S|C|P

Transportation Planning : Infrastructure Design

Transport Statement

Proposed Residential Development

Heol Martin, Eglwysbach

Mr & Mrs Roberts

March 2024

Doc Ref: GW/200206/TS/0

Prepared by:	Gemma Wheatley
	GW
Checked by:	

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
0	05.03.24	Issue	GW	

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APPENDICES

1.0 INTRODUCTION

Overview

1.1 SCP have been appointed to prepare a Transport Statement to support a planning application for the development of 10 residential dwellings and associated access arrangements.

1.2 This Transport Statement has been prepared on behalf of Mr & Mrs Roberts and provides a consideration of the transport and highway matters relating to the proposed residential development on land at Heol Martin, Eglwysbach (hereafter referred to as the 'Application Site' or 'Site'). The local planning and highway authority is Conwy County Borough Council (CCBC).

1.3 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform the local highway and planning authority regarding the nature and magnitude of their impact.

1.4 This report concludes that the proposed development of this site can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed on foot, by bicycle and by local public transport services.

Planning History

1.5 A pre-app enquiry response was received on 10th January 2020 (Ref: DC/ENQ/29182) for a development of 14 dwellings and associated works.

1.6 The relevant traffic and transport related policies include:

- DP/3- Design Quality and Crime reduction

*'All new development will be of high quality, sustainable design which provides usable, safe, durable and adaptable places, and protects local character and distinctiveness of the Plan area's built historic and natural environment. The Council will require development to:…….Meet the Council's approved standards of open space provision and parking, while providing for all ages, accessibility needs, and people with disabilities;……..And t*he Council will also seek, where appropriate, to: *Integrate with existing routes to provide linked up places connecting with the wider area, in particular public facilities and green transport routes;…….Provide developments that offer transport alternatives and promote walking, cycling and use of public transport;*

- DP/4- Development criteria

'Development proposals, where appropriate and in accordance with the policies of the Plan and the Council's Standards and Supplementary Planning Guidance, should provide the

following:……Safe access from the highway network and enhancement of public transport, cycling and pedestrian infrastructure;….Car parking;….Safe and secure cycle parking;….Safe and convenient access for all to public buildings and spaces, including those with limited mobility or those with other impairments such as of sight or hearing;

Planning permission will not be granted where the proposed development would have an unacceptable adverse impact:….From traffic generated'.

- STR/2- Parking standards

'*Car parking provision should be in accordance with the Council's maximum standards, to reduce dependency on the car and to promote more sustainable forms of transport.*

In locations with good accessibility to facilities and services, and served by high quality public transport, the Council will seek to reduce the amount of car parking provided, in line with the Conwy Parking Standards.

Secure cycle parking should be provided in accordance with the Council's standards'.

- STR/3- Mitigating Travel Impact

'*New developments will be required to mitigate the undesirable effects of travel such as; noise, pollution, impact on amenity and health and other environmental impacts.*

Where a proposed development is likely to have significant transport, social or environmental implications, the Council will require developers to submit a Transport Assessment and a Travel Plan with the planning application. A Road Safety Audit may also be required.

Where the proposed development is considered to have significant transport implications on a wider area, financial contributions will be required towards improvements in transport infrastructure, in particular to support public transport, cycling and walking, in accordance with the development principles in Section 4 – Spatial Policies and Supporting Development Management Policies.

The Council may also require developers to submit a Transport Statement for other development proposals where there is need to understand the traffic impact of the proposal'.

- STR/4- Non-motorised travel

'The Council will support increased levels of non-motorised travel, including cycle use and walking, by ensuring that travel generating developments are located and designed to facilitate

and encourage short distance trips between home, work, schools and colleges, other suitable destinations and for leisure. Apart from minimising the distance between trip origins and destinations, development proposals should ensure: That adequate safe and secure cycle parking is provided in accordance with the standards in Policy STR/2; That detailed designs and layouts encourage cycling and walking'.

