acstro

Transport Statement

Residential Development
William Price Business Park
The Sidings, Treforest

November 2026

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Revision History

A	12th November 2026	First Draft

2009-ACS-ZZ-XX-RP-T-001-A Transport Statement

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1 Introduction

1.1 Acstro has been appointed by Trivallis to produce a Transport Statement to support a planning application for the redevelopment of William Price Business Park, The Sidings, Treforest, Rhondda Cynon Taf, to provide 34 affordable dwellings for Trivallis. The development would replace the existing office buildings and associated hardstanding.

1.2 The site's general location is shown in Figure 1 below.

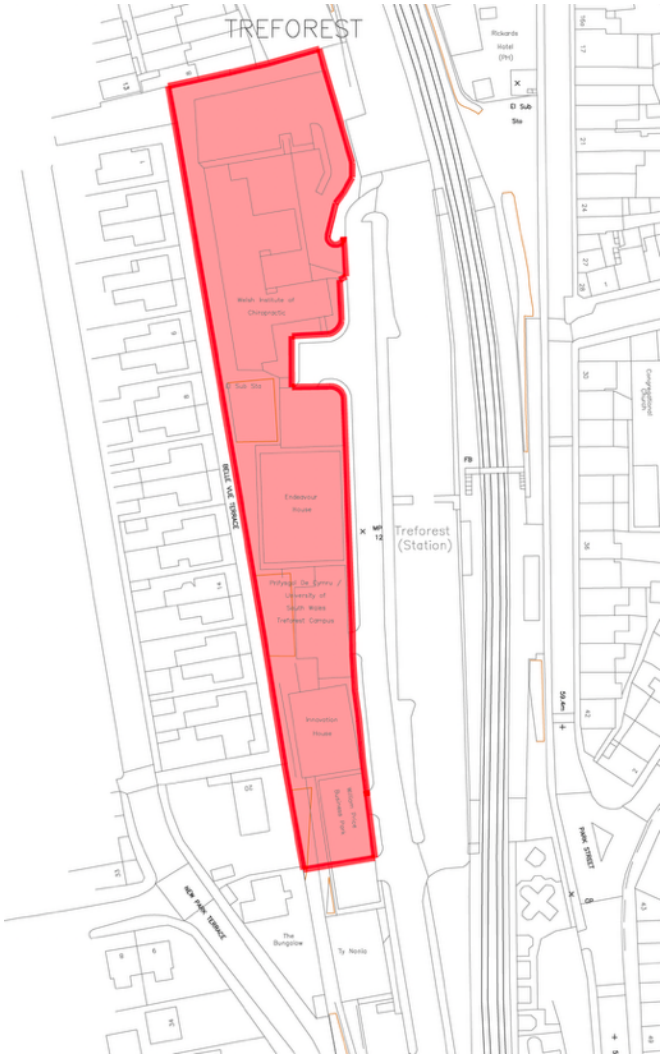


Figure 1 Location Plan

1.3 This document considers the transport implications of the proposed development, including accessibility by walking, cycling and public transport, vehicular access, parking and servicing.

1.4 The structure of the Transport Statement is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
- Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.

- Section 4 describes the proposed development and its access arrangements. The traffic generation estimate is reserved for subsequent review.
- Section 5 provides a summary and conclusion.

2 Policy Context

Future Wales - The National Plan 2040

2.1 This is the national development framework that sets out the direction for development in Wales to 2040.

2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.

2.3 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. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

Planning Policy Wales (12th Edition)

2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.

2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”

2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:

- Walking and Cycling
- Public Transport
- Ultra Low Emission Vehicles
- Other Private Motor Vehicles

2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

2.9 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.

2.10 PPW recommends (4.1.51) that "a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed".

Llwybr Newydd – The Wales Transport Strategy 2021

2.11 This document sets out the Welsh Government's vision for how the country's transport system can help deliver on a pathway to creating a more prosperous, green and equal society. It lists its priorities as being:

1. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
3. Encourage people to make the change to more sustainable transport.

2.12 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.

2.13 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

TAN18 Transportation

2.14 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government's policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments' sustainable development policy objectives by:

- promoting travel efficient settlement patterns;
- ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips; and
- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.

2.15 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

The Active Travel (Wales) Act 2013

2.16 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

2.17 The Active Travel (Wales) Act 2013 makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve infrastructure for walking and cycling every year. It creates new duties to consider the needs of walkers and cyclists and make better provision for them. It also requires the consideration of walking and cycling as a mode of transport and the Act focuses on the promotion of walking and cycling for purposeful journeys, rather than as a purely recreational activity.

2.18 The Act is supported by the Active Travel Action Plan Wales (2014), and many of the actions of the Active Travel Action Plan Wales document also benefit recreational or competitive walking and cycling. 'Walking' in the Active Travel Action Plan for Wales includes the use of wheelchairs and mobility scooters and 'cycling' includes the use of electric bikes, but not motorcycles.

Rhondda Cynon Taf Local Development Plan up to 2021

2.19 In terms of accessibility and transport issues, policy AW2 requires that new development, amongst other things, has good access to key services and facilities. Policy AW5 requires that new development be accessible by a range of sustainable forms of transport, that dependency on the car is reduced, that safe access to the highway network is provided and that the development traffic can be accommodated without problems and that car parking provision accords with the Council's Supplementary Planning guidance (SPG).

2.20 Policy AW6 also requires that new development has a high level of connectivity and accessibility to existing centres by a wide range of sustainable transport modes.

Rhondda Cynon Taf Supplementary Planning Guidance – Delivering Design & Placemaking: Access, Circulation & Parking Requirement (March 2011)

2.21 This document sets out the Council's recommendations in terms of parking provision within new development.

2.22 For residential development outside of town centre (Zone 1) locations a maximum of 2 car parking spaces for 1 or 2-bed dwellings and 3 parking spaces for dwellings of 3-beds or more is recommended. In addition, a maximum of 1 visitor car parking space per 5 dwellings is recommended.

3 Existing Conditions

3.1 The site is located at William Price Business Park on The Sidings, immediately west of Treforest railway station, with Belle Vue Terrace to the west and Old Park Terrace to the north. Its relationship to the surrounding area is to be shown in Appendix 1.

Appendix 1 Site Context

3.2 The site comprises previously developed land occupied by existing office buildings and associated parking and hardstanding. The three office buildings; Innovation House, Endeavour House and Prospect House provide a combined total of 2,428m^2 of floorspace.

3.3 The potential trip generation of the existing permitted use of the site has been estimated by reference to the TRICS trip rate database.

3.4 From the TRICS database evidence of the vehicle trip rates of business parks that provide between 1,000m2 and 5,000m2 have been obtained. Business Parks are defined by TRICS as a "collection of office buildings hosting separate organisations". The sample of TRICS survey sites has been restricted to those surveyed since 2016 and to developments located in suburban or edge of town locations.

3.5 The detailed TRICS output is provided as Appendix 2 and summarised in the following table.

Appendix 2 TRICS Trip Rate Data – Existing Use

Time Range	Trip Rate per 100m^2			Trip Generation (2,428m^2)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am Peak Hour 8-9am	1.429	0.256	1.685	35	6	41
pm Peak Hour 5-6pm	0.244	1.298	1.542	6	32	37
Daily Total	6.877	7.871	14.748	167	191	358

Table 1 Vehicle Trip Rates & Proposed Development Trip Generation

3.6 The site is located in close proximity to a wide range of amenities. Treforest's retail and commercial area is located approximately 140m to the north and provides convenience shopping, a pharmacy, post office and other day-to-day services. Pontypridd provides a broader range of facilities approximately 1.6km to the north and is accessible on foot, by bike or public transport (bus and rail).

