

Land North of Brecon Road, Crickhowell, Powys, NP8 1DG

TRANSPORT STATEMENT

November 2025

1. Introduction

1.1 Background

- 1.1.1 This Transport Statement (TS) has been prepared to provide an assessment of the transport impact associated with the construction of 5no. residential dwellings and associated works.
- 1.1.2 The site can be described as open land to the rear of No. 8 Bishop Place, Crickhowell and the proposals will consist of the following:
 - The construction of 5No. 4 Bed Houses; and
 - Upgraded access works.
- 1.1.3 See attached Architects Drawings attached as **Appendix A**.
- 1.1.4 A site visit has been undertaken.

1.2 Policies

- TAN 18;
- Active Travel Wales (2013);
- Wellbeing of Future Generations (Wales) Act 2015;
- Planning Policy Wales 10 (PPW10);
- CSS Parking Standards 2014; and
- Powys County Council (PCC), Local Development Plan 2011-2026;
- Powys County Council (PCC), Replacement Local Development Plan 2022-2037 and
- Brecon Beacon National Park Local Development Plan

1.3 Structure of Report

- 1.3.1 This report provides details of the traffic and transportation issues associated with the development proposals and is structured as follows:
 - Section 1 - Introduction.
 - Section 2 - Existing development site and highway conditions.
 - Section 3 - Highway Safety
 - Section 4 - Proposed development.
 - Section 5 - Parking
 - Section 6 - Trip Generation; and
 - Section 7 - Conclusion.



Drawings

- 001 - Existing Site Access Arrangements
- 002 - Proposed Site Access Arrangements
- 003 - Swept Path Analysis - Large 3-Axle Refuse Vehicle
- 004 - Swept Path Analysis - Large Car
- 005 - Swept Path Analysis - LWB Fire Tender

Appendices

- A - Architects Proposed Layout
- B - Existing Access Arrangements
- C - Proposed Access Arrangement
- D - Swept Path Analysis
- E - TRICS Data

2. EXISTING DEVELOPMENT SITE AND HIGHWAY CONDITIONS

2.1 Existing Highway Network

- 2.1.1 The site is located off the A40 Brecon Road from an existing access currently serving a place of worship and a single residential dwelling.
- 2.1.2 The A40 Brecon Road to the northwest provides access to the A470 and Brecon and to the southeast to the A465, Abergavenny and the A449.
- 2.1.3 The A449 provides access to the M50 and the M5 northbound and southbound the M4.
- 2.1.4 From the A40, A465, A470, A449, M4 and M5 all major routes can be connected to.
- 2.1.5 The site location is illustrated below as **Figure 2.1** with the existing site layout illustrated as **Figure 2.2**:



Figure 2.1 – Site Location Plan

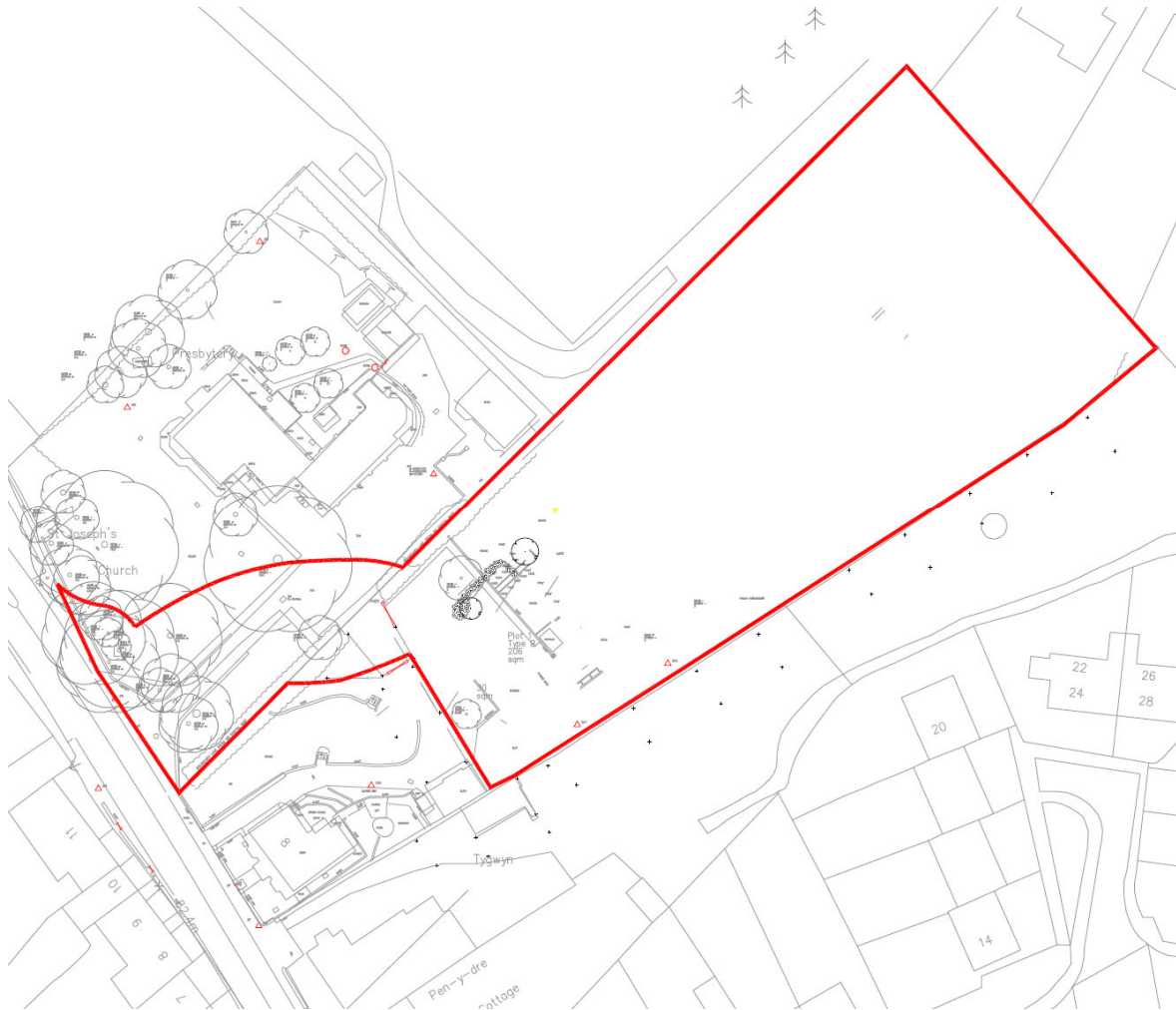


Figure 2.2 – Existing Site Layout

- 2.1.6 According to the DfT statistics where a traffic counter is located just northwest of Crickhowell along the A40 the AAD Flows are recorded as 9132 vehicles two-way.
- 2.1.7 See summary of DfT data below:

Manual count points

Site number: 30512

Site details

Region	Wales
Local authority	Powys
Road name	A40
Road classification	'A' road
Managed by	Welsh Government
Road type	Major
Start junction	A479
End junction	A4077
Link length	2.50km (1.55 miles)
Easting, northing	320031, 219728
Latitude, longitude	51.87037669, -3.16291652

Location



Annual Average daily flow

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2024	Estimated using AADF from previous year on this link	16	119	6994	39	1662	319	9132

2.2 Access

- 2.2.1 The current site access road is a vehicular crossover approximately 18m wide at its widest narrowing to 5.3m at the back edge of the public highway.
- 2.2.2 The access road beyond the extent of public highway is circa 3.1m in width with visibility available at 2m x 27m as a minimum in both directions in accordance with MfS for a posted road speed of 20mph.
- 2.2.3 See below **Figure 2.3** illustrating the existing access junction with Brecon Road.



Walking



distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose”.

