



Transport Statement

**Proposed Residential Development
Land Adjacent to
Carmarthen Leisure Centre
Llansteffan Road
Carmarthen**

September 2025

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Revision History

A	15 th September 2025	First Issue

1826-ACS-ZZ-XX-RP-T-001-A Transport Statement.docx

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1 Introduction

- 1.1 Acstro has been appointed by JMS Planning Ltd, on behalf of Carmarthenshire County Council, to prepare a Transport Statement to support a planning application for a development of 38 dwellings (social housing) on land adjacent to Carmarthen Leisure Centre, Llansteffan Road, Carmarthen. The general location of the site is shown in Figure 1.

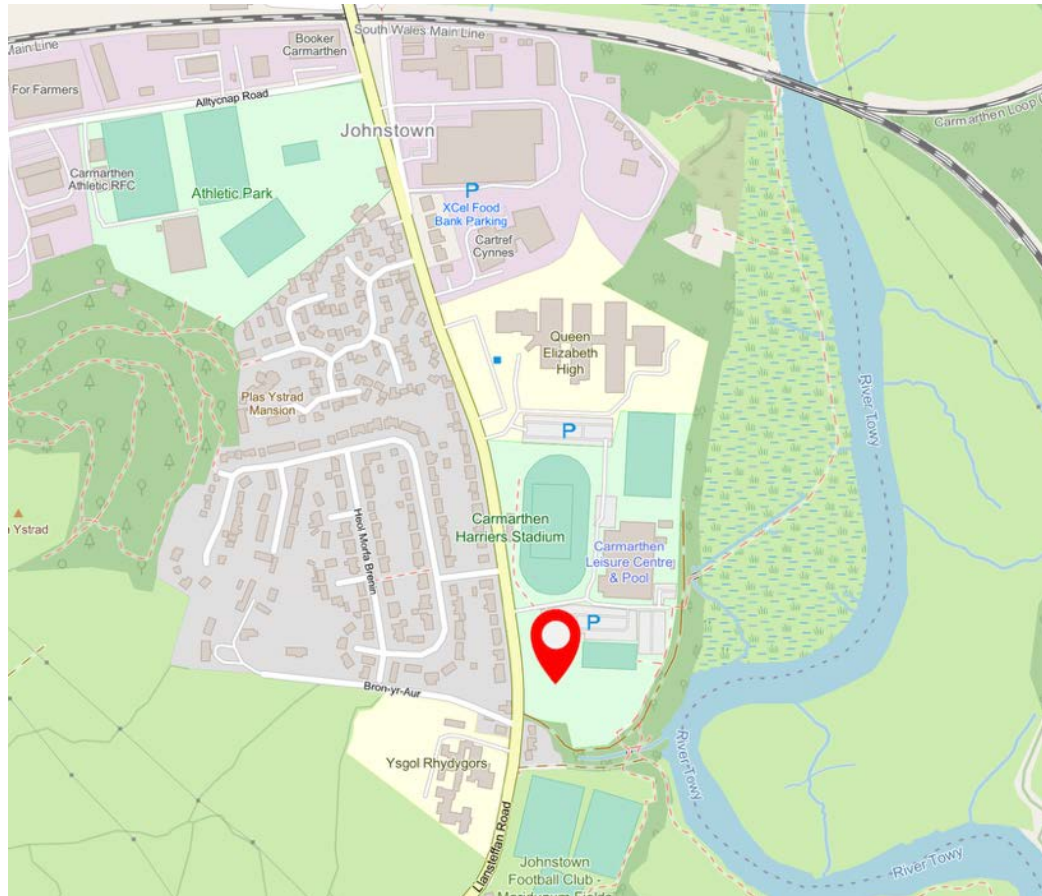


Figure 1 Location Plan

- 1.2 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site.
- 1.3 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, its proximity to services and facilities and its accessibility by all forms of transport.
 - Section 4 describes the proposed development and its access arrangements.
 - 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.

- 2.10 To this end the provision of ULEV charging points is encouraged within new developments.
- 2.11 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](#)

- 2.12 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.
- 2.13 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.
- 2.14 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](#)

- 2.15 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.

2.16 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

2.17 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.

2.18 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.

