

Mon Bank Sidings Newport



Transport Statement

Monmouthshire Housing Association

MAY
2024

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Table of contents

1	Introduction	3
1.1	Background	3
1.2	Planning history	3
1.3	Development proposals	4
1.4	Policy context.....	5
2	Existing situation	6
2.1	Introduction	6
2.2	Travel characteristics	7
2.3	Connectivity	8
2.4	Accessibility by public transport	11
2.5	Local highway network	12
2.6	Collision analysis	13
3	Development proposals	15
3.1	Introduction	15
3.2	Access.....	16
3.3	Car and cycle parking	17
3.4	Deliveries, refuse and servicing	18
4	Trip generation.....	20
4.1	Introduction	20
4.2	Trip generation.....	20
4.3	Potential impact.....	23
5	Summary and conclusions.....	25
5.1	Summary	25
5.2	Conclusions	26

Figures

Figure 1.1	Site location
Figure 1.2	Local facilities within a 15-minute walk and cycle
Figure 2.1	Local highway network
Figure 2.2	Public Rights of Way in the vicinity of the site
Figure 2.3	Cycle Routes in Newport
Figure 2.4	Public Transport routes within site vicinity
Figure 2.5	Location and severity of personal injury collisions
Figure 3.1	Development proposals

Appendices

Appendix A	Extract from Sustrans Route Map
Appendix B	Swept path analysis
Appendix C	TRICS trip generation

1 Introduction

1.1 Background

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

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



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Figure 1.1 Site location

1.2 Planning history

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

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

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

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

1.3 Development proposals

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

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

1.4 Policy context

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

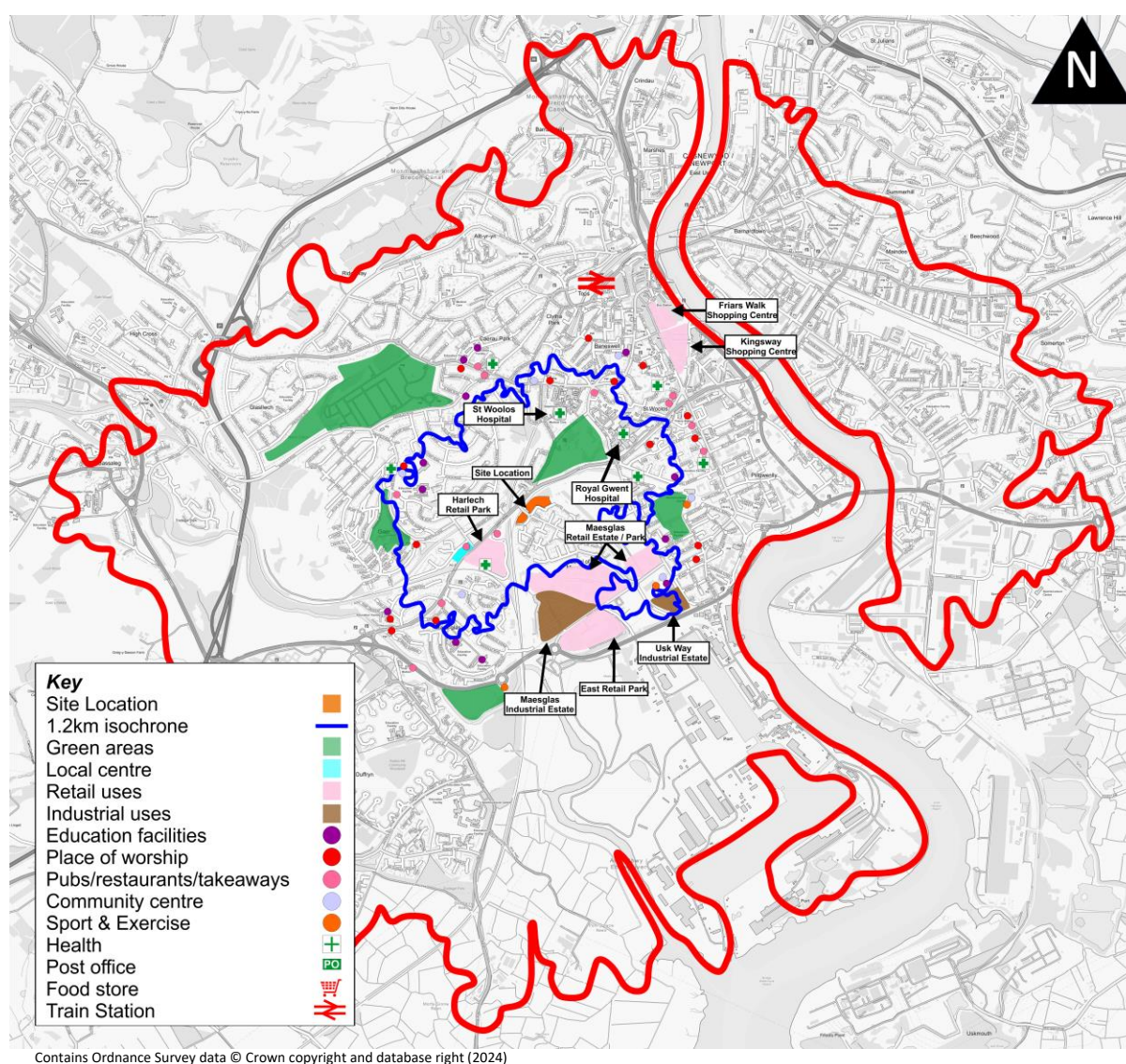


Figure 1.2 Local facilities within 15-minute walk and cycle

2 Existing situation

2.1 Introduction

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

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

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

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

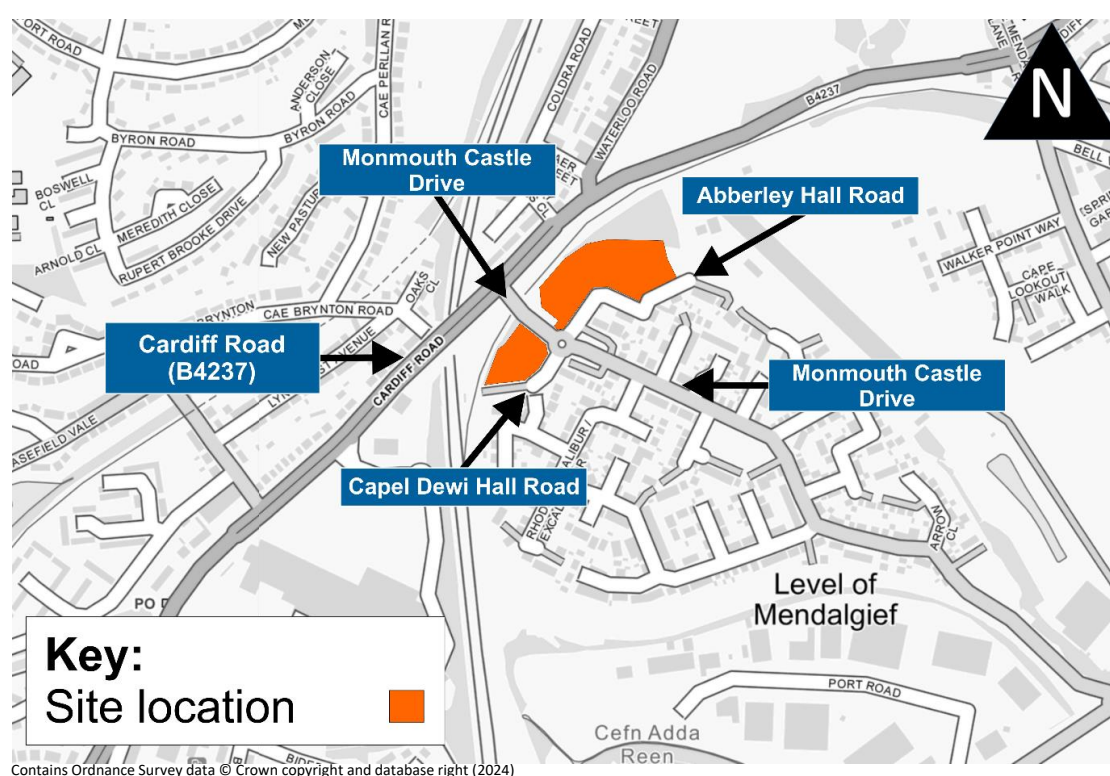


Figure 2.1 Local highway network

2.2 Travel characteristics

Travel to work

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

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

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

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

Car ownership

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

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

2.3 Connectivity

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

Walking

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

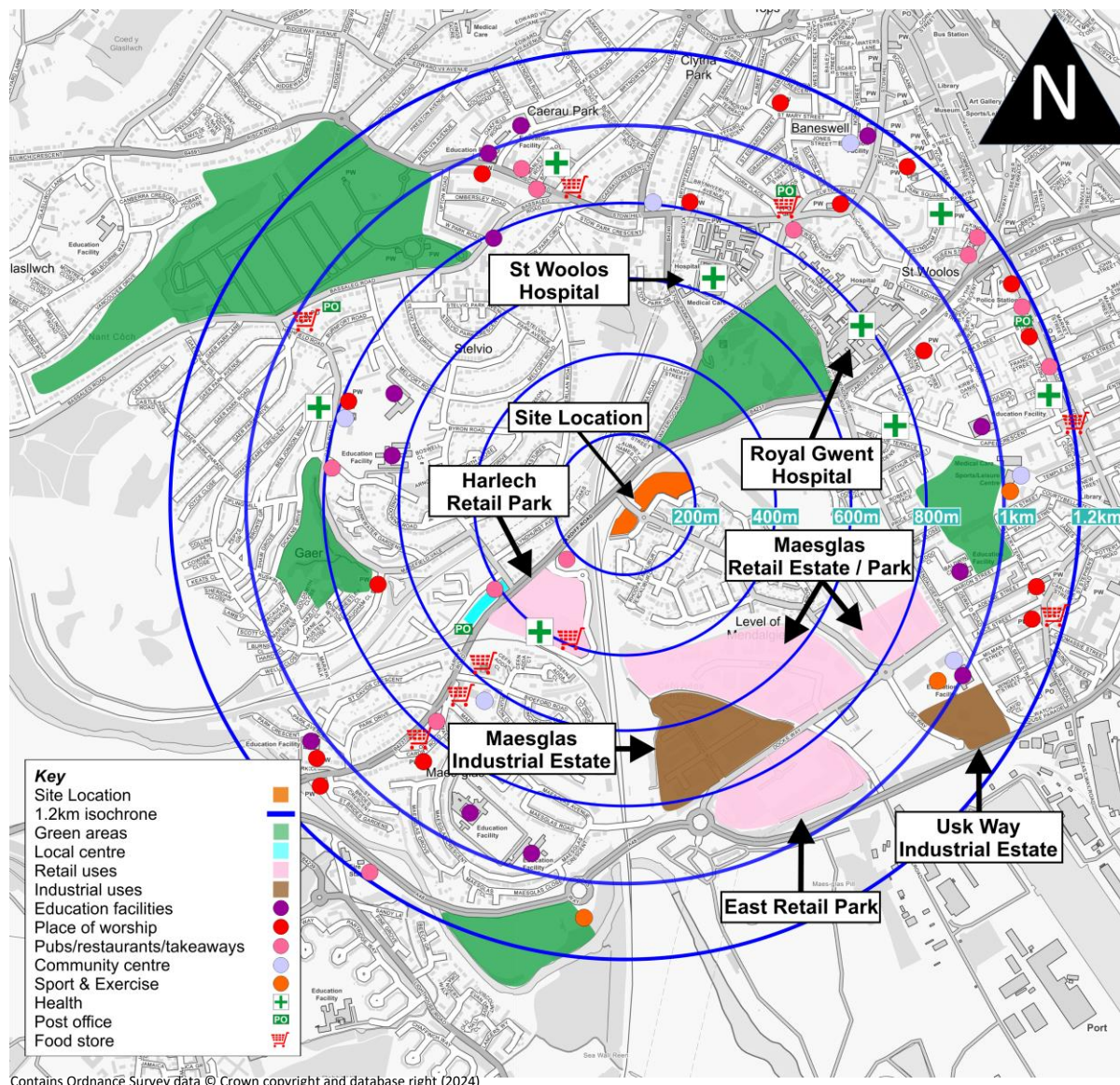


Figure 2.2 Facilities within 1.2km radius of the site.

