

Phase 4D Glan Llyn, Llanwern



Travel Plan

BDW South Wales

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2025

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Table of contents

1	Introduction	3
1.1	Background	3
1.2	Development proposals	3
1.3	Travel plan benefits.....	5
1.4	Structure of the report.....	5
2	Policy review	6
2.2	Planning Policy Wales – Edition 12	6
2.3	Llwybr Newydd: The Wales Transport Strategy 2021.....	6
2.4	Technical Advice Note (TAN18)	7
2.5	Wales Active Travel Act (2013)	7
2.6	Smarter working: a remote working strategy for Wales	8
2.7	Newport Local Development Plan (LDP) 2011-2026	8
3	Existing situation and accessibility	9
3.1	Site location	9
3.2	Connectivity	10
3.3	Accessibility by public transport	12
3.4	Local highway network	14
3.5	Trip generation.....	15
3.6	Likely mode share	18
4	Travel plan objectives, targets and indicators	20
4.1	Introduction	20
4.2	Aims and objectives	20
5	Travel Plan strategy	23
5.1	Introduction	23
5.2	Travel Plan funding	23
5.3	Implementation programme	23
5.4	Managing the Plan; roles and responsibilities	24
5.5	Marketing and travel information	25
6	Travel Plan measures.....	26
7	Monitoring and review	28
7.1	Introduction	28

7.2	Travel surveys	28
7.3	Reporting.....	29
8	Action Plan.....	30
8.1	Introduction	30
9	Summary.....	32

Figures

Figure 1.1	Development proposals
Figure 3.1	Site location
Figure 3.2	Location of facilities and amenities within 1.2km of the site

1 Introduction

1.1 Background

- 1.1.1 This Residential Travel Plan has been prepared by Lime Transport Limited on behalf of BDW South Wales. This Travel Plan is for Phase 4D of the Glan Llyn development (formerly Llanwern Regeneration site), located to the north of Queen's Way (A4810) in Llanwern, approximately 7km south-east of Newport City Centre.

1.2 Development proposals

- 1.2.1 An outline planning application for the wider Glan Llyn development (planning ref. 06/0471) of up to 4,000 new dwellings, a local centre, community uses, commercial, retail and recreation was submitted in March 2006 and planning consent was granted in April 2010.
- 1.2.2 The proposed development is Phase 4D, of the overall masterplan, with a total of 153 residential dwellings (135 private and 18 affordable), car and cycle parking and landscaping, with:
- 12 x 1-bedroom flats
 - 23 x 2-bedroom houses
 - 86 x 3-bedroom houses
 - 32 x 4-bedroom houses
- 1.2.3 Access to the development will be provided via two priority junctions onto Main Street to the north. The proposed development is shown in **Figure 1.1** below.



Figure 1.1 Development proposals

Pedestrian and cycle access

- 1.2.4 As part of the development, the layout of the site will provide a safe, coherent and attractive pedestrian network, with access to other residential areas to the north, east and west, as well as access to Main Street to the north.

Car and cycle parking

- 1.2.5 As set out in the Sustainable Travel SPG the required number of cycle parking spaces is, 1 space per two bedrooms. These will be provided within a secure garden shed for all dwellings without garages or within appropriately sized garages for those dwellings with a garage.

Deliveries and servicing

- 1.2.6 The internal road layout will accommodate servicing, emergency and refuse vehicle access. It is anticipated that the proposed development could generate up to a maximum of 16 service (delivery and service) vehicle trips per day (6-days/week).

- 1.2.7 Refuse collection will be undertaken up to two times per week (on the same day) by the local authority as part of the existing refuse collection.

1.3 Travel plan benefits

- 1.3.1 A travel plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives. A travel plan identifies an appropriate package of initiatives and measures to promote sustainable travel at a specific location, and sets out an Action Plan to implement these measures and monitor their success.
- 1.3.2 Travel plans can assist in increasing accessibility and improve transport conditions at the local level whilst helping to reduce congestion, local air pollution, carbon emissions and noise.
- 1.3.3 A growing body of evidence suggests that physical activity contributes to mental and physical wellbeing. The promotion of active travel (walking and cycling) as part of a travel plan enables people to enjoy these health benefits as part of their daily routine.
- 1.3.4 This Travel Plan aims to encourage the use of sustainable travel modes through assessing the existing opportunities for sustainable travel and establishing measures to promote and support these modes.
- 1.3.5 This Travel Plan has been prepared in support of the development, and covers travel by residents and visitors to the development, provides an overview of the existing conditions and transport arrangements at the site, and sets out the measures that can be introduced in order to meet the Travel Plan objectives.
- 1.3.6 This Travel Plan will be regularly reviewed, reflecting that a Travel Plan is a continuous process for improvement, requiring monitoring and revision to ensure that it remains relevant and effective. This Travel Plan will be launched to coincide with the completion of the development and the Plan will next be fully revised in five years time.

1.4 Structure of the report

- 1.4.1 Following this introductory section, the Travel Plan is structured as follows:
- Section 2 sets out the policy context for the development;
 - Section 3 summarises the existing conditions around the site;
 - Section 4 sets out the objectives, targets and performance indicators for the site;
 - Section 5 describes the travel plan strategy, including management roles and responsibilities;
 - Section 6 details the proposed measures to encourage sustainable travel and help meet the targets;
 - Section 7 identifies the travel plan monitoring process; and,
 - Section 8 maps out the Action Plan

2 Policy review

2.1.1 This section of the report outlines the relevant national, regional and local planning policies relating to transport.

2.2 Planning Policy Wales – Edition 12

2.2.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Assembly Government. It is supplemented by a series of Technical Advice Notes (TANs). Procedural advice is given in circulars and policy clarification letters.

2.2.2 The relevant policy themes are as follows:

- **Movement** – good design should avoid creation of car-based development, minimise the need to travel, reduce reliance on private car and maximise the use of sustainable and healthy travel modes. The planning system can improve the choice in transport and secure accessibility, which supports sustainable development, increases physical activity, improves health and helps to tackle climate change and air pollution.
- **Sustainable transport** – the Welsh government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. New developments should prioritise access and movement by sustainable modes - walking, cycling and public transport ahead of the private motor vehicles.
- **Parking** – parking can influence the quality of place and has a major influence on how people choose to travel. Parking provision should be informed by local context including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. It states that ‘*Planning authorities must support schemes which keep parking levels down, especially off-street parking*’ and that ‘*Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places.*’

2.3 Llwybr Newydd: The Wales Transport Strategy 2021

2.3.1 This strategy, published in March 2021, sets out the direction in which transport in Wales will be planned and managed over the next 20 years, ensuring that the goals of net zero Carbon emissions by 2050 can be achieved. The strategy sets out three core priorities as follows:

- Priority 1: Bring services to people in order to reduce the need to travel
- Priority 2: Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure
- Priority 3: Encourage people to make the change to more sustainable transport

2.4 Technical Advice Note (TAN18)

2.4.1 TAN 18 identifies that Planning Policy Wales and the Wales Transport Strategy both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities.

2.4.2 To achieve this and the core objectives, the following initiatives relevant to the proposed development are:

- Reducing the need to travel;
- Promoting walking and cycling;
- Managing parking provision; and,
- Encouraging the location of development near other related uses to encourage multi-purpose trips.

2.5 Wales Active Travel Act (2013)

2.5.1 The Active Travel (Wales) Act 2013 encourages local authorities to promote active travel such as walking and cycling. Local authorities are encouraged to improve active travel to meet the needs of pedestrians and cyclists. The act also encourages the highway authority to improve the highway to enhance the provision for cyclists and pedestrians.

2.5.2 The active travel act makes provision for:

- Approved maps of existing active travel routes and related facilities in the local area;
- Approved integrated maps of the new and improved active travel routes and related facilities needed to create integrated active travel routes;
- Local authorities to have regard of integrated network maps in preparing transport policies;
- The Welsh Ministers to report on active travel in Wales;
- The Welsh Ministers and local authorities, in the performance of functions under the Highways Act 1980, to take reasonable steps to enhance the provision made for walkers and cyclist; and
- The Welsh Ministers and local authorities to exercise their functions under the Act so as to promote active travel journeys and secure new and improved active travel routes and related facilities.

2.6 Smarter working: a remote working strategy for Wales

- 2.6.1 In September 2020, the Welsh Government announced its long-term ambition for 30% of Welsh workers to be working from, or near, home, including after the threat of Covid-19 lessens.
- 2.6.2 It states that working from home would provide the choice to work in a way, which benefits productivity and work-life balance, whilst reducing road congestion, pollution and the use of the private car and potentially drive regeneration and economic activity in communities.
- 2.6.3 It is considered that this could also drive more innovative housing design as well as community-based remote working hubs, within easy walk or cycle distance.

