

Pobl Group
Land south of Glan Usk Road, Herbert Road

Transport Statement

March 18

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Applicant: Pobl Group

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1.0 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport has been appointed by Pobl Group, to produce a Transport Statement report in support of a planning application to develop land at Herbert Road, Newport for residential use.

1.1.2 The site was subject to a previous planning application (app. No. 13/1279) which was granted consent in August 2015 for the development of 251 residential dwellings (85% open market/15% affordable), together with a total of 348 car parking spaces.

1.1.3 A small portion of the consented scheme, 20 flats, are currently being built out and a revised application is sort for the remainder of the development site for 206 residential units.

1.1.4 In addition, the site was allocated in Newport City Council's Unitary Development Plan and the Draft Local Development Plan (at the time of the previous application).

1.1.5 The current proposals are to develop the remainder of the site to construct 206 residential dwellings, together with 371 car parking spaces. The layout of the proposed development is included at Appendix C.

1.1.6 In producing this statement, we have discussed and agreed the scope with the Local Highway Authority, as follows:

- Estimate vehicle trip generation using TRICS 7.4.2 trip generation data base;
- Assess the impact of the proposed development in comparison with the extant consent for 251 residential units
- Review site accessibility; and,
- Assess on-site parking provision.

1.2 Purpose of the report

1.2.1 The purpose of this report is to detail the likely transport characteristics of the proposed development, and identify the potential impact of the proposals on the surrounding transport network. This report also considers the on-site layout regarding parking provision.

1.3 Structure of the report

1.3.1 Following this introductory chapter, the report is structured as follows:

- **Section 2** describes the existing transport conditions surrounding the Development and reviews personal injury accident data for the study area;
- **Section 3** outlines the development proposals;
- **Section 4** considers the likely demand generated by the proposed development;
- **Section 5** assesses the impact of the development on the surrounding highway network; and,
- **Section 6** provides the conclusions of the report.

2.0 EXISTING SITUATION

2.1 Introduction

2.1.1 In order to assess the impact of the development proposals, it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report therefore describes the current highway network, together with a description of the existing transport infrastructure including: public transport, pedestrian and cycle facilities.

2.2 Site location

2.2.1 The 5.22 hectare (12.9 acre) site is situated within the St Julian's area of Newport, located approximately 1.6km (1 mile) from Newport city centre.

2.2.2 The site itself is bounded to the north by Glan Usk Primary School and to the east by the Welsh Marches Railway Line. The southern boundary of the site abuts existing warehouse/ industrial premises, and the western boundary abuts the River Usk.

2.2.3 The location of the site is shown in **Figure 2.1**.

2.3 Highway Network

2.3.1 The highway network in vicinity of the site is also shown in Figure 2.1.

2.3.2 The proposed site access is located at the intersection between Collier Street/Courtney Street, which form two sides of a square around a green amenity/play space). The other two sides of the square are formed by Crawford Street and Turner Street.

Collier Street

2.3.3 The proposed Collier Street is a residential access road, with an approximate carriageway width of 7.6m, and footways on both sides of the carriageway (approximately 2m wide).

2.3.4 Traffic calming has been implemented along the road (in the form of speed cushions), and there are parking restrictions along the eastern side of the carriageway (double yellow lines). The road is lit, and is subject to a 30mph speed limit.

Courtney Street

2.3.5 Courtney Street is a residential access road, with an approximate carriageway width of 8.5m, and a footway on the northern side of the carriageway (approximately 2m wide).

2.3.6 Traffic calming is present along the road in the form of speed cushions. There are no parking restrictions along the majority of the road, although there are parking restrictions on the approach to the junction with Crawford Street. The road is lit, and is subject to a 30 mph speed limit.

Crawford Street

2.3.7 Crawford Street is a residential road (albeit with industrial premises fronting the southern end of the carriageway), with an approximate carriageway width of 7.2m, and footways on both sides of the carriageway.

2.3.8 Traffic calming has been implemented along the road (in the form of speed cushions), and there are parking restrictions along the western side of the carriageway (double yellow lines). The road is lit and subject to a 30mph speed limit.

Turner Street

2.3.9 Turner Street links the development to the local transport network through a simple priority junction. The road is a uniform width of approximately 8.7m, narrowing to approximately 4.8m as it passes under the Welsh Marches Line. Through the narrowing, a priority system is in operation with priority for westbound traffic.

2.3.10 There is a height restriction under the railway bridge of 3.1m, and there is also a weight limit (7.5 tonne) along the road between 11pm and 7 am.

2.3.11 Within proximity of the junction with Caerleon Road the road is fronted by commercial premises and beyond the railway bridge, predominately by residential dwellings.

2.3.12 The road has pedestrian footways on both sides of the carriageway along its length, is lit and subject to a 30mph speed limit and is traffic-calmed along its length.

B4596 Caerleon Road

2.3.13 The B4596 Caerleon Road to the south east of the site, runs in a north east – south west direction connecting to the M4 in the north (providing access to the wider network) and the B4237 to the south west and the B4591 to the west.

2.3.14 The width of the road varies along its length within the study area. However, in proximity of the site the road is approximately 9m wide to the north east and 11.5 m wide to the south west.

2.3.15 The road has pedestrian footways on both sides of the carriageway, is lit and subject to a 30mph speed limit.

2.4 Public Transport

2.4.1 The proposed development is well served by public transport, with a number of scheduled bus services connecting Newport with destinations such as Cardiff, Cwmbran, Pontypool and Monmouth (see Appendix B for full details).

2.4.2 The site is also accessible by rail, with the nearest rail station, Newport Railway Station, located approximately 1.3km from the south west of the site access.

Bus services

2.4.3 There are existing bus stops on Caerleon Road – both north east bound and south west bound - within easy walking distance (i.e. 400m) of the site access facilitating movement within Newport and to neighbouring settlements.

2.4.4 **Appendix A** outlines the services that call at bus stops within the vicinity of the site and local bus routes/stops are shown in **Figure 2.2**.

2.4.5 As identified in Appendix B, there is excellent bus provision in close proximity to the site, with access to a number of bus services per hour on Caerleon Road.

Rail Services

2.4.6 As outlined above, the closest rail station is Newport Railway Station. The station is located approximately 1.3km (<1 mile) south of the site, which is within the preferred maximum walk distance of 2km (for commuting purposes). The location of the station is identified in Figure 2.1.

2.4.7 The station is situated on the GreatWestern Mainline, The Valleys Lines and the Welsh Marches Line, with services to Cardiff Central (to the west), Hereford (to the north) and Bristol Parkway/Templemeads (to the East).

2.4.8 A rail network map is presented in **Figure 2.3**.

2.5 Walking and cycling

2.5.1 As outlined above, the majority of roads within the vicinity of the site have footways on one or both sides of the carriageway, providing links between the site and the surrounding facilities.

2.5.2 The Chartered Institution of Highways and Transportation (IHT) guidelines 'Providing for journeys on foot' indicates that the desirable walking distance for commuting/school journeys is 500 metres, the acceptable walking distance is 1.0km and 2.0km is the preferred maximum.

2.5.3 **Figure 2.4** indicates the 500m, 1.0km and 2.0km isochrones from the centre of the proposed site. Local amenities within walking distance of the site include comparison and convenience goods retail, Primary School, places of worship and a Post Office.

Cycle routes

2.5.4 There are no formal cycle facilities within the immediate vicinity of the site. However, there are a number of routes to the west of the River Usk, that are within easy cycling distance of the site, including:

- National Cycle Route 47 (Celtic Trail East);

- National Cycle Route 49 (Monmouthshire and Brecon Canal – Newport);
- National Cycle Route 88 – providing a link to Caerleon.

2.5.5 These routes are shown in **Figure 2.5**.

2.6 Highway safety

2.6.1 This section of the report reviews collision data within the study area, including all surveyed junctions, this consists of:

- Caerleon Road in the vicinity of the site;
- Clarence Place/Usk Road/Church Road/Chepstow Road/Corporation Road signalised junction;
- Caerleon Road/Turner Street/Tesco priority junction;
- Turner Street/Trostrey Street priority junction; and
- Turner Street.

2.6.2 Personal Injury Collision (PIC) data was obtained from www.Crashmap.co.uk for the most recent five year period available for a study area identified above.

2.6.3 The plot of the collision locations is shown in **Figure 2.6** and a summary is presented in **Table 2.1** below.

	Personal Injuries			Casualties
	Fatal	Serious	Slight	
2012	0	2	3	5
2013	0	3	1	4
2014	0	0	3	5
2015	0	0	4	5
2016	0	1	3	4
Total	0	6	14	23

Table 2.1 Collision severity and number of casualties by year

2.6.4 It is evident from Table 2.1 and Figure 2.6 that there has been a total of 20 collisions within the study area resulting in a total of 23 casualties in the previous 5 years throughout the study area.

2.6.5 It can be seen from Figure 2.6 that none of the incidents occurred in the vicinity of the proposed access junction and that there the majority of accidents were slight and occurred at the Clarence Place/Usk Road/Church Road/Chepstow Road/Corporation Road signalised junction. As such, no highway improvements are deemed necessary as part of the development proposals.

3.0 DEVELOPMENT PROPOSALS

3.1 Land use

3.1.1 As outlined in Chapter 1, it is proposed to develop the site to construct 206 residential dwellings, together with 371 car parking spaces. The layout of the proposed development is included at **Appendix B**.

3.1.2 The site was subject to a previous planning application (app. No. 13/1279) which was granted consent in August 2015 for the development of 251 residential dwellings (85% open market/15% affordable), together with a total of 348 car parking spaces.

3.1.3 A small portion of the consented scheme totalling 20 flats, are currently being built out and a revised application is sort for the remainder of the development site for a further 206 residential units (85% open market/15% affordable). As such, the total development on the site – 20 flats from the previous consent and 206 for the current application proposals – equates to 226 residential units. Therefore, the current development proposals equate to a 25 unit reduction in comparison with the consented scheme.

3.1.4 The proposed development schedule specific to this application for 206 residential units is outlined in **Table 3.1** below.

Accommodation schedule	No. of units
Private	
3 bedroom house	48
2 bedroom house	46
2 bedroom apartment	59
1 bedroom apartment	22
Affordable	
3 bedroom house	4
2 bedroom house	12
2 bedroom apartment	3
1 bedroom apartment	12
Total	206

Table 3.1: Accommodation Schedule

- 3.1.5 As detailed above, for the purpose of this assessment the development has been assessed based on a worst case scenario of 85% open market/15% affordable split.
- 3.1.6 Notwithstanding, it is likely that a proportion of the development (35%) will be marketed as intermediate housing, which is identified as 'affordable' housing in TAN 2.
- 3.1.7 Therefore, the introduction of intermediate housing would actually result in a betterment to that assessed in this report and the impact of the proposed development could be less than predicted.

3.2 Access

Vehicular access

- 3.2.1 Access to the site will be provided via the newly constructed access junction for the previous consent on the site. The access comprises a simple priority junction from Collier Street/Courtney Street (see **Figure 3.1**).
- 3.2.2 The required visibility splays at the site access (see **Figure 3.2**) are based on the sight stopping distance (SSD) of vehicles along the site frontage. In accordance with a speed limit of 30mph, the required SSD is 43m based on guidance set out in Manual for Streets (MfS). It can be seen from the diagram that the required visibility splays are accommodated within land owned by the applicant/highway authority.

Pedestrians and cyclists

- 3.2.3 The main vehicular access to the site will incorporate facilities for pedestrians and cyclists.
- 3.2.4 The development will provide the necessary pedestrian and cyclist infrastructure within the site to encourage residents to walk and cycle, with 2m wide footways included on one or both sides of the carriageway for its entire length and, where appropriate, shared use private drives also included, prioritising the needs of pedestrians and cyclists over that of vehicles.

3.2.5 In addition, as part of the phase 1 development associated with the previous consent on the site, pedestrian access is proposed on to the riverside walk.

