

acstro

Transport Statement

**Cefn Isaf Flats
Pontycapel Road
Cefn Coed y Cymmer**

February 2024

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Revision History

A	25 th January 2024	First Issue
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1 Introduction

1.1 Acstro has been appointed by Merthyr Valleys Homes to prepare a Transport Statement to support a planning application for the redevelopment of the Cefn Isaf Flats site at Pontycapel Road, Cefn Coed y Cymmer. The extent and location of the site is shown in Figure 1 below.



Figure 1 Location Plan

- 1.2 Currently the site accommodates 34 flats with some off-street parking accessed from Wern Road to the rear.
- 1.3 The proposal is to redevelop the site to provide 40 affordable flats with 30 off-street car parking spaces.
- 1.4 This document considers the transport implications of the proposed development. It demonstrates that the 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 and adequate parking provision is made for the future occupiers and users of the site. 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.
- Section 5 outlines measures that will be implemented to minimise the impact of construction traffic.
- Section 6 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 However, 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. (paragraph 3.39).
- 2.10 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.
- 2.11 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”.

TAN18 Transportation

- 2.12 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments’ sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
 - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
 - managing parking provision;
 - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - encouraging the location of development near other related uses to encourage multi-purpose trips; and
 - ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.13 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

- 2.14 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.

[Merthyr Tydfil Replacement Local Development Plan \(2016-2031\)](#)

- 2.15 In terms of highway and transport related policies it is considered that the following are relevant.
- 2.16 Policy SW11 (Sustainable Design and Placemaking) requires that development should, amongst other requirements:
- integrate effectively with adjacent spaces, the public realm and historic environment to enhance the general street scene and create good quality townscape;
 - allow access for the widest range of people possible, and demonstrate that any traffic movements will not have an unacceptable impact on local amenity or highway safety and satisfy the Council's parking standards;
 - provide adequate facilities and space for waste collections and recycling;
 - promote the creation of healthy and active environments and reduce the opportunity for crime and anti-social behaviour

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

- 2.17 The Council has no formally adopted Parking Standards. However, we understand that the Parking Standards published by CSS Wales are used in place of any formal supplementary planning guidance.
- 2.18 For residential developments the CSS Wales Parking Standards recommend that one car parking space per bedroom be provided up to a maximum of three spaces per dwelling. In addition, one visitor parking space per five dwellings is recommended.
- 2.19 The Parking Standards do however allow a more flexible approach to the number of parking spaces provided in new development where "clear evidence has been supplied that car ownership levels will be lower than normal". In this case clear evidence will be provided that car ownership levels will be lower than normal. This evidence has been gathered by way of a survey of car ownership levels within nearby properties owned and managed by Merthyr Valleys Homes.
- 2.20 The Parking Standards recommends that a minimum of 1 cycle stand per 5 bedrooms be provided for apartment developments.

3 Existing Conditions

Existing Use

- 3.1 The site is located at the junction of Pontycapel Road and Wern Road in Cefn Coed y Cymmer. The site comprises of a block of 34 flats with a parking area to the rear accessed from Wern Road.
- 3.2 There is an external parking area, capable of accommodating 7 cars, to the rear of the flats that is accessed from Wern Road. There are in addition 5 garages at the lower level of the flats, also accessed from Wern Road. The CSS Wales Parking Standards recommends that for garages to be considered as parking spaces they should have internal dimensions of at least 6m x 3m. It is not known whether these garages meet these dimensions but assuming that they do, the total parking provision for the existing 34 flats is 12 spaces at most. This equates to a provision of around 0.35 parking spaces per flat.
- 3.3 The potential trip generation of the existing permitted use of the site has been estimated by reference to the TRICS trip rate database, a database of over 8,000 traffic surveys of various types of development throughout the UK and Ireland.
- 3.4 From the TRICS database evidence of the trip rates of affordable / local authority developments of flats in suburban, edge of town and neighbourhood centre locations in mainland Britain (excluding Greater London) have been analysed.
- 3.5 The detailed TRICS output is provided as Appendix 1 and summarised in the following tables.