3.7 The site is located adjacent to Treforest railway station that provides access to regular and frequent services to and from Cardiff, providing access to the capital's amenities and opportunities for onward public transport travel.

3.8 The relationship of the site to the station and local services offers opportunities for day-to-day journeys by sustainable modes. The quality and accessibility of the connecting routes should be confirmed by a site audit.

3.9 The Department for Transport's (DfT) Connectivity Tool combines transport network and land use data to assess how easily people can reach employment, education, shops, healthcare, leisure facilities and other everyday destinations across England and Wales. It provides connectivity scores for 100m by 100m grid squares, taking account of journey times, the destinations available and travel preferences. Separate scores are available for walking, cycling, public transport and driving; the overall score combines walking, cycling and public transport, excluding driving. Scores range from 0 to 100 and express connectivity relative to the highest-scoring location in England and Wales.

3.10 The tool also provides a local authority view, allowing connectivity to be assessed relative to other locations within the same authority. Grid squares are ranked by connectivity score and grouped into ten bands, from A (highest connectivity) to J (lowest connectivity). The tool provides comparative evidence of a location's accessibility, rather than an absolute judgement of its suitability for development.

3.11 In this case the site has a connectivity score of at least 67, placing it in Local Authority Band A. This means that the site's connectivity is within the top 10% of locations within Rhondda Cynon Taf.

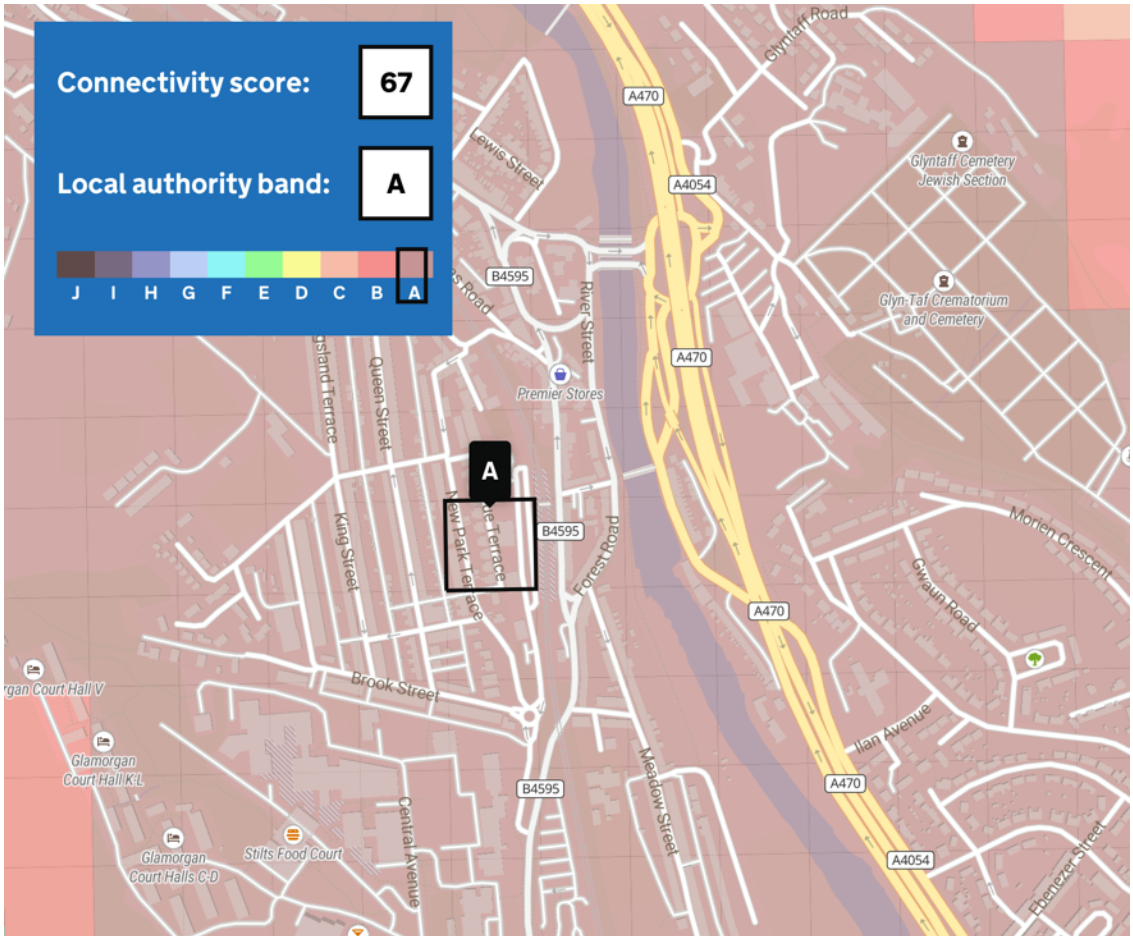


Figure 2 Connectivity Score & Band

3.12 Scores should be interpreted alongside comparable locations, local evidence and professional judgement. The tool does not assess factors such as footway condition, step-free access, travel affordability or public transport reliability, and therefore complements the site-specific accessibility assessment.

Active Travel

3.13 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government's *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
e-	●	●	●	●	●	●	●

Colour	Average active user likelihood
●	Many users likely to travel this distance for utility journeys
●	Some users likely to travel this distance for utility journeys
●	Few or no users likely to travel this distance for utility journeys

Figure 3 Typical Distance Range for Active Travel
(Source: Active Travel Guidance Table 4.1)

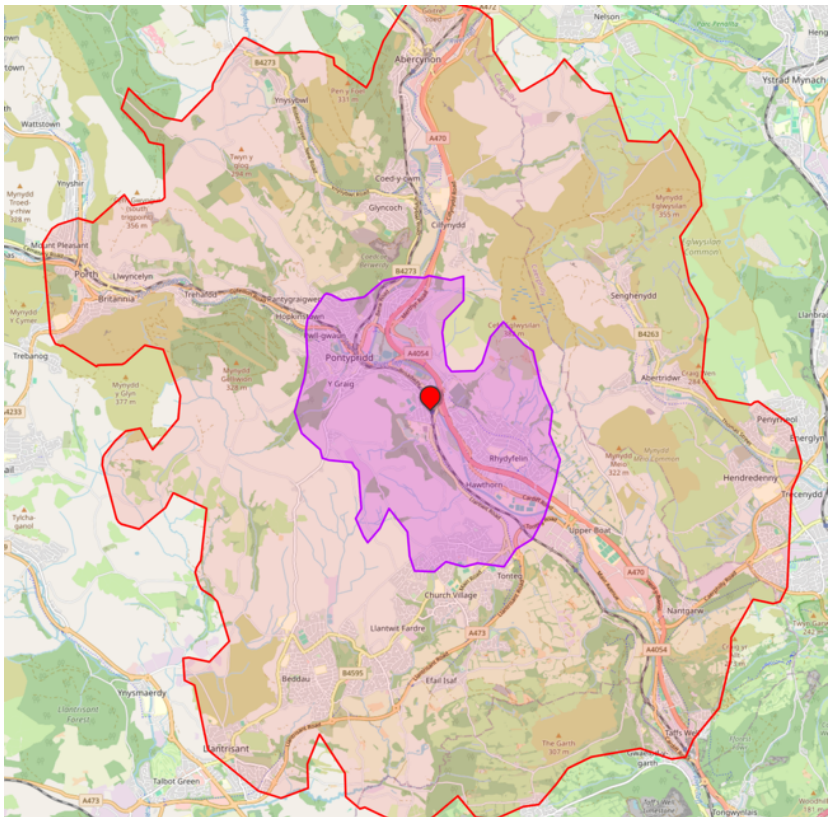


Figure 4 2-Mile Walk & 5-Mile Cycle Catchment

3.14 Figure 4 shows the area within a 2-mile walk or 5-mile cycle ride of the site and illustrates the extent to which local facilities can be reached by active travel means.

