

Proposed residential development of 36 dwellings
on land at Holly Street,
Pontardawe

Transport Statement

December 2019

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Applicant: Bluefield Land Ltd

Project no: T19.130

Document ref no: T19.130.TS.D1

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Project name: Holly Street

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 Asbri Transport Ltd have been instructed by Bluefield Land Ltd to produce a Transport Statement in support of a planning application for the proposed development of up to 36 affordable residential dwellings located on brownfield land adjacent to Holly Street, Pontardawe.
- 1.1.2 The development site formerly housed an iron works but has been vacant for a number of years and has since been cleared of the existing buildings.
- 1.1.3 The site has also been allocated for housing within Neath Port Talbot's Local Development Plan (LDP) under Policy H1/LB/32 for up to 45 units.
- 1.1.4 A formal pre-application submission was made to Neath Port Talbot County Borough Council on 13th February 2019 and a response was received on 25th May 2019 which can be found in **Appendix A**.
- 1.1.5 The pre-app response in terms of highways and transport content predominantly focuses on levels of car parking at the development and the accessibility of the development by a range of sustainable travel modes.

1.2 Purposed of the report

- 1.2.1 The pre-application response of the Local Planning Authority stated that a Transport Statement is required to accompany the planning application.
- 1.2.2 The purpose of this report is therefore to detail the likely transport characteristics of the proposed development and identify the potential impact of the proposals on the surrounding transport network. This report also considers the on-site layout regarding parking provision.

1.3 Structure of the report

1.3.1 Following this introductory chapter, the report is structured as follows:

- Section 2 describes the existing transport conditions surrounding the development and reviews personal injury accident data for the study area;
- Section 3 outlines the development proposals;
- Section 4 considers the likely demand generated by the proposed development;
- Section 5 provides the conclusions of the report.

2.0 EXISTING SITUATION

2.1 Introduction

2.1.1 In order to assess the impact of the development proposals, it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report therefore describes the current highway network, together with a description of the existing transport infrastructure including public transport, pedestrian and cycle facilities.

2.2 Site location

2.2.1 The application site is situated to the north-east of Pontardawe town centre on a parcel of brownfield land, sandwiched between Holly Street to the south west, Old Foundry Road to the east and Swansea Canal to the north.

2.2.2 The site location and local highway network is indicated in **Figure 2.1**.



Figure 2.1: Site Location & Local Highway Network

2.3 Pedestrians and cyclist

Pedestrians

- 2.3.1 Both Holly Street and Old Foundry Road have footway provision on one or both sides of the carriageway, providing a safe passage for pedestrians between the site and surrounding facilities. In addition, a footpath runs alongside Swansea Canal to the rear of the application site.
- 2.3.2 The Swansea Canal trail provides a traffic free pedestrian route from the application site as far north as Cilmaengwyn.
- 2.3.3 The Chartered Institution of Highways and Transportation (CIHT) guidelines for 'Providing for Journeys on Foot' indicate that the desirable walking distance for commuting is 500 metres, the acceptable walking distance is 1km, and 2km is the preferred maximum. The desirable walking distance for 'Elsewhere' (this includes access to local amenities) is 400m, the acceptable distance is 800m and 1.2km is the preferred maximum.
- 2.3.4 Research undertaken by WYG published in Local Transport Today edition 13th-26th October 2017 states the following:
- 'Our other research on walking distances to public transport stops has shown the mean walking distance to a bus stop is 580m and 810m the 85th percentile, notably longer than CIHT's 400m maximum distance. The average walking distance to a railway station is 1,000m and 1,600m is the 85th percentile, again notably longer than CIHT's guidance of 800m.'
- 2.3.5 **Figure 2.2** and **Table 2.1** indicate the local amenities/facilities that are within walking distance of the site (from the south entrance).

Amenity/Facility	Distance (m)
Pontardawe Library	101m
Pontardawe Arts Centre	258m
Pharmacy	307m
Pontardawe Health Centre	186m
Neath College	429m
Supermarket	621m
Post Office	566m
Pontardawe Swimming Pool	618m
Cwmtawe School	778m
Pontardawe Leisure Centre	1km

Table 2.1: Local Amenities within walking distance of the site

- 2.3.6 With the site being located approximately 400m from Pontardawe Town Centre, there are a wide range of facilities accessible on foot or by bicycle.

Cycle routes

- 2.3.7 National Cycle Network (NCN) 43 runs approximately 150m to the east of the application site and roughly follows the River Tawe. NCN 43 is part of the Celtic Trail which connects Swansea to Builth Wells.

- 2.3.8 **Figure 2.3** details the cycle network within the vicinity of the site.

2.4 Public Transport

- 2.4.1 Public transport provision in the vicinity of the site is of a good standard, with a number of scheduled bus services routing along Holly Street, providing access to Neath and Swansea City Centre.

- 2.4.2 There are no passenger rail services available within Pontardawe with the closest train station being Llansamlet, approximately 8.8km to the south of the application site.

- 2.4.3 A map of the local bus stops is shown in **Figure 2.4** and the bus services that call at stops within 800m of the application site are shown below in **Table 2.2**.

Route No.	Route	Frequency
56	Pontardawe – Neath	Mon-Sat, services approx. hourly between 7:55-19:55.
	Neath – Pontardawe	Mon-Sat, services approx. hourly between 7:55-19:55.
X6	Swansea – Ystradgynlais	Mon-Sat, services approx. every 15-40 minutes between 6:00-19:03.
	Ystradgynlais – Swansea	Mon-Sat, services approx. every 5-40 minutes between 6:00-19:32.
903	Abercrave – Neath College	Mon-Fri, 1 service per day at 8:15.
	Neath College – Abercrave	To Thomas Street – Mon-Fri, 1 service per day at 17:05.
905	Cwmtwrch – Neath College	Mon-Fri, 1 service per day at 7:58.
	Neath College – Cwmtwrch	To Thomas Street - Mon-Fri, 1 service per day at 17:10.

Table 2.2: Bus timetable

- 2.4.4 As identified in Table 2.2, bus provision in the vicinity of the site is of a reasonable standard with services operating between 6am-7pm Monday – Friday.

2.5 Highway Network

Holly Street

- 2.5.1 Holly Street is located to the north west of the site and meets with Arthur Terrace adjacent to the application site. The northern end is characterised by terraced housing.
- 2.5.2 The road is lit and is subject to a 30mph speed limit in the vicinity of the proposed development site. Parking restrictions are in place in the form of double yellow lines along both sides of the carriageway at the southern end of Holly Street. These parking restrictions are lifted as you travel north past Tawe Terrace.

Old Foundry Road

- 2.5.3 Old Foundry Road is a minor road off which vehicular and pedestrian access to the application site will be provided. Old Foundry Road predominantly serves Alloy Industrial Estate located to the east of the site and Cwm Tawe Business Park located on the southern side of the road.
- 2.5.4 The road has an approximate carriageway width of 7m with footways present on both sides. The road is lit and is subject to 30mph speed limit in the vicinity of the application site.

Arthur Terrace

- 2.5.5 Arthur Terrace is a minor road that leads on from Holly Street. The road is lit with footways provided on both sides of the carriageway and is subject to a 30mph speed limit in the vicinity of the application site.
- 2.5.6 Arthur Terrace links to Grover Road which in turn provides access onto the B4603 Brecon Road.
- 2.5.7 Arthur Terrace acts as a crossing for a pedestrian footway that runs from Clydach to Pontardawe to the rear of the application site.
- 2.5.8 There are no parking restrictions or speed calming measures present.

Tawe Terrace

- 2.5.9 Tawe Terrace provides access to residential dwellings and part of Alloy industrial estate. Footway provision is provided on both sides of the carriageway, with street lighting present along the southern edge of footway.
- 2.5.10 Parking is restricted along Tawe Terrace with some bays dedicated to Resident permit holders only. A proportion of the on-street parking allows parking between Monday and Saturday for 1 hour, no return within 2 hours.
- 2.5.11 Tactile paving is present at the junction with Holly Street, providing informal crossing provision.

2.6 Highway Safety

2.6.1 Personal Injury Collision (PIC) data was obtained from www.crashmap.co.uk for the most recent five-year period available for the study area, spanning approximately 400m in each direction from the proposed site access.

2.6.2 The plot of the collision locations is shown in **Figure 2.5** and a summary is presented in **Table 2.3** below.

Year	Personal Injuries			Casualties
	Fatal	Serious	Slight	
2014	0	0	0	0
2015	0	0	2	2
2016	0	0	1	1
2017	0	0	3	5
2018	0	0	0	0
Total	0	0	6	8

Table 2.3: Collision severity and number of collisions by year

2.6.3 It is evident from Table 2.3 and Figure 2.5 that there has been a total of 6 collisions within the study area adopted for this Transport Statement during the period 2014 to 2018, resulting in a total of 8 casualties.

2.6.4 It should be noted that there have been no fatalities within the study area, as such, no highway improvements are deemed necessary as part of the development proposals.

3.0 DEVELOPMENT PROPOSALS

3.1 Land use

3.1.1 As outlined in Section 1, it is proposed to construct up to 36 affordable residential dwellings on brownfield land to the north east of Holly Street, Pontardawe. The land has previously been occupied by an iron works, however, most of the development associated with the former use has since been demolished. A masterplan of the proposed development is included at **Appendix B**.

3.1.2 The proposed development schedule is outlined in **Table 3.1** below.

Accommodation Schedule	No. of Dwellings
1 bed Apartment	6
2 bed Apartment	2
2 bed Semi/Link	15
3 bed Semi/Link	11
3 bed detached	2
Total	36

Table 3.1: Accommodation schedule

3.2 Access

3.2.1 Vehicular access to the site will be provided via a new priority 'T' junction with Old Foundry Way as shown in Appendix B.

3.2.2 The access road is approximately 5.5m wide with 2m footways provided along both sides of the carriageway and into the site for pedestrians. The site will also provide pedestrian permeability along its north-western edge, providing access to the canal walk to the north of the site and Pontardawe Town Centre to the south west.

3.2.3 The site access and internal layout has been designed to accommodate a refuse vehicle entering and exiting in a forward gear. A swept path analysis has been undertaken on the site demonstrating that an 11.2m refuse vehicle can access, egress and manoeuvre within the site satisfactorily. The Swept Path analysis is presented in **Appendix C**.

3.2.4 The required visibility splays at the site access are based on Manual for Streets(MfS) sight stopping distance (SSD) of vehicles with a 30mph speed limit. It can be seen from **Figure 3.1** that the required visibility splays of 2.4m 'x' distance by 43m 'y' distance can be accommodated within land owned by the applicant or highway authority.

3.3 Car parking

3.3.1 Car parking at the proposed development will be provided in accordance with Neath Port Talbot's adopted parking standards, supplementary planning guidance 2016, for both residents and visitors.

3.3.2 Paragraph 1.0.4 of the SPG notes:

The NPT Parking Standards will inform observations made by the Highway Authority on planning applications received and the standards will ultimately be afforded weight as a material consideration in the determination of planning applications.

3.3.3 Paragraph 3.0.2 notes that the standards adopted by the Authority are maximum standards.

3.3.4 As identified in Appendix B, all parking will be provided within allocated driveways or located within dedicated parking courts.

3.3.5 **Table 3.2** outlines the maximum number of car parking spaces required based on NPT's adopted standards.

Dwelling type/no. of units	Parking standard	Maximum Parking provision	Sustainability reduction	Proposed Parking provision
13 x three bed	1 space per bedroom	39	26	26
17 x two bed	1 space per bedroom	34	17	19
6 x one bed	1 space per bedroom	6	6	6
Visitor spaces	1 space per 5 units	7	7	0
Total		86	56	51

Table 3.2: Car parking provision

3.3.6 As identified in Table 3.2, a maximum of 86 car parking spaces could be provided in accordance with NPT's adopted parking standards.

3.3.7 For the reasons discussed in the following sections it is considered a lower level of car parking proposed is appropriate for the scale and nature of the development.

3.4 Sustainability assessment

3.4.1 A sustainability assessment has been undertaken in accordance with Appendix F of NPT's parking standards Supplementary Planning Guidance (October 2016). Table 3.2 includes an adjustment to take account of the accessibility of the site by a range of transport modes, and to a range of local facilities.

3.4.2 Paragraph F2 notes 'Sustainability points will be awarded to developments that meet the criteria below for their proximity, in terms of walking distance to local facilities. The maximum walking distance is defined as the distance along the most appropriate route from the point of origin (or centre of development) to the facility.

3.4.3 The sustainability assessment is presented in **Appendix D**.

3.4.4 The results of the assessment indicate that the site scores 6 sustainability points, which does not meet the criteria to allow a reduction

3.4.5 It should be noted that the maximum walking distance to the local cycle route within the parking standards is stated as 200m, however, the proximity of the application site to the cycle route exceeds 200m but is within 300m. Therefore, a sustainability point has been awarded for the proximity of the development site to an off-road cycle route.

3.4.6 In addition, Note 5 in the 'Residential New Build and Conversions' section of the Authority's Parking Standards Supplementary Planning Guidance states:

'For developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken.'

3.4.7 As set out previously, the applicant is a housing association and seeks to develop the site with 100% social housing.

3.4.8 As such, it is considered that the provision of 51 car parking spaces would be more than sufficient based on the sustainability and location of the proposed development site.

3.4.9 Further evidence is provided below based on car ownership levels in Pontardawe and housing type.

3.5 Car ownership rates

3.5.1 Establishing car ownership rates for schemes of a similar size and location as this scheme is required in order to consider the validity of reducing parking provision at the site to that below which may be permitted by the application of the maximum parking standards.

Car ownership rates – housing tenure

3.5.2 Statistical Bulletin (SB100/2013) 'People and Licensing and Vehicle Ownership, 2012' states that 23% of households in Wales do not have access to a car. However, this figure rises substantially to 53% of households that are housing association (social rent) accommodation.

3.5.3 It is considered housing tenure has a significant impact on car ownership rates, with only 13% of open market houses having no access to a car. As stated previously, whilst the scheme is likely to provide accommodation for social rent, rates for private rent have also been considered. Statistics are available for houses that are rented (either social or private) with 44% of households having no access to a car.

3.5.4 In addition, a UK government study carried out in 2007 entitled 'Residential Car Parking Research' states that tenure is an influence on household car ownership levels and social housing tend to have 'fewer cars than owner-occupied households that are of similar size and type'. An extract from this document is included at **Appendix E**.

3.5.5 The above study is supported by the 'People and Licensing and Vehicle Ownership, 2012', included at **Appendix F**, which states that:

"44% of households that are social or private rented in Wales did not have a car or van in the household."

Car ownership rates – household type

3.5.6 It should be noted that the above car ownership rates are for housing of all sizes and it has not been possible to establish car ownership data for flats. The Statistical Bulletin does, however, identify that across Wales 45% of one-person households (typically associated with smaller houses or flats) have no access to a car compared with 23% average for all household types.

Car ownership rates – location 2011- Census Data

3.5.7 Table 3.3 provides data obtained from the 2011 Census, setting out car ownership rates within Pontardawe within the middle layer census ward – W02000202: Neath port Talbot 004.

Cars - 2011	Households (no.)	Households (%)
No cars or vans in household	969	20%
1 car or van in household	2021	41%
2 cars or vans in household	1408	29%
3 cars or vans in household	379	8%
4 or more cars or vans in household	127	3%
All categories: Car or van availability	4318	100

Table 3.3: Car ownership rates Pontardawe

3.5.8 Within the middle layer census ward identified above, 61% of households have access to 1 car or fewer, 29% have access to 2 cars and only 11% with access to 3 cars or more.

3.5.9 Due to the sustainable location of the site in terms of proximity to local facilities and amenities, the affordable tenure of the proposed development and the car ownership rates in Pontardawe, it is considered that the level of car parking to be provided is appropriate.

3.5.10 It is envisaged that any visitors to the site will park on-street within the internal carriageway of the site.

Cycle parking

3.5.11 Cycle parking at the proposed development will be provided in accordance with NPTs adopted parking standards. Note 6 of Appendix D of the cycle parking standards states:

“All residential developments must be accessible by cycles and cycle storage must be a factor of dwelling design. In appropriate circumstances, convenient communal facilities may be provided. Guidance on this subject is available within Manual for Streets.”

3.5.12 As such, cycle parking is to be provided for all dwellings and will be incorporated within dwelling design.

4.0 TRANSPORT CHARACTERISTICS

4.1 Introduction

4.1.1 In order to assess the impact of the development on the existing transport infrastructure, it is necessary to assess the likely level of vehicular trips generated.

4.1.2 This section of the report therefore outlines the methodology used to predict traffic generation for the proposed development and provides an estimate of future trips to/from the development.

4.2 Trip rate

Residential – Mixed Affordable flats/houses

4.2.1 The vehicle trip generation rates for the proposed 36 affordable residential dwellings has been obtained from the TRICS 7.6.1 trip generation database. Sites have been selected on the basis of the following selection criteria:

- Land use: residential – Mixed affordable houses (flats and houses);
- Survey days: Monday-Friday;
- Location of the development: UK, excluding Greater London.

