

Planning application 23/0789/00

**Development including visitor accommodation of
2 self-catering units, 14 new holiday cabins
and a new parking area within the pumphouse service yard at
Gnoll Estate Country Park,
Neath
Neath Port Talbot**

Transport Statement

January 2024

A decorative graphic at the bottom of the page consisting of several overlapping, wavy bands of color. From top to bottom, the colors are red, orange, yellow, and a darker yellow, creating a sense of movement and energy.

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1 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport Ltd. have been instructed by Andrew Scott Limited to produce a Transport Statement (TS) in support of a full planning application for a proposed development at Gnoll Estate Country Park, Fairyland, Neath.

1.1.2 The Gnoll Estate Country Park is owned and operated by Neath Port Talbot County Borough Council (NPTCBC). The estate developed from the landscaped grounds of the former Gnoll House and offers views across the County Borough.

1.1.3 The development that is considered in this Transport Statement that accompanies planning application 23/0789/00 consists of the following;

- The creation of new visitor accommodation comprising the reinstatement and landscaping of former kitchen gardens to provide a new office/reception
- 2 self-catering holiday units and construction of 14 new holiday cabins;
- A welfare/laundry building and replacement work-shop/machinery store and
- A new parking area within the pump-house service yard of 23 spaces.

1.1.4 This Transport Statement supersedes that dated 9th November 2023 (which was submitted to the LPA) which also assessed the creation of visitor accommodation within Kitchen Garden area and associated infrastructure and landscape works.

1.1.5 The purpose of this assessment is to detail the likely transport characteristics of the proposed development as detailed at paragraph 1.1.3 above and its potential impact on the surrounding transport and highway networks.

1.2 Pre-Application Consultation (PAC)

1.2.1 A Pre-Application Consultation (PAC) request was submitted to the council (N/3/23/0005/00), with a formal response received from the Head of Highways and Transport, dated 14/06/23.

1.2.2 While there were, “No highway objection in principle to the proposal’, concerns were raised on several issues:

- The location, layout and number of parking spaces (including Electric Vehicle Charging Provision) should be clearly shown along with any proposed changes to the access road. The NPTCBC Parking Standards (Oct 2016) must be referenced with regards to parking provision.
- A TAN 18 Transport Impact Assessment is required
- Pond Cottage Parking Provision must be shown (1 space per bedroom)
- Details of the access route from Cimla Road will need to be submitted to ensure the capacity to allow for additional vehicles

1.2.3 This TS endeavours to satisfactorily address these and the comments issued by the Highway Authority in their response to the Local Planning Authority dated 16th November 2023.

1.2.4 This TS therefore addresses the following comments (9 & 10) of the Highway Authority’s comments dated 16th November 2023:

Transport Statement

1. The Transport statement that has been provided covers two separate access routes and areas that are currently seeking redevelopment. Due to the different nature for each of the applications, the transport assessments should be separated and updated to reflect the use of the proposed developments.
2. The 3 sites selected for TRICS trip data, do not include visitor accommodation, and this is not reflected within the statement to accommodate these additional trips.

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 site,
- Section 3 outlines the proposed development and its access strategy;

- Section 4 details the transport characteristics of the proposed development, together with an estimate of multi modal trip generation and the likely impact on the surrounding highway network; and,
- Section 5 summarises and concludes the findings of the report.

2 EXISTING SITUATION

2.1 Introduction

2.1.1 This section of the report describes the site location along with the existing transport infrastructure within the vicinity of the site, local amenities and the safety record of the local highway network.

2.2 Site Location

2.2.1 Gnoll Estate is owned by Neath Port Talbot Council on the landscaped grounds of the former Gnoll House, located 1.5km northeast of Neath Town Centre.

2.2.2 The location of the site is detailed in **Figure 2.1**.



Figure 2.1 Site location

2.3 Site Access Points

2.3.1 There are two vehicular access points serving the Gnoll Estate Country Park, with the majority of visitors to the Gnoll Estate Country Park using the main entrance via Fairyland.:

- The main entrance to at the northern end of Fairyland; and
- Secondary entrance of Cimla Crescent serving the Great Pond at the southern extent of the estate.

2.4 Local Highway Network

2.4.1 The local highway network in the vicinity of Gnoll Estate Country Park is shown in **Figure 2.2**.

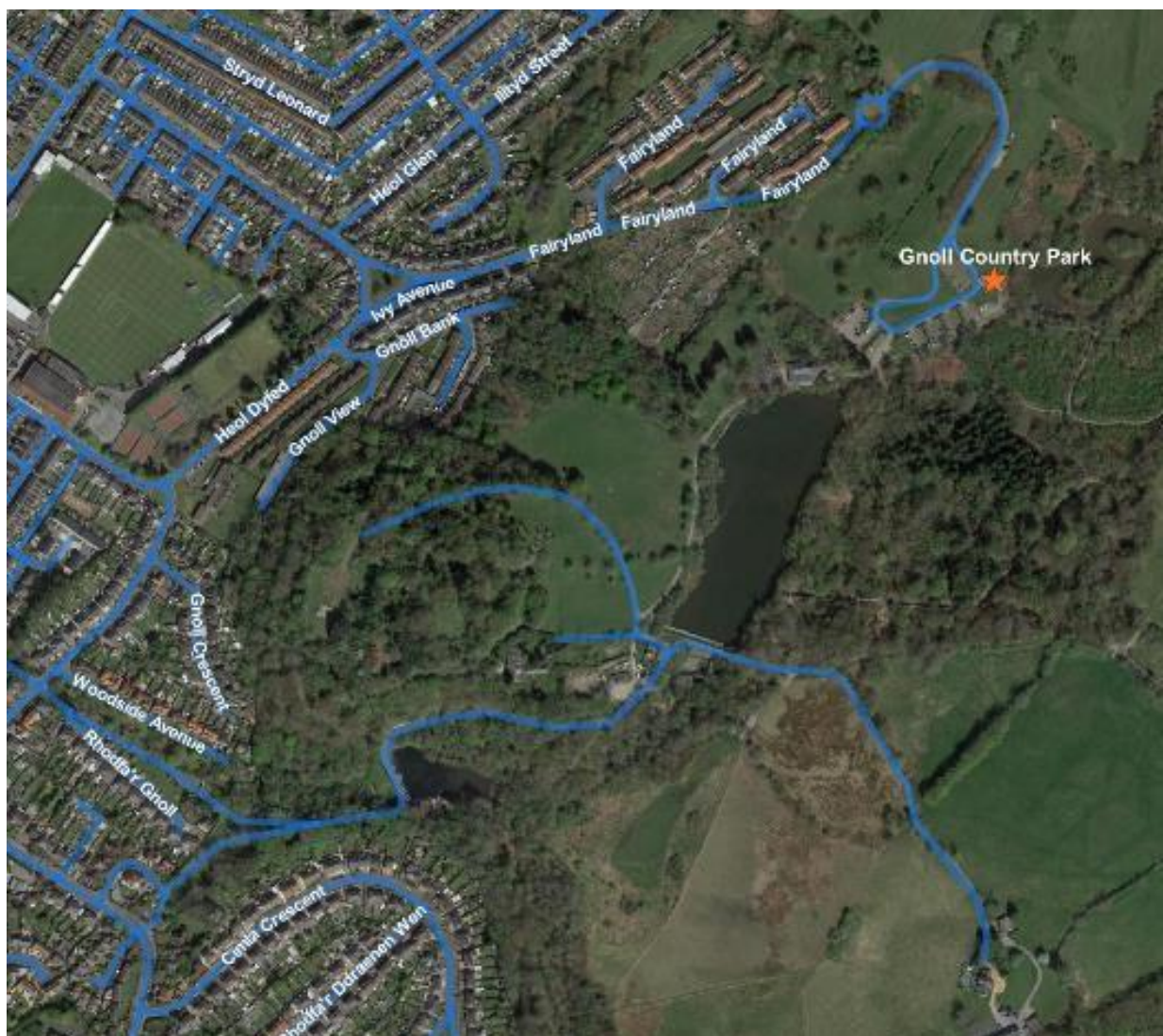


Figure 2.2 Local highway network

Gnoll Estate Country Park Access Routes – Main Entrance

- 2.4.2 With regards to vehicular access to the Country Park from outside of Neath, the designated Brown Sign Route as advised in the Park’s website is to “Leave the M4 at Junction 43 onto the A465. Follow the A465 to Neath/Castell Nedd then follow the brown signs.”
- 2.4.3 For visitors outside of Neath they are now more than likely to use Satnav and/or Google Maps to determine their route to the Country Park. Google Maps shows a different route to/from the Country Park for much of its extent with both routes using Fairylands from its junction with Ivy Avenue on final approach to the Country Park.
- 2.4.4 The two routes effectively skirt around the northern and southern edges of Neath Town Centre, with both routes described below and shown in **Figure 2.3:**

Brown Sign Route

- Head east towards Neath Town Centre at A465/A474 roundabout
- A474
- A4230 Neath Abbey Road
- B4434 Bridge
- B4434 Riverside Drive
- B4434 Prince of Wales Drive
- B4434 Gnoll Park Road
- Hartle Street
- Ivy Avenue
- Fairylands

Google Maps Route

- Head west towards Pontardawe at A465/A474 roundabout
- A474
- Windsor Road
- B4434 Eastland Road
- B4287 Cimla Road
- Beechwood Avenue
- Dyfed Road
- Ivy Avenue
- Fairylands

- 2.4.5 For more local visitors within Neath Ivy Avenue and Fairylands will also necessarily be used to access the Country Park, with various routes leading to these roads being used with respect to local knowledge.