- Supplementary planning guidance- SPD2- parking standards
- TAN18- Transport (Planning Policy Wales)

1.7 The site is allocated under HOU/1 in the Local Plan for 10 dwellings.

1.8 The Highway Officer has specifically stated that a standard turning head facility is required (minimum 14.5m in length), preferably at the end of the cul-de-sac that would service plots 1 to 10 given that the cul-de-sac is longer than 40m. In addition, the proposed carriageway should be reduced to 5.5m and adjacent footway widths increased to a minimum of 2m on both sides.

1.9 Within the validation checklist, highway visibility requirements and a parking assessment are required.

Structure of This Report

1.10 The structure of this report is as follows:

i) Chapter 2 – describes in detail the site location, local transport network and existing use of the site;

ii) Chapter 3 – considers the location of the site with regard to the existing local sustainable transport infrastructure;

iii) Chapter 4 – defines the development proposals including the proposed access, servicing arrangements and parking;

iv) Chapter 5 – presents estimates of the trip-generating potential of the site along with a summary of the impact of the development on the local highway network; and,

v) Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

General

2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Location and Composition

2.2 The site is located off Heol Martin, within Eglwysbach which is located approximately 3.4 miles south of Glan Conwy and 5.5 miles north of Llanrwst. The area can be reached from the road running north/south through the village. **Figure 2.1** below shows the site location in relation to the local highway network.

Figure 2.1 – Site Location Plan

2.1 The site itself is bounded by Heol Martin to the north, residential dwellings fronting the main road through the village to the east and a river to the south and west, Afon Hiraethlyn.

Local Highway Network

Heol Martin

2.2 Heol Martin is a relatively modern estate of bungalows which joins Eglwysbach Road at simple priority junction. It forms a cul-de-sac arrangement and terminates to the south at a field gate, which forms part of a turning head. The carriageway width through the estate is typically 4.8m with 1.8m footways on both sides with regular street lighting columns.

Eglwysbach Road

2.3 The road through the village, running north/south is of variable width. On the southbound approach to the village, there are no footways and the road is bounded by hedgerows. Within the village, a footway begins at the Heol Martin Estate and continues along the western side of the carriageway for a distance of approximately 40m where it terminates at the bus stop.

2.4 There are parking restrictions in the form of double yellow lines around the junction of Heol Martin/Eglwysbach Road and further south within the village outside the Bee Inn and either side of the junction with Fford Bryn Road.

2.5 Further south within the village there is a narrow footway along the western side of the carriageway for a distance of 80m.

Existing Road Safety Record

2.3 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recently available 5-year period (January 2018- December 2022).

2.4 There have been no accidents recorded within the village over the last five years of available data. There are therefore no highway safety concerns with the existing road network.

3.0 ACCESSIBILITY

General

3.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

3.2 The accessibility of the site by non-car modes has been assessed by comparison with the following threshold distances, as set out by Andrew Davies AM 'Minister for Economic Development and Transport' in his foreword to the 2003 "Walking and Cycling Strategy for Wales" document:-

Table 3.1: Walking and Cycling threshold distances

Threshold Distance	Significance	Reference
1 mile	Walking can offer viable and attractive alternatives [to car trips]	Walking and Cycling Strategy for Wales
5 miles	Cycling can offer viable and attractive alternatives [to car trips]	Walking and Cycling Strategy for Wales

Pedestrian Accessibility

3.3 **Table 3.2** demonstrates the local facilities within an acceptable 1 mile (1.6km) walk distance of the site and demonstrates that prospective residents will be able to access these facilities, without having to rely on the private car.

Table 3.2 – Local Facilities

Facility	Name	Distance from Site (m)
Bus Stop	Eglwysbach Road	350
Church	St.Martin's	350
Pub	Bee Inn	380
Church	Ebenezer Welsh Baptist Church	520
Primary School	Ysgol Eglwysbach	650
Play Area	Eglwysbach Road	700

3.4 All of the village and the facilities within it can be reached within a 700m walk distance of the centre of the site.

Cycle Accessibility

3.5 Transport policy identifies that cycling represents a realistic and healthy alternative to use of the private car for making journeys up to 5 miles as a whole journey or as part of a longer journey by public transport.

3.6 Whilst there are no specified cycle routes within the vicinity of the site, the low traffic speeds within the village make it suitable for cycling.

