

## NEUADD WEN, PENYLAN ROAD, BASSALEG, NEWPORT

### TECHNICAL NOTE 2 – TRANSPORT

#### **1 INTRODUCTION**

- 1.1 Miles White Transport (MWT) have been appointed by Mr and Mrs Ashton to provide transport planning and highway engineering services in support of a proposed development at Neuadd Wen ('the site') on Penylan Road, in Bassaleg, Newport.
- 1.2 The site is located on the northern side of Penylan Road as shown in **Figure 1.1** below.

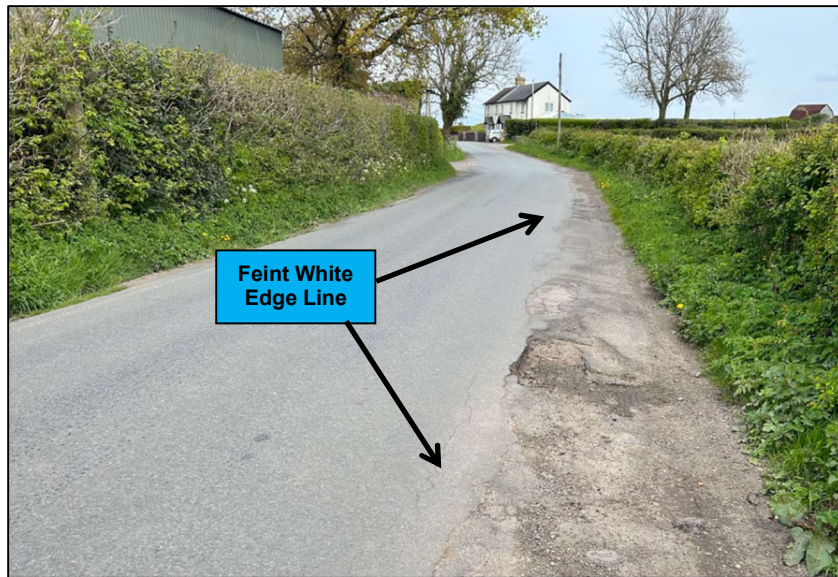


**FIGURE 1.1: SITE LOCATION**

- 1.3 This Technical Note has been prepared following a site visit and has been prepared to assess the access and the traffic implications associated with the development proposals.

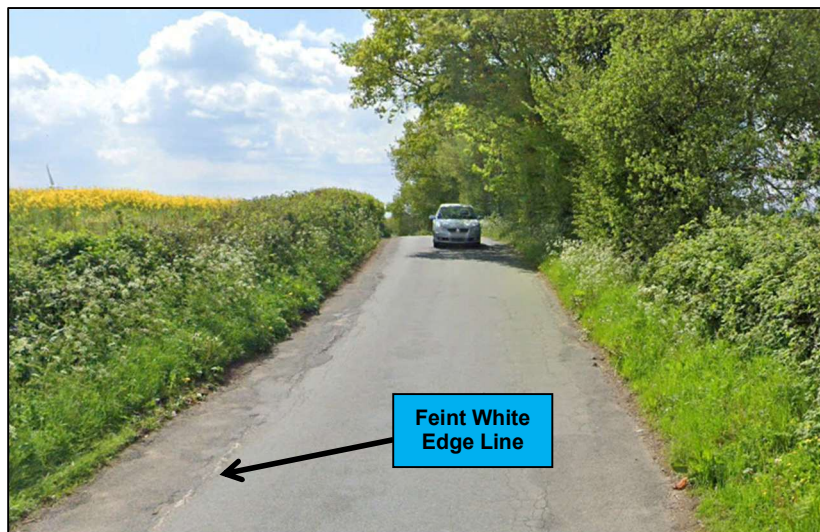
#### **2 EXISTING CONDITIONS**

- 2.1 Penylan Road runs broadly northeast-southwest from the A468 Caerphilly Road in Bassaleg (initially as The Griffin) to Michaelston Road/Druidstone Road to the north of the M4 motorway overbridge.
- 2.2 It is a relatively narrow rural lane that only allows single lane traffic in places, such as to the east of the existing site access junction as shown in **Figure 2.1** overleaf.
- 2.3 The presence of white edge lines (albeit very feint in places) denotes the effective edge of the carriageway and means that sections of Penylan Road function as a single lane road.