- 2.4.6 There are no apparent capacity issues with the roads used on these routes, with a minimal impact with regards to any additional traffic generated by the proposed improvements to Gnoll Estate Country Park.



Figure 2.3 Gnoll Estate Country Park Main Entrance Access Routes

Fairyland

- 2.4.7 Fairyland is a single carriageway residential street (6.75m wide), which terminates at its eastern end at the Gnoll Estate Country Park, providing access via a two-arm roundabout. To the west Fairyland becomes Ivy Avenue. While Fairyland is fronted by residential dwellings on the northern side, the southern side is taken up by the Gnoll Estate Country Park and the Fairyland Allotments.
- 2.4.8 The carriageway is subject to a 30mph speed limit with 1.5m footways on the northern edge of the carriageway and street lighting.
- 2.4.9 There are resident permit holder parallel parking bays on the northern edge of carriageway which serve the dwellings of Fairyland. Parking is prohibited on the southern edge of carriageway with double yellow lines. There are 'keep clear' markings at priority junctions to prevent any parking.
- 2.4.10 Traffic calming is present in the form of 'slow/ara' markings and speed humps on the carriageway.

Ivy Avenue

- 2.4.11 Ivy Avenue is a short section of single carriageway residential road (6.75m wide), similar in nature to and effectively providing a western extension of Fairyland, connecting with Dyfed Road to the south and Harle Street to the west.

Dyfed Street

- 2.4.12 Dyfed Street (6.75m wide) is a continuation to the south of Fairyland and Ivy Avenue with residential dwellings on the southern side and Neath Tennis Club on the northern side.
- 2.4.13 The road is subject to a 20mph speed limit with on-street parking on the northern side with street lighting and footways on both sides of the carriageway.

Beechwood Avenue

- 2.4.14 Beechwood Avenue is a single carriageway residential road and local distributor road (7.25m wide), connecting with Dyfed Road to the north at a priority T-junction just to the south of Neath Tennis Club and to the south with the B4287 Cimla Road at a mini-roundabout.
- 2.4.15 The road has residential dwellings on both sides and is subject to a 30mph speed limit with on-street parking in residents parking bays on both sides of the carriageway, but with double yellow lines on the eastern side of the carriageway over the southern section of the road
- 2.4.16 The road is equipped with street lighting and footways on both sides of the carriageway. Traffic calming in the form of speed cushions is provided along the carriageway

B4287 Cimla Road

- 2.4.17 The B4287 Cimla Road is a local distributor road (8.5m wide), connecting Neath Town Centre and the B4434 to the west and towards Cimla to the east.
- 2.4.18 This section of the B4287 is fronted by residential properties on both sides, with several side roads serving residential streets.

- 2.4.19 The road is subject to a 30mph speed limit with on-street parking restricted by double yellow lines on both sides of the carriageway. The road is equipped by street lighting and footways on both sides of the carriageway.

Harle Street

- 2.4.20 Harle Street is a single carriageway residential road and local distributor road (7.5m wide) connecting with Ivy Avenue and Fairyland to the east at a priority T-junction and to the west with the B4434 Gnoll Park Road at a priority T-junction.

- 2.4.21 The road has residential dwellings on both sides and is subject to a 30mph speed limit with mainly unrestricted on-street parking on both sides of the carriageway with three short sections of residents only parking bays.

- 2.4.22 The road is equipped with street lighting and footways on both sides of the carriageway.

B4434 Gnoll Park Road

- 2.4.23 The B4434 Gnoll Park Road is a local distributor road (7.5m wide) connecting with Neath Town Centre to the south and towards Cimla to the east.

- 2.4.24 This section of the B4434 is fronted by residential properties on the western side, with residential dwellings and the Gnoll Rugby and Cricket Grounds on the eastern side, with several side roads serving residential streets. The remainder of the road is a mixture of double yellow lines and residents parking bays, mainly located on the western side of the road.

- 2.4.25 The road is subject to a 30mph speed limit with on-street parking restricted on the eastern side along the extent of the Gnoll Rugby Ground by double yellow lines. The road is equipped by street lighting and footways on both sides of the carriageway.

Gnoll Estate Country Park Access Routes – Secondary Entrance

- 2.4.26 With regards to vehicular access to the secondary access to the Country Park there are no signs for this entrance on the local road network. Visitors using this entrance would use local knowledge and map-based information whether in static printed form or interactively via Google Maps.

- 2.4.27 This secondary access uses a long road internal to the Country Park, which is designated as an urban clearway adjacent to and accessed via the north eastern end of Rookwood Close, which is a small residential cul-de-sac.
- 2.4.28 Rookwood Close connects with the B4287 Cimla Road approximately 250m to the east of the B4287 Cimla Road/Beechwood Grove roundabout as described in the main entrance access route. The secondary access route via the B4287 Cimla Road and Rookwood Close is shown in **Figure 2.4**.



Figure 2.4 Gnantwit Estate Country Park Secondary Access

2.5 Car Parking Provision

- 2.5.1 There are two parking areas at the Gnantwit Estate Country Park as shown in **Figure 2.5**, which operate as pay and display, providing a total of 201 car parking spaces.
- 2.5.2 A close-up image of the main parking area is shown in **Figure 2.6**.

- Main Parking Area: 183 spaces, located at northern end of the Fish Pond and adjacent to the existing Visitor Centre and Adventure Play Area – served by the main vehicular access along Fairyland; and
- Rookwood Close Visitors Car Park (18 spaces) located at the southern extent of the Country Park adjacent to the Main Pond - served by a secondary access via Cimla Crescent.



Figure 2.5 Gnoll Estate Country Park Car Parking Areas



Figure 2.6 Gnoll Estate Country Park Main Car Parking Area

2.6 Active Travel

2.6.1 Existing pedestrian and cyclist infrastructure within proximity of the development site is shown in **Figure 2.7**.

Pedestrians

2.6.2 As described above, there are good quality footways present on Fairyland. Local footpaths which tie into various pedestrian access points to Gnoll Estate.

2.6.3 Gnoll Country Park benefits from internal off-road footpath connections which tie into the surrounding residential areas of Neath and Cimla as shown in Figure 2.5.

Cyclists

2.6.4 As shown above, the site is located approximately 500m directly south of NCN route 47. NCN route 47 is 195km route from Newport to Fishguard via Neath and Carmarthen. NCN route 47 ties into NCN route 46 at Tonna, a 148.9km route from Bromsgrove, Worcestershire to Neath.



Figure 2.7 Pedestrian & cyclist infrastructure in the vicinity of the Country Park

Active Travel Network Map

- 2.6.5 In accordance with the Active Travel Wales (Wales) Act 2013, NPTCBC have developed an Active Travel Network Map (ATNM), which contains details of existing and proposed improvements to active travel routes that the Council will seek to deliver over the next 15 years.
- 2.6.6 The existing and proposed routes within the wider area surrounding the Country Park are shown in **Figure 2.8** with the routes close to the Country Park shown in **Figure 2.9**.

