

Mon Bank Sidings Newport



Transport Statement

Monmouthshire Housing Association

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2024

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1 Introduction

1.1 Background

1.1.1 Lime Transport has been commissioned by Monmouthshire Housing Association to prepare a Transport Statement in support of a planning application for 42 residential dwellings on land at Mon Bank Sidings, Newport.

1.1.2 The location of the site is shown in **Figure 1.1** below.



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Figure 1.1 Site location

1.2 Planning history

1.2.1 The development site forms part of a wider development of more than 575 dwellings and associated works (planning ref. 07/0540), which was granted consented at Appeal on 25.01.2011, subject to a s106 agreement and unilateral undertaking.

1.2.2 Since the original application, there have been a number of subsequent applications, including:

08/0762	Creation of access onto Cardiff Road, including traffic signal-controlled junction and replacement bridge.	Granted with conditions – 20/11/2008
12/0058	Formation of vehicular access onto Cardiff Road, including traffic-controlled junction, replacement bridge and part internal access road.	Granted with conditions – 25/04/2012
12/1116	Reserved matters for phase 2A and 4A; erection of 87No. dwellings and associated works relating to planning permission 07/0540 for residential development and associated works.	Approved with conditions – 28.03.2013 – 87 units
12/1119	Reserved matters for phase 2C; erection of 17No. dwellings and associated works relating to planning permission 07/0540 for residential development and associated works.	Approved with conditions – 12.02.2013. 17 units subsequently increased to 20 units via 13/0272
13/0850	Erection of 314 two, three and four-bedroom dwellings (reserved matters)	Approved with conditions – 25.11.2013 – 314 units
13/1172	Erection of 85 two, three and four-bedroom dwellings (reserved matters) and associated works relating to planning permission 07/0540 for residential development	Approved with conditions – 15.01.2014 – 85 units
20/1068	Erection of a class A1 foodstore with associated access, car parking and landscaping.	Refused – 03.11.2021

1.2.3 The Council advises in their pre-app response that a total of 517 dwellings have been constructed on the Mon Bank Sidings, out of the total of 575 dwellings consented (at Appeal) – planning ref. 07/0540.

1.3 Development proposals

1.3.1 As part of the current proposals, it is proposed to re-develop two parcels of vacant land either side of Monmouthshire Castle Drive, to provide a total of 42 dwellings, as follows:

- Site 1 – north of Monmouthshire Castle Drive
 - Eight no. 1-bed flats – with eight car parking spaces
 - 19 no. 2-bed dwellings – with 38 car parking spaces
 - Three no. 3-bed dwellings – with 6 car parking spaces
 - Two visitor parking spaces
- Site 2 – south of Monmouthshire Castle Drive
 - Eight no. 1-bed flats – with eight car parking spaces
 - Two no. 2-bed dwellings – with four car parking spaces
 - Two no. 3-bed dwellings – with four car parking spaces
 - One visitor parking space

1.4 Policy context

- 1.4.1 Policies encourage active travel, which is about ‘living locally’ and giving people the ability to access most of their needs within an easy walk or cycle from their home, with safe access to cycling and public transport options. This requires facilities to be able to be reached within an easy walk or cycle distance, which then means that key car-free journeys can be made.
- 1.4.2 Locating development near a local centre reduces traffic and provides safer environments for people and in particular children. It also creates social, health and environmental benefits. available within a 15-minute walk and cycle journey of the site are shown in **Figure 1.2** overleaf.

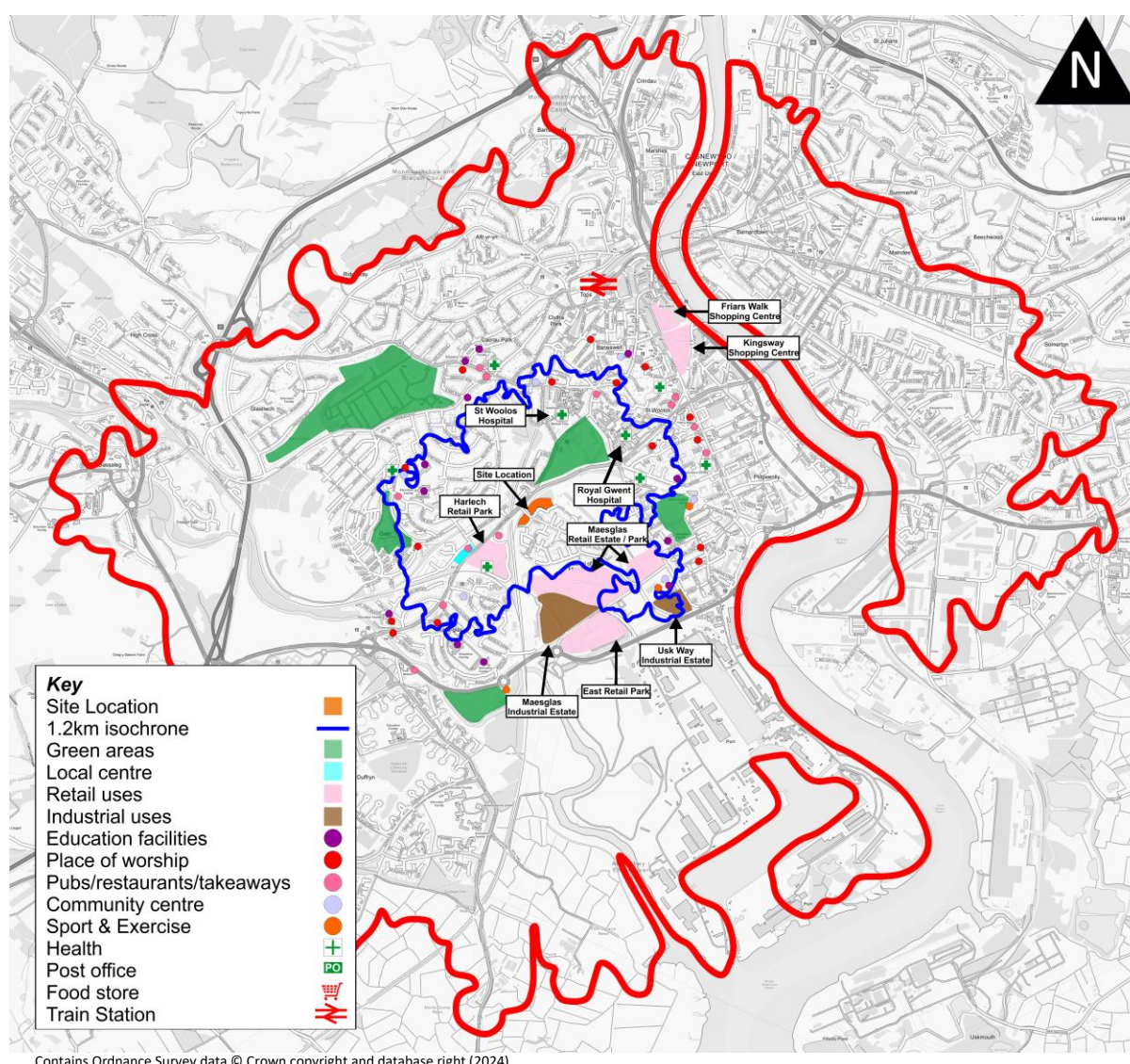


Figure 1.2 Local facilities within 15-minute walk and cycle

1.5 Scope of this Transport Statement

1.5.1 An original Transport Statement was submitted with the application (planning ref. 24/0678) for this site in August 2024, and the Highway Authority raised a number of observations (refer to **Appendix A**) on the layout of the proposed development, including:

- Size of vehicles (car, delivery and refuse vehicles) used for the swept-path analysis
- Size of the turning-heads on site
- Layout of the private driveway serving plots 14-18)
- Access onto Capel Dewi Hall Road
- Availability of on-street parking

1.5.2 Since the original application, the layout of the site has been amended (where necessary), and this Transport Statement has been updated to outline the changes to the scheme and to address some of the issues raised by the Highway Authority.

1.5.3 Following this introductory section, the report is structured as follows:

- Section 2 outlines the existing transport conditions surrounding the development site;
- Section 3 describes the development proposals in more detail
- Section 4 estimates the likely travel characteristics for the proposed development
- Section 5 provides a summary and conclusions.

2 Existing situation

2.1 Introduction

2.1.1 This section of the report summarises the existing transport network within the vicinity of the site, details accessibility by walking, cycling and public transport, provides a brief description of the local highway network, and outlines the personal injury collision data for the area surrounding the site.

2.1.2 The site is located in the village of Machen, within the County Borough of Caerphilly, and is bounded by:

- A narrow public footpath to the north and east;
- A woodland area to the south; and,
- Residential properties fronting Green Row to the west.

2.1.3 The location of the development site, together with the local highway network is shown in **Figure 2.1** below.

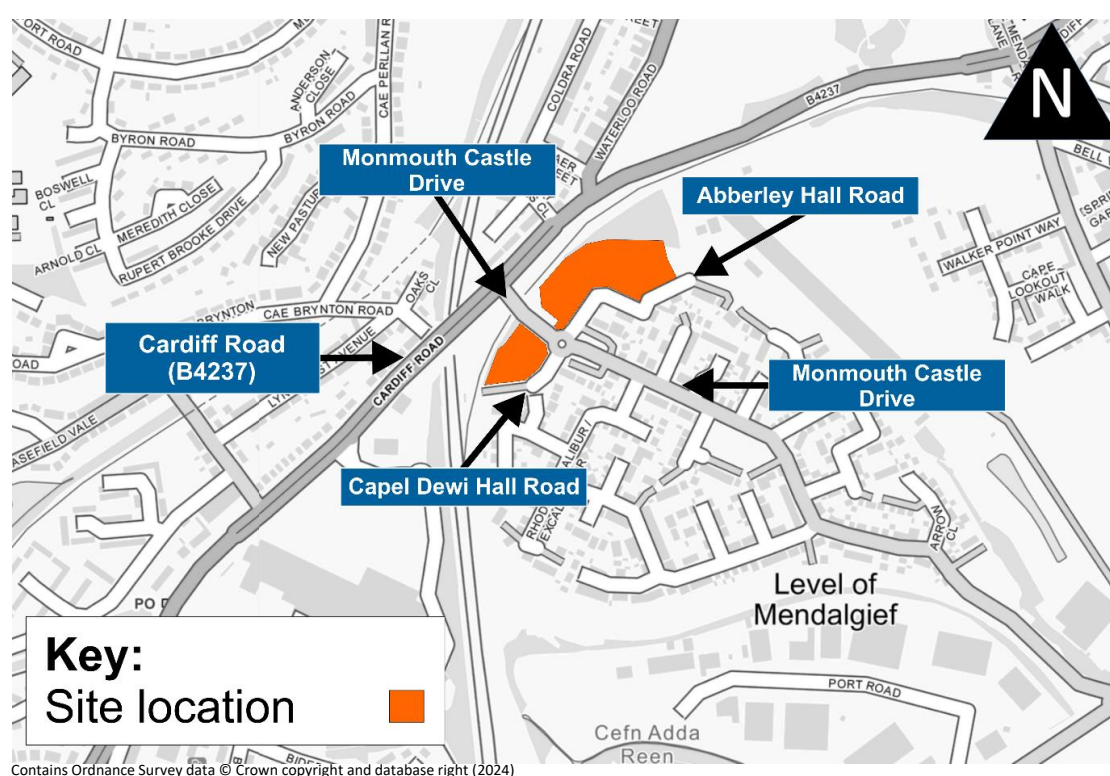


Figure 2.1 Local highway network

2.2 Travel characteristics

Travel to work

- 2.2.1 Travel to Work data from the 2011 Census has been used to establish the mode of travel to work for existing residents in the area. Lower super output areas are geographical areas built from contiguous output areas, which are consistent in population size. Between four to six output areas make up Lower Super Output Areas (LSOA), and between four to six LSOA areas make up Middle Super Output Areas (MSOA).
- 2.2.2 It should be noted that whilst 2021 Census 'Method of Travel to Work' data is available, the Office for National Statistics (ONS) has issued a warning that care should be taken when interpreting the results. This is because the 2021 Census was undertaken during the Covid-19 pandemic, when a large proportion of the population worked from home and people were discouraged from using public transport.
- 2.2.3 Table 2.1 below sets out the Travel to Work mode split for the Lower Super Output Area (LSOA 018G), the Middle Super Output Area (MSOA 018) and Newport as a whole. This data excludes those that work from home and those not in employment.

Table 2.1 Mode split for journey to work based on 2011 Census data

Mode	Mode split (%)		
	LSOA 018G	MSOA 018	Newport
Train	2	3	2
Bus, minibus or coach	9	9	8
Taxi	2	1	1
Motorcycle, scooter or moped	1	1	1
Car or van (as driver)	47	50	69
Passenger in car or van	9	8	8
Cycle	1	2	2
Walk	29	24	10
Other	0	1	1
Total		100%	

- 2.2.4 It can be seen from the table above that 47% of the population within the LSOA travel to work by car, with a further 9% as passenger. This is lower than both the MSOA in which the site is located and Newport as a whole.
- 2.2.5 It can also be seen that within the LSOA 41% travel to work by sustainable modes, including walking (29%), cycling (1%) and public transport (11%).

Car ownership

- 2.2.6 Car ownership data from the 2021 Census has been used to establish the local car ownership rate for existing residents. Car ownership for the Lower Super Output Area (LSOA 018G), Middle Super Output Area (MSOA 018) and Newport has been established and is displayed below.

- 2.2.7 Based on 2021 Census data, the average car ownership for Newport as a whole is 1.23 vehicles per household. Within the MSOA area, the car or van availability is 0.90 and in the LSOA it is 0.67 cars or vans per dwelling. It is likely that the residents of the proposed development will have a similar car ownership rate.

2.3 Connectivity

- 2.3.1 This site is accessible by walking, cycling and public transport as described in the following paragraphs.

Walking

- 2.3.2 The key destinations for pedestrians are likely to be:
- Bus stops on Cardiff Road;
 - Gaer Primary School on Gaer Road;
 - Retail Park on Cardiff Road;
 - Retail Park on Docks Way.
- 2.3.3 The majority of roads within the vicinity of the site have footways on one or both sides of the carriageway which provide links between the site and surrounding amenities along Cardiff Road to the south and along Monmouth Castle Drive to the
- 2.3.4 The Chartered Institution of Highways and Transportation (CIHT) guidelines 'Providing for Journeys on Foot' indicates that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km and 2km is the preferred maximum.
- 2.3.5 The CIHT guidelines indicate that the desirable walking distance for 'Elsewhere', including local amenities, is 400m, the acceptable walking distance is 800m and 1.2km is the preferred maximum.
- 2.3.6 There is a range of local amenities within walking distance of the site, including:
- Maesglas bus stops (240m)
 - Belle Vue park (290m)
 - Harlech retail park (550m)
 - Gaer Primary School (850m)
 - Royal Gwent Hospital (1km)
 - St Woolos Hospital (1km)
 - Maesglas retail park (1km)
 - Maesglas retail estate (1.1km)
 - East retail park (1.2km)
 - Usk Way industrial estate (1.2km)
- 2.3.7 **Figure 2.2** overleaf displays local facilities within 1.2km radius from the proposed site.

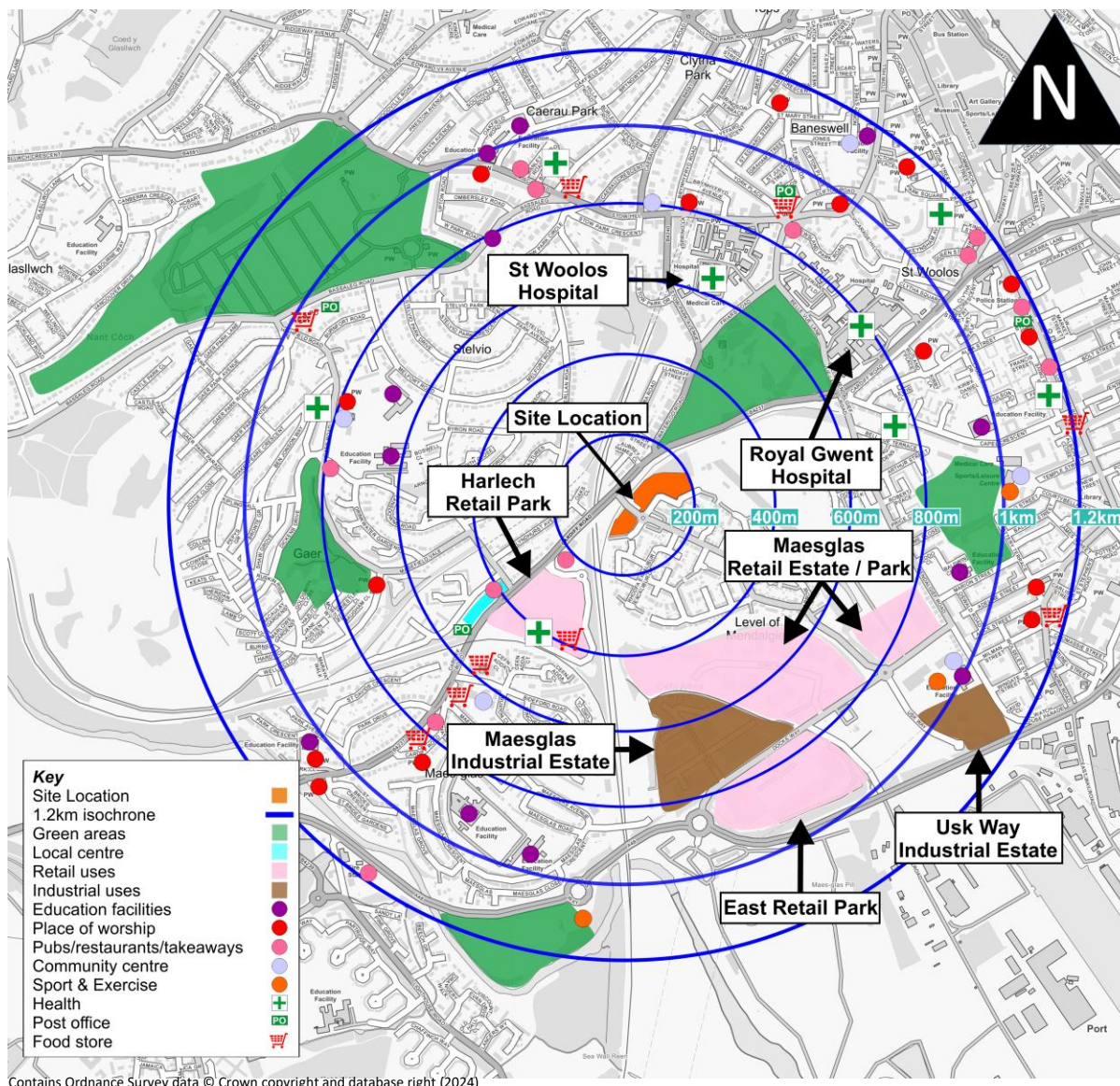


Figure 2.2 Facilities within 1.2km radius of the site.

Cycling

- 2.3.8 There are a range of cycle routes within the vicinity of the site, as displayed in Figure 2.3 below.

