



# **TRANSPORT STATEMENT**

July 2019



## **Residential Development South of Parc Maen Hir Station Road Letterston Pembrokeshire**



**ateb**



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## Revision History

Issue 1	3 <sup>rd</sup> July 2019	
Issue 2	4 <sup>th</sup> July 2019	Development Composition Amended

1301 Parc Maen Hir TS.docx

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## 1 Introduction

1.1 Acstro has been appointed to prepare a Transport Statement to support a planning application for the development of 26 dwellings on land to the south of Parc Maen Hir, Station Road, Letterston.

1.2 The site's location is shown in Appendix 1.

*Appendix 1 Location Plan*

1.3 The applicant is the housing association, Ateb Group. The proposed development will be the second phase of development at Parc Maen Hir providing social housing.

1.4 This document considers the transport implications of the development of the application site. In particular, this Transport Statement demonstrates that the application site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided.

1.5 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. An estimate of the likely trip generation of the proposed development of the land is also provided.
- Section 5 provides a summary and conclusion.

## 2 Policy Context

### Planning Policy Wales

- 2.1 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.
- 2.2 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”.
- 2.3 Paragraph 4.1.9 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.”
- 2.4 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
- 2.5 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.
- 2.6 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.
- 2.7 PPW recognises (3.35) that for “most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. Development in these areas should embrace the national sustainable placemaking outcomes and, where possible, offer good active travel connections to the centres of settlements to reduce the need to travel by car for local journeys”.
- 2.8 PPW requires (4.1.53) that local authorities develop and adopt standards that set maximum levels of parking for broad classes of development, together with a threshold size of development above which such levels will apply. Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places.

### TAN18 Transportation

- 2.9 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh 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's 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.
- 2.10 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

- 2.11 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.
- 2.12 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.
- 2.13 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.

Pembrokeshire Local Development Plan (LDP) 2006 -2021

- 2.14 Letterston is classified as a Service Centre in policy SP 12, which sets out the County's settlement hierarchy. It is one of four Service Centres in Pembrokeshire. Paragraph 5.78 of the LDP states that:

*The Vision for Service Centres is that they consolidate and develop their roles as places where a good range and choice of services are provided, are accessible to their own population and a wider rural hinterland, and reduce the need for the rural population to travel to towns for retail, leisure and employment purposes. The four Service Centres have excellent public transport connections and are sustainable locations for development in rural Pembrokeshire.*

### 3 Location & Accessibility

#### Location

- 3.1 The site is shown in the context of nearby facilities and the surrounding transport network in Appendix 2.

#### *Appendix 2 Site Context*

- 3.2 Letterston is located approximately 16km north of Haverfordwest and 9km south of Fishguard. Letterston is identified as a Service Centre in the current LDP in recognition of the good range of services and facilities that it provides to its residents and the surrounding rural hinterland.
- 3.3 Letterston has developed around the crossroads that is formed by the A40 trunk road, St. David's Road and Station Road. The application site is located to the south of Station Road and approximately 600m to the east of the crossroads at Letterstone's centre.
- 3.4 A selection of Letterstone's services and facilities together with approximate walk distances from the site is provided in the table below.

Facility	Walk Distance from Site
Clynderwen & Cardiganshire Farmers	400m
Letterston Memorial Hall / Playing Field / Tennis Courts	300m
Letterston Square: Restaurant / Take-Away Butchers / Post Office	550m
Newsagent	800m
Restaurant / Public House (Harp Inn)	1.1km
Public House (The Jubilee)	1.2km
Saint Giles Church	1.2km
Ysgol Ger y Llan (Primary School)	1.3km

**Table 1 Walk Distances from the Site to Local Facilities**

- 3.5 The walk distances quoted above are measured from the proposed site entrance and assume a route along the public highway network.
- 3.6 A wider range of services and facilities can be accessed in Haverfordwest, which is linked to Letterston by good public transport services (described later).
- 3.7 In summary therefore, the site is in an appropriate location where there is a wide range of services and facilities nearby. This will minimise the distance travelled by residents of the site to access services and increase the possibility that sustainable modes of travel are used to make those trips.