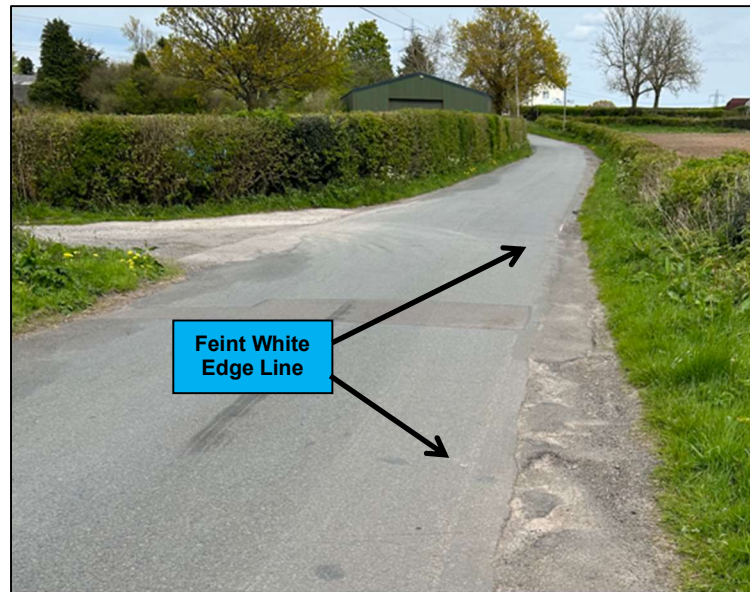
**FIGURE 2.1: PENYLAN ROAD TO THE EAST OF THE SITE (LOOKING EAST)**

2.4 **Figure 2.2** below shows Penylan Road to the west of the site.



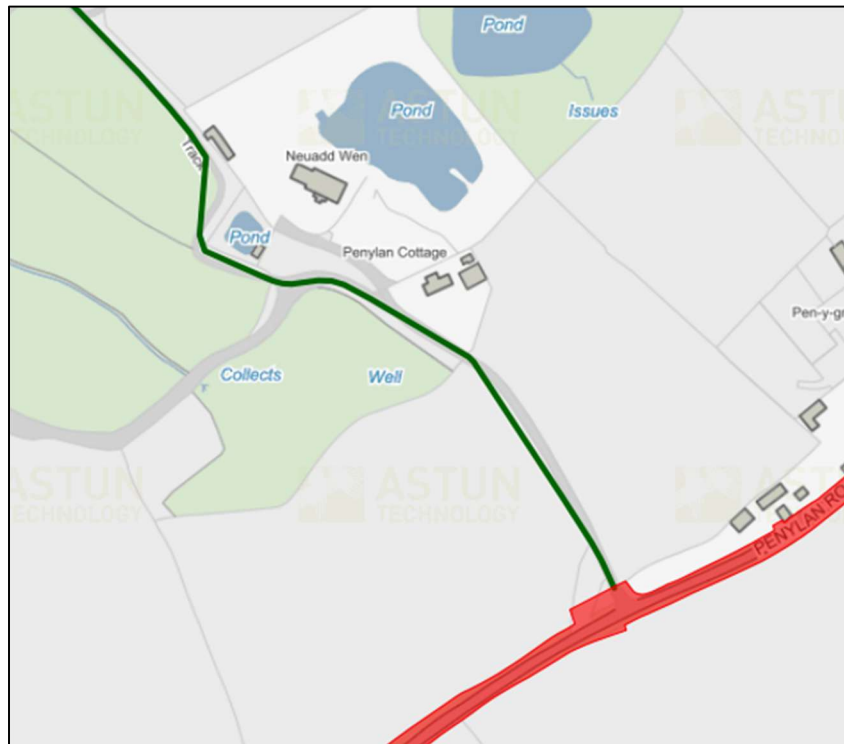
**FIGURE 2.2: PENYLAN ROAD TO THE WEST OF THE SITE (LOOKING WEST)**

- 2.5 Penylan Road is lightly trafficked and is subject to a 30mph speed limit following a Traffic Regulation Order by Newport City Council (NCC) in March 2025.
- 2.6 Penylan Road is unlit and does not provide any footways.
- 2.7 The road in the vicinity of the existing site access is shown overleaf in **Figure 2.3**.



**FIGURE 2.3: PENYLAN ROAD AT THE EXISTING SITE ACCESS**

2.8 The highway land plan purchased from NCC is attached as **Appendix A** and an extract is shown in **Figure 2.4** below. This shows the extent of adopted highway in red and the public rights of way (PROW) in green.



**FIGURE 2.4: EXTENT OF PUBLIC HIGHWAY AND PROW**

2.9 'Crashmap' data identifies that no accidents have occurred over the last five-year period (2020 -2024) on Penylan Road in the vicinity of the site.