3.2.6 A pedestrian link is also proposed between the site and the existing pedestrian walkway which runs along the northern boundary of the site, providing direct access from the northern portion of the site to Glan Usk Primary School. This link will also provide access towards Charnwood Road via the existing railway underpass (to the east of the railway line), providing a connection between the site and the St Julian's area of Newport.

3.3 Car parking

Parking Standards

3.3.1 The proposed provision is in accordance with 'Newport City Council Parking Standards 2015'.

3.3.2 As set out in Newport's adopted car parking standards, the proposed development site is classed as a Zone 5 area which is described in the standards as:

'Areas, including small villages, with a few local facilities within walking distance. Motorised travel is required for most journeys, although there is some local employment. Public transport services less than hourly and then only to one local centre. There is no shortage of land for parking provision within the site but the adjacent highway system offers limited opportunities to park cars.'

3.3.3 Based on the adopted standards, the required number of car parking spaces is outlined in **Table 3.2**.

Dwelling type/no. of units	Parking standard	Maximum Parking provision	Accessibility adjustment	Actual provision
52 x three bed	1 space per bedroom (max 3)	156	Reduced by up to 1 space	112
120 x two bed	1 space per bedroom	240	Reduced by up to 1 space	204
34 x one bed	1 space per bedroom	34	N/A	34
Visitor spaces	1 space per 5 units	41	N/A	21
Total		471		371

Table 3.2: Car parking provision

- 3.3.4 Table 3.2 includes an adjustment (in accordance with Appendix 5 of the parking standards) to take account of the accessibility of the site by a range of transport modes, and to a range of local facilities.
- 3.3.5 The sustainability assessment, presented in **Appendix C**, has been undertaken based on walking distances from the centre of the site via the proposed pedestrian footways/links internally within the site and via existing pedestrian footways/links external to the site.
- 3.3.6 As identified above, it is proposed to provide a total of 371 car parking spaces. It is anticipated that the majority of spaces will be located on-plot or within dedicated parking courts. However, the majority of visitor spaces will be accommodated on-street.
- 3.3.7 As set out above, the short fall in parking provision relates to visitor parking. As set out in Table 3.1, a total of 21 dedicated car parking spaces are proposed within the curtilage of the site. Any further visitor car parking is envisaged to be accommodated on-street within the curtilage of the site. Owing to the fact the proposed carriageway width is a minimum of 5.5m throughout the development, this is deemed suitable to accommodate on-street car parking provision.

Cycle parking

3.3.8 Cycle parking at the proposed development will be provided in accordance with Newport's adopted parking standards. Note 6 of the cycle parking standards states:

'All residential developments must be accessible by cycles and cycle storage must be a factor of dwelling design. In appropriate circumstances, convenient communal facilities may be provided.'

3.3.9 As such, cycle Parking is to be provided for all houses and will be incorporated in dwelling design. In relation to provisions for the apartment element of the scheme, secure cycle parking will be provided in accordance with national guidelines in the form of a safe, secure bicycle store.

3.4 Travel Plan

3.4.1 The implementation of a development-wide Travel Plan will improve the sustainability of the site through promotion and raising awareness of more sustainable modes of travel. A Travel Plan is a management tool designed to enable the users of a site to make more informed decisions about their travel. It aims to increase the attractiveness of travelling by more sustainable modes thus minimising adverse impacts of travel on the surroundings.

3.4.2 This is achieved by setting out a strategy for eliminating the barriers that prevent users of the site from using sustainable modes, within local policy aims. The Travel Plan will apply to both residents and visitors to the site.

3.4.3 The implementation of a well-designed, and properly managed Travel Plan can lead to an increase in the proportion of visitors travelling by more sustainable modes.

3.4.4 A Travel Plan has been submitted as an accompanying document as part of the planning application submission.

4.0 TRANSPORT CHARACTERISTICS

4.1 Introduction

4.1.1 In order to assess the impact of the site on the existing transport infrastructure, it is necessary to assess the likely level of vehicular trips generated by the consented land-use and the proposed residential use on the site.

4.1.2 This section of the report, therefore outlines the methodology used to predict traffic generation for the proposed development, and provides an estimate of future trips to/from the development site.

4.2 Extant consent trip generation

4.2.1 As set out previously, the application site is currently largely undeveloped. However, it has planning permission for 251 residential dwellings. As such, trip generation for the consented use has been extracted from the submitted Transport Assessment.

4.2.2 The total trips generated by the consented 251 residential dwellings are detailed in **Table 4.1** below.

Peak period	Vehicle Arrivals	Vehicle Departures	Total Vehicles
Am peak	43	90	133
Pm peak	87	58	145

Table 4.1: Total trips generated by consented development

4.2.3 It can be seen from the table above that the consented development was predicted to generate a total of 133 (two-way) vehicle trips in the am peak period and 145 (two-way) vehicle trips in the pm peak period.

4.3 Proposed use trip generation

4.3.1 In order to calculate the trip generation rates for the proposed development profile, trip rates from the previously consented scheme have been used. Using the consented trip rates allows a direct comparison between the consented and proposed development.

4.3.2 This approach is deemed robust given that the latest version of TRICS provides less onerous results than the results obtained from the previous report. As such, the trip generation presented in this TS are deemed to represent a worst-case scenario.

Residential dwellings privately owned

4.3.3 The vehicle trip generation rates for the 94 privately owned dwellings have been obtained from the TRICS trip generation database. Sites have been selected on the basis of the following selection criteria:

- Land use: residential – privately owned;
- Survey days: Monday – Friday;
- Location of the development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

4.3.4 The vehicle trip generation is summarised in Table 4.2 and the full TRICS output is included in Appendix D. It should be noted that average trip rates have been used due to the lack of comparable sites in the TRICS database.

Peak Period	Trip rate			Vehicles		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.245	0.465	0.71	23	44	67
1700-1800	0.463	0.321	0.784	44	30	74

Table 4.2: Summary of trip rates/vehicular generation – housing privately owned

4.3.5 It can be seen from Table 4.2 that the privately owned dwellings could generate up to 67 vehicles two-way in the AM peak period and 74 vehicles two-way in the PM peak period.

Residential dwellings – affordable housing

4.3.6 The vehicle trip generation rates for the 16 proposed affordable houses have been obtained from the TRICS trip generation database. Sites were selected on the basis of the following selection criteria:

- Land use: residential – houses for rent;
- Survey days: Monday – Friday;
- Location of the development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

4.3.7 The TRICS outputs are set out in **Appendix E** and the peak periods are summarised in **Table 4.3** below. It should be noted that average trip rates have been used due to the lack of sufficient surveys within the TRICS database.

Peak Period	Trip rate			Vehicles		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.124	0.242	0.366	2	4	6
1700-1800	0.304	0.165	0.469	5	3	8

Table 4.3 Summary of trip rates/vehicular generation – affordable housing

4.3.8 It can be seen from the table above that the proposed development is likely to generated 6 vehicles two-way in the AM peak period and 8 vehicles two-way in the PM peak period.

Flats privately owned

4.3.9 The vehicle trip generation rates for the 81 open market flat of the proposed development have been obtained from the TRICS trip generation database. Sites were selected on the basis of the following selection criteria:

- Land use: residential – flats – privately owned;
- Survey days: Monday – Friday;
- Location of the development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

4.3.10 The TRICS outputs are set out in **Appendix F** and the peak periods are summarised in **Table 4.4** below. It should be noted that average trip rates have been used due to the lack of sufficient surveys within the TRICS database.

Peak Period	Trip rate			Vehicles		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.098	0.318	0.416	8	26	34
1700-1800	0.275	0.167	0.442	22	14	36

Table 4.4: Summary of trip rates/vehicular generation – open market flats

4.3.11 It can be seen from the table above that the proposed development is likely to generated 34 vehicles two-way in the AM peak period and 36 vehicles two-way in the PM peak period.

Flats - affordable

4.3.12 The vehicle trip generation rates for open market affordable flats element of the proposed development have been obtained from the TRICS trip generation database. Sites were selected on the basis of the following selection criteria:

- Land use: residential – flats - affordable;
- Survey days: Monday – Friday;
- Location of the development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

4.3.13 The TRICS outputs are set out in **Appendix G** and the peak periods are summarised in **Table 4.5** below. It should be noted that average trip rates have been used due to the lack of sufficient surveys within the TRICS database.

Peak Period	Trip rate			Vehicles		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.151	0.136	0.287	2	2	4
1700-1800	0.136	0.096	0.232	2	1	3

Table 4.5 Summary of trip rates/vehicular generation – affordable flats

4.3.14 It can be seen from the table above that the proposed development is likely to generate 4 vehicles (two-way) in the AM peak period and 3 vehicles (two-way) in the PM peak period.

Total trip generation

4.3.15 Total trips generated by the private and sheltered housing are detailed in **Table 4.6** below.

Peak period	Vehicle Arrivals	Vehicle Departures	Total Vehicles
0800-0900	35	75	111
1700-1800	73	48	120

Table 4.6 Total trips generated

4.3.16 It can be seen from the table above that the proposed development is likely to generate a total of 111 vehicles two-way in the am peak period and 120 vehicles (two-way) in the PM peak period.

5.0 POTENTIAL IMPACT

5.1 Introduction

5.1.1 This section of the report investigates the development proposals potential impact on the surrounding network in light of the previously consented uses on site.

5.2 Comparison of proposed and existing trip generation

5.2.1 A comparison of the trips generated by the proposed 206 dwelling residential development (and the 20 units currently under construction) and the extant consented 251 dwelling residential development is detailed in **Table 5.1** below.

Peak period	Existing (Proposed)			Difference		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	43 (35+4)	90 (75+7)	133 (111+11)	-4	-8	-11
1700-1800	87 (73+7)	58 (48+5)	145 (120+12)	-7	-5	-13

Table 5.1 Comparison of vehicle trip generation

5.2.2 In total, the proposals would be likely to generate 11 fewer vehicle trips (two-way) in the AM peak period and 13 fewer vehicle trips (two-way) in the PM peak period, compared with the extant planning consent.

Summary

5.2.3 As detailed above, it is estimated that the proposed reduction in dwelling numbers compared with the consented scheme would generate fewer vehicular movements to those predicted to be generate by the consented development on site during the 0800 -0900 AM and 1700 – 1800 PM peak hour.