Public Transport

3.7 The nearest bus stops to the site are situated approximately 350m from the site on Eglwysbach Road. These are served by route 25 which is run by Arriva.

3.8 The service runs seven times per day in each direction between Eglwysbach and Llandudno, calling at Bodnant Gardens, Llandudno Junction and Llanrhos. The service runs Monday to Saturday.

3.9 The nearest railway station is located 2 miles away at Tal-y-Cafn on the West Wales line. The December 2019 timetable shows that this runs up to 6 times per day in each direction Monday to Saturday and four times per day each way on a Sunday. The service calls at Blaenau Ffestiniog, Llanrwst, Glan Conwy, Llandudno Junction, Bangor, Rhyl, Chester and Llandudno.

3.10 The above demonstrates that prospective residents will have access to bus services stopping close to the site which will provide an alternative to the car for residents to travel by bus to Llandudno. The Railway Station at Tal-Y-Cafn provides another alterative transport option and serves a wider range of destinations.

Summary

3.11 It is considered that the site has an acceptable level of accessibility by all the main non-car modes of transport and has a number of everyday facilities located within the village within walking distance of the site.

4.0 PROPOSED DEVELOPMENT

General

4.1 The development proposals consist of the construction of a residential development, comprising 10 dwellings, on land located to the south of Heol Martin. The dwellings comprise of 5 No 2-bed semi-detached and 5 No 3-bed semi-detached.

4.2 The proposed site layout plan is contained in **Appendix 1**.

Proposed Site Access Arrangements

4.3 The site will be accessed from the continuation of Heol Martin, with a carriageway width of 5.5.m and footways of 2m wide on both sides.

4.4 Existing visibility at the junction of Heol Martin/Eglwysbach Road will be retained with splays in excess of 2.4m x 25m to the north and 2.4m x 25m to the south. As set out earlier, there have been no accidents recorded in the last 5 years within the village and there are no highway safety concerns. The visibility splay is shown in SCP/200206/SK01 **Appendix 2**.

Refuse Collection/Servicing

4.5 The layout incorporates a turning head at the prior to the houses, which is capable of accommodating a large refuse vehicle. The remainder of the site will be within a 12m reverse and 25m carry distance. A plan showing a large refuse vehicle entering and exiting the site forward facing is included in **Appendix 3** (SCP/200206/ATR01).

4.6 A swept path has also been prepared to show that a smaller vehicle can turn at the end of the cul-de-sac. This is also shown in **Appendix 3** (SCP/200206/ATR02).

Car Parking

4.7 Conwy's Supplementary Planning Guidance (SPG) LDP2 deals with parking standards for new residential developments. Parking standards are based on a zoning system and this site can be classified as 'zone 5' countryside. This document suggests that for zones 2-6 parking should be provided as follows: -

- Houses- 1 space per bedroom (maximum of 3 spaces)
- Visitors- 1 space per 5 units

4.8 On this basis, the 3-bed dwellings will each need up to 3 parking spaces per dwelling and the 5 2-bed dwellings will require 2 parking spaces each. A further 2 parking spaces will be required for visitor parking.

4.9 The on-site provision includes 2 parking spaces each for all of the semi-detached properties, plus a further 6 spaces which can be used for those with more than 2 cars and visitor parking.

4.10 There is potential for existing dwellings fronting Eglwysbach Road to take rear access to their properties from the new estate road, depending upon level differences.

4.11 The standards set out above are a maximum and the level of provision proposed is adequate considering that the majority of the dwellings on site are affordable and 2/3 beds.

Cycle Parking

4.12 Secure and sheltered cycle parking will be provided within the garden of each dwelling.

5.0 TRIP GENERATION

General

5.1 This Chapter provides an estimation of the trip generating potential of the proposed development during the weekday peak hours and the daily totals.

Proposed Residential Trip Generation

5.2 In order to estimate the trip generating potential of the proposed residential development, average trip rates from the industry standard TRICS Database (V7.7.1) have been obtained. The selection criteria for the TRICS based trip rates is as follows: -

i) Residential;

ii) Affordable/local authority houses;

iii) Multi modal surveys;

iv) Sites in Greater London and Ireland excluded;

v) Selection by number of dwellings; and,

vi) Weekday surveys only.