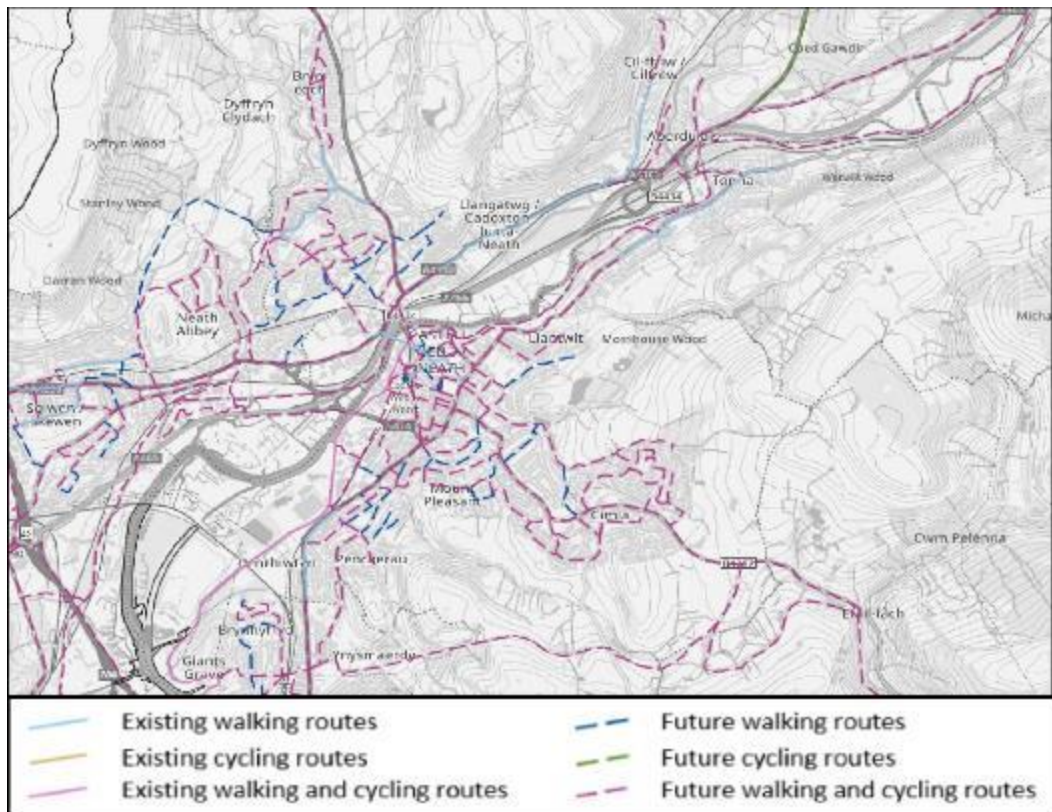


Figure 2.8 Active Travel Network Map existing & proposed routes – wider area

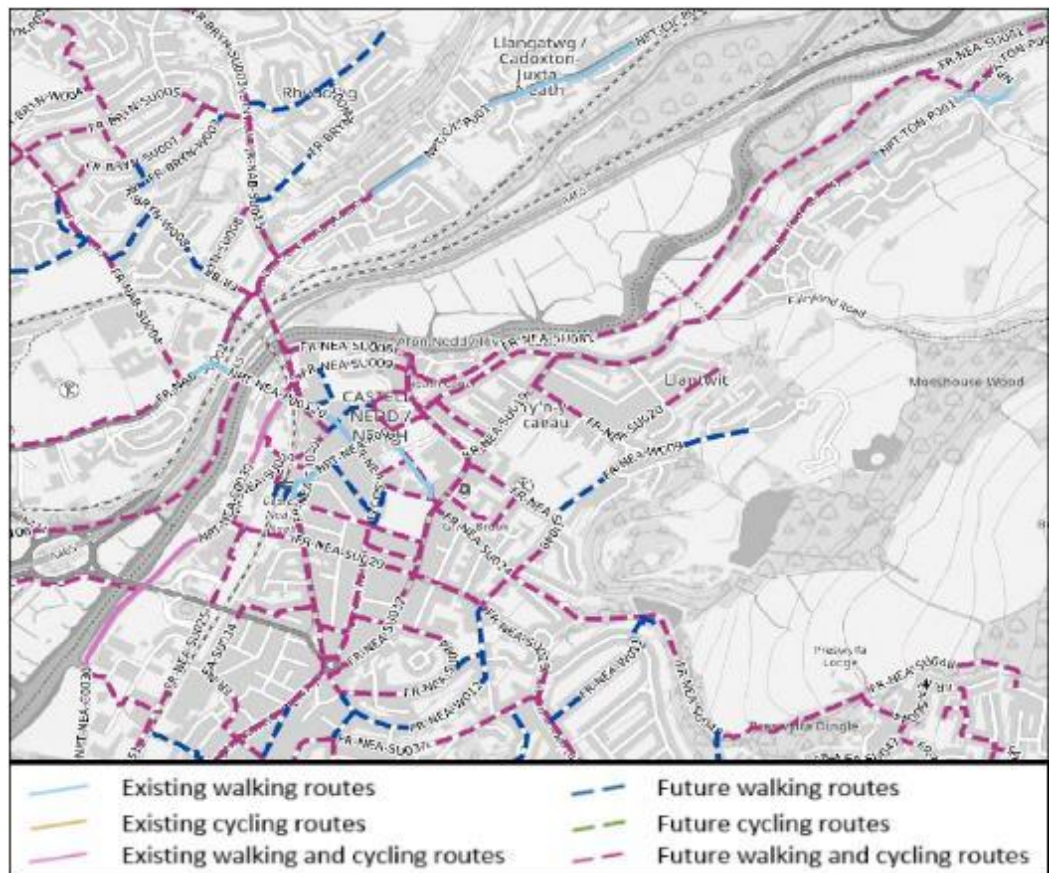


Figure 2.9 Active Travel Network Map existing & proposed routes – close to site

2.7 Public Transport

2.7.1 Public transport infrastructure in the vicinity of the development site is shown in **Figure 2.10**.



Figure 2.10 Public transport infrastructure

Bus

2.7.2 The nearest bus stop to Gnoll estate is located on Fairyland, an 80m walk from the Gnoll Estate access gate. This stop is without shelter, flag or timetable. Bus services available from this stop and serving the local area are summarised in **Table 2.1**, below.

2.7.3 There are a good range of bus services operating within the vicinity of the site which allow direct connections to Neath Town Centre.

2.7.4 All services operating within the vicinity of Gnoll Park Estate call at Neath Bus Station, providing links to the wider bus network. Neath Bus Station is located a 350m walk from Neath Railway Station

Route No.	Destination	Frequency
59*	Neath - Pontrhydyfen	Mon-Fri: 07:25 then ~ hourly 07:35- 22:40 Sat: ~ hourly from 07:35-22:40-22:40 Sun: 09:28, 11:58 & 15:28
	Pontrhydyfen - Neath	Mon-Sat: ~ hourly from 08:28-23:11 Sun: 10:20, 12:50 & 16:20
153*	Neath - Fairyland	Tue, Thurs & Sat: ~ every 2 hrs from 08:52-16:50
251*	Neath - Ridgewood Gardens	Mon-Fri: ~ 3 services p/h from 08:34-17:41 Sat: ~ hourly from 08:36-17:41
	Ridgewood Gardens - Neath	Mon-Fri: ~ 3 services p/h from 08:27- 17:55 Sat: ~ hourly from 09:01-17:06

Table 2.1 Bus services within proximity (* services calling at Neath Bus Station)

Rail

2.7.5 Neath Rail Station is located approximately a 2.1km walk distance from the site offering more frequent rail services. The mainline railway station, served by Transport for Wales (Valleys Line network) and Great Western Railways (mainline services to Swansea and West Wales, and stations through to London Paddington).

2.8 Local Amenities

2.8.1 There are several local facilities and amenities within walking distance of Gnoll Estate which are shown in **Figure 2.11** with walking and cycle distance and times shown in **Table 2.2**.

2.8.2 The acceptable walking distances as detailed within the CIHT guidance 'Providing for Journeys on Foot' is 1.2km as the preferred maximum. There are a number of publications which suggest guidance for appropriate walking and cycling distances to facilities. For reference, a number of quotes from relevant documents have been summarised as follows.