4.2.2 The TRICS output is set out in **Appendix G** and the peak periods are summarised in **Table 4.1** below. It should be noted that average trip rates have been used.

Peak Period	Trip rate			Vehicles		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.079	0.202	0.281	3	7	10
1700-1800	0.155	0.107	0.262	6	4	10
Daily	1.438	1.489	2.921	53	55	108

Table 4.1: summary of trip generation – affordable flats & houses

4.2.3 It can be seen from Table 4.1 that the proposed residential development is likely to generate 10 vehicle movements two-way in both the AM and PM peak period. Over the course of the day, it is estimated that the development could generate up to 53 arrivals and 55 departures.

4.2.4 On the basis of the above, it anticipated that the proposed development will have a negligible impact on the performance of the surrounding highway network.

5.0 CONCLUSION

5.1 Summary

5.1.1 This Transport Statement has been produced in support of a full planning application for the proposed development of 36 affordable residential dwellings on a parcel of land located between Holly Street and Old Foundry Road, Pontardawe.

5.1.2 The site is identified in Neath Port Talbot's LDP under Policy H1/LB/32 housing allocation.

5.1.3 An analysis of the local highway network, including provision for pedestrians, cyclist and public transport movement has been undertaken and it's been concluded that there are opportunities for residents of the proposed development to undertake trips by alternative modes of travel other than the private car. The site is closely situated to existing bus services, local amenities and facilities.

5.1.4 Vehicular and pedestrian access to the site is proposed via a simple priority junction with Old Foundry Road. Within the site, the necessary pedestrian and cycle infrastructure will be provided to encourage residents to walk and cycle, prioritising the needs of pedestrians and cyclists over that of vehicles.

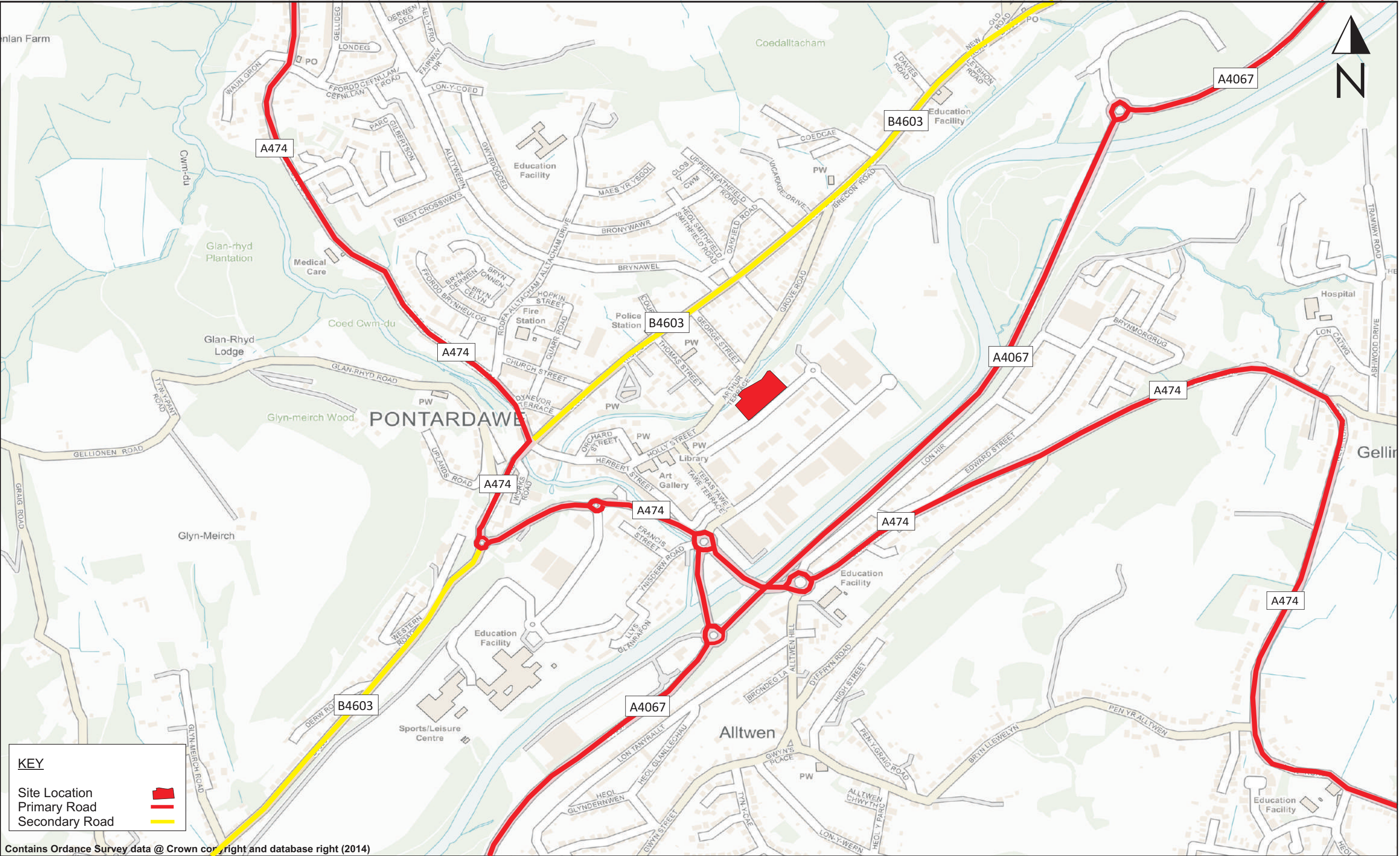
5.1.5 As part of the development 51 parking spaces are proposed. This level of car parking has been allocated taking into consideration NPTs adopted parking standards.

5.1.6 It is predicted that the proposed development could generate up to 10 vehicle movements two-way in both the AM and PM peak periods.

5.2 Conclusion

5.2.1 In conclusion, it is considered that this development is appropriate and acceptable in traffic and transport terms. It is considered that the traffic movements associated with the development proposals could be accommodated on the highway network.

Figures



KEY

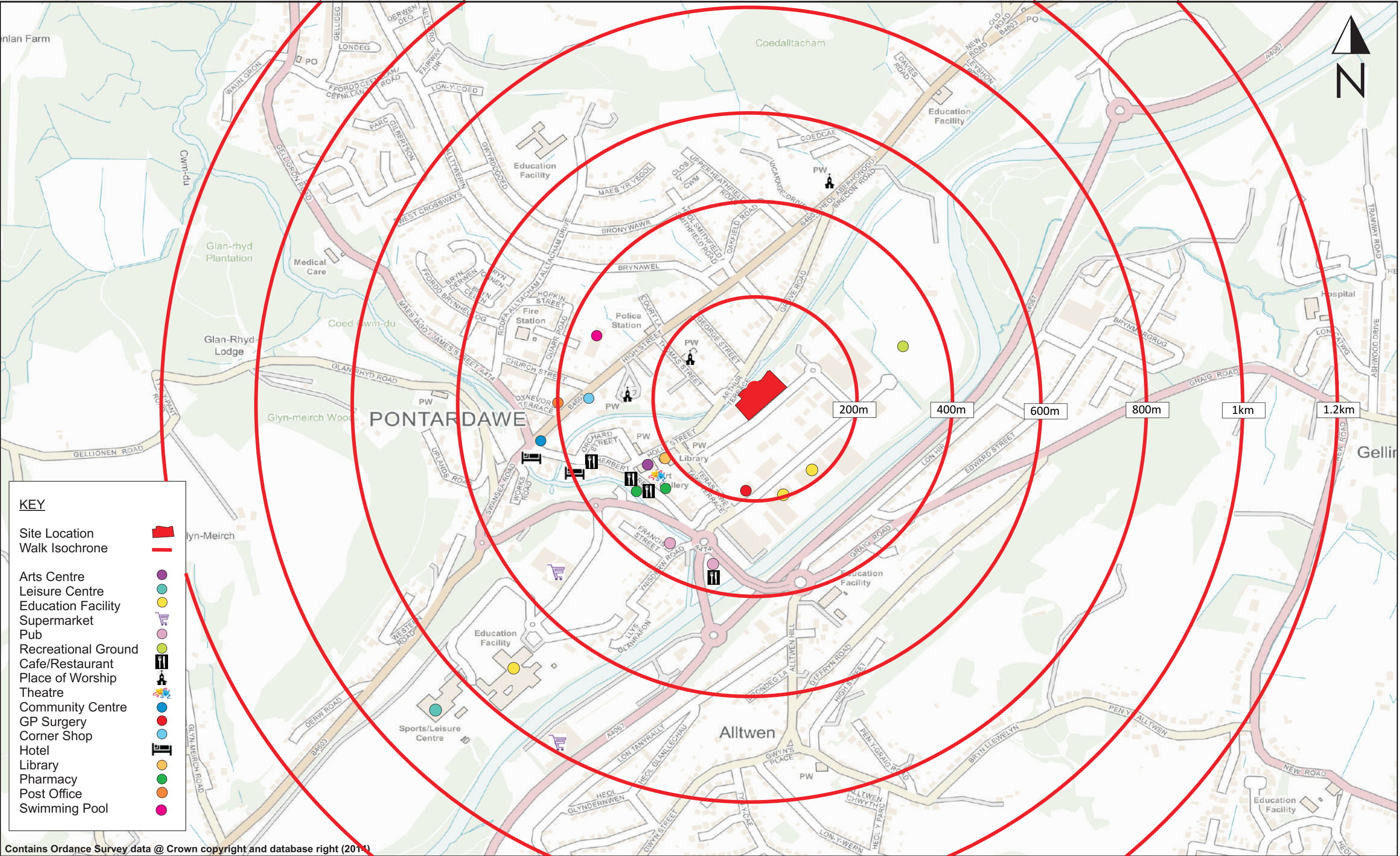
Site Location

Primary Road

Secondary Road

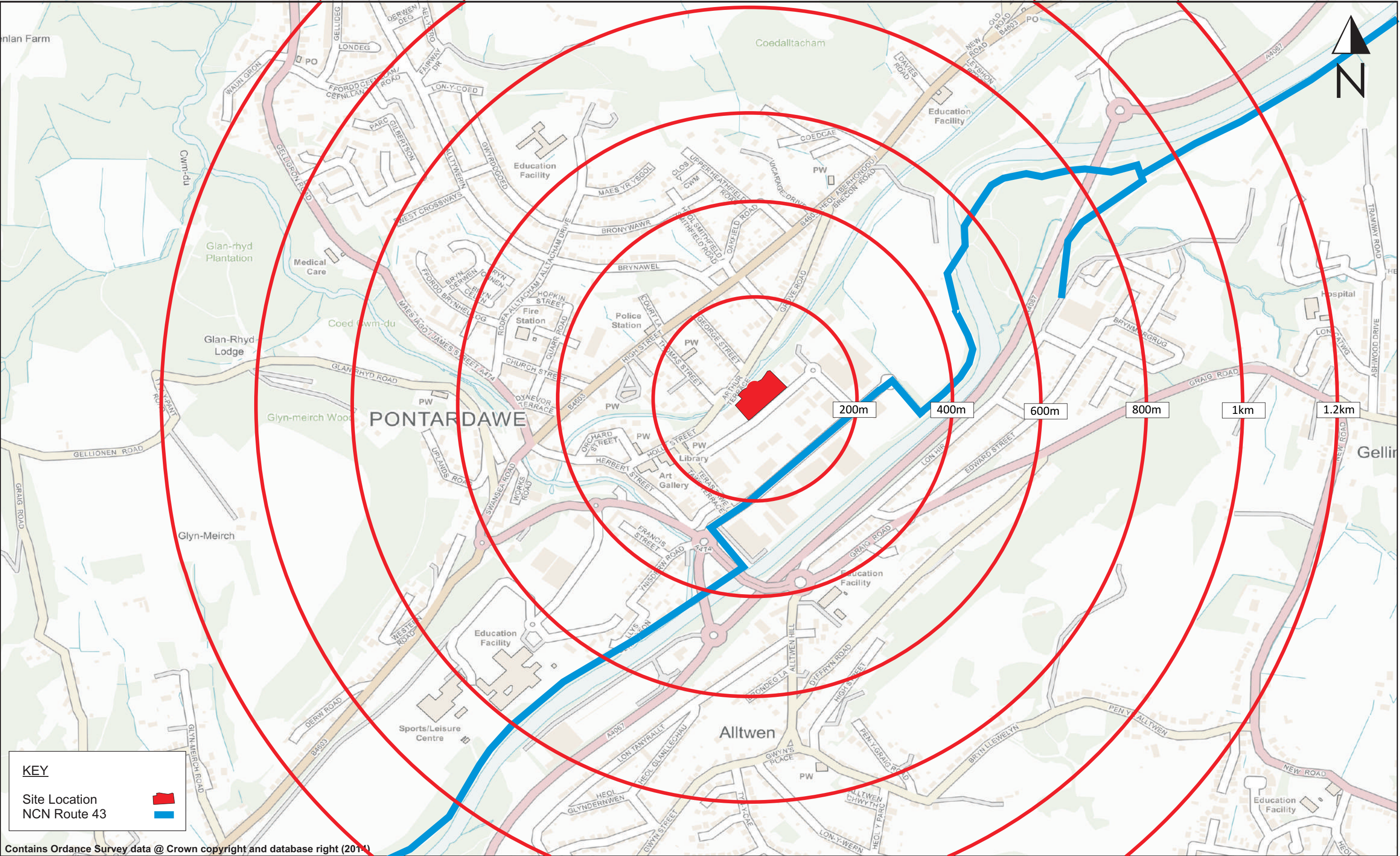
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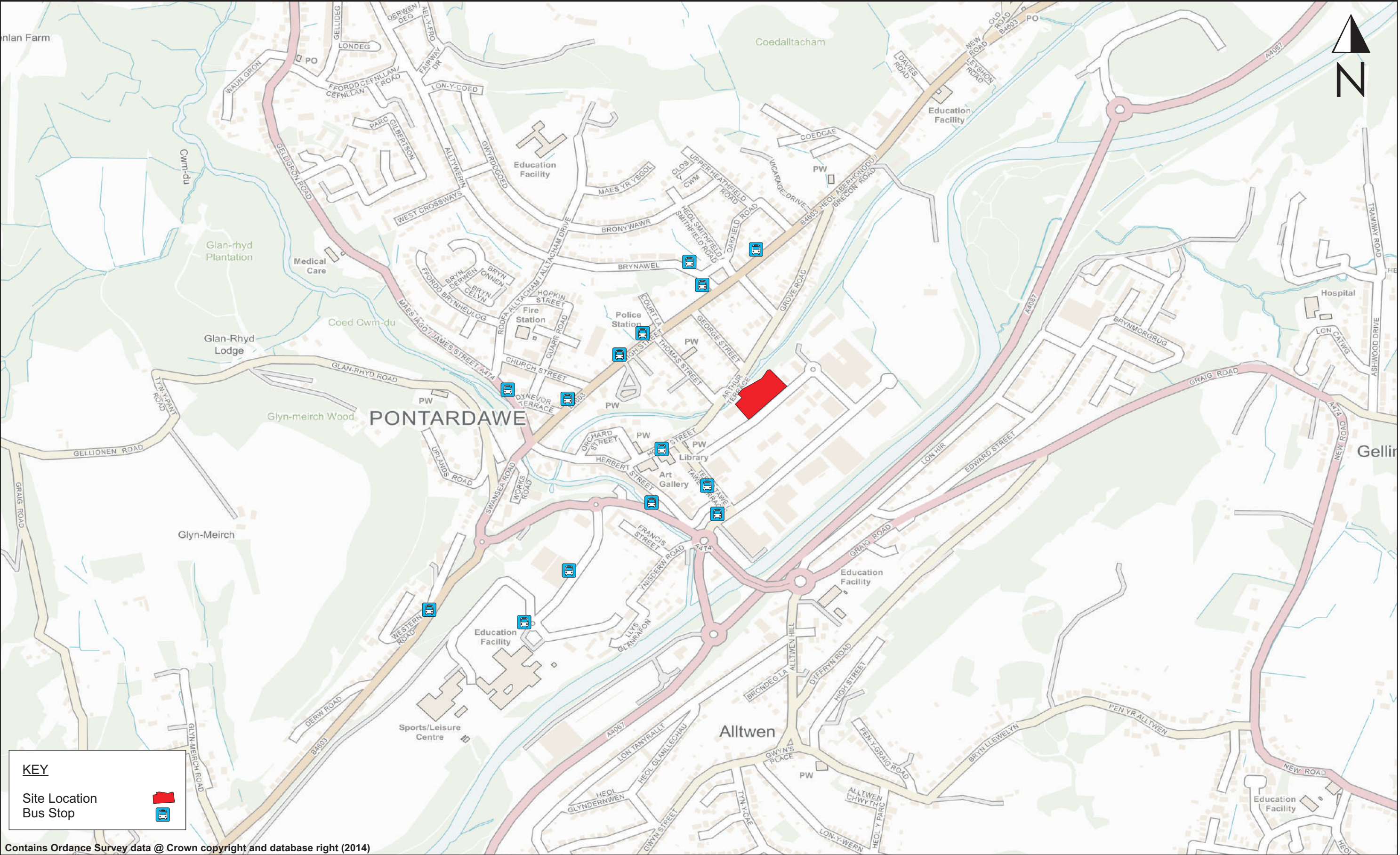
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Site Location

