

Adferiad

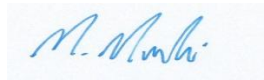
Fronheulog, Llandrindod Wells

Transport Statement

24-01000/TS/01

May 2024

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1 INTRODUCTION

1.1 Background

- 1.1.1 This Transport Statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Adferiad (the applicant), to examine the highway and transportation issues associated with a proposed change of use on Ithon Road, Llandrindod Wells.
- 1.1.2 The site currently comprises a former care home unit with up to 28 rooms fronting Ithon Road, with a further circa 100m² office unit (Carisma building), located in the rear.
- 1.1.3 The proposals are for the conversion of the former care home to provide 14 x 1-bed flats for veterans, and the conversion of the Carisma building into a 2-3 bed private dwelling.
- 1.1.4 The aim of this report is to demonstrate that there are no reasons in highway and transportation terms, why the proposed change of use should not be granted planning permission.

1.2 Scope

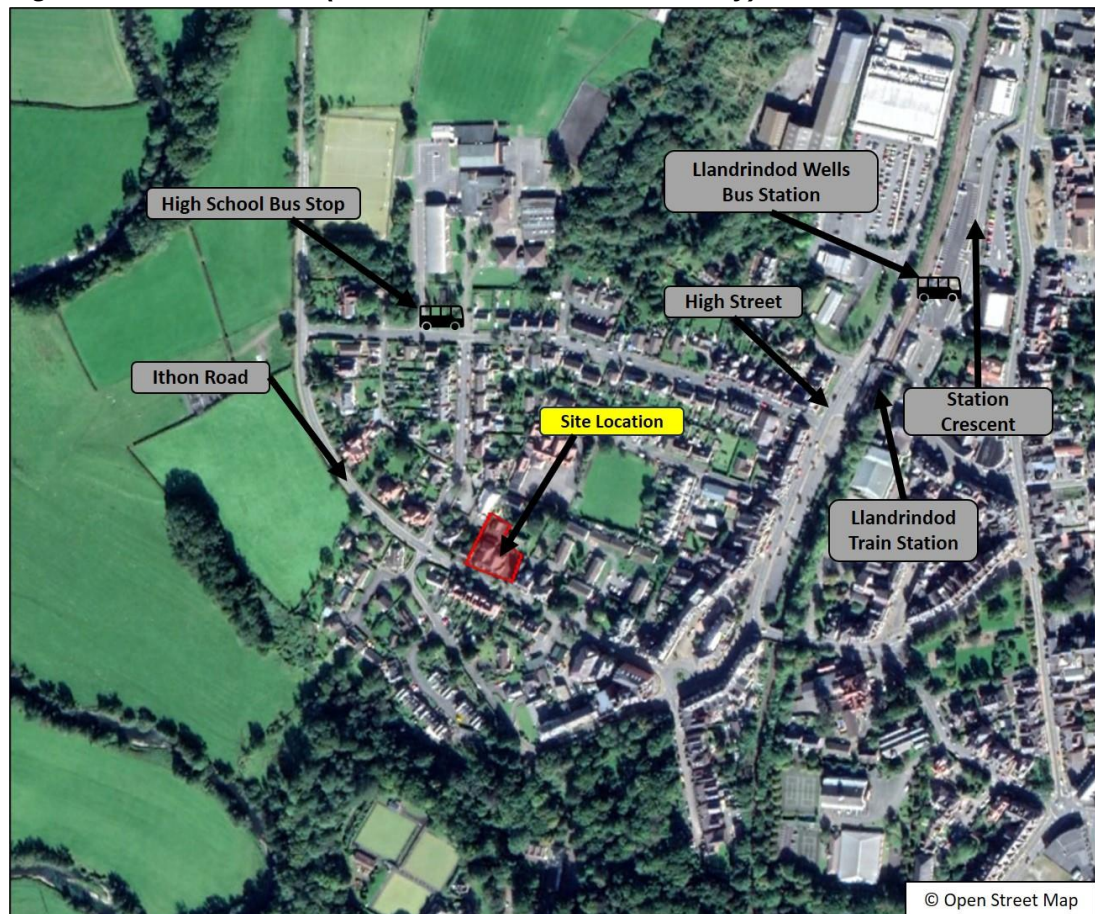
- 1.2.1 This report discusses the following key transport issues arising from the proposals:
- the existing site use, location and context;
 - the site's compliance with applicable transport policy;
 - the development proposals; and
 - the development traffic impact.

2 EXISTING CONDITIONS

2.1 Site Description and Context

- 2.1.1 The site is located along Ithon Road, a residential area approximately 500m west of the Llandrindod Wells town centre.
- 2.1.2 The site currently comprises a former 28-room care home fronting Ithon Road, with a further circa 100m² office unit (Carisma building), located to the rear of the site (to the north).
- 2.1.3 **Figure 2.1** illustrates the site location with an indicative red line boundary.

Figure 2.1: Site Location (with indicative red line boundary)



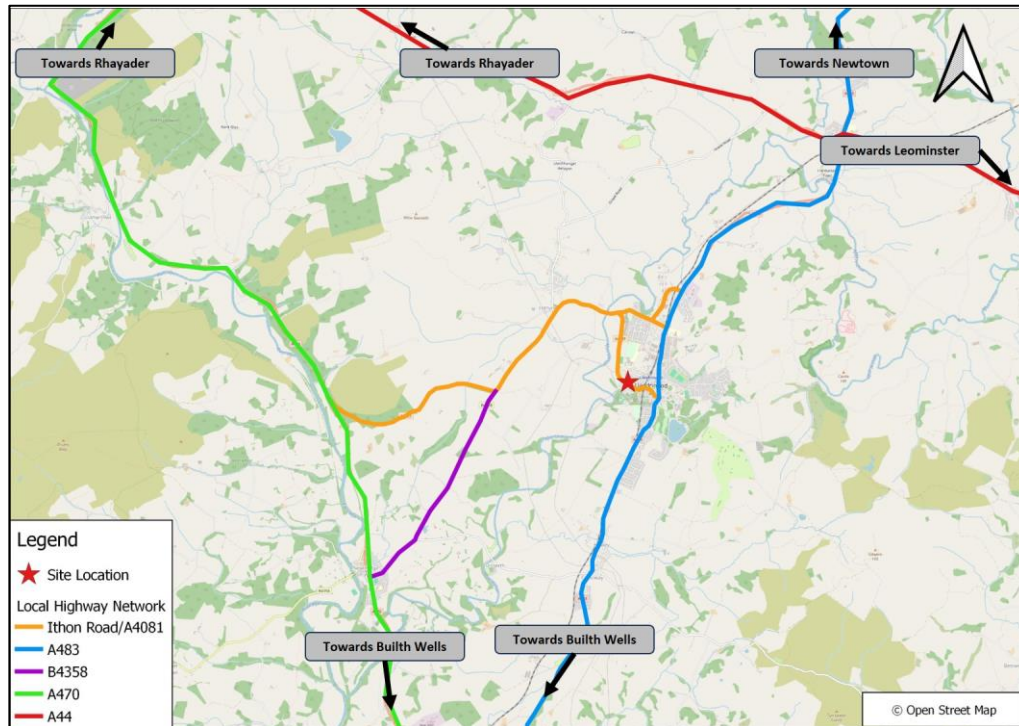
2.2 Local Highway Network

- 2.2.1 Access to the site is currently provided directly at the frontage along Ithon Road, via a one-way system with access and egress driveways, on either side of the existing building.
- 2.2.2 Ithon Road is a street-lit, single carriageway road which forms part of the wider A4081 key strategic route into Llandrindod Wells (from the west).
- 2.2.3 East from the site, the A4081 continues for approximately 500m, terminating with the A483 in Llandrindod Wells town centre. West from the site, the A483 continues around the western edge of the town, continuing towards the A470 approximately 5km west of Llandrindod Wells.

2.2.4 The A483 is a key route through mid Wales which routes through the centre of Llandrindod Wells. To the south, the A483 routes towards Builth Wells (circa 10km). To the north, the A483 provides access to the A44 (circa 5km).

2.2.5 The site is shown in a wider strategic context in **Figure 2.2**.

Figure 2.2: Site in wider strategic context

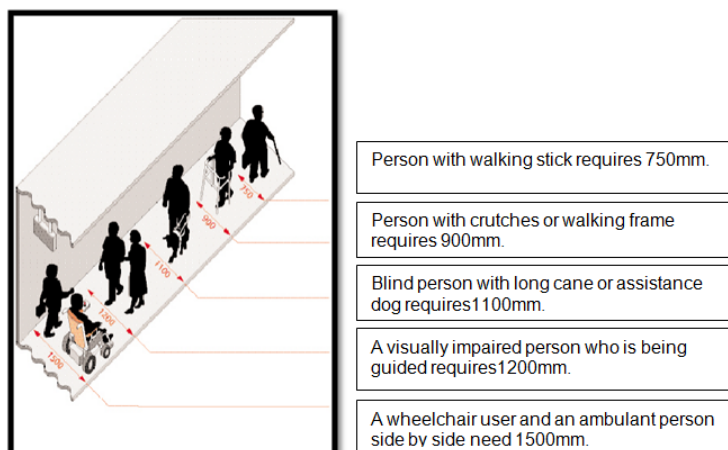


2.3 Pedestrian Infrastructure

2.3.1 In the vicinity of the site, Ithon Road has footways approximately 2m in width along both sides of the carriageway. These footways connect into the extensive pedestrian network routing through the wider Llandrindod Wells area.