### Active Travel

- 3.8 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (2015) states that "Across Britain about 80 per cent of journeys shorter than 1 mile (1.6km) are made wholly on foot – something that has changed little in thirty years. In 2012 walkers accounted for 79 per cent of all journeys shorter than 1 mile, but beyond that distance cars are the dominant mode (DfT, annual)". It is considered that 2km, a distance that can be walked in around 25 to 30 minutes, represents a reasonable distance to expect that walking can be a viable option.
- 3.9 As described above there are a number of facilities available within 2km walking distance to the application site.
- 3.10 The site is accessible to pedestrians via the existing footways within the existing Parc Maen Hir development that link with footways that run along Station Road.
- 3.11 The Chartered Institution of Highways and Transportation's 'Planning for Cycling' (2014) states that 'cycle use is more seasonal than for other modes, with up to twice as many cyclists in summer compared with winter. The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles (3km). However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (National Travel Survey, 2013, Department for Transport).'
- 3.12 There are no signposted cycle routes in the vicinity of the site although National Cycle Network Route 47 can be accessed at Puncteston approximately 7km to the east

### Public Transport

- 3.13 The current LDP classifies Letterston as one of the County's four Service Centres that benefit from 'excellent public transport connections'.
- 3.14 The closest bus stops to the application site are located at Letterston Square, approximately 550m walk to the east of the site. These provide access to the No. 645 and T5 Traws Cymru bus services.

Service	Route	Details
645	Maenclochog – Letterston	1 Journey, Thursdays Only
T5	Aberystwyth – Cardigan - Haverfordwest	Generally hourly services Monday to Saturday. Three journeys on Sundays / Bank Holidays

**Table 2 Local Bus Services**

- 3.15 The bus services provide links to Haverfordwest bus and railway stations, which provide connecting services to other destinations.



### Highway Network

- 3.16 The site will be accessed from the existing Parc Maen Hir development. The street within the development has a 5.5m wide carriageway with 2m wide footways on both sides and benefits from street lighting.



**Figure 1 Existing Parc Maen Hir**

© Google

- 3.17 Parc Maen Hir forms the minor arm of a priority junction with Station Road. The junction has been designed and constructed to current design standards. Visibility splays of at least 2.4 x 43m are available in both directions for drivers emerging from Parc Maen Hir.
- 3.18 Station Road links to the A40 trunk road at Letterston Square. The A40 continues south to Haverfordwest and north to Fishguard.

## 4 Proposed Development

- 4.1 The proposed development's layout is shown in Appendix 3.

### *Appendix 3 Proposed Development*

- 4.2 The proposals is for an additional 26 mixed residential units on the site. The proposal takes influences from phase 1 in appearance character and layout. The development comprises of 10 houses, 12 bungalows and 4 flats, as follows:

8 x 2-bed house  
2 x 3-bed house  
8 x 3-bed bungalows  
4 x 1 bed-bungalows  
4 x 1-bed flats

### Access

- 4.3 The development is accessed by extending the existing Parc Maen Hir street. Within the development the 5.5m ide carriageway and 2m wide footways will extend the length of the site with a turning head provided at its western limit.
- 4.4 As the access is located within a 30mph speed limit area, visibility splays of 2.4 x 43m are required and can be provided.

### Access

- 4.5 Off-street car parking spaces are provided at 2 spaces per house or bungalow and 1 space per flat.

### Trip Generation

- 4.6 The potential trip generation of the proposed development of the site has been estimated by reference to the TRICS trip rate database, a database of over 7,100 traffic surveys of various types of development throughout the UK and Ireland.
- 4.7 From the TRICS database evidence of the trip rates of developments of affordable/council houses (development of up to 60 units) in urban locations (but not town/city centres or edge of town centres) in mainland Britain (excluding Greater London) have been analysed. Full details are provided as Appendix 5 and summarised below.

#### *Appendix 4 TRICS Trip Rate Data*

Time Range	Trip Rate per Dwelling			Trip Generation (26 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.183	0.326	0.509	5	8	13
pm Peak Hour 16:00-17:00	0.28	0.2	0.48	7	5	12

**Table 3 Vehicle Trip Rates & Proposed Development Trip Generation**

- 4.8 The TRICS data suggests that the proposed development will generate around 12 or 13 peak hour vehicle movements. This equates to approximately, on average, one vehicle movement every 5 minutes and is not considered to be significant. This level of traffic is unlikely to have any material impact on the operation and safety of the surrounding highway network.