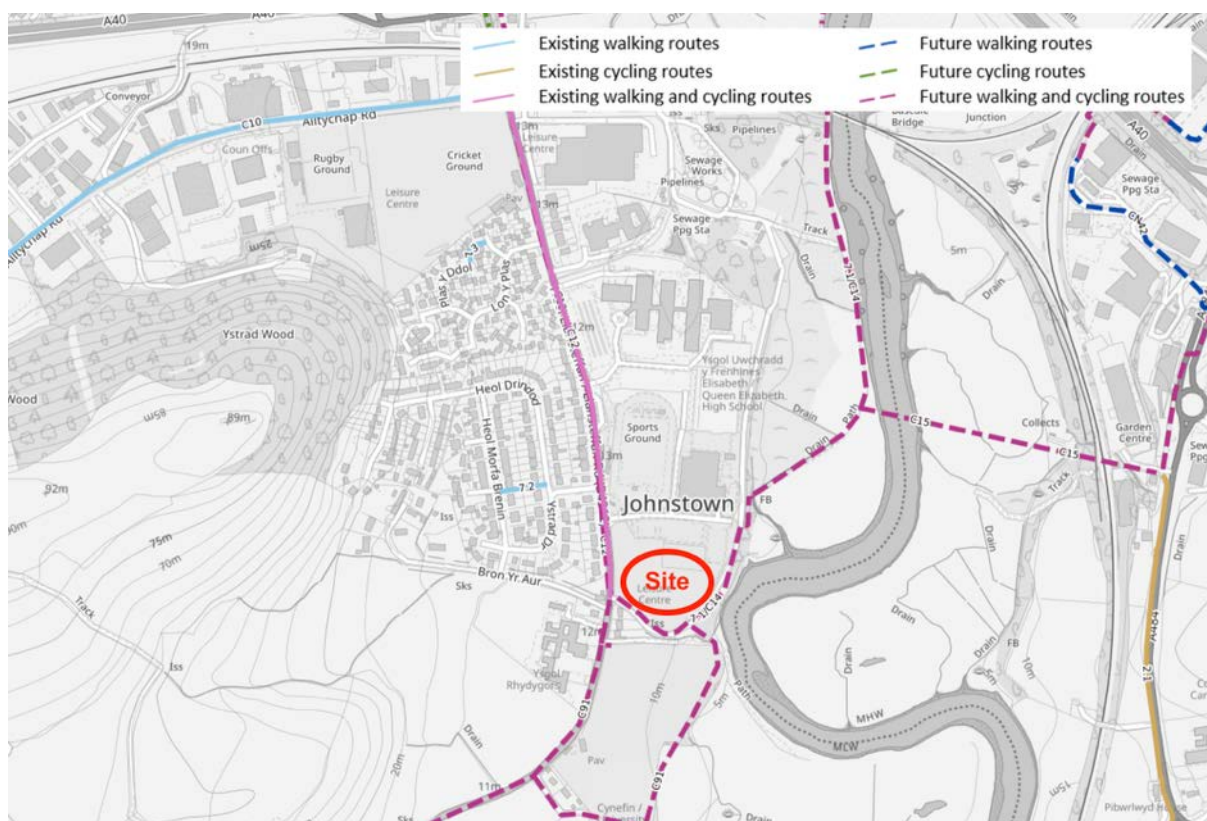


Figure 2 Extract from Active Travel Network Map (Source: DataMapWales)

- 2.19 There is an existing walking and cycling route adjacent to the site. The future walking and cycling route (Ref: C7.1/C14) shown on the Council's ATNM that skirts around the site's southern and eastern boundaries has, we understand, been delivered. This connects Johnstown to Carmarthen's town centre via a traffic free riverside path.

[Carmarthenshire Local Development Plan \(Adopted 2014\)](#)

- 2.20 Carmarthen is identified as a Growth Area within the LDP's hierarchy of settlements (Policy SP3). This is the highest category in this hierarchy and reflects the town's high population levels and the availability of an extensive range of services and facilities in the strategic context.
- 2.21 In terms of transport related policies, Policy TR1 states that proposals that do not restrict traffic movement or compromise safety on the primary road network will be supported.
- 2.22 Policy TR2 requires that development that has the potential for significant trip generation to be accessible to non-car modes of transport, to make provision for these modes of transport and to be supported with Travel Plans.
- 2.23 Policy TR3 relates to the design of highways within developments and requires that these are safe, provide appropriate provision for public transport and make appropriate provision for parking and servicing space.

[CSS Wales Parking Standards \(2014\)](#)

- 2.24 This document provides guidance on parking provision within new development.
- 2.25 For residential development the requirement is that one car parking space per bedroom is provided, up to a maximum of three spaces per dwelling. One visitor car parking space per five dwellings is also required.

3 The Site

- 3.1 The application site is located immediately to the south of Carmarthen Leisure Centre. Llansteffan Road (B4312) forms the site's western boundary site. On the opposite side of Llansteffan Road is residential in nature. To the south there are some residential properties and playing fields and to the east is the River Towy.

Proximity to Services

- 3.2 The site is shown in context in Appendix 1.

Appendix 1 Site Context

- 3.3 There is a good range of service and facilities located in Johnstown, including primary and secondary schools, a leisure centre, a convenience store, sports clubs, public houses and an industrial estate.
- 3.4 A wider range of services can be accessed in Carmarthen's town centre, which is a 1.5 mile / 33 minute walk from the site.
- 3.5 It is considered that the application site is in a suitable location for residential development, one where residents will have access to a wide range of services, facilities and amenities that can be accessed easily on foot, by bike or by public transport. As a result, people are more likely to travel by sustainable modes of transport to access those services and will not be reliant on the car. This delivers many benefits including a reduction in road congestion, improved air quality, improved physical and mental health and improved social interaction and sense of community.

