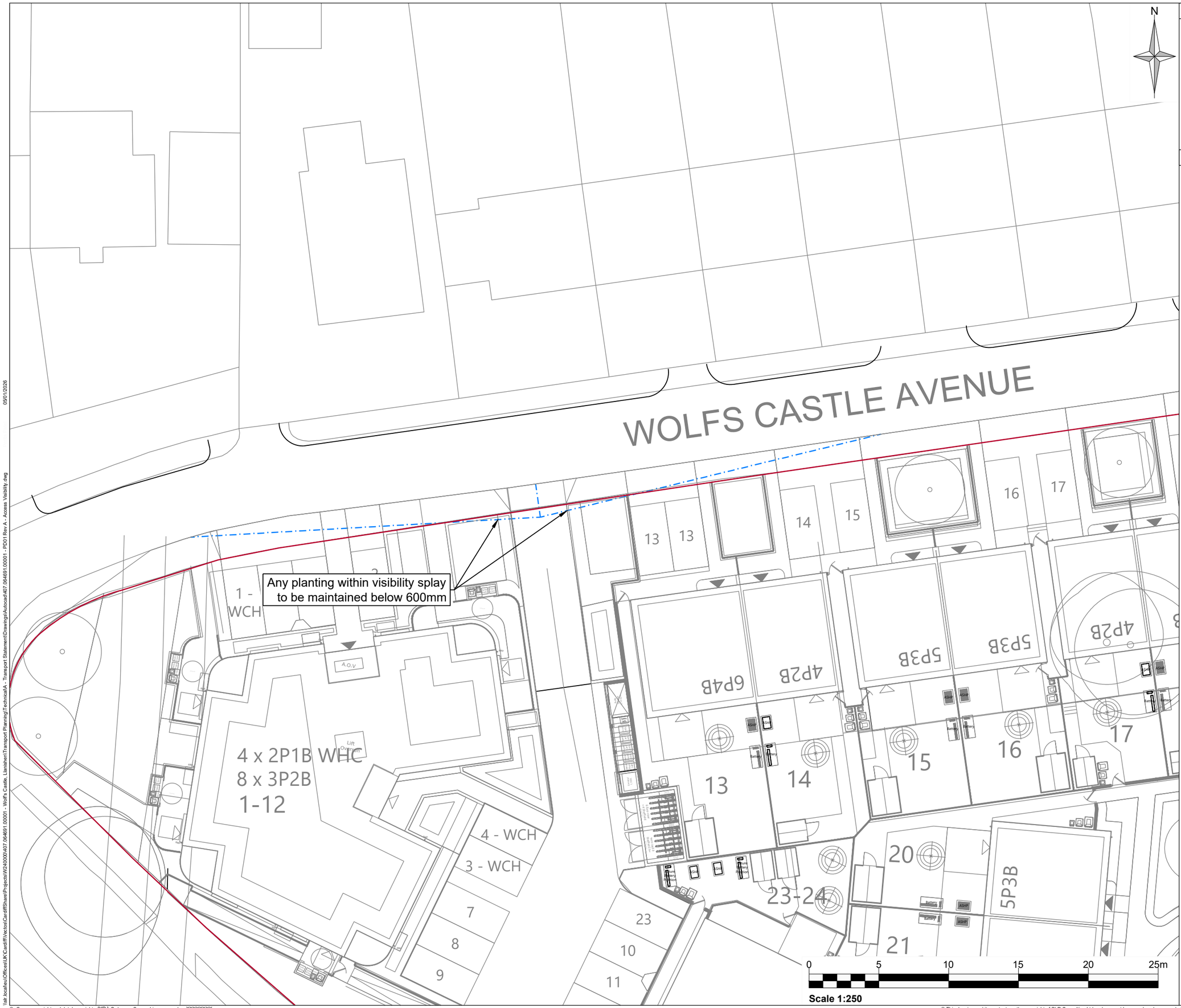
Transport Statement

Former Wolfs Castle Public House, Llanishen

Cardiff Council

SLR Project No.: 407.064691.00001

12 January 2026



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on Powell dobson architects layout: 24040 (05) 104 I - Site Plan (05.01.2026)

Legend:

2.4m x 25m Visibility Splay
(MfS based on 20mph speed limit)

Rev	Amendments	Date	By	Chk	Auth
A	Updated layout, changes to suit	05.01.26	PP	EW	EW