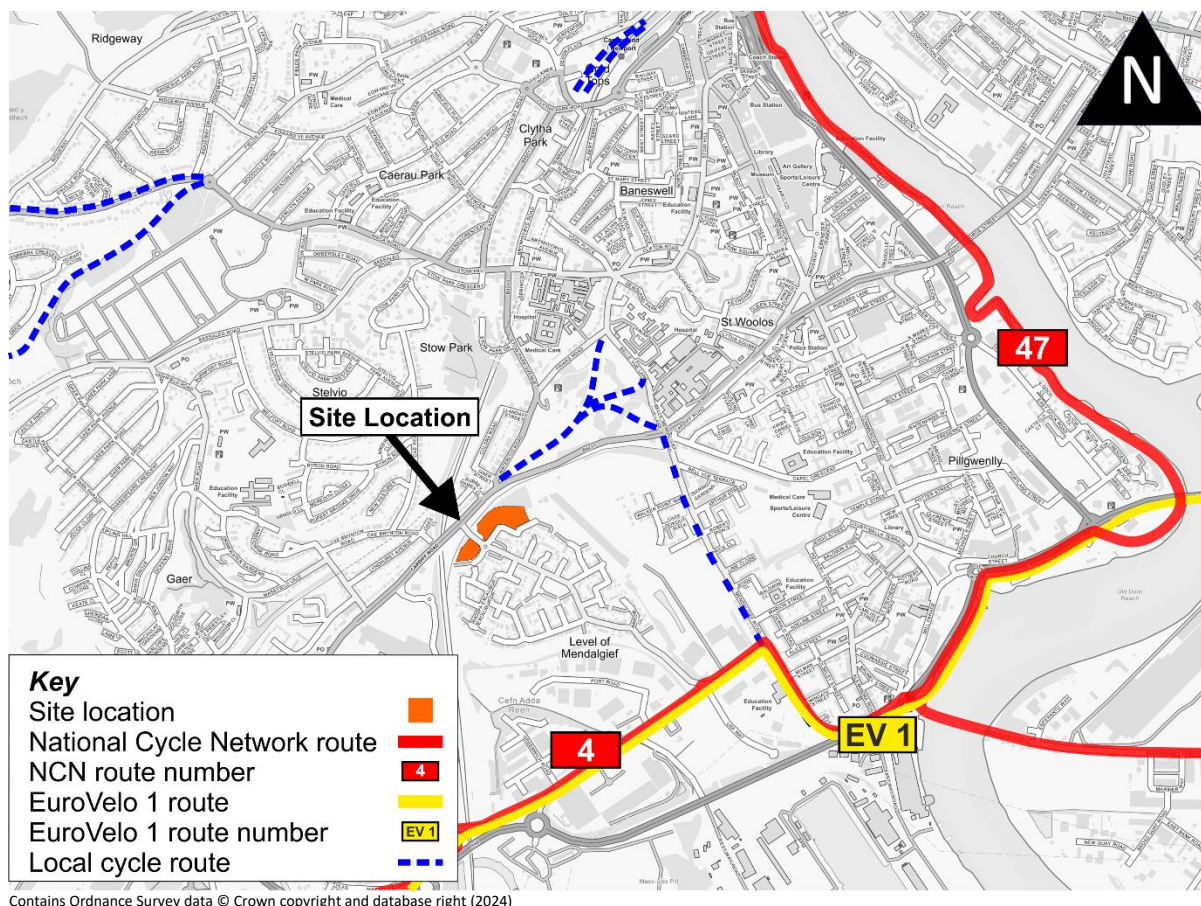


Figure 2.3 Cycle Routes in Newport

- 2.3.9 National Cycle Network route 4, which is a long-distance route, running from London to Fishguard can be accessed approximately 800m south-east of the site along Docks Way. The route runs east out of Newport towards Caldicot, Chepstow and the across the Severn Bridge to England and west towards Caerphilly, Treforest, and Bridgend. NCN route 4 connects to other NCN cycle routes within Newport, including NCN route 47 which is located 1.7km south-east of the site on Usk Way. NCN route 47 is approximately 18km long running from Newport to Pontymoile running along the Brecon Canal
- 2.3.10 Additionally, Euro Velo route 1 (Atlantic Coast route) is located 800m south-east of the site also along Docks Way. This is a Northern European route spanning several European countries and this route heads east and South across the border towards England and Bristol and west towards the Valleys and West Wales.

2.4 Accessibility by public transport

Bus services

- 2.4.1 The closest bus stops to the site are located west of the site on Cardiff Road, with the eastbound stop located approximately 230m from the site and the westbound stop located slightly further away at 250m from the site. The eastbound stop is Maesglas (opposite McDonald's) and the westbound stop is Maesglas (outside McDonald's).
- 2.4.2 The location of the nearest bus stops to the site, together with the bus routes that call at these stops is shown in Figure 2.4 below and the frequency of services that call at these stops is detailed in Table 2.2 below.

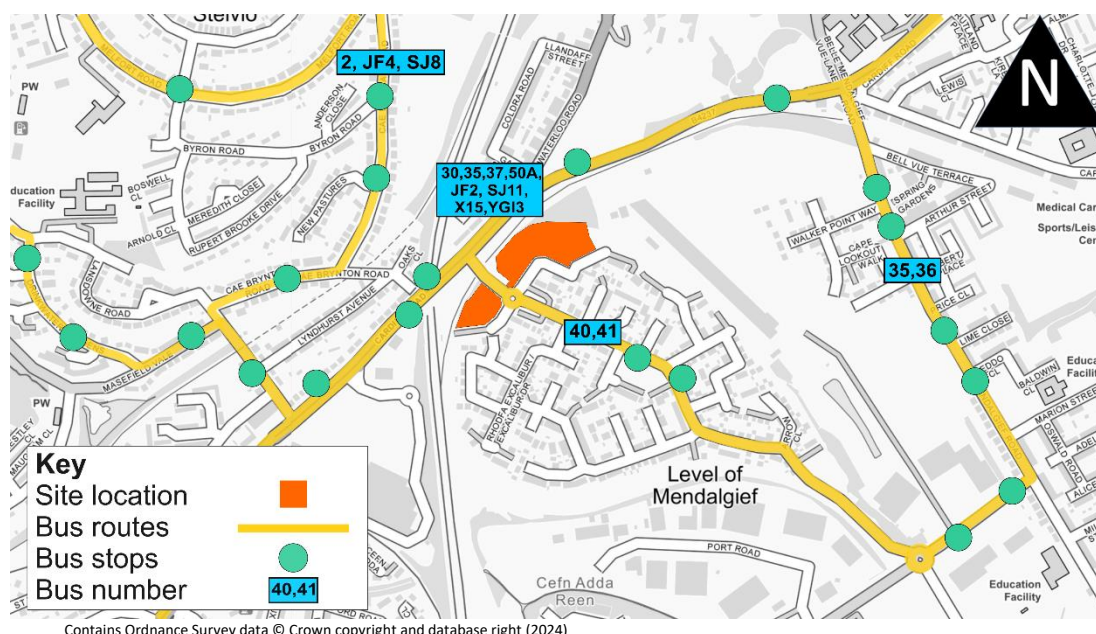


Figure 2.4 Public Transport routes within site vicinity

Table 2.2 Summary of routes accessed at nearest bus stop

Route no.	Nearest bus stop (m)	Route	Frequency per hour
Maesglas (Mcdonald's)			
30	230/250	Cardiff – Newport	2
35/36	230/250	Newport – Newport	1
37	230/250	Newport – Rhiwderin	1
50A	230/250	Bargoed – Newport	1
JF2*	230/250	Pillgwenlly – John Frost School	2 per day
SJ11*	230/250	Newport – St Joseph's RC High School (via Pillgwenlly)	1 per day
X15	230/250	Brynmaur - Newport	1
YGI3*	230/250	Caerleon Road – Ysgol Gyfun Gwent Iscoed	1 per day

*School Bus

2.4.3 It can be seen from the table above that there are a total of six regular scheduled bus services per hour in each direction, with services providing convenient access to employment, retail and leisure opportunities located across Newport to the east and additionally with services towards Cardiff to the west.

2.4.4 There are further bus stops located south-east of the site along Monmouth Castle Drive, serving the number 40 and 41 bus, with 4 buses per day running to Newport bus stops.

Rail services

2.4.5 The closest railway station, Newport train station is located approximately 2km north-east of the development site. The station is served by three train operating companies including Transport for Wales, Great Western Railway and Cross Country.

2.4.6 **Table 2.3** below displays the key destinations from Newport station, with journey times and frequencies per hour.

Table 2.3 Summary of destinations from Newport train station.

Destination	Journey time (approximately)	Frequency per hour
Cardiff Central	14 minutes	8
Swansea	1 hour 6 minutes	3
Bristol Parkway	19 minutes	2
Bristol Temple Meads	35 minutes	2
London Paddington	1 hour 38 minutes	2
Ebbw Vale Town	49 minutes	1

2.4.7 There are a total of 266 car parking spaces (including 16 accessible spaces) located at Newport station and step free access is available at all platforms. There are a total of 42 cycle parking spaces located at the station, which are secure, sheltered cycle stands that are monitored by CCTV. To access Newport station via bicycle is approximately a 2km cycle, which is approximately a 10-minute cycle.

2.5 Local highway network

2.5.1 A description of the local highway network is outlined in **Table 2.4** below and shown in Figure 2.1 above.

Table 2.4 Local highway network

Street name	Description
Monmouth Castle Drive	
Description	A single carriageway residential access road, with footways provided on both sides of the carriageway. The road can be accessed by priority signalised junction with Cardiff Road on the northern end and at the southern end can be accessed by roundabout off Docks Way.
Carriageway width	6m
Speed limit	20mph
Street lighting	Yes
Crossing facilities	Signalised crossing with dropped kerbs with tactile paving are provided on the western side at the junction with Cardiff Road. Dropped kerb tactile paving crossings also provided along its length heading east.
Bus route	Yes
On-street parking	No
Character	Residential road with residential frontages along both sides of the carriageway
Cardiff Road (B4237)	
Description	In the vicinity of the site, the road is a dual carriageway B-road with footways provided on both sides of the carriageway. The road can be accessed from the A48 via roundabout in the south and by priority junctions along its length
Carriageway width	14m
Speed limit	20mph
Street lighting	Yes
Crossing facilities	Signalised island crossing with dropped kerbs and tactile paving are provided along its length to cross both sides of the carriageway
Bus route	Yes
On-street parking	Double yellow lines on both sides of the carriageway
Character	The road is major distributor road into Newport City Centre, fronted by a mix of residential and commercial properties.

2.6 Collision analysis

- 2.6.1 Personal injury collision data has been obtained for the period 2018 to 2022 (inclusive) for the roads closest to the site. The study area which includes key routes and junctions surrounding the site, together with the location and severity of collisions that occurred within it, is shown in **Figure 2.5** below and summarised in **Table 2.5** over the page.



Figure 2.5 Location and severity of personal injury collisions

Table 2.5 Summary of personal injury collision data

Year	No. of collisions resulting in personal injury			Total number of casualties	No. of collisions involving vulnerable users			
	Fatal	Serious	Slight		Cyclist	Child	Motorcycle	Pedestrians
2017	0	0	1	1	0	0	0	0
2018	0	1	2	7	0	0	0	0
2019	0	1	0	1	1	0	0	0
2020	0	0	1	1	0	0	0	0
2021	0	1	2	3	0	0	1	0
Total	0	3	6	12	1	0	1	0

2.6.2 It can be seen from the figure and table above that there has been a total of nine collisions within the study area over the most recent five-year period, which resulted in six slight injuries being sustained, and three serious collisions. All serious collisions occurred on Cardiff Road (B4237), one involved a pedal cyclist and one involved a motorcyclist.

3 Development proposals

3.1 Introduction

3.1.1 As outlined in Section 1 above, it is proposed to re-develop two parcels of vacant land either side of Monmouthshire Castle Drive, to provide a total of 42 dwellings, as follows:

- Site 1 – accessed from Abberley Hall Road
 - Eight no. 1-bed flats – with eight car parking spaces
 - 19 no. 2-bed dwellings – with 38 car parking spaces
 - Three no. 3-bed dwellings – with 6 car parking spaces
 - Two visitor parking spaces
- Site 2 – accessed from Capel Dewi Hall Road
 - Eight no. 1-bed flats – with eight car parking spaces
 - Two no. 2-bed dwellings – with four car parking spaces
 - Two no. 3-bed dwellings – with four car parking spaces
 - One visitor parking space

3.1.2 The development proposals are illustrated in **Figure 3.1** below.



Figure 3.1 Development proposals

3.2 Access

- 3.2.1 As outlined above, the development is divided into two separate sites, with one located to the north of Monmouthshire Castle Drive and the other to the south of Monmouthshire Castle Drive. Each site has its own access or accesses, as detailed below.

Site 1 – accessed from Abberley Hall Road

- 3.2.2 There are three separate accesses to site 1, all of which are located on Abberley Hall Road, including:

- **Access 1** - a residential cul-de-sac serving plots 1-4 and plots 8-11, as well as the car parking space for plot 13, located approximately 40m north of the Monmouthshire Castle Drive/ Abberley Hall Road roundabout. The cul-de-sac is designed as a traditional 'street' with a minimum width of 5.5m, a 1.0m margin strip along the south side of the carriageway and a 2.0m wide footway along the north side (see **Figure 3.2** below);



Figure 3.2 Residential cul-de-sac serving plots 1-4 and 8-11 (Access 1)

Access 2 - a private driveway serving five dwellings (plots 14-18), which is located opposite No. 2 Abberley Hall Road. The private driveway is designed as a shared-surface with a minimum width of 4.5m, and with a Copenhagen crossing onto Abberley Hall Road (see **Figure 3.3** below). The layout of the private driveway (serving plots 14-18) has been designed around the swept-path of a 4.7m long estate car, and the on-site parking spaces have been designed in accordance with the adopted parking standards (i.e. 2.4m by 4.8m). In the event that a resident owns a larger vehicle, they are not prevented from accessing the site, but may need to undertake multi-point manoeuvres to access the parking spaces.



Figure 3.3 Private driveway serving plots 14-18 (Access 2)

- **Access 3** - a residential cul-de-sac serving six dwellings (plots 20, 21, and 27 to 30), which is located opposite the flank wall of No. 3 Abberley Hall Road. The cul-de-sac has a carriageway width of 5.5m and has a 2.0m wide footway on both sides of the carriageway (see **Figure 3.4** over the page).



Figure 3.4 Residential cul-de-sac serving six dwellings (Access 3)

- 3.2.3 In addition to the above, there are eight dwellings with direct frontages on to Abberley Hall Road. With the driveway of the closest dwelling (located directly opposite No 1 Abberley Hall Road) approximately 25m from the Monmouthshire Castle Drive/Abberley Hall Road roundabout.
- 3.2.4 There is a continuous footway along the northern edge of Monmouthshire Castle Drive, leading to a continuous footway along the western/northern edge of Abberley Hall Road. This provides a continuous link between the proposed development, as well as the wider residential development, and local amenities and facilities within the vicinity of the site.
- 3.2.5 There is also a cycle track that runs around the northern boundary of the site that provides a traffic-free link between Cardiff Road (to the north) and Docks Way to the south. It should be noted that there is a significant level difference between the development site and the cycle track that makes it very difficult to provide a direct link between the site and the cycle track. However, it is possible to access the cycle track from Monmouthshire Castle Drive approximately 550m to the south of the site or 120m west of the site.

Site 2

- 3.2.6 Site 1 is served by a direct access (**access 4**) onto Capel Dewi Hall Road, which was constructed as part of the wider masterplan area (see **Figure 3.5** over the page). Capel Dewi Hall Road also provides access to the remaining Network Rail land to the north and west of the site, which is secured through a locked gate, approximately 15m west of the access to site 2.



Figure 3.5 Access on to Capel Dewi Hall Road

- 3.2.7 The access has a carriageway width of 7.32m and has a 2.0m wide footway along the northern edge of the carriageway all the way into the site. As the road enters the site it transitions to a shared surface with maximum width of 7.3m.

Visibility splays at the accesses to the site

- 3.2.8 The required visibility splays at the accesses to the site, based on the anticipated speed limit of 20mph, are 2.4m by 25m.
- 3.2.9 The achievable visibility splays at each access are shown in **Appendix B**, and it can be seen from the diagrams that the required visibility splays can be achieved without the need for third party land.

3.2.10 It should be noted that:

- the visibility splay to the north of access 4 (onto Capel Dewi Hall Road) crosses the landscaping at the back edge of the footway, and it will therefore be necessary to ensure that the landscaping within the visibility splay is kept below a minimum of 1.05m high;
- The visibility splay to the south of access 4 (onto Capel Dewi Hall Road) extends beyond the locked gate at the access to the retained Network Rail land. However, there is no through traffic at this location (because of the locked gate) and therefore traffic speeds and hence the visibility splay requirements will be significantly reduced.

3.3 Car parking provision

3.3.1 On-site car parking provision has been provided in accordance with the adopted parking standards (set out in 'Newport City Council's Supplementary Planning Guidance Parking Standards' adopted August 2015), as set out in **Table 3.1** below.

Table 3.1 Car parking standards (zones 2-6) and proposed provision

Dwelling type	No. of dwellings	Parking standards	Max. no. of spaces required	Proposed provision
Site 1				
1-bed flat	8	1 space per bedroom (max. 3 spaces)	8	8
2-bed house	19		38	38
3-bed house	3		9	6
Visitors	1 space per 5 dwellings		6	6*
Site 2				
1-bed flat	8	1 space per bedroom (max. 3 spaces)	8	8
3-bed house	4		12	8
Visitors	1 space per 5 dwellings		3	3*
Total			84	71

3.3.2 The proposed development includes three dedicated visitor parking spaces (two on site 1 and one on site 2), and it is anticipated that the remaining spaces will be provided on Abberley Hall Road (Site 1) and Capel Dewi Street (site 2) – see **Figures 3.6** and **3.7** below.



Figure 3.6 Potential for additional on-street parking (site 1)



Figure 3.7 Potential for additional on-street parking (site 2)

3.3.3 It can be seen from Table 3.1 above that the proposed parking provision is within the 'maximum' parking standards set out in the adopted SPG, and equates to approximately 1.69 car parking spaces per dwelling. Existing car ownership (based on 2021 Census D=data) is:

- 1.23 cars or vans per household throughout Newport as a whole
- 0.90 cars or vans per household within the MSOA in which the site is located
- 0.67 cars or vans per household within the LSOA in which the site is located

3.3.4 It is, therefore, considered that the proposed provision is more than sufficient to satisfy the parking demand (including visitor parking) likely to be generated by the proposed development.

3.3.5 Notwithstanding the above, a sustainability assessment has also been undertaken in accordance with Appendix 5 of the adopted SPG (see **Table 3.2** over the page).

Table 3.2 Sustainability assessment (Appendix 5 SPG Parking Standards)

Sustainability criteria	Maximum walking distance/service frequency	Sustainability points	Notes
Local facilities			
Post Office	800m	2	There are a number of facilities to the west of the site on Cardiff Road (within the maximum walking distance of the site)
Takeaway	800m		
Pharmacy	800m		
Convenience store	800m		
Local centre (Mon Bank Retail Park)	800m		
Public transport			
Access to bus stop or railway station	400m	2	Bus stops on Cardiff Road to the east of Monmouthshire Castle
Cycle route			
	200m	1	Cycle route along the northern boundary of the site
Frequency of public transport			
Bus or rail service within 800m, which operates consistently between 7am and 7pm	10 minutes	2	

3.3.6 It can be seen from Table 3.2 above that the site achieves an overall sustainability score of seven points, which allows for a reduction in parking provision of one space per dwelling, with a minimum provision of one parking space per dwelling. This could reduce the overall parking provision on site from a maximum of 84 spaces to 58 spaces.