2.3.2 As shown in **Extract 2.1** from DfT's 'Inclusive Mobility' document (2002), the aforementioned footway widths of approximately 2m are more than suitable for a variety of users, including a wheelchair user and an ambulant person side by side.

Extract 2.1: Footway widths (DfT 'Inclusive Mobility' 2002)



- 2.3.3 The Chartered Institution of Highways and Transportation document 'Providing for Journeys on Foot' provides the following suggested acceptable walking distances to local facilities, as shown in **Table 2.1**

Table 2.1– Acceptable Walking Distance (IHT Guidelines - Providing for Journeys on Foot)

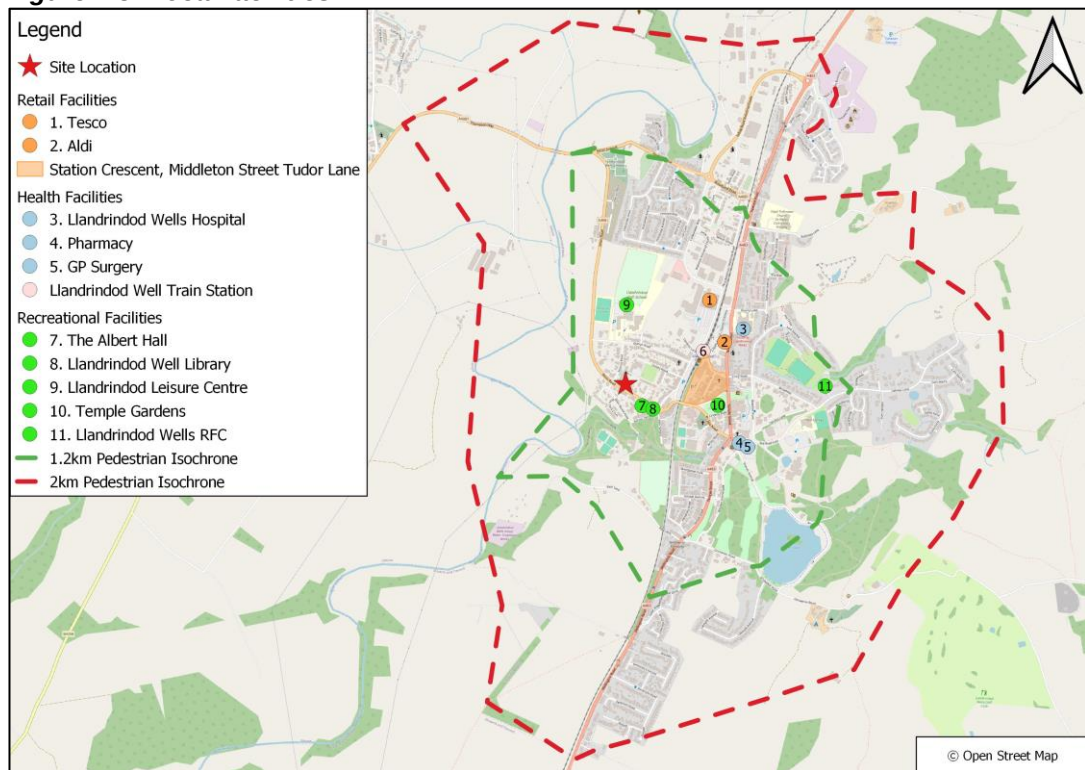
Walking Distance Band	Town Centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

- 2.3.4 **Table 2.2** identifies the approximate walking distances to a range of key facilities accessible from the site. The location of each identified facility is also shown in **Figure 2.3**.

- 2.3.5 **Table 2.2** and **Figure 2.3** shows that the site is located within IHT suggested walking distances to all key facilities within the wider Llandrindod Wells town area.

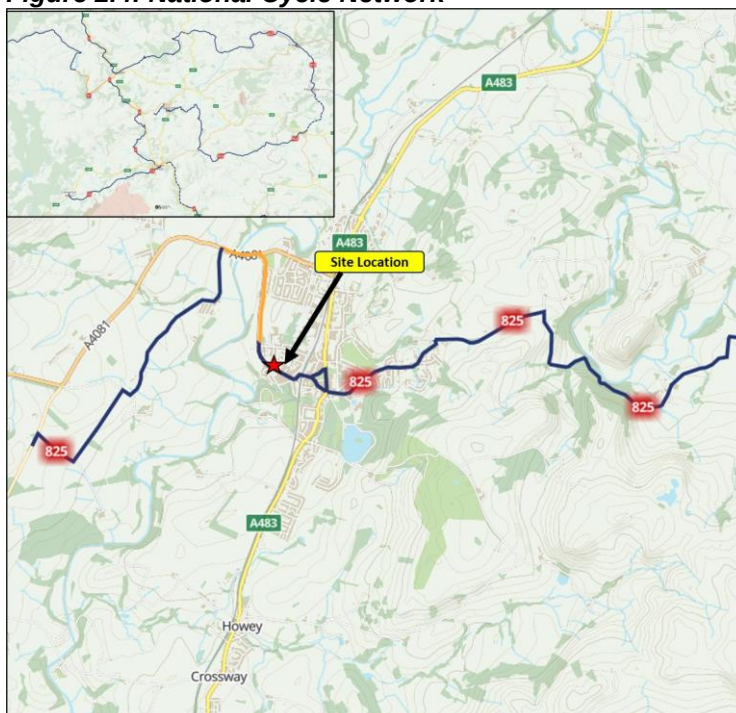
Table 2.2: Approximate walking distances to key local facilities

Facility	Approximate Walking Distance (m)	IHT Acceptability Band
Retail Facilities		
Station Crescent Retail Area	550m	Acceptable
Tesco	850m	Preferred Maximum
Aldi	750m	Preferred Maximum
Health Facilities		
Pharmacy	650m	Acceptable
GP Surgery	650m	Acceptable
Llandrindod Wells Hospital	900m	Preferred Maximum
Transport Hub Facilities		
Llandrindod Wells Train Station	500m	Acceptable
Community Facilities		
The Albert Hall Theatre	110m	Desirable
Llandrindod Wells Library	160m	Desirable
Llandrindod Leisure Centre	400m	Desirable
Temple Gardens	500m	Acceptable
Llandrindod Wells RFC	1,200m	Preferred Maximum

Figure 2.3: Local facilities

2.4 Cycle Infrastructure

2.4.1 As shown in **Figure 2.4**, the site is located along NCN 825, which is a circular cycle route around the old historic county of Radnorshire. Through Llandrindod Wells, NCN 825 is predominantly an on-road route.

Figure 2.4: National Cycle Network

Source: www.sustrans.org.uk

- 2.4.2 Due to the rural location of Llandrindod Wells, any cycle trips generated by the proposed development are likely to be contained within the town boundary.
- 2.4.3 LTN1/04 identifies that the mean average length for cycling is 4km (2.4 miles). The whole of the wider Llandrindod Wells area is accessible within a 4km distance from the site.

2.5 Public Transport

Bus

- 2.5.1 Guidance relating to the accessibility to public transport is provided in the Institution of Highways and Transportation (IHT) document 'Planning for Public Transport in Development' (March 1999). The IHT guidance recommends that:

“new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop ...”.

- 2.5.2 The nearest bus stop to the site is the Llandrindod Wells High School stop located on Dyffryn Road. This stop is located approximately 300m to the north of the site (circa 4-minute walk time) and provides access to the X47 service routing between Llandrindod Wells and Aberystwyth, and the 461 service routing between Hereford and Llandrindod Wells. Both services only operate with one service a day from the Llandrindod Wells High School stop.
- 2.5.3 Additional bus services however can be accessed from Llandrindod Wells Bus Station located along Station Crescent, approximately a 750m walk (circa 11-minute walk time) northeast of the site. Although slightly beyond the IHT suggested 400m distance, this IHT distance is not definitive, and the bus station would be comfortably accessible on foot for more mobile residents at the proposed development.
- 2.5.4 Llandrindod Wells bus station provides access to all major bus services routing through the town, routing to key destinations such as Builth Wells and Merthyr Tydfil.

Rail

- 2.5.5 Llandrindod Wells railway station is located along Waterloo Road, approximately a 500m walk (circa 8-minute walk time) north east from the site.
- 2.5.6 The station comprises of two platforms and provides access to services routing along the Heart of Wales line between Shrewsbury and Swansea.
- 2.5.7 Key settlements within an approximate hour journey time to Llandrindod Wells include Knighton (circa 35-minutes), and Llandrindod Wells (circa 60-minutes).
- 2.5.8 The Heart of Wales line is a rural route, operating with approximately five to seven services per day in each direction across the week (with a more limited service provision on Sundays).