NCN Route 43

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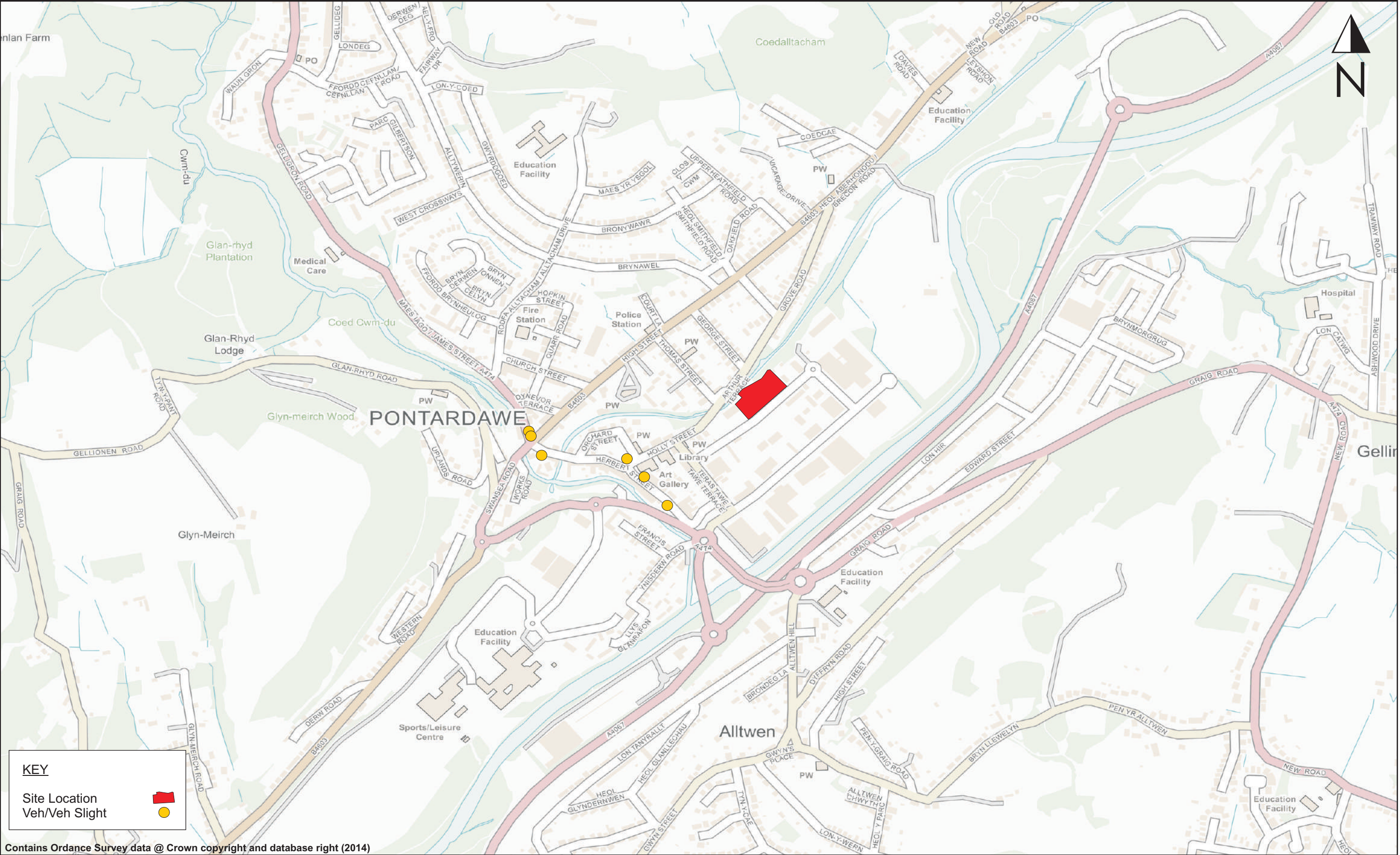
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Bus Stop

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Site Location

Veh/Veh Slight

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Drawing Title 2.4m x 43m Visibility Splay	Client Bluefield Land Ltd	 Unit 9 Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff CF23 8RS T 029 2073 2652	Scale: 1:500@A3									
	Designed by: KW											
	Drawn by: KW											
	Job Title Holly Street, Pontardawe			Ckd/Appd: PO'C	Rev.	Date.	Amendment.			Des.	Drn.	
				1st Issued: June 2019	Drg No: Figure 3.1						Rev	
				Job No: T19.130								

Appendix A

Appendices

BY EMAIL ONLY TO: richard@asbriplanning.co.uk

Dear Mr Bowen

Town and Country Planning Act, 1990 (as amended)

Pre-App. Ref: Q2019/0028

Proposal: Erection of 37 affordable dwellings.

Location: Land near Holly Street Pontardawe

I refer to your correspondence received on 13th February 2019, concerning the above and your request for pre-application advice. Having considered the nature of submission in detail, I respond as follows.

Local Context and Constraints

- The site is located within a low risk coal area;
- British Water Ways Canal and River Trust (Canal) adjacent to site
- The site is located within an area at risk from land contamination;
- Public Footpath 3914;
- The site is located within Flood Zone B (areas known to have flooded in the past);
- The site is located within Flood zone C1;
- Site of Important Nature Conservation (SINC) Canal;
- Glamorgan Gwent Archaeological Trust: Site of former iron foundry;
- Invasive plant species on site;

Environment

Nicola Pearce Head of Planning and Public Protection
The Quays, Brunel Way, Baglan Energy Park, Neath SA11 2GG
Tel 01639 686868

Yr Amgylchedd

Nicola Pearce Pennaeth Cynllunio a Gwarchod y Cyhoedd
Y Ceiau, Ffordd Brunel, Parc Ynni Baglan, Castell-nedd SA11 2GG
Ffôn 01639 686868

We welcome correspondence in Welsh and will deal with Welsh and English correspondence to the same standards and timescales.
Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserlenni.

Please note that this information is based on our current records and is, as far as possible, accurate. Nevertheless, we reserve the right to advise you of any additional constraints that may be identified at the time of your application.

Relevant Planning History

From an examination of our records, the application site/ property has the following relevant planning history:

- **P2005/0061** Outline planning application demolition of existing works building and construction of mixed residential development **Disposed under Article 21**
- **P2007/0215** Outline application for residential development with associated access and engineering works **Approved 30/06/2008**
- **P2008/1337** Removal of condition 11 of [planning permission P2007/0215 in respect of provision of affordable housing **Refused 22/12/08**
- **P2014/0550** Prior approval for the demolition or redundant foundry building **Prior notification demolition not required 01/07/2014**

Relevant Planning Policies

In addition to national guidance contained within Planning Policy Wales, any application would be considered against the Policies within the Adopted Neath Port Talbot Local Development Plan, details of which are available on the Council's web site by visiting www.npt.gov.uk/ldp .The relevant policies would include:

Strategic Policies

- **Policy SP1** Climate Change
- **Policy SP2** Health
- **Policy SP3** Sustainable Communities
- **Policy SP4** Infrastructure
- **Policy SP6** Development in the Valleys Strategy Area
- **Policy SP7** Housing Requirement
- **Policy SP8** Affordable Housing
- **Policy SP10** Open Space Provision
- **Policy SP15** Biodiversity and Geodiversity
- **Policy SP16** Environmental Protection
- **Policy SP20** Transport Network
- **Policy SP21** Built Environment and Historic Heritage
- **Policy SP22** Welsh Language

Topic based Policies

- **Policy SC1** Settlement Limits
- **Policy I1** Infrastructure Requirements
- **Policy H1/28** Housing Sites
- **Policy AH1** Affordable Housing
- **Policy OS1** Open Space Provision
- **Policy EN7** Important Natural Features
- **Policy EN8** Pollution and Land Stability
- **Policy TR2** Design and Access of New Development
- **Policy BE1** Design
- **Policy WL1** Development in Language Sensitive Areas

Supplementary Planning Guidance (SPG):

The following SPG are of relevance to this application: -

- Planning Obligations (October 2016)
- Parking Standards_(October 2016)
- Affordable Housing_(October 2016)
- Biodiversity and Geodiversity (May 2018)
- Pollution (October 2016)
- Open Space & Greenspace (July 2017)
- Design (July 2017)
- Development and the Welsh Language (July 2017)

All of the above SPG can be viewed on the [Council's website](#).

Analysis of Proposal

From the information provided it would appear that the area of land in question is within the settlement limits and covered by **Policy SC1** Settlement Limits of the Neath Port Talbot Local Development Plan (LDP) Development within settlement limits that is proportionate in scale and form to the role and function of the settlement is generally acceptable in principle, subject to compliance with other requirements and policies set out below.

The site has also been allocated for housing under **Policy H1/LB/32** Housing allocation; this shows the site having an area of 0.8 ha and estimates 45 units could be provided. (a high density development due to its location) **Policy BE1** – Design requires all developments proposals to demonstrate high quality design which fully takes into account the natural, historic and built environment context and contributes to the creation of attractive sustainable places. The submitted indicative layout shows 37 units, this falls short of the 45 required.

The site lies adjacent to part of the Swansea Canal. **Policy BE3** aims to protect and conserve the canal network (including the Swansea Canal from Pontardawe Town Centre to Godre'r Graig). The proposal will need to demonstrate that it would not adversely affect the setting of the canal or prejudice its conservation, restoration and operation

It is noted that a sizeable part of the site is in **DAM Zone C1. TAN 15** sets out the tests that have to be met if the development is to be allowed in C1 (para 6.2). Since the site is allocated in the LDP and is previously developed land, it meets tests (i) and (iii) and a FCA has been submitted in accordance with test (iv). The FCA indicates a small increase in flooding outside the site under extreme conditions as a result of the development: TAN15 Appendix 1 gives detailed advice on assessing the acceptability of flooding consequences. You should contact NRW for advice on this.

Visual Amenity

The site is currently a brown field which was formerly housed an iron works. The site is relatively flat off Tawe Terrace where the current access to the site is which rises up towards the Rear (North) where the canal is located. What appear to be the remains of the former iron foundry building have been left as a mound on the North Eastern side of the site.

An indicative plan (2344-01) has been provided which shows one access of Tawe Terrace and a mix of residential dwellings and apartments. (total 37 units) As we are in an early stage of development and it is considered that the layout will evolve when taking into consideration constraints such as drainage (SABs), ecology, parking etc. As such we only make general comments at this stage but will work with you during future pre-application discussions. However it is considered there is potential for an appropriately design scheme that would enhance the character and appearance of the area, however following comments should be considered:

- Given the close proximity to Pontardawe town centre, the development seems to have been designed around parking which in turn impacts upon the density requirement for this development. It is recommended that you look at appendix F (sustainability) of the Parking Standards supplementary planning guidance to see how much this could be reduced. This could free up space for additional residential units and opens space provision.
- In terms of means of enclosures we would recommend that the front gardens remain relatively open with low or no boundary walls, with rear gardens enclosed with 1.8m to 2m high boundary wall/fence. Boundary treatments visible from the public realm (ie the rear boundary along Tawe Terrace would need to be constructed of appropriate materials ideally a facing brick that matches the dwelling. Landscaping in front of this area would also be beneficial and would double up as informal open space.
- In terms of materials, the submitted plans show that the houses are very similar. It would be beneficial given the varied mix of materials in the area, to have more variety within the site.

- In terms of the design, I will reserve judgement on this and comment further once we have received the revised layout.
- In terms of the choice of materials of the dwellings, these may be considered to be appropriate but we would need to see samples of these materials before we make any firm decision on this.
- The Canal to the North of the site is identified as a SINC, a 7 meter buffer from the top of the watercourse would be required. This would need to be taken into account and the rear gardens excluded from this area; this may require the layout to be pulled away from this buffer.
- In terms of open space. A development of this size would be expected to provide play provision and pockets of informal open spaces within the site, which could also be enhanced with landscaping.

Residential Amenity

The indicative layout is in sketch and the layout is likely to change at this stage I would recommend the following general principles should be adhered to:

- The impact of development upon existing private garden areas must be considered. To ensure that any new dwelling does not overlook, and result in a loss of privacy to these areas, it is considered that a distance of 10m should be retained between the rear of any dwelling and a boundary wall.
- You should ensure the minimum separation of 21m between habitable room windows is provided in accordance with the Design Supplementary planning Guidance.
- The site slopes, as such we would require sections to fully assess the impact the development would have upon residential amenity via the submission of a topographical survey and sections.
- Any shared drive would require a bin parking area (of sufficient size) adjacent to the adopted highway for people to present bins on collection day.
- It's recommended that all properties have a rear access for ease of bin/cycle/mobility scooter storage.
- A pedestrian link from within the development to the public right of way (canal) and to holly street should be promoted and as this would benefit future residents and promote cycling and walking.
- Apartments will require a bin storage and cycle/mobility scooter storage areas.
- As the private gardens back onto Tawe Terrace where there is an existing industrial estate, we will need to ensure noise levels within the dwellings and within the private garden areas are at an acceptable. As such a noise survey should be undertaken to ascertain the existing noise levels within the site.

Biodiversity

As identified above, Policies EN6 and EN7 will be of relevance insofar as there is a need to ensure any impacts on biodiversity/ natural features are appropriately assessed and, where applicable, mitigated.

Accordingly, you are advised of the need to undertake the following:

- Extended Phase 1 habitat survey, this should include the identification of the presence of S7 Environment (Wales) Act (S42 NERC Act 2006)/ LBAP habitats and species, sites that meet SINC criteria, in addition to protected species. A balance of S7/LBAP/SINC habitat loss/gain to the scheme should be included. The surveys should cover all areas that may be impacted by the scheme including the access route. The results of this survey should inform the requirement for further more specific surveys, such as bird surveys, reptile
- A biodiversity record search from the South East Wales Biodiversity Records Centre (SEWBRc) should be undertaken to inform the required surveys and the assessment.

Biodiversity Consultation Response

- An assessment of the impacts upon areas identified as sites of importance for nature conservation (SINC) and all areas that would meet the criteria of a SINC. NB details of identified SINC are available from SEWBRc and the criteria are available from the Wales Biodiversity Partnership website.
- An assessment of ecosystem resilience (Section 2 Environment (Wales) Act 2016); this shall particularly consider:
 - (a) diversity between and within ecosystems;
 - (b) the connections between and within ecosystems;
 - (c) the scale of ecosystems;
 - (d) the condition of ecosystems (including their structure and functioning);
 - (e) the adaptability of ecosystems.
- An assessment of impacts upon bird habitat (Section 10 The Conservation of Habitats and Species Regulations 2017); this should ideally be based on up to date survey information (including breeding, foraging and wintering requirements).
- Proposals for mitigation/compensation for any adverse impacts identified in the above assessments.

It will be important to follow any recommendations made within the phase 1 survey, insofar as they relate to the need for further more specific surveys (e.g. bird surveys, reptile surveys) since failure to submit such additional surveys would mean that your application would be invalid. Given that the survey seasons can be limited, failure to plan ahead may also lead to a significant delay in registration, and consequently impact on project timescales.

You should also be aware that the Canal crossing the site and associated riparian vegetation is identified as a SINCR, a 7 meter buffer from the top of the watercourse would be required.

Trees and Protected Trees

There are trees on and adjacent to the site. Measures should be taken to ensure these are protected during construction and retained, a tree survey should be submitted with the application to assess all the trees and indicate any trees that are required to be felled to allow the development.

Land Contamination

The Local Authority's Pollution Control Officer has requested that a Phase 1 preliminary risk assessment (desk study) is undertaken in accordance with CLR11 prior to submitting the application as there are a number of sites of concern in the area.

Highways

Policy TR2 identifies that proposals will only be permitted where there are appropriate levels of parking and cycling facilities provided. The development has to be accessible by a range of travel means, including public transport and safe cycle and pedestrian routes.

The Parking Standards SPG (October 2016) also gives guidance on the level of parking required and Appendix D Note D.6 states that all residential developments must be accessible by cycles and cycle storage must be a factor of dwelling design. You should Promote Active Travel aims to make walking and cycling the most attractive means of travelling for short journeys. In order to help this process, such as utilising the right of way link.

Welsh Government produced a Design Guide For Active Travel in December 2014 states '*All development proposals will be expected to demonstrate high quality design. Proposals will only be permitted where it plays a full role in achieving and enhancing an integrated transport and communications network promoting the interests of pedestrians, cyclists and public transport and ensures linkages with the existing surrounding community.*'

The proposal has been assessed by the Head of Engineering and transport (highways) who have advised that they have no highway objection in principle to the proposal submitted, subject to any subsequent planning application submission being compliant with the following documents and inclusive of the guidance conditions below:-

- Neath Port Talbot County Borough Council - Parking Standards (Oct 2016).
- Neath Port Talbot County Borough Council – Guide to the Layout of Development Roads.
- Planning Policy Wales Technical Advice Note 18: Transport.
- Welsh Government Document – Recommended Statutory Standards for Sustainable Drainage (Jan 2018).