SLR
www.slrconsulting.com

Drawing Status & Suitability Code

Client
Cardiff Council

Project
Wolf's Castle, Llanishen

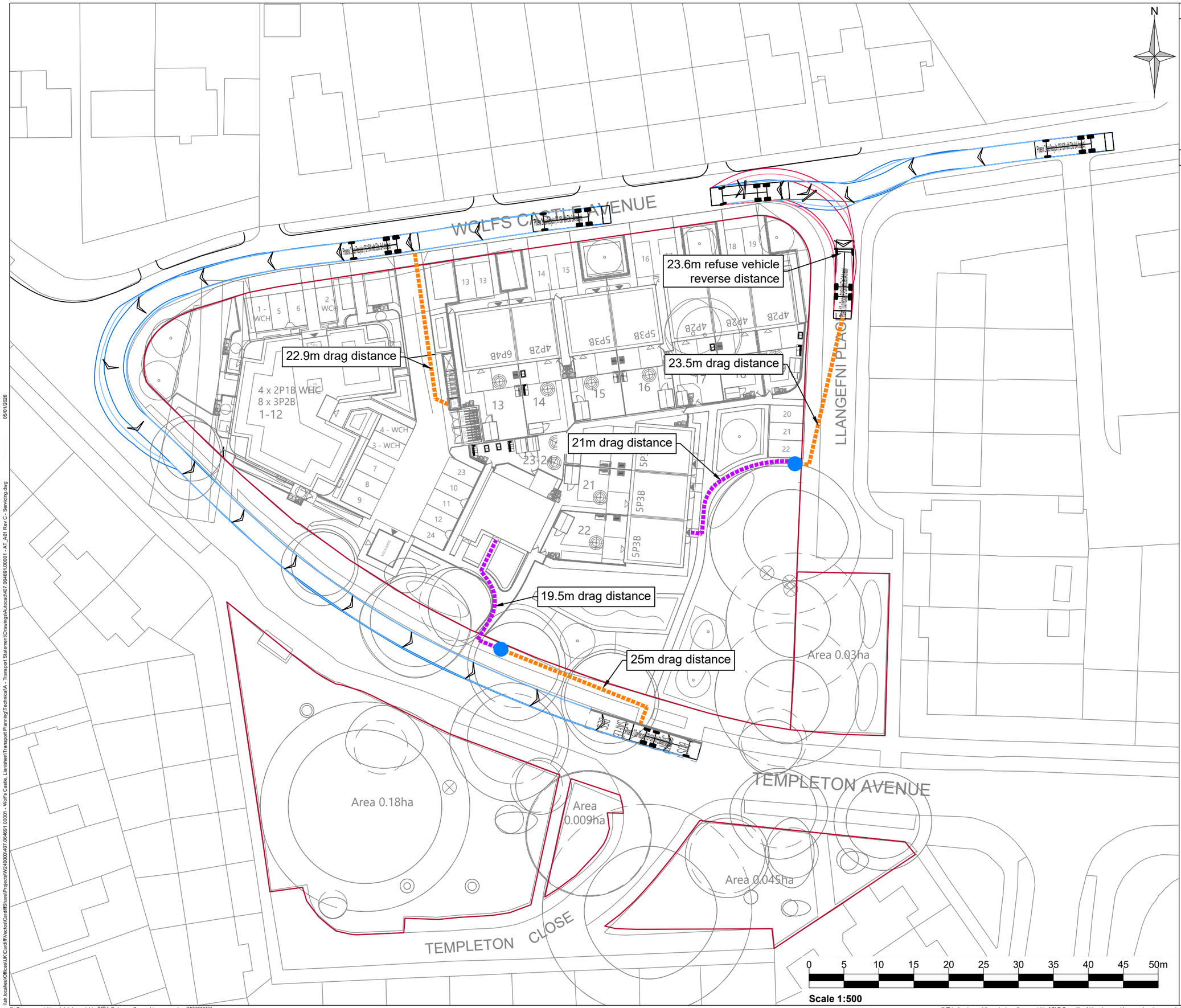
Drawing Title
Access Visibility

Scale		SLR Project No.
1:250	@ A3	407.064691.00001

Designed	Drawn	Checked	Authorised
	PP	JH	EW
Date	Date	Date	Date
	09.05.2025	09.05.2025	09.05.2025

Drawing Number
407.064691.00001/PD01

Rev.
A

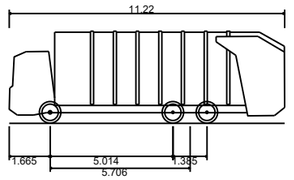


Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on Powell dobson architects layout: 24040 (05) 104 I - Site Plan (05.01.2026)

Legend:

- Bin operative drag distance (max 25m)
- Required location for bin collection point
- Resident drag distance (max 30m)



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Amendments	Date	By	Chk	Auth
C	Updated layout, tracking to suit	05.01.26	PP	EW	EW
B	Updated tracking	14.10.25	PP	EW	EW
A	Updated layout, tracking to suit	16.06.25	PP	JH	EW

SLR

www.slrconsulting.com

Drawing Status & Suitability Code

Client: Cardiff Council

Project: Wolf's Castle, Llanishen

Drawing Title: Swept Path Analysis
Refuse Collection

Scale	SLR Project No.
1:500 @ A3	407.064691.00001

Designed	Drawn	Checked	Authorised
	PP	JH	EW
Date	Date	Date	Date
	03.06.2025	03.06.2025	03.06.2025

Drawing Number: **407.064691.00001/AT/A01**

Rev.: **C**

Appendix C TRICS Data

Transport Statement

Former Wolfs Castle Public House, Llanishen

Cardiff Council

SLR Project No.: 407.064691.00001

12 January 2026

SLR Consulting Helmont House Cardiff Licence No: 529506

Calculation Reference: AUDIT-529506-250509-0502

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	HC	HAMPSHIRE	2 days
	RE	READING	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
	NM	WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
09	NORTH		
	DH	DURHAM	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:	Parking spaces
Actual Range:	4 to 74 (units:)
Range Selected by User:	4 to 150 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 16/10/23

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:

Monday	1 days
Tuesday	4 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	2

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:

Industrial Zone	1
Commercial Zone	1
Residential Zone	3
Retail Zone	2
Out of Town	1
No Sub Category	3

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	6 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	11 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:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
25,001 to 50,000	3 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:

100,001 to 125,000	4 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

No	11 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	11 days

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

LIST OF SITES relevant to selection parameters

1 BH-06-C-01 PUB/RESTAURANT BRIGHTON & HOVE
HOVE STREET
BRIGHTON
HOVE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Parking spaces: 4
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

