

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

# **Transport Statement**

**Land at  
Nantgaredig  
Carmarthenshire**

**October 2026**

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## Revision History

|   |                              |             |
|---|------------------------------|-------------|
| A | 5 <sup>th</sup> October 2026 | First Issue |
|   |                              |             |
|   |                              |             |
|   |                              |             |

2012-ACS-ZZ-XX-RP-T-001-A Transport Statement.docx

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## 1 Introduction

- 1.1 Acstro has been appointed to prepare a Transport Statement to support a planning application for residential development of land at Nantgaredig, Carmarthenshire.
- 1.2 The site is located to the east of Station Road (B4310). The land is currently in agricultural use and the proposed development comprises of the construction of 38 new dwellings.



**Figure 1 Location Plan**

- 1.3 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and that adequate parking provision is made for the future occupiers and users of the site.
- 1.4 The structure of the Transport Statement is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
- Section 3 describes the site, its proximity to services and facilities and its accessibility by all forms of transport.
- Section 4 describes the proposed development and its access arrangements.
- Section 5 provides a summary and conclusion.

## 2 Policy Context

### [Future Wales - The National Plan 2040](#)

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

### [Planning Policy Wales \(12<sup>th</sup> Edition\)](#)

- 2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
  - are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
  - are designed in a way which integrates them with existing land uses and neighbourhoods; and
  - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
  - Walking and Cycling
  - Public Transport
  - Ultra Low Emission Vehicles
  - Other Private Motor Vehicles
- 2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.
- 2.9 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.

- 2.10 To this end the provision of ULEV charging points is encouraged within new developments.
- 2.11 PPW recommends (4.1.51) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

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

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

[TAN18 Transportation](#)

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

- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.16 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

[Carmarthenshire Local Development Plan \(Adopted 2014\)](#)

- 2.17 The application site is allocated for residential development (SC32/h2).
- 2.18 In terms of transport related policies, Policy TR1 states that proposals that do not restrict traffic movement or compromise safety on the primary road network will be supported.
- 2.19 Policy TR2 requires that development that has the potential for significant trip generation to be accessible to non-car modes of transport, to make provision for these modes of transport and to be supported with Travel Plans.
- 2.20 Policy TR3 relates to the design of highways within developments and requires that these are safe, provide appropriate provision for public transport and make appropriate provision for parking and servicing space.

[CSS Wales Parking Standards \(2014\)](#)

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

### 3 The Site

- 3.1 The site is located adjacent to and to the east of Station Road (B4310). To the north of the site there is residential development and to the south is a chapel and cemetery that fronts onto the A484. There are agricultural fields to the east.
- 3.2 The site is split with the northern section being undeveloped and the southern section comprising of farm buildings.

#### Proximity to Services

- 3.3 There are a number of amenities in Nantgaredig and neighbouring Pontargothi that are within walking distance from the proposed development. These are described in the table below

#### *Appendix 1 Site Context*

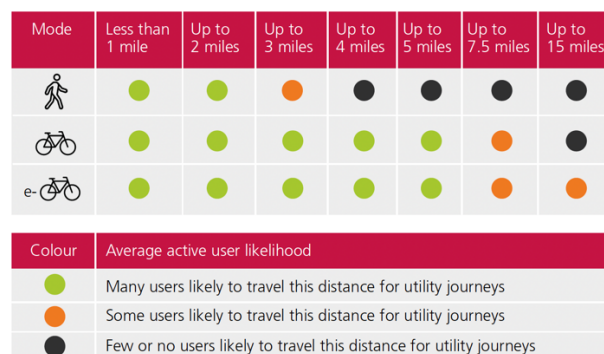
| Facility                                 | Walk Distance / Time from Site |
|------------------------------------------|--------------------------------|
| Bus Stops (Old Station Bus Stops)        | 190m / 3 Minutes               |
| Railway Hotel                            | 250m / 3 Minutes               |
| Ysgol Gynradd Nantgaredig Primary School | 500m / 7 Minutes               |
| Nantgaredig RFC                          | 550m / 8 Minutes               |
| Pontargothi Memorial Hall                | 1700m / 23 Minutes             |
| Cresselly Arms                           | 1900m / 26 Minutes             |
| Salutation Inn                           | 2100m / 29 Minutes             |

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

- 3.4 A broader range of services and facilities can be accessed in Carmarthen, some 6 miles to the west.

#### Active Travel

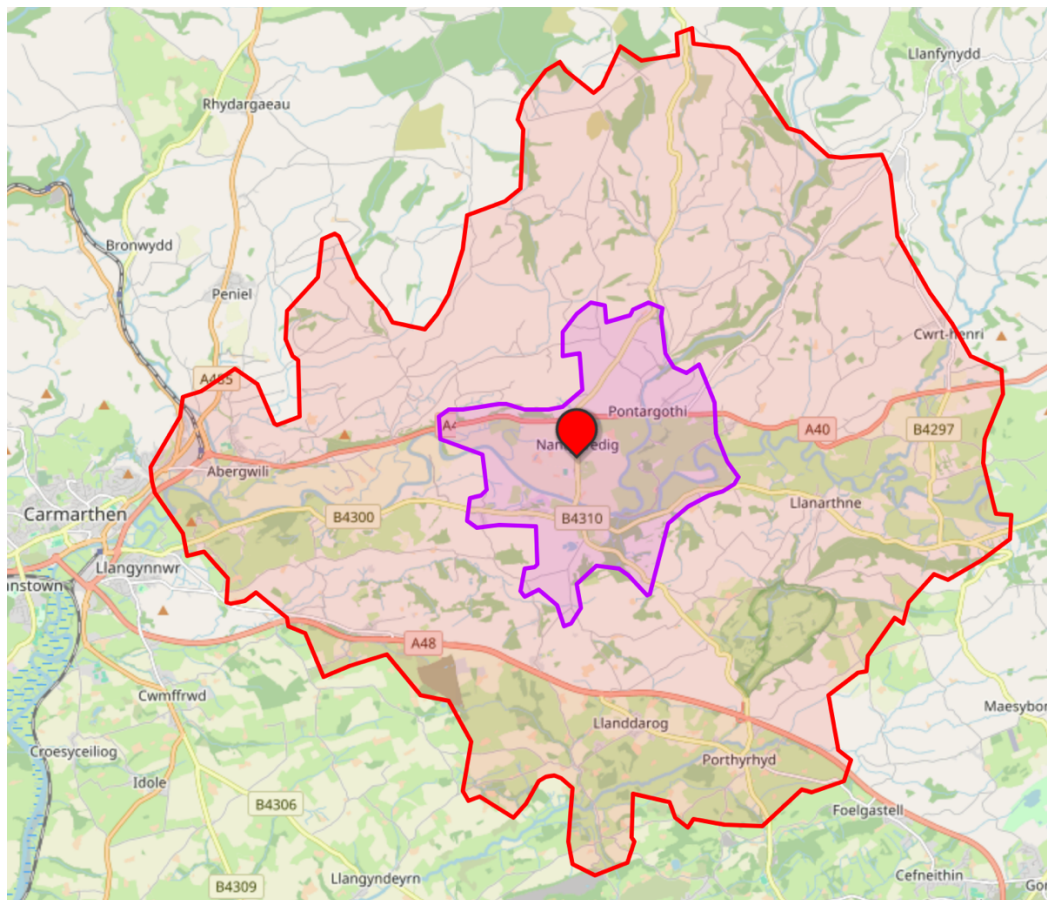
- 3.5 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government's *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.



