

Proposed Residential Development Land North of the B4354 - Y Ffor, Pwllheli

Transport Statement

Williams Homes (Bala) Ltd

250792

AUGUST 2025



SCP GENERAL NOTES

Project No.: 250792-TS (1.0)

Title: Land North of the B4354 - Y Ffor, Pwllheli, Transport Statement

Client: Williams Homes (Bala) Ltd

Date: 28 August 2025

Office: Manchester

Author	<u>Orla Proffitt</u>	Reviewer	<u>Peter Todd</u>
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Revision	Date	Status	Prepared by	Approved by
0	15.08.2025	Draft	OP	PT
1	28.08.2025	Issue	OP	PT

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

General

- 1.1 SCP have been instructed by Williams Homes (Bala) Ltd to provide transport planning and highways advice in relation to a proposed residential development, comprising of 27 dwellings, on land located to the north of the B4354 Y Ffor, Pwllheli.
- 1.2 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority at Gwynedd Council (GC) that the development is satisfactory from a highway safety, traffic and access perspective.
- 1.3 An initial pre-application meeting took place with the highway officer in July 2025, where no concerns were raised in relation to the principle of the proposed development or access arrangements. The highway officer provided comments in relation to the proposed turning head arrangements, visitor parking and extent of adoption which has been positively address on the site plan.

Structure of Report

- 1.4 The structure of the report is summarised below:-
- Chapter 2 – describes in detail the site location and composition, local transport network and road safety record;
 - Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents estimates of the trip generating potential of the proposed use of the site, along with a summary of impact of the development on the local network; and
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

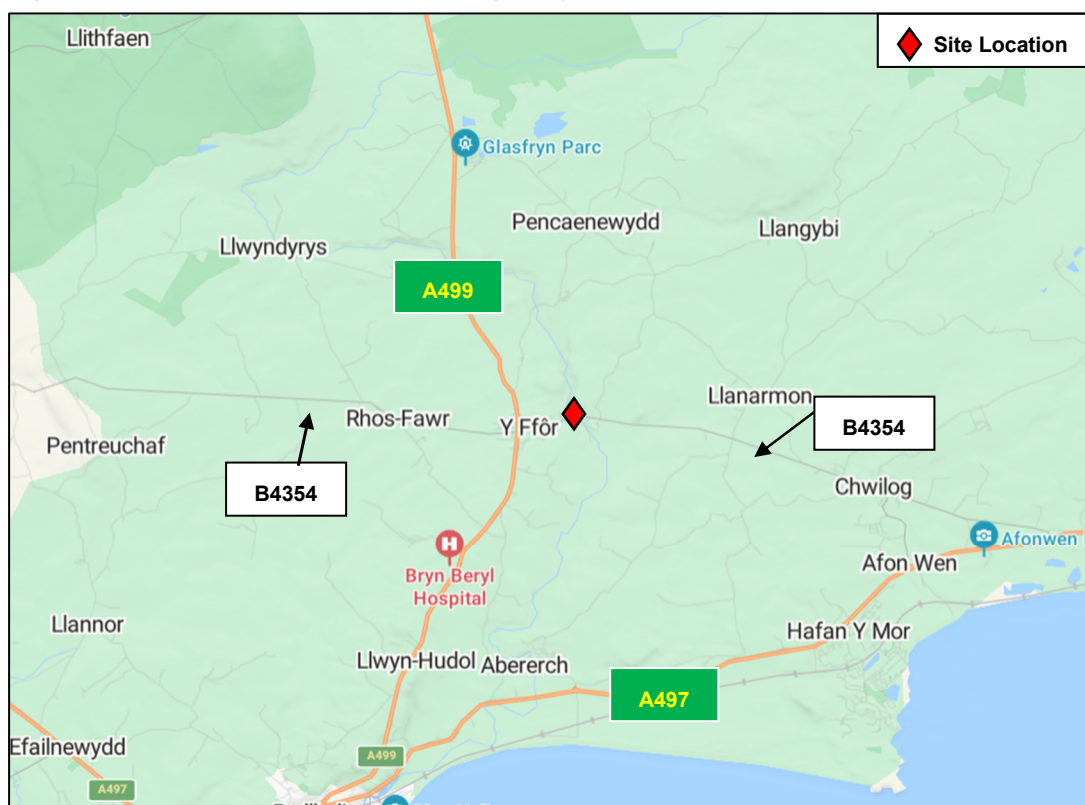
General

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

Site Location and Composition

- 2.2 The application site comprises undeveloped land located to the north of the B4354, within Y Ffor Village, approximately 3.2 miles north-east of Pwllheli and 6.4 miles west of Criccieth.
- 2.3 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location – Wider Highway Network



- 2.4 The location of the site in relation to the local highway network is shown on **Figure 2.2** below.