2 DH-06-C-02 PUB/RESTAURANT DURHAM
STADIUM WAY
BISHOP AUCKLAND
TINDALE
Edge of Town
Retail Zone
Total Parking spaces: 43
Survey date: FRIDAY *31/03/17* *Survey Type: MANUAL*

3 DR-06-C-01 BREWERS FAYRE DONCASTER
HERTEN WAY
DONCASTER

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Parking spaces: 67
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

4 DS-06-C-01 PUB/RESTAURANT DERBYSHIRE
CHATSWORTH ROAD
CHESTERFIELD
BRAMPTON
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Parking spaces: 6
Survey date: MONDAY *16/10/23* *Survey Type: MANUAL*

5 HC-06-C-04 PUB/RESTAURANT HAMPSHIRE
APOLLO RISE
FARNBOROUGH
COVE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Parking spaces: 50
Survey date: TUESDAY *11/06/19* *Survey Type: MANUAL*

6 HC-06-C-06 PUB/RESTAURANT HAMPSHIRE
SHETLAND ROAD
BASINGSTOKE

Edge of Town
Residential Zone
Total Parking spaces: 55
Survey date: FRIDAY *10/09/21* *Survey Type: MANUAL*

7 LN-06-C-01 FLAMING GRILL LINCOLNSHIRE
CRUSADER ROAD
LINCOLN
NEW BOULTHAM
Edge of Town
Retail Zone
Total Parking spaces: 60
Survey date: TUESDAY *10/10/17* *Survey Type: MANUAL*

8 NM-06-C-01 PUB/RESTAURANT WEST NORTHAMPTONSHIRE
BEDFORD ROAD
NORTHAMPTON
BRACKMILLS
Edge of Town
Commercial Zone
Total Parking spaces: 46
Survey date: FRIDAY *11/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	RE-06-C-01 SOUTHCOTE LANE READING	BEEFEATER		READING
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Parking spaces:		62	
	Survey date: THURSDAY		*04/05/23*	*Survey Type: MANUAL*
10	WK-06-C-02 POSEIDON WAY ROYAL LEAMINGTON SPA HEATHCOTE	PUB/RESTAURANT		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Parking spaces:		74	
	Survey date: TUESDAY		*22/11/22*	*Survey Type: MANUAL*
11	WM-06-C-02 PENNWOOD LANE WOLVERHAMPTON PENN COMMON	PUB/RESTAURANT		WEST MIDLANDS
	Edge of Town Out of Town Total Parking spaces:		14	
	Survey date: TUESDAY		*22/11/16*	*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 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
TOTAL VEHICLES
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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									
08:00 - 09:00	1	74	0.041	1	74	0.000	1	74	0.041
09:00 - 10:00	1	74	0.041	1	74	0.000	1	74	0.041
10:00 - 11:00	8	44	0.065	8	44	0.017	8	44	0.082
11:00 - 12:00	10	48	0.265	10	48	0.109	10	48	0.374
12:00 - 13:00	10	48	0.396	10	48	0.133	10	48	0.529
13:00 - 14:00	10	48	0.322	10	48	0.288	10	48	0.610
14:00 - 15:00	10	48	0.183	10	48	0.345	10	48	0.528
15:00 - 16:00	11	44	0.208	11	44	0.166	11	44	0.374
16:00 - 17:00	11	44	0.349	11	44	0.183	11	44	0.532
17:00 - 18:00	11	44	0.432	11	44	0.258	11	44	0.690
18:00 - 19:00	11	44	0.457	11	44	0.372	11	44	0.829
19:00 - 20:00	11	44	0.397	11	44	0.478	11	44	0.875
20:00 - 21:00	11	44	0.243	11	44	0.457	11	44	0.700
21:00 - 22:00	11	44	0.125	11	44	0.308	11	44	0.433
22:00 - 23:00	11	44	0.048	11	44	0.279	11	44	0.327
23:00 - 24:00	8	39	0.016	8	39	0.061	8	39	0.077
Total Rates:			3.588			3.454			7.042

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.*

Parameter summary

Trip rate parameter range selected:	4 - 74 (units:)
Survey date date range:	01/01/16 - 16/10/23
Number of weekdays (Monday-Friday):	11
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
TAXIS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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									
08:00 - 09:00	1	74	0.000	1	74	0.000	1	74	0.000
09:00 - 10:00	1	74	0.000	1	74	0.000	1	74	0.000
10:00 - 11:00	8	44	0.000	8	44	0.000	8	44	0.000
11:00 - 12:00	10	48	0.004	10	48	0.004	10	48	0.008
12:00 - 13:00	10	48	0.008	10	48	0.008	10	48	0.016
13:00 - 14:00	10	48	0.006	10	48	0.006	10	48	0.012
14:00 - 15:00	10	48	0.004	10	48	0.006	10	48	0.010
15:00 - 16:00	11	44	0.006	11	44	0.004	11	44	0.010
16:00 - 17:00	11	44	0.002	11	44	0.004	11	44	0.006
17:00 - 18:00	11	44	0.017	11	44	0.012	11	44	0.029
18:00 - 19:00	11	44	0.010	11	44	0.015	11	44	0.025
19:00 - 20:00	11	44	0.019	11	44	0.019	11	44	0.038
20:00 - 21:00	11	44	0.006	11	44	0.006	11	44	0.012
21:00 - 22:00	11	44	0.002	11	44	0.002	11	44	0.004
22:00 - 23:00	11	44	0.004	11	44	0.004	11	44	0.008
23:00 - 24:00	8	39	0.003	8	39	0.003	8	39	0.006
Total Rates:			0.091			0.093			0.184