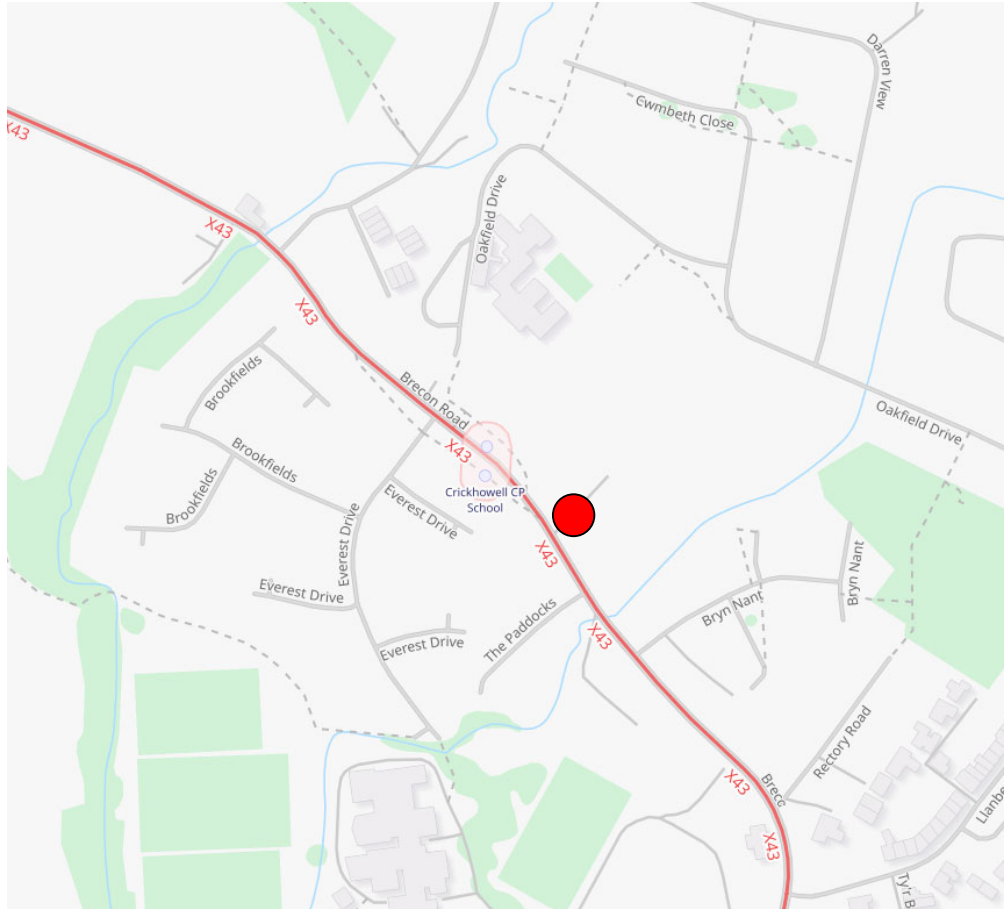
- 2.3.4 In general, the A40 Brecon Road has a continuous footway flanking the eastbound carriageway leading to the Town centre. The footway varies in width across its length but generally a minimum width of 1.2m is provided for.
- 2.3.5 The A40 benefits from a comprehensive street lighting system and low travelling speeds with a posted speed limit of 20mph.
- 2.3.6 All local junctions benefit from dropped kerbing as a minimum and footway surfacing is generally in good condition.
- 2.3.7 Local facilities within a reasonable 5-10 minute walk include but are not exhaustive of:
 - Crickhowell Town Centre,
 - Local bus stops;
 - Worship;
 - Pub/ Restaurant;
 - Education; and
 - Leisure.

Cycling

- 2.3.8 There are no dedicated cycle facilities within close proximity to the development site however, carriageway widths and slow speeds allow for cyclists to use the A40 Brecon Road if they so wish.
- 2.3.9 In this regard, it is considered that, there is currently no impediment to pedestrians or cyclists using the A40 Brecon Road as an alternative to the private car if this is their chosen mode of travel.

2.4 Public Transport

- 2.4.1 Public transport links are available along Brecon Road approximately 100m from the application site in both east and westbound directions.
- 2.4.2 The service routes X12 (Builth Wells) and the X43 (Brecon) at approx. 1 hourly intervals during peak periods.
- 2.4.3 See extract below for bus stop locations with the site location shown in Red:



- 2.4.4 The nearest Train Station is located at Abergavenny approximately 7 miles southeast of Crickhowell.
- 2.4.5 From Abergavenny Trains Station there are frequent services from Manchester and Birmingham via Hereford from the north and from Newport from the south and east.
- 2.4.6 Newport has a half hourly service during the week from London's Paddington Station, which also links to services from Cardiff and the west.
- 2.4.7 In summary, the application site currently provides for bus stops within a 5-10 minute walk of the site with hourly bus routes available.
- 2.4.8 Train is also a convenient mode of travel if used as part of a multi-modal journey to destinations both local and further away.
- 2.4.9 In this regard, there are no barriers to those who choose to travel using public transport.



3. HIGHWAY SAFETY

- 3.1.1 Personal Injury Collision (PIC) Data has been reviewed using Crashmap for the last 5 year period in order to determine if there have been any PIC's that have occurred within the vicinity of the application site along the A40 Brecon Road.
- 3.1.2 This review of the PIC Data has confirmed that no PIC's have occurred within close proximity to the application site (within at least 500m either side).
- 3.1.3 See **Figure 3.1** below demonstrating that no PIC's have occurred in the last 5 years:

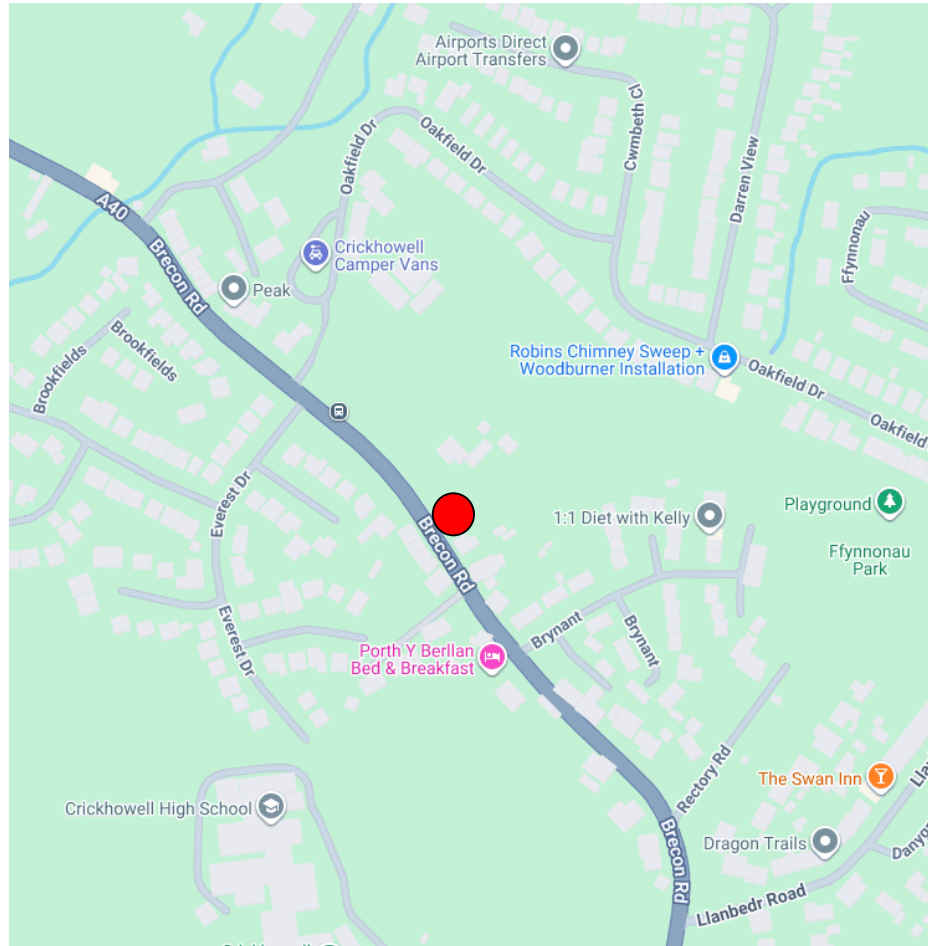


Figure 3.1 – Crashmap Extract

- 3.1.4 In this regard, there is no concern on road safety and that with the low forecast in development traffic and a posted speed limit of 20mph there is no further analysis considered necessary.