5.2.4 In view of this no further impact analysis is considered necessary.

6.0 CONCLUSION

6.1 Summary

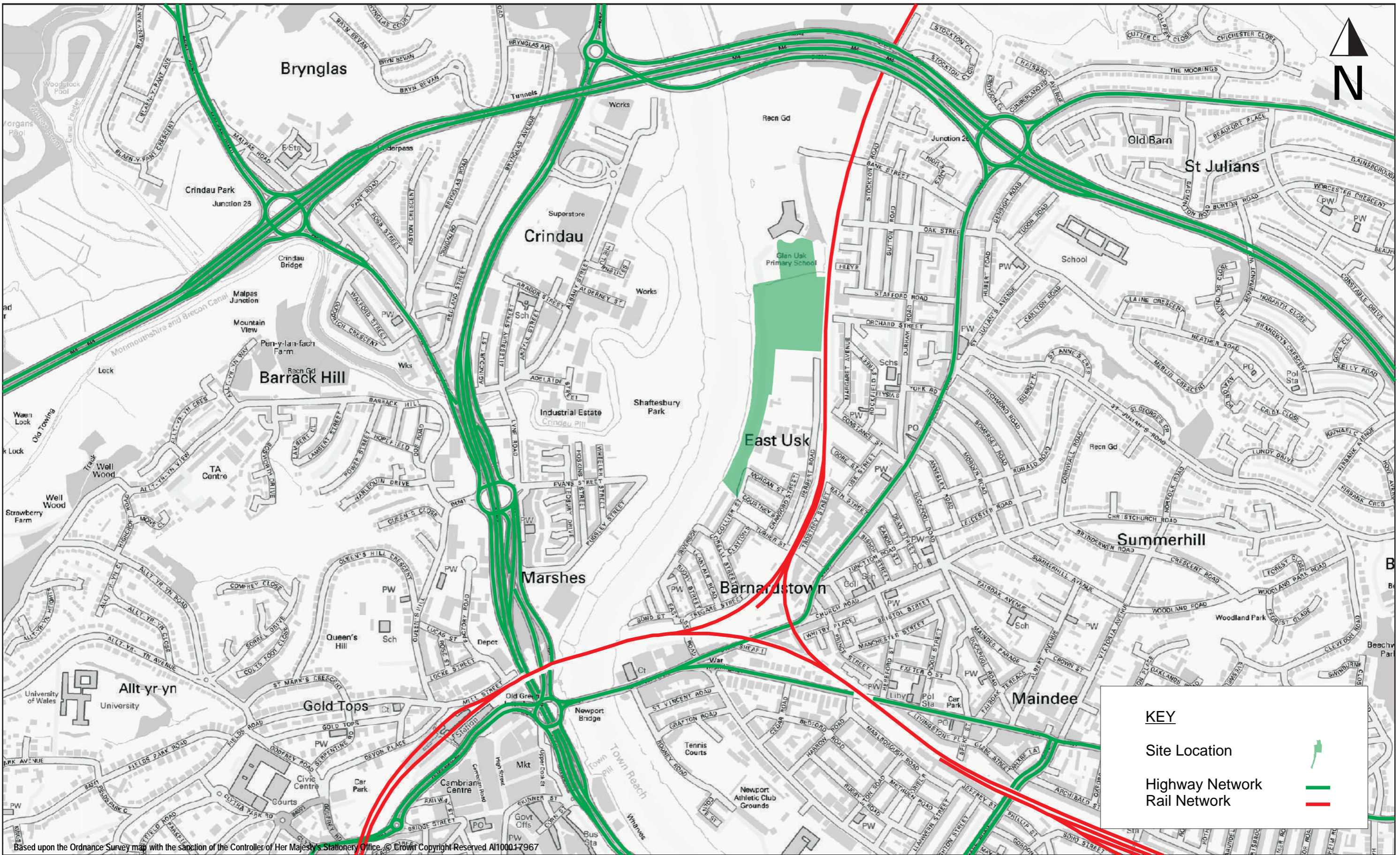
- 6.1.1** Asbri Transport has been appointed by Pobl Group, to produce a Transport Assessment report in support of a planning application to develop land at Herbert Road, Newport for residential use.
- 6.1.2** The site has planning permission for the development of 251 residential dwellings (85% open market/15% affordable), together with a total of 348 car parking spaces.
- 6.1.3** A small portion of the consented scheme, 20 flats, are currently being built out and a revised application is sort for the remainder of the development site for 206 residential units.
- 6.1.4** Current proposals are to develop the site to construct up to 206 residential dwellings, together with 371 car parking spaces.
- 6.1.5** An analysis of the local highway network, including provision for pedestrian, cyclist and public transport movement has been undertaken, and concluded that there are opportunities for pupils and staff of the proposed development to undertake trips by alternative modes of travel to the private car and that the site is closely situate within close proximity to existing bus services and local amenities.
- 6.1.6** Access to the site will be provided via the newly constructed access junction for the previous consent on the site. The access comprises a simple priority junction from Collier Street/Courtney Street.
- 6.1.7** The main vehicular access to the site will incorporate facilities for pedestrians and cyclists. In addition, as part of the phase 1 development associated with the previous consent on the site, pedestrian access is proposed on to the riverside walk which will provide an attractive pedestrian link along the River Usk.

- 6.1.8** In addition, there is a pedestrian link between the site and Charnwood Road (to the east of the railway line), which travels under the railway. This provides a connection between the site and the St Julian's area of Newport.
- 6.1.9** Car and cycle parking at the proposed development will be provided in accordance with Newport's adopted parking standards.
- 6.1.10** It is estimated that the proposed reduction in dwelling numbers compared with the consented scheme would generate fewer vehicular movements to those predicted to be generate by the consented development on site during the 0800 -0900 AM and 1700 – 1800 PM peak hour.
- 6.1.11** A Travel Plan has been submitted as an accompanying document as part of the planning application submission.
- 6.1.12** The implementation of a well-designed, and properly managed Travel Plan can lead to an increase in the proportion of visitors travelling by more sustainable modes.

6.2 Conclusion

- 6.2.1** In conclusion, it is considered that this development is appropriate and acceptable in traffic and transport terms. It is considered that the traffic movements associated with the development proposals could be accommodated on the highway network and will not have a detrimental impact on the free flow of traffic due to the existing volumes of traffic using the local highway network.


Figures

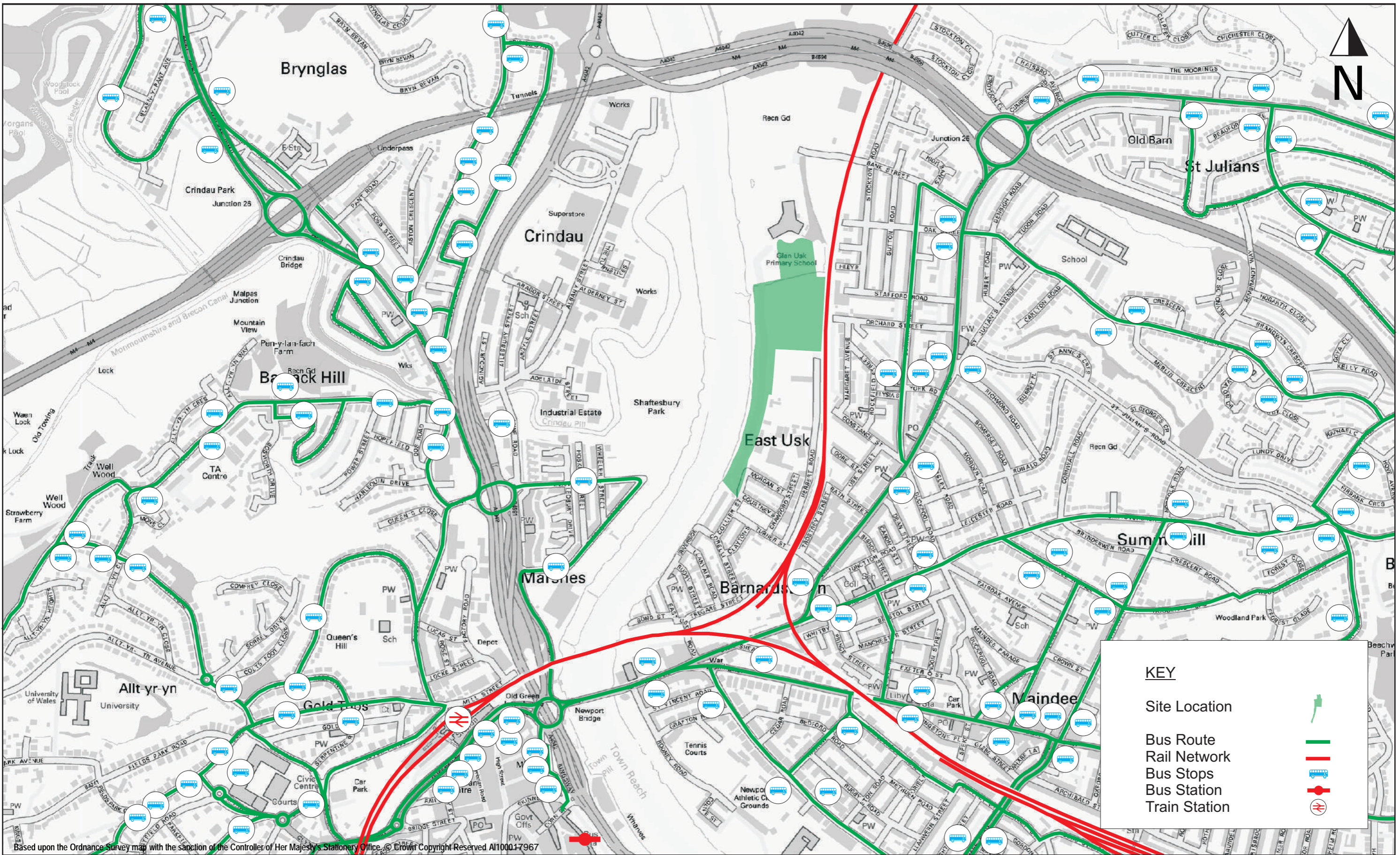


KEY


- Site Location
- Highway Network
- Rail Network

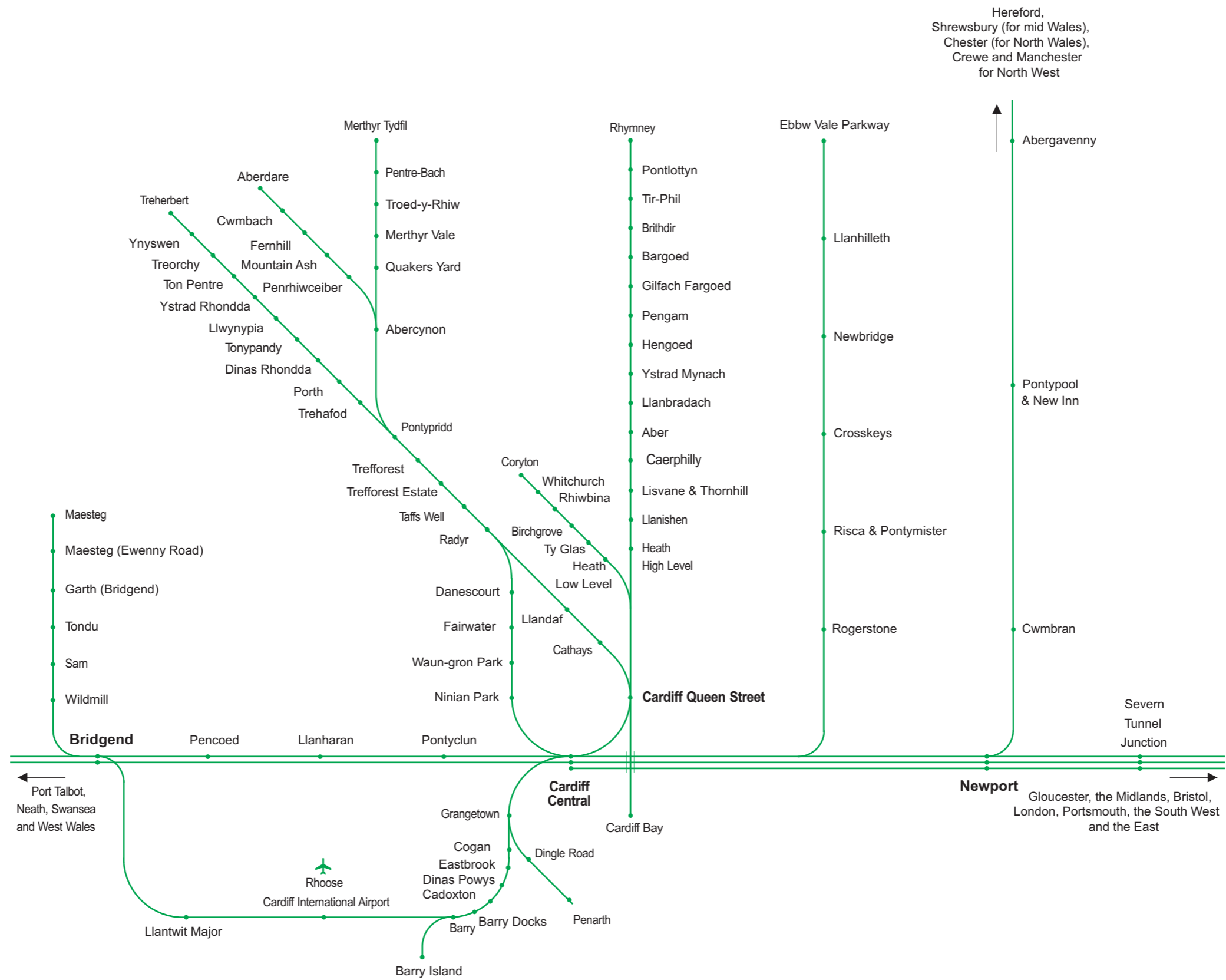
Based upon the Ordnance Survey map with the sanction of the Controller of Her Majesty's Stationery Office. © Crown Copyright Reserved All100017967