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
OGVS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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									
08:00 - 09:00	1	74	0.000	1	74	0.000	1	74	0.000
09:00 - 10:00	1	74	0.000	1	74	0.000	1	74	0.000
10:00 - 11:00	8	44	0.000	8	44	0.000	8	44	0.000
11:00 - 12:00	10	48	0.004	10	48	0.004	10	48	0.008
12:00 - 13:00	10	48	0.002	10	48	0.000	10	48	0.002
13:00 - 14:00	10	48	0.000	10	48	0.002	10	48	0.002
14:00 - 15:00	10	48	0.004	10	48	0.004	10	48	0.008
15:00 - 16:00	11	44	0.000	11	44	0.000	11	44	0.000
16:00 - 17:00	11	44	0.002	11	44	0.002	11	44	0.004
17:00 - 18:00	11	44	0.000	11	44	0.000	11	44	0.000
18:00 - 19:00	11	44	0.002	11	44	0.002	11	44	0.004
19:00 - 20:00	11	44	0.000	11	44	0.000	11	44	0.000
20:00 - 21:00	11	44	0.000	11	44	0.000	11	44	0.000
21:00 - 22:00	11	44	0.000	11	44	0.000	11	44	0.000
22:00 - 23:00	11	44	0.000	11	44	0.000	11	44	0.000
23:00 - 24:00	8	39	0.000	8	39	0.000	8	39	0.000
Total Rates:			0.014			0.014			0.028

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
PSVS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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									
08:00 - 09:00	1	74	0.000	1	74	0.000	1	74	0.000
09:00 - 10:00	1	74	0.000	1	74	0.000	1	74	0.000
10:00 - 11:00	8	44	0.000	8	44	0.000	8	44	0.000
11:00 - 12:00	10	48	0.000	10	48	0.000	10	48	0.000
12:00 - 13:00	10	48	0.000	10	48	0.000	10	48	0.000
13:00 - 14:00	10	48	0.002	10	48	0.002	10	48	0.004
14:00 - 15:00	10	48	0.000	10	48	0.000	10	48	0.000
15:00 - 16:00	11	44	0.000	11	44	0.000	11	44	0.000
16:00 - 17:00	11	44	0.000	11	44	0.000	11	44	0.000
17:00 - 18:00	11	44	0.000	11	44	0.000	11	44	0.000
18:00 - 19:00	11	44	0.000	11	44	0.000	11	44	0.000
19:00 - 20:00	11	44	0.000	11	44	0.000	11	44	0.000
20:00 - 21:00	11	44	0.000	11	44	0.000	11	44	0.000
21:00 - 22:00	11	44	0.000	11	44	0.000	11	44	0.000
22:00 - 23:00	11	44	0.000	11	44	0.000	11	44	0.000
23:00 - 24:00	8	39	0.000	8	39	0.000	8	39	0.000
Total Rates:			0.002			0.002			0.004

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
CYCLISTS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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									
08:00 - 09:00	1	74	0.000	1	74	0.000	1	74	0.000
09:00 - 10:00	1	74	0.000	1	74	0.000	1	74	0.000
10:00 - 11:00	8	44	0.000	8	44	0.000	8	44	0.000
11:00 - 12:00	10	48	0.000	10	48	0.000	10	48	0.000
12:00 - 13:00	10	48	0.002	10	48	0.000	10	48	0.002
13:00 - 14:00	10	48	0.008	10	48	0.004	10	48	0.012
14:00 - 15:00	10	48	0.004	10	48	0.006	10	48	0.010
15:00 - 16:00	11	44	0.002	11	44	0.000	11	44	0.002
16:00 - 17:00	11	44	0.000	11	44	0.002	11	44	0.002
17:00 - 18:00	11	44	0.002	11	44	0.002	11	44	0.004
18:00 - 19:00	11	44	0.002	11	44	0.004	11	44	0.006
19:00 - 20:00	11	44	0.000	11	44	0.004	11	44	0.004
20:00 - 21:00	11	44	0.000	11	44	0.000	11	44	0.000
21:00 - 22:00	11	44	0.002	11	44	0.000	11	44	0.002
22:00 - 23:00	11	44	0.000	11	44	0.004	11	44	0.004
23:00 - 24:00	8	39	0.000	8	39	0.006	8	39	0.006
Total Rates:			0.022			0.032			0.054

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
CARS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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									
08:00 - 09:00	1	74	0.041	1	74	0.000	1	74	0.041
09:00 - 10:00	1	74	0.041	1	74	0.000	1	74	0.041
10:00 - 11:00	8	44	0.054	8	44	0.011	8	44	0.065
11:00 - 12:00	10	48	0.242	10	48	0.088	10	48	0.330
12:00 - 13:00	10	48	0.371	10	48	0.107	10	48	0.478
13:00 - 14:00	10	48	0.303	10	48	0.263	10	48	0.566
14:00 - 15:00	10	48	0.162	10	48	0.328	10	48	0.490
15:00 - 16:00	11	44	0.187	11	44	0.154	11	44	0.341
16:00 - 17:00	11	44	0.328	11	44	0.160	11	44	0.488
17:00 - 18:00	11	44	0.399	11	44	0.235	11	44	0.634
18:00 - 19:00	11	44	0.428	11	44	0.345	11	44	0.773
19:00 - 20:00	11	44	0.366	11	44	0.439	11	44	0.805
20:00 - 21:00	11	44	0.235	11	44	0.439	11	44	0.674
21:00 - 22:00	11	44	0.116	11	44	0.299	11	44	0.415
22:00 - 23:00	11	44	0.044	11	44	0.270	11	44	0.314
23:00 - 24:00	8	39	0.013	8	39	0.058	8	39	0.071
Total Rates:			3.330			3.196			6.526