Appendix 1 TRICS Trip Rate Data

Time Range	Trip Rate per Dwelling			Trip Generation (34 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.125	0.24	0.365	4	8	12
pm Peak Hour 17:00-18:00	0.263	0.196	0.459	9	7	16

Table 1 Vehicle Trip Rates & Existing Development Trip Generation

- 3.6 The TRICS data suggests that the site currently has the potential to generate 12 to 16 peak hour vehicle movements.

Proximity to Services and Accessibility

- 3.7 The site is shown in context in Appendix 2.

Appendix 2 Site Context

- 3.8 Nearby amenities include Ysgol y Graig Community Primary School located immediately to the east. Cefn Coed y Cymmer's High Street is located some 250m to the north of the site and includes a number of amenities including a pharmacy, dental practice, bus stops and several food and drink businesses. Also within a 5-minute walk of the site are the community and leisure amenities provided at Cefn Community Centre, Cefn Coed rugby club and Godre's Coed field.
- 3.9 There is therefore a good range of amenities available within Cefn Coed y Cymmer that can be accessed on foot by residents of the development site.

- 3.10 A broader range of amenities is available in Merthyr Tydfil, whose town centre is some 3km to the east.

[Pedestrian & Cycle Links](#)

- 3.11 There are footways adjacent to the site along its Wern Road and Pontycapel Road boundaries. Pontycapel Road varies in width along its length and footway provision is sporadic.
- 3.12 To access the facilities concentrated along High Street from the application site would require that pedestrians walk along Pontycapel Road where, for much of the journey, there is no segregated footway provision. In this case it is considered that the absence of segregated footways does not pose a danger to pedestrians nor is it likely to dissuade residents of the site from accessing these amenities on foot.
- 3.13 Pontycapel Road is lightly trafficked, inter-visibility between pedestrians and drivers is generally good and street lighting is provided. The environment along Pontycapel Road is not considered to be unduly hazardous or threatening to pedestrians.
- 3.14 The shared use of the road space is considered to work well in this case and this is reflected in guidance provided in *Manual for Streets (page 83)*, which references research undertaken by TRL into shared space streets. The research found that where traffic flow is below 100 vehicle movements per hour, pedestrians use shared space streets as spaces to occupy. Traffic flows above 100 vehicle movements per hour tends to induce a feeling in pedestrians that the path taken by cars is a road to be crossed.
- 3.15 This is reflected too in Welsh Government's Active Travel Act Guidance's discussion on home zones and quiet lanes (quiet lanes are the rural equivalent of home zones). It states in 11.5.5 that these are "streets in which the design speed is set very low, at less than 20mph and maximum motor traffic flows of 100 vehicles per hour are the norm. Often, the whole highway is shared between all road users".
- 3.16 In this case Pontycapel Road traffic speed is low and, from our observations during site visits, flows appear to be comfortably below the 100 vehicles per hour threshold.
- 3.17 The safe operation of Pontycapel Road is reflected in the results of injury accident records, which is described in more detail later in this chapter. There have been no recorded injuries to pedestrians or cyclists over the latest 5-year period for which data is available.
- 3.18 The site is located near National Cycle Network Route 8, which runs across the Cefn Coed Viaduct. The cycle route provides a high quality, largely traffic free, route that links the site to Merthyr Tydfil's town centre. The figure below shows the areas that can be reached within a short, 20-minute, cycle ride of the site and demonstrates that the wide range of services and facilities available in Merthyr Tydfil can easily be reached by this form of transport.