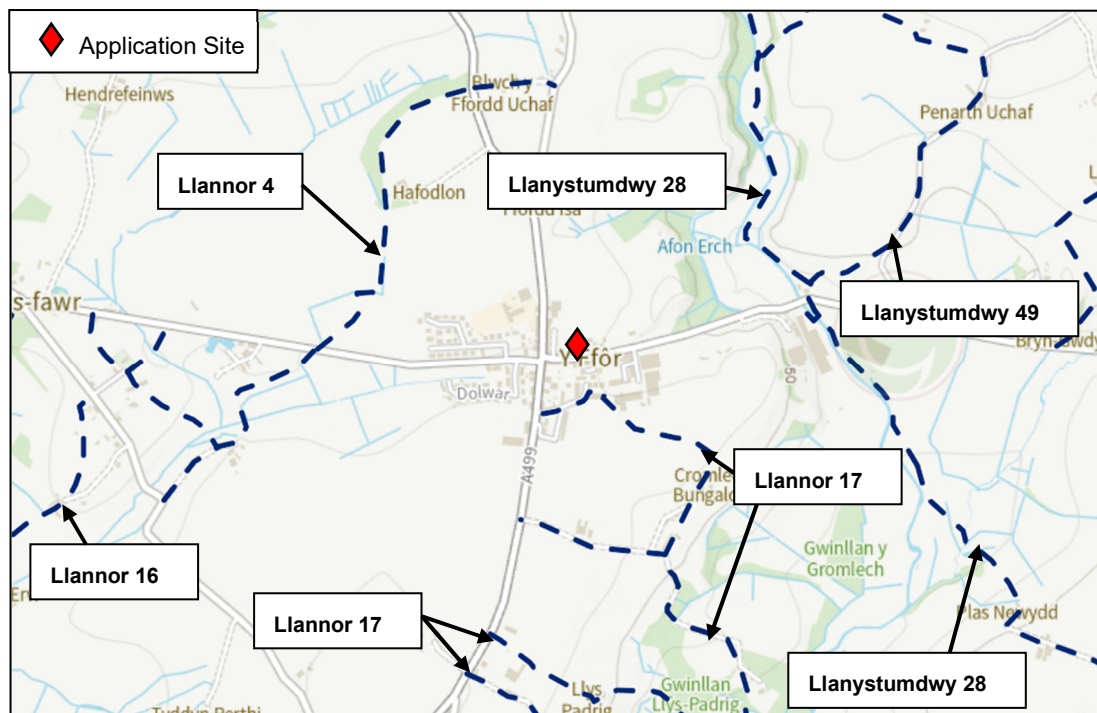
Figure 2.2 – Site Location – Local Highway Network



Public Rights of Way

- 2.5 The Public Rights of Way (PRoW) within the vicinity of the site are shown on **Figure 2.3** below:

Figure 2.3 – Public Rights of Way



- 2.6 As shown on **Figure 2.3** above, no PRoW run through the application site, although there are a number of PRoW that can be accessed from Y Ffor and local area. The PRoW surrounding the application site form part of a wider traffic free network of PRoW routes, providing recreational walking opportunities and links to a number of nearby areas.