5.3 The multi modal TRICS outputs for the proposed residential development are presented in **Appendix 4** and are summarised in **Table 5.1** below: -

Table 5.1 - Estimated Trip Rates (per 1 Dwelling)

Mode	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.217	0.303	0.197	0.158
Cyclists	0.007	0.033	0.026	0.007
Pedestrians	0.086	0.454	0.263	0.237
Public Transport	0.000	0.132	0.046	0.007

5.4 The estimated trip generation associated with the proposed 10 dwellings is summarised in **Table 5.2** overleaf: -

Table 5.2 - Estimated Trip Generation

Mode	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures

Vehicles	2	3	2	2
Cyclists	0	0	0	0
Pedestrians	1	5	3	2
Public Transport	0	1	0	0

5.5 The development could generate up to 5 vehicle trips two-way in the busiest hours. This equates to an average of a single vehicle trip every 12 minutes in the AM and PM peak. This level of additional traffic is not expected to have a material impact upon the operation of the local highway network.

6.0 SUMMARY AND CONCLUSIONS

6.1 SCP have been appointed to prepare a Transport Statement to support a planning application for the development of 10 dwellings and associated access arrangements.

6.2 There have been no accidents recorded in the vicinity of the site during the last five full years for which data has been collected. There is therefore no material concern in regard to the highway safety aspect of the existing highway network.

6.3 The site will be accessed from an extension to the existing Heol Martin estate road. The carriageway will be 5.5m wide with 2m footways on both sides. A standard turning head will be created within the site to allow a large refuse vehicle to turn.

6.4 Visibility splays at the junction of Heol Martin/Eglwysbach Road will be unchanged. Given the low traffic speeds and there are no accidents these are acceptable.

6.5 The proposals comprise of 10 dwellings and of these, the 2 & 3 bed semi-detached affordable properties will have two parking spaces each. The site will also have 6 parking spaces for overspill/ visitor parking spaces. This level of parking is deemed acceptable given the size and tenure of the properties.

6.6 It is considered that the site has an acceptable level of accessibility by all the main non-car modes of transport and is within easy walking distance of everyday facilities within the village.

6.7 Based on the trip generation, it is demonstrated that there would not be a material traffic impact as a result of the proposals, with the development generating a single vehicle trip every 12 minutes in each of the peak hours.

6.8 The site is already allocated for 10 affordable dwellings and is compliant with the relevant transport policy set out in Chapter 1, namely: DP3, DP4, TR2, STR3 & STR4.

6.9 Having regard to the above, it is concluded that the development will not be detrimental to either highway safety or the free flow of traffic and that its accessibility by other modes will provide alternatives to the use of the private car. The application should therefore be supported in terms of the considerations of highways and transportation.