3.4 Cycle parking

- 3.4.1 In accordance with the adopted cycle parking standards, cycle parking is only required for the flats on the site, and as part of the development it is proposed to provide a dedicated cycle store for up to 4 bicycles (1 space per flat) adjacent to each of the two flat blocks.
- 3.4.2 However, it is also anticipated that additional cycle parking can also be accommodated within the curtilage of each dwelling.

3.5 Deliveries, refuse and servicing

Deliveries

- 3.5.1 It is anticipated that all servicing to site 1 will either be undertaken from Abberley Hall Road, or from the residential cul-de-sac at access 1 or access 3.
- 3.5.2 In relation to site 2, it is anticipated that servicing by the largest vehicles will be undertaken from Capel Dewi Road, with vehicles u-turning at the access. Servicing by smaller vehicles will be undertaken from within the site.
- 3.5.3 It is anticipated that the development will generate up to five delivery and servicing trip per day, with up to 27 (delivery and service) vehicle trips per week (6-days/week).
- 3.5.4 The local highway authority has suggested that the site (turning-heads and accesses) should be re-designed to accommodate the largest size of delivery vehicle (i.e. a 12m rigid vehicle). However, the likely maximum size of vehicle that would reasonably be expected to deliver to any residential development is a 10m rigid vehicle, and in practice, it is more likely that the maximum size of vehicle will be an 8m rigid vehicle, with transit sized vehicles being much more commonly used.
- 3.5.5 It is also considered that in terms of placemaking, the site shouldn't be designed to accommodate the largest vehicles that could (very infrequently) deliver to the site.

Refuse

- 3.5.6 It is anticipated that all refuse generated by the development will be collected by the local authority as part of the existing refuse collection in the area, and it is likely that the residential refuse will be collected once a week.
- 3.5.7 Residential refuse will be stored separately in conveniently located bin stores and will be collected from within the internal road layout.
- 3.5.8 The local highway authority has raised concerns regarding the size of the turning-heads on site and the ability for an 11.2m refuse vehicle to access the site, turn on site, and exit the site.

3.5.9 **Figure 3.7** below shows the existing turning-head at the northern end of Abberley Hall Road, super-imposed on the turning-head at the end of access 1, and it can be seen from the drawing that the proposed turning-head is larger than the existing turning-head (on Abberley Hall Road). This is also the same for other turning-heads within the Mon Bank Sidings site.



Figure 3.7 On-site turning head

3.5.10 It is, therefore, considered that:

- a larger refuse vehicle (11.2m) cannot serve the existing dwellings within the wider Mon Bank Sidings site;
- it is unlikely that the refuse department will use two different sized vehicles to service two sides of the same road.

3.5.11 It should be noted that it is possible to turn an 11.2m refuse vehicle within the turngri-heads at the end of Access 1 and Access 3. However, this will impacton the ability to accommodate additional on-street parking (as requested by the Highway Authority).

Emergency

3.5.12 It is anticipated that access for emergency vehicles (fire and ambulance) to site 1 will be provided either from Abberley Hall Road, or from the residential cul-de-sac at the eastern end of the development. The proposed dwellings will all be within an acceptable distance for access by emergency vehicles.

3.6 Swept path analysis

- 3.6.1 The on-site layout has been designed to accommodate the range of vehicles likely to access the site including:
- a delivery vehicle - based on a 7.5tonne box van (up to 8m long)
 - an estate car - based on a Volvo v70 (4.7m long)
 - refuse vehicle – based on a 9.2m long refuse vehicle (this is the largest vehicle that can service the remainder of the Mon Bank Sidings site).
- 3.6.2 The Local Highway Authority has raised concerns regarding the size of car used in the swept-path analysis. However, it should be noted that the on-site layout has been designed to accommodate a much larger (refuse or delivery) vehicle, and therefore capable of accommodating larger private vehicles.
- 3.6.3 It is also considered that in the event that a resident does own a larger car, they are not prevented from accessing the site, but may need to undertake multi-point manoeuvres to access the parking spaces.
- 3.6.4 However, in terms of placemaking, it is considered inappropriate to design the site around the largest possible vehicle and, in any event, the size of parking spaces on the site has been designed in accordance with the requirements set out in the adopted parking standards (i.e. 2.4m by 4.8m).
- 3.6.5 A swept-path analysis of vehicles manoeuvring around the site is outlined in **Appendix C**.

4 Trip generation

4.1 Introduction

4.1.1 In order to assess the impact of the proposed development on the existing transport network, it is necessary to estimate the number of person trips generated by the proposed development. This section, therefore, outlines the methodology used to predict the person trip generation (by mode).

4.2 Trip generation

Affordable/Local Authority houses

4.2.1 The likely volume of person trips (by mode) generated by the 26 houses has been estimated based on a review of the TRICS (v.7.10.4) trip generation database. The sites were selected based on the following parameters:

- Land use: residential – affordable/local authority houses;
- Survey type: multi-modal;
- Survey days: Tuesday – Thursday;
- Number of units: up to 54;
- Location of selected sites: Edge of Town Centre, Suburban area Edge of Town;
- Regions selected: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

4.2.2 A total of seven sites have been selected and the daily arrival and departure profile for these sites is set out in **Appendix D** and summarised in **Table 4.1** below. It should be noted that average trip rates have been calculated as there is insufficient data to obtain 85th percentile trip rates.

Table 4.1 Trip generation – affordable/local authority houses

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Total people						
8am–9am	0.295	8	0.949	25	1.244	32
5pm–6pm	0.662	17	0.432	11	1.094	28
7am–7pm	5.063	132	5.289	138	10.352	269
Pedestrians						
8am–9am	0.094	2	0.483	13	0.577	15
5pm–6pm	0.252	7	0.218	6	0.470	12
7am–7pm	1.892	49	2.047	53	3.939	102

Cyclists						
8am–9am	0.004	0	0.013	0	0.017	0
5pm–6pm	0.026	1	0.017	0	0.043	1
7am–7pm	0.167	4	0.136	4	0.303	8
Public transport users						
8am–9am	0.000	0	0.043	1	0.043	1
5pm–6pm	0.026	1	0.000	0	0.026	1
7am–7pm	0.124	3	0.016	3	0.240	6
Vehicles						
8am–9am	0.137	4	0.265	7	0.402	10
5pm–6pm	0.278	7	0.167	4	0.445	12
7am–7pm	2.121	55	2.170	56	4.291	112

4.2.3 It can be seen from the table above that the 26 affordable houses could generate up to ten vehicle movements (two-way) in the AM peak period, 12 vehicle movements (two-way) in the PM peak period, and up to 112 vehicle movements (two-way) daily.

Affordable/Local Authority houses

4.2.4 The likely volume of person trips (by mode) generated by the 16 affordable flats houses has been estimated based on a review of the TRICS (v.7.10.4) trip generation database. The sites were selected based on the following parameters:

- Land use: residential – affordable/local authority flats;
- Survey type: multi-modal;
- Survey days: Tuesday – Thursday;
- Number of units: up to 45;
- Location of selected sites: Edge of Town Centre, Suburban area Edge of Town;
- Regions selected: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

4.2.5 A total of 14 sites have been selected and the daily arrival and departure profile for these sites is set out in **Appendix E** and summarised in **Table 4.2** below. It should be noted that 85th percentile trip rates have been used.

Table 4.2 Trip generation – affordable/local authority flats

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Total people						
8am–9am	0.133	2	0.711	11	0.844	14
5pm–6pm	0.622	10	0.267	4	0.889	14
7am–7pm	4.500	72	4.000	64	8.500	136

Pedestrians						
8am–9am	0.067	1	0.400	6	0.467	7
5pm–6pm	0.333	5	0.133	2	0.466	7
7am–7pm	1.53	25	1.933	31	3.46	55
Cyclists						
8am–9am	0.024	0	0.048	1	0.072	1
5pm–6pm	0.000	0	0.000	0	0.000	0
7am–7pm	0.067	1	0.200	3	0.267	4
Public transport users						
8am–9am	0.000	0	0.087	1	0.087	1
5pm–6pm	0.089	1	0.000	0	0.089	1
7am–7pm	0.489	8	0.733	12	1.222	20
Vehicles						
8am–9am	0.036	1	0.250	4	0.286	5
5pm–6pm	0.150	2	0.200	3	0.350	6
7am–7pm	1.643	26	1.500	24	3.143	50

- 4.2.6 It can be seen from the table above that the 16 affordable flats could generate up to five vehicle movements (two-way) in the AM peak period, six vehicle movements (two-way) in the PM peak period, and up to 50 vehicle movements (two-way) daily.

Total trips

- 4.2.7 The total trips generated by the proposed 42 affordable dwellings (26 houses/16 flats) is outlined in **Table 4.3** below, which has been estimated by combining the trips outlined in Tables 4.1 and 4.2 above.

Table 4.3 Total trip generation – 42 affordable dwellings

Time period	No. of arrivals	No. of departs	Total Movements
Total people			
8am–9am	10	36	46
5pm–6pm	27	16	43
7am–7pm	204	202	405
Pedestrians			
8am–9am	4	19	22
5pm–6pm	12	8	20
7am–7pm	74	84	158
Cyclists			
8am–9am	0	1	2
5pm–6pm	1	0	1
7am–7pm	5	7	12

Public transport users			
8am–9am	0	3	3
5pm–6pm	2	0	2
7am–7pm	11	15	26
Vehicles			
8am–9am	4	11	15
5pm–6pm	10	8	17
7am–7pm	81	80	162

- 4.2.8 It can be seen from the table above that the total development of 42 dwellings (16 flats and 26 houses) could generate up to 15 vehicle movements (two-way) in the AM peak period, 17 vehicle movements (two-way) in the PM peak period, and up to 162 vehicle movements (two-way) throughout the day.

4.3 Potential impact

- 4.3.1 This section, therefore, considers the potential impact of the development on the surrounding transport network.

Walking

- 4.3.2 The development is likely to generate 158 pedestrian movements (two-way) throughout the day. In addition, it is estimated to generate a further 26 daily public transport trips (two-way), whereby residents will walk to/from the site to reach public transport. The walking trips will be spread across a number of local roads, and it is anticipated that there will be no adverse impact to the pedestrian network.

Cycling

- 4.3.3 It is estimated that the proposed development could generate 12 cycle movements during the day. It is likely that any cycling trips will be spread across a number of local routes, and it is anticipated that there will be no adverse impact to cycle network.

Public transport

- 4.3.4 The development could generate up to 26 public transport trips per day (two-way). This is likely to be taken by bus, and it is considered that this level of additional passengers will not have a material impact on the public transport network.

Vehicles

- 4.3.5 As outlined above, it is anticipated that the proposed development could generate up to 162 vehicle movements (two-way), including servicing trips, throughout the day, with 15 movements (two-way) in the AM peak period and 17 movements (two-way) in the PM peak period. It is considered that the proposed development will have a minimal impact on the surrounding roads.

- 4.3.6 It should also be noted that, as outlined in Section 1 above, the total number of dwellings on the Mon Bank Sidings development, including the 42 proposed dwellings (subject to this application), equates to 559 dwellings. This is below the 575 dwellings consented (at Appeal) on the wider Mon Bank Sidings site and, therefore, the impact of the proposed 42 dwellings has already been considered, and any necessary mitigation measures proposed (and implemented) and no further mitigation measures are required.

Summary

- 4.3.7 Based on the volume of trips identified above, it is considered that the proposed development will have a minimal impact on the surrounding transport network, and that the proposed development can be accommodated within the existing highway and public transport networks.

5 Summary and conclusions

5.1 Summary

- 5.1.1 Lime Transport has been commissioned by Monmouthshire Housing Association (MHA) to prepare a Transport Statement in support of a planning application for 42 residential dwellings on land at Mon Bank Sidings, Newport.
- 5.1.2 An original Transport Statement was submitted with the planning application (planning ref. 24/0678) for this site in August 2024, and the Highway Authority raised a number of observations and concerns regarding the layout of the site.
- 5.1.3 Since the original application was submitted, the layout of the site has been amended (where necessary), and the Transport Statement has been updated to outline the changes to the scheme and address some of the issues raised by the Highway Authority.
- 5.1.4 The purpose of this report has been to review existing conditions within the vicinity of the site, outline the development proposals and how they will be integrated into the existing transport infrastructure, and identify the likely transport characteristics of the proposed development.

Connectivity

- 5.1.5 The majority of roads within the vicinity of the site have footways on one or both sides of the carriageway which provide links between the site and surrounding amenities along along Cardiff Road (to the north) and Docks Road (to the south).
- 5.1.6 The facilities within walking distance of the site include a convenience store, primary school, pharmacy, supermarket, Post Office, places of worship, pubs, bars and restaurants (takeaways). The closest bus stops are located on Cardiff Road, approximately 250m walking-distance of the site, with a maximum frequency of six buses per hour during the day that provide access to Newport City Centre (to the east) and Cardiff (to the west).
- 5.1.7 The site is accessible by bicycle, with a local route running along the northern and eastern boundary of the site, and other local and national cycle routes within 800m of the site.

Development proposals

- 5.1.8 As part of the development it is proposed to re-develop two parcels of vacant land either side of Monmouthshire Castle Drive, to provide a total of 42 dwellings, as follows:
 - Site 1 – north of Monmouthshire Castle Drive
 - Eight no. 1-bed flats – with eight car parking spaces
 - 19 no. 2-bed dwellings – with 38 car parking spaces
 - Three no. 3-bed dwellings – with 6 car parking spaces
 - Two visitor parking spaces

- Site 2 – south of Monmouthshire Castle Drive
 - Eight no. 1-bed flats – with eight car parking spaces
 - Two no. 2-bed dwellings – with four car parking spaces
 - Two no. 3-bed dwellings – with four car parking spaces
 - One visitor parking space

5.1.9 The level of parking proposed equates to 1.69 cars (or vans) per household. This is significantly higher than the car ownership (from the 2021 Census), with:

- 1.23 cars or vans per household throughout Newport as a whole
- 0.90 cars or vans per household within the MSOA in which the site is located
- 0.67 cars or vans per household within the LSOA in which the site is located

5.1.10 It is, therefore, considered that the proposed provision is more than sufficient to satisfy the parking demand (including visitor parking) likely to be generated by the proposed development.

5.1.11 Vehicle and pedestrian access to the site will be provided from Abberley Hall Road (to site 1) and Capel Dewi Hall Road (to site 2), both of which connect to the wider network via Monmouthshire Castle Drive (located between the two sites).

Travel characteristics and likely impact

5.1.12 It is anticipated that the proposed development of 42 residential dwellings could generate up to 15 vehicle movements (two-way) in the AM peak period, 17 vehicle movements (two-way) in the PM peak period, and a total of up to 162 vehicle movements (two-way) throughout the day (7am-7pm).

5.1.13 It should be noted that the number of dwellings within the Mon Bank Sidings development, including the proposed development of 42 dwellings, is less than the consented development of 575 dwellings. It is therefore considered that the impact of the proposed development has already been assessed (and mitigation measures implemented) as part of the original application. Therefore the impact of the proposed development (of 42 dwellings) will be negligible.

Observation and concerns raised by the Highway Authority

5.1.14 The local highway authority raised a number of concerns and observations regarding the original site layout, including:

- Size of (car, delivery and refuse) vehicles used to develop the on-site layout, including the on-site turning heads
- Layout of the private driveway serving plots 14-18
- The layout of the access (to site 2) on to Capel Dewi Hall Road
- Availability of on-street parking

5.1.15 The size of the turning-heads on-site are bigger than the existing turning-head at the end of Abberley Hall Road, and other turning-heads within the Mon Bank Sidings site. It is therefore considered that:

- a larger refuse vehicle (11.2m) cannot serve the existing dwellings within the wider Mon Bank Sidings site;
- it is unlikely that the refuse department will use two different sized vehicles to service two sides of the same road
- the likely maximum size of vehicle that would reasonably be expected to deliver to any residential development is a 10m rigid vehicle, and in practice, it is more likely that the maximum size of vehicle will be an 8m rigid vehicle, with transit sized vehicles being much more commonly used.
- the on-site layout is capable of accommodating a larger (11.2m) refuse vehicle, but this will impact on the amount of on-street parking that can be accommodated;
- in the event that a resident owns a larger (5m long) car, they are able to access and egress the site, but may need to undertake multi-point manoeuvres to access some of the on-site car parking spaces.

5.1.16 The layout of the private driveway (serving plots 14-18) has been designed around the swept-path of a 4.7m long estate car, and the on-site parking spaces have been designed in accordance with the adopted parking standards (i.e. 2.4m by 4.8m). However, as stated above, residents may need to undertake multi-point manoeuvres to access the spaces.

5.1.17 The layout of the access on to Capel Dewi Hall Road (access 4) has been amended to accommodate the range of vehicles likely to access the site. In the event that larger vehicles arrive at the site, these can u-turn within the access (which is a no-through road) rather than drive on to the site.

5.1.18 It is also considered that in terms of placemaking, the site shouldn't be designed to accommodate the largest vehicles that could (very infrequently) deliver to the site.

5.2 Conclusions

5.2.1 In summary, it is considered that the impact of the proposed development on the free-flow and safety of the immediate highway network will be negligible, and that the development can be accommodated within the existing highway and public transport networks, both in highway safety and capacity terms.

Appendix A



Highway Response

Ref: 24/0678

Date: 30/08/24

PROPOSAL: PROPOSED DEVELOPMENT OF 42 NO. DWELLINGS, LANDSCAPE PLANTING AND ASSOCIATED WORKS

SITE: Monbank Development Site Cardiff Road Newport South Wales

Case Officer: Joanne Davidson

Highway Officer: Kevin Jackson

Highway Recommendation:

Further/more current information requested, but multiple objections likely on highway safety, servicing and parking policy grounds.

Highway Comments:

The Transport Statement is marked as “draft” and describes a different proposal. It contains a lot of information relating to the 2011 census which does not help to plan for current or future car ownership. Any reliance on historic data should identify trends and not assume that the situation will remain static for 20 years or that new residents of new houses will be the same demographic as existing.

Personal injury collision data is presented to 2022, presumably because it is sourced from Crash-map. More up to date information should be presented. Stats 19 data should be available to 2023.

The swept paths are based on 4.7m cars; 8m vans; and 9m refuse collection vehicles (RCVs) which are not informative. Appropriate vehicle sizes are 5m for cars and 10/12m commercial vehicles. Whilst the waste policy suggests smaller RCVs 11.5m RCVs are in common use and should be accommodated in new developments for the sake of efficiency and “eco-friendliness”. The size used does not represent the larger delivery vehicles either, which must be able to access and egress safely. (This is not the same as designing for them and does not prevent “placemaking”). The swept path assessments do not complement the waste management proposals. Furthermore, they are not presented clearly and there is no plan to show where each assessment is.

It appears likely that several areas cannot be serviced satisfactorily even with the small vehicles assumed to operate.

An updated/amended TS is requested, but the rest of this commentary is based on the submitted site plan. Examples of issues are given but may not be exhaustive. To garner Highways’ support a number of amendments will be needed.

General comments

The site is considered suitable for the proposed use and sufficiently accessible by non-car modes. A sustainability assessment is however required to support a reduction in parking provision. (refer to Appendix 5 of parking standards for parameters) In addition, an assessment of available on-street parking would be helpful. (Not a survey, just consideration of how much street parking is available, and where people will park in practice, with particular attention paid to cul-de-sacs and shared areas.