## 5 Summary & Conclusion

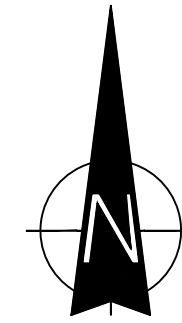
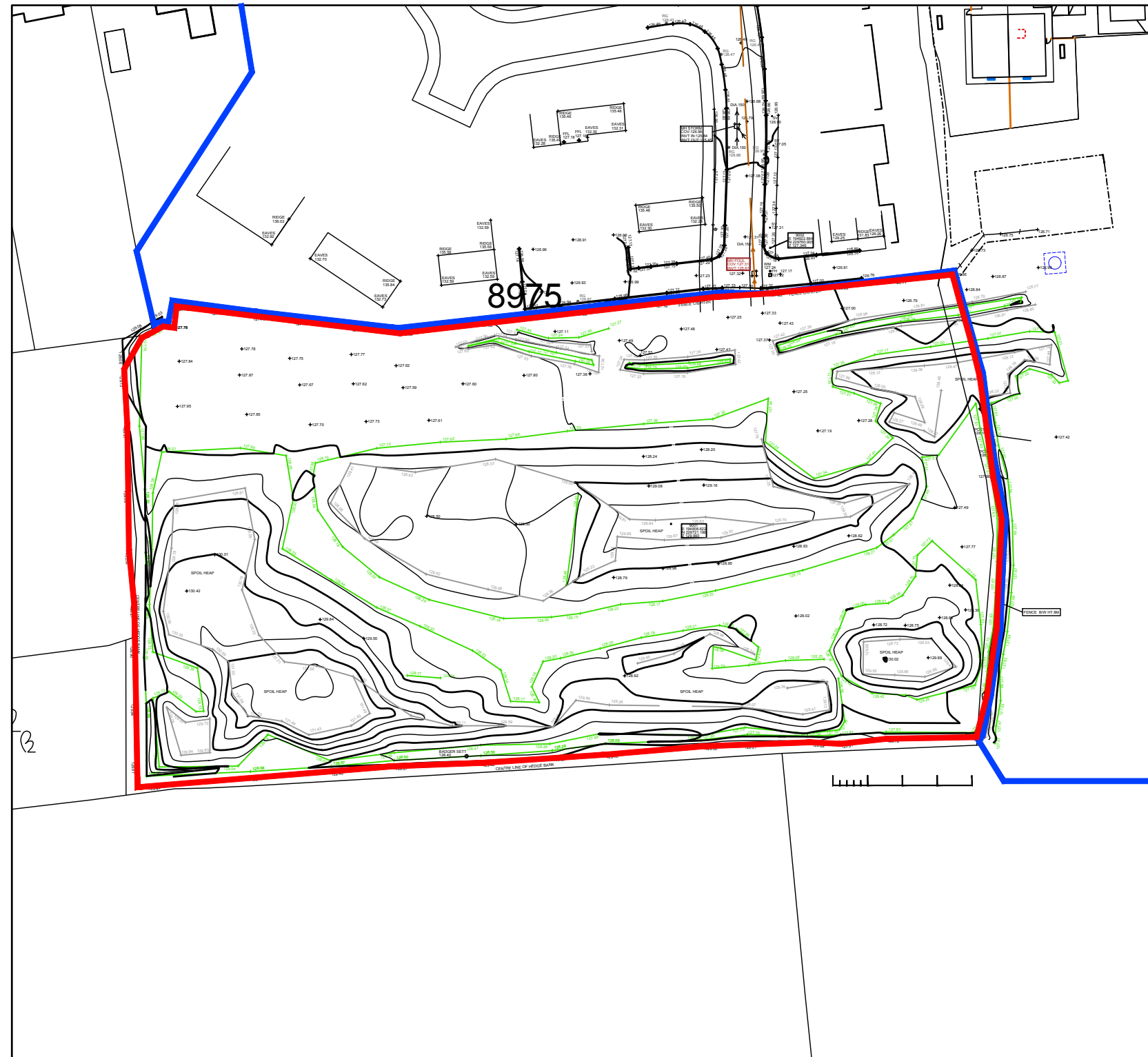
5.1 In summary this Transport Statement has demonstrated that:

- The application site's location is closely related to Letterston's existing settlement and the facilities that it provides;
- There are a good range of services and facilities near to the site offering education, shopping, employment, leisure and social opportunities. These can be accessed from the site by walking, cycling or by public transport.
- The site is accessible to pedestrians and can be connected to the existing footway network.
- A safe and appropriate access, that meets current design standards, is available to the site from Station Road via the existing Parc Maen Hir development.