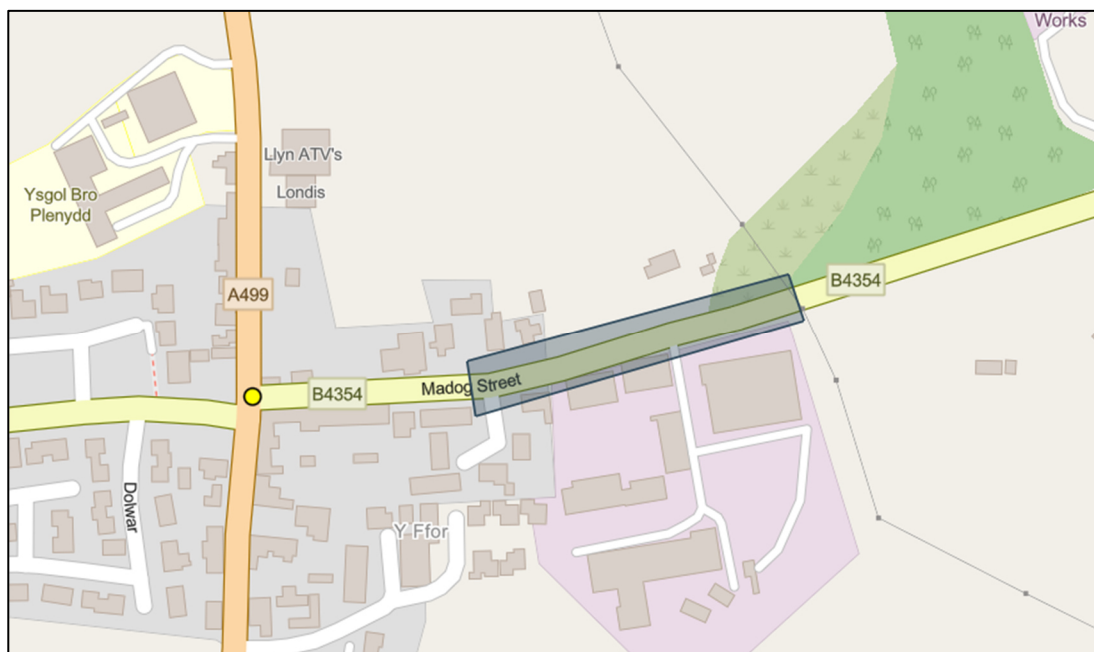
Local Highway Network

- 2.7 The B4354 is located to the south of the site and provides a connection between the A499 in the west, at a priority controlled staggered crossroad junction, and Chwilog in the east. In the immediate vicinity of the site, the B4354 is subject to a 20mph speed limit and has a carriageway width of approximately 5.5m. On the northern side of the road, a footway is provided to the west of the site, with a continuous footway provided on the southern side of the road, as well as regularly spaced street lightning columns.
- 2.8 Traffic Regulation Orders (TRO), in the form of double yellow lines, are present along both sides of the B4354 in the vicinity of the site. In addition, bus stops are located around 65m to the west of the site.

Road Safety

- 2.9 In order to identify any critical locations on the network with a poor accident record, a review of accident data has been undertaken using the Department for Transport (DfT) data, for the most recently available 5-year period ending mid-2024 as shown on **Figure 2.4** below.

Figure 2.4 – Road Safety Record



- 2.10 **Figure 2.4** shows that there have been no accidents recorded within the vicinity of the site over the five-year study period. Only one accident has occurred at the A499 / B4354 junction, which was recorded with a 'slight' severity. On this basis, the local highway network in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

3 PROPOSED DEVELOPMENT

Overview

- 3.1 The development proposals are for a residential development, comprising 27 affordable dwellings, on land located to the north of the B4354, Y Ffor.
- 3.2 The site layout plans are presented in **Appendix A** and the schedule of accommodation is listed below;
- 6 no.1 bedroom apartments
 - 12 no. 2 bedroom houses
 - 8 no. 3 bedroom houses
 - 1 no. 4 bedroom houses

Proposed Access Arrangements

- 3.3 Vehicular access to the development will be provided through the introduction of a new priority controlled junction off the B4354. The site access has been designed to typical residential standards and will provide a 5.5m wide access, 6m junction radii and a 2m wide footways on the western side of the road.
- 3.4 Plot 1 will take direct access from the B4354. This arrangement has been discussed with the highway officer who raised no objection to the proposed arrangement given that good levels of visibility are provided from the driveway, due to the wide verge, and the road is subject to a 20mph speed limit. In addition, number of existing properties already take direct access from the B4354 which, as demonstrated from the accident record has not resulted in any highway safety issues.
- 3.5 The site access provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 45m in both directions, which complies with the requirements set out in Technical Advice Note (TAN) Wales 18 Wales for a 20mph road.
- 3.6 The proposed access arrangements, along with the achievable visibility splays are shown on Drawing Number SCP/250792/D01 presented in **Appendix B**.
- 3.7 Pedestrian and cycle access will be provided from the same location as vehicular access off the B4354. In addition, a new 2m wide footway will be provided along the sites frontage which will connect into the existing footway provision to the west of the site, with a dropped kerb and tactile paving also being introduced to allow pedestrians to access the footway on the southern side of the B4354.

Servicing

- 3.8 The internal site layout has been designed to accommodate the movements of a large refuse vehicle and fire tender. Drawing number SCP/250792/ATR01, presented in **Appendix C**, shows the swept path analysis of a refuse vehicle and demonstrates that it can turn within the main turning head and exit in a forward gear. A smaller turning head has been provided at the north-western side of the site which will accommodate smaller delivery vehicles, such as supermarket and online deliveries. Swept path analysis of the smaller turning head with these design vehicles is shown on drawing number SCP/250792/ATR01, shows that this vehicle can also be accommodated within the site.
- 3.9 In addition to the above, the swept path analysis on drawing number SCP/250792/ATR02, presented in **Appendix C**, demonstrates that the movements of a fire tender can also be safely accommodated within the site.

Parking

- 3.10 The proposed development will provide a level of parking in accordance with GC's standards which are provided in the Wales Parking Standards 2014 SPD. The application site falls within zones 2-6 (includes all areas except city cores) which requires dwellings (houses and apartments) to provide 1 space per bedroom, with a maximum of 3 spaces. As shown on the site layout plan, contained in **Appendix A**, the proposed development provides a total of 49 spaces for residents, which is in accordance with the Council's maximum parking standards.
- 3.11 It should be noted that 2 spaces are proposed for the 3 bed properties and a total of 3 spaces for the 4 bedroom property. Again, this complies with the Council's maximum standards and is considered appropriate when having regard to the relatively low car ownership levels below, which show that only 16% of households in the area own three cars.

Table 3.1 – Car Ownership Data (2021 Census)	
No cars or vans in household	12%
1 car or van in household	42%
2 cars or vans in household	31%
3 or more cars or vans in household	16%

- 3.12 Visitor parking standard require 1 space per 5 units. However, it has been agreed with the highway officer, that a lower number of visitor spaces would be acceptable, which are shown between plots 17 and 18, and next to plot 27.