2.7 Newport Local Development Plan (LDP) 2011-2026

- 2.7.1 The Newport LDP was adopted in January 2015. In terms of transport, it is stated in the LDP that sustainability is at the heart of the Plan. The Council will aim to create a more integrated transport network for people and businesses, by providing more transport choices and enabling greater use of more sustainable transport modes. The plan sets out policies which will focus on improving the railway system, managing the road network, car parking, walking and cycling and Public Rights of Way (PRoW). The plan states that improved public transport for commuter journeys is seen as important for future prosperity.
- 2.7.2 In terms of sustainable transport, the Council will:
- Support railway system proposals, such as provision of a new station at Llanwern (Policy T1);
 - Development will be required to provide appropriate levels of parking in accordance with the adopted standards (Policy T4);
 - Continue to develop a network of safe walking and cycle routes (Policy T5); and,
 - Encourage improvements and extension of the PRoW network (Policy T6). It also states that any public footpath, bridleway or cycleway affected by the development will require retention or the provision of a sustainable alternative (Policy T7).

3 Existing situation and accessibility

3.1 Site location

3.1.1 This section summarises the existing transport network within the vicinity of the site, detailing the accessibility by walking, cycling, public transport and local highway network.

3.1.2 The proposed development is located to the north of Queen's Way (A4810) and forms part of the wider Glan Llyn development, in Llanwnern. The site is located approximately 3.5km to the southeast of the nearest local centre and 2km to the east of Newport Retail Park and is bounded by

- Queen's Way (A4810) to the south;
- Main Street to the north;
- Middle Reen Place to the west; and,
- Further development sites within the overall Glan Llyn Masterplan to the east.

3.1.3 The location of the development site is shown in **Figure 3.1** below.

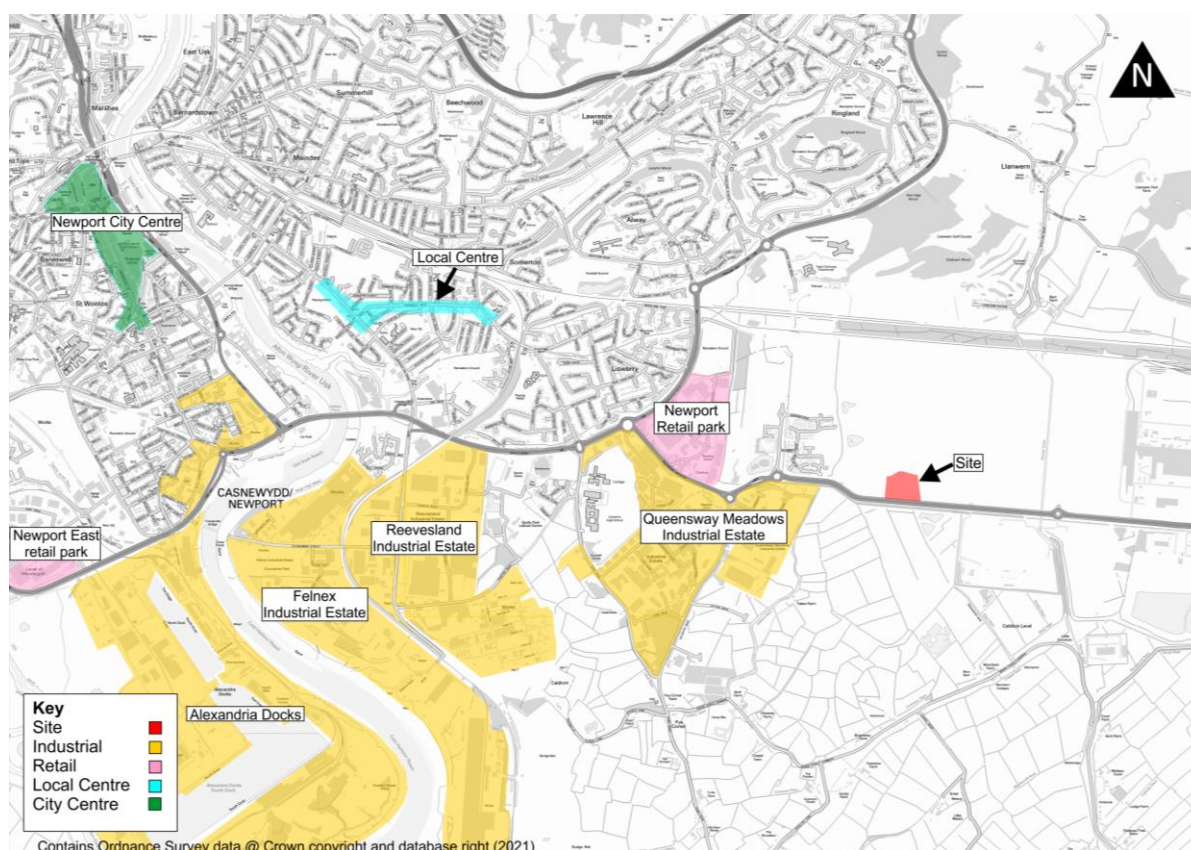


Figure 3.1 Site location

3.2 Connectivity

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

Walking

3.2.2 The key desire lines for pedestrians will be to the bus stops on Baldwin Drive, Glan Llyn Primary School and to the wider area in Glan Llyn local centre, as well as employment, community and health facilities, provided as part of future phases. There are footways provided on both sides of the carriageway within the site, and there are shared cycleways/footways provided on both sides as well as along Baldwin Drive.

3.2.3 As part of the wider development, the main link roads will be provided with shared pedestrian footways and cycleways and pedestrian and cycle routes will be provided throughout.

3.2.4 In addition, shared use 'greenways' for pedestrians and cyclists only will be provided as part of the wider development.

3.2.5 To further encourage walking and cycling, pedestrian and cycle routes will provide access to the local centre, places of employment and education facilities, which will be part of future phases.

3.2.6 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. 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.

3.2.7 There are employment, retail and restaurant facilities provided within 1.2km of the site, there are key facilities including:

- Leisure facilities;
- Lakeside Play Park; and,
- A pub/restaurant

3.2.8 Further afield, there are additional employment facilities provided at Queensway Meadows between 1km and 3.5km to the south-west. In addition, Lliswerry High School is located approximately 2.8km to the south-west of the site and Llanwern High School is within 4km of the site.

3.2.9 As the wider site is being developed, additional facilities including a primary school, sport fields, recreational and commercial space are available.

