Former Aldi Site, Rhymney

Transport Statement

Client: Caerphilly Homes

11 November 2022

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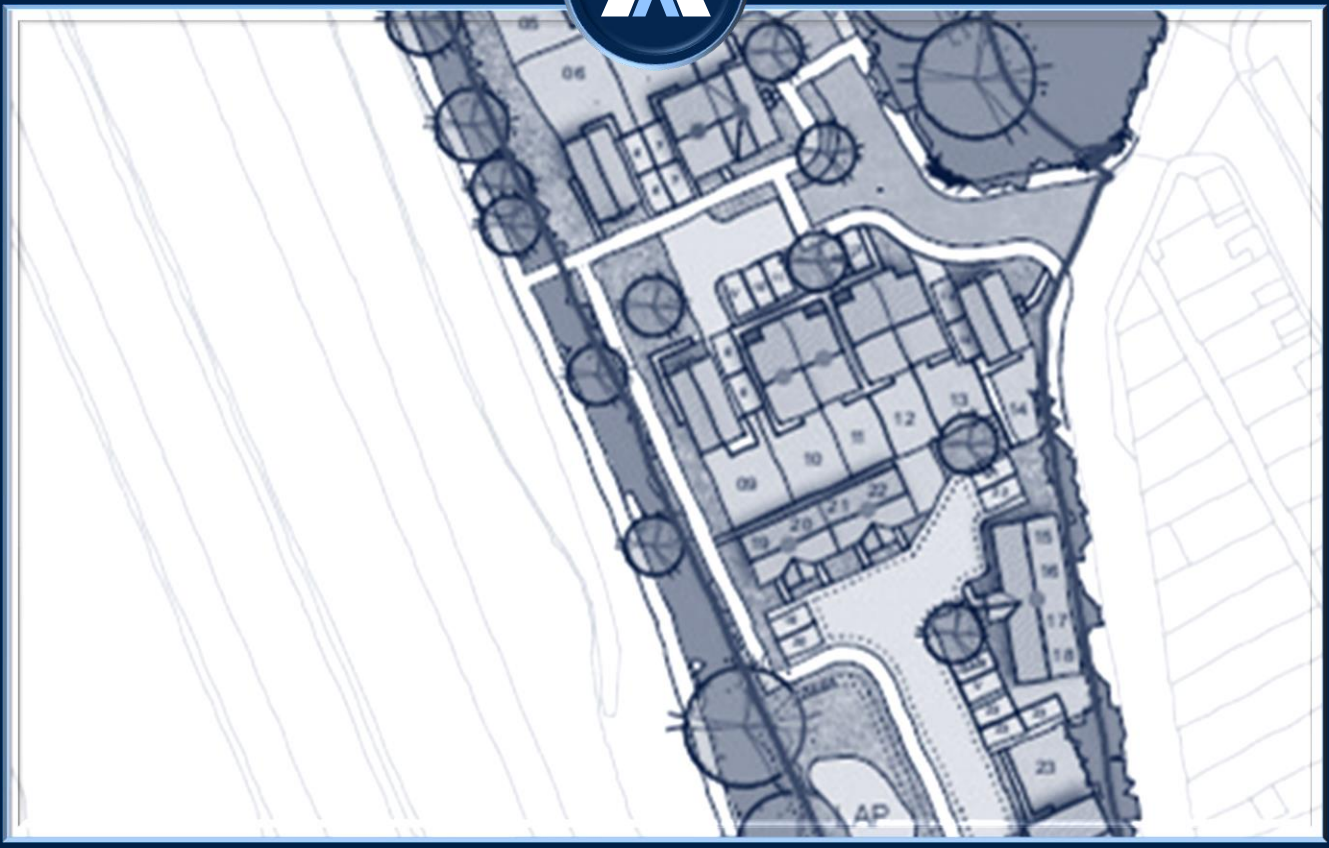

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REPORT DETAILS

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1. INTRODUCTION

1.1 Background

1.1.1 Apex Transport Planning Ltd has been commissioned to produce a Transport Statement (TS) to support a planning application for a proposed residential development on the former Aldi site in Rhymney.

1.1.2 The proposals are for a redevelopment of the site for 23 new residential dwellings in a mix of 10no. two, three and four bedroom open market houses and 13no. affordable apartments and houses (with 1 to 4 beds). The affordable units include four later living flats. The vehicular access would be obtained from the existing site access onto Glan-Yr-Afon on the eastern boundary of the site, as well as a secondary access being provided from the southern end of the site via an extension to the existing spur on Old Brewery Lane.

1.1.3 As the site has a former retail use, it is a brownfield site and has historically generated vehicle movements onto the surrounding highway network, although the building has since been demolished. However, the vehicles generated by a proposed residential development of this scale would be unlikely to have a material impact on the operation of the highway during network peak hours which has accommodated higher flows from the site previously. On this basis, a TS is considered an appropriate report to accompany the application.

1.1.4 The TS considers the impacts of the proposals in relation to transport including the site connectivity, parking provision and access arrangements, road safety and vehicle trip generation. It has been produced to inform Caerphilly County Borough Council (CCBC) of the highways and transport implications of the proposals.

1.2 Scope of Report

1.2.1 The scope of work has considered policies and advice set out in Future Wales, Planning Policy Wales 11 (PPW11), Technical Advice Note 18: Transport (TAN18), the Active Travel Act (Wales – 2013), the CCBC Local Development Plan (LDP) and Car Parking Standards Revision 2 Supplementary Planning Guidance (SPG), as well as experience of other similar sites.

1.2.2 The TS has been structured to include the following:

- A description of the existing conditions including, site location, highway network, road safety analysis and existing travel behaviour in the surrounding area
- Consideration of planning context, the historic site use and trip generation characteristics
- Overview of highway network and vehicular connections to the site
- Review of the connectivity of the site by active travel modes (walking and cycling) and public transport
- Description of the development proposals, demonstrating safe and appropriate access by all modes, appropriate provision of car and cycle parking and servicing and delivery arrangements
- Forecast vehicle trip generation in the peak hours and consideration of change in vehicle generation from the historic site use
- Consideration of the impact of the proposals on the local highway network

2. EXISTING CONDITIONS

2.1 Site Location, Use and Access

2.1.1 The site is situated at the northern extent of Rhymney, approximately 650m north of the Rhymney Rail Station and approximately 550m northwest of the High Street in Rhymney. The site is bound to the north, east and south by residential dwellings and to the west the site by the Rhymney River and beyond this the A469.

2.1.2 Historically, the site was occupied by an Aldi Supermarket which had a floorspace of approximately 1,645sqm and a large car park on its southern side with c.125 spaces. The building has since been demolished, but the site would have historically accommodated a significant number of movements, including HGVs for deliveries. A priority junction arrangement is provided onto Glan-Yr-Afon on the eastern boundary of the site which provides a single existing access point to the site. This has appropriate width and radii to accommodate the HGVs generated by the historic use.

2.1.3 The indicative location of the site in its local context is provided in Figure 2-1.

Figure 2-1: Indicative Site Location

Source: Google Maps

2.2 Local Highway Network

2.2.1 An existing access point is provided into the site via a priority junction from Glan-Yr-Afon. The carriageway width on Glan-Yr-Afon narrows to around 5.0m within the vicinity of the access, but widens at its northern end, where it adjoins the main Glan-Y-Afon road via a further priority junction.

These roads are subject to a 30mph speed limit. Footways and streetlighting are provided on both sides of the carriageway.

2.2.2 Glan-Yr-Afon connects to the B4257 at its northern end as the minor arm of a priority junction and this provides the key route through Rhymney. This links to the A469 to both the north and south which provides the key connection to more regional routes, including the A465 Heads of the Valleys Road to the north.

2.2.3 To the south of the site boundary, Old Brewery Lane connects to the southern site boundary, although no access is provided into the site. Old Brewery Lane has a carriageway width of approximately 6.0m, has street lighting, footways on both sides of the carriageway and is subject to a 30mph speed limit.

2.2.4 Old Brewery Lane provides frontage access to a number of residential dwellings to the south of the boundary of the site and extends to the east and south and adjoins Glan-Y-Afon at a priority junction at its northern end and The Terrace at a priority junction at its southern end.

2.3 Road Safety

2.3.1 Personal Injury Accident (PIA) data has been obtained from road safety data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. The most recently available five-year dataset, prior to the pandemic therefore covering a position with typical traffic flows, covers between 1st January 2015 and 31st December 2019. The review has also considered the data in 2020, as well as provisional data from the first six months of 2021. A total of 6.5 years of data has therefore been reviewed.

2.3.2 The study area considered within the analysis covers the local highway network within the vicinity of the site and routes to the nearest bus stops, as shown in Figure 2-2.

Figure 2-2: Location of Recorded PIAs within the vicinity of the site

Source: Crashmap.co.uk

2.3.3 Over the 6.5 year period, one PIA occurred on the B4257 (Church Street) and involved two cars, resulting in slight injury to a driver. There were no serious or fatal incidents.

2.3.4 There were no PIAs in the vicinity of the site, in particular on Glan-Yr-Afon and Old Brewery Lane and no PIAs involved a pedestrian or cyclist.

2.3.5 A further review of all publicly available data (from 1999 onwards) has been undertaken at the site access, as the site was operational during some of this period. This showed that no incidents occurred at the site access, on Glan-Yr-Afon, on Old Brewery Lane or at the Glan-Yr-Afon / B4257 junction. As such, there is no evidence of a safety issue at the site access junction or at the key local junctions when the site was operational for a use which also generated HGVs.