Cycling

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

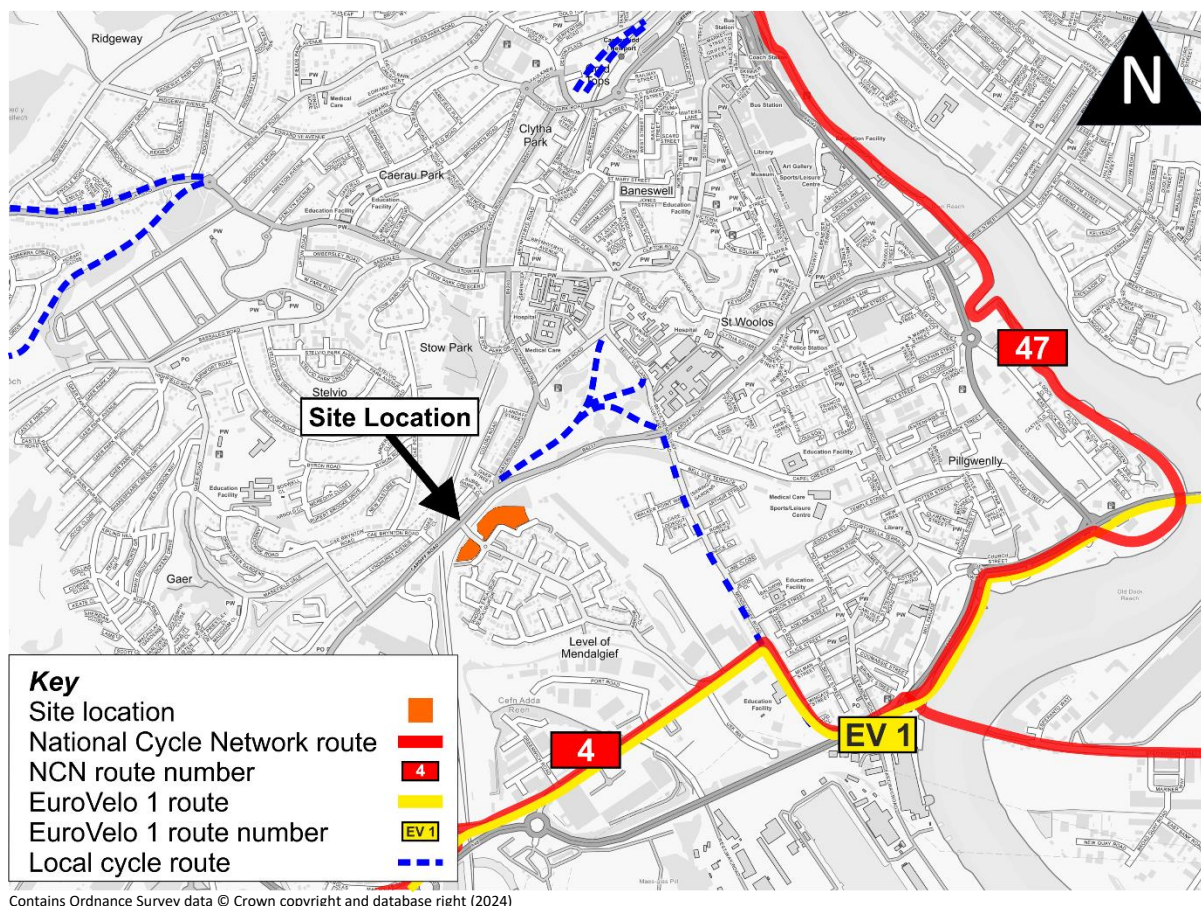


Figure 2.3 Cycle Routes in Newport

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

2.4 Accessibility by public transport

Bus services

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

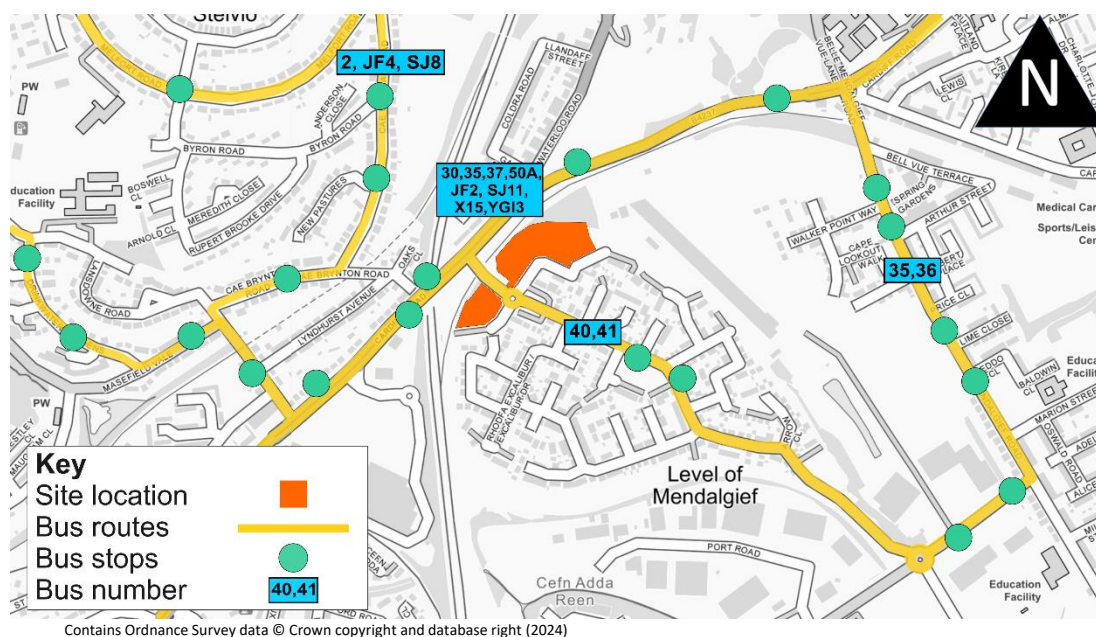


Figure 2.4 Public Transport routes within site vicinity

Table 2.2 Summary of routes accessed at nearest bus stop

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

*School Bus

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

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

Rail services

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

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

Table 2.3 Summary of destinations from Newport train station.

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

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

2.5 Local highway network

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

Table 2.4 Local highway network

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

2.6 Collision analysis

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



Figure 2.5 Location and severity of personal injury collisions

Table 2.5 Summary of personal injury collision data

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

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

3 Development proposals

3.1 Introduction

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

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

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

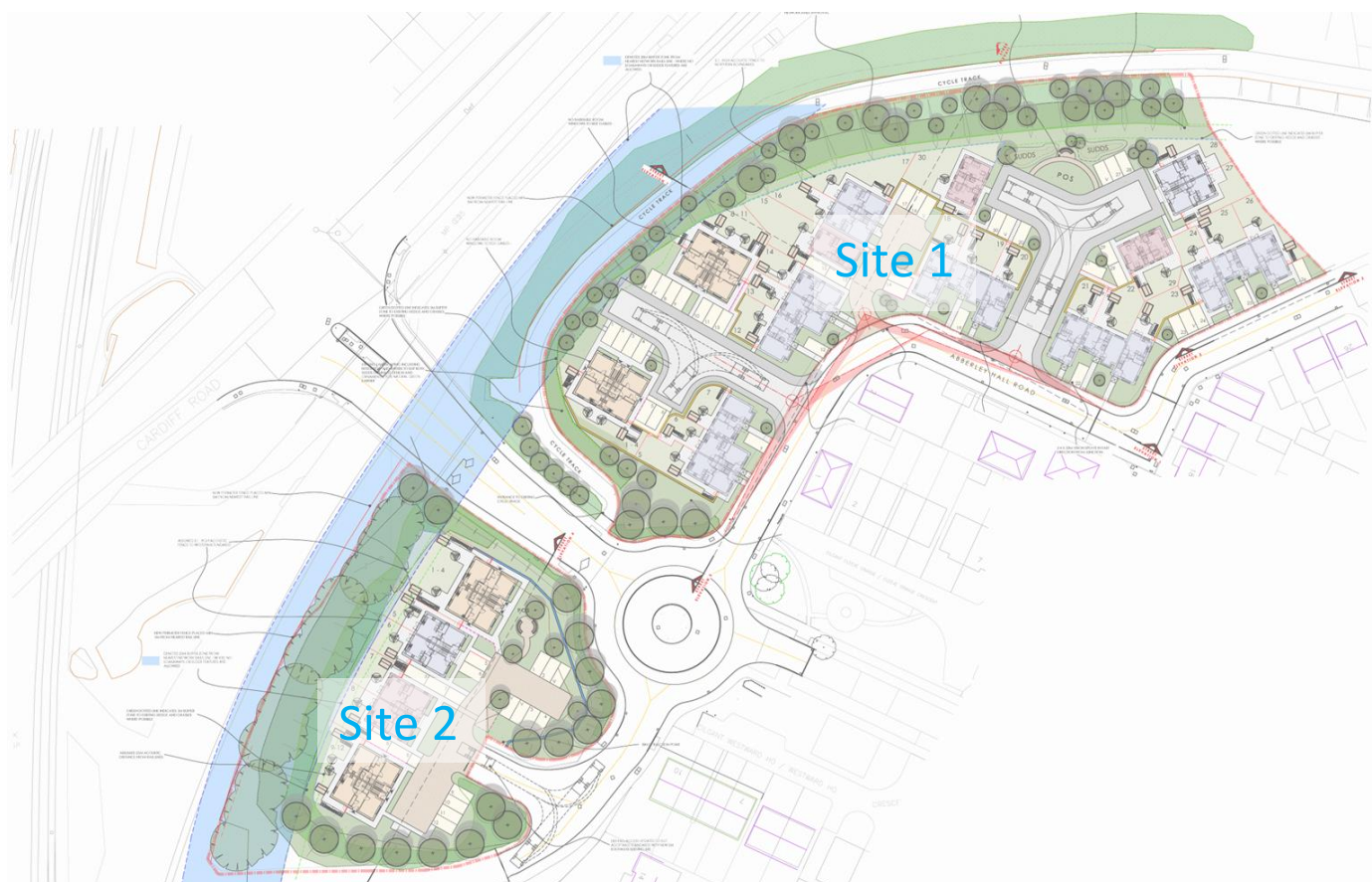


Figure 3.1 Development proposals

3.2 Access

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

Site 1

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

- A private driveway serving five dwellings (plots 1-3, and plots 10-11), located approximately 40m north of the Monmouthshire Castle Drive/Abberley Hall Road roundabout. The private driveway is designed as a shared-surface with a minimum width of 4.5m;
- A second private driveway serving three dwellings (plots 8-9, and plot 18) and a block of four walk-up flats (plots 12-15), which is located opposite No. 2 Abberley Hall Road. The private driveway is designed as a shared-surface with a minimum width of 4.5m;
- A residential cul-de-sac serving six dwellings (plots 16-17, and plots 20-23) and a block of four walk-up flats (plots 27-30), which is located opposite the flank wall of No. 3 Abberley Hall Road. The cul-de-sac has a carriageway width of 5.5m and has a 2.0m wide footway on both sides of the carriageway.

3.2.3 In addition to the above, there are eight dwellings with direct frontages on to Abberley Hall Road. With the driveway to the closest dwelling located directly opposite No 1 Abberley Hall Road, approximately 25m from the Monmouthshire Castle Drive/Abberley Hall Road roundabout.

3.2.4 There is a continuous footway along the northern edge of Monmouthshire Castle Drive, leading to a continuous footway along the western/northern edge of Abberley Hall Road. These provide a continuous link between the proposed development, as well as the wider residential development and local amenities and facilities within the vicinity of the site.

3.2.5 There is also a cycle track that runs around the northern boundary of the site that provides a traffic-free link between Cardiff Road (to the north) and Docks Way to the south.

Site 2

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

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

3.3 Car parking provision

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

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

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

- 3.3.2 The proposed development includes three dedicated visitor parking spaces (two on site 1 and one on site 2), and it is anticipated that the remaining spaces will be provided on Abberley Hall Road (Site 1) and Capel Dewi Street (site 2).
- 3.3.3 It can be seen from the table above that the proposed parking provision is within the 'maximum' parking standards set out in the adopted SPG. It should be noted that the above provision equates to approximately 1.69 car parking spaces per dwelling. Existing car ownership within Newport as a whole is 1.23 cars or vans per household, within the MSOA (in which the site is located) car ownership is 0.90 cars or vans per household, and within the LSOA (in which the site is located) car ownership is 0.67 cars or vans per household.
- 3.3.4 Notwithstanding the above, a sustainability assessment has also been undertaken in accordance with Appendix 5 of the adopted SPG (see **Table 3.2** below).

Table 3.2 Sustainability assessment (Appendix 5 SPG Parking Standards)

Sustainability criteria	Maximum walking distance/service frequency	Sustainability points	Notes
Local facilities			
Post Office	800m	2	There are a number of facilities to the west of the site on Cardiff Road (within the maximum walking distance of the site)
Takeaway	800m		
Pharmacy	800m		
Convenience store	800m		
Local centre (Mon Bank Retail Park)	800m		

Public transport			
Access to bus stop or railway station	400m	2	Bus stops on Cardiff Road to the east of Monmouthshire Castle
Cycle route			
	200m	1	Cycle route along the northern boundary of the site
Frequency of public transport			
Bus or rail service within 800m, which operates consistently between 7am and 7pm	10 minutes	2	

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

3.3.6 It is, therefore, considered that the proposed car parking provision is more than sufficient to accommodate the likely demand generated by a development of 42 affordable dwellings, including 16 1-bed flats and 26 (2- and 3-bed) houses.

3.4 Cycle parking

3.4.1 In accordance with the adopted cycle parking standards, cycle parking is only required for the flats on the site, and as part of the development it is proposed to provide a dedicated cycle store for up to 4 bicycles (1 space per flat) adjacent to the two flat blocks.

3.4.2 However, it is also anticipated that cycle parking will be accommodated within the curtilage of each dwelling.

3.5 Deliveries, refuse and servicing

Deliveries

3.5.1 It is anticipated that all servicing to site 1 will either be undertaken from Abberley Hall Road, or from the residential cul-de-sac at the eastern end of the development.

3.5.2 It is anticipated that servicing by larger vehicles to site 2 will be undertaken from Capel Dewi Road, with vehicles u-turning at the access, and servicing by smaller vehicles will be undertaken from within the site.

3.5.3 It is likely that delivery and servicing trips will be undertaken from within the internal road layout, and it is anticipated that the development will generate up to five delivery and servicing trip per day, with up to 27 (delivery and service) vehicle trips per week (6-days/week).

- 3.5.4 The likely maximum size of vehicle that would reasonably be expected to deliver to any residential development is a 10m rigid vehicle. In practice, it is more likely that the maximum size of vehicle will be an 8m rigid vehicle, with transit sized vehicles being much more commonly used.

Refuse

- 3.5.5 It is anticipated that all refuse generated by the development will be collected by the local authority as part of the existing refuse collection in the area, and it is likely that the residential refuse will be collected once a week.
- 3.5.6 Residential refuse will be stored separately in conveniently located bin stores and will be collected from within the internal road layout.

Emergency

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

Swept path analysis

- 3.5.8 A swept path analysis of a range of vehicles likely to access the site (including a delivery vehicle, medium sized family car and refuse vehicle) is outlined in **Appendix B**.

4 Trip generation

4.1 Introduction

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

4.2 Trip generation

Affordable/Local Authority houses

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

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

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

Table 4.1 Trip generation – affordable/local authority houses

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

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

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

Affordable/Local Authority houses

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

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

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

Table 4.2 Trip generation – affordable/local authority flats

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

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

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

Total trips

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

Table 4.3 Total trip generation – 42 affordable dwellings

Time period	No. of arrivals	No. of departs	Total Movements
Total people			
8am–9am	10	36	46
5pm–6pm	27	16	43
7am–7pm	204	202	405
Pedestrians			
8am–9am	4	19	22
5pm–6pm	12	8	20
7am–7pm	74	84	158
Cyclists			
8am–9am	0	1	2
5pm–6pm	1	0	1
7am–7pm	5	7	12
Public transport users			
8am–9am	0	3	3
5pm–6pm	2	0	2

7am–7pm	11	15	26
Vehicles			
8am–9am	4	11	15
5pm–6pm	10	8	17
7am–7pm	81	80	162

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

4.3 Potential impact

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

Walking

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

Cycling

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

Public transport

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

Vehicles

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

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

Summary

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

5 Summary and conclusions

5.1 Summary

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

5.1.2 The purpose of this report has been to review existing conditions within the vicinity of the site, outline the development proposals and how they will be integrated into the existing transport infrastructure, and identify the likely transport characteristics of the proposed development.