4 ACCESSIBILITY

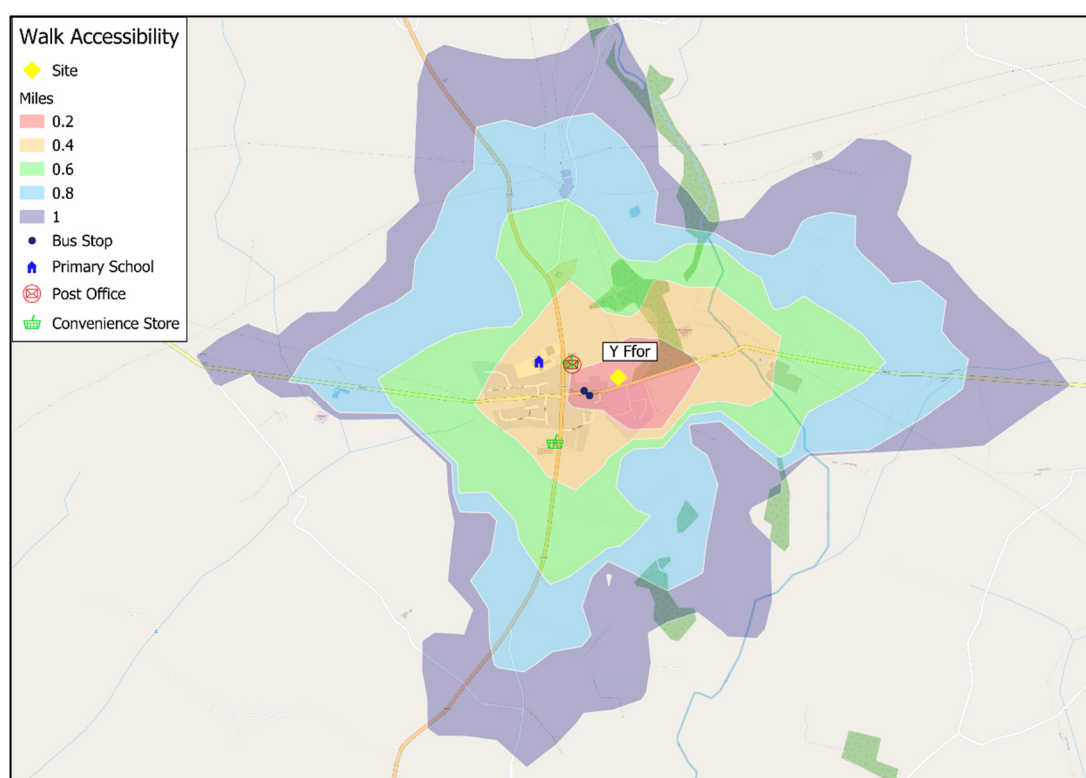
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Access on Foot

- 4.2 Reference has been made to the Walking and Cycling Strategy for Wales, dated December 2003, which indicates that the practical distance for journeys on foot are up to 1 mile. Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 1 mile walk distance from the site, as shown on **Figure 4.1** below.

Figure 4.1 – Walking Accessibility 1 Mile Isochrone



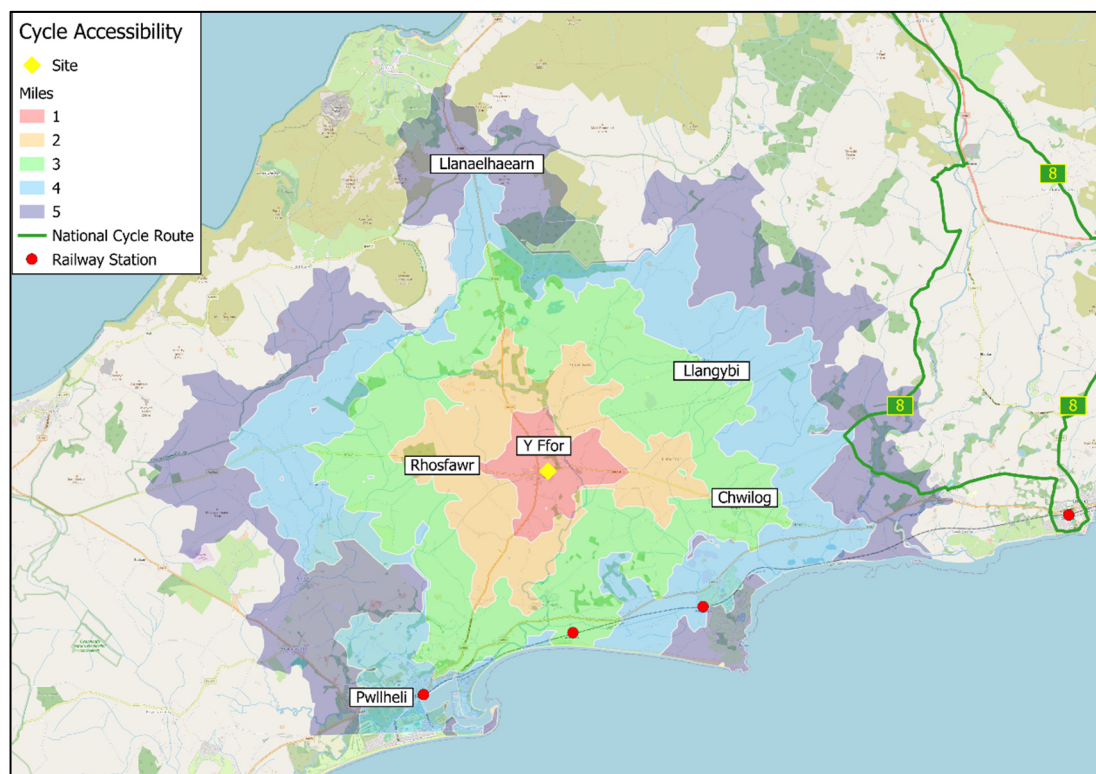
- 4.3 The site is located within Y Ffor Village Centre, and is within close proximity to some of the local facilities the village has to offer including a post office, primary school, convenience store and service station, as well as public transport opportunities.