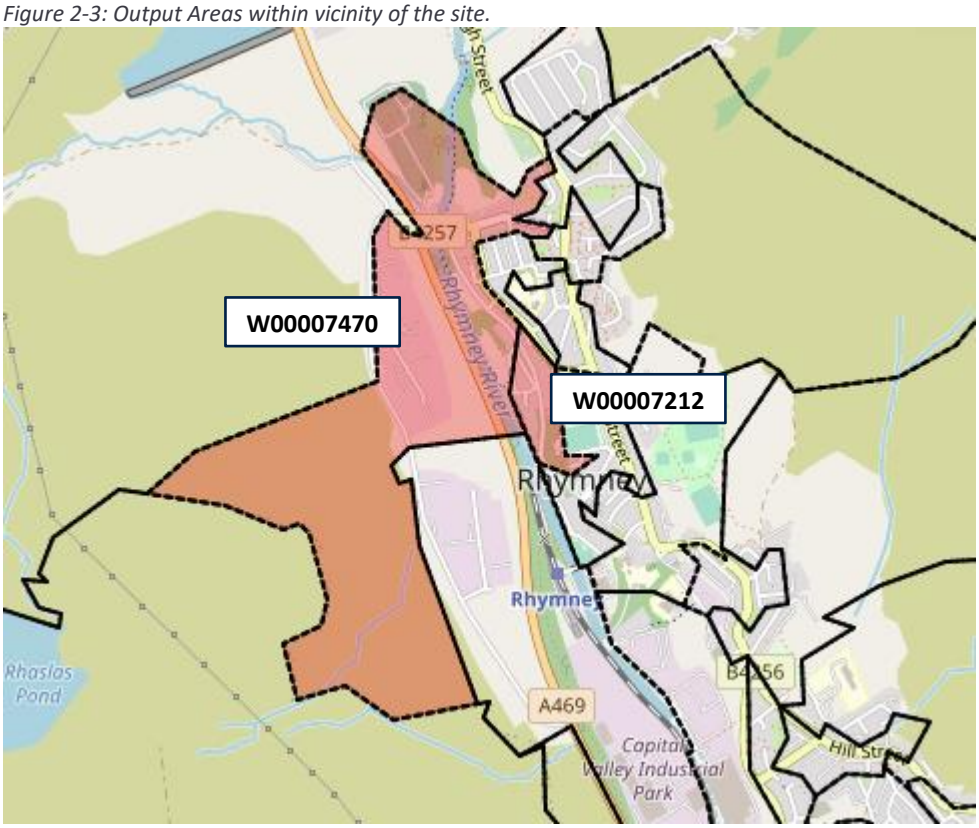
2.3.6 Although all incidents are regrettable, the PIAs that occurred do not indicate a specific pattern or an issue with the geometry of the highway that would be exacerbated by the development proposals.

2.4 Existing Travel Behaviour and Car Ownership

Modal Share

2.4.1 The site is located within output area W00007470, however this covers a significant area away from the site. The adjacent output area W00007212 is considered a more reasonable comparison of the site location as this covers Old Brewery Lane immediately south of the site. The two output areas are shown in Figure 2-3.

Figure 2-3: Output Areas within vicinity of the site.



Source: Nomis

2.4.2 Table 2-1 shows how the existing residents of these output areas currently travel to work, as well as providing a comparison with the entire of CCBC as obtained from 2011 Census data.

Table 2-1: Journey to Work Mode Split (Census 2011)

Mode	OA W00007212	OA W00007470	Caerphilly CBC
Public Transport	**6%**	3%	8%
Car Driver	**72%**	74%	74%
Motorcycle	**3%**	0%	1%
Car Passenger	**13%**	6%	8%
Bicycle	**0%**	2%	1%
On Foot	**6%**	12%	8%
Other	**0%**	2%	1%
Total	**100%**	**100%**	**100%**

2.4.3 The census data shows that in the most comparable area, 72% of residents commute to work travel as a car driver, 13% travel as a passenger, 6% walk, 6% travel by public transport and less than 1% cycle.

2.4.4 The output area in which the site is situated has higher levels of sustainable travel than the overall CCBC area, although lower levels of active travel and public transport. However, the data demonstrates that there is potential for residents of the site to travel by sustainable modes.

2.4.5 These statistics have been adjusted to exclude working from home. If this was included, c.6% of residents currently in work, do so from home rather than commuting (in output area W00007212), with c. 3% doing this across CCBC. These levels are likely to have significantly increased since 2011. This demonstrates that there is further potential for car use to be constrained to and from the site.

2.4.6 Travelling to work is only one journey purpose during peak hours from a residential site. A significant proportion of journeys will also be for education, leisure, and retail purposes and these are likely to have higher levels of sustainable travel, particularly given the local primary school, retail and leisure opportunities are situated within suitable walking distances via appropriate routes (as shown in Section 3).

2.4.7 On this basis, Table 2-1 demonstrates that there is good potential for sustainable travel, particularly walking and public transport, to be made to and from the site and a significant number of these movements already occur in this area (and without evidence of a specific safety issue).

Car Ownership

2.4.8 The 2011 Census data has been reviewed for the average car ownership in the area in output area W00007212 which would reflect the likely ownership of the site. This shows an average of 0.72 cars per household in the output area and that 88% of households owned one car or less. This compares with an average of 1.18 cars per household across CCBC and 68% owning one car or less.

2.4.9 Based on this data, it is considered that potential future residents would be likely to own one car or less and sustainable modes would provide realistic and attractive alternatives and these are currently being used by existing residents.

3. SUSTAINABLE CONNECTIVITY

3.1 Introduction

3.1.1 This section describes the opportunities to make everyday trips by non-car modes. It considers the likelihood of trips being made on foot, by cycle, bus, and rail. The site location is demonstrated to be consistent with the aims of TAN18 and in accordance with sustainable transport policies in Future Wales, PPW11 and the LDP.

3.2 Walking and Cycling

3.2.1 Walking and cycling (collectively known as active travel) are the most important modes of travel at a local level and offer the greatest potential to replace short car journeys.

3.2.2 The site is well situated to benefit from existing walking and cycling routes. Suitable footways and crossings are provided throughout the local area, as would be expected within an existing and established urban area and for a site which has accommodated a historic retail use. The majority of streets within the vicinity of the site have footways on one or both sides of the carriageway, providing links between the site and the surrounding facilities.

3.2.3 Continuous pedestrian infrastructure is provided on Glan-Y-Afon and Old Brewery Lane, which is supported by pedestrian crossing facilities in the form of dropped kerbs, tactile paving and streetlighting. Where Old Brewery Lane becomes The Terrace to the south, the footways continue to connect to the services and facilities situated in the southern extent of Rhymney.

3.2.4 There is continuous pedestrian infrastructure connecting to the closest bus stop on the B4257, the closest school, Upper Rhymney Primary School, and local shops within the vicinity of the site on the B4257 and High Street.

3.2.5 Overall, the surrounding highway network and associated infrastructure is considered to be of good quality. The local area appropriately accommodates existing pedestrian and cycling movements, including for pupils travelling to the nearby school and the infrastructure would be attractive to potential future residents who wish to walk / cycle to and from the site.

Integrated Network Map

3.2.6 The CCBC Integrated Network Map (INM) shows a number of walking / cycling routes in relation to the site, in particular the 'ccbc1a' and the 'ccbc1b' shared footpath / cycle tracks to the immediate south-west, which are described by CCBC as *"Bute Town to Rhymney Rail Station"*. This route also forms part of the National Cycle Network (NCN) Route 468.

3.2.7 The site is also located in close proximity to the 'INMC1', 'INMC2', 'INMC3' and 'INMC4' shared use routes. 'INMC1' is described by CCBC as a *"new link from Ty-Coch to existing route (ccbc1a) and the Heads of the Valleys Industrial Estate"*. 'INMC2' is described by CCBC as a *"new link from existing route (ccbc1b) to the Primary School, Town Centre & Leisure facilities"*.

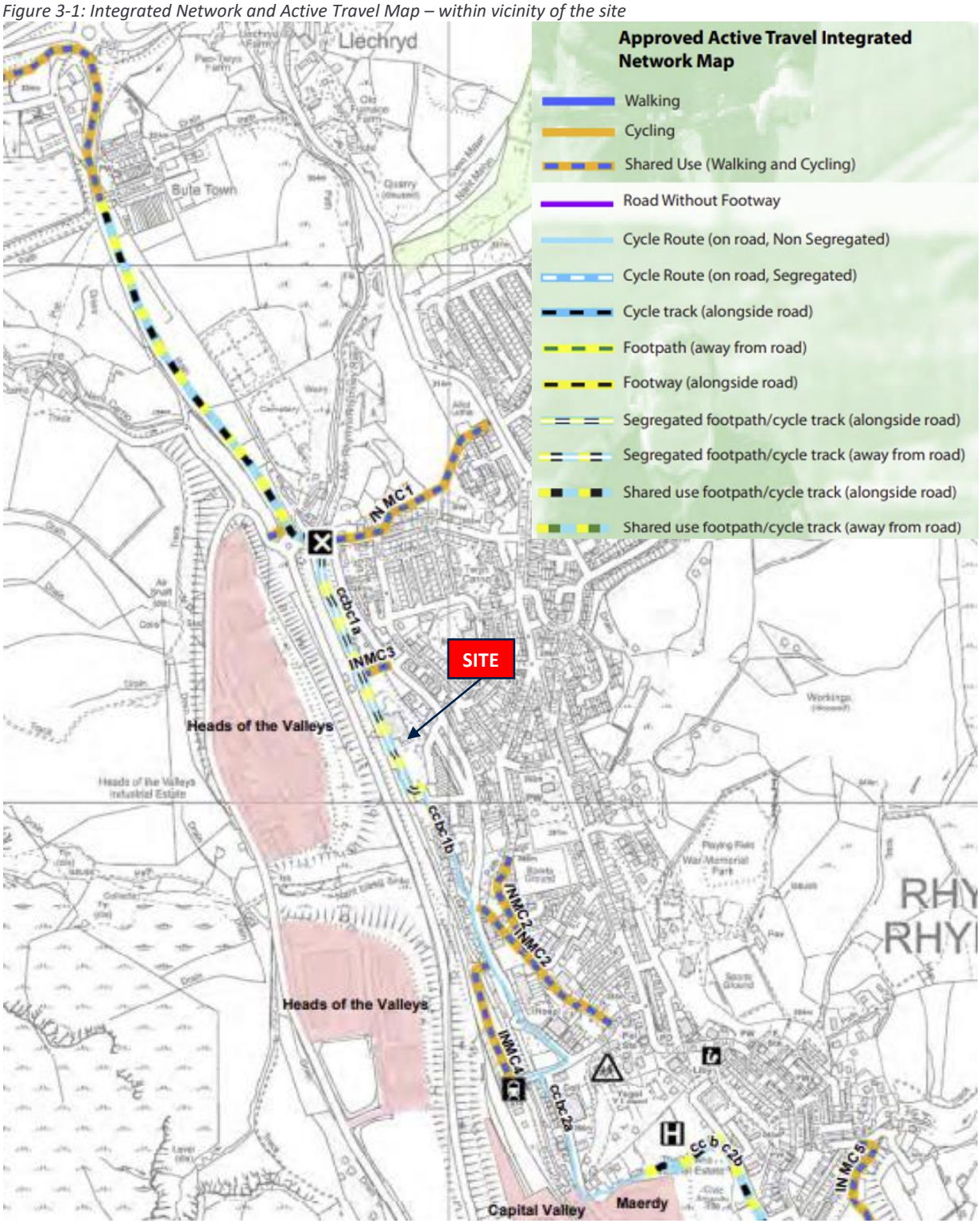
3.2.8 'INMC3' is described by CCBC as a *"new link from existing route (ccbc1a) to Twyn Carno residential area*". 'INMC4' is described by CCBC as an *"alternative traffic free link from existing route (ccbc1b) direct to Rhymney Station"*.

3.2.9 These INM routes have been considered appropriate by CCBC for walking and cycling or identified as new links which should be provided. The site is therefore well positioned to benefit from existing and

potential future high quality walking and cycling links, which connect to further routes, as described by CCBC, as well as the local centre.