4. PROPOSED DEVELOPMENT

4.1 Development Composition

4.1.1 The development proposals are to construct 5no. new residential houses and maintain the access with the A40 in its current form and location up to the back edge of the public highway.

4.1.2 In essence, the development will consist of:

- The Construction of 5No. 4Bed Houses;
- Policy compliant parking;
- Existing access to remain in its current form and location but the access road will be improved beyond the public highway;
- Improved access road beyond the public highway boundary to include a 6.8m shared surface throughout;
- Refuse collection to take place on site with turning available for entry/egress in a forward gear;
- Delivery and servicing to take place on site with turning available for entry/egress in a forward gear; and
- A fire tender can turn on site for entry/egress in a forward gear.

4.1.3 The proposed layout is attached as **Appendix A**.

4.2 Proposed Access

4.2.1 The existing access arrangements will remain in its current location and form however, it will be upgraded with widening works beyond the public highway boundary to provide for all road users and will consist of the following:

- Access location unchanged;
- Access vehicle crossover formation unchanged;
- Internal access road widened to 6.8m shared surface;
- Equivalent of a 6m Radii as a minimum.

Visibility

4.2.2 Visibility remains achievable at 2m x 27m in both directions for a posted speed limit of 20mph in accordance with MfS and MfS design guidance on Stopping Sight Distances.

4.2.3 See **Figure 3.1** below and attached to scale as dwg 002 attached as **Appendix C**.



Figure 3.1 – Proposed Site Access Arrangements

- 4.2.4 In this regard, the access remains in accordance with National and Local design guidance, is a safe means of access and is fit for purpose.

Refuse Collection

- 4.2.5 Refuse collection will take place internally of the development and a large 3-axle refuse vehicle can enter and exit in a forward gear with turning available.

Delivery and Servicing

- 4.2.6 Delivery and Servicing will take place internally of the development where a maximum delivery vehicle size of a 7.5T Panel van can enter and exit in forward gear with turning available.

Fire Tender

- 4.2.7 A fire tender will continue to be able to access the development within the recommended maximum distance of 45m from each dwelling.
- 4.2.8 The fire tender can enter and exit in a forward gear with turning available on site.

Swept Path Analysis

4.2.9 Swept path analysis is provided as **Appendix D** and will include:

- Large 3-Axle Refuse
- 7.5T Panel Van; and
- A LWB Fire Tender.

Future Road Status

- 4.2.10 The internal access road has been designed in accordance with MfS and is to be a 6.8m shared surface with a turning head available to the north of the site to provide for entry/egress in a forward gear for a refuse vehicle.
- 4.2.11 Discussions with PCC have been held and this would be acceptable to PCC as an adoptable road with bin collection taken internally from the development using the turning head provided.
- 4.2.12 It is acknowledged that a road serving 5 or 6 properties would normally be kept as a private road but, with the carry distances in this instance being greater than that of 25m from the public highway it has been assumed PCC would prefer to see the road adopted.
- 4.2.13 The applicant welcomes PCC comments on the future adoption of the access road and are open to discussions regarding refuse collection if the road is to remain in private ownership.

4.3 Parking

4.3.1 The CSS Wales parking standards – adopted 2014 has been reviewed and can be summarised using the extract below for Zone 4:

RESIDENTIAL: NEW BUILD & CONVERSIONS: ZONES 2 - 6

Type of Development	Residents	Visitors
General Purpose Houses and Apartments		
Houses	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units
Apartments	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units
House conversions to bedsits, or self-contained apartments	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units
House conversions to residential hostel	1 space per resident staff 1 space per 3 non-resident staff	Nil

- 4.3.2 The extract above would suggest a parking provision guideline for a new residential development as follows:
- Houses – 1 space per bedroom (Maximum of 3 spaces)
 - 1 Visitor Space per 5 Units
- 4.3.3 Given the sites actual geographical location, with the above standards considered and that development is for 4Bed Houses it is proposed to provide the maximum of 3 spaces per unit with a garage space included.
- 4.3.4 All garages to be 3m x 6m as a minimum internal dimension.
- 4.3.5 This provides a site wide total of 16no. car parking spaces and is policy compliant.



Electric Vehicle Charging

- 4.3.6 Each house will have at least 1 EVC charging point installed.

Cycle Parking

- 4.3.7 Each Houses will have space provided for 2No. Cycles and these will be secure and covered.

Summary

- 4.3.8 The parking provision is considered acceptable for size of development and in line with CSS and PCC policy and guidance.



5. Trip Generation

5.1 Introduction

- 5.1.1 The following chapter has been prepared to identify the existing and future traffic generation profiles of the development site.

5.2 Existing Trip generation

- 5.2.1 For robustness it has been assumed that Bishopswood House (Place of Worship) will generate no vehicle trips during the AM and PM peak hours therefore, has been excluded from the existing trip generation.
- 5.2.2 Furthermore, the existing dwelling that takes access from the current access road will generate circa 5 two-way daily.
- 5.2.3 In this regard, and for robustness no existing trips are to be deducted from the proposed trips and therefore, all proposed trips will be classed as “NEW” trips for the proposed application site.

5.3 Proposed Trips from New Access –Trip Generation

- 5.3.1 The proposed development is for 5no. Houses.
- 5.3.2 In order to assess the potential trip generation characteristics of the proposed development site, the TRICS 7.11.4 database has been interrogated using the ‘Houses privately owned’ category for robustness and is calculated per unit of development.
- 5.3.3 TRICS data attached as **Appendix E**.
- 5.3.4 The result of the weekday TRICS review is illustrated in **Table 5.1** below:



TRICS 7.11.4						
Houses Privately Owned			5 Units			
Weekday						
Time	Trip Rate (per unit)			Traffic Flows (per unit)		
	Arrivals	Departures	trip rate	Arrivals	Departures	Trips
All Vehcles						
0800-0900	0.141	0.372	0.513	1	2	3
1700-1800	0.316	0.175	0.491	2	1	2
Daily	2.158	2.308	4.466	11	12	22
Pedestrians						
0800-0900	0.094	0.239	0.333	0	1	2
1700-1800	0.111	0.09	0.201	1	0	1
Cyclists						
0800-0900	0.026	0.013	0.039	0	0	0
1700-1800	0.013	0.004	0.017	0	0	0
Public Transport Users						
0800-0900	0	0.064	0.064	0	0	0
1700-1800	0.03	0.013	0.043	0	0	0

Table 5.1 – Proposed Trips – Houses Privately Owned

5.4 Traffic Impact

- 5.4.1 **Table 5.1** above demonstrates that the proposed development will see an overall increase in trips of approximately 3 two-way trips during the AM peak, 2 two-way trips during the PM peak and by 22 two-way trips Daily.
- 5.4.2 In this regard, the proposed development when compared to the existing traffic of the A40 according the AADT is considered less than that of daily variation across the local highway network at +0.25% and therefore, no further analysis is considered necessary.



6. Travel Planning

5.1 Residents' Travel Pack

- 5.1.1 It will be the responsibility of the developer to ensure that residents are provided with an information pack containing details of public transport timetables and maps, as well cycling and pedestrian infrastructure when they move into the houses.
- 5.1.2 The information pack will include information for all residents. The information will enable the new residents to make informed decisions about their modes of travel. The incentives will be provided by the developer in the first instance and will be dependent on negotiating suitable packages with local shops and services. The likely content of the Residents' Travel Pack will be:
- Cycle route information;
 - Sustrans leaflets on the beneficial effects of walking and cycling ;
 - Details of local cycle groups (e.g. LOCAL CYCLE CLUB/CAMPAIGN);
 - Bus route/timetable information;
 - Details of car-sharing website;
 - Supermarket home delivery details.
- 5.1.3 This list is not exhaustive or a prescriptive list of what will be in the travel pack but provides details of the likely content of the pack. Details of the final pack will be agreed in partnership with the Council.