3.15 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

3.16 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

3.17 An extract from the Council's current Active Travel Network Map is included as Figure 5.

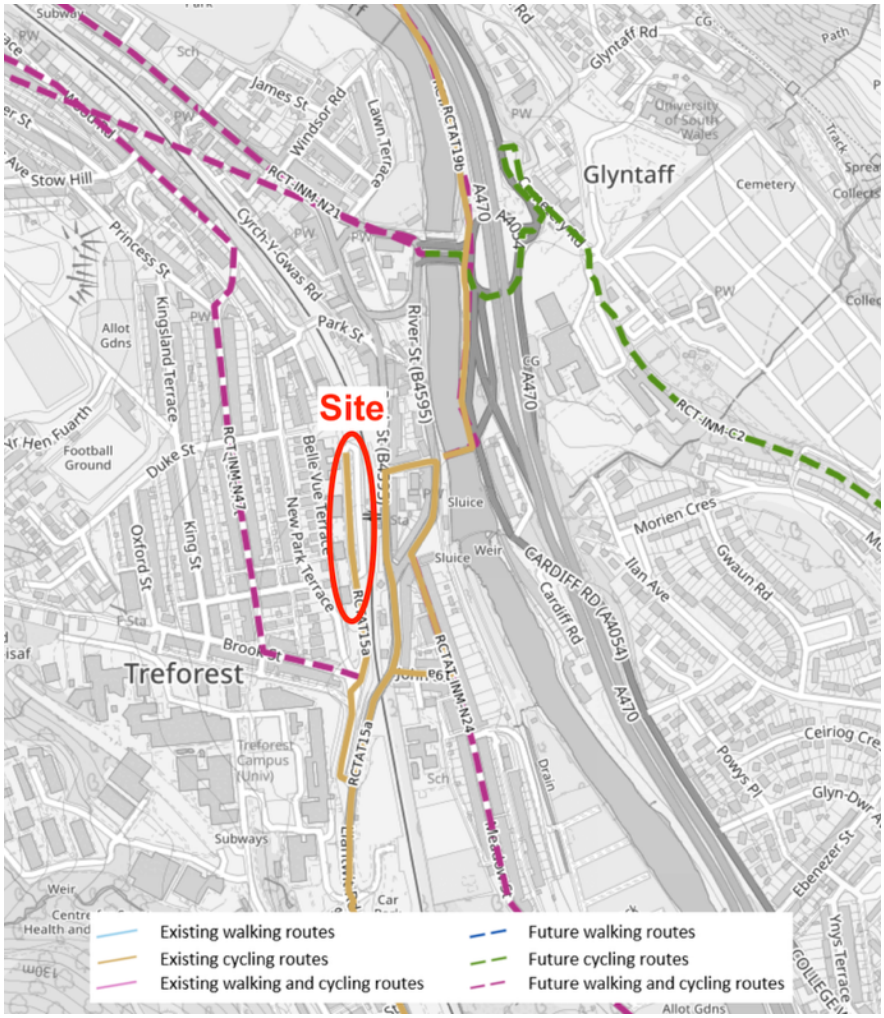


Figure 5 Active Travel Network Map

3.18 The Sidings is designated as an existing active travel (cycling) route with links that continue south the Church Village and north to Pontypridd. There are a number of other future active travel routes identified that will further enhance active travel connectivity.

3.19 Pedestrian access is to the site is provided directly from the footways that run along both sides of The Sidings. These footways connect to the wider pedestrian network, providing good quality and segregated routes for pedestrians to nearby amenities.

3.20 There is a footbridge that crosses the adjacent railway line and provides a connection to Treforest's retail and commercial area. The footbridge benefits from level-access lifts on each side, making the crossing of the railway possible for people with movement difficulties.

Public Transport

3.21 The site is located adjacent to Treforest railway station that provides access to regular and frequent services; 8 trains per hour in each direction. Southbound trains call at Treforest Estate, Taffs Well, Radyr, Llandaf, Cathays, and Cardiff Queen Street and Central stations. Journeys to Cardiff Central take around 30 minutes.

3.22 Services also head north toward Pontypridd, Merthyr Tydfil, and Treherbert, with journeys to Pontypridd's station taking only 3 to 4 minutes.

3.23 There are bus stops nearby, within a few minutes walk of the site, on Park Street, Forest Road, Brook Street or Llantwit Road. These provide access to the bus services described in the following table.

Bus Stop	Service No.	Route	General Frequency
Park Street or Brook Street	90	Gwaunmiskin - Pontypridd	Every 2 hours (Mon – Sat)
Llantrisant Road or Forest Road	100	Royal Glamorgan Hospital - Pontypridd	2 journeys per hour (Mon – Sat)

Table 2 Bus Services from Nearby Bus Stops

3.24 Figure 6 shows the areas within approximately a 30-minute public transport journey of the site and illustrates the extent to which journeys to and from locations within this catchment area can be easily made by this sustainable form of transport.