Drawing Title Site location/Local Highway Network	Client Pobl Group	 1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff T 029 2073 2652 F 029 2073 2670	Scale: NTS Designed by: LV Drawn by: LV Ckd/Appd: PO'C 1st Issued: Jul 2017 Job No: T17.118	File Extension: Drg No: Figure 2.1
	Job Title Land south of Glan Usk Road, Herbert Road			




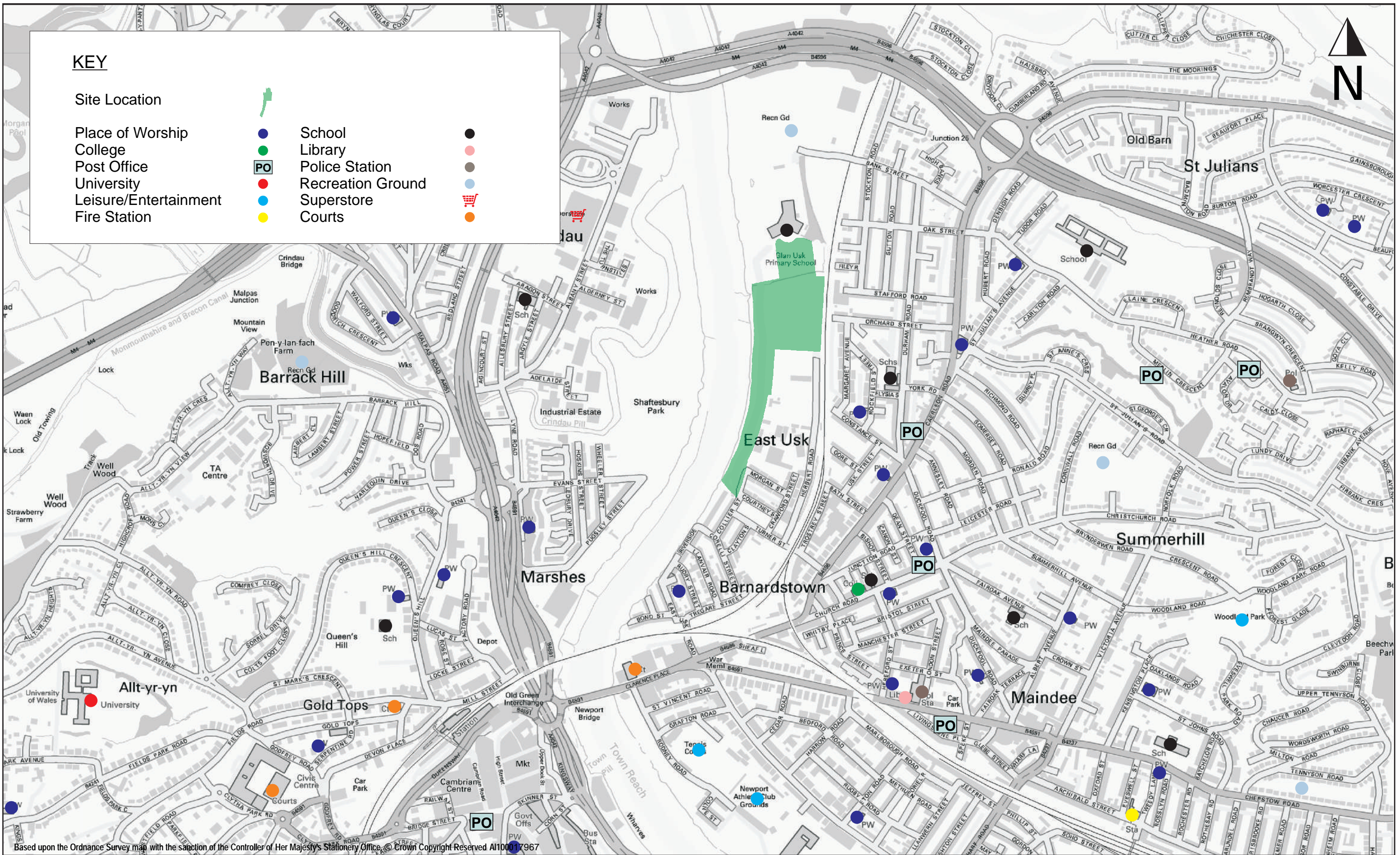
Based upon the Ordnance Survey map with the sanction of the Controller of Her Majesty's Stationery Office. © Crown Copyright Reserved All100017967

Drawing Title Public Transport Infrastructure	Client Pobl Group	 1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff T 029 2073 2652 F 029 2073 2670	Scale: NTS	File Extension:
	Job Title Land south of Glan Usk Road, Herbert Road		Designed by: LV	Drg No: Figure 2.2
		Drawn by: LV	Ckd/Appd: PO'C	
			1st Issued: Jul 2017	
			Job No: T17.118	



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Drawing Title	Client		Scale: NTS	File Extension:
	Job Title		Designed by: LV	
Rail Network Map	Pobl Group Land south of Glan Usk Road, Herbert Road	1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff T 029 2073 2652 F 029 2073 2670	Drawn by: LV	Drg No: Figure 2.3
			Ckd/Appd: PO'C	
			1st Issued: Jul 2017	
			Job No: T17.118	

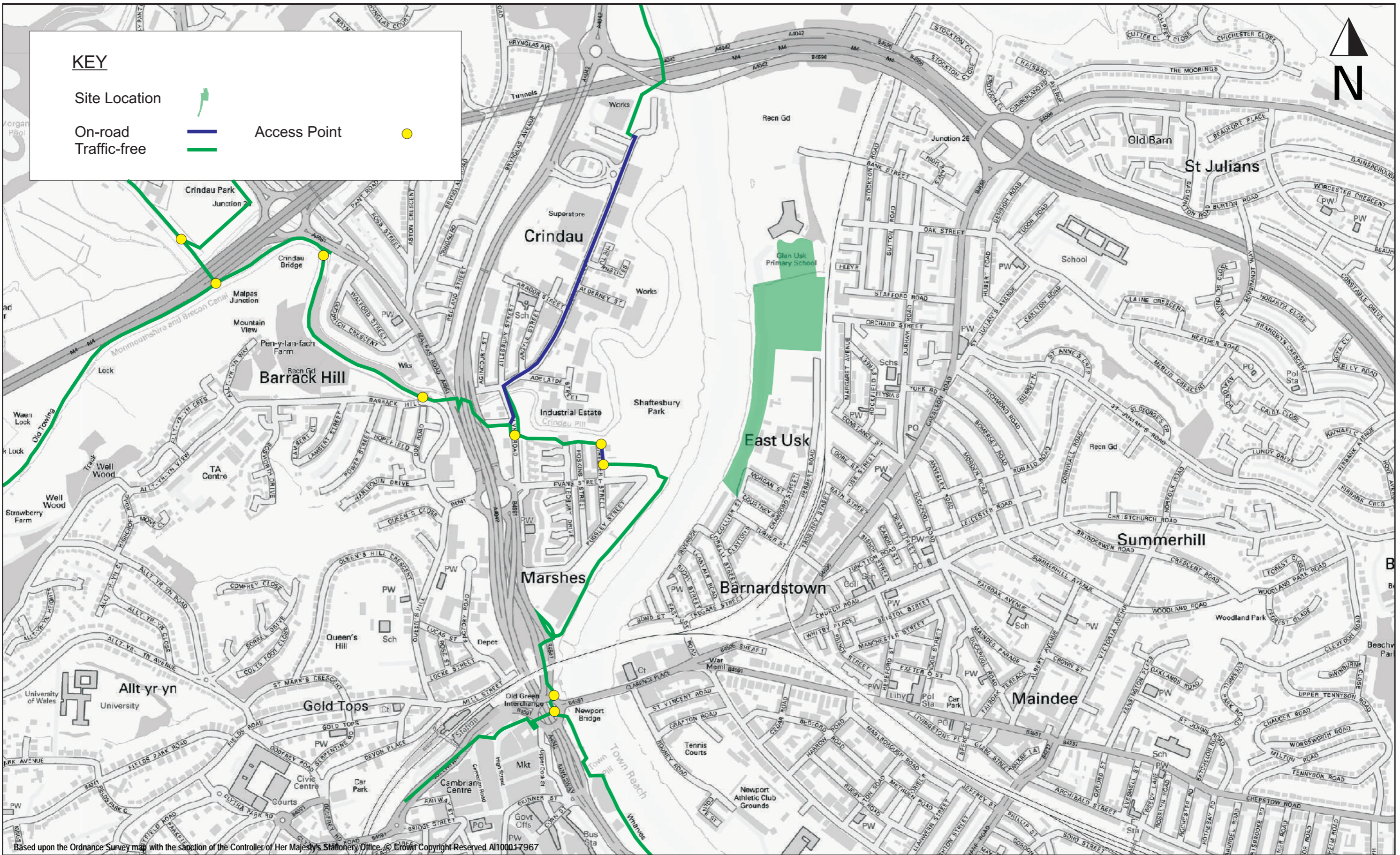


KEY


- Site Location ■
- Place of Worship ●
- College ●
- Post Office PO
- University ●
- Leisure/Entertainment ●
- Fire Station ●
- School ●
- Library ●
- Police Station ●
- Recreation Ground ●
- Superstore ●
- Courts ●