3.2.10 The CCBC INM and Active Travel mapping showing these and other routes within the vicinity of the site has been reproduced in Figure 3-1.

Figure 3-1: Integrated Network and Active Travel Map – within vicinity of the site

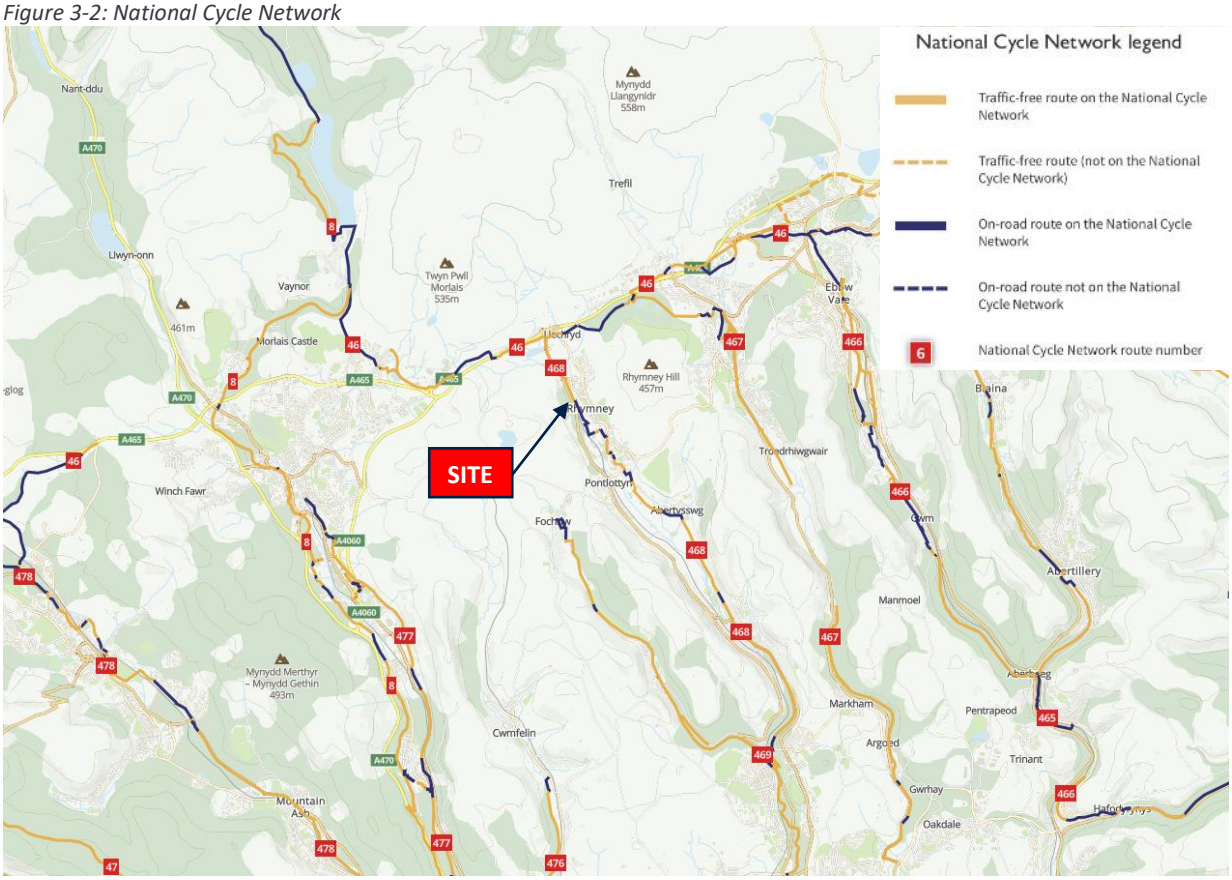


Source: CCBC Active Travel Existing Routes Map & Integrated Network Map Approved February 2018

3.2.11 The NCN Route 468 borders the site to the west and extends in a north to south alignment in relation to Rhymney. The route comprises a mixture of traffic-free and on-carriageway routes, which provide a connection to the north for NCN Route 46 and to the south for NCN Route 47.

3.2.12 The site is located in a location which benefits from connections to the extensive NCN routes. The routes are shown on the NCN map provided by Sustrans, which has been reproduced (within the vicinity of the site) in Figure 3-2.

Figure 3-2: National Cycle Network



Source: Sustrans

3.2.13 The site is situated in a highly sustainable and well connected location for active travel and for most everyday needs journey purposes, residents will not need the use of a car.

Distances to Facilities

3.2.14 There are a number of publications which suggest guidance for appropriate and acceptable walking and cycling distances to facilities. For reference, these have been summarised as follows.

- Welsh Government - Active Travel (Wales) Act Guidance 2021: It is stated within paragraph 9.1.5 that *"Walking is most suitable for journeys of less than two miles whilst cycling is also convenient for longer journeys, typically up to five miles for regular utility journeys".* This equates to distances for walking of up to 3.2km and cycling of up to 8km.
- This also states in paragraph 9.5.3 that *"Walkable neighbourhoods also referred to as 'low-traffic neighbourhoods', or 'active neighbourhoods', (see figure 9.6) are characterised by having a range of facilities within 20 minutes' walking distance which people may access comfortably on foot."* This would equate to c. 1.6km.
- Department for Transport (DfT) - Manual for Streets (2007): MfS states that *'walkable neighbourhoods'* are typically characterised by having a range of facilities within 10 minutes

walking distance (c. 800 metres). MfS also acknowledges that this is not an upper limit and references previous planning policy guidance in that it is generally acknowledged that walking offers the greatest potential to replace short car trips, particularly under 2km.

- CIHT (2015) - Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about '*80% of journeys shorter than 1 mile (1.6km) are made wholly on foot*'.
- CIHT - Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting journeys are up to 2km.
- DfT - LTN1/20 Cycle Infrastructure Design (paragraph 2.2.2) - states that *"Two out of every three personal trips are less than five miles in length, an achievable distance to cycle for most people"* (c.8km).

3.2.15 As such, based on guidance, it is considered that suitable walking distances are up to 3.2km but journeys within 2km have a greater potential to be made on foot. A 2km distance equates to around a 25-minute walk travelling at 3mph (4.8kph). A 3.2km distance equates to around a 40 minute walk. Sites with a range of facilities within 1.6km are considered to be within a 'walkable neighbourhood' and would be highly sustainable locations.

3.2.16 It is considered that journeys of up to 8km are within a suitable cycling distance. A cycling journey of 8km would equate to approximately a 25-minute travel time.

3.2.17 To demonstrate the site's connectivity, facilities within appropriate distances which are accessed via suitable and established routes have been summarised in Table 3-1. The location of the facilities in the context of the site are shown in Figure 3-3. These facilities have been summarised based on approximate travel distances from the site access via appropriate routes, not straight-line distances.

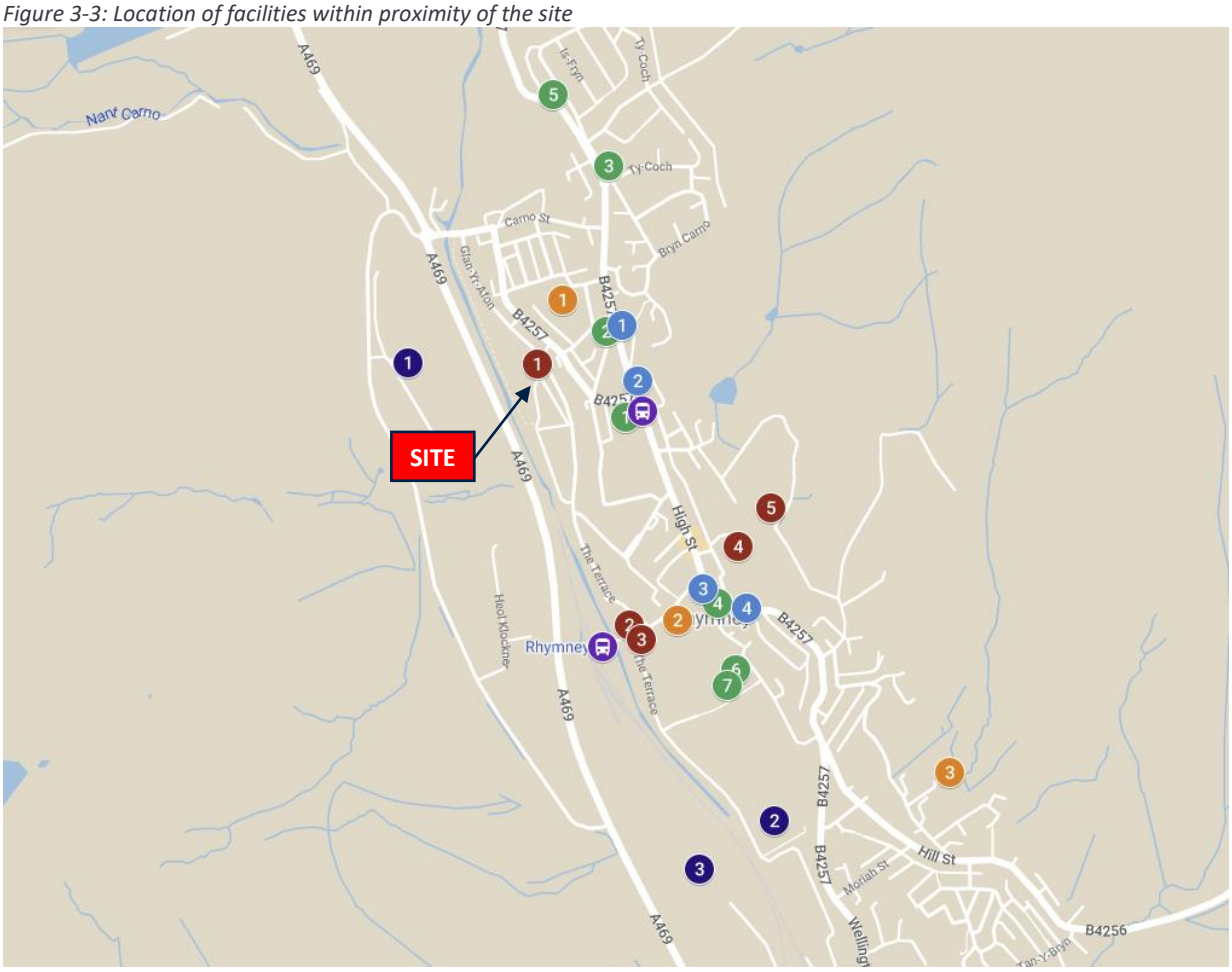
Table 3-1: Proximity of the site to local facilities and services