Active Travel

- 3.6 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.

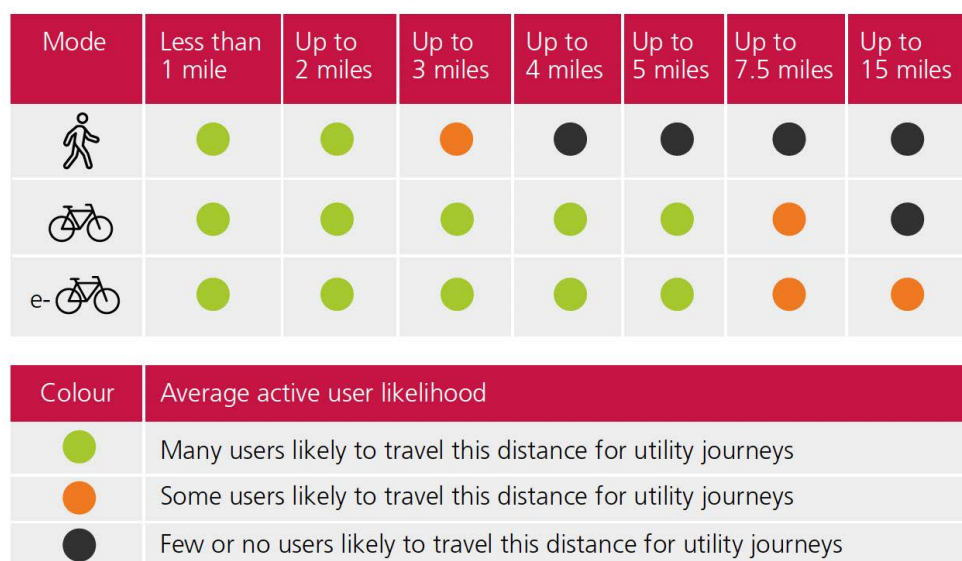


Figure 3 Typical Distance Range for Active Travel

(Source: Active Travel Guidance Table 4.1)

- 3.7 Figure 5 shows the areas that are within 2-miles of the development site where utility journeys to and from the site may be viable on foot. This catchment area encompasses most of Carmarthen.