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
LGVS
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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									
08:00 - 09:00	1	74	0.000	1	74	0.000	1	74	0.000
09:00 - 10:00	1	74	0.000	1	74	0.000	1	74	0.000
10:00 - 11:00	8	44	0.011	8	44	0.006	8	44	0.017
11:00 - 12:00	10	48	0.015	10	48	0.013	10	48	0.028
12:00 - 13:00	10	48	0.015	10	48	0.017	10	48	0.032
13:00 - 14:00	10	48	0.011	10	48	0.015	10	48	0.026
14:00 - 15:00	10	48	0.013	10	48	0.006	10	48	0.019
15:00 - 16:00	11	44	0.015	11	44	0.008	11	44	0.023
16:00 - 17:00	11	44	0.012	11	44	0.017	11	44	0.029
17:00 - 18:00	11	44	0.015	11	44	0.008	11	44	0.023
18:00 - 19:00	11	44	0.017	11	44	0.006	11	44	0.023
19:00 - 20:00	11	44	0.008	11	44	0.021	11	44	0.029
20:00 - 21:00	11	44	0.002	11	44	0.008	11	44	0.010
21:00 - 22:00	11	44	0.004	11	44	0.004	11	44	0.008
22:00 - 23:00	11	44	0.000	11	44	0.004	11	44	0.004
23:00 - 24:00	8	39	0.000	8	39	0.000	8	39	0.000
Total Rates:			0.138			0.133			0.271

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MOTOR CYCLES
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	1	46	0.000	1	46	0.000	1	46	0.000
08:00 - 09:00	2	60	0.000	2	60	0.000	2	60	0.000
09:00 - 10:00	2	60	0.000	2	60	0.000	2	60	0.000
10:00 - 11:00	8	44	0.000	8	44	0.000	8	44	0.000
11:00 - 12:00	10	48	0.000	10	48	0.000	10	48	0.000
12:00 - 13:00	10	48	0.000	10	48	0.000	10	48	0.000
13:00 - 14:00	10	48	0.000	10	48	0.000	10	48	0.000
14:00 - 15:00	10	48	0.000	10	48	0.000	10	48	0.000
15:00 - 16:00	11	44	0.000	11	44	0.000	11	44	0.000
16:00 - 17:00	11	44	0.004	11	44	0.000	11	44	0.004
17:00 - 18:00	11	44	0.002	11	44	0.002	11	44	0.004
18:00 - 19:00	11	44	0.000	11	44	0.004	11	44	0.004
19:00 - 20:00	11	44	0.004	11	44	0.000	11	44	0.004
20:00 - 21:00	11	44	0.000	11	44	0.004	11	44	0.004
21:00 - 22:00	11	44	0.002	11	44	0.002	11	44	0.004
22:00 - 23:00	11	44	0.000	11	44	0.000	11	44	0.000
23:00 - 24:00	8	39	0.000	8	39	0.000	8	39	0.000
Total Rates:			0.012			0.012			0.024

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.*

SLR Consulting Helmont House Cardiff Licence No: 529506

Calculation Reference: AUDIT-529506-250509-0508

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
10	WALES		
	CF	CARDIFF	1 days
	SW	SWANSEA	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: 21 to 94 (units:)
Range Selected by User: 19 to 94 (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 16/11/23

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:

Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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	3

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	6 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 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:

10,001 to 15,000	1 days
25,001 to 50,000	2 days

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 days
250,001 to 500,000	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	3 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	1 days
No	2 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	3 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CF-03-L-02 SEMI DETACHED & FLATS CARDIFF
SANQUHAR STREET
CARDIFF
SPLOTT
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 26
Survey date: FRIDAY *14/05/21* *Survey Type: MANUAL*

2 HC-03-L-04 MIXED FLATS & HOUSES HAMPSHIRE
WOODSIDE AVENUE
EASTLEIGH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 94
Survey date: THURSDAY *16/11/23* *Survey Type: MANUAL*

3 SW-03-L-03 TERRACED HOUSES AND FLATS SWANSEA
CROWN STREET
SWANSEA
MORRISTON
Edge of Town
No Sub Category
Total No of Dwellings: 21
Survey date: FRIDAY *14/05/21* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
ES-03-L-03	26/06/18	old

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.13

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.064	3	47	0.220	3	47	0.284
08:00 - 09:00	3	47	0.156	3	47	0.298	3	47	0.454
09:00 - 10:00	3	47	0.142	3	47	0.142	3	47	0.284
10:00 - 11:00	3	47	0.121	3	47	0.135	3	47	0.256
11:00 - 12:00	3	47	0.142	3	47	0.135	3	47	0.277
12:00 - 13:00	3	47	0.106	3	47	0.106	3	47	0.212
13:00 - 14:00	3	47	0.163	3	47	0.163	3	47	0.326
14:00 - 15:00	3	47	0.170	3	47	0.149	3	47	0.319
15:00 - 16:00	3	47	0.227	3	47	0.199	3	47	0.426
16:00 - 17:00	3	47	0.220	3	47	0.220	3	47	0.440
17:00 - 18:00	3	47	0.227	3	47	0.149	3	47	0.376
18:00 - 19:00	3	47	0.227	3	47	0.099	3	47	0.326
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.965			2.015			3.980