At this stage we have not checked the individual parking allocations, not least because amendments are anticipated, but it is clear that provision is low and likely to be problematic as safe on-street parking is almost nil.

Links to the existing cycle track should be provided, to capitalise on the infrastructure available. As a minimum we would expect to see a pedestrian/cycle connection in the vicinity of units 28/30.

The submission states that the access will be taken from Capel Dewi Hall Road and Abberley Hall Road and assumes these are adopted highway. Current information indicates that they are not adopted. Whilst the process may be on-going we are unable to guarantee that they will be adopted. At this stage there are no known obstacles to adoption, but the pace/completion is at Redrow’s discretion.

The proposed roads cannot be adopted until or unless the access roads are adopted. A management/maintenance condition is therefore likely to be appropriate.

The scale of the development and number of access points is acceptable, and no junction capacity issues are anticipated. However, some junctions are not designed to adoptable standards.

Visibility splays that are shown do not relate to the posted speed limits and are not constructed or annotated correctly. The areas shaded do not represent the splays and no tangential sight lines are shown.

Proposed GA LT2402.04.01 Rev P1

Area accessed via Capel Dewi Hall Road

The smaller area has 12 units proposed and the plan is annotated as access to be to adoptable standards with 2m footways. However, this appears to be no more than the existing stub. Even this has no provision for pedestrians to transition to the shared surface. Most of the internal area is too narrow and shows no consideration for pedestrians, service vehicles or disabled users. Visitor parking is at one end and likely to be used by residents. We would anticipate parking along the frontages, exacerbating the existing servicing issues.

Only small vehicles can turn within the site, therefore most service vehicles will have to reverse excessively, raising highway safety issues and objections. The refuse collection area should be adjacent to adopted highway.

There are no visibility splays demonstrated, and their provision would impact in terms of areas to be adopted and landscaping, because the access is on the inside of a bend. 2.4 by 25m splays should be demonstrated and protected.

Roads serving more than 5 units would be expected to be offered for adoption, assuming the roads serving them are eventually adopted, but should be designed to adoptable standards anyway for public safety.

Area accessed via Abberley Hall Road

Units 1-12

Visibility for emerging vehicles appears to be adequate. The turning head appears too small for RCVs and other commercial vehicles likely to visit, resulting in excessive HGV reversing and an objection on grounds of highway safety. As elsewhere there does not appear to be sufficient space for on-street parking which is likely to occur due to the location of the visitor parking, position of units 7 and 12 and generally low provision. Again, this will exacerbate servicing difficulties, even for small delivery vehicles.

Refuse collection areas should be provided adjacent to highway, or will not be used properly and bins will remain on (the already sub-standard) footway, causing obstruction and safety hazards.

The footway on the south (busier) side is sub-standard and the link is therefore unlikely to be adopted. Furthermore, extensive lengths of dropped crossings cannot be supported due to the impacts on street parking and disabled highway users.

Cycle provision for the flats does not appear to be of sufficient scale. Whilst the finer detail can be addressed via conditions the position and scale should be addressed prior to determination (to ensure that conditions can be discharged).

Access to the rear of units 5 & 6 is not of sufficient quality. It has narrow access past #6's parking and no path in garden 5 or room to manoeuvre a cycle at the corner. Similarly access to the bins and bikes for units 8 – 11 (and 13) is not of an acceptable standard. This raises issues with cycle/accessibility and servicing policies and potential objections.

Units 13 to 18

To access or pass this access road, pedestrians must walk out into the main carriageway of Abberley on a tight bend which does not appear to have sufficient forward visibility to start with. This raises a strong safety objection. The footways must return into the minor arm and allow pedestrians safe passage across or into the street.

It is not clear what width the access is, but it is obviously too narrow for cars and pedestrians to use safely. Given the geometry it would be necessary provide additional width for opposing cars and footway as far as parking space 14 as a minimum.

Again, there is no meaningful turning head and vehicles would have to reverse excessively from Abberley. Given the bend, distances involved and geometry of the access, we would object on grounds of all road user types' safety and lack of servicing provision.

There is no consideration of where vehicles would park; or pedestrians / disabled road users' needs. The access serves 5 units and should be designed to adoptable standards.

Units 19 to 22 & 27-30

Parking for 19 and 22 will occur on corners and junctions, raising safety and servicing issues.

Carriageway and footway dimensions are appropriate, and servicing appears practical (but swept path analysis is requested to confirm (and on-street parking will impede it)).

Access to the rear of 19 appears to be far from ideal, being too far and too narrow/difficult to negotiate with bikes and bins.

Unit 30 appears to be a large unit with only one parking space, which would not be adequate.

Units 20, 21 and 23 have parking allocations that are not observable or convenient so they will not be used, and parking will occur on bends and junctions, raising safety issues/objections.

Units 24 to 26

Unit 25 has poor rear access and all have only one parking space, but some opportunity for on-street parking at least.

No comments are provided relating to the other plans as amendments will be needed to secure Highways' support/avoid objections.

In summary there are a number of issues that would raise objections already and further information is requested that may result in further objections.

Appendix B





GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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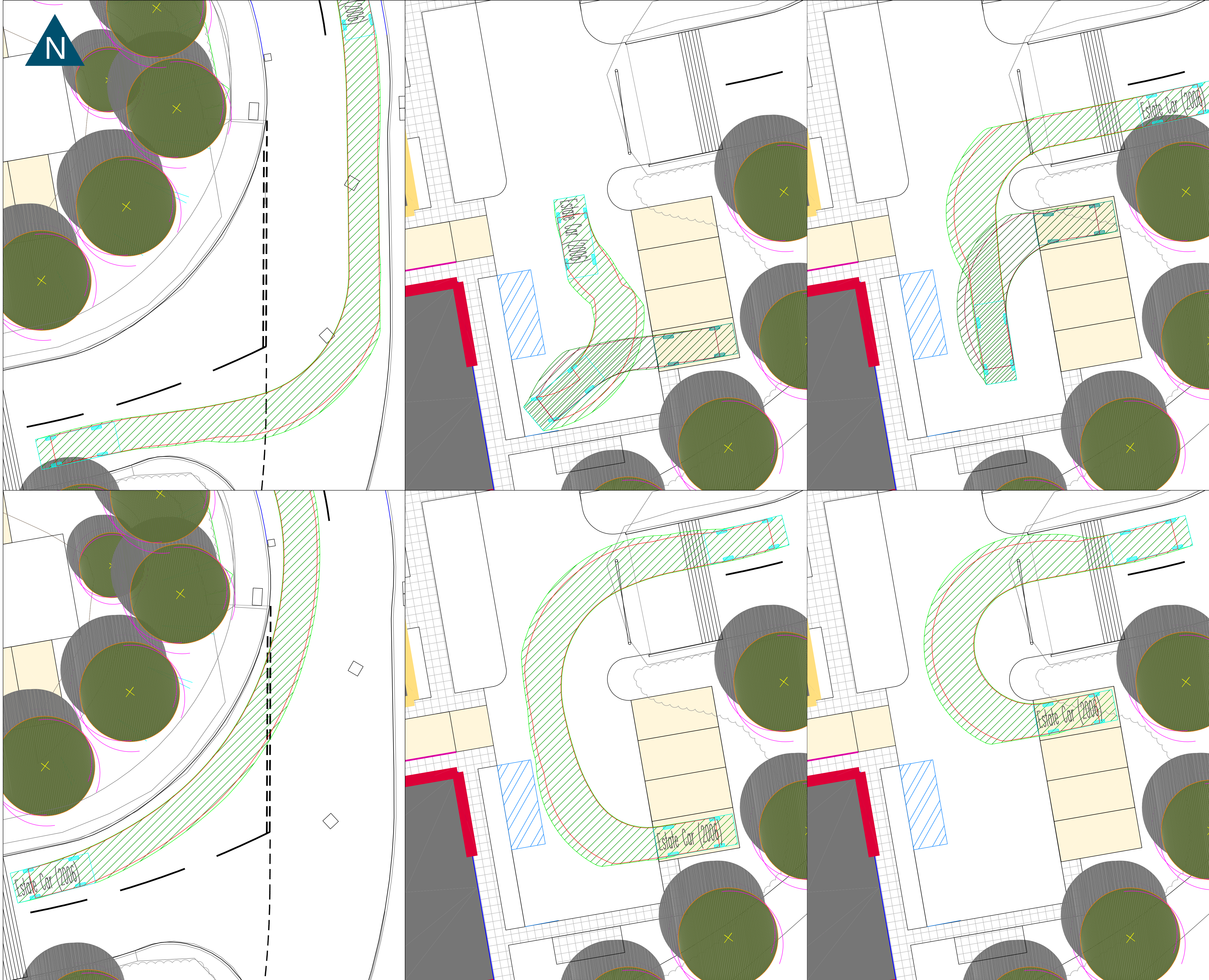


5A Andrews Buildings
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Drawing Status	Date	07.10.24
PRELIMINARY	Scale	1:200 @A1
Project	Drawn	DT
Mon Bank Sidings, Newport	Checked	HLJ
	Project No	23103
	Client Project No	
Title	Revision	
Visibility splays at the access to the site from Abberley Hall Road and Capel Dewi Hall Road		
Drawing No		
23103.OS.105.03		

Appendix C





GENERAL NOTES

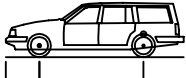
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

4.71

0.88

2.75



Estate Car (2006)

Overall Length1.804m

Overall Width1.442m

Overall Body Height1.442m

Min Body Ground Clearance0.207m

Max Track Width1.756m

Lock to Lock Time4.00s

Kerb to Kerb Turning Radius5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



5A Andrews Buildings

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Drawing Status

PRELIMINARY

Project

Mon Bank Sidings, Newport

Drawing No

23103.OS.105.04

Date

09.10.24

Scale

1:100 @A1

Drawn

DT

Checked

HLJ

Project No

23103

Client Project No

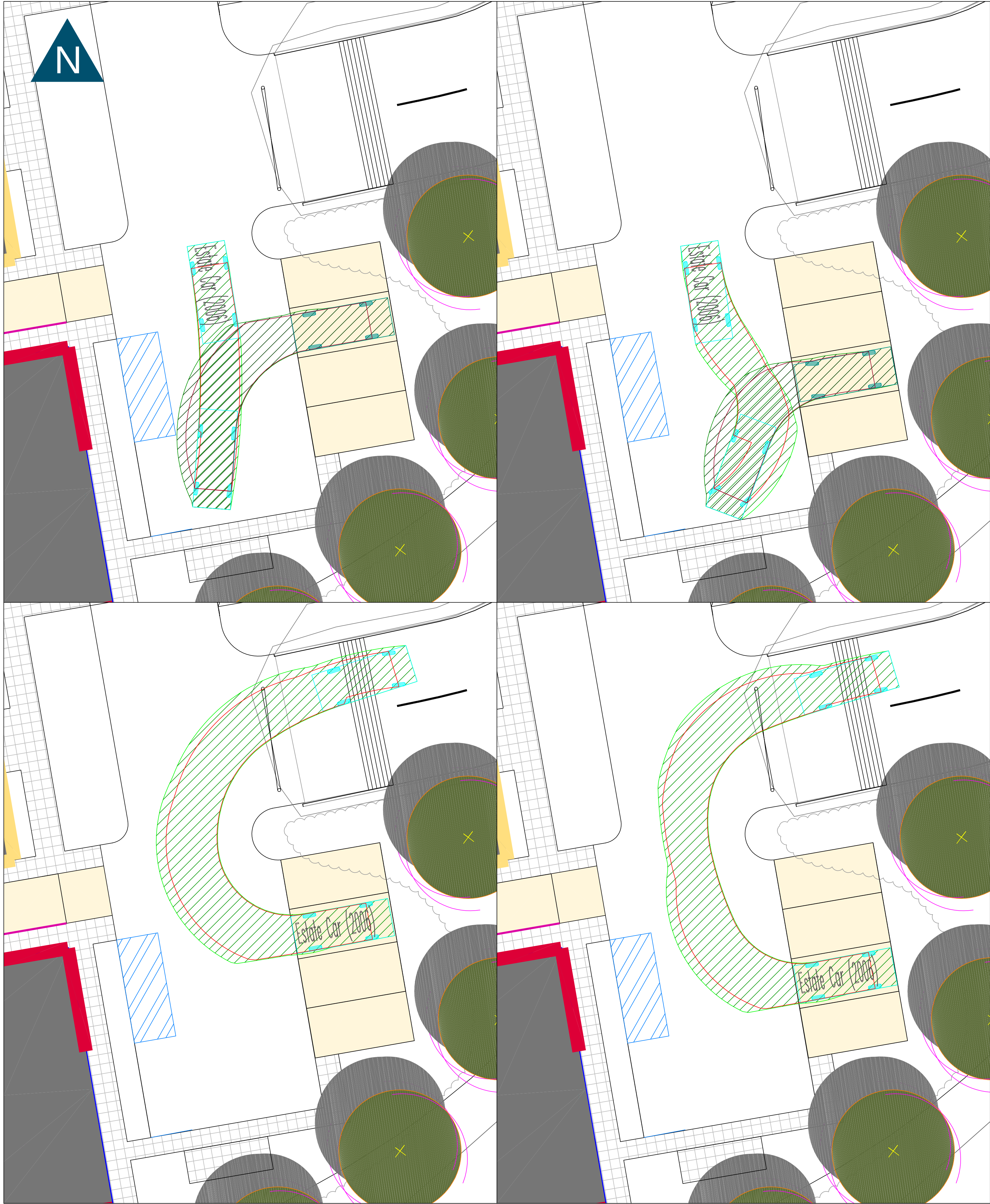
Revision

Title

Vehicle swept path analysis

Estate car

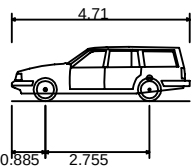
THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT COPY FROM THIS DRAWING



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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Drawing Status	Date	09.10.24
PRELIMINARY	Scale	1:100 @A1
Project	Drawn	DT
Mon Bank Sidings, Newport	Checked	HLJ
	Project No	23103
	Client Project No	
Title	Revision	
Vehicle swept path analysis Estate car		
Drawing No		
23103.OS.105.05		



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

4.71

0.88

2.755

Estate Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

4.710m

1.804m

1.442m

0.207m

1.756m

4.00s

5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

lime

TRANSPORT

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Drawing Status

PRELIMINARY

Project

Mon Bank Sidings, Newport

Title

Vehicle swept path analysis

Estate car

Drawing No

23103.OS.105.06

Date

09.10.24

Scale

1:100 @A1

Drawn

DT

Checked

HLJ

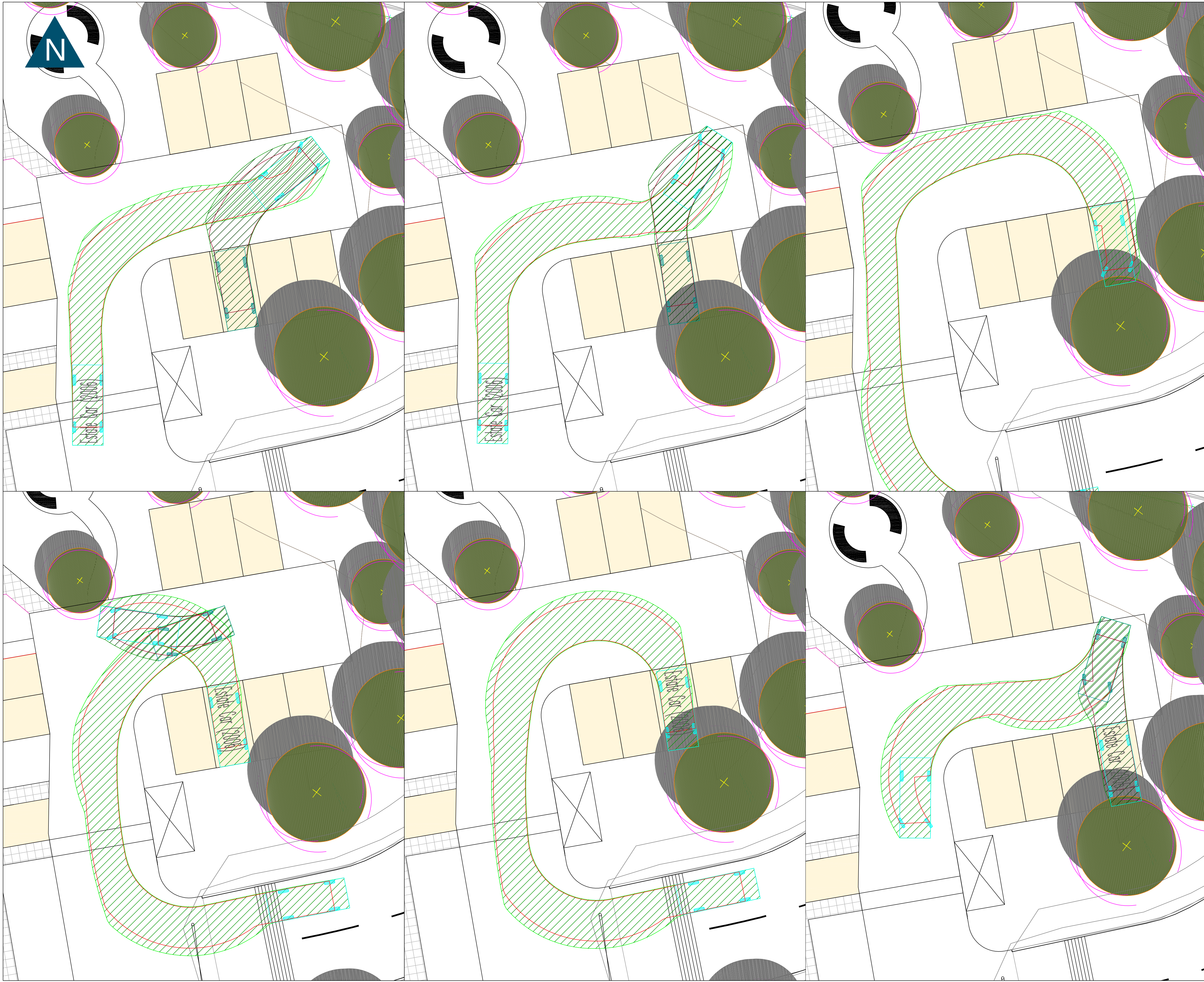
Project No

23103

Client Project No

Revision

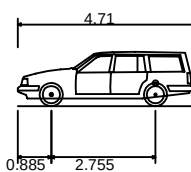
THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
-----	------	-------------	-------	-------