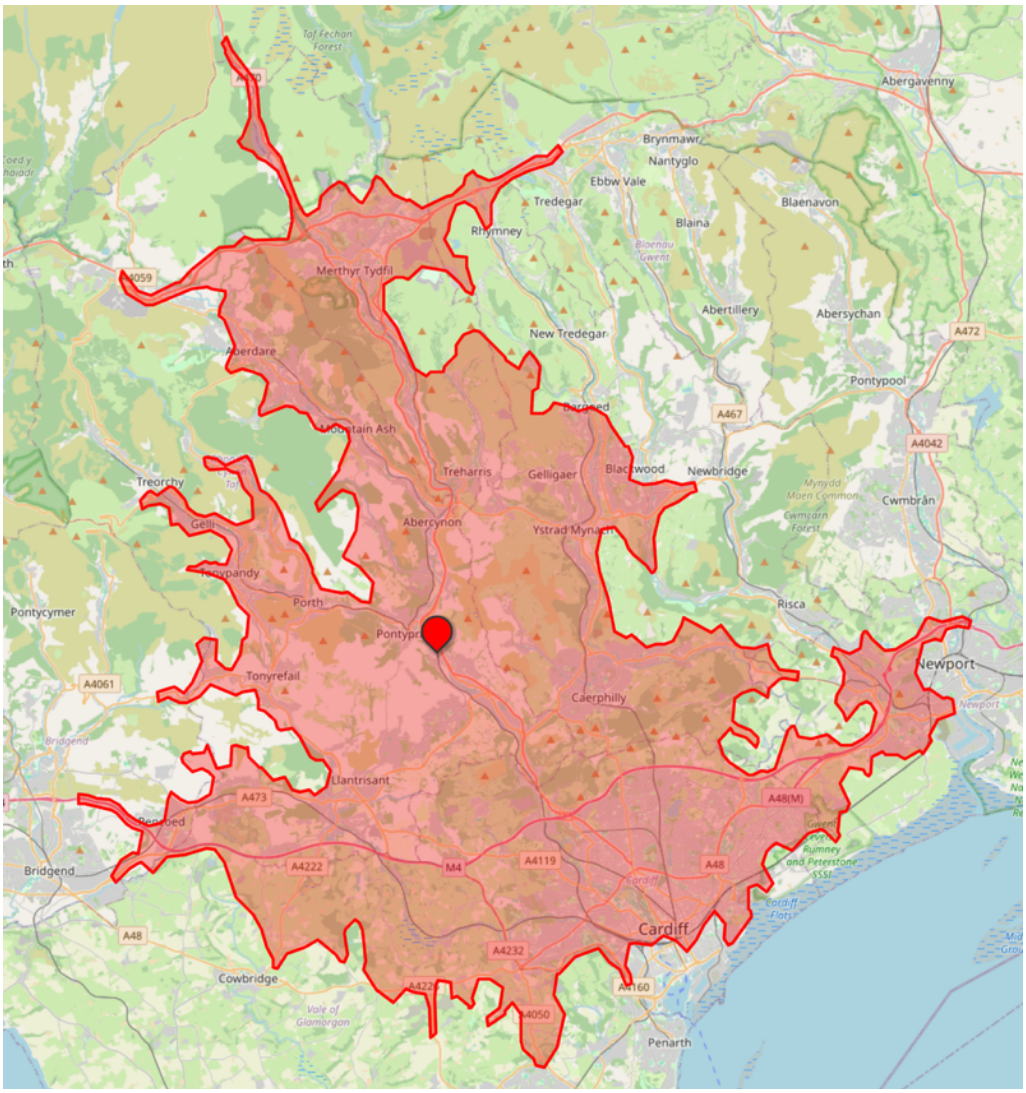


Figure 6 Areas Within 30-minutes Reach by Public Transport

Highway Network

3.25 The site is served from The Sidings, which also provides access to Treforest railway station and associated parking. The proposed development would retain the established vehicular connection.

3.26 The local highway network connects to the B4595 and onward to the A470 strategic corridor.

3.27 A review of injury collisions records at the junction for the latest 5-year period for which data is available (2021-2025) has been undertaken.

3.28 There are three slight severity collisions recorded on Park Street and Llantrisant Road. These are at disparate locations and the absence of clusters of collisions or collisions indicate that the highway network operates within acceptable levels of safety.

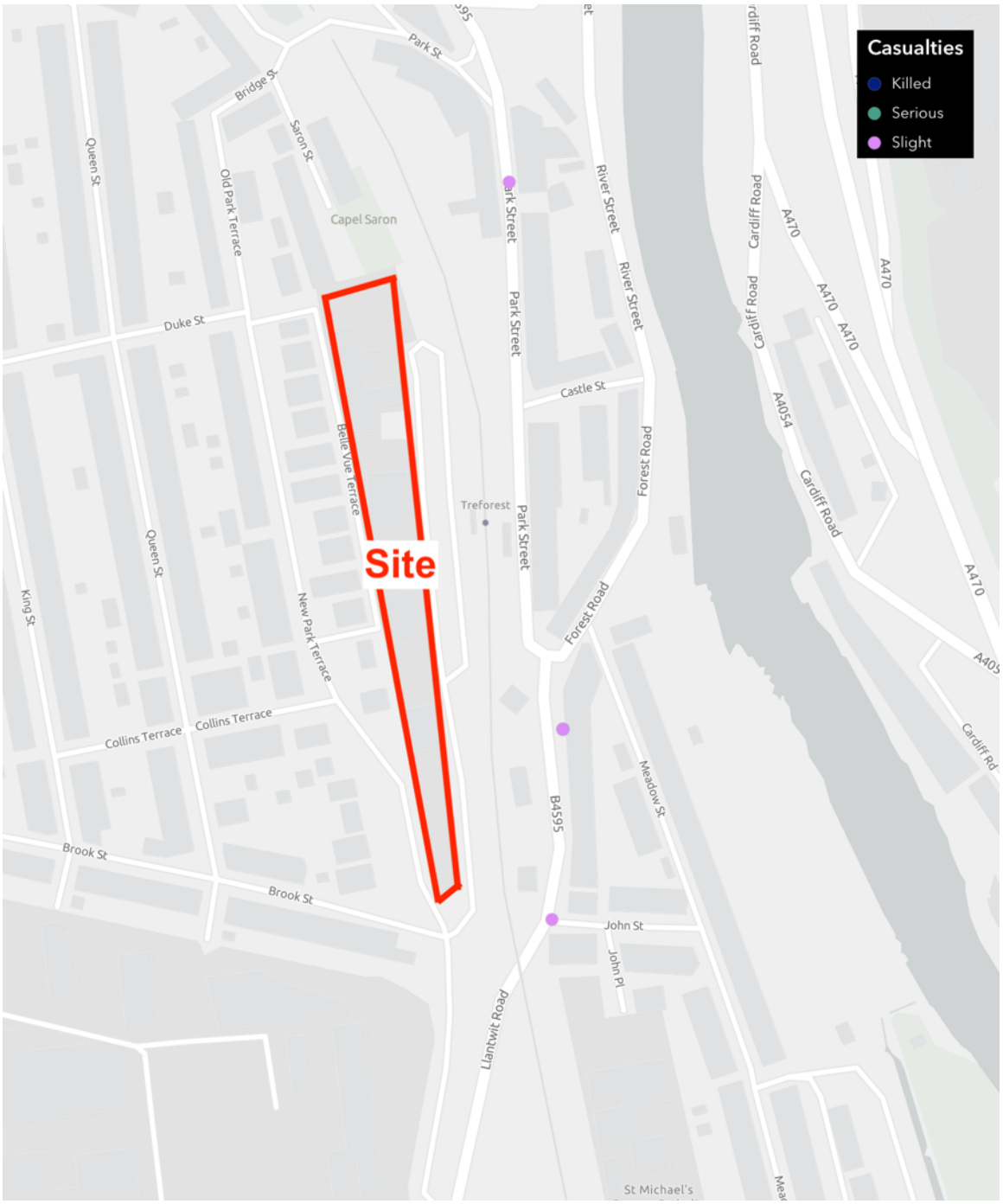


Figure 7 Injury Collisions 2021-2025 (Source: DfT / MAVRIC)

Summary

3.29 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.

3.30 There is a good range of services and facilities that cater for the day-to-day needs of future residents of the site available within reach by sustainable methods of travel. This reduces the need to travel by car and ensures that future residents without access to cars are not socially excluded.

4 Proposed Development

4.1 The proposal comprises demolition of the existing office buildings and development of 34 one-bedroom flats with associated access, parking, cycle storage and landscaping.

4.2 Vehicular access will be retained from The Sidings, with pedestrian access points serving the individual buildings.

4.3 The existing 23-space parking area at the northern end of the site will be retained. Severn additional parking spaces will be provided; four at the southern end of the site and three off the side of The Sidings' current turning area. The overall parking provision of 30 spaces equates to 0.88 spaces per dwelling.

4.4 The parking provision complies with the adopted Parking Standards in not exceeding the specified maximum of 2 spaces per dwelling. The level of parking provision is considered to be appropriate given the development is in a highly sustainable location. The site is classified by the DfT's connectivity tool as being within band A in the context of Rhondda Cynon Taf, placing it within the top 10% most accessible locations in the authority area.

4.5 The development will comprise of 100% affordable housing and there is clear evidence that the car ownership rates of social rented households are significantly lower than average. Within the Rhondda Cynon Taf authority area only around 22% of households have no access to a car and for the Treforest Ward, the proportion is higher at 34%. This is likely to be influenced in part by the high proportion of student households. When considering only social rented households, 53% of those in the authority area and 40% of those in the Treforest Ward have no access to a car (and therefore no need for a parking space).