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.*

Parameter summary

Trip rate parameter range selected:	21 - 94 (units:)
Survey date date range:	01/01/16 - 16/11/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.007	3	47	0.007	3	47	0.014
08:00 - 09:00	3	47	0.014	3	47	0.014	3	47	0.028
09:00 - 10:00	3	47	0.007	3	47	0.007	3	47	0.014
10:00 - 11:00	3	47	0.014	3	47	0.014	3	47	0.028
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.007	3	47	0.007	3	47	0.014
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000
14:00 - 15:00	3	47	0.007	3	47	0.007	3	47	0.014
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000
16:00 - 17:00	3	47	0.014	3	47	0.014	3	47	0.028
17:00 - 18:00	3	47	0.007	3	47	0.007	3	47	0.014
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.077			0.154

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.000	3	47	0.000	3	47	0.000
08:00 - 09:00	3	47	0.000	3	47	0.000	3	47	0.000
09:00 - 10:00	3	47	0.007	3	47	0.000	3	47	0.007
10:00 - 11:00	3	47	0.000	3	47	0.007	3	47	0.007
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000
14:00 - 15:00	3	47	0.007	3	47	0.007	3	47	0.014
15:00 - 16:00	3	47	0.007	3	47	0.000	3	47	0.007
16:00 - 17:00	3	47	0.000	3	47	0.007	3	47	0.007
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.000	3	47	0.000	3	47	0.000
08:00 - 09:00	3	47	0.007	3	47	0.007	3	47	0.014
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.007	3	47	0.007	3	47	0.014
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.000	3	47	0.014	3	47	0.014
08:00 - 09:00	3	47	0.007	3	47	0.071	3	47	0.078
09:00 - 10:00	3	47	0.007	3	47	0.035	3	47	0.042
10:00 - 11:00	3	47	0.007	3	47	0.007	3	47	0.014
11:00 - 12:00	3	47	0.007	3	47	0.021	3	47	0.028
12:00 - 13:00	3	47	0.007	3	47	0.021	3	47	0.028
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000
14:00 - 15:00	3	47	0.007	3	47	0.007	3	47	0.014
15:00 - 16:00	3	47	0.057	3	47	0.000	3	47	0.057
16:00 - 17:00	3	47	0.071	3	47	0.021	3	47	0.092
17:00 - 18:00	3	47	0.014	3	47	0.014	3	47	0.028
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.184			0.211			0.395

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.064	3	47	0.326	3	47	0.390
08:00 - 09:00	3	47	0.163	3	47	0.489	3	47	0.652
09:00 - 10:00	3	47	0.177	3	47	0.170	3	47	0.347
10:00 - 11:00	3	47	0.135	3	47	0.149	3	47	0.284
11:00 - 12:00	3	47	0.177	3	47	0.156	3	47	0.333
12:00 - 13:00	3	47	0.135	3	47	0.142	3	47	0.277
13:00 - 14:00	3	47	0.234	3	47	0.255	3	47	0.489
14:00 - 15:00	3	47	0.248	3	47	0.206	3	47	0.454
15:00 - 16:00	3	47	0.319	3	47	0.284	3	47	0.603
16:00 - 17:00	3	47	0.298	3	47	0.298	3	47	0.596
17:00 - 18:00	3	47	0.298	3	47	0.184	3	47	0.482
18:00 - 19:00	3	47	0.362	3	47	0.113	3	47	0.475
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.610			2.772			5.382

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.035	3	47	0.057	3	47	0.092
08:00 - 09:00	3	47	0.078	3	47	0.177	3	47	0.255
09:00 - 10:00	3	47	0.057	3	47	0.064	3	47	0.121
10:00 - 11:00	3	47	0.043	3	47	0.071	3	47	0.114
11:00 - 12:00	3	47	0.078	3	47	0.050	3	47	0.128
12:00 - 13:00	3	47	0.078	3	47	0.092	3	47	0.170
13:00 - 14:00	3	47	0.113	3	47	0.050	3	47	0.163
14:00 - 15:00	3	47	0.106	3	47	0.085	3	47	0.191
15:00 - 16:00	3	47	0.149	3	47	0.064	3	47	0.213
16:00 - 17:00	3	47	0.071	3	47	0.071	3	47	0.142
17:00 - 18:00	3	47	0.106	3	47	0.050	3	47	0.156
18:00 - 19:00	3	47	0.085	3	47	0.099	3	47	0.184
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.999			0.930			1.929

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.000	3	47	0.092	3	47	0.092
08:00 - 09:00	3	47	0.014	3	47	0.064	3	47	0.078
09:00 - 10:00	3	47	0.007	3	47	0.050	3	47	0.057
10:00 - 11:00	3	47	0.014	3	47	0.014	3	47	0.028
11:00 - 12:00	3	47	0.014	3	47	0.014	3	47	0.028
12:00 - 13:00	3	47	0.028	3	47	0.028	3	47	0.056
13:00 - 14:00	3	47	0.007	3	47	0.028	3	47	0.035
14:00 - 15:00	3	47	0.021	3	47	0.014	3	47	0.035
15:00 - 16:00	3	47	0.035	3	47	0.007	3	47	0.042
16:00 - 17:00	3	47	0.078	3	47	0.000	3	47	0.078
17:00 - 18:00	3	47	0.057	3	47	0.000	3	47	0.057
18:00 - 19:00	3	47	0.035	3	47	0.000	3	47	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.310			0.311			0.621