**Figure 2 Typical Distance Range for Active Travel**

(Source: Active Travel Guidance Table 4.1)

- 3.6 Figure 3 shows the areas that are within a 2-mile walk or 5-mile cycle of the application site and illustrates the locations where utility journeys to and from the site may be viable by active travel.



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

- 3.7 There is a continuous footway along Station Road that links the development site to the village's amenities. The footway continues east along the A40, providing a segregated route to access Pontargothi's Memorial Hall and public houses.
- 3.8 The site is located approximately 200m north of the Tywi Valley Path, a 13-mile traffic-free walking, cycling, and wheeling route connecting Nantgaredig to Abergwili (Carmarthen) to the west and Ffairfach (Llandeilo) to the east.

### Public Transport

- 3.9 The nearest bus stops are located approximately 190m to the south of the site on Station Road (Old Station stops). Bus stops at Nantgaredig Square, some 750m to the north of the site provide access to additional bus services. The bus services calling at Nantgaredig are described in the following table.

| Service | Route                   | General Frequency Each Way     |
|---------|-------------------------|--------------------------------|
| 276     | Llandeilo - Carmarthen  | 1 Journey Tuesday Only         |
| 278     | Llandeilo - Carmarthen  | 1 Journey Thursday Only        |
| 279     | Llandeilo - Carmarthen  | 2 Journeys Tue, Wed, Thu & Sat |
| 280*    | Llandovery – Carmarthen | 4 Journeys Mon - Sat           |
| 281*    | Llandovery – Carmarthen | 4 Journeys Mon - Sat           |
| 282     | Brechfa – Carmarthen    | 2 Journeys Mon to Sat          |
| 283*    | Llandeilo - Carmarthen  | 1 Journey Wed & Sat            |

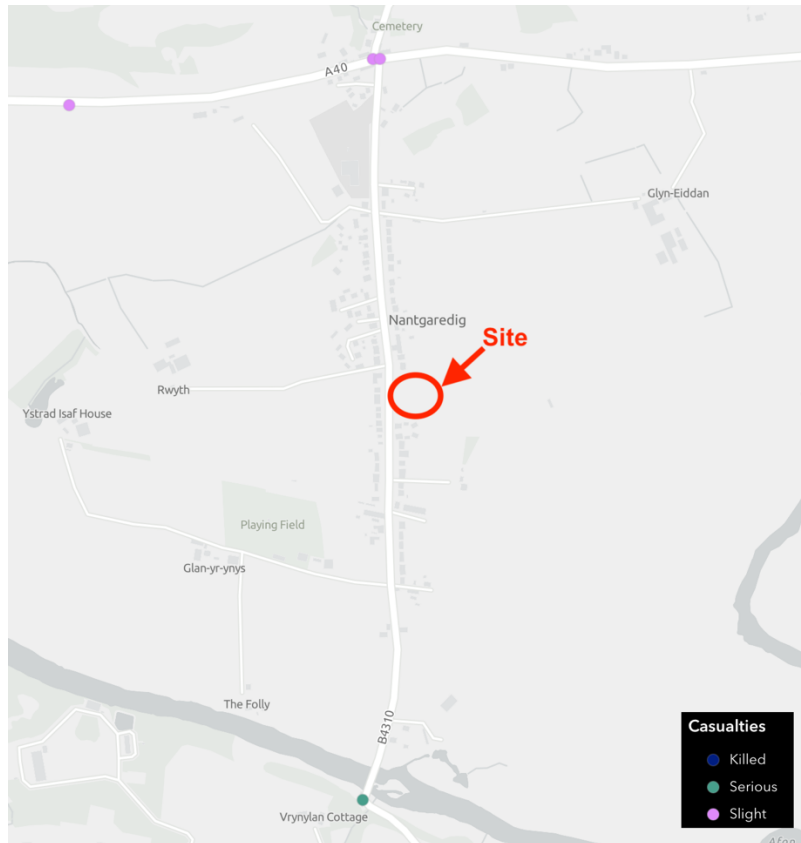
\* Services calling at Nantgaredig Square stops only

**Table 2 Nantgaredig Bus Services**

- 3.10 Bus journeys to Carmarthen take between around 12 to 22 minutes, depending on the specific service. Connecting public transport services can be accessed at Carmarthen bus and railway stations.

### Highway Access

- 3.11 The site has will be accessed from Station Road (B4310). The street has a 6m wide carriageway with a footways along both sides. There is street lighting and a 20mph speed limit applies.
- 3.12 A review of injury collision records within the latest five-year period for which data is available (2021 to 2025 inclusive) has been undertaken. There are no recorded injury collisions on Station Road in the vicinity of the application site. There are two slight severity collisions recorded at its junction with the A40. This is a crossroads junction with multiple conflicting movements, restricted visibility for traffic emerging from the minor roads and heavy traffic flow along the A40. Unfortunately, injury collisions are not uncommon at junctions of this type but the fact that those that have occurred during the five-year study period aren't more severe than the slight classification indicates that the junction operates within acceptable safety levels. The proposed development is unlikely to have any material impact on the operation of this junction.
- 3.13 The records also show a serious severity collision to the south of the site, near the River Tywi bridge. The absence of a cluster of collisions at this location suggests that this was an isolated incident, which raises no significant concern over there being any significant concern over road safety at this location.



**Figure 4 Injury Collision Locations & Severity 2021 - 2025** (Source: DfT/Mavric)

## 4 Proposed Development

- 4.1 The proposed development comprises of 38 dwellings.
- 4.2 The site's access arrangements are shown in detail in Appendix 2.