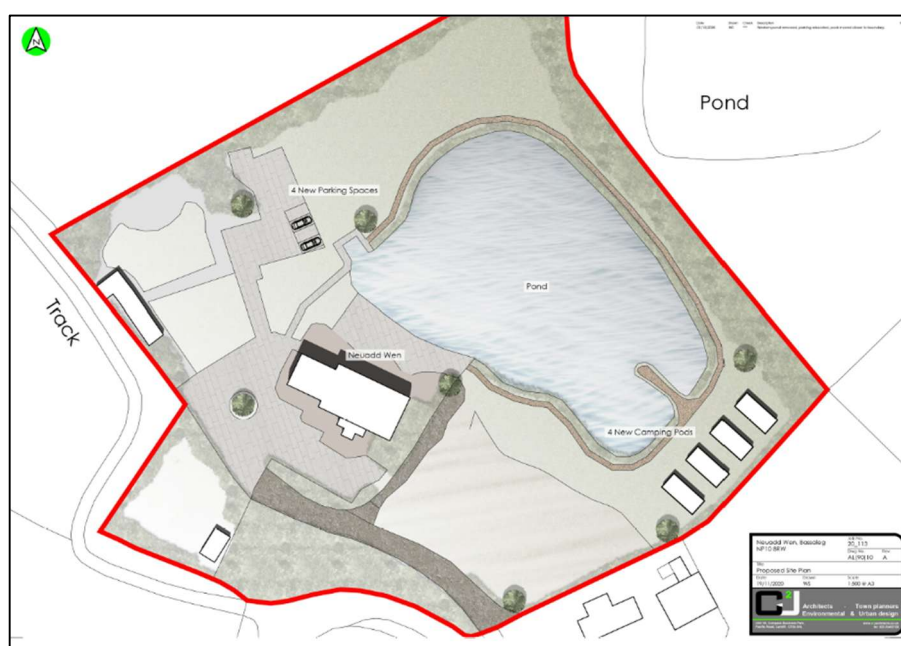
2.10 Therefore, this section of Penylan Road has an excellent road safety record.

### 3 PLANNING BACKGROUND

#### 2020 Application

3.1 The client submitted a full planning application for the construction of four self-contained glamping pods for tourism purposes in 2020 (reference 20/1178).

3.2 The site layout that was submitted with the planning application is shown below as **Figure 3.1**.



**FIGURE 3.1: SITE LAYOUT SUBMITTED WITH PREVIOUS APPLICATION**

3.3 These pods have since been constructed but the planning application was refused on 23<sup>rd</sup> November 2022 for three reasons as set out below.

- 01 The proposed development would result in the intensification of traffic movements at the junction leading onto Penylan Road. Insufficient and inaccurate information has been submitted which means that a full and proper assessment cannot be undertaken of the harm relating to highway safety. This would be contrary to policy GP4 (Highways and Accessibility) of the Newport Local Development Plan 2011-2026 (adopted January 2015).
- 02 Insufficient and inaccurate information has been submitted to enable an assessment of any proposals to improve visibility splays at the junction and the impact that this would have on the visual amenity and character of this countryside location, resulting from the loss of any hedgerows. This would be contrary to policy GP2 (General Amenity) of the Newport Local Development Plan 2011-2026 (adopted January 2015).
- 03 Insufficient and inaccurate information has been submitted to enable an assessment of any proposals to improve visibility splays at the junction and the impact that this would have on the loss of biodiversity resulting from the loss of any hedgerow. In addition, insufficient information has been submitted to demonstrate that the development would achieve net bio-diversity gain on the site as required by policy GP5 (Natural Environment) of the Newport Local Development Plan 2011-2026 and paragraph 6.4.5 of Planning Policy Wales (Edition 11).

3.4 These reasons for refusal relate to highway safety and can be summarised as two main issues as follows:

- Visibility splay at the existing access along Penylan Road.
- Intensification of traffic movements at the access junction.

#### 2025 Application

3.5 A retrospective planning application was submitted in 2025 (reference 25/0015) for the erection of 4 self-contained mixed use B1 and D2 pods. This was accompanied by Technical Note 1 – Transport (prepared by MWT) to address the highway/transport related reasons for refusal of the 2020 application.

3.6 This application was refused by NCC on the 15<sup>th</sup> April 2025 for two reasons. The first reason for refusal related to highways and transport matters and is repeated below.

1. The proposed development would result in the intensification of traffic movements at the junction leading onto Penylan Road. Insufficient and inaccurate information has been submitted, namely how the visibility splays have been calculated and the absence of a speed survey thereby curtailing the Local Planning Authority's ability to carry out a full and proper assessment to identify harm relating to highway safety. This would be contrary to policy GP4 (Highways and Accessibility) of the Newport Local Development Plan 2011-2026 (adopted January 2015).

