

Change of Use of primary school to a
community enterprise, arts, education and
energy centre, together with related building
works and ground source heating details

Transport Statement

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Appendix A -	TRICS Data for existing site land uses
Appendix B -	Heol y Gors and Llwynhen Road junction access drawings
Appendix C -	TRICS Data for proposed site land uses

1 INTRODUCTION

- 1.1 LvW Highways Ltd is appointed by Awel Aman Tawe to provide traffic and transport advice in relation to their proposal for the Change of Use of primary school to a community enterprise, arts, education and energy centre, together with related building works and ground source heating details.
- 1.2 This Transport Statement has been updated to take on board the comments received from the Local Highway Authority (LHA) Development Control Officer.
- 1.3 It sets out the transport context relating to the existing Cwmgors Primary School (existing conditions) and details of the application proposals for Hwb y Gors Community Centre as described above (proposed situation).
- 1.4 The community venture will facilitate a café, food bank, 3 studio areas, 2 x separate office space, an indoors amenity area and a main hall. This is a mixed use facility open seven days a week between 8am to 10pm, each provision will be attracting different clientele during the opening hours of the centre.
- 1.5 This Transport Statement is produced in accordance with, and in recognition of, local and central government guidance and follows our understanding of the requirements set out in national guidance for Transport Statements.
- 1.6 LvW Highways Ltd as independent transport planning Consultants have prepared this Transport Statement providing what we consider is a fair and unbiased appraisal of the current situation and the impact of the proposed application with consideration of other proposed developments in the area.
- 1.7 The report is based on a review of the estimated vehicle movements associated with the existing Cwmgors Primary School permitted use compared with the predicted vehicle movements associated with Hwb y Gors Community Centre proposed development use. It is demonstrated that the traffic generated by the previous use is significantly greater than that predicted by the proposed use.
- 1.8 This Transport Statement considers the site's location and its accessibility by all modes of transport. It finds that there is a good range of facilities within walking and cycling distance to the site.
- 1.9 The site's accessibility by sustainable modes provides opportunities for some of the trips generated by users of the proposed development, to be made by sustainable, non-car, means especially during the day time.
- 1.10 A commentary of the parking provision is provided.
- 1.11 The remainder of this report is set out as follows;
 - Section 2 of the report gives a description of the existing site and the surrounding area and provides a review of its current operation in terms of a four bedroom dwelling and garage for servicing of vehicles.
 - Section 3 describes the application proposal and proposed vehicle trips and parking arrangements.
 - Finally, a summary and overall conclusion is provided in Section 4.

2

2.1

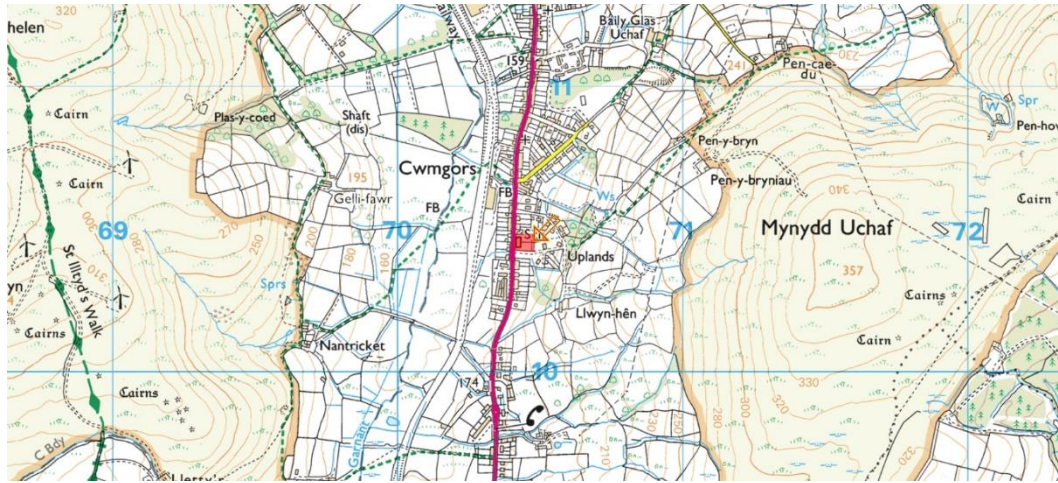


Figure 1: Cwmgors Primary School site location

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Cwmgors Primary School

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- be at least 5 years old;
- be resident of Neath Port Talbot;
- go to their nearest or designated school;
- live at least 2 miles (3.22 kilometres) from the school if they're in primary school (children 5 years old to 11 years old):

- 2.9 Therefore, if there were primary school children between the ages of 5 to 11 years old, living in Cwmgors or Gwaun Cae Gurwen, they would have been expected to walk to Cwmgors Primary School.

Active Travel

Walking

- 2.10 The site is within easy walking distance to Cwmgors and Gwaun Cae Gurwen using the existing network of footways. There are a considerable number of residential areas within a short walking distance of the development site.

- 2.11 Walking trips along the A474 Heol y Gors are typically associated with commuting, leisure and shopping movements connecting with the shops and services offered in Cwmgors and Gwaun Cae Gurwen.

Cycling

- 2.12 The Chartered Institution of Highways and Transportation's 'Planning for Cycling' (2014) states that 'cycle use is more seasonal than for other modes, with up to twice as many cyclists in summer compared with winter.

- 2.13 The majority of cycling trips are for short distances, with 80% being less than eight kilometres and with 40% being less than three kilometres. However, the majority of trips by all modes are also short distances (67% are less than eight kilometres, and 38% are less than three kilometres); therefore, the bicycle is a potential mode for many of these trips (National Travel Survey, 2013, Department for Transport).'

- 2.14 There are no dedicated off road cycle paths within the close proximity of Cwmgors and therefore all cycling trips have to be undertaken on the road in line with the advice set out in the 'Highway Code'.

- 2.15 There is currently no formal provision on site for bicycle parking.

Public Transport

- 2.16 The nearest bus stops are located on Heol y Gors, for the southbound direction, the bus stop is outside the school and for the northbound direction it is some 180 metres from the school.

- 2.17 The bus stops are served by the X26 services that are detailed in **Table 1** for the Mon to Friday services.

- 2.18 The X26 also runs on Saturdays with a similar service to that on weekdays. There are no services on Sundays and Bank Holiday Mondays.

Service No.	Route	Details Mon-Fri
X13	Swansea – Brynamman (Cwmgors School)	1057, 1302, 1637
X13	Brynamman – Swansea (Cwmgors School)	0941, 1141

Table 1: Bus services accessed from Cwmgors School bus stops

- 2.19 The nearest train stations with public service is at Ammanford around 11km from the site.

Parking provision

- 2.20 The existing and proposed development site's parking requirement is guided by the local authority parking standards. The Neath Port Talbot Parking Standards October 2016 presents guidelines for the provision of parking to inform developers, designers and builders what is expected of them and from them at an early stage of the development process.
- 2.21 Cwmgors Primary School has provision for off street parking within the playground area. When the school was in operation Heol y Gors had yellow 'School Keep Clear' zig zag markings on the carriageway, these have now been removed.
- 2.22 The Parking Standards for a primary school are a maximum of 1 space per 5 children for new schools and 1 commercial vehicle space. Therefore, the primary school would require 10 parking spaces if it was a new school and 1 commercial vehicle space.

Predicted vehicle movements

- 2.23 In order to assess the impact of the existing site on the transport infrastructure, it is necessary to assess the likely level of vehicular trips generated by the consented land-use on the site.
- 2.24 The existing buildings remains intact and therefore the traffic generation of this permitted land use is the baseline against which the impact of the proposed change of use should be assessed.