- Walking as a mode of travel predominates for journeys of less than two miles whilst cycling is more convenient for longer journeys, typically of up to five miles for regular journeys. (Paragraph 4.1.4, Active Travel Design Act, Welsh Government)
- Two miles is 'a distance that could easily be walked by the majority of people' (Paragraph 2.2, TA91/05 Provision for Non-motorised Users, DfT)

- Walking is used to access a wide variety of destinations including places of work, normally within a range of up to 2 miles (Paragraph 2.3, TA91/05 Provision for Non-motorised Users, DfT)
- Cycling is used for accessing a variety of different destinations, including places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances (Paragraph 2.11, TA91/05, DfT)
- 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot (Section 2.1, Planning for Walking, CIHT).
- Five miles is a distance that could easily be cycled by the majority of people (Paragraph 2.9, TA91/05, DfT)
- For commuter journeys, a trip distance of over five miles is not uncommon and Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose (Paragraph 1.5.1, LTN02/08, DfT).

2.8.3 The walking and cycling times have been calculated based on 80 metres per minute (4.8kph) as set out in the CIHT guidance document 'Providing for Journeys on Foot' and the 320 (12mph) metres per minute based on DfT guidance set out in LTN2/08.

Facility	Distance (m)	Walk Time (mins)	Cycle Time (mins)
Supermarket / convenience store	1300	16	10
Petrol station	800	10	6
Post office	700	8	6
Bank / ATM	2100	25	17
School / education	1700	20	14
Community centre / library	1700	20	14
Sports centre / facility	1100	13	9
GP / medical centre	1800	22	14
Pharmacy	1900	23	15
Café / restaurant	1900	23	15
Bar / pub	2000	24	16
Fast food / takeaway	2000	24	16

Table 2.2 Local amenities within proximity

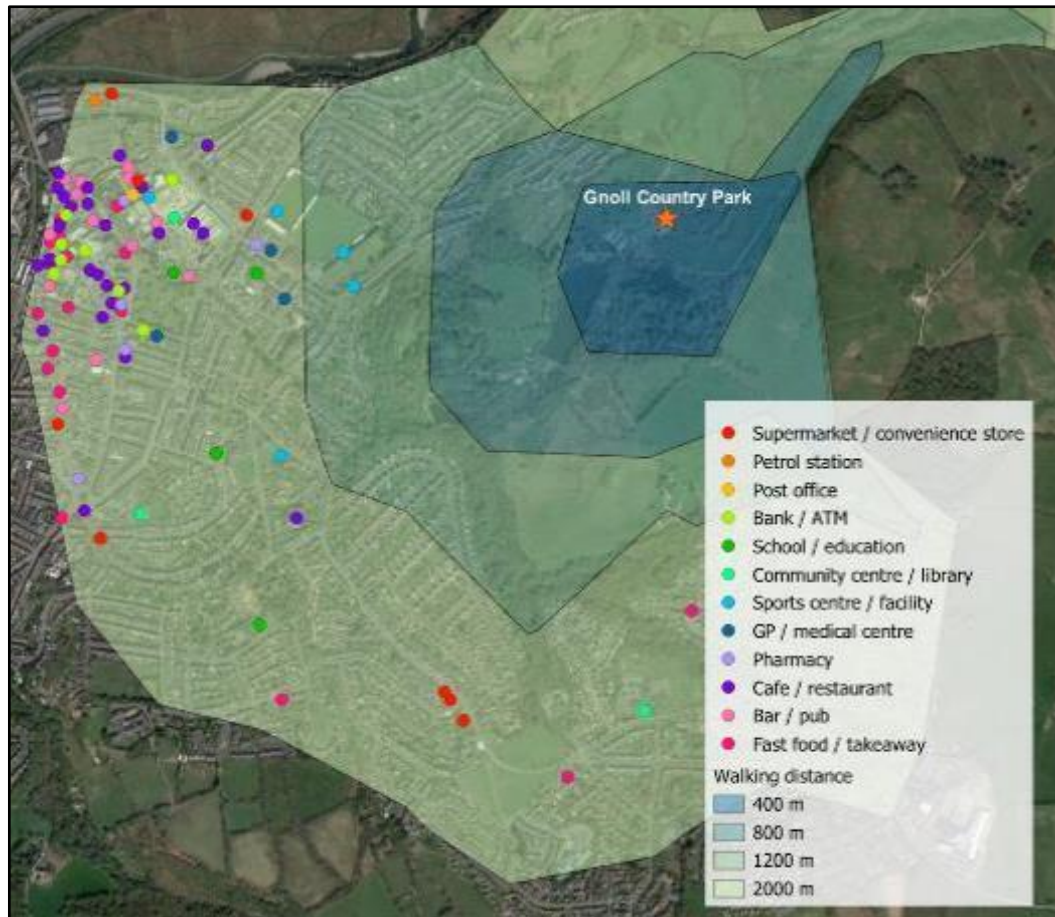


Figure 2.11 Local amenities in the vicinity of Gnoll Estate Country Park

2.9 Highway Safety

- 2.9.1 An assessment has been made of the highway surrounding the development site for the latest 5-year period available (2017-2021). Data has been obtained from the Stats Wales database and is summarised in **Table 2.3** and shown in **Figure 2.12**.
- 2.9.2 This data shows no collisions in the immediate vicinity of Gnoll Estate Country Park along Fairyland, with one on Dyfed Road close to the junction with Beechwood Avenue. There is a cluster of 4 collisions at the B4287 Cimla Road/Beechwood Avenue roundabout, between 15 February 2019 and 5 December 2021.

Year	No. Personal Injury Collisions				Pedestrians	Cyclists	Vehicles	Casualties
	Fatal	Serious	Slight	Total				
2018	0	0	0	0	0	0	0	0
2019	0	0	1	0	0	0	2	1
2020	0	0	4	4	0	1	10	4
2021	0	0	2	2	0	0	3	2
2022	0	0	0	0	0	0	0	0
Total	0	0	7	7	0	1	15	7

Table 2.3 PIC analysis summary



Figure 2.12 Personal Injury Collision locations

3 DEVELOPMENT PROPOSALS

3.1 Land Use

3.1.1 As detailed in section 1 the development proposals include the creation of visitor accommodation within Kitchen Garden area and associated infrastructure and landscape works, including 23 car parking spaces.

3.1.2 Indicative layouts of the separate development proposals are shown in **Appendix A**.

3.2 Access

Vehicular

3.2.1 The Gnoll Park Country Estate is served by two points of vehicular access serving two parking areas as detailed in sections 2.3 to 2.5 above. No changes to these accesses are included as part of these development proposals.

Pedestrian & Cyclist

3.2.2 Both pedestrians and cyclists may enter the park via access points detailed above.

3.2.3 Asbri Transport understand that cycling is prohibited within the park.

3.2.4 There are also additional pedestrian entrances on Cimla Crescent and on Fairyland to the south-west of the primary site access.

3.3 Parking

Vehicular

3.3.1 The planning application proposes the provision of 23 car parking spaces located in the existing operational service yard, to the rear of the pump house which shall be reconfigured for this purpose.

3.3.2 To facilitate these changes the existing service yard storage buildings are to be relocated closer to the proposed new visitor centre. To provide accessible access 3 accessibility/drop off spaces have been included adjacent to Cabins and Lodges as shown in **Appendix B**.

- 3.3.3 thereby ensure that there is no parking within the Country Estate outside of the designated parking areas.

Cycle

- 3.3.4 Cycle parking will be provided in the vicinity of the new visitor centre (number to be determined) and the Kitchen Garden Holiday accommodation for each dwelling.

4 TRANSPORT CHARACTERISTICS

4.1 Introduction

4.1.1 This section of the report outlines the likely volumes of traffic generated by the development.

4.1.2 Multi modal trip generation rates have been derived from the 7.10.2 TRICS database to inform the likely vehicle movements associated with the proposed development.

4.1.3 Sites have been selected based on the following criteria:

- Land use: Leisure – Country Parks 07/M
- Survey days: Saturday and Sunday
- Number of parking spaces: 25-540
- Location of development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

4.1.4 The TRICS analysis found 3 directly comparable sites to Gnoll Park, the full TRICS output is contained within **Appendix C**.

4.1.5 Existing trip generation has been derived by way of the TRICS database as it is considered actual traffic surveys undertaken in Autumn 2023 would have not reflected the seasonality in trip profiles exhibited by Country Parks.

4.2 Existing Gnoll Park Country Estate

4.2.1 The TRICS vehicle trip rates and the existing trip generation with a total of 201 parking spaces are shown in **Table 4.1**.

4.2.2 The existing Gnoll Park Estate is likely to generate up to 117 two-way vehicle movements during the peak hour (15:00-16:00). Across the whole day the existing development is likely to generate up to 1,074 two-way vehicle movements.