- 4.4 The local area benefits from street lighting and a pavement on the southern side of the B4354, as well as street lighting and natural surveillance from the houses that abut all the main walking routes. As previously mentioned, a new 2m wide footway will be provided along the sites frontage which will connect into the existing footway provision to the west of the site, with a dropped kerb and tactile paving also being introduced to allow pedestrians to access the footway on the southern side of the B4354.
- 4.5 Overall, the site benefits from reasonable levels of accessibility by foot, with some local facilities being within only a short walk from the site, allowing walking to be an alternative to private car use for prospective site users.

Access by Cycle

- 4.6 The Walking and Cycling Strategy for Wales identifies that “Cycling can offer viable and attractive alternatives” for short trips and as a substitute for shorted car journeys.
- 4.7 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5 mile cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 – Cycle Accessibility 5km Isochrone



- 4.8 The plan demonstrates that the nearby areas of Llangybi, Llanaelhaearn, and Rhosfawr, Chwilog and Pwllheli amongst others, are all located within the 5 mile catchment area from the development site.
- 4.9 As the application site is within an acceptable cycle distance of a range of areas, cycling is considered to be a viable alternative to private car use for prospective residents.

Access by Public Transport

Bus

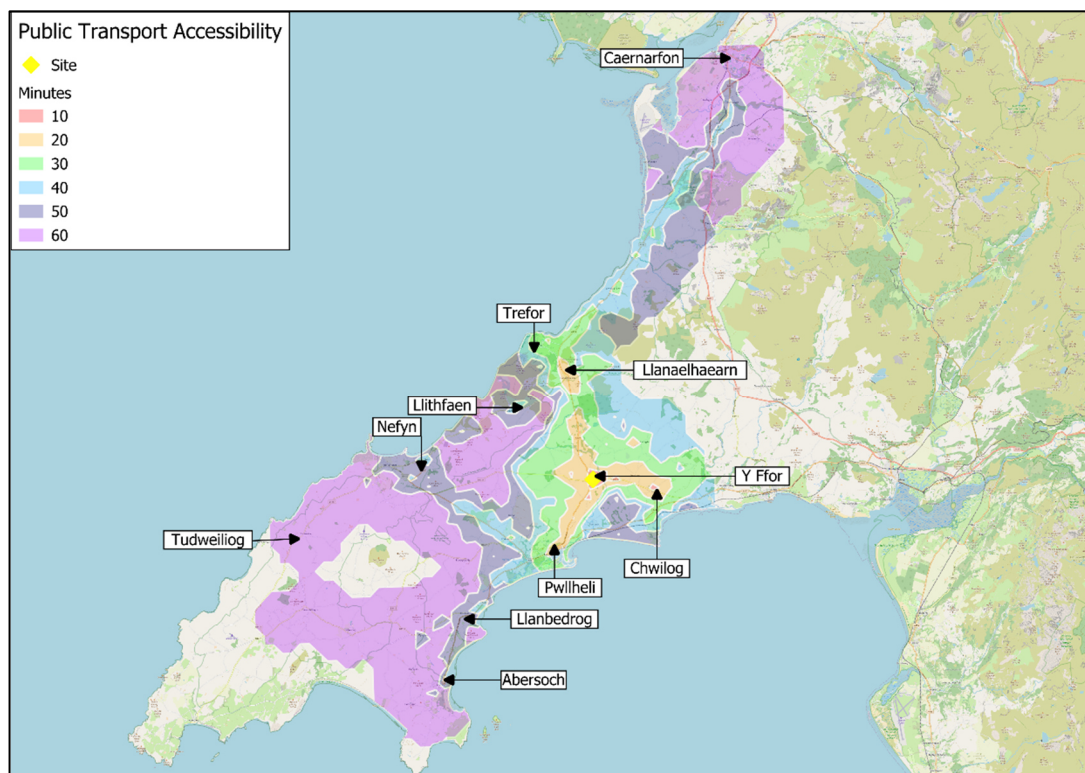
- 4.10 The closest bus stops to the application site are located to the west of the site access, less than 0.1 miles (eastbound and westbound services) and is served by bus service 14. Bus service 14 offers a service from Pwllheli to Tudweiliog, via Y Ffor and Trefor, which has two services running per day Monday-Friday.
- 4.11 A further bus service, service 12, can be accessed from the A499, with bus stops (northbound and southbound services) located approximately 0.2 miles from the site access. Bus service 12 offers a service from Pwllheli to Caernarfon, via Y Ffor and Trefor, every 60 minutes Monday to Saturday, with a limited service running on a Sunday.
- 4.12 Having regard to the above, prospective residents of the site will have access to bus services stopping within an acceptable walk distance from the site which provides access to key destinations such as Pwllheli and Caernarfon, at a reasonable frequency.