### *Appendix 2 Proposed Access Arrangement*

- 4.3 The development will be accessed from a new priority junction onto Station Road. The access will provide at least 2.4m x 43m visibility in both directions (appropriate for a design speed of 30mph) and will be to adoptable standards, with 5.5m wide carriageways and 2m wide footways on both sides.
- 4.4 The internal layout of the site is laid out as a cul-de-sac with a turning area capable of accommodating refuse vehicles provided at its end. Changes in the estate road's horizontal alignment are designed to reduce vehicle speed within the development.
- 4.5 Parking provision aligns with the requirements of the CSS Wales Parking Standards at one space per bedroom. For a number of plots this relies on garage parking. Garages have internal dimensions of at least 3m x 6m and driveways of at least 6m in length, as specified by the CSS Wales Parking Standards.
- 4.6 There are no designated visitor car parking spaces provided as experience has found that visitors tend to ignore any dedicated provision in order to park as near as possible to the property they are visiting. Dedicated visitor spaces can also be problematic as there is a tendency for the nearest property to adopt the space as their own, making it unavailable for visitors. It is proposed therefore that visitor parking be accommodated informally at the kerbside. It is considered that on-street visitor parking can be accommodated safely and without problem.

### Trip Generation

- 4.7 The potential trip generation of the proposed development of the site has been estimated by reference to the TRICS trip rate database, a database of over 10,000 traffic surveys of various types of development throughout the UK and Ireland.
- 4.8 From the TRICS database evidence of the trip rates of privately owned housing developments (developments of between 20 and 60 units) in suburban, edge of town and neighbourhood centre locations have been analysed. Surveys of sites located where the population within 1 mile exceeds 5,000 have been dismissed from the sample as these are not considered comparable to Nantgaredig. The detailed TRICS output is provided as Appendix 3 and summarised in Table 3.

### *Appendix 3 TRICS Trip Rate Data – Residential*

| Time Range                  | Trip Rate per Dwelling |            |       | Trip Generation (38 Dwellings) |            |       |
|-----------------------------|------------------------|------------|-------|--------------------------------|------------|-------|
|                             | Arrivals               | Departures | Total | Arrivals                       | Departures | Total |
| am peak Hour<br>08:00-09:00 | 0.183                  | 0.362      | 0.545 | 7                              | 14         | 21    |
| pm Peak Hour<br>17:00-18:00 | 0.363                  | 0.189      | 0.552 | 14                             | 7          | 21    |

**Table 3 Vehicle Trip Rates & Proposed Development Trip Generation**

- 4.9 The TRICS data suggests that the proposed development will generate 21 peak hour vehicle movements. This equates to an average of one additional vehicle movement every 3 minutes or so during the busiest periods of the day and is considered to be an insignificant number that will have no material impact on highway conditions.

## 5 Summary & Conclusion

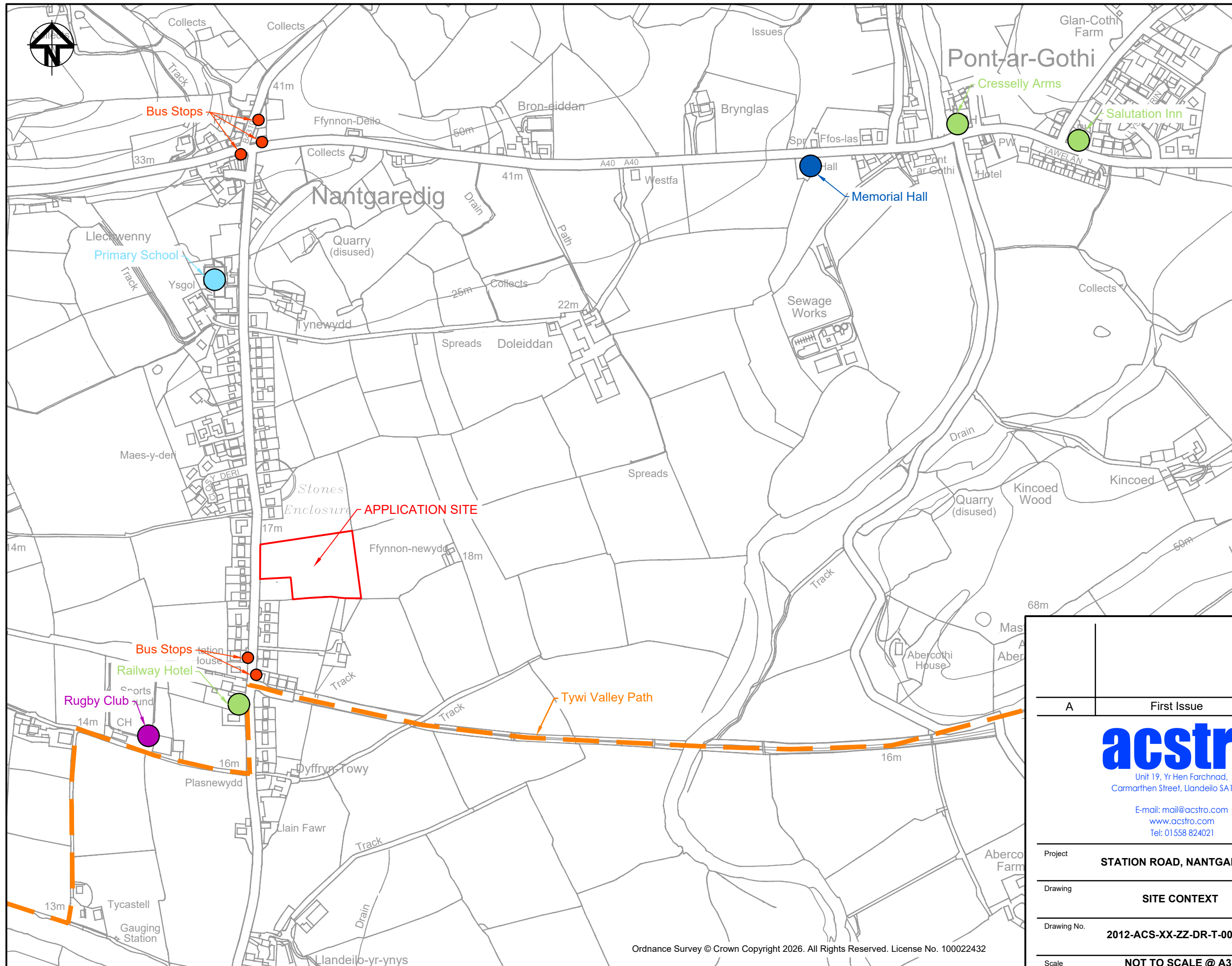
5.1 In summary this Transport Statement has demonstrated that:

- The site is in a sustainable and accessible location. It is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.
- There are a number of amenities in Nantgaredig and neighbouring Pontargothi that are within walking distance to the site. These including a primary school, rugby club and three public houses. A wider range of services can be accessed in Carmarthen, which can be reached on bike via the traffic-free Tywi Valley Path or within around 12 to 22 minutes by several bus services that call at Nantgaredig.. The ability to access day-to-day services by sustainable modes of transport reduces the need to travel by car and ensures that future residents without access to cars are not socially excluded.
- The development will be provided by safe means of access and the local highway network has a good safety record.
- Parking provision aligns with the Council's Parking Standards.
- The estimated traffic generation of the proposed development is insignificant and will cause no detrimental impact to the continued safe operation of the surrounding highway network.