1. The layout and design shall be in accordance with NPT 'Guide to the Layout of Development Roads'
 - Carriageway width shall be 5.5m
 - Footway width shall be 2 metres throughout, a 1 meter footway provision is not acceptable as shown on the plan.
 - The turning facility requires a traverse length of 17m
 - A visibility splay at a 2.4m set back with a 90m splay shall be provided in accordance with TAN 18 unless a speed survey is provided
 - Public lighting scheme will be required
2. A Transport Statement is required.
3. Parking allocation shall be in accordance with NPT 'Parking Standards' October 2016 which provide for 1 space per bedroom up to a maximum on 3 (*as discussed this can be reduced, please see appendix F (sustainability) of the Parking Standards supplementary planning guidance to see how much this could be reduced*)
 - Individual Driveways dimensions are as follows:
 - One space - 3.6m wide by 6.6m from back edge of footway
 - Two spaces (Tandem) – 3.6m wide by 10.8 from back edge of footway
 - Three spaces (tandem) – 3.6m wide by 15.6m from back edge of footway
 - Two spaces (side by side) - 6.2m wide by 6m from back edge of footway
 - Three spaces (side by Side) – 8.8m wide by 6m from back edge of footway
 - Pedestrian Visibility splays of 2.4m by 2.4m measured back from back of footway shall be provided either side of each driveway.
4. Should a reduction in parking be sought, a sustainability report will need to be submitted in accordance with appendix F of the parking standards.
5. The parking spaces annotated for Plot 11 are not acceptable as they require vehicles to drive or reverse along the footway.
6. Parking for Plot 35 is set away from the plot, the concern is that this parking will not be utilised and parking will occur on the highway fronting the dwelling parking should be within the curtilage of each dwelling.
7. A visitor parking scheme annotated on a plan shall be provided at a rate of 1 space per 5 dwellings, this can be allocated as on-street parking.

8. Garages if provided shall have minimum internal dimensions of 3m wide by 6m in length for a single and 6m wide by 6m in length for a double. All garages must have a driveway length of 6m between garage door and back edge of footway
9. What measures will be put in place to mitigate on street parking on the highway of Foundry Road leading to the development, during site visits it was observed that there are vehicle parking both sides of the carriageway causing a bottle neck and the risk of conflict between vehicles. The introduction of 37 new dwellings and the trips associated with this development will result in a highway safety issue at this location. Traffic orders need to be looked at.
10. The footway on the existing highway at the side of plot 42 will need to be widened to 2 metres.
11. With regards to the emergency access what provisions will be put in place to prevent non-emergency vehicular access through this route, what provisions will be put in place to prevent vehicles parking in this location blocking the access and how will it be managed?

Flooding

You are recommended to undertake pre application advice with NRW in relation to the flooding on this site.

Sustainable Drainage

Please note that from 7th January 2019, all new developments of more than 1 house or where the construction area is of 100m² or more will require sustainable drainage - built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers - to manage on-site surface water. More information is available in [Schedule 3 of the Flood & Water Management Act 2010](#).

These systems must be approved by the Council's Engineering Service acting in its SuDS Approving Body (SAB) role **before construction work begins**. In this respect it is essential that a developer of any such project gain SAB approval of its surface water drainage alongside any relevant planning permission. **You will not be allowed to start construction until both permissions have been approved.**

However it in this case it is noted that you have already engaged with SAB as such we can both be involved during the ongoing pre-application discussions.

Archaeology

Glamorgan Gwent Archaeological Trust (GGAT) have advised They consulted the regional Historic Environment Record (HER) and note the proposal is located on the site of an iron

foundry opened in 1865 and depicted on the 1st edition Ordnance Survey map. The foundry was substantially rebuilt and extended in the mid-late 20th century and despite it being located adjacent to the Swansea Canal, no wharf was present. Following a 2014 application (P2014/0550) the structure was demolished, for which we recommended no archaeological mitigation (their ref. A49496).

They have advised that other archaeological sites are known to be located within the proposed development area. The construction and subsequent expansion of the foundry is likely to have an adverse effect on any potential archaeological remains that may have been located on the site. As a result it is unlikely that significant archaeological material will be encountered during the course of the works.

As a result, GGAT would be unlikely to recommend any pre-determination works, or that any archaeological conditions are attached to any consent.

Major Developments

Please be aware that as a 'major' development there is now a statutory requirement (introduced by s17 of the Planning (Wales) Act 2015) for the applicant / developer to consult the community and relevant statutory consultees in advance of formal submission of an application.

Please note that a major application cannot be validated until such consultation is undertaken and a Pre-Application Consultation (PAC) Report submitted with the application.

Detailed advice on Pre-application Consultation can be found on the [Welsh Government website](#).

External consultees

You are strongly encouraged to contact Natural Resources Wales (NRW) Welsh Water Authority to seek further pre-application advice – see notes below for details of their pre-application services.

Section 106 Planning Obligations

The Council's approved [Planning Obligations Supplementary Planning Guidance](#) (SPG) provides the local policy basis for seeking planning obligations through Section 106 Agreements in Neath Port Talbot. The Council's approved SPG is also available to view/ download at www.npt.gov.uk/planning.

Following consideration of the proposed development and potential impacts and needs arising from the development, I would advise that the Council is likely to seek planning obligations covering the following: -

- **Affordable Housing:** Policy AH1 requires affordable housing contributions from all

qualifying new housing developments. The site is located within the Pontardawe spatial area, which requires a 10% of unit's contribution towards affordable housing on all developments over 3 units, however, the application states that the scheme will provide 100% affordable housing for Coastal Registered Social landlord.

- **Biodiversity** You may need to put forward proposals for mitigation/compensation for any adverse impacts identified within the ecological assessment
- **Education:** The Local Authority's Education Department has not responded to date; once a response has been received it will be forwarded to you.
- **Public Open Space:** The requirements of Policy OS1 apply and the submitted plans show no on-site open space provision. In lieu of on –site provisions Section 106 contributions should be sought for off-site provision for the residents based on the development of 37 dwellings (assuming all the units would all have more than one bedroom) as follows:

No of units	37
Site POS Requirements	sqm
Pitch	974
Non Pitch	381
Children's play	212
Informal	466
Allotments	166

Potential S106 contributions	<i>This does not include possible maintenance requirement</i>
Pitch	N/A
Non Pitch	£38,110
Children's play	£31,635
Informal	£2,331
Allotments	£1,776
Total	£73,852

- **Welsh Language:** Policy WL1 – Development in Language Sensitive Areas The site lies in the Rhos ward which is identified in the LDP under Policy SP22 as a Language Sensitive area. As a result any residential development of 10 or more units will be required to provide a Welsh Language Action Plan which details the measures to be undertaken to protect, promote and enhance the Welsh Language. As part of the mitigation a S106 contribution of £500 per unit is required to contribute towards creating a framework of activities to mitigate the negative effects of the development on the Welsh language over a 3 year period. Further details to assist the preparation of a Language Action Plan is provided in the adopted Development and the Welsh Language SPG https://www.npt.gov.uk/media/7243/spg_welsh_language_july17.pdf

- **Off Site highway improvement:** Depending on the results of the submission and the transport statement, there may be a requirement for offsite highways works. As such a contribution may be sought (if required).

Further discussion on such matters can, of course, be entered into at the time of an application, or as part of any agreed further pre-application submissions.

Required Supporting Documentation

We would encourage you to submit your application electronically via www.gov.wales/planningapplications.

Having regard to the nature of your proposal, it is considered at this stage that in addition to the submission of standard mandatory supporting documentation such as application forms, plans and fee, any application for the above development should also be accompanied by the following additional documentation: -

- Pre-Application Consultation (PAC) Report ('Major' development)
- Design and Access Statement (see TAN 12 Design, Appendix 1)
- Welsh Language Impact Assessment (see our [Development and the Welsh Language SPG](#) for guidance)
- Contaminated Land Desk-top Assessment
- Site survey identifying existing ground levels, plus details of proposed levels including sections / cross-sections extending beyond the site to the nearest existing residential properties.
- Extended Phase 1 Habitat Survey (see ecology section)
- An assessment of impacts upon bird habitat
- Tree Survey
- An assessment of the impacts upon areas identified as site of importance for nature conservation (SINC)
- Landscaping scheme
- Street Views of the development
- Surface water drainage strategy (Suds)
- Transport Statement
- Noise Survey.
- Flood Consequence Assessment.

If any subsequent application fails to include the information above, there is a chance it may not be registered and, in any event, it is likely that an application will either be refused or will not be able to be progressed until its satisfactory submission.

It is also this Authority's practice to recommend to applicants that detailed information is submitted at application stage to ensure that, in the event of planning permission being granted,

that 'pre-commencement' conditions (which require approval of details prior to work starting on site) can be minimised. You are therefore encouraged to ensure that your initial submissions incorporate as much information as possible (for example materials, boundary treatment, ecology mitigation, Construction Management Plan, Travel Plan etc.), and address all matters raised in the advice given above.

Detailed guidance on the use of the national standard application form for planning permission and other associated consent regimes; and the information which must accompany a planning application so that the local planning authority can determine the validity of the application, can be found as follows: -

“Guidance on the use of the standard application form ('1app') and validation of applications”:

<http://wales.gov.uk/topics/planning/policy/guidanceandleaflets/1appguidance>

The Town and Country Planning (Development Management Procedure)(Wales) Order 2012: [http://www.legislation.gov.uk/wsi/2012/801/contents/made \(original Order\)](http://www.legislation.gov.uk/wsi/2012/801/contents/made (original Order)).

(Note subsequent Amendment Orders: [2014](#) ; [2015](#) ; [2016](#) ; and [2017](#)).

How we will deal with your planning application

As part of its emphasis on 'Delivering Quality Development Quickly', the Planning department prides itself on the service it offers our customers. Once your application has been received, this will include an allocated case officer making contact with you or your appointed agent within the first week and arranging a visit, following which we will contact you by phone or email to advise of any discrepancies with your application. We will also work with you to address any outstanding concerns, including any amendments required to make your proposal acceptable.

Once we are happy with the validity of your application, we will formally consult neighbours and relevant consultees. Provided there are no significant matters of concern resulting from such consultations, we will then seek to determine your application as swiftly as possible after the expiry of the statutory publicity period, and aim to do so within the 8 week statutory period.

While Officers will endeavour to ensure you are aware of the progress of your application, we would encourage you to contact the case officer should you wish to discuss any matter further.

Development Team Approach – Building Control

The Development Management and Building Control teams work closely to assist developers in improving the quality of their development and ensuring compliance with all appropriate conditions and Regulations. In particular, Building Control provide a competitive and highly professional service and seek to actively engage with developer's at the earliest stage of their project. You are therefore encouraged to contact the Building Control team on 01639 686820 or by emailing building.control@npt.gov.uk to enter into early negotiations and understand the benefits of the Council's Development Team approach.

Requests for Further Advice

Following receipt of this initial advice, should you wish to discuss your scheme prior to formal submission, please contact the case officer on the direct number or email address given above. Further charges may apply.

Yours faithfully,

Steven Jenkins
Senior Planning Officer

If you require this information in larger print, or in an alternative format, please contact the above named officer.

Please Note:

The advice offered in this response represents an informal opinion, provided in accordance with the Council's Planning Pre-Application Service Protocol. In particular, it is emphasised that while this pre application advice will be carefully considered in reaching a decision or recommendation on an application, the final decision on any application that you may make can only be taken after we have consulted local people, statutory consultees and any other interested parties. It does not, therefore prejudice any decision which the Local Planning Authority may make should an application be submitted.

Seeking Pre-Application Advice from External Consultees

Natural Resources Wales (NRW)

Natural Resources Wales has a key role in the planning system and you may wish to hold pre-application consultation with them, utilising their pre-application service, so that environmental considerations are identified and addressed at the earliest opportunity. More information about Natural Resources Wales's pre-application service, including what advice can be sought for free, and what advice is subject to a fee can be found at:

<https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/advice-for-developers/our-service-to-developers/?lang=en>

Dŵr Cymru Welsh Water (DCWW)

Dŵr Cymru Welsh Water has a key role to play in the development and planning process as the services provided are at the forefront of public health and protection of the environment. Dŵr Cymru encourages all developers to engage with them as early as possible in order to address any issues that may arise during the planning/construction process.

To assist, Dŵr Cymru operates a pre-planning service in order to assess the impact of the proposed development. A written response will be provided advising whether the local network(s) can support the proposal, whether off-site water mains and/or sewers will need to be provided, and whether there are any apparatus located within the land you wish to develop and the requirements for these apparatus. This service is provided for a fee of £155+ VAT and can be submitted by post or by completing the online enquiry form at <http://www.dwrcymru.com/en/Developer-Services>. Further information can be obtained from the dedicated team of planning officers on 0800 917 2652.

Appendix B



SITE KEY

- Site Boundary
- Indicates potential locations for mature tree planting
- Indicates opportunities for soft landscaping
- Dual aspect buildings
- 1.8m High brick screen wall with brick piers
- 1.8m High timber hit & miss fence
- 7m Buffer from top of watercourse
- Trees to be removed
- Root protection area

Accommodation Schedule

Ref	Description	sq/ft	No.
211	1 bedroom Apartment	548	6
321	2 bedroom Apartment	895	2
421	2 bedroom Semi/Link	895	15
531	3 bedroom Semi/Link	1011	11
532	3 bedroom detached	1011	2
Total			36

Status: PLANNING

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rev	date	description	by
A	11.06.19	Apartments amended	AH
B	24.06.19	Plots - 1 - 24.7 & 37 - 40 parking amended plots	CC
C	22.07.19	2 & 17 substituted to 5.3.1 house types	CC
D	17.12.19	Trees constraints added to layout	CC
		Layout updated in accordance with Engineers layout	CC

Drawn: CC
Checked: BJ
Date: May 2019
Scale: 1:500 @ A1 & 1:1000 @ A3

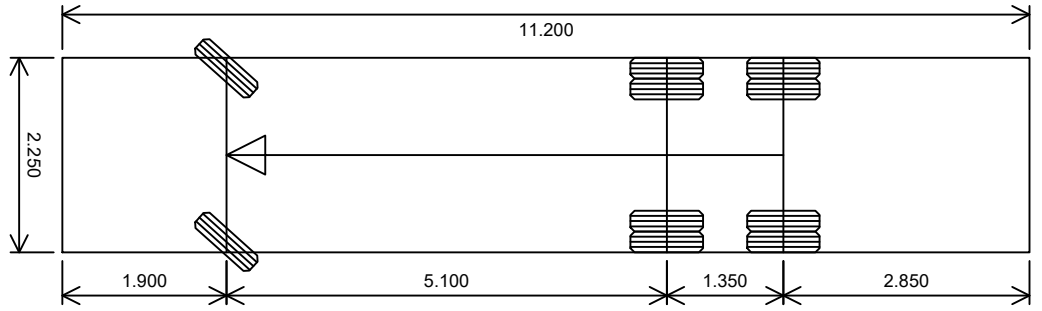
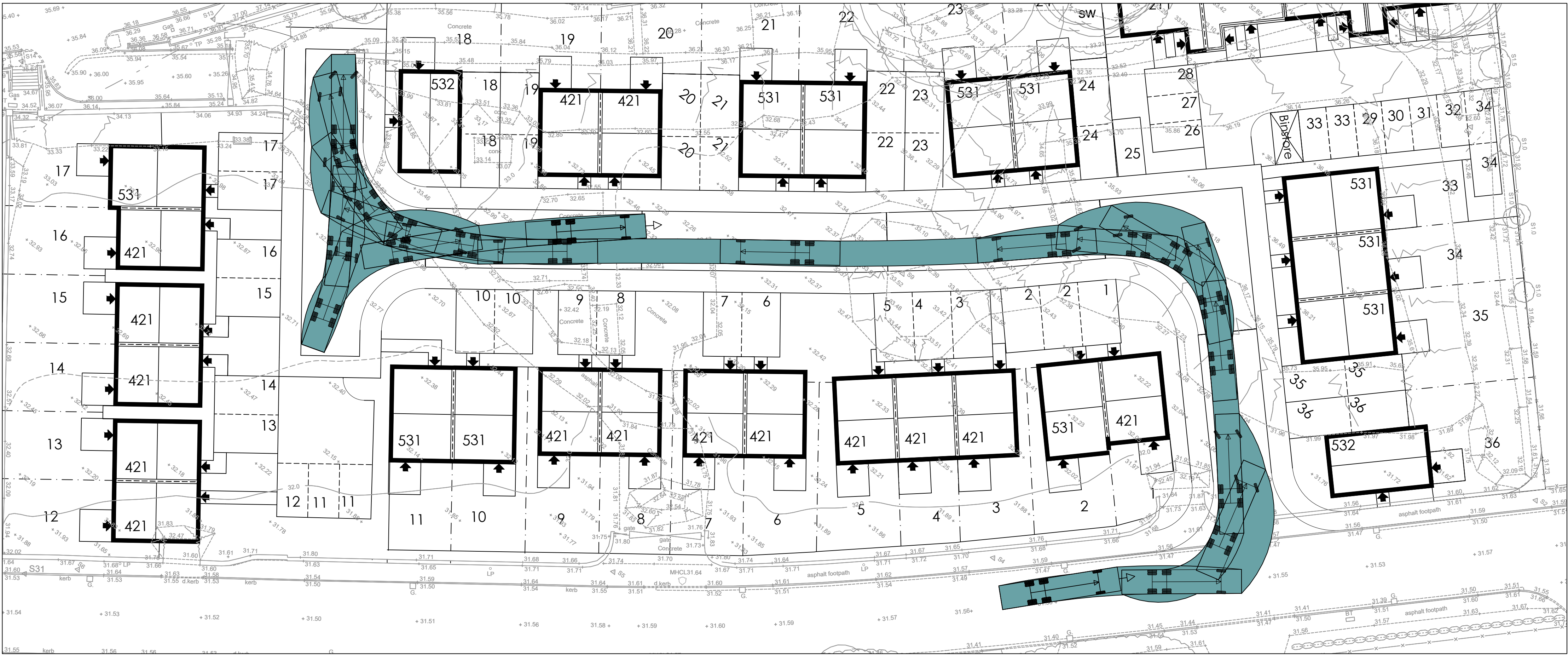
Client: Coastal Housing Group
Project: Holly Street, Pontardawe
Title: Site Layout
Ref: 2334 - 200