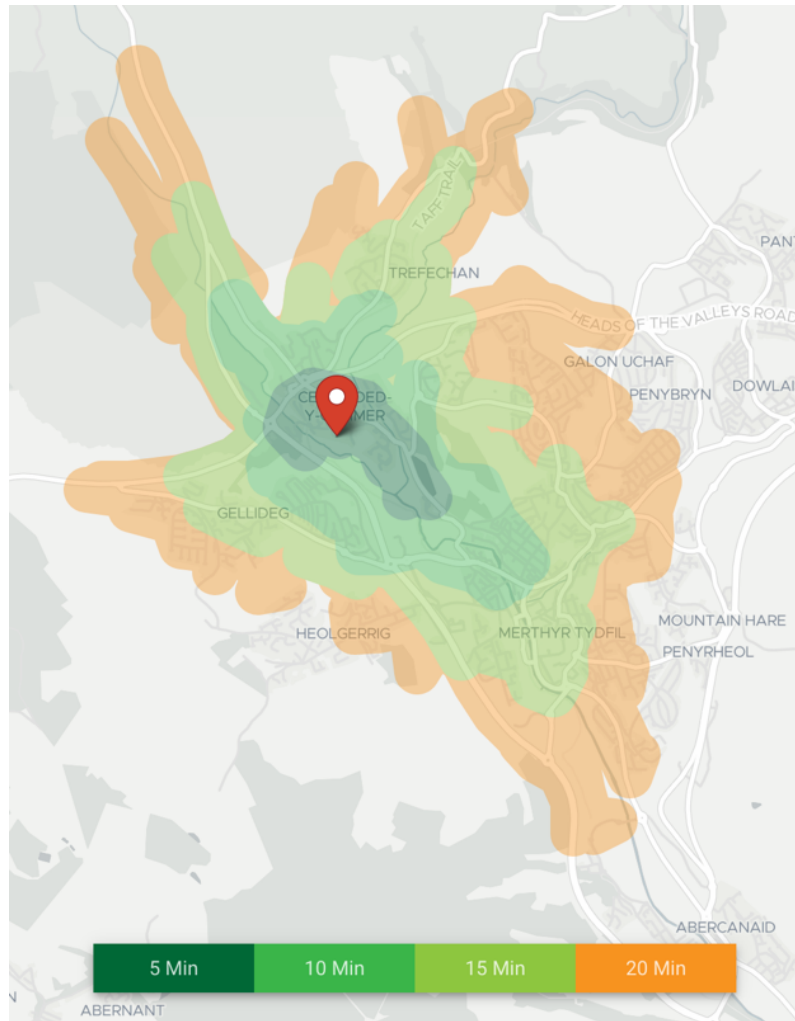


Figure 2 20-Minute Cycle Catchment

Public Transport Network

- 3.19 The nearest bus stops are located on High Street, some 250m from the application site. They provide access to the number 25 bus service that provides an hourly service in each direction between Trefechan and Merthyr Tydfil bus station in the town centre. Journeys to and from the town centre take around 12 minutes.
- 3.20 Connecting services to a wide range of destinations can be made at the bus station. Merthyr Tydfil's railway station is a 2-minute walk from the bus station and provides access to half-hourly services to and from Cardiff.

Highway Network

- 3.21 A review of injury accident records for the area around the site has been undertaken for latest five-year period for which data is available (2018 – 2022 inclusive). There have been two slight severity collisions on High Street and one fatal collision on South Terrace.
- 3.22 The slight severity collisions on High Street are at separate locations and the lack of any clustering of collision sites or collisions of greater severity suggests that the street operates with an acceptable level of safety.

- 3.23 South Terrace is a cul-de-sac and as such is lightly trafficked with low traffic speed. The occurrence of a fatal collision within this type of street is unusual. Further analysis of the incident reveals that one car collided with five other parked cars. The casualty, an elderly gentleman, was the driver of the car. It is clear that the collision is an isolated incident and as such does not suggest that South Terrace is unduly hazardous.



Figure 3 Injury Accident Location & Severity (www.crashmap.co.uk)

Summary

- 3.24 The site is in a sustainable and accessible location where there is a good selection of amenities available within walking and cycling distance. Public transport links between the site and Merthyr's town centre are available. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport and that future occupiers of the proposed development will not be wholly reliant on car travel to access day-to-day services.
- 3.25 The highway network serving the site has a good safety record.

4 Proposed Development

- 4.1 Planning permission is sought for the redevelopment of the site development comprising of 40 flats.



Figure 4 Proposed Development

[Access & Parking](#)

- 4.2 Access to the development will be from Pontycapel Road and Wern Road, as per existing arrangements. The access and parking arrangement is shown in greater detail in Appendix 3.