3.7 The comments made by the highway officer in the Delegated Decision Report are as follows:

*“Following receipt of a rebuttal we would update our comments as follows.*

*For the avoidance of doubt a speed survey was suggested to allow the applicant to show that speeds are below the posted limit. Furthermore, relaxation to a 2m X distance also requires that low traffic flows are demonstrated, and they haven't been, but a survey may help the applicant to establish that (or not).*

*The standard approach is to accept the speed limit, which is 30 mph. This requires visibility splays of 2.4 x 43m. If these had been demonstrated the objection would not be maintained.*

*The applicant suggests that the Y distance can be measured to the centre line. This is only the case when it is impossible to travel on the nearside. The road in question is wide enough for vehicles to overtake and there are no constraints to prevent them.*

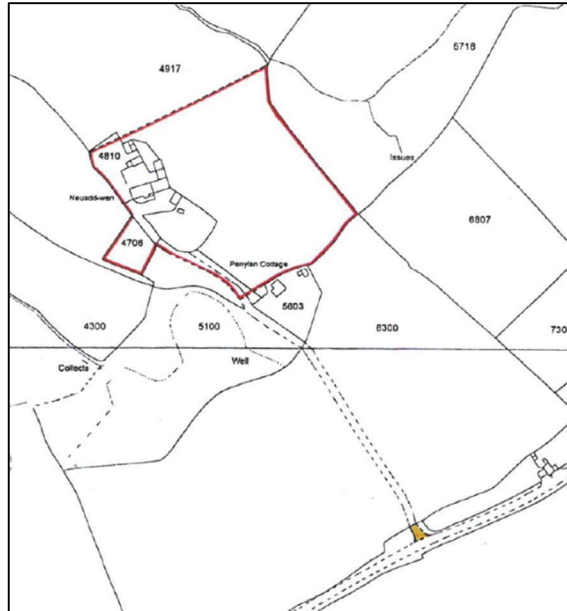
*The only relaxation allowed would be to measure the Y distance to a point 1m from the edge of carriageway. It should not be assumed that an overtaking vehicle is a car, but there is adequate space for two cars.*

*We would welcome a scheme showing the required visibility splays, but at this point must maintain the objection on highway safety grounds.”*

3.8 This Technical Note will address the comments made by NCC's highway officer, which are embodied in the first reason for refusal.

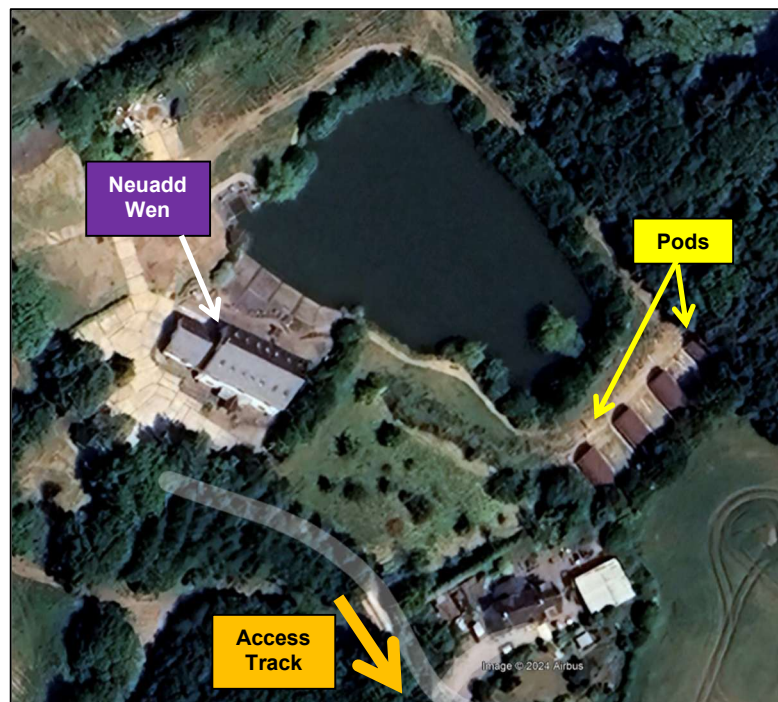
#### 4 **PROPOSED DEVELOPMENT**

4.1 The site area is shown in **Figure 4.1** below, which is an extract from the HM Land Registry Title Plan for Neuadd Wen.