Connectivity

5.1.3 The majority of roads within the vicinity of the site have footways on one or both sides of the carriageway which provide links between the site and surrounding amenities along Cardiff Road (to the north) and Docks Road (to the south).

5.1.4 The facilities within walking distance of the site include a convenience store, primary school, pharmacy, supermarket, Post Office, places of worship, pubs and bars and takeaway restaurants. The closest bus stops are located on Cardiff Road, approximately 250m walking-distance of the site, with a maximum frequency of six buses per hour during the day that provide access to Newport City Centre (to the east) and Cardiff (to the west).

5.1.5 The site is accessible by bicycle, with a local route running along the northern and eastern boundary of the site, and other local and national cycle routes within 800m of the site.

Development proposals

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

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

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

Travel characteristics and likely impact

- 5.1.8 It is anticipated that the proposed development of 42 residential dwellings could generate up to 15 vehicle movements (two-way) in the AM peak period, 17 vehicle movements (two-way) in the PM peak period, and a total of up to 162 vehicle movements (two-way) throughout the day (7am-7pm).
- 5.1.9 It should be noted that the number of dwellings within the Mon Bank Sidings development, including the proposed development of 42 dwellings, is less than the consented development of 575 dwellings. It is therefore considered that the impact of the proposed development has already been assessed (and mitigation measures implemented) as part of the original application. Therefore the impact of the proposed development (of 42 dwellings) will be negligible.

5.2 Conclusions

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

Appendices



Appendix A



Ask for/Gofynnwch Joanne Davidson
am

Our Ref/Ein Cyf PRELET/ P/23/0075
Your Ref/Eich Cyf
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Regeneration and Economic Development /

Adfywio a Datblygu Economaidd

Civic Centre/Canolfan Ddinesig
Newport/Casnewydd
South Wales/De Cymru
NP20 4UR

Sam Courtney
LRM Planning
By email only

26th September 2023

Dear Sam

PROPOSAL: **PROPOSED DEVELOPMENT OF 47 NO. AFFORDABLE DWELLINGS, LANDSCAPED PLANTING AND ASSOCIATED WORKS.**

SITE: **Monbank Development Site Cardiff Road Newport South Wales**

APPLICATION TYPE: **Pre-app Stat Enquiry**

I refer to your recent request for pre-application advice in respect of the above. Prior to formulating this response I undertook an internal consultation with relevant Council departments and have listed these below. I have had regard to any comments obtained and have incorporated them into the advice given.

- Head of Environment & Public Protection (Ecology Officer);
- Head of Environment & Public Protection (Landscape Officer);
- Housing Development Manager;
- Head of Infrastructure (Highways);
- Head of Environment & Public Protection (Tree Officer);
- Head of Regeneration & Economic Development (Planning Contributions Manager);
- Head of Environment & Public Protection (Environmental Health);
- Head of Infrastructure (Waste Manager);
- Head of Infrastructure (Active Travel).

We had a meeting to discuss your proposals on 8th September 2023.

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice any formal decision of the Council in respect of any application, on which a more extensive consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to officers.

Relevant Site History

Application Number	Proposal Description	Decision
07/0540	RESIDENTIAL DEVELOPMENT AND ASSOCIATED WORKS (OUTLINE)	Granted 25.01.2011 subject to section 106 and unilateral undertaking
08/0762	CREATION OF ACCESS ONTO CARDIFF ROAD, INCLUDING TRAFFIC SIGNAL CONTROLLED JUNCTION AND REPLACEMENT BRIDGE	Granted with conditions 20.11.2008
12/0058	FORMATION OF VEHICULAR ACCESS ONTO CARDIFF ROAD, INCLUDING TRAFFIC CONTROLLED JUNCTION, REPLACEMENT BRIDGE AND PART INTERNAL ACCESS ROAD	Granted with conditions 25.04.2012
12/1116	RESERVED MATTERS FOR PHASE 2A AND 4A; ERECTION OF 87NO. DWELLINGS AND ASSOCIATED WORKS RELATING TO PLANNING PERMISSION 07/0540 FOR RESIDENTIAL DEVELOPMENT AND ASSOCIATED WORKS	Approved with conditions 28.03.2013 – 87 units
12/1119	RESERVED MATTERS FOR PHASE 2C; ERECTION OF 17NO. DWELLINGS AND ASSOCIATED WORKS RELATING TO PLANNING PERMISSION 07/0540 FOR RESIDENTIAL DEVELOPMENT AND ASSOCIATED WORKS	Approved with conditions 12.02.2013 – 17 units subsequently increased to 20 units via 13/0272
13/0850	ERECTION OF 314 TWO, THREE AND FOUR BEDROOM DWELLINGS (RESERVED MATTERS)	Approved with conditions 25.11.2013 – 314 units
13/1172	ERECTION OF 85 TWO, THREE AND FOUR BEDROOM DWELLINGS (RESERVED MATTERS) AND ASSOCIATED WORKS RELATING TO PLANNING PERMISSION 07/0540 FOR RESIDENTIAL DEVELOPMENT	Approved with conditions 15.1.2014 – 85 units
20/1068	ERECTION OF A CLASS A1 FOODSTORE WITH ASSOCIATED ACCESS, CAR PARKING AND LANDSCAPING	Refused 3.11.2021

Site Constraints / Designations

Adjacent to Housing commitment LDP layer Monmouthshire bank sidings H1(14).
Flood risk zone B

Relevant Local Policy Context and material considerations

Newport Local Development Plan (2011 – 2026)

The relevant policies of the adopted Newport Local Development Plan (2011 – 2026) are outlined below:

- SP1 – Sustainability
- SP3 – Flood Risk
- SP10 – House Building Requirement
- SP13 – Planning Obligations
- SP18 – Urban Regeneration
- GP2 – Amenity
- GP4 – Highways and Accessibility
- GP5 – Natural Environment
- GP6 – Quality of Design
- GP7 – Environmental Protection and Public Health
- H1 – Housing Sites
- H2 – Housing Standards
- H3 – Housing Mix and Density
- H4 – Affordable Housing
- T4 – Parking
- CF2 – Outdoor Plan Space Requirements
- W3 – Provision for Waste Management Facilities in Development

The following Supplementary Planning Guidance documents are also relevant:

- Sustainable Travel
- Planning Obligations
- Affordable Housing
- Wildlife and Development
- New Dwellings
- Waste Storage and Collection
- Parking Standards
- Outdoor Play Space Provision
- Air Quality
- Trees, Woodland, Hedgerows and Development Sites.

Officer Assessment

The enquiry has been submitted with a supporting letter setting out the scope of advice sought. This relates to the principle of development, the quantum of development, scope of supporting documents required for a full planning application, views on the draft layout, confirmation of legal agreement expectations and identification of any other issues. At our meeting you requested information regarding Planning Performance Agreements which we discussed and I have sent you a draft template in the intervening period. You queried whether we would or could include the Sustainable Urban Drainage approval process in the PPA. I advised that we did not do so and in my view this was not achievable at present. I can appreciate the merits of a joint PPA of this nature and I have raised the matter with my manager. However, at this time, we cannot arrange such a PPA but would be willing to consider your expectations as part of a PPA for the planning process only. You can of course engage directly with the SAB to discuss any such process they may be willing to engage in that is commensurate with the PPA. Planning and SAB are separate processes both in terms of organisation and regulatory process. Whilst we would encourage all developers to progress SAB alongside the planning process, we cannot enforce this and are not party to the SAB approval process. The two are distinct from one another and the planning and SAB functions of the Authority are managed separately and are in different service areas. It would be unmanageable for us at this time to ensure the meeting of targets by two separate services. We may alter our approach in the future but at this point in time have no plans to do so. Should you wish to engage in a PPA for the planning application process the next step would be to advise us of your expected timetable and time critical dates so we can confirm if we anticipate having sufficient resources available to meet your requirements.

We also discussed at our meeting the fact that the main road serving the site is not adopted. We did not know the reason for this. I have sought further advice from the Highways Officer in this regard and discuss this below.

Finally, you subsequently requested, via email, full copy of the comments of the Housing Manager as part of this response. Therefore, these areas are addressed in turn below.

Principle of Development

The application site comprises two parts, one on each side of the service road. Both are within the urban boundary and the site area as a whole is adjacent to the identified housing site known as Monmouthshire Bank Sidings (H1(14)). To the west is the land identified for housing and known as Whiteheads Works – H1(51). I confirmed at the meeting that the two areas outlined in red on your enquiry would be seen as a single development and I would have no objection to the two areas being identified on a single application. Whilst divided by Monmouthshire Castle Drive which is in third party control, I can think of no impediment to having two separate red line areas in this case on one submission.

As housing development, adjacent to existing housing development in the urban area, this proposal would be viewed as a windfall site. We know that the site has a tie with the Monmouthshire Bank Sidings development by reason of a Unilateral Undertaking, offered at the planning appeal that favourably determined the 2007 outline application. I will discuss this further below. This was in addition to a section 106 legal agreement seeking various contributions and limiting the number of residential units on the site area to 575. This site area included all the land identified in plan 1 of the legal agreement and incorporates the enquiry site area. Consequently, we must be assured that the total number of units built out at the development site inclusive of the 47 proposed in this enquiry, do not exceed the total figure in the legal agreement. I am advised by my colleagues that 517 units have been completed on the remainder of the Monmouthshire Bank sidings scheme to date and my checks of the site history do not dispute this position. The proposal would not therefore exceed the overall limitation.

The unilateral undertaking was offered at the appeal to apparently deal with concerns over loss of employment land or the amount of employment land. It identifies the two parcels of land that this enquiry relates to, referring to it as “white land”. It includes 4 binding requirements in Schedule 1.

- 1 The Owner and/or the Developer shall reserve an area comprising 1.2 ha of the Site for possible employment purposes the size and location of which are to be in accordance with the draft master plan attached as Appendix 3**
- 2 The Owner and/or the Developer shall undertake at its own cost a joint marketing strategy for a period of two (2) years following the service of the Implementation Notice to seek a commercial developer to secure and promote the employment land for employment/commercial purposes**
- 3 The Council will be invited to participate in the marketing strategy. This marketing strategy will seek to identify a commercial developer or end-user and will restrict the ability of this relevant party to apply for B1 planning uses only. In the event that the marketing strategy does not identify a commercial developer who is willing to proceed then the Owner and/or Developer will discuss with the Council the potential future planning uses of the land**
- 4 If a commercial developer is identified then the Owner and/or Developer will assist the commercial developer in securing planning permission for B1 planning uses**

In 2018 agents acting for the owners of the land provided a report on the marketing process and disposal strategy to the Local Planning Authority. This confirms that marketing commenced in 2014 for B1 users only. It was partially re-acquired by Network Rail temporarily to be used as a works compound in relation to electrification of the rail line. I observed this use on the smaller of the two parcels during my site visit.

The report confirms no sustainable market for B1 uses on the site and recommends that other uses be explored. By that time the 2 year marketing period required by the UU had expired and the purpose of the report was to engage with the Council to discuss other potential uses.

In 2020 an application for a foodstore was submitted on the larger of the two areas (20/1068). Whilst this application was refused the officer report confirms:

The [marketing] exercise found that there was no interest in the application site for a B1. The requirements of the legal agreement were discharged and it is now for the Council to consider other uses for the site.

Therefore, on the basis of the above I am satisfied that the enquiry site is previously developed land and can be considered for residential development in principle.

Your client's propose 100% affordable units. I can confirm that the Housing Delivery Manager has confirmed as follows:

We are supportive of the proposed mix and type of affordable housing to be developed on this site. However we do wish to understand what the tenure split will be on the site, to assess if it meets the housing needs identified for the city and locality.

As you know, the provision of affordable housing can be considered a merit of the scheme. However, we will need full information to assess weighting in our balanced assessment and, in short, whether or not the proposal meets an identified need.

Quantum of Development

Policy H3 sets out the parameters for the density of housing sites. New housing development sites should achieve a density of at least 30 dwellings per hectare. You confirm in your covering letter that a density of 38 units per hectare is achieved by your draft scheme. All units would be affordable and your client is a Registered Social Landlord not currently represented in the Newport area. Whilst density is a key consideration, other material considerations are relevant and will inform the acceptability of the scheme as a whole.

Scope of Application Documents

You have provided a list of documents you intend to supply with a planning application. At our meeting we discussed a range of additional documents I would recommend pursuant to the consultation comments received as part of this enquiry. All those documents listed in your covering letter should be provided in addition to the following:

- Confirmation of tenure split
- Tree information in accordance with BS5837:2012
- Ecological Impact Assessment and biodiversity enhancement scheme
- Construction Environmental management Plan to include construction vehicle routing
- Site investigation – desk study and conceptual model with preliminary risk assessment
- Hard landscape plan to include existing and proposed levels and sections (and details of retaining structures which may need to include structural specifications), boundary treatments, surfacing, street furniture. Hedgehog gaps should be provided in all solid fences and walls to support the concept of 'Hedgehog Highways', particularly on the rear boundary onto private gardens
- Soft landscape plan to be provided by a professional landscape architect input showing: - any constraints to planting - steep slopes and retaining structures clearly identified - detailing plant species, size, density, location, seed mixes; SUDs planting; tree pit details which should be reviewed in relation to the guidance in BS 8545 (2014) 'Trees: from nursery to independence in the landscape - specification for ground preparation and planting: planting season; plant protection;

watering of newly planted stock; mulching; specification of topsoil quality and depth to confirm the topsoil and subsoil specification will meet BS8601:2013 for subsoil (including remediation of compacted soils) and BS3882:2015 for topsoil, with soil supply professionally tested and recommendations implemented to ensure successful establishment of planting. Also, a soft landscape maintenance and management plan for five years to cover new planting until established along with any existing retained vegetation and finally landscape sections to show boundary treatment, including relationship between rear gardens, acoustic fence, mounds/new planting, levels and land use beyond. Photos of rear boundaries would also help.