[Appendix 3 Proposed Access & Parking](#)

- 4.3 26 cycle parking spaces are to be provided; 6 at three Sheffield stands located externally and 20 in two-tier racks located in a cycle store-room.
- 4.4 This equates to almost 1 cycle space per 2 bedrooms (55 bedrooms in total) and far exceeds the 1 space per 5 bedrooms recommended by the CSS Wales Parking Standards.

- 4.5 The development of the site provides the opportunity to deliver improvements to Pontycapel Road, which will be widened to provide a 5.5m wide carriageway along the site's frontage. This will better accommodate two-way traffic flow on this street.
- 4.6 A total of 30 car parking spaces will be provided; 9 accessed from Pontycapel Road and 21 from Wern Road. The 30 car parking spaces includes 5 accessible spaces for blue-badge holders.
- 4.7 The parking provision equates to 0.75 spaces per flat, a significantly higher parking provision than the current 0.35 spaces per flat.
- 4.8 Evidence of the likely parking demand generated by tenants has been gathered by Merthyr Valleys Homes by way of a survey of similar properties nearby. Ty Penderyn, Ty Vaynor and Ty Ystradfallte are located at Maes y Garreg, some 450m to the north west of the application site. They contain a total of 36 flats. Tenants were asked to provide information on the number of cars or vans available to them. Responses were received from 27 households who had access to a total of 12 cars, an average of 0.44 per household.
- 4.9 Assuming that each of the 9 households that didn't respond to the survey each have access to one car, it can be estimated that the 36 households have demand for 21 car parking spaces. This equates to 0.58 spaces per household. The proposed provision of 0.75 spaces per household comfortably exceeds the anticipated demand.
- 4.10 Refuse collection will be from Wern Road. The layout design has been tested to ensure that sufficient space is available for refuse lorries to turn at the end of Wern Road.
- 4.11 The accesses to the four dwellings located off the Wern Road parking area are unaffected by the proposed layout.

Trip Generation

- 4.12 The potential trip generation of the proposed development of the sites has been estimated by reference to the TRICS trip rates described previously. It is estimated that the proposed 40 flats will generate some 15 to 18 peak hour vehicle movements. This represents an increase of only 2 to 3 vehicle movements compared to the existing trip generating potential of the site. This level of increase is considered to be insignificant.

Time Range	Trip Rate per Dwelling			Trip Generation (40 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.137	0.37	0.507	5	10	15
pm Peak Hour 17:00-18:00	0.341	0.16	0.501	11	8	18

Table 2 Vehicle Trip Rates & Proposed Development Trip Generation

Time Range	Existing			Proposed			Difference		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
am peak Hour 08:00-09:00	4	8	12	5	10	15	1	1	2
pm Peak Hour 17:00-18:00	9	7	16	11	8	18	2	1	3

Table 3 Comparison of Existing & Proposed Development Trip Generation

5 Summary & Conclusion

5.1 In summary this Transport Statement has demonstrated that:

- There is a good range of amenities within the Cefn Coed y Cymmer and Merthyr Tydfil that are accessible to the future residents of the development on foot, by bike or by public transport. Residents of the development will therefore not be reliant on the car to access essential day-to-day services.
- The highway network that serves the site operates safely.
- The site currently accommodates 34 flats and has 12 car parking spaces, a ratio of 0.35 spaces per flat.
- Planning permission is sought for a development comprising of 40 flats with 30 car parking spaces and 26 cycle parking spaces.
- Cycle parking provision exceeds the minimum recommended by the CSS Wales Parking Standards.
- The proposed 30 car parking spaces equates to 0.75 spaces per flat. Evidence gathered from nearby similar properties indicates that demand is likely to be of the order of 0.58 spaces per flat. The proposed parking provision is a significant increase compared to the existing 0.35 spaces per flat and will evidently accommodate the anticipated demand of 0.58 spaces per flat.
- The proposed development will generate only 2 to 3 additional peak hour vehicle movements compared to the traffic generating potential of the existing site. This is an insignificant increase in traffic.
- The development will deliver improvements to Pontycapel Road by way of carriageway widening to better accommodate two-way traffic.