**FIGURE 4.1: SITE AREA**

4.2 As already stated, the four pods are in place and are shown below in **Figure 4.2**.



**FIGURE 4.2: CURRENT SITE LAYOUT**

4.3 The four pods comprise 144 sq.m in total and are proposed to be used for a range of potential uses including the following, which would fall under B1 and D2 use classes:

- Office Space
- Craft/Artist Workshop
- Physiotherapist
- Mental Health Services (counselling/hypnotherapy)

4.4 The site will be accessed from the existing access junction on Penylan Road as shown below in **Figure 4.3**, and via the existing track shown in **Figure 4.4** below that leads through the gated access to Neuadd Wen, which is the applicant's residence.



**FIGURE 4.3: EXISTING SITE ACCESS JUNCTION**

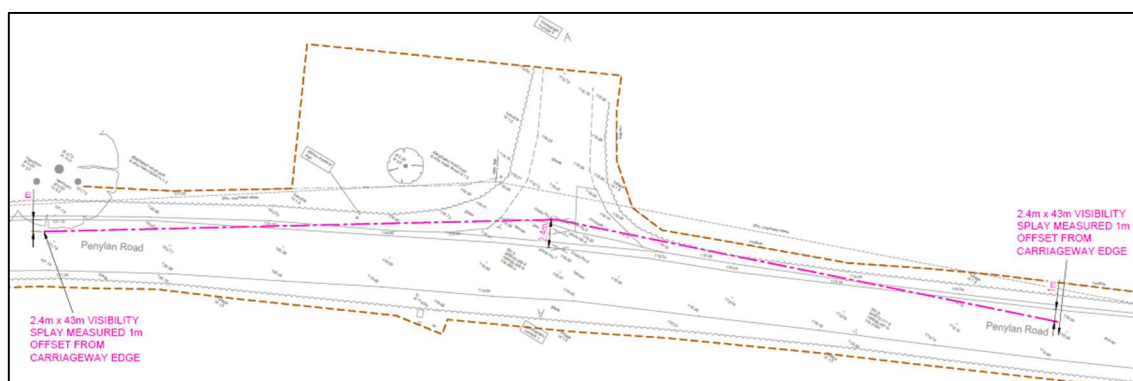


**FIGURE 4.4.: EXISTING ACCESS TRACK**

4.5 There are 4 parking bays reserved for the use of the pods. This level of parking has been accepted as appropriate by NCC as set out in section 8.3.1 of the Delegated Decision Report for the 2025 application.

## 5 VISIBILITY SPLAY AT ACCESS JUNCTION

- 5.1 Whilst it is not agreed that the visibility splays identified in Technical Note 1 were unacceptable, the comments made by NCC for the 2025 refused application have been used to reassess the visibility splays at the existing access junction.
- 5.2 The requested splays are shown below in **Figure 5.1** and in drawing number 24032-SK01 Rev A in **Appendix B**.



**FIGURE 5.1: REQUIRED VISIBILITY SPLAYS**

- 5.3 **Figure 5.1** shows that 2.4m x 43m visibility splays (for a 30mph speed road) can be provided in either direction from the existing site access.
- 5.4 The 'Y' distance has been measured using a 1m offset from the edge of carriageway, which NCC have advised is acceptable.
- 5.5 It can be seen from **Figure 5.1** that the required visibility splays are achievable in both directions and do not affect the hedgerows along Penylan Road.
- 5.6 Thus, the first reason for refusal for the 2025 application has been satisfactorily addressed.

## 6 INTENSIFICATION OF TRAFFIC MOVEMENTS

- 6.1 The TRICS trip rate database has been used to identify the potential additional trip generation associated with the proposed development uses.
- 6.2 The assessment is based upon two standard network time periods: namely, the AM peak hour (08.00 to 09.00), the PM peak hour (17.00 to 18.00). The TRICS database was examined for similarly located sites within England, Wales and Scotland (excluding Greater London).
- 6.3 TRICS has identified a trip rate for similarly located offices and clinics as shown below in **Table 6.1** overleaf and as detailed in **Appendix C**.
- 6.4 **Table 6.1** demonstrates that the office use would potentially generate a maximum of 3 and 5 two-way vehicle movements in the morning and evening peak hours respectively, i.e., a maximum of one vehicle every 12 minutes. The clinic use would potentially generate a maximum of 1 and 3 two-way vehicle movements in the morning and evening peak hours respectively, i.e., a maximum of one vehicle every 20 minutes.

6.5 It is not considered that such a potential increase in traffic levels will have any adverse effects upon the operational performance or safety record on Penylan Road or the surrounding highway network.