2.6 Sustainable Transport Summary

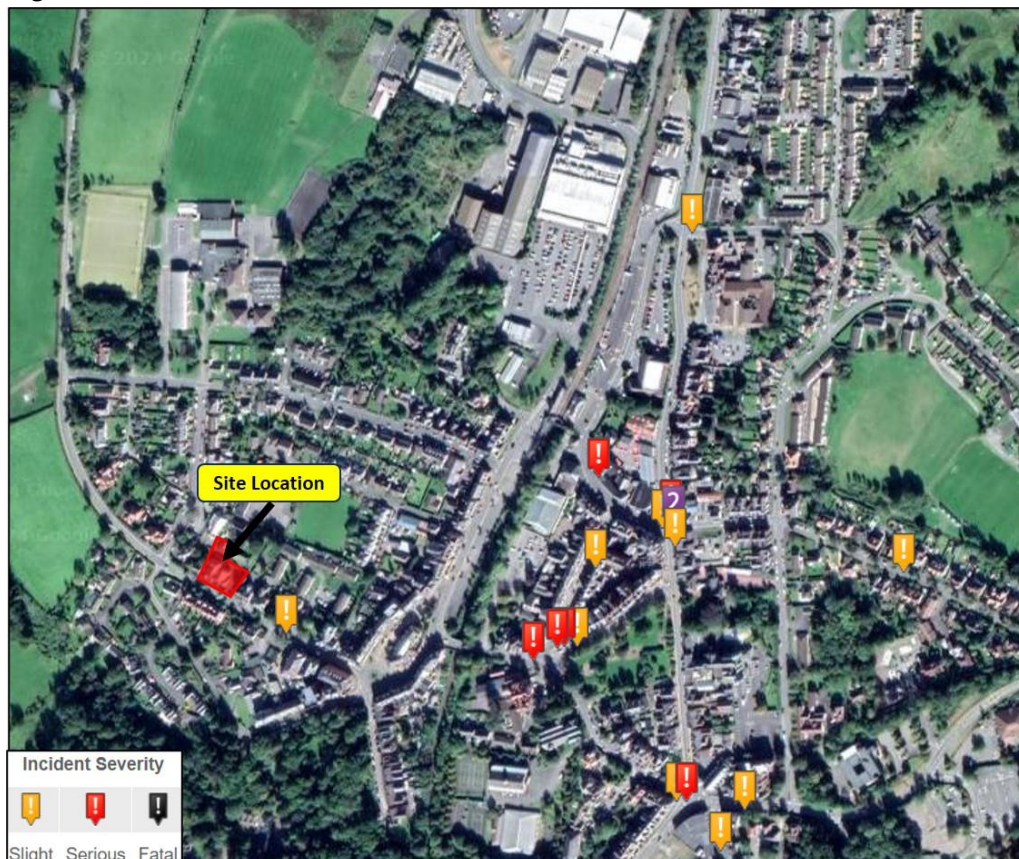
- 2.6.1 Located within a rural area of mid Wales, Llandrindod Wells is a key settlement within the region. The site is located within a short distance to Llandrindod Wells town centre, and accessible on foot or cycle to all the key facilities within the town, which residents of the site may use on a daily or regular basis.

- 2.6.2 The site is also located within acceptable walking and cycling distance to both Llandrindod Wells bus and rail stations, which offer access to all major public transport services routing through the local area.
- 2.6.3 It is evident therefore that the site is able to offer potential residents a viable alternative to travel by walking, cycling and public transport options, which will help reduce dependency on private car travel.

2.7 Local Highway Safety

- 2.7.1 A review has been carried across the local highway network in order to establish whether there are any current accident clusters or safety concerns in the vicinity of the site, that may be exacerbated by the development proposal.
- 2.7.2 The website www.crashmap.co.uk has been interrogated to provide a review of accidents in the surrounding area.
- 2.7.3 CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy-to-use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and the data includes all incidents up to the end of 2022.
- 2.7.4 An extract showing all CrashMap identified PIAs occurring in the vicinity of the site over the 5-year period between 2017 and 2022 is shown in **Figure 2.5**.

Figure 2.5: PIA Plot Extract



Data source www.crashmap.co.uk - data extracted May 2024

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- 2.7.5 The crash map data identifies just one slight incident, which occurred in the immediate vicinity of the site along Ithon Road within the 5-year study period. This PIA occurred in 2018 and involved motor vehicles only (including a goods vehicles). Although all PIAs are regrettable, this is an isolated incident over the 5-year period and does not therefore identify any significant highway safety issue along the road.
- 2.7.6 Across the wider highway network in Llandrindod Wells, a clustering of PIAs is identified in the town centre area. These have typically occurred at key junctions along the A4081 and A483, with 4 PIAs (3 severe and 1 slight) occurring at the A4081 / Middleton Street priority junction arrangement, and 5 PIAs (2 severe and 3 slight) occurring at the A483 / Station Crescent / Craig Road priority junction arrangement.
- 2.7.7 Again, although all PIAs are regrettable, accident rates of approximately 1 PIA per year would not be unexpected along key strategic junctions of this nature.
- 2.7.8 As identified in **Section 5** of this report, the proposed development is anticipated to have a minimal impact on traffic volumes across the local highway network, and through these key junctions.
- 2.7.9 The CrashMap data, therefore, identifies that there are no existing highway safety issues within the immediate area of the development site.
- 2.7.10 The proposed development offers betterment over the extant use on site i.e., fewer vehicular trips (as discussed later in this report) and will therefore not exacerbate the existing safety record.

3 LOCAL AND NATIONAL PLANNING GUIDANCE

3.1 Overview

3.1.1 In preparing this TS, the site has been considered in the context of relevant transport planning policy guidance at national, regional and local level. The following documents have been reviewed:

3.1.2 In transport terms, the relevant policy guidance that applies to this site are contained in the following documents:

- Planning Policy Wales (Edition 12, February 2024);
- Technical Advice Note (Wales) 18 – Transport (2007);
- Future Wales – The National Plan 2040 (February 2021); and
- Powys Local Development Plan (LDP) 2011 - 2026, adopted April 2018.

3.1.3 Consideration is also given to the following legislation, which has an emphasis on sustainable transport provision:

- Active Travel Wales Act 2013;
- Well-being of Future Generations (Wales) Act 2015.

3.2 Summary

3.2.1 The overarching desire at all tiers of planning policy guidance is to influence a modal shift from single-occupancy car travel towards more sustainable modes such as walking, cycling, and public transport.

3.2.2 In order to achieve this, it is recognised that development should be located such that the need to travel is reduced, especially by private car, by locating development where there is good access to high-quality public transport, walking and cycling provision.

3.3 Conclusion

3.3.1 As identified in **Section 2** of this report, the site is able to offer potential residents a viable alternative to travel by walking, cycling and public transport options, which will help reduce dependency on private car.

3.3.2 The site is therefore concluded to be compliant with transport planning policy at a local and national level.

4 DEVELOPMENT PROPOSALS

4.1 Proposal

- 4.1.1 The proposals are for the conversion of the former care home to provide 14 x 1-bed flats for veterans, and the conversion of the Carisma building into a 2-3 bed private dwelling.
- 4.1.2 Residents of the proposed veteran flats will be former military personnel, who may be injured or disabled.
- 4.1.3 Access to the site will be altered, with the existing western egress stopped up and the eastern access modified to accommodate two-way flow. The proposed development will therefore be served by a single point of access. An internal courtyard area will be provided within the site to accommodate car parking.
- 4.1.4 The development proposals are identified on the drawings contained at **Appendix A**, which also includes swept path analysis confirming that the access and internal layout can accommodate a fire appliance, which is likely to be the largest vehicle needing to gain access. The accessibility of parking spaces has also been assessed. All vehicles are able to arrive and depart in a forward gear.

4.2 Car Parking Provision

- 4.2.1 Powys County Borough Council's parking standards are taken from CSS Wales Parking Standards adopted in 2008. This sets out detailed parking requirements according to land use and type of development across the county. These parking standards differ across four distinct zones identified within the document. The proposed development can be considered to fall within 'Zone 4 - Suburban / Near Urban'.
- 4.2.2 The parking standards aim to set a maximum level of parking to be provided at developments, in line with national and regional policies to encourage a move to more sustainable modes of transport.
- 4.2.3 The CSS document was also published before the more recent 'Future Wales – The National Plan 2040 (February 2024)' and 'Planning Policy Wales (Edition 12, February 2021)' documents which identify the following with regards to parking provision at residential developments:

Future Wales - The National Plan 2040

"Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations"

"Planning authorities should also challenge perceptions that housing needs to be built with parking on plots, which promotes car-dominated developments, and promote different ways of dealing with cars that encourage a reduction in car use and increase active travel and use of public transport."

Planning Policy Wales - Edition 11

"Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place."

“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.”

“Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places”

- 4.2.4 The parking standards do not outline any guidelines for veteran accommodation. The nearest development type outlined within the standards for this proposed use has been taken as the ‘Apartment’ and ‘Self-contained Apartment’ categories. For these categories the standards state that a maximum of one resident car parking space is required per bedroom, and one visitor car parking space is required per 5 units. For the proposed 14 veteran flats, this would equate to a maximum parking provision of 17 parking spaces (maximum 14 for residents, and 3 for visitors).
- 4.2.5 A total of 14 car parking spaces are proposed to be provided within the internal car park area for the veteran flats, which is within the maximum parking requirement. Car ownership levels are also expected to be low, as confirmed by the TRICS assessment (discussed later on in this report) which suggests that trip generation for the proposed veteran flats will be very low.
- 4.2.6 For the private dwellings, the parking standards require one car parking space to be provided per bedroom (up to a maximum of 3 spaces). Based on these requirements, the proposed 2-3 bed private dwelling on the site is required to provide a maximum of 3 spaces.
- 4.2.7 A total of 2 car parking spaces are proposed to be provided in the north of the internal car park area for the Carisma private flat unit. This provision is again within the maximum parking requirement stated.