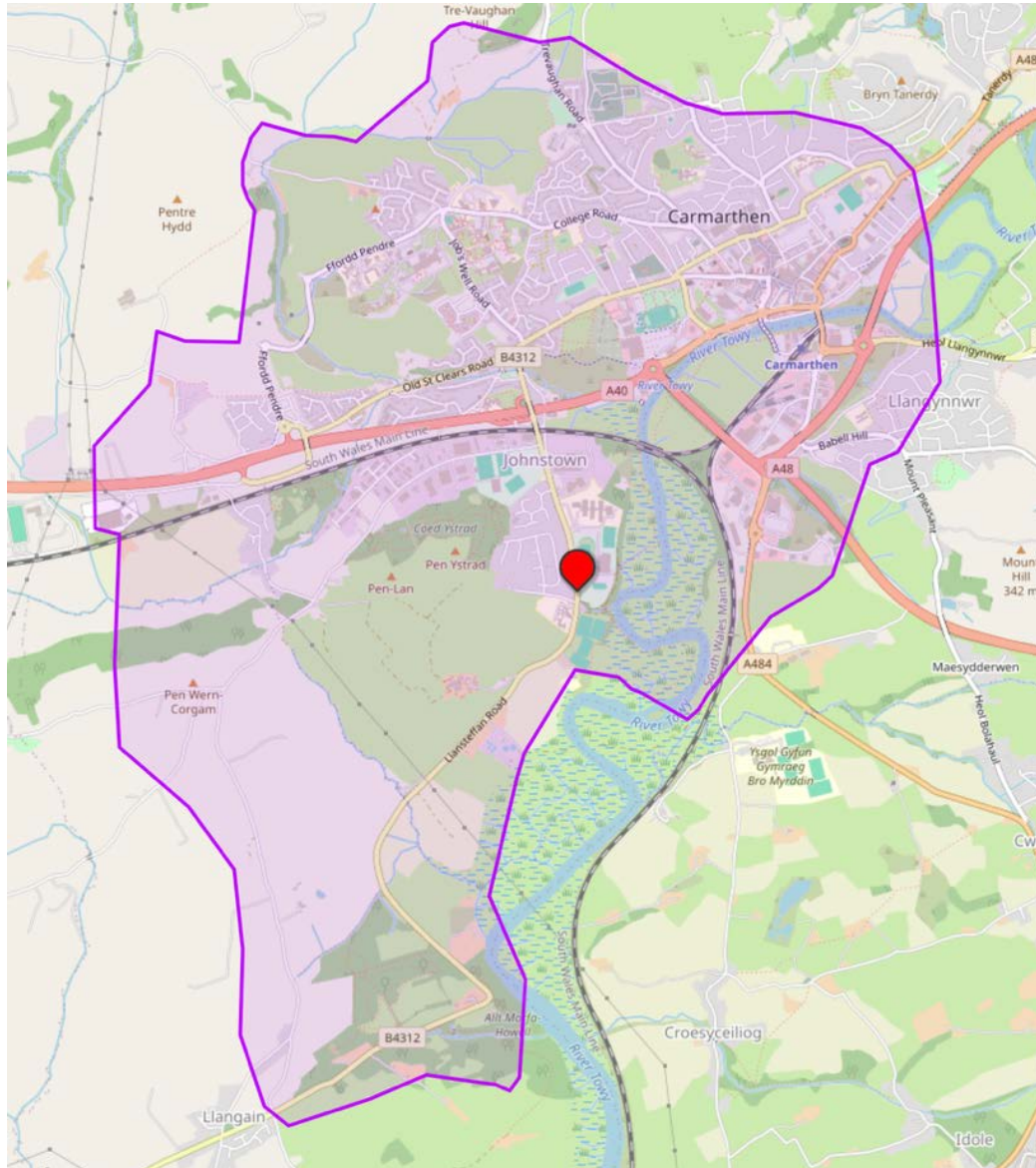


Figure 4 2-Mile Walk Catchment

- 3.8 The site is accessible to pedestrians from good quality footways that run along Llansteffan Road. These link with the wider pedestrian network allowing for the amenities described above to be accessed from the application site on foot along safe, segregated and lit routes. No shortfalls in the local pedestrian network have been identified that would prevent most people from walking to access nearby amenities.

- 3.9 The Llansteffan Road combined foot and cycleway adjacent to the site provides a segregated route to and from the development by bike. This connects to the National Cycle Network Route 4 at the junction of Llansteffan Road and Alltchap Road. An alternative, traffic free, cycle route runs alongside the River Towy, connecting Johnstown to Carmarthen's town centre