National Rail

- 4.13 In terms of rail services, Abererch Train Station is the closest station to the site and is located approximately 2.6 miles south of the application site. Abererch Train Station is within an acceptable cycle distance (12 minute journey). Abererch Train Station is managed by Transport for Wales and offers services between Pwllheli and Machynlleth, calling at a number of stations such as, Penychain, Criccieth, Porthmadog, Harlech, Pensarn, Llanbedr, Talybont, Barmouth, Fairbourne, Tywyn, Aberdovey, Penhelig and Dovey Junction, amongst others.
- 4.14 Abererch Train Station also offers a service between Pwllheli and Birmingham International, calling at the stations mentioned above, as well as stations such as Aberystwyth, Newtown (Powys), Welshpool, Wellington (Shropshire), Wolverhampton, Sandwell and Dudley and Birmingham New Street, amongst others.
- 4.15 Services between Pwllheli and Birmingham International run approximately every 2 hours, with services to Machynlleth and Birmingham International running every 4 hours.

- 4.16 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.3 – Public Transport Accessibility



- 4.17 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Nefyn, Trefor, Tudweiliog, Chwillog, Llanbedrog, Pwllheli and Abersoch, amongst others, are all within an acceptable 60-minute commute time.

Summary

- 4.18 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes. Access to the site on foot and by cycle is of a good standard and there are bus and train services available providing access to a range of local destinations.
- 4.19 These findings demonstrate that prospective residents will not be wholly reliant on the private car.

5 ANTICIPATED TRANSPORT IMPACT

Overview

- 5.1 This Chapter provides an estimate of the trips generated by the proposed development during the weekday AM and PM peak hours.

Trip Generation

- 5.2 In order to estimate the trip generating potential of the development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
- i) Residential;
 - ii) Houses privately owned
 - iii) Multi modal surveys;
 - iv) Selection by number of dwellings (6 to 50);
 - v) Weekday surveys only; and
 - vi) Only sites in 'Neighbourhood Centre' locations have been selected.
- 5.3 The multi modal TRICS outputs for the proposed development are presented in **Appendix D** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates Associated with the Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.152	0.367	0.290	0.157
Cycles	0.008	0.028	0.025	0.033
Pedestrians	0.105	0.329	0.102	0.083
Pub. Trans.	0.105	0.028	0.028	0.011

- 5.4 The estimated trip generation associated with the proposed 27 dwellings is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – (27 Dwellings)				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	4	10	8	4
Cycles	0	1	1	1
Pedestrians	3	9	3	2
Pub. Trans.	3	1	1	0

- 5.5 As detailed above, it is estimated that the scheme will generate 14 two-way vehicle movements in the AM peak hour and 12 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional vehicle movement every 4 to 5 minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 5.6 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by Williams Homes (Bala) Ltd to provide transport planning and highways advice in relation to a proposed residential development, comprising of 27 affordable dwellings, comprising a mix of 2, 3 and 4 bedroom dwellings, on land located to the north of the B4354 Y Ffor.
- 6.2 Vehicular access to the development will be provided by a new priority controlled junction off the B4354. The site access has been designed to typical residential standards and will provide a 5.5m wide access, 6m junction radii and a 2m wide footway on the western side of the road.
- 6.3 The site access provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 45m in both directions, which complies with guidance contained in TAN:18 Wales for a 20mph speed limit.
- 6.4 A new 2m wide footway will be provided along the sites frontage which will connect into the existing footway provision to the west of the site, with a dropped kerb and tactile paving crossing also being introduced to allow pedestrians to access the footway on the southern side of the B4354.
- 6.5 The personal injury accident data for the most recently available five year period has been reviewed and does not represent a material concern in the context of the proposed development.
- 6.6 It has been demonstrated that the development is sustainable with good accessibility to the site provided to those travelling by foot, bicycle and public transport.
- 6.7 It is estimated that the scheme will generate 14 two-way vehicle movements in the AM peak hour and 12 two-way vehicle movements in the PM peak hour. Volumetrically, this equates to around 1 additional vehicle movement every 4 to 5 minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours and less so outside of the peak periods.
- 6.8 It is therefore considered that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A

- 6x FFLAT 2 PERSON 1 GWELY / 2P1B FLAT 53m²
- 12x Tŷ 4 PERSON 2 WELY / 4P2B HOUSE 83m²
- 5x Tŷ 5 PERSON 3 GWELY/ 5P3B HOUSE 93m²
- 3x Tŷ CORNEL 5 PERSON 3 GWELY/ 5P3B CORNER HOUSE 93m²
- 1x Tŷ 7 PERSON 4 GWELY/ 7P4B HOUSE 114m²