3.2.10 All amenities within 1.2km of the site are shown in **Figure 3.2** below.

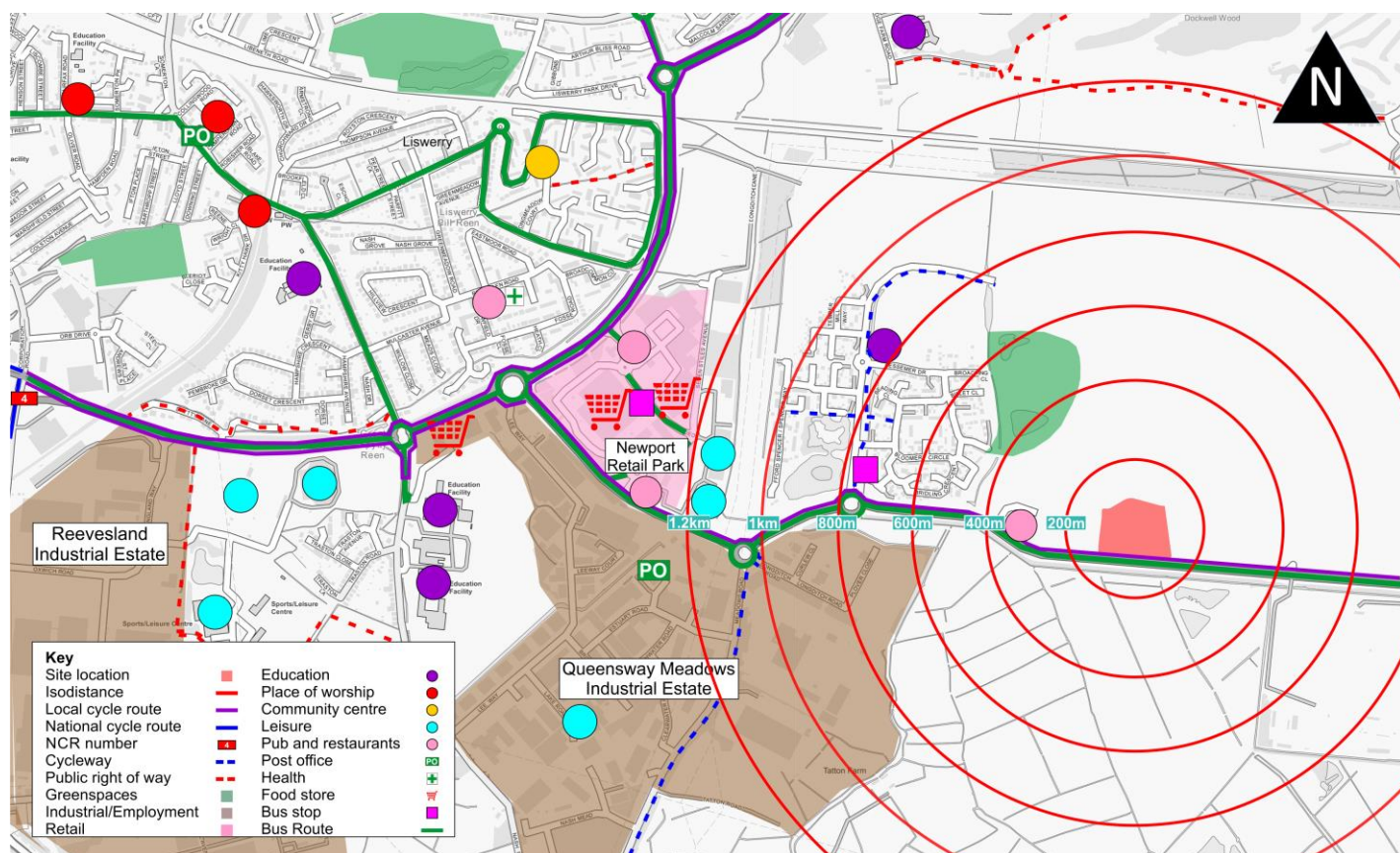


Figure 3.2 Location of facilities and amenities within 1.2km of the site

Public Rights of Way (PRoW)

3.2.11 There are various PRoWs available in the vicinity of the site. There is an existing PRoW (ref. 395/6) which runs from A48 to Greenmeadow Road in Liswerry. In addition, PRoWs (ref. 405/5, 397/2, 397/3, 397/10, 397/5, 397/6) are provided to the north of the railway line (north of the site). These can be accessed using the A48 bridge over the railway line to the north-west of the site. These PRoWs, which can be used for leisure purposes, are shown in Figure 3.2 above.

Cycling

3.2.12 There is a shared cycleway/footway provided along Queensway Meadows to the south, on one side of the carriageway. These shared cycleways provide convenient access to National Cycle Network (NCN) Route 4, approximately 3.5km to the west of the site.

- 3.2.13 NCN Route 4 is a long-distance cycle route between London and Fishguard in West Wales. In the vicinity of the site, this route provides access to Pillgwenlly, Maesglas, Duffryn to the west, Pye Corner and Redwick to the south and Caldicot and Chepstow to the east. Further afield this route provides access to Bedwas and Caerphilly. In Pillgwenlly, this route joins NCN route 4, which provides access to Newport City Centre and Crindau.
- 3.2.14 As part of the wider Glan Llyn development, cycle parking will be provided in key areas such as at the local centre, outside places of employment and schools.
- 3.2.15 The nearest cycling routes are illustrated in Figure 3.2 above.

3.3 Accessibility by public transport

Bus services

- 3.3.1 The nearest bus stops to the site are located on Baldwin Drive (Llanwern Clock), approximately 1km to the west of the site (measured from the centre of the site). This stop is served by routes 5, 74A, 74C, X74 and SJ2. A bus stop is also provided 2km to the west of the site on Central Avenue (within the Newport Retail Park). This bus stop is served additionally by routes 6, 7, 9A, 9C, 20, 21, 42, 43 and 74.
- 3.3.2 It should be noted that as part of the wider development, a bus stop will be provided adjacent to the site on Baldwin Drive, which will further improve accessibility to bus stops.
- 3.3.3 The location of the bus stops, together with bus routes that call at these stops, is shown in Figure 3.2 above.
- 3.3.4 The frequency of bus services that call at these stops are detailed in **Table 3.2** below.

Table 3.2 Summary of routes accessed at nearest bus stops

Route no.	Distance (m)	Route	Frequency	First/last service
Baldwin Drive (Llanwern Clock)				
5	850	Newport – Magor via Somerton, Lawrence Hill, Ringland, Newport Retail Park	4 per day	05:34/21:34
74A	850	Newport – Underwood via Somerton, Newport Retail Park, Langstone	6 per day	07:38/18:35
74C	850	Newport – Underwood via Somerton, Newport Retail Park, Langstone	6 per day	07:08/18:14
X74	850	Newport – Chepstow via Pillgwenlly, Magor, Undy, Rogiet, Caldicot, Portskewett	1 per hour	06:05/19:35
SJ2*	850	Always – St Joseph’s RC High School via Ringland, Ladyhill, Lliswerry, Maesglas, Duffryn	1 per day	08:13/15:53

Newport Retail Park (Central Avenue)				
6	1900	Newport – Newport Retail Park via Eveswell, Always, Ringland	1 per hour	07:07/19:08
7	1900	Newport – Newport Retail Park via Eveswell, Always, Ringland	8 per day	07:03/19:04
9A	1900	Newport – Newport Retail Park via Eveswell, Always, Ringland, Lliswerry, Somerton, Victoria	2 per day	20:24/22:01
9C	1900	Newport – Newport Retail Park via Eveswell, Always, Ringland, Lliswerry, Somerton, Victoria	3 per day	19:51/23:03
20	1900	Newport – Newport Retail Park via Maindee, Lawrence Hill, Bishpool, Ringland, Alway	6 per day	07:55/18:38
21	1900	Newport – Newport Retail Park via St Julians, Ladyhill, Bishpool, Ringland, Alway	4 per day	09:26/17:09
42	1900	Newport – Newport Retail Park via Victoria, Somerton, Lliswerry, Newport Business Park	1 per hour	06:16/19:38
43	1900	Newport – Newport Retail Park via Victoria, Lliswerry, Somerton	1 per hour	05:51/19:00
74	1900	Newport – Chepstow via Eveswell, Somerton, Langstone, Underwood, Magor, Undy, Rogiet, Caldicot, Portskewett	2 per day	20:10/22:44

*denotes a school bus service

3.3.5 As part of Section 106, a subsidy for a new bus service is required every year for nine years. This service will run with a minimum frequency of two buses per hour Monday to Saturday and a reduced frequency on Sunday and will link the wider development with Newport City Centre, other residential areas, the potential Llanwern Railway Station and Park & Ride and Llanwern employment area, although the time scale to introduce bus services is currently unconfirmed.

3.3.6 Bus infrastructure, such as bus stops and shelters, will be provided with the other public transport infrastructure. Extensions to the service will follow the build-out of the site, until a full loop around the entire development can be provided.

Railway services

3.3.7 Newport is the closest train station and is located approximately 6.5km to the north-west of the site, equivalent to a 25-minute cycle journey. This station can also be accessed by bus route X74, with a bus journey time of 21 minutes.

3.3.8 Newport railway station is managed by Transport for Wales (TfW) and is served by trains operated by TfW, Great Western Railway (GWR) and Crosscountry to the following destinations:

- Cardiff Central – 6 trains per hour
- Swansea – 2 trains per hour
- London Paddington – 2 trains per hour
- Gloucester – 2 trains per hour

- Nottingham via (Birmingham New Street) – 1 train per hour
- Taunton (via Bristol Temple Meads) – 1 train per hour
- Exeter St Davids – 1 train per hour (except between 2pm and 5pm)
- Portsmouth Harbour (via Bristol Temple Meads, Bath Spa and Southampton Central) – 1 train per hour
- Ebbw Vale Town – 1 train per hour
- Manchester Piccadilly (via Shrewsbury and Crewe) – 1 train per hour
- Chester (via Shrewsbury) – 1 train per hour (an additional bi-hourly service continues to Holyhead)
- Penzance – 1 train per day
- Edinburgh (via Birmingham New Street, Sheffield, Leeds and Newcastle) – 1 train per day

3.3.9 Newport Train Station has two allocated car parks, including Godfrey Road and High Street. Godfrey Road, adjacent to the station, has parking for 62 bicycles in the form of Sheffield Stands, these are sheltered and covered by CCTV. In addition to this there is a 246 space car park, with 14 accessible spaces, and is operated by APCOA. High Street car park is also operated by APCOA and has space for up to 20 vehicles, with two accessible parking spaces.