4.3 Cycle Parking Provision

- 4.3.1 In terms of cycle parking, the parking standards identify that a minimum of one long-stay cycle stand should be provided per five bedrooms at apartment units. At the veteran flats, this equates to a minimum provision of 3 stands.
- 4.3.2 On this basis, 3 cycle stands will be provided within the central car park area to accommodate cycle parking for the veteran units.
- 4.3.3 No cycle parking requirements are identified for private dwelling units. Cycle parking at the Carisma unit will be accommodated within the curtilage of that unit.

4.4 Refuse Collection

- 4.4.1 In the north west of the central parking area, an existing garage unit will be converted into a bin store. This store will be for use by residents of the veteran flats. For refuse collections, the site caretaker will move the bins, from the bin store to the site frontage along Ithon Road, where they will be collected.

- 4.4.2 The Carisma residential unit will have internal refuse storage arrangements, with refuse collection also undertaken from Ithon Road.

5 TRIP GENERATION

5.1 Introduction

- 5.1.1 This section outlines the anticipated trip generation of both the proposed and extant uses on the site.
- 5.1.2 Estimated development generated traffic flows for the site have been forecast using the TRICS database. TRICS is a nationally accepted database providing information relating to the total number of trips generated by various land uses based on existing traffic surveys at similar sites throughout the United Kingdom.
- 5.1.3 From the TRICS database, a trip rate is derived which provides the number of expected trips per unit of measure.
- 5.1.4 Trip rates have been extracted for the typical critical highway weekday peak hour periods of 08:00 to 09:00 (AM peak hour period), and 17:00 to 18:00 (PM peak hour period) respectively. Trip rates for the total weekday 12-hour period between 07:00 to 19:00 have also been extracted.
- 5.1.5 All TRICS output are contained at **Appendix B**.

5.2 Proposed Development Trip Generation

- 5.2.1 The following section outlines the anticipated trip generations of the proposed uses on the site.

Veteran Apartments

- 5.2.2 The TRICS category '03 – Residential / F – Sheltered Accommodation' was utilised within TRICS to represent the proposed veteran flat units.
- 5.2.3 Within TRICS, the following parameters were applied to derive an appropriate trip forecast:
- Greater London and Ireland sites excluded; and
 - Sites with only bungalow units excluded.
- 5.2.4 **Table 5.1** shows the anticipated vehicle trip generation for the proposed veteran flat units, based on the TRICS trip rates extracted.

Table 5.1: Proposed veteran units, anticipated weekday vehicular trip generation using TRICS (based on 14 dwellings)

Time Period	Trip Rates (per dwelling)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak Period 08:00-09:00	0.074	0.094	0.168	1	1	2
PM Peak Period 17:00-18:00	0.054	0.089	0.143	1	1	2
12-Hour Period 07:00-19:00	1.180	1.168	2.348	17	16	33

- 5.2.5 **Table 5.1** shows that the proposed veteran units are anticipated to generate just 2 two-way vehicular trips during both the typical weekday AM and PM peak hour periods, and 33 two-way vehicular trips over the weekday 12-hour period.

Carisma Unit Private Dwelling

- 5.2.6 The TRICS category '03 – Residential / A – Houses Privately Owned' was utilised within TRICS to represent the proposed Carisma unit private dwelling.

- 5.2.7 Within TRICS, the following parameters were applied to derive an appropriate trip forecast:

- Greater London and Ireland sites excluded; and
- Only 'Suburban Area', 'Edge of Town Centre', and 'Edge of Town' located sites selected.

- 5.2.8 **Table 5.2** shows the anticipated vehicle trip generation for the proposed Carisma unit private dwelling, based on the TRICS trip rates extracted.

Table 5.2: Proposed Carisma unit private dwelling, anticipated weekday vehicular trip generation using TRICS (based on 1 dwellings)

Time Period	Trip Rates (per dwelling)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak Period 08:00-09:00	0.178	0.387	0.565	0	1	1
PM Peak Period 17:00-18:00	0.364	0.218	0.582	1	0	1
12-Hour Period 07:00-19:00	2.578	2.653	5.231	3	3	6

- 5.2.9 **Table 5.2** shows that the proposed Carisma unit private dwelling is anticipated to generate just 1 two-way vehicular trip during both the typical weekday AM and PM peak hour periods, and just 6 two-way vehicular trips over the weekday 12-hour period.

Total Proposed Development Trips

- 5.2.10 **Table 5.3** shows the combined anticipated vehicular trip generation of the proposed uses on the site.

Table 5.3: Total anticipated weekday trip generation of development proposals

Time Period	Total Trips (all vehicles)		
	Arr.	Dep.	Total
AM Peak Period 08:00-09:00	1	2	3
PM Peak Period 17:00-18:00	2	1	3
12-Hour Period 07:00-19:00	20	19	39

- 5.2.11 **Table 5.3** shows that the total development proposals are anticipated to generate just 3 two-way vehicular trips during both the typical weekday AM and PM peak hour periods, and 39 two-way vehicular trips over the weekday 12-hour period.

5.3 Extant Site Use Trip Generation

5.3.1 The former care home had up to 28 bedrooms and approximately 6 to 8 members of staff. The office use on site had an approximately floor area of 100m². The following section outlines the anticipated trip generations of these extant uses on the site.

Care Home

5.3.2 The TRICS category '03 – Residential / O – Retirement and Care Community' was utilised within TRICS to represent the care home use on the site.

5.3.3 Within TRICS, the following parameters were applied to derive an appropriate trip forecast:

- Greater London and Ireland sites excluded; and
- Only 'Suburban Area', 'Edge of Town Centre', and 'Edge of Town' located sites selected.

5.3.4 **Table 5.4** shows the anticipated vehicle trip generation for the extant care home use on the site, based on the TRICS trip rates extracted.

Table 5.4: Extant care home use, anticipated weekday vehicular trip generation using TRICS (based on 28 dwellings)

Time Period	Trip Rates (per dwelling)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak Period 08:00-09:00	0.126	0.061	0.187	4	2	6
PM Peak Period 17:00-18:00	0.065	0.118	0.183	2	3	5
12-Hour Period 07:00-19:00	1.573	1.574	3.147	44	44	88

5.3.5 **Table 5.4** shows that the extant care home use would be anticipated to generate 6 two-way vehicular trips during the weekday AM peak hour period, and 5 two-way vehicular trips during the weekday PM peak hour period. Over the total 12-hour weekday period, a total of 88 two-way trips would be anticipated.

Carisma Unit Office Use

5.3.6 The TRICS category '02 – Employment / A – Office' was utilised within TRICS to represent the extant Carisma building office use on the site.

5.3.7 Within TRICS, the following parameters were applied to derive an appropriate trip forecast:

- Greater London and Ireland sites excluded; and
- Only 'Suburban Area', 'Edge of Town Centre', and 'Edge of Town' located sites selected.

5.3.8 **Table 5.5** shows the anticipated vehicle trip generation for the office use on the site, based on the TRICS trip rates extracted.

Table 5.5: Carisma office unit use, anticipated weekday vehicular trip generation using TRICS (based on 100m² GFA)

Time Period	Trip Rates (per dwelling)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak Period 08:00-09:00	1.747	0.138	1.885	2	0	2
PM Peak Period 17:00-18:00	0.023	1.379	1.402	0	1	1
12-Hour Period 07:00-19:00	5.771	5.861	11.632	6	6	12

- 5.3.9 **Table 5.5** shows that the Carisma office unit use on the site would be anticipated to generate 2 two-way vehicular trips during the typical weekday AM peak hour period, and 1 two-way vehicular trips during the weekday PM peak hour period. Over the total 12-hour weekday period, a total of 12 two-way trips would be anticipated from this extant use.

Total Extant Use Trips

- 5.3.10 **Table 5.6** shows the combined anticipated vehicular trip generation of the extant uses on the site.

Table 5.6: Total anticipated weekday trip generation of extant uses on site

Time Period	Total Trips (all vehicles)		
	Arr.	Dep.	Total
AM Peak Period 08:00-09:00	6	2	8
PM Peak Period 17:00-18:00	2	4	6
12-Hour Period 07:00-19:00	50	50	100

- 5.3.11 **Table 5.6** shows that the total extant uses on the site are anticipated to generate 8 two-way vehicular trips during the typical weekday AM peak hour period, and 6 two-way vehicular trips during the weekday PM peak hour period. Over the total 12-hour weekday period, a total of 100 two-way trips would be anticipated from the extant uses on the site.

5.4 Proposed Development Trip Generation Difference

- 5.4.1 **Table 5.7** identifies the difference in the total two-way trip generation between the proposed and extant uses on the site.

Table 5.7: Weekday calculated difference in total two-way trips between the proposed and extant uses on the site

Time Period	Calculated Two-Way Trips from Proposed and Extant uses on the Site		
	Proposed Use	Extant Use	Difference in Total Trips
AM Peak Period 08:00-09:00	3	8	-5
PM Peak Period 17:00-18:00	3	6	-3
12-Hour Period 07:00-19:00	39	100	-61

5.4.2 **Table 5.7** shows that the proposed change of use would be anticipated to result in a net decrease of -5 trips during the weekday AM peak hour period, and a net decrease of -3 two-way vehicle trips during the weekday PM peak hour period. Across the weekday 12-hour period, the proposed change of use would be anticipated to result in a net decrease of -61 two-way vehicular trips.