Rev: D

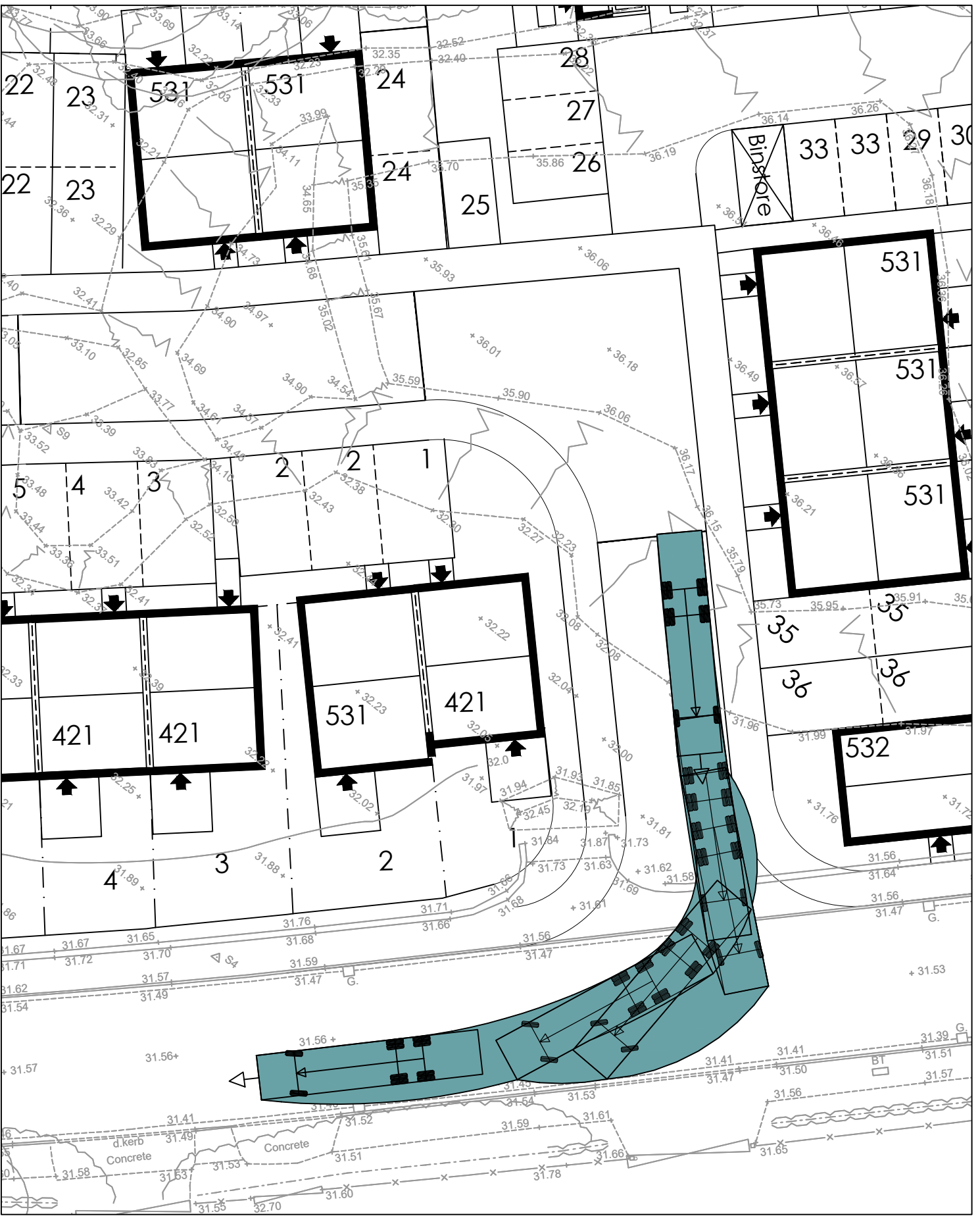
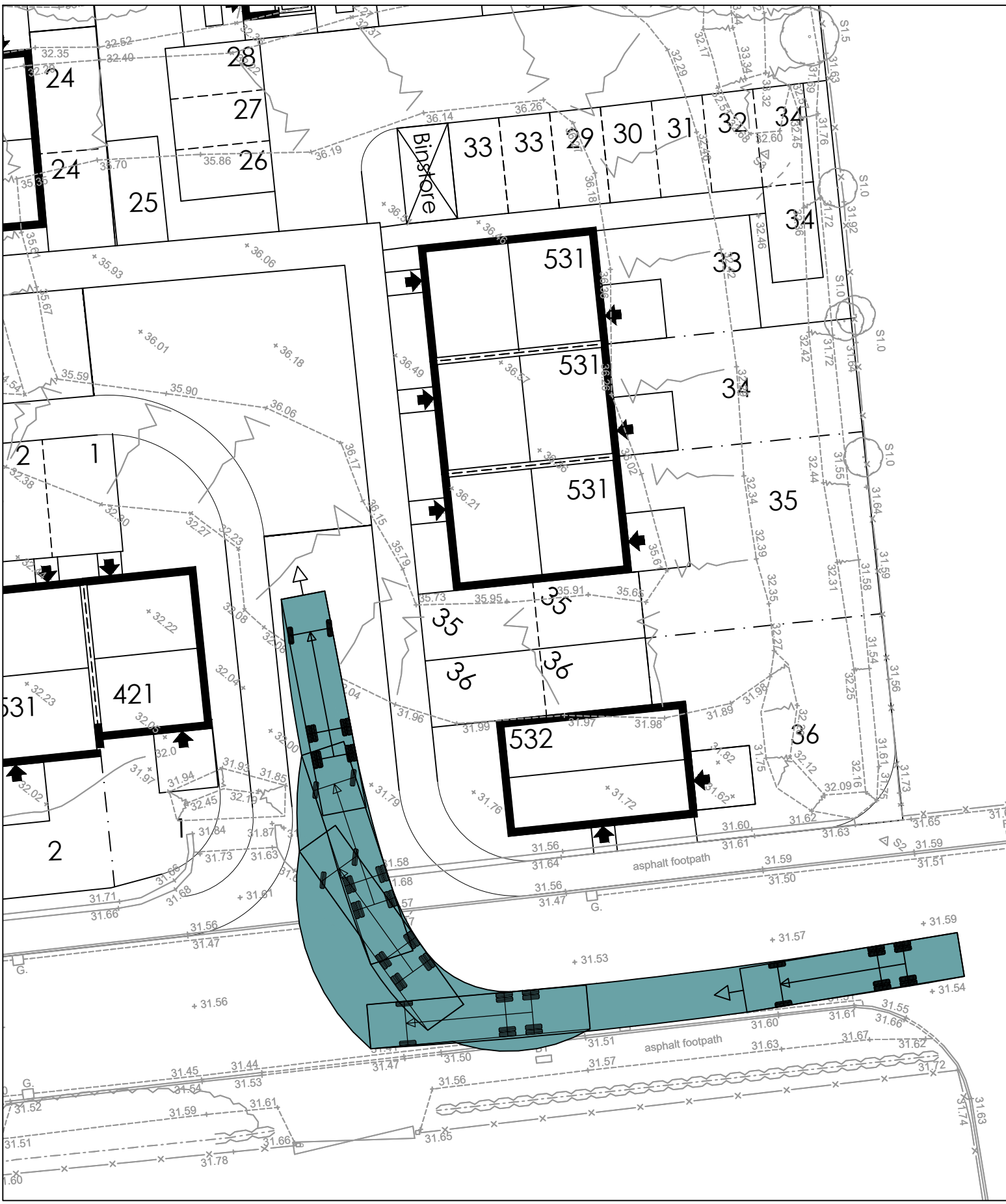
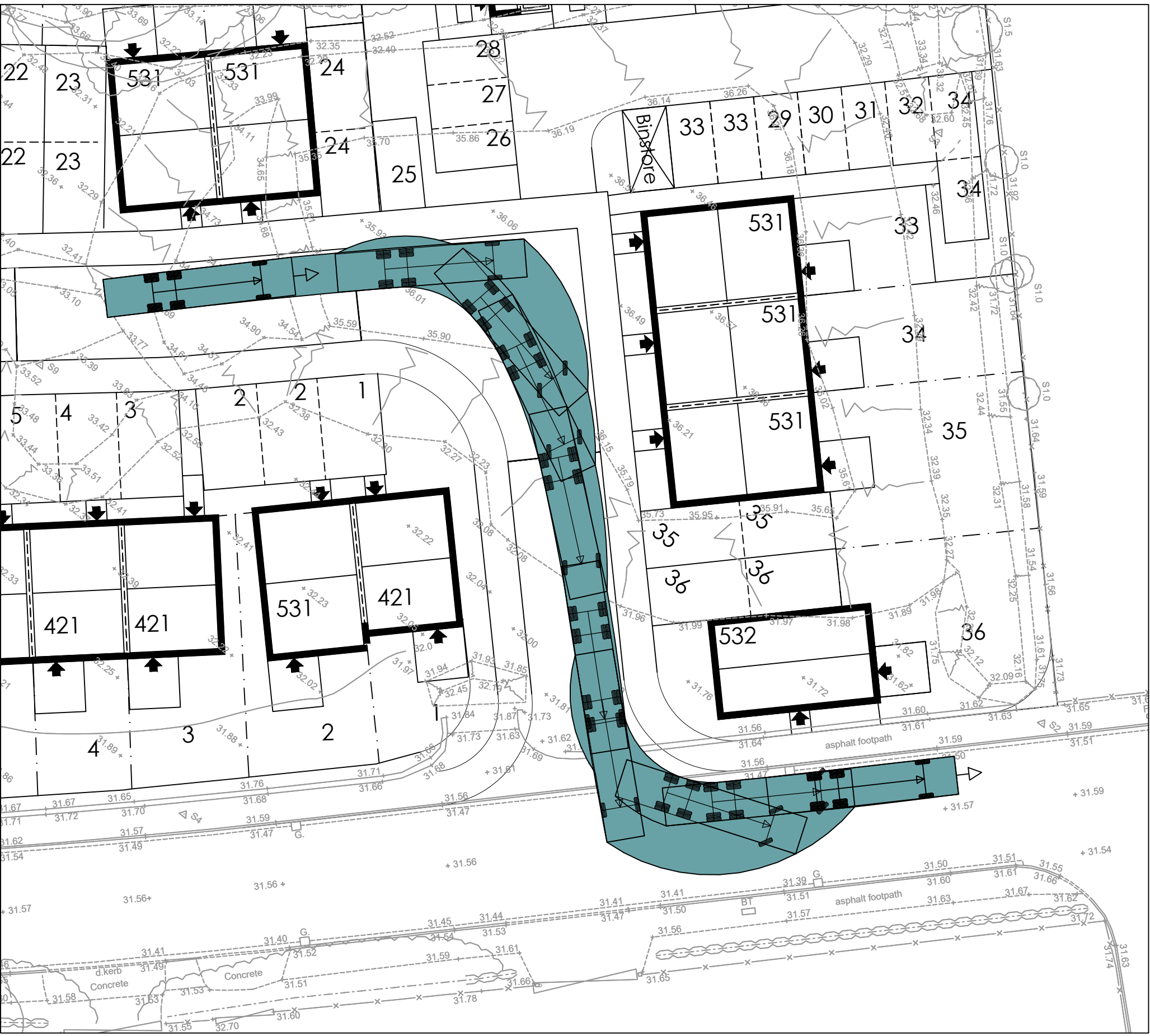


Unit 2 Chapel Barns | Merthyr Mawr
Bridgend | CF32 0LS | 01656 656267
mail@spring-consultancy.co.uk

Appendix C



Vehicle name	VoG Refuse Vehicle
Description	Design Bulletin 32
Overall length (m)	11.200
Overall width (m)	2.250
Maximum track width (m)	2.250
Kerb to kerb radius (m)	9.500



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rev date description

by

Status:

PLANNING

Drawn: LG

Checked: MCC

Date: December 2019

Scale: 1:250 (A1)

Client: Bluefield Land Ltd

Project: Holly Street, Pontardawe

Title: Swept Path Assessment

Ref: 2344 / 650

Rev: /

spring
design

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Bridgend | CF32 0LS | 01656 656267
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Appendix D

Appendix D
T19.130 Holly Street, Pontardawe
NPT Parking Standards 2016

Appendix 5 sustainability calculation		Single points		
Local Facilities	Max walking distance		Score	Notes: Local facilities include a foodstore*, chemist, post office, health-care facility** and school. Access to two of these within the same walking distance will score single points.
	200	3		
	400	2	2	
	800	1		
Public Transport	300	3	3	
Access to bus stop or railway station	400	2		
	800	1		
Cycle Route	200	1	0	
Public Transport Frequency				
	Frequency			
Bus or rail service within	5 minutes	3		
800m walking distance with services	20 minutes	2		
operating 0700 -1900	30 minutes	1	1	
Total			6	

Appendix E

Residential Car Parking Research

planning



Residential Car Parking Research

Department for Communities and Local Government
Eland House
Bressenden Place
London
SW1E 5DU
Telephone: 020 7944 4400
Website: www.communities.gov.uk

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Although this research was commissioned by Communities and Local Government, the findings and recommendations in this report are those of the author and DO NOT necessarily represent the views of Communities and Local Government

Factors influencing car ownership and car parking demand

Dwelling size, type and tenure

Dwelling size and type are major factors in determining car ownership levels. This is logical as larger dwellings are more likely to be inhabited by more people of driving age and/or households with larger incomes. Conversely, smaller dwellings tend to be occupied by single-person households. The number of bedrooms has often been used as a proxy for size, however this is a coarse measure given the significant variation in car ownership that has been found between, say 4 and 5 room dwellings, and the fact that in most flats there is little difference between individual rooms (other than kitchens) and the uses to which they can be put. This research uses the number of rooms (as defined by the Census)³ as the proxy for dwelling size.

Tenure is another influence on household car ownership. In particular, households occupying rented accommodation can have up to 0.5 fewer cars than owner-occupied households in dwellings of similar size and type. Local planning authorities will wish to consider tenure carefully when developing car parking policies given that any future changes in the tenure of dwellings may change the nature and demand for car parking.

Appendix A sets out car ownership levels for all households in England, based upon the 2001 Census. The data is categorised by dwelling type, tenure and size (number of rooms). This enables the car ownership levels for particular categories of dwelling to be identified.

Dwelling location

In terms of location, local planning authorities may wish to consider the effect on car ownership of the availability of local services that can be reached on foot and by cycle and access to public transport.

To assist their understanding of these effects within their areas, local planning authorities can obtain from National Statistics the Census data set out in Appendix A, broken down to smaller geographical levels such as wards or Census Output Areas (COAs)⁴. This data can then be used to examine in detail car ownership patterns in a particular settlement or for a part of an urban area, such as a city centre.

Basing expected car ownership upon Census or other survey data, as set out above, implicitly assumes that new housing will have similar car ownership characteristics to the existing housing stock in the area. Local planning authorities will want to consider whether this is an appropriate generalisation when developing car parking policies for their area.

³ 'Rooms' are defined in the 2001 Census as follows: The count of the number of rooms in a household's accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted.

⁴ COAs typically consist of around 100-200 dwellings and there can be between 10-80 COAs in a Ward.

Appendix F

SB 100/2013

22 October 2013

People and Licensing and Vehicle Ownership, 2012

This Statistical Bulletin reports on people and vehicle licensing in Wales. It is a partner to the earlier Bulletin "[Licensing and Vehicle Ownership, 2012](#)" published on 8th October 2013. Information covers the following topics:

- Households with and without access to a car (page 2);
- Characteristics of households with and without access to a car (page 4);
- People with and without a driving licence (page 8);
- Driver test statistics (page 9);
- Vehicle parking badges on issue (page 11); and Key Quality Information (page 13).