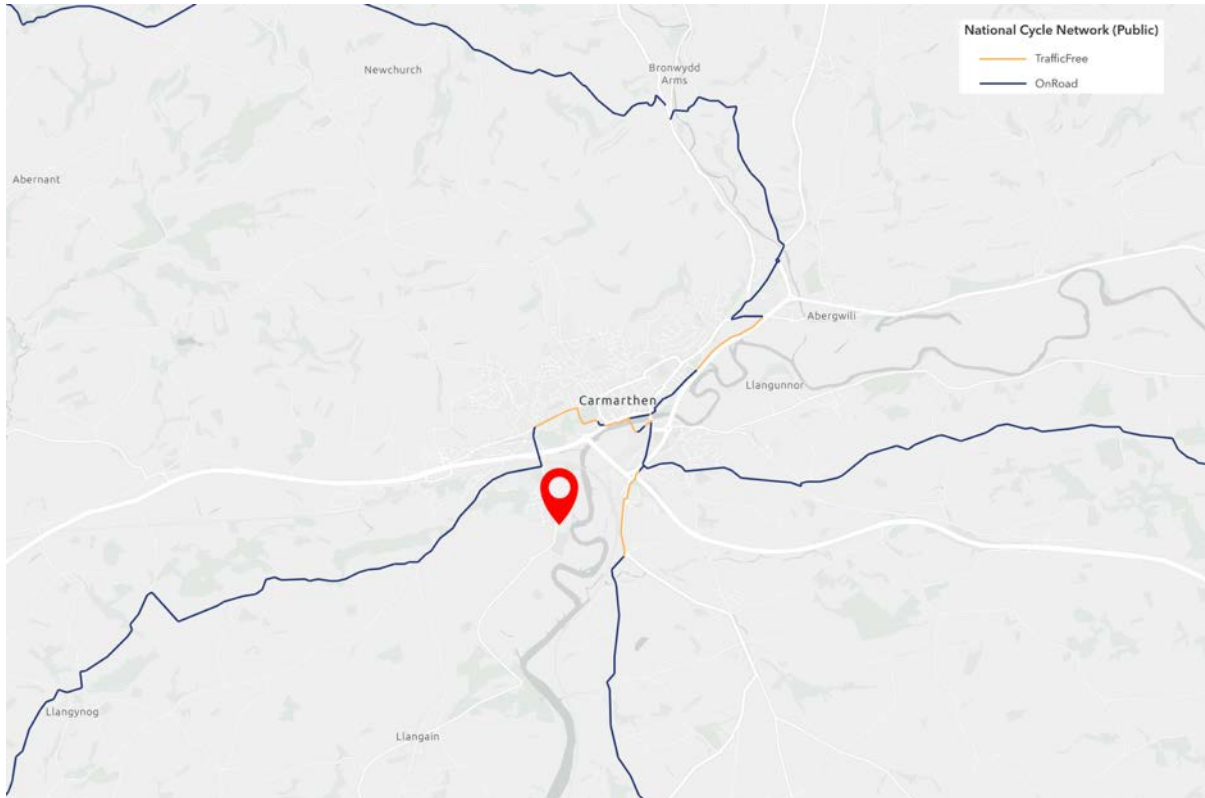


Figure 5 National Cycle Network

Public Transport

- 3.10 There are bus stops adjacent to the site on Llansteffan Road. They provide access to the No. 227 service (Carmarthen – Llanybri via Llansteffan), which runs five times a day in each direction, Mondays to Saturdays. Journeys to Carmarthen's bus station take around 7 minutes.
- 3.11 From Carmarthen's bus station multiple connecting public transport services can be accessed. These include the rail services from the railway station, which is located a 5 minute walk from the bus station.

Highway Access

- 3.12 The site will be accessed from Llansteffan Road (B4312), which is subject to a 20mph speed limit. Llansteffan Road crosses over the A40 dual carriageway, some 900m to the north of the application site and links to it with a grade separated junction. Movements at the junction of the Llansteffan Road / Westbound off and on slip road are signal controlled.
- 3.13 Approximately 300m north of the A40, Llansteffan Road links with St Clears Road, Monument Hill and Job's Well Road at a signal controlled, staggered crossroads junction.

- 3.14 The majority of traffic movements associated with the Cillefwr Industrial Estate and Queen Elizabeth High School enter and leave Johnstown via the A40 grade separated junction. This leads to regular periods of peak time congestion on the approaches to the signal controls at the junction of Llansteffan Road and the A40 westbound slip road.
- 3.15 Some congestion also occurs around the accesses to Queen Elizabeth High School's bus and car parking areas at the start and end of the school day and this can impact on the flow of traffic for the length of Llansteffan Road that passes the application site.
- 3.16 However, the congestion that does occurs at predictable times and lasts for relatively short periods, allowing residents of the area to adjust their travel times either to make allowance for delays or to avoid those critical periods altogether.
- 3.17 Llansteffan Road has a good safety record with no recorded injury collisions between the site and the A40 grade separated junction during the latest 5-year period for which data is available (2019 – 2023 inclusive).
- 3.18 There are two slight and one serious severity injury collisions recorded to the south of the application site. The two slight severity collisions occurred outside of the 20mph speed limit area, where a speed limit of 50mph applies. Both were single vehicle collisions, resulting in injuries to the car occupants. They are a significant distance from one another and the absence of clustering of collisions indicates that these are isolated incidents.
- 3.19 The serious severity collision occurred just to the south of the application site. It occurred at 3pm on Saturday 26/02/2022. Conditions are described as being fine with high winds. The casualty was a cyclist who appears to have collided with a parked car. Again this is an isolated incident with no other records of cyclists being injured in the vicinity.
- 3.20 The review of collision records confirms that Llansteffan Road operates safely.

4 Proposed Development

- 4.1 The proposed development comprises of 38 new dwellings for social housing.

Access

- 4.2 Access to the site will be formed by way of a new priority junction with Llansteffan Road. The junction will take the form of a raised plateau junction (subject to the agreement of the Highway Authority), which will act as a traffic calming measure.
- 4.3 At the Llansteffan Road junction, visibility splays of at least 2.4m x 25m (suitable for the 20mph speed limit) are provided in both directions from the proposed access. Within the site an adoptable estate road with 5.5m wide carriageway and 2m footways on both sides extend to the north and east, with turning areas at the ends capable of accommodating refuse collection vehicles.
- 4.4 The access arrangement and refuse collection vehicle swept path analysis is shown in more detail in Appendix 2.

Appendix 2 Proposed Access

Parking

- 4.5 Parking provision aligns with the requirements of the CSS Wales Parking Standards. One off-street parking space per bedroom is provided up to a maximum of three spaces per dwelling. In addition, 8 visitor car parking spaces (one per 5 dwellings) are provided in a dedicated parking area.

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.
- 4.7 From the TRICS database evidence of the trip rates of affordable / Council housing developments (developments of between 20 and 60 units) located in suburban areas have been analysed. The detailed TRICS output is provided as Appendix 3 and summarised below.

Appendix 3 TRICS Trip Rate Data

Time Range	Trip Rate per Dwelling			Trip Generation (38 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.175	0.313	0.488	7	12	19
pm Peak Hour 17:00-18:00	0.416	0.313	0.729	16	12	28

Table 1 Vehicle Trip Rates & Proposed Development Trip Generation

- 4.8 The TRICS data suggests that the proposed development will generate 19 to 28 peak hour vehicle movements. This equates to, on average, one additional movement every 2 to 3 minutes or so during the busiest times.