Cwmgors Primary School

- 2.25 To determine the likely number of vehicle trips a single residential dwelling could generate, an interrogation of the latest TRICS® database 7.7.2 using the parameters identified in the 'TRICS Good Practice Guide' was undertaken. TRICS® is a database containing details of trip generations from sites across Britain for various land uses.
- 2.26 Based on comments received from the LHA we have undertaken a review of the TRICS assessment and revised the selection criteria so it is based on vehicles and not multi-modal as in the previous assessment.
- 2.27 The TRICS selection criteria used are, 04/A - Primary (use class D1) Primary schools, including "middle" schools and "prep" schools. Trip rates are calculated by Gross Floor Area, Pupils, or Employees.
- 2.28 The vehicle trip generation rates for the existing site have been selected using the following selection criteria:-
- Calculate vehicle trip rates: Selected;
 - Regions of the development: Include all regions;
 - Trip Rate Parameters: Number of Pupils;
 - Parameter Range: From 79 to 120;
 - Survey days: Weekdays only;
 - Locations of the development: Edge of Town, Neighbourhood Centre;
 - Population < 1 Mile and < 5 Miles: No Change.
- 2.29 The output is provided in detail in **Appendix A** and summarised in **Table 2**.

- 2.30 This table shows the balanced average inbound (arrivals) and outbound (departures) during the day as well as the daily flows that a 49 pupil primary school could typically have. These are calculated by multiplying the trip rates produced from the TRICS data with the number of pupils.

Time Range	Arrivals	Departures	Totals
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	2	1	3
08:00-09:00	18	14	32
09:00-10:00	7	8	15
10:00-11:00	1	1	2
11:00-12:00	1	1	2
12:00-13:00	1	1	2
13:00-14:00	3	3	6
14:00-15:00	4	3	7
15:00-16:00	13	16	29
16:00-17:00	1	1	2
17:00-18:00	7	5	12
18:00-19:00	1	5	6
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily Trip Rates:	59	59	118

Table 2: Total vehicular trips for Cwmgors Primary School

- 2.31 The TRICS data suggests that, based on typical trip rates for a 49 pupils primary school, the proposed development has the potential to generate around 59 arrivals and 59 departures per day.
- 2.32 This clearly shows that Cwmgors Primary School with 49 pupils could attract and produce 118 two-way vehicle movements a day.
- 2.33 To visualise how these trips arrive and depart throughout a typical day, the arrivals and departures are plotted on **Chart 1**. It can be seen that as a primary school there are three peaks, one during the morning at the start of school (08:00-10:00), the second at the end of the school day (15:00-16:00) and the third at the end of a typical working day when parents collect children from the after school club (17:00-18:00).

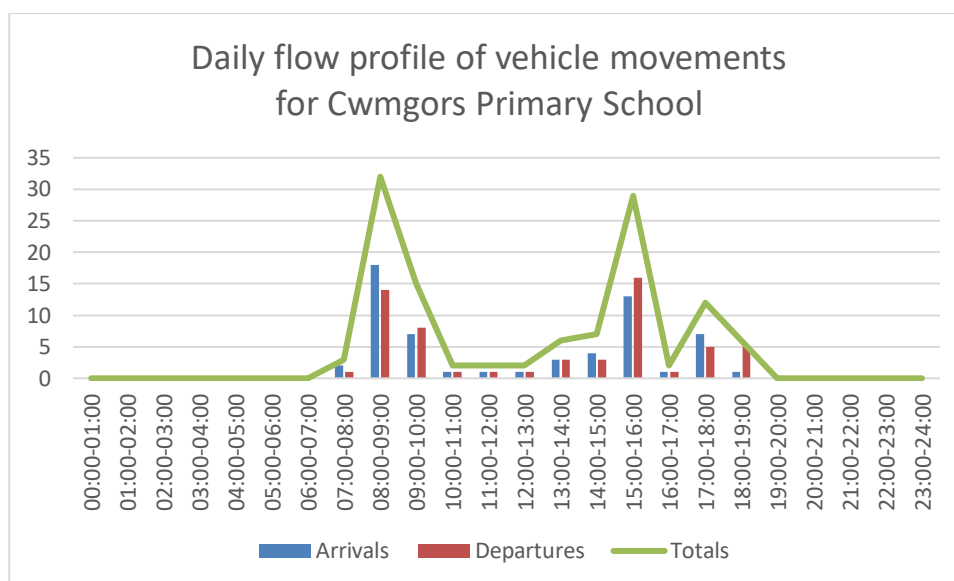


Chart 1: Total Vehicular Trips for Cwmgors Primary School

- 2.34 The TRICS data suggests that the primary school might generate 32 vehicle movements (18 arrivals and 14 departures) during the traditional morning highway peak hour (08:00-09:00).
- 2.35 It also suggests that the primary school might generate 12 vehicle movements (7 arrivals and 5 departures) during the traditional evening highway peak hour (17:00-18:00).

Stopping sight distance (TAN18)

- 2.36 The following extracts are taken from Technical advice Note 18 Transport:-
- “B.2 Stopping sight distance (SSD) is defined as the minimum distance that drivers need to be able to see ahead of themselves, in order to stop if confronted by a hazard. SSD is usually related to the actual (for existing streets) or design (for new streets) 85th percentile wet weather speed of vehicles on the major link.”*
- “B.3 Recommended SSD are included in Tables A and B. Table B is designed for roads in **built up areas** where actual or design speeds are 60km/h or below (not applicable to trunk roads). Figures in Table B may be interpolated from this table or calculated as in Manual for Streets. SSD will be affected by gradient and should be adjusted accordingly. “*

Table C: TAN 18 Transport

Where road traffic speed known: (85 th percentile wet weather)						
Observed traffic speed (kph)	120	100	85	70	60	50
(mph)	75	62	53	44	37	30
SSD (metres)	295	215	160	120	90	70
Where road traffic speed not known:						
Speed limit (mph)	70	60	50	40	30	20
SSD (metres)	295	215	160	120	90*	45*
*Includes an allowance for motorists travelling at 10 kph above the speed limit						

Table D: TAN 18 Transport

85 th percentile	(kph)	60	50	48	45	40	32	30	25	24	20	16
Wet weather speed	(mph)	37	31	30	28	25	20	19	16	15	12	10
SSD (metres)		56	43	40	36	31	22	20	16	15	12	9

Built-up area (Highway Code)

- 2.37 In the UK Highway Code (Sept 2007), a **built-up** area is a settled area in which the speed limit of a road is automatically 30 mph (48 km/h). These roads are known as 'restricted roads' and are identified by the presence of streetlights.

Legal definition

- 2.38 In January 2013, the Department for Transport issued new guidance relating to speed limits¹. It states at paragraph 43 that:-

“Part VI of the RTRA 1984 deals specifically with speed limits, with Sections 81-84 dealing with different speed limits and the speed limit order-making process. Section 82(1)(a) defines a restricted road in England and Wales as a road on which there is provided “a system of street lighting furnished by means of lamps placed not more than 200 yards apart”. Section 81 makes it an offence for a person to drive a motor vehicle at a speed of more than 30 mph on a restricted road.”

- 2.39 To avoid confusion that could arise if some 30pmh zones were 'street-lit' and some were not, DfT guidance goes on to say at paragraph 50:

“Direction 11 of the Traffic Signs Regulations and General Directions 2002 (TSRGD 2002), as amended, defines the requirements for the placing of speed-limit repeater signs. This states that speed-limit repeater signs cannot be placed along a road on which there is carriageway lighting not more than 183 metres apart and which is subject to a 30 mph speed limit. This direction applies regardless of how the speed limit has been imposed.”