Number of Cars or Vans	All categories: Tenure		Owned: Outright / With a Loan / Shared Ownership		Social rented		Private rented or living rent free	
Number of Households	103,339		70,804		14,174		18,361	
No cars or vans in household	22,958	22%	9,388	13%	7,457	53%	6,113	33%
1 car or van in household	43,204	42%	29,363	41%	5,223	37%	8,618	47%
2 or more cars or vans in household	37,177	36%	32,053	45%	1,494	11%	3,630	20%

Table 3 Car/Van Availability by Tenure – Rhondda Cynon Taf Authority Area

Number of Cars or Vans	All categories: Tenure		Owned: Outright / With a Loan / Shared Ownership		Social rented		Private rented or living rent free	
Number of Households	1,767		198		888		681	
No cars or vans in household	599	34%	97	49%	357	40%	145	21%
1 car or van in household	670	38%	76	38%	299	34%	295	43%
2 or more cars or vans in household	498	28%	25	13%	232	26%	241	35%

Table 4 Car/Van Availability by Tenure – Treforest Ward

4.6 If 40% of the proposed 34 flats have no demand for a car parking space and each of the others require one parking space each, the total parking demand for the development will be for 20 or 21 parking spaces. This can be accommodated by the development's proposed 30 spaces.

4.7 Should there be any concern that the parking provision may be insufficient, it should be borne in mind that a fundamental principle of current planning policy states that development occurs in accessible and sustainable locations where residents will not be reliant on car transport to access essential services. This reduces the need for car travel, car ownership and car parking demand. It also prevents social exclusion for people without access to cars. In this respect, PPW states that Local Authorities 'must support schemes which keep parking levels down. Especially off-street parking, when well designed'. Other national policy, Future Wales: The National Plan 2040, also instructs that planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations.

4.8 Each flat will be provided with a secure cycle store capable of accommodating two bikes. Bin store areas will also be provided, and these will be located convenient for the transfer of bins to the footway on the appropriate days for collection to be made from The Sidings' kerbside.

Trip Generation

4.9 The potential trip generation of the proposed development has been estimated by reference to the TRICS trip rate database.

4.10 From the TRICS database evidence of the vehicle trip rates of local authority / affordable (flats) developments in edge of town centre, suburban or edge of town locations have been analysed. The sample of TRICS survey sites has been restricted to those surveyed since 2016 and comprising of between 10 and 40 dwellings.

4.11 The detailed TRICS output is provided as Appendix 3 and summarised in the following table.

Appendix 3 TRICS Trip Rate Data

Time Range	Trip Rate per Dwelling			Trip Generation (34 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am Peak Hour 8-9am	0.079	0.14	0.219	3	5	7
pm Peak Hour 5-6pm	0.131	0.084	0.215	4	3	7
Daily Total	1.322	1.302	2.624	45	44	89

Table 5 Vehicle Trip Rates & Proposed Development Trip Generation

Time Range	Existing			Proposed			Difference		
	Arrivals	Departures	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
am Peak Hour	35	6	41	3	5	7	-32	-1	-33
pm Peak Hour	6	32	37	4	3	7	-1	-29	-30
Daily Total	167	191	358	45	44	89	-122	-147	-269

Table 6 Traffic Generation Comparison

4.12 The TRICS data suggests that the proposed residential development will generate 7 peak hour vehicle movements and a daily total of 89 vehicle movements. This represents a significant reduction of around 30 fewer peak hour and 269 daily vehicle movements, compared the existing permitted use of the site.

5 Summary & Conclusion

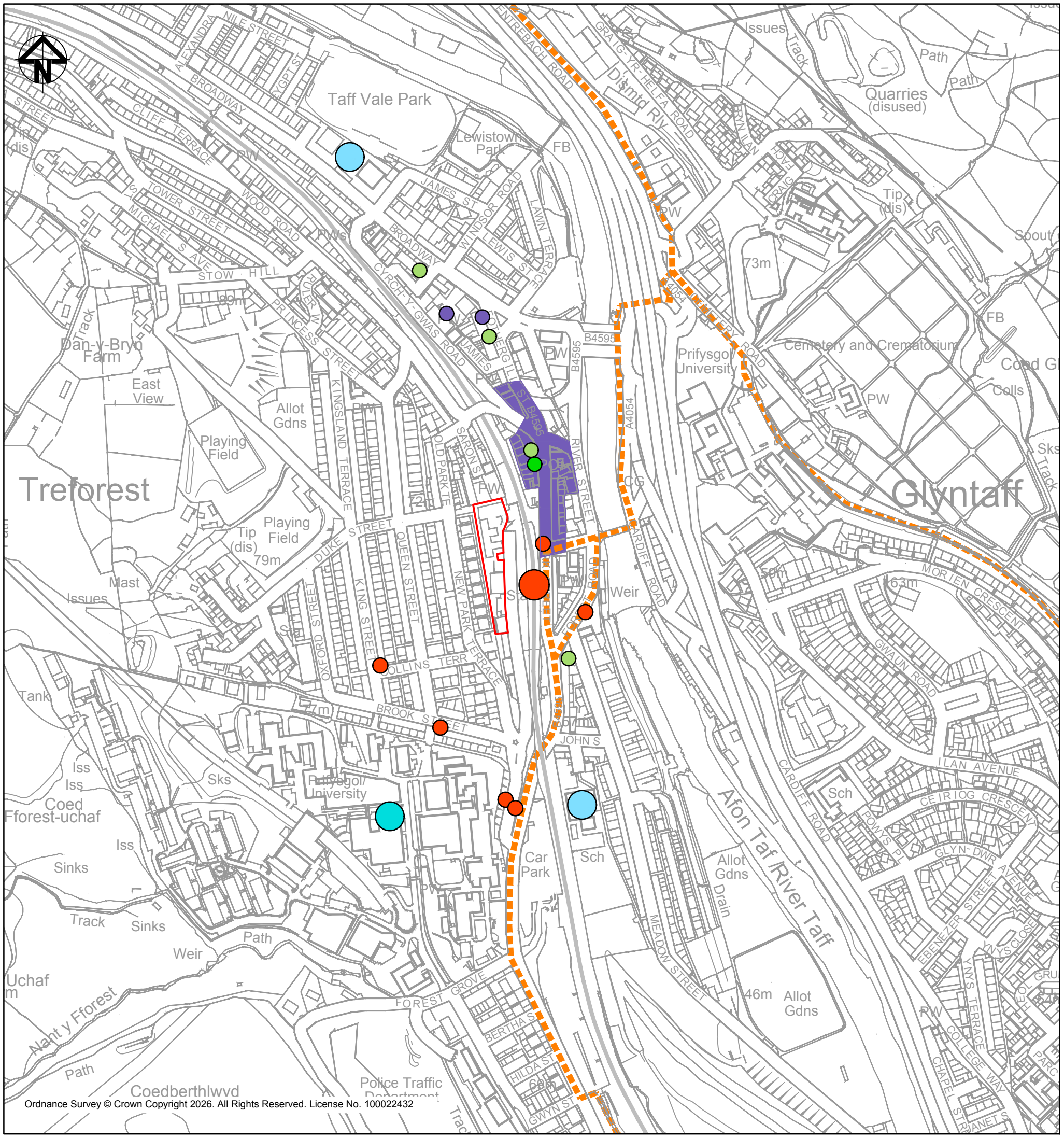
5.1 In summary, this Transport Statement has demonstrated that:

- The redevelopment of William Price Business Park would replace the existing office buildings with 34 affordable one-bedroom flats.
- The site is in a sustainable and accessible location immediately adjacent to Treforest railway station and is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.
- The DfT Connectivity Tool places the site in Local Authority Band A, within the highest connectivity band in Rhondda Cynon Taf. There is a good range of services and facilities that cater for the day-to-day needs of future residents of the site available within reach by sustainable methods of travel. This reduces the need to travel by car and ensures that future residents without access to cars are not socially excluded.
- For journeys that must be made by car the site is located close to the strategic highway network. The highway network has a good safety record.
- The established vehicular access from The Sidings will be retained, with pedestrian access to individual buildings. The proposed 30 parking spaces equate to approximately 0.88 spaces per dwelling. This provision is below the adopted maximum parking standard and is supported by the site's accessibility and the lower car ownership levels recorded among social rented households. Secure storage for two bicycles per flat is also proposed.
- The proposed development will generate approximately seven vehicle movements in each peak hour and 89 vehicle movements daily. Compared with the existing use of the site this represents a substantial reduction in traffic of around 30 peak-hour movements and 269 daily movements.