Key points

- Averaged over the two years 2011 and 2012, the National Travel Survey (NTS) shows that some 24 per cent of households in Wales did not own a car, 40 per cent owned one car and 36 per cent owned two cars (Table 1 and Charts 2 and 3);
- On census day, 23 per cent of households in Wales did not have a car or van in the household. This rises to 34 per cent of lone parent households, 45 per cent of one person households, 44 per cent of households that are social or private rented, and 35 per cent of non-white households, i.e. the household reference person belongs to an ethnic group other than white (Table 3 and Chart 4);
- Averaged over the two years 2011 and 2012, the NTS suggests that some 80 per cent of men aged 17 and over had a driving licence, compared with 67 per cent of women (Table 4 and Chart 6);
- There were 59 thousand practical driving tests administered in Wales in 2012-13. This is 6 thousand fewer than in 2011-12 and 28 thousand fewer than in 2006-07, the most recent peak year for tests in Wales (Table 5);
- The number of vehicle parking badges on issue at 31 March 2013 was 202 thousand to individuals and 1,500 to institutions (Tables 7 and 8).

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Welsh Government

Households with and without access to a car

There are two sources of information about households with and without access to a car: The National Travel Survey and the Census.

The National Travel Survey (NTS) suggests that, averaged over the two years 2011 and 2012, some 24 per cent of households in Wales did not own a car, 40 per cent owned one car and 36 per cent owned two cars.

Table 1: Household car ownership, Wales, 1995/97^(a) to 2011/12^(b)

	Percentage of households			
	No car/van	One car/van	Two or more cars/vans	Total
1995/97	32	44	24	100
1998/00	28	40	31	100
2002/03	26	45	29	100
2003/04	25	46	30	100
2004/05	22	45	33	100
2005/06	23	45	32	100
2006/07	25	45	30	100
2007/08	26	44	30	100
2008/09	23	45	32	100
2009/10	21	44	35	100
2010/11	22	44	35	100
2011/12	24	40	36	100

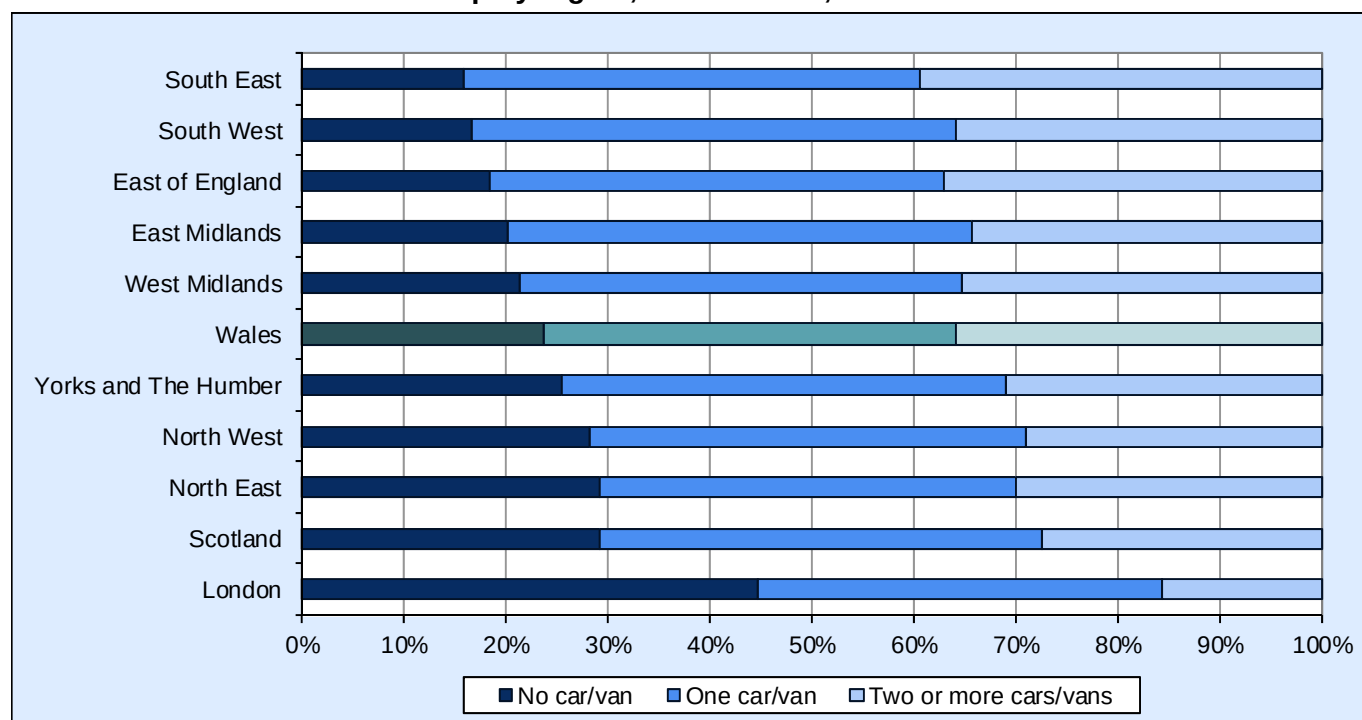
Source: Department for Transport, National Travel Survey, Table NTS9902

(a) Three calendar years combined, e.g. 1995, 1996 and 1997.

(b) Two survey years combined, e.g. 2011 and 2012. A survey year runs from mid-January to mid-January.

Chart 1 below shows how the position in Wales compared with other regions within Great Britain: The proportion without a car in Wales was higher than the South and East of England (outside London) and the Midlands, but lower than the rest of the country, that is all of the North of England, Scotland and London. The pattern for households with two or more cars differs, with only the South East and East of England having a higher proportion of households in this position than Wales.

Chart 1: Household car ownership by region, Great Britain, 2011/12

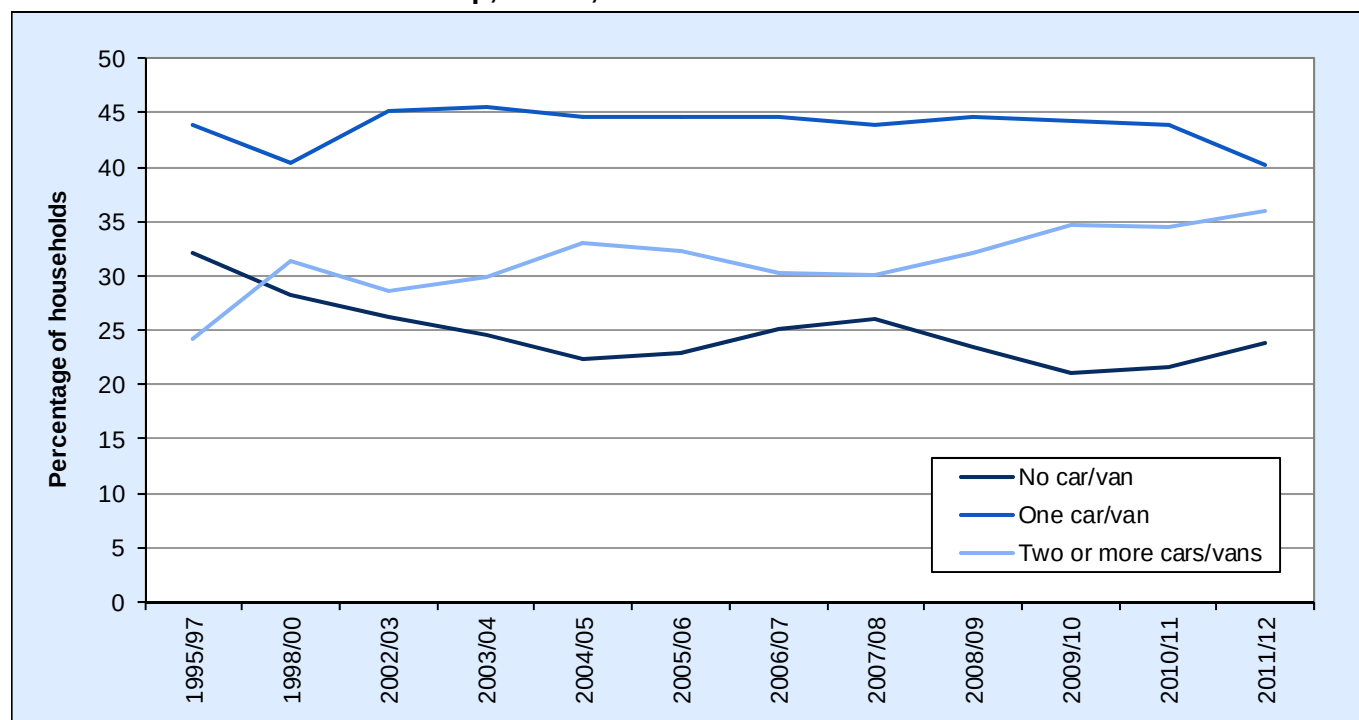


Source: Department for Transport, National Travel Survey, Table NTS9902

The Census allows us to look in more detail at the characteristics of households with and without access to a motor vehicle; see the following section for this analysis.

Summary Census data, shown in Table 2, suggests that the NTS and Census figures are broadly comparable. It is difficult to interpret recent trends in car ownership but the NTS data in Chart 2 below (which is affected by the small NTS sample size) suggests that the proportion of households that do not own a car (or are without access to a motor vehicle) was falling up to around 2004, then stabilised, and has remained at around 23 per cent.

Chart 2: Household car ownership, Wales, 1995/97 to 2011/12



Source: Department for Transport, National Travel Survey, Table NTS9902

Characteristics of households with and without access to a car

This section is a description of the characteristics of households with and without access to a car. Table 2, below, shows figures relating to the number of cars or vans that are owned, or available for use, by one or more members of a household as at census day 27 March 2011.

Table 2: Car availability by local authority, Wales, as at 27 March 2011 (a)

	Number of households	Percentage of households with...				Per cent
		No car/van	One car/van	Two cars/vans	Three or more cars/vans	
Isle of Anglesey	30,594	18.0	42.7	28.6	10.7	
Gwynedd	52,473	21.4	43.4	26.0	9.2	
Conwy	51,177	21.7	44.2	25.5	8.6	
Denbighshire	40,546	21.0	43.9	26.2	8.8	
Flintshire	63,781	17.0	41.9	31.0	10.1	
Wrexham	57,029	22.2	41.9	27.7	8.2	
Powys	58,345	15.0	42.8	30.1	12.0	
Ceredigion	31,562	18.4	43.2	27.5	11.0	
Pembrokeshire	53,122	17.9	44.0	27.7	10.4	
Carmarthenshire	78,829	18.8	43.5	27.6	10.2	
Swansea	103,497	25.8	43.3	23.7	7.1	
Neath Port Talbot	60,393	25.5	43.3	24.0	7.1	
Bridgend	58,515	21.9	43.9	26.5	7.6	
The Vale of Glamorgan	53,505	19.4	43.0	28.8	8.9	
Cardiff	142,557	29.0	42.9	22.3	5.8	
Rhondda Cynon Taf	99,663	27.1	42.6	23.4	6.9	
Merthyr Tydfil	24,264	29.7	43.2	21.0	6.1	
Caerphilly	74,479	24.4	43.2	25.0	7.5	
Blaenau Gwent	30,416	29.0	43.8	20.9	6.4	
Torfaen	38,524	23.6	43.5	24.9	8.1	
Monmouthshire	38,233	15.2	40.2	32.5	12.1	
Newport	61,172	27.9	41.4	23.7	6.9	
Wales	1,302,676	22.9	43.0	25.8	8.3	

Source: Office for National Statistics, 2011 Census, Table KS404EW

(a) This includes company cars and vans that are available for private use. It does not include motorbikes or scooters, or any cars or vans belonging to visitors.

Around a quarter of households in Wales do not have a car or van for personal transport. The overall position is that out of 1.3 million households in Wales on census day:

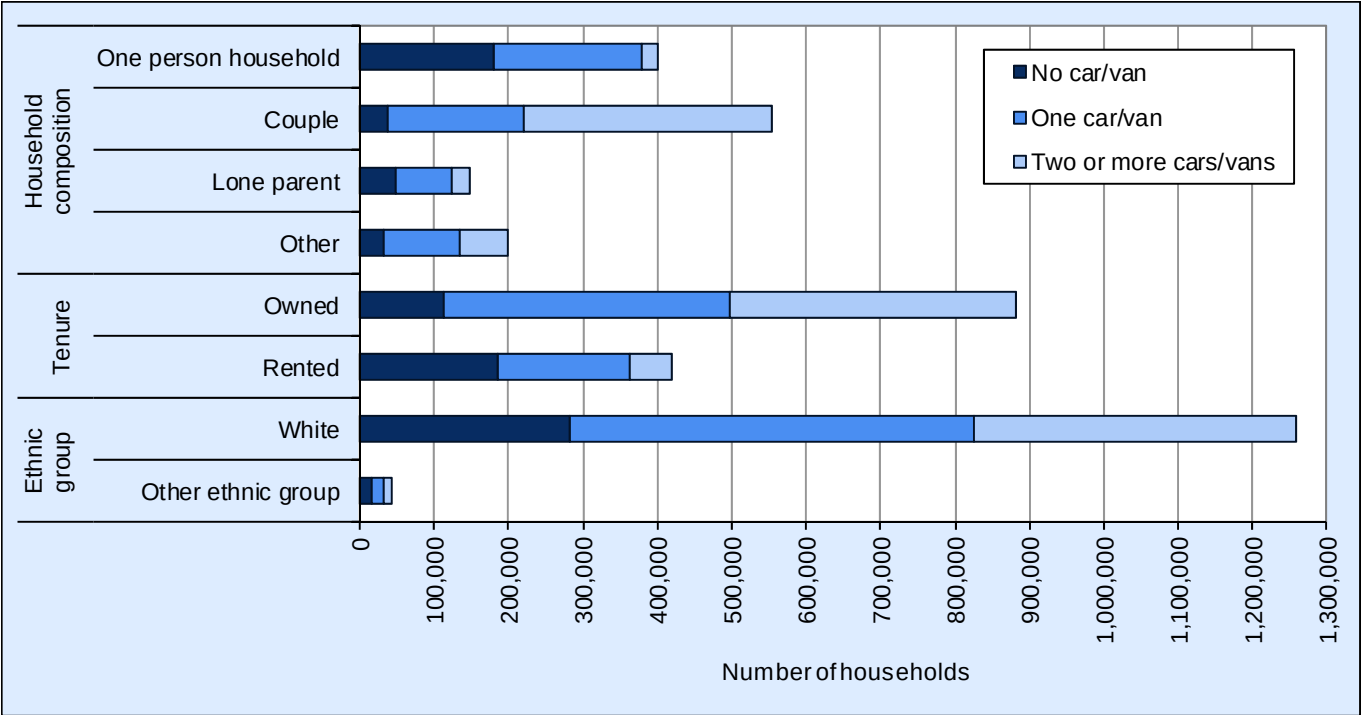
- 300 thousand households had no cars or vans, 23 per cent of the total.
- 1 million households had at least one car or van in the household, 77 per cent of the total.

The proportion of households without a car or van varies greatly across different groups within the Welsh population (Charts 3 and 4 below show these relationships). On census day, 23 per cent of households in Wales did not have a car or van in the household. This rises to:

- 34 per cent of lone parent households (50 thousand households in Wales);
- 45 per cent of one person households (180 thousand households in Wales);
- 44 per cent of households that are social or private rented (186 thousand households in Wales);
- 35 per cent of non-white households, i.e. the household reference person belongs to an ethnic group other than white (15 thousand households in Wales).

Chart 3 below shows the **numbers** of households in Wales falling into each of these categories on census day.