5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

Drawing Status

PRELIMINARY

Project

Mon Bank Sidings, Newport

Project No
23103

Title	Client Project No
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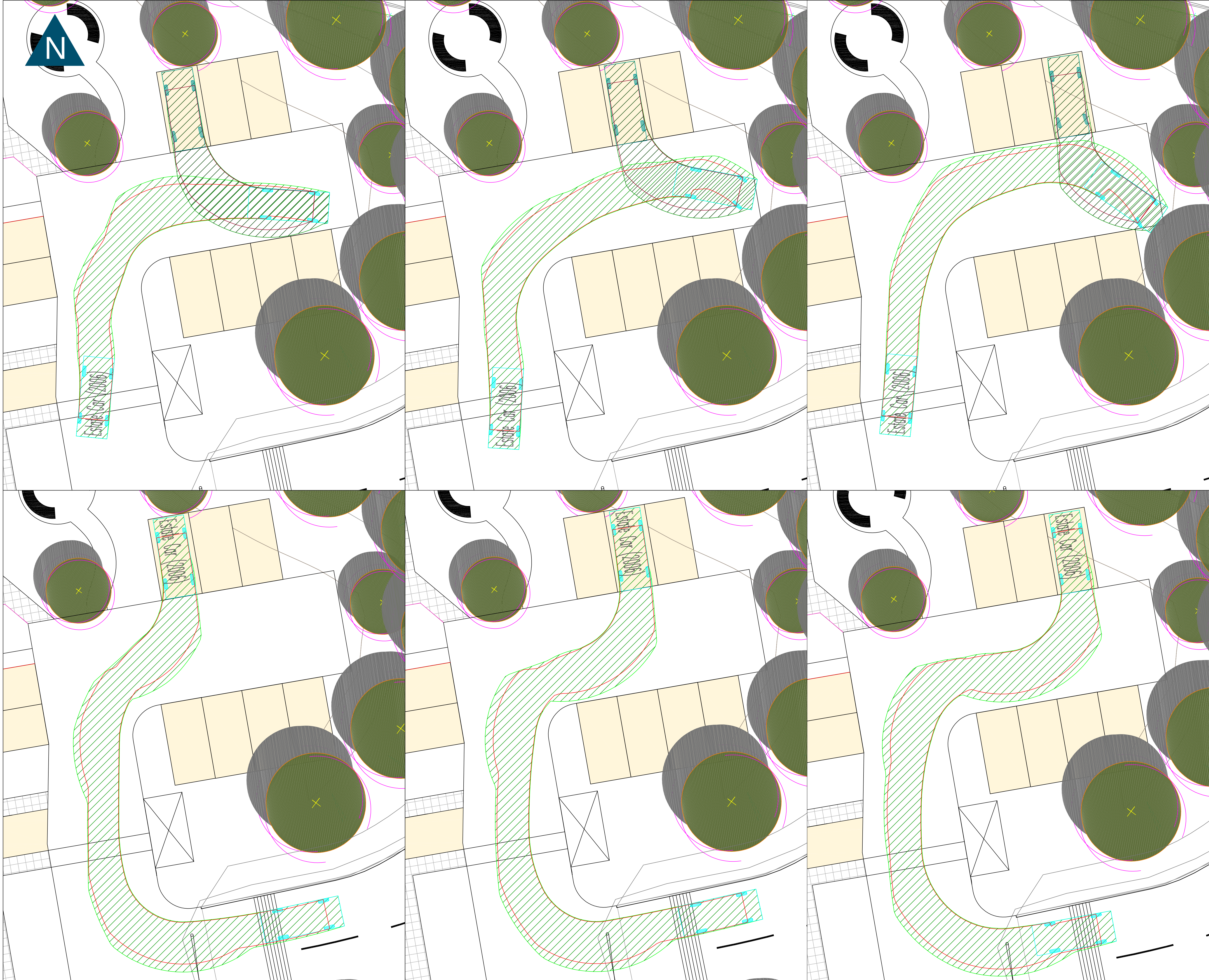
Vehicle swept path analysis

Estate car

Revision

Drawing No

23103.OS.105.07



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

4.71

0.88

2.755

Estate Car (2006)

Overall Length1.804m

Overall Width1.442m

Overall Body Height0.207m

Min Body Ground Clearance1.756m

Max Track Width4.00s

Kerb to Kerb Turning Radius5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
-----	------	-------------	-------	-------

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Drawing Status

PRELIMINARY

Project

Mon Bank Sidings, Newport

Title

Vehicle swept path analysis
Estate car

Drawing No

23103.OS.105.08

Date

09.10.24

Scale

1:100 @A1

Drawn

DT

Checked

HLJ

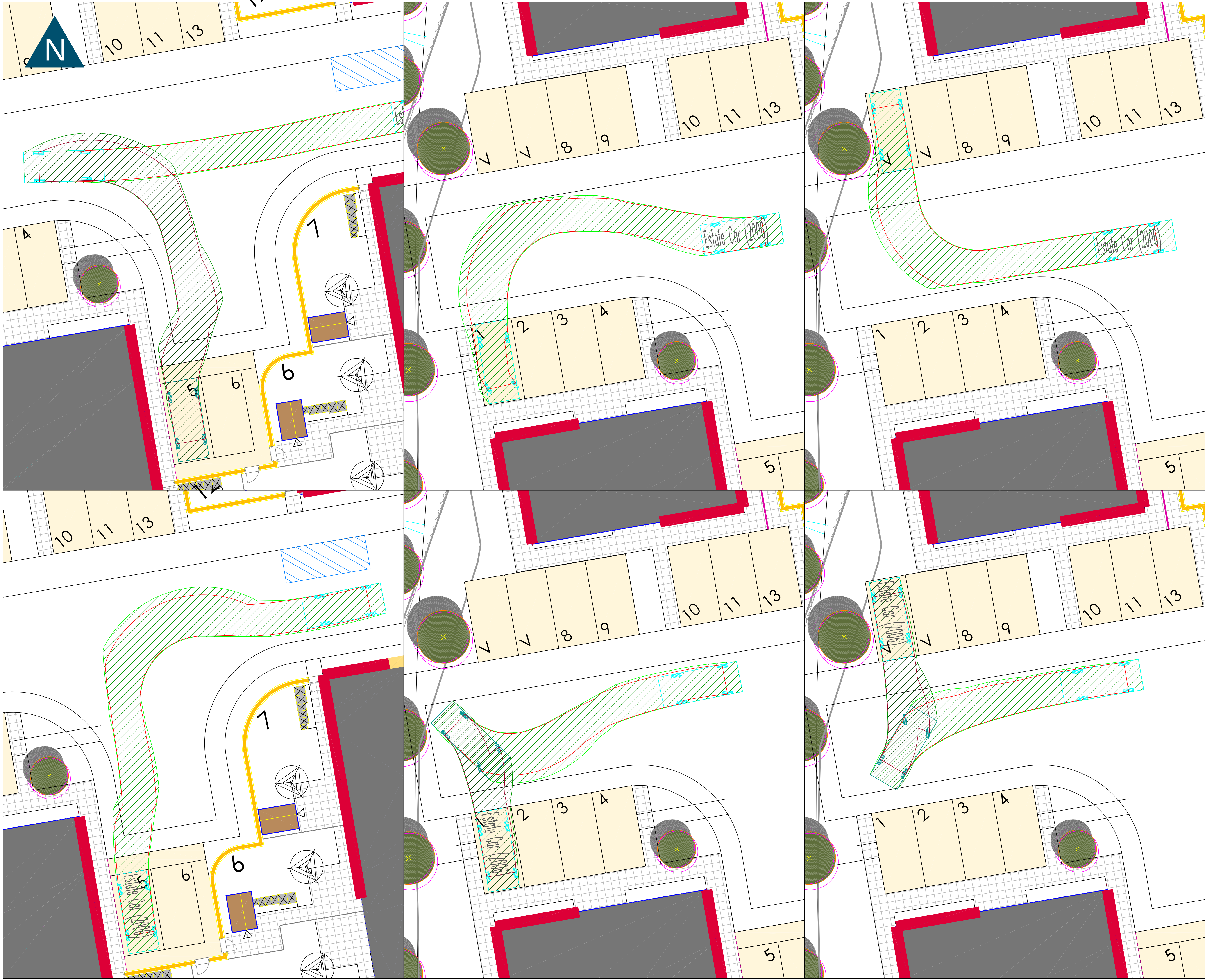
Project No

23103

Client Project No

Revision

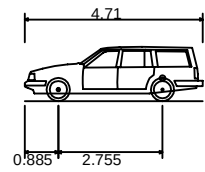
THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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Drawing Status

PRELIMINARY

Project

Mon Bank Sidings, Newport

Project No

23103

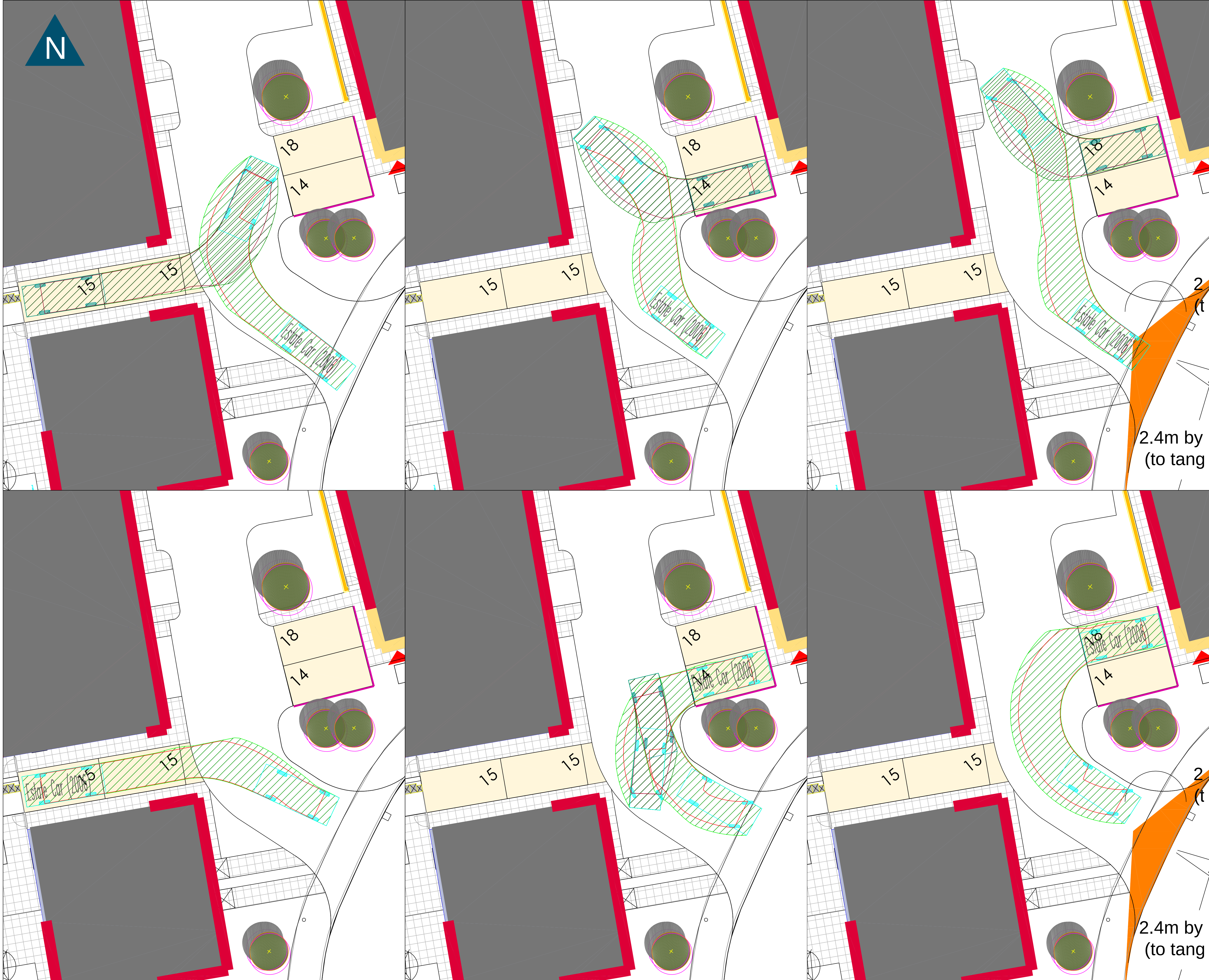
Title

Vehicle swept path analysis

Estate car

Drawing No

23103.OS.105.09



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Tel 029 2070 0924
mail@limetransport.com
www.limetransport.com

Drawing Status
PRELIMINARY

Project
Mon Bank Sidings, Newport

Title
Vehicle swept path analysis
Estate car

Drawing No
23103.OS.105.10

Date
09.10.24

Scale
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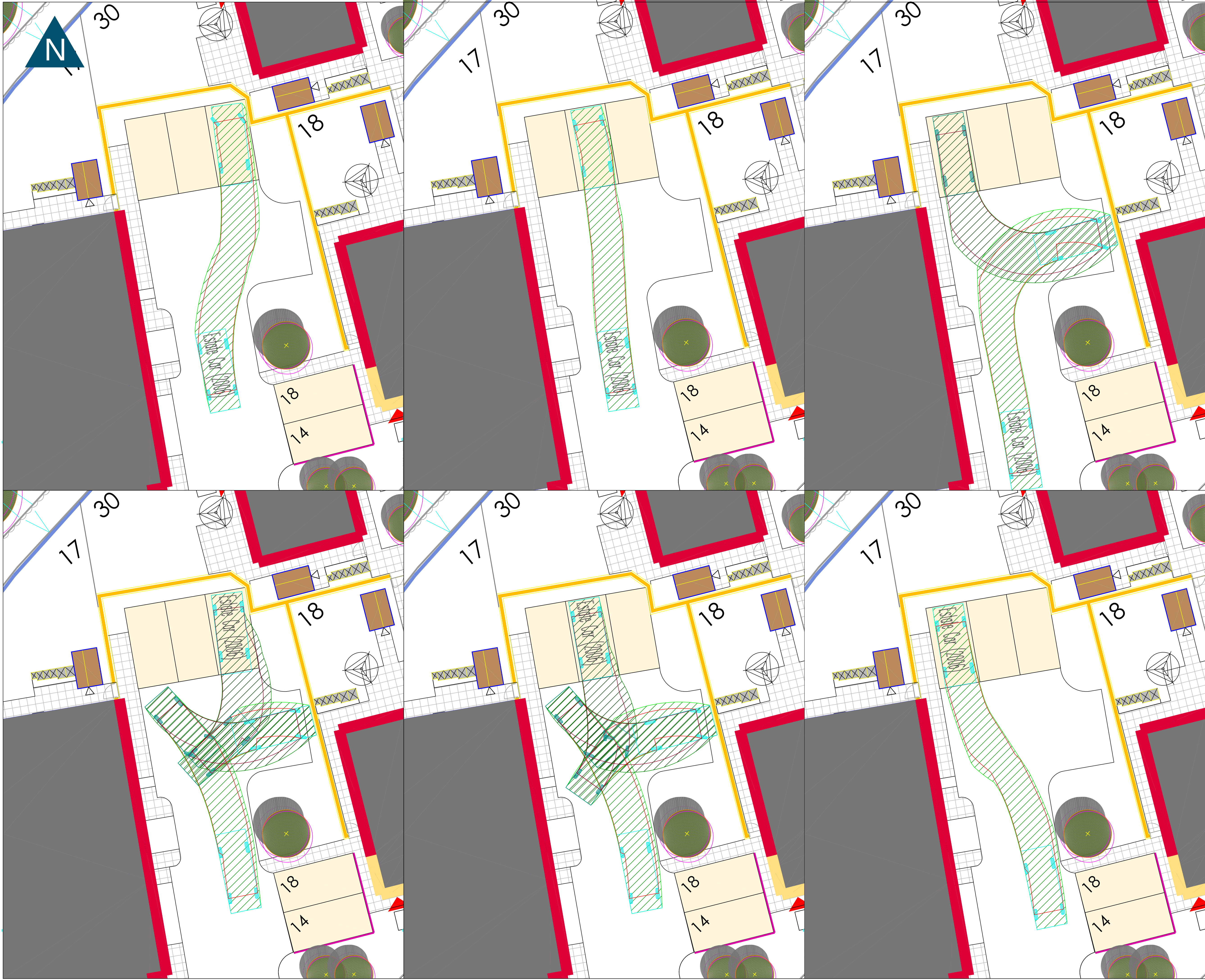
Drawn
DT

Checked
HLJ

Project No
23103

Client Project No

Revision



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

4.71

0.88

2.755

Estate Car (2006)

Overall Length1.804m

Overall Width1.442m

Overall Body Height0.207m

Min Body Ground Clearance1.756m

Max Track Width4.00s

Kerb to Kerb Turning Radius5.950m

NOT FOR CONSTRUCTION

Rev

Date

Description

Drawn

Check

lime

TRANSPORT

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Drawing Status

PRELIMINARY

Project

Mon Bank Sidings, Newport

Drawing No

23103.OS.105.11

Date

09.10.24

Scale

1:100 @A1

Drawn

DT

Checked

HLJ

Project No

23103

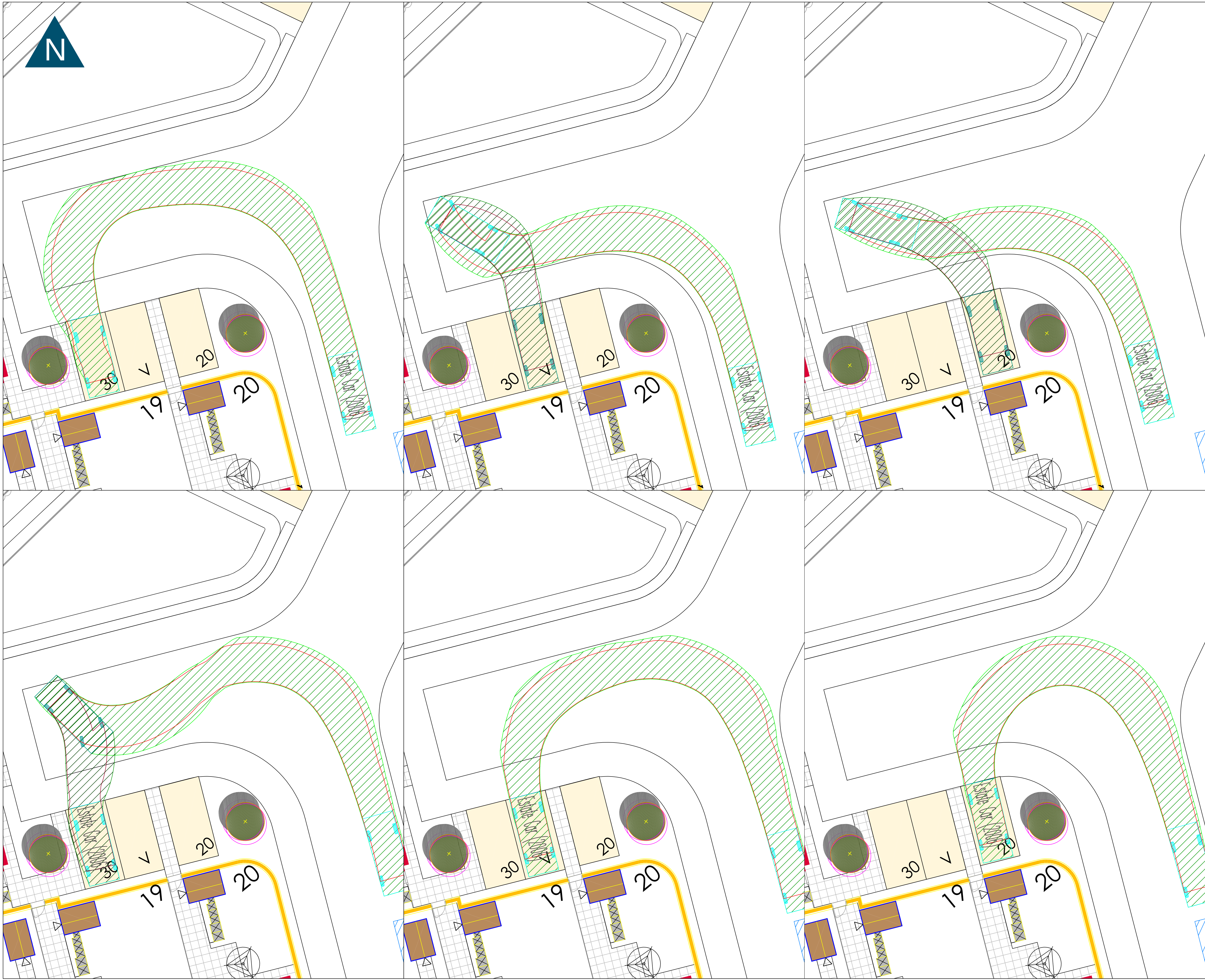
Client Project No

Revision

Vehicle swept path analysis

Estate car

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GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