- 2.40 This means it should be assumed that, unless an order has been made and the road is signed to the contrary, a 30 mph speed limit applies where there are three or more lamps throwing light on the carriageway and placed not more than 183 metres apart and therefore, it is within a built-up area.

Legislation

- 2.41 Most road traffic law pertaining to speed limits is contained in the Road Traffic Regulation Act 1984 (RTRA 1984). Other relevant legislation includes the Highways Act 1980, where Sections 90A-F cover road humps and Sections 90G-I cover other traffic-calming works. Part VI of the RTRA 1984 deals specifically with speed limits, with Sections 81-84 dealing with different speed limits and the speed-limit order-making process.

¹ Department for Transport. *DfT Circular 01/2013: Setting Local Speed Limits*.

<https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>.

Highway Safety

- 2.42 A review of personal injury accident data has been carried out based on reference to the CrashMap web based program.
- 2.43 To determine if the A474 Heol y Gors has a poor accident record we looked at the personal injury accidents for the latest 5 years 2015 to 2019 and this shows that there were no accidents within close proximity of the primary school. This can be seen in **Figure 2**.

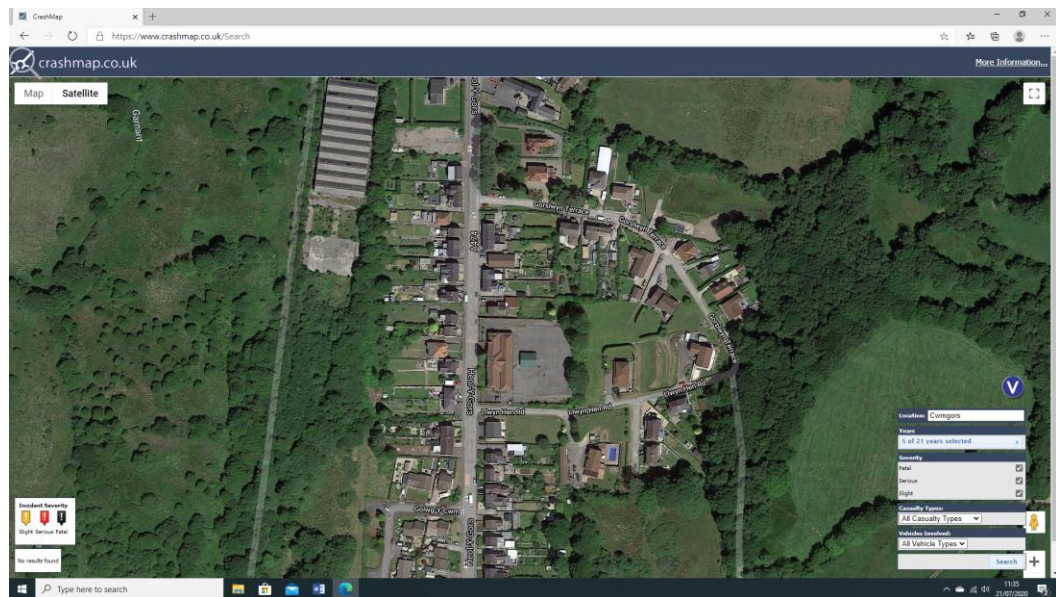


Figure 2: Road Traffic Accidents 2015 – 2019

- 2.44 For robustness we have also undertaken a review of the Personal injury accidents undertaken over the full 21 years period from 1999 to 2019 to consider road safety record when the primary school was open.
- 2.45 **Figure 3** shows the injury accident in the vicinity of the site over the 21 years period from 1999 to 2019.

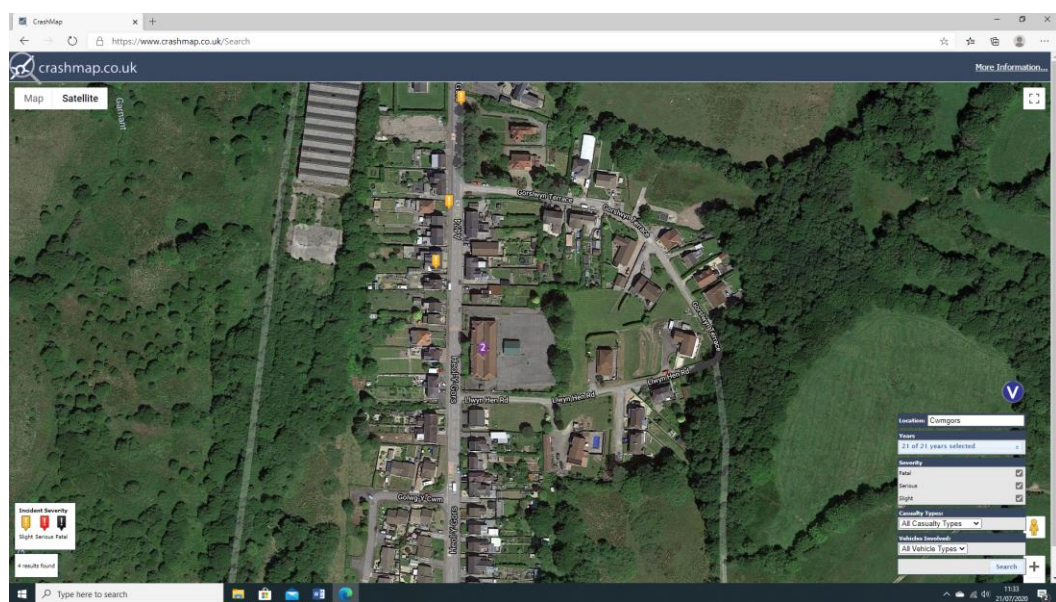


Figure 3: Road Traffic Accidents 1999 – 2019

- 2.46 It can be seen that there are five recorded accidents on the A474 Heol y Gors within the past twenty one years. All of these accidents resulted in a casualty experiencing a slight injury.
- 2.47 It does show two personal injury accidents occurred at Cwmgors Primary School however, this is typically due to an error with the coordinates submitted in the STATS19² report.
- 2.48 The occurrence of a few accidents in the previous twenty one years does not indicate that the highway has a poor highway safety record. Therefore, it is concluded that the A474 Heol y Gors at the junction with Llwynhen Road does not have a road safety issue.

Accident Risk - Responsibility of Highway Users

- 2.49 As highlighted in Manual for Streets 2 (para 3.1.7) the use of the public highway is governed by the Highway Code, and “confirms that users must behave reasonably, taking into account other people and local conditions.”
- 2.50 The UK Roads Board and Institution of Civil Engineers (ICE) document “Highway Risk and Liability Claims” 2009 (2nd edition) sets out to “provide an overview of the current position on highways liability arising from maintenance and design, including latest philosophy and views on best practice and legislation”. This document states that “the use of the Highway is governed by the Highway Code. It may be used in evidence in court cases, and is also a guide to reasonable use.
- 2.51 The duty on the person to observe the Highway Code is set out in Section 38 of the Road Traffic Act 1988 and the key guidance and instruction on how to use the public highway is set out in rule 146 of the Highway Code as follows:

Highway Code Rule 146:

‘Adapt your driving to the appropriate type and condition of road you are on. In particular

- do not treat speed limits as a target. It is often not appropriate or safe to drive at the maximum speed limit*
- take the road and traffic conditions into account. Be prepared for unexpected or difficult situations, for example, the road being blocked beyond a blind bend. Be prepared to adjust your speed as a precaution*
- where there are junctions, be prepared for road users emerging*
- in side roads and country lanes look out for unmarked junctions where nobody has priority*
- be prepared to stop at traffic control systems, road works, pedestrian crossings or traffic lights as necessary*
- try to anticipate what pedestrians and cyclists might do. If pedestrians, particularly children, are looking the other way, they may step out into the road without seeing you’*

² STATS19 is a code designating the protocol which outlines information to be collected whenever an injury crash is reported to the Police.