5.2 As such it is considered that the development site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

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

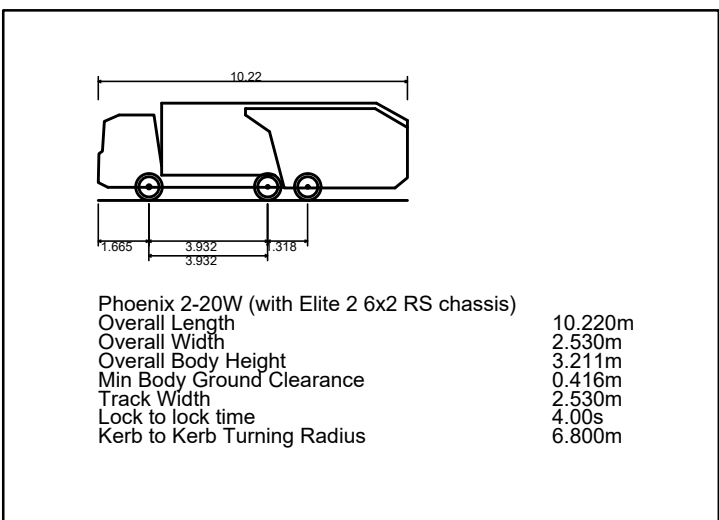