5.2 The proposals accord with the transport policy objectives of locating development where services and facilities can be reached by sustainable modes, reducing reliance on private cars and providing an appropriate level of parking. The estimated reduction in traffic relative to the existing permitted use will have a positive impact on surrounding highway conditions.

5.3 It is concluded that the proposed development is acceptable in transport terms and that the matters assessed in this Transport Statement do not identify a transport reason to withhold planning permission.

Appendix 1 Site Context



KEY

- Site
- Bus Stop
- Railway Station
- School
- University
- Convenience Store
- Retail Centre (As Defined by LDP)
- Public House
- Pharmacy
- National Cycle Network Route

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A	First Issue	12-11-26

Project: **THE SIDINGS**

Drawing: **SITE CONTEXT**

Drawing No.: **2009-ACS-XX-ZZ-DR-T-001-A**

Scale: **1:5000 @ A3**

Appendix 2 TRICS Trip Rate Data – Existing Use

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: B - BUSINESS PARK

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	**GREATER LONDON**		
	BK	BARKING	1 day
	HO	HOUNSLOW	1 day
	WF	WALTHAM FOREST	1 day
02	**SOUTH EAST**		
	EX	ESSEX	2 days
	WG	WOKINGHAM	1 day
03	**SOUTH WEST**		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 day
	DV	DEVON	1 day
	GS	GLOUCESTERSHIRE	1 day
	SM	SOMERSET	1 day
	WL	WILTSHIRE	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
	SF	SUFFOLK	1 day
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 day
	NG	NOTTINGHAM	1 day
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 day
	TE	TELFORD & WREKIN	2 days
	WO	WORCESTERSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	LS	LEEDS	1 day
	NO	NORTH LINCOLNSHIRE	1 day
	NY	NORTH YORKSHIRE	1 day
	YO	YORK	1 day
08	**NORTH WEST**		
	EC	CHESHIRE EAST	1 day
	GM	GREATER MANCHESTER	3 days
	LC	LANCASHIRE	2 days
09	**NORTH**		
	CU	CUMBERLAND	1 day
	TW	TYNE & WEAR	1 day
10	**WALES**		
	CF	CARDIFF	2 days
13	**MUNSTER**		
	TI	TIPPERARY	1 day
14	**LEINSTER**		
	LU	LOUTH	1 day
15	**GREATER DUBLIN**		
	DL	DUBLIN	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	4 days

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

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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:	GFA
Actual Range:	1145 to 5000 (units:sqm)
Range Selected by User:	1000 to 5000 (units:sqm)
Parking Spaces Range:	0 - 4167

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	03/02/87 to 18/06/26

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	6 days
Tuesday	7 days
Wednesday	7 days
Thursday	12 days
Friday	8 days

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

Selected survey types:

Manual count	40
Direction ATC Count	0

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:

Suburban Area	15 days
Edge of Town	25 days

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:

Built-Up Zone	1 days
Commercial Zone	6 days
Development Zone	3 days
Industrial Zone	16 days
No Sub Category	7 days
Residential Zone	7 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	6 days
Servicing vehicles Unknown	31 days

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Secondary Filtering Selection:

Use Class:

Not Known	40 surveys

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

Population within 500m Range:

0 - 8267

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	1 surveys
5,001 to 10,000	6 surveys
10,001 to 15,000	10 surveys
15,001 to 20,000	7 surveys
20,001 to 25,000	4 surveys
25,001 to 50,000	8 surveys
50,001 to 100,000	3 surveys

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

Population within 5 miles:

5,001 to 25,000	2 surveys
25,001 to 50,000	2 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	3 surveys
100,001 to 125,000	2 surveys
125,001 to 250,000	12 surveys
250,001 to 500,000	10 surveys
500,001 or More	6 surveys

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	20 surveys
1.1 to 1.5	19 surveys
1.6 to 2.0	1 surveys

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.

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Petrol filling station:

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:

No	40 surveys

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:

2 - Poor	2 surveys
5 - Very good	1 surveys
No PTAL Present	37 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**AN-02-B-01**	**BUSINESS PARK**	**ANTRIM**

BEECHILL ROAD
BELFAST
NEWTOWNBREDA
Edge of Town
No Sub Category
Gross floor area: 4000.00 sqm
Survey date: Thursday 27/11/2014 Survey Type: Manual

2	**AN-02-B-02**	**BUSINESS PARK**	**ANTRIM**

MONTGOMERY ROAD
BELFAST
CASTLEREAGH
Edge of Town
Industrial Zone
Gross floor area: 3100.00 sqm
Survey date: Wednesday 12/10/2016 Survey Type: Manual

3	**AN-02-B-03**	**BUSINESS PARK**	**ANTRIM**

BELMONT ROAD
BELFAST
Suburban Area
Residential Zone
Gross floor area: 1790.00 sqm
Survey date: Thursday 19/10/2017 Survey Type: Manual

4	**AN-02-B-04**	**BUSINESS PARK**	**ANTRIM**

CASTLEREAGH ROAD
BELFAST
CASTLEREAGH
Suburban Area
Industrial Zone
Gross floor area: 4400.00 sqm
Survey date: Thursday 19/10/2017 Survey Type: Manual

5	**BC-02-B-01**	**BUSINESS PARK**	**BOURNEMOUTH CHRISTCHURCH & POOLE**

COMMERCIAL ROAD
POOLE
Suburban Area
Built-Up Zone
Gross floor area: 1570.00 sqm
Survey date: Thursday 17/07/2008 Survey Type: Manual

6	**BK-02-B-01**	**BUSINESS PARK**	**BARKING**

FRESHWATER ROAD
DAGENHAM
CHADWELL HEATH
Suburban Area
Industrial Zone
Gross floor area: 2250.00 sqm
Survey date: Monday 06/10/2014 Survey Type: Manual

7	**CF-02-B-02**	**BUSINESS/TECH. UNITS**	**CARDIFF**

CRICKHOWELL ROAD
CARDIFF
ST MELLONS
Suburban Area
No Sub Category
Gross floor area: 2587.00 sqm
Survey date: Friday 20/10/2006 Survey Type: Manual

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8	**CF-02-B-06**	**BUSINESS PARK**	**CARDIFF**

MALTHOUSE AVENUE
CARDIFF
PONTPRENNAU
Edge of Town
No Sub Category
Gross floor area: 1642.00 sqm
Survey date: Monday 12/03/2018 Survey Type: Manual

9	**CU-02-B-01**	**BUSINESS PARK**	**CUMBERLAND**

LAMPLUGH ROAD
COCKERMOUTH
ALLERDALE
Edge of Town
Residential Zone
Gross floor area: 2120.00 sqm
Survey date: Tuesday 20/11/1990 Survey Type: Manual

10	**DL-02-B-07**	**BUSINESS PARK**	**DUBLIN**

BURTON HALL AVENUE
DUBLIN
LEOPARDSTOWN
Edge of Town
Commercial Zone
Gross floor area: 4269.00 sqm
Survey date: Wednesday 01/10/2014 Survey Type: Manual