7. Conclusion

- 7.1.1 Based on the data and analysis presented in this report, the following conclusions are drawn:
- The proposals set out in this TS are consistent with National and Local policy and design guidance.
 - The site sits within a reasonably sustainable location which benefits from good access to local facilities and bus stops with no barriers to pedestrians and cyclists.
 - Local transport hubs (Abergavenny Train Station) are available which encourage sustainable onward travel as an alternative to the private car, thus making sure that if the use of the car is necessary then it can still be part of a sustainable journey.
 - The proposed site access improvements remain in accordance with national and local design guidance and remain fit for purpose.
 - Visibility is achievable in line with MfS guidance for a posted speed limit of 20mph.
 - A review of the local highway network and PIC data in the vicinity of the site has been carried out and concluded that there are no recorded PICS in the last 5 years.
 - Entry/Egress in a forward gear for all refuse and delivery vehicles has been demonstrated.
 - The potential traffic generated from 5No. additional residential dwellings will have a negligible impact on the local highway network and the A40.
- 7.1.2 It can therefore be concluded that the proposed residential development will not result in a severe impact upon the safety or operation of the surrounding local highway network and that there are no significant highways and transport reasons that should prevent the LPA from approving this planning application.



Appendix A

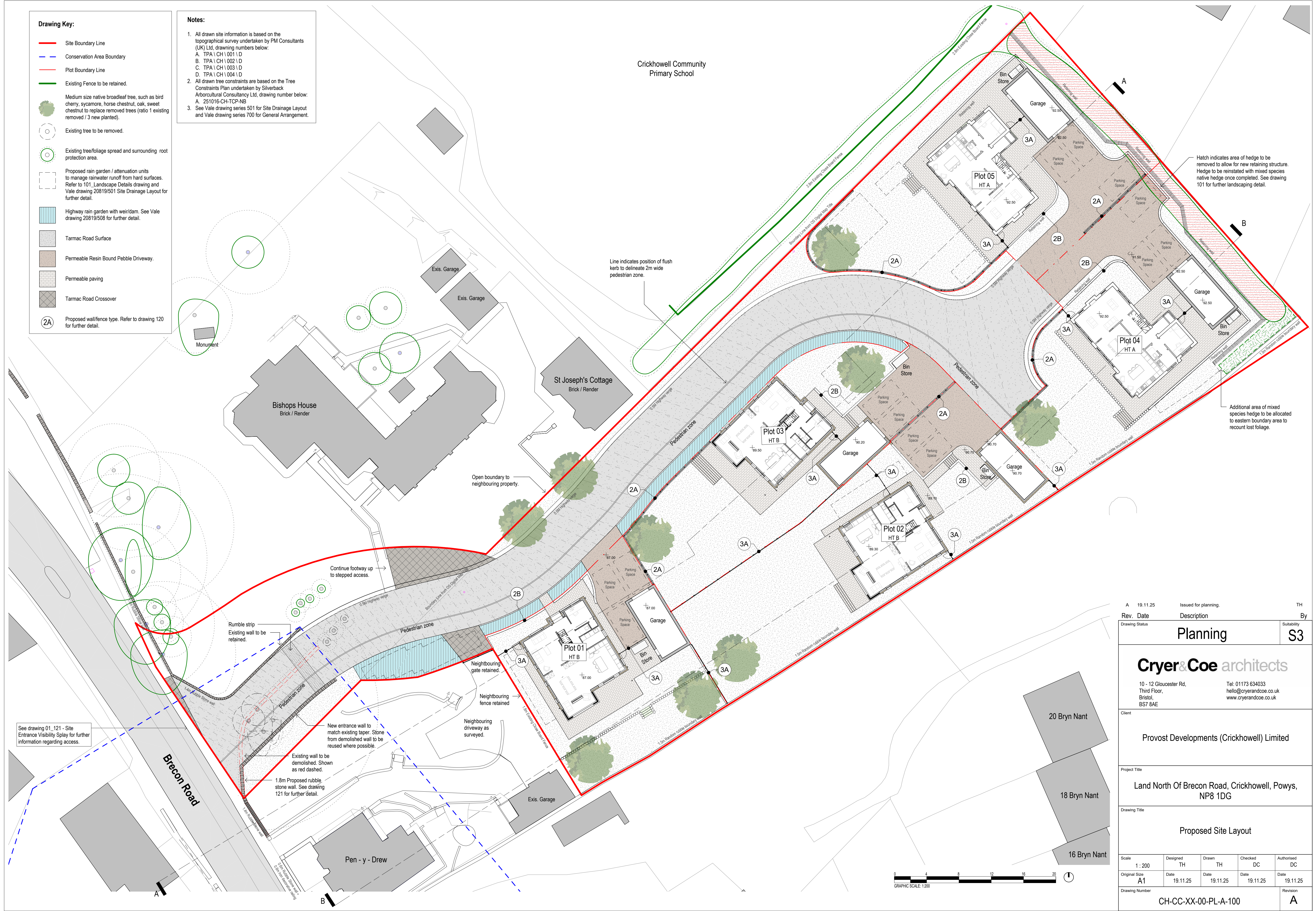
Architects Plans

Drawing Key:

- Site Boundary Line
- Conservation Area Boundary
- Plot Boundary Line
- Existing Fence to be retained.
- Medium size native broadleaf tree, such as bird cherry, sycamore, horse chestnut, oak, sweet chestnut to replace removed trees (ratio 1 existing removed / 3 new planted).
- Existing tree to be removed.
- Existing tree/foliage spread and surrounding root protection area.
- Proposed rain garden / attenuation units to manage rainwater runoff from hard surfaces. Refer to 101_Landscape Details drawing and Vale drawing 20819/501 Site Drainage Layout for further detail.
- Highway rain garden with weir/dam. See Vale drawing 20819/508 for further detail.
- Tarmac Road Surface
- Permeable Resin Bound Pebble Driveway.
- Permeable paving
- Tarmac Road Crossover
- Proposed wall/fence type. Refer to drawing 120 for further detail.

Notes:

- All drawn site information is based on the topographical survey undertaken by PM Consultants (UK) Ltd, drawing numbers below:
A. TPA \ CH \ 001 \ D
B. TPA \ CH \ 002 \ D
C. TPA \ CH \ 003 \ D
D. TPA \ CH \ 004 \ D
- All drawn tree constraints are based on the Tree Constraints Plan undertaken by Silverback Arboricultural Consultancy Ltd, drawing number below:
A. 251016-CH-TCP-NB
- See Vale drawing series 501 for Site Drainage Layout and Vale drawing series 700 for General Arrangement.



Rev.	Date	Description	By
A	19.11.25	Issued for planning.	TH

Drawing Status	Planning	Suitability	S3
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Cryer & Coe architects