3.3.10 The outline planning permission safeguards land for a potential new railway station and a park & ride facility (Llanwern station) to be provided to the north-east of the wider Glan Llyn Development. The new railway station would be provided on the South Wales main line and it is anticipated that this would further encourage sustainable travel, with convenient access to Newport and Cardiff to the west and Bristol and Cheltenham to the east.

3.4 Local highway network

3.4.1 The local highway network is summarised in **Table 3.3** below.

Table 3.3 Description of local highway network

Road name	Description
Baldwin Drive	
Description	Single carriageway local access road, serving the wider Glan Llyn masterplan. The road can be accessed via a roundabout junction with A4810 Queen's Way to the south. This road provides access to the other residential access roads in the vicinity. There are footways provided along both sides of the carriageway to the south of the Stephenson Road West/Centenary Way roundabout.
Carriageway width	Approximately 6-6.5m
Speed limit	30mph
Street lighting	Yes, along the length of the carriageway
Crossing facilities	Informal crossings provided with dropped kerbs and tactile paving along the length of the carriageway
Bus route	Yes
On-street parking	No parking restrictions

Character	The road is mainly fronted with residential properties, a primary school and a wooded area
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3.5 Trip generation

3.5.1 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 that are likely to be generated by the proposed development.

3.5.2 This section, therefore, outlines the methodology used to predict the person trip generation (by mode), based on a review of the TRICS (v7.11.4) trip generation database. it should be noted that the mode split differs from Census travel to work data as TRICS considers all travel, not just commuting.

3.5.3 As noted in Section 1, it is proposed to construct a total of 153 dwellings with 135 private and 18 affordable dwellings.

Private dwellings

3.5.4 The estimated trip generation of the proposed privately owned residential aspect of the development (135 dwellings) has been estimated based on a review of the TRICS (v7.11.4) trip generation database. Sites have been selected based on the following parameters:

- Land use: Residential; Houses privately owned;
- Survey type: Manual count
- Survey days: Monday, Tuesday, Wednesday, Thursday, Friday
- Size of selected sites: 106 to 197 (units)
- Regions selected: UK excluding Greater London and Northern Ireland
- Locations: Suburban Area, Edge of Town

3.5.5 A total of 18 sites were selected, and the daily arrival and departure profiles for these sites is set out in **Appendix A** and summarised in **Table 3.4** below.

Table 3.4 Trip generation: Houses privately owned

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Total persons						
8am–9am	0.244	33	0.815	110	1.059	143
5pm–6pm	0.565	76	0.300	41	0.865	117
7am–7pm	3.880	524	3.920	529	7.800	1053
Pedestrians						
8am–9am	0.056	8	0.157	21	0.213	29
5pm–6pm	0.061	8	0.38	5	0.099	13
7am–7pm	0.588	79	0.577	78	1.165	157
Cyclists						
8am–9am	0.006	1	0.023	3	0.029	4
5pm–6pm	0.013	2	0.008	1	0.021	3
7am–7pm	0.090	12	0.095	13	0.185	25
Public transport users						
8am–9am	0.000	0	0.018	2	0.018	2
5pm–6pm	0.019	3	0.001	0	0.020	3
7am–7pm	0.085	11	0.090	12	0.175	24
Vehicles						
8am–9am	0.158	21	0.369	50	0.527	71
5pm–6pm	0.344	46	0.183	25	0.527	71
7am–7pm	2.261	305	2.278	308	4.539	613
Vehicle occupants						
8am–9am	0.181	24	0.617	83	0.798	108
5pm–6pm	0.472	64	0.254	34	0.726	98
7am–7pm	3.118	421	3.158	426	6.276	847

3.5.6 It can be seen from the table above that the proposed privately owned aspect of the development (135 dwellings) could generate up to 71 vehicle movements (two-way) in AM and PM peak period with up to 613 vehicle movements (two-way) throughout the day.

Affordable dwellings

3.5.7 The estimated trip generation for the proposed affordable residential aspect of the development (18 dwellings) has been estimated based on a review of the TRICS (v.7.11.4) trip generation database. Sites have been selected based on the following parameters:

- Land use: Residential; Affordable/Local Authority Houses;
- Survey type: Manual count
- Survey days: Friday
- Size of selected sites: 14 to 280 (units)
- Regions selected: UK excluding Greater London and Northern Ireland;
- Locations: Suburban Area

3.5.8 A total of one site has been selected, and the daily arrival and departure profile for these sites is set out in **Appendix B** and summarised in **Table 3.5** below.

Table 3.5 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 persons						
8am–9am	0.158	3	0.789	14	0.947	17
5pm–6pm	0.421	8	0.211	4	0.632	11
7am–7pm	4.001	72	4.263	77	8.264	149
Pedestrians						
8am–9am	0.053	1	0.237	4	0.290	5
5pm–6pm	0.079	1	0.260	5	0.339	6
7am–7pm	1.186	21	1.262	23	2.448	44
Cyclists						
8am–9am	0.000	0	0.053	1	0.053	1
5pm–6pm	0.079	1	0.260	5	0.339	6
7am–7pm	0.290	5	0.290	5	0.580	10
Public transport users						
8am–9am	0.000	0	0.316	6	0.316	6
5pm–6pm	0.053	1	0.026	0	0.079	1
7am–7pm	0.790	14	0.842	15	1.632	29
Vehicles						
8am–9am	0.132	2	0.158	3	0.290	5
5pm–6pm	0.053	1	0.026	0	0.079	1
7am–7pm	1.371	25	1.421	26	2.792	50
Vehicle occupants						
8am–9am	0.105	2	0.184	3	0.289	5
5pm–6pm	0.211	4	0.105	2	0.316	6
7am–7pm	1.737	31	1.867	34	3.604	65

3.5.9 It can be seen from the table above that the proposed affordable aspect of the development (18 dwellings) could generate up to five vehicle movements (two-way) in the AM peak period, one vehicle movement (two-way) on the PM peak period and up to 50 vehicle movements (two-way) throughout the day.

Overall

3.5.10 The total trips generated by 153 dwellings (135 private and 18 affordable) is shown in **Table 3.6** below.

Table 3.6 Trip generation: combined

Time period	No. of arrivals	No. of departs	Total movements	Mode split
Total persons				
8am–9am	36	124	160	100%
5pm-6pm	84	44	128	
7am-7pm	596	606	1202	
Pedestrians				
8am–9am	9	25	34	17%
5pm-6pm	10	10	19	
7am-7pm	101	101	201	
Cyclists				
8am–9am	1	4	5	3%
5pm-6pm	3	2	5	
7am-7pm	17	18	35	
Public transport users				
8am–9am	0	8	8	4%
5pm-6pm	3	2	5	
7am-7pm	26	27	53	
Vehicles				
8am–9am	24	53	76	55%
5pm-6pm	49	27	76	
7am-7pm	330	333	663	
Vehicle occupants				
8am–9am	26	87	113	21%
5pm-6pm	68	36	104	
7am-7pm	452	460	912	

3.5.11 It can be seen from the table above that the proposed development of 153 residential dwellings could generate up to:

- 76 vehicle movements (two-way) in the AM and PM peak period which equates to an average of approximately one vehicle every 47 seconds;
- 663 vehicle movements (two-way) throughout the day which equates to an average of approximately one vehicle every 1 minute 5 seconds;

3.6 Likely mode share

3.6.1 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.¹

¹ It should be noted that whilst the 2021 Census 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.

3.6.2 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).

3.6.3 **Table 3.7** below summarises the modal split for residents, (for the Lower Super Output Area (LSOA 004D), Middle Super Output Area (MSOA 004) and Newport as a whole). These have been extracted from the 2011 Census Travel to Work datasets. These modal splits will be applied to the total adult population. The mode share excludes those not currently working but includes those working from home.

Table 3.1 Mode split for journey to work based on 2011 Census data

Mode	Mode share (%)		
	LSOA 004D	MSOA 004	Newport
Underground	0	0	0
Train	2	2	2
Bus, minibus or coach	4	3	8
Taxi	0	0	1
Motorcycle, scooter or moped	1	1	1
Car or van (as driver)	82	84	69
Passenger in car or van	6	5	8
Cycle	0	1	2
Walk	4	4	10
Other	1	1	1
Total	100%		

3.6.4 It should be noted that, Census Travel to Work data differs from the trip generation survey data, as the survey data records vehicle journeys for all purposes, not just work related.