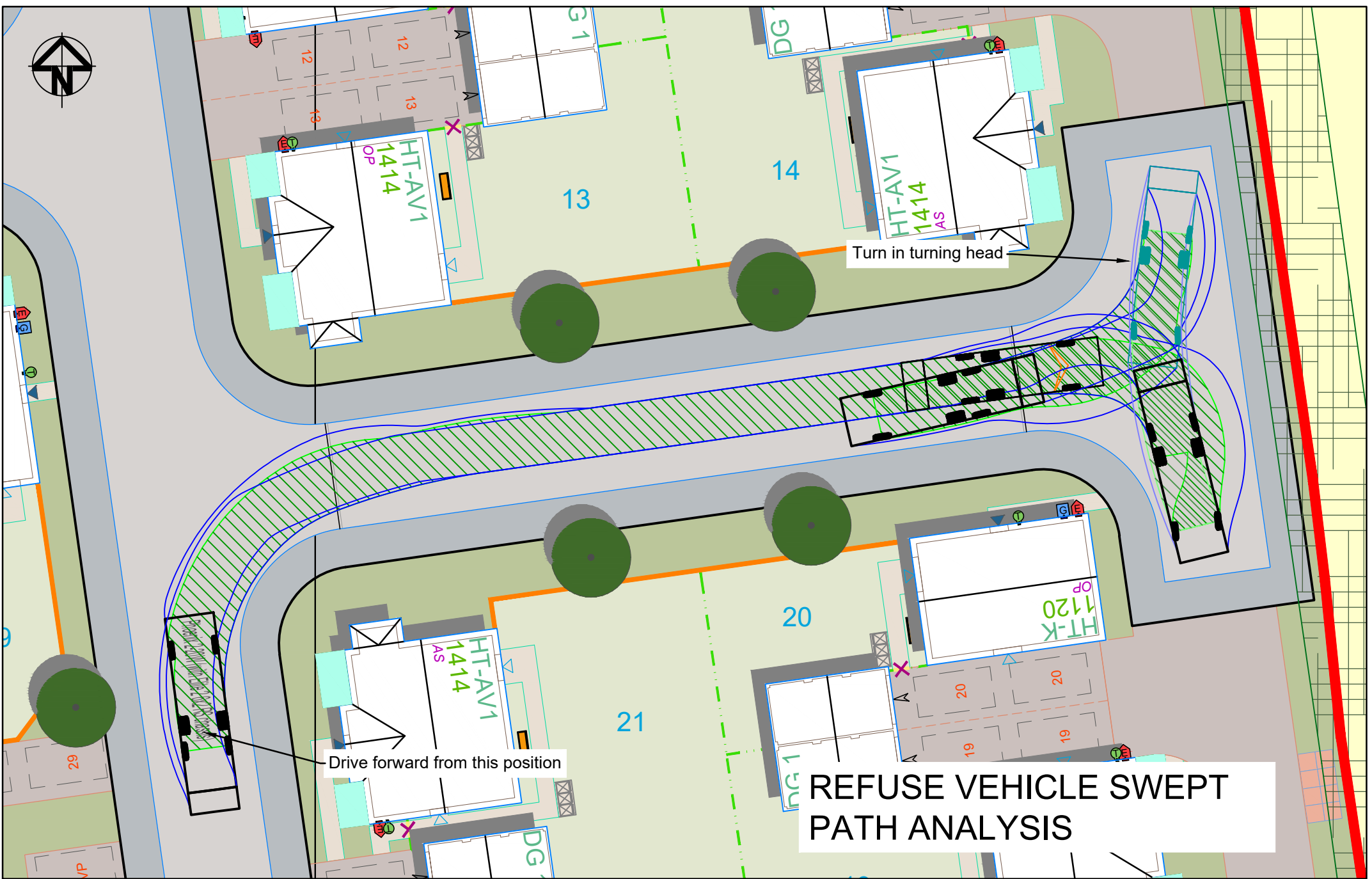
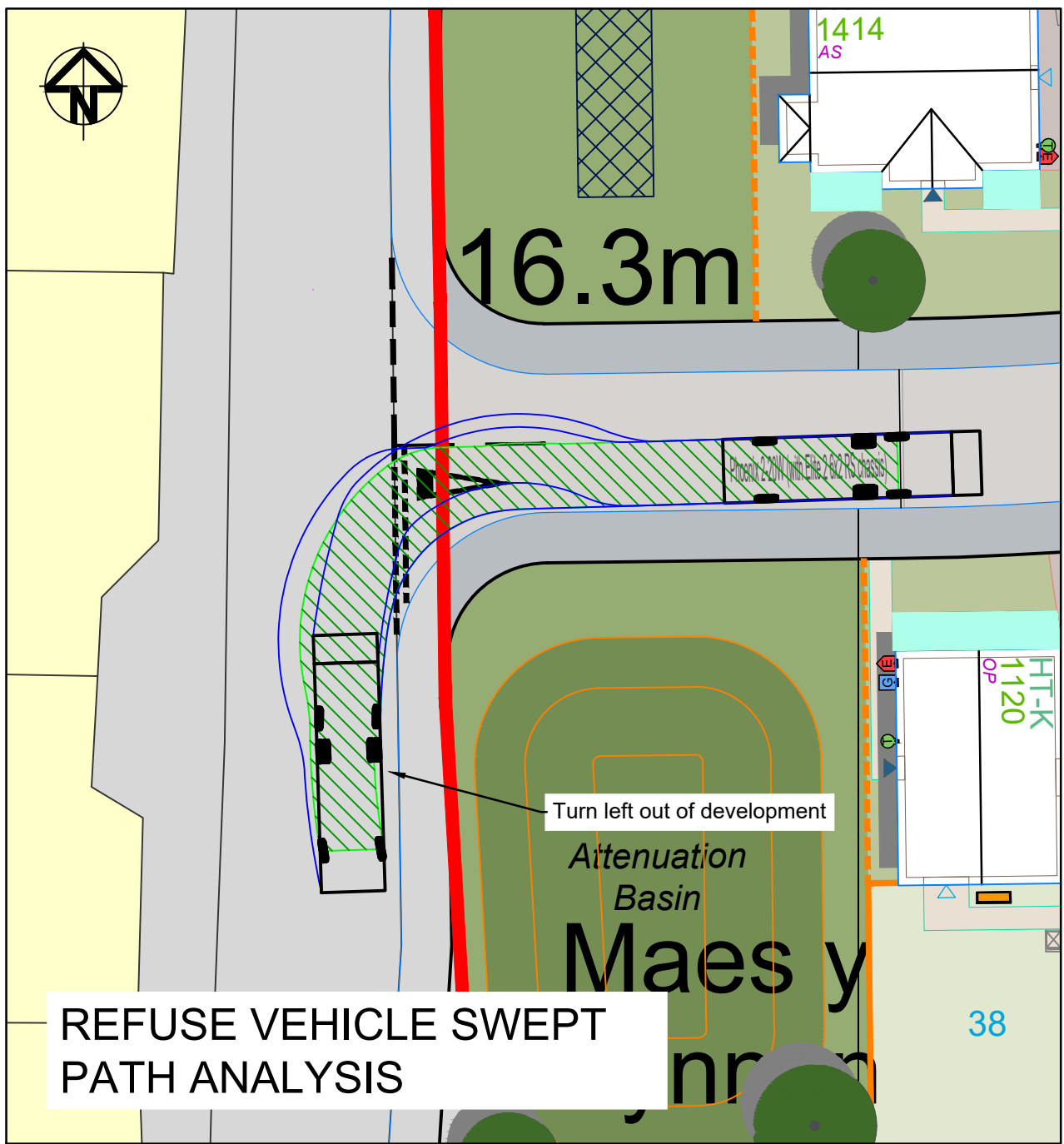
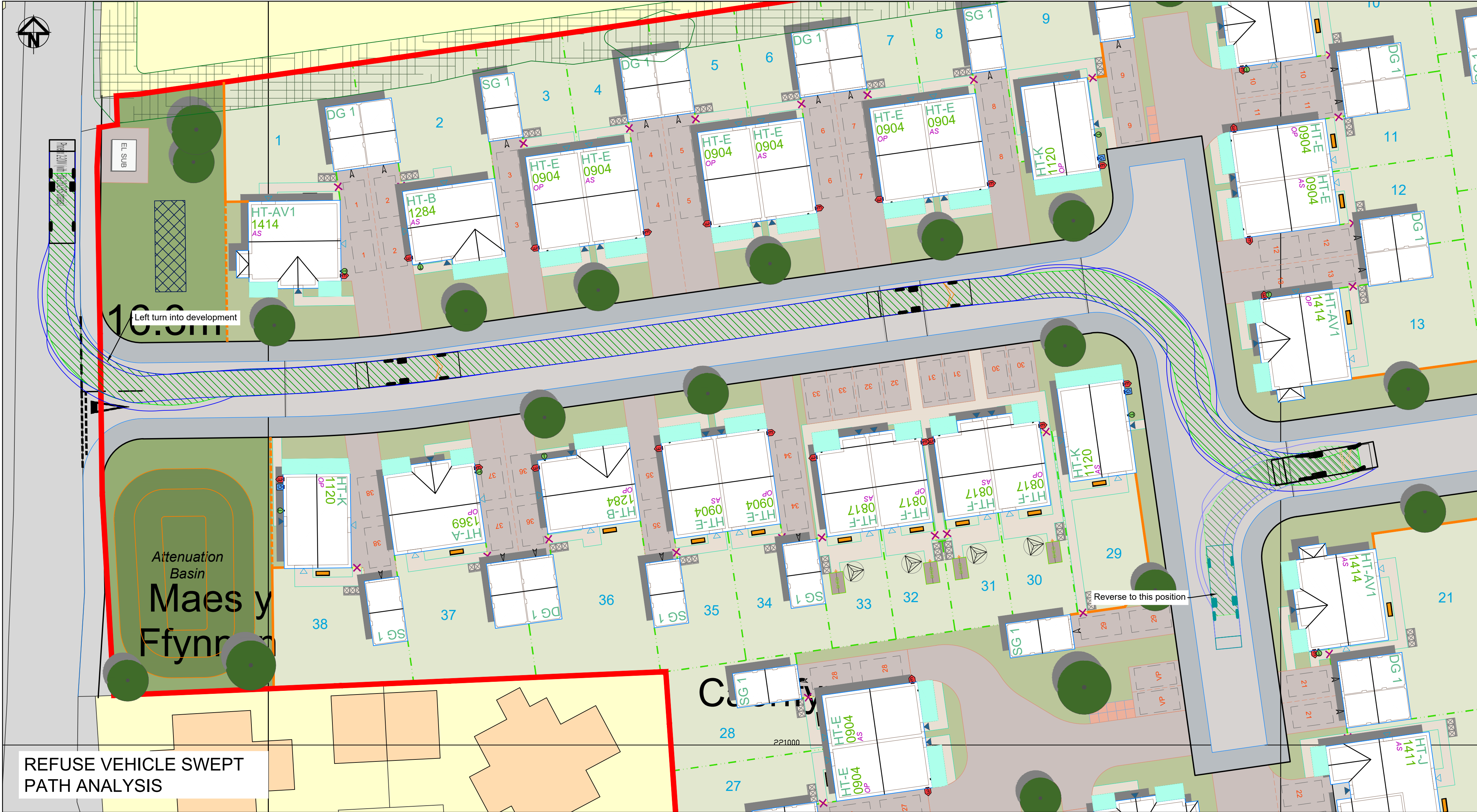
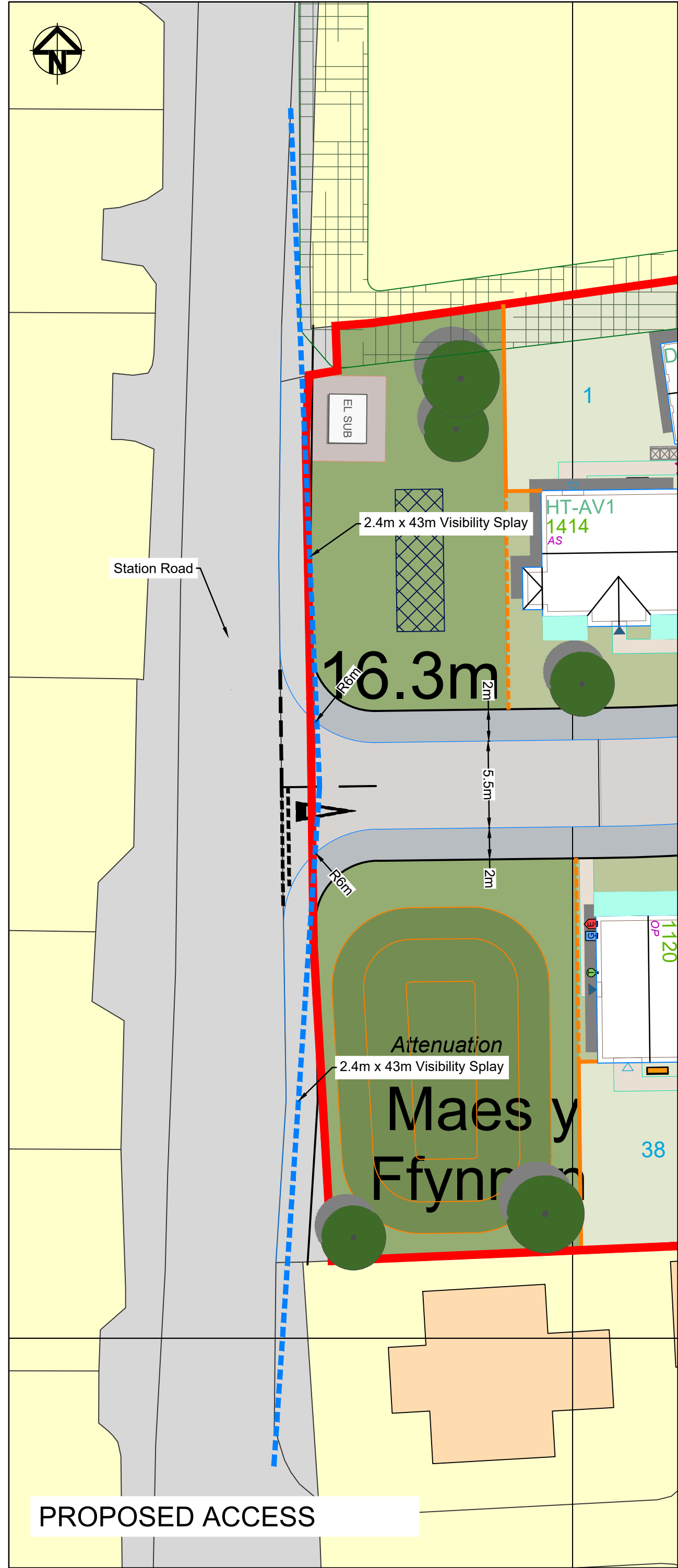
## ***Appendix 1 Site Context***