Facility / Amenity	Distance from site (metres)	Walking Travel Time (minutes)*	Cycling Travel Time (minutes)*
Community Facilities			
1 Saint David's Church	350	4	1
2 Hair and Beauty Hairdressers	350	4	1
3 Rhymney Post Office	700	9	2
4 Rhymney Pharmacy (Complete Care)	850	11	3
5 Ael Y Bryn Community Centre	1,000	12	3
6 Lawn Dental Surgery	1,100	14	4
7 Rhymney Health & Social Care Centre (Hospital & Pharmacy)	1,100	14	4
Public Transport			
St David's Church Bus Stops	400	5	1
Rhymney Railway Station	750	9	2
Retail			
1 Rhymney Convenience Store	300	4	1
2 Malcolm's Meats (Butchers)	450	6	1
3 Nisa Local Convenience Store	900	11	3
4 Gulf Petrol Station	950	12	3
Education			
1 Upper Rhymney Primary School	300	4	1
2 Ysgol Y Lawnt Primary School	650	8	2
3 Bryn Awel Primary School	1,800	23	6
Leisure			
1 The Farmers Arms Pub	50	1	0
2 Rhymney Tennis Courts	550	7	2
3 Fit 4 Living	650	8	2
4 Rhymney RFC	950	12	3
5 Rhymney Playground	1,400	18	4

Facility / Amenity		Distance from site (metres)	Walking Travel Time (minutes)*	Cycling Travel Time (minutes)*
Employment				
1	Heads of the Valley Industrial Estate	1,000	13	3
2	The Maerdy Industrial Estate	1,400	18	4
3	Capital Valley Eco Park	3,000	34	9

**Based on walking speeds of 80 metres per minute and cycling speeds of 320 metres per minute*

Figure 3-3: Location of facilities within proximity of the site



Source: Google Maps
Note: Numbers and colours correlate to Table 3-1

3.2.18 Table 3-1 and Figure 3-3 show there are a number and range of facilities and services situated within comfortable walking and cycling distances which can be accessed via suitable active travel routes. All facilities are within Welsh Government guidance walking and cycling distances, with numerous facilities within a 'walkable neighbourhood' distance. This demonstrates the highly sustainable location of the site.

3.2.19 Within a 1.6km walking distance, residents would be able to access local services / facilities including a public house, convenience stores, a post office, a church, hairdressers, pharmacies, a dental surgery, a hospital, a railway station, the closest bus stops, leisure facilities, industrial estates and local schools. This is a significant number of services / facilities within a walkable neighbourhood distance, which can be utilised for everyday needs purposes.

3.2.20 The site is situated in a highly sustainable location, as would be expected for a site in an existing and established residential area, with close proximity of the local centre, bus stops, rail stations and a

school. This will encourage walking and cycling and reduce the reliance on the private car, consistent with relevant policies and guidance, including sustainable transport policies in Future Wales, PPW11 and TAN18.

3.3 Public Transport

Bus

3.3.1 The closest bus stops to the site are located on the B4257, approximately a 400m walk to the east of the site. The northbound bus stop provides a bus flag, timetable information and a raised kerb and the southbound bus stop provides a bus flag and timetable information.

3.3.2 These bus stops are served by the 1 and 3 Stagecoach in South Wales and the 4C Harris Coaches (Pengam) services. A summary of the services is set out in Table 3-2.

Table 3-2: Local Bus Services

Route No.	Route	Frequency				
		Mon - Fri Peak Hours	Mon - Fri Daytime	Mon - Fri Evening	Saturdays	Sundays
1	Merthyr Tydfil - Bargoed	08:35 & 17:36	Hourly	Until 20:32	Hourly	Three Services
1	Bargoed - Merthyr Tydfil	08:18 & 17:20	Hourly	Until 21:54	Hourly	Every Two Hours
3	Merthyr Tydfil - Bargoed	08:06 & 17:06	Hourly	Until 18:06	Hourly	No Services
3	Bargoed - Merthyr Tydfil	08:38 & 17:38	Hourly	Until 19:38	Hourly	No Services
4A	Tredegar - Tredegar	17:30	Every Two Hours	Until 17:30	Every Two Hours	No Services
4C	Tredegar - Tredegar	No Services	Every Two Hours	Until 18:31	Every Two Hours	No Services

3.3.3 During the morning peak hour there are 4 services, or one service every 15 minutes, on average. During the evening peak hour there are 5 services, or one service every 12 minutes, on average. Services also extend across the weekend, enabling access to buses seven days a week ensuring these are a viable and realistic alternative to the car for residents.

3.3.4 Potential future residents of the site can access frequent bus services, linking to a variety of destinations including local and more regional locations. The bus services from closest to the site provide a feasible and attractive option for work related journeys. They can also be used to access destinations for leisure, retail and education purposes.

3.3.5 Given the extent and proximity of the bus routes, the site has good accessibility by bus which offers a realistic travel option for potential future residents of the site. This will assist in minimising the vehicle trip generation from the site and reduce the need for residents to own a car.

Rail

3.3.6 The closest rail station is Rhymney which is located approximately a 750m walk to the south of the site. This can be accessed within a 9 minute walking journey.

3.3.7 Rhymney Railway Station is situated on and forms the terminus of the Rhymney Line, which provides an hourly service from Rhymney to Penarth via Cardiff throughout the day, with three services between 0700-0800. This also stops at locations such as Ystrad Mynach, Hengoed, Caerphilly and Bargoed. The journey time from Rhymney to Cardiff is approximately one hour and to Caerphilly is 43 minutes.

3.3.8 As such, it is feasible and attractive to use the rail services for commuting purposes, particularly to Caerphilly and Cardiff, although rail is also likely to be attractive for other journey purposes such as leisure, retail, or business journeys. A combined walk and rail journey has excellent potential for replacing car journeys and further reducing the requirement for owning or travelling by car.

3.4 Summary

3.4.1 The site is situated in a highly sustainable location. Potential future residents can walk or cycle to a number and range of facilities, services and employment within appropriate distances via good quality routes, reducing the need to own a car. In this regard, the site location is consistent with the sustainable transport policies in PPW11 (in particular paras 4.1.10 – 4.1.17).

3.4.2 The site also has excellent public transport links, which provide a suitable, attractive and realistic alternative to travelling by car. This will assist in constraining vehicle generation and reduce the need for residents to own a car. It will also benefit and attract residents that would prefer to travel by public transport.

3.4.3 Potential future residents would have a realistic choice of modes of travel for all journey purposes. This will minimise the impact of the development and reduce the parking demand on the site.

3.4.4 The site location will encourage and promote sustainable travel behaviour, be attractive to residents who do not own a car or have low car ownership and is fully in accordance with transport policies in TAN18, PPW11 and Future Wales.

4. DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The proposals are for a development of 23 new homes with a mix of one to four bedroom houses and apartments with a local area of play and landscaping. The development proposals would comprise of the following:

Social Rented

- 1 bed apartment – 4 units
- 1 bed apartment later living - 4 units
- 2 bed apartment – 2 units
- 4 bed house – 1 unit

Low Cost Home Ownership

- 3 bed house – 2 units

Open Market

- 2 bed house – 2 units
- 3 bed house – 5 units
- 4 bed house – 3 units

4.1.2 The proposed site layout is shown in Appendix A.

4.2 Access and Layout

Vehicle Access

4.2.1 The main vehicular access will be obtained from the existing priority junction onto Glan-Yr-Afon, which historically served the Aldi supermarket on the site. This has suitable width and geometry to accommodate HGV movements and is appropriate to accommodate a residential development which would mainly generate light vehicle movements.

4.2.2 At the southern end of the site a secondary vehicular access will also be provided through an extension to the spur from Old Brewery Lane. This will extend the carriageway into the site. Old Brewery Lane provides a carriageway width of 6.0m which will continue into the site. The access would also include a footway on the west side. This access would serve only 9 plots and as such the provision of a single footway is considered appropriate.

4.2.3 The site access arrangements are considered safe and suitable to accommodate the movements generated by the proposals.

Pedestrian access

4.2.4 Footways are provided on both sides of the existing priority junction onto Glan-Yr-Afon. These footways will continue into the site on both sides of the internal access road. The footway on the west side of Old Brewery Lane will also be continued into the site. The two sections of the site will be connected by the footway running along the western side of the Old Brewery Lane access. This will enable pedestrians in the northern part of the site to walk through the southern section and connect to Old Brewery Lane and the facilities to the south of the site.

4.2.5 The arrangements are considered safe and suitable for this site which will have a low-speed environment and the design of the site and multiple connections points will encourage walking movements.

4.3 Parking

Car Parking Provision

4.3.1 CCBC's Supplementary Planning Guidance (SPG) LDP5 – Car Parking Standards Revision 2, as adopted in January 2017 ('the Parking SPG') provides the applicable standards to apply to the proposed development. The SPG guidance is based on the CSS Wales Parking Standards 2014.

4.3.2 The site is based in Zone 4 and the residential guidance states that a maximum provision of one space per bedroom for apartments and houses should be provided. However, the provision should not exceed three spaces per unit. In addition, a total of one space per five units should be provided for visitors.

4.3.3 For later living housing, the standards (self-contained elderly persons dwellings) would require 1 space per 2 to 4 units and 1 space per four units for visitors.

4.3.4 Applied to the site proposals, this would equate to a maximum of 42 parking spaces for the 19 residential units plus 4 visitor spaces, equating to a total provision of 46 parking spaces. In addition, the later living house would equate to a maximum standard of 2 spaces plus one visitor space. This would be a maximum provision of 44 spaces plus five visitor spaces, or 49 spaces in total.

4.3.5 The proposals are providing parking within these maximum levels with a total of 33 car parking spaces for residents and 4 spaces for visitors (37 spaces in total). This is in accordance with the maximum standards as evidenced in more detail as follows.

4.3.6 The Parking SPG states in paragraph 6.1 *"Interpretation and application of the standards will rest with the Local Authority, but flexibility in the standards allows local circumstances to be taken into account."* Factors allowing for this flexibility include the accessibility of the site by public transport, walking and cycling and the availability of parking. The highly sustainable location of the site is set out in full in Section 3 of this TS.

4.3.7 The Parking SPG also allows for reductions to be applied to the maximum provision based on the potential car ownership levels. Note 5 within the residential standards states *"For developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken."*

4.3.8 As set out in Section 2, in the immediate surrounding area there is a low level of ownership at 0.72 cars per house and 44% of households do not own a car. The level would likely be lower still for affordable housing tenure. As such, it is considered appropriate to provide parking at a lower level than required in the standards.

4.3.9 The sustainability and car ownership analysis demonstrate that the provision of parking is fully in accordance with the flexibility in the SPG and would appropriately accommodate the forecast demand.

Reduction based on sustainability criteria

4.3.10 To consider a reduction in parking against the maximum standards, there is a sustainability calculation set out in Schedule 6 of the SPG, which allows a reduction in the number of spaces per dwelling, dependent on the sustainability score against a number of criteria.

4.3.11 The sustainability criteria provide a scoring system to apply a reduction in parking requirements based on a points score. The SPG specifically states that *"Award of these points **will** result in a reduction in parking requirement"*.