10 - 12 Gloucester Rd,
Third Floor,
Bristol,
BS7 8AE

Tel: 01173 634033
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Client

Provost Developments (Crickhowell) Limited

Project Title

Land North Of Brecon Road, Crickhowell, Powys,
NP8 1DG

Drawing Title

Proposed Site Layout

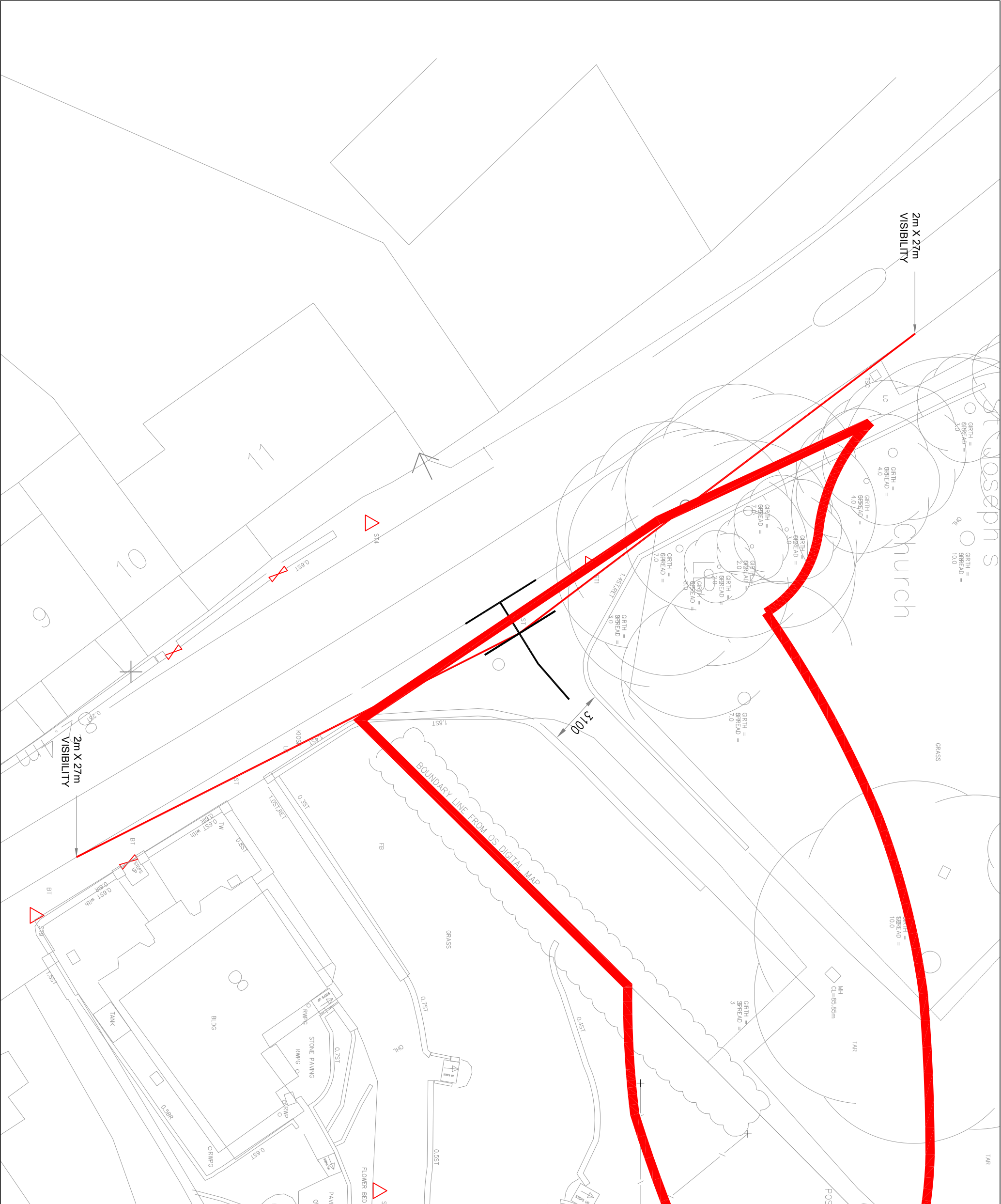
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Original Size	A1	Date	19.11.25	Date	19.11.25	Date	19.11.25	Date	19.11.25

Drawing Number	CH-CC-XX-00-PL-A-100	Revision	A
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Appendix B

Existing Access Arrangements



NOTES:

EXISTING VISIBILITY:

2m X 27m FOR A POSTED 20mph SPEED LIMIT

REV	DATE	REVISION DETAILS	BY



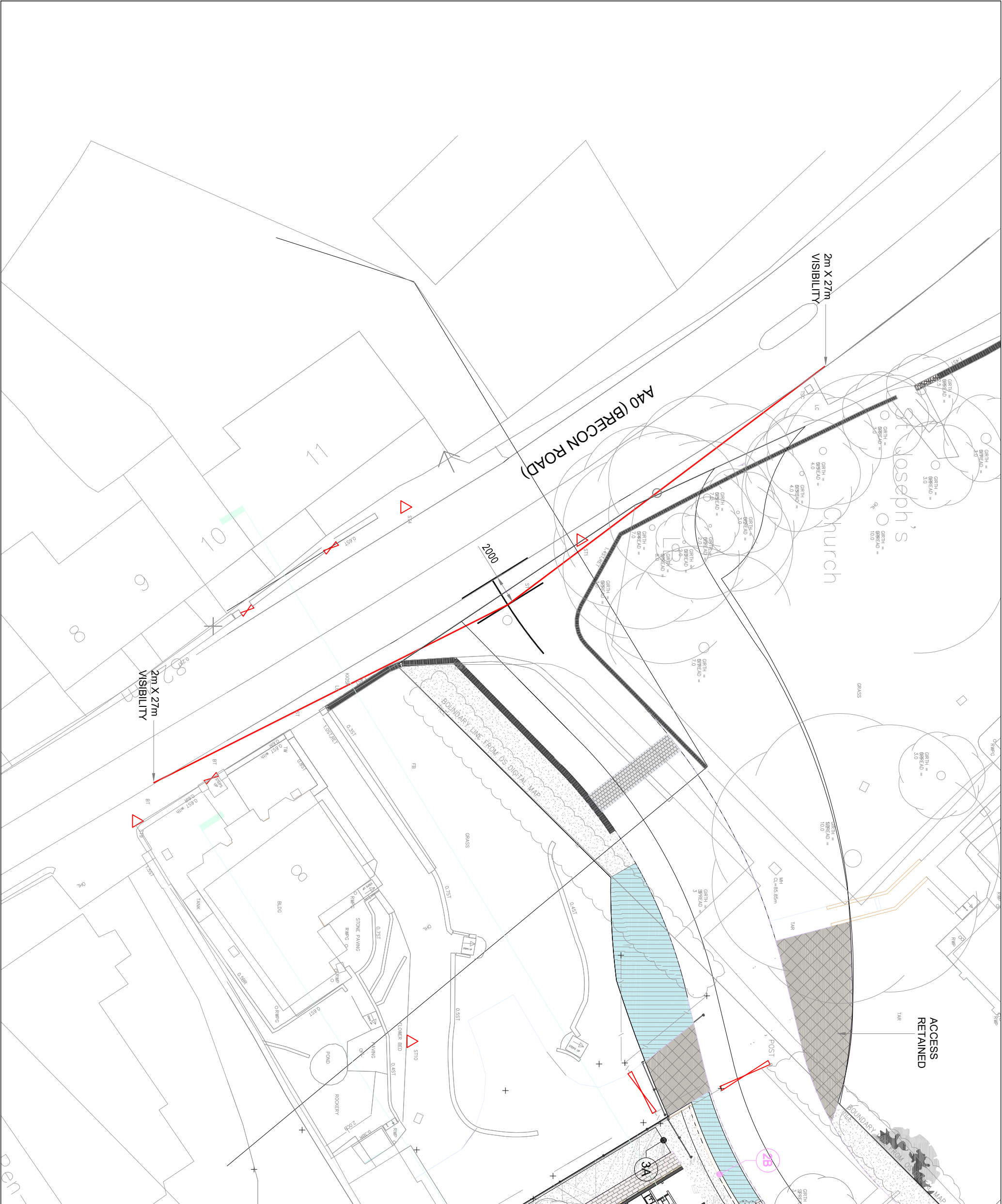
2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

PROJECT TITLE			
LAND AT BRECON RD CRICKHOWELL			
DRAWING TITLE			
EXISTING ACCESS ARRANGEMENTS			
CLIENT / ARCHITECT			
STATUS			
SCALE			
1:250	AT A3	DRAWN DJA	
CHECKED DJA		APPROVED DJA	
DRG SIZE	DATE	DRAWING NUMBER	REV
A3	6.11.25	001	-



Appendix C

Proposed Access Arrangements



- NOTES:**
1. PROPOSED VISIBILITY IN ACCORDANCE WITH MS AT:
2m X 27m FOR A POSTED 20mph SPEED LIMIT
 2. ACCESS ROAD WIDTH INCREASED TO A 6.8m SHARED SURFACE THROUGHOUT
 3. ACCESS RETAINED INTO ADJACENT PROPERTY