- 2.52 As highlighted in paragraph 3.1.9 of Manual for Streets 2, “It is clear that the Highway Code requires drivers to have regard for other road users particularly children. Manual for Streets 2 also provides examples of court rulings on this point, citing *Gorringe v Calderdale* as an example that road users are responsible for their own safety. In that case the House of Lords made the following rulings:
- “The overriding imperative is that those who drive on the public highways do so in a manner and at a speed which is safe having regard to such matters as the nature of the road, the weather conditions and the traffic conditions. Drivers are first and foremost themselves responsible for their own safety”.*
- 2.53 In summary, therefore, it is a long established principle that users of the public highway have a responsibility to adapt to the road conditions, which includes the presence of cyclists and pedestrians on the highway. The objective of the Highway Authority is to obtain the maximum benefits for the community, and although the balanced decision making process should include highway safety and risk to road users it is not to be slavishly tied to risk management.
- 2.54 The determination of a planning application necessarily requires a balance of all competing constraints and opportunities; which in this case includes the movement of pedestrians and vehicles along the local highway network.
- 2.55 It should also be remembered that risk is an inherent factor in any trip, whether by car or any other mode of transport, and subject to the visitors taking account of these risks, the movement of pedestrians should be encouraged.
- Committed Developments**
- 2.56 We are not aware of any committed developments in the area that will have a significant impact upon the proposed change of use from a primary school to a community centre.

3 PROPOSED SITUATION

- 3.1 This section summarises the application proposals as well as the transport aspects of the scheme.
- 3.2 This Transport Statement accompanies a planning application for the Change of Use of primary school to a community enterprise, arts, education and energy centre, together with related building works and ground source heating details.
- 3.3 The community venture will facilitate a café, food bank, 3 studio areas, 2 x separate office space, an indoors amenity area and a main hall. This is a mixed use facility open seven days a week between 8am to 10pm, each provision will be attracting different clientele during the opening hours of the centre.
- 3.4 An example of a similar scheme is the Black Mountain Centre in Brynamman.

Access

- 3.5 The development will be accessed directly from the A474 Heol y Gors for pedestrians and cyclists and from Llwynhen Road via a gated access into the playground area for vehicles.
- 3.6 The width of Llwynhen Road from the edge of the A474 Heol y Gors carriageway to the access gates and beyond is 5.9 metres. These dimensions can be seen in the drawings contained within **Appendix B**.

Visibility Splays

- 3.7 The school is clearly in a built up area, it is not a trunk road it is within a 30mph (48km/h) speed limit and has street lighting present therefore, we conclude that TAN18 Table B applies.
- 3.8 The A474 Heol y Gors is subject to a 30mph speed limit and therefore visibility splays of 2.4m x 43m at the junction with Llwynhen Road need to be provided to accord with the requirements set out in TAN18: Transport.
- 3.9 However, the LHA officers disagree with this interpretation of TAN 18 and request that visibility splays of 90m be provided. The reasoning for this is *"Visibility in accordance with TAN 18 for a 30mph carriageway (where speeds are not known) is 90m visibility splay, we are basing this as a road not street due to the characteristics of the road (abnormal vehicle route, traffic sensitive and A classified) the applicant has not given any evidence of actual vehicle speeds."*
- 3.10 From our site visit undertaken on 16th July 2020 it is acknowledged that the visibility splay to the north is blocked by the corner of the school wall, a letter box and some overgrown Ivy.
- 3.11 Visibility to the south is okay and can be achieved meeting the above TAN 18 requirements.
- 3.12 To achieve the required visibility to the north, the school wall will be lowered below 600mm and the letter box moved, this is shown on the plans included in **Appendix B**.
- 3.13 The speed of vehicles using Llwynhen Road has been assumed to be approximately 20mph as vehicle approach the junction with Heol y Gors or turn into Llwynhen Road from Heol y Gors. Therefore, visibility splays from the Hwb y Gors Community Centre to Llwynhen Road of 2.4m x 22m will be provided.

Trip Generation

- 3.14 This section of the report outlines the methodology used to predict traffic generation for the Hwb y Gors Community Centre, and provides an estimate of future trips to/from the development site. The Hwb y Gors Community Centre has a footprint area of 325m² GFA.
- 3.15 The best estimate of trips is based on information extracted from the TRICS® Version 7.7.2 database. TRICS is a database containing details of trip generations from sites across the UK for various land uses.
- 3.16 We have received these comments from the LHA; *"In Appendix C the Trics data provided only provides data for Tuesday, Wednesday and Thursday as this facility is proposed to be open 7 days a week the data shouldn't be omitting the weekends to give a more accurate assessment."*
- 3.17 Unfortunately, there are no surveys within the TRICS database for Community Centres undertaken on weekends. However, we have revised the selection criteria to achieve the highest trip rates for Community Centres. This goes against the advice set out in the 'TRICS Good Practice Guide' however, based on the comments received from the LHA we thought it suitable to provide this information.

Hwb y Gors Community Centre

- 3.18 The vehicle trip generation rates for the proposed Hwb y Gors Community Centre use have been selected using the following selection criteria:-
- 07/Q - Community Centre (use class D2) Dedicated centre for community activities. Trip rates are calculated by Gross Floor Area, Site Area, Employees, or Parking Spaces.
 - Calculate trip rates for vehicles: Selected;
 - Regions of the development: Include all regions;
 - Trip Rate Parameters: Gross floor area;
 - Selected Dates: All dates to include all data (01/09/06-24/05/19);
 - Survey days: All days;
 - Locations of the development: Suburban Area; Edge of Town; Neighbourhood Centre;
 - Population < 1 Mile and < 5 Miles: No Change.
- 3.19 We have undertaken many iteration of the above selection criteria and the above provides the highest daily trip rates. There are no sites surveyed on weekends. The output is provided in detail in **Appendix C** and summarised in **Table 3**.
- 3.20 This table shows the balanced average inbound (arrivals) and outbound (departures) during the day as well as the daily flows that the Hwb y Gors Community Centre could typically have. These are calculated by multiplying the trip rates produced from the TRICS data with the 325m² GFA per 100sqm.

3.21

Time Range	Arrivals	Departures	Totals
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	1	0	1
08:00-09:00	3	1	4
09:00-10:00	3	2	5
10:00-11:00	1	1	2
11:00-12:00	2	2	4
12:00-13:00	2	3	5
13:00-14:00	1	2	3
14:00-15:00	2	1	3
15:00-16:00	3	2	5
16:00-17:00	1	2	3
17:00-18:00	3	3	6
18:00-19:00	4	2	6
19:00-20:00	3	4	7
20:00-21:00	1	3	4
21:00-22:00	0	2	2
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily Trip Rates:	30	30	60

Table 5: Total vehicular trips for Hwb y Gors Community Centre

3.22 This clearly shows that if Cwmgors Primary School was converted to Hwb y Gors Community Centre, based on 325m² GFA, it could attract and produce 60 vehicle movements a day.

3.23 To visualise how these trips arrive and depart throughout a typical day, the arrivals and departures are plotted on **Chart 3**. It can be seen that as a community centre there are a number of peaks spread throughout the day.