4.3.12 A sustainability points calculation has therefore been undertaken using the guidance and based on the analysis presented in Section 2 of this report. The resultant calculations and sustainability points score for the site have been summarised in Table 4-1.

Table 4-1: Parking Sustainability Points Calculation

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points	Notes	Points
Local Facilities				
Local facilities include a foodstore over 1,000sqm, post office, community medical practice, school, etc. Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.	200m	3 Points		
	400m	2 Points	Rhymey Convenience Store, Upper Rhymney Primary School, Rhymney Oriental Takeaway & Hair and Beauty Hairdressers.	4
	800m	1 Points		
Public Transport				
Access to bus stop or railway station.	300m	3 Points		
	400m	2 Points	B4257 Bus Stops	2
	800m	1 Points		
Cycle Route				
A cycle route needs to be segregated from vehicular traffic and must provide links to local facilities and employment area.	200m	1 Points	National Cycle Network Route 468 borders the site to the west, which provides a traffic-free route to the north.	1
Frequency of Public Transport				
Bus or rail service within 800m walking distance which operates consistently between 7am and 7pm. Deduct one point for service which does not extend to these times.	10 Minutes	3 Points		
	20 Minutes	2 Points		
	30 Minutes	1 Points	Combination of bus (B4257 bus stops) and rail services (Rhymney Railway Station) provide at least a 30 minute frequency of public transport.	1
Total Points				**8**

4.3.13 The site location scores 8 sustainability points which equates to an allowable reduction of up to one space per dwelling for a residential use.

4.3.14 It is noted that the guidance states that walking distances should be defined as the most appropriate route from the point of origin to the facility and then back to the point of origin. However, it is considered that this is an onerous requirement, which could lead to car dominated developments, contrary to policies in Future Wales. This 'return distance' requirement is also not consistent with the way in which distances to facilities are determined in the majority of Local Authorities in Wales who also use sustainability criteria set out in the CSS parking standards.

4.3.15 By way of example, the following authorities also use broadly the same sustainable criteria table, but only require consideration of the distance from the site to facilities; Swansea, Bridgend, Neath Port Talbot, Blaenau Gwent, Powys, Newport, Blaenau Gwent, Ceredigion, Merthyr Tydfil. The only authorities to apply a 'return distance' consideration are Caerphilly and Torfaen.

4.3.16 The 'return distance' is also not considered to be an appropriate method of judging walking distances to all facilities. One of the local facilities noted as an example in the sustainability criteria table is a school. School pupils would make a single one-way journey in each direction at the beginning and end of the day and as such a 'return distance' journey is not applicable. The site is situated within 400m of the closest school, Upper Rhymney Primary School. The same would apply to a public transport stop, as a walking trip would be in one direction to access a bus or train. The site is situated within 400m of the B4257 bus stops and within 800m of Rhymney Railway Station.

4.3.17 As set out in the Active Travel Act Guidance, walkable neighbourhoods are typically characterised by having a range of facilities within a 1.6km walking distance. This is consistent with the site location which is surrounded by facilities. The site is situated within a 'walkable neighbourhood' so should be considered highly sustainable for walking journeys.

4.3.18 The Parking Standards SPG was produced prior to the publication of Future Wales. This requires planning authorities to promote low car developments in accessible locations and act to reduce levels of car parking in urban areas. The application of onerous 'return distance' walking journeys when applying reductions is also not consistent with policies in Future Wales or guidance in MfS.

4.3.19 As such, the score of four sustainability points for local facilities is considered to be appropriate to apply to the site and the distances to facilities and public transport are valid, appropriate and in line with key Welsh Government policies as well as the key residential design guidance for the Active Travel Act.

4.3.20 The SPG states that within a Zone 4 location, any reduction cannot take provision to below one space per unit. Although the guidance states less than one space 'remaining', it is assumed this means one space 'remaining per unit'. Applying the reduction of one space per unit would equate to the number of spaces shown within Table 4-2.

Table 4-2: Proposed Car Parking Provision (Reduction from Sustainability Criteria)

No. of Units	No. of Bedrooms	No. of Parking Spaces
Affordable Housing		
4	1 bed apartment	4 (1 space per unit)
4	1 bed apartment later living	1 (1 space for 4 units)
2	2 bed apartment	2 (1 space per unit)
1	4 bed house	2 (2 spaces per unit)
Low Cost Home Ownership		
2	3 bed house	2 (2 spaces per unit)
Open Market		
2	2 bed house	2 (1 space per unit)
5	3 bed house	10 (2 spaces per unit)
3	4 bed house	6 (2 spaces per unit)
	Visitor Car Parking Spaces	5 Spaces
	Total Car Parking Spaces	**34 Spaces**

4.3.21 As a result of the appropriate reduction of up to one space per residential unit, the adjusted standards applicable for the proposed development would be 28 parking spaces for the 19 residential units, two spaces for the four later living apartments and five visitor spaces, equating to a total provision of 34 car parking spaces.

4.3.22 The proposed total provision of 37 spaces is therefore considered in accordance with the SPG considering the flexibility for providing a reduction in spaces for some units.

4.3.23 The proposed provision of four visitor spaces is also considered appropriate as there is also availability for on-street car parking within the vicinity of the site as well as within some areas within the site

itself. The use of on-street parking is recognised within Manual for Streets (MfS) as the most efficient use of space and appropriate for accommodating car parking, where this is possible.

4.3.24 In paragraph 8.3.13 of MfS it states that *"It is recommended that, in most circumstances, at least some parking demand in residential… areas is met with well-designed on-street parking."*

4.3.25 In addition, visitors can park within the residents spaces on-site, where these are not being used. Given the sustainable location of the site, it is also well connected for visitors to travel by walking, cycling and public transport.

4.3.26 The proposed provision of parking is considered to be in accordance with the Welsh Government overarching planning policy *Future Wales: The National Plan 2040* which states on page 86 that *"Planning authorities should promote car-free and low car developments in accessible locations."*

4.3.27 Policy 12 also states that *"Planning authorities must act to reduce levels of car parking in urban areas, including supporting car free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time."*

4.3.28 The proposed parking provision, given the highly sustainable location, is fully in accordance with the aspirations and policies of the Welsh Government for encouraging active travel and public transport use. It is also considered to be in accordance with the likely parking demand on the site and will provide a less car dominated development with more green space, improving the quality of the scheme.

Car Parking Layout

4.3.29 All parking spaces within the site have dimensions of 2.5m x 4.8m and appropriate space to allow for manoeuvring. Swept path analysis has been provided in Appendix B which shows vehicles turning into and out of the spaces appropriately.

Cycle Parking

4.3.30 The SPG sets out the cycle parking standards in Appendix D. For residential apartments, there is a requirement for 1 stand per 5 bedrooms. The residential apartments total 4 bedrooms and this equates to a minimum long stay cycle provision of one stand. This will be provided in a secure and covered cycle parking shelter.

4.3.31 The houses will be provided with cycle parking within the curtilage of each individual dwelling, in line with the guidance.

4.3.32 The later living apartments have a standard of 1 space per 20 bed spaces and as such, no provision is required.

4.4 Servicing and Emergency Access

4.4.1 Servicing would mainly relate to refuse collection which would be undertaken internally within the site. Swept path analysis has been undertaken using a large refuse vehicle. Swept paths in Appendix B show refuse vehicles are able to safely stop within 25m of all properties or bin collection points on the site. A refuse vehicle can enter and exit the site in forward gear.

4.4.2 MfS states Building Regulations on refuse collection distances in that waste collection vehicles should be able to get within 25m of the storage points. The arrangements are in line with Building Regulations (and MfS) and considered safe and appropriate. A fire tender will also be able to get within 45m of all

properties and turn within the site, if needed. As such, the layout is appropriate for access by emergency vehicles.

5. TRIP GENERATION AND TRAFFIC IMPACTS

5.1 Introduction

5.1.1 This section compares the historic Aldi Supermarket use on-site to the forecast trip generation of the proposed development. The local highway network has historically accommodated a significantly higher level of vehicle movements associated with the Aldi Supermarket, including HGVs.

5.1.2 The vehicle trip generation has been undertaken using the Trip Rate Information Computer System (TRICS). The TRICS database predicts the likely numbers of arrivals and departures by utilising surveys of existing sites. The database has been analysed for sites with similar characteristics in terms of use, scale, location and accessibility. Trip rates have been obtained and applied to estimate trip generation during network peak hours and over a daily period.

5.2 Historic Vehicle Trip Generation

5.2.1 The following search criteria have been applied in TRICS to obtain surveys of similar uses to that of the historic Aldi Supermarket which had a floorspace of c.1,645sqm:

- 01 – Retail/C – Discount food stores
- Located in England and Wales (excluding London)
- Surveys from Monday to Friday
- Suburban Area, Edge of Town Centre, Neighbourhood Centre locations
- Vehicle surveys carried out since 2010
- Removed surveys undertaken during COVID-19 restrictions

5.2.2 The above search criteria resulted in the identification of three similar sites. The estimated vehicle trip rates per 100sqm and trip generation for the historic Aldi Supermarket are set out in Table 5-1. The full TRICS reports are included within Appendix C.

Table 5-1: Historic Aldi Supermarket - Vehicle Trip Generation

Time Period	Trip Rates (per 100 sqm)			Trip Generation (1,645 sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	1.093	0.421	1.514	18	7	25
PM Peak (17:00-18:00)	1.955	2.397	4.352	32	39	71
12 Hour (07:00-19:00)	27.522	26.831	54.353	453	441	894

5.2.3 Table 5-1 demonstrates that the historic use as an Aldi Supermarket is estimated to generate 25 two-way vehicular movements during the AM peak hour and 71 two-way vehicular movements in the PM peak hour. Across a 12 hour period, the historic Aldi Supermarket is estimated to generate 894 two-way vehicular movements.

5.3 Proposed Residential Use Vehicle Trip Generation

5.3.1 The trip generation for the proposed residential use has considered private dwellings, for robustness. Applying the private housing trip rates is the most robust generation as typically affordable housing (and apartments / later living housing) will have lower vehicle generation in peak hours.

5.3.2 The following search criteria have been applied in TRICS to obtain surveys of similar uses:

- 03 – Residential/A – Houses privately owned
- Located in England and Wales (excluding London)
- Surveys from Monday to Friday
- Sites with 6 – 50 dwellings

- Edge of Town Centre, Suburban Area, Neighbourhood Centre locations
- Vehicle surveys carried out since 2010
- Removed surveys undertaken during COVID-19 restrictions
- Removal of all sites with more than 125,000 population within five miles

5.3.3 The above search criteria resulted in the identification of 15 similar sites. The forecast vehicle trip rates per household and trip generation for the proposed development of 23 residential dwellings is set out in Table 5-2. The full TRICS reports are included within Appendix D.