TOTAL - 27 PLOTS

ARDAL MAN AGORED CYHOEDDUS -

AR Y SAFLE: 741m²

ARDAL YCHWANEGOL: 172m²

CYFANSWM ARDAL MAC: 913m²

POS AREAS

ON SITE: 741m²

ADDITIONAL AREA: 172m²

TOTAL POS AREA: 913m²



K	REVISED SITE BOUNDARY & LAYOUT - APTS NOW REPOSITIONED TO THE WEST	28/08/25	IO
J	FFLS AND ROAD LEVELS REVISED	15/08/25	IO
H	PATH MOVED AWAY FROM PLOT 27	08/08/25	IO
G	DATRY'S COMMENTS	08/08/25	IO
F	WELSH TRANSLATION	01/08/25	IO
E	CLAWDD SHOWN ALONG NORTHERN BOUNDARY. CHANGE IN MIX	30/07/25	IO
D	FFL SHOWN	24/07/25	IO
C	STONE WALL + RAILING ADDED PLOT 1-2	21/07/25	IO
B	NEW SITE LAYOUT WITH FRONT POS	17/07/25	IO
A	PATHS AMENDED TO COMPLY WITH 1:60	09/06/25	IO

REV	DISGRIFIAD/DESCRIPTION	DYDDIAD /DATE	GŴN /BY

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PROSIECT/PROJECT

SITE AT Y FFOR
for WILLIAMS HOMES

TEITL Y CYNLLUN/ DRAWING TITLE
CYNLLUN SAFLE ARFAETHEDIG -
PROPOSED SITE LAYOUT

GRADDFA / SCALE	DYDDIAD / DATE	DRAWN	CHECKED
1 : 500 @ A2	29/04/25	IO	SV

DRAWING STATUS
PLANNING

Rhif JOB No Rhif CYNLLUN /DRAWING No ADOLYGIAD /REVISION
C1136 008 K

AG | **A** AINSLEY GOMMON ARCHITECTS

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A2



VISUAL SCALE 1:500 @ A2

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APPENDIX B

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NOTES

A	UPDATED SITE LAYOUT UNDERLAID AND VISIBILITY SPLAYS AMENDED	18.08.25	OP
REV	DESCRIPTION	DATE	BY

REVISIONS

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

WILLIAMS HOMES

Project Title:

B4354, Y FFOR

Drawing Title:

VISIBILITY SPLAYS AND TACTILE PAVING

Drawn By:	OP	Date:	13.08.2025
Checked:	PT	Scale@A3:	1 : 500
Approved:	PT	Status:	DRAFT

Drawing No.	SCP/250792/D01	Rev.	B
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S|C|P

APPENDIX C

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NOTES

Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.054m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

A	UPDATED SITE LAYOUT UNDERLAID AND SWEEP PATHS AMENDED	18.08.25	OP
REV	DESCRIPTION	DATE	BY

REVISIONS

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

WILLIAMS HOMES

Project Title:

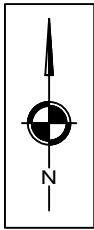
B4354, Y FFOR

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:	OP	Date:	18.08.2025
Checked:	PT	Scale@A3:	1 : 500
Approved:	PT	Status:	DRAFT

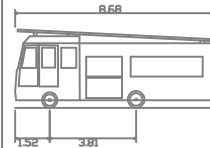
Drawing No.	Rev.
SCP/250792/ATR01	B



FIRE TENDER



NOTES



DB32 Fire Appliance	8.680m
Overall Length	8.680m
Overall Width	3.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

REV	DESCRIPTION	DATE	BY
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REVISIONS

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

WILLIAMS HOMES

Project Title:

B4354, Y FFOR

Drawing Title:

SWEPT PATH ANALYSIS

Drawn By:

OP

Date:

18.08.2025

Checked:

PT

Scale@A3:

1 : 500

Approved:

PT

Status:

DRAFT

Drawing No.

SCP/250792/ATR02

Rev.

A

S|C|P

APPENDIX D

Calculation Reference: AUDIT-726001-250813-0852

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	SM SOMERSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	IM ISLE OF MAN	2 days

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

SCP York Street Manchester

Licence No: 726001

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 42 (units:)
 Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 05/05/05 to 23/05/24

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	3 days
Wednesday	2 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	12 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:

Neighbourhood Centre (PPS6 Local Centre)	12
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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	2
Village	10

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	12 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