3.6.5 The actual mode split for residents will only be known once the baseline travel surveys have been carried out. However, it can be seen from the table above that, in the LSOA (004D) in which the site is located, 82% of existing residents drive to work, with a further 6% travelling as a passenger. It can also be seen that only 10% use sustainable modes of travel. It is considered that future residents will have similar patterns to those residents in the immediate area. Targets will focus on reducing use of the car further, particularly single occupancy vehicle trips, and encouraging more sustainable modes of travel, especially walking and cycling.

3.6.6 Baseline travel surveys will be carried out when the site is substantially occupied (50%), likely to be 2023. All travel surveys at the site will be TRICS compliant and will record data regarding residents' travel patterns, and deliveries and servicing movements. The results from the baseline travel surveys will form the basis for the development of the travel plan targets.

4 Travel plan objectives, targets and indicators

4.1 Introduction

4.1.1 An outcomes approach is used for this Travel Plan, with specific outcomes linked to targets. The section below sets out the overarching aims and specific objectives for the Travel Plan, as well as targets for the short and medium term, through which progress towards meeting the overall targets will be measured.

4.1.2 Objectives are the specific statements that define the measurable outcomes of the Travel Plan, and give it direction and focus. Targets are the measurable goals by which progress can be assessed. Targets have been set which will be reached within the five-year period covered by this Travel Plan. In addition, interim targets have also been set.

4.2 Aims and objectives

4.2.1 The primary focus of this Travel Plan is to increase the proportion of journeys by public transport and active travel modes and reduce the number of single occupancy vehicle trips. Ensuring that facilities and support are in place is vital to the success of the Travel Plan. This Travel Plan assists in achieving national and local policy aims and has the potential to benefit the site and its local community.

4.2.2 The specific objectives for this Travel Plan are to:

1. Increase the share of journeys made on foot, by bicycle and public transport;
2. Reduce single occupancy vehicle trips associated with the development, particularly during peak hours;
3. Address the access needs of all site users, by supporting walking, cycling and public transport to promote healthy lifestyles and sustainable communities;
4. Improve awareness amongst residents about the different travel options and facilities to promote sustainable travel behaviour; and,
5. Reduce the need to travel.

4.2.3 Targets are the measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring the progress and success of the Travel Plan. The targets are set out in **Table 4.1** below and are to be achieved within five years of the launch of the Travel Plan in **2026**, which will be monitored by the Travel Plan Coordinator (TPC). Indicators are the elements which will be measured in order to assess progress towards the targets. The baseline values are based on the mode splits set out in Section 3 above. These targets will be updated based on the results of the baseline travel surveys.

4.2.4 It is stated in the approved framework travel plan (July 2011) that indicative targets for mode shift will be as follows:

- Prior to implementation of new bus services – 5%

- Following implementation of bus services – 10%
- Following provision of local centre and school – 15%
- On full build out of the development – 20%

4.2.5 It is not anticipated that the local centre will be completed within the next few years, therefore, as with other completed phases of the overall masterplan a 10% shift from private car to public transport and active travel has been adopted as realistic (achievable) target.

Table 4.1 Travel plan targets

Target (and specific objectives met)	Indicators	Residents’ mode split		
		Baseline value %	Interim target %	Target %
Aim targets				
Increase the use of active travel modes and encourage working from home (1,2,5)	All trips made by public transport	6	8	10
	All trips made by walking and cycling	4	7	9
	All trips made by car (as driver)	82	77	72
	All trips made by car (as passenger)	5	5	5
	Other	3	3	3
Action targets				
Appoint a TPC (1,2,3,4,5)	Appointment confirmed		n/a	
Produce a Travel Welcome Pack (4,5)	Complete and issue pack		n/a	
Address the access needs of site users by implementing measures and policies to support walking, cycling and use of public transport (3)	Take up of initiatives		n/a	
Improve awareness amongst site users of alternative travel options, policies and availability of facilities (1,4)	n/a		n/a	
Encourage working from home (1,2,4,5)	Provide broadband in all dwellings		n/a	
Provide appropriate cycle and car parking, including wheelchair accessible spaces (2,3)	Installation of cycle and car parking spaces in accordance with Newport City Council’s Standards		n/a	
Promote alternatives to single vehicle occupancy trips for essential car travel (1,2,4)	Take up of initiatives		n/a	

4.2.6 The scope for reducing single occupancy vehicle trips is based on:

- The range of local amenities within easy walking and cycling distance of the site, which will improve as the wider masterplan is developed;
- The availability of walking and cycling infrastructure surrounding the site, which will improve as the wider masterplan is developed;
- The availability of public transport in the vicinity of the site, which will improve as the wider masterplan is developed; and,
- Increased number of people working from home, following the COVID-19 pandemic. This is in line with Welsh Government's announcement (see section 2).

5 Travel Plan strategy

5.1 Introduction

5.1.1 This Travel Plan strategy sets out the stages by which the Travel Plan will be developed and implemented and contains the following key elements:

- Securing the resources (including time) that are necessary to develop and implement the Travel Plan;
- The programme of implementation of the Plan;
- Managing the Plan including the roles and responsibilities of the Travel Plan Co-ordinator;
- Identifying and engaging with partners; and,
- Marketing the Plan.

5.2 Travel Plan funding

5.2.1 The funding of the Travel Plan will be the responsibility of the developer, BDW South Wales. The developer is fully committed to the implementation of this Travel Plan and its maintenance over a five-year period.

5.3 Implementation programme

5.3.1 The implementation programme provides a clear timescale for how and when different aspects of the Travel Plan will be implemented, and by whom. **Table 5.1** below sets out the implementation programme. As stated in the Sustainable Travel SPG (July 2020), monitoring reports will be produced annually.

Table 5.1 Travel Plan implementation

Action	Target
Implementation of physical measures including cycle, car parking and public transport infrastructure where necessary	During construction
Appointment of TPC	Before first occupation
Production of Travel Welcome Pack and other information	Before first occupation
Issue Travel Welcome Pack	First occupation
Baseline (TRICS compliant) travel survey	Within 3 months of substantial (at least 50%) occupation
Travel Plan amended with survey results and target setting, to be submitted to Newport City Council	Within 3 months of baseline travel survey
Initial (TRICS compliant) travel survey	Year 1 of Travel Plan
Monitoring report submitted to Newport City Council	Within 1 month of initial travel survey
Residents' questionnaire	Year 2 of the Travel Plan

Monitoring report submitted to Newport City Council	Within 3 months of residents' questionnaires
Interim (TRICS compliant) travel survey	Year 3 of Travel Plan
Monitoring report submitted to Newport City Council	Within 1 month of interim travel survey
Residents' questionnaire	Year 4 of the Travel Plan
Monitoring report submitted to Newport City Council	Within 1 month of residents' questionnaires
Final (TRICS compliant) travel survey	Year 5 of Travel Plan
Full review at end of year 5 and submit final report to Newport City Council	Within 1 month of final travel survey

5.4 Managing the Plan; roles and responsibilities

Travel Plan co-ordinator

5.4.1 The success of travel plans is dependent on nominated individuals being given appropriate time and resources. A Travel Plan Co-ordinator (TPC) will need to be appointed to manage the Travel Plan, introduce new initiatives, ensure delivery of the Travel Plan and monitor its effectiveness.

5.4.2 It is likely that the TPC role will be fulfilled by a member of BDW South Wales (who would undertake the role as part of their wider responsibilities within the organisation), or via an appointed consultant.

5.4.3 The TPC's duties will include:

- Support, oversee and implement the Plan requirements;
- Distribute the travel information pack and public transport tickets;
- Implement effective marketing and awareness-raising campaigns to promote the Plan initiatives;
- Ensure cycle storage facilities are functional and maintained;
- Organise traffic counts and travel surveys; and,
- Update the Plan and produce monitoring reports.

Partners and stakeholders

5.4.4 Travel plans need partnerships for success. Organisations need to work with a number of partners and internal stakeholders during the implementation process. It is expected that all partners will make an active contribution to the process. The TPC will be a central figure in establishing partnerships and maintaining links and lines of communication, which may include Newport City Council and the community residents' group.

5.5 Marketing and travel information

5.5.1 Marketing and awareness raising strategies form an important part of all travel plans. They raise awareness of travel options and the benefits of more sustainable and active travel. To be successful the Travel Plan will need promotion and marketing to highlight the benefits and opportunities it provides.