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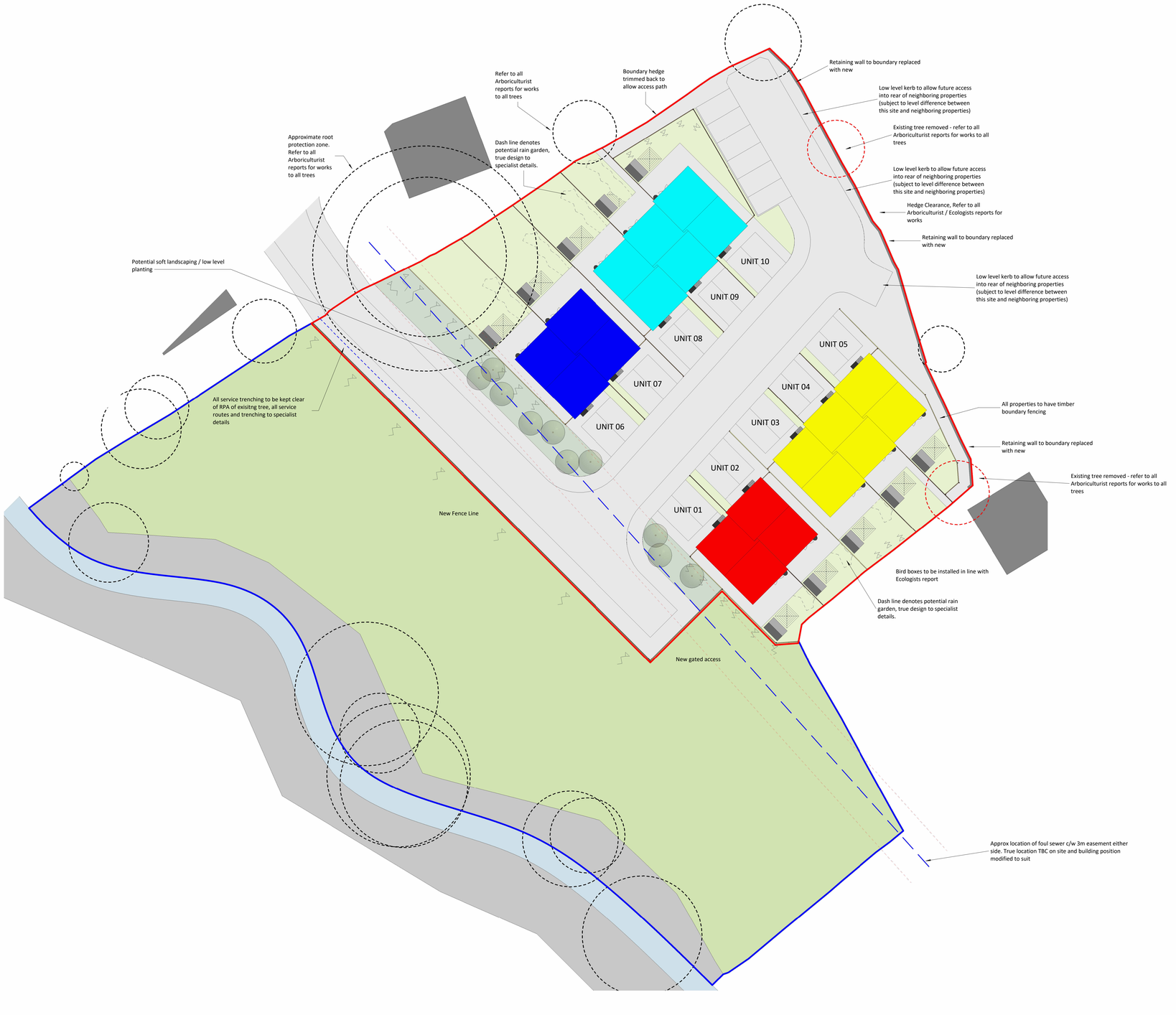
APPENDIX 1

QMS



House Types

- 1 No. 2B 4P Semi Detached (consisting of 2 properties - Units 1 + 2)
- 1 No. 2B 4P Terrace (consisting of 3 properties - Units 3,4 + 5)
- 1 No. 3B 5P Semi Detached (consisting of 2 properties - Units 6 + 7)
- 1 No. 3B 5P Terrace (consisting of 3 properties - Units 8,9 + 10)

Key

- Riparian Corridor
- Red Line Development Area
- Blue Line - Additional land ownership beyond development area
- Approximate Flood Zone - Refer to FCA

Trees

- Existing Tree Retained
- Existing Tree Removed

Refer to Arboriculturist reports for works to all trees

Levels

- *00.000* Existing levels
- 00.000 Proposed Levels - *refer to FCA for property finished floor levels*

General Notes

1. Contractor to verify all dimensions and check level datums on site
2. All of the designs are the sole property of TACP Architects Ltd and may not be used without their written agreement
3. All prints, specifications and their copyright are the property of TACP Architects Ltd
4. Do not scale off drawings
5. All dimensions shall be checked on site before commencement of shop drawings, manufacture and all discrepancies must be reported to TACP Architects Ltd

Risk Assessments

Revisions

Rev	Date	Description	By	Check
A	13/07/2020	Red Line amended, boundary walls added		
B	24/09/2020	Site plan amended to suit comments recieved	MR	MG
C	07/05/2021	Note added	MR	MG
D	18/02/2022	Red Line Amended	MR	MG
E	07/06/2022	Riparian Corridor added, Unit 12 amended	MR	MR
F	30/11/2023	5 Bed Properties removed	MR	MR
G	19/12/2023	Boundary Line s amended	MR	MR