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|                                                                                                                                                                                                                                                       |                           |          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------|
|                                                                                                                                                                                                                                                       |                           |          |
| A                                                                                                                                                                                                                                                     | First Issue               | 06-10-26 |
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| Project                                                                                                                                                                                                                                               | STATION ROAD, NANTGAREDIG |          |
| Drawing                                                                                                                                                                                                                                               | SITE CONTEXT              |          |
| Drawing No.                                                                                                                                                                                                                                           | 2012-ACS-XX-ZZ-DR-T-001-A |          |
| Scale                                                                                                                                                                                                                                                 | NOT TO SCALE @ A3         |          |

## ***Appendix 2 Proposed Access Arrangement***



A First Issue 06-10-26

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Project **STATION ROAD, NANTGAREDIG**

Drawing **PROPOSED ACCESS ARRANGEMENT**

Drawing No. **2012-ACS-XX-ZZ-DR-T-002-A**

Scale **1:200 @ A1**

## ***Appendix 3 TRICS Trip Rate Data – Residential***

Audit Code: 6434ff4b-33c1-466c-951b-71a0a87b7e38

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

*\*BOLD print indicates peak (busiest) period*

Selected regions and areas:

|    |                                           |                        |        |
|----|-------------------------------------------|------------------------|--------|
| 02 | <b>SOUTH EAST</b>                         |                        |        |
|    | WS                                        | WEST SUSSEX            | 1 day  |
| 03 | <b>SOUTH WEST</b>                         |                        |        |
|    | GS                                        | GLOUCESTERSHIRE        | 1 day  |
|    | SM                                        | SOMERSET               | 2 days |
| 04 | <b>EAST ANGLIA</b>                        |                        |        |
|    | CA                                        | CAMBRIDGESHIRE         | 1 day  |
|    | NF                                        | NORFOLK                | 2 days |
|    | SF                                        | SUFFOLK                | 2 days |
| 05 | <b>EAST MIDLANDS</b>                      |                        |        |
|    | NM                                        | WEST NORTHAMPTONSHIRE  | 1 day  |
|    | NN                                        | NORTH NORTHAMPTONSHIRE | 1 day  |
| 07 | <b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b> |                        |        |
|    | SE                                        | SHEFFIELD              | 1 day  |
| 09 | <b>NORTH</b>                              |                        |        |
|    | IM                                        | ISLE OF MAN            | 3 days |
| 12 | <b>CONNAUGHT</b>                          |                        |        |
|    | CS                                        | SLIGO                  | 1 day  |
| 14 | <b>LEINSTER</b>                           |                        |        |
|    | WC                                        | WICKLOW                | 1 day  |
| 16 | <b>ULSTER (REPUBLIC OF IRELAND)</b>       |                        |        |
|    | DN                                        | DONEGAL                | 1 day  |