5.5.2 The first step towards behavioural change is for an individual to understand and consider the options which are realistically available to them and the benefits and disadvantages of each. One barrier to behavioural change is a lack of knowledge about these options. Therefore, complete and easy to understand information about travel data is an essential ingredient of any travel plan.

5.5.3 Marketing can be used through various stages of the Plan development, including:

- Introducing the Travel Plan concept;
- Production and distribution of the residents' travel pack;
- Introduction of measures and initiatives; and,
- General promotional campaigns to highlight the financial, social and environmental benefits associated with sustainable travel options.

5.5.4 The measures set out in Section 6 could be introduced to ensure efficient and extensive dissemination of travel options information using a variety of techniques including printed materials, electronic media and through activities and events. Specific communication tools and techniques used to promote the Travel Plan could include:

- Printed materials – annual newsletters
- Electronic media - Travel Plan published on website and/or emailed to site users
- Events – support national campaigns
- Travel information packs on first occupation, with links to key travel resources, including:
 - Public transport timetables, routes, fares (e. e.g. www.traveline.co.uk, <https://www.stagecoachbus.com/>, www.nationalrail.co.uk and <https://tfwrail.wales/>, <https://www.newportbus.co.uk/>)
 - Bicycle information (e.g. www.sustrans.gov.uk, <https://www.newport.gov.uk/en/Leisure-Tourism/Activities/Cycling.aspx> and <https://www.bikeabilitywales.org.uk/>
 - Active travel promotion by using online portals such as <https://www.newport.gov.uk/en/Transport-Streets/Active-Travel/Active-Travel-maps.aspx>
 - Car-sharing databases (www.liftshare.com, <https://gocarshare.com>)
- Social media sites providing up-to-date travel information
- Providing information about all travel options and the benefits of choosing sustainable travel modes in the travel pack
- Articles and information on Newport City Council's website

6 Travel Plan measures

- 6.1.1 Familiar journeys tend to be habitual and life-changing events (including moving to a new house) and can provide a catalyst for change. It is considered that given the size of the development, the most important measures with the potential to influence travel choices will be those available from first occupation. This Travel Plan focuses on providing measures (including built measures and information) upon first occupation.
- 6.1.2 This section of the Travel Plan is key to successfully delivering effective travel change. A package of measures and initiatives has been designed to meet the targets of the Travel Plan. **Table 6.1** below lists the measures that will be considered to encourage more sustainable travel to the site.
- 6.1.3 The measures listed below are designed to make sustainable travel choices easier and more affordable. This will reward sustainable travel users and ensure this mode share is increased.

Table 6.1 Measures and initiatives to promote sustainable travel

Strategy	Measures
Initiatives to support walking	Promote safe, local walking routes through distribution of links to local route maps within residents' travel pack
	Provide connections between the site and the wider masterplan
	Provide information on route planner apps and website
	Raise awareness of health and financial benefits of walking
	Promote awareness raising events like Walk to Work Week, Walk to Work Day, Walk to School Week and Walk to School Day
Initiatives to support cycling	Provide convenient, secure and well-lit cycle parking.
	Provide connections between the site and the wider masterplan
	Provide links to relevant route maps and local cycle routes within residents' travel pack
	Promote use of route planners
	Promote events like National Cycle to Work Day and Week
Initiatives to support use of public transport	Provide information about carrying cycles on trains.
	Provide clear public transport information regarding services and location of facilities in travel pack.
	Provide links to information services e.g National Rail/Transport for Wales enquiries and the details of service providers
Reducing the need to travel and car ownership	Promote use of route planners
	Promote working from home/hybrid working
	Provide information on nearby parcel collection points
	Promote home deliveries and the use of online food superstores in the residents' travel pack
	Provide information on car sharing databases
	Promote shopping locally
	Highlight the benefits car sharing and use of car club

Welcome packs

- 6.1.4 Travel Packs will be produced and made available to residents. The Travel Pack will be distributed to all new residents. A key role of the Travel Pack will be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan and the travel options available to them.
- 6.1.5 Travel Packs may include the following: TPC contact details; walking and cycling routes; cycle parking; local cycle shops; cycle training and bike maintenance sessions; public transport information; information on car clubs; and local services and facilities.
- 6.1.6 Travel Packs may also include links to public transport such as TrawsCymru (<https://traws.cymru/en>), Transport for Wales (<https://www.tfw.wales>), Newport Bus (<https://www.newportbus.co.uk/>) and Cardiff Bus (<https://www.cardiffbus.com/>).

7 Monitoring and review

7.1 Introduction

- 7.1.1 The Travel Plan is a continuous process for improvement, requiring monitoring, review and revision to ensure that it remains relevant to those using this site. This document sets out the plans for monitoring and review of the Travel Plan over the next five years (2024-2029). The monitoring and review of the Travel Plan will be the responsibility of the TPC who will arrange travel surveys, collate the resulting information, review progress towards meeting targets, recommend new initiatives and submit the monitoring reports to Newport City Council.

7.2 Travel surveys

- 7.2.1 As outline in the Framework Travel Plan, travel surveys (TRICS compliant) will be undertaken in the first year (baseline – at least 50% occupation) and years one (initial), years three (interim) and five (final) of the Travel Plan and residents' questionnaires would be undertaken in years 2 and 4 (as shown in **Table 7.1**).
- 7.2.2 This will enable the Travel Plan to be monitored to see how successful it has been in inducing modal shift and enable a review of the current measures so they can be adjusted and new measures introduced where necessary. The data collected during these surveys may include multimodal counts and parking surveys.
- 7.2.3 It is likely that an independent travel survey company will be appointed to carry out these surveys.

Table 7.1 Monitoring plan

Data collection and reporting	Key information	When/how frequently	By whom
Travel survey	No. of trips Mode share	Baseline in 2023 (at 50% occupation) Initial – year 1 Interim – year 3 Final – year 5	TPC (using TRICS compliant survey methods)
Residents' questionnaire	Residents' attitudes to travel modes	Years 2 and 4	TPC
Baseline survey report and Travel Plan amendments (if required)	Travel survey results Setting targets Any revisions to measures	Within 3 month of baseline survey	TPC
Site audit (if site situation/facilities change)	Use of car and cycle parking, lighting on footways, etc.	At 50% occupation and years 1, 3, 5	TPC
Records of new travel plan initiatives	New initiatives	Annually	TPC
Monitoring report	Travel survey results How targets are being met Any revisions to measures	Annually (within 1 month of initial, interim and final travel surveys)	TPC

7.3 Reporting

- 7.3.1 The Travel Plan will be amended, with targets set, following the baseline travel surveys. This report will be submitted to the Newport City Council for approval. Subsequent monitoring reports will be submitted annually following the completion of the initial surveys.
- 7.3.2 The results of the travel surveys and of any review of the Travel Plan will be reported to the Newport City Council.
- 7.3.3 Key surveys and/or monitoring findings and updates to the Travel Plan will be disseminated and publicised to residents where appropriate, as part of the annual newsletter.

8 Action Plan

8.1 Introduction

- 8.1.1 The Action Plan brings together all the measures outlined in this Travel Plan and sets a timescale for implementation that runs over five years.

Action plan

- 8.1.2 Implementation of the majority of the actions will be the responsibility of the TPC. However, gaining support from other agencies (including Newport City Council) will be vital if the Travel Plan is to succeed and achieve results.
- 8.1.3 The Action Plan is outlined in **Table 8.1** below.