- 4.9 Assuming that, at worst, all traffic departing the development turns right and travels past the leisure centre, QE High School and the A40 grade separated junction, the TRICS data suggests that the development will add 12 new peak hour vehicle movements to the existing traffic flow moving in this direction. This is considered to be a modest number in the context of existing traffic volume on Llansteffan Road and, in our opinion, this will have no noticeable impact on conditions experienced on Llansteffan Road during peak times.
- 4.10 The volume of traffic generation is not considered to be significant and will have no material impact on the operation of the highway network.

5 Summary & Conclusion

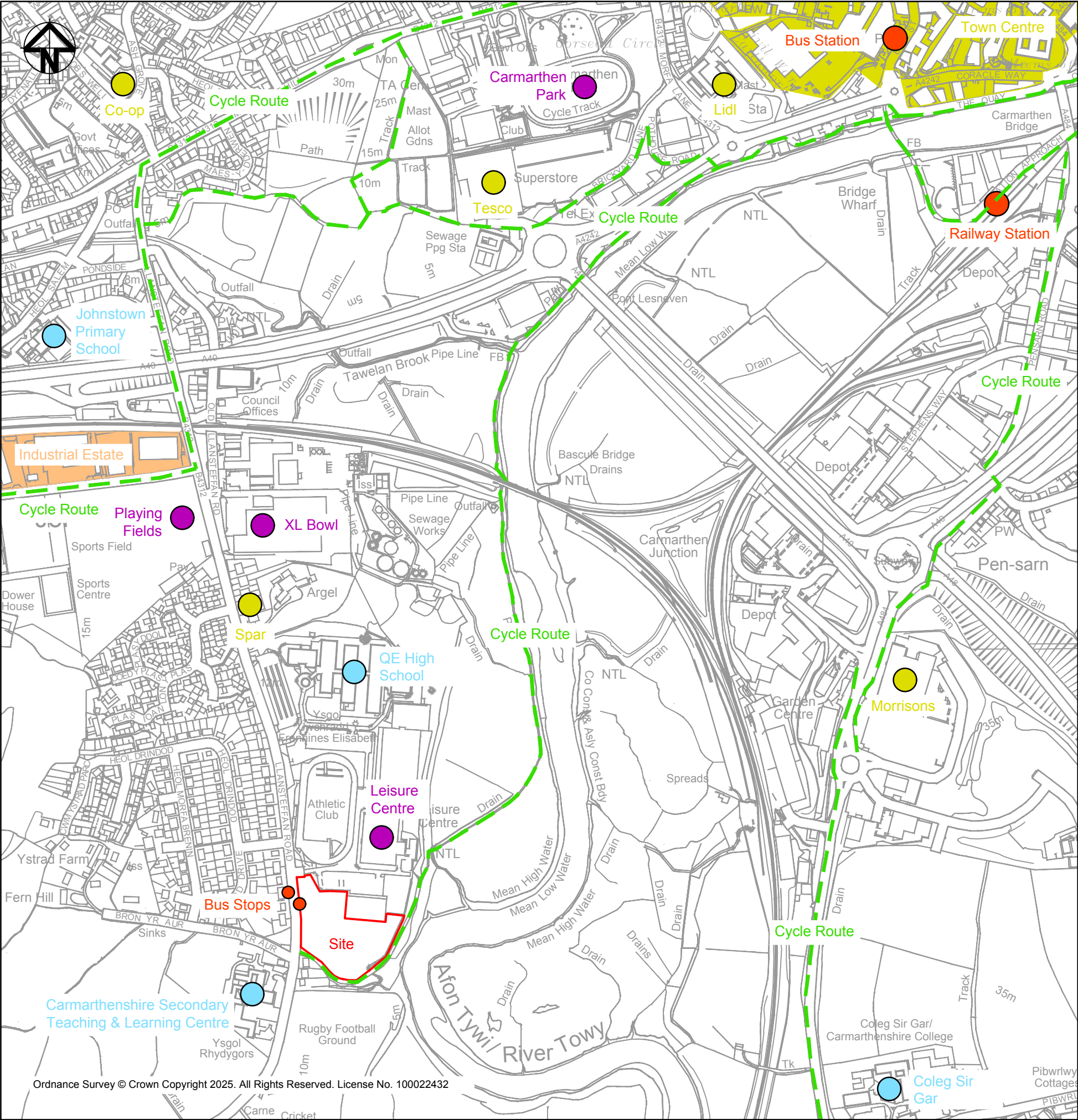
5.1 In summary this Transport Statement has demonstrated that:

- The site is in a sustainable and accessible location. It 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.
- 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.
- Llansteffan Road operates safely with no recorded injury collisions over the latest 5-year period between the application site and the A40 junction.
- The proposal is for a development of 38 dwellings for social housing.
- The site will be served by an adoptable street accessed from a new priority junction with Llansteffan Road that accords with design standards. It is proposed that the new junction will provide a raised plateau on Llansteffan Road, delivering traffic calming and improved conditions for all road users.
- Off-street parking is provided for each property and accords with the adopted Parking Standards. Visitor parking is also provided.
- The estimated traffic generation of the proposed development is insignificant and will cause no detrimental impact to the continued safe operation of the surrounding highway network.