Consultants

Client

Mr & Mrs Roberts

Project Title

Land South of Heol Martin, Eglwysbach

Drawing Title

Proposed Site layout

Scale	Date	Drawn By	Checked By	Office
1 : 200@A0	05/06/20	MR	MG	Wrexham

Job Number	Project•Originator•Zone•Level•Type•Role•Number	Revision
18008	EBACH -TACP- XX- ZZ- DR- A- 701	G

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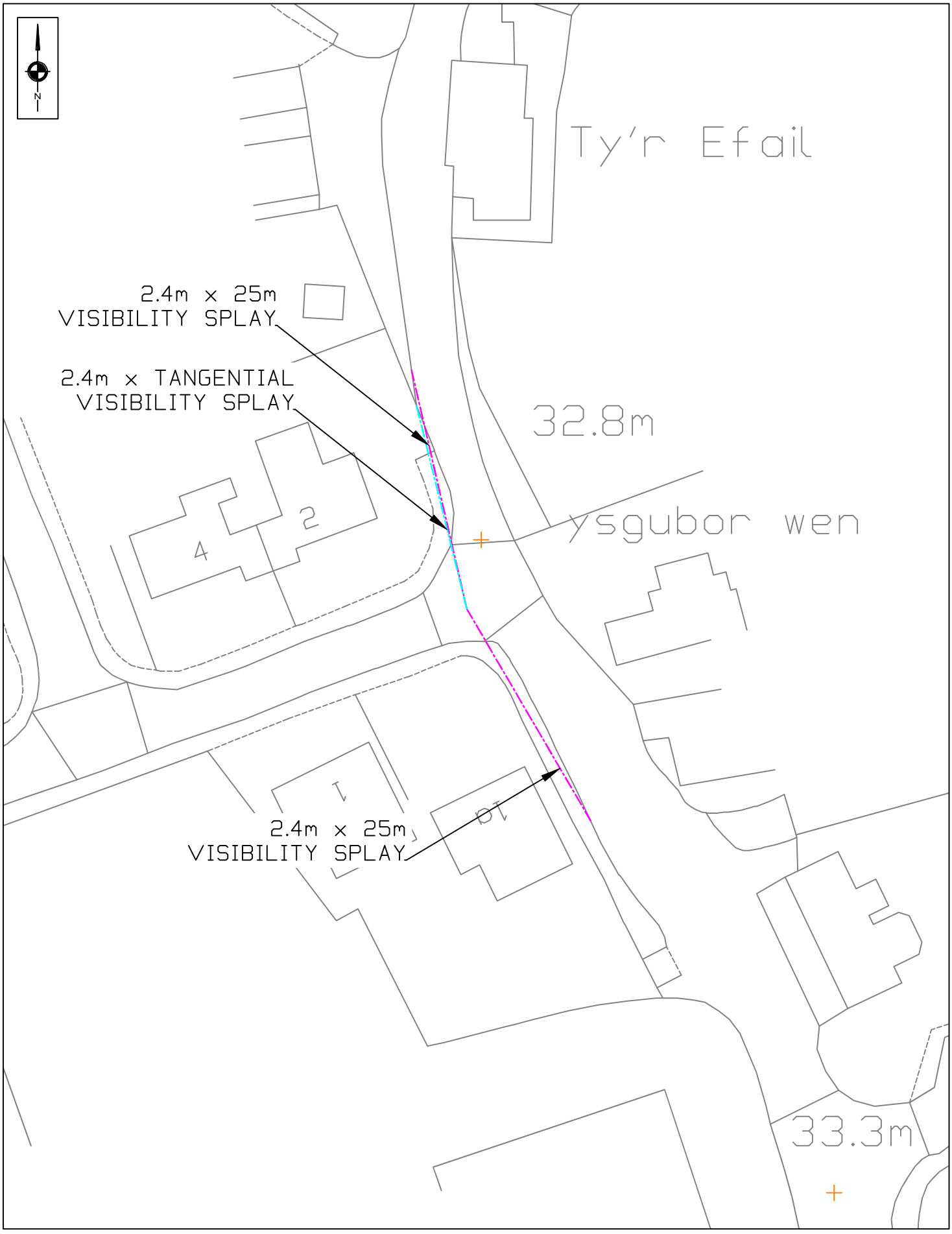
APPENDIX 2