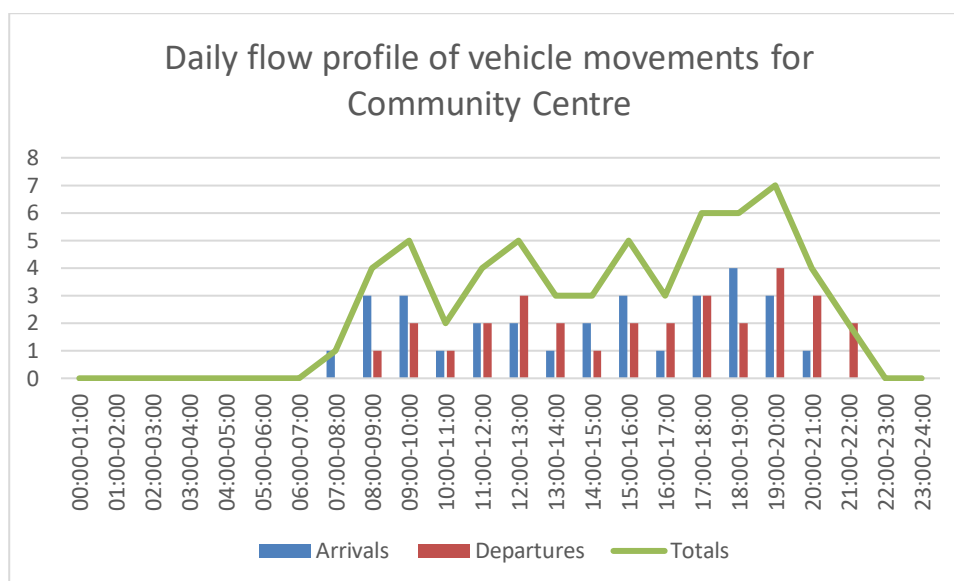


Chart 2: Total Vehicular Trips for Hwb y Gors Community Centre

- 3.24 The traditional highway network peak hours are 08:00-09:00 and 17:00-18:00.
- 3.25 The TRICS data suggests that the community centre might generate 4 vehicle movements (3 arrivals and 1 departures) during the morning highway peak hour.
- 3.26 The TRICS data suggests that the community centre might generate 6 vehicle movements (3 arrivals and 3 departures) during the evening highway peak hour.
- 3.27 The TRICS data suggests that, based on typical trip rates for a community centre, the proposed development has the potential to generate around 30 arrivals and 30 departures per day. The development is likely to be at its busiest during the end of the night after an evening event.
- 3.28 The data suggests that 7 vehicle movements will be generated during its busiest hours with guests arriving for an event and then leaving after the event. Peak traffic generation from Hwb y Gors Community Centre therefore avoids peak times on the highway network. To put this in context, 7 vehicle movements an hour is not considered to be significant.

Vehicle Trips Summary

- 3.29 It is shown that the current land use on the site of a 49 pupil primary school could generate and produce 118 vehicle movements a day. (See table 2).
- 3.30 The proposal to convert the primary school to a community centre of 325m² GFA, could generate and produce 60 vehicle movements a day. (See table 3).
- 3.31 Therefore, the proposed development will significantly reduce the vehicle movements to and from the site compared to its existing uses.
- 3.32 The LHA have provided the following assessment; *"In terms of traffic trips a primary school would attract a more localised catchment area with the increased trips at school the start of the school day and at the end. Whereas a multi-use facility such as the proposal would cater to a wider catchment area thus increasing the number of vehicle trips to and from the facility during the whole day. Due to the lack of public transport links and cycle routes visitors to this multi-use facility are more likely to use a car and travel from further afield therefore may increase the number of predicted traffic trips."*

Parking

- 3.33 Parking provision takes account of the NPTCBC Parking Standards. Parking allocation in accordance with NPTCBC Parking standards for Community Centres requires 1 space per 10m² and 1 commercial parking space. The proposed GFA of the building is 325m² therefor 33 car parking spaces are required along with 1 commercial space.
- 3.34 The original planning application drawings identify 12 parking spaces on the playground for day to day vehicles. This will now be increased to 33 parking spaces. If there is an event at the Hwb y Gors Community Centre requiring more parking spaces, then the rest of the playground can be used with parking volunteers directing vehicles to appropriate areas to park.
- 3.35 The Parking Standards also suggest that disabled parking should be provided at 5% - 6% of the total number of spaces. If we consider 33 spaces then 6% would equate to 2 disabled spaces.
- 3.36 Cycle parking standards for Assembly Halls: Social are 1 stand per 30m². We have interpreted the parking standards to read 1 stand equals 1 cycle space. One Sheffield stand allows two bicycles to be secured to it. Therefore based on the GFA of 325m², 11 cycle stands are required. It is considered that 6 Sheffield stands will provide sufficient parking for 12 bicycles and therefore meeting the requirements.
- 3.37 Motor cycle parking standards for all classes of development are 5% provision for car parking. If we consider 33 spaces then 5% would equate to 2 motor cycle parking space.
- 3.38 In accordance with Planning Policy Wales advice, it is proposed to install two ULEV charge points. It is intended that these will be functional provisions in that the underlying infrastructure will be put in place and the two charge points installed.
- 3.39 Drawing SK03 contained in Appendix B shows an indicative parking layout of how these spaces can be provided on site.

4 SUMMARY AND CONCLUSIONS

Summary and Conclusions

- 4.1 LvW Highways Ltd have been appointed by Awel Aman Tawe to provide transport advice relating to the planning application for the Change of Use of primary school to a community enterprise, arts, education and energy centre, together with related building works and ground source heating details.
- 4.2 In summary this Transport Statement has demonstrated that:
- The site has good facilities for pedestrian access, cycling has to take place on the A474 Heol y Gors, there is a regular bus service that passes along the A474 Heol y Gors and bus stops are located within 400m;
 - The application site's location is closely related to Cwmgors and all the local facilities that are on offer within close proximity and it is therefore considered to be in a sustainable location;
 - Parking allocation in accordance with NPTCBC Parking standards for Community Centres requires 1 space per 10m² and 1 commercial parking space. The proposed GFA of the building is 325m² therefore 33 parking spaces are required along with 1 commercial space. This can be provided for onsite;
 - The site's location adjacent to the A474 Heol y Gors provides good access to the highway network;
 - On review of the STATS 19 Personal Injury Accidents from 1999 to 2019, there is no evidence to show that reversing of vehicle movements on the A474 Heol y Gors result in road traffic accidents;
 - Adequate parking provision and circulating space is made within the grounds;
 - It has been shown that the Primary School could have generated 135 vehicle movements a day with limited off street parking available. The traffic generation of the Community Centre is predicted to be modest with no more than 61 vehicle movements during the day, with sufficient off street parking.
- 4.3 It is considered that the application site meets planning policy requirements in terms of being in an appropriate location that is safely accessed and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.
- 4.4 It is concluded therefore that there are no transport related issues that should prevent the proposed development.

Closure

- 4.5 LvW Highways Ltd has prepared this report with all reasonable skill, care and due diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on interpretation of data collected has been accepted in good faith as being accurate and fair.
- 4.6 This report is for the exclusive use of Awel Aman Tawe; no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from LvW Highways Ltd.

- 4.7 LvW Highways Ltd disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of work.

APPENDIX A

TRICS Data for existing site land uses

Calculation Reference: AUDIT-452201-200906-0919

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : A - PRIMARY
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
12	CONNAUGHT	
	RO ROSCOMMON	1 days
13	MUNSTER	
	TI TIPPERARY	1 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 79 to 85 (units:)
 Range Selected by User: 79 to 120 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 12/07/17

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4 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	1
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	1
Village	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.