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



Audit Code: 6434ff4b-33c1-466c-951b-71a0a87b7e38

#### Primary Filtering Selection:

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

|                         |                         |
|-------------------------|-------------------------|
| Parameter:              | DWELLS                  |
| Actual Range:           | 20 to 58 (units:DWELLS) |
| Range Selected by User: | 20 to 60 (units:DWELLS) |
| Parking Spaces Range:   | 0 - 2824                |

|                             |                      |
|-----------------------------|----------------------|
| Public Transport Provision: |                      |
| Selection by:               | All Surveys Included |
| Date Range:                 | 05/05/15 to 24/03/26 |

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

|                       |        |
|-----------------------|--------|
| Selected survey days: |        |
| Monday                | 1 days |
| Tuesday               | 7 days |
| Wednesday             | 2 days |
| Thursday              | 6 days |
| Friday                | 2 days |

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

|                        |    |
|------------------------|----|
| Selected survey types: |    |
| Manual count           | 17 |
| Direction ATC Count    | 1  |

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

|                      |         |
|----------------------|---------|
| Selected Locations:  |         |
| Suburban Area        | 1 days  |
| Edge of Town         | 3 days  |
| Neighbourhood Centre | 14 days |

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

|                                   |         |
|-----------------------------------|---------|
| Selected Location Sub Categories: |         |
| No Sub Category                   | 1 days  |
| Residential Zone                  | 3 days  |
| Village                           | 14 days |

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

|                                        |         |
|----------------------------------------|---------|
| Inclusion of Servicing Vehicle Counts: |         |
| Servicing vehicles Excluded            | 1 days  |
| Servicing vehicles Included            | 4 days  |
| Servicing vehicles Unknown             | 13 days |

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Secondary Filtering Selection:

Use Class:

|    |            |
|----|------------|
| C3 | 18 surveys |
|----|------------|

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

Population within 500m Range:

72 - 9806

Population within 1 mile:

|                |            |
|----------------|------------|
| 1,000 or Less  | 3 surveys  |
| 1,001 to 5,000 | 15 surveys |

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

Population within 5 miles:

|                    |           |
|--------------------|-----------|
| 5,000 or Less      | 2 surveys |
| 5,001 to 25,000    | 5 surveys |
| 25,001 to 50,000   | 3 surveys |
| 50,001 to 75,000   | 1 surveys |
| 75,001 to 100,000  | 2 surveys |
| 100,001 to 125,000 | 1 surveys |
| 125,001 to 250,000 | 3 surveys |
| 500,001 or More    | 1 surveys |

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

Car ownership within 5 miles:

|            |           |
|------------|-----------|
| 0.6 to 1.0 | 3 surveys |
| 1.1 to 1.5 | 9 surveys |
| 1.6 to 2.0 | 6 surveys |

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

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Petrol filling station:

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

Travel Plan:

|     |            |
|-----|------------|
| No  | 15 surveys |
| Yes | 3 surveys  |

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

PTAL Rating:

|                 |            |
|-----------------|------------|
| No PTAL Present | 18 surveys |
|-----------------|------------|

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

COVID-19 Restrictions:

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



Audit Code: 6434ff4b-33c1-466c-951b-71a0a87b7e38

|                                                                                                                                                         |            |                          |                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------------------------|-----------------|
| 1                                                                                                                                                       | CA-03-A-07 | MIXED HOUSES             | CAMBRIDGESHIRE  |
| FIELD END<br>NEAR ELY<br>WITCHFORD<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 32.00 DWELLS<br>Survey date: Thursday 27/05/2021          |            |                          |                 |
|                                                                                                                                                         |            | Survey Type: Manual      |                 |
| 2                                                                                                                                                       | CS-03-A-03 | MIXED HOUSES             | SLIGO           |
| TOP ROAD<br>STRANDHILL<br>STRANDHILL<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 30.00 DWELLS<br>Survey date: Thursday 27/10/2016        |            |                          |                 |
|                                                                                                                                                         |            | Survey Type: Manual      |                 |
| 3                                                                                                                                                       | DN-03-A-08 | SEMI DETACHED & DETACHED | DONEGAL         |
| CHURCH ROAD<br>CARNDONAGH<br>Suburban Area<br>Residential Zone<br>Number of dwellings: 36.00 DWELLS<br>Survey date: Wednesday 30/09/2020                |            |                          |                 |
|                                                                                                                                                         |            | Survey Type: Manual      |                 |
| 4                                                                                                                                                       | GS-03-A-02 | DETACHED HOUSES          | GLOUCESTERSHIRE |
| OAKRIDGE<br>NEAR GLOUCESTER<br>HIGHNAM<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 40.00 DWELLS<br>Survey date: Friday 23/04/2021        |            |                          |                 |
|                                                                                                                                                         |            | Survey Type: Manual      |                 |
| 5                                                                                                                                                       | IM-03-A-01 | MIXED HOUSES             | ISLE OF MAN     |
| BALLAKILLOWEY ROAD<br>COLBY<br>BALLAKILLOWEY<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 31.00 DWELLS<br>Survey date: Tuesday 21/05/2024 |            |                          |                 |
|                                                                                                                                                         |            | Survey Type: Manual      |                 |
| 6                                                                                                                                                       | IM-03-A-02 | MIXED HOUSES             | ISLE OF MAN     |
| SHORE ROAD<br>KIRK MICHAEL<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 27.00 DWELLS<br>Survey date: Thursday 23/05/2024                  |            |                          |                 |
|                                                                                                                                                         |            | Survey Type: Manual      |                 |
| 7                                                                                                                                                       | IM-03-A-05 | MIXED HOUSES             | ISLE OF MAN     |
| SCARLETT ROAD<br>CASTLETOWN<br>Edge of Town<br>Residential Zone<br>Number of dwellings: 45.00 DWELLS<br>Survey date: Tuesday 21/05/2024                 |            |                          |                 |
|                                                                                                                                                         |            | Survey Type: Manual      |                 |