	Morning Peak Hour (08:00 – 09:00)		Evening Peak Hour (17:00 – 18:00)	
	Arrivals	Deps	Arrivals	Deps
Office Trip Rate per 100 sq.m	2.257	0.319	0.607	2.576
<b>144 sq.m Offices</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>
Clinic Trip Rate per 100 sq.m	0.859	0.123	0.697	1.046
<b>144 sq.m Clinic</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>

**Table 6.1: TRICS Vehicle Trip Rates and Trips Generated**

6.6 Given that the visibility splays available at the existing access junction accord with current highway design guidance, it is not considered that there are any existing highway safety issues that the negligible increase in traffic flows (associated with the development proposals) would have an adverse effect upon.

6.7 The absence of any personal injury accidents on this part of Penylan Road supports the assertion that the visibility at this junction is satisfactory as it is understood that this junction is used by a neighbouring landowner for various events (such as pumpkin picking during the build up to Halloween) throughout the year that generate significantly higher levels of vehicular traffic than that associated with the current development proposals.

## **7 SUMMARY AND CONCLUSION**

7.1 In summary, this report demonstrates that:

- The required visibility splays are achievable in both directions and do not affect the hedgerows along Penylan Road.
- The negligible potential increase in traffic levels will not have any adverse effects upon the operational performance or safety record on Penylan Road.

7.2 Therefore, it is concluded that there are no highways or transportation reasons why this development should not be permitted.

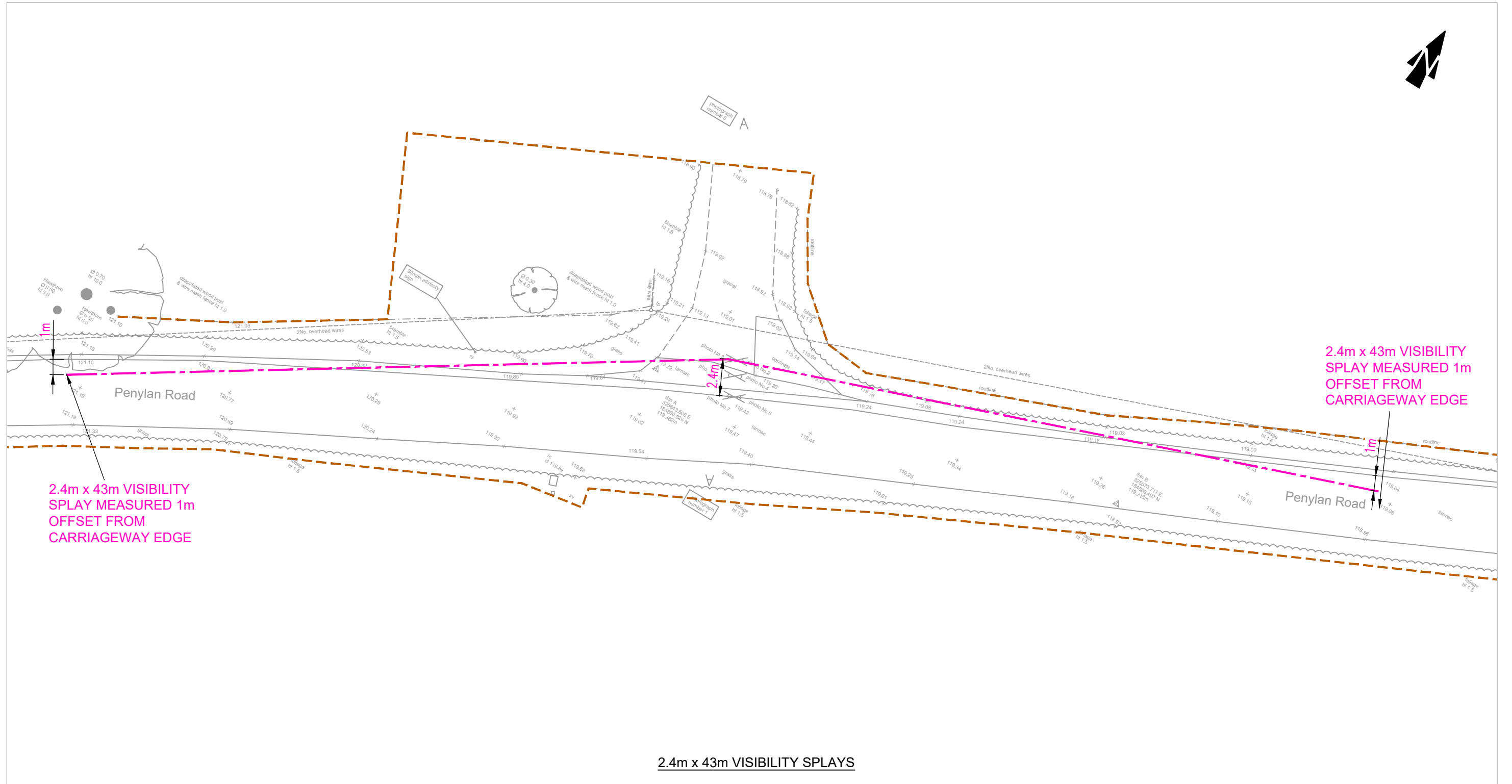
**APPENDIX A**  
**Highway Land Plan**

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**APPENDIX B**  
**Visibility Splay Drawing**