Secondary Filtering selection:

Use Class:

D1 4 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	2 days

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

Population within 5 miles:

5,000 or Less	2 days
5,001 to 25,000	1 days
75,001 to 100,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DV-04-A-04 CHURCH LANE CHERITON BISHOP	PRIMARY SCHOOL	DEVON
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Number of pupils:	85	
	Survey date: WEDNESDAY	12/07/17	Survey Type: MANUAL
2	EX-04-A-01 THE STREET NEAR CHELMSFORD ROXWELL	PRIMARY SCHOOL	ESSEX
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Number of pupils:	79	
	Survey date: TUESDAY	05/11/13	Survey Type: MANUAL
3	RO-04-A-01 WARREN ROAD BOYLE	PRIMARY SCHOOL	ROSCOMMON
	Edge of Town Residential Zone		
	Total Number of pupils:	82	
	Survey date: THURSDAY	25/09/14	Survey Type: MANUAL
4	TI-04-A-01 OLD ROAD NEAR NENAGH SILVERMINES	PRIMARY SCHOOL	TIPPERARY
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Number of pupils:	84	
	Survey date: THURSDAY	26/05/16	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 04 - EDUCATION/A - PRIMARY
VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	83	0.036	4	83	0.012	4	83	0.048
08:00 - 09:00	4	83	0.364	4	83	0.282	4	83	0.646
09:00 - 10:00	4	83	0.142	4	83	0.158	4	83	0.300
10:00 - 11:00	4	83	0.015	4	83	0.021	4	83	0.036
11:00 - 12:00	4	83	0.012	4	83	0.012	4	83	0.024
12:00 - 13:00	4	83	0.024	4	83	0.021	4	83	0.045
13:00 - 14:00	4	83	0.052	4	83	0.055	4	83	0.107
14:00 - 15:00	4	83	0.091	4	83	0.055	4	83	0.146
15:00 - 16:00	4	83	0.258	4	83	0.318	4	83	0.576
16:00 - 17:00	4	83	0.018	4	83	0.030	4	83	0.048
17:00 - 18:00	4	83	0.139	4	83	0.109	4	83	0.248
18:00 - 19:00	4	83	0.027	4	83	0.097	4	83	0.124
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.178			1.170			2.348	

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

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

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Parameter summary

Trip rate parameter range selected:	79 - 85 (units:)
Survey date range:	01/01/12 - 12/07/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
PSVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	83	0.000	4	83	0.000	4	83	0.000
08:00 - 09:00	4	83	0.000	4	83	0.000	4	83	0.000
09:00 - 10:00	4	83	0.018	4	83	0.018	4	83	0.036
10:00 - 11:00	4	83	0.000	4	83	0.000	4	83	0.000
11:00 - 12:00	4	83	0.000	4	83	0.000	4	83	0.000
12:00 - 13:00	4	83	0.000	4	83	0.000	4	83	0.000
13:00 - 14:00	4	83	0.000	4	83	0.000	4	83	0.000
14:00 - 15:00	4	83	0.000	4	83	0.000	4	83	0.000
15:00 - 16:00	4	83	0.006	4	83	0.006	4	83	0.012
16:00 - 17:00	4	83	0.000	4	83	0.000	4	83	0.000
17:00 - 18:00	4	83	0.000	4	83	0.000	4	83	0.000
18:00 - 19:00	4	83	0.000	4	83	0.000	4	83	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
CYCLISTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	83	0.000	4	83	0.000	4	83	0.000
08:00 - 09:00	4	83	0.015	4	83	0.000	4	83	0.015
09:00 - 10:00	4	83	0.000	4	83	0.000	4	83	0.000
10:00 - 11:00	4	83	0.000	4	83	0.000	4	83	0.000
11:00 - 12:00	4	83	0.000	4	83	0.000	4	83	0.000
12:00 - 13:00	4	83	0.000	4	83	0.000	4	83	0.000
13:00 - 14:00	4	83	0.000	4	83	0.000	4	83	0.000
14:00 - 15:00	4	83	0.000	4	83	0.009	4	83	0.009
15:00 - 16:00	4	83	0.000	4	83	0.006	4	83	0.006
16:00 - 17:00	4	83	0.000	4	83	0.000	4	83	0.000
17:00 - 18:00	4	83	0.006	4	83	0.006	4	83	0.012
18:00 - 19:00	4	83	0.000	4	83	0.000	4	83	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
CARS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	83	0.021	4	83	0.009	4	83	0.030
08:00 - 09:00	4	83	0.227	4	83	0.170	4	83	0.397
09:00 - 10:00	4	83	0.109	4	83	0.109	4	83	0.218
10:00 - 11:00	4	83	0.009	4	83	0.012	4	83	0.021
11:00 - 12:00	4	83	0.000	4	83	0.003	4	83	0.003
12:00 - 13:00	4	83	0.015	4	83	0.009	4	83	0.024
13:00 - 14:00	4	83	0.045	4	83	0.048	4	83	0.093
14:00 - 15:00	4	83	0.048	4	83	0.048	4	83	0.096
15:00 - 16:00	4	83	0.173	4	83	0.197	4	83	0.370
16:00 - 17:00	4	83	0.015	4	83	0.027	4	83	0.042
17:00 - 18:00	4	83	0.136	4	83	0.094	4	83	0.230
18:00 - 19:00	4	83	0.024	4	83	0.088	4	83	0.112
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.822			0.814			1.636	

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 LGVS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

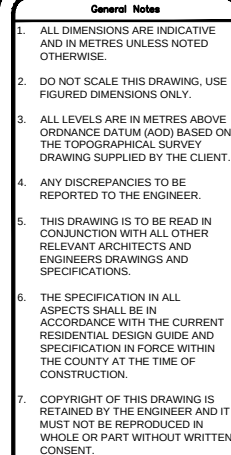
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	83	0.000	4	83	0.000	4	83	0.000
08:00 - 09:00	4	83	0.027	4	83	0.024	4	83	0.051
09:00 - 10:00	4	83	0.006	4	83	0.009	4	83	0.015
10:00 - 11:00	4	83	0.003	4	83	0.003	4	83	0.006
11:00 - 12:00	4	83	0.003	4	83	0.003	4	83	0.006
12:00 - 13:00	4	83	0.003	4	83	0.003	4	83	0.006
13:00 - 14:00	4	83	0.003	4	83	0.003	4	83	0.006
14:00 - 15:00	4	83	0.006	4	83	0.003	4	83	0.009
15:00 - 16:00	4	83	0.009	4	83	0.006	4	83	0.015
16:00 - 17:00	4	83	0.000	4	83	0.000	4	83	0.000
17:00 - 18:00	4	83	0.000	4	83	0.006	4	83	0.006
18:00 - 19:00	4	83	0.003	4	83	0.003	4	83	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.063			0.126

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

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

APPENDIX B

Heol y Gors and Llwynhen Road Junction Access Drawings



B	LHA requested design amendments	03.09.2022
A	For Discussion	24.07.2022
No.	Revision/Issue	Date