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|                                                                                                                                                                                          |                   |                                     |                                                                              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------------------------------|------------------------------------------------------------------------------|
| <b>8</b><br>HEATH DRIVE<br>HOLT<br>Edge of Town<br>Residential Zone<br>Number of dwellings: 40.00 DWELLS<br>Survey date: Thursday 19/09/2019                                             | <b>NF-03-A-05</b> | <b>MIXED HOUSES</b>                 | <b>NORFOLK</b><br><br><br><br><br><br><br>Survey Type: Manual                |
| <b>9</b><br>MILL LANE<br>NEAR NORWICH<br>HORSFORD<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 57.00 DWELLS<br>Survey date: Tuesday 11/10/2016                             | <b>NF-03-A-40</b> | <b>MIXED HOUSES</b>                 | <b>NORFOLK</b><br><br><br><br><br><br><br>Survey Type: Manual                |
| <b>10</b><br>HARLESTONE ROAD<br>NEAR NORTHAMPTON<br>CHAPEL BRAMPTON<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 47.00 DWELLS<br>Survey date: Tuesday 20/10/2020           | <b>NM-03-A-02</b> | <b>DETACHED &amp; SEMI-DETACHED</b> | <b>WEST NORTHAMPTONSHIRE</b><br><br><br><br><br><br><br>Survey Type: Manual  |
| <b>11</b><br>MAIN STREET<br>NEAR WELLINGBOROUGH<br>LITTLE HARROWDEN<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 44.00 DWELLS<br>Survey date: Tuesday 20/10/2020           | <b>NN-03-A-01</b> | <b>MIXED HOUSES &amp; FLATS</b>     | <b>NORTH NORTHAMPTONSHIRE</b><br><br><br><br><br><br><br>Survey Type: Manual |
| <b>12</b><br>MANOR ROAD<br>NEAR SHEFFIELD<br>WALES<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 25.00 DWELLS<br>Survey date: Thursday 10/09/2020                           | <b>SE-03-A-01</b> | <b>DETACHED &amp; BUNGALOWS</b>     | <b>SHEFFIELD</b><br><br><br><br><br><br><br>Survey Type: Manual              |
| <b>13</b><br>BURY ROAD<br>KENTFORD<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 38.00 DWELLS<br>Survey date: Friday 22/09/2017                                             | <b>SF-03-A-06</b> | <b>DETACHED &amp; SEMI-DETACHED</b> | <b>SUFFOLK</b><br><br><br><br><br><br><br>Survey Type: Manual                |
| <b>14</b><br>STANNINGFIELD ROAD<br>NEAR BURY ST EDMUNDS<br>GREAT WHELNETHAM<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 34.00 DWELLS<br>Survey date: Wednesday 16/09/2020 | <b>SF-03-A-08</b> | <b>MIXED HOUSES</b>                 | <b>SUFFOLK</b><br><br><br><br><br><br><br>Survey Type: Manual                |

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|                                                                                                                                                                           |                   |                        |                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------------------|-------------------------------------------------------------------|
| <b>15</b><br>HYDE LANE<br>NEAR TAUNTON<br>CREECH SAINT MICHAEL<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 42.00 DWELLS<br>Survey date: Tuesday 25/09/2018 | <b>SM-03-A-02</b> | <b>MIXED HOUSES</b>    | <b>SOMERSET</b><br><br><br><br><br><br><br>Survey Type: Manual    |
| <b>16</b><br>HYDE LANE<br>NEAR TAUNTON<br>CREECH ST MICHAEL<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 41.00 DWELLS<br>Survey date: Tuesday 25/09/2018    | <b>SM-03-A-03</b> | <b>MIXED HOUSES</b>    | <b>SOMERSET</b><br><br><br><br><br><br><br>Survey Type: Manual    |
| <b>17</b><br>STATION ROAD<br>WICKLOW<br>CORPORATION MURRAGH<br>Edge of Town<br>No Sub Category<br>Number of dwellings: 50.00 DWELLS<br>Survey date: Monday 28/05/2018     | <b>WC-03-A-01</b> | <b>DETACHED HOUSES</b> | <b>WICKLOW</b><br><br><br><br><br><br><br>Survey Type: Manual     |
| <b>18</b><br>EMMS LANE<br>NEAR HORSHAM<br>BROOKS GREEN<br>Neighbourhood Centre<br>Village<br>Number of dwellings: 57.00 DWELLS<br>Survey date: Thursday 19/10/2017        | <b>WS-03-A-07</b> | <b>BUNGALOWS</b>       | <b>WEST SUSSEX</b><br><br><br><br><br><br><br>Survey Type: Manual |

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

\*BOLD print indicates peak (busiest) period

| Time Range          | No. Days | Ave. DWELLS | Arrivals     | Departures   | Totals       |
|---------------------|----------|-------------|--------------|--------------|--------------|
| 00:00-01:00         |          |             |              |              |              |
| 01:00-02:00         |          |             |              |              |              |
| 02:00-03:00         |          |             |              |              |              |
| 03:00-04:00         |          |             |              |              |              |
| 04:00-05:00         |          |             |              |              |              |
| 05:00-06:00         |          |             |              |              |              |
| 06:00-07:00         |          |             |              |              |              |
| 07:00-08:00         | 18       | 40          | 0.085        | 0.277        | 0.362        |
| 08:00-09:00         | 18       | 40          | 0.183        | <b>0.362</b> | 0.545        |
| 09:00-10:00         | 18       | 40          | 0.187        | 0.270        | 0.457        |
| 10:00-11:00         | 18       | 40          | 0.169        | 0.196        | 0.365        |
| 11:00-12:00         | 18       | 40          | 0.204        | 0.214        | 0.418        |
| 12:00-13:00         | 18       | 40          | 0.182        | 0.180        | 0.362        |
| 13:00-14:00         | 18       | 40          | 0.211        | 0.200        | 0.411        |
| 14:00-15:00         | 18       | 40          | 0.201        | 0.197        | 0.398        |
| 15:00-16:00         | 18       | 40          | 0.264        | 0.233        | 0.497        |
| 16:00-17:00         | 18       | 40          | 0.285        | 0.203        | 0.488        |
| 17:00-18:00         | 18       | 40          | <b>0.363</b> | 0.189        | <b>0.552</b> |
| 18:00-19:00         | 18       | 40          | 0.271        | 0.177        | 0.448        |
| 19:00-20:00         |          |             |              |              |              |
| 20:00-21:00         |          |             |              |              |              |
| 21:00-22:00         |          |             |              |              |              |
| 22:00-23:00         |          |             |              |              |              |
| 23:00-00:00         |          |             |              |              |              |
| <b>Total Rates:</b> |          |             | 2.605        | 2.698        | 5.303        |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 20 - 60 (units: DWELLS) |
| Survey date date range:                       | 11/10/2016 - 23/05/2024 |
| Number of weekdays (Monday-Friday):           | 18                      |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 0                       |
| Surveys manually removed from selection:      | 0                       |

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

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

# acstro

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