REV	DATE	REVISION DETAILS	BY



2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

PROJECT TITLE
LAND AT BRECON RD
CRICKHOWELL

DRAWING TITLE
PROPOSED ACCESS
ARRANGEMENTS

CLIENT / ARCHITECT

STATUS

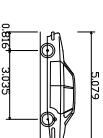
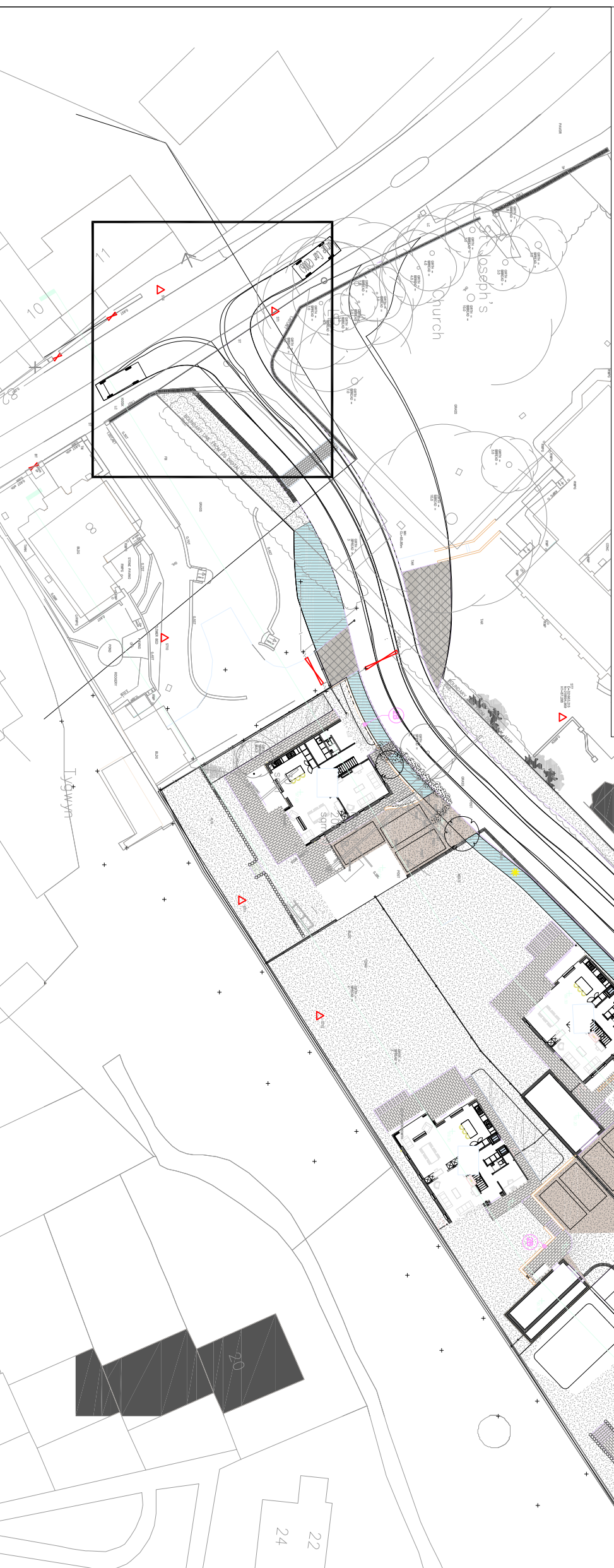
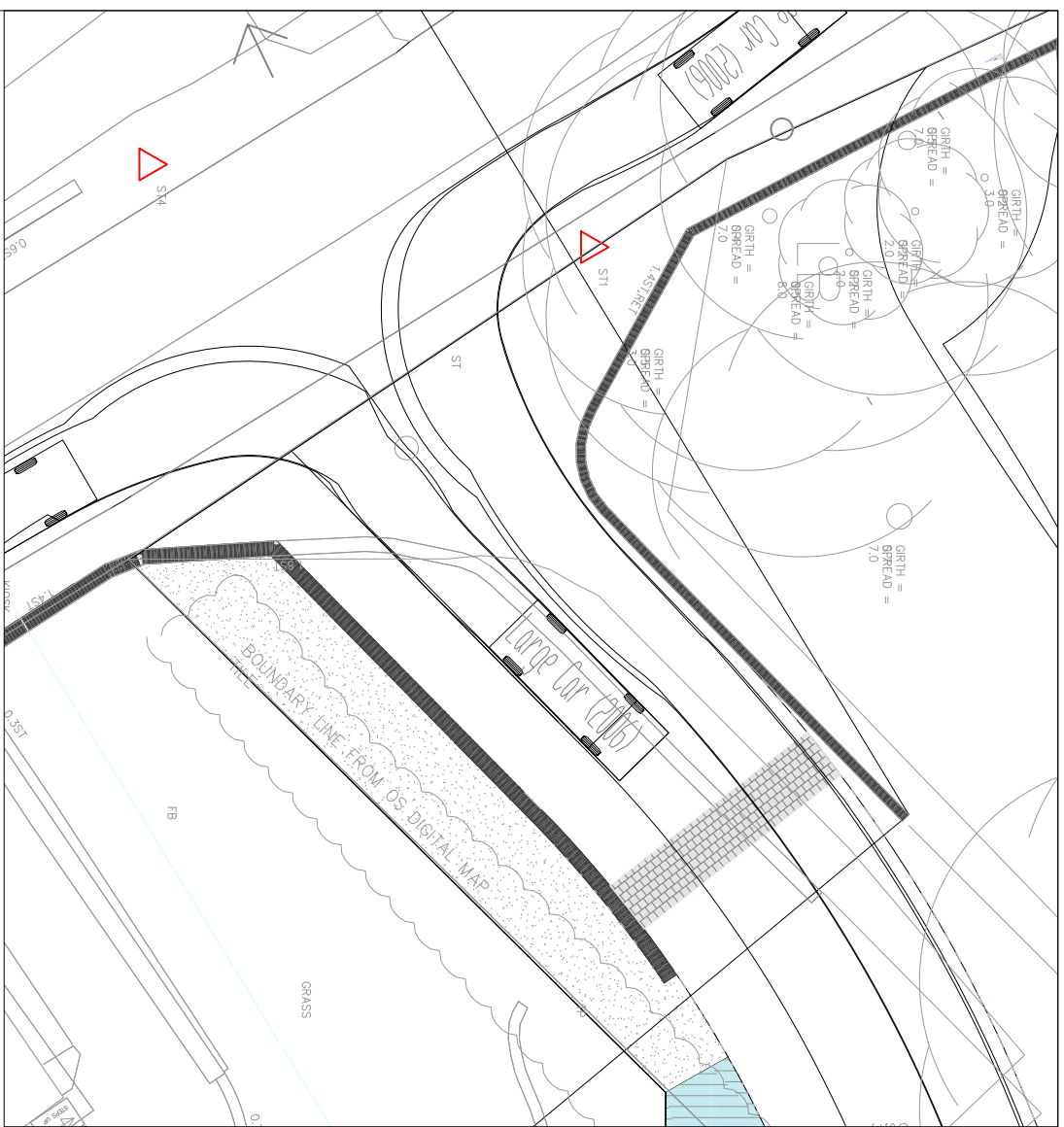
SCALE	DRAWN
1:250	DJA
CHECKED	APPROVED
DJA	DJA

DRG SIZE	DATE	DRAWING NUMBER	REV
A3	6.11.25	002	-



Appendix D

Swept Path Analysis



Large Car (2006)	5.079m
Overall Length	1.892m
Overall Width	0.925m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.005s
Kerb to kerb Turning Radius	5.900m