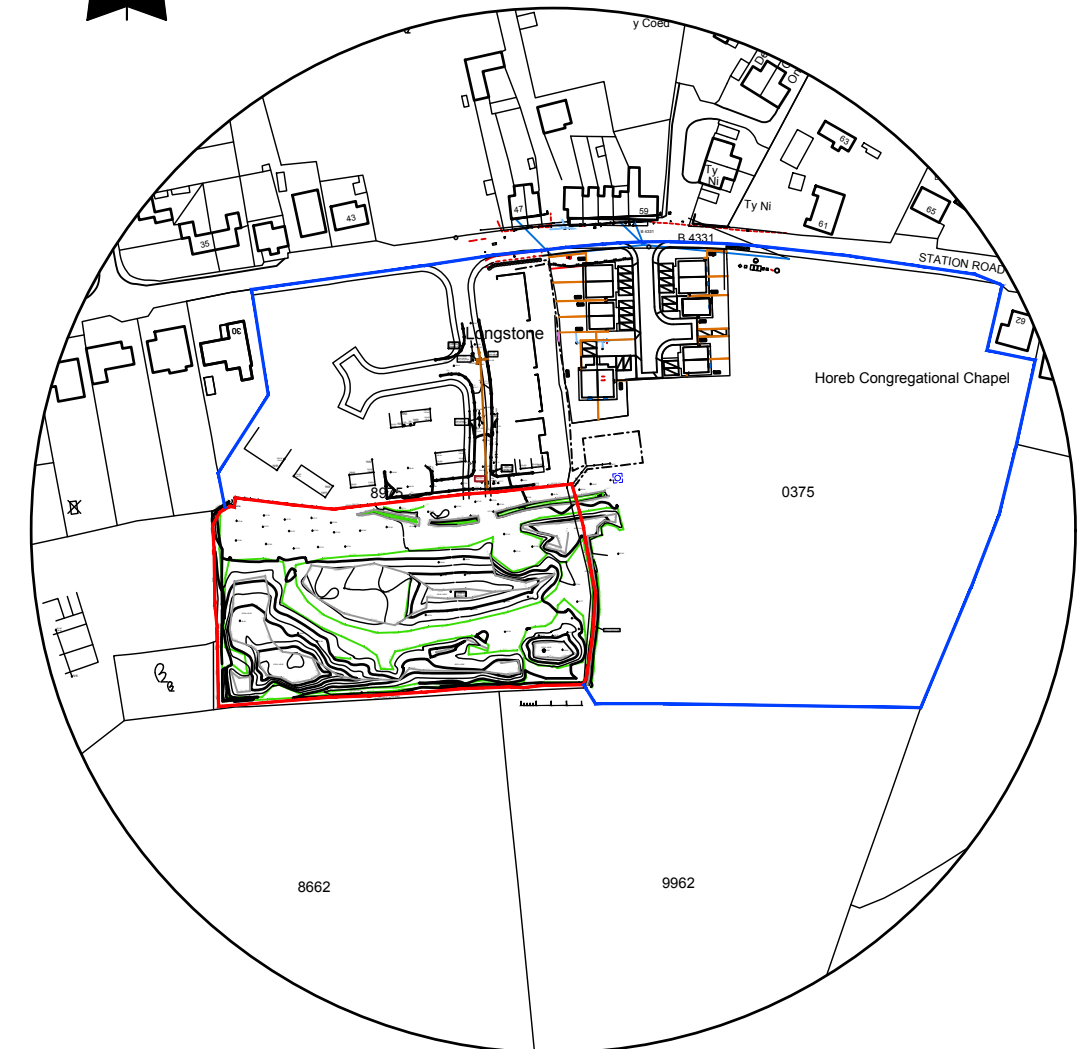
5.2 As such it is considered that the application site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable or can be suitably mitigated.