5.4.3 On this basis, it is concluded that the proposed development will not have any negative impact on traffic flows across the surrounding highway network, and will in fact reduce the total traffic generation from the site in comparison to the extant uses.

6 SUMMARY AND CONCLUSION

- 6.1.1 This Transport Statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Adferiad (the applicant), to examine the highway and transportation issues associated with a proposed change of use on Ithon Road, Llandrindod Wells.
- 6.1.2 The site currently comprises a 28-room former care home unit fronting Ithon Road, with a further circa 100m² office unit (Carisma building), located in the rear.
- 6.1.3 The proposals are for the conversion of the former care home to provide 14 x 1-bed flats for veterans, and the conversion of the Carisma building into a 2-3 bed private dwelling.
- 6.1.4 Some of the residents of the veteran flats are likely to be former military personnel, who may be injured or disabled.
- 6.1.5 Located within a rural area of mid Wales, Llandrindod Wells is a key settlement within the region. The site is located within a short distance to the Llandrindod Wells town centre, and accessible on foot or cycle to all the key facilities within the town, which residents of the site may use on a daily or regular basis.
- 6.1.6 The site is also located within acceptable walking and cycling distance to both Llandrindod Wells bus and rail stations, which offer access to all major public transport services routing through the local area.
- 6.1.7 It is evident therefore that the site is able to offer potential residents a viable alternative to travel by walking, cycling and public transport options, which will help reduce dependency on private car travel. The site is therefore concluded to be compliant with transport planning policy at a local and national level.
- 6.1.8 Access to the site will be altered, with the existing western egress stopped up and the eastern access modified to accommodate two-way flow. The proposed development will therefore be served by a single point of access. An internal courtyard area will be provided within the site to accommodate car parking.
- 6.1.9 Three cycle stands will be provided within the central car park area to accommodate cycle parking for the veteran units. Cycle parking at the Carisma private dwelling unit will be provided within the curtilage of that unit.
- 6.1.10 In the north west of the central parking area, an existing garage unit will be converted into a bin store. This store will be for use by residents of the veteran flats. For refuse collections, the site caretaker will move the bins, from the bin store to the site frontage along Ithon Road, where they will be collected.
- 6.1.11 The Carisma unit will have internal refuse storage arrangements, with refuse collection also undertaken from Ithon Road.
- 6.1.12 This report has identified that the proposed change of use would be anticipated to result in a net decrease in vehicular trips generated, in comparison to the extant site uses. The change of use proposals will not therefore negatively impact on existing capacity or safety across the surrounding highway network.

- 6.1.13 Table 5.7 shows that the proposed change of use would be anticipated to result in a net decrease of -5 trips during the weekday AM peak hour period, and a net decrease of -3 two-way vehicle trips during the weekday PM peak hour period. Across the weekday 12-hour period, the proposed change of use would be anticipated to result in a net decrease of -61 two-way vehicular trips.
- 6.1.14 There are no reasons in highway and transport terms therefore why the proposed change of use should not be granted planning permission.

APPENDIX A

Proposed Site Layout

Access and Parking
Each flat will be provided with 2 parking space and Carisma will be allocated 2 spaces.

The site will be accessed via an existing access to buildings from Ithon Road.

For additional information please refer to the traffic report.

External Lighting
In order to avoid any unnecessary disturbance to bats in the future, any external lighting to be installed should:

- use Light emitting diodes (LED) luminaires
- have a warm white spectrum <2700o Kelvin (degrees colour temp)
- have peak wavelengths higher than 550nm
- be set on motion-sensors
- use short duration (e.g. one minute) timers
- not be in the vicinity of, or shine towards, bat roost openings
- not shine towards (the) roof structure(s)
- not be in the vicinity of, or shine towards, boundary vegetation.

Foul Drainage
The property will utilize the existing mains sewer connection to deal with foul waste.

Biodiversity Enhancements
Nesting Boxes
Three Woodcrete bird box with 28mm access will be installed into a nearby tree at least 2m from the ground.

Landscaping schedule

Trees:		
Number	Species	Size
1	Pear	900-1200mm
1	Acre	900-1200mm
2	Cheery	900-1200mm

Planting Specification:
Topsoil - All Planting is to take in the existing soils on site.
Plants - All Plants shall be healthy in appearance and comply with the requirements of all current/relevant British Standards, including BS3936 and BS442. All plantings to be British grown native species and fully hardened off.
Planting - All Planting to be carried out within the recognised planting season of November to March.
Root Dip - Proprietary root dip to be applied to all bare rooted stock at the time of lifting at the nursery and prior to planting.
Watering - Thoroughly water all new plants immediately after planting.

Planting Management:
1 - Any plants affected by frost heave shall be replaced. Protective fencing and stakes with ties and guards are to be inspected and maintained on a regular basis over a number of visits to site over the first five years following planting. Any damage is to be repaired or replaced as necessary. Further standard maintenance shall include watering, pest control and disease control.
2 - Any tree losses to be replaced annually in Years 1 to 5 in accordance with the original Planting Schedule and Planting Specification.
3 - Regular visits shall be made to the trees and hedgerows to ensure the newly planted stock is in weed free condition.

Weed Control - Hand weeding will be undertaken to remove weeds surrounding the new planting. An approved herbicide will be used in Years 1 to 3 to ensure healthy tree growth and weed free areas.

Plant Protection - All trees will be protected with a solid tubular guard with ratchet ties and secured to a wooden Guards will be 750mm high. All planting is to be fenced out for protection, to exclude stock.

Ground Preparation and Planting - Pre planting soil preparation will ensure the health and success of the planting scheme. A minimum Rooting depth of 600mm shall be provided to all tree planting areas including a minimum depth of 400mm top soil.
a) Loosen soil to a depth equivalent to height of the footfall and over a wide area to eliminate compaction and improve drainage.
b) Remove plants from containers or fabric wrapping.
c) Dig a planting hole that is no deeper than the roots, ideally at least 3 times the diameter of the root system.
d) If the sides of the planting hole are compacted, break the soil up with a fork before planting.
e) Soak bare rooted trees or shrubs for about 30 minutes prior to planting and give containerised plants a good watering before removing from pots.
f) Plant tree or shrub in planting hole and position it so that the first flare of roots are level with the soil surface When planting is completed.
g) Insert a stake to support the tree.
h) Refill planting hole carefully, ensuring soil is placed between and around all the roots to eliminate air pockets.
i) Firm the soil gently, avoiding compacting the soil into a hard mass. Water the plant in.
j) Protect with a solid tubular guard

Tree Stakes and Ties - All stakes are to be treated, round, smooth and not less than 100mm in diameter. Use proprietary root ties which are to be applied in accordance with the recommendations of the manufacturer.

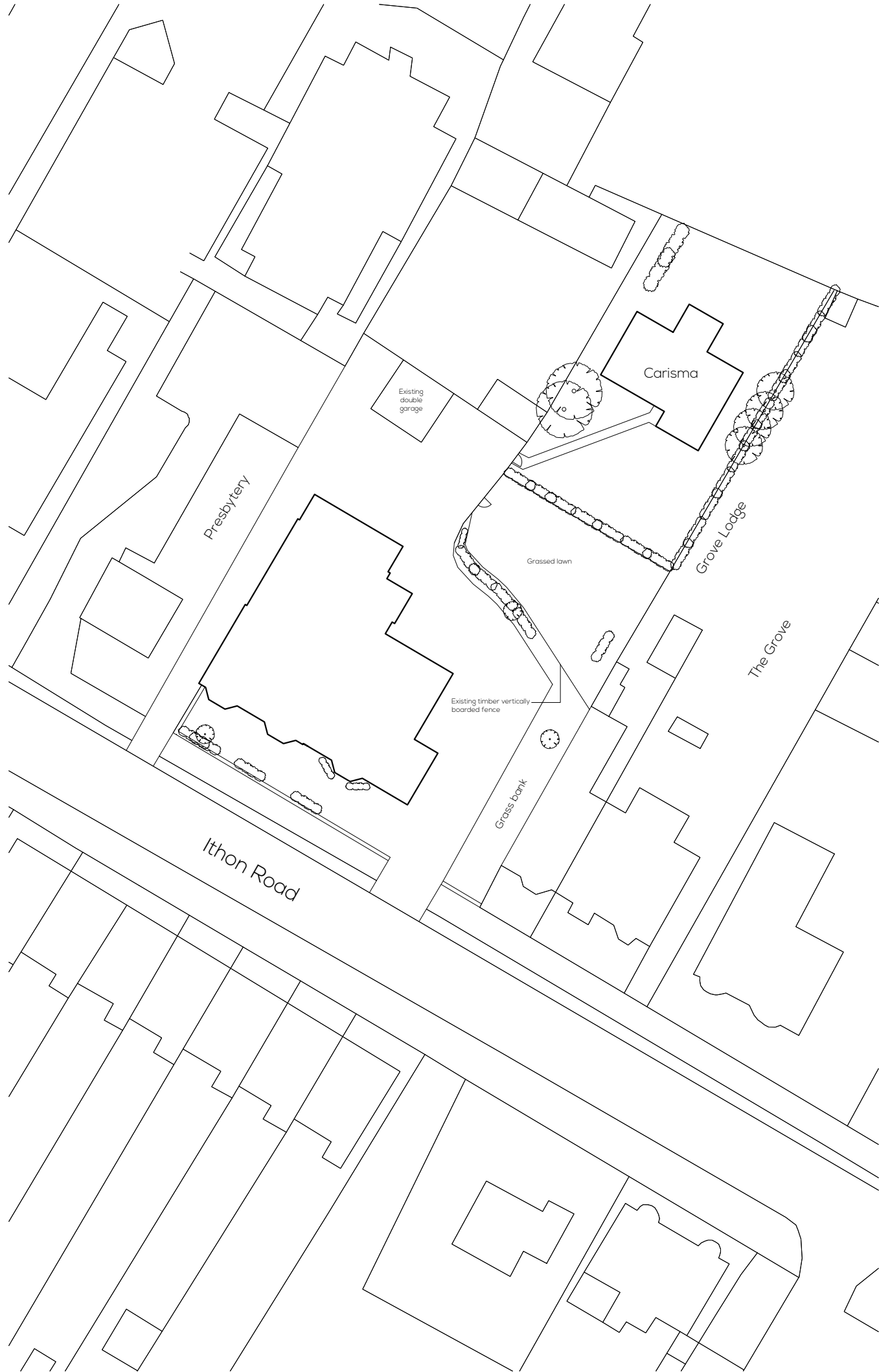
Hedgerow Planting - Hedging plants are to be planted in tranches wide enough to allow the plants full root spread. Plants to be set out in double staggered rows using a total of 5 -7 plants / meter. Rows to be 300 -450mm apart.