REV	DATE	REVISION DETAILS	BY



2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

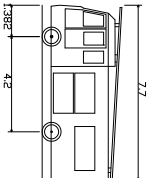
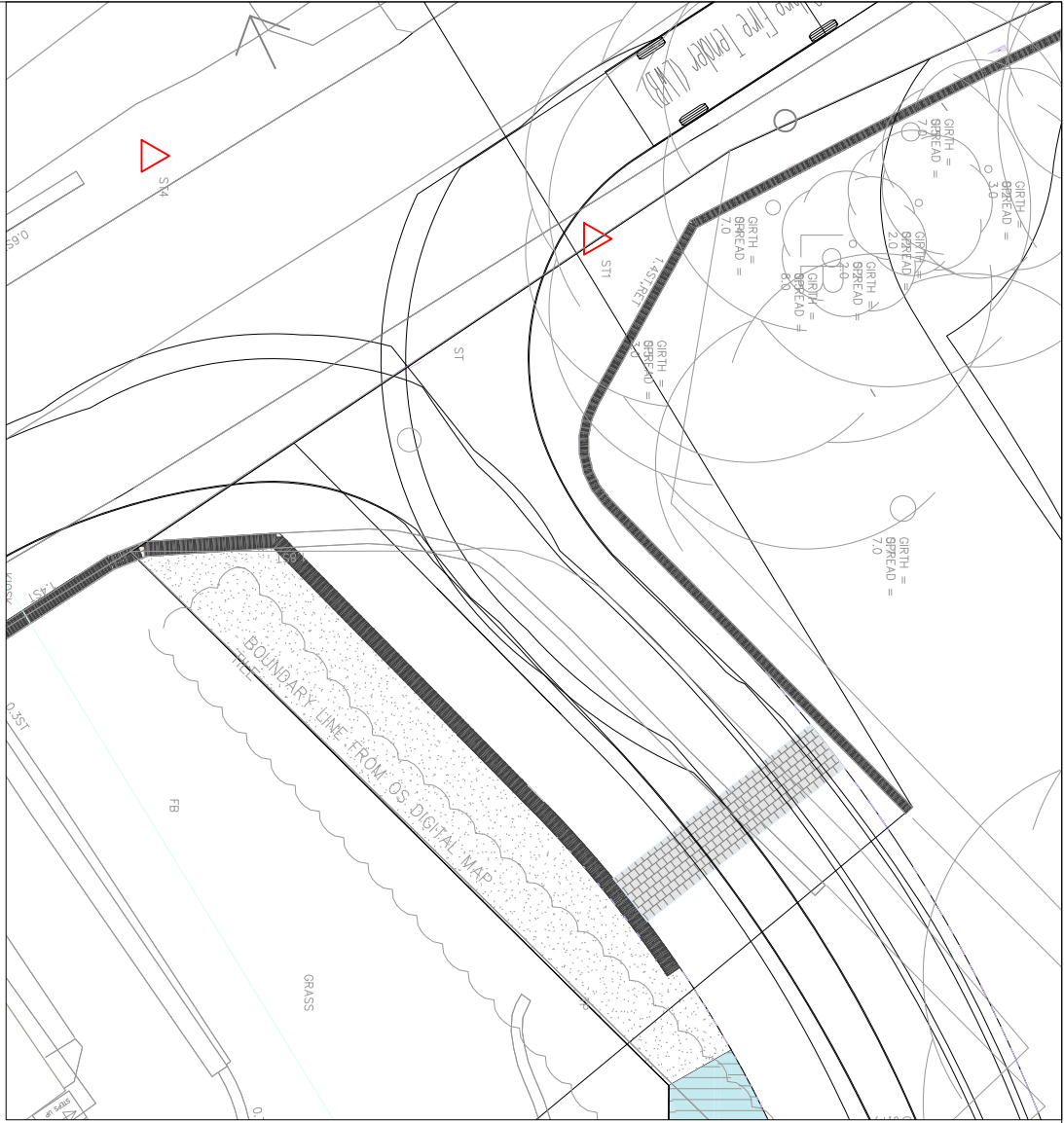
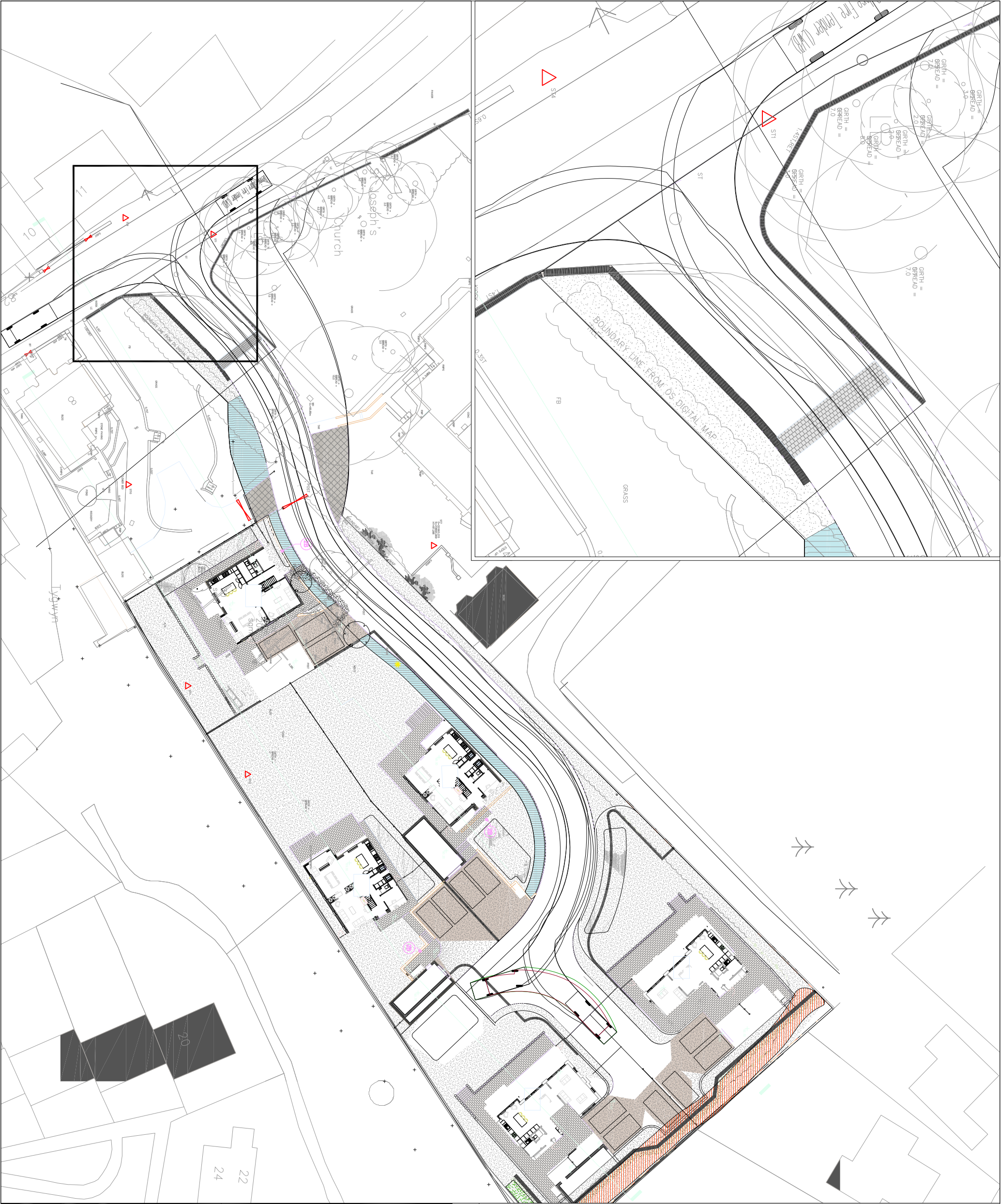
PROJECT TITLE
LAND AT BRECON RD
CRICKHOWELL

DRAWING TITLE
SWEPT PATH ANALYSIS
LARGE CAR
ENTRY/ EGRESS

CLIENT / ARCHITECT

STATUS

SCALE	DRAWN	
1:500; 1:250	AT A3	
CHECKED	DJA	
DJA	APPROVED	
	DJA	
DRG SIZE	DATE	DRAWING NUMBER
A3	6.11.25	004
		REV
		-



Dennis Sabre Fire Tender (LWB)
Overall Width 2.700m
Overall Length 3.512m
Overall Body Height 0.337m
Min Body Ground Clearance 2.380m
Track Width 2.005m
Lock to lock time 7.400m
Kerb to kerb turning Radius

REV	DATE	REVISION DETAILS	BY



2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG
TELEPHONE : 0117 937 4077

PROJECT TITLE
LAND AT BRECON RD
CRICKHOWELL

DRAWING TITLE
SWEEP PATH ANALYSIS
LWB FIRE TENDER
ENTRY/ EGRESS

CLIENT / ARCHITECT

STATUS

SCALE	DRAWN	REV
1:500; 1:250	AT A3 DJA APPROVED DJA	005
DRG SIZE	DATE	
A3	6.11.25	-



Appendix E

TRICS Data

Calculation Reference: AUDIT-337901-250114-0143

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 36 to 57 (units:)
 Range Selected by User: 30 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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)	3
Edge of Town	2