4.2.3 This trip generation will necessarily be split over the two accesses and parking areas. With 91% of the parking spaces being in the main parking area that would provide for 107 two-

way vehicle movements during the peak hour via the main entrance and 10 two-way vehicle movements via the secondary access.

Hour Start	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
7	0.046	0.015	0.061	9	3	12
8	0.301	0.054	0.355	61	11	71
9	0.194	0.146	0.340	39	29	68
10	0.336	0.198	0.534	68	40	107
11	0.257	0.211	0.468	52	42	94
12	0.305	0.220	0.525	61	44	106
13	0.292	0.253	0.545	59	51	110
14	0.235	0.296	0.531	47	59	107
15	0.194	0.388	0.582	39	78	117
16	0.122	0.327	0.449	25	66	90
17	0.072	0.172	0.244	14	35	49
18	0.035	0.085	0.120	7	17	24
19	0.026	0.041	0.067	5	8	13
20	0.200	0.320	0.520	40	64	105
Daily	2.615	2.726	5.341	526	548	1,074

Table 4.1 Total Vehicle Trip Generation – Existing

Proposed Accommodation trip generation

- 4.2.4 There is currently no guest accommodation provision at Gnoll Park.
- 4.2.5 It is acknowledged that the new accommodation proposed in the planning application (2 self-catering units and 14 holiday cabins) and 24 car parking spaces has the propensity to attract new movement to Gnoll Park.
- 4.2.6 Review of the Country Park sub-category of the TRICS database noted that there were no sites that included visitor accommodation.
- 4.2.7 Consequently, to quantify the trip attraction of the proposed 16 accommodation units' reference has been made to the Transport Assessment that accompanied the planning application for the Afan Valley Adventure Resort.
- 4.2.8 The Afan Valley Adventure Resort is a large-scale resort that includes 600 accommodation lodges and a range of other leisure uses. The Transport Assessment also references a guest car park of 650 spaces and a 200-space car park for staff.

4.2.9 Asbri Transport understand that this major development in the Afan Valley has been granted planning permission.

4.2.10 The arrival and departure trip generation profile for the visitors will be staggered throughout the day. It is understood that visitors will vacate their accommodation by 10 am and that new incoming guests will not arrive before noon.

4.2.11 Asbri Transport understand that the guest trip generation forecast for the Afan Valley Adventure Resort was based on the following surveys undertaken at Center Parcs resorts:

- Center Parcs, Elvedon – fully classified gate entrance staff/visitor traffic count on a changeover day, from 0700-2200, on Friday 13th August 2004;
- Center Parcs, Woburn – fully classified gate entrance staff/visitor traffic count on a changeover day, from 0600-2200, on Friday 12th December 2014;
- Center Parcs, Woburn – gate entrance staff/visitor traffic count on a changeover day, from 0800-1600, on Friday 24th July 2016.

4.2.12 The vehicle trip generation rate and resultant vehicle trips are detailed in table 4.2 below

Peak Period	Trip rate (per unit)			Trips (16 units)		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.044	0.044	0.088	1	1	2
0900-1000	0.076	0.225	0.301	2	4	6
1500-1600	0.209	0.052	0.261	4	1	5
1700-1800	0.094	0.035	0.129	2	1	3

Table 4.2 Vehicle trip generation – accommodation (16 units)

4.2.13 Based on the vehicle trip generation rates adopted for the Afan Valley Adventure Resort planning application and if the accommodation at Gnoll Park has a similar level of trip generation the two-way maximum peak hour vehicle trips peak at 6.

4.2.14 To further investigate trip attraction associated with the proposed development the TRICS database 7.10.4 has been interrogated.

4.2.15 A trip generation profile has been generated from the holiday accommodation sub-category of the residential category of the database. The following trip rates and vehicle trips have been derived:

Peak Period	Trip rate (per unit)			Trips (16 units)		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.137	0.084	0.221	2	1	3
0900-1000	0.063	0.242	0.305	1	4	5
1500-1600	0.195	0.211	0.406	3	3	6
1700-1800	0.368	0.184	0.552	6	3	9

Table 4.3 Vehicle trip generation derived from TRICS – accommodation (16 units)

- 4.2.16 It is evident from this TRICS analysis that the trip attraction (summarised in table 4.3 above) from these holiday accommodation units is broadly similar to that derived for the Afan Valley Adventure resort as detailed in **Table 4.2**.
- 4.2.17 As evident the p.m. peak hour traffic attraction is forecast at 9 trips.
- 4.2.18 The TRICS output is included in full at **Appendix D**.

5 SUMMARY & CONCLUSIONS

5.1 Summary

5.1.1 Asbri Transport Ltd. have been instructed by Andrew Scott Limited to produce a Transport Statement (TS) in support of a full planning application for a proposed development at Gnoll Estate Country Park, Fairyland, Neath.

5.1.2 The development that is considered in this Transport Statement is specifically the creation of 16 visitor accommodation units within Kitchen Garden area and associated infrastructure and landscape works.

5.1.3 A total of 23 new parking spaces are to be provided to the rear of the pump house. Two spaces will be marked as accessible spaces.

5.1.4 This TS includes information in response to Neath Port Talbot County Borough Council pre-application comments, with regards to car parking and access routes to the Country Estate.

5.1.5 It also addresses comments 9 and 10 issued by the Head of Engineering and Transport and dated 16th November 2023.

5.1.6 Peak hour trip generation is forecast to be in the range of 6 – 9 trips.

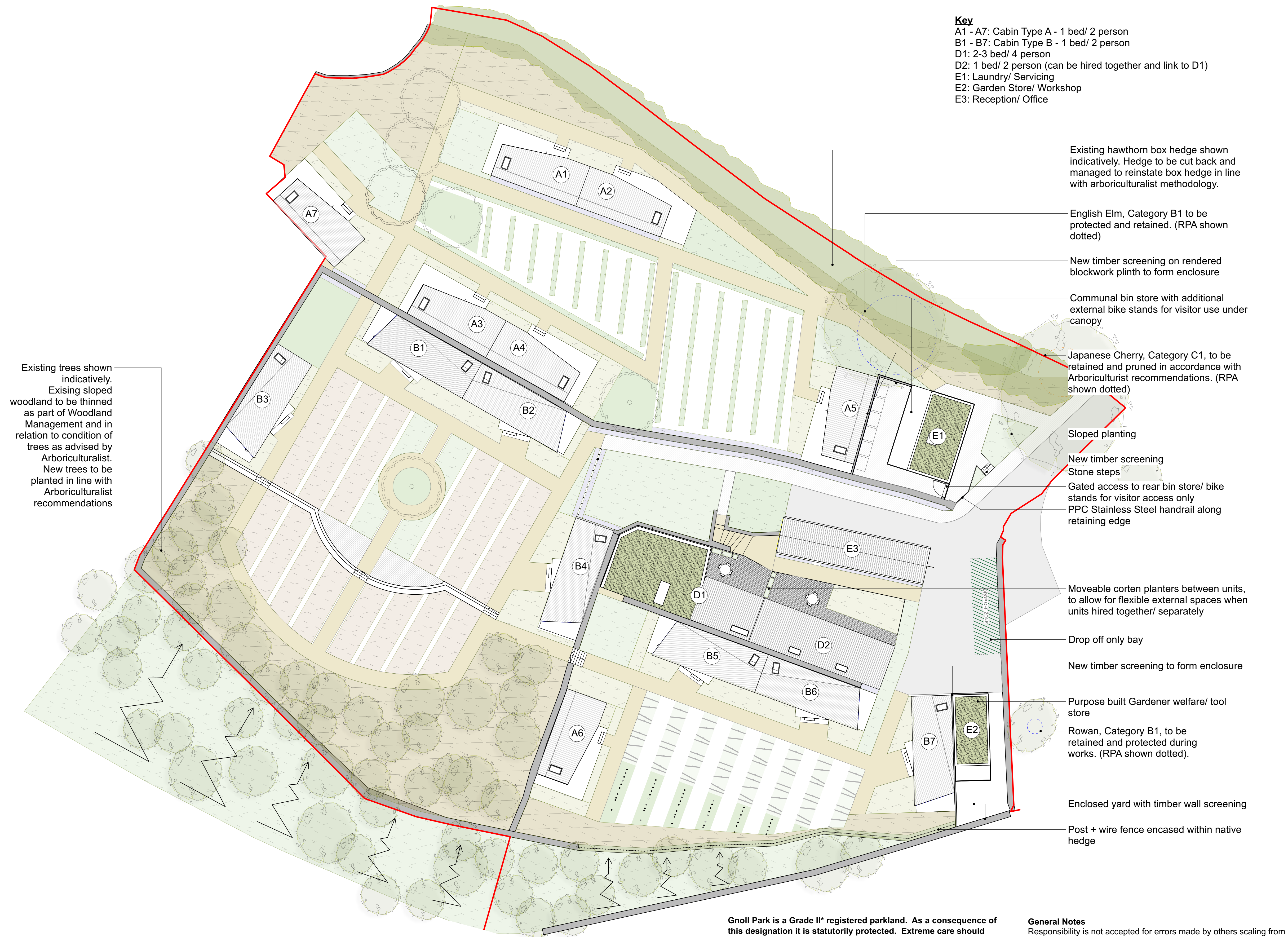
5.2 Conclusion

5.2.1 The development proposals and relatively minor associated increase in car parking spaces (24) are intended to improve the visitor experience at the Country Park. There is a further planning application that proposes improved facilities and parking infrastructure at the site.