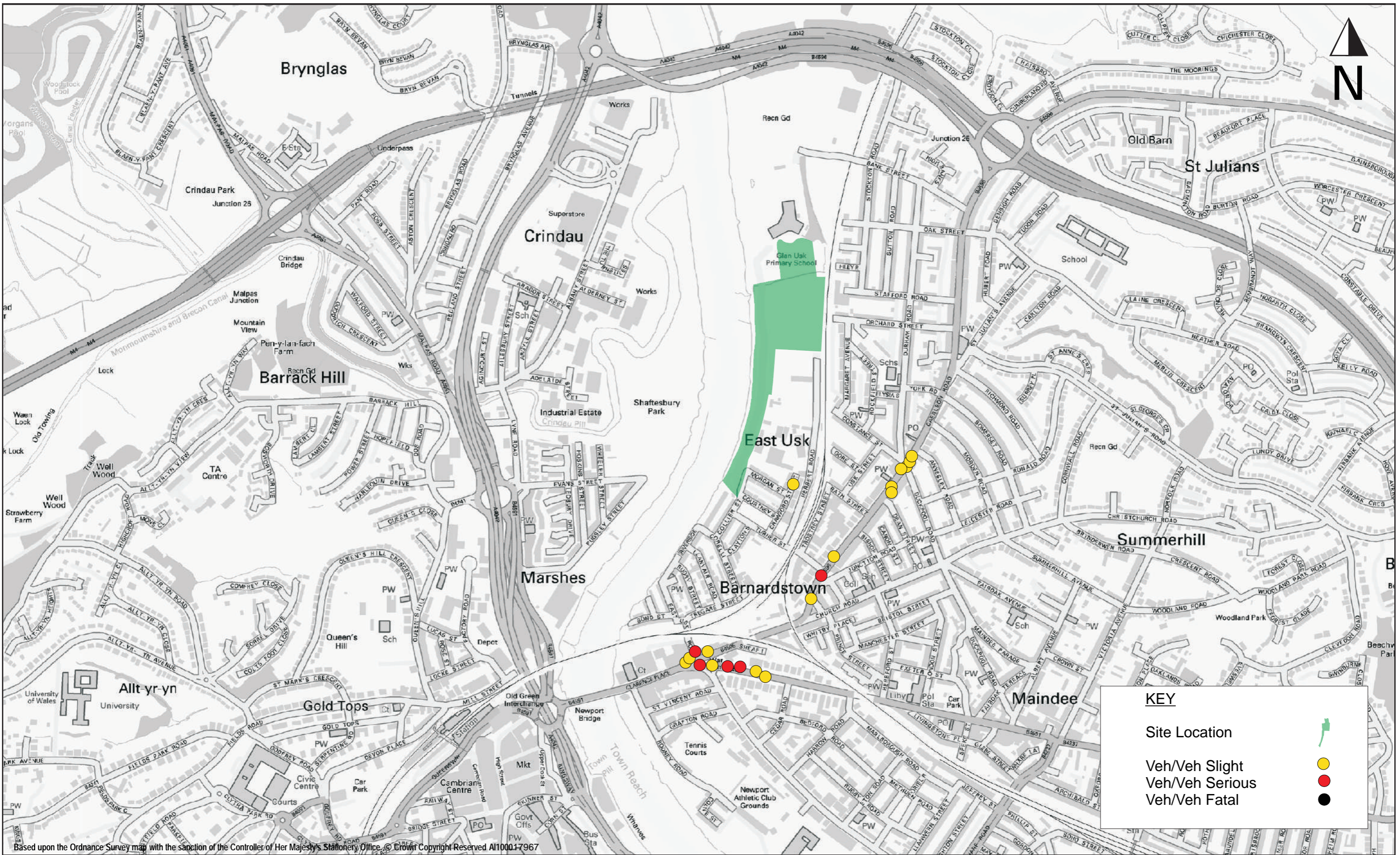
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<p>Drawing Title</p> <p style="text-align: center; font-weight: bold;">Local Amenities</p>	<p>Client</p> <p style="text-align: center; font-weight: bold;">Pobl Group</p> <p>Job Title</p> <p style="text-align: center; font-weight: bold;">Land south of Glan Usk Road, Herbert Road</p>	<p>1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff</p> <p style="text-align: right;">T 029 2073 2652 F 029 2073 2670</p>	<p>Scale: NTS</p> <p>Designed by: LV</p> <p>Drawn by: LV</p> <p>Ckd/Appd: PO'C</p> <p>1st Issued: Jul 2017</p> <p>Job No: T17.118</p>	<p>File Extension:</p> <p>Drg No: Figure 2.4</p>
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<p>Drawing Title</p> <p>Local Cycle Routes</p>	<p>Client</p> <p>Pobl Group</p> <p>Job Title</p> <p>Land south of Glan Usk Road, Herbert Road</p>	 <p>1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff</p> <p>T 029 2073 2652 F 029 2073 2670</p>	<p>Scale: NTS</p> <p>Designed by: LV</p> <p>Drawn by: LV</p> <p>Ckd/Appd: PO'C</p> <p>1st Issued: Jul 2017</p> <p>Job No: T17.118</p>	<p>File Extension:</p> <p>Drg No: Figure 2.5</p>
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Drawing Title Personal Injury Collision Analysis	Client Pobl Group Job Title Land south of Glan Usk Road, Herbert Road	 Unit 9 Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff T 029 2073 2652 F 029 2073 2670	Scale: NTS Designed by: LV Drawn by: LV Ckd/Appd: PO'C 1st Issued: Jul 2017 Job No: T17.118	File Extension: Drg No: Figure 2.6
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Drawing Title Site access	Client Pobl Group	 1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff CF23 8RS T 029 2073 2652 F 029 2073 2670	Scale: 1:500 @ A3						
	Job Title Land south of Gian Usk Road, Herbert Road		Designed by: LV	Drawn by: LV	Ckd/Appd: POC	Rev.	Date.	Amendment.	Des.
			1st Issued: Jul 2017	Drg No: Figure 3.1				Rev	
			Job No: T17.118						



Drawing Title Visibility splays	Client Pobl Group	 1st Floor, Westview House Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff CF23 8RS T 029 2073 2652 F 029 2073 2670	Scale: 1:500 @ A3					
	Job Title Land south of Gian Usk Road, Herbert Road		Designed by: LV	Drawn by: LV	Ckd/Appd: POC	Rev.	Date.	Amendment.
			1st Issued: Jul 2017	Drg No:		Figure 3.2		Rev
			Job No: T17.118					

Appendices

Appendix A

Existing scheduled bus services

Route No.	Origin/Destination	Frequency
2A	Newport-Gaer	0600-2300/Service every 40 minutes between 0700-2000 (Monday-Saturday)
2A	Newport-Gaer	1000-2200/Service every 2 hours (Sunday)
2C	Newport-Gaer	0630-2100/Service every 40 minutes between 0720-1800 (Monday-Saturday)
2C	Newport-Gaer	1100-2100/Service every 2 hours (Sunday)
3B	Newport – Malpas woodlands – Newport	0910-1745/Service every 10, 15, 40 & 45 past the hour (Monday-Saturday)
6	Newport – Always – Ringland	0525-2300/Hourly service between 0525-1825(Monday-Saturday)
6	Newport – Always – Ringland	One service at 2215 (Sunday)
8A	Newport – Maindee - Ringland	0440-2300/Service every 40 minutes between 0540-2300 (Monday-Saturday)
8A	Newport – Maindee – Ringland	0940-2230/Service every 40 minutes between 1220-2140 (Sunday)
8C	Newport – Maindee – Ringland	0520-2240/Service every 40 minutes (Monday-Saturday)
8C	Newport – Maindee – Ringland	0900-2200/Service every 20 and 40 past the hour and on the hour (Sunday)
10A	Newport – Christchurch	0850-1650/Service every 2 hours (Monday-Saturday)
10C	Newport – Christchurch	0950-1750/Service every 2 hours (Monday-Saturday)
11A	Newport – Allt-yr-yn – Brynglas	0711-2230/Service every 33minutes past from 0833-2133 (Monday-Saturday)
11C	Newport – Brynglas	0655-2200/Service every 11minutes past the hour (Monday-Saturday)
15	Newport – Cwmbran – Pontypool – Trevethin	06:45-18:15/Service every 15minutes (Monday-Friday)
15	Newport – Cwmbran – Pontypool – Trevethin	07:15-18:15/Service every 15minutes (Saturday)
16	Newport – Bettws - Newport	04:55-2300/Service every 20minutes between 07:15-18:15 (Monday-Saturday)
16	Newport – Bettws – Newport	09:00-22:00/Hourly service (Sunday)
17	Newport – Malpas Almond Drive	07:15-18:45/Service every 07:15-18:45 (Monday-Saturday)
18	Newport – Malpas Almond Drive	06:20-18:20/Service every 20 and 40 minutes past the hour (Monday-Saturday)
19	Newport – Malpas Court	06:00-23:00/Service every 20minutes between 07:30-19:50 (Monday-Saturday)
20	Newport – Spytty Retail Park – Newport	09:20-17:20/Hourly service (Monday-Saturday)
23	Newport – Cwmbran – Pontypool – Varteg Hill	07:40-22:10/Service every half hour between 08:00-18:00 (Monday-Saturday)
26A	Newport – St Julians	0720-2230/Service every 40minutes from 0720-1720 (Monday-Saturday)
26C	Newport – St Julians	0500-2300/Service every 40minutes from 0700-1740 (Monday-Saturday)
27	Newport – Caerleon trinity View	04:55-23:40/Service every 18 and 54 minutes past the hour between 07:18-17:54 (Monday-Saturday)
28	Newport – Caerleon Eastfield Road	07:06-22:00/Hourly service (Monday-Saturday)
28B	Newport – Caerleon Eastfield Road	07:30-17:30/Hourly service (Monday-Saturday)

42	Newport – Spytty Park	Service every 18 and 54 minutes past the hour between 07:18-17:54 (Monday-Saturday)
43	Newport – Nash College	05:35-22:30/Service every half hour (Monday-Saturday)
44	Newport – Nash College	07:30-17:30/Hourly service (Monday-Saturday)
60	Newport – Caerleon – Usk – Raglan – Monmouth	06:30-17:35/Hourly service between 10:05-16:05 (Monday-Saturday)
62	Newport – Caerwent – Sudbrook – Caldicot	06:50-18:15/Service every 2 hours between 10:05-16:05 (Monday-Saturday)
63	Newport – Whiston – Goldcliff – Wetlands Reserve – Newport	07:00-18:00/Service every 2 hours between 10:00-18:00 (Monday-Saturday)
73	Newport – Parc Seymour – Caerwent – Chepstow	05:55-17:40/Service every 40 minutes past the hour between 07:40-17:40 (Monday-Saturday)
X30	Newport – Cardiff Express	0700-1900/Service every 20minutes (Monday-Saturday)

Appendix B

Appendix C

**T17.118 Herbert Road
Newport Car Parking Standards**

Measured from the centre of the site, based on achievable walking distance

Appendix 5 sustainability calculation		Single points			
Local Facilities	Max walking distance		Score	Notes:	Walk distance
	200	3			
District centre, school, doctors, pharmacy, foodstore, library	400	2	2	Glan Usk Primary School	255m
	800	1	2	St Jullians Medical Centre and Mayberry Pharmacy Caerleon Road district centre	633m 796m
Public Transport	300	3			
Access to bus stop or railway station	400	2			
	800	1	1	Caerleon Road bus stop	701m
Cycle Route	200	1	1	Riverside cycle route as a result of development 50m	
Public Transport Frequency	Frequency				
Bus or rail service within	5 minutes	3			
800m walking distance with services operating 0700 -1900	20 minutes	2	2	Buses serving Oak Street bus stop on Caerleon Road (northbound and south bound)	5 per hour in each direction
	30 minutes	1			
Total			8		

District centre within 800m (2*1pts)
 School within 400m (2pts)
 Bus stop within 800m (1pt)
 Cycle route within 200m (1pt)
 20 mins bus frequency within 800m (2pts)
 Total (8pts)

Appendix D

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	WF WALTHAM FOREST	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Actual Range: 51 to 174 (units:)
 Range Selected by User: 50 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 22/10/12

Selected survey days:

Monday	5 days
Tuesday	8 days
Wednesday	3 days
Thursday	1 days
Friday	4 days

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	9

Selected Location Sub Categories:

Residential Zone	15
Built-Up Zone	1
Out of Town	1
No Sub Category	4

LIST OF SITES relevant to selection parameters

1	BT-03-A-01 KENTON ROAD	SEMI DETACHED		BRENT
	BRENT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 82 <i>Survey date: TUESDAY 20/11/07</i>			
2	CB-03-A-04 MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category	SEMI DETACHED		CUMBRIA
	Total Number of dwellings: 82 <i>Survey date: FRIDAY 24/04/09</i>			
3	CH-03-A-02 SYDNEY ROAD	HOUSES/FLATS		CHESHIRE
	CREWE Edge of Town Residential Zone Total Number of dwellings: 174 <i>Survey date: TUESDAY 14/10/08</i>			
4	CH-03-A-06 CREWE ROAD	SEMI-DET./BUNGALOWS		CHESHIRE
	CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 129 <i>Survey date: TUESDAY 14/10/08</i>			
5	CW-03-A-02 BOSVEAN GARDENS	SEMI D./DETACHED		CORNWALL
	TRURO Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 73 <i>Survey date: TUESDAY 18/09/07</i>			
6	DC-03-A-01 ISAACS CLOSE	DETACHED		DORSET
	POOLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 51 <i>Survey date: WEDNESDAY 16/07/08</i>			
7	LC-03-A-22 CLIFTON DRIVE NORTH	BUNGALOWS		LANCASHIRE
	BLACKPOOL Edge of Town Residential Zone Total Number of dwellings: 98 <i>Survey date: TUESDAY 18/10/05</i>			

LIST OF SITES relevant to selection parameters (Cont.)