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2.4m x 43m VISIBILITY SPLAYS

REV	DETAILS	DRAWN	CHECKED	DATE
A	VISIBILITY SPLAYS REVISED	SLW	RJW	13.11.2025

**NOTES:**

- Do not scale from this drawing.
- This drawing is for illustrative purposes only and not for construction.
- This drawing is to be read and printed in colour.

**KEY**

----- EXTENT OF ADOPTED HIGHWAY BOUNDARY

PROJECT: NEUADD WEN, PENYLAN ROAD, BASSALEG, NEWPORT

CLIENT: MR & MRS EDWARDS

DRAWING TITLE: VISIBILITY SPLAY PLAN



DRAWN: SLW	CHECKED: RJW	DATE: 12.07.2024	SCALES: 1:250	SHEET SIZE: A3
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DRAWING NUMBER: 24032-SK01	REVISION: A
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## **APPENDIX C**

### **TRICS Data**

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
09	NORTH	
	CU CUMBERLAND	1 days
10	WALES	
	BG BRIDGEND	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: 300 to 925 (units: sqm)  
Range Selected by User: 118 to 1000 (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:

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 3  
Suburban Area (PPS6 Out of Centre) 1  
Edge of Town 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:

Industrial Zone 3  
Commercial Zone 1  
Residential 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 10 days - Selected  
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 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@.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	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	5 days
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*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
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*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
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*This data displays the number of selected surveys with PTAL Ratings.*

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BG-02-A-01 KENT ROAD BRIDGEND	HAULAGE COMPANY	BRIDGEND
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 300 sqm <i>Survey date: THURSDAY 06/05/21</i>		
2	CU-02-A-02 PORT ROAD CARLISLE	OFFICE	CUMBERLAND
	Edge of Town Centre Industrial Zone Total Gross floor area: 925 sqm <i>Survey date: FRIDAY 24/06/16</i>		
3	NF-02-A-02 NORTH QUAY GREAT YARMOUTH	FINANCIAL PLANNERS	NORFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area: 894 sqm <i>Survey date: MONDAY 11/09/17</i>		
4	WK-02-A-02 WHITEHALL ROAD RUGBY	OFFICES	WARWICKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area: 540 sqm <i>Survey date: MONDAY 14/11/22</i>		
5	WK-02-A-03 BUDBROOKE ROAD WARWICK	ENGINEERING CONSULTANTS	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 796 sqm <i>Survey date: WEDNESDAY 23/11/22</i>		

*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.*

Miles White Transport 44 Over Lane South Gloucestershire

Licence No: 464201

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	691	0.232	5	691	0.058	5	691	0.290
07:30 - 08:00	5	691	1.158	5	691	0.058	5	691	1.216
08:00 - 08:30	5	691	1.418	5	691	0.145	5	691	1.563
08:30 - 09:00	5	691	0.839	5	691	0.174	5	691	1.013
09:00 - 09:30	5	691	0.608	5	691	0.260	5	691	0.868
09:30 - 10:00	5	691	0.174	5	691	0.203	5	691	0.377
10:00 - 10:30	5	691	0.260	5	691	0.203	5	691	0.463
10:30 - 11:00	5	691	0.116	5	691	0.174	5	691	0.290
11:00 - 11:30	5	691	0.087	5	691	0.232	5	691	0.319
11:30 - 12:00	5	691	0.174	5	691	0.174	5	691	0.348
12:00 - 12:30	5	691	0.145	5	691	0.579	5	691	0.724
12:30 - 13:00	5	691	0.289	5	691	0.463	5	691	0.752
13:00 - 13:30	5	691	0.289	5	691	0.376	5	691	0.665
13:30 - 14:00	5	691	0.695	5	691	0.174	5	691	0.869
14:00 - 14:30	5	691	0.116	5	691	0.174	5	691	0.290
14:30 - 15:00	5	691	0.116	5	691	0.174	5	691	0.290
15:00 - 15:30	5	691	0.029	5	691	0.203	5	691	0.232
15:30 - 16:00	5	691	0.058	5	691	0.232	5	691	0.290
16:00 - 16:30	5	691	0.087	5	691	0.145	5	691	0.232
16:30 - 17:00	5	691	0.174	5	691	0.579	5	691	0.753
17:00 - 17:30	5	691	0.260	5	691	1.389	5	691	1.649
17:30 - 18:00	5	691	0.347	5	691	1.187	5	691	1.534
18:00 - 18:30	5	691	0.116	5	691	0.463	5	691	0.579
18:30 - 19:00	5	691	0.145	5	691	0.347	5	691	0.492
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>7.932</b>			<b>8.166</b>			<b>16.098</b>