Planning Obligations

A 100% affordable dwelling scheme will be exempt from leisure and education contributions. However, any future related planning permission would require a S106 legal agreement to safeguard the Council's interests should any of the dwellings be sold or rented on the open market. Please note that all affordable units must meet the definition of affordable in TAN2.

Views on the Draft Layout

We discussed the layouts provided at our meeting and I noted several matters including an objection to "tandem" parking provision for units, the need for corner turning units and ensuring the depth of rear gardens and separation distances between units accords with our Supplementary Planning Guidance. I expressed concerns regarding the smaller parcel and the proposed layout. This part of the site is primarily flats and is located in a dell, surrounded by development on elevated levels. It is likely a retaining wall will be required to at least some site boundaries but I do not have details of these at this stage. The retaining wall boundary, elevated surroundings and dominance of hard surfaced parking and turning areas make for a poor quality layout in my view and I expressed concern for overall amenity standards in this area. This part of the site could easily become isolated from the remainder of the development and its integration with the main residential phases is particularly important. The absence of defensible spaces in front of the units to separate it from the main turning and parking areas and the potential dominance of retaining structures and/or embankments to the rear communal spaces is poor and I would encourage a re-working of this layout.

Any Design and Access Statement must have regard to Placemaking principles and site context. The Council will not accept poor quality residential schemes. As a windfall site the proposal is an opportunity to add to our residual land supply and enhance housing delivery in a sustainable urban location. This is welcomed in principle but not at the cost of design quality and good amenity standards.

Plot 6-8, plot 4, 14, 30 and 3 should turn their corners. The arrangement of the block 15-17 is unfortunate and the gable of unit 17 will be particularly prominent at the turning circle. All these units are reliant upon one bank of parking spaces in front of them with the rear boundary of unit 14 beyond. This layout is poor in my view and the proximity of the gable of unit 17 to the turning head suggests to me that this unit either needs to be removed or pushed back to allow for landscaping and verge.

The treatment of site boundaries is also important as this will be visible in most cases. A predominance of close boarded fencing will not be accepted.

The layout of the area encompassing units 18-33 is not ideal. The parking for unit 33 appears to be divorced from the house and unit 30 seems to have an excess of parking provision in its boundary. I assume some of this is intended for unit 29 but it all appears awkward and an afterthought. Provision of 3 spaces behind one another will not be acceptable. The relationship and arrangement of units 30 and 31 to each other is unacceptable in my view and the forward projection of unit 31 in the street scene should be designed out. Unit 30 must be a corner turner.

I am unclear what the space is adjoining units 13 and how other space not being used as garden or parking etc will appear or be used. The reliance on small private driveways is not ideal as offers little in the way of quality streetscene with units 9-12 for example being isolated and facing the back enclosures of units 1-4.

I understand the road hierarchy will comprise private drives except for the turning head which you would anticipate being adopted. I will discuss highway related matters in more detail below as some of these overlap with issues raised above.

On the whole, changes are required in my view and to meet placemaking expectations and objectives.

The proposal should also meet the requirements of GP5 General Development Principles – Natural Environment:

vi the proposal includes an appropriate landscape scheme which enhances the site and the wider context including green infrastructure and biodiversity networks.

vii the proposal includes appropriate tree planting or retention where appropriate and does not result in the unacceptable loss of or harm to trees, woodland or hedgerows that have wildlife or amenity value.

Development proposals should include ecological conservation and enhancements in line with the Environment (Wales) Act 2016 providing a net benefit for biodiversity (also referred to in PPW 2021). The planting character of the adjacent housing open space should be carried through into this site, this includes a mix of deciduous and evergreen species. Several blank elevations are proposed, these will require particular attention in terms of screening/softening from users outside the site, for example from roads and cycleway/footpath to the rear. Careful design of the SUDs basins is needed as these are shown in focal point locations but changing water levels can lead to these becoming eyesores.

Professional landscape architect input will be required at the earliest stage of the design process to support:

- advice on handling levels
- ensuring screening is in the right location at the right scale
- review views in from cycleway
- ensuring sufficient space and suitable locations for planting and above ground SUDs is provided.
- ensuring sufficient space for car parking with overhang space to avoid damage to boundary fencing or walls, and set back from planting to allow access once planting has matured

Design

I have not been provided with designs for comment. Please note that vacant sites such as this will need to create their own landmarks and distinctiveness. The surrounding Mon Bank housing estate has a distinctive character. The house builder (Redrow) describes it as their “Heritage” range and it is reflective of traditional post war housing. Traditional materials such as red brick and render are used throughout. You must have regard to this context and character in the proposed designs.

Highways and Parking

The following notes are taken verbatim from the highway officer comments on this enquiry.

For convenience the comments below deal with application as two distinct sites starting with the more northerly one.

Units 1 – 33 Northern Site – Layout.

It is understood that the number of units proposed is less than the overall totals previously consented for the broader site. On that basis, there would be no requirement for additional off-site capacity or safety assessments. However, one area of concern should be addressed. Because the first cul-de-sac is too close

to the roundabout junction we would request an assessment to demonstrate that there will be no blocking back (which would result in an objection on highway safety grounds). Alternatively (and preferably) the first cul-de-sac could be relocated further into the site or accessed via another link.

Highways would query why the red line is not contiguous with the apparent highway boundary and advise that the highway is not currently adopted. No part of the proposals could be adopted unless Abberley Road is adopted. There does not appear to be any reason to not adopt it, it is just a matter of a slow process. I cannot guarantee its adoption, but I would anticipate a positive conclusion.

Unit 30 would obstruct forward visibility on the 90degree bend (of Abberley Rd.) which would not then meet adoptable standards. We would suggest that a verge is considered to be proposed (and offered for dedication assuming the road will eventually be adopted). Loss of forward visibility would give rise to an objection on highway safety grounds.

The form/geometry of the access to plots 13 & 14 is not appropriate and the extensive dropped kerb arrangement would be prejudicial to pedestrian safety and inclusivity.

The turning head shown appears inadequate for service vehicles and should be checked against the All Wales standards and assessed using a 10m HGV as it would not be acceptable for HGVs to reverse into here. Similarly, all turning heads should be checked and provision demonstrated for refuse collection and other servicing requirements.

The developer should seek more detailed comments from Newport's waste management department. [Note – no waste officer response received in relation to this enquiry] However, Highways do not consider the arrangement would work without suitably located refuse collection points and or better HGV access. [Note, full details of all refuse collection points must be provided on submitted layout drawings]

Direct and convenient pedestrian and cycle access should be provided to the byway bordering the site. This should take account of the gradients and preclude cars. 2.4 by 25m visibility splays must be demonstrated for all access roads/drives and individual drives should also demonstrate pedestrian splays of 2m by 2m at back of adopted highway. This will impact boundary and planting treatments.

Visitor parking is required for units 13 to 17 to avoid impacts on the bend where access is taken from Abberley Road. Parking for unit 30 is insufficient and there is no suitable parking provided for unit 33 (min two spaces each needed close to the entrance). Triple length drives are not acceptable/practical.

Units 1 – 14 Southern Site – Layout.

Again there is no provision for service vehicles to turn, but there are facilities for refuse collection. Others will comment on their suitability. The parking arrangement raises some concern as it will lead to parking at the entrances causing obstruction.

In its current form highways would not support the proposals for reasons relating to highway safety and parking , servicing and inclusivity policies.

Any Other Issues

Flooding

The application site is not located within an area at risk of flooding according to the Flood Map for Planning although it appears to border areas of zone 2. NRW are our technical advisors on such matters but I do not anticipate flood risk being a constraint to development in this location based on current best available information.

Environmental Protection and Public Health

No comments have been provided by Environmental Health. It is noted that the site is close to the railway line and access road/roundabout and Cardiff Road exists to the north. You have confirmed an intention to provide an Acoustic Assessment with your application.

The Council's Scientific Officer who comments upon air quality and contamination related matters has stated as follows:

The subject site is in continuity with the George Street AQMA and as such we would have concerns about any development which would give rise to any increase in emissions locally. To this end we would prefer to support development which was as close zero emission as reasonably possible i.e. no cars or EV only, coupled with zero emission heating systems and low carbon building materials.

Air Quality Positive principles are also supported by Environment & Public protection. The AQP approach aims to maximise the benefits to local air quality in and around significant development sites or master plan areas; and minimise exposure to existing sources of poor air quality. It encourages planners, designers, architects, and air quality experts to actively seek ways to achieve the best possible outcomes from their developments in terms of air quality and to go beyond simply meeting the maximum threshold of allowable contribution to air pollution.

The above is noted but the site is not within close proximity to an Air Quality Management Area and whilst the proposal will give rise to additional traffic on Cardiff Road which does potentially impact the AQMA identified above, the assessment of site history and principle of development confirm that the proposal does not give rise to traffic over and above that which may be expected as part of previously approved schemes. Notwithstanding, sustainability is a key material consideration and EV charging, sustainable heating, considerate construction methods and green infrastructure enhancements would all be viewed as benefits of a scheme. In light of advice above, you are also advised to undertake a sustainability assessment that has regard to adopted Supplementary Planning Guidance on Parking. Both areas of this site have potential to provide easy access to sustainable travel routes and local services in my view.

In relation to land contamination, the land overlies former land uses of a potentially contaminative nature i.e. Cautybella Steelworks to the east of the site and Mendalgief sidings to the centre and west of the site. I am currently unclear of what previous remediation may have occurred. The officer report for the last application on part of the site indicates that there is moderate to high risk from ground contamination to future users. It is likely that appropriate conditions will be required to secure further intrusive investigation works unless such information is provided as part of an application. Depending upon the outcomes of such investigation, conditions to secure remediation, verification and other standard expectations would be necessary.

Water and Drainage

Dŵr Cymru Welsh Water is a statutory consultee in the planning process and we would encourage all developers to engage with Welsh Water as early as possible in order to address any issues that may arise during the planning/construction process. Dŵr Cymru operates a pre-planning advisory service in order to assess the impact of the proposed development on drainage interests and a written response will be provided. This service operates for a fee and can be submitted via an online enquiry form at <http://www.dwrcymru.com/en/Developer-Services>. Further information can be obtained from the dedicated team of planning officers at Dŵr Cymru on 0800 917 2652.

In May 2018, Schedule 3 of the Flood & Water Management Act will be implemented. Schedule 3 will require sustainable drainage (SuDs) on all new developments serving 2 properties or more and local authorities are to become a Sustainable Drainage Approving Body (SAB).

Schedule 3 of the Act requires surface water drainage for new developments to comply with mandatory National Standards for SuDs. It also requires surface water drainage systems to be approved by the SAB before construction work with drainage implications may begin. Provided National Standards are met, the SAB would be required to adopt and maintain the approved SuDs that service more than one property.

Your proposals will need to be accompanied by information detailing the sustainable drainage system to serve the development.

Conclusion

The proposal in its current form would not gain Officer support for the reasons stated. However, I am confident these issues can be addressed and the principle of development would be acceptable.

While the Council will endeavour to keep pre-application enquiries confidential you should be aware that if for any reason any request for submitted information to remain confidential is subsequently found to be inadequate by the Information Commissioner, following any request under the Freedom of Information Act 2000, the Council will not be held responsible.

E-planning

We strongly encourage you to submit your applications to the planning department online via the 'Planning Portal' (www.planningportal.gov.uk). This will save money on printing costs and travelling/postage together with speed up the processing of your submission. You can attach drawings and supporting documents, including a professional quality site location plan; downloading the appropriate Ordnance Survey map and calculate the fees as part of submitting your application online.

Please contact myself to discuss any of the above further.

Yours sincerely

Joanne Davidson BSc (Hons), Dip TP, MRTPI

East Area Planning Manager

Appendix B





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

GENERAL NOTES

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

LEGEND

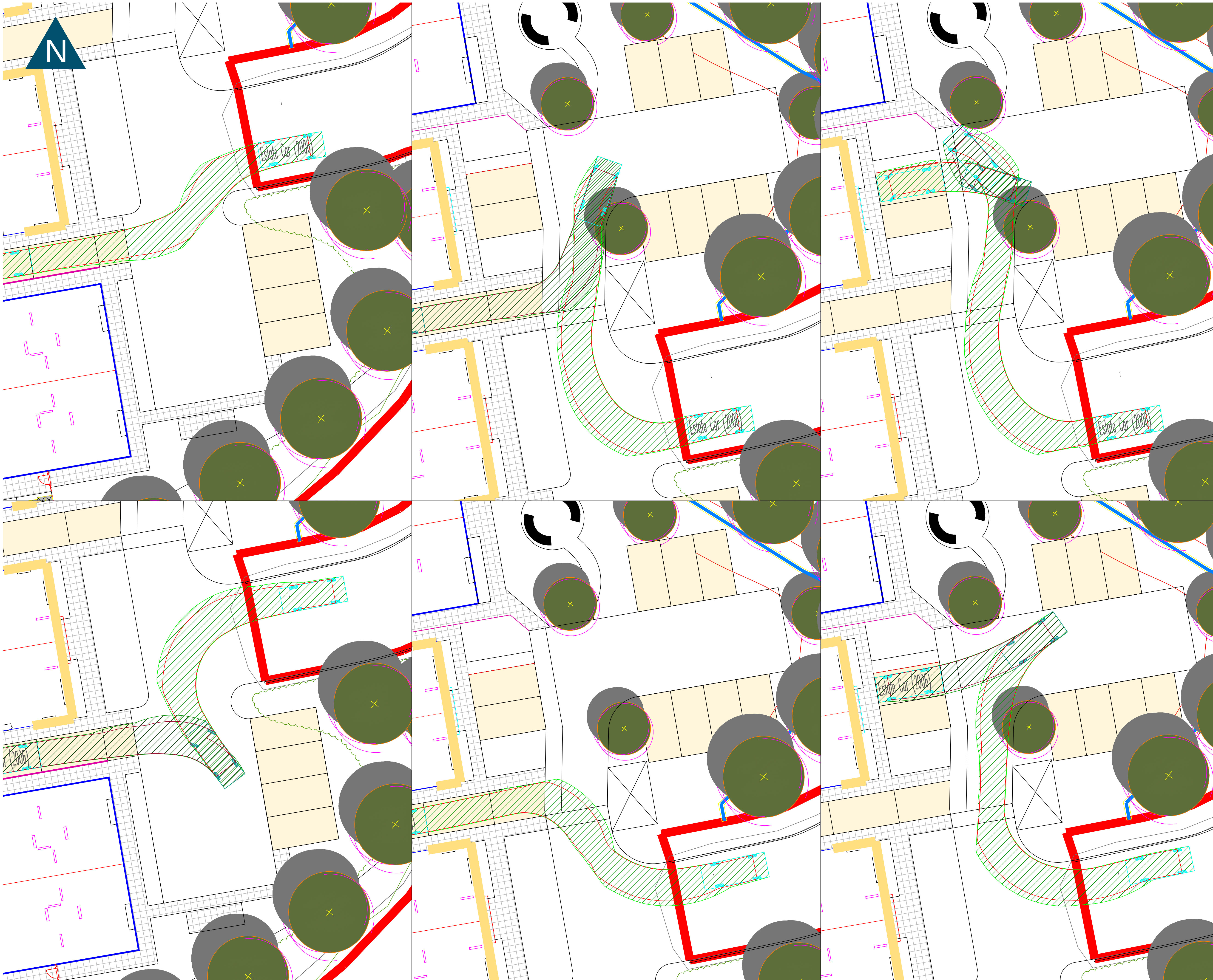
Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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