11	**DV-02-B-01**	**BUSINESS PARK**	**DEVON**

MANATON CLOSE
EXETER
MATFORD BUSINESS PARK
Edge of Town
Commercial Zone
Gross floor area: 1500.00 sqm
Survey date: Wednesday 05/07/2017 Survey Type: Manual

12	**EC-02-B-01**	**BUSINESS PARK**	**CHESHIRE EAST**

WINTERTON WAY
MACCLESFIELD
Edge of Town
Development Zone
Gross floor area: 2395.00 sqm
Survey date: Monday 19/09/2016 Survey Type: Manual

13	**EX-02-B-01**	**BUSINESS PARK**	**ESSEX**

BRUNEL COURT
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Gross floor area: 2900.00 sqm
Survey date: Friday 18/05/2018 Survey Type: Manual

14	**EX-02-B-02**	**BUSINESS PARK**	**ESSEX**

WYNCOLLS ROAD
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Gross floor area: 4083.00 sqm
Survey date: Friday 18/05/2018 Survey Type: Manual

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15 **GM-02-B-02** **BUSINESS PARK** **GREATER MANCHESTER**
A34 WILMSLOW ROAD
STOCKPORT
HEALD GREEN
Suburban Area
No Sub Category
Gross floor area: 4823.00 sqm
Survey date: Monday 13/03/1995 Survey Type: Manual

16 **GM-02-B-03** **BUSINESS PARK** **GREATER MANCHESTER**
CROSS STREET
SALE
Edge of Town
Industrial Zone
Gross floor area: 3985.00 sqm
Survey date: Tuesday 18/10/2011 Survey Type: Manual

17 **GM-02-B-04** **BUSINESS PARK** **GREATER MANCHESTER**
SALMON FIELDS
OLDHAM
Suburban Area
Industrial Zone
Gross floor area: 3300.00 sqm
Survey date: Thursday 22/10/2015 Survey Type: Manual

18 **GS-02-B-01** **BUSINESS PARK** **GLOUCESTERSHIRE**
BARNETT WAY
GLOUCESTER
BARNWOOD
Edge of Town
Industrial Zone
Gross floor area: 3485.00 sqm
Survey date: Wednesday 03/05/2023 Survey Type: Manual

19 **HO-02-B-02** **BUSINESS PARK** **HOUNSLOW**
HANWORTH ROAD
LONDON
HOUNSLOW
Suburban Area
Residential Zone
Gross floor area: 1200.00 sqm
Survey date: Friday 08/11/2013 Survey Type: Manual

20 **LC-02-B-02** **BUSINESS PARK** **LANCASHIRE**
NAVIGATION WAY
PRESTON
PRESTON DOCKLANDS
Suburban Area
Development Zone
Gross floor area: 3450.00 sqm
Survey date: Thursday 14/03/1996 Survey Type: Manual

21 **LC-02-B-03** **BUSINESS PARK** **LANCASHIRE**
NAVIGATION WAY
PRESTON
Edge of Town
Commercial Zone
Gross floor area: 3450.00 sqm
Survey date: Tuesday 18/10/2011 Survey Type: Manual

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22	**LN-02-B-02**	**BUSINESS PARK**	**LINCOLNSHIRE**

CARDINAL CLOSE
LINCOLN
Edge of Town
Industrial Zone
Gross floor area: 5000.00 sqm
Survey date: Thursday 25/06/2015 Survey Type: Manual

23	**LS-02-B-01**	**BUSINESS PARK**	**LEEDS**

ROSEVILLE ROAD
LEEDS
Suburban Area
Industrial Zone
Gross floor area: 4078.00 sqm
Survey date: Friday 20/09/2013 Survey Type: Manual

24	**LU-02-B-01**	**BUSINESS PARK**	**LOUTH**

N52
DUNDALK
Edge of Town
Commercial Zone
Gross floor area: 4326.00 sqm
Survey date: Friday 13/09/2013 Survey Type: Manual

25	**NF-02-B-03**	**BUSINESS PARK**	**NORFOLK**

BARTON WAY
NORWICH
Edge of Town
Residential Zone
Gross floor area: 2634.00 sqm
Survey date: Thursday 15/09/2022 Survey Type: Manual

26	**NG-02-B-01**	**BUSINESS PARK**	**NOTTINGHAM**

PARK LANE
NOTTINGHAM
Suburban Area
No Sub Category
Gross floor area: 2321.00 sqm
Survey date: Thursday 17/05/2007 Survey Type: Manual

27	**NO-02-B-02**	**BUSINESS PARK**	**NORTH LINCOLNSHIRE**

DONCASTER ROAD
SCUNTHORPE
Edge of Town
Residential Zone
Gross floor area: 1574.00 sqm
Survey date: Thursday 22/09/2005 Survey Type: Manual

28	**NY-02-B-02**	**BUSINESS PARK**	**NORTH YORKSHIRE**

OAKNEY WOOD ROAD
SELBY
Edge of Town
Industrial Zone
Gross floor area: 3150.00 sqm
Survey date: Tuesday 06/06/2023 Survey Type: Manual

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29	**SF-02-B-01**	**BUSINESS PK**	**SUFFOLK**

KEMPSON WAY
BURY ST EDMUNDS
Edge of Town
Industrial Zone
Gross floor area: 2480.00 sqm
Survey date: Wednesday 10/05/2006 Survey Type: Manual

30	**SM-02-B-01**	**BUSINESS PARK**	**SOMERSET**

BLACKBROOK PARK AVE
TAUNTON
Edge of Town
Commercial Zone
Gross floor area: 3100.00 sqm
Survey date: Friday 09/05/2025 Survey Type: Manual

31	**ST-02-B-03**	**BUSINESS PARK**	**STAFFORDSHIRE**

FRANK FOLEY WAY
STAFFORD
GREYFRIARS
Edge of Town
Industrial Zone
Gross floor area: 4064.00 sqm
Survey date: Thursday 06/07/2000 Survey Type: Manual

32	**TE-02-B-02**	**BUSINESS CENTRE**	**TELFORD & WREKIN**

CASTLE STREET
TELFORD
HADLEY
Suburban Area
No Sub Category
Gross floor area: 1300.00 sqm
Survey date: Tuesday 16/06/2009 Survey Type: Manual

33	**TE-02-B-05**	**BUSINESS PARK**	**TELFORD & WREKIN**

HOLLINSWOOD ROAD
TELFORD
Suburban Area
Commercial Zone
Gross floor area: 1715.00 sqm
Survey date: Wednesday 18/09/2024 Survey Type: Manual

34	**TI-02-B-01**	**BUSINESS PARK**	**TIPPERARY**

R498
THURLES
Edge of Town
No Sub Category
Gross floor area: 4180.00 sqm
Survey date: Wednesday 12/10/2022 Survey Type: Manual

35	**TW-02-B-06**	**BUSINESS PARK**	**TYNE & WEAR**

JOICEY ROAD
GATESHEAD
Suburban Area
Residential Zone
Gross floor area: 3712.00 sqm
Survey date: Thursday 18/10/2018 Survey Type: Manual