5.2 As such it is considered that the development 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.

5.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development from being granted.

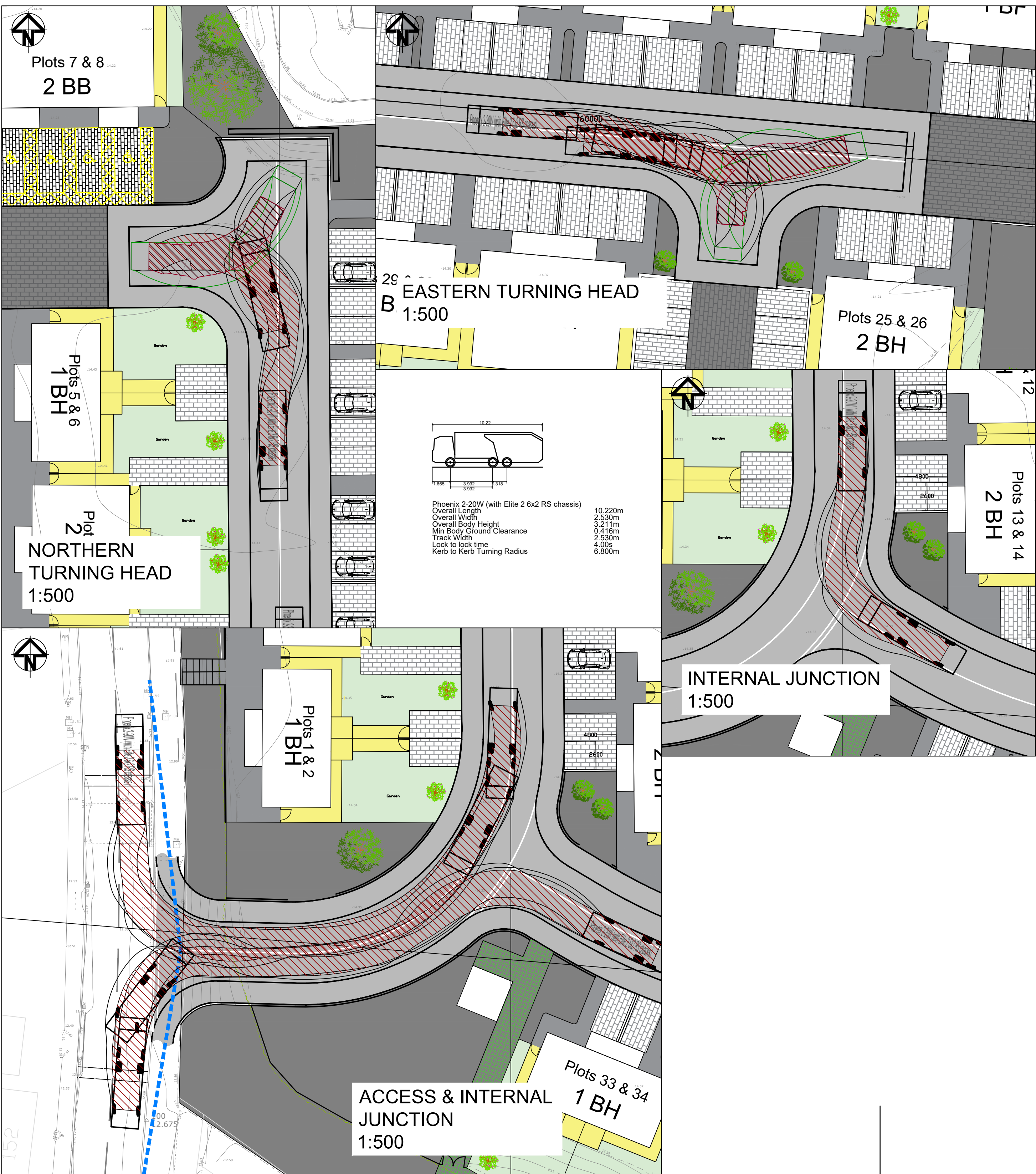
Appendix 1 Site Context




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A	First Issue	15-09-25
<div>acstro</div> <div>Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandeilo SA19 6BJ</div> <div>E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021</div>		
Project	LAND SOUTH OF CARMARTHEN LEISURE CENTRE	
Drawing	SITE CONTEXT	
Drawing No.	1826-ACS-XX-ZZ-DR-T-001-A	
Scale	NTS @ A3	

Appendix 2 Proposed Access



A	First Issue	16-09-25
 <p>Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandello SA19 6BJ</p> <p>E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021</p>		
Project		
LAND SOUTH OF CARMARTHEN LEISURE CENTRE		
Drawing		
PROPOSED ACCESS		
Drawing No.		
1826-ACS-XX-ZZ-DR-T-001-A		
Scale		
1:500 & 1:250 @ A1		