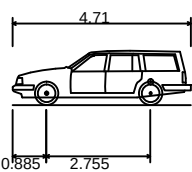
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PRELIMINARY	Scale 1:125@A1
Project	Drawn DT
Mon Bank Sidings, Newport	Checked HLJ
	Project No 23103
Title	Client Project No
Swept path analysis Estate car	Revision
Drawing No 23103.OS.103.02	



GENERAL NOTES

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

LEGEND



Estate Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

4.710m
1.804m
1.442m
0.207m
1.756m
4.00s
5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

Drawing Status

Date 21/05/2024

PRELIMINARY

Scale 1:125@A1

Project

Drawn DT

Mon Bank Sidings, Newport

Checked HLJ

Project No

23103

Title

Client Project No

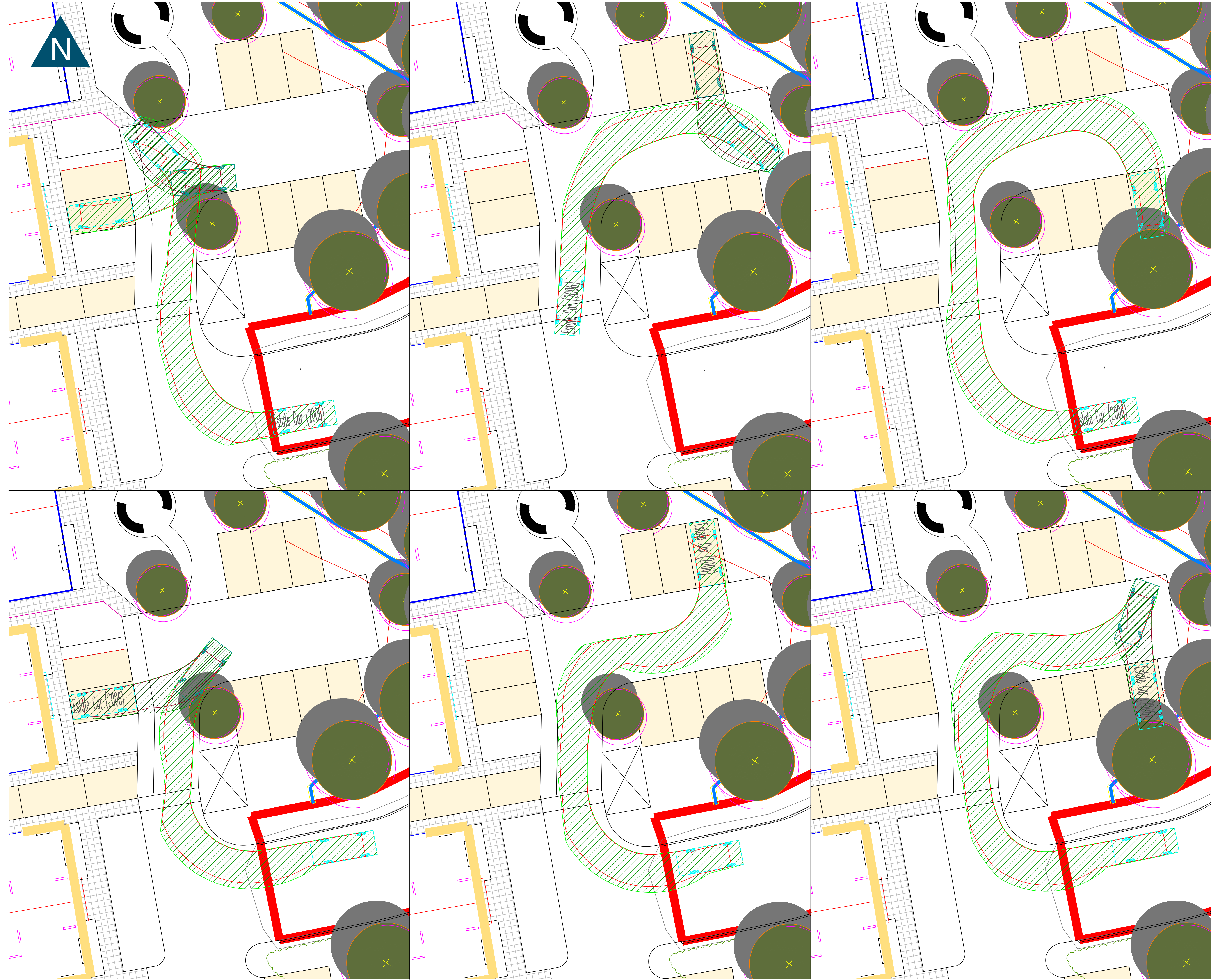
Swept path analysis
Estate car

Revision

Drawing No.

23103.OS.103.03

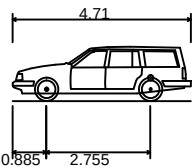
THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



GENERAL NOTES

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

LEGEND



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

NOT FOR CONSTRUCTION

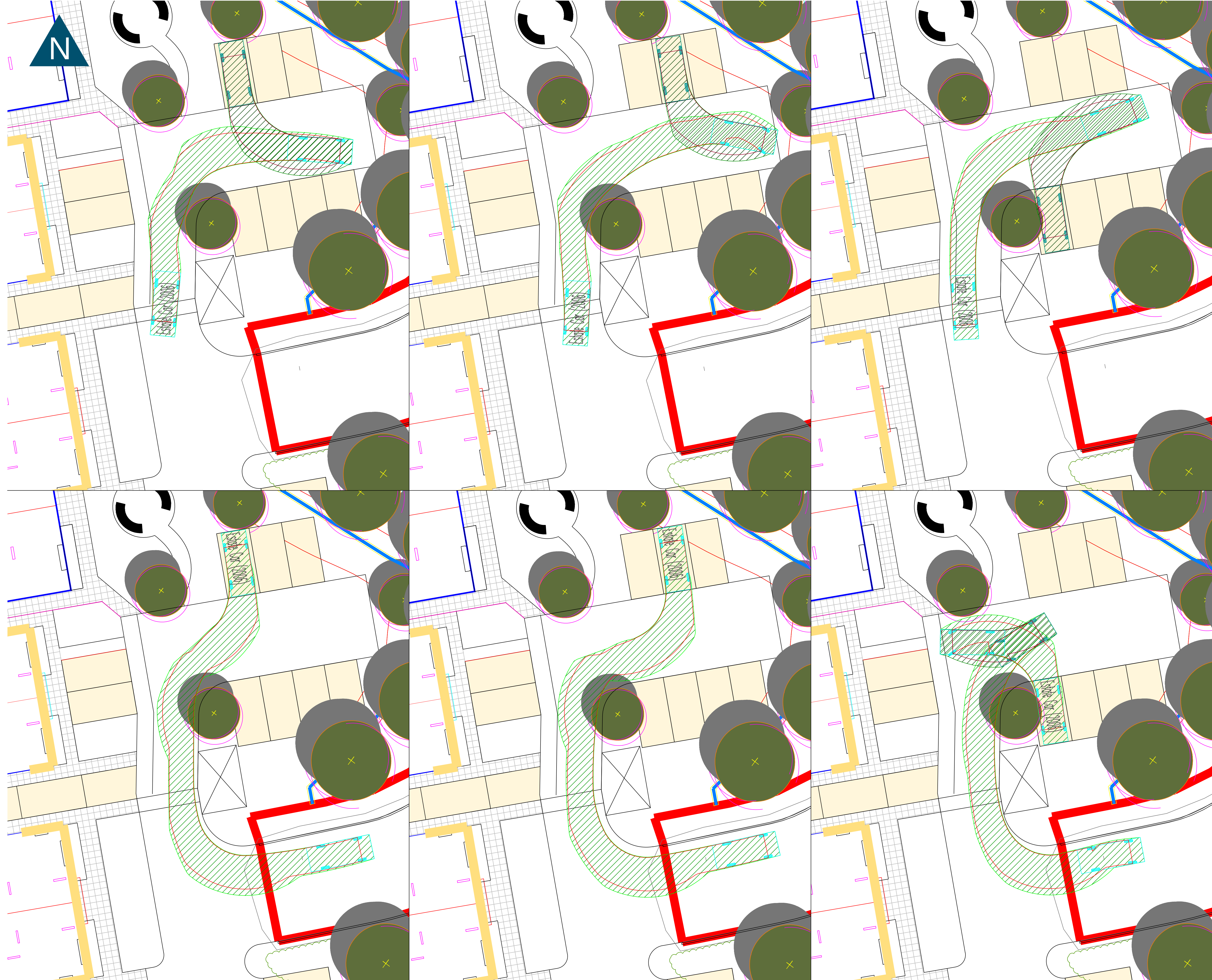
Rev	Date	Description	Drawn	Check
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5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924
mail@limetransport.com
www.limetransport.com

Drawing Status	Date 21/05/2024
PRELIMINARY	Scale 1:125@A1
Project	Drawn DT
Mon Bank Sidings, Newport	Checked HLJ
	Project No 23103
Title	Client Project No
Swept path analysis Estate car	Revision

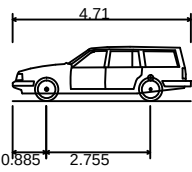
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GENERAL NOTES

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

LEGEND



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

NOT FOR CONSTRUCTION

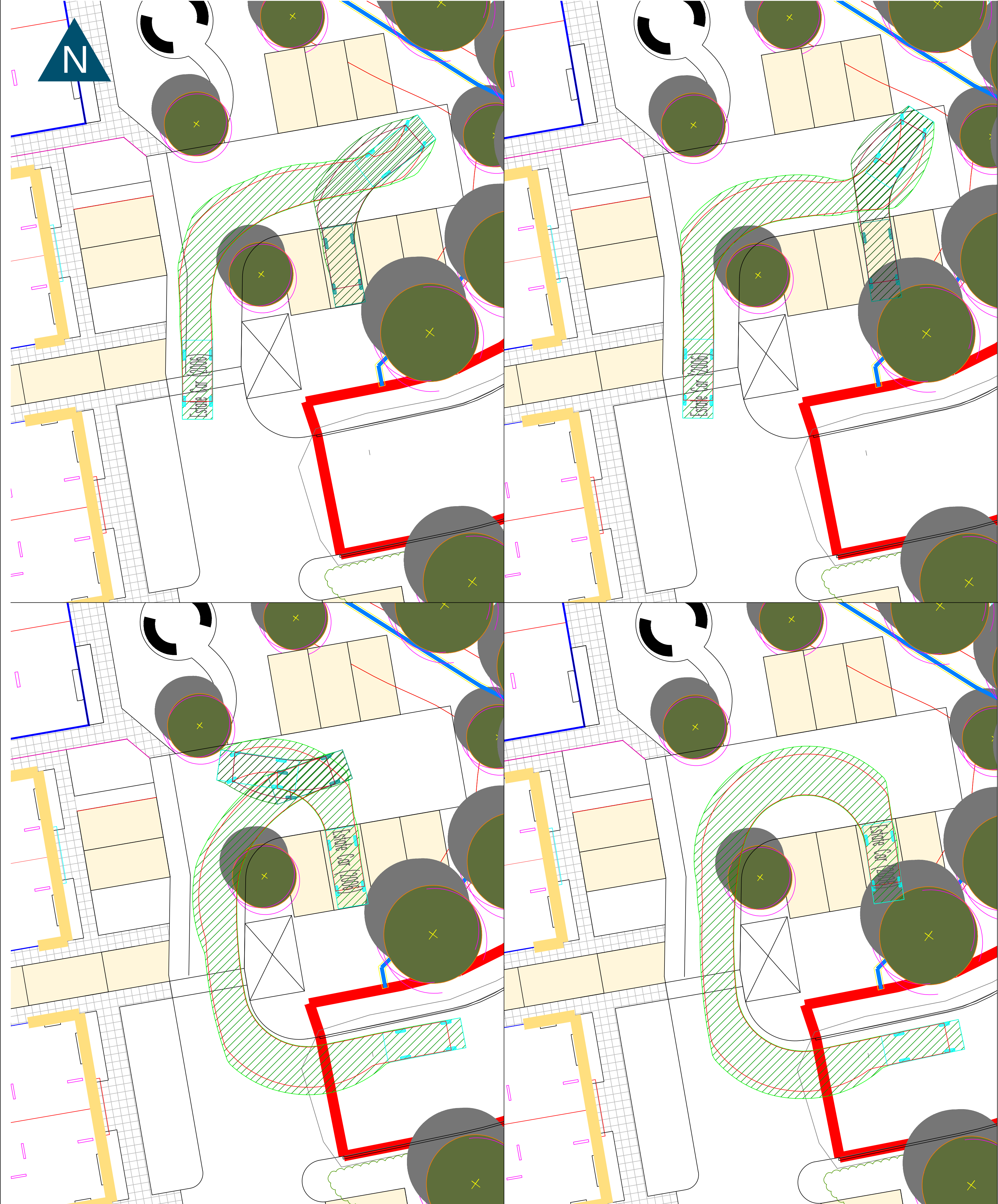
Rev	Date	Description	Drawn	Check
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Penarth, CF64 2AA
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Drawing Status	Date 21/05/2024
PRELIMINARY	Scale 1:125@A1
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Mon Bank Sidings, Newport	Checked HLJ
	Project No 23103
Title	Client Project No
Swept path analysis Estate car	Revision