Tree and Shrub Protection - All planting to be fenced with stock proof post and wire fencing until established. All newly planted stock to be fully protected from poultry and rabbit damage through use of proprietary tree/shrub guards applied in accordance with the recommendations of the manufacturer. All newly planted stock to be fully protected at all times from grazing livestock.

Wildflower Meadow:
A general purpose Wildflower mix will be initially sown in March/April and then cut down to 10cm using a scythe, strimmer or mower, in September/October leaving the cuttings for up to a week before removing. During the first year remove any weeds which grow before they run to seed, either by topping, mowing or by hand for smaller areas.

After twelve months the sward should be well established. Simply follow the same cutting pattern (in March and September/October). Avoid cutting from mid spring to summer to ensure best flowering results. Continue to remove any weeds which invade the area.

Over time, some species within the mixture may become more dominant due to environmental factors and natural selection. To encourage diversity, simply reduce the number of dominant plants in order to restore the balance. In some areas with more dominant grasses, it may be necessary to overseed occasionally with a pure wildflower mixture.



Existing Block Plan - 1:500



Proposed Block Plan - 1:500

- Key
- Grassed areas
 - Tarmac Shared Driveway
 - Parking Areas
 - Pathways
 - Existing shrubs and hedgerow
 - Existing Tree
 - New wild flower planting on grass banks
 - Tree planting of native species

Site Area 2100 m²



Dwg Notes.
Do not scale, use figured dims only. Dims displayed in millimeters unless stated otherwise. All dimensions to check on site prior to commencement, any discrepancies to be report to designer.

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Project:
Proposed Change of Use, Fronheulog, Ithon Road, Llandrindod Wells, LD1 6AS

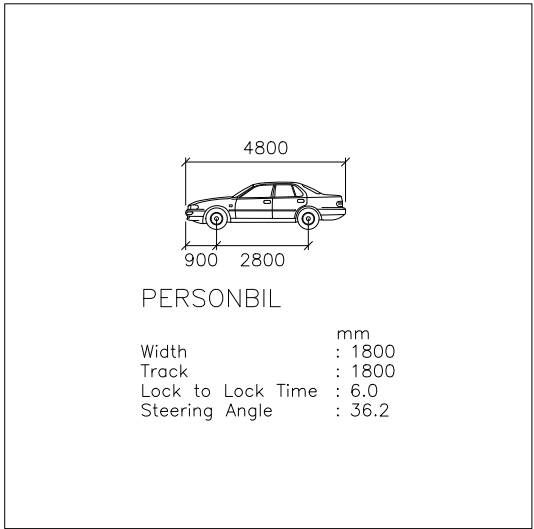
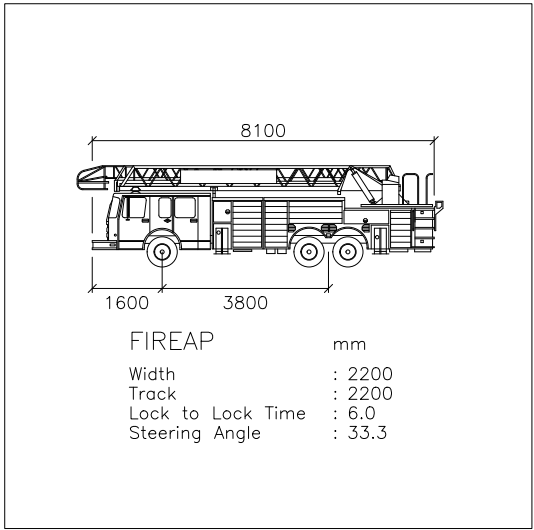
Subject:
Existing and Proposed Block and Landscaping Plans

Scale: 1:500 © A2

0 10 20

Date: 3 / 2024

Ref: 0370 / 2



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Rev	Date	Details	MA Drawn by	MA Checked by
A	May'24	New Layout Added	MA	MA

CORUN
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CLIENT:

Adferiad

PROJECT:

Ithon Road
Llandrindod Wells

TITLE:

Swept Path Analysis
of Fire Appliance and
Private Car

STATUS:

Preliminary

SCALE:	DATE:	DRAWN:	CHECKED:
1:500	Mar'24	MA	MA

JOB NO:	DRAWING NO:	REVISION:
24-01000	SP01	A

APPENDIX B

TRICS Output

Calculation Reference: AUDIT-751101-240514-0519

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : O - RETIREMENT AND CARE COMMUNITY
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	2 days
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	NS NORTH SOMERSET	1 days
	TB TORBAY	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	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: 36 to 137 (units:)
Range Selected by User: 35 to 327 (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: 01/01/15 to 05/05/23

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:

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

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

Selected survey types:

Manual count 10 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:

Edge of Town Centre 1
Suburban Area (PPS6 Out of Centre) 4
Edge of Town 5

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

Selected Location Sub Categories:

Residential Zone 9
Retail Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 9 days - Selected

Secondary Filtering selection:

Use Class:

n/a 10 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

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Licence No: 751101

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	3 days
500,001 or More	1 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	2 days
1.1 to 1.5	8 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	9 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	10 days
-----------------	---------

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

Corun Swansea Road Swansea

Licence No: 751101

LIST OF SITES relevant to selection parameters

1	BR-03-O-02 RETIREMENT VILLAGE MEG THATCHERS GARDENS BRISTOL	BRISTOL CITY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 18/09/15	Survey Type: MANUAL
2	FU-03-O-01 RETIREMENT VILLAGE BRIDGE LANE PENRITH	WESTMORLAND & FURNESS
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 15/10/21	Survey Type: MANUAL
3	KC-03-O-01 RETIREMENT VILLAGE RUMFIELDS ROAD BROADSTAIRS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: THURSDAY 19/11/15	Survey Type: MANUAL
4	KC-03-O-02 RETIREMENT VILLAGE EASTERN AVENUE ASHFORD	KENT
	Edge of Town Centre Residential Zone Total No of Dwellings: 36 Survey date: FRIDAY 20/11/15	Survey Type: MANUAL
5	NF-03-O-01 RETIREMENT VILLAGE CITY ROAD NORWICH LAKENHAM	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: FRIDAY 16/09/22	Survey Type: MANUAL
6	NS-03-O-01 RETIREMENT VILLAGE DIAMOND BATCH WESTON SUPER MARE WORLE	NORTH SOMERSET
	Edge of Town Residential Zone Total No of Dwellings: 137 Survey date: THURSDAY 24/09/15	Survey Type: MANUAL
7	OX-03-O-01 RETIREMENT VILLAGE RUSKIN ROAD BANBURY EASINGTON	OXFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 70 Survey date: WEDNESDAY 11/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SC-03-O-01	RETIREMENT VILLAGE	SURREY
	WESTFIELD ROAD		
	WOKING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: WEDNESDAY	18/11/15	Survey Type: MANUAL
9	TB-03-O-01	RETIREMENT VILLAGE	TORBAY
	ST MARYCHURCH ROAD		
	TORQUAY		
	ST MARYCHURCH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: TUESDAY	29/09/15	Survey Type: MANUAL
10	WL-03-O-01	RETIREMENT VILLAGE	WILTSHIRE
	MALMESBURY ROAD		
	CHIPPENHAM		
	Edge of Town		
	Retail Zone		
	Total No of Dwellings:	63	
	Survey date: FRIDAY	05/05/23	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 SITES