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	5
------------------	---

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	11 days - Selected
Servicing vehicles Excluded	27 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	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
75,001 to 100,000	2 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	3 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	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17		Survey Type: MANUAL
2	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
3	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE	SEMI-DETACHED & TERRACED	HIGHLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16		Survey Type: MANUAL
4	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16		Survey Type: MANUAL
5	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES	NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: MONDAY 18/10/21		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CT-03-A-03	na
ES-03-A-09	na
ES-03-A-13	na
FU-03-A-02	na
HC-03-A-21	na
HC-03-A-22	na
HC-03-A-23	na
HC-03-A-30	na
HC-03-A-31	na
HC-03-A-37	na
HF-03-A-07	na
IM-03-A-01	na
IM-03-A-04	na
IM-03-A-05	na
IW-03-A-01	na
LE-03-A-02	na
SC-03-A-11	na
WS-03-A-07	na
WS-03-A-16	na

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.89

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	0.047	5	47	0.218	5	47	0.265
08:00 - 09:00	5	47	0.141	5	47	0.372	5	47	0.513
09:00 - 10:00	5	47	0.124	5	47	0.197	5	47	0.321
10:00 - 11:00	5	47	0.124	5	47	0.192	5	47	0.316
11:00 - 12:00	5	47	0.150	5	47	0.171	5	47	0.321
12:00 - 13:00	5	47	0.201	5	47	0.158	5	47	0.359
13:00 - 14:00	5	47	0.154	5	47	0.201	5	47	0.355
14:00 - 15:00	5	47	0.154	5	47	0.171	5	47	0.325
15:00 - 16:00	5	47	0.235	5	47	0.158	5	47	0.393
16:00 - 17:00	5	47	0.226	5	47	0.137	5	47	0.363
17:00 - 18:00	5	47	0.316	5	47	0.175	5	47	0.491
18:00 - 19:00	5	47	0.286	5	47	0.158	5	47	0.444
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.158			2.308			4.466

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:	36 - 57 (units:)
Survey date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
Surveys manually removed from selection:	19

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	0.009	5	47	0.000	5	47	0.009
08:00 - 09:00	5	47	0.026	5	47	0.013	5	47	0.039
09:00 - 10:00	5	47	0.004	5	47	0.013	5	47	0.017
10:00 - 11:00	5	47	0.013	5	47	0.004	5	47	0.017
11:00 - 12:00	5	47	0.000	5	47	0.000	5	47	0.000
12:00 - 13:00	5	47	0.000	5	47	0.004	5	47	0.004
13:00 - 14:00	5	47	0.000	5	47	0.004	5	47	0.004
14:00 - 15:00	5	47	0.000	5	47	0.000	5	47	0.000
15:00 - 16:00	5	47	0.017	5	47	0.026	5	47	0.043
16:00 - 17:00	5	47	0.004	5	47	0.009	5	47	0.013
17:00 - 18:00	5	47	0.013	5	47	0.004	5	47	0.017
18:00 - 19:00	5	47	0.013	5	47	0.013	5	47	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.090			0.189

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	0.060	5	47	0.269	5	47	0.329
08:00 - 09:00	5	47	0.150	5	47	0.513	5	47	0.663
09:00 - 10:00	5	47	0.158	5	47	0.261	5	47	0.419
10:00 - 11:00	5	47	0.145	5	47	0.256	5	47	0.401
11:00 - 12:00	5	47	0.179	5	47	0.197	5	47	0.376
12:00 - 13:00	5	47	0.244	5	47	0.209	5	47	0.453
13:00 - 14:00	5	47	0.192	5	47	0.248	5	47	0.440
14:00 - 15:00	5	47	0.167	5	47	0.201	5	47	0.368
15:00 - 16:00	5	47	0.380	5	47	0.222	5	47	0.602
16:00 - 17:00	5	47	0.299	5	47	0.197	5	47	0.496
17:00 - 18:00	5	47	0.402	5	47	0.235	5	47	0.637
18:00 - 19:00	5	47	0.355	5	47	0.188	5	47	0.543
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.731			2.996			5.727		

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	0.043	5	47	0.056	5	47	0.099
08:00 - 09:00	5	47	0.094	5	47	0.239	5	47	0.333
09:00 - 10:00	5	47	0.073	5	47	0.073	5	47	0.146
10:00 - 11:00	5	47	0.030	5	47	0.073	5	47	0.103
11:00 - 12:00	5	47	0.051	5	47	0.081	5	47	0.132
12:00 - 13:00	5	47	0.085	5	47	0.060	5	47	0.145
13:00 - 14:00	5	47	0.081	5	47	0.047	5	47	0.128
14:00 - 15:00	5	47	0.060	5	47	0.085	5	47	0.145
15:00 - 16:00	5	47	0.175	5	47	0.085	5	47	0.260
16:00 - 17:00	5	47	0.098	5	47	0.068	5	47	0.166
17:00 - 18:00	5	47	0.111	5	47	0.090	5	47	0.201
18:00 - 19:00	5	47	0.073	5	47	0.021	5	47	0.094
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.974			0.978			1.952

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	0.000	5	47	0.068	5	47	0.068
08:00 - 09:00	5	47	0.000	5	47	0.064	5	47	0.064
09:00 - 10:00	5	47	0.021	5	47	0.034	5	47	0.055
10:00 - 11:00	5	47	0.021	5	47	0.030	5	47	0.051
11:00 - 12:00	5	47	0.026	5	47	0.017	5	47	0.043
12:00 - 13:00	5	47	0.021	5	47	0.017	5	47	0.038
13:00 - 14:00	5	47	0.009	5	47	0.009	5	47	0.018
14:00 - 15:00	5	47	0.030	5	47	0.009	5	47	0.039
15:00 - 16:00	5	47	0.038	5	47	0.009	5	47	0.047
16:00 - 17:00	5	47	0.056	5	47	0.000	5	47	0.056
17:00 - 18:00	5	47	0.030	5	47	0.013	5	47	0.043
18:00 - 19:00	5	47	0.043	5	47	0.004	5	47	0.047
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.295			0.274			0.569

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.89

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	0.111	5	47	0.393	5	47	0.504
08:00 - 09:00	5	47	0.269	5	47	0.829	5	47	1.098
09:00 - 10:00	5	47	0.256	5	47	0.380	5	47	0.636
10:00 - 11:00	5	47	0.209	5	47	0.363	5	47	0.572
11:00 - 12:00	5	47	0.256	5	47	0.295	5	47	0.551
12:00 - 13:00	5	47	0.350	5	47	0.291	5	47	0.641
13:00 - 14:00	5	47	0.282	5	47	0.308	5	47	0.590
14:00 - 15:00	5	47	0.256	5	47	0.295	5	47	0.551
15:00 - 16:00	5	47	0.611	5	47	0.342	5	47	0.953
16:00 - 17:00	5	47	0.457	5	47	0.274	5	47	0.731
17:00 - 18:00	5	47	0.556	5	47	0.342	5	47	0.898
18:00 - 19:00	5	47	0.483	5	47	0.226	5	47	0.709
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.096			4.338			8.434

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	47	0.043	5	47	0.184	5	47	0.227
08:00 - 09:00	5	47	0.107	5	47	0.342	5	47	0.449
09:00 - 10:00	5	47	0.094	5	47	0.171	5	47	0.265
10:00 - 11:00	5	47	0.085	5	47	0.150	5	47	0.235
11:00 - 12:00	5	47	0.132	5	47	0.150	5	47	0.282
12:00 - 13:00	5	47	0.179	5	47	0.132	5	47	0.311
13:00 - 14:00	5	47	0.124	5	47	0.179	5	47	0.303
14:00 - 15:00	5	47	0.115	5	47	0.120	5	47	0.235
15:00 - 16:00	5	47	0.218	5	47	0.141	5	47	0.359
16:00 - 17:00	5	47	0.197	5	47	0.120	5	47	0.317
17:00 - 18:00	5	47	0.299	5	47	0.154	5	47	0.453
18:00 - 19:00	5	47	0.235	5	47	0.141	5	47	0.376
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.828			1.984			3.812

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.