5.2 It is considered that the 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.

Appendix 1 TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-240125-0117

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	LR LEICESTER	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 16 to 228 (units:)
 Range Selected by User: 11 to 516 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/05/22

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	4 days

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

Selected survey types:

Manual count	9 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)	5
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Residential Zone	6
Village	2
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

C3 9 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	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
25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	3 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	4 days
1.1 to 1.5	5 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	9 days
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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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DU-03-B-01	TERRACED BUNGALOWS	DUNDEE CITY
	307-441 BALUNIE DRIVE		
	DUNDEE		
	DOUGLAS & ANGUS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	68	
	Survey date: FRIDAY	21/04/17	Survey Type: MANUAL
2	EX-03-B-01	MIXED HOUSES & FLATS	ESSEX
	SHIMBROOKS		
	NEAR BRAINTREE		
	GREAT LEIGHS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	228	
	Survey date: THURSDAY	10/05/18	Survey Type: MANUAL
3	FU-03-B-01	SEMI DETACHED & TERRACED	WESTMORLAND & FURNESS
	PENNINE WAY		
	ALSTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	66	
	Survey date: FRIDAY	13/05/22	Survey Type: MANUAL
4	GM-03-B-01	TERRACED HOUSES	GREATER MANCHESTER
	NEWBOLD		
	ROCHDALE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	43	
	Survey date: WEDNESDAY	21/10/15	Survey Type: MANUAL
5	KS-03-B-02	TERRACED HOUSES	KIRKLEES
	SYKES CLOSE		
	BATLEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
6	LR-03-B-01	SEMI-DETACHED & TERRACED	LEICESTER
	COLEMAN ROAD		
	LEICESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/10/21	Survey Type: MANUAL
7	NN-03-B-01	SEMI-DETACHED HOUSES	NORTH NORTHAMPTONSHIRE
	OCCUPATION ROAD		
	CORBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	21	
	Survey date: WEDNESDAY	13/10/21	Survey Type: MANUAL
8	WL-03-B-01	TERRACED HOUSES	WILTSHIRE
	BUTTERFIELD DRIVE		
	AMESBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WO-03-B-02	TERRACED HOUSES	WORCESTERSHIRE
	GOODREST WALK		
	WORCESTER		
	MERRIMANS HILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	14/11/16	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.

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

TOTAL 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	9	61	0.062	9	61	0.201	9	61	0.263
08:00 - 09:00	9	61	0.125	9	61	0.240	9	61	0.365
09:00 - 10:00	9	61	0.116	9	61	0.174	9	61	0.290
10:00 - 11:00	9	61	0.111	9	61	0.131	9	61	0.242
11:00 - 12:00	9	61	0.098	9	61	0.113	9	61	0.211
12:00 - 13:00	9	61	0.122	9	61	0.109	9	61	0.231
13:00 - 14:00	9	61	0.116	9	61	0.107	9	61	0.223
14:00 - 15:00	9	61	0.123	9	61	0.138	9	61	0.261
15:00 - 16:00	9	61	0.225	9	61	0.156	9	61	0.381
16:00 - 17:00	9	61	0.247	9	61	0.127	9	61	0.374
17:00 - 18:00	9	61	0.263	9	61	0.196	9	61	0.459
18:00 - 19:00	9	61	0.192	9	61	0.140	9	61	0.332
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.800			1.832			3.632