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.000	3	47	0.014	3	47	0.014
08:00 - 09:00	3	47	0.014	3	47	0.014	3	47	0.028
09:00 - 10:00	3	47	0.000	3	47	0.007	3	47	0.007
10:00 - 11:00	3	47	0.000	3	47	0.014	3	47	0.014
11:00 - 12:00	3	47	0.000	3	47	0.007	3	47	0.007
12:00 - 13:00	3	47	0.000	3	47	0.007	3	47	0.007
13:00 - 14:00	3	47	0.007	3	47	0.007	3	47	0.014
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.000	3	47	0.007	3	47	0.007
16:00 - 17:00	3	47	0.021	3	47	0.000	3	47	0.021
17:00 - 18:00	3	47	0.021	3	47	0.000	3	47	0.021
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.077			0.140

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.000	3	47	0.000	3	47	0.000
08:00 - 09:00	3	47	0.000	3	47	0.007	3	47	0.007
09:00 - 10:00	3	47	0.000	3	47	0.000	3	47	0.000
10:00 - 11:00	3	47	0.000	3	47	0.000	3	47	0.000
11:00 - 12:00	3	47	0.000	3	47	0.000	3	47	0.000
12:00 - 13:00	3	47	0.000	3	47	0.000	3	47	0.000
13:00 - 14:00	3	47	0.000	3	47	0.000	3	47	0.000
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.007	3	47	0.000	3	47	0.007
16:00 - 17:00	3	47	0.000	3	47	0.000	3	47	0.000
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.000	3	47	0.106	3	47	0.106
08:00 - 09:00	3	47	0.028	3	47	0.085	3	47	0.113
09:00 - 10:00	3	47	0.007	3	47	0.057	3	47	0.064
10:00 - 11:00	3	47	0.014	3	47	0.028	3	47	0.042
11:00 - 12:00	3	47	0.014	3	47	0.021	3	47	0.035
12:00 - 13:00	3	47	0.028	3	47	0.035	3	47	0.063
13:00 - 14:00	3	47	0.014	3	47	0.035	3	47	0.049
14:00 - 15:00	3	47	0.021	3	47	0.014	3	47	0.035
15:00 - 16:00	3	47	0.043	3	47	0.014	3	47	0.057
16:00 - 17:00	3	47	0.099	3	47	0.000	3	47	0.099
17:00 - 18:00	3	47	0.078	3	47	0.000	3	47	0.078
18:00 - 19:00	3	47	0.035	3	47	0.000	3	47	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.381			0.395			0.776

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.13

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.099	3	47	0.504	3	47	0.603
08:00 - 09:00	3	47	0.277	3	47	0.823	3	47	1.100
09:00 - 10:00	3	47	0.248	3	47	0.326	3	47	0.574
10:00 - 11:00	3	47	0.199	3	47	0.255	3	47	0.454
11:00 - 12:00	3	47	0.277	3	47	0.248	3	47	0.525
12:00 - 13:00	3	47	0.248	3	47	0.291	3	47	0.539
13:00 - 14:00	3	47	0.362	3	47	0.340	3	47	0.702
14:00 - 15:00	3	47	0.383	3	47	0.312	3	47	0.695
15:00 - 16:00	3	47	0.567	3	47	0.362	3	47	0.929
16:00 - 17:00	3	47	0.539	3	47	0.390	3	47	0.929
17:00 - 18:00	3	47	0.496	3	47	0.248	3	47	0.744
18:00 - 19:00	3	47	0.482	3	47	0.213	3	47	0.695
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.177			4.312			8.489

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.035	3	47	0.199	3	47	0.234
08:00 - 09:00	3	47	0.106	3	47	0.270	3	47	0.376
09:00 - 10:00	3	47	0.099	3	47	0.113	3	47	0.212
10:00 - 11:00	3	47	0.078	3	47	0.085	3	47	0.163
11:00 - 12:00	3	47	0.099	3	47	0.085	3	47	0.184
12:00 - 13:00	3	47	0.092	3	47	0.078	3	47	0.170
13:00 - 14:00	3	47	0.149	3	47	0.156	3	47	0.305
14:00 - 15:00	3	47	0.135	3	47	0.106	3	47	0.241
15:00 - 16:00	3	47	0.191	3	47	0.184	3	47	0.375
16:00 - 17:00	3	47	0.199	3	47	0.170	3	47	0.369
17:00 - 18:00	3	47	0.199	3	47	0.128	3	47	0.327
18:00 - 19:00	3	47	0.227	3	47	0.092	3	47	0.319
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.609			1.666			3.275

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.021	3	47	0.014	3	47	0.035
08:00 - 09:00	3	47	0.021	3	47	0.007	3	47	0.028
09:00 - 10:00	3	47	0.028	3	47	0.014	3	47	0.042
10:00 - 11:00	3	47	0.021	3	47	0.028	3	47	0.049
11:00 - 12:00	3	47	0.035	3	47	0.035	3	47	0.070
12:00 - 13:00	3	47	0.000	3	47	0.021	3	47	0.021
13:00 - 14:00	3	47	0.014	3	47	0.000	3	47	0.014
14:00 - 15:00	3	47	0.021	3	47	0.028	3	47	0.049
15:00 - 16:00	3	47	0.021	3	47	0.007	3	47	0.028
16:00 - 17:00	3	47	0.000	3	47	0.021	3	47	0.021
17:00 - 18:00	3	47	0.021	3	47	0.014	3	47	0.035
18:00 - 19:00	3	47	0.000	3	47	0.007	3	47	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.203			0.196			0.399

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.