Appendix 3 TRICS Trip Rate Data

Audit Code: b97f3b06-b094-463d-b92a-62048477a65e

Filtering Summary:

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

Selected Trip Rate Calculation Parameter Range: 20 - 60 DWELLS

Actual Trip Rate Calculation Parameter Range: N/A DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 05/09/2023

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 1376 5500

Days of the week selected:

Friday	1
Tuesday	2
Wednesday	1

Main Location Types selected:

Suburban Area (PPS6 Out of Centre)	4
------------------------------------	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	4
----------------------------	---

Population <1 Mile ranges selected:

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

Audit Code: b97f3b06-b094-463d-b92a-62048477a65e

Population <5 Mile ranges selected:

25,001 to 50,000	1
5,001 to 25,000	1
50,001 to 75,000	1
500,001 or More	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	3

PTAL Rating:

No PTAL Present	4
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Audit Code: b97f3b06-b094-463d-b92a-62048477a65e

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:		
03	SOUTH WEST	
	WL	WILTSHIRE 1 day
05	EAST MIDLANDS	
	NN	NORTH NORTHAMPTONSHIRE 1 day
13	MUNSTER	
	TI	TIPPERARY 1 day
15	GREATER DUBLIN	
	DL	DUBLIN 1 day

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



Audit Code: b97f3b06-b094-463d-b92a-62048477a65e

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:	0.8 to 3.5 (units:DWELLS)
Range Selected by User:	20 to 60 (units:DWELLS)
Parking Spaces Range:	11 - 220

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 05/09/23

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:

Friday	1 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	4
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 undertaken using machines

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4 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:

Residential Zone	4 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	4 days
-----------------------------	--------

Audit Code: b97f3b06-b094-463d-b92a-62048477a65e

Secondary Filtering Selection:

Use Class:

C3	4 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:

1376 - 5500

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	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	1 surveys
1.1 to 1.5	3 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.

Audit Code: b97f3b06-b094-463d-b92a-62048477a65e

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

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 4 surveys

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.

COVID-19 Restrictions:

No

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.

Audit Code: b97f3b06-b094-463d-b92a-62048477a65e

LIST OF SITES relevant to selection parameters:

Site 1:	DL-03-B-03	Site area:	3.5 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	48 DWELLS
Location:	DUBLIN	Housing density:	
Postcode:	DUBLIN 9	Total Bedrooms:	144
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/11/2016
		Survey Day:	Tuesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	NN-03-B-01	Site area:	0.8 hect
Development Name:	SEMI-DETACHED HOUSES	Number of dwellings:	21 DWELLS
Location:	CORBY	Housing density:	26.9230769230769
Postcode:	NN17 1EP	Total Bedrooms:	69
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	13/10/2021
		Survey Day:	Wednesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	TI-03-B-01	Site area:	2.09 hect
Development Name:	MIXED HOUSES	Number of dwellings:	43 DWELLS
Location:	NENAGH	Housing density:	41.3461538461538
Postcode:		Total Bedrooms:	116
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	27/05/2016
		Survey Day:	Friday
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	WL-03-B-01	Site area:	1.6 hect
Development Name:	TERRACED HOUSES	Number of dwellings:	54 DWELLS
Location:	AMESBURY	Housing density:	67.5
Postcode:	SP4 7SS	Total Bedrooms:	118
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/09/2018
		Survey Day:	Tuesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: b97f3b06-b094-463d-b92a-62048477a65e

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.175	0.313	0.488
17:00-18:00	0.416	0.313	0.729

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	4	42	0.078	0.241	0.319
08:00-09:00	4	42	0.175	0.313	0.488
09:00-10:00	4	42	0.193	0.277	0.470
10:00-11:00	4	42	0.157	0.151	0.308
11:00-12:00	4	42	0.169	0.157	0.326
12:00-13:00	4	42	0.199	0.139	0.338
13:00-14:00	4	42	0.181	0.181	0.362
14:00-15:00	4	42	0.211	0.259	0.470
15:00-16:00	4	42	0.349	0.223	0.572
16:00-17:00	4	42	0.337	0.175	0.512
17:00-18:00	4	42	0.416	0.313	0.729
18:00-19:00	4	42	0.229	0.211	0.440
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.694	2.640	5.334

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: b97f3b06-b094-463d-b92a-62048477a65e

Parameter Summary:

Trip rate parameter range selected:	20 - 60 (units: DWELLS)
Survey date date range:	27/05/2016 - 13/10/2021
Number of weekdays (Monday-Friday):	4
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.

The logo for Acstro, featuring the word "acstro" in a bold, blue, sans-serif font. The background of the entire page consists of a light blue gradient with large, flowing, abstract shapes in various shades of blue, creating a sense of movement and depth.

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