Drawing No
23103.OS.103.05

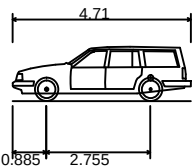


THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

GENERAL NOTES

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

LEGEND



Estate Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

4.710m
1.804m
1.442m
0.207m
1.756m
4.00s
5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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5A Andrews Buildings
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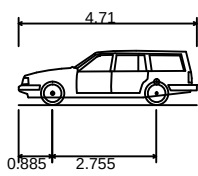
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Mon Bank Sidings, Newport	Checked HLJ
	Project No 23103
	Client Project No
Swept path analysis Estate car	Revision
Drawing No	
23103.OS.103.06	



GENERAL NOTES

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

LEGEND



Estate Car (2006)
Overall Length 4.71m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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SA Andrews Buildings
Penarth, CF64 2AA
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Drawing Status	Date 21/05/2024
PRELIMINARY	Scale 1:125@A1
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Mon Bank Sidings, Newport	Checked HLJ
Project No	23103
Title	Client Project No
Swept path analysis Estate car	Revision

Drawing No
23103.OS.103.07

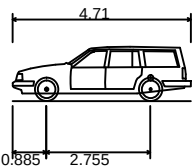


THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

GENERAL NOTES

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

LEGEND



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

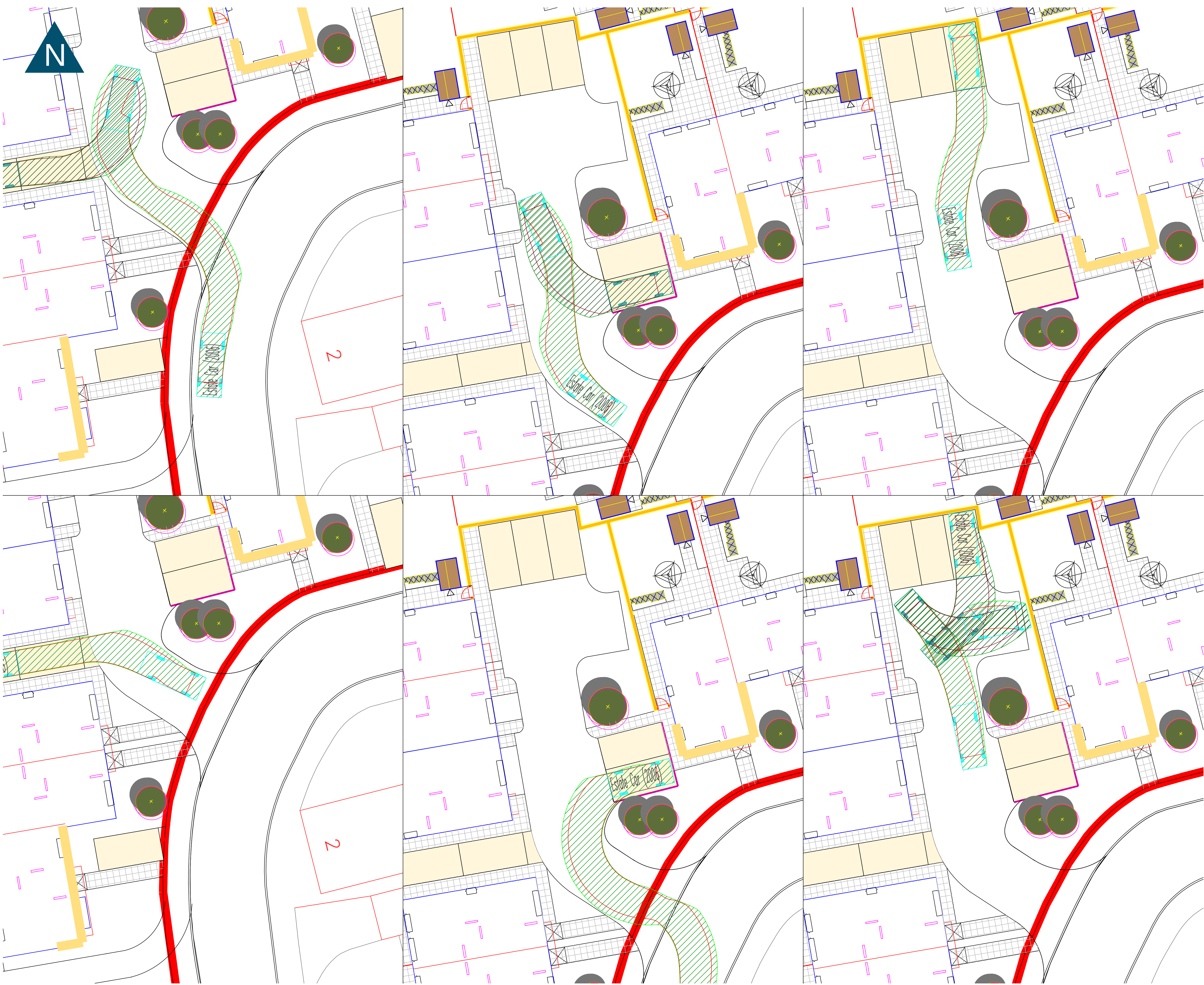
NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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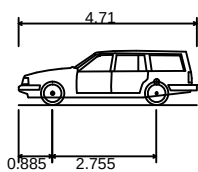
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Mon Bank Sidings, Newport	Checked HLJ
	Project No 23103
	Client Project No
Title	Revision
Swept path analysis Estate car	
Drawing No	
23103.OS.103.08	



GENERAL NOTES

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

LEGEND



Estate Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

4.710m
1.804m
1.442m
0.207m
1.756m
4.00s
5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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Drawing Status

PRELIMINARY

Project

Mon Bank Sidings, Newport

Project No

23103

Title

Swept path analysis

Estate car

Drawing No

23103.OS.103.09

Date 21/05/2024

Scale 1:125@A1

Drawn DT

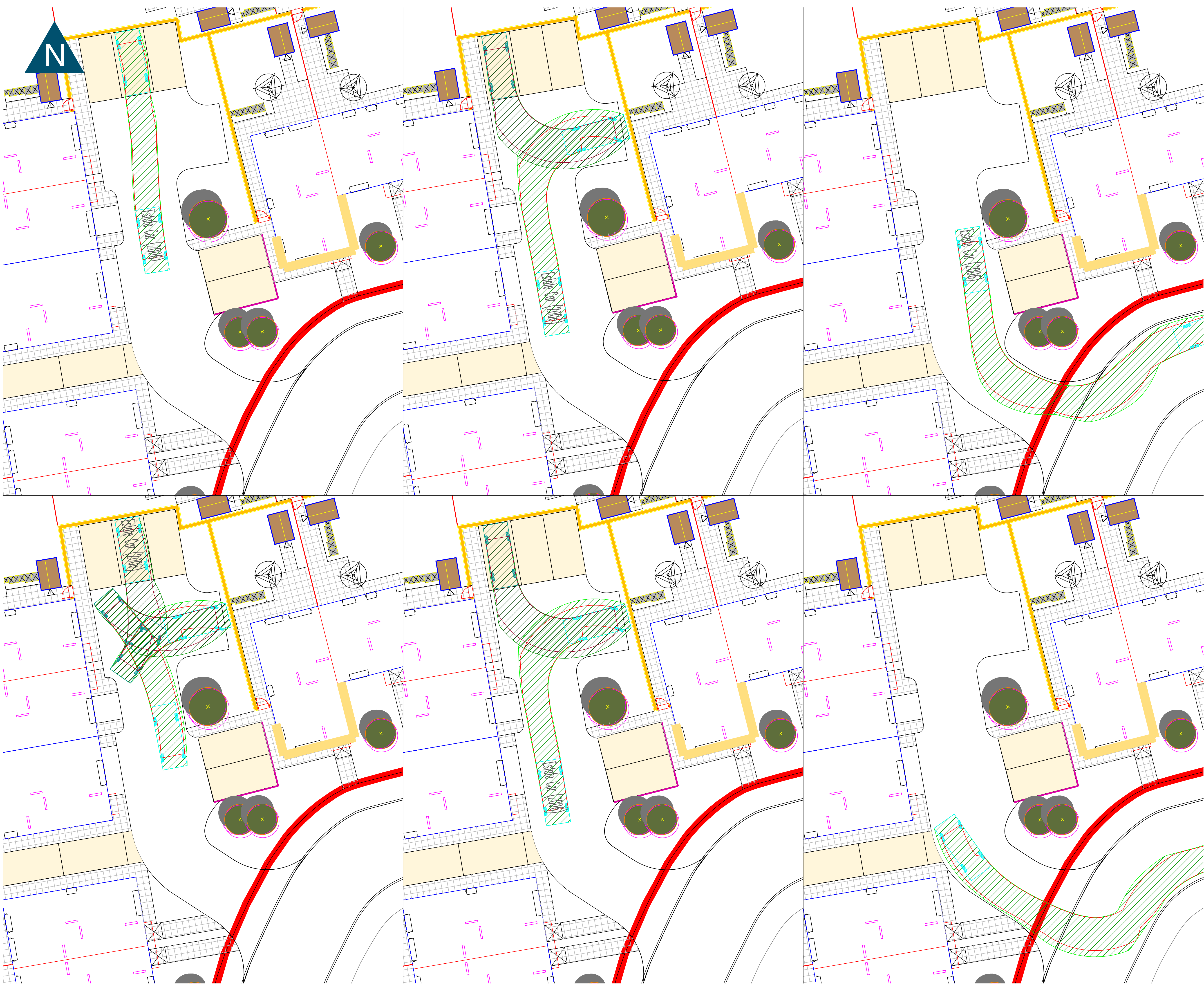
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Project No

23103

Client Project No

Revision

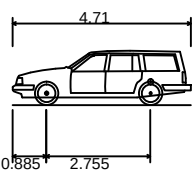


THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

GENERAL NOTES

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

LEGEND



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

NOT FOR CONSTRUCTION

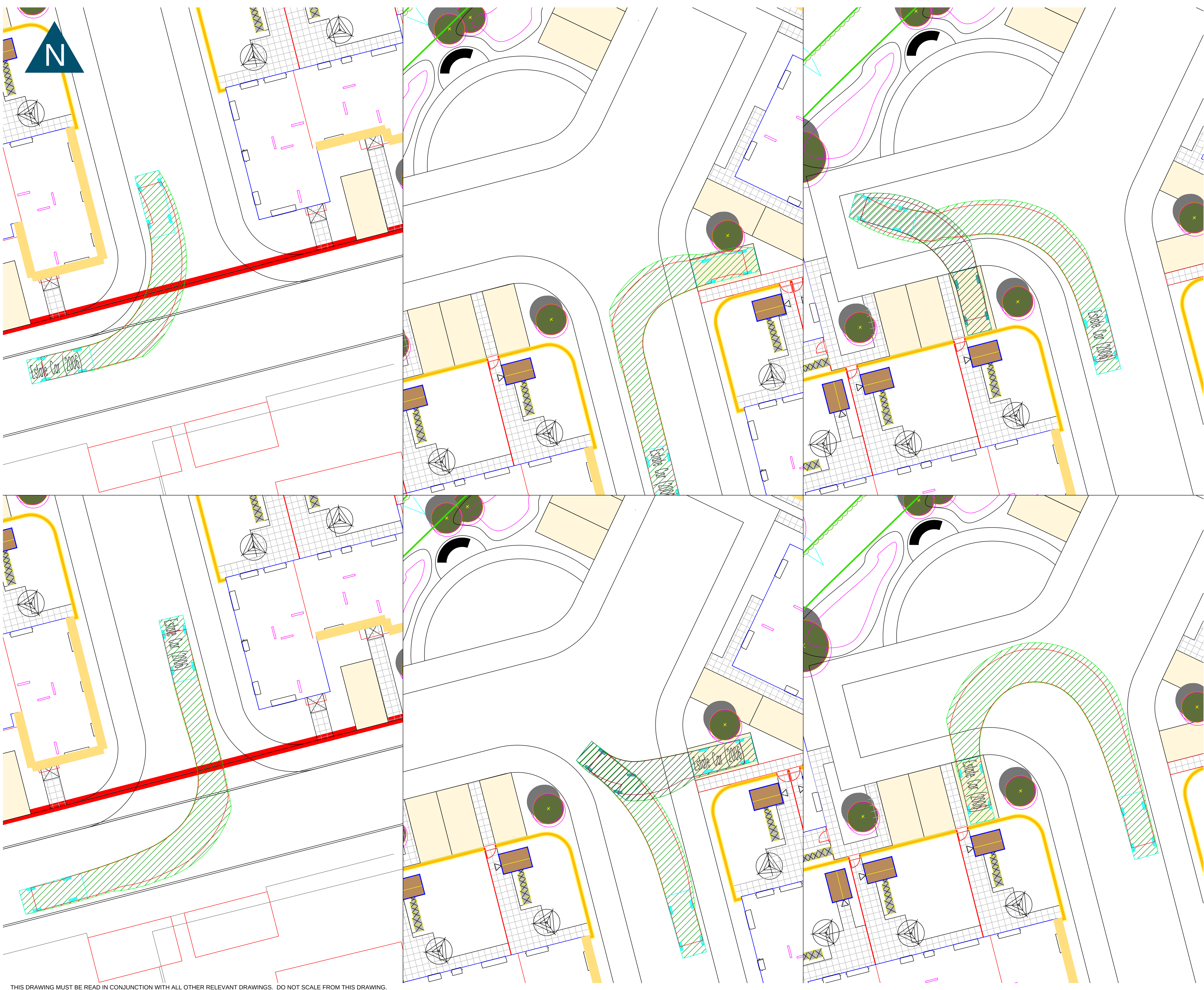
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Penarth, CF64 2AA
Tel 029 2070 0924
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Drawing Status	Date 21/05/2024
PRELIMINARY	Scale 1:125@A1
Project	Drawn DT
Mon Bank Sidings, Newport	Checked HLJ
	Project No 23103
Title	Client Project No
Swept path analysis Estate car	Revision