Table 8.1 Action Plan

Action	Target date	Funding	Responsibility
Provision of physical measures (to include cycle and car parking provision, walking and cycling routes through development etc.)	Before first occupation	BDW South Wales	BDW South Wales
Secure funding of the TP	Before first occupation	BDW South Wales	BDW South Wales
Appointment of TPC	Before first occupation	BDW South Wales	BDW South Wales
Production of travel pack	Before first occupation	BDW South Wales	TPC
Carry out site audit	Before first occupation	BDW South Wales	TPC
Distribution of travel pack	First occupation	BDW South Wales	TPC
Promotion of 'soft' TP measures	Upon first occupation and then ongoing	BDW South Wales	TPC
Baseline (TRICS compliant) travel survey to be undertaken	Within 3 months of 50% occupation	BDW South Wales	TPC
Amended Travel Plan with survey results and targets setting to be submitted to Newport City Council	Within 3 months of the baseline travel survey	BDW South Wales	TPC
Initial (TRICS compliant) travel survey to be undertaken	Year 1 of the Travel Plan	BDW South Wales	TPC
Submit initial monitoring report to the Newport City Council	Within 1 month of the results of the Year 1 survey	BDW South Wales	TPC
Carry out residents' questionnaires	Year 2	BDW South Wales	TPC
Submit monitoring report to the Newport City Council	Within 1 month of the results of the Year 2 survey	BDW South Wales	TPC
Interim (TRICS compliant) travel survey to be undertaken	Year 3 of the Travel Plan	BDW South Wales	TPC

Submit interim monitoring report to the Newport City Council	Within 1 month of the results of the Year 3 survey	BDW South Wales	TPC
Carry out residents' questionnaires	Year 4	BDW South Wales	TPC
Submit interim monitoring report to the Newport City Council	Within 1 month of the results of the Year 4 survey	BDW South Wales	TPC
Final (TRICS compliant) travel survey	Year 5 of the Travel Plan	BDW South Wales	TPC
Submit final monitoring report to the Newport City Council	Within 1 month of the results of the Year 5 survey	BDW South Wales	TPC

9 Summary

- 9.1.1 BDW South Wales has agreed to the Travel Plan arrangements, which demonstrate the importance of the environmental, health and commercial benefits of increasing the use of more sustainable modes of travel as an alternative to the private car. BDW South Wales is committed to developing this Travel Plan with the support of Newport City Council.
- 9.1.2 It is proposed that, subject to agreement with Newport City Council, the Travel Plan will be produced prior to first occupation of the development.

Appendices



Appendix A



Calculation Reference: AUDIT-258601-250630-0612

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	2 days
	KC KENT	2 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 106 to 197 (units:)
Range Selected by User: 100 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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

Selected survey days:

Monday	1 days
Tuesday	9 days
Wednesday	4 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	18 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:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	16

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	17
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	26 days - Selected

Secondary Filtering selection:

Use Class:

C3	18 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	6 days
15,001 to 20,000	4 days
20,001 to 25,000	4 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:

25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	10 days

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

Car ownership within 5 miles:

1.1 to 1.5	16 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	17 days
No	1 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	18 days
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This data displays the number of selected surveys with PTAL Ratings.

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

1	DC-03-A-11 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category Total No of Dwellings:	141	
	Survey date: TUESDAY	31/10/23	Survey Type: MANUAL
2	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	110	
	Survey date: WEDNESDAY	12/10/22	Survey Type: MANUAL
3	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	139	
	Survey date: THURSDAY	28/09/23	Survey Type: MANUAL
4	ES-03-A-14 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	120	
	Survey date: TUESDAY	30/04/24	Survey Type: MANUAL
5	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	125	
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL
6	HC-03-A-36 HAVANT ROAD EMSWORTH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	145	
	Survey date: TUESDAY	12/09/23	Survey Type: MANUAL
7	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-12 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 186 Survey date: TUESDAY 19/09/23	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
9	NF-03-A-35 REPTON AVENUE NORWICH Edge of Town Residential Zone Total No of Dwellings: 116 Survey date: WEDNESDAY 28/09/22	MIXED HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
10	NF-03-A-52 LYNNSPORT WAY KING'S LYNN Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 130 Survey date: TUESDAY 07/11/23	MIXED HOUSES	NORFOLK	Survey Type: MANUAL
11	SF-03-A-09 FOXHALL ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 179 Survey date: THURSDAY 24/06/21	MIXED HOUSES & FLATS	SUFFOLK	Survey Type: MANUAL
12	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE Edge of Town Residential Zone Total No of Dwellings: 149 Survey date: TUESDAY 22/06/21	TERRACED & SEMI-DETACHED	SUFFOLK	Survey Type: MANUAL
13	WB-03-A-03 DORKING WAY READING CALCOT Edge of Town Residential Zone Total No of Dwellings: 108 Survey date: FRIDAY 09/09/22	MIXED HOUSES	WEST BERKSHIRE	Survey Type: MANUAL
14	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total No of Dwellings: 180 Survey date: THURSDAY 19/04/18	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
16	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
17	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	129	
	Survey date: TUESDAY	19/03/24	Survey Type: MANUAL
18	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: TUESDAY	14/05/24	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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.72

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	18	143	0.083	18	143	0.313	18	143	0.396
08:00 - 09:00	18	143	0.158	18	143	0.369	18	143	0.527
09:00 - 10:00	18	143	0.138	18	143	0.156	18	143	0.294
10:00 - 11:00	18	143	0.128	18	143	0.144	18	143	0.272
11:00 - 12:00	18	143	0.138	18	143	0.127	18	143	0.265
12:00 - 13:00	18	143	0.154	18	143	0.148	18	143	0.302
13:00 - 14:00	18	143	0.148	18	143	0.141	18	143	0.289
14:00 - 15:00	18	143	0.155	18	143	0.201	18	143	0.356
15:00 - 16:00	18	143	0.274	18	143	0.176	18	143	0.450
16:00 - 17:00	18	143	0.268	18	143	0.164	18	143	0.432
17:00 - 18:00	18	143	0.344	18	143	0.183	18	143	0.527
18:00 - 19:00	18	143	0.273	18	143	0.156	18	143	0.429
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.261			2.278			4.539

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:	106 - 197 (units:)
Survey date date range:	01/01/16 - 28/06/24
Number of weekdays (Monday-Friday):	18
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	143	0.002	18	143	0.012	18	143	0.014
08:00 - 09:00	18	143	0.006	18	143	0.023	18	143	0.029
09:00 - 10:00	18	143	0.003	18	143	0.002	18	143	0.005
10:00 - 11:00	18	143	0.003	18	143	0.003	18	143	0.006
11:00 - 12:00	18	143	0.003	18	143	0.002	18	143	0.005
12:00 - 13:00	18	143	0.002	18	143	0.005	18	143	0.007
13:00 - 14:00	18	143	0.003	18	143	0.004	18	143	0.007
14:00 - 15:00	18	143	0.005	18	143	0.008	18	143	0.013
15:00 - 16:00	18	143	0.021	18	143	0.011	18	143	0.032
16:00 - 17:00	18	143	0.019	18	143	0.010	18	143	0.029
17:00 - 18:00	18	143	0.013	18	143	0.008	18	143	0.021
18:00 - 19:00	18	143	0.010	18	143	0.007	18	143	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.095			0.185

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.

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	143	0.089	18	143	0.432	18	143	0.521
08:00 - 09:00	18	143	0.181	18	143	0.617	18	143	0.798
09:00 - 10:00	18	143	0.166	18	143	0.203	18	143	0.369
10:00 - 11:00	18	143	0.163	18	143	0.191	18	143	0.354
11:00 - 12:00	18	143	0.173	18	143	0.162	18	143	0.335
12:00 - 13:00	18	143	0.201	18	143	0.190	18	143	0.391
13:00 - 14:00	18	143	0.196	18	143	0.178	18	143	0.374
14:00 - 15:00	18	143	0.203	18	143	0.263	18	143	0.466
15:00 - 16:00	18	143	0.481	18	143	0.232	18	143	0.713
16:00 - 17:00	18	143	0.420	18	143	0.220	18	143	0.640
17:00 - 18:00	18	143	0.472	18	143	0.254	18	143	0.726
18:00 - 19:00	18	143	0.373	18	143	0.216	18	143	0.589
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.118			3.158			6.276

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	143	0.019	18	143	0.055	18	143	0.074
08:00 - 09:00	18	143	0.056	18	143	0.157	18	143	0.213
09:00 - 10:00	18	143	0.038	18	143	0.034	18	143	0.072
10:00 - 11:00	18	143	0.018	18	143	0.022	18	143	0.040
11:00 - 12:00	18	143	0.033	18	143	0.035	18	143	0.068
12:00 - 13:00	18	143	0.034	18	143	0.033	18	143	0.067
13:00 - 14:00	18	143	0.033	18	143	0.033	18	143	0.066
14:00 - 15:00	18	143	0.036	18	143	0.042	18	143	0.078
15:00 - 16:00	18	143	0.124	18	143	0.048	18	143	0.172
16:00 - 17:00	18	143	0.090	18	143	0.046	18	143	0.136
17:00 - 18:00	18	143	0.061	18	143	0.038	18	143	0.099
18:00 - 19:00	18	143	0.046	18	143	0.034	18	143	0.080
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.588			0.577			1.165