Table 5-2: Proposed Residential Development - Vehicle Trip Generation

Time Period	Trip Rates (Per Unit)			Trip Generation (23 Units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.145	0.354	0.499	3	8	11
PM Peak (17:00-18:00)	0.325	0.14	0.465	7	3	10
12 Hour (07:00-19:00)	2.090	2.168	4.258	48	50	98

5.3.4 Table 5-2 demonstrates that the proposed development is forecast to generate 11 two-way vehicular movements during the AM peak hour and 10 two-way vehicular movements during the PM peak hour. Across a 12 hour period, the proposed development is forecast to generate 98 two-way vehicular movements.

5.3.5 This would equate to a maximum of one vehicle on the local highway network every five to six minutes, on average, during the busiest hours. This level of trips would have a negligible impact on the capacity of the local highway network and on the operation of local junctions. The movements would travel in different directions on the wider network reducing the impacts further. As such, no formal capacity analysis is deemed to be required at the surrounding junctions.

5.3.6 As shown in Section 2 there is no evidence of an existing safety issue within the vicinity of the site. As such, the vehicle movements associated with the proposals would not have a material or unacceptable impact on road safety, including at the site access location.

5.3.7 In addition, as an appropriate level of car parking is provided on the site, it is also not anticipated that the proposals would have a material impact on parking stress on the surrounding streets.

5.4 Comparative Vehicle Trip Generation

5.4.1 Although it is considered that the proposals will not have a material impact on the operation of the highway network, a comparison between the proposed residential development and the historic Aldi Supermarket has been undertaken to demonstrate the change in movements compared to what has been historically generated. The comparative analysis based on the TRICS analysis has been provided in Table 5-3.

Table 5-3: Comparative Vehicle Trip Generation

Time Period	Historic Aldi Supermarket	Proposed Development	Difference (+ / -)
AM Peak (08:00-09:00)	25	11	-14
PM Peak (17:00-18:00)	71	10	-61
12 hour (07:00-19:00)	894	98	-796

5.4.2 Table 5-3 demonstrates that the proposed development is forecast to reduce vehicle movements to and from the site in comparison to what the historic use generated on the network in peak hours and over a daily period. It is forecast that there would be 14 to 61 less vehicle movements during network peak hours, and 796 less vehicle movements being made over a 12 hour period.

5.4.3 On the basis that the local highway network has historically accommodated a significantly higher level of vehicular movements associated with a Aldi Supermarket (including HGV movements), the level of movements generated by the residential use can be safely and appropriately accommodated on the network. The primary access into the site would also remain safe and suitable for a lower level of movements than it has historically accommodated.

6. SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 This Transport Statement (TS) has been provided in support of a planning application for a proposed residential development on the former Aldi site in Rhymney.

6.1.2 This report has been prepared to provide the necessary information for the Local Highway and Planning Authorities to consider the merits of the proposals in terms of location, connectivity, highway safety, parking, access and the impact on the local highway network.

6.1.3 The site was previously occupied by an Aldi Supermarket with the building having a floorspace of approximately 1,645sqm and a large car park on its southern side with c.125 spaces. The building has since been demolished, but the site would have historically accommodated a significant number of movements, including HGVs for deliveries.

6.1.4 The proposals are for a redevelopment of the site for 23 new residential dwellings in a mix of 10no. two, three and four bedroom open market houses and 13no. affordable apartments and houses (with 1 to 4 beds). The affordable units include four later living flats. The vehicular access would be obtained from the existing site access onto Glan-Yr-Afon on the eastern boundary of the site, as well as a secondary access being provided from the southern end of the site via an extension to the existing spur on Old Brewery Lane.

6.1.5 The site is situated in a highly sustainable location. Potential future residents can walk or cycle to a number and range of facilities, services, educational and employment locations within appropriate distances via good quality routes, reducing the need to own a car.

6.1.6 The site also has good public transport links, which provide a suitable, attractive and realistic alternative to travelling by car. This will assist in constraining vehicle generation and reduce the need for residents to own a car. It will also benefit and attract residents that would prefer to travel by public transport.

6.1.7 It is proposed to provide 37 car parking spaces within the site for residents and visitors. The parking provision is consistent with the CCBC Standards allowing for a reduction against maximum levels in accordance with the sustainable criteria calculation and reflects the low car ownership in the surrounding area.

6.1.8 Obtained road safety data does not indicate an existing safety issue which would be exacerbated by the proposals and no evidence of a safety issue at the site access (including when Aldi was operational) or on key pedestrian routes.

6.1.9 The trip generation analysis shows that the proposed residential use is forecast to generate a maximum of one vehicle on the local highway network every five to six minutes, on average, during peak hours. This would not have a material impact on the operation of the highway, particularly given the historic site use.

6.1.10 In considering the trip generation against the historic use, the proposals are forecast to reduce vehicle movements to and from the site significantly in peak hours and over a daily period. As such, on the basis that the local highway network has historically accommodated a significantly higher level of vehicular movements associated with an Aldi Supermarket (including HGV movements), the level of movements generated by the residential use can be safely and appropriately accommodated on the

network. The primary access into the site would also remain safe and suitable for a lower level of movements than it has historically accommodated.

6.2 Conclusions

6.2.1 The site location will encourage and promote sustainable travel behaviour, attract residents who choose not to own a car or have low car ownership and is fully in accordance with transport policies in Future Wales, PPW11, and TAN18.

6.2.2 Data does not indicate a road safety issue which would be exacerbated by the proposals. The development would not have an unacceptable impact on road safety and the access arrangements and pedestrian routes will provide safe and suitable access for the proposed residential use.

6.2.3 The proposed parking provision is fully in accordance with the objectives for encouraging sustainable travel and reducing car use as set out in PPW11 and Future Wales.

6.2.4 The proposals will not have a material impact on the operation of the highway network and no mitigation is required.

6.2.5 The analysis presented within this TS allows the highway authority to provide a positive recommendation on the planning application.

Appendix A Proposed Site Layout

	House Types	Numbers	Percentage	Total Split
Open Market	2 Bed	2	20%	
	3 Bed	5	50%	
	4 Bed	3	30%	
	Total	10		
				43%
Social Rented	1 Bed Later Living Flat	4	31%	
	1 Bed Flat - General needs	4	31%	
	2 Bed - General needs	2	15%	
	4 Bed - General needs	1	8%	
LCHO	3 Bed - LCHO	2	15%	
	Total	13		
				57%
Total		23		

Site Boundary

N

NOTES:

NOT FOR SITE PURPOSES: This drawing is a general arrangement plan only and is not intended for site purposes.

SCALE: Do not scale from this drawing.

SETTING OUT: All setting out, levels, dimensions to be agreed on site. Do not use the information on this drawing without checking all dimensions on site. Any discrepancies between drawings, specifications and site works are to be reported to The Urbanists. Order of construction and setting out is to be agreed on site.

CHECK: This drawing must be the latest revision, read in conjunction with all other drawings, details, specifications and schedules. All dimensions are in millimetres unless otherwise stated. Where and contradicition or uncertainty arises between the drawings and/or the schedule of works, it is the contractor's responsibility to seek verification from The Urbanists before proceeding. No claims will be met by The Urbanists, where the contractor continues work in absence of such confirmation.

No.	Date	By	Revision Notes
D	08/11/2022	DR	Layout amended due to parking arrangement

PROJECT STATUS:

Candidate Site Submission

the urbanists
planning & design

Client: Caerphilly County Borough Council

Project: Caerphilly Homes Candidate Sites

Title: Former Aldi, Rhymney (GF13) - Capacity Plan

Project ID	Organiser	Role	Block	Level	Type	Series	Dwg	Rev.	Status
1964E	URB	PL	XX	XX	SK	XX	01	D	Candidate Site Submission

Drawn DR Date 25/03/2022 Checked LH Scale 1:1250 @ A4

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T: 029 2023 6133 E: info@theurbanists.net W: www.theurbanists.net
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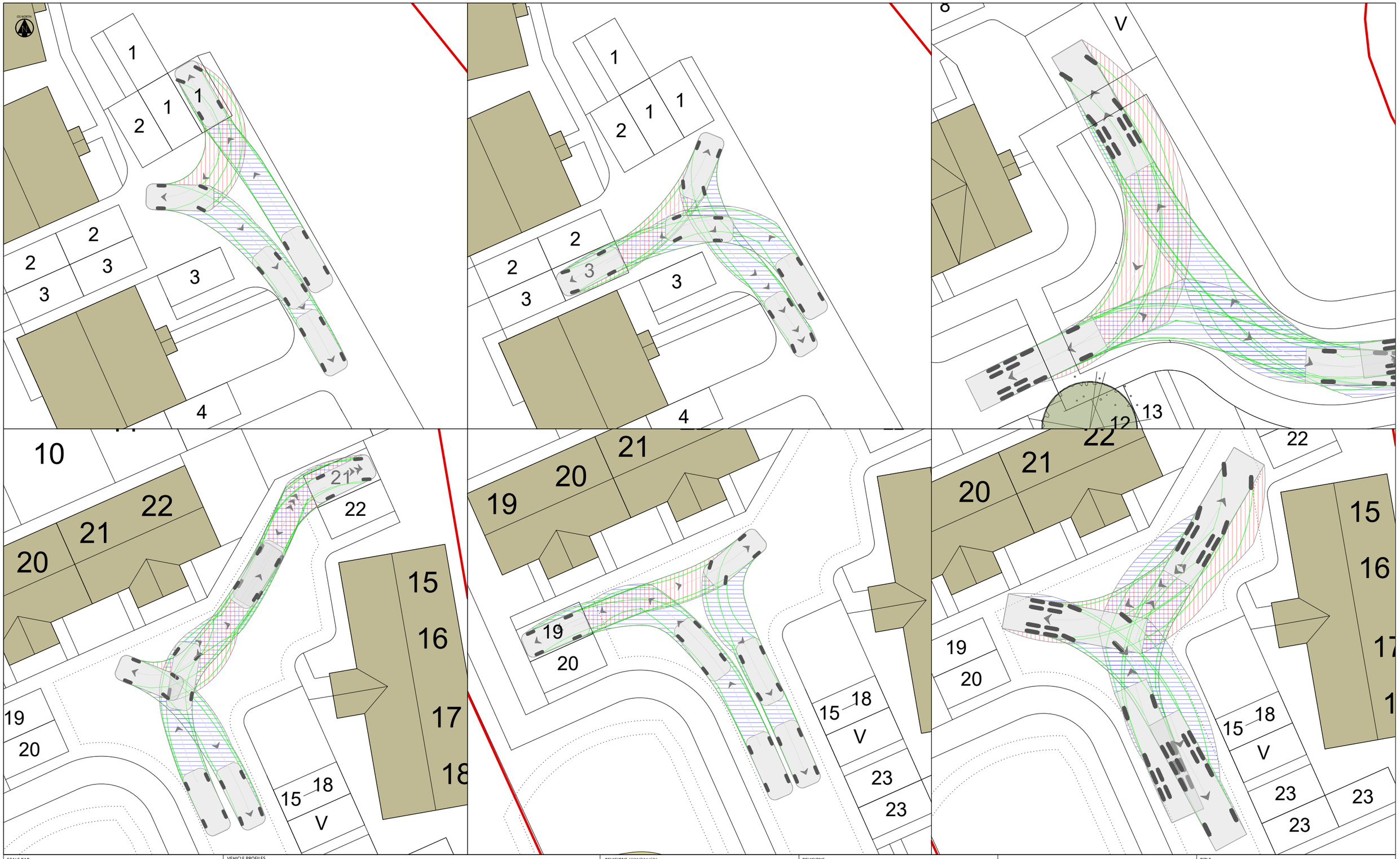
Appendix B Swept Path Analysis