Drawing No	
23103.OS.103.10	



GENERAL NOTES

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

LEGEND

Estate Car (2006)
Overall Length 4.71m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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Tel 029 2070 0924
mail@limetransport.com
www.limetransport.com

Drawing Status
PRELIMINARY

Project
Mon Bank Sidings, Newport

Drawing No
23103.OS.103.11

Date **21/05/2024**

Scale **1:125@A1**

Drawn **DT**

Checked **HLJ**

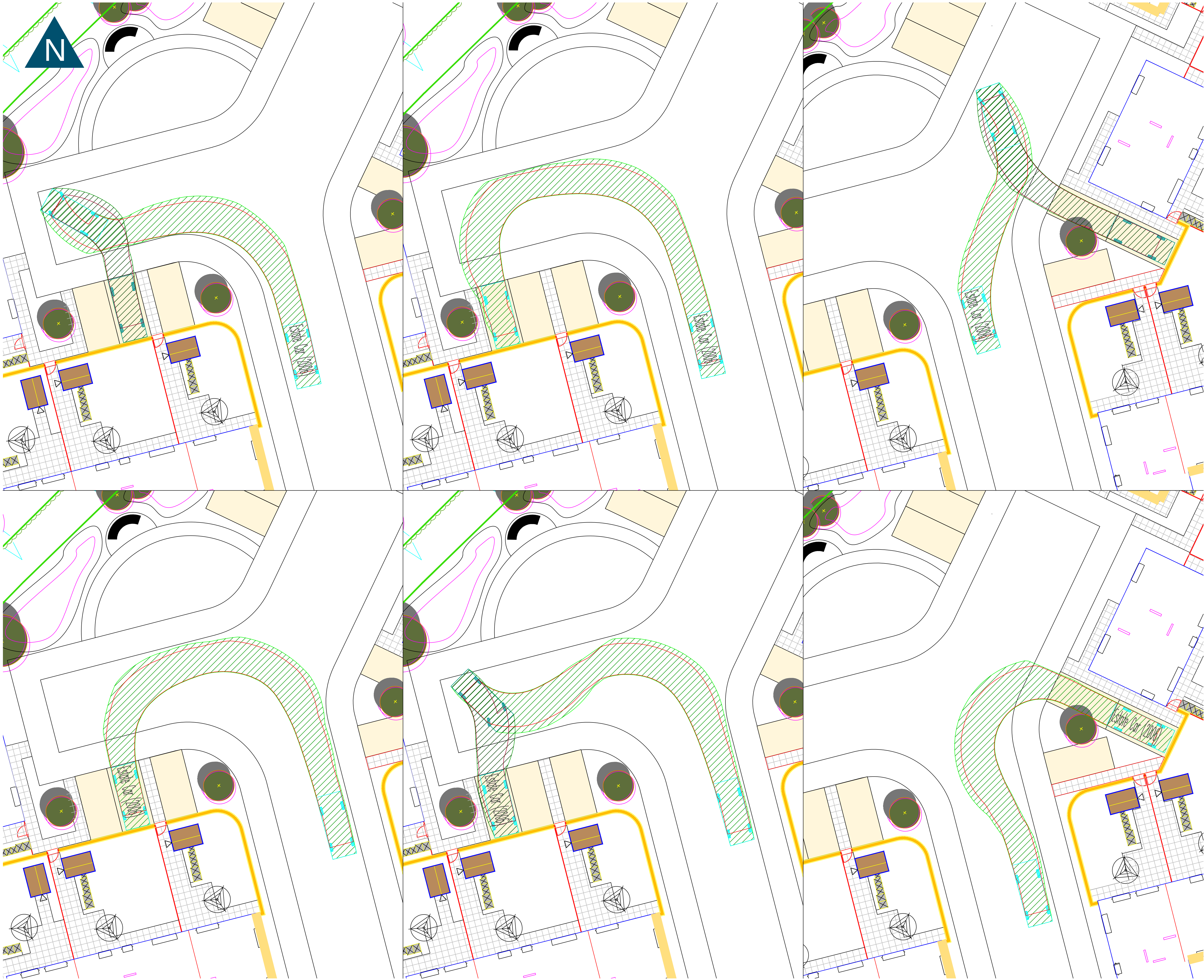
Project No
23103

Client Project No

Revision

Swept path analysis
Estate car

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



GENERAL NOTES

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

LEGEND

Estate Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

4.71m
1.804m
1.442m
0.207m
1.756m
4.00s
5.950m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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SA Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924
mail@limetransport.com
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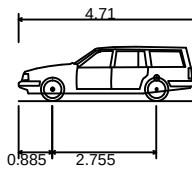
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Project	Drawn DT
Mon Bank Sidings, Newport	Checked HLJ
	Project No 23103
Title	Client Project No
Swept path analysis Estate car	Revision
Drawing No 23103.OS.103.12	



GENERAL NOTES

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

LEGEND



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

NOT FOR CONSTRUCTION

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

Drawing Status	Date 21/05/2024
PRELIMINARY	Scale 1:125@A1
Project	Drawn DT
Mon Bank Sidings, Newport	Checked HLJ
	Project No 23103
	Client Project No
Title	Revision
Swept path analysis Estate car	

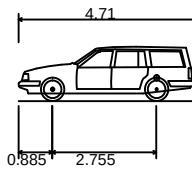
Drawing No
23103.OS.103.13



GENERAL NOTES

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

LEGEND



Estate Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

4.710m
1.804m
1.442m
0.207m
1.756m
4.00s
5.950m

NOT FOR CONSTRUCTION

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

Drawing Status	Date 21/05/2024
PRELIMINARY	Scale 1:125@A1
Project	Drawn DT
Mon Bank Sidings, Newport	Checked HLJ
	Project No 23103
Title	Client Project No
Swept path analysis Estate car	Revision
Drawing No	
23103.OS.103.13	



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

GENERAL NOTES

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

LEGEND

7.5t Box Van

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

8.010m

2.100m

3.556m

0.351m

2.064m

4.00s

7.400m

NOT FOR CONSTRUCTION

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

Drawing Status

PRELIMINARY

Project

Mon Bank Sidings, Newport

Drawing No

23103.OS.103.19

Date

21/05/2024

Scale

1:125@A1

Drawn

DT

Checked

HLJ

Project No

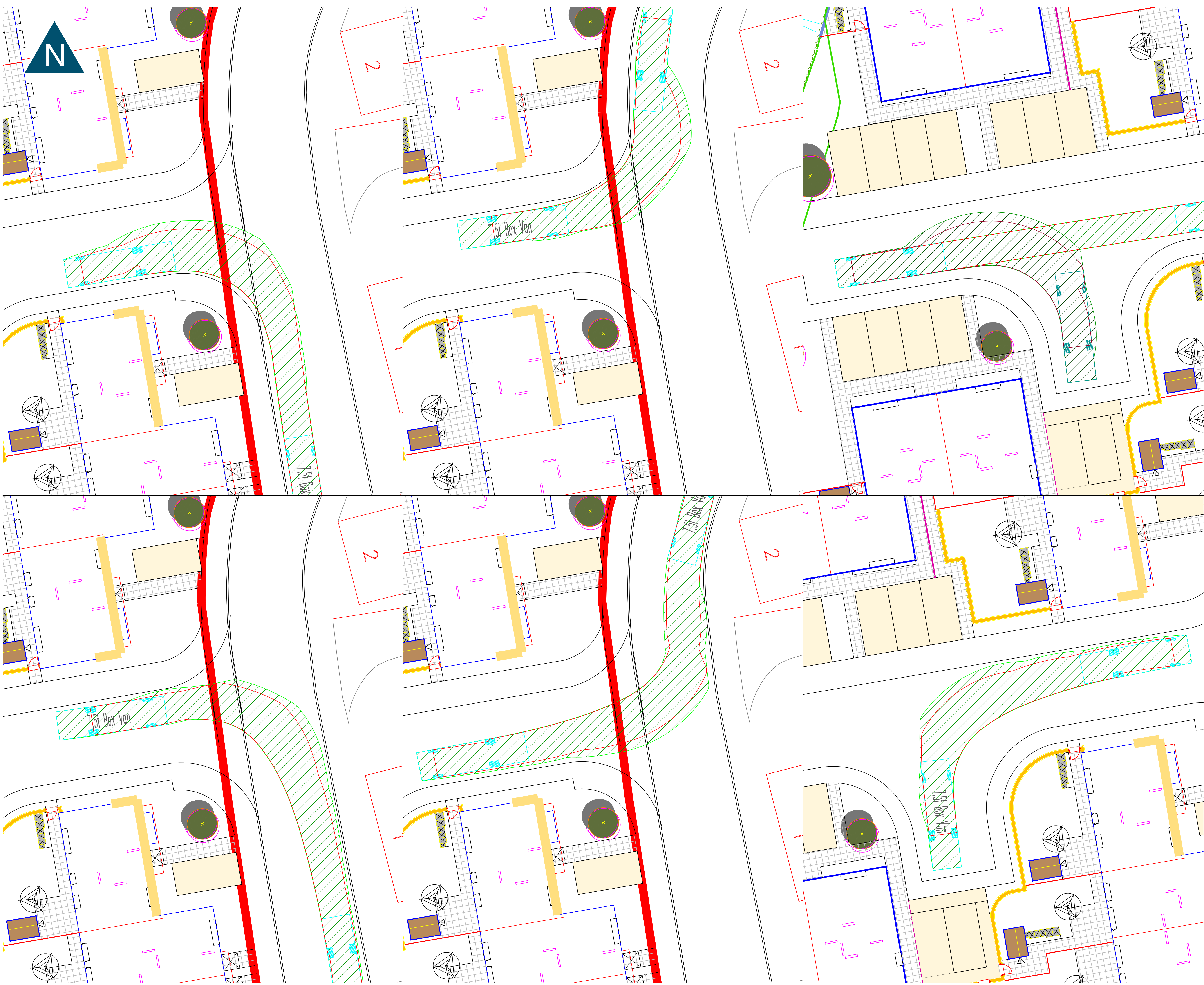
23103

Client Project No

Revision

Swept path analysis

7.5t box van



GENERAL NOTES

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

LEGEND

7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.400m

NOT FOR CONSTRUCTION

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

Drawing Status	Date 21/05/2024
PRELIMINARY	Scale 1:125@A1
Project	Drawn DT
Mon Bank Sidings, Newport	Checked HLJ
	Project No 23103
Title	Client Project No
Swept path analysis 7.5t box van	Revision
Drawing No 23103.OS.103.16	



GENERAL NOTES

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

LEGEND

7.5t Box Van

Overall Length8.010m

Overall Width2.100m

Overall Body Height3.556m

Min Body Ground Clearance0.351m

Track Width2.064m

Lock to Lock Time4.00s

Kerb to Kerb Turning Radius7.400m

NOT FOR CONSTRUCTION

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

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

mail@limetransport.com
www.limetransport.com

Drawing Status

PRELIMINARY

Project

Mon Bank Sidings, Newport

Title

Swept path analysis
7.5t box van

Drawing No

23103.OS.103.17

Date

21/05/2024

Scale

1:125@A1

Drawn

DT

Checked

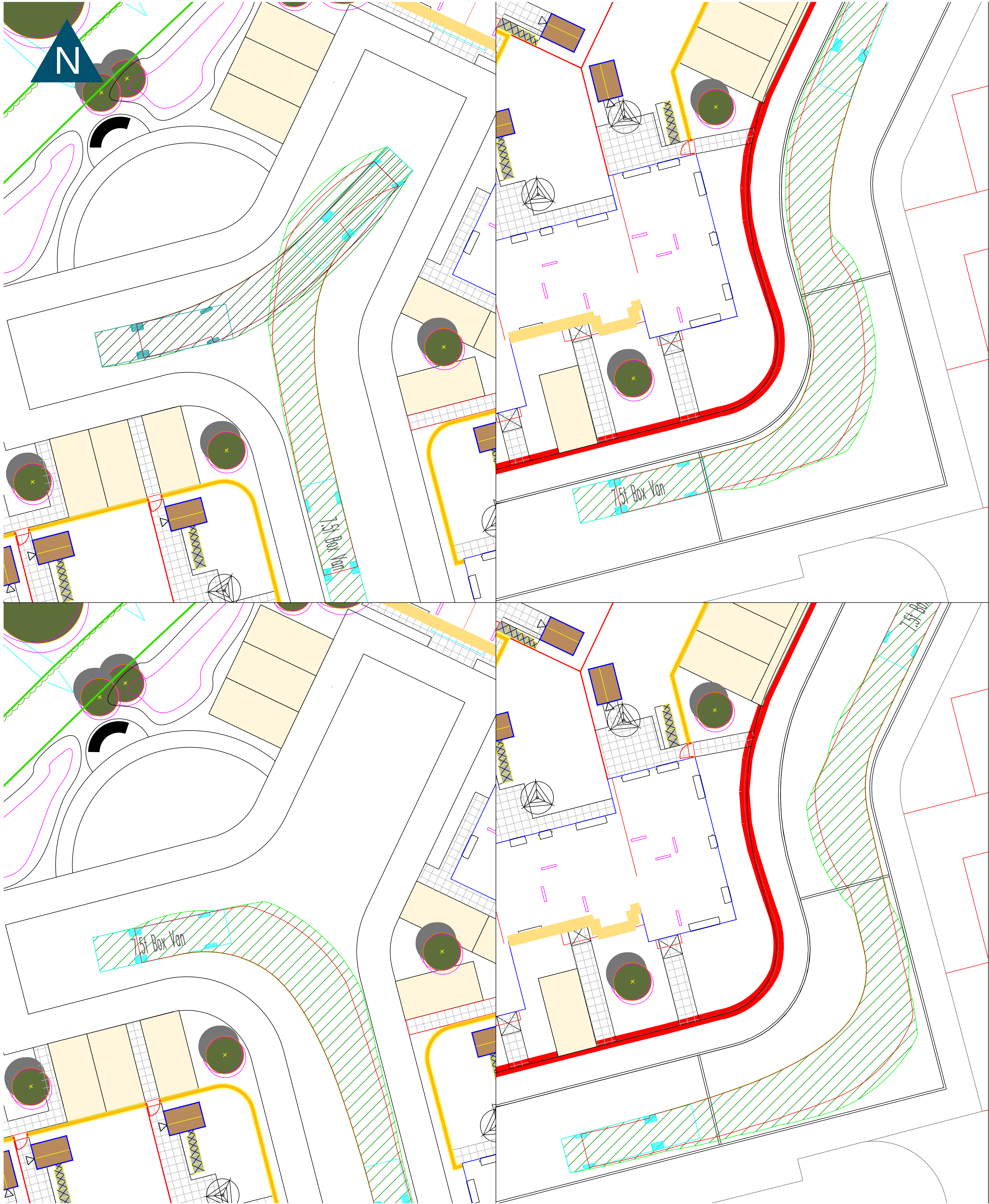
HLJ

Project No

23103

Client Project No

Revision



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

GENERAL NOTES

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

LEGEND

7.5t Box Van	Overall Length	8.010m
	Overall Width	2.100m
	Overall Body Height	3.556m
	Min Body Ground Clearance	0.351m
	Track Width	2.064m
	Lock to Lock Time	4.00s
	Kerb to Kerb Turning Radius	7.400m