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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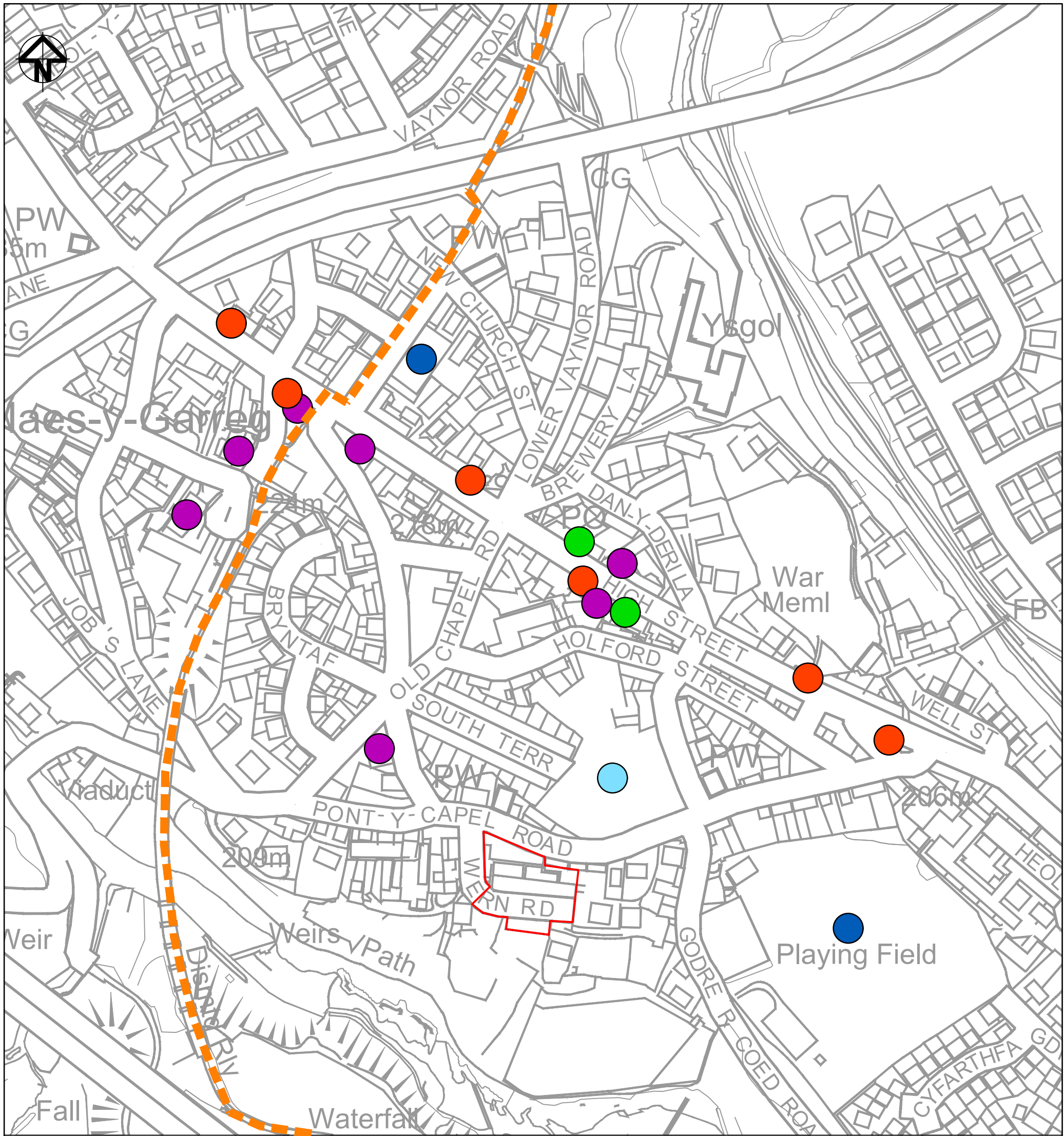
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Parameter summary

Trip rate parameter range selected: 16 - 228 (units:)
Survey date range: 01/01/15 - 13/05/22
Number of weekdays (Monday-Friday): 9
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