5.2.2 The impact of the forecast increase in trip generation that may be expected on the site entrance and local highways network are minimal, with, it is considered there being no reasons for refusal on transport and highways grounds.

Appendices

Appendix A



- Key**
A1 - A7: Cabin Type A - 1 bed/ 2 person
B1 - B7: Cabin Type B - 1 bed/ 2 person
D1: 2-3 bed/ 4 person
D2: 1 bed/ 2 person (can be hired together and link to D1)
E1: Laundry/ Servicing
E2: Garden Store/ Workshop
E3: Reception/ Office

Existing trees shown
indicatively.
Exisging sloped
woodland to be thinned
as part of Woodland
Management and in
relation to condition of
trees as advised by
Arboriculturalist.
New trees to be
planted in line with
Arboriculturalist
recommendations

Existing hawthorn box hedge shown
indicatively. Hedge to be cut back and
managed to reinstate box hedge in line
with arboriculturalist methodology.

English Elm, Category B1 to be
protected and retained. (RPA shown
dotted)

New timber screening on rendered
blockwork plinth to form enclosure

Communal bin store with additional
external bike stands for visitor use under
canopy

Japanese Cherry, Category C1, to be
retained and pruned in accordance with
Arboriculturalist recommendations. (RPA
shown dotted)

Sloped planting

New timber screening

Stone steps

Gated access to rear bin store/ bike

stands for visitor access only

PPC Stainless Steel handrail along
retaining edge

Moveable corten planters between units,
to allow for flexible external spaces when
units hired together/ separately

Drop off only bay

New timber screening to form enclosure

Purpose built Gardener welfare/ tool
store

Rowan, Category B1, to be
retained and protected during
works. (RPA shown dotted).

Enclosed yard with timber wall screening

Post + wire fence encased within native
hedge

**Gnoll Park is a Grade II* registered parkland. As a consequence of
this designation it is statutorily protected. Extreme care should
therefore be taken not to cause any unspecified damage to any fabric
or part of structures and landscape on or within the site when
undertaking any construction works.**

BAT NOTES AND METHODOLOGY

- A. Bat surveys have been undertaken in the Kitchen Garden area and
should be referred to in full
- B. All British bat species and their roosts (occupied or not) are legally
protected.
It is a criminal offence to kill, injure or take a wild bat, and/or
intentionally or recklessly damage, destroy, or obstruct access to, a bat
roost. Prosecution could lead to fines and imprisonment. Any involved
individual or company could be held liable.
- C. All work carried out where bats are or have been found to be present
must be supervised by and carried out to the satisfaction of the
retained bat expert.

General Notes

Responsibility is not accepted for errors made by others scaling from
this drawing.

All construction information should be taken from figured dimensions
only. Dimensions are in millimetres unless otherwise stated.

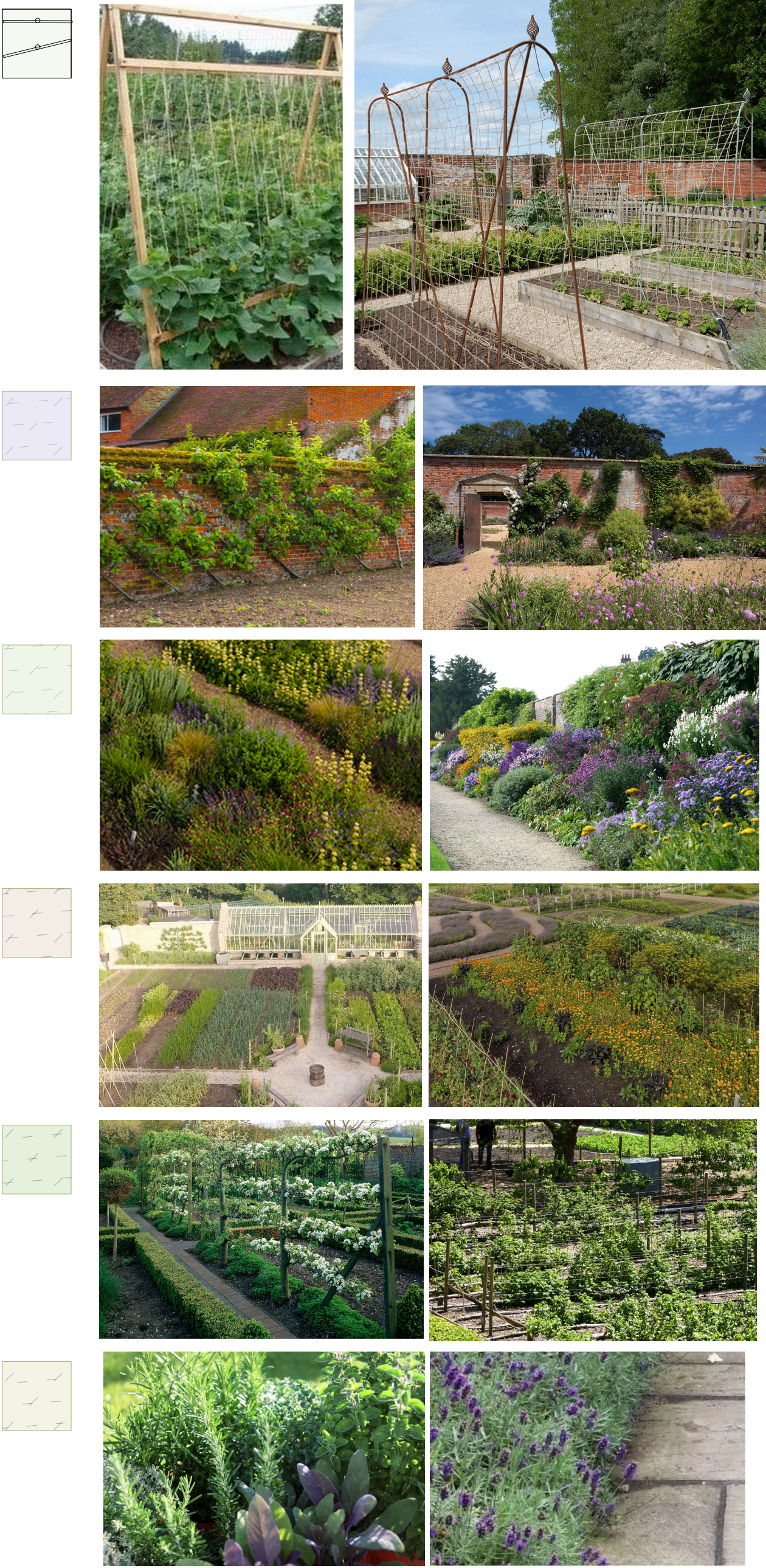
All dimensions and conditions are to be checked on site prior to
preparing drawings or commencing any work.

Any variations or supplementary drawings are to be approved by The
Architect.

All details are to be read in strict accordance with GA drawings and
construction notes

All steelwork sizes, padstones, blockwork strengths and associated
structural design to be in accordance with structural engineers design
and requirements. Hiraeth Architecture accepts no liability to any
discrepancies in the structural design indicated on these drawings. Any
structural related queries should be directed to the project engineer
immediately.