Site Ref	Reason for Deselection
PB-03-O-01	Covid 19

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	59	0.078	10	59	0.034	10	59	0.112
08:00 - 09:00	10	59	0.126	10	59	0.061	10	59	0.187
09:00 - 10:00	10	59	0.184	10	59	0.124	10	59	0.308
10:00 - 11:00	10	59	0.170	10	59	0.150	10	59	0.320
11:00 - 12:00	10	59	0.158	10	59	0.181	10	59	0.339
12:00 - 13:00	10	59	0.141	10	59	0.165	10	59	0.306
13:00 - 14:00	10	59	0.160	10	59	0.172	10	59	0.332
14:00 - 15:00	10	59	0.164	10	59	0.179	10	59	0.343
15:00 - 16:00	10	59	0.148	10	59	0.184	10	59	0.332
16:00 - 17:00	10	59	0.121	10	59	0.145	10	59	0.266
17:00 - 18:00	10	59	0.065	10	59	0.118	10	59	0.183
18:00 - 19:00	10	59	0.058	10	59	0.061	10	59	0.119
19:00 - 20:00	9	59	0.043	9	59	0.049	9	59	0.092
20:00 - 21:00	9	59	0.038	9	59	0.057	9	59	0.095
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.654			1.680			3.334

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:	36 - 137 (units:)
Survey date range:	01/01/15 - 05/05/23
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Calculation Reference: AUDIT-751101-240502-0521

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days
10	WALES	
	CP CAERPHILLY	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: Gross floor area
Actual Range: 500 to 1824 (units: sqm)
Range Selected by User: 178 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

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:
Tuesday 1 days
Wednesday 2 days
Thursday 1 days

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

Selected survey types:
Manual count 4 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 3

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 2
Commercial Zone 1
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 4 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 4 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 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	1 days
125,001 to 250,000	3 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
1.1 to 1.5	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	4 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AK-02-A-01	OFFICES	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	WHITWOOD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1230 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
2	CP-02-A-02	INSURANCE COMPANY	CAERPHILLY
	SIR ALFRED OWEN WAY		
	CAERPHILLY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1824 sqm	
	Survey date: THURSDAY	13/10/22	Survey Type: MANUAL
3	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
	WHITING ROAD		
	NORWICH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL
4	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE
	BUDBROOKE ROAD		
	WARWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	796 sqm	
	Survey date: WEDNESDAY	23/11/22	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 SITES

Site Ref	Reason for Deselection
GM-02-A-10	Covid

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.50

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	1088	0.966	4	1088	0.092	4	1088	1.058
08:00 - 09:00	4	1088	1.747	4	1088	0.138	4	1088	1.885
09:00 - 10:00	4	1088	0.713	4	1088	0.230	4	1088	0.943
10:00 - 11:00	4	1088	0.253	4	1088	0.046	4	1088	0.299
11:00 - 12:00	4	1088	0.184	4	1088	0.299	4	1088	0.483
12:00 - 13:00	4	1088	0.483	4	1088	0.759	4	1088	1.242
13:00 - 14:00	4	1088	0.575	4	1088	0.368	4	1088	0.943
14:00 - 15:00	4	1088	0.230	4	1088	0.253	4	1088	0.483
15:00 - 16:00	4	1088	0.230	4	1088	0.368	4	1088	0.598
16:00 - 17:00	4	1088	0.207	4	1088	1.448	4	1088	1.655
17:00 - 18:00	4	1088	0.023	4	1088	1.379	4	1088	1.402
18:00 - 19:00	3	1040	0.160	3	1040	0.481	3	1040	0.641
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.771			5.861			11.632

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:	500 - 1824 (units: sqm)
Survey date date range:	01/01/16 - 23/11/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	1088	0.023	4	1088	0.000	4	1088	0.023
08:00 - 09:00	4	1088	0.023	4	1088	0.000	4	1088	0.023
09:00 - 10:00	4	1088	0.023	4	1088	0.000	4	1088	0.023
10:00 - 11:00	4	1088	0.023	4	1088	0.023	4	1088	0.046
11:00 - 12:00	4	1088	0.000	4	1088	0.000	4	1088	0.000
12:00 - 13:00	4	1088	0.000	4	1088	0.023	4	1088	0.023
13:00 - 14:00	4	1088	0.092	4	1088	0.069	4	1088	0.161
14:00 - 15:00	4	1088	0.046	4	1088	0.046	4	1088	0.092
15:00 - 16:00	4	1088	0.000	4	1088	0.046	4	1088	0.046
16:00 - 17:00	4	1088	0.000	4	1088	0.000	4	1088	0.000
17:00 - 18:00	4	1088	0.000	4	1088	0.023	4	1088	0.023
18:00 - 19:00	3	1040	0.000	3	1040	0.000	3	1040	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.230			0.230			0.460

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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	1088	0.989	4	1088	0.092	4	1088	1.081
08:00 - 09:00	4	1088	1.954	4	1088	0.161	4	1088	2.115
09:00 - 10:00	4	1088	0.713	4	1088	0.230	4	1088	0.943
10:00 - 11:00	4	1088	0.253	4	1088	0.046	4	1088	0.299
11:00 - 12:00	4	1088	0.184	4	1088	0.322	4	1088	0.506
12:00 - 13:00	4	1088	0.552	4	1088	0.828	4	1088	1.380
13:00 - 14:00	4	1088	0.713	4	1088	0.460	4	1088	1.173
14:00 - 15:00	4	1088	0.253	4	1088	0.276	4	1088	0.529
15:00 - 16:00	4	1088	0.230	4	1088	0.368	4	1088	0.598
16:00 - 17:00	4	1088	0.207	4	1088	1.494	4	1088	1.701
17:00 - 18:00	4	1088	0.023	4	1088	1.632	4	1088	1.655
18:00 - 19:00	3	1040	0.224	3	1040	0.545	3	1040	0.769
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.295			6.454			12.749

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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	1088	0.092	4	1088	0.000	4	1088	0.092
08:00 - 09:00	4	1088	0.207	4	1088	0.000	4	1088	0.207
09:00 - 10:00	4	1088	0.069	4	1088	0.000	4	1088	0.069
10:00 - 11:00	4	1088	0.023	4	1088	0.023	4	1088	0.046
11:00 - 12:00	4	1088	0.000	4	1088	0.023	4	1088	0.023
12:00 - 13:00	4	1088	0.253	4	1088	0.299	4	1088	0.552
13:00 - 14:00	4	1088	0.368	4	1088	0.299	4	1088	0.667
14:00 - 15:00	4	1088	0.161	4	1088	0.184	4	1088	0.345
15:00 - 16:00	4	1088	0.023	4	1088	0.138	4	1088	0.161
16:00 - 17:00	4	1088	0.069	4	1088	0.138	4	1088	0.207
17:00 - 18:00	4	1088	0.000	4	1088	0.161	4	1088	0.161
18:00 - 19:00	3	1040	0.032	3	1040	0.000	3	1040	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.297			1.265			2.562

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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	4	1088	0.115	4	1088	0.000	4	1088	0.115
08:00 - 09:00	4	1088	0.276	4	1088	0.000	4	1088	0.276
09:00 - 10:00	4	1088	0.069	4	1088	0.069	4	1088	0.138
10:00 - 11:00	4	1088	0.023	4	1088	0.000	4	1088	0.023
11:00 - 12:00	4	1088	0.000	4	1088	0.000	4	1088	0.000
12:00 - 13:00	4	1088	0.069	4	1088	0.069	4	1088	0.138
13:00 - 14:00	4	1088	0.230	4	1088	0.138	4	1088	0.368
14:00 - 15:00	4	1088	0.023	4	1088	0.092	4	1088	0.115
15:00 - 16:00	4	1088	0.023	4	1088	0.092	4	1088	0.115
16:00 - 17:00	4	1088	0.000	4	1088	0.207	4	1088	0.207
17:00 - 18:00	4	1088	0.000	4	1088	0.161	4	1088	0.161
18:00 - 19:00	3	1040	0.000	3	1040	0.000	3	1040	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.828			0.828			1.656

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.

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Calculation Reference: AUDIT-751101-240425-0429

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use
: 03 - RESIDENTIAL

Category
: A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	2 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

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Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 50 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/06/23

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	6 days
Tuesday	4 days
Wednesday	6 days
Thursday	1 days
Friday	4 days

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

Selected survey types:

Manual count	21 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	14

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

Selected Location Sub Categories:

Residential Zone	20
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	20 days - Selected

Secondary Filtering selection:**Use Class:**

C3 21 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

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Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	6 days
10,001 to 15,000	6 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	4 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	9 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	4 days
1.1 to 1.5	16 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:

Yes	12 days
No	9 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	21 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	CT-03-A-01 ARLESEY ROAD STOTFOLD	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		46	
	Survey date: WEDNESDAY		22/06/22	Survey Type: MANUAL
2	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		50	
	Survey date: FRIDAY		19/11/21	Survey Type: MANUAL
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	Survey date: WEDNESDAY		09/11/22	Survey Type: MANUAL
4	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		50	
	Survey date: TUESDAY		28/03/17	Survey Type: MANUAL
5	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		47	
	Survey date: MONDAY		13/03/23	Survey Type: MANUAL
6	FU-03-A-02 MACADAM WAY PENRITH	DETACHED / TERRACED HOUSING		WESTMORLAND & FURNESS
	Edge of Town Centre Residential Zone Total No of Dwellings:		50	
	Survey date: TUESDAY		21/06/16	Survey Type: MANUAL
7	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		39	
	Survey date: TUESDAY		13/11/18	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
9	HC-03-A-30	TERRACED HOUSES	HAMPSHIRE
	MEUDON AVENUE		
	FARNBOROUGH		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	31	
	Survey date: FRIDAY	14/10/22	Survey Type: MANUAL
10	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD		
	LIPHOOK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
11	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL
12	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD		
	INVERNESS		
	SCORGUIE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
13	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
14	NF-03-A-37	MIXED HOUSES	NORFOLK
	GREENFIELDS ROAD		
	DEREHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