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.*

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	143	0.002	18	143	0.028	18	143	0.030
08:00 - 09:00	18	143	0.000	18	143	0.018	18	143	0.018
09:00 - 10:00	18	143	0.002	18	143	0.009	18	143	0.011
10:00 - 11:00	18	143	0.002	18	143	0.005	18	143	0.007
11:00 - 12:00	18	143	0.003	18	143	0.006	18	143	0.009
12:00 - 13:00	18	143	0.004	18	143	0.005	18	143	0.009
13:00 - 14:00	18	143	0.006	18	143	0.006	18	143	0.012
14:00 - 15:00	18	143	0.007	18	143	0.008	18	143	0.015
15:00 - 16:00	18	143	0.015	18	143	0.002	18	143	0.017
16:00 - 17:00	18	143	0.017	18	143	0.002	18	143	0.019
17:00 - 18:00	18	143	0.019	18	143	0.001	18	143	0.020
18:00 - 19:00	18	143	0.008	18	143	0.000	18	143	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.090			0.175

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.72

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	18	143	0.112	18	143	0.528	18	143	0.640
08:00 - 09:00	18	143	0.244	18	143	0.815	18	143	1.059
09:00 - 10:00	18	143	0.209	18	143	0.247	18	143	0.456
10:00 - 11:00	18	143	0.185	18	143	0.221	18	143	0.406
11:00 - 12:00	18	143	0.213	18	143	0.205	18	143	0.418
12:00 - 13:00	18	143	0.241	18	143	0.233	18	143	0.474
13:00 - 14:00	18	143	0.237	18	143	0.221	18	143	0.458
14:00 - 15:00	18	143	0.251	18	143	0.321	18	143	0.572
15:00 - 16:00	18	143	0.641	18	143	0.294	18	143	0.935
16:00 - 17:00	18	143	0.545	18	143	0.278	18	143	0.823
17:00 - 18:00	18	143	0.565	18	143	0.300	18	143	0.865
18:00 - 19:00	18	143	0.437	18	143	0.257	18	143	0.694
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.880			3.920			7.800

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 B



Calculation Reference: AUDIT-258601-250630-0625

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS

LR LEICESTER

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: 38 to 38 (units:)
Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 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:

Friday 1 days

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

Selected survey types:

Manual count 1 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:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:**Use Class:**

C3 1 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:

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:

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 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 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	LR-03-B-01 COLEMAN ROAD LEICESTER	SEMI-DETACHED & TERRACED	LEICESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/10/21	Survey Type: MANUAL

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

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): 2.96

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	1	38	0.000	1	38	0.105	1	38	0.105
08:00 - 09:00	1	38	0.132	1	38	0.158	1	38	0.290
09:00 - 10:00	1	38	0.132	1	38	0.184	1	38	0.316
10:00 - 11:00	1	38	0.158	1	38	0.211	1	38	0.369
11:00 - 12:00	1	38	0.132	1	38	0.079	1	38	0.211
12:00 - 13:00	1	38	0.105	1	38	0.105	1	38	0.210
13:00 - 14:00	1	38	0.132	1	38	0.158	1	38	0.290
14:00 - 15:00	1	38	0.132	1	38	0.105	1	38	0.237
15:00 - 16:00	1	38	0.105	1	38	0.132	1	38	0.237
16:00 - 17:00	1	38	0.132	1	38	0.026	1	38	0.158
17:00 - 18:00	1	38	0.158	1	38	0.105	1	38	0.263
18:00 - 19:00	1	38	0.053	1	38	0.053	1	38	0.106
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.371			1.421			2.792

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:	38 - 38 (units:)
Survey date date range:	01/01/16 - 22/10/21
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

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	1	38	0.000	1	38	0.026	1	38	0.026
08:00 - 09:00	1	38	0.000	1	38	0.053	1	38	0.053
09:00 - 10:00	1	38	0.000	1	38	0.053	1	38	0.053
10:00 - 11:00	1	38	0.000	1	38	0.000	1	38	0.000
11:00 - 12:00	1	38	0.026	1	38	0.053	1	38	0.079
12:00 - 13:00	1	38	0.053	1	38	0.026	1	38	0.079
13:00 - 14:00	1	38	0.000	1	38	0.000	1	38	0.000
14:00 - 15:00	1	38	0.053	1	38	0.026	1	38	0.079
15:00 - 16:00	1	38	0.026	1	38	0.000	1	38	0.026
16:00 - 17:00	1	38	0.053	1	38	0.000	1	38	0.053
17:00 - 18:00	1	38	0.079	1	38	0.053	1	38	0.132
18:00 - 19:00	1	38	0.000	1	38	0.000	1	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.290			0.290			0.580

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 VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	38	0.000	1	38	0.132	1	38	0.132
08:00 - 09:00	1	38	0.105	1	38	0.184	1	38	0.289
09:00 - 10:00	1	38	0.105	1	38	0.342	1	38	0.447
10:00 - 11:00	1	38	0.158	1	38	0.263	1	38	0.421
11:00 - 12:00	1	38	0.158	1	38	0.105	1	38	0.263
12:00 - 13:00	1	38	0.184	1	38	0.132	1	38	0.316
13:00 - 14:00	1	38	0.132	1	38	0.184	1	38	0.316
14:00 - 15:00	1	38	0.211	1	38	0.105	1	38	0.316
15:00 - 16:00	1	38	0.184	1	38	0.184	1	38	0.368
16:00 - 17:00	1	38	0.184	1	38	0.026	1	38	0.210
17:00 - 18:00	1	38	0.211	1	38	0.105	1	38	0.316
18:00 - 19:00	1	38	0.105	1	38	0.105	1	38	0.210
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.737			1.867			3.604

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	1	38	0.000	1	38	0.105	1	38	0.105
08:00 - 09:00	1	38	0.053	1	38	0.237	1	38	0.290
09:00 - 10:00	1	38	0.079	1	38	0.105	1	38	0.184
10:00 - 11:00	1	38	0.079	1	38	0.053	1	38	0.132
11:00 - 12:00	1	38	0.053	1	38	0.105	1	38	0.158
12:00 - 13:00	1	38	0.079	1	38	0.105	1	38	0.184
13:00 - 14:00	1	38	0.132	1	38	0.105	1	38	0.237
14:00 - 15:00	1	38	0.263	1	38	0.158	1	38	0.421
15:00 - 16:00	1	38	0.184	1	38	0.158	1	38	0.342
16:00 - 17:00	1	38	0.132	1	38	0.079	1	38	0.211
17:00 - 18:00	1	38	0.079	1	38	0.026	1	38	0.105
18:00 - 19:00	1	38	0.053	1	38	0.026	1	38	0.079
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.186			1.262			2.448

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	1	38	0.000	1	38	0.079	1	38	0.079
08:00 - 09:00	1	38	0.000	1	38	0.316	1	38	0.316
09:00 - 10:00	1	38	0.026	1	38	0.105	1	38	0.131
10:00 - 11:00	1	38	0.000	1	38	0.000	1	38	0.000
11:00 - 12:00	1	38	0.079	1	38	0.026	1	38	0.105
12:00 - 13:00	1	38	0.053	1	38	0.053	1	38	0.106
13:00 - 14:00	1	38	0.079	1	38	0.079	1	38	0.158
14:00 - 15:00	1	38	0.105	1	38	0.079	1	38	0.184
15:00 - 16:00	1	38	0.263	1	38	0.053	1	38	0.316
16:00 - 17:00	1	38	0.079	1	38	0.026	1	38	0.105
17:00 - 18:00	1	38	0.053	1	38	0.026	1	38	0.079
18:00 - 19:00	1	38	0.053	1	38	0.000	1	38	0.053
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.790			0.842			1.632

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

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

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): 2.96

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	1	38	0.000	1	38	0.342	1	38	0.342
08:00 - 09:00	1	38	0.158	1	38	0.789	1	38	0.947
09:00 - 10:00	1	38	0.211	1	38	0.605	1	38	0.816
10:00 - 11:00	1	38	0.237	1	38	0.316	1	38	0.553
11:00 - 12:00	1	38	0.316	1	38	0.289	1	38	0.605
12:00 - 13:00	1	38	0.368	1	38	0.316	1	38	0.684
13:00 - 14:00	1	38	0.342	1	38	0.368	1	38	0.710
14:00 - 15:00	1	38	0.632	1	38	0.368	1	38	1.000
15:00 - 16:00	1	38	0.658	1	38	0.395	1	38	1.053
16:00 - 17:00	1	38	0.447	1	38	0.132	1	38	0.579
17:00 - 18:00	1	38	0.421	1	38	0.211	1	38	0.632
18:00 - 19:00	1	38	0.211	1	38	0.132	1	38	0.343
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.001			4.263			8.264

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.*