Rev	Description	Date	By
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REVISIONS

Client Name: MR ROBIN ROBERTS

Project Title: HEOL MARTIN, EGLWYSBACH

Drawn By: LD

Date: 06/03/2024

Drawing Title: VISIBILITY SPLAYS

Checked: GW

Scale@A4: 1:500

Approved: -

Status: PLANNING

Drawing No. SCP/200206/SK01

Rev. -

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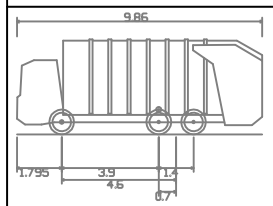
APPENDIX 3

NOTES



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV	DESCRIPTION	DATE	BY
-	-	-	-

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Client Name:
MR ROBIN ROBERTS

Project Title:
HEOL MARTIN, EGLWYSBACH

Drawing Title:
SWEPT PATH ANALYSIS

Drawn By: LD	Date: 06/03/2024
Checked: GW	Scale@A3: 1:250
Approved: -	Status: PLANNING

Drawing No. SCP/200206/ATR01 | Rev. -

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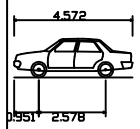
NOTES



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

REV	DESCRIPTION	DATE	BY
A	NEW SITE LAYOUT UNDERLAID	06.03.24	LD

REVISIONS

SCP

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Client Name:

MR ROBIN ROBERTS

Project Title:

HEOL MARTIN, EGLWYSBACH

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By: BH	Date: 06/03/2024
Checked: GW	Scale@A3: 1:250
Approved: -	Status: PLANNING

Drawing No.	Rev.
SCP/200206/ATR02	A

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APPENDIX 4

Calculation Reference: AUDIT-726001-240306-0329

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	**EAST MIDLANDS**		
	LR	LEICESTER	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KS	KIRKLEES	1 days
	LS	LEEDS	1 days
08	**NORTH WEST**		
	BB	BLACKBURN WITH DARWEN	1 days
	MS	MERSEYSIDE	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:	15 to 54 (units:)
Range Selected by User:	14 to 280 (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: 01/01/10 to 22/10/21

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

Selected survey days:

Monday	1 days
Tuesday	2 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
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	4
Built-Up Zone	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	5 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:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 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	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 **BB-03-B-01** **SEMI DETACHED/TERRACED** **BLACKBURN WITH DARWEN**
BILLINGE STREET
BLACKBURN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 15
Survey date: MONDAY *10/06/13* *Survey Type: MANUAL*

2 **KS-03-B-01** **MIXED HOUSES** **KIRKLEES**
WHITEACRE STREET
HUDDERSFIELD
DEIGHTON
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

3 **LR-03-B-01** **SEMI-DETACHED & TERRACED** **LEICESTER**
COLEMAN ROAD
LEICESTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 38
Survey date: FRIDAY *22/10/21* *Survey Type: MANUAL*

4 **LS-03-B-02** **TERRACED HOUSES** **LEEDS**
LINCOLN GREEN ROAD
LEEDS

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Dwellings: 29
Survey date: THURSDAY *19/09/13* *Survey Type: MANUAL*

5 **MS-03-B-01** **TERRACED** **MERSEYSIDE**
TARBOCK ROAD
LIVERPOOL
SPEKE
Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: TUESDAY *18/06/13* *Survey Type: MANUAL*