15	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES	NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: MONDAY 18/10/21		Survey Type: MANUAL
16	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17	TERRACED HOUSES	NORTH YORKSHIRE
17	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16		Survey Type: MANUAL
18	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total No of Dwellings: 41 Survey date: WEDNESDAY 11/05/22		Survey Type: MANUAL
19	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16		Survey Type: MANUAL
20	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings: 12 Survey date: MONDAY 08/05/17		Survey Type: MANUAL
21	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19		Survey Type: MANUAL

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 SITES

Site Ref	Reason for Deselection
AC-03-A-04	Town Houses
KC-03-A-09	Covid Restrictions
NF-03-A-05	Bungalows
NF-03-A-51	Flats & Bungalows
NY-03-A-12	Town Houses
NY-03-A-14	Bungalows

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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): 1.69

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	35	0.103	21	35	0.296	21	35	0.399
08:00 - 09:00	21	35	0.178	21	35	0.387	21	35	0.565
09:00 - 10:00	21	35	0.170	21	35	0.206	21	35	0.376
10:00 - 11:00	21	35	0.132	21	35	0.170	21	35	0.302
11:00 - 12:00	21	35	0.160	21	35	0.167	21	35	0.327
12:00 - 13:00	21	35	0.195	21	35	0.218	21	35	0.413
13:00 - 14:00	21	35	0.195	21	35	0.174	21	35	0.369
14:00 - 15:00	21	35	0.175	21	35	0.214	21	35	0.389
15:00 - 16:00	21	35	0.308	21	35	0.220	21	35	0.528
16:00 - 17:00	21	35	0.309	21	35	0.198	21	35	0.507
17:00 - 18:00	21	35	0.364	21	35	0.218	21	35	0.582
18:00 - 19:00	21	35	0.289	21	35	0.185	21	35	0.474
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.578			2.653			5.231

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

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

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Parameter summary

Trip rate parameter range selected:

8 - 50 (units:)

Survey date date range:

01/01/16 - 05/06/23

Number of weekdays (Monday-Friday):

21

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

1

Surveys manually removed from selection:

6

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/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	35	0.007	21	35	0.012	21	35	0.019
08:00 - 09:00	21	35	0.007	21	35	0.009	21	35	0.016
09:00 - 10:00	21	35	0.005	21	35	0.007	21	35	0.012
10:00 - 11:00	21	35	0.009	21	35	0.009	21	35	0.018
11:00 - 12:00	21	35	0.000	21	35	0.001	21	35	0.001
12:00 - 13:00	21	35	0.004	21	35	0.003	21	35	0.007
13:00 - 14:00	21	35	0.003	21	35	0.005	21	35	0.008
14:00 - 15:00	21	35	0.003	21	35	0.004	21	35	0.007
15:00 - 16:00	21	35	0.011	21	35	0.012	21	35	0.023
16:00 - 17:00	21	35	0.011	21	35	0.003	21	35	0.014
17:00 - 18:00	21	35	0.009	21	35	0.008	21	35	0.017
18:00 - 19:00	21	35	0.007	21	35	0.009	21	35	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.082			0.158

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/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	35	0.126	21	35	0.391	21	35	0.517
08:00 - 09:00	21	35	0.206	21	35	0.605	21	35	0.811
09:00 - 10:00	21	35	0.202	21	35	0.266	21	35	0.468
10:00 - 11:00	21	35	0.156	21	35	0.223	21	35	0.379
11:00 - 12:00	21	35	0.189	21	35	0.206	21	35	0.395
12:00 - 13:00	21	35	0.246	21	35	0.273	21	35	0.519
13:00 - 14:00	21	35	0.239	21	35	0.227	21	35	0.466
14:00 - 15:00	21	35	0.217	21	35	0.290	21	35	0.507
15:00 - 16:00	21	35	0.476	21	35	0.278	21	35	0.754
16:00 - 17:00	21	35	0.436	21	35	0.266	21	35	0.702
17:00 - 18:00	21	35	0.483	21	35	0.289	21	35	0.772
18:00 - 19:00	21	35	0.377	21	35	0.243	21	35	0.620
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.353			3.557			6.910

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	35	0.022	21	35	0.050	21	35	0.072
08:00 - 09:00	21	35	0.050	21	35	0.185	21	35	0.235
09:00 - 10:00	21	35	0.056	21	35	0.052	21	35	0.108
10:00 - 11:00	21	35	0.041	21	35	0.052	21	35	0.093
11:00 - 12:00	21	35	0.034	21	35	0.053	21	35	0.087
12:00 - 13:00	21	35	0.047	21	35	0.043	21	35	0.090
13:00 - 14:00	21	35	0.038	21	35	0.043	21	35	0.081
14:00 - 15:00	21	35	0.060	21	35	0.050	21	35	0.110
15:00 - 16:00	21	35	0.141	21	35	0.065	21	35	0.206
16:00 - 17:00	21	35	0.087	21	35	0.056	21	35	0.143
17:00 - 18:00	21	35	0.069	21	35	0.079	21	35	0.148
18:00 - 19:00	21	35	0.080	21	35	0.050	21	35	0.130
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.725			0.778			1.503

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/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	35	0.005	21	35	0.033	21	35	0.038
08:00 - 09:00	21	35	0.003	21	35	0.034	21	35	0.037
09:00 - 10:00	21	35	0.007	21	35	0.016	21	35	0.023
10:00 - 11:00	21	35	0.008	21	35	0.011	21	35	0.019
11:00 - 12:00	21	35	0.008	21	35	0.007	21	35	0.015
12:00 - 13:00	21	35	0.015	21	35	0.008	21	35	0.023
13:00 - 14:00	21	35	0.004	21	35	0.003	21	35	0.007
14:00 - 15:00	21	35	0.005	21	35	0.003	21	35	0.008
15:00 - 16:00	21	35	0.023	21	35	0.008	21	35	0.031
16:00 - 17:00	21	35	0.024	21	35	0.001	21	35	0.025
17:00 - 18:00	21	35	0.019	21	35	0.008	21	35	0.027
18:00 - 19:00	21	35	0.020	21	35	0.003	21	35	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.135			0.276

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.*

Calculation Reference: AUDIT-751101-240510-0541

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : F - SHELTERED ACCOMMODATION
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
11	SCOTLAND	
	EL EAST LoTHIAN	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: 20 to 73 (units:)
 Range Selected by User: 14 to 124 (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 21/04/22

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	2 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2
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:

Residential Zone	4
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 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:

5,001 to 10,000	2 days
20,001 to 25,000	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:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 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
1.1 to 1.5	2 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	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AL-03-F-01 CHESTER ROAD HALIFAX	SHELTERED HOUSING	CALDERDALE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 22 Survey date: MONDAY 22/10/18		Survey Type: MANUAL
2	EL-03-F-01 INVERESK ROAD MUSSELBURGH	SHELTERED HOUSING	EAST LOTHIAN
	Edge of Town Centre Residential Zone Total No of Dwellings: 56 Survey date: MONDAY 23/04/18		Survey Type: MANUAL
3	GM-03-F-07 LANCASTER ROAD SALFORD SWINTON PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 21/06/19	SHELTERED HOUSING	GREATER MANCHESTER
4	LC-03-F-02 RICHMOND AVENUE BURSCOUGH	SHELTERED HOUSING	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 20 Survey date: THURSDAY 21/04/22		Survey Type: MANUAL
5	ST-03-F-01 EARLSWOOD WAY CANNOCK BRIDGTOWN Edge of Town Centre No Sub Category Total No of Dwellings: 73 Survey date: WEDNESDAY 25/09/19	SHELTERED HOUSING	STAFFORDSHIRE
			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 SITES

Site Ref	Reason for Deselection
AG-03-F-01	Bungalow units (not flats)

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	41	0.049	5	41	0.054	5	41	0.103
08:00 - 09:00	5	41	0.074	5	41	0.094	5	41	0.168
09:00 - 10:00	5	41	0.108	5	41	0.094	5	41	0.202
10:00 - 11:00	5	41	0.167	5	41	0.133	5	41	0.300
11:00 - 12:00	5	41	0.103	5	41	0.153	5	41	0.256
12:00 - 13:00	5	41	0.123	5	41	0.103	5	41	0.226
13:00 - 14:00	5	41	0.133	5	41	0.143	5	41	0.276
14:00 - 15:00	5	41	0.108	5	41	0.128	5	41	0.236
15:00 - 16:00	5	41	0.103	5	41	0.094	5	41	0.197
16:00 - 17:00	5	41	0.094	5	41	0.044	5	41	0.138
17:00 - 18:00	5	41	0.054	5	41	0.089	5	41	0.143
18:00 - 19:00	5	41	0.064	5	41	0.039	5	41	0.103
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.180			1.168			2.348

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 - 73 (units:)
 Survey date range: 01/01/16 - 21/04/22
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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