8	LN-03-A-01	MIXED HOUSES		LINCOLNSHIRE
	BRANT ROAD BRACEBRIDGE LINCOLN Edge of Town Residential Zone Total Number of dwellings: 150 <i>Survey date: TUESDAY 15/05/07</i>			<i>Survey Type: MANUAL</i>
9	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 <i>Survey date: MONDAY 22/10/12</i>			<i>Survey Type: MANUAL</i>
10	NT-03-A-03	SEMI DETACHED		NOTTINGHAMSHIRE
	B6018 SUTTON ROAD KIRKBY-IN-ASHFIELD Edge of Town Residential Zone Total Number of dwellings: 166 <i>Survey date: WEDNESDAY 28/06/06</i>			<i>Survey Type: MANUAL</i>
11	NY-03-A-01	MIXED HOUSES		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 <i>Survey date: TUESDAY 25/09/07</i>			<i>Survey Type: MANUAL</i>
12	NY-03-A-05	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: 71 <i>Survey date: MONDAY 22/09/08</i>			<i>Survey Type: MANUAL</i>
13	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 <i>Survey date: FRIDAY 14/10/11</i>			<i>Survey Type: MANUAL</i>
14	SF-03-A-01	SEMI DETACHED		SUFFOLK
	A1156 FELIXSTOWE ROAD RACECOURSE IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 77 <i>Survey date: WEDNESDAY 23/05/07</i>			<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	SF-03-A-03	MIXED HOUSES		SUFFOLK
	BARTON HILL FORNHAM ST MARTIN BURY ST EDMUNDS Edge of Town Out of Town Total Number of dwellings: 101 <i>Survey date: MONDAY 15/05/06</i>			
16	SH-03-A-04	TERRACED		SHROPSHIRE
	ST MICHAEL'S STREET SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108 <i>Survey date: THURSDAY 11/06/09</i>			
17	WF-03-A-01	TERRACED		WALTHAM FOREST
	CLEVELAND PARK AVENUE WALTHAMSTOW Edge of Town Centre Built-Up Zone Total Number of dwellings: 53 <i>Survey date: TUESDAY 30/01/07</i>			
18	WL-03-A-01	SEMI D./TERRACED W.	BASSETT	WILTSHIRE
	MAPLE DRIVE WOOTTON BASSETT Edge of Town Residential Zone Total Number of dwellings: 99 <i>Survey date: MONDAY 02/10/06</i>			
19	WM-03-A-01	TERRACED		WEST MIDLANDS
	FOLESHILL ROAD FOLESHILL COVENTRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 79 <i>Survey date: FRIDAY 03/02/06</i>			
20	WM-03-A-03	MIXED HOUSING		WEST MIDLANDS
	BASELEY WAY ROWLEYS GREEN COVENTRY Edge of Town Residential Zone Total Number of dwellings: 84 <i>Survey date: MONDAY 24/09/07</i>			
21	WO-03-A-03	DETACHED		WORCESTERSHIRE
	BLAKEBROOK BLAKEBROOK KIDDERMINSTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 138 <i>Survey date: FRIDAY 05/05/06</i>			

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

VEHICLESCalculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	21	99	0.072	21	99	0.295	21	99	0.367
08:00 - 09:00	21	99	0.163	21	99	0.391	21	99	0.554
09:00 - 10:00	21	99	0.187	21	99	0.227	21	99	0.414
10:00 - 11:00	21	99	0.170	21	99	0.201	21	99	0.371
11:00 - 12:00	21	99	0.200	21	99	0.193	21	99	0.393
12:00 - 13:00	21	99	0.214	21	99	0.195	21	99	0.409
13:00 - 14:00	21	99	0.196	21	99	0.172	21	99	0.368
14:00 - 15:00	21	99	0.205	21	99	0.205	21	99	0.410
15:00 - 16:00	21	99	0.288	21	99	0.220	21	99	0.508
16:00 - 17:00	21	99	0.317	21	99	0.199	21	99	0.516
17:00 - 18:00	21	99	0.372	21	99	0.237	21	99	0.609
18:00 - 19:00	21	99	0.263	21	99	0.212	21	99	0.475
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.647			2.747			5.394

Parameter summary

Trip rate parameter range selected: 51 - 174 (units:)
 Survey date range: 01/01/05 - 22/10/12
 Number of weekdays (Monday-Friday): 21
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLESRanking Type: **DEPARTURES**

Time Range: 17:00-18:00

15th Percentile = No. **18**85th Percentile = No. **4**Median Values

Arrivals: 0.425

Departures: 0.219

Totals: 0.644

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
1	BT-03-A-01	SEMI DETACHED	BRENT	BRENT	82	Tue	20/11/07	0.439	0.427	0.866	
2	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	
3	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843	
4	WF-03-A-01	TERRACED	WALTHAMSTOW	WALTHAM FOREST	53	Tue	30/01/07	0.434	0.321	0.755	
5	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.558	0.319	0.877	
6	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.398	0.307	0.705	
7	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.463	0.296	0.759	
8	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.322	0.236	0.558	
9	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.154	0.231	0.385	
10	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.525	0.228	0.753	
11	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.425	0.219	0.644	
12	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.413	0.213	0.626	
13	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	
14	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.342	0.203	0.545	
15	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.296	0.174	0.470	
16	LC-03-A-22	BUNGALOWS	BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.347	0.173	0.520	
17	NY-03-A-05	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.437	0.169	0.606	
18	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.247	0.169	0.416	
19	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	
20	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.374	0.141	0.515	
21	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.132	0.140	0.272	

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLESRanking Type: **ARRIVALS**

Time Range: 08:00-09:00

15th Percentile = No. **18**85th Percentile = No. **4**Median Values

Arrivals: 0.152

Departures: 0.418

Totals: 0.570

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	BT-03-A-01	SEMI DETACHED	BRENT	BRENT	82	Tue	20/11/07	0.415	0.488	0.903	
2	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	
3	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.287	0.454	0.741	
4	WF-03-A-01	TERRACED	WALTHAMSTOW	WALTHAM FOREST	53	Tue	30/01/07	0.245	0.358	0.603	
5	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.203	0.543	0.746	
6	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.187	0.440	0.627	
7	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	
8	LC-03-A-22	BUNGALOWS	BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.173	0.337	0.510	
9	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.173	0.173	0.346	
10	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403	
11	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.152	0.418	0.570	
12	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	
13	NY-03-A-05	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.113	0.465	0.578	
14	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.109	0.554	0.663	
15	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.108	0.313	0.421	
16	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	
17	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.103	0.374	0.477	
18	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471	
19	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425	
20	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	
21	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.071	0.333	0.404	

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLESRanking Type: **DEPARTURES**

Time Range: 08:00-09:00

15th Percentile = No. **18**85th Percentile = No. **4**Median Values

Arrivals: 0.103

Departures: 0.374

Totals: 0.477

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
1	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.109	0.554	0.663	
2	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.203	0.543	0.746	
3	BT-03-A-01	SEMI DETACHED	BRENT	BRENT	82	Tue	20/11/07	0.415	0.488	0.903	
4	NY-03-A-05	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.113	0.465	0.578	
5	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.287	0.454	0.741	
6	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.187	0.440	0.627	
7	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.152	0.418	0.570	
8	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.104	0.416	0.520	
9	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.321	0.405	0.726	
10	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.096	0.400	0.496	
11	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.103	0.374	0.477	
12	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.098	0.373	0.471	
13	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.183	0.366	0.549	
14	WF-03-A-01	TERRACED	WALTHAMSTOW	WALTHAM FOREST	53	Tue	30/01/07	0.245	0.358	0.603	
15	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	
16	LC-03-A-22	BUNGALOWS	BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.173	0.337	0.510	
17	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.071	0.333	0.404	
18	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.096	0.329	0.425	
19	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.108	0.313	0.421	
20	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.163	0.240	0.403	
21	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.173	0.173	0.346	

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLESRanking Type: **ARRIVALS**

Time Range: 17:00-18:00

15th Percentile = No. **18**85th Percentile = No. **4**Median Values

Arrivals: 0.398

Departures: 0.307

Totals: 0.705

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	WO-03-A-03	DETACHED	KIDDERMINSTER	WORCESTERSHIRE	138	Fri	05/05/06	0.558	0.319	0.877	
2	SF-03-A-03	MIXED HOUSES	BURY ST EDMUNDS	SUFFOLK	101	Mon	15/05/06	0.525	0.228	0.753	
3	DC-03-A-01	DETACHED	POOLE	DORSET	51	Wed	16/07/08	0.510	0.333	0.843	
4	SH-03-A-04	TERRACED	SHREWSBURY	SHROPSHIRE	108	Thu	11/06/09	0.463	0.296	0.759	
5	BT-03-A-01	SEMI DETACHED	BRENT	BRENT	82	Tue	20/11/07	0.439	0.427	0.866	
6	NY-03-A-05	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Mon	22/09/08	0.437	0.169	0.606	
7	WF-03-A-01	TERRACED	WALTHAMSTOW	WALTHAM FOREST	53	Tue	30/01/07	0.434	0.321	0.755	
8	CW-03-A-02	SEMI D./DETATC	TRURO	CORNWALL	73	Tue	18/09/07	0.425	0.219	0.644	
9	LN-03-A-01	MIXED HOUSES	LINCOLN	LINCOLNSHIRE	150	Tue	15/05/07	0.413	0.213	0.626	
10	WM-03-A-03	MIXED HOUSING	COVENTRY	WEST MIDLANDS	84	Mon	24/09/07	0.405	0.369	0.774	
11	NT-03-A-03	SEMI DETACHED	KIRKBY-IN-ASHFIELD	NOTTINGHAMSHIRE	166	Wed	28/06/06	0.398	0.307	0.705	
12	WL-03-A-01	SEMI D./TERRAC	WOOTTON BASSETT	WILTSHIRE	99	Mon	02/10/06	0.374	0.141	0.515	
13	CB-03-A-04	SEMI DETACHED	WORKINGTON	CUMBRIA	82	Fri	24/04/09	0.354	0.207	0.561	
14	LC-03-A-22	BUNGALOWS	BLACKPOOL	LANCASHIRE	98	Tue	18/10/05	0.347	0.173	0.520	
15	WM-03-A-01	TERRACED	COVENTRY	WEST MIDLANDS	79	Fri	03/02/06	0.342	0.203	0.545	
16	CH-03-A-02	HOUSES/FLATS	CREWE	CHESHIRE	174	Tue	14/10/08	0.322	0.236	0.558	
17	NY-03-A-06	BUNGALOWS & SE	BOROUGHBRIDGE	NORTH YORKSHIRE	115	Fri	14/10/11	0.296	0.174	0.470	
18	SF-03-A-01	SEMI DETACHED	IPSWICH	SUFFOLK	77	Wed	23/05/07	0.247	0.169	0.416	
19	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	
20	NY-03-A-01	MIXED HOUSES	NORTHALLERTON	NORTH YORKSHIRE	52	Tue	25/09/07	0.154	0.231	0.385	
21	CH-03-A-06	SEMI-DET./BUNG	CREWE	CHESHIRE	129	Tue	14/10/08	0.132	0.140	0.272	

Appendix E

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - HOUSES FOR RENT
VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
11	SCOTLAND	
	MO MORAY	2 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 15 to 46 (units:)
 Range Selected by User: 11 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 04/07/11

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4

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	2
Built-Up Zone	1
No Sub Category	3

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.