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36	**WF-02-B-01**	**BUSINESS PARK**	**WALTHAM FOREST**
ARGALL WAY WALTHAMSTOW Suburban Area Industrial Zone Gross floor area: 2148.00 sqm Survey date: Monday 06/11/2017			Survey Type: Manual
37	**WG-02-B-02**	**BUSINESS PARK**	**WOKINGHAM**
WHARFEDALE ROAD READING WINNERSH Edge of Town Development Zone Gross floor area: 4775.00 sqm Survey date: Friday 20/11/2015			Survey Type: Manual
38	**WL-02-B-01**	**BUSINESS PK**	**WILTSHIRE**
HIGH STREET WOOTTON BASSETT COPED HALL Edge of Town Residential Zone Gross floor area: 2600.00 sqm Survey date: Monday 02/10/2006			Survey Type: Manual
39	**WO-02-B-01**	**BUSINESS PARK**	**WORCESTERSHIRE**
BURNT MEADOW ROAD REDDITCH MOORS MOAT NTH IND. EST Edge of Town Industrial Zone Gross floor area: 3525.00 sqm Survey date: Tuesday 02/05/2006			Survey Type: Manual
40	**YO-02-B-01**	**BUSINESS PARK**	**YORK**
AUDAX CLOSE YORK CLIFTON MOOR Edge of Town Industrial Zone Gross floor area: 1900.00 sqm Survey date: Tuesday 17/09/2024			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
GM-02-B-02	10-03-1995	Removed: Most Recent GM-02-B-02|13-03-1995
HO-02-B-01	16-06-2010	Removed: Site re-surveyed by HO-02-B-02
LN-02-B-01	17-05-2005	Removed: Site re-surveyed by LN-02-B-02

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TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	40	3022	0.515	0.098	0.613
08:00-09:00	40	3022	1.429	0.256	1.685
09:00-10:00	40	3022	0.944	0.386	1.330
10:00-11:00	40	3022	0.486	0.405	0.891
11:00-12:00	40	3022	0.443	0.463	0.906
12:00-13:00	40	3022	0.507	0.703	1.210
13:00-14:00	40	3022	0.699	0.634	1.333
14:00-15:00	40	3022	0.473	0.502	0.975
15:00-16:00	40	3022	0.370	0.482	0.852
16:00-17:00	40	3022	0.348	0.840	1.188
17:00-18:00	40	3022	0.244	1.298	1.542
18:00-19:00	40	3022	0.119	0.394	0.513
19:00-20:00	1	4326	0.092	0.162	0.254
20:00-21:00	1	4326	0.139	0.208	0.347
21:00-22:00	1	4326	0.069	0.994	1.063
22:00-23:00	1	4326	0.000	0.046	0.046
23:00-00:00					
Total Rates:			6.877	7.871	14.748

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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Audit Code: ba3d7ef1-974e-4197-8909-8504cdeb9c03

Parameter Summary:

Trip rate parameter range selected:	1000 - 5000 (units: sqm)
Survey date date range:	20/11/1990 - 09/05/2025
Number of weekdays (Monday-Friday):	40
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

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Appendix 3 TRICS Trip Rate Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: D - AFFORDABLE/LOCAL AUTHORITY FLATS

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	**GREATER LONDON**		
	WF	WALTHAM FOREST	1 day
02	**SOUTH EAST**		
	SC	SURREY	1 day
03	**SOUTH WEST**		
	GS	GLOUCESTERSHIRE	2 days
05	**EAST MIDLANDS**		
	NN	NORTH NORTHAMPTONSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	SE	SHEFFIELD	1 day
12	**CONNAUGHT**		
	GA	GALWAY	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 day
	DO	DOWN	1 day

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

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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:	DWELLS
Actual Range:	10 to 40 (units:DWELLS)
Range Selected by User:	10 to 40 (units:DWELLS)
Parking Spaces Range:	0 - 399

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	09/07/16 to 16/04/26

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
Wednesday	3 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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	4 days
Suburban Area	4 days
Edge of Town	1 days

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:

Built-Up Zone	2 days
Residential Zone	7 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	5 days
Servicing vehicles Unknown	1 days

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Secondary Filtering Selection:

Use Class:

C3	9 surveys

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

Population within 500m Range:

532 - 7820

Population within 1 mile:

5,001 to 10,000	2 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	2 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	4 surveys
250,001 to 500,000	1 surveys
500,001 or More	1 surveys

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	3 surveys
1.1 to 1.5	5 surveys
1.6 to 2.0	1 surveys

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.

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Petrol filling station:

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:

No	4 surveys
No	5 surveys

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:

6a - Excellent	1 surveys
No PTAL Present	8 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**AN-03-D-05**	**FLATS & MIXED HOUSES**	**ANTRIM**

MARKET ROAD
BALLYMENA
Edge of Town Centre
Residential Zone
Number of dwellings: 36.00 DWELLS
Survey date: Monday 10/11/2025
Survey Type: Manual

2	**DO-03-D-02**	**BLOCKS OF FLATS**	**DOWN**

BELFAST ROAD
BANGOR
Edge of Town Centre
Built-Up Zone
Number of dwellings: 25.00 DWELLS
Survey date: Thursday 16/04/2026
Survey Type: Manual

3	**GA-03-D-01**	**BLOCK OF FLATS**	**GALWAY**

DOUGHISKA ROAD
GALWAY
DOUGHISKA
Edge of Town
Residential Zone
Number of dwellings: 23.00 DWELLS
Survey date: Wednesday 10/04/2024
Survey Type: Manual

4	**GS-03-D-01**	**BLOCKS OF FLATS**	**GLOUCESTERSHIRE**

SAINT STEPHEN'S ROAD
CHELTENHAM SPA
Suburban Area
Residential Zone
Number of dwellings: 40.00 DWELLS
Survey date: Thursday 04/05/2023
Survey Type: Manual

5	**GS-03-D-02**	**BLOCKS OF FLATS**	**GLOUCESTERSHIRE**

PRINCESS ELIZABETH WAY
CHELTENHAM SPA
Suburban Area
Residential Zone
Number of dwellings: 27.00 DWELLS
Survey date: Thursday 04/05/2023
Survey Type: Manual

6	**NN-03-D-01**	**AFFORDABLE FLATS**	**NORTH NORTHAMPTONSHIRE**

NEWCOMEN ROAD
WELLINGBOROUGH
Edge of Town Centre
Built-Up Zone
Number of dwellings: 14.00 DWELLS
Survey date: Friday 03/10/2025
Survey Type: Manual

7	**SC-03-D-03**	**BLOCK OF FLATS**	**SURREY**

GUILDFORD ROAD
BAGSHOT
Suburban Area
Residential Zone
Number of dwellings: 15.00 DWELLS
Survey date: Wednesday 18/03/2026
Survey Type: Manual

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8	**SE-03-D-01**	**BLOCK OF FLATS**	**SHEFFIELD**

SAINT LAWRENCE ROAD
SHEFFIELD
Suburban Area
Residential Zone
Number of dwellings: 10.00 DWELLS
Survey date: Wednesday 21/06/2023 Survey Type: Manual

9	**WF-03-D-01**	**BLOCK OF FLATS**	**WALTHAM FOREST**

ORFORD ROAD
WALTHAMSTOW
Edge of Town Centre
Residential Zone
Number of dwellings: 24.00 DWELLS
Survey date: Monday 09/10/2023 Survey Type: Manual

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	24	0.061	0.121	0.182
08:00-09:00	9	24	0.079	0.140	0.219
09:00-10:00	9	24	0.136	0.126	0.262
10:00-11:00	9	24	0.093	0.117	0.210
11:00-12:00	9	24	0.112	0.084	0.196
12:00-13:00	9	24	0.075	0.079	0.154
13:00-14:00	9	24	0.093	0.098	0.191
14:00-15:00	9	24	0.126	0.150	0.276
15:00-16:00	9	24	0.145	0.089	0.234
16:00-17:00	9	24	0.140	0.121	0.261
17:00-18:00	9	24	0.131	0.084	0.215
18:00-19:00	9	24	0.089	0.093	0.182
19:00-20:00	1	24	0.042	0.000	0.042
20:00-21:00	1	24	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.322	1.302	2.624

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:	10 - 40 (units: DWELLS)
Survey date date range:	04/05/2023 - 16/04/2026
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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