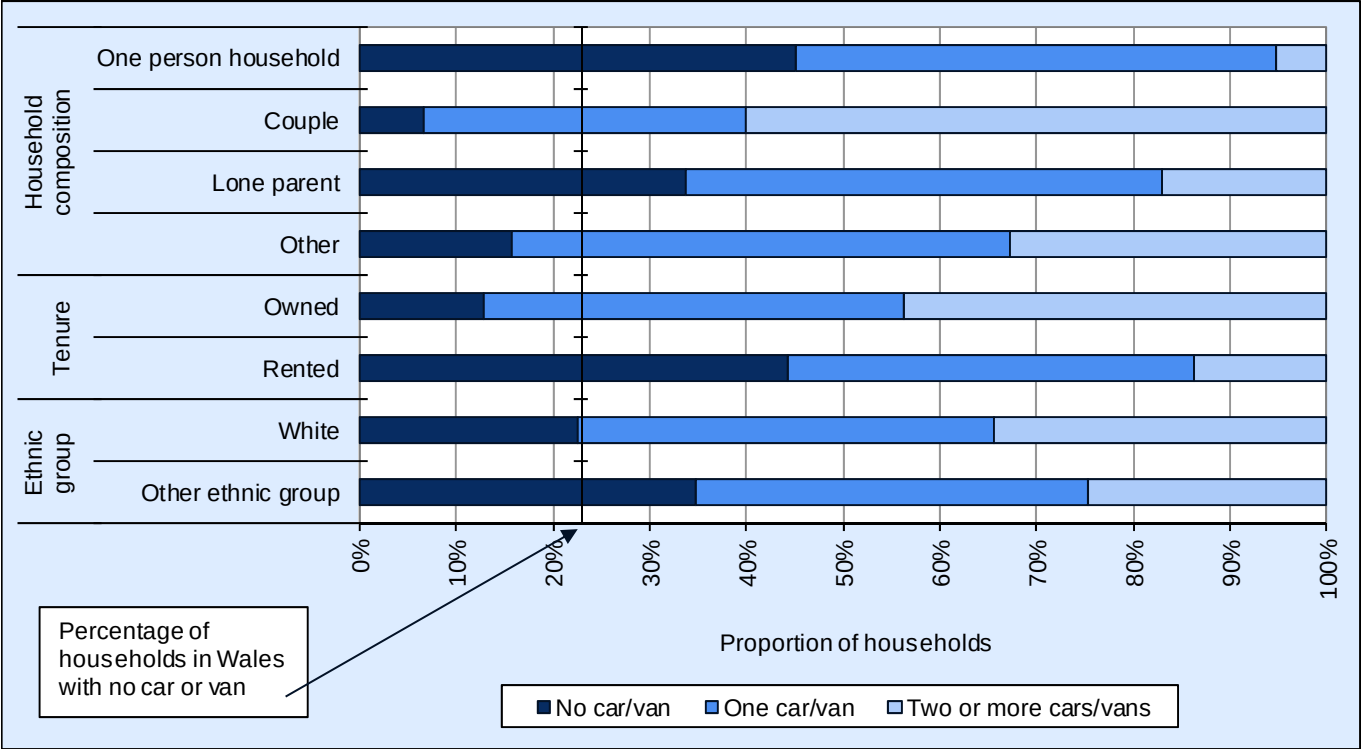
Chart 3: Car availability by various household characteristics, Wales, as at 27 March 2011



Source: Office for National Statistics, 2011 Census, Tables DC1401EW and DC4202EW

Chart 4 below takes these numbers and shows for each of the groups, for example households comprising of just one person, the **proportion** of that group of households that have no car or van, the proportion that have one car or van, and the proportion that have two or more cars or vans (so the total for each group will always add up to 100 per cent).

Chart 4: Car availability by various household characteristics, Wales, as at 27 March 2011



Source: Office for National Statistics, 2011 Census, Tables DC1401EW and DC4202EW

Whether a couple are married or cohabiting appears to have a greater influence on their car availability than whether that couple have dependent children or not. Chart 4 shows that 7 per cent of couples did not have a car or van in the household; when looking at couples with dependent children and those without dependent children, this proportion does not change. However, when looking at the marital status of these couples the proportion alters; just 5 per cent of married couples did not have a car or van, this rises to 13 per cent of cohabiting couples (Table 3).

Table 3: Car availability by various household characteristics, Wales, as at 27 March 2011 (a)

		Percentage of households with...			Per cent
	Number of households	No car/van	One car/van	Two or more cars/vans	
Household composition:					
One person household	400,768	45	50		5
All persons aged 65 and over	115,928	12	65		23
Married or same-sex civil partnership couple	427,800	5	32		63
Dependent children	181,340	4	28		68
No children or all children non-dependent	246,460	5	35		60
Cohabiting couple	125,796	13	38		49
Dependent children	58,784	15	40		45
No children or all children non-dependent	67,012	12	36		51
Lone parent	147,940	34	49		17
Other household types	84,444	20	33		47
Tenure:					
Owned or shared ownership	883,130	13	43		44
Social rented	214,911	53	38		8
Private rented or living rent free	204,635	35	46		19
Ethnic group:					
White	1,258,984	23	43		34
Mixed/multiple ethnic group	8,957	38	41		22
Asian/Asian British	21,245	27	42		30
Black/African/Caribbean/Black British	7,627	47	37		16
Other ethnic group	5,863	41	39		20
All categories	1,302,676	23	43		34

Source: Office for National Statistics, 2011 Census, Tables DC1401EW and DC4202EW

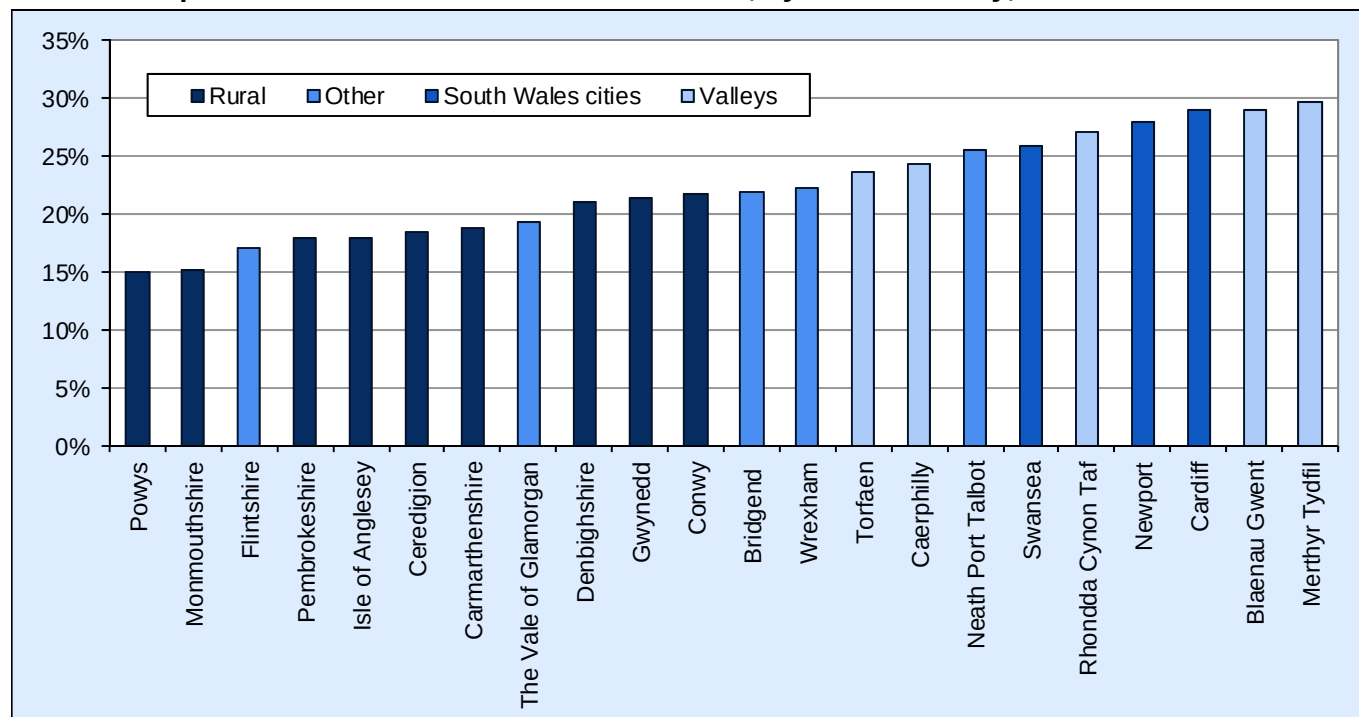
(a) This includes company cars and vans that are available for private use. It does not include motorbikes or scooters, or any cars or vans belonging to visitors.

Looking across local authority areas, households' car availability is associated with rurality (a higher proportion of households with cars) and deprivation (lower proportion with cars).

Chart 5 below shows that there is considerable variation across local authority areas:

- The more rural local authorities have a lower proportion of households with no car or van.
- The Valleys authorities have a higher proportion with no car or van.

Chart 5: Proportion of households with no car or van, by local authority, as at 27 March 2011



Source: Office for National Statistics, 2011 Census, Table KS404EW

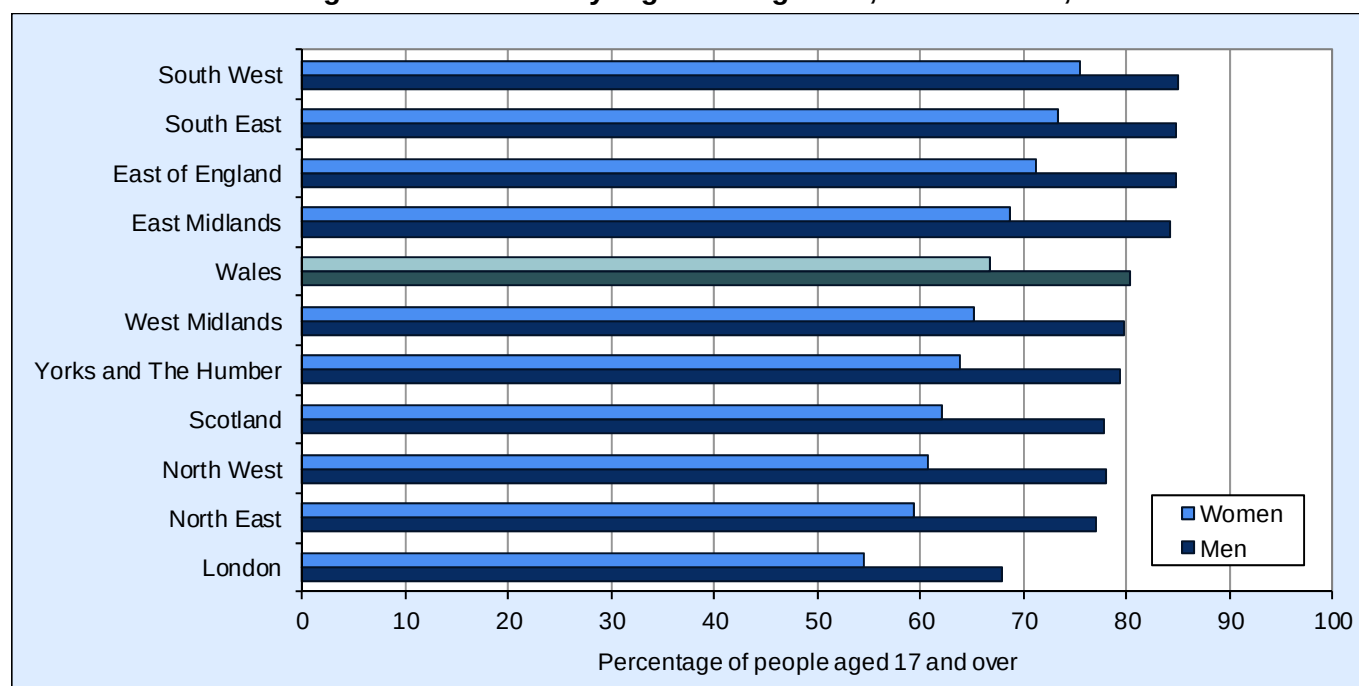
People with and without a driving licence

The main source of information about people with and without a driving licence comes from the National Travel Survey (NTS). This suggests that for Wales, and averaged over the two years 2011 and 2012, some

- 80 per cent of men aged 17 and over had a driving licence; compared with
- 67 per cent of women; giving a total of
- 73 per cent of all adults aged 17 and over with a driving licence.

Chart 6 below shows how the position in Wales compares with other regions within Great Britain: The pattern is similar to that for car ownership shown in Chart 1, that is that the proportion with a driving licence in Wales was lower than the South and East of England (outside London) and East Midlands, but higher than the West Midlands, all of the North of England, Scotland and London.

Chart 6: Full car driving licence holders by region and gender, Great Britain, 2011/12



Source: Department for Transport, National Travel Survey, Table NTS9901

Table 4, below, shows a breakdown of car licence holders by age. The figures vary from year to year, reflecting sampling variability arising from the small NTS sample in Wales. The figures suggest, however, that the proportion of people aged 60 and over with a licence has been increasing.

Table 4: Full car driving licence holders, by age and gender, Wales, 2002/03 to 2011/12 (a)

									Per cent
	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12
All persons by age:									
17-29	59	64	63	58	55	61	65	56	60
30-39	82	83	83	83	81	77	82	86	84
40-49	81	85	85	83	77	80	83	80	82
50-59	79	77	80	84	81	81	83	82	84
60 or over	57	59	59	58	64	69	70	70	66
All persons aged 17 or over	70	72	73	71	70	72	75	73	73
Males aged 17 or over	81	83	82	80	79	80	82	81	80
Females aged 17 or over	59	63	64	62	62	65	68	66	67

Source: Department for Transport, National Travel Survey

(a) Two survey years combined, e.g. 2011 and 2012. A survey year runs from mid-January to mid-January.

Driver test statistics

The test statistics are derived from data held by the Driving Standards Agency (DSA), which administers the driving test and training schemes in Great Britain. This section presents information about driving tests conducted in Wales for each financial year.

Table 5 shows the number and pass rates of driving tests conducted in Wales. It shows that:

- There were 59 thousand tests administered in Wales in 2012-13. This is 6 thousand fewer than in 2011-12 and 28 thousand fewer than in 2006-07, the most recent peak year for tests in Wales.
- There were 31 thousand tests undertaken by women and 28 thousand tests undertaken by men. The number of women undertaking driving tests has been greater than the number of men since 2003-04. The pass rate for men was, however, higher at 56 per cent pass rate as compared with 50 per cent for women.

Table 5: Practical driving tests and pass rates, by gender, Wales, 2001-02 to 2012-13

	Males		Females		Total (a)	
	Driving tests undertaken	Pass rate (per cent)	Driving tests undertaken	Pass rate (per cent)	Driving tests undertaken	Pass rate (per cent)
2001-02	34,796	52.7	32,056	44.7	66,852	48.8
2002-03	39,984	53.5	37,518	45.6	77,502	49.6
2003-04	36,034	51.9	42,362	45.5	78,396	48.4
2004-05	40,847	50.5	45,104	44.0	85,951	47.1
2005-06	39,572	49.8	43,907	43.8	83,482	46.7
2006-07	40,882	51.5	46,147	45.0	87,037	48.1
2007-08	38,617	52.8	42,298	46.1	80,926	49.3
2008-09	37,070	53.8	39,944	47.4	77,023	50.5
2009-10	31,998	54.2	33,791	48.4	65,798	51.2
2010-11	31,895	55.2	34,274	49.6	66,171	52.3
2011-12	30,790	56.2	34,844	49.8	65,637	52.8
2012-13	27,941	55.6	31,319	49.7	59,260	52.5

Source: Driving Standards Agency

(a) Male and female may not sum to the total persons as some candidates use an Irish driving licence which does not record gender.

Table 6 shows driving theory tests in Wales by test centre. It shows that:

- There were 56 thousand theory tests held in Wales during 2012-13, a fall of over 5 thousand compared with 2011-12. The number of tests had remained at a similar level for the previous four years, that is from 2008-09 to 2011-12.
- The largest number of tests took place in the Cardiff and Swansea test centres; these two centres accounted for half of the driving theory tests carried out in Wales during 2012-13.
- The pass rate for Wales as a whole was 61 per cent in 2012-13. The pass rates across the nine test centres in Wales varied between 59 per cent in Newport and 65 per cent in Aberystwyth. The pass rate has been falling in all nine test centres over the past five years; for Wales as a whole it fell from 67 per cent in 2007-08 to 61 per cent in 2012-13.
- There were 11 theory tests (out of 56 thousand) conducted in the Welsh language in 2012-13.

Table 6: Driving theory tests and pass rates, by test centre, Wales, 2007-08 to 2012-13 (a)

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
Bangor						
Tests (number)	5,275	4,774	4,731	4,683	4,841	4,431
Pass rate (per cent)	67.7	67.0	66.6	65.5	61.9	59.7
Rhyl						
Tests (number)	4,478	3,842	3,811	3,944	4,029	3,524
Pass rate (per cent)	67.7	66.8	65.8	66.1	63.8	61.7
Builth Wells						
Tests (number)	985	893	879	933	1,029	1,007
Pass rate (per cent)	70.8	78.8	69.5	66.7	69.2	64.2
Aberystwyth						
Tests (number)	2,239	2,153	2,125	2,154	2,086	1,848
Pass rate (per cent)	71.6	71.4	69.8	68.1	64.6	65.3
Haverfordwest						
Tests (number)	4,094	3,838	3,739	3,679	3,536	3,128
Pass rate (per cent)	70.1	67.8	66.0	66.5	63.5	62.6
Swansea						
Tests (number)	15,446	13,341	13,249	13,105	13,664	12,286
Pass rate (per cent)	65.7	67.3	64.9	64.2	61.7	60.7
Merthyr Tydfil						
Tests (number)	7,835	6,896	6,601	7,267	6,831	5,883
Pass rate (per cent)	65.7	66.6	64.9	63.7	61.9	60.6
Newport						
Tests (number)	10,210	9,241	8,967	9,295	9,136	8,060
Pass rate (per cent)	66.2	67.2	65.2	65.4	63.4	59.3
Cardiff						
Tests (number)	19,482	17,809	17,101	16,427	16,631	16,134
Pass rate (per cent)	67.1	67.2	65.6	65.5	62.5	61.0
Wales						
Tests (number)	70,044	62,787	61,203	61,487	61,783	56,301
Pass rate (per cent)	67.0	67.5	65.6	65.2	62.6	60.9
Welsh language theory tests (b)(c)						
Tests (number)	14	20	15	15	9	11
Pass rate (per cent)	71.4	70.0	46.7	60.0	88.9	45.5

Source: Driving Standards Agency

(a) Users of this data should be aware when considering this information that there may be some anomalies due to the various methods of collation by the theory test provider.