5.3 It is concluded therefore that there are no transport related issues that should prevent the development.

## Appendix 1 Location Plan

**SITE PLAN 1:750**

Rev	Amendments	Date	Ckd By
A	Land ownership amended	07/05/19	pjl

**LOCATION PLAN 1:2500****ateb**

Map reference	SM 9429	Reproduced from the Ordnance Survey mapping with the permission of the controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil Proceedings. Licence No. AR100006113
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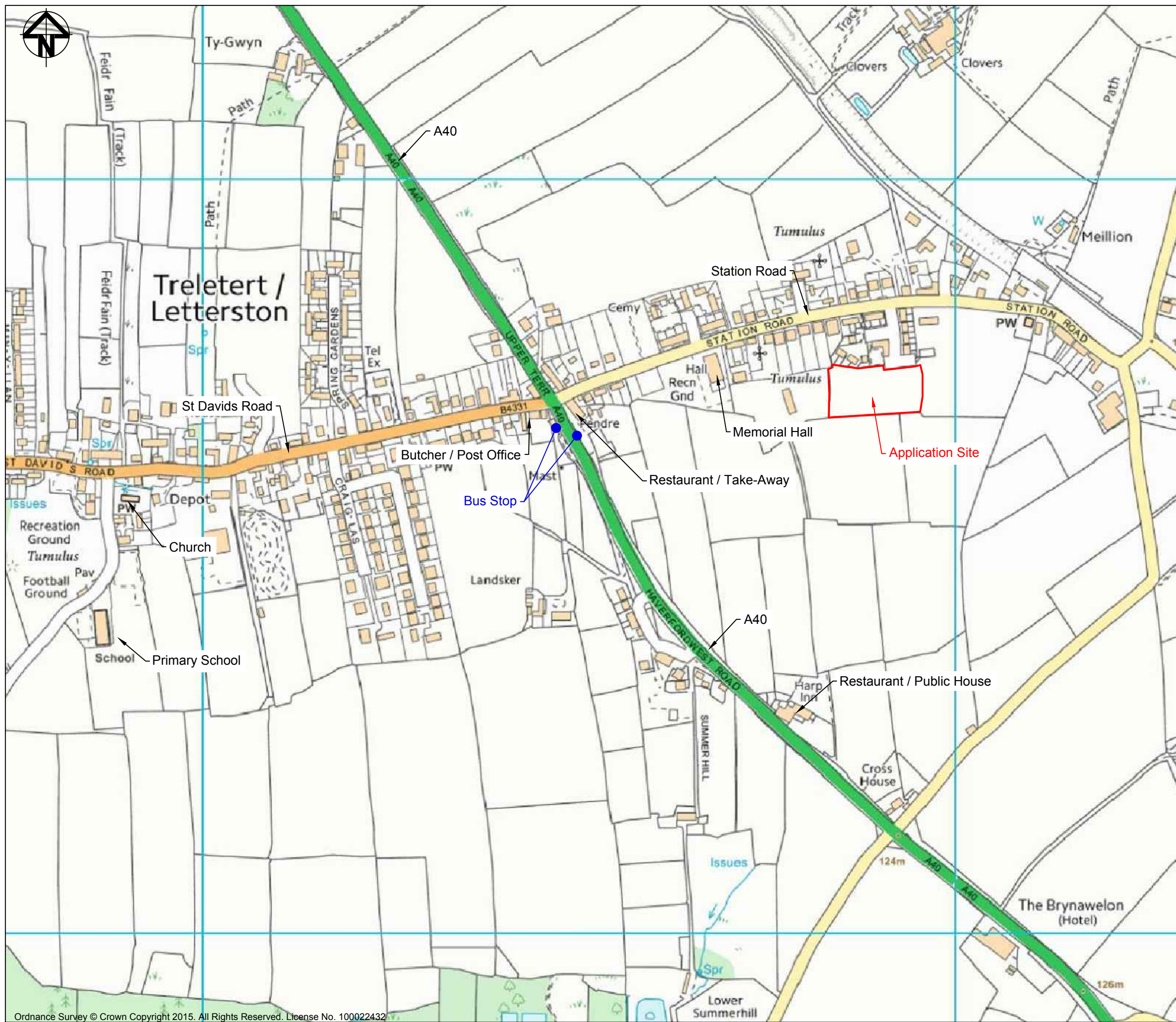
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<b>Project</b> PROPOSED RESIDENTIAL DEVELOPMENT Location : LAND OFF STATION ROAD, LETTERSTON Client : JONATHAN COLE, ATEB				<b>Title</b> EXISTING SITE & LOCATION PLANS			
Project Number	1840	Drawing Number	01	Rev.	A	Scale/s	AS SHOWN
Status				FEASIBILITY			
A3				Date Drawn	02/18	By	gp
A3				Date Checked	07/02/18	By	pjl

## Appendix 2 Site Context





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A	First Issue	03-07-19
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PARC MAEN HIR PHASE 2		
SITE CONTEXT		
1301	001	A
	NTS	@ A3