LIST OF SITES relevant to selection parameters

1	DS-03-B-01	TERRACED/SEMI/BUNG.		DERBYSHIRE
	COCKAYNE STREET			
	BOULTON			
	DERBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		29	
	Survey date:	MONDAY	04/07/11	Survey Type: MANUAL
2	DV-03-B-01	TERRACED		DEVON
	HAM DRIVE			
	PLYMOUTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		35	
	Survey date:	WEDNESDAY	06/07/05	Survey Type: MANUAL
3	MO-03-B-01	SEMI DETACHED		MORAY
	HAWTHORN ROAD			
	ELGIN			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:		15	
	Survey date:	FRIDAY	12/05/06	Survey Type: MANUAL
4	MO-03-B-02	BUNGALOWS		MORAY
	PLUSCARDEN ROAD			
	ELGIN			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:		40	
	Survey date:	WEDNESDAY	10/05/06	Survey Type: MANUAL
5	SF-03-B-01	SEMI D./TERRACED		SUFFOLK
	A1144 ST PETERS STREET			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		46	
	Survey date:	TUESDAY	20/09/05	Survey Type: MANUAL
6	WY-03-B-01	TERRACED		WEST YORKSHIRE
	LINCOLN GREEN ROAD			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of dwellings:		29	
	Survey date:	TUESDAY	18/09/07	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 - HOUSES FOR RENT
VEHICLES

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	32	0.067	6	32	0.134	6	32	0.201
08:00 - 09:00	6	32	0.124	6	32	0.242	6	32	0.366
09:00 - 10:00	6	32	0.196	6	32	0.211	6	32	0.407
10:00 - 11:00	6	32	0.119	6	32	0.144	6	32	0.263
11:00 - 12:00	6	32	0.170	6	32	0.180	6	32	0.350
12:00 - 13:00	6	32	0.175	6	32	0.144	6	32	0.319
13:00 - 14:00	6	32	0.211	6	32	0.175	6	32	0.386
14:00 - 15:00	6	32	0.191	6	32	0.201	6	32	0.392
15:00 - 16:00	6	32	0.263	6	32	0.263	6	32	0.526
16:00 - 17:00	6	32	0.216	6	32	0.175	6	32	0.391
17:00 - 18:00	6	32	0.304	6	32	0.165	6	32	0.469
18:00 - 19:00	6	32	0.186	6	32	0.165	6	32	0.351
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.222			2.199			4.421

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.

Parameter summary

Trip rate parameter range selected: 15 - 46 (units:)
 Survey date date range: 01/01/05 - 04/07/11
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Appendix F

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	IS ISLINGTON	1 days
	KI KINGSTON	1 days
	KN KENSINGTON AND CHELSEA	1 days
	TH TOWER HAMLETS	1 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
	SC SURREY	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TV TEES VALLEY	2 days
10	WALES	
	FS FLINTSHIRE	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Actual Range: 30 to 140 (units:)
 Range Selected by User: 30 to 150 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 11/05/12

Selected survey days:

Monday	5 days
Tuesday	2 days
Wednesday	7 days
Friday	3 days

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	9

Selected Location Sub Categories:

Residential Zone	10
Built-Up Zone	2
No Sub Category	5

LIST OF SITES relevant to selection parameters (Cont.)

15	TV-03-C-02 ACKLAM ROAD LINTHORPE MIDDLESBROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: <i>Survey date: WEDNESDAY</i>	FLATS 85 <i>29/06/11</i>	TEES VALLEY <i>Survey Type: MANUAL</i>
16	WH-03-C-01 AMIES STREET CLAPHAM JUNCTION Edge of Town Centre Residential Zone Total Number of dwellings: <i>Survey date: WEDNESDAY</i>	BLOCKS OF FLATS 30 <i>09/05/12</i>	WANDSWORTH <i>Survey Type: MANUAL</i>
17	WM-03-C-03 LODE LANE SOLIHULL Edge of Town Centre No Sub Category Total Number of dwellings: <i>Survey date: FRIDAY</i>	FLATS 60 <i>21/09/07</i>	WEST MIDLANDS <i>Survey Type: MANUAL</i>

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	67	0.022	17	67	0.145	17	67	0.167
08:00 - 09:00	17	67	0.068	17	67	0.234	17	67	0.302
09:00 - 10:00	17	67	0.066	17	67	0.083	17	67	0.149
10:00 - 11:00	17	67	0.059	17	67	0.064	17	67	0.123
11:00 - 12:00	17	67	0.060	17	67	0.060	17	67	0.120
12:00 - 13:00	17	67	0.067	17	67	0.077	17	67	0.144
13:00 - 14:00	17	67	0.073	17	67	0.075	17	67	0.148
14:00 - 15:00	17	67	0.072	17	67	0.081	17	67	0.153
15:00 - 16:00	17	67	0.116	17	67	0.071	17	67	0.187
16:00 - 17:00	17	67	0.109	17	67	0.082	17	67	0.191
17:00 - 18:00	17	67	0.206	17	67	0.102	17	67	0.308
18:00 - 19:00	17	67	0.163	17	67	0.096	17	67	0.259
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.081			1.170			2.251

Parameter summary

Trip rate parameter range selected: 30 - 140 (units:)
 Survey date range: 01/01/05 - 11/05/12
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

VEHICLES

Ranking Type: **DEPARTURES** Time Range: 17:00-18:00

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. **14**

85th Percentile = No. **4**

Median Values

Arrivals: 0.341

Departures: 0.091

Totals: 0.432

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
1	TV-03-C-01	APARTMENTS BLO	MIDDLESBROUGH	TEES VALLEY	85	Mon	06/10/08	0.424	0.212	0.636	
2	HI-03-C-01	FLATS	INVERNESS	HIGHLAND	38	Wed	20/05/09	0.237	0.211	0.448	
3	TV-03-C-02	FLATS	MIDDLESBROUGH	TEES VALLEY	85	Wed	29/06/11	0.329	0.176	0.505	
4	CH-03-C-01	BLOCKS OF FLAT	CHESTER	CHESHIRE	60	Fri	17/10/08	0.217	0.167	0.384	
5	BR-03-C-01	FLATS & TERRAC	BRISTOL	BRISTOL CITY	102	Mon	09/11/09	0.275	0.127	0.402	
6	WM-03-C-03	FLATS	SOLIHULL	WEST MIDLANDS	60	Fri	21/09/07	0.267	0.117	0.384	
7	HF-03-C-02	FLATS	WELWYN GARDEN CITY	HERTFORDSHIRE	86	Wed	16/07/08	0.140	0.093	0.233	
8	SC-03-C-01	FLATS	CAMBERLEY	SURREY	140	Mon	21/07/08	0.229	0.093	0.322	
9	CA-03-C-02	BLOCK OF FLATS	PETERBOROUGH	CAMBRIDGESHIRE	44	Tue	18/10/11	0.341	0.091	0.432	
10	KI-03-C-02	BLOCK OF FLATS	KINGSTON UPON THAME	KINGSTON	132	Mon	14/06/10	0.098	0.083	0.181	
11	FS-03-C-01	BLOCK OF FLATS	MOLD	FLINTSHIRE	30	Mon	06/07/09	0.067	0.067	0.134	
12	SC-03-C-02	FLATS	WOKING	SURREY	36	Wed	23/07/08	0.139	0.056	0.195	
13	IS-03-C-01	FLATS	ISLINGTON	ISLINGTON	31	Tue	04/11/08	0.000	0.032	0.032	
14	ST-03-C-01	BLOCKS OF FLAT	STOKE-ON-TRENT	STAFFORDSHIRE	33	Wed	26/11/08	0.212	0.030	0.242	
15	TH-03-C-03	FLATS	BETHNAL GREEN	TOWER HAMLETS	69	Wed	12/11/08	0.029	0.014	0.043	
16	KN-03-C-03	BLOCK OF FLATS	KENSINGTON	KENSINGTON AND CHEL	72	Fri	11/05/12	0.111	0.014	0.125	
17	WH-03-C-01	BLOCKS OF FLAT	CLAPHAM JUNCTION	WANDSWORTH	30	Wed	09/05/12	0.233	0.000	0.233	

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

VEHICLESRanking Type: **ARRIVALS** Time Range: 08:00-09:00

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. 14

85th Percentile = No. 4

Median Values

Arrivals: 0.058

Departures: 0.101

Totals: 0.159

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	WH-03-C-01	BLOCKS OF FLAT	CLAPHAM JUNCTION	WANDSWORTH	30	Wed	09/05/12	0.167	0.400	0.567	
2	TV-03-C-01	APARTMENTS BLO	MIDDLESBROUGH	TEES VALLEY	85	Mon	06/10/08	0.129	0.306	0.435	
3	CH-03-C-01	BLOCKS OF FLAT	CHESTER	CHESHIRE	60	Fri	17/10/08	0.100	0.267	0.367	
4	BR-03-C-01	FLATS & TERRAC	BRISTOL	BRISTOL CITY	102	Mon	09/11/09	0.098	0.284	0.382	
5	HI-03-C-01	FLATS	INVERNESS	HIGHLAND	38	Wed	20/05/09	0.079	0.132	0.211	
6	HF-03-C-02	FLATS	WELWYN GARDEN CITY	HERTFORDSHIRE	86	Wed	16/07/08	0.070	0.198	0.268	
7	FS-03-C-01	BLOCK OF FLATS	MOLD	FLINTSHIRE	30	Mon	06/07/09	0.067	0.067	0.134	
8	IS-03-C-01	FLATS	ISLINGTON	ISLINGTON	31	Tue	04/11/08	0.065	0.032	0.097	
9	TH-03-C-03	FLATS	BETHNAL GREEN	TOWER HAMLETS	69	Wed	12/11/08	0.058	0.101	0.159	
10	SC-03-C-01	FLATS	CAMBERLEY	SURREY	140	Mon	21/07/08	0.057	0.257	0.314	
11	SC-03-C-02	FLATS	WOKING	SURREY	36	Wed	23/07/08	0.056	0.139	0.195	
12	KI-03-C-02	BLOCK OF FLATS	KINGSTON UPON THAME	KINGSTON	132	Mon	14/06/10	0.053	0.083	0.136	
13	WM-03-C-03	FLATS	SOLIHULL	WEST MIDLANDS	60	Fri	21/09/07	0.050	0.450	0.500	
14	TV-03-C-02	FLATS	MIDDLESBROUGH	TEES VALLEY	85	Wed	29/06/11	0.047	0.341	0.388	
15	KN-03-C-03	BLOCK OF FLATS	KENSINGTON	KENSINGTON AND CHEL	72	Fri	11/05/12	0.042	0.264	0.306	
16	ST-03-C-01	BLOCKS OF FLAT	STOKE-ON-TRENT	STAFFORDSHIRE	33	Wed	26/11/08	0.030	0.273	0.303	
17	CA-03-C-02	BLOCK OF FLATS	PETERBOROUGH	CAMBRIDGESHIRE	44	Tue	18/10/11	0.000	0.318	0.318	

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

VEHICLESRanking Type: **DEPARTURES** Time Range: 08:00-09:00

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. 14

85th Percentile = No. 4

Median Values

Arrivals: 0.042

Departures: 0.264

Totals: 0.306

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Travel Plan
								Arrivals	Departures	Totals	
1	WM-03-C-03	FLATS	SOLIHULL	WEST MIDLANDS	60	Fri	21/09/07	0.050	0.450	0.500	
2	WH-03-C-01	BLOCKS OF FLAT	CLAPHAM JUNCTION	WANDSWORTH	30	Wed	09/05/12	0.167	0.400	0.567	
3	TV-03-C-02	FLATS	MIDDLESBROUGH	TEES VALLEY	85	Wed	29/06/11	0.047	0.341	0.388	
4	CA-03-C-02	BLOCK OF FLATS	PETERBOROUGH	CAMBRIDGESHIRE	44	Tue	18/10/11	0.000	0.318	0.318	
5	TV-03-C-01	APARTMENTS BLO	MIDDLESBROUGH	TEES VALLEY	85	Mon	06/10/08	0.129	0.306	0.435	
6	BR-03-C-01	FLATS & TERRAC	BRISTOL	BRISTOL CITY	102	Mon	09/11/09	0.098	0.284	0.382	
7	ST-03-C-01	BLOCKS OF FLAT	STOKE-ON-TRENT	STAFFORDSHIRE	33	Wed	26/11/08	0.030	0.273	0.303	
8	CH-03-C-01	BLOCKS OF FLAT	CHESTER	CHESHIRE	60	Fri	17/10/08	0.100	0.267	0.367	
9	KN-03-C-03	BLOCK OF FLATS	KENSINGTON	KENSINGTON AND CHEL	72	Fri	11/05/12	0.042	0.264	0.306	
10	SC-03-C-01	FLATS	CAMBERLEY	SURREY	140	Mon	21/07/08	0.057	0.257	0.314	
11	HF-03-C-02	FLATS	WELWYN GARDEN CITY	HERTFORDSHIRE	86	Wed	16/07/08	0.070	0.198	0.268	
12	SC-03-C-02	FLATS	WOKING	SURREY	36	Wed	23/07/08	0.056	0.139	0.195	
13	HI-03-C-01	FLATS	INVERNESS	HIGHLAND	38	Wed	20/05/09	0.079	0.132	0.211	
14	TH-03-C-03	FLATS	BETHNAL GREEN	TOWER HAMLETS	69	Wed	12/11/08	0.058	0.101	0.159	
15	KI-03-C-02	BLOCK OF FLATS	KINGSTON UPON THAME	KINGSTON	132	Mon	14/06/10	0.053	0.083	0.136	
16	FS-03-C-01	BLOCK OF FLATS	MOLD	FLINTSHIRE	30	Mon	06/07/09	0.067	0.067	0.134	
17	IS-03-C-01	FLATS	ISLINGTON	ISLINGTON	31	Tue	04/11/08	0.065	0.032	0.097	