4.71

0.88

2.755

Estate Car (2006)

Overall Length1.804m

Overall Width1.442m

Overall Body Height0.207m

Min Body Ground Clearance1.756m

Max Track Width4.00s

Lock to Lock Time5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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lime

TRANSPORT

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Drawing Status

PRELIMINARY

Project

Mon Bank Sidings, Newport

Title

Vehicle swept path analysis

Estate car

Drawing No

23103.OS.105.12

Date

09.10.24

Scale

1:100 @A1

Drawn

DT

Checked

HLJ

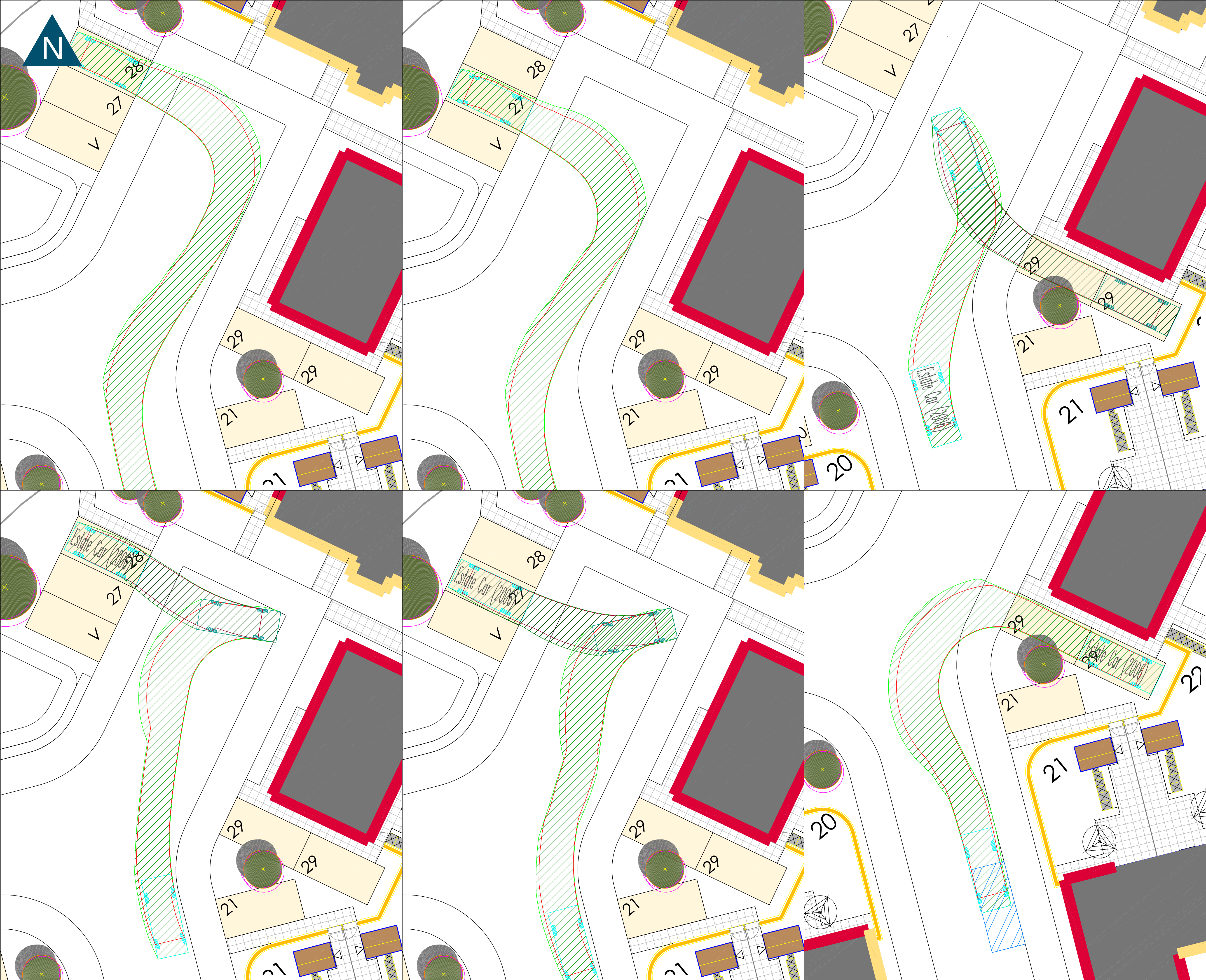
Project No

23103

Client Project No

Revision

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status
PRELIMINARY

Date
09.10.24

Project
Mon Bank Sidings, Newport

Scale
1:100 @A1

Drawing No
23103.OS.105.13

Drawn
DT

Title
Vehicle swept path analysis
Estate car

Checked
HLJ

Project No
23103

Client Project No

Revision



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to Lock Time	5.950m
Kerb to Kerb Turning Radius	

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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Drawing Status	Date	09.10.24
PRELIMINARY	Scale	1:100 @A1
Project	Drawn	DT
Mon Bank Sidings, Newport	Checked	HLJ
	Project No	23103
Title	Client Project No	
Vehicle swept path analysis Estate car	Revision	
Drawing No		
23103.OS.105.14		



GENERAL NOTES

1.

This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

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

Overall Length

11.200m

Overall Width

2.530m

Overall Body Height

3.751m

Min Body Ground Clearance

0.304m

Track Width

2.500m

Lock to Lock Time

4.00s

Kerb to Kerb Turning Radius

9.500m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status

PRELIMINARY

Project

Mon Bank Sidings, Newport

Title

Vehicle swept path analysis
11.2m refuse vehicle

Drawing No

23103.OS.105.15

Date

09.10.24

Scale

1:200 @A1

Drawn

DT

Checked

HLJ

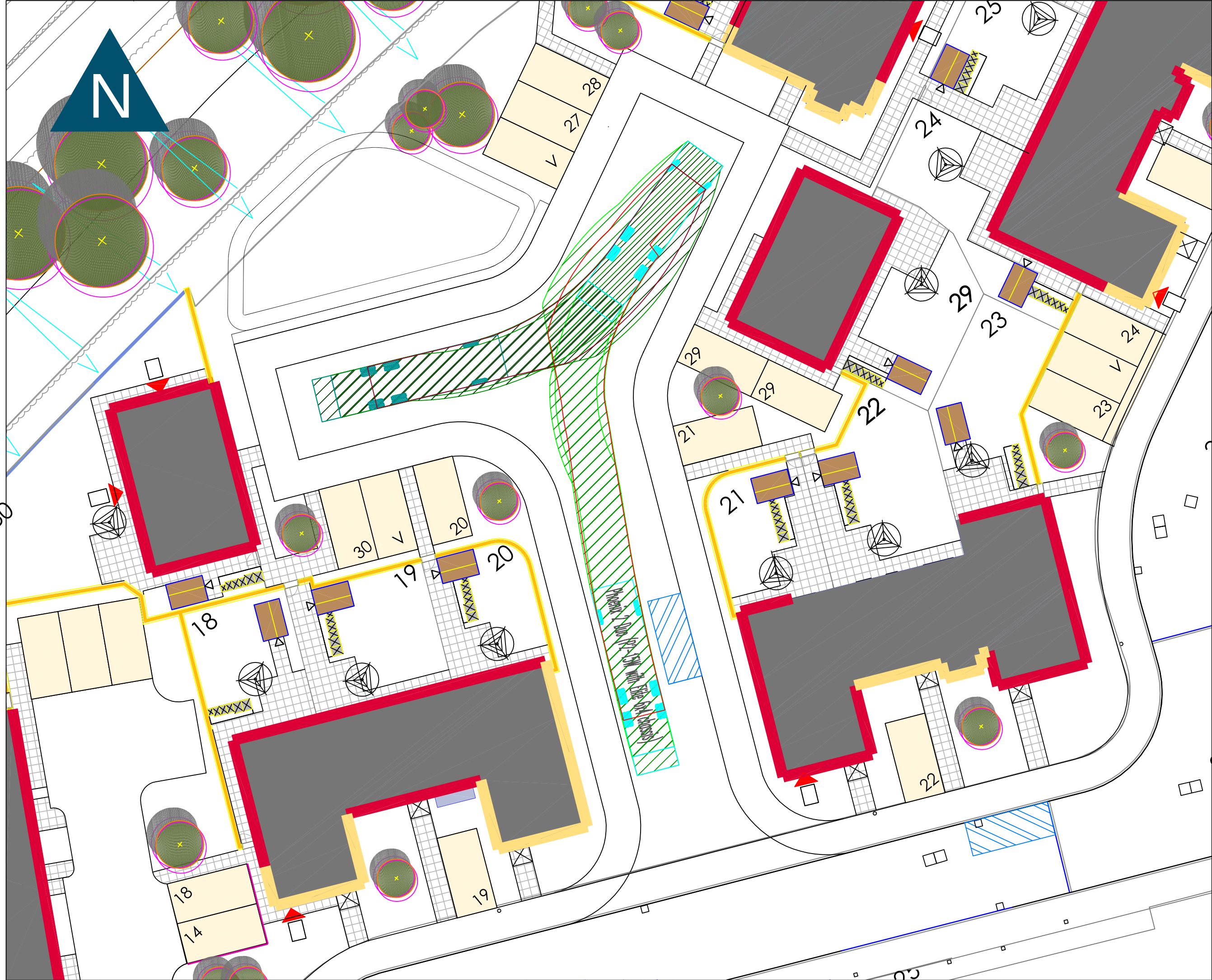
Project No

23103

Client Project No

Revision

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT COPY FROM THIS DRAWING



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 9.500m

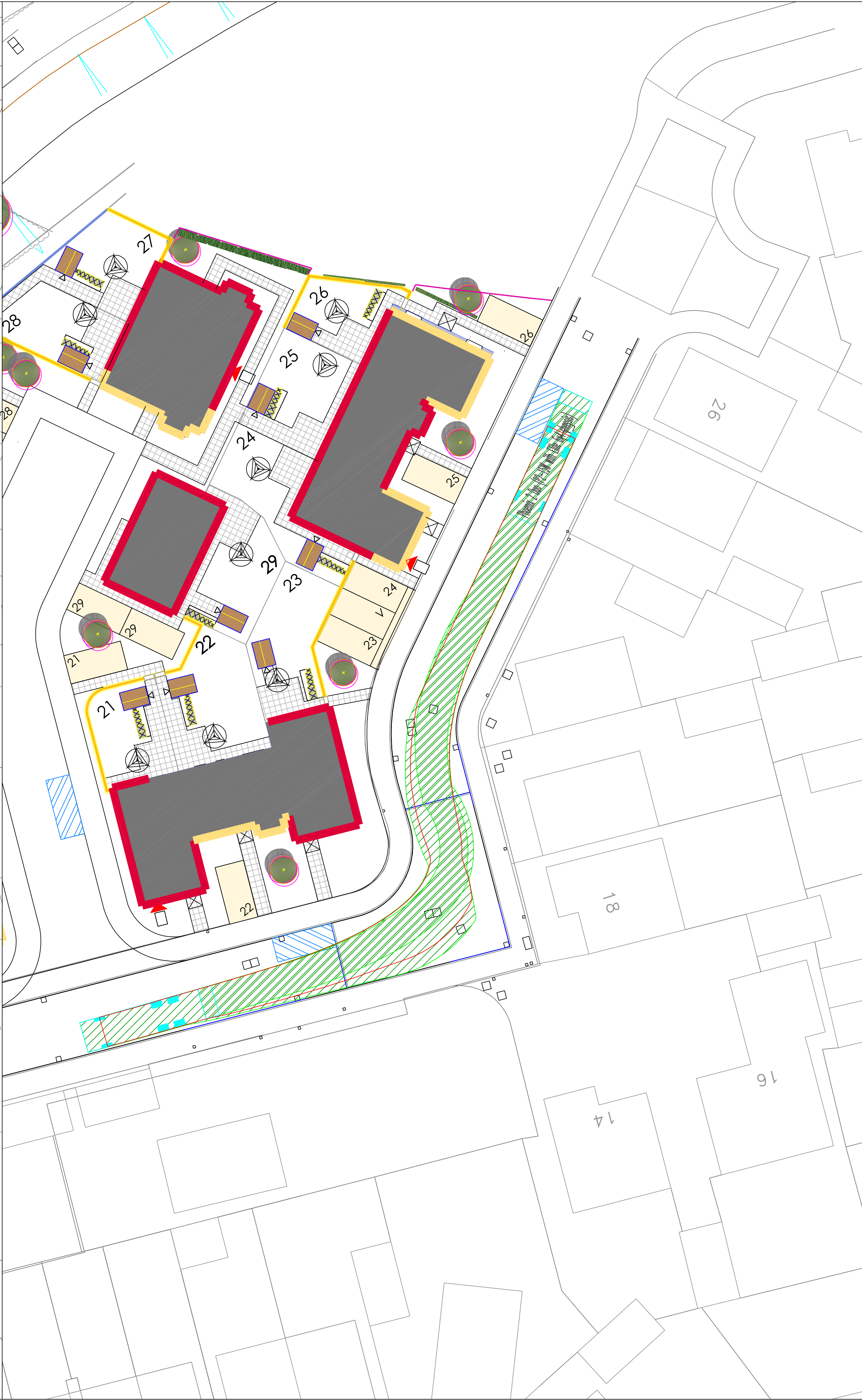
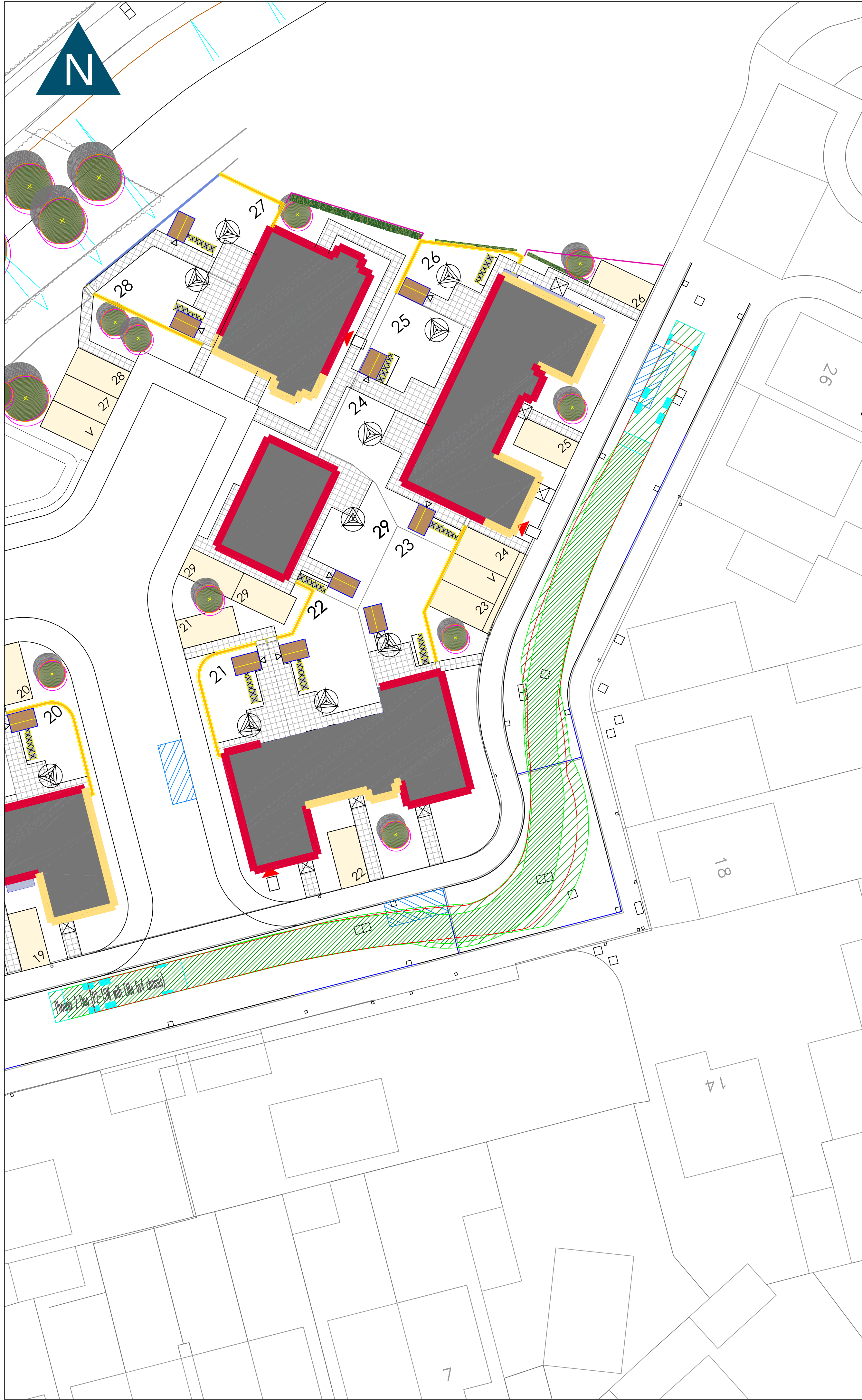
NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
-----	------	-------------	-------	-------

5A Andrews Buildings
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Tel 029 2070 0924
mail@limetransport.com
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Drawing Status	Date	09.10.24
PRELIMINARY	Scale	1:200 @A1
Project	Drawn	DT
Mon Bank Sidings, Newport	Checked	HLJ
	Project No	23103
Title	Client Project No	
Vehicle swept path analysis 11.2m refuse vehicle	Revision	

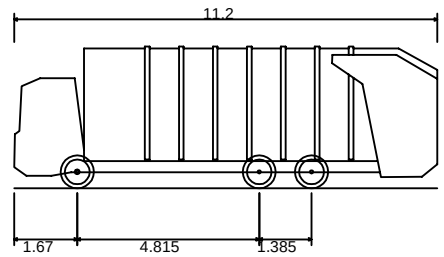
Drawing No	
23103.OS.105.15	



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 4.915m
Overall Body Height 1.67m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 9.500m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
-----	------	-------------	-------	-------



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Drawing Status	Date	09.10.24
PRELIMINARY	Scale	1:200 @A1
Project	Drawn	DT
Mon Bank Sidings, Newport	Checked	HLJ
	Project No	23103
Title	Client Project No	
Vehicle swept path analysis 11.2m refuse vehicle	Revision	
Drawing No		
23103.OS.105.17		



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Olympus 6x2 Narrow RS

Overall Length9.190m

Overall Width2.250m

Overall Body Height3.707m

Min Body Ground Clearance0.250m

Track Width2.250m

Lock to Lock Time4.00s

Kerb to Kerb Turning Radius7.900m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
-----	------	-------------	-------	-------