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.86

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	30	0.059	5	30	0.099	5	30	0.158
08:00 - 09:00	5	30	0.164	**5**	**30**	**0.303**	**5**	**30**	**0.467**
09:00 - 10:00	**5**	**30**	**0.217**	5	30	0.237	5	30	0.454
10:00 - 11:00	5	30	0.164	5	30	0.191	5	30	0.355
11:00 - 12:00	5	30	0.125	5	30	0.118	5	30	0.243
12:00 - 13:00	5	30	0.151	5	30	0.138	5	30	0.289
13:00 - 14:00	5	30	0.118	5	30	0.125	5	30	0.243
14:00 - 15:00	5	30	0.164	5	30	0.145	5	30	0.309
15:00 - 16:00	5	30	0.197	5	30	0.211	5	30	0.408
16:00 - 17:00	5	30	0.138	5	30	0.145	5	30	0.283
17:00 - 18:00	5	30	0.197	5	30	0.158	5	30	0.355
18:00 - 19:00	5	30	0.138	5	30	0.086	5	30	0.224
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.832			1.956			3.788

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

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

Parameter summary

Trip rate parameter range selected:	15 - 54 (units:)
Survey date date range:	01/01/10 - 22/10/21
Number of weekdays (Monday-Friday):	5
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 show. 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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	30	0.000	5	30	0.007	5	30	0.007
08:00 - 09:00	5	30	0.007	**5**	**30**	**0.033**	**5**	**30**	**0.040**
09:00 - 10:00	5	30	0.007	5	30	0.026	5	30	0.033
10:00 - 11:00	5	30	0.013	5	30	0.000	5	30	0.013
11:00 - 12:00	5	30	0.007	5	30	0.013	5	30	0.020
12:00 - 13:00	5	30	0.013	5	30	0.007	5	30	0.020
13:00 - 14:00	5	30	0.000	5	30	0.000	5	30	0.000
14:00 - 15:00	5	30	0.013	5	30	0.013	5	30	0.026
15:00 - 16:00	**5**	**30**	**0.026**	5	30	0.007	5	30	0.033
16:00 - 17:00	5	30	0.013	5	30	0.007	5	30	0.020
17:00 - 18:00	5	30	0.026	5	30	0.013	5	30	0.039
18:00 - 19:00	5	30	0.000	5	30	0.000	5	30	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.126			0.251

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	30	0.026	5	30	0.092	5	30	0.118
08:00 - 09:00	5	30	0.086	**5**	**30**	**0.454**	5	30	0.540
09:00 - 10:00	5	30	0.125	5	30	0.138	5	30	0.263
10:00 - 11:00	5	30	0.125	5	30	0.145	5	30	0.270
11:00 - 12:00	5	30	0.132	5	30	0.191	5	30	0.323
12:00 - 13:00	5	30	0.204	5	30	0.145	5	30	0.349
13:00 - 14:00	5	30	0.118	5	30	0.105	5	30	0.223
14:00 - 15:00	5	30	0.204	5	30	0.224	5	30	0.428
15:00 - 16:00	**5**	**30**	**0.474**	5	30	0.289	**5**	**30**	**0.763**
16:00 - 17:00	5	30	0.132	5	30	0.191	5	30	0.323
17:00 - 18:00	5	30	0.263	5	30	0.237	5	30	0.500
18:00 - 19:00	5	30	0.145	5	30	0.151	5	30	0.296
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.034			2.362			4.396

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	30	0.000	5	30	0.026	5	30	0.026
08:00 - 09:00	5	30	0.000	**5**	**30**	**0.132**	**5**	**30**	**0.132**
09:00 - 10:00	5	30	0.013	5	30	0.059	5	30	0.072
10:00 - 11:00	5	30	0.000	5	30	0.007	5	30	0.007
11:00 - 12:00	5	30	0.026	5	30	0.007	5	30	0.033
12:00 - 13:00	5	30	0.020	5	30	0.013	5	30	0.033
13:00 - 14:00	5	30	0.039	5	30	0.020	5	30	0.059
14:00 - 15:00	5	30	0.033	5	30	0.026	5	30	0.059
15:00 - 16:00	**5**	**30**	**0.105**	5	30	0.020	5	30	0.125
16:00 - 17:00	5	30	0.020	5	30	0.013	5	30	0.033
17:00 - 18:00	5	30	0.046	5	30	0.007	5	30	0.053
18:00 - 19:00	5	30	0.020	5	30	0.000	5	30	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.322			0.330			0.652

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.*