Appendix 2 Site Context



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KEY



Site



Bus Stop



National Cycle Network Route



School



Pharmacy / Dental Surgery



Community / Recreation



Food & Drink Businesses

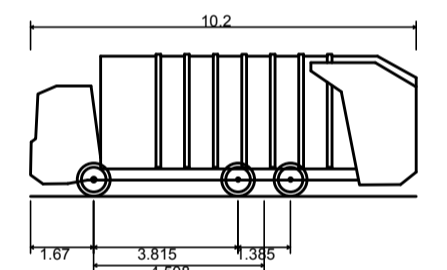
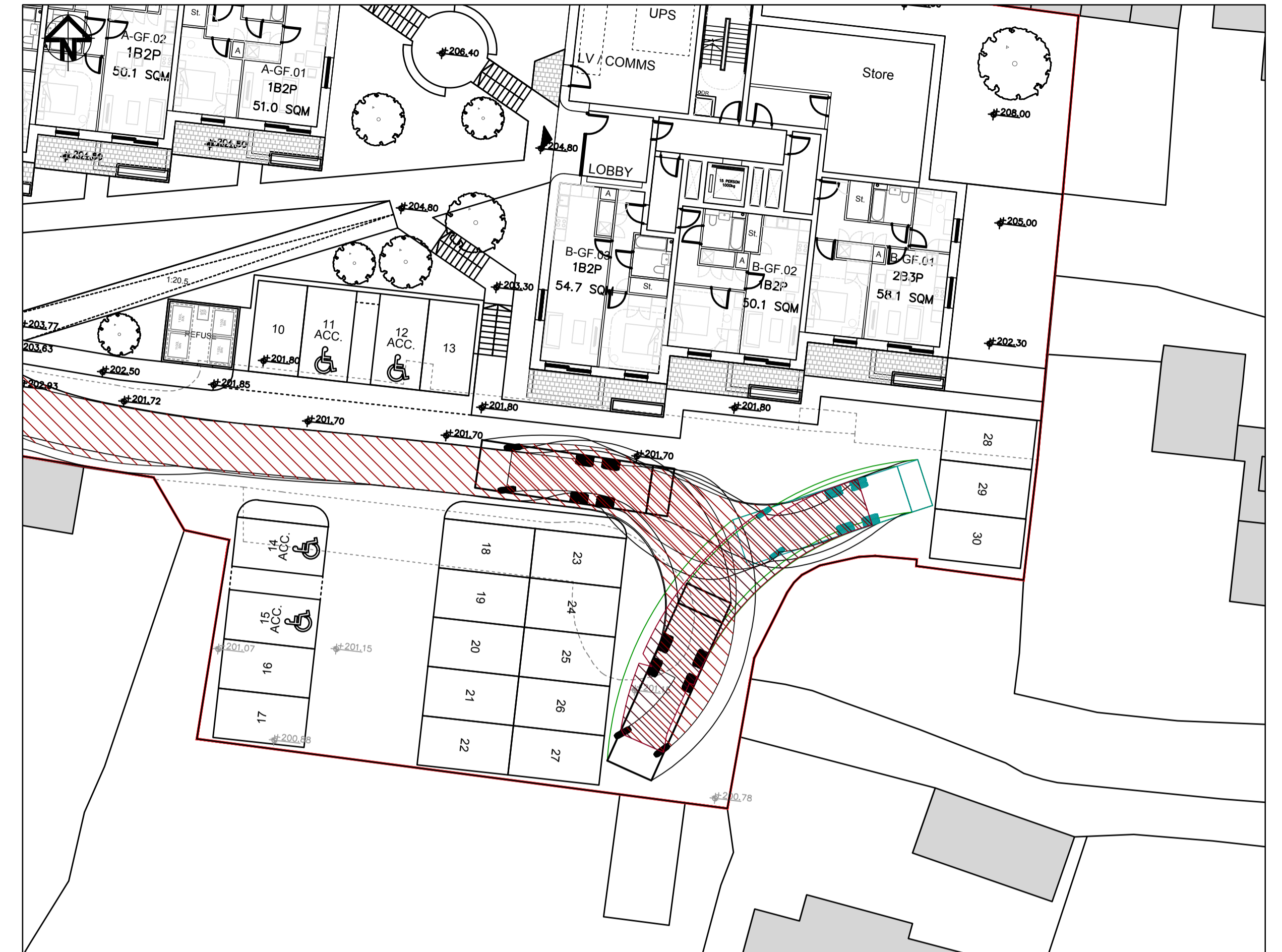
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Tel: 01558 824021

A	First Issue	25-01-24
Project	CEFN ISAF FLATS	
Drawing	SITE CONTEXT	
Drawing No.	1645-ACS-XX-ZZ-DR-T-003-A	
Scale	1:2500 @ A3	

Appendix 3 Proposed Access & Parking



Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)
 Overall Length 10.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.800m

A	First Issue	25-01-24
 Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandeilo SA19 6BJ E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
Project	CEFN ISAF FLATS	
Drawing	ACCESS & PARKING ARRANGEMENT	
Drawing No.	1645-ACS-XX-ZZ-DR-T-004-A	
Scale	1:200 @ A1	

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