*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:	300 - 925 (units: sqm)
Survey date range:	01/01/16 - 23/11/22
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:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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 CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
Category : E - CLINICS  
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
10	WALES	
	NW NEWPORT	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	2 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: 80 to 310 (units: sqm)  
 Range Selected by User: 17 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 12/10/22

*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	3 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	7 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
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:

Residential Zone	7
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*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

E(e)	7 days
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*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	4 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	4 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	6 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	7 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	AD-05-E-01 WESTBURN ROAD ABERDEEN	PHYSIOTHERAPY CLINIC	ABERDEEN CITY
	Edge of Town Centre Residential Zone Total Gross floor area: 80 sqm <i>Survey date: THURSDAY 21/11/19</i>		<i>Survey Type: MANUAL</i>
2	AD-05-E-02 BROOMHILL ROAD ABERDEEN	MULTI-TREATMENT CLINIC	ABERDEEN CITY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 229 sqm <i>Survey date: FRIDAY 22/04/22</i>		<i>Survey Type: MANUAL</i>
3	NF-05-E-01 27 BERESFORD ROAD GREAT YARMOUTH	FOOT CLINIC	NORFOLK
	Edge of Town Residential Zone Total Gross floor area: 295 sqm <i>Survey date: WEDNESDAY 09/05/18</i>		<i>Survey Type: MANUAL</i>
4	NF-05-E-02 MAGDALEN ROAD NORWICH	COMPLEMENTARY THERAPY	NORFOLK
	Edge of Town Centre Residential Zone Total Gross floor area: 270 sqm <i>Survey date: TUESDAY 26/11/19</i>		<i>Survey Type: MANUAL</i>
5	NW-05-E-01 ABERTHAW ROAD NEWPORT ALWAY	MEDICAL CLINIC	NEWPORT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 196 sqm <i>Survey date: WEDNESDAY 12/10/22</i>		<i>Survey Type: MANUAL</i>
6	WK-05-E-01 ALCESTER ROAD STRATFORD-UPON-AVON	CHIROPRACTIC CLINIC	WARWICKSHIRE
	Edge of Town Residential Zone Total Gross floor area: 310 sqm <i>Survey date: FRIDAY 29/06/18</i>		<i>Survey Type: MANUAL</i>
7	WL-05-E-01 DEVIZES RD SALISBURY BEMERTON	PHYSIOTHERAPY CENTRE	WILTSHIRE
	Edge of Town Residential Zone Total Gross floor area: 250 sqm <i>Survey date: WEDNESDAY 19/09/18</i>		<i>Survey Type: MANUAL</i>

*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.*

Miles White Transport 44 Over Lane South Gloucestershire

Licence No: 464201

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

TOTAL VEHICLES

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	253	0.198	4	253	0.000	4	253	0.198
08:00 - 09:00	7	233	0.859	7	233	0.123	7	233	0.982
09:00 - 10:00	7	233	1.288	7	233	0.552	7	233	1.840
10:00 - 11:00	7	233	1.227	7	233	1.043	7	233	2.270
11:00 - 12:00	7	233	1.350	7	233	1.718	7	233	3.068
12:00 - 13:00	7	233	1.227	7	233	1.104	7	233	2.331
13:00 - 14:00	7	233	0.491	7	233	0.920	7	233	1.411
14:00 - 15:00	7	233	0.920	7	233	0.613	7	233	1.533
15:00 - 16:00	6	239	1.185	6	239	1.046	6	239	2.231
16:00 - 17:00	6	239	1.116	6	239	1.046	6	239	2.162
17:00 - 18:00	6	239	0.697	6	239	1.046	6	239	1.743
18:00 - 19:00	5	241	0.830	5	241	1.079	5	241	1.909
19:00 - 20:00	2	195	0.256	2	195	0.769	2	195	1.025
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.644			11.059			22.703

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:	80 - 310 (units: sqm)
Survey date range:	01/01/16 - 12/10/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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