Firm Name and Address

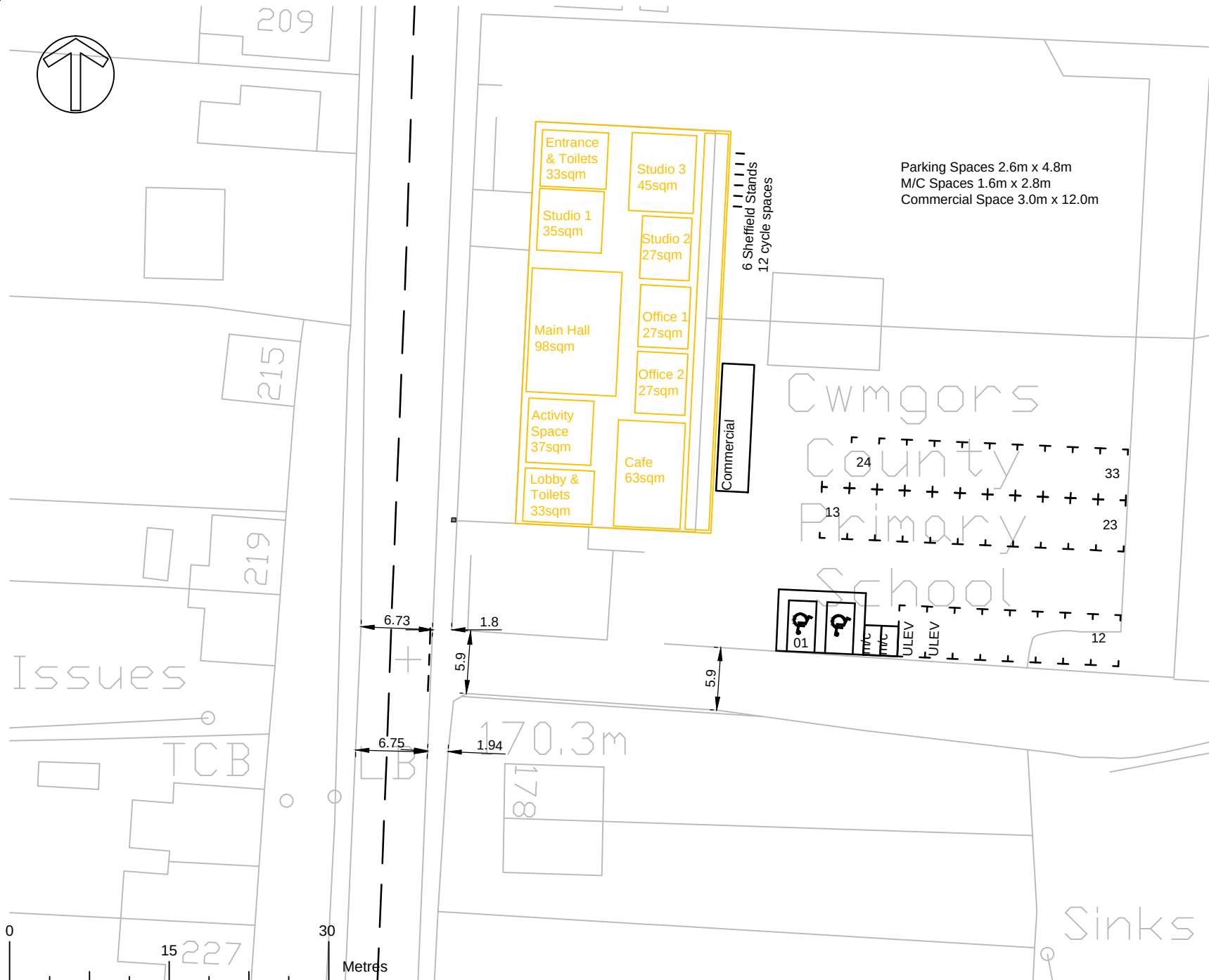
LvW
Highways

LvW Highways Ltd
Blomper
Fellingham Uthof
Carmarthen
SA32 7PR

Tel: 01267 290789
Mob: 07769 228885

Project Name and Address
Cwmgors Primary School
Heol y Gors, Cwmgors,
Neath Port Talbot CBC.
Existing Highway and
Visibility Splays

Project 2020-552	Sheet
Date 02.09.2020	SK01
Scale 1:1000@A4L	



General Notes

1. ALL DIMENSIONS ARE INDICATIVE AND IN METRES UNLESS NOTED OTHERWISE.
2. DO NOT SCALE THIS DRAWING, USE FIGURED DIMENSIONS ONLY.
3. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM (AOD) BASED ON THE TOPOGRAPHICAL SURVEY DRAWING SUPPLIED BY THE CLIENT.
4. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
6. THE SPECIFICATION IN ALL ASPECTS SHALL BE IN ACCORDANCE WITH THE CURRENT RESIDENTIAL DESIGN GUIDE AND SPECIFICATION IN FORCE WITHIN THE COUNTY AT THE TIME OF CONSTRUCTION.
7. COPYRIGHT OF THIS DRAWING IS RETAINED BY THE ENGINEER AND IT MUST NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN CONSENT.

B	HA requested design amendments	03.08.2020
A	For Discussion	24.07.2020
No.	Revision/Issue	Date



Project Name and Address: Cwmgor's Primary School, Heol y Gors, Cwmgor's, Neath Port Talbot CBC, Indicative Parking Layout with 33 spaces

Project: 2020-552	Sheet: SK03
Date: 03.09.2020	
Scale: 1:500@A4L	

APPENDIX C

TRICS Data for proposed site land uses

Calculation Reference: AUDIT-452201-200906-0925

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	3 days
11	SCOTLAND	
	FA FALKIRK	2 days
13	MUNSTER	
	LI LIMERICK	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
17	ULSTER (NORTHERN IRELAND)	
	DO DOWN	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 100 to 1800 (units: sqm)
Range Selected by User: 100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/09/06 to 24/05/19

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	2 days
Wednesday	5 days
Thursday	3 days
Friday	5 days

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

Selected survey types:

Manual count	18 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	8

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

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.

Secondary Filtering selection:

Use Class:

D1	1 days
D2	17 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:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	5 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	2 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	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	12 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days

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

Travel Plan:

No	18 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	18 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-07-Q-01 HIGH STREET COTTENHAM	COMMUNITY CENTRE	CAMBRIDGESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	500 sqm	
	Survey date: MONDAY	15/10/12	Survey Type: MANUAL
2	CH-07-Q-01 WARRINGTON ROAD MERE	COMMUNITY CENTRE	CHESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	100 sqm	
	Survey date: TUESDAY	07/11/17	Survey Type: MANUAL
3	CV-07-Q-01 KILLYMOONEY DRIVE CAVAN	COMMUNITY CENTRE	CAVAN
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	922 sqm	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL
4	DH-07-Q-01 JUTLAND ROAD HARTLEPOOL	COM. CENTRE	DURHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category		
	Total Gross floor area:	500 sqm	
	Survey date: FRIDAY	28/09/07	Survey Type: MANUAL
5	DL-07-Q-01 BALLYBOUGH ROAD DUBLIN BALLYBOUGH	COMMUNITY CENTRE	DUBLIN
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: WEDNESDAY	23/11/16	Survey Type: MANUAL
6	DO-07-Q-01 CHURCH ROAD NEAR BELFAST MONEYREAGH	COMMUNITY CENTRE	DOWN
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	19/06/15	Survey Type: MANUAL
7	EX-07-Q-01 BORDERS LANE LOUGHTON	COMMUNITY CENTRE	ESSEX
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total Gross floor area:	352 sqm	
	Survey date: THURSDAY	22/11/07	Survey Type: MANUAL
8	FA-07-Q-01 DAVID'S LOAN FALKIRK BAINSFORD	COMMUNITY CENTRE	FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	675 sqm	
	Survey date: THURSDAY	19/04/07	Survey Type: MANUAL
9	FA-07-Q-02 PARKHALL DRIVE FALKIRK MADDISTON	COMMUNITY CENTRE	FALKIRK
	Edge of Town Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: MONDAY	03/06/13	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	LI-07-Q-01	COMMUNITY CENTRE	LIMERICK
	CASTLE OAKS VIEW		
	LIMERICK		
	DONOUGH O'MALLEY PARK		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1676 sqm	
	Survey date: WEDNESDAY	06/11/13	Survey Type: MANUAL
11	NY-07-Q-01	COMMUNITY CENTRE	NORTH YORKSHIRE
	SHUTE ROAD		
	CATTERICK GARRISON		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	316 sqm	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
12	SH-07-Q-01	COMMUNITY CENTRE	SHROPSHIRE
	SOUTHGATE		
	TELFORD		
	SUTTON HILL		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1486 sqm	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
13	TV-07-Q-01	COM. CENTRE	TEES VALLEY
	FULBECK ROAD		
	MIDDLESBROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	225 sqm	
	Survey date: WEDNESDAY	26/09/07	Survey Type: MANUAL
14	TW-07-Q-01	COMMUNITY CENTRE	TYNE & WEAR
	HIGH STREET		
	GATESHEAD		
	WREKENTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	450 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL
15	TW-07-Q-02	COMMUNITY CENTRE	TYNE & WEAR
	ROSEDON WAY		
	NEWCASTLE		
	BRUNTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	880 sqm	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
16	TW-07-Q-03	COMMUNITY CENTRE	TYNE & WEAR
	ASKEW ROAD W		
	GATESHEAD		
	TEAMS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	750 sqm	
	Survey date: FRIDAY	24/05/19	Survey Type: MANUAL
17	WL-07-Q-01	COM.CENTRE	WILTSHIRE
	OLD COURT		
	WOOTTON BASSETT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	210 sqm	
	Survey date: TUESDAY	03/10/06	Survey Type: MANUAL
18	WY-07-Q-01	COMMUNITY CENTRE	WEST YORKSHIRE
	WATERLOO LANE		
	LEEDS		
	BRAMLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Retail Zone		
	Total Gross floor area:	625 sqm	
	Survey date: MONDAY	19/10/15	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 07 - LEISURE/Q - COMMUNITY CENTRE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	633	0.316	5	633	0.000	5	633	0.316
08:00 - 09:00	18	684	0.804	18	684	0.325	18	684	1.129
09:00 - 10:00	18	684	0.934	18	684	0.528	18	684	1.462
10:00 - 11:00	18	684	0.357	18	684	0.455	18	684	0.812
11:00 - 12:00	18	684	0.463	18	684	0.560	18	684	1.023
12:00 - 13:00	17	711	0.736	17	711	0.777	17	711	1.513
13:00 - 14:00	17	711	0.372	17	711	0.471	17	711	0.843
14:00 - 15:00	17	711	0.579	17	711	0.389	17	711	0.968
15:00 - 16:00	17	711	0.769	17	711	0.753	17	711	1.522
16:00 - 17:00	16	736	0.382	16	736	0.713	16	736	1.095
17:00 - 18:00	16	736	0.773	16	736	0.815	16	736	1.588
18:00 - 19:00	15	735	1.369	15	735	0.698	15	735	2.067
19:00 - 20:00	14	668	1.070	14	668	1.390	14	668	2.460
20:00 - 21:00	14	668	0.374	14	668	0.824	14	668	1.198
21:00 - 22:00	10	670	0.075	10	670	0.776	10	670	0.851
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.373			9.474			18.847