Landscaping Mood Board/ Key



**For soft landscaping and specification, please refer to
Landscape Architect drawings and specification**

SERIES		PLANNING	
SUITABILITY		S2 - ISSUED FOR INFORMATION	
REV	DATE	NOTE	
P8	22/09/2023	Planning Issue - updates to respond to client comments	
P9	11/10/2023	Red line boundary added to drawing	
P10	04/12/2023	Parking bays removed from kitchen garden area	

Hiraeth.

job number

2325

Zone

04

NEATH PORT TALBOT CBC

GNOLL PARK

Proposed: Site Plan -

Kitchen Garden

Scale

1:200 @ A1, 1:100 @ A3

Date

06/23

02920 025814 | office@hiraetharchitecture.co.uk

The Maltings | East Tyndall St | Cardiff | CF24 5EA

UFRN	Zone	Originator	Role	Type	Sht number	S Code	Rev
2080	04	HIR	A	DR	00201	S2	P10

do not scale from this drawing

| all dimensions to be verified on site

| notify architect of all discrepancies

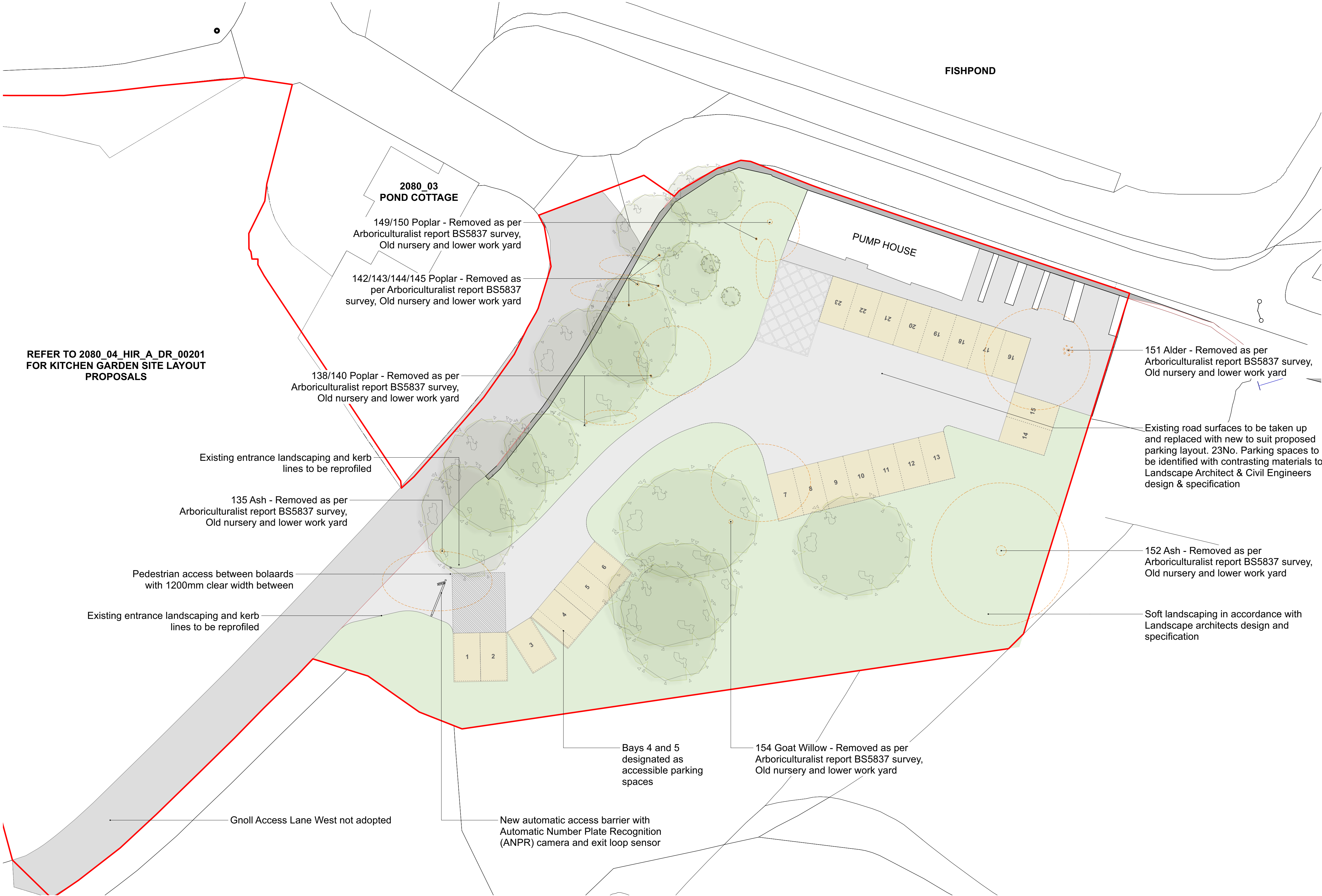
| copyright Hiraeth architecture

do not scale from this drawing | all dimensions to be verified on site | notify architect of all discrepancies | copyright Hiraeth Architecture



P 00201.1 SITE PLAN: KITCHEN GARDEN
SCALE 1:200 @ A1, 1:400 @ A3

Appendix B



REFER TO 2080_04_HIR_A_DR_00201
FOR KITCHEN GARDEN SITE LAYOUT
PROPOSALS

Gnoll Park is a Grade II* registered parkland. As a consequence of this designation it is statutorily protected. Extreme care should therefore be taken not to cause any unspecified damage to any fabric or part of structures and landscape on or within the site when undertaking any construction works.

BAT NOTES AND METHODOLOGY

- A. Bat surveys have been undertaken in the Kitchen Garden area and should be referred to in full
- B. All British bat species and their roosts (occupied or not) are legally protected.
It is a criminal offence to kill, injure or take a wild bat, and/or intentionally or recklessly damage, destroy, or obstruct access to, a bat roost. Prosecution could lead to fines and imprisonment. Any involved individual or company could be held liable.
- C. All work carried out where bats are or have been found to be present must be supervised by and carried out to the satisfaction of the retained bat expert.

General Notes
Responsibility is not accepted for errors made by others scaling from this drawing.

All construction information should be taken from figured dimensions only. Dimensions are in millimetres unless otherwise stated.

All dimensions and conditions are to be checked on site prior to preparing drawings or commencing any work.

Any variations or supplementary drawings are to be approved by The Architect.

All details are to be read in strict accordance with GA drawings and construction notes

All steelwork sizes, padstones, blockwork strengths and associated structural design to be in accordance with structural engineers design and requirements. Hiraeth Architecture accepts no liability to any discrepancies in the structural design indicated on these drawings. Any structural related queries should be directed to the project engineer immediately.

SERIES		PLANNING
SUITABILITY		S2 - ISSUED FOR INFORMATION
REV	DATE	NOTE
P4	10/10/2023	Red line boundary amended
P5	04/12/2023	Entrance bay arrangement amended
P6	12/12/2023	Bays 4 + 5 labelled

Hiraeth.

job number

Zone

232504

NEATH PORT TALBOT CBC

GNOLL PARK

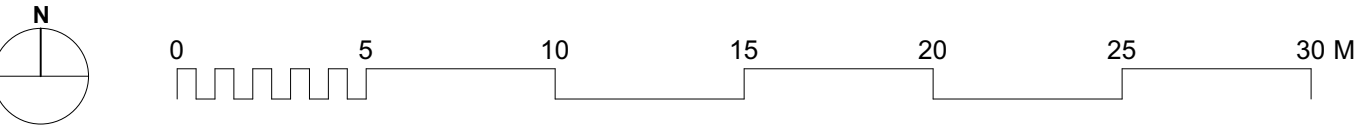
Proposed: Site Plan - Service Yard

Scale1:200 @A1, 1:400 @A3Date06/23

02920 025814 | office@hiraetharchitecture.co.uk
The Maltings | East Tyndall St | Cardiff | CF24 5EA

U/PRN	Zone	Originator	Role	Type	Sht number	S Code	Rev
2080	04	HIR	A	DR	00202	S2	P6

do not scale from this drawing | all dimensions to be verified on site | notify architect of all discrepancies | copyright Hiraeth architecture



P 00202.1 SITE PLAN: SERVICE YARD
SCALE 1:200 @ A1, 1:400 @ A3

Appendix C

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

Filtering Summary

Land Use	07/M	LEISURE/COUNTRY PARKS
Selected Trip Rate Calculation Parameter Range	25-540	PARKING
Actual Trip Rate Calculation Parameter Range	25-304	PARKING
Date Range	Minimum: 01/01/15	Maximum: 16/10/21
Days of the week selected	Saturday	2
	Sunday	1
Main Location Types selected	Free Standing (PPS6 Out of Town)	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	3 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	2
Population <5 Mile ranges selected	50,001 to 75,000	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-317901-230818-0855