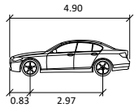


SCALE BAR

0m 5m 10m

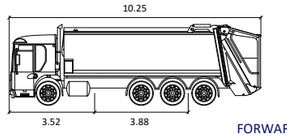
SCALE BAR (1:250)

VEHICLE PROFILES



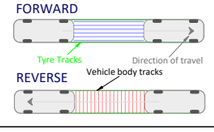
2010 BMW 5-Series

	metres
Width	: 1.86
Track	: 1.85
Lock to Lock Time	: 6.0
Steering Angle	: 36.9



Dennis Eagle OL 27W 2013

	metres
Width	: 2.53
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 22.7



REVISIONS *(CONTINUED)*

REVISIONS

Rev	Date	Description	By	App
P01	09/11/22	First Issue.	SD	DC

Apex TRANSPORT PLANNING
11-13 PENHILL ROAD
CARDIFF
CF11 9PQ
t: 02920 619 361
e: info@apextp.co.uk

CLIENT
CAERPHILLY HOMES

PROJECT
FORMER ALDI SITE, RHYMNEY

TITLE
LARGE CAR AND REFUSE VEHICLE SWEPT PATH ANALYSIS

PROJECT NO.	SCALE @ A3
C22-117	1:250

STATUS DESCRIPTION	STATUS
INFORMATION	S2

DRAWING NO.
C22171-ATP-DR-TP-001

Appendix C TRICS Outputs - Deep Discount Retailer

Filtering Summary

Land Use	01/C	RETAIL/DISCOUNT FOOD STORES
Selected Trip Rate Calculation Parameter Range	700-2700 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1407-1798 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 20/05/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	2
	Friday	1
Main Location Types selected	Edge of Town Centre	2
	Neighbourhood Centre (PPS6 Local Centre)	1
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	15,001 to 20,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	1
	2.1 to 2.5	1
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-502501-221110-1138

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1407 to 1798 (units: sqm)
Range Selected by User: 700 to 2700 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 20/05/22

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

Selected survey days:

Tuesday	2 days
Friday	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 undertaking using machines.

Selected Locations:

Edge of Town Centre	2
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
Built-Up Zone	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.

Secondary Filtering selection:

Use Class:

E(a)	3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 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	1 days
1.1 to 1.5	1 days
2.1 to 2.5	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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	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.

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

1 KC-01-C-02 ALDI KENT
WELL ROAD
MAIDSTONE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1407 sqm
Survey date: TUESDAY *27/11/12* *Survey Type: MANUAL*

2 NY-01-C-03 ALDI NORTH YORKSHIRE
STONEBRIDGEGATE
RIPON

Edge of Town Centre
Residential Zone
Total Gross floor area: 1551 sqm
Survey date: FRIDAY *20/05/22* *Survey Type: MANUAL*

3 TW-01-C-01 ALDI TYNE & WEAR
EDGEFIELD AVENUE
NEWCASTLE
FAWDON
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 1798 sqm
Survey date: TUESDAY *30/04/19* *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
CF-01-C-01	Lidl
GT-01-C-01	Covid
LN-01-C-01	Lidl
NB-01-C-01	Lidl
NF-01-C-01	Lidl
NN-01-C-04	Lidl
NY-01-C-02	Lidl
WM-01-C-01	Lidl
WM-01-C-02	Lidl
WO-01-C-02	Lidl
WS-01-C-02	Covid
WY-01-C-01	Farmfoods

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1585	0.252	3	1585	0.000	3	1585	0.252
08:00 - 09:00	3	1585	1.093	3	1585	0.421	3	1585	1.514
09:00 - 10:00	3	1585	1.913	3	1585	1.493	3	1585	3.406
10:00 - 11:00	3	1585	2.754	3	1585	2.061	3	1585	4.815
11:00 - 12:00	3	1585	2.860	3	1585	2.881	3	1585	5.741
12:00 - 13:00	3	1585	2.902	3	1585	2.923	3	1585	5.825
13:00 - 14:00	3	1585	3.259	3	1585	3.406	3	1585	6.665
14:00 - 15:00	3	1585	3.217	3	1585	3.385	3	1585	6.602
15:00 - 16:00	3	1585	3.133	3	1585	3.154	3	1585	6.287
16:00 - 17:00	3	1585	2.691	3	1585	2.860	3	1585	5.551
17:00 - 18:00	3	1585	1.955	3	1585	2.397	3	1585	4.352
18:00 - 19:00	3	1585	1.493	3	1585	1.850	3	1585	3.343
19:00 - 20:00	3	1585	0.841	3	1585	1.072	3	1585	1.913
20:00 - 21:00	3	1585	0.568	3	1585	0.736	3	1585	1.304
21:00 - 22:00	3	1585	0.189	3	1585	0.336	3	1585	0.525
22:00 - 23:00	2	1675	0.000	2	1675	0.090	2	1675	0.090
23:00 - 24:00									
Total Rates:			29.120			29.065			58.185

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:	1407 - 1798 (units: sqm)
Survey date date range:	01/01/10 - 20/05/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	12

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 01 - RETAIL/C - DISCOUNT FOOD STORES
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
08:00 - 09:00	3	1585	0.021	3	1585	0.021	3	1585	0.042
09:00 - 10:00	3	1585	0.042	3	1585	0.042	3	1585	0.084
10:00 - 11:00	3	1585	0.042	3	1585	0.021	3	1585	0.063
11:00 - 12:00	3	1585	0.042	3	1585	0.063	3	1585	0.105
12:00 - 13:00	3	1585	0.063	3	1585	0.063	3	1585	0.126
13:00 - 14:00	3	1585	0.126	3	1585	0.126	3	1585	0.252
14:00 - 15:00	3	1585	0.063	3	1585	0.042	3	1585	0.105
15:00 - 16:00	3	1585	0.021	3	1585	0.042	3	1585	0.063
16:00 - 17:00	3	1585	0.021	3	1585	0.021	3	1585	0.042
17:00 - 18:00	3	1585	0.042	3	1585	0.021	3	1585	0.063
18:00 - 19:00	3	1585	0.021	3	1585	0.042	3	1585	0.063
19:00 - 20:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
20:00 - 21:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
21:00 - 22:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
22:00 - 23:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
23:00 - 24:00									
Total Rates:			0.504			0.504			1.008

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 01 - RETAIL/C - DISCOUNT FOOD STORES
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
08:00 - 09:00	3	1585	0.042	3	1585	0.021	3	1585	0.063
09:00 - 10:00	3	1585	0.021	3	1585	0.042	3	1585	0.063
10:00 - 11:00	3	1585	0.021	3	1585	0.000	3	1585	0.021
11:00 - 12:00	3	1585	0.021	3	1585	0.042	3	1585	0.063
12:00 - 13:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
13:00 - 14:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
14:00 - 15:00	3	1585	0.063	3	1585	0.042	3	1585	0.105
15:00 - 16:00	3	1585	0.000	3	1585	0.021	3	1585	0.021
16:00 - 17:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
17:00 - 18:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
18:00 - 19:00	3	1585	0.021	3	1585	0.021	3	1585	0.042
19:00 - 20:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
20:00 - 21:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
21:00 - 22:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
22:00 - 23:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
23:00 - 24:00									
Total Rates:			0.189			0.189			0.378

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 01 - RETAIL/C - DISCOUNT FOOD STORES
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
08:00 - 09:00	3	1585	0.021	3	1585	0.000	3	1585	0.021
09:00 - 10:00	3	1585	0.042	3	1585	0.042	3	1585	0.084
10:00 - 11:00	3	1585	0.042	3	1585	0.063	3	1585	0.105
11:00 - 12:00	3	1585	0.021	3	1585	0.021	3	1585	0.042
12:00 - 13:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
13:00 - 14:00	3	1585	0.042	3	1585	0.042	3	1585	0.084
14:00 - 15:00	3	1585	0.042	3	1585	0.021	3	1585	0.063
15:00 - 16:00	3	1585	0.063	3	1585	0.021	3	1585	0.084
16:00 - 17:00	3	1585	0.021	3	1585	0.084	3	1585	0.105
17:00 - 18:00	3	1585	0.021	3	1585	0.021	3	1585	0.042
18:00 - 19:00	3	1585	0.042	3	1585	0.021	3	1585	0.063
19:00 - 20:00	3	1585	0.000	3	1585	0.021	3	1585	0.021
20:00 - 21:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
21:00 - 22:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
22:00 - 23:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
23:00 - 24:00									
Total Rates:			0.357			0.357			0.714

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 01 - RETAIL/C - DISCOUNT FOOD STORES
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1585	0.168	3	1585	0.000	3	1585	0.168
08:00 - 09:00	3	1585	0.673	3	1585	0.252	3	1585	0.925
09:00 - 10:00	3	1585	1.135	3	1585	0.757	3	1585	1.892
10:00 - 11:00	3	1585	1.472	3	1585	1.220	3	1585	2.692
11:00 - 12:00	3	1585	1.829	3	1585	1.766	3	1585	3.595
12:00 - 13:00	3	1585	1.976	3	1585	1.808	3	1585	3.784
13:00 - 14:00	3	1585	2.166	3	1585	2.145	3	1585	4.311
14:00 - 15:00	3	1585	1.934	3	1585	2.082	3	1585	4.016
15:00 - 16:00	3	1585	1.871	3	1585	1.934	3	1585	3.805
16:00 - 17:00	3	1585	1.661	3	1585	1.829	3	1585	3.490
17:00 - 18:00	3	1585	1.304	3	1585	1.619	3	1585	2.923
18:00 - 19:00	3	1585	0.904	3	1585	1.262	3	1585	2.166
19:00 - 20:00	3	1585	0.568	3	1585	0.694	3	1585	1.262
20:00 - 21:00	3	1585	0.378	3	1585	0.484	3	1585	0.862
21:00 - 22:00	3	1585	0.147	3	1585	0.189	3	1585	0.336
22:00 - 23:00	2	1675	0.000	2	1675	0.090	2	1675	0.090
23:00 - 24:00									
Total Rates:			18.186			18.131			36.317