5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924
mail@limetransport.com
www.limetransport.com

Drawing StatusPRELIMINARY

Date09.10.24

ProjectMon Bank Sidings, Newport

Scale1:200 @A1

TitleVehicle swept path analysis
9.2m refuse vehicle

DrawnDT

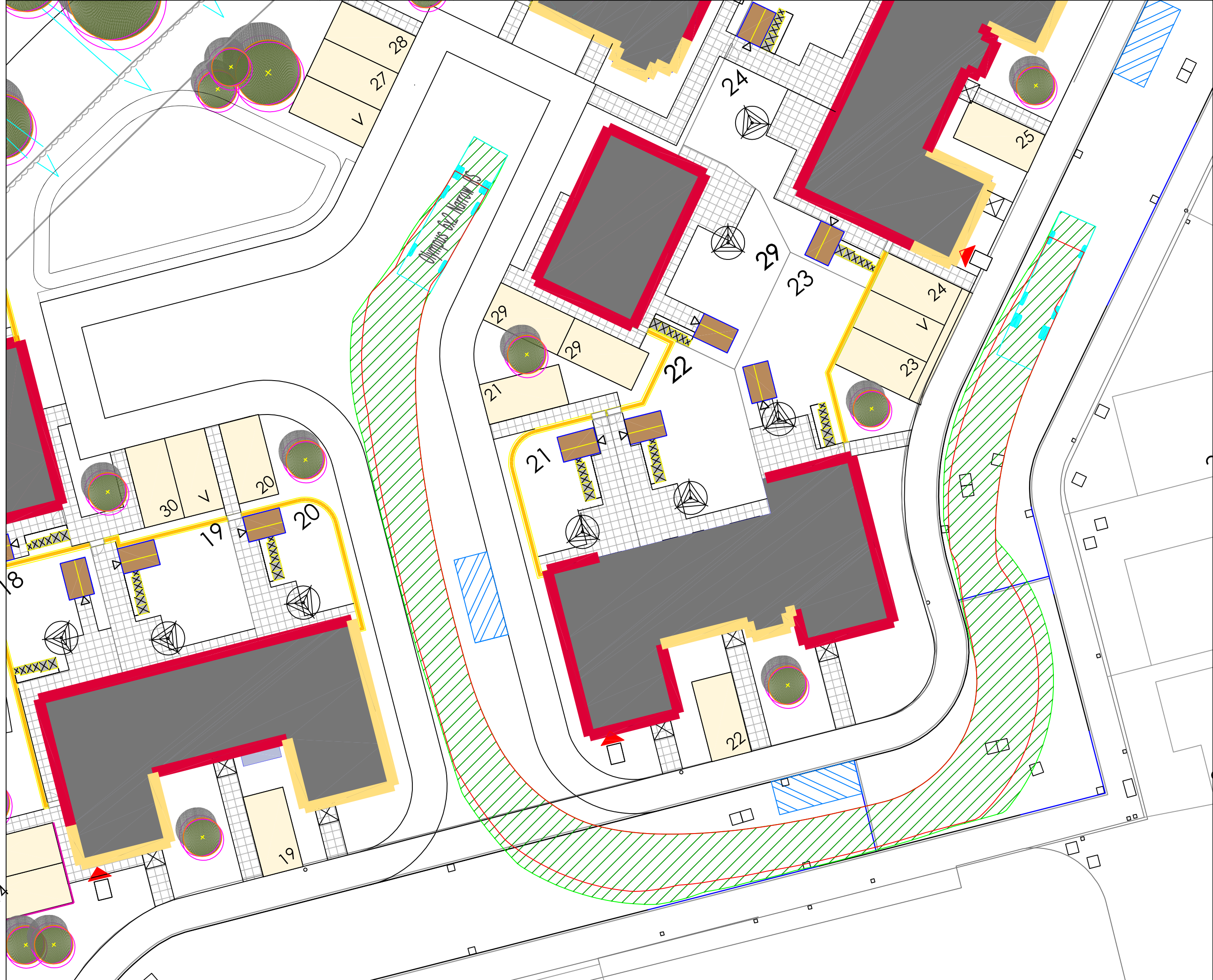
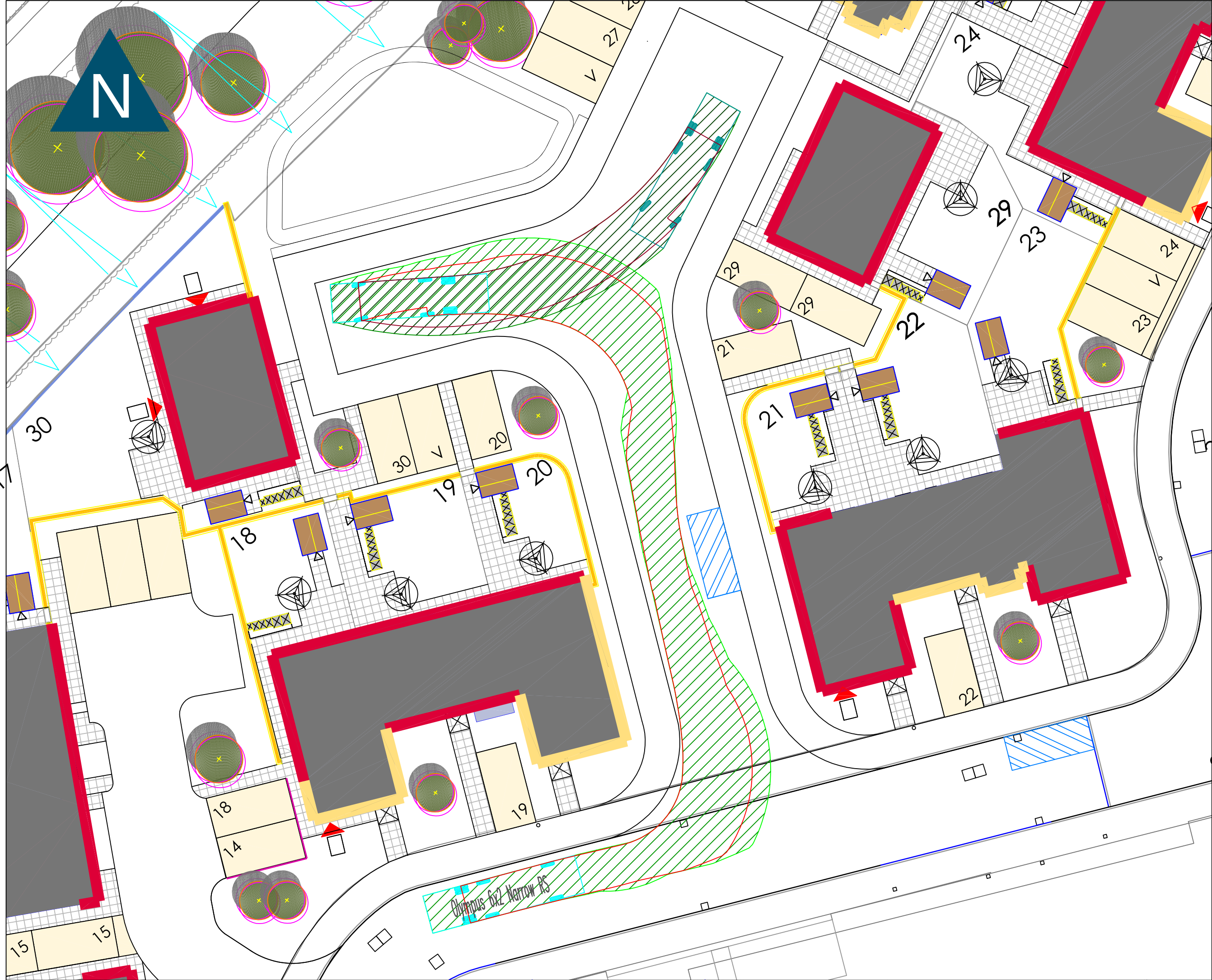
Drawing No23103.OS.105.18

CheckedHLJ

Project No23103

Client Project No

Revision



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Olympus 6x2 Narrow RS
Overall Length 9.190m
Overall Width 2.250m
Overall Body Height 3.707m
Min Body Ground Clearance 0.260m
Track Width 2.250m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.900m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924
mail@limetransport.com
www.limetransport.com

Drawing Status	Date	09.10.24
PRELIMINARY	Scale	1:200 @A1
Project	Drawn	DT
Mon Bank Sidings, Newport	Checked	HLJ
	Project No	23103
	Client Project No	
Title	Revision	
Vehicle swept path analysis 9.2m refuse vehicle		
Drawing No		
23103.OS.105.19		

Appendix D



Calculation Reference: AUDIT-258601-240222-0251

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	LS LEEDS	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
11	SCOTLAND	
	MO MORAY	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: 14 to 54 (units:)
Range Selected by User: 14 to 100 (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: 01/01/01 to 22/10/21

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 3 days
Wednesday 2 days
Thursday 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 undertaking using machines.

Selected Locations:

Edge of Town Centre 1
Suburban Area (PPS6 Out of Centre) 3
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 4
Built-Up Zone 1
No Sub Category 2

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 X days - Selected
Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:

C3 7 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 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	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
250,001 to 500,000	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	6 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	7 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
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-03-B-01 HAM DRIVE PLYMOUTH	TERRACED		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 35 Survey date: WEDNESDAY 06/07/05 Survey Type: MANUAL			
2	ES-03-B-01 BOWLEY ROAD HAILSHAM	BUNGALOWS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 14 Survey date: THURSDAY 03/07/03 Survey Type: MANUAL			
3	KS-03-B-01 WHITEACRE STREET HUDDERSFIELD DEIGHTON	MIXED HOUSES		KIRKLEES
	Edge of Town Residential Zone Total No of Dwellings: 54 Survey date: TUESDAY 17/09/13 Survey Type: MANUAL			
4	LS-03-B-02 LINCOLN GREEN ROAD LEEDS	TERRACED HOUSES		LEEDS
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings: 29 Survey date: THURSDAY 19/09/13 Survey Type: MANUAL			
5	MO-03-B-02 PLUSCARDEN ROAD ELGIN	BUNGALOWS		MORAY
	Edge of Town Centre No Sub Category Total No of Dwellings: 40 Survey date: WEDNESDAY 10/05/06 Survey Type: MANUAL			
6	MS-03-B-01 TARBOCK ROAD LIVERPOOL SPEKE	TERRACED		MERSEYSIDE
	Edge of Town Residential Zone Total No of Dwellings: 16 Survey date: TUESDAY 18/06/13 Survey Type: MANUAL			
7	SF-03-B-01 A1144 ST PETERS STREET LOWESTOFT	SEMI D./TERRACED		SUFFOLK
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 46 Survey date: TUESDAY 20/09/05 Survey Type: MANUAL			

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.41

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	7	33	0.064	7	33	0.124	7	33	0.188
08:00 - 09:00	7	33	0.137	7	33	0.265	7	33	0.402
09:00 - 10:00	7	33	0.214	7	33	0.239	7	33	0.453
10:00 - 11:00	7	33	0.154	7	33	0.175	7	33	0.329
11:00 - 12:00	7	33	0.175	7	33	0.145	7	33	0.320
12:00 - 13:00	7	33	0.188	7	33	0.171	7	33	0.359
13:00 - 14:00	7	33	0.150	7	33	0.154	7	33	0.304
14:00 - 15:00	7	33	0.201	7	33	0.188	7	33	0.389
15:00 - 16:00	7	33	0.231	7	33	0.239	7	33	0.470
16:00 - 17:00	7	33	0.175	7	33	0.175	7	33	0.350
17:00 - 18:00	7	33	0.278	7	33	0.167	7	33	0.445
18:00 - 19:00	7	33	0.154	7	33	0.128	7	33	0.282
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.121			2.170			4.291

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:

14 - 54 (units:)

Survey date date range:

01/01/01 - 22/10/21

Number of weekdays (Monday-Friday):

7

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

1

Surveys manually removed from selection:

0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 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	7	33	0.026	7	33	0.021	7	33	0.047
08:00 - 09:00	7	33	0.004	7	33	0.013	7	33	0.017
09:00 - 10:00	7	33	0.013	7	33	0.017	7	33	0.030
10:00 - 11:00	7	33	0.013	7	33	0.000	7	33	0.013
11:00 - 12:00	7	33	0.004	7	33	0.004	7	33	0.008
12:00 - 13:00	7	33	0.000	7	33	0.000	7	33	0.000
13:00 - 14:00	7	33	0.004	7	33	0.004	7	33	0.008
14:00 - 15:00	7	33	0.000	7	33	0.000	7	33	0.000
15:00 - 16:00	7	33	0.034	7	33	0.009	7	33	0.043
16:00 - 17:00	7	33	0.017	7	33	0.034	7	33	0.051
17:00 - 18:00	7	33	0.026	7	33	0.017	7	33	0.043
18:00 - 19:00	7	33	0.026	7	33	0.017	7	33	0.043
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.167			0.136			0.303

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 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	7	33	0.030	7	33	0.060	7	33	0.090
08:00 - 09:00	7	33	0.094	7	33	0.483	7	33	0.577
09:00 - 10:00	7	33	0.162	7	33	0.141	7	33	0.303
10:00 - 11:00	7	33	0.120	7	33	0.179	7	33	0.299
11:00 - 12:00	7	33	0.098	7	33	0.128	7	33	0.226
12:00 - 13:00	7	33	0.179	7	33	0.137	7	33	0.316
13:00 - 14:00	7	33	0.094	7	33	0.077	7	33	0.171
14:00 - 15:00	7	33	0.137	7	33	0.150	7	33	0.287
15:00 - 16:00	7	33	0.397	7	33	0.226	7	33	0.623
16:00 - 17:00	7	33	0.175	7	33	0.107	7	33	0.282
17:00 - 18:00	7	33	0.252	7	33	0.218	7	33	0.470
18:00 - 19:00	7	33	0.154	7	33	0.141	7	33	0.295
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.892			2.047			3.939

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
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	7	33	0.000	7	33	0.013	7	33	0.013
08:00 - 09:00	7	33	0.000	7	33	0.043	7	33	0.043
09:00 - 10:00	7	33	0.013	7	33	0.017	7	33	0.030
10:00 - 11:00	7	33	0.004	7	33	0.000	7	33	0.004
11:00 - 12:00	7	33	0.000	7	33	0.017	7	33	0.017
12:00 - 13:00	7	33	0.017	7	33	0.004	7	33	0.021
13:00 - 14:00	7	33	0.017	7	33	0.000	7	33	0.017
14:00 - 15:00	7	33	0.017	7	33	0.009	7	33	0.026
15:00 - 16:00	7	33	0.026	7	33	0.004	7	33	0.030
16:00 - 17:00	7	33	0.000	7	33	0.009	7	33	0.009
17:00 - 18:00	7	33	0.026	7	33	0.000	7	33	0.026
18:00 - 19:00	7	33	0.004	7	33	0.000	7	33	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.116			0.240

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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.41

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	7	33	0.120	7	33	0.226	7	33	0.346
08:00 - 09:00	7	33	0.295	7	33	0.949	7	33	1.244
09:00 - 10:00	7	33	0.440	7	33	0.491	7	33	0.931
10:00 - 11:00	7	33	0.346	7	33	0.444	7	33	0.790
11:00 - 12:00	7	33	0.329	7	33	0.329	7	33	0.658
12:00 - 13:00	7	33	0.440	7	33	0.363	7	33	0.803
13:00 - 14:00	7	33	0.299	7	33	0.299	7	33	0.598
14:00 - 15:00	7	33	0.436	7	33	0.436	7	33	0.872
15:00 - 16:00	7	33	0.842	7	33	0.534	7	33	1.376
16:00 - 17:00	7	33	0.444	7	33	0.423	7	33	0.867
17:00 - 18:00	7	33	0.662	7	33	0.432	7	33	1.094
18:00 - 19:00	7	33	0.410	7	33	0.363	7	33	0.773
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.063			5.289			10.352

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.*

Appendix E



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NG NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	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: 6 to 45 (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: 01/01/01 to 07/10/16

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 7 days
Wednesday 3 days
Thursday 4 days

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

Selected survey types:

Manual count 14 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) 6
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 11
Built-Up Zone 1
No Sub Category 2

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 X days - Selected
Servicing vehicles Excluded 16 days - Selected

Secondary Filtering selection:

Use Class:

C3 14 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	5 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	5 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	9 days
1.1 to 1.5	5 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:

Not Known	2 days
No	12 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	14 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AC-03-D-01 HEATH LANE CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	BLOCK OF FLATS 30 24/05/12	CHESHIRE WEST & CHESTER Survey Type: MANUAL
2	BH-03-D-03 WELLINGTON ROAD BRIGHTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	FLATS & HOUSES 15 16/10/14	BRIGHTON & HOVE Survey Type: MANUAL
3	BR-03-D-01 HONEY GARSTON ROAD BRISTOL HARTCLIFFE Edge of Town Residential Zone Total No of Dwellings: Survey date: THURSDAY	BLOCKS OF FLATS 16 02/10/03	BRISTOL CITY Survey Type: MANUAL
4	BR-03-D-03 BRISTOL ROAD BRISTOL Edge of Town No Sub Category Total No of Dwellings: Survey date: TUESDAY	BLOCKS OF FLATS 28 13/10/09	BRISTOL CITY Survey Type: MANUAL
5	DH-03-D-01 DRYBURN ROAD DURHAM FRAMWELLGATE MOOR Edge of Town No Sub Category Total No of Dwellings: Survey date: THURSDAY	BLOCKS OF FLATS 24 20/06/02	DURHAM Survey Type: MANUAL
6	HC-03-D-04 ROMSEY ROAD WINCHESTER Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCK OF FLATS 23 02/12/09	HAMPSHIRE Survey Type: MANUAL
7	LN-03-D-01 WOODFIELD AVENUE LINCOLN BIRCHWOOD Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	BLOCKS OF FLATS 20 10/09/02	LINCOLNSHIRE Survey Type: MANUAL
8	LN-03-D-02 ADDISON DRIVE LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	FLATS 22 01/07/15	LINCOLNSHIRE Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LS-03-D-01 NORTH STREET LEEDS LOVELL PARK Edge of Town Centre Built-Up Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 45 19/11/03	LEEDS Survey Type: MANUAL
10	NF-03-D-01 DICKENS AVENUE GREAT YARMOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	BLOCK OF FLATS 15 20/09/05	NORFOLK Survey Type: MANUAL
11	NG-03-D-01 WATCOMBE ROAD NOTTINGHAM CARRINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	BLOCK OF FLATS 22 23/06/15	NOTTINGHAM Survey Type: MANUAL
12	OX-03-D-01 FAIRLAWN END OXFORD UPPER WOLVERCOTE Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	FLATS 6 05/10/10	OXFORDSHIRE Survey Type: MANUAL
13	SC-03-D-01 KINGSTON ROAD STAINES Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: TUESDAY	BLOCKS OF FLATS 42 04/11/03	SURREY Survey Type: MANUAL
14	TW-03-D-01 CRAWHALL ROAD NEWCASTLE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	BLOCKS OF FLATS 45 26/04/05	TYNE & WEAR 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.

RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL PEOPLE
Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 DH-03-D-01 Tot: 0.334
85th Percentile = No. 3 LS-03-D-01 Tot: 0.844

Median Values		Mean Values	
Arrivals:	0.085	Arrivals:	0.169
Departures:	0.399	Departures:	0.458
Totals:	0.483	Totals:	0.628

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.500	1.667	2.167	1.33
2	SC-03-D-01	BLOCKS OF FLAT	STAINES	SURREY	42	Tue	04/11/03	0.333	0.690	1.023	1.52
3	LS-03-D-01	BLOCKS OF FLAT	LEEDS	LEEDS	45	Wed	19/11/03	0.133	0.711	0.844	
4	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	0.227	0.545	0.772	0.91
5	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	0.133	0.600	0.733	0.33
6	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	0.067	0.467	0.534	
7	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.036	0.464	0.500	1.18
8	TW-03-D-01	BLOCKS OF FLAT	NEWCASTLE	TYNE & WEAR	45	Tue	26/04/05	0.133	0.333	0.466	0.89
9	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	0.200	0.200	0.400	0.40
10	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.313	0.063	0.374	
11	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.130	0.217	0.347	0.48
12	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.167	0.167	0.334	
13	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	0.000	0.250	0.250	
14	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	0.000	0.045	0.045	0.55

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL PEOPLE
Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 HC-03-D-04 Tot: 0.217
85th Percentile = No. 3 LS-03-D-01 Tot: 0.889

Median Values		Mean Values	
Arrivals:	0.338	Arrivals:	0.330
Departures:	0.121	Departures:	0.182
Totals:	0.459	Totals:	0.512

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	0.550	0.600	1.150	
2	SC-03-D-01	BLOCKS OF FLAT	STAINES	SURREY	42	Tue	04/11/03	0.595	0.357	0.952	1.52
3	LS-03-D-01	BLOCKS OF FLAT	LEEDS	LEEDS	45	Wed	19/11/03	0.622	0.267	0.889	
4	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	0.600	0.133	0.733	0.33
5	TW-03-D-01	BLOCKS OF FLAT	NEWCASTLE	TYNE & WEAR	45	Tue	26/04/05	0.356	0.178	0.534	0.89
6	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	0.136	0.364	0.500	0.55
7	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.357	0.107	0.464	1.18
8	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	0.318	0.136	0.454	0.91
9	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	0.267	0.133	0.400	
10	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.292	0.083	0.375	
11	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	0.233	0.100	0.333	0.40
12	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.130	0.087	0.217	0.48
13	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.167	0.000	0.167	1.33
14	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.000	0.000	0.000	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

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RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL PEOPLE
Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 BR-03-D-01 Tot: 3.250
85th Percentile = No. 3 OX-03-D-01 Tot: 8.500

Median Values		Mean Values	
Arrivals:	2.600	Arrivals:	2.917
Departures:	2.473	Departures:	2.994
Totals:	5.072	Totals:	5.911

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	6.150	7.100	13.250	
2	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	5.200	5.333	10.533	0.33
3	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	4.500	4.000	8.500	1.33
4	SC-03-D-01	BLOCKS OF FLAT	STAINES	SURREY	42	Tue	04/11/03	3.548	3.690	7.238	1.52
5	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	2.533	3.333	5.866	
6	TW-03-D-01	BLOCKS OF FLAT	NEWCASTLE	TYNE & WEAR	45	Tue	26/04/05	2.467	2.756	5.223	0.89
7	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	2.700	2.400	5.100	0.40
8	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	2.500	2.545	5.045	0.91
9	LS-03-D-01	BLOCKS OF FLAT	LEEDS	LEEDS	45	Wed	19/11/03	2.400	2.622	5.022	
10	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	2.357	2.286	4.643	1.18
11	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	1.957	1.783	3.740	0.48
12	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	1.938	1.313	3.250	
13	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	1.545	1.545	3.090	0.55
14	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	1.042	1.208	2.250	

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RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PEDESTRIANS
Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 NG-03-D-01 Tot: 0.045
85th Percentile = No. 3 LS-03-D-01 Tot: 0.467

Median Values		Mean Values	
Arrivals:	0.048	Arrivals:	0.064
Departures:	0.160	Departures:	0.172
Totals:	0.207	Totals:	0.235

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	0.133	0.400	0.533	0.33
2	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.167	0.333	0.500	1.33
3	LS-03-D-01	BLOCKS OF FLAT	LEEDS	LEEDS	45	Wed	19/11/03	0.067	0.400	0.467	
4	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	0.000	0.400	0.400	
5	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	0.045	0.227	0.272	0.91
6	TW-03-D-01	BLOCKS OF FLAT	NEWCASTLE	TYNE & WEAR	45	Tue	26/04/05	0.111	0.111	0.222	0.89
7	SC-03-D-01	BLOCKS OF FLAT	STAINES	SURREY	42	Tue	04/11/03	0.095	0.119	0.214	1.52
8	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	0.000	0.200	0.200	
9	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.188	0.000	0.188	
10	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.043	0.087	0.130	0.48
11	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.042	0.083	0.125	
12	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	0.000	0.045	0.045	0.55
13	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.000	0.000	0.000	1.18
14	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	0.000	0.000	0.000	0.40

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RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PEDESTRIANS
Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 OX-03-D-01 Tot: 0.000
85th Percentile = No. 3 BH-03-D-03 Tot: 0.466

Median Values		Mean Values	
Arrivals:	0.079	Arrivals:	0.129
Departures:	0.039	Departures:	0.073
Totals:	0.118	Totals:	0.202

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	0.300	0.250	0.550	
2	LS-03-D-01	BLOCKS OF FLAT	LEEDS	LEEDS	45	Wed	19/11/03	0.356	0.133	0.489	
3	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	0.333	0.133	0.466	0.33
4	SC-03-D-01	BLOCKS OF FLAT	STAINES	SURREY	42	Tue	04/11/03	0.262	0.167	0.429	1.52
5	TW-03-D-01	BLOCKS OF FLAT	NEWCASTLE	TYNE & WEAR	45	Tue	26/04/05	0.156	0.133	0.289	0.89
6	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	0.091	0.091	0.182	0.55
7	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	0.091	0.045	0.136	0.91
8	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	0.067	0.033	0.100	0.40
9	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.083	0.000	0.083	
10	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	0.067	0.000	0.067	
11	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.000	0.036	0.036	1.18
12	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.000	0.000	0.000	1.33
13	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.000	0.000	0.000	0.48
14	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.000	0.000	0.000	

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RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PEDESTRIANS
Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 NG-03-D-01 Tot: 0.818
85th Percentile = No. 3 NF-03-D-01 Tot: 3.466

Median Values		Mean Values	
Arrivals:	0.935	Arrivals:	1.227
Departures:	0.808	Departures:	1.245
Totals:	1.743	Totals:	2.472

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	3.500	4.500	8.000	
2	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	3.600	3.267	6.867	0.33
3	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	1.533	1.933	3.466	
4	LS-03-D-01	BLOCKS OF FLAT	LEEDS	LEEDS	45	Wed	19/11/03	1.333	1.511	2.844	
5	SC-03-D-01	BLOCKS OF FLAT	STAINES	SURREY	42	Tue	04/11/03	1.119	1.048	2.167	1.52
6	TW-03-D-01	BLOCKS OF FLAT	NEWCASTLE	TYNE & WEAR	45	Tue	26/04/05	0.933	0.956	1.889	0.89
7	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	1.000	0.833	1.833	1.33
8	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.870	0.783	1.653	0.48
9	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	0.727	0.727	1.454	0.91
10	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.938	0.438	1.376	
11	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	0.567	0.533	1.100	0.40
12	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	0.409	0.409	0.818	0.55
13	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.321	0.286	0.607	1.18
14	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.333	0.208	0.541	

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RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CYCLISTS
Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 NG-03-D-01 Tot: 0.000
85th Percentile = No. 3 SC-03-D-01 Tot: 0.072

Median Values		Mean Values	
Arrivals:	0.000	Arrivals:	0.005
Departures:	0.000	Departures:	0.027
Totals:	0.000	Totals:	0.032

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.000	0.167	0.167	1.33
2	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	0.045	0.091	0.136	0.91
3	SC-03-D-01	BLOCKS OF FLAT	STAINES	SURREY	42	Tue	04 / 11 / 03	0.024	0.048	0.072	1.52
4	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.000	0.042	0.042	
5	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.000	0.036	0.036	1.18
6	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	0.000	0.000	0.000	
7	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	0.000	0.000	0.000	
8	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.000	0.000	0.000	
9	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	0.000	0.000	0.000	0.33
10	AC-03-D-01	BLOCK OF FLATS	CHESTER	CESHIRE WEST & CHE	30	Thu	24/05/12	0.000	0.000	0.000	0.40
11	TW-03-D-01	BLOCKS OF FLAT	NEWCASTLE	TYNE & WEAR	45	Tue	26/04/05	0.000	0.000	0.000	0.89
12	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23 / 06 / 15	0.000	0.000	0.000	0.55
13	LS-03-D-01	BLOCKS OF FLAT	LEEDS	LEEDS	45	Wed	19/11/03	0.000	0.000	0.000	
14	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.000	0.000	0.000	0.48

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RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CYCLISTS
Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 NG-03-D-01 Tot: 0.000
85th Percentile = No. 3 SC-03-D-01 Tot: 0.000

Median Values		Mean Values	
Arrivals:	0.000	Arrivals:	0.006
Departures:	0.000	Departures:	0.007
Totals:	0.000	Totals:	0.014

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	0.000	0.100	0.100	
2	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	0.091	0.000	0.091	0.91
3	SC-03-D-01	BLOCKS OF FLAT	STAINES	SURREY	42	Tue	04/11/03	0.000	0.000	0.000	1.52
4	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.000	0.000	0.000	1.33
5	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	0.000	0.000	0.000	
6	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.000	0.000	0.000	
7	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.000	0.000	0.000	1.18
8	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.000	0.000	0.000	
9	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	0.000	0.000	0.000	0.33
10	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	0.000	0.000	0.000	0.40
11	TW-03-D-01	BLOCKS OF FLAT	NEWCASTLE	TYNE & WEAR	45	Tue	26/04/05	0.000	0.000	0.000	0.89
12	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	0.000	0.000	0.000	0.55
13	LS-03-D-01	BLOCKS OF FLAT	LEEDS	LEEDS	45	Wed	19/11/03	0.000	0.000	0.000	
14	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.000	0.000	0.000	0.48

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RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CYCLISTS
Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 NG-03-D-01 Tot: 0.000
85th Percentile = No. 3 NF-03-D-01 Tot: 0.267

Median Values		Mean Values	
Arrivals:	0.018	Arrivals:	0.050
Departures:	0.052	Departures:	0.077
Totals:	0.070	Totals:	0.127

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.167	0.167	0.334	1.33
2	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	0.136	0.136	0.272	0.91
3	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	0.067	0.200	0.267	
4	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	0.100	0.150	0.250	
5	SC-03-D-01	BLOCKS OF FLAT	STAINES	SURREY	42	Tue	04/11/03	0.095	0.119	0.214	1.52
6	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.063	0.125	0.187	
7	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.036	0.036	0.072	1.18
8	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	0.000	0.067	0.067	0.33
9	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	0.033	0.033	0.066	0.40
10	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.000	0.042	0.042	
11	TW-03-D-01	BLOCKS OF FLAT	NEWCASTLE	TYNE & WEAR	45	Tue	26/04/05	0.000	0.000	0.000	0.89
12	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	0.000	0.000	0.000	0.55
13	LS-03-D-01	BLOCKS OF FLAT	LEEDS	LEEDS	45	Wed	19/11/03	0.000	0.000	0.000	
14	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.000	0.000	0.000	0.48

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

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RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 BH-03-D-03 Tot: 0.000
85th Percentile = No. 3 HC-03-D-04 Tot: 0.087

Median Values		Mean Values	
Arrivals:	0.000	Arrivals:	0.000
Departures:	0.000	Departures:	0.062
Totals:	0.000	Totals:	0.062

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.000	0.500	0.500	1.33
2	TW-03-D-01	BLOCKS OF FLAT	NEWCASTLE	TYNE & WEAR	45	Tue	26/04/05	0.000	0.156	0.156	0.89
3	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02 / 12 / 09	0.000	0.087	0.087	0.48
4	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	0.000	0.050	0.050	
5	SC-03-D-01	BLOCKS OF FLAT	STAINES	SURREY	42	Tue	04/11/03	0.000	0.048	0.048	1.52
6	LS-03-D-01	BLOCKS OF FLAT	LEEDS	LEEDS	45	Wed	19/11/03	0.000	0.022	0.022	
7	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	0.000	0.000	0.000	0.55
8	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	0.000	0.000	0.000	0.91
9	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.000	0.000	0.000	
10	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.000	0.000	0.000	1.18
11	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.000	0.000	0.000	
12	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16 / 10 / 14	0.000	0.000	0.000	0.33
13	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	0.000	0.000	0.000	0.40
14	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	0.000	0.000	0.000	

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RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 BR-03-D-01 Tot: 0.000
85th Percentile = No. 3 LS-03-D-01 Tot: 0.089

Median Values		Mean Values	
Arrivals:	0.000	Arrivals:	0.029
Departures:	0.000	Departures:	0.000
Totals:	0.000	Totals:	0.029

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.167	0.000	0.167	1.33
2	TW-03-D-01	BLOCKS OF FLAT	NEWCASTLE	TYNE & WEAR	45	Tue	26/04/05	0.089	0.000	0.089	0.89
3	LS-03-D-01	BLOCKS OF FLAT	LEEDS	LEEDS	45	Wed	19/11/03	0.089	0.000	0.089	
4	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	0.067	0.000	0.067	0.33
5	SC-03-D-01	BLOCKS OF FLAT	STAINES	SURREY	42	Tue	04/11/03	0.000	0.000	0.000	1.52
6	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	0.000	0.000	0.000	0.55
7	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	0.000	0.000	0.000	0.91
8	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	0.000	0.000	0.000	
9	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.000	0.000	0.000	0.48
10	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.000	0.000	0.000	
11	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.000	0.000	0.000	1.18
12	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.000	0.000	0.000	
13	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	0.000	0.000	0.000	0.40
14	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	0.000	0.000	0.000	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

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RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 DH-03-D-01 Tot: 0.084
85th Percentile = No. 3 TW-03-D-01 Tot: 1.222

Median Values		Mean Values	
Arrivals:	0.037	Arrivals:	0.188
Departures:	0.159	Departures:	0.240
Totals:	0.196	Totals:	0.428

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	0.733	0.867	1.600	0.33
2	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.667	0.667	1.334	1.33
3	TW-03-D-01	BLOCKS OF FLAT	NEWCASTLE	TYNE & WEAR	45	Tue	26/04/05	0.489	0.733	1.222	0.89
4	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	0.227	0.273	0.500	0.55
5	LS-03-D-01	BLOCKS OF FLAT	LEEDS	LEEDS	45	Wed	19/11/03	0.156	0.111	0.267	
6	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.043	0.174	0.217	0.48
7	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	0.050	0.150	0.200	
8	SC-03-D-01	BLOCKS OF FLAT	STAINES	SURREY	42	Tue	04/11/03	0.024	0.167	0.191	1.52
9	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	0.100	0.033	0.133	0.40
10	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.063	0.063	0.124	
11	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	0.045	0.045	0.090	0.91
12	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.042	0.042	0.084	
13	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.000	0.036	0.036	1.18
14	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	0.000	0.000	0.000	

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RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 10 HC-03-D-04 Tot: 0.130
85th Percentile = No. 3 BR-03-D-03 Tot: 0.286

Median Values		Mean Values	
Arrivals:	0.096	Arrivals:	0.096
Departures:	0.098	Departures:	0.118
Totals:	0.194	Totals:	0.214

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.333	0.333	0.666	1.33
2	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	0.167	0.133	0.300	0.40
3	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.036	0.250	0.286	1.18
4	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	0.091	0.182	0.273	0.91
5	WO-03-D-02	BLOCKS OF FLAT	WORCESTER	WORCESTERSHIRE	18	Thu	22/05/14	0.056	0.167	0.223	0.44
6	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	0.067	0.133	0.200	0.33
7	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.125	0.063	0.187	
8	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.125	0.042	0.167	
9	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	0.067	0.067	0.134	
10	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.087	0.043	0.130	0.48
11	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	0.000	0.000	0.000	0.55
12	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	0.000	0.000	0.000	

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RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 10 LN-03-D-02 Tot: 0.181
85th Percentile = No. 3 LN-03-D-01 Tot: 0.350

Median Values		Mean Values	
Arrivals:	0.128	Arrivals:	0.161
Departures:	0.085	Departures:	0.120
Totals:	0.212	Totals:	0.281

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WO-03-D-02	BLOCKS OF FLAT	WORCESTER	WORCESTERSHIRE	18	Thu	22/05/14	0.444	0.500	0.944	0.44
2	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	0.267	0.200	0.467	
3	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	0.150	0.200	0.350	
4	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	0.136	0.182	0.318	0.55
5	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	0.214	0.071	0.285	1.18
6	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	0.130	0.087	0.217	0.48
7	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.125	0.083	0.208	
8	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	0.200	0.000	0.200	0.33
9	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	0.133	0.067	0.200	0.40
10	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	0.136	0.045	0.181	0.91
11	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	0.000	0.000	0.000	1.33
12	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.000	0.000	0.000	

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RANK ORDER for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 DWELLS
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 10 DH-03-D-01 Tot: 1.375
85th Percentile = No. 3 BR-03-D-03 Tot: 3.143

Median Values		Mean Values	
Arrivals:	1.067	Arrivals:	1.175
Departures:	1.046	Departures:	1.130
Totals:	2.114	Totals:	2.305

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	LN-03-D-01	BLOCKS OF FLAT	LINCOLN	LINCOLNSHIRE	20	Tue	10/09/02	1.750	1.600	3.350	
2	OX-03-D-01	FLATS	OXFORD	OXFORDSHIRE	6	Tue	05/10/10	1.833	1.500	3.333	1.33
3	BR-03-D-03	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	28	Tue	13/10/09	1.643	1.500	3.143	1.18
4	AC-03-D-01	BLOCK OF FLATS	CHESTER	CHESHIRE WEST & CHE	30	Thu	24/05/12	1.567	1.433	3.000	0.40
5	WO-03-D-02	BLOCKS OF FLAT	WORCESTER	WORCESTERSHIRE	18	Thu	22/05/14	1.333	1.444	2.777	0.44
6	LN-03-D-02	FLATS	LINCOLN	LINCOLNSHIRE	22	Wed	01/07/15	1.091	1.136	2.227	0.91
7	HC-03-D-04	BLOCK OF FLATS	WINCHESTER	HAMPSHIRE	23	Wed	02/12/09	1.043	0.957	2.000	0.48
8	NF-03-D-01	BLOCK OF FLATS	GREAT YARMOUTH	NORFOLK	15	Tue	20/09/05	1.000	1.000	2.000	
9	BH-03-D-03	FLATS & HOUSES	BRIGHTON	BRIGHTON & HOVE	15	Thu	16/10/14	1.000	1.000	2.000	0.33
10	DH-03-D-01	BLOCKS OF FLAT	DURHAM	DURHAM	24	Thu	20/06/02	0.583	0.792	1.375	
11	NG-03-D-01	BLOCK OF FLATS	NOTTINGHAM	NOTTINGHAM	22	Tue	23/06/15	0.636	0.636	1.272	0.55
12	BR-03-D-01	BLOCKS OF FLAT	BRISTOL	BRISTOL CITY	16	Thu	02/10/03	0.625	0.563	1.187	

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