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : M - COUNTRY PARKS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	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: Parking spaces
 Actual Range: 25 to 304 (units:)
 Range Selected by User: 25 to 540 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 16/10/21

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

Selected survey days:

Saturday	2 days
Sunday	1 days

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

Selected survey types:

Manual count	3 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:

Free Standing (PPS6 Out of Town)	3
----------------------------------	---

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

Selected Location Sub Categories:

Out of Town	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less 1 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:

50,001 to 75,000 1 days
125,001 to 250,000 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 2 days
1.1 to 1.5 1 days

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

Travel Plan:

No 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 3 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

Site(1):	CA-07-M-02	Site area:	48.00 hect
Development Name:	COUNTRY PARK		
Location:	NEAR CAMBRIDGE	Parking spaces:	130
Postcode:	CB22 3AE	No of Employees:	11
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	27/06/21
Sub-Location Type:	Out of Town	Survey Day:	Sunday
PTAL:	n/a		
Site(2):	DS-07-M-01	Site area:	8.04 hect
Development Name:	NATURE RESERVE		
Location:	NEAR DERBY	Parking spaces:	25
Postcode:	DE72 3QH	No of Employees:	7
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	14/07/18
Sub-Location Type:	Out of Town	Survey Day:	Saturday
PTAL:	n/a		
Site(3):	HC-07-M-02	Site area:	350.00 hect
Development Name:	COUNTRY PARK		
Location:	NEAR WATERLOOVILLE	Parking spaces:	304
Postcode:	PO8 0QE	No of Employees:	25
Main Location Type:	Free Standing (PPS6 Out of Town)	Survey Date:	16/10/21
Sub-Location Type:	Out of Town	Survey Day:	Saturday
PTAL:	n/a		

Trip Rates for Key Periods		Trips per 1 parking PARKING	
Period	Inbound	Outbound	Total
0800-0900	0.301	0.054	0.355
1700-1800	0.072	0.172	0.244

TRIP RATE for Land Use 07 - LEISURE/M - COUNTRY PARKS
TOTAL VEHICLES
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	3	153	0.046	3	153	0.015	3	153	0.061
08:00 - 09:00	3	153	0.301	3	153	0.054	3	153	0.355
09:00 - 10:00	3	153	0.194	3	153	0.146	3	153	0.340
10:00 - 11:00	3	153	0.336	3	153	0.198	3	153	0.534
11:00 - 12:00	3	153	0.257	3	153	0.211	3	153	0.468
12:00 - 13:00	3	153	0.305	3	153	0.220	3	153	0.525
13:00 - 14:00	3	153	0.292	3	153	0.253	3	153	0.545
14:00 - 15:00	3	153	0.235	3	153	0.296	3	153	0.531
15:00 - 16:00	3	153	0.194	3	153	0.388	3	153	0.582
16:00 - 17:00	3	153	0.122	3	153	0.327	3	153	0.449
17:00 - 18:00	3	153	0.072	3	153	0.172	3	153	0.244
18:00 - 19:00	3	153	0.035	3	153	0.085	3	153	0.120
19:00 - 20:00	3	153	0.026	3	153	0.041	3	153	0.067
20:00 - 21:00	1	25	0.200	1	25	0.320	1	25	0.520
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.615			2.726			5.341

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:	25 - 304 (units:)
Survey date date range:	01/01/15 - 16/10/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix D

Calculation Reference: AUDIT-317901-240109-0101

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : J - HOLIDAY ACCOMMODATION
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF	HERTFORDSHIRE
		1 days
11	SCOTLAND	
	HI	HIGHLAND
		1 days
13	MUNSTER	
	LI	LIMERICK
		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 units
 Actual Range: 55 to 70 (units:)
 Range Selected by User: 55 to 70 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/95 to 18/07/11

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
 Wednesday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 1
 Village 1
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:

n/a 3 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

<u>Population within 1 mile:</u>	
1,001 to 5,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

<u>Population within 5 miles:</u>	
5,000 or Less	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

<u>Car ownership within 5 miles:</u>	
0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

<u>Travel Plan:</u>	
Not Known	1 days
No	2 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.

<u>PTAL Rating:</u>	
No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

1	HF-03-J-01	CARAVAN	HERTFORDSHIRE
	BREAKSPEAR WAY HEMEL HEMPSTEAD		
	Edge of Town No Sub Category Total Number of units: 55		
	Survey date: WEDNESDAY 30/07/08		Survey Type: MANUAL
2	HI-03-J-02	SCANDINAVIAN VILLAGE	HIGHLAND
	GRAMPIAN ROAD AVIEMORE		
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of units: 65		
	Survey date: THURSDAY 24/07/97		Survey Type: DIRECTIONAL ATC COUNT
3	LI-03-J-01	HOLIDAY VILLAGE	LIMERICK
	GALTREE AVENUE LIMERICK		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of units: 70		
	Survey date: MONDAY 18/07/11		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/J - HOLIDAY ACCOMMODATION

TOTAL VEHICLES

Calculation factor: 1 UNITS

Estimated TRIP rate value per 16 UNITS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate	No. Days	Ave. UNITS	Trip Rate	Estimated Trip Rate
00:00 - 01:00	1	65	0.077	1.231	1	65	0.031	0.492	1	65	0.108	1.723
01:00 - 02:00	1	65	0.000	0.000	1	65	0.000	0.000	1	65	0.000	0.000
02:00 - 03:00	1	65	0.000	0.000	1	65	0.000	0.000	1	65	0.000	0.000
03:00 - 04:00	1	65	0.000	0.000	1	65	0.000	0.000	1	65	0.000	0.000
04:00 - 05:00	1	65	0.000	0.000	1	65	0.000	0.000	1	65	0.000	0.000
05:00 - 06:00	1	65	0.000	0.000	1	65	0.000	0.000	1	65	0.000	0.000
06:00 - 07:00	1	65	0.077	1.231	1	65	0.000	0.000	1	65	0.077	1.231
07:00 - 08:00	3	63	0.016	0.253	3	63	0.032	0.505	3	63	0.048	0.758
08:00 - 09:00	3	63	0.137	2.189	3	63	0.084	1.347	3	63	0.221	3.536
09:00 - 10:00	3	63	0.063	1.011	3	63	0.242	3.874	3	63	0.305	4.885
10:00 - 11:00	3	63	0.147	2.358	3	63	0.416	6.653	3	63	0.563	9.011
11:00 - 12:00	3	63	0.068	1.095	3	63	0.174	2.779	3	63	0.242	3.874
12:00 - 13:00	3	63	0.195	3.116	3	63	0.168	2.695	3	63	0.363	5.811
13:00 - 14:00	3	63	0.142	2.274	3	63	0.168	2.695	3	63	0.310	4.969
14:00 - 15:00	3	63	0.221	3.537	3	63	0.111	1.768	3	63	0.332	5.305
15:00 - 16:00	3	63	0.195	3.116	3	63	0.211	3.368	3	63	0.406	6.484
16:00 - 17:00	3	63	0.305	4.884	3	63	0.221	3.537	3	63	0.526	8.421
17:00 - 18:00	3	63	0.368	5.895	3	63	0.184	2.947	3	63	0.552	8.842
18:00 - 19:00	3	63	0.168	2.695	3	63	0.174	2.779	3	63	0.342	5.474
19:00 - 20:00	3	63	0.158	2.526	3	63	0.084	1.347	3	63	0.242	3.873
20:00 - 21:00	3	63	0.105	1.684	3	63	0.026	0.421	3	63	0.131	2.105
21:00 - 22:00	3	63	0.074	1.179	3	63	0.053	0.842	3	63	0.127	2.021
22:00 - 23:00	1	65	0.169	2.708	1	65	0.062	0.985	1	65	0.231	3.693
23:00 - 24:00	1	65	0.062	0.985	1	65	0.031	0.492	1	65	0.093	1.477
Total Rates:			2.747	43.967			2.472	39.526			5.219	83.493

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: 55 - 70 (units:)
 Survey date range: 01/01/95 - 18/07/11
 Number of weekdays (Monday-Friday): 6
 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.