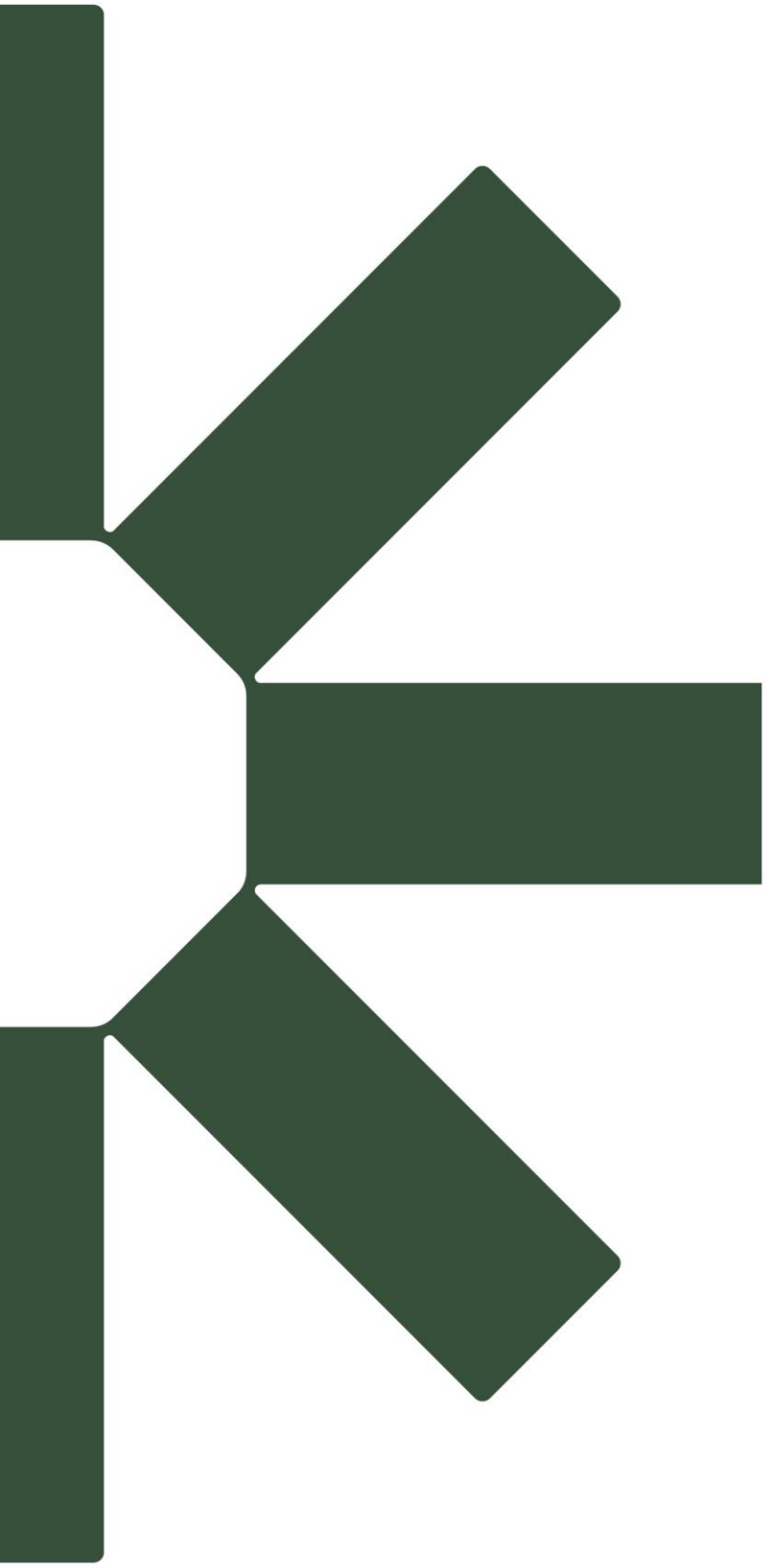
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	47	0.000	3	47	0.000	3	47	0.000
08:00 - 09:00	3	47	0.007	3	47	0.000	3	47	0.007
09:00 - 10:00	3	47	0.000	3	47	0.007	3	47	0.007
10:00 - 11:00	3	47	0.007	3	47	0.000	3	47	0.007
11:00 - 12:00	3	47	0.007	3	47	0.014	3	47	0.021
12:00 - 13:00	3	47	0.007	3	47	0.000	3	47	0.007
13:00 - 14:00	3	47	0.000	3	47	0.007	3	47	0.007
14:00 - 15:00	3	47	0.000	3	47	0.000	3	47	0.000
15:00 - 16:00	3	47	0.000	3	47	0.000	3	47	0.000
16:00 - 17:00	3	47	0.007	3	47	0.007	3	47	0.014
17:00 - 18:00	3	47	0.000	3	47	0.000	3	47	0.000
18:00 - 19:00	3	47	0.000	3	47	0.000	3	47	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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.*



Making Sustainability Happen