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 01 - RETAIL/C - DISCOUNT FOOD STORES
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
08:00 - 09:00	3	1585	0.042	3	1585	0.021	3	1585	0.063
09:00 - 10:00	3	1585	0.084	3	1585	0.063	3	1585	0.147
10:00 - 11:00	3	1585	0.042	3	1585	0.042	3	1585	0.084
11:00 - 12:00	3	1585	0.147	3	1585	0.105	3	1585	0.252
12:00 - 13:00	3	1585	0.063	3	1585	0.084	3	1585	0.147
13:00 - 14:00	3	1585	0.021	3	1585	0.063	3	1585	0.084
14:00 - 15:00	3	1585	0.042	3	1585	0.042	3	1585	0.084
15:00 - 16:00	3	1585	0.105	3	1585	0.063	3	1585	0.168
16:00 - 17:00	3	1585	0.000	3	1585	0.063	3	1585	0.063
17:00 - 18:00	3	1585	0.021	3	1585	0.000	3	1585	0.021
18:00 - 19:00	3	1585	0.000	3	1585	0.021	3	1585	0.021
19:00 - 20:00	3	1585	0.021	3	1585	0.021	3	1585	0.042
20:00 - 21:00	3	1585	0.021	3	1585	0.021	3	1585	0.042
21:00 - 22:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
22:00 - 23:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
23:00 - 24:00									
Total Rates:			0.609			0.609			1.218

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 01 - RETAIL/C - DISCOUNT FOOD STORES
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
08:00 - 09:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
09:00 - 10:00	3	1585	0.021	3	1585	0.000	3	1585	0.021
10:00 - 11:00	3	1585	0.021	3	1585	0.042	3	1585	0.063
11:00 - 12:00	3	1585	0.021	3	1585	0.000	3	1585	0.021
12:00 - 13:00	3	1585	0.000	3	1585	0.021	3	1585	0.021
13:00 - 14:00	3	1585	0.021	3	1585	0.000	3	1585	0.021
14:00 - 15:00	3	1585	0.021	3	1585	0.021	3	1585	0.042
15:00 - 16:00	3	1585	0.000	3	1585	0.021	3	1585	0.021
16:00 - 17:00	3	1585	0.021	3	1585	0.000	3	1585	0.021
17:00 - 18:00	3	1585	0.000	3	1585	0.021	3	1585	0.021
18:00 - 19:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
19:00 - 20:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
20:00 - 21:00	3	1585	0.021	3	1585	0.021	3	1585	0.042
21:00 - 22:00	3	1585	0.000	3	1585	0.000	3	1585	0.000
22:00 - 23:00	2	1675	0.000	2	1675	0.000	2	1675	0.000
23:00 - 24:00									
Total Rates:			0.147			0.147			0.294

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

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

Appendix D TRICS Outputs - Residential

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff Licence No: 502501

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-50 DWELLS	
Actual Trip Rate Calculation Parameter Range	7-50 DWELLS	
Date Range	Minimum: 01/01/10	Maximum: 22/06/22
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	
Days of the week selected	Monday	2
	Tuesday	9
	Wednesday	1
	Thursday	2
	Friday	1
Main Location Types selected	Edge of Town Centre	3
	Suburban Area (PPS6 Out of Centre)	9
	Neighbourhood Centre (PPS6 Local Centre)	3
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	2
	5,001 to 10,000	6
	10,001 to 15,000	3
	15,001 to 20,000	2
	20,001 to 25,000	1
Population <5 Mile ranges selected	5,001 to 25,000	4
	25,001 to 50,000	2
	50,001 to 75,000	3
	75,001 to 100,000	5
	100,001 to 125,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	6
	1.1 to 1.5	9
PTAL Rating	No PTAL Present	15

Calculation Reference: AUDIT-502501-221110-1135

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
09	NORTH		
	CB	CUMBRIA	1 days
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	2 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: 7 to 50 (units:)
Range Selected by User: 6 to 50 (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 22/06/22

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	2 days
Tuesday	9 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	15 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	3
Suburban Area (PPS6 Out of Centre)	9
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	12
Village	3

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

Secondary Filtering selection:

Use Class:

C3	15 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	6 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	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	4 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	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	6 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	2 days
No	13 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	15 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-02 DETACHED CHESHIRE WEST & CHESTER
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

2 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY 06/06/19 Survey Type: MANUAL

3 CB-03-A-05 DETACHED/TERRACED HOUSING CUMBRIA
MACADAM WAY
PENRITH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY 21/06/16 Survey Type: MANUAL

4 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY 28/03/17 Survey Type: MANUAL

5 HC-03-A-17 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 36
Survey date: THURSDAY 12/11/15 Survey Type: MANUAL

6 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

7 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

8 NY-03-A-12 TOWN HOUSES NORTH YORKSHIRE
RACECOURSE LANE
NORTHALLERTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 47
Survey date: TUESDAY 27/09/16 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

10 PS-03-A-01 MIXED HOUSES POWYS
BRYN GLAS
WELSHPOOL

Edge of Town Centre
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY 11/05/15 Survey Type: MANUAL

11 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY 11/05/15 Survey Type: MANUAL

12 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

13 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

14 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

15 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY 25/09/18 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
AC-03-A-05	Covid
AC-03-A-05	Covid
CA-03-A-07	Covid
CA-03-A-07	Covid
ES-03-A-06	Covid
ES-03-A-06	Covid
GS-03-A-02	Covid

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
NM-03-A-02	Covid
NN-03-A-01	Covid
SF-03-A-08	Covid
SF-03-A-08	Covid
SY-03-A-02	Covid
SY-03-A-03	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
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	15	30	0.076	15	30	0.281	15	30	0.357
08:00 - 09:00	15	30	0.145	15	30	0.354	15	30	0.499
09:00 - 10:00	15	30	0.165	15	30	0.174	15	30	0.339
10:00 - 11:00	15	30	0.125	15	30	0.129	15	30	0.254
11:00 - 12:00	15	30	0.120	15	30	0.138	15	30	0.258
12:00 - 13:00	15	30	0.163	15	30	0.167	15	30	0.330
13:00 - 14:00	15	30	0.125	15	30	0.145	15	30	0.270
14:00 - 15:00	15	30	0.178	15	30	0.203	15	30	0.381
15:00 - 16:00	15	30	0.212	15	30	0.158	15	30	0.370
16:00 - 17:00	15	30	0.247	15	30	0.154	15	30	0.401
17:00 - 18:00	15	30	0.325	15	30	0.140	15	30	0.465
18:00 - 19:00	15	30	0.209	15	30	0.125	15	30	0.334
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.090			2.168			4.258

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:	7 - 50 (units:)
Survey date date range:	01/01/10 - 22/06/22
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	-8
Surveys manually removed from selection:	13

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/A - HOUSES PRIVATELY OWNED
TAXIS
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	15	30	0.004	15	30	0.002	15	30	0.006
08:00 - 09:00	15	30	0.004	15	30	0.007	15	30	0.011
09:00 - 10:00	15	30	0.004	15	30	0.002	15	30	0.006
10:00 - 11:00	15	30	0.002	15	30	0.007	15	30	0.009
11:00 - 12:00	15	30	0.000	15	30	0.000	15	30	0.000
12:00 - 13:00	15	30	0.000	15	30	0.000	15	30	0.000
13:00 - 14:00	15	30	0.002	15	30	0.002	15	30	0.004
14:00 - 15:00	15	30	0.000	15	30	0.000	15	30	0.000
15:00 - 16:00	15	30	0.004	15	30	0.004	15	30	0.008
16:00 - 17:00	15	30	0.000	15	30	0.000	15	30	0.000
17:00 - 18:00	15	30	0.004	15	30	0.002	15	30	0.006
18:00 - 19:00	15	30	0.000	15	30	0.000	15	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:			0.024			0.026			0.050

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
OGVS
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	15	30	0.007	15	30	0.004	15	30	0.011
08:00 - 09:00	15	30	0.004	15	30	0.004	15	30	0.008
09:00 - 10:00	15	30	0.009	15	30	0.011	15	30	0.020
10:00 - 11:00	15	30	0.000	15	30	0.000	15	30	0.000
11:00 - 12:00	15	30	0.000	15	30	0.000	15	30	0.000
12:00 - 13:00	15	30	0.000	15	30	0.000	15	30	0.000
13:00 - 14:00	15	30	0.000	15	30	0.000	15	30	0.000
14:00 - 15:00	15	30	0.002	15	30	0.002	15	30	0.004
15:00 - 16:00	15	30	0.000	15	30	0.000	15	30	0.000
16:00 - 17:00	15	30	0.002	15	30	0.002	15	30	0.004
17:00 - 18:00	15	30	0.000	15	30	0.000	15	30	0.000
18:00 - 19:00	15	30	0.000	15	30	0.000	15	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:			0.024			0.023			0.047

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
PSVS
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	15	30	0.002	15	30	0.002	15	30	0.004
08:00 - 09:00	15	30	0.000	15	30	0.000	15	30	0.000
09:00 - 10:00	15	30	0.000	15	30	0.000	15	30	0.000
10:00 - 11:00	15	30	0.000	15	30	0.000	15	30	0.000
11:00 - 12:00	15	30	0.000	15	30	0.000	15	30	0.000
12:00 - 13:00	15	30	0.000	15	30	0.000	15	30	0.000
13:00 - 14:00	15	30	0.000	15	30	0.000	15	30	0.000
14:00 - 15:00	15	30	0.000	15	30	0.000	15	30	0.000
15:00 - 16:00	15	30	0.002	15	30	0.002	15	30	0.004
16:00 - 17:00	15	30	0.000	15	30	0.000	15	30	0.000
17:00 - 18:00	15	30	0.002	15	30	0.002	15	30	0.004
18:00 - 19:00	15	30	0.000	15	30	0.000	15	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:			0.006			0.006			0.012

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
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	15	30	0.000	15	30	0.013	15	30	0.013
08:00 - 09:00	15	30	0.007	15	30	0.027	15	30	0.034
09:00 - 10:00	15	30	0.000	15	30	0.016	15	30	0.016
10:00 - 11:00	15	30	0.013	15	30	0.004	15	30	0.017
11:00 - 12:00	15	30	0.002	15	30	0.004	15	30	0.006
12:00 - 13:00	15	30	0.007	15	30	0.000	15	30	0.007
13:00 - 14:00	15	30	0.000	15	30	0.000	15	30	0.000
14:00 - 15:00	15	30	0.009	15	30	0.002	15	30	0.011
15:00 - 16:00	15	30	0.022	15	30	0.007	15	30	0.029
16:00 - 17:00	15	30	0.024	15	30	0.004	15	30	0.028
17:00 - 18:00	15	30	0.016	15	30	0.029	15	30	0.045
18:00 - 19:00	15	30	0.009	15	30	0.007	15	30	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.113			0.222

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.*