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

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

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Parameter summary

Trip rate parameter range selected:	100 - 1800 (units: sqm)
Survey date range:	01/09/06 - 24/05/19
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	633	0.000	5	633	0.000	5	633	0.000
08:00 - 09:00	18	684	0.000	18	684	0.000	18	684	0.000
09:00 - 10:00	18	684	0.032	18	684	0.032	18	684	0.064
10:00 - 11:00	18	684	0.000	18	684	0.000	18	684	0.000
11:00 - 12:00	18	684	0.000	18	684	0.000	18	684	0.000
12:00 - 13:00	17	711	0.033	17	711	0.033	17	711	0.066
13:00 - 14:00	17	711	0.008	17	711	0.000	17	711	0.008
14:00 - 15:00	17	711	0.000	17	711	0.008	17	711	0.008
15:00 - 16:00	17	711	0.066	17	711	0.066	17	711	0.132
16:00 - 17:00	16	736	0.008	16	736	0.008	16	736	0.016
17:00 - 18:00	16	736	0.017	16	736	0.008	16	736	0.025
18:00 - 19:00	15	735	0.036	15	735	0.036	15	735	0.072
19:00 - 20:00	14	668	0.021	14	668	0.032	14	668	0.053
20:00 - 21:00	14	668	0.043	14	668	0.011	14	668	0.054
21:00 - 22:00	10	670	0.030	10	670	0.075	10	670	0.105
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.294			0.309			0.603

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	633	0.000	5	633	0.000	5	633	0.000
08:00 - 09:00	18	684	0.000	18	684	0.000	18	684	0.000
09:00 - 10:00	18	684	0.008	18	684	0.008	18	684	0.016
10:00 - 11:00	18	684	0.008	18	684	0.008	18	684	0.016
11:00 - 12:00	18	684	0.008	18	684	0.000	18	684	0.008
12:00 - 13:00	17	711	0.000	17	711	0.008	17	711	0.008
13:00 - 14:00	17	711	0.000	17	711	0.000	17	711	0.000
14:00 - 15:00	17	711	0.000	17	711	0.000	17	711	0.000
15:00 - 16:00	17	711	0.000	17	711	0.000	17	711	0.000
16:00 - 17:00	16	736	0.000	16	736	0.000	16	736	0.000
17:00 - 18:00	16	736	0.000	16	736	0.000	16	736	0.000
18:00 - 19:00	15	735	0.000	15	735	0.000	15	735	0.000
19:00 - 20:00	14	668	0.000	14	668	0.000	14	668	0.000
20:00 - 21:00	14	668	0.000	14	668	0.000	14	668	0.000
21:00 - 22:00	11	650	0.000	11	650	0.000	11	650	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
 PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	633	0.000	5	633	0.000	5	633	0.000
08:00 - 09:00	18	684	0.000	18	684	0.000	18	684	0.000
09:00 - 10:00	18	684	0.000	18	684	0.000	18	684	0.000
10:00 - 11:00	18	684	0.000	18	684	0.000	18	684	0.000
11:00 - 12:00	18	684	0.008	18	684	0.000	18	684	0.008
12:00 - 13:00	17	711	0.000	17	711	0.000	17	711	0.000
13:00 - 14:00	17	711	0.000	17	711	0.000	17	711	0.000
14:00 - 15:00	17	711	0.000	17	711	0.008	17	711	0.008
15:00 - 16:00	17	711	0.000	17	711	0.000	17	711	0.000
16:00 - 17:00	16	736	0.000	16	736	0.000	16	736	0.000
17:00 - 18:00	16	736	0.000	16	736	0.000	16	736	0.000
18:00 - 19:00	15	735	0.000	15	735	0.000	15	735	0.000
19:00 - 20:00	14	668	0.000	14	668	0.000	14	668	0.000
20:00 - 21:00	14	668	0.000	14	668	0.000	14	668	0.000
21:00 - 22:00	10	670	0.000	10	670	0.000	10	670	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	633	0.000	5	633	0.000	5	633	0.000
08:00 - 09:00	18	684	0.041	18	684	0.000	18	684	0.041
09:00 - 10:00	18	684	0.041	18	684	0.024	18	684	0.065
10:00 - 11:00	18	684	0.024	18	684	0.016	18	684	0.040
11:00 - 12:00	18	684	0.024	18	684	0.016	18	684	0.040
12:00 - 13:00	17	711	0.000	17	711	0.017	17	711	0.017
13:00 - 14:00	17	711	0.008	17	711	0.008	17	711	0.016
14:00 - 15:00	17	711	0.033	17	711	0.017	17	711	0.050
15:00 - 16:00	17	711	0.008	17	711	0.017	17	711	0.025
16:00 - 17:00	16	736	0.025	16	736	0.059	16	736	0.084
17:00 - 18:00	16	736	0.051	16	736	0.017	16	736	0.068
18:00 - 19:00	15	735	0.000	15	735	0.000	15	735	0.000
19:00 - 20:00	14	668	0.043	14	668	0.064	14	668	0.107
20:00 - 21:00	14	668	0.000	14	668	0.064	14	668	0.064
21:00 - 22:00	10	670	0.000	10	670	0.000	10	670	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.298			0.319			0.617

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.