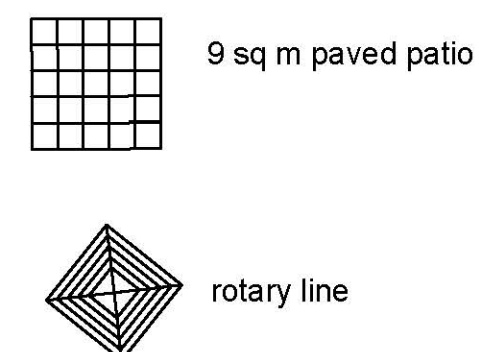
## Appendix 3 Proposed Development



LAND AT LONGSTONE FARM,  
LETTERSTON - PHASE 2

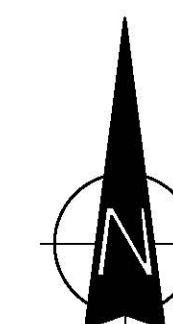


- All finished floor levels to be agreed following receipt of an up to date topographical survey and input from structural engineer / road / drainage designer



### Roosting Potions Bat/Bird Boxes

8 no. 4 person 2 bedroom houses - plots 1,2,3,4,9,10,13,14  
2 no. 4 person 3 bedroom houses - plots 11,12  
6 no. 3 person 2 bedroom bungalows - plots 21-26 inc.  
2 no. 3 person 2 bedroom disabled bungalows - plots 19,20  
4 no. 2 person 1 bedroom flats - plots 5,6,7,8  
6 no. 2 person 1 bedroom bungalows - plots 15-18



ateb



## Appendix 4 TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-190703-0709

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	3 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days

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

## Secondary Filtering selection:

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

Parameter: Number of dwellings  
 Actual Range: 16 to 54 (units: )  
 Range Selected by User: 11 to 60 (units: )

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 19/10/18

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
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	4
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:

C3

6 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 1 mile:

1,001 to 5,000

1 days

5,001 to 10,000

1 days

10,001 to 15,000

1 days

25,001 to 50,000

3 days

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

Population within 5 miles:

5,001 to 25,000

1 days

75,001 to 100,000

2 days

125,001 to 250,000

2 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

5 days

1.1 to 1.5

1 days

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

Travel Plan:

No

6 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

6 days

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

LIST OF SITES relevant to selection parameters

1	GM-03-B-01 NEWBOLD ROCHDALE	TERRACED HOUSES		GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 43 <i>Survey date: WEDNESDAY 21/10/15</i>			
2	MS-03-B-01 TARBOCK ROAD LIVERPOOL SPEKE	TERRACED		MERSEYSIDE
	Edge of Town Residential Zone Total Number of dwellings: 16 <i>Survey date: TUESDAY 18/06/13</i>			
3	WO-03-B-02 GOODREST WALK WORCESTER MERRIMANS HILL	TERRACED HOUSES		WORCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 16 <i>Survey date: MONDAY 14/11/16</i>			
4	WY-03-B-02 WHITEACRE STREET HUDDERSFIELD DEIGHTON	MIXED HOUSES		WEST YORKSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 54 <i>Survey date: TUESDAY 17/09/13</i>			
5	WY-03-B-03 LINCOLN GREEN ROAD LEEDS	TERRACED HOUSES		WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of dwellings: 29 <i>Survey date: THURSDAY 19/09/13</i>			
6	WY-03-B-04 SYKES CLOSE BATLEY	TERRACED HOUSES		WEST YORKSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 17 <i>Survey date: FRIDAY 19/10/18</i>			

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



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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	29	0.057	6	29	0.131	6	29	0.188
08:00 - 09:00	6	29	0.183	6	29	0.326	6	29	0.509
09:00 - 10:00	6	29	0.211	6	29	0.217	6	29	0.428
10:00 - 11:00	6	29	0.183	6	29	0.171	6	29	0.354
11:00 - 12:00	6	29	0.126	6	29	0.120	6	29	0.246
12:00 - 13:00	6	29	0.137	6	29	0.154	6	29	0.291
13:00 - 14:00	6	29	0.109	6	29	0.120	6	29	0.229
14:00 - 15:00	6	29	0.200	6	29	0.166	6	29	0.366
15:00 - 16:00	6	29	0.349	6	29	0.251	6	29	0.600
16:00 - 17:00	6	29	0.229	6	29	0.240	6	29	0.469
17:00 - 18:00	6	29	0.280	6	29	0.200	6	29	0.480
18:00 - 19:00	6	29	0.229	6	29	0.137	6	29	0.366
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.293			2.233			4.526

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:	16 - 54 (units: )
Survey date date range:	01/01/11 - 19/10/18
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



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