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Secondary Filtering selection (Cont.):Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	7 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 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	2 days
1.1 to 1.5	7 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	4 days
No	8 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	12 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AC-03-A-05	SEMI-DETACHED & TERRACED	CHESHIRE WEST & CHESTER
	MEADOW DRIVE		
	NORTHWICH		
	BARNTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	40	
	Survey date: FRIDAY	30/04/21	Survey Type: MANUAL
2	CA-03-A-07	MIXED HOUSES	CAMBRIDGESHIRE
	FIELD END		
	NEAR ELY		
	WITCHFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	27/05/21	Survey Type: MANUAL
3	DS-03-A-01	SEMI D./TERRACED	DERBYSHIRE
	THE AVENUE		
	DRONFIELD		
	HOLMESDALE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL
4	ES-03-A-06	MIXED HOUSES	EAST SUSSEX
	BISHOPS LANE		
	RINGMER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	12	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
5	IM-03-A-01	MIXED HOUSES	ISLE OF MAN
	BALLAKILLOWEY ROAD		
	COLBY		
	BALLAKILLOWEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	31	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL
6	IM-03-A-02	MIXED HOUSES	ISLE OF MAN
	SHORE ROAD		
	KIRK MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL
7	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
8	SC-03-A-10	MIXED HOUSES	SURREY
	GUILDFORD ROAD		
	ASH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	32	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
10	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	42	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
11	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	41	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
12	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total No of Dwellings:	39	
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.98

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	12	30	0.072	12	30	0.279	12	30	0.351
08:00 - 09:00	12	30	0.152	12	30	0.367	12	30	0.519
09:00 - 10:00	12	30	0.155	12	30	0.204	12	30	0.359
10:00 - 11:00	12	30	0.135	12	30	0.188	12	30	0.323
11:00 - 12:00	12	30	0.191	12	30	0.155	12	30	0.346
12:00 - 13:00	12	30	0.135	12	30	0.152	12	30	0.287
13:00 - 14:00	12	30	0.182	12	30	0.160	12	30	0.342
14:00 - 15:00	12	30	0.157	12	30	0.163	12	30	0.320
15:00 - 16:00	12	30	0.257	12	30	0.191	12	30	0.448
16:00 - 17:00	12	30	0.238	12	30	0.163	12	30	0.401
17:00 - 18:00	12	30	0.290	12	30	0.157	12	30	0.447
18:00 - 19:00	12	30	0.276	12	30	0.119	12	30	0.395
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.240			2.298			4.538

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:	8 - 42 (units:)
Survey date range:	05/05/05 - 23/05/24
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS**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	12	30	0.003	12	30	0.014	12	30	0.017
08:00 - 09:00	12	30	0.008	12	30	0.028	12	30	0.036
09:00 - 10:00	12	30	0.000	12	30	0.011	12	30	0.011
10:00 - 11:00	12	30	0.008	12	30	0.003	12	30	0.011
11:00 - 12:00	12	30	0.006	12	30	0.008	12	30	0.014
12:00 - 13:00	12	30	0.008	12	30	0.000	12	30	0.008
13:00 - 14:00	12	30	0.003	12	30	0.003	12	30	0.006
14:00 - 15:00	12	30	0.011	12	30	0.003	12	30	0.014
15:00 - 16:00	12	30	0.014	12	30	0.011	12	30	0.025
16:00 - 17:00	12	30	0.025	12	30	0.011	12	30	0.036
17:00 - 18:00	12	30	0.025	12	30	0.033	12	30	0.058
18:00 - 19:00	12	30	0.011	12	30	0.000	12	30	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.122			0.125			0.247

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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS**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	12	30	0.041	12	30	0.052	12	30	0.093
08:00 - 09:00	12	30	0.105	12	30	0.329	12	30	0.434
09:00 - 10:00	12	30	0.091	12	30	0.055	12	30	0.146
10:00 - 11:00	12	30	0.039	12	30	0.044	12	30	0.083
11:00 - 12:00	12	30	0.036	12	30	0.047	12	30	0.083
12:00 - 13:00	12	30	0.094	12	30	0.086	12	30	0.180
13:00 - 14:00	12	30	0.047	12	30	0.050	12	30	0.097
14:00 - 15:00	12	30	0.044	12	30	0.036	12	30	0.080
15:00 - 16:00	12	30	0.238	12	30	0.155	12	30	0.393
16:00 - 17:00	12	30	0.116	12	30	0.083	12	30	0.199
17:00 - 18:00	12	30	0.102	12	30	0.083	12	30	0.185
18:00 - 19:00	12	30	0.072	12	30	0.061	12	30	0.133
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.025			1.081			2.106

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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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS**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	12	30	0.000	12	30	0.019	12	30	0.019
08:00 - 09:00	12	30	0.003	12	30	0.028	12	30	0.031
09:00 - 10:00	12	30	0.000	12	30	0.025	12	30	0.025
10:00 - 11:00	12	30	0.000	12	30	0.006	12	30	0.006
11:00 - 12:00	12	30	0.006	12	30	0.006	12	30	0.012
12:00 - 13:00	12	30	0.006	12	30	0.008	12	30	0.014
13:00 - 14:00	12	30	0.006	12	30	0.000	12	30	0.006
14:00 - 15:00	12	30	0.003	12	30	0.000	12	30	0.003
15:00 - 16:00	12	30	0.014	12	30	0.011	12	30	0.025
16:00 - 17:00	12	30	0.028	12	30	0.006	12	30	0.034
17:00 - 18:00	12	30	0.028	12	30	0.011	12	30	0.039
18:00 - 19:00	12	30	0.022	12	30	0.000	12	30	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.120			0.236

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.