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

VEHICLESRanking Type: **ARRIVALS** Time Range: 17:00-18:00

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. **14**85th Percentile = No. **4**Median Values

Arrivals: 0.217

Departures: 0.167

Totals: 0.384

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Travel Plan
								Arrivals	Departures	Totals	
1	TV-03-C-01	APARTMENTS BLO	MIDDLESBROUGH	TEES VALLEY	85	Mon	06/10/08	0.424	0.212	0.636	
2	CA-03-C-02	BLOCK OF FLATS	PETERBOROUGH	CAMBRIDGESHIRE	44	Tue	18/10/11	0.341	0.091	0.432	
3	TV-03-C-02	FLATS	MIDDLESBROUGH	TEES VALLEY	85	Wed	29/06/11	0.329	0.176	0.505	
4	BR-03-C-01	FLATS & TERRAC	BRISTOL	BRISTOL CITY	102	Mon	09/11/09	0.275	0.127	0.402	
5	WM-03-C-03	FLATS	SOLIHULL	WEST MIDLANDS	60	Fri	21/09/07	0.267	0.117	0.384	
6	HI-03-C-01	FLATS	INVERNESS	HIGHLAND	38	Wed	20/05/09	0.237	0.211	0.448	
7	WH-03-C-01	BLOCKS OF FLAT	CLAPHAM JUNCTION	WANDSWORTH	30	Wed	09/05/12	0.233	0.000	0.233	
8	SC-03-C-01	FLATS	CAMBERLEY	SURREY	140	Mon	21/07/08	0.229	0.093	0.322	
9	CH-03-C-01	BLOCKS OF FLAT	CHESTER	CHESHIRE	60	Fri	17/10/08	0.217	0.167	0.384	
10	ST-03-C-01	BLOCKS OF FLAT	STOKE-ON-TRENT	STAFFORDSHIRE	33	Wed	26/11/08	0.212	0.030	0.242	
11	HF-03-C-02	FLATS	WELWYN GARDEN CITY	HERTFORDSHIRE	86	Wed	16/07/08	0.140	0.093	0.233	
12	SC-03-C-02	FLATS	WOKING	SURREY	36	Wed	23/07/08	0.139	0.056	0.195	
13	KN-03-C-03	BLOCK OF FLATS	KENSINGTON	KENSINGTON AND CHEL	72	Fri	11/05/12	0.111	0.014	0.125	
14	KI-03-C-02	BLOCK OF FLATS	KINGSTON UPON THAM	KINGSTON	132	Mon	14/06/10	0.098	0.083	0.181	
15	FS-03-C-01	BLOCK OF FLATS	MOLD	FLINTSHIRE	30	Mon	06/07/09	0.067	0.067	0.134	
16	TH-03-C-03	FLATS	BETHNAL GREEN	TOWER HAMLETS	69	Wed	12/11/08	0.029	0.014	0.043	
17	IS-03-C-01	FLATS	ISLINGTON	ISLINGTON	31	Tue	04/11/08	0.000	0.032	0.032	

Appendix G

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - FLATS FOR RENT

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	3 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 6 to 30 (units:)
 Range Selected by User: 6 to 30 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 24/09/12

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

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	13 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:

Town Centre	1
Edge of Town Centre	1
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.

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.

Filtering Stage 3 selection:

Use Class:

C3 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

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	2 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	7 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
Yes	1 days
No	10 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.

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-D-04 ROMSEY ROAD	BLOCK OF FLATS, WINCHESTER	HAMPSHIRE
	WINCHESTER Edge of Town Centre Residential Zone Total Number of dwellings: 23 <i>Survey date: WEDNESDAY 02/12/09</i>		
9	HC-03-D-05 WORTING ROAD	BLOCK OF FLATS, BASINGSTOKE	HAMPSHIRE
	BASINGSTOKE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 29 <i>Survey date: MONDAY 18/10/10</i>		
10	LC-03-D-02 GRAHAM STREET	FLATS/TERRACED HOUSING, PRESTON	LANCASHIRE
	PRESTON Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 30 <i>Survey date: MONDAY 18/06/07</i>		
11	LN-03-D-01 WOODFIELD AVENUE BIRCHWOOD LINCOLN	BLOCKS OF FLATS, LINCOLN	LINCOLNSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 20 <i>Survey date: TUESDAY 10/09/02</i>		
12	NF-03-D-01 DICKENS AVENUE	BLOCK OF FLATS, G. YARMOUTH	NORFOLK
	GREAT YARMOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 <i>Survey date: TUESDAY 20/09/05</i>		
13	OX-03-D-01 FAIRLAWN END UPPER WOLVERCOTE OXFORD	FLATS, OXFORD	OXFORDSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 6 <i>Survey date: TUESDAY 05/10/10</i>		

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - FLATS FOR RENT

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	21	0.048	13	21	0.099	13	21	0.147
08:00 - 09:00	13	21	0.151	13	21	0.136	13	21	0.287
09:00 - 10:00	13	21	0.092	13	21	0.088	13	21	0.180
10:00 - 11:00	13	21	0.074	13	21	0.103	13	21	0.177
11:00 - 12:00	13	21	0.059	13	21	0.066	13	21	0.125
12:00 - 13:00	13	21	0.092	13	21	0.085	13	21	0.177
13:00 - 14:00	13	21	0.107	13	21	0.099	13	21	0.206
14:00 - 15:00	13	21	0.151	13	21	0.107	13	21	0.258
15:00 - 16:00	13	21	0.088	13	21	0.103	13	21	0.191
16:00 - 17:00	13	21	0.114	13	21	0.129	13	21	0.243
17:00 - 18:00	13	21	0.136	13	21	0.096	13	21	0.232
18:00 - 19:00	13	21	0.162	13	21	0.136	13	21	0.298
19:00 - 20:00	2	18	0.114	2	18	0.086	2	18	0.200
20:00 - 21:00	2	18	0.200	2	18	0.200	2	18	0.400
21:00 - 22:00	2	18	0.086	2	18	0.086	2	18	0.172
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.674			1.619			3.293

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.*

Parameter summary

Trip rate parameter range selected: 6 - 30 (units:)
Survey date date range: 01/01/02 - 24/09/12
Number of weekdays (Monday-Friday): 13
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - FLATS FOR RENT

OGVS**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	13	21	0.000	13	21	0.000	13	21	0.000
08:00 - 09:00	13	21	0.007	13	21	0.000	13	21	0.007
09:00 - 10:00	13	21	0.007	13	21	0.011	13	21	0.018
10:00 - 11:00	13	21	0.004	13	21	0.007	13	21	0.011
11:00 - 12:00	13	21	0.000	13	21	0.000	13	21	0.000
12:00 - 13:00	13	21	0.000	13	21	0.000	13	21	0.000
13:00 - 14:00	13	21	0.000	13	21	0.000	13	21	0.000
14:00 - 15:00	13	21	0.000	13	21	0.000	13	21	0.000
15:00 - 16:00	13	21	0.000	13	21	0.000	13	21	0.000
16:00 - 17:00	13	21	0.000	13	21	0.000	13	21	0.000
17:00 - 18:00	13	21	0.004	13	21	0.004	13	21	0.008
18:00 - 19:00	13	21	0.000	13	21	0.000	13	21	0.000
19:00 - 20:00	2	18	0.000	2	18	0.000	2	18	0.000
20:00 - 21:00	2	18	0.000	2	18	0.000	2	18	0.000
21:00 - 22:00	2	18	0.000	2	18	0.000	2	18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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.*

Parameter summary

Trip rate parameter range selected: 6 - 30 (units:)
 Survey date date range: 01/01/02 - 24/09/12
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - FLATS FOR RENT

PSVS**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	13	21	0.000	13	21	0.000	13	21	0.000
08:00 - 09:00	13	21	0.000	13	21	0.000	13	21	0.000
09:00 - 10:00	13	21	0.000	13	21	0.000	13	21	0.000
10:00 - 11:00	13	21	0.000	13	21	0.000	13	21	0.000
11:00 - 12:00	13	21	0.000	13	21	0.000	13	21	0.000
12:00 - 13:00	13	21	0.000	13	21	0.000	13	21	0.000
13:00 - 14:00	13	21	0.000	13	21	0.000	13	21	0.000
14:00 - 15:00	13	21	0.000	13	21	0.000	13	21	0.000
15:00 - 16:00	13	21	0.000	13	21	0.000	13	21	0.000
16:00 - 17:00	13	21	0.000	13	21	0.000	13	21	0.000
17:00 - 18:00	13	21	0.000	13	21	0.000	13	21	0.000
18:00 - 19:00	13	21	0.000	13	21	0.000	13	21	0.000
19:00 - 20:00	2	18	0.000	2	18	0.000	2	18	0.000
20:00 - 21:00	2	18	0.000	2	18	0.000	2	18	0.000
21:00 - 22:00	2	18	0.000	2	18	0.000	2	18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.*

Parameter summary

Trip rate parameter range selected: 6 - 30 (units:)
 Survey date date range: 01/01/02 - 24/09/12
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - FLATS FOR RENT

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	13	21	0.000	13	21	0.004	13	21	0.004
08:00 - 09:00	13	21	0.000	13	21	0.011	13	21	0.011
09:00 - 10:00	13	21	0.007	13	21	0.015	13	21	0.022
10:00 - 11:00	13	21	0.007	13	21	0.004	13	21	0.011
11:00 - 12:00	13	21	0.004	13	21	0.000	13	21	0.004
12:00 - 13:00	13	21	0.004	13	21	0.000	13	21	0.004
13:00 - 14:00	13	21	0.000	13	21	0.004	13	21	0.004
14:00 - 15:00	13	21	0.004	13	21	0.000	13	21	0.004
15:00 - 16:00	13	21	0.007	13	21	0.004	13	21	0.011
16:00 - 17:00	13	21	0.000	13	21	0.004	13	21	0.004
17:00 - 18:00	13	21	0.000	13	21	0.007	13	21	0.007
18:00 - 19:00	13	21	0.007	13	21	0.007	13	21	0.014
19:00 - 20:00	2	18	0.000	2	18	0.000	2	18	0.000
20:00 - 21:00	2	18	0.000	2	18	0.000	2	18	0.000
21:00 - 22:00	2	18	0.000	2	18	0.000	2	18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.060			0.100

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.*

Parameter summary

Trip rate parameter range selected: 6 - 30 (units:)
Survey date date range: 01/01/02 - 24/09/12
Number of weekdays (Monday-Friday): 13
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 2

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