NOT FOR CONSTRUCTION

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

Drawing Status	Date 21/05/2024
PRELIMINARY	Scale 1:125@A1
Project	Drawn DT
Mon Bank Sidings, Newport	Checked HLJ
	Project No 23103
	Client Project No
Swept path analysis 7.5t box van	Revision
Drawing No	
23103.OS.103.18	



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

GENERAL NOTES

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

LEGEND

Olympus 6x2 Narrow RS
Overall Length 9.190m
Overall Width 2.250m
Overall Body Height 3.707m
Min Body Ground Clearance 0.250m
Track Width 2.250m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.900m

NOT FOR CONSTRUCTION

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

Drawing Status
PRELIMINARY

Project
Mon Bank Sidings, Newport

Drawing No
23103.OS.103.19

Date
21/05/2024

Scale
1:125@A1

Drawn
DT

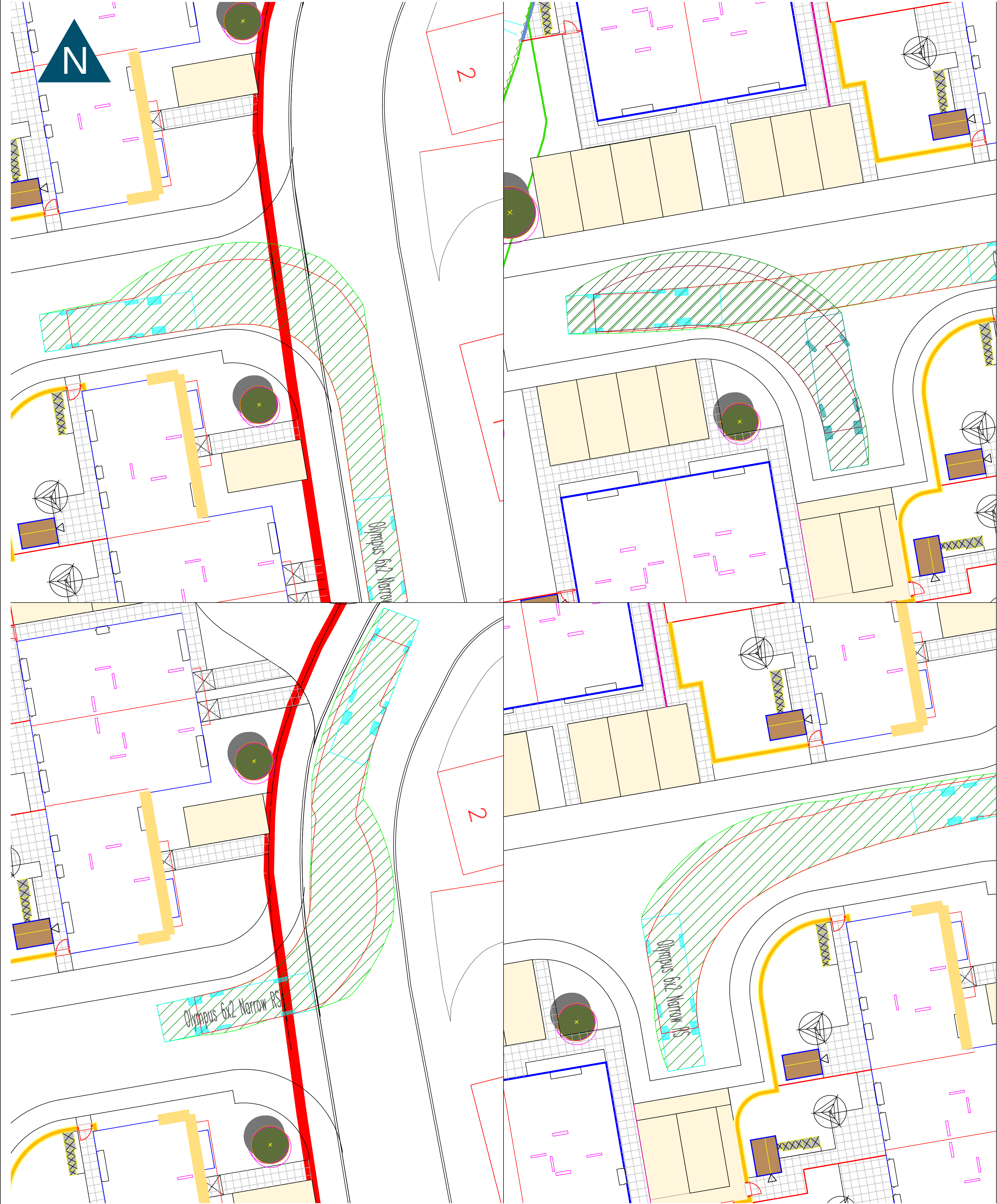
Checked
HLJ

Project No
23103

Client Project No

Revision

Swept path analysis
Refuse vehicle



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

GENERAL NOTES

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

LEGEND

Olympus 6x2 Narrow RS
Overall Length 9.19m
Overall Width 2.250m
Overall Body Height 3.707m
Min Body Ground Clearance 0.250m
Track Width 2.250m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.900m

NOT FOR CONSTRUCTION

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

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

Drawing Status	Date 21/05/2024
PRELIMINARY	Scale 1:125@A1
Project	Drawn DT
Mon Bank Sidings, Newport	Checked HLJ
	Project No 23103
	Client Project No
Swept path analysis refuse vehicle	Revision
Drawing No 23103.OS.103.20	



GENERAL NOTES

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

LEGEND

Olympus 6x2 Narrow RS
Overall Length 9.190m
Overall Width 2.250m
Overall Body Height 3.707m
Min Body Ground Clearance 0.250m
Track Width 2.250m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.900m

NOT FOR CONSTRUCTION

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

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

Drawing Status
PRELIMINARY

Project
Mon Bank Sidings, Newport

Drawing No
23103.OS.103.21

Date 21/05/2024

Scale 1:125@A1

Drawn DT

Checked HLJ

Project No
23103

Client Project No

Revision

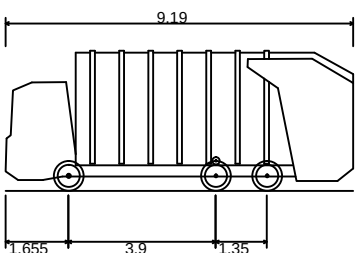
Swept path analysis
refuse vehicle



GENERAL NOTES

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

LEGEND



Olympus 6x2 Narrow RS
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

9.190m
2.250m
3.707m
0.260m
2.250m
4.00s
7.900m

NOT FOR CONSTRUCTION

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



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

mail@limetransport.com
www.limetransport.com

Drawing Status

Date 21/05/2024

PRELIMINARY

Scale 1:125@A

Project

Drawn DT

Mon Bank Sidings, Newport

Checked HL

Project No.

23103

Title

Client Project No

Swept path analysis refuse vehicle

Revision

Drawing No.

23103.OS.103.22

Appendix C



Calculation Reference: AUDIT-258601-240222-0251

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	LS LEEDS	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
11	SCOTLAND	
	MO MORAY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 14 to 54 (units:)
Range Selected by User: 14 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 22/10/21

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

Selected survey days:

Tuesday 3 days
Wednesday 2 days
Thursday 2 days

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

Selected survey types:

Manual count 7 days
Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 4
Built-Up Zone 1
No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3 7 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	1 days

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

Travel Plan:

No	7 days
----	--------

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

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	33	0.064	7	33	0.124	7	33	0.188
08:00 - 09:00	7	33	0.137	7	33	0.265	7	33	0.402
09:00 - 10:00	7	33	0.214	7	33	0.239	7	33	0.453
10:00 - 11:00	7	33	0.154	7	33	0.175	7	33	0.329
11:00 - 12:00	7	33	0.175	7	33	0.145	7	33	0.320
12:00 - 13:00	7	33	0.188	7	33	0.171	7	33	0.359
13:00 - 14:00	7	33	0.150	7	33	0.154	7	33	0.304
14:00 - 15:00	7	33	0.201	7	33	0.188	7	33	0.389
15:00 - 16:00	7	33	0.231	7	33	0.239	7	33	0.470
16:00 - 17:00	7	33	0.175	7	33	0.175	7	33	0.350
17:00 - 18:00	7	33	0.278	7	33	0.167	7	33	0.445
18:00 - 19:00	7	33	0.154	7	33	0.128	7	33	0.282
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.121			2.170			4.291

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

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

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Parameter summary

Trip rate parameter range selected:

14 - 54 (units:)

Survey date date range:

01/01/01 - 22/10/21

Number of weekdays (Monday-Friday):

7

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

1

Surveys manually removed from selection:

0

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

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	7	33	0.026	7	33	0.021	7	33	0.047
08:00 - 09:00	7	33	0.004	7	33	0.013	7	33	0.017
09:00 - 10:00	7	33	0.013	7	33	0.017	7	33	0.030
10:00 - 11:00	7	33	0.013	7	33	0.000	7	33	0.013
11:00 - 12:00	7	33	0.004	7	33	0.004	7	33	0.008
12:00 - 13:00	7	33	0.000	7	33	0.000	7	33	0.000
13:00 - 14:00	7	33	0.004	7	33	0.004	7	33	0.008
14:00 - 15:00	7	33	0.000	7	33	0.000	7	33	0.000
15:00 - 16:00	7	33	0.034	7	33	0.009	7	33	0.043
16:00 - 17:00	7	33	0.017	7	33	0.034	7	33	0.051
17:00 - 18:00	7	33	0.026	7	33	0.017	7	33	0.043
18:00 - 19:00	7	33	0.026	7	33	0.017	7	33	0.043
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.167			0.136			0.303

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	33	0.030	7	33	0.060	7	33	0.090
08:00 - 09:00	7	33	0.094	7	33	0.483	7	33	0.577
09:00 - 10:00	7	33	0.162	7	33	0.141	7	33	0.303
10:00 - 11:00	7	33	0.120	7	33	0.179	7	33	0.299
11:00 - 12:00	7	33	0.098	7	33	0.128	7	33	0.226
12:00 - 13:00	7	33	0.179	7	33	0.137	7	33	0.316
13:00 - 14:00	7	33	0.094	7	33	0.077	7	33	0.171
14:00 - 15:00	7	33	0.137	7	33	0.150	7	33	0.287
15:00 - 16:00	7	33	0.397	7	33	0.226	7	33	0.623
16:00 - 17:00	7	33	0.175	7	33	0.107	7	33	0.282
17:00 - 18:00	7	33	0.252	7	33	0.218	7	33	0.470
18:00 - 19:00	7	33	0.154	7	33	0.141	7	33	0.295
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.892			2.047			3.939

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

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	33	0.000	7	33	0.013	7	33	0.013
08:00 - 09:00	7	33	0.000	7	33	0.043	7	33	0.043
09:00 - 10:00	7	33	0.013	7	33	0.017	7	33	0.030
10:00 - 11:00	7	33	0.004	7	33	0.000	7	33	0.004
11:00 - 12:00	7	33	0.000	7	33	0.017	7	33	0.017
12:00 - 13:00	7	33	0.017	7	33	0.004	7	33	0.021
13:00 - 14:00	7	33	0.017	7	33	0.000	7	33	0.017
14:00 - 15:00	7	33	0.017	7	33	0.009	7	33	0.026
15:00 - 16:00	7	33	0.026	7	33	0.004	7	33	0.030
16:00 - 17:00	7	33	0.000	7	33	0.009	7	33	0.009
17:00 - 18:00	7	33	0.026	7	33	0.000	7	33	0.026
18:00 - 19:00	7	33	0.004	7	33	0.000	7	33	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.124			0.116			0.240

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	33	0.120	7	33	0.226	7	33	0.346
08:00 - 09:00	7	33	0.295	7	33	0.949	7	33	1.244
09:00 - 10:00	7	33	0.440	7	33	0.491	7	33	0.931
10:00 - 11:00	7	33	0.346	7	33	0.444	7	33	0.790
11:00 - 12:00	7	33	0.329	7	33	0.329	7	33	0.658
12:00 - 13:00	7	33	0.440	7	33	0.363	7	33	0.803
13:00 - 14:00	7	33	0.299	7	33	0.299	7	33	0.598
14:00 - 15:00	7	33	0.436	7	33	0.436	7	33	0.872
15:00 - 16:00	7	33	0.842	7	33	0.534	7	33	1.376
16:00 - 17:00	7	33	0.444	7	33	0.423	7	33	0.867
17:00 - 18:00	7	33	0.662	7	33	0.432	7	33	1.094
18:00 - 19:00	7	33	0.410	7	33	0.363	7	33	0.773
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.063			5.289			10.352

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

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

Appendix D



TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 6 to 45 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 07/10/16

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

Selected survey days:

Tuesday 7 days
Wednesday 3 days
Thursday 4 days

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

Selected survey types:

Manual count 14 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 3
Suburban Area (PPS6 Out of Centre) 6
Edge of Town 5

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

Selected Location Sub Categories:

Residential Zone 11
Built-Up Zone 1
No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 16 days - Selected

Secondary Filtering selection:

Use Class:

C3 14 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	5 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	5 days

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

Travel Plan:

Not Known	2 days
No	12 days

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

PTAL Rating:

No PTAL Present	14 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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