(b) Welsh language tests relate to voiceovers given in Welsh, the onscreen test is given in English.

(c) May include theory tests at test centres outside Wales.

Vehicle parking badges on issue

This section shows the number of vehicle parking badges on issue for people who are physically or sensory disabled. The data are supplied to the Data Collection team within the Welsh Government by the 22 local authorities in Wales on form PM2.

Table 7 shows the number of badges on issue at the end of each financial year. It shows that the number of badges on issue at 31 March 2013 was 202 thousand to individuals and 1,500 to institutions.

Table 7: Vehicle parking badges on issue, Wales, 1986-87 and 1989-90 to 2012-13

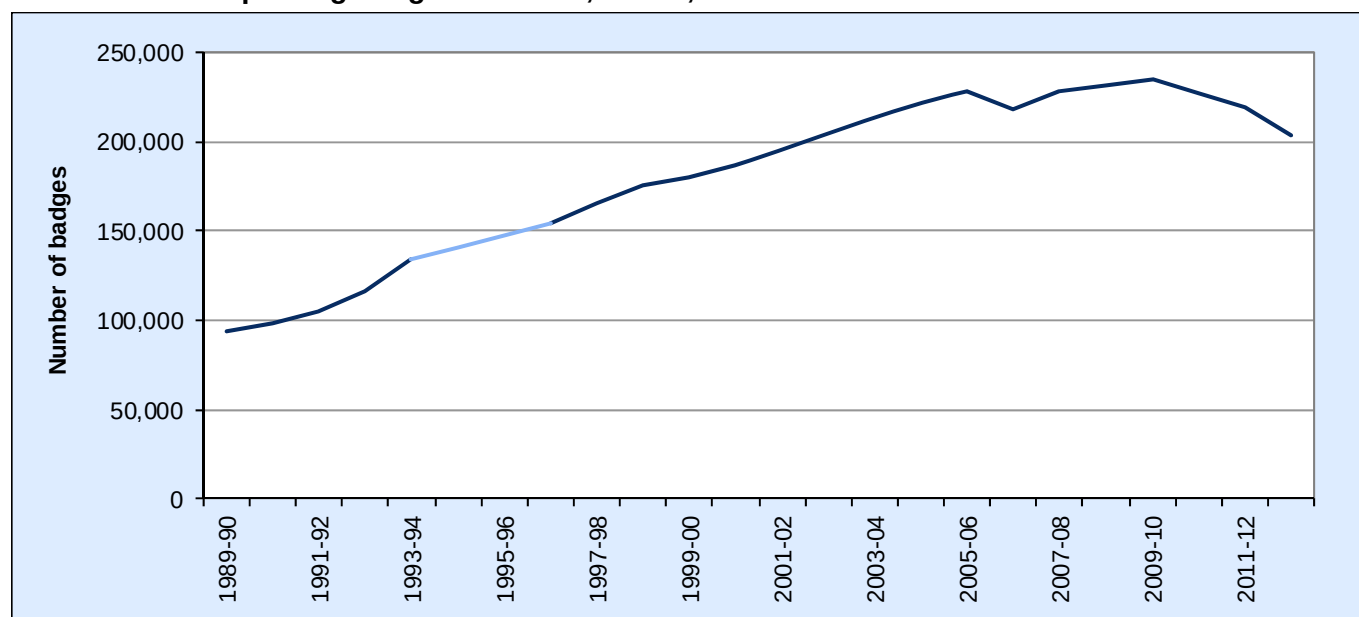
	<i>Number</i>		
	To individuals	To institutions	Total
1986-87	72,474	621	73,095
1989-90	92,382	971	93,353
1990-91	97,174	828	98,002
1991-92	103,457	1,015	104,472
1992-93	115,207	1,150	116,357
1993-94	133,014	1,171	134,185
1994-95 (a)	..	..	..
1995-96 (a)	..	..	..
1996-97	152,554	1,391	153,945
1997-98	164,510	1,380	165,890
1998-99	173,951	1,327	175,278
1999-00	178,176	1,260	179,436
2000-01	184,906	1,388	186,294
2001-02	194,567	1,446	196,013
2002-03	203,226	1,698	204,924
2003-04	211,220	1,822	213,042
2004-05	219,217	1,771	220,988
2005-06	225,815	1,901	227,716
2006-07	215,964	1,688	217,652
2007-08	226,944	1,489	228,433
2008-09	229,604	1,456	231,060
2009-10	233,633	1,572	235,205
2010-11	225,695	1,602	227,297
2011-12	217,397	1,572	218,969
2012-13	202,091	1,500	203,591

Source: Welsh Government, PM2 form - Performance management of adult services

(a) Data not available due to a local government reorganisation.

Looking at Chart 7 below, it is clear that the number of badges on issue grew steadily up to 2006, when they reached 228 thousand in total, and that growth then ceased, and was replaced by a period of year-to-year variations. Over the last three years however, that is 2010-11 to 2012-13 there has been a decline in the number of badges.

Chart 7: Vehicle parking badges on issue, Wales, 1989-90 to 2012-13



Source: Welsh Government, PM2 form - Performance management of adult services

Note: Figures for 1994-95 and 1995-96 are estimated as data was not available due to a local government reorganisation

Table 8 shows the number of badges on issue by local authority. The largest number of badges were on issue in Rhondda Cynon Taf (20 thousand), with Swansea (19 thousand), Carmarthenshire (15 thousand) and Caerphilly (15 thousand) with the next largest numbers of badges on issue.

Table 8: Vehicle parking badges on issue, by local authority, Wales, 2009-10 to 2012-13

	Number							
	2009-10		2010-11		2011-12		2012-13	
	To individuals	To institutions	To individuals	To institutions	To individuals	To institutions	To individuals	To institutions
Isle of Anglesey	4,917	13	4,822	12	4,796	13	4,733	14
Gwynedd	7,841	43	8,031	48	7,923	50	7,794	66
Conwy	9,445	114	9,122	115	9,144	115	8,796	96
Denbighshire	7,308	68	7,227	67	6,984	70	7,059	77
Flintshire	9,009	71	9,544	42	9,324	46	8,933	46
Wrexham	8,252	92	8,246	76	7,780	72	7,938	63
Powys	9,862	99	10,226	123	10,154	128	9,620	110
Ceredigion	4,706	13	4,711	18	4,615	17	3,029	12
Pembrokeshire	3,668	18	4,573	31	3,736	33	3,407	31
Carmarthenshire	15,779	126	15,627	128	15,449	130	15,330	129
Swansea	20,071	249	21,844	266	14,967	278	18,402	180
Neath Port Talbot	14,380	234	14,630	230	15,319	201	13,425	153
Bridgend	12,106	102	11,715	83	12,090	70	11,824	74
The Vale of Glamorgan	15,702	28	8,374	63	8,320	64	8,268	63
Cardiff	17,269	74	16,836	70	17,126	68	6,412	79
Rhondda Cynon Taf	21,367	53	21,788	50	21,555	50	19,915	33
Merthyr Tydfil	4,968	17	4,956	20	4,935	21	4,716	22
Caerphilly	16,098	0	15,798	0	15,595	0	14,635	115
Blaenau Gwent	5,100	27	5,473	28	5,447	25	5,461	18
Torfaen	8,078	23	6,245	15	6,598	22	6,661	25
Monmouthshire	6,727	75	6,699	80	6,297	61	6,084	57
Newport	10,980	33	9,208	37	9,243	38	9,649	37
Wales	233,633	1,572	225,695	1,602	217,397	1,572	202,091	1,500

Source: Welsh Government, PM2 form - Performance management of adult services

Key Quality Information

The information in this Bulletin is based on a range of household surveys and on administrative data.

National Travel Survey data: The National Travel Survey (NTS) presents information on personal travel in Great Britain. The survey is primarily designed to track long-term development of trends in travel, although short-term changes can also be detected. NTS data is collected via two main sources:

- face-to-face interviews with people in their homes; and
- a seven-day travel diary, allowing travel patterns to be linked with individual characteristics.

The NTS covers travel by people in all age groups, including children. A national response rate of 61% was achieved in 2012. The sample size in Wales is too small to support reliable annual figures, so the NTS tables and charts show a number of years of combined data to ensure the results are robust. The tables and charts show the figures up to the combined year 2011/2012.

For further data and for the key quality information see the DfT web pages:

<https://www.gov.uk/government/organisations/departments-for-transport/series/national-travel-survey-statistics>

Census data: Census statistics help paint a picture of the nation and how we live. They provide a detailed snapshot of the population and its characteristics. The 2011 Census of England and Wales took place on 27 March 2011. All households in England and Wales received a census questionnaire through the post. The questionnaire was accompanied by an information leaflet and a pre-paid envelope for return by post. Households in Wales received both English language and Welsh language questionnaires, and information leaflets. Householders could complete their questionnaire and return it by post or they could complete the census questionnaire online.

For further data and for the key quality information see the ONS web pages:

<http://www.ons.gov.uk/ons/guide-method/census/2011/index.html>

Driver Test Statistics: The statistics are derived from data held by the Driving Standards Agency (DSA), which administers the driving test and training schemes in Great Britain. Further details about this process can be found on the DfT Website at:

<https://www.gov.uk/government/organisations/departments-for-transport/series/driving-tests-and-instructors-statistics>

Vehicle Parking Badges: The data are supplied to the Data Collection team within the Welsh Government by the 22 local authorities in Wales on form PM2. The form collects information on assessments and social services provided to people aged 18 and over by Welsh local authorities. The form applies an extensive series of validation checks to ensure that the information provided is accurate and consistent. Further information on quality and methods can be found in the Quality Report at:

<http://wales.gov.uk/topics/statistics/publications/socialservicesquality/?lang=en>

Appendix G

Calculation Reference: AUDIT-317901-190619-0618

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)
 VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HO HOUNSLOW	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 21 to 78 (units:)
 Range Selected by User: 21 to 78 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 25/04/19

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:

Tuesday	4 days
Wednesday	1 days

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

Selected survey types:

Manual count	5 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:

Edge of Town Centre	3
Edge of Town	2

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
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3

5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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:

50,001 to 75,000

1 days

125,001 to 250,000

1 days

250,001 to 500,000

2 days

500,001 or More

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

4 days

1.1 to 1.5

1 days

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

Travel Plan:

Yes

1 days

No

4 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

4 days

2 Poor

1 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-L-01	MIXED HOUSING		CESHIRE
	PERCYVALE STREET			
	MACCLESFIELD			
	HURDSFIELD			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	40		
	Survey date: TUESDAY	26/06/07	Survey Type: MANUAL	
2	GM-03-L-01	TERRACED AND FLATS		GREATER MANCHESTER
	CASTLE AVENUE			
	ROCHDALE			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	46		
	Survey date: TUESDAY	20/10/15	Survey Type: MANUAL	
3	HO-03-L-02	FLATS & TERRACED		HOUNSLOW
	INVERNESS ROAD			
	HOUNSLOW			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	67		
	Survey date: TUESDAY	25/04/17	Survey Type: MANUAL	
4	SY-03-L-01	HOUSES & FLATS		SOUTH YORKSHIRE
	DELVES CLOSE			
	SHEFFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	21		
	Survey date: TUESDAY	18/12/12	Survey Type: MANUAL	
5	WY-03-L-01	FLATS & HOUSES		WEST YORKSHIRE
	STATION ROAD			
	LEEDS			
	HORSFORTH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	78		
	Survey date: WEDNESDAY	21/09/16	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/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	50	0.044	5	50	0.103	5	50	0.147
08:00 - 09:00	5	50	0.079	5	50	0.202	5	50	0.281
09:00 - 10:00	5	50	0.143	5	50	0.151	5	50	0.294
10:00 - 11:00	5	50	0.095	5	50	0.107	5	50	0.202
11:00 - 12:00	5	50	0.127	5	50	0.087	5	50	0.214
12:00 - 13:00	5	50	0.099	5	50	0.107	5	50	0.206
13:00 - 14:00	5	50	0.087	5	50	0.111	5	50	0.198
14:00 - 15:00	5	50	0.099	5	50	0.119	5	50	0.218
15:00 - 16:00	5	50	0.210	5	50	0.163	5	50	0.373
16:00 - 17:00	5	50	0.091	5	50	0.119	5	50	0.210
17:00 - 18:00	5	50	0.155	5	50	0.107	5	50	0.262
18:00 - 19:00	5	50	0.159	5	50	0.107	5	50	0.266
19:00 - 20:00	1	40	0.050	1	40	0.000	1	40	0.050
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.438			1.483			2.921

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:	21 - 78 (units:)
Survey date date range:	01/01/05 - 25/04/19
Number of weekdays (Monday-Friday):	5
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

TAXIS

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	5	50	0.000	5	50	0.000	5	50	0.000
08:00 - 09:00	5	50	0.004	5	50	0.004	5	50	0.008
09:00 - 10:00	5	50	0.000	5	50	0.000	5	50	0.000
10:00 - 11:00	5	50	0.000	5	50	0.000	5	50	0.000
11:00 - 12:00	5	50	0.000	5	50	0.000	5	50	0.000
12:00 - 13:00	5	50	0.000	5	50	0.000	5	50	0.000
13:00 - 14:00	5	50	0.000	5	50	0.000	5	50	0.000
14:00 - 15:00	5	50	0.004	5	50	0.004	5	50	0.008
15:00 - 16:00	5	50	0.008	5	50	0.008	5	50	0.016
16:00 - 17:00	5	50	0.000	5	50	0.000	5	50	0.000
17:00 - 18:00	5	50	0.000	5	50	0.000	5	50	0.000
18:00 - 19:00	5	50	0.000	5	50	0.000	5	50	0.000
19:00 - 20:00	1	40	0.000	1	40	0.000	1	40	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

OGVS

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	5	50	0.000	5	50	0.000	5	50	0.000
08:00 - 09:00	5	50	0.000	5	50	0.000	5	50	0.000
09:00 - 10:00	5	50	0.004	5	50	0.004	5	50	0.008
10:00 - 11:00	5	50	0.008	5	50	0.008	5	50	0.016
11:00 - 12:00	5	50	0.004	5	50	0.004	5	50	0.008
12:00 - 13:00	5	50	0.000	5	50	0.000	5	50	0.000
13:00 - 14:00	5	50	0.000	5	50	0.000	5	50	0.000
14:00 - 15:00	5	50	0.000	5	50	0.000	5	50	0.000
15:00 - 16:00	5	50	0.000	5	50	0.000	5	50	0.000
16:00 - 17:00	5	50	0.004	5	50	0.004	5	50	0.008
17:00 - 18:00	5	50	0.004	5	50	0.004	5	50	0.008
18:00 - 19:00	5	50	0.000	5	50	0.000	5	50	0.000
19:00 - 20:00	1	40	0.000	1	40	0.000	1	40	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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.

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

PSVS

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	5	50	0.000	5	50	0.000	5	50	0.000
08:00 - 09:00	5	50	0.008	5	50	0.008	5	50	0.016
09:00 - 10:00	5	50	0.000	5	50	0.000	5	50	0.000
10:00 - 11:00	5	50	0.000	5	50	0.000	5	50	0.000
11:00 - 12:00	5	50	0.000	5	50	0.000	5	50	0.000
12:00 - 13:00	5	50	0.000	5	50	0.000	5	50	0.000
13:00 - 14:00	5	50	0.000	5	50	0.000	5	50	0.000
14:00 - 15:00	5	50	0.000	5	50	0.000	5	50	0.000
15:00 - 16:00	5	50	0.008	5	50	0.004	5	50	0.012
16:00 - 17:00	5	50	0.004	5	50	0.008	5	50	0.012
17:00 - 18:00	5	50	0.000	5	50	0.000	5	50	0.000
18:00 - 19:00	5	50	0.000	5	50	0.000	5	50	0.000
19:00 - 20:00	1	40	0.000	1	40	0.000	1	40	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

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	5	50	0.000	5	50	0.004	5	50	0.004
08:00 - 09:00	5	50	0.004	5	50	0.004	5	50	0.008
09:00 - 10:00	5	50	0.004	5	50	0.000	5	50	0.004
10:00 - 11:00	5	50	0.000	5	50	0.004	5	50	0.004
11:00 - 12:00	5	50	0.000	5	50	0.004	5	50	0.004
12:00 - 13:00	5	50	0.012	5	50	0.016	5	50	0.028
13:00 - 14:00	5	50	0.000	5	50	0.004	5	50	0.004
14:00 - 15:00	5	50	0.000	5	50	0.000	5	50	0.000
15:00 - 16:00	5	50	0.004	5	50	0.004	5	50	0.008
16:00 - 17:00	5	50	0.012	5	50	0.008	5	50	0.020
17:00 - 18:00	5	50	0.004	5	50	0.000	5	50	0.004
18:00 - 19:00	5	50	0.008	5	50	0.004	5	50	0.012
19:00 - 20:00	1	40	0.000	1	40	0.025	1	